

redevelopment ready
communities®

ZONING QUICK SHEET

BEST PRACTICE 2.5: Parking Flexibility



MICHIGAN ECONOMIC
DEVELOPMENT CORPORATION

Zoning Quick Sheets

Best Practice 2.5 – Parking Flexibility

What is this Best Practice?

During the post-war suburbanization period, communities first introduced minimum parking requirements to accommodate the proliferation of car ownership. Ever since, parking minimums have remained standard practice in zoning, but often lead communities to build more parking than the market demands. Best Practice 2.5 includes strategies that communities may use to incorporate flexibility in their parking requirements to better align parking with community needs.

Why is this a Best Practice?

Parking is expensive. It is expensive to construct and maintain, and it takes away valuable property that could be more productive to the owner (e.g., greater floor area yield) and the municipality (tax revenue). Parking requirements imposed by zoning codes impact 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 leading communities to reconsider the long-term impact of minimum parking requirements as the cost of parking 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.

Criteria and Expectations for Essentials and Certified

The cost and space consumed by parking can make or break a project financially. Providing flexible options for parking allows for creative and context-sensitive solutions in communities of all sizes and reduces the negative impacts excessive parking can have on a community's sense of place.

CRITERIA: The zoning ordinance includes flexible parking requirements.

ESSENTIALS EXPECTATIONS	CERTIFIED EXPECTATIONS
<input type="checkbox"/> The ordinance includes regulations for two or more of the following tools approved either administratively or by the planning commission: 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-used; and/or banked/deferred parking.	<input type="checkbox"/> The ordinance includes regulations for three or more of the following tools approved either administratively or by the planning commission: 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-used; and/or banked/deferred parking.

Zoning Tool

Reductions in Required Parking when On-Street Parking is Available

Some communities may include ordinance provisions to grant reductions in required parking when on street or public parking are available. This prevents excessive or unnecessary parking from being constructed when adequate parking is already present.

Connections between parking lots

Zoning ordinances often include a requirement or recommendation directing applicants to create access easements between parking lots. When access is provided between lots, the traffic burden is reduced from the primary road, improving flow and safety.

Shared Parking Agreements

Ordinances that permit shared parking reflect the fact that not all uses on a site – or on adjacent sites that share parking lots – have the same peak hour demand. In these instances, calculating required parking will lead to an oversupply of parking that may never be used. Adjusting the required parking to reflect shared parking will provide only the parking needed to serve actual demand and free up space for development or landscaping.

Parking Maximums

Zoning ordinances almost always provide a parking schedule with minimum parking requirements, but seldom include a maximum. Without a limitation on required parking, developers can construct parking lots that may exceed the necessary amount of pavement. Excessive parking contributes to sprawl and impervious surfaces are burdensome on local stormwater systems. In addition, when land is developed with more parking than necessary, it reduces the potential for a higher and better use.

Elimination of Parking Minimums

Some communities have eliminated their minimum parking requirements altogether. Communities can better align the supply of parking spaces with the number of spaces needed by working with developers to design parking lots appropriate for site-context rather than estimating the parking need for different land uses. This helps to reduce surface parking and creates opportunities to conserve land or accommodate more active uses. Communities that eliminate parking minimums should also provide standards for non-motorized transportation options, such as requiring sidewalks and/or bicycle parking; providing alternative transportation options becomes even more essential when parking is not available.

Parking Waivers

Many communities have parking regulations that include waivers from the required parking; typically, these waivers are only granted in certain zoning districts where on-street or public parking is accessible.

Electric Vehicle Charging Stations

As more electric vehicles enter the roadways, communities must think about how and where electric vehicle charging stations should be permitted. Unlike gas stations, electric vehicle charging stations require vehicles remain parked for a period of time, making them more compatible with parking lots or structures than with service stations.

Bicycle Parking

While street enhancements and infrastructure for bicycle travel help to make communities more accessible, the required parking areas for bicycles must also be granted consideration. Some zoning ordinances include minimum parking requirements for bicycles and standards for where bicycle parking should be located to ensure that new and improved buildings are designed to accommodate all transportation options and not only traditional automobile parking.

Payment in Lieu of Parking

One way to provide a waiver for street parking is to offer payment in lieu of parking; applicants may contribute to a fund for municipal parking in lieu of constructing the required spaces. This allows communities to plan for parking in the most strategic, beneficial locations, rather than having several small and sporadic surface lots.

Reduction of Required Parking for Complementary Mixed Uses

When a building is mixed-use, some ordinances will grant flexibility in the parking requirements. Often, mixed-use buildings include uses that have different peak times (e.g., residential and office) and do not need all the required parking. In addition, this additional flexibility can help to encourage mixed-use development.

Banked or Deferred Parking

Some communities allow parking flexibility by including options for banked or deferred parking; banked or deferred parking spaces are planned spaces on vacant land reserved for future parking and are often permitted in lieu of constructing all required parking. When an ordinance allows banked or deferred parking, more flexibility in the amount of surface parking is provided, without risk of land uses creating excess parking demand.

Application in Communities

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

Name of Community: Detroit, MI

Population: 639,111 (2020 Census)

Description: The City of Detroit is the most populated city in the State of Michigan and the County Seat of Wayne County. Dubbed the "Motor City," Detroit's history as home to the Big Three automakers was influential on its built environment with auto-centric land uses, wide, high-speed roads, and sprawling single family homes. However, after years of decline, disinvestment and even a city-wide bankruptcy, City leaders, residents, businesses, and community organizations came together to chart the way towards one of America's most

impressive revitalization efforts, culminating in vibrant, walkable neighborhoods, new public spaces, complete streets, and a bustling central business district.

Detroit's zoning ordinance allows for exemption from off-street parking requirements in the B5 Zoning District and the PC overlay district. The B5 Major Business District includes parcels in the city's Central Business District and the New Center Area, as well as some lots in regionally oriented shopping and office areas. The PC Public Center District is an overlay zone which includes areas used for governmental, recreational, and cultural purposes of particular or special civic importance. Because of the availability of public parking, as well as transit, pedestrian, and bicycle accommodations, the city has determined that this exemption will not lead to excess parking demand.

The full text of Detroit's zoning ordinance can be found at this [link](#).

Sec. 50-14-7. - Off-street parking exemptions, reductions, and allowances.

- 1.) Off-street parking. The following exemptions and allowances to the off-street parking requirements shall apply:
- 2.) Uses in the B5 and PC Districts in the Central Business District, or in the New Center Major Commercial Area as defined in Section 50-16-321 of this Code, shall be exempt from the off-street parking requirements of Subdivisions B and C of this division

Subsection (a) (4) also allows exemption from the off-street parking requirement when a use in a structure erected prior to April 9, 1998 is expanded into an adjacent structure and the total floor area is 4,000 square feet or less. This helps to promote the rehabilitation of older vacant structures.

The following is the zoning language that effects this parking exemption:

- 4). When a use located in a structure erected prior to April 9, 1998, expands into an existing adjacent structure erected prior to April 9, 1998, and the total gross floor area of the combined structures does not exceed 4,000 square feet, no additional off-street parking shall be required.

The city also allows credit for on-street parking spaces in the Woodward Avenue and Grand River/Lahser Traditional Main Street Overlay Areas.

The following is the zoning language that effects this parking provision:

Sec. 50-14-7. - Off-street parking exemptions, reductions, and allowances.

- (c) Credit for on-street parking. Within the Woodward and Grand River/Lahser Traditional Main Street Overlay Areas, any on-street parking space adjacent to a use, each such space consisting of not less than 23 feet of contiguous linear permissible on-street parking that is immediately adjacent to the use, may be counted as one space against applicable off-street parking requirements for such use

Name of Community: Brighton, MI

Population: 7,446 (2020 Census)

Description: The City of Brighton is in Livingston County along the Grand River commercial corridor. Brighton has historically been known for serving as a bedroom community to the surrounding Detroit, Ann Arbor, and Lansing metro areas, but recent efforts have focused on expanding Brighton's daytime population and investing in the city's vibrant downtown, while maintaining its quaint, small-town charm.

Brighton's zoning ordinance allows for a reduction or exemption from off-street parking in the Downtown Business District. If the total number of parking spaces required for a land use is less than sixty-five spaces, it is exempt from providing off-street parking; if it requires more, sixty-five spaces can be deducted from the total required number of spaces.

So what does the provision really accomplish? For a retail store with up to 19,500 square feet, there is no requirement for off-street parking- that's the equivalent of a building 162 feet wide by 120 feet deep (about 8 traditional 20' wide x 120' deep downtown storefronts). For a sit-down restaurant or tavern, an establishment up to 6,500 square feet would be exempt. That is the equivalent of a 54' wide x 120' deep restaurant. A tavern proposed to be 60' wide x 120' would require seventy-two spaces, but sixty-five would be exempt, leaving a requirement to provide only seven off-street parking spaces.

This type of parking exemption favors the establishment of small businesses within the downtown area. It takes away the burden of buying land for off-street parking and maximizes the potential tax yield for the city. The city's Comprehensive Plan includes supporting data for this regulation showing how a traditional downtown development with no off-street parking generates almost two times the property tax revenue versus a suburban-style development in the same district.

Brighton's zoning ordinance can be viewed [here](#).

98-5.6.B.7. Downtown Business District Parking Exemptions.

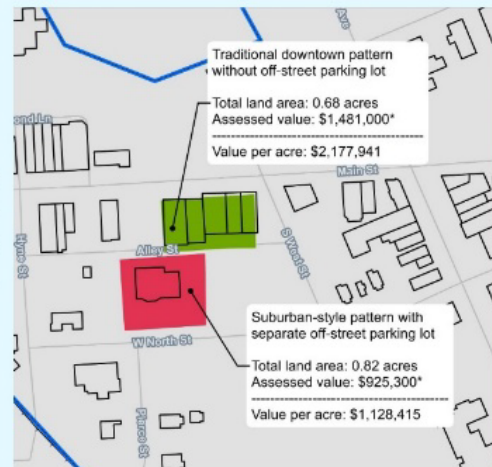
The City of Brighton creates the following parking exemption for the downtown business district in recognition of the available public parking in the downtown, and to encourage development in the downtown.

A. Uses within the defined downtown business district boundary that are required by this section to provide less than 65 parking spaces, shall be exempt from providing any parking

spaces required by this section. For uses which exceed the parking exemption set forth herein, the parking requirements shall be calculated by deducting 65 parking spaces from the parking calculation set forth in Section 98-5.6.C through E of this section. The DBD is established by Ordinance and its boundaries are shown on the city's zoning map.

The Numbers Behind the Form

A study of 2017 assessed values comparing a suburban development pattern with the traditional downtown form showed that the traditional pattern yields an assessed value per acre that is almost two times the suburban style.



Connections between parking lots

Name of Community: Fort Gratiot Township, MI

Population: 11,242 (2020 Census)

Description: Fort Gratiot Township is located north of Port Huron in St. Clair County, in Michigan's "Thumb" region. Fort Gratiot Township began expanding beyond its rural roots in the late 1980's and early 1990's with many new commercial and retail developments, including a regional shopping center and many big box retailers. Recent planning efforts in the Township have focused on expanding housing options and improving the Township's public spaces and recreational opportunities.

In order to provide more efficient access and relieve roadway congestion, Fort Gratiot implemented a provision in its zoning ordinance which empowers the planning commission to require developers acquire an access easement to provide for the interconnection of adjacent parking lots.

Fort Gratiot Township's zoning ordinance can be viewed [here](#).

Section 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.

Name of Community: Williamston, MI

Population: 3,819 (2020 Census)

Description: Williamston is located in Ingham County, east of the City of Lansing. Williamston is predominantly a bedroom community for the surrounding cities, with many large, low-density, single-family subdivisions. Downtown Williamston is known for its antique stores, specialty shops, and its old-style cinema, "The Sun Theater." Recent planning efforts have been focused on revitalizing Downtown and promoting growth while maintaining Williamston's small town character.

Williamston incorporated a provision for cross-access easements into its zoning ordinance; while these connections are required for developments throughout the city, in the Williamston

Road Overlay District cross-access connections must occur behind buildings. By requiring the connection is made in the rear, interior lot intersections are placed away from higher volume areas adjacent to Williamston Road.

The City of Williamston's zoning ordinance can be viewed [here](#).

Section 74-4.205

E. Cross-Access Required.

1. **Cross-Access Connections.** Parking lots and vehicle maneuvering aisles shall be designed to connect to parking lots and vehicle maneuvering aisles on adjacent lots in order to form a continuous secondary access system on parcels facing Williamston Road. The cross-access connections should occur behind the buildings.
2. **Easement Required.** Whenever a site is developed in accordance with the requirements of the WRO district, a blanket cross-access easement shall be enacted over all parking and vehicle maneuvering aisles on the site to permit cross-access connections from adjacent sites. The easement shall be recorded with the County Register of Deeds prior to any certificate of occupancy being granted by the city for the use.

In other zoning districts, the following applies:

Section 74-6.103

- A. **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.

Shared Parking Agreements

Name of Community: Chesterfield Township, MI

Population: 45,376 (2020 Census)

Description: Chesterfield Township is in Macomb County, on the shoreline of Lake St. Clair. Chesterfield is located along the I-94 corridor, with quiet neighborhoods, beautiful waterfront parks, and major big box retail along Gratiot Avenue. Recent planning efforts in Chesterfield have focused on improving and increasing the housing supply, providing opportunities for seniors to age in place, implementing complete streets, and providing a mix of uses in the Jefferson Corridor.

Chesterfield Township adopted a shared parking regulation using methodologies from the Urban Land Institute publication, Shared Parking. Not only does this shared parking ordinance consider the parking requirements of the two neighboring uses for which shared parking is proposed, it also considers how those uses are compatible during different times of day. For example, when an office and residential use shared parking, the Chesterfield Ordinance grants

relief with consideration for the complementary active times of these uses: offices are typically occupied during business hours, whereas residential uses are more likely to be occupied during the evening hours.

Chesterfield Township's zoning ordinance can be viewed [here](#).

Section 5.39

5. The planning commission may permit a reduction of the requirement for parking for all qualifying developments for shared parking or for land banking or parking subject to the following:

a. Shared Parking Shared Parking Computation. The number of shared spaces for two (2) or more distinguishable land uses shall be determined by the following procedure:

- i. Multiply the minimum parking required for each individual use, as set forth in the Township's Off-Street Parking Provisions by the appropriate percentage (e.g. convert 5% to 0.05 and then multiple) indicated in the Shared Parking Calculations table 5.39.B.4.e (below) for each of the six (6) designated time periods.
- ii. Add the resulting sums for each of the six (6) columns.
- iii. The minimum parking requirement shall be the highest sum among the six (6) columns resulting from the above calculations.
- iv. Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

b. Other uses. If one (1) or all of the land uses proposing to make use of shared parking facilities do not conform to the general land use classifications in the Shared Parking

Calculations table, as determined by the approving body, then the applicant shall submit sufficient data to indicate the principal operating hours of the uses. Based upon this information, the approving body shall determine the appropriate shared parking requirement, if any, for such uses.

c. Alternative procedure. An application may be submitted requesting that the approving body authorize a greater reduction in the total number of required parking spaces for two (2) or more uses where an applicant believes that the Shared Parking Calculations table does not adequately account for circumstances unique to the particular property or properties in question. the application shall include, at a minimum, a parking study with a detailed description of the proposed uses, their hours of operation, their anticipated peak parking demand, and anticipated hours that such peak parking demand would occur. Any study submitted shall be prepared with a parking professional with experience in shared parking studies and shall follow the Shared Parking methodology established by the Urban Land Institute's publication, Shared Parking, by Mary Smith. Based upon information demonstrating that the peak parking demand for the uses in question would not coincide, the approving body may authorize a greater parking reduction than is authorized by the Shared Parking Calculations table. The approving body may impose reasonable conditions to mitigate potential negative effects.

d. Approving Body. An application for shared parking shall be submitted on a Township approved form and is subject to approval by the Planning Director or, when associated construction requires approval by the Planning Commission, then the Planning Commission shall be the approving body for shared parking.

e. Shared Parking Calculations.

TABLE 5.39.B.5.E						
SHARED PARKING CALCULATIONS						
GENERAL LAND USE CLASSIFICATION	WEEKDAYS			WEEKENDS		
	2:00 A.M. - 7:00 A.M.	7:00 A.M. - 6:00 P.M.	6:00 P.M. - 2:00 A.M.	2:00 A.M. - 7:00 A.M.	7:00 A.M. - 6:00 P.M.	6:00 P.M. - 2:00 A.M.
	Office	5%	100%	5%	0%	10%
Retail sales and services	0%	90%	80%	0%	100%	80%
Restaurant	10%	70%	100%	20%	70%	100%
Residential	100%	60%	100%	100%	75%	90%
Theater	0%	40%	90%	0%	80%	100%
Hotel						
Guest rooms	100%	55%	100%	100%	55%	100%
Restaurant/lounge	40%	60%	100%	50%	45%	100%
Conference rooms	0%	100%	100%	0%	100%	100%
Religious institution	0%	25%	50%	0%	100%	50%
Reception or meeting hall	0%	70%	90%	0%	70%	100%
Museum	0%	100%	80%	0%	100%	80%
School, grades K-12	0%	100%	25%	0%	30%	10%

Parking Maximums

Name of Community: Highland Park, MI

Population: 8,977 (2020 Census)

Description: Highland Park is an independent enclave uniquely located entirely within the bounds of the City of Detroit city limits. Highland Park played a central role in the early days of the auto-industry but when Chrysler moved its Highland Park plant to Auburn Hills in 1992, the

city experienced a loss of around 25% of its tax base and has struggled with economic disinvestment since that time. Recent planning efforts have focused on economic recovery and quality of life, with a focus on preservation of the city's existing assets and historic character.

The zoning ordinance in Highland Park has a provision whereby parking may not exceed the scheduled requirement by more than 20% without approval from the zoning administrator. The zoning administrator must evaluate whether the additional parking is necessary based on documented evidence of use and demand provided by the applicant. Other communities may determine that the planning commission should authorize excess parking to eliminate any risk of subjectivity on behalf of the zoning administrator. If the ordinance does not include provisions for impervious surfaces, communities may also want to consider the impact on stormwater when approving parking in excess of what is required.

Highland Park's zoning ordinance can be viewed [here](#).

Section 1223.04

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 should be reviewed and approved by the city's engineer or designated individual.

Elimination of Parking Minimums

Name of Community: Ann Arbor, MI

Population: 123,851 (2020 Census)

Description: The City of Ann Arbor is the County Seat of Washtenaw County and home to the University of Michigan. Downtown Ann Arbor has long been recognized for its broad mix of retail, restaurant, and service establishments, but in recent years, has experienced substantial residential growth through mixed-use zoning, increased densities and density bonuses, and the reevaluation of auto-oriented land uses, such as surface parking.

The City of Ann Arbor recently passed a historic zoning amendment to eliminate parking minimums from its parking schedule. By eliminating unnecessary surface parking, land that would otherwise be used as parking may be developed into improvements that generate higher tax revenue. In addition, the inevitable reduction in surface parking will make the City of Ann Arbor more walkable and pedestrian-friendly.

To see all of the recent changes that Ann Arbor made to their zoning ordinance to eliminate parking minimums, visit this [page](#).

Name of Community: Mt. Pleasant, MI

Population: 21,097 (2020 Census)

Description: Mt. Pleasant, Michigan is the county seat of Isabella County, and is a college town, home to Central Michigan University. A portion of Mt. Pleasant is within the Isabella Indian Reservation, which also includes the Soaring Eagle Casino and Resort. Past planning efforts in Mt. Pleasant have led to the separation of land uses and preferential treatment towards

automobiles over pedestrians, but the city is working to adopt a new 2050 Master Plan, with a vision of Mt. Pleasant to include a vibrant downtown, neighborhoods and corridors. The 2050 Master Plan is guided by 5 main objectives- sustainable land use, connected mobility systems, focused redevelopment, exceptional parks and public spaces, and delivering innovative services.

The City of Mt. Pleasant's zoning ordinance notably does not include a parking schedule. While this means that the ordinance does not contain minimum parking requirements, it also does not include maximums. The ordinance does include a parking schedule for bicycle parking, highlighting the intended prioritization towards non-motorized transportation. Ultimately, by not having minimums, developers are more likely to reduce surface parking to maximize the improved value of land through more intensive development.

View Mt. Pleasant's zoning ordinance [here](#).

Parking Waivers

Name of Community: Novi, MI

Population: 66,243 (2020 Census)

Description: The City of Novi is in western Oakland County, about eight miles northwest of the City of Detroit. Novi experienced significant growth as a retail destination after the construction of Twelve Oaks Mall in 1977. In the following years, a new hospital campus, industrial and office parks, big box retailers, and single-family subdivisions consumed the remainder of what was once farmland, and Novi's population boom began. Since the 1970 Census, Novi's population increased at an average rate of greater than 1,100 residents annually and has yet to see a decline. Still, although many people call Novi "home," downtown development has been an ongoing struggle. Efforts to create a city center did not begin until the 1980's and the first "Main Street" development was constructed in 1996, but legal and financial challenges, along with the Great Recession of 2008, led to vacant storefronts and empty streets. The city has been working to attract compatible development to revitalize the Downtown area, and recently approved construction of 196 new townhouse units along Main Street.

In Novi, city council may grant waivers from off-street parking requirements when the city establishes off-street parking facilities, whether by Special Assessment District or by any other means. Once constructed, the Ordinance grants city council the authority to determine whether all existing buildings and uses within the Special Assessment District should be waived from the off-street parking requirements of the ordinance. While this is not a Payment-in-Lieu strategy, the collection of a special assessment means that the properties within the district benefit from the ordinance-exemption also pay for the parking spaces through additional taxation.

View the City of Novi's zoning ordinance [here](#).

Section 5.2-11

Wherever the City Council shall establish off-street parking facilities by means of a special assessment district, or by any other means, the City Council may determine, upon completion and acceptance of such off-street parking facilities by the City Council, all existing buildings and uses and all buildings erected or uses established thereafter within the special assessment district or districts, shall be exempt from the requirements of this Section for privately supplied off-street parking facilities.

Name of Community: Highland Park, MI

Population: 8,977 (2020 Census)

Description: Highland Park is an independent enclave uniquely located entirely within the bounds of the City of Detroit city limits. Highland Park played a central role in the early days of the auto-industry but when Chrysler moved its Highland Park plant to Auburn Hills in 1992, the city experienced a loss of around 25% of its tax base and has struggled with economic disinvestment since that time. Recent planning efforts have focused on economic recovery and quality of life, with a focus on preservation of the city's existing assets and historic character.

The City of Highland Park grants the zoning administrator the ability to waive up to 8 parking spaces required by the ordinance. This makes it possible to grant exceptions when required parking is excessive and unnecessary or when parking alternatives may be present. Other communities may include additional standards for review to help guide administrative decision-making, or communities may look to their planning commission for guidance on parking waivers.

Highland Park's zoning ordinance can be viewed [here](#).

Section 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

Name of Community: Marshall, MI

Population: 6,822 (2020 Census)

Description: The City of Marshall is in Calhoun County along the I-94 Corridor. Marshall is known for its historic neighborhoods, with over 850 buildings making up one of the largest registered historic districts in the United States. The city's most recent master plan included 7 primary objectives, with a focus on historic preservation, design and aesthetics, neighborhood stability, commercial development, talent attraction and workforce development, regional planning, and transportation access.

Marshall's zoning ordinance provides standards for the appearance and management of electric vehicle charging stations but does not require them unless desired by the applicant. When an electric vehicle charging station is the primary use of a lot, Marshall's ordinance requires that the lot must be treated as a gasoline service station; the specific standards for gasoline stations, such as minimum frontage, driveways, screening, and setbacks are intended to reduce the impact of such an auto-oriented use. Design considerations for electrical vehicle charging stations include the location of electrical infrastructure, canopies, site-lighting, accessibility, bollards, and dimensional requirements.

View the City of Marshall's zoning ordinance [here](#).

Section 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.

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.

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

Bicycle Parking

Name of Community: Alpena, MI

Population: 10,197 (2020 Census)

Description: Alpena is the County Seat of Alpena, Michigan, in the Northern Lower Peninsula. After Traverse City, Alpena is the second most populous city in Northern Michigan with just over

10,000 residents. Alpena is located along the shores of Thunder Bay of Lake Huron and its port and maritime industry and history have a strong influence on local identity; Alpena is home to the Thunder Bay National Marine Sanctuary, the Great Lakes Maritime Heritage Center, and the beloved annual Fest of Sail event which brings tall ships to the shores of Alpena. Alpena's recent master plan includes many placemaking goals to continue to emphasize the City's unique assets. In addition, the plan highlights the importance of Downtown to the community's identity and explores strategies to encourage new second-story residential development, increased walkability, amenities such as wayfinding, benches, pocket parks, and bike racks, and improving connections between downtown and the waterfront.

Alpena's zoning ordinance includes requirements for bicycle parking whenever compliance with the full off-street parking standards is required. Alpena requires a bicycle rack or locker that can accommodate at least four bicycle parking spaces, in lots with more than 25 spaces, a ratio of four bicycle spaces are required for each 25 spaces. The ordinance provides exceptions for residential uses and for the CBD, unless on-site parking is provided. In addition to these provisions, there are standards for bicycle lockers and bicycle racks to ensure they are designed and placed effectively.

C. BICYCLE PARKING

1. Compliance required: Whenever full off-street parking compliance is required, a minimum of one bicycle rack or locker which can accommodate four (4) bicycles total is required and shall be located within 50 feet of the main entrance of a building or inside a building in a location that is easily accessible by bicyclists. For sites that require more than 25 motor vehicle spaces, the ratio is one rack or locker which can accommodate four (4) bicycles total for every 25 motor vehicle spaces. When units of measurement determining the number of required parking spaces result in a fractional space, any fraction up to and including one-half shall be disregarded and fractions over one-half shall require one parking space.

2. Exception. The requirements of this section do not apply to residential uses in all districts as well as to the CBD District, except if on-site vehicular parking is provided in the CBD District.

3. Standards

a. Bicycle lockers. Where required bicycle parking is provided in lockers, the lockers must be securely anchored.

b. Bicycle Racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:

(1) The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle.

2) A bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components; and

(3) The rack must be securely anchored.

Name of Community: East Lansing, MI

Population: 48,437 (2020 Census)

Description: The City of East Lansing is in Ingham County along the Grand River Corridor, and is home to Michigan State University, Michigan's largest public university by student enrollment. Downtown East Lansing is home to an eclectic mix of shops, restaurants, art galleries, and professional offices, with more to come- the city has several major redevelopment projects planned for the Downtown to include a variety of different housing types and commercial uses.

The City of East Lansing has minimum bicycle parking requirements for multi-family and commercial uses, ensuring that all new construction is tied to goals of improving options for non-motorized transportation. The ordinance includes standards for bicycle storage, ensuring the location of bike storage is accessible and racks are appropriately anchored in place. Additionally, indoor storage is permitted as an alternative option. Other communities may consider off-setting or waiving certain parking requirements when bicycle parking is provided in excess of what is required.

View East Lansing's zoning ordinance [here](#).

Sec. 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.
2. Outdoor storage facilities. A portion of the bicycle storage spaces must be located outdoors. Outdoor storage spaces are subject to the following requirements:
 - a. The outdoor storage spaces must be on the premises, except that in the B-3 district, the bicycle racks or similar locking devices may be located within the public right-of-way as approved by the city engineer.
 - b. Outdoor storage spaces must be in a location that is conveniently accessible to visitors or customers.
 - c. Outdoor storage spaces must be in the form of a rack or other locking device that is constructed of durable material and is securely anchored in place. Each storage space in a rack must be at least two feet wide.
3. Indoor storage facilities. A portion of the bicycle storage spaces can be

located indoors. Indoor storage spaces are subject to the following requirements:

- a. Indoor storage facilities must contain bicycle racks, lockable doors, or some other means to enable bicycles to be secured.
 - b. Indoor storage facilities can be lockers, closets, storage rooms, or other facilities within a building that are accessible to occupants and employees of the premises.
 - c. Indoor storage facilities cannot be habitable rooms, kitchens, dining rooms, bathrooms, hallways, balconies, or patios.
 - d. Each indoor storage space must be at least 10 square feet.
4. Exemptions. Hotels and motels located within the B-3 City Center Commercial District shall be exempt from the requirements of this section.

Payment in Lieu of Parking

Name of Community: Northville, MI

Population: 6,119 (2020 Census)

Description: The City of Northville is in Oakland and Wayne Counties between Ann Arbor and Detroit. Northville's vibrant Downtown consists of many unique historic buildings, some of which date back to the 1820's when the first settlers arrived. Outside of the CBD, Northville has many walkable neighborhoods which include an impressive housing stock composed of Queen-Anne style homes that were constructed during the Victorian Era. Like many post-war suburbs, Northville experienced rapid growth with the rise of the automobile, and so did more single-family subdivisions and wide roadways. However, recent efforts have sought to better accommodate pedestrians and bicyclists and provide a more walkable transition between the Northville Downs, the city's famous 48-acre horse track, and the rest of Downtown.

Northville's zoning ordinance provides parking flexibility by offering developers the option for Cash in Lieu of Parking. Although this provision can only be used in the CBD (Central Business District), the Cash in Lieu of Parking option allows developers to provide a payment to forgo parking requirements, with a fee set by resolution of the city council. The revenue from this program is invested in the city's municipal parking, which allows the city to strategically plan for parking in consolidated areas, rather than having many small-space lots throughout the Downtown. Developers who choose to use this option must obtain approval by Northville's city council.

Northville's zoning ordinance can be viewed [here](#).

SECTION 17.03 CASH IN LIEU OF PARKING OR SPECIALLY PROVIDED PARKING ARRANGEMENTS IN THE CBD

In the interest of creating a viable central business district and to enhance the goal of separation of pedestrian and vehicular requirements, it is the goal of the City of Northville to encourage the development of strategically located parking lots, developed largely out of public support rather than encourage the indiscriminate location of small dysfunctional parking spaces much to the detriment of creating a compatible and aesthetic arrangement of land uses. In keeping with this policy, the provision of off-street parking requirements as herein provided shall not be required of individual developers on land which they hold in fee simple, with the consent of the Council. In lieu thereof, the city council may determine that the number of spaces normally required at the time of erection or enlargement of any building or structure requiring off-street parking space pursuant to Section 17.02, shall be

provided in the form of an amount of cash according to policy established by resolution of the City Council. In establishing such policy, the City Council be take into account the current inventory and future needs of CBD parking, the method by which actual parking shall be provided through such cash payments in lieu of parking, and the amount of cash which shall be contributed in lieu of parking, taking into account the benefit to the private owners and to the public from such parking which would subsequently be provided by the city. In implementing such policy, the 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. A determination of the number of spaces normally required shall be based on Section 17.02 "Required Off-Street Parking Spaces"

Name of Community: Highland Park, MI

Population: 8,977 (2020 Census)

Description: Highland Park is an independent enclave uniquely located entirely within the bounds of the City of Detroit city limits. Highland Park played a central role in the early days of the auto-industry but when Chrysler moved its Highland Park plant to Auburn Hills in 1992, the city experienced a loss of around 25% of its tax base and has struggled with economic disinvestment since that time. Recent planning efforts have focused on economic recovery and quality of life, with a focus on preservation of the City's existing assets and historic character.

The zoning ordinance in Highland Park includes a provision whereby uses in the city's CBD- Central Business District or TOD- Transit Oriented Development District can forgo parking requirements by contributing to the city's Parking Facilities Account or to a special assessment fund. The Ordinance goes on to include regulations for establishing a Special Assessment District for parking.

Highland Park's zoning ordinance can be viewed [here](#).

Section 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 spaces.

- 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 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

Reduction of Required Parking for Complementary Mixed Uses

Name of Community: Village of Breckenridge MI

Population: 1,428 (2020 Census)

Description: The Village of Breckenridge is located in Gratiot County in Central Michigan.

Breckenridge is an agricultural community and has the first business park in the United States established specifically for the purpose of conducting agricultural business. Planning efforts in Breckenridge seek to preserve the community's rural character and identity.

The zoning ordinance in Breckenridge grants flexibility in the parking requirements when there is a mix of more than one land use in a single structure. The amount that the applicant may reduce parking by is correlated with the number of uses in the structure. Other communities may consider granting parking reductions when there is a mix of uses on a single site, whether or not they are in the same structure.

The Village of Breckenridge's ordinance can be viewed [here](#).

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

Banked or Deferred Parking

Name of Community: Village of Milford, MI

Population: 1,428 (2020 Census)

Description: The Village of Milford is located in Oakland County, Michigan and is surrounded by the Highland Recreation Area, Kensington Metropark, and the Proud Lake Recreation Area. In addition to having expansive recreational opportunities, Milford is home to a vibrant downtown and charming, walkable neighborhood. Milford is updating their master plan to align with current housing, transportation, sustainability, and economic development trends and community needs.

The parking regulations in Milford's zoning ordinance offer a provision whereby an applicant can reduce required parking by up to 20% when more than fifty parking spaces are required if an equivalent amount of open space is provided on site which can accommodate the parking if needed. The planning commission or zoning administrator can require the applicant constructs all required parking based on complaints or observed parking problems due to the shortage of spaces. An applicant must go through the conditional use permit process to obtain site plan approval with land-banked parking. By allowing land banked parking, Milford's Ordinance helps to reduce excessive or unnecessary parking spaces by tying the construction of spaces to a demonstrated need. Other communities may be even more permissive with land banked parking by allowing land-banked parking without a conditional use permit or granting this kind of flexibility for all surface parking lots, and not only those with fifty or more spaces.

The Village of Milford's zoning ordinance is available to view [here](#).

Section 5.6-B

3. Parking set aside (landbanking) provision (a special conditional use). An applicant, in lieu of providing all of a project's required off-street parking, may request, as a special conditional use, a provision to set aside or landbank up to 20 percent of a project's required off-street parking for projects having 50 or more required parking spaces, provided that the area required for such parking is left as open space. Such open space shall be capable of being developed into the required off-street parking if so deemed necessary by the planning commission and/or the village zoning administrator based on complaints or observed parking problems due to a shortage of available parking spaces at any time during the life of the conditional use permit. Should a set aside area be required to be developed for required off-street parking, the conditional use permit shall become null and void.

The village council shall have the authority to approve a conditional use permit under this subsection upon receipt of a recommendation from the planning commission, subject to all the requirements in Special land uses §6.3. Should a conditional use permit be granted for a parking set aside area, the permit shall be conditioned that should the open space provided under this set aside provision ever be deemed necessary to revert to the required off-street parking spaces by the planning commission and/or the village zoning administrator, the applicant and/or the current property owner shall fulfill the requirement for the number of off-street parking spaces as originally required. The required off-street parking spaces shall be developed and contain the balance of off-street parking spaces required for the project

Name of Community: Hillman, Michigan

Population: 605 (2020 Census)

Description: The Village of Hillman is located primarily in Montmorency County, with a small portion of the Village extending east into neighboring Alpena County. Hillman is a small village surrounded by abundant natural resources, idyllic landscapes, and opportunities for outdoor recreation. In 2021, Hillman adopted a new master plan with policy recommendations to address five main focus areas including community character and quality of life; planning, zoning, and community development; transportation, infrastructure, and public services; natural, cultural, and recreational resources; and housing, with policy recommendations that address development goals as well as goals for improving administrative processes.

Hillman's zoning ordinance includes many options for flexible parking. The Village's land banking standards for parking allow applicants to defer parking on a site plan if adequate room for future parking is available on the site. Furthermore, if there is not adequate room for future parking on-site, applicants may request land-banked spaces off-site if approved by the Planning Commission. Hillman's ordinance does not provide specific directions for when to require the construction of land-banked spaces, other communities may require land-banked spaces to be constructed upon written request of the building official when demand for parking exceeds the available spaces.

To view Hillman's Zoning Ordinance, visit [here](#).

Section 3.22 Circulation and Parking

9. Reduction of Parking Spaces/Land Banking.

- a. For development in any zoning district, the Planning Commission may approve a reduction of the required off-street parking spaces where it has been demonstrated by study of the proposed use(s) and the customary operation of the use(s) that adequate parking would be provided.
- b. When such a reduction is approved, an area of sufficient size to include the number of parking spaces necessary to meet the minimum requirements stated herein shall be designated on the site plan (land banking) and no structure or other permanent feature shall be permitted within such designated area. The area shall not be included in any required landscape buffer. The areas shall be reserved to accommodate additional parking so as to meet the otherwise applicable minimum requirements.
- c. Off-Site Land Banking: The Planning Commission may approve land banking at a location off-site. A written agreement shall remain on file at the Village which records that the off-site land which has been set aside for future parking is under the control of the applicant.