

AGENDA
PLANNING COMMISSION SPECIAL MEETING
CITY OF FARMINGTON HILLS
JANUARY 16, 2025 @ 6:00 P.M.
FARMINGTON HILLS CITY HALL – COMMUNITY ROOM
31555 W. ELEVEN MILE ROAD, FARMINGTON HILLS, MICHIGAN 48336
www.fhgov.com
(248) 871-2540

1. Call Meeting to Order
2. Roll Call
3. Approval of Agenda
4. Special Meeting

A. ZONING TEXT AMENDMENT 4, 2024

CHAPTER OF CODE:	34, Zoning Ordinance
PROPOSED AMENDMENT:	Amend Zoning Ordinance to revise definition of restaurant, drive-in; add definition of commercial outdoor recreation space; and delete reference to automobile service center and replace with automobile repair
ACTION REQUESTED:	Set for public hearing
SECTIONS:	34-2.2 and 34-3.1.24

B. DISCUSS DRAFT ZONING TEXT AMENDMENT 3, 2024, TO REVISE VARIOUS OS-4 DISTRICT AND PARKING PROVISIONS

5. Public Comment
6. Commissioner Comments
7. Adjournment

Respectfully Submitted,

Kristen Aspinall, Planning Commission Secretary

Staff Contact:

Erik Perdonik, AICP
City Planner, Planning and Community Development Department
(248) 871-2540
eperdonik@fhgov.com

NOTE: Anyone planning to attend the meeting who has need of special assistance under the Americans with Disabilities Act (ADA) is asked to contact the City Clerk's Office at (248) 871-2410 at least two (2) business days prior to the meeting, wherein arrangements/accommodations will be made. Thank you.

ORDINANCE NO. C- _____ -2025

CITY OF FARMINGTON HILLS
OAKLAND COUNTY, MICHIGAN

AN ORDINANCE TO AMEND THE FARMINGTON HILLS CODE OF ORDINANCES, CHAPTER 34, "ZONING," ARTICLE 2, "DEFINITIONS," SECTION 34-2.2, "DEFINITIONS," TO AMEND THE DEFINITION OF RESTAURANT, DRIVE IN, AND ADD THE DEFINITION OF COMMERCIAL OUTDOOR RECREATION SPACE; AND ARTICLE 3, "ZONING DISTRICTS," SECTION 34-3.1.24, "B-2 COMMUNITY BUSINESS DISTRICT," TO DELETE REFERENCE TO AUTOMOBILE SERVICE CENTER AND REPLACE WITH AUTOMOBILE REPAIR.

THE CITY OF FARMINGTON HILLS ORDAINS:

Section 1 of Ordinance. Ordinance Amendment.

The Farmington Hills City Code, Chapter 34, "Zoning," Article 3, "Zoning Districts," Section 34-2.2, "Definitions," is amended as follows:

34-2.2 DEFINITIONS

Restaurant, drive-in means a restaurant at which any patrons are served from a drive-bythrough window ~~or~~ while within a motor vehicle or where food is served and consumed within ~~the~~ a motor vehicle on the premises.

Commercial outdoor recreation space means [land utilized for athletic or sporting activities, pastimes, games or similar activities or diversions not owned or operated by a public entity.]

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Section 2 of Ordinance. Ordinance Amendment.

The Farmington Hills City Code, Chapter 34, "Zoning," Article 3, "Zoning Districts," Section 34-3.1.24, "B-2 Community Business District," is amended to read as follows:

34-3.1.24 B-2 COMMUNITY BUSINESS DISTRICT

A. INTENT

The B-2 community business districts are designed to cater to the needs of a larger consumer population than is served by the B-1 districts and so are generally characterized by an integrated or planned cluster of establishments served by a common parking area and generating large volumes of vehicular and pedestrian traffic.

B. PRINCIPAL PERMITTED USES

The following uses are permitted subject to the required conditions in Section 34-3.10:

- i. Retail businesses § 34-4.29

- ii. Personal service establishments which perform services on the premises
- iii. Laundry, drycleaning establishments, or pickup stations, dealing directly with the consumer § 34-4.25
- iv. Office buildings for any of the following occupations: executive, administrative, professional, accounting, writing, clerical, stenographic, drafting, sales
- v. Medical office including clinics
- vi. Banks, credit unions, savings and loan associations and similar uses with drive-in facilities as an accessory use only
- vii. Post office and similar governmental office buildings, serving persons living in the adjacent residential area
- viii. Nursery schools, day nurseries, and day care centers
- ix. Fabrication, repair, and processing of goods § 34-4.29
- x. Fast food or carryout restaurant § 34-4.27
- xi. Veterinary hospital or clinic § 34-4.26
- xii. Automobile ~~service center~~ repair § 34-4.31
- xiii. Open-air business § 34-4.30
- xiv. Outdoor space for seating areas accessory to a restaurant § 34-4.32
- xv. Cellular tower& and cellular antennae § 34-4.24
- xvi. Sit down restaurants
- xvii. Theaters, assembly halls, concert halls or similar places of assembly § 34-4.44
- xviii. Churches
- xix. Business schools and colleges or private schools operated for profit
- xx. Other uses similar to the above uses
- xxi. Indoor Recreation Facilities not exceeding 3,300 square feet in gross leasable area § 4-4.19
- xxii. Accessory structures and uses customarily incident to any principal permitted use

C. SPECIAL APPROVAL USES

The following uses are permitted subject to the required conditions in Section 34-3.10:

- i. Indoor Recreation Facilities not exceeding 3,300 square feet in gross leasable area § 34-4.19
- ii. Establishments with coin-operated amusement devices §34-4.33

D. ACCESSORY USES

- i. Electric vehicle infrastructure § 34-4.55

Section 3 of Ordinance. Repealer.

All ordinances, parts of ordinances, or sections of the City Code in conflict with this ordinance are repealed only to the extent necessary to give this ordinance full force and effect, and the Farmington Hills Ordinance Code shall remain in full force and effect, amended only as specified above.

Section 4 of Ordinance. Savings.

The amendments of the Farmington Hills Code of Ordinances set forth in this ordinance do not affect or impair any act done, offense committed, or right accruing, accrued, or acquired or liability, penalty, forfeiture or punishment, pending or incurred prior to the amendments of the Farmington Hills Code of Ordinances set forth in this ordinance.

Section 5 of Ordinance. Severability.

If any section, clause or provision of this ordinance shall be declared to be unconstitutional, void, illegal or ineffective by any court of competent jurisdiction, the validity of the ordinance as a whole, or in part, shall not be affected other than the part invalidated, and such section, clause or provision declared to be unconstitutional, void or illegal shall thereby cease to be a part of this Ordinance, but the remainder of this ordinance shall stand and be in full force and effect.

Section 6 of Ordinance. Effective Date.

The provisions of this ordinance are ordered to take effect twenty-one (21) days after enactment.

Section 7 of Ordinance. Date and Publication.

This ordinance is declared to have been enacted by the City Council of the City of Farmington Hills at a meeting called and held on the ____ day of _____, 2025, and ordered to be given publication in the manner prescribed by law.

Ayes:
Nays:
Abstentions:
Absent:

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

I, the undersigned, the qualified and acting City Clerk of the City of Farmington Hills, Oakland County, Michigan, do certify that the foregoing is a true and complete copy of the Ordinance adopted by the City Council of the City of Farmington Hills at a meeting held on the ____ day of _____, 2025, the original of which is on file in my office.

CARLY LINDAHL, City Clerk
City of Farmington Hills

MEMORANDUM

TO: Farmington Hills Planning Commission

FROM: Joe Tangari, AICP, Jill Bahm, AICP, Julia Upfal, AICP

RE: Draft OS-4 Amendments

DATE: 11/14/2024

Introduction

The new master plan has been adopted, and it is now time to begin working on zoning ordinance amendments to meaningfully implement the plan's vision for the city. One major area of focus in the Master Plan was the corridor between 12 Mile Road and I-696, from Orchard Lake Road to Halsted. This area is currently the subject of an in-progress market study, and the development of a new district will wait until that is completed. However, some amendments can be made to the OS-4 district now to diversify the uses permitted in the corridor, provide greater flexibility, and enable more mixing of uses, with a deeper dive to follow upon completion of the study, up to and including the development of an entirely new district.

To move the corridor closer to the vision of the Master Plan, this memo provides several amendments that permit new uses, eliminate the maximum number of stories and allow the applicant to determine how to split up the maximum height, explore additional height at low elevations and near the freeway, incentivize mixed use, change setbacks, and taking a fresh look at the OS-4 district's supplemental standards, found in Section 34-3.9.

The properties in the 12 Mile corridor are generally a little over 1,000 feet deep, and topography grades downward toward I-696. The amendments in this memo suggest permitting greater height closer to I-696 and where the average grade at the base of the building is below 850 feet.

The relatively short list of permitted uses in OS-4 strongly gears the district toward large office buildings. The list of permitted uses has been expanded below, with two new terms defined for clarity.

When reviewing the language below, keep in mind that blue/underlined text is new, and ~~red/struck~~ text is deleted. Highlighted text indicates a major discussion point.

34-2.2 Definitions

Artisan Manufacturing

Small-scale businesses that produce artisan goods or specialty foods, primarily for direct sales to consumers, such as artisan leather, glass, wood, paper, ceramic, textile and yarn products, specialty foods, and baked goods.

Live/Work Unit

A building or portion of a building that includes a dwelling unit and an artisan manufacturing, retail, personal service, child care, or office use directly accessed from the dwelling unit.

34-3.1.22 OS-4 Office Research District

A. Intent

The OS-4 office research district ~~s-are~~ **is designed** intended to accommodate large office uses in a mixed use environment that also includes residential uses and commercial uses providing for the convenience of residents and workers in the area. This ordinance encourages the development of public spaces, walkability, and public art to complement the development of high-value uses that contribute to the city's tax base. ~~provide for large office buildings in areas which have significant highway or road visibility thereby encouraging uses which have a relatively high value per acre of land that will supplement the city's tax base.~~

B. Principal Permitted Uses

The following uses are permitted subject to the required conditions in [Section 34-3.9](#)

- i. Office buildings for any of the following occupations: executive, administrative, professional, accounting, writing, clerical, stenographic, drafting, sales
- ii. Medical offices including clinics, hospitals, and medical laboratories
- iii. Banks, credit unions, savings and loan associations and similar uses with out drive-in ~~facilities as an accessory use only~~
- iv. Business schools or colleges
- v. Hotels
- vi. Multi-family residential, including office-to-residential conversions
- vii. Live/work units
- viii. Commercial uses permitted under 3.1.23.Bi.-iii, vi, and xii-xiv, when located in a mixed-use building with office and/or multi-family residential uses
- ix. Artisan manufacturing
- x. Public buildings, public utility buildings, telephone exchange buildings, electric transformer stations and substations without storage yards; gas regulator stations with service yards, but without storage yards; water and sewage pumping stations
- xi. Secondary use which is accessory to and located in the same building as a principal permitted use § 34-4.23
- xii. Stand-alone parking structures § 34-4.61
- xiii. Cellular tower and cellular antennae § 34-4.24
- xiv. Other uses similar to the above uses
- xv. Accessory structures and uses customarily incident to any principal use permitted

C. Special Approval Uses

The following uses are permitted subject to the required conditions in [Section 34-3.9](#)

- i. Research, testing, design, technical training or experimental product development § 34-3.9.5

- ii. [Commercial uses permitted under 3.1.23.Bi.-iii, vi, and xii-xiv, when located in a stand-alone or exclusively commercial building](#)
- iii. [Banks, credit unions, savings and loan associations and similar uses with drive-in facilities as an accessory use only](#)

D. Accessory Uses

- i. Electric vehicle infrastructure § 34-4.55

E. Development Standards

Lot Size

Minimum lot area: Not specified

Setbacks

Minimum ~~front yard~~ setback [to 12 Mile Road](#): ~~50 ft~~ [30 ft](#)
[Minimum front yard setback \(other thoroughfares\)](#): [15 ft](#)
[Front yard setback \(local streets\)](#): [0-10 ft \(minimum of 50% of front façade shall be in this range\)](#)
 Minimum rear yard setback: 40 ft
 Minimum side yard setback: 20 ft
 Minimum from residential district: 20 ft
 Minimum from side street: 40 ft

Lot Coverage

Maximum lot coverage by all buildings: 20%

Building Height

Maximum building height: ~~50 ft~~ [65 ft / 80 ft within 400 feet of the I-696 right-of-way or when the average elevation of the grade at the base of the building is below 850 feet](#)
~~Maximum number of stories: 3~~

Density

[Maximum dwelling units per acre](#) [80](#)

Open Space

Front yard open space required: 50%

NOTES

- For additions to the above requirements, refer to Section 34-3.5: [A](#), [J](#), [N](#), [P](#), [U](#) and [V](#).

Applicable footnotes of Section 34-3.5.2

J. Parking may be permitted within the required front yard setback, provided that the parking setback is not less than ten (10) feet and an area within the front yard, including the ten (10) feet, remains as lawn or landscaped area which is equal to the specified percentage of the area of the required front yard setback. In those instances where the setback required by the application of a formula exceeds the stated minimum setback, the percentage shall be applied to the stated minimum setback. See required conditions in the B-3 district if a marginal access drive is required.

N. See Section 34-5.4. [This footnote is unnecessary.]

P. The setback shall be the minimum indicated or as required by the following formula (as explained in footnote G. above), whichever is greater [see G below]: [Recommend no longer applying this standard to the OS-4 district.]

G. All main buildings shall have a setback of at least fifty (50) feet from any street and shall have a setback of at least twenty (20) feet from any other property line, unless exceeded by the following requirements as defined in paragraph i. below:

i. Setbacks shall be controlled in relationship to the length and height of buildings based upon the formula : $Y = (L + 2H) / D$

Where:

Y = The required yard.

L = The total length of a line which, when viewed directly from above, is parallel to the lot line and intersects any part of the building.

H = The height of the building.

D = Divisor (see subparagraphs ii and iii of this paragraph G, which subparagraphs immediately follow the diagram entitled “Yard Setbacks for Multiple Dwellings”)

ii. Along those property lines which abut a one-family residential district, or which abut one-family detached units or lots of an approved P.R.D. plan, and which are not separated from such units, lots or one-family district by a major or secondary thoroughfare, or where the abutting one-family residential district is not already developed for a permitted use other than one-family residential, the minimum required yard shall be determined by the following formula: $Y = (L + 2H) / 3$

iii. In all other instances, or where the planning commission determines that the adjoining property is indicated on the future land use plan as an area of other than one-family residential use, the minimum required yard shall be determined by the following formula: $Y = (L + 2H) / 6$

U. Rooftop equipment shall be screened in accordance with Section 34-5.17. [This footnote is unnecessary]

V. In any yard abutting a street or freeway, a landscaped area not less than ten (10) feet deep and abutting the street or freeway shall be provided in the setback.

Section 34-3.9 OS-1, OS-2, OS-3 and OS-4 District Required Conditions

1. In the OS-1, OS-2, [and](#) OS-3, ~~and OS-4~~ districts the following conditions apply:
 - A. Uses permitted shall require review and approval of the site plan by the planning commission.
 - B. No interior display shall be visible from the exterior of the building.
 - C. The outdoor storage of goods or materials shall be prohibited.

- D. Warehousing or indoor storage of goods or materials; beyond that normally incidental to the permitted uses; shall be prohibited.
- 2. In the OS-1, OS-2, and OS-4 districts the following condition applies.
 - A. All activities, except for off-street parking or loading, shall be conducted within a completely enclosed building.
- 5. In the OS-4 district the following conditions apply:
 - A. The permitted uses of the district may be co-located within a building or upon a site.
 - B. Manufacturing shall not be an assembly line type and shall be limited to prototype equipment, products or materials for experimental purposes which are not generally for sale. Repair work shall be limited to prototypes, or products being tested, designed, or experimentally produced, and shall not be for customer services.
 - C. Warehousing or storage of products may be permitted when clearly accessory to a principal use.
 - D. The outdoor storage of goods or materials shall be prohibited.
 - E. Where a minimum of fifteen percent (15%) of the lot is set aside for public use and developed as a park or plaza, an additional twenty (20) feet of height shall be permitted.

New Section 34-4.61 Parking Structures

Parking structures shall be permitted as an accessory use in all non-RA and non-RP districts when integrated into a larger building. Stand-alone parking structures are permitted in the OS-4 district subject to the following:

- 1. The exterior of the parking structure shall not be bare, functional concrete. Other durable materials, such as brick, stone, metal paneling, and glazing shall be used for the façade and shall be subject to Planning Commission approval. Art, including sculpture or murals, is permitted and encouraged.
- 2. Permitted commercial uses may occupy a portion of the ground floor of the parking structure.
- 3. The parking structure shall not front directly on 12 Mile Road.
- 4. The parking structure shall provide spaces to accommodate a minimum of one bicycle per each 15 vehicle parking spaces in the structure.

MEMORANDUM

TO: Farmington Hills Planning Commission

FROM: Joe Tangari, AICP, Jill Bahm, AICP, Julia Upfal, AICP

RE: Initial Post-Master Plan Amendments: Parking Standards

DATE: 11/14/2024

Parking Standards

The implementation section of the Next 50 Master Plan includes several zoning actions that are key to meeting the plan’s objectives. This includes a thorough review of the parking requirements to identify necessary adjustments and flexibility based on actual demand. As the plan aims to encourage infill development, reduce excessive pavement, and consider new opportunities for parking areas throughout the City, updating these standards will eliminate regulatory hurdles that impede progress toward these important objectives.

To begin the discussion of parking standards, this memorandum includes a review of the following zoning considerations relevant to parking:

- Reducing requirements for multi-family & office
- Consider parking maximums
- Providing greater flexibility
 - Waivers based on demonstrated need
 - Parking reductions
- Add bicycle parking standards

“Parking. Thoroughly review the parking requirements of the Zoning Ordinance and adjust requirements based on modern assessments of actual need. Consider establishing parking maximums and multiple mechanisms for reducing parking. Consider curbside pick-up, short-term spaces, and rideshare drop-off areas.”

– Page 239, Chapter 12: Implementation, Next 50 Master Plan

Reducing requirements for Multi-family and Office

The parking schedule regulates the minimum number of spaces required, and when this is not well-aligned with need, results in vacant paved spaces. In Farmington Hills, the parking requirements for multi-family and office uses outweigh parking demand, contributing to unnecessary pavement and excess parking. The opportunity cost for underutilized parking is often a higher and better use of land, such as additional development, green spaces, or community amenities that better serve residents of the City. The Planning Commission may consider the following modifications to better align parking for these uses with actual demand.

Medical office:

Current standard:

Professional offices of doctors, dentists or similar profession	One (1) for each one hundred thirty-five (135) square feet of usable floor area for the first five thousand (5,000) square feet;
	One (1) for each one hundred seventy-five (175) square feet for that area in excess of five thousand (5,000) square feet of usable floor area

Recommended standard:

Professional offices of doctors, dentists or similar professions	One (1) for each 250 square feet of usable floor area
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Explanation: By providing a standard for the entire building, the ordinance will be easier to administer and enforce. This calculation will also better align medical office requirements with actual demand and zoning best practices.

Alternatives: Regulate by number of examination rooms, waiting area, or a combination of both

Chiropractic office:

Current standard:

Chiropractic office	One (1) for each 200 square feet of usable floor area
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Recommended standard: Remove chiropractic office.

Explanation: A chiropractic office is a type of medical office and should be combined with medical office.

Business Office

Current standard:

Business offices or professional offices except as indicated in the following items 3--5	One (1) for each 220 square feet of usable floor area for the first 15,000 square feet;
	One (1) for each 250 square feet for that area in excess of 15,000 square feet of usable floor area

Recommended standard:

Business offices or professional offices	One (1) for each 300 square feet of usable floor area
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Explanation: By providing a standard for the entire building, the ordinance will be easier to administer and enforce. This calculation will also better align office requirements with actual demand and zoning best practices.

Residential, Multiple Family

Current standard: Two (2) for each dwelling unit of three (3) rooms or less; two and one-half (2 1/2) for each dwelling unit of four (4) or more rooms

Recommended standard: Create two separate uses and regulate as follows:

<i>Residential, Multiple Family with individual garages, driveways, or parking pads</i>	Two (2) spaces for each dwelling unit
<i>Residential, Multiple Family without individual garages, driveways, or parking pads</i>	<u>1.5 spaces for each dwelling unit</u>

Explanation: Reduce multi-family parking requirements to better align with demand, while continuing to provide appropriate parking for developments that include individual garages, driveways, or parking pads

Switch the Order of the Table of Requirements and the Ability to Adjust Parking Requirements

Currently, section 5.2.11 sets forth the minimum number of parking spaces, and a portion of 5.2.2 and 5.2.10 establish the ability to accept changes to those minimums. Consolidating those standards and placing them after the table would make more sense, structurally. So current Section 5.2.11 will become Section 5.2.10, and current Section 5.2.10 will become Section 5.2.11.

The parking ordinance could easily incorporate a maximum parking standard to reduce excessive parking. We recommend the following amendment, along with some potential flexibility as described later in this memorandum.

34-5.2.10 Required spaces.

- A. The minimum number of off-street parking spaces by type of use shall be determined in accordance with the following schedule; ~~provided, however, that when a use is required by state statute to provide handicapped parking spaces, the total number of off-street parking spaces required by this chapter shall be increased by one (1) for uses requiring twenty-five (25) parking spaces or less.~~
- B. Maximum. The maximum number of parking spaces shall be determined as follows:

- i. [When the minimum requirement is fewer than 10 spaces, the maximum parking allowed shall be 2 spaces greater than the minimum parking requirement.](#)
- ii. [When the minimum requirement is 10 spaces or more, the Planning Commission may grant an increase of up to twenty \(20%\) percent over the maximum guideline for parking spaces if:](#)
 - a. [The applicant can demonstrate to the Planning Commission's satisfaction the additional parking is necessary based on documented evidence of actual use or anticipated demand.](#)
 - b. [The increase in parking will have no undue burden on neighboring property owners and/or natural features.](#)

Provide Greater Flexibility and Consider Maximums

The ordinance standards could be amended to provide new opportunities for reductions from the required parking in circumstances where an applicant implements measures to reduce parking demand or modifications when the applicant demonstrates that parking demand is more or less intensive than required by the ordinance.

Current Text

The ordinance currently includes some standards to grant flexibility, but additional reduction standards would better allow for more demand-based adjustments. Current reduction standards in the ordinance include:

1. Shared parking provisions: Article 34-5.2.2 allows applicants to adjust parking requirements when lots are shared between two uses.
 - a. When there are multiple uses on a single lot and the applicant has demonstrated that peak operating hours do not overlap, spaces may count towards the requirement for each use.
 - b. When there are two or more zoning lots that share spaces and peak usage is at different times, an applicant may reduce parking up to 20%. For greater reductions, the applicant may submit a parking study and the reduction will be to the discretion of the Planning Commission.
2. Deferred parking provisions: The planning commission can allow an applicant to reduce the number of off-street parking spaces when they can demonstrate that there is an adequate reserve of land set aside for additional parking which will only be constructed if it is determined a need exists for the spaces.

Potential amendments

We recommend the Planning Commission consider modifications to the off-street parking standards by incorporating the amendments below. This will achieve greater flexibility to align parking requirements with actual parking demand. In addition, by creating standards to evaluate parking reductions, the amendments provide some administrative authority when planning commission review is not required.

We generally recommend retaining the language for shared and deferred parking, however, we recommend allowing shared parking for both residential and non-residential uses (currently limited to non-residential only). This will strengthen opportunities for residential infill development where there is excessive parking by allowing for collective parking calculations. Generally, residential uses are considered to have nighttime “peak hours.”

34-5.2.2: *Retain same-lot requirements, but move shared parking provisions to 34-5.2.10.*

Off-street parking for other than residential use shall be either on the same lot or within three hundred (300) feet of the building it is intended to serve, measured from the nearest point of the building to the nearest point of the off-street parking lot. Ownership shall be shown of all lots or parcels intended for use as parking by the applicant.

~~The City recognizes that different types of uses may have different peak usage times. Therefore, two (2) or more non-residential buildings or non-residential uses may collectively provide the required off-street parking, in which case the required number of parking spaces for the uses calculated individually may be reduced for the following:~~

- ~~A.—If the property is on a single zoning lot and the applicant provides documentation of a reciprocal arrangement between businesses showing that peak operating hours of the businesses do not overlap; or~~
- ~~B.—If the property is on two or more zoning lots a signed agreement is provided by the property owners and duly recorded with the Register of Deeds, and the Planning Commission determines that the peak usage will occur at different periods of the day. A parking study prepared by a qualified professional following methodologies established by the Urban Land Institute’s publication, Shared Parking, shall be required for any reduction that exceeds twenty (20) percent of the required number of spaces and may be required to justify lesser reductions at the discretion of the Planning Commission. The study that supports the proposed shared parking arrangement shall be submitted along with the site plan and is subject to concurrence by the approving body. The approving body may, as an alternative, grant a lesser reduction in overall parking than that requested by the applicant.~~
- ~~C.—For any shared parking arrangement, the Planning Commission may require the construction of pedestrian sidewalks and/or marked crossing areas to facilitate pedestrian traffic between two sites or two use areas~~

34-5.2.11: *Amend this section (currently 5.2.10) to expand opportunities for parking relief when appropriate and aligned with demand. Provide flexibility from parking minimums and maximums (if maximum parking is implemented).*

10. Deviations from required parking: For all uses except one- and two-family residential units and mobile home sites, the number of off street parking spaces required may be ~~adjusted~~ **reduced** in accordance with the following:

- A. **Demand-based parking adjustments.**

- i. [Deviations from the required parking minimum or maximum may be granted when the applicant has demonstrated through a parking study or other means deemed sufficient by the approving body that the required off-street parking is excessive or inadequate to meet the daily needs of the use. Elements to be considered include:](#)
 - a. [Number and frequency of walk-up \(foot traffic\) customers](#)
 - b. [Availability of shuttle service and/or transit](#)
 - c. [Seasonal nature of operations](#)
 - d. [Unique operational characteristics of the use that impact daily traffic](#)
 - ii. [In circumstances where the most recently published Institute of Transportation Engineers' Parking Generation Manual or Urban Land Institute Shared Parking Guide recommends a lower quantity of parking than that required in this ordinance, the minimum parking requirement may be adjusted accordingly.](#)
- B. [Mitigation: Reductions from the required parking minimum may be granted in accordance with the following mitigation measures:](#)
- i. [Property Falling Within the GR-1 Grand River Corridor Overlay District. Recognizing the transportation alternatives available in the Grand River District and the limitations of the land, the required parking minimum shall be reduced by 50% for all uses located in this overlay.](#)
 - ii. [Car-Sharing or Carpool Spaces. Parking spaces reserved and signed for hourly car rental/car-sharing services or as carpool-only spaces may be counted as two regular parking spaces. Car-sharing or carpool spaces may be proposed for a single lot in accordance with the following schedule:](#)

Number of required spaces	Maximum number of car-sharing or carpool spaces
1-10	0
11-25	2
26-100	4
101-250	12
250+	25
 - iii. [Bicycle Parking. The minimum parking standard may be reduced by one parking space for every four non-required bicycle parking spaces. This reduction may be increased to one parking space for every three non-required bicycle parking spaces when spaces are covered by a roof or awning.](#)
 - iv. [Walkable Amenities. If the site is proximal to a multi-use trail, the applicant may present support for a requested reduction, and the Planning Commission may approve the reduction if it finds the request to be sufficiently justified.](#)
- C. [Reserve Parking. Reductions from the required parking minimum may be granted when adequate reserve area is provided for future parking, provided that the following conditions are met:](#)

- i. The number of off-street parking spaces required for the use or uses must be more than ten (10).
- ii. The applicant shall submit an acceptable site plan showing that an adequate reserve of land is set aside for additional parking spaces, so that the total depicted on the plan is adequate to meet the requirements of Section 34-5.2.10. The plan shall indicate the reserve area laid out so that all dimensional requirements as to spaces, aisles, and other applicable requirements of this chapter can be met. The reserve area shall not be used for water retention, for required open spaces, or as the location for replacement trees or other deciduous or evergreen trees required by this chapter. The landscape plan submitted for the site shall include a plan for the reserve area.
- iii. The planning commission has determined that the applicant has submitted substantial evidence showing that the parking needs of the specific occupant will be less than would be required by this chapter.
- iv. The property owner shall execute an agreement prepared by the city attorney requiring the construction of the additional spaces within one hundred and eighty (180) days of notification that the planning commission, at its sole discretion has determined a need exists for such spaces. The agreement shall run with the land, be binding upon successors and assigns and shall be recorded with the register of deeds.
- v. A permit for change of occupancy shall not be issued until the planning department has reevaluated the need for parking by the new occupant relative to the number of spaces required by this chapter.

D. Shared Parking. [Reductions from the required parking minimum may be granted when there is a collective parking arrangement.](#) The City recognizes that different types of uses may have different peak usage times. Therefore, two (2) or more ~~non-residential buildings or non-residential~~ [principal](#) uses may collectively provide the required off-street parking, in which case the required number of parking spaces for the uses calculated individually may be reduced for the following:

- i. If the property is on a single zoning lot and the applicant provides documentation of a reciprocal arrangement between businesses showing that peak operating hours of the businesses do not overlap; or
- ii. If the property is on two or more zoning lots a signed agreement is provided by the property owners and duly recorded with the Register of Deeds, and the Planning Commission determines that the peak usage will occur at different periods of the day. A parking study prepared by a qualified professional ~~following methodologies established by the Urban Land Institute's publication, Shared Parking,~~ shall be required for any reduction that exceeds twenty (20) percent of the required number of spaces and may be required to justify lesser reductions at the discretion of the Planning Commission. The study that supports the proposed shared parking arrangement shall be submitted along with the site plan and is subject to ~~concurrence~~ [approval](#) by the approving body. The approving body may, as an

alternative, grant a lesser reduction in overall parking than that requested by the applicant.

- iii. For any shared parking arrangement, the Planning Commission may require the construction of pedestrian sidewalks and/ or marked crossing areas to facilitate pedestrian traffic between two sites or two use areas

Add bicycle parking standards and protect pedestrians

In addition to any vehicular parking requirements, requirements for bicycle parking will help to complete the City's bicycle network and accommodate bicycles as a potential transportation alternative. We recommend the Planning Commission consider the following standards for required bicycle parking.

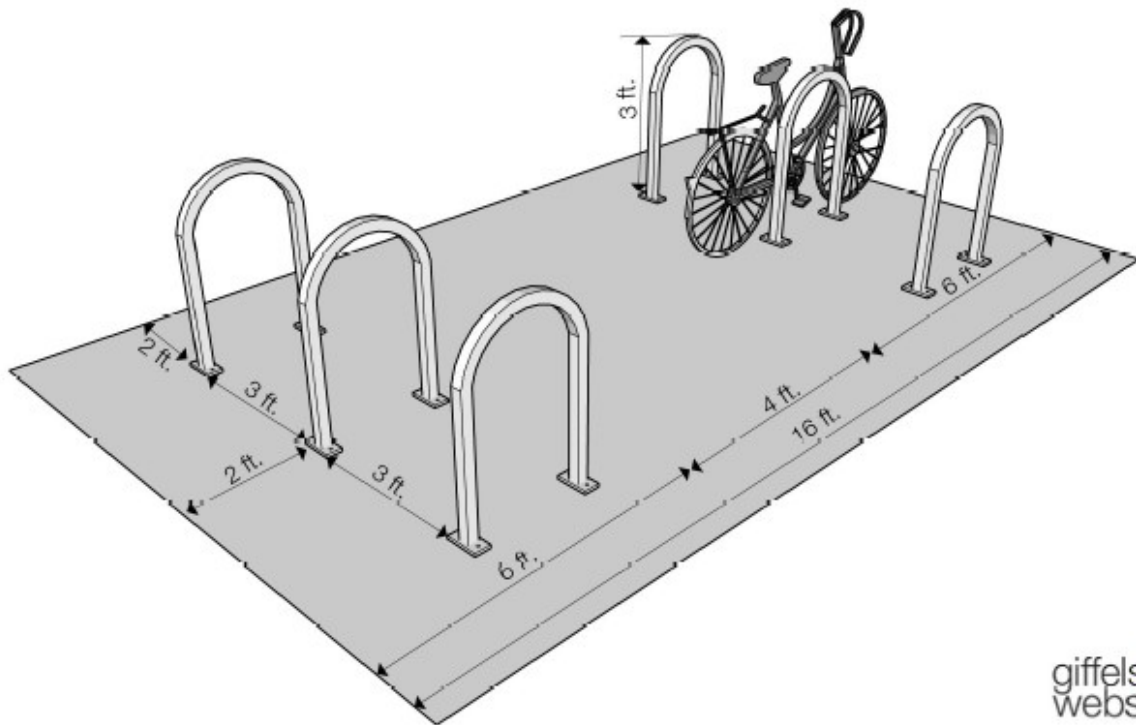
14. Bicycle Parking.

- A. Intent. As the City works to create a well-connected community, expand its pathway system, and provide more opportunities for non-motorized transportation, it is important that new development accommodates bicyclists.
- B. Bicycle parking facilities general requirements. At the time of erection of any new principal building or new parking lot, the enlargement of any principal building by ten percent (10%) or more of the existing gross floor area, or the enlargement of any automobile parking lot by ten percent (10%) or more of the number of existing parking spaces, a bicycle parking facility shall be required in accordance with the following requirements:
 - i. Provide a minimum of two (2) bicycle parking spaces. Auto wash uses and single-family and two-family uses are exempt from this requirement. A use that requires bicycle parking and has more than forty (40) off-street vehicle parking spaces, shall provide one (1) additional bicycle parking space for each twenty (20) vehicle parking spaces.
 - ii. Off-street bicycle parking facilities may be located in any yard subject to meeting the parking setback requirements of this ordinance. Site plan approval may allow bicycle parking facilities in the required front yard parking setback when the location is between a public bicycle route and the principal building.
 - iii. Bicycle parking facilities shall be located on the parcel that the bicycle parking serves.
 - iv. Bicycle parking spaces may be located indoors or covered with a freestanding canopy or shelter, or a shelter attached to a building.
 - v. Bicycle parking facilities located outdoors shall be clearly visible and easily accessible to people approaching the primary entrance to the use providing the bicycle parking.
 - vi. Minimum required bicycle parking spaces shall not be replaced by any other use unless and until equal facilities are provided elsewhere.
 - i. Bicycle parking facility layout, location, and design standards. Bicycle parking area(s) shall be laid out, constructed, and maintained in accordance with the following standards and regulations:
 - i. Bicycle parking spaces shall be paved and adjacent to a bicycle rack of the inverted "U" design or a similar design approved by the approving body, that is solid, cannot be easily removed with common tools, provides at least two (2)

[contact points for a bicycle, is at least three \(3\) feet in height, and permits the locking of a bicycle through the frame and one \(1\) wheel with a standard U-Lock or cable in an upright position. The rack shall be securely anchored in concrete or asphalt. Alternative installations and designs may be considered if the proposed rack design functions similar to the inverted “U” design.](#)

- ii. [The minimum layout standards are shown in Figure 5.2.14.B.ii Minimum Layout Standards for Bicycle Parking Facilities below.](#)

Figure 5.2.14.B.ii Minimum Layout Standards for Bicycle Parking Facilities



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- iii. [Bicycle parking facilities shall be accessible from adjacent street\(s\) and pathway\(s\) via a paved route that has a minimum width of six \(6\) feet.](#)
- iv. [Bicycle parking facilities shall be separated from automobile parking spaces and access aisles by a raised curb, landscape area, sidewalk, or other method that complies with all City ordinances when located in or near off-street parking areas.](#)