RRC BEST PRACTICE 2: ZONING CODE EXAMPLES

2.1.6: Parking Flexibility

A resource for Michigan communities looking to update their zoning ordinance
INTRODUCTION

Best Practice 2.1.6: Frequently, parking requirements define urban design, land use density, and a person’s experience of place more than any other zoning regulation. Emerging technologies in the mobility industry and increasing land values are also leading communities to reconsider the long-term impact of parking requirements as meeting parking requirements is often the decisive factor in the viability of a project because of both the physical and financial demands associated with parking lots. Therefore, Redevelopment Ready Communities® work to minimize parking requirements wherever possible and provide flexibility for applicants and community officials so that the optimal number of parking spaces are required in each given situation.

HOW TO USE THIS DOCUMENT

This document provides examples of how Redevelopment Ready Communities® have ensured consistency between the master plan and the zoning ordinance. Please note that master plans and zoning codes are highly customized documents designed to advance each community’s vision. Therefore, these zoning code examples should be used to generate ideas only. Any zoning code language adopted locally should undergo a rigorous review to ensure it addresses the community’s specific desires. To learn more about incremental zoning code revisions and related processes check out the “RRC Users’ Guide to Zoning Reform.”

Zoning code updates should always be reflective of goals in your community’s master plan and other relevant plans.
RRC Best Practice 2.1.6

Frequently, parking requirements define urban design, land use density, and a person’s experience of place more than any other zoning regulation. Additionally, meeting parking requirements is often the decisive factor in the viability of a project because of both the physical and financial demands associated with constructing parking lots. Therefore, the RRC Best Practices include strategies to minimize parking requirements wherever possible and provide flexibility for applicants and community officials, so that the optimal number of parking spaces are required in each given situation.

EVALUATION CRITERIA 2.1.6
The zoning ordinance includes flexible parking standards.

EXPECTATIONS
☐ The ordinance includes regulations for two or more of the following:
  ➢ Reduction or elimination of required parking when on-street and public parking is available
  ➢ Connections between parking lots
  ➢ Shared parking agreements
  ➢ Parking maximums
  ➢ Elimination of parking minimums
  ➢ Parking waivers
  ➢ Electric vehicle charging stations
  ➢ Bicycle parking
  ➢ Payment in lieu of parking
  ➢ Reduction of required parking for complementary mixed-uses

Reductions in Required Parking when On-Street and Public Parking is Available

City of Highland Park Zoning Ordinance

1223.05 REDUCTIONS IN PARKING REQUIREMENTS.

3. On-Street and Business District Parking,
   a. The use of on-street parking or publicly-owned business district parking lots or parking structures to meet a portion of the minimum off-street parking requirements shall be permitted, provided the following conditions are met:
      i. Adequate on-street, district lots or parking structures exist within five hundred (500) linear feet of the primary entrance of the main building;
      ii. No more than fifty (50) percent of the off-street parking space requirement is met through the use of on-street, district lot or structure parking;
iii. The intensity of the use and its parking requirements shall not substantially adversely impact surrounding uses; and

iv. There is no negative impact to existing or planned traffic circulation patterns.

b. A parking demand study may be required to demonstrate that adequate available spaces exist on street or in a district lot or parking structure.

Connections Between Parking Lots

Fort Gratiot Township Zoning Ordinance

Sec. 38-619. - Off-street parking.

15. The planning commission may require an access easement to provide for vehicle access to adjacent parking lots to minimize the need for driveways to each facility and thereby decreasing hazards to vehicular traffic.

City of Williamston Zoning Code

Section 74-6.103

Cross Access Required. Wherever feasible, cross-access connections between adjacent parking lots (or a reserved connection when no adjacent parking lot exists but can reasonably be expected to be constructed at a future date) are required. Blanket cross-access easements across the entire parking lot area shall be provided for connected lots under separate ownership or management. The cross-access easements shall be without limitation and shall be recorded with the Ingham County Register of Deeds.
City of Highland Park Zoning Code

Section 1223.05 – Reductions in Parking Requirements

Shared Parking Agreements.

a. Mixed-Land Use. Where a mix of land uses creates staggered peak periods of parking demand, shared parking agreements that have the effect of reducing the total amount of required parking spaces are encouraged. Shared parking agreements for off-street parking for two (2) or more buildings or uses is permitted subject to the following:
   i. The total number of required parking spaces for each use on each lot shall not be reduced by more than fifty (50) percent.
   ii. Shared parking areas shall be located within three hundred (300) feet of the use.
   iii. Adjacent lots shall be interconnected for vehicular passage.
   iv. Shared parking leases or agreements shall have a term of not less than five (5) years, including any renewals at the option of the lessee.

b. Easements. Written easements that provide for continued use and maintenance of shared parking shall be submitted to the Zoning Administrator for review and approval. Any agreement shall include provisions to address changes in use.

City of Williamston Zoning Code

Section 74-6.103

Shared Parking. Off-street parking for separate buildings or uses may be provided collectively via a shared parking area. The total number of spaces provided collectively shall not be less than the sum of spaces calculated according to the following procedure:

1. Multiply the minimum parking required for each use, as set forth in Section 74-6.204 by the appropriate percentage indicated in Table 6, Shared Parking Factors for each of the six designated time periods.

2. Add together the resulting figures for each of the six columns. The minimum collective parking requirement shall be the highest sum among the six columns.

3. If a particular land use proposing to make use of collective parking facilities (e.g., religious institution, municipal use) does not conform to the general classifications in the Shared Parking Factors table (as determined by the zoning administrator), the applicant shall submit sufficient data to indicate the principal operating hours of the proposed use. Based upon this documentation, the zoning administrator shall determine the appropriate collective parking requirement (if any) for the proposed use.
Parking Maximums

City of Highland Park Zoning Ordinance

1223.04 PARKING REQUIREMENTS.

Maximum Parking. To minimize excessive areas of pavement no parking lot shall exceed the required number of parking spaces by more than twenty (20) percent, except as approved by the Zoning Administrator. In granting additional spaces, the Zoning Administrator shall determine that the parking is needed, based on documented evidence of actual use and demand provided by the applicant. All stormwater runoff created as a result of the additional parking area shall be completely retained onsite for any rainfall that is less than or equal to the 25 year, 24 hour rainfall. Stormwater facilities shall be reviewed and approved by the City’s Engineer or designated individual.

Village of Cassopolis Zoning Ordinance

H. Table of parking requirements. The amount of required off-street parking space for new uses or buildings, additions thereto, and additions to existing buildings as specified above shall be determined in accordance with the following table, and the space so required shall be stated in the application for a building permit and shall be irrevocably reserved for such use and/or shall comply with the initial part of this section. Land uses within the C-3 Central Business District shall be exempt from the table of parking requirements.
[Amended 11-25-2019 by Ord. No. 259]

<table>
<thead>
<tr>
<th>Use</th>
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<tbody>
<tr>
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<tr>
<td>a. Bed-and-breakfast facility</td>
<td>1 for each sleeping room</td>
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<tr>
<td>c. Residential, one-family and two-family</td>
<td>2 for each dwelling unit</td>
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<td>d. Residential, multiple-family</td>
<td>2 for each dwelling unit for developments of 1 to 24 units</td>
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<td>e. Senior citizen apartments</td>
<td>1.75 spaces for each dwelling unit for developments of 24+ units</td>
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<td>3/4 space for each unit when mass transit is provided; 1 space for each unit when not provided</td>
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Elmination of Parking Minimums

Cassopolis Zoning Ordinance

Section 370-404 – Off-street parking and loading

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<td>2. Institutional</td>
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<td>a. Adult foster care facilities</td>
<td>1/2 per bed plus 1 for each employee</td>
</tr>
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<td>b. Churches, temples or synagogues</td>
<td>1 for each 3 seats, maximum seating capacity in the main unit of worship; 1 for each 35 square feet of gross floor area</td>
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Parking Waivers

City of Highland Park Zoning Ordinance

1223.05 REDUCTIONS IN PARKING REQUIREMENTS.

Administrative Waiver. An Administrative Waiver for part or all of the off-street parking requirements, not to exceed eight (8) spaces, may be granted by the Zoning Administrator, where the building comprises ninety (90) percent or more of the lot, or the lot cannot otherwise accommodate the required parking.
Electric Vehicle Charging Stations

Marshall Zoning Ordinance

4.50 ELECTRIC VEHICLE INFRASTRUCTURE

1. General.
   A. All charging station installations shall be subject to building and electrical permits.
   B. An electric vehicle charging space may be included in the calculation for minimum parking spaces that are required for the principal use.
   C. No minimum number of electric vehicle charging spaces is required.
   D. When a sign provides notice that a parking space is a publicly designated electric vehicle charging station, no person shall park or stand any non-electric vehicle in a designated electric vehicle charging station space. Further, no person shall park or stand an electric vehicle in a publicly designated electric vehicle charging station space when not electrically charging or parked beyond the days and hours designated on the regulatory signs posted.
   E. Usage Fees: An owner of a charging station is not prohibited from collecting a fee for the use of a charging station, in accordance with applicable state and federal regulations. Fees shall be prominently displayed on the charging station.
   F. Retail Charging Stations as a Primary Use: If the primary use of a parcel is the retail charging of electric vehicle batteries, then the use shall be considered a gasoline service station for zoning purposes. Installation of charging stations shall be subject to special land use approval and located in zoning districts which permit gasoline service stations.
   G. Charging Stations Accessory to Residential Uses: Charging stations located at single-family, multiple-family, and mobile home park dwellings shall be designated as restricted use only.
   H. Data Collection: To allow for maintenance and notification, the City of Marshall shall require the owners of public charging stations to provide information on the charging station’s geographic location, date of installation, equipment type and model, and owner contact information.

2. Locational Standards for multiple family residential, non-residential development, and public rights-of-way.
A. Electric vehicle charging stations located in the public right-of-way shall be located adjacent to the parking space at the beginning or end of a block face, which shall be designated as the electric vehicle charging space.

B. Developments with three or more electric vehicle charging spaces, including public parking lots, shall provide at least one barrier-free electric vehicle charging space.

C. Where possible, electric vehicle charging spaces should be located adjacent to each other in order to reduce the amount of electrical infrastructure necessary to serve them.

D. Where charging station equipment is provided within a pedestrian circulation area, such as a sidewalk or other accessible route to a building entrance, the charging station equipment shall be located so as not to interfere with accessibility requirements of the Michigan accessibility code or other applicable accessibility standards.

3. Design Standards for multiple family residential, non-residential development, and public rights-of-way.
   A. Electrical infrastructure serving the charging station shall be located underground
   B. Canopies are permitted; these canopies shall cover only the electric vehicle charging spaces or spaces. Canopies must provide a clearance height of not less than 14 feet.
   C. Where charging station equipment is installed, adequate site lighting shall be provided.
   D. Charging station outlets and connector devices shall be no less than thirty six inches (36") and no higher than forty eight inches (48") from the ground or pavement surface where mounted, and shall contain a retraction device and/or a place to hang permanent cords and connectors a sufficient and safe distance above the ground or pavement surface. Equipment mounted on pedestals, lighting posts, bollards, or other devices shall be designated and located as to not impede pedestrian travel or create trip hazards on sidewalks.
   E. Adequate charging station equipment protection, such as concrete filled steel bollards, shall be used. Nonmountable curbing may be used in lieu of bollards, if the charging station is set back a minimum of twenty four inches (24") from the face of the curb.

4. Signage.
   A. Each commercial charging station space shall be posted with signage approved by the City of Marshall indicating the charging station space is only for use by electric vehicles for charging purposes. Days and hours of operations shall be included if time limits or tow away provisions are to be enforced. Private-use charging stations are exempt from signage requirements.
   B. Directional signs conforming to the federal Manual of Uniform Traffic Control Devices are permitted in accordance with the sign provisions of this Ordinance. Section 5.1.
   C. Information on the charging station, identifying voltage and amperage levels and time of use, fees, or safety information shall be provided on the charging station equipment.

5. Battery Handling and Storage. Electric vehicle batteries shall be properly managed in accordance with local, state and federal law. After an electric vehicle has been involved in an accident, or the battery has sustained damage, and where the electric vehicle is being stored or disposed of, its battery systems must first be properly de-energized according to manufacturer specifications.
City of East Lansing
Section 50-820 – Bicycle Storage Requirements

It shall be the responsibility of both the owner and occupant of any multiple-family or nonresidential premises to provide on-site storage facilities for bicycles according to the following provisions.

1. Number of spaces. The number of bicycle storage spaces shall be determined as follows:
   a. For Class A multiple-family dwellings, there shall be one storage space for each two bedrooms within a structure.
   b. For Class B multiple-family dwellings, there shall be one storage space for each two occupants, based on maximum permitted occupancy.
   c. For non-residential uses, there shall be one storage space for each ten required parking spaces through the first 100 required parking spaces and one storage space for each 15 required parking spaces in excess of 100.

City of Albion Zoning Ordinance

I. Bicycle Parking Substitution.

In off-street parking areas with twenty-five (25) or more automobile parking spaces, bicycle parking spaces may be substituted for automobile parking spaces at the rate of ten (10) bicycle spaces per one (1) off-street parking space with a maximum of ten (10) automobile spaces replaced with bicycle parking.

City of Highland Park Zoning Ordinance

1223.05 Reductions in Parking Requirements.

Bicycle. Parking requirements may be reduced by one (1) space for every four (4) covered, secure bicycle parking spaces, where lockers, one or more floor pumps, and a work stand are provided on site. Parking requirements may be further reduced by four (4) spaces where free showers are available for employee use within the building.
Payment In Lieu of Parking

City of Highland Park Zoning Ordinance

1223.05 REDUCTIONS IN PARKING REQUIREMENTS.

4. Payment in Lieu of Parking. A parking program may be instituted to develop publicly-owned district parking lots or structures as opposed to individually owned and operated parking areas.
   a. Payment. In lieu of providing the required off-street parking space for any development located in the TOD or CBD District, a payment may be made to the City’s Parking Facilities Account or to a special assessment fund.
   b. Special Assessment. The City may, as part of any special assessment levied to defray a portion of the cost of a parking facility, determine that the payment or, alternatively the levy of a special assessment, shall constitute provision of a designated number of parking spaces for the building or structure, and any future building or structure, located on the property specially assessed. The determination of the number of parking spaces deemed to be provided, if any, shall be made at the time that the special assessment is levied.
**Village of Breckenridge Zoning Code**

Section 5.6 – Number of Parking Spaces Required

MORE THAN ONE USE. In case of a situation where there is more than one use in a single structure the following off-street parking regulations may apply. The Planning Commission shall have the power to reduce parking further in the case of shared drives, shared parking or other circumstances where a reduction in parking will contribute to the safety, function or overall site design.

1. For two (2) uses per structure, eighty (80%) percent of the otherwise combined required parking.
2. For three (3) uses, seventy-five (75%) percent.
3. For four (4) uses, seventy (70%) percent.
4. For five (5) or more, (65%) percent.
5. In no case shall less than sixty-five (65%) percent be allowed.

**City of Highland Park Zoning Ordinance**

Section 1223.05 – Reductions in Parking Requirements

Mixed-Use Parking Coefficient. Where the Zoning Administrator determines that a mix of land uses could reduce the number of required parking spaces, Table 3 below shall be used. To calculate mixed-use parking requirements, the required parking for each use shall be totaled, and then divided by the appropriate mixed use coefficient:
Village of Blissfield Zoning Ordinance

Section 216.1304 – Off-street parking requirements

Joint Use. Parking spaces already provided to meet off-street parking requirements for theater, stadiums, auditoriums, and other places of public assembly, stores, office buildings, and industrial establishments, lying within 500 feet of a church as measured along lines of public access, and that are not normally used between the hours of 6:00 a.m. and 6:00 p.m. on Sundays and that are made available for other parking, may be used to meet not more than 50 percent of the off-street parking requirements of a church.

City of Mason Zoning Ordinance

Section 94-292 – General off-street parking requirements

(f) Joint use of parking areas. The joint use of parking facilities by two or more uses may be granted by the zoning official or the planning commission for uses requiring site plan review by the planning commission whenever such joint use is practical and satisfactory to each of the uses intended to be served, and when all requirements for location, design, and construction are met.
City of Ovid Zoning Ordinance

Section 36-375 – Joint use of parking areas

(a) The joint use of parking facilities by two or more uses may be granted by the board of appeals whenever such use is practical and satisfactory to each of the uses intended to be served, and when all requirements for location, design and construction are met.

(b) In computing capacities of any joint use, the total space requirement is the sum of the individual requirements that will occur at the same time. If space requirements for individual uses occur at distinctly different times, the total of such off-street parking facilities required for joint or collective use may be reduced below the sum total of the individual space requirements.

(c) A copy of an agreement between joint users shall be filed with the application for a building permit and recorded with the register of deeds of the county. The agreement shall include a guarantee for continued use of the parking facility by each party.