



PLANNING COMMISSION MEETING

Monday, July 13, 2026 – 7:00 p.m.

Farmington City Hall

Council Chambers

23600 Liberty Street

Farmington, MI 48335

AGENDA

- 1. ROLL CALL**
- 2. APPROVAL OF ITEMS ON CONSENT AGENDA**
- 3. APPROVAL OF REGULAR AGENDA**
- 4. UNFINISHED BUSINESS**
 - A. None**
- 5. NEW BUSINESS**
 - A. Public Hearing to Amend the Following Sections of the Zoning Ordinance:**
 - 1. Article 7, Section 35-105, “Central Business District—Residential Design Standards,” Subsection D, “Parking,” to modify certain parking requirements.**
 - 2. Article 14, Section 36-172, “Off-Street Parking Requirements by Use,” to modify parking requirements in the CBD District to include gross usable area and requirements for multiple-family dwellings.**
 - 3. Article 21, Sec. 35-252, “Definitions,” to revise the definition of gross leaseable area and add a definition of gross usable area.**
 - B. Discussion of Proposed Ordinance Amendments**
- 6. UPDATE - CURRENT DEVELOPMENT PROJECTS**
- 7. PUBLIC COMMENT**
- 8. PLANNING COMMISSION COMMENTS**
- 9. ADJOURNMENT**

The City will follow its normal procedures for accommodation of persons with disabilities. Those individuals needing accommodations for effective participation in this meeting should contact the City Clerk (248) 474-5500, ext. 2218 at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.

The minutes from the May 28, 2026 meeting will be provided at the next Planning Commission meeting.

Farmington Planning Commission Staff Report	Planning Commission Date: July 13, 2026	Reference Number
Submitted by: David Murphy, City Manager		
<u>Description</u> Public Hearing on the Proposed Zoning Ordinance Text Amendment to Chapter 35: Article 7, Section 35-105, “Central Business District—Residential Design Standards,” Subsection D, “Parking,” to modify certain parking requirements. Article 14, Section 36-172, “Off-Street Parking Requirements by Use,” to modify parking requirements in the CBD District to include gross usable area and requirements for multiple-family dwellings. Article 21, Sec. 35-252, “Definitions,” to revise the definition of gross leaseable		
<u>Motion:</u> Move to open the public hearing regarding proposed amendments to Chapter 35, Article 7, Section 35-105, Article 14, Sec. 36-172 and Article 21, Sec. 35-252.		
<u>Background</u> This item is a public hearing to consider amendments to the existing provisions of Chapter 35 of the Code of Ordinances. The City contracted with OHM to conduct a Parking Best Practices Analysis and Downtown Farmington Parking Study. This analysis included reviewing parking industry best practices and regional minimum and maximum requirements and comparing those with the City of Farmington’s parking requirements for multi-family developments, typical downtown commercial land uses, and mixed-use shared parking. Results and discussion of the analysis are attached. The Best Practices Analysis was presented to the Parking Committee and DDA and the Parking Committee made the following motion: Move to accept the results of a Parking Best Practices Analysis Performed by OHM with adjustments, and to recommend to the Planning Commission and City Council that the following changes be made to the zoning ordinance for parking requirements in the Central Business District: 1. For general office, decrease the requirement from 1 per 250 square feet to 1 space per 300 square feet 2. For multi-family residential, decrease the requirement from 2 spaces per dwelling unit (1.5 per dwelling unit where on-street parking is provided for) to 1 space for efficiency and 1 bedroom (becomes .5 space per dwelling unit for efficiency and 1 bedroom where public parking is available), and 1.5 spaces for 2 or more bedrooms (becomes 1 space per dwelling unit for 2 or more bedrooms where public parking is available).		

3. Change Gross Floor Area to Gross Leasable Area

Motion to approve made by Michaluk. Seconded by Pascaris. Motion carries unanimously

The DDA reviewed the Parking Committee and made the following motion: Motion by Claire Perko, seconded by Sean Murphy, to support the recommended changes to the zoning ordinance as outlined by the parking committee, but the board is also open to lesser requirements in the CBD. Motion passes unanimously.

Administration is recommending that the Planning Commission review the Parking Committee and DDA motions and if there is support, schedule a public hearing. After the public hearing, the Planning Commission would recommend approval or denial of the proposed zoning ordinance text amendment for parking as revised and forward it to City Council for their review and consideration.

The red-line version of the ordinance amendment included with this staff report reflects the changes to the ordinance as requested by the Parking Committee and the DDA.

Attachments:

Red-line version of Chapter 35, Article 7, Sec. 35-105, Article 14, Sec. 36-172 and Article 21, Sec. 35-252.

Phase 2 Best Practices Narrative

Parking Comparison Table

STATE OF MICHIGAN
COUNTY OF OAKLAND
CITY OF FARMINGTON

ORDINANCE NO. C-____-2026

AN ORDINANCE TO AMEND THE CITY OF FARMINGTON ZONING ORDINANCE, ARTICLE 7, “CBD CENTRAL BUSINESS, C-2 COMMUNITY COMMERCIAL, C-3 GENERAL COMMERCIAL AND RO REDEVELOPMENT OVERLAY DISTRICT,” SECTION 35-105, “CENTRAL BUSINESS DISTRICT—RESIDENTIAL DESIGN STANDARDS,” SUBSECTION D, “PARKING,” IN ORDER TO MODIFY CERTAIN PARKING REQUIREMENTS; ARTICLE 14, “OFF-STREET PARKING AND LOADING STANDARDS AND ACCESS DESIGN,” SECTION 36-172, “OFF-STREET PARKING REQUIREMENTS BY USE,” IN ORDER TO MODIFY PARKING REQUIREMENTS IN THE CBD DISTRICT AS TO GROSS LEASEABLE AREA AND REQUIREMENTS FOR MULTIPLE-FAMILY DWELLINGS; AND TO AMEND ARTICLE 21, “DEFINITIONS,” SEC. 35-252, “DEFINITIONS,” IN ORDER TO REVISE THE DEFINITION OF GROSS LEASEABLE AREA AND ADD A DEFINITION OF GROSS USABLE AREA.

THE CITY OF FARMINGTON ORDAINS:

Section 1 of Ordinance. Ordinance Amendment.

Chapter 35, “Zoning,” Article 7, “CBD Central Business, C2 Community Commercial, C3 General Commercial and RO Redevelopment Overlay Districts,” Section 35-105, “Central Business District-Residential Design Standards,” of the City of Farmington Code of Ordinances is hereby amended to read as follows:

Sec. 35-105. Central Business District—Residential Design Standards.

The regulations of this section shall apply to buildings and sites that contain only residential and residential accessory uses. Mixed-use developments with residential uses above commercial uses must comply with section 35-104. Any new residential development in the CBD that requires planning commission or council approval under Article 13, Site Plan Review, shall be first reviewed by the DDA design committee prior to being placed on the agenda for review by the planning commission. The DDA design committee shall review the site plan and building architecture for compliance with the requirements of this section and provide a recommendation to the planning commission.

A.-C. [Unchanged]

D. *Parking.*

1. Shall meet the requirements of Article 14, Off-Street Parking and Loading Standards and Access Design. The planning commission may reduce the number of parking spaces required to one ~~and one-half (1.5)~~ per dwelling unit for units with two or more bedrooms and a half (.5) space per dwelling unit for efficiency and one-bedroom units, where on-street parking is provided for guest parking at the rate of one-half (0.5) spaces per dwelling unit.
2. Parking shall not be permitted between the front of the building containing the pedestrian entrance and the front lot line. Off-street parking shall be to the side or rear of the building. Where side yard parking is visible from the street, a streetwall shall be provided consisting of a picket fence, ornamental wrought iron fence, a brick wall or a continuous evergreen hedge.

E. [Unchanged]

Section 2 of Ordinance. Ordinance Amendment.

Chapter 35, "Zoning," Article 14, "Off-Street Parking and Loading Standards and Access Design," Section 35-172, "Off-Street Parking Requirements by Use," of the City of Farmington Code of Ordinances is hereby amended to read as follows:

Sec. 35-172. Off-Street Parking Requirements by Use.

- A. *Similar Uses.* For uses not specifically mentioned in the following table, off-street parking requirements shall be in accordance with a similar use, as determined by the planning commission, or based on a number supported by national parking generation studies.
- B. *Fractional Spaces.* When the number of required parking spaces result in a fractional space, any fraction up to and including one-quarter ($\frac{1}{4}$) shall be disregarded and fractions over one-quarter ($\frac{1}{4}$) shall require one (1) parking space.
- C. *Bench Seating.* In calculating bench seating for places of assembly, each twenty-four (24) inches of benches, pews or other such seating, shall be counted as one (1) seat.
- D. *Employees.* Where the number of spaces required is based on the number of employees, calculations shall be based upon the maximum number of employees likely to be on the premises at any one (1) time and may include overlap of employees during shift changes.
- E. ~~Gross Leasable Usable Floor Area.~~
 1. For the purpose of computing the number of parking spaces required, ~~gross leasable usable floor~~ area (UFA) shall govern, based on a floor plan submitted as part of the site plan application.

2. ~~Gross-leasable-Usable floor area (GLA/UFA) is defined as the total floor area designed for tenant occupancy and exclusive use, including any basements, mezzanines, or upper floors, expressed in square feet and measured from the centerline of joint partitions and from outside wall faces. For the purpose of parking calculations, the floor area of any parking garages within the building shall not be included within the GLA of the building. GLA is the area for which tenants pay rent, or the area that produces or may produce income that area to be used for the sale of merchandise or services, or for use to serve patrons, clients, or customers. Such floor area which is used or intended to be used principally for the storage or processing of merchandise, hallways, stairways, and elevator shafts, or for utilities for sanitary facilities, shall be measured from the interior faces of the exterior walls, and total usable floor area for a building shall include the sum of the usable floor area for all floors.~~

F.-H [Unchanged]

- I. *Reduction or Modification of Required Spaces.* The required number of spaces in the tables that follow may be reduced or modified by the planning commission under the following circumstances:
 1. Shared parking by multiple uses where there will be a high proportion of multipurpose visits or uses have peak parking demands during differing times of the day or days of the week. Pedestrian connections shall be maintained between the uses. Where uses are on separate lots, the lots shall be adjacent, pedestrian, and vehicular connections shall be maintained between the lots and shared parking agreements shall be filed with the county register of deeds and the city.
 2. Convenient municipal off-street parking is available to meet peak time parking demands of the use. The city council may require payment of offset acquisition, construction and maintenance costs.
 3. The number of required spaces may be reduced in consideration of available curbside spaces within a convenient walking distance, but not those located fronting a residential use.
 4. Expectation of walk-in trade due to sidewalk connections to adjacent residential neighborhoods or employment centers. The site design shall incorporate pedestrian connections to the site and on-site pedestrian circulation providing safe and convenient access to the building entrance.
 5. Availability of other forms of travel such as transit. The planning commission may require the site design incorporate transit stops, pedestrian connections to nearby transit stops or bicycle parking facilities.
 6. Where the applicant has provided a parking study, conducted by a qualified traffic engineer, that demonstrates that another standard would be more appropriate based on actual number of employees, expected level of customer traffic or actual counts

at a similar establishment. The planning commission may require a parking study to document that any one (1) of the criteria 1. through 5., above, will be met.

RESIDENTIAL	
Single-Family and Two-Family Dwellings	2 spaces per dwelling unit
Multiple-Family Dwellings	2 spaces per dwelling unit. <u>In the CBD District: 1 space for efficiency and one bedroom units, and 1.5 spaces for two or more bedrooms</u> * Visitor parking shall be distributed throughout the site and in addition to driveways or resident assigned parking
Senior Housing	1.5 spaces per unit
Bed and Breakfast Inns	2 spaces for the owners of the bed and breakfast plus 1 space per guest room
INSTITUTIONAL	
Public and Quasi-Public Institutional Buildings, Structures and Uses with Fixed Seats	1 space per 3 seats of permitted capacity or 6 feet of bleachers, whichever is greater
Public and Quasi-Public Institutional Buildings, Structures and Uses Without Fixed Seats	10 spaces per 1,000 square feet of gross <u>leasableusable floor</u> area
Essential Public Service Buildings	1 space per employee
Churches, Temples and Similar Places of Worship and Related Establishments	1 space per 2 seats or 4 feet of pews in the main unit of worship, plus any additional spaces needed for accessory uses such as day care, school, recreation facilities and other activities An operations plan shall be submitted to support the amount of parking provided
Adult and Child Care Facilities	2 spaces plus 1 additional space and one drop-off space per 8 adults or children of licensed authorized capacity
Elementary and Middle Schools	1 space per each instructor; plus 1 for each employee/administrator; plus spaces required for any assembly, auditorium and/or outdoor arena areas; plus a minimum of 10 pickup/drop-off spaces and any necessary waiting or loading area for school buses
High Schools, Colleges, Business, Vocational and Trade Schools	1 space per each instructor; plus 1 space per employee/administrator; plus 1 space per 4 students; plus spaces required for any assembly, auditorium and/or outdoor arena areas; plus a minimum of 10 pickup/drop-off spaces and any necessary waiting or loading areas for school buses
Assisted Living Facilities, Congregate Care, Convalescent Homes and Nursing Homes	1 space per each 4 beds or 2 rooms, whichever is less, plus 1 space for each employee during peak shift
BUSINESS AND COMMERCIAL	
Automobile Gasoline Station and Automobile Repair Facilities	1 space at each filling station; plus 2 exterior spaces per service bay; plus 1 space per employee at peak shift; plus 1 space per 500 square feet

	devoted to sales of retail goods; plus spaces required for any accessory uses (not to include vehicle fueling spaces located at the pump)
Automobile Wash Establishments (Automatic)	1 space per employee during peak shift; plus stacking spaces equal in number to 3 times the maximum capacity of the auto wash entering the wash plus two drying spaces
Automobile Wash Establishments (Self-Service)	2 waiting spaces per wash bay plus area for drying
Automobile and Vehicle Dealerships, New and Used	2.5 spaces per 1,000 square feet of interior sales area; plus 1.5 spaces per 1,000 square feet of exterior display; plus 3 spaces per service bay
Automobile Service/Maintenance Facilities	3 spaces per service bay
Banquet Facilities	1 space per 2 persons of capacity authorized by the Building Code or 15 spaces per 1,000 square feet of gross leasable usable floor area, whichever is greater
Bars, Lounges or Other Similar Establishment Where the Majority of Sales Consist of Alcoholic Beverages	20 spaces per 1,000 square feet usable floor gross leasable area
Beauty Salon or Barber Shop	2 spaces per chair or 1 space per 300 square feet of usable floor gross leasable area, whichever is greater
Billiard Parlors, Roller or Ice Skating Rinks	1 space per 3 persons of capacity authorized by the Building Code
Conference Centers, Exhibit Halls and Similar Uses	1 space per 2 persons of capacity authorized by the building code or 10 spaces per 1,000 square feet usable floor gross leasable area, whichever is greater
Convenience Store (With or Without Gasoline Service)	5 spaces per 1,000 square feet of usable floor gross leasable area, plus spaces required for automobile service station or gasoline sales
Dry Cleaners	2 spaces per 1,000 square feet of usable floor gross leasable area plus 2 stacking spaces for each drive-through lane
Funeral Homes and Mortuary Establishments	1 space per 50 square feet of service parlors, chapels and reception areas; plus 1 space per funeral vehicle stored on the premises
Garden Centers and Nurseries	1 space per 500 square feet of outdoor display, sales or storage area; plus 1 space per 200 square feet of indoor space; plus 1 space per employee.
General Commercial/Retail up to 25,000 Square Feet of Gross Floor Area	4 spaces per 1,000 square feet of usable floor gross leasable area
General Commercial/Retail Greater than 25,000 Square Feet, such as Shopping Centers, Discount Store, Club Warehouses, Home Improvement Centers, Grocery Stores	4.5 spaces per 1,000 square feet of usable floor gross leasable area. Parking for any restaurant outlots shall be provided separately.
Grocery Stores, Food Stores, Supermarkets and Convenience Stores	5 spaces per 1,000 square feet of usable floor gross leasable area

Hotels and Motels	1 space per guest room; plus 1 space per 4 employees during peak shift; plus 10 spaces per 1,000 square feet of usable floor gross-leasable area of lounge, restaurant, conference, banquet rooms or exhibit space, if the majority of patrons are expected to be motel guests. If the restaurant or lounge is independent of the motel or hotel (i.e., with a separate exterior entrance and sign), the required spaces for restaurants and bars/lounges shall be provided
Kennels; Animal Grooming Establishments	5 spaces plus 1 space per employee
Laundromats	1 space per 2 machines
Lumber Stores	3 spaces per 1,000 square feet of usable floor gross-leasable area
Mini/Self-Storage Warehouse	3 spaces; plus 1 per each employee at peak shift
Oil Change Facility	3 spaces; plus 2 stacking spaces per service bay
Restaurant, Standard (which provides food delivered to tables or dining counters and only incidental carry-out service)	1 space per 3 seats
Restaurant/Tavern, with Lounges, Bars and Entertainment Facilities	1 space per 3 seats
Restaurant and Taverns With Outdoor Seating	1 space per table outdoors in addition to interior parking requirements
Carry-Out Restaurant	6 spaces per counter station
Drive-In Restaurants; Drive-Through; and Fast Food Restaurants	1 space per 3 seats; plus 10 drive-through stacking spaces from the location where orders are placed
Open Front Window Restaurant	1 space per 4 seats
Studios for Photography, Dance, Music, Art and Similar Uses	3 spaces per 1,000 square feet of usable floor gross-leasable area, plus 1 space per employee
Theaters (Indoor), Cinemas and Auditoriums	1 space per 3 seats or 6 feet of benches, whichever is greater
Veterinary Offices, Clinics and Hospitals;	4 spaces per 1,000 square feet of usable floor gross-leasable area, excluding kennels or boarding areas
Video Arcade	10 spaces per 1,000 square feet of usable floor gross-leasable area, and a minimum of 6 spaces
Video Rental Establishments	5 spaces per 1,000 square feet of usable floor gross-leasable area
OFFICE	
Banks, Credit Unions, and Similar Financial Institutions	5 spaces per 1,000 square feet of usable floor gross-leasable area, plus 4 stacking spaces for each drive-up teller
Banking Centers Separate from a Financial Institution (Including ATMs)	2 spaces per ATM machine
Business Offices and Service Establishments; Professional Offices and Service Establishments	41 spaces per 4,000-300 square feet of gross leasable-usable floor area
Hospitals	1.75 spaces per bed; plus 1 space per 175 square feet of office, research or other related uses, plus spaces for outpatient uses

Outpatient Care Centers, Urgent Care Facilities or Other Similar Uses	2 spaces per exam or outpatient procedure/operating room; plus 1 space for laboratory or recovery room; plus 1 space for each 2 rooms for employee parking
Medical and Dental Offices and Clinics	5 spaces per 1,000 square feet of <u>usable floor</u> gross leasable -area
INDUSTRIAL	
General Industrial Facilities; Heavy Industrial Facilities	5 spaces plus spaces required for any sales area or office; plus 1 space for each corporate vehicle; plus 2 spaces per 1,000 square feet of <u>usable floor</u> gross leasable -area or 1.2 spaces per employee during peak shift, whichever is greater
Light Industrial Facilities, Manufacturing, Testing Labs and Research and Development Centers	5 spaces plus spaces required for any sales area or office; plus 1 space for each corporate vehicle; plus 2 spaces per 1,000 square feet of <u>usable floor</u> gross leasable -area or 1.2 spaces per employee during peak shift, whichever is greater
Wholesale/Warehousing	5 spaces plus spaces required for any sales area or office; plus 1 space per 1,700 square feet of <u>usable floor</u> gross leasable -area or 1 space per each employee during the largest working shift, whichever is greater
Self-Storage Facilities	1 space for each 20 storage units plus 2 spaces for manager's residence
RECREATION	
Batting Cage	3 spaces per cage
Bowling Alley	4 spaces per lane plus 25% of the required parking for any lounge area
Commercial Outdoor Recreation Centers Not Specified Elsewhere	To be determined by the planning commission in consideration of the expected types of activities, number of participants, spectators and accessory uses
Fitness Centers and Health Clubs	5 spaces per 1,000 square feet of <u>usable floor</u> gross leasable -area, plus required parking spaces for swimming pools, courts, restaurants and other uses
Golf Driving Range	1 space per 2 tees plus parking required for other uses
Golf Course, Regulation (Public or Private)	6 spaces for each golf hole and 1 space for each employee during peak shift; plus spaces required for banquet rooms, restaurant and other uses
Golf Course, Par Three	3 spaces per each hole; plus 1 space for each employee during peak shift; plus spaces required for accessory uses such as arcades or batting cages
Miniature Golf Course	2 spaces for each hole; plus 1 space for each employee during peak shift; plus spaces required for accessory uses such as arcades or batting cages

Municipal Recreation Centers	5 spaces per 1,000 square feet of <u>usable floor</u> gross leasable area plus spaces required for outdoor courts, fields and facilities or 0.33 spaces per person of permitted capacity, whichever is greater
Outdoor Entertainment Facilities	To be determined by the planning commission in consideration of the expected types of activities, number of participants, spectators and accessory uses
Racquetball/Tennis Centers	1 space per 1,000 square feet floor area or 6 spaces per court, whichever is greater
Swimming Pools	1 space per 3 persons of capacity authorized by the building code
Swimming Pool Clubs, Tennis Clubs or Similar Uses Operated by Resident/Homeowners Organizations	Spaces shall be determined by the planning commission in consideration of the size, intensity and proximity to residences

Section 3 of Ordinance. Ordinance Amendment.

Chapter 35, "Zoning," Article 21, "Definitions," Section 35-252, "Definitions," of the City of Farmington Code of Ordinances is hereby amended to read as follows:

Floor area, usable: ~~For the purposes of computing parking requirements, the usable floor area shall be considered as that area to be used for the sale of merchandise or services, or for use to serve patrons, clients, or customers. Such floor area which is used or intended to be used principally for the storage or processing of merchandise, hallways, stairways, and elevator shafts, or for utilities for sanitary facilities, shall be excluded from this computation of usable floor area. Usable floor area shall be measured from the interior faces of the exterior walls, and total usable floor area for a building shall include the sum of the usable floor area for all floors. ~~gross leasable~~ Gross leasable area (GLA) is defined as the total floor area designed for tenant occupancy and exclusive use, including any basements, mezzanines, or upper floors, expressed in square feet and measured from the centerline of joint partitions and from outside wall faces. For the purpose of parking calculations, the floor area of any parking garages within the building shall not be included within the GLA of the building. GLA is the area for which tenants pay rent, or the area that produces or may produce income.~~

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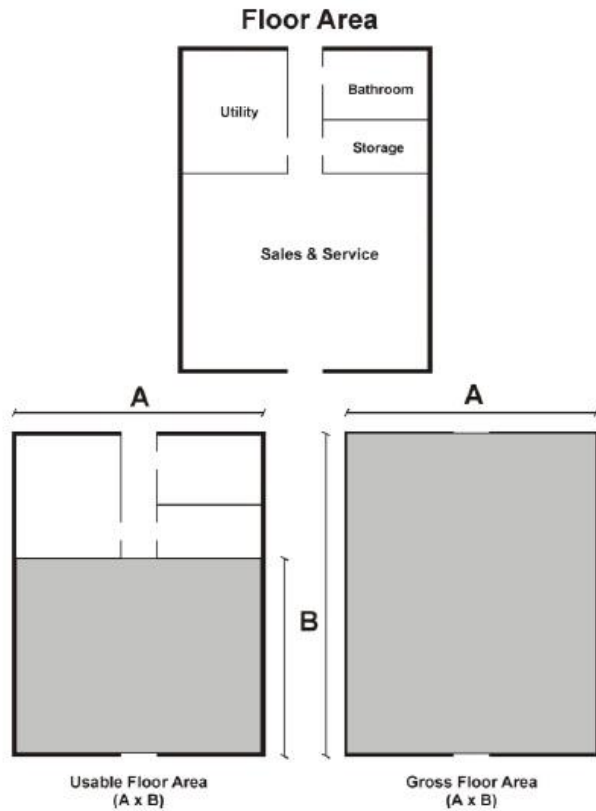
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Section 4 of Ordinance. Repealer.

All ordinances, parts of ordinances, or sections of the City of Farmington Code of Ordinances in conflict with this Ordinance are repealed only to the extent necessary to give this Ordinance full force and effect.

Section 5 of Ordinance. Severability.

Should any section, subdivision, clause, or phrase of this Ordinance be declared by the courts to be invalid, the validity of the Ordinance as a whole, or in part, shall not be affected other than the part invalidated.

Section 6 of Ordinance. Savings.

All proceedings pending and all rights and liabilities existing, acquired or incurred at the time this Ordinance takes effect, are saved and may be consummated according to the law in force when they were commenced.

Section 7 of Ordinance. Effective Date.

This ordinance shall be effective upon publication in the manner prescribed by law.

Section 8 of Ordinance. Enactment.

This Ordinance is declared to have been enacted by the City Council of the City of Farmington at a meeting called and held on the ____ day of _____, 2026, 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, 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 at a meeting held on the ____ day of _____, 2026, the original of which is on file in my office.

MEAGHAN BACHMAN, City Clerk
City of Farmington

Adopted:
Published:
Effective:

City of Farmington Downtown Parking Study

May 21, 2025

RE: Phase 2: Parking Best Practices

Task 2.1 – Review of Industry Parking Best Practices

OHM Advisors reviewed parking standard best practices for multi-family, downtown commercial, and mixed-use developments as recommended in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual (6th edition)* (2023), the Urban Land Institute's (ULI) *Shared Parking (3rd edition)* (2020), and the American Planning Association's (APA) *Planning Advisory Study (PAS) report on Parking Standards* (2002).

2.1.1 ITE Parking Generation Manual (6th edition)

A note on ITE's parking rate ratio: The ITE Parking Generation Manual standardizes and recommends as a best practice that municipalities standardize their parking rates to "XX parking spaces per 1,000 sf GFA" for non-residential land uses. Therefore, the table shows all ITE's average parking rates per land use calculated using this standardized ratio. If the City of Farmington eventually undertakes a revision to its parking ordinance it may want to consider standardizing its non-residential rates. This not only enables ease of comparison between parking rates for land uses within Farmington, but also in comparison to national best practices.

A note on parking maximums: The ITE Parking Generation Manual does not include recommended parking maximums for land uses but does include the 85th percentile parking ratios for multifamily housing (2+ BR mid-rise). The study author has included the 85th percentile as a reference in the comparison table to approximate parking maximums for multifamily residential land uses.

Downtown Commercial (Retail) Land Use

There is no equivalent for Downtown – General Retail in the Parking Generation Manual. Therefore, the closest match was "821 – shopping plaza – 40,000 to 150,000 square feet" in a dense multi-use area on a Saturday. Unfortunately, the sample size for this land use is only one study. The study used a 96,000 square foot shopping plaza with 140 parked vehicles.

Downtown Commercial (Sit-Down Restaurant) Land Use

For the comparison, land use 932 – High Turnover Sit-Down Restaurant in a dense multi-use area on a Saturday was used. The sample size for this land use is five studies. The restaurants ranged from 1,700 to 5,050 square feet, and nine to 25 parked vehicles.

Downtown Commercial (Carry-Out Restaurant) Land Use

There is no equivalent for Downtown Commercial – Carry-Out Restaurant in the Parking Generation Manual. Therefore, the closest match was "933 – Fast Food Restaurant without Drive-Through" in a dense multi-use area on a weekday. No



Saturday option was available. The sample size for this land use is five studies. The restaurants ranged from 838 to 3,339 square feet, and five to 35 parked vehicles.

Downtown Commercial (Salons – Beauty/Barber) Land Use

There is no equivalent or close match for the Salon land use in the ITE Parking Generation Manual.

General Office Land Use

For the comparison, land use 712 – Small Office Building in a general urban/suburban area on a weekday was used. Unfortunately, there were no sample studies located in a dense multi-use area. Sample size for this land use is 26 studies. The offices ranged from 924 to 8,000 square feet, and two to 18 parked vehicles.

Multi-Family Residential Land Use

For the comparison, land use 221 – Multifamily Housing 2+ BR (Mid-Rise) in a dense multi-use area on a weekday was used. No Saturday option was available. The sample size for this land use is 44 studies. The housing ranged from 16 to 352 dwelling units, and four to 388 parked vehicles.

Mixed-Use Developments

The ITE Parking Generation Manual does not include a “Mixed-Use” land use to enable best practices comparison. ITE does offer a Mixed-Use Trip Generation tool but has nothing similar for parking.

2.1.2 ULI Shared Parking (3rd edition)

Key points that should be considered when referencing the recommended ULI shared parking ratios include the following:

- ULI Shared Parking ratios, like ITE’s, reflect expected peak accumulation at the peak hour.
- ULI Shared Parking assumes an almost “100 modal split to automobile use and minimal ride sharing”. Further stating “all the parking ratios recommended in this book are intended to reflect conditions in suburban and smaller city settings with little or no transit, free or inexpensive parking, and minimal employee ride sharing.” This could lead ULI’s ratios to skewing higher than what would be needed for a multimodal downtown environment where pedestrians and cyclists are included in the modal split.
- Like ITE, units are generally standardized to “XX parking spaces per 1,000 GSF (gross square feet or gross floor area (GFA))”.
- ULI Shared Parking uses “base parking ratios” as a base for calculating shared parking requirements. Where these are provided for individual land uses, they have been included in the comparison table. The base ratios are provided for weekdays, weekends, and peak ratios. The weekend ratios (combined employee plus visitor) are included in the comparison table for the minimum requirements, and the peak ratios are included for the parking maximums.
- ULI Shared Parking uses the 85th percentile of peak hour observations for its “peak hour” parking ratios.

Downtown Commercial (Retail) Land Use

There is no equivalent for Downtown – General Retail in ULI Shared Parking. Therefore, the closest match was “Retail <400,000 square feet”. The source for this ratio was *Parking Requirements for Shopping Centers*, 2nd ed. (ULI, 1999). The peak requirement for this land use was used for the “commercial land uses maximum” in the comparison table.

Downtown Commercial (Sit-Down Restaurant) Land Use

There is no equivalent for Downtown Commercial – Sit-Down Restaurant in ULI Shared Parking. Therefore, the closest match was “Fine/Casual Dining”. The source for this ratio was developed by the ULI team in consultation with the 5th edition of the *Parking Generation Manual* (ITE, 2019).



Downtown Commercial (Carry-Out Restaurant) Land Use

There is no equivalent for Downtown Commercial – Carry-Out Restaurant in ULI Shared Parking. Therefore, the closest match was “Fast Casual/Fast Food”. The source for this ratio was the 5th edition of the *Parking Generation Manual* (ITE, 2019).

Downtown Commercial (Salons – Beauty/Barber) Land Use

There is no equivalent or close match for the Salon land use in ULI Shared Parking.

General Office Land Use

There is no equivalent for General Office in ULI Shared Parking. Therefore, the closest match was “Office <25,000 square feet”. The weekday ratio was used for the office unlike the other land uses. The source for this ratio was the 5th edition of the *Parking Generation Manual* (ITE, 2019).

Multi-Family Residential Land Use

Residential land uses in ULI Shared Parking do not differentiate based on housing type (single-family, duplex, midrise apartment), but only based on number of bedrooms. Therefore, the ratio used was “Residential – Two bedrooms” on a weekend. The weekend ratio and peak ratio were identical. The source for this ratio was developed by the ULI team in consultation with the 5th edition of the *Parking Generation Manual* (ITE, 2019).

Mixed-Use Developments

The ITE Parking Generation Manual does not include a “Mixed-Use” land use to enable best practices comparison. ITE does offer a Mixed-Use Trip Generation tool but has nothing similar for parking.

2.1.3 Planning Advisory Service Report Number 510/511 – Parking Standards (2002, APA).

Although this is the oldest resource reviewed in this study, it still contains relevant recommendations as discussed below.

Parking Maximums: The PAS report provides guidance on three methods of setting parking maximums including:

- Setting a ratio per square feet of building area.
- Basing the maximums on the minimums (for instance 110% or 120% of the minimum). This is the method most used by Farmington’s neighboring communities.
- Limiting the overall number of spaces in a particular geographic area.

Bicycle Parking: The PAS report includes a case study of Grand Rapids’ bicycle parking requirement. This requirement stipulates that any parking facility with more than 50 parking spaces shall provide bicycle parking at a rate of one bicycle space for each 40 automobile spaces with a minimum of six spaces.

Parking Ratios: Keeping in mind that these best practice recommendations are 23 years old, the PAS report includes a comprehensive list of recommended parking ratios per land use. These ratios have been added to the comparison table. Rather than provide one ratio per land use type, the PAS report takes the approach of providing ratio examples from all over the United States and listing them by city. The PAS report also did not attempt to standardize the ratios for ease of comparison. Therefore, the comparison table includes a range of ratios rather than singular ratios for the PAS report.

Downtown Commercial (Retail) Land Use

There is no equivalent for Downtown Commercial – General Retail in the PAS report. Therefore, the closest match was “Retail Use – Unless Otherwise Specified”. Twelve ratio examples from cities were included.



Downtown Commercial (Sit-Down Restaurant) Land Use

The equivalent for Downtown Commercial – Sit-Down Restaurant in the PAS report is the “Restaurant” land use. Thirteen ratio examples from cities were included.

Downtown Commercial (Carry-Out Restaurant) Land Use

The PAS report includes a “Carry-Out Restaurant” land use. Two examples of ratios from cities were included.

Downtown Commercial (Salons – Beauty/Barber) Land Use

The PAS report equivalent for a “Beauty Salon” land use is a “Beauty Shop”. Seven examples of ratios from cities were included.

General Office Land Use

There is no equivalent for General Office in the PAS report. Therefore, the closest match was “Office Use – Unless Otherwise Specified”. Seven ratio examples from cities were included.

Multi-Family Residential Land Use

The PAS report equivalent used for the “Multi-Family Residential Land Use” land use was “Dwelling, Apartment, Two Bedrooms”. Four examples of ratios from cities were included. The lowest ratio was used for the minimum residential parking requirement, and the highest ratio was used for the maximum residential parking requirement.

Mixed-Use Developments

The ITE Parking Generation Manual does not include a “Mixed-Use” land use to enable best practices comparison and instead advises report users to review the report chapter titled “The Dynamics of Off-Street Parking”. The PAS report additionally includes examples of mixed-use shared-parking ordinances from Minneapolis, Minnesota, and Bellevue, Washington.

Task 2.2 – Review of Regional Best Practices

OHM Advisors reviewed regional minimum and maximum requirements and compared these with the City of Farmington’s parking requirements for multi-family developments, typical downtown commercial land uses, and mixed-use shared parking.

Case study communities were selected based on the following criteria:

- Lower parking minimums
- Actively seeking higher density development
- Have a traditional downtown
- Have walkable destinations
- Be adding residential units

2.2.1 Farmington

Note A: Sec. 35-104.D.3 - Central Business District—Nonresidential and Mixed-Use Development Requirements. Parking.



Parking lot design shall conform to the requirements of [Article 14](#), Off-Street Parking and Loading Standards and Access Design. Because the regulations of this section are intended to encourage pedestrian/transit friendly design and compact mixed-use development that requires less reliance on automobiles, on-site parking required under [Article 14](#) may be waived under the following conditions:

- a. The site is located within 500 feet of other parking facilities intended for public use, such as a municipal parking lot, parking structure or on-street parking that provides adequate parking spaces to serve the proposed use.
- b. Failure to provide on-site parking shall be deemed to constitute and acknowledgement and acceptance of a benefit (i.e., the relaxation of on-site parking standards) such that, if the city establishes a special assessment district to fund the construction operation and maintenance of public parking that will serve the property, the property owner agrees to become part of such district and further agrees to payment of the assessment in lieu of providing on-site parking. The city may require a written acknowledgement with respect to the benefit provided.

Note B: Sec. 35-146.C.1 – Grand River Corridor Overlay District. General Development Requirements. Parking. The number of spaces shall be as required in [Article 14](#), Off-Street Parking and Loading Standards and Access Design. Notwithstanding the flexibility allowed in [Article 14](#), the amount of parking may be reduced based on a determination that adequate parking for peak periods is provided for the mixture of proposed and future uses. In making its determination, the planning commission shall consider the expected amount of bicycle or transit travel to the site, the nature of the proposed land use, different peak hour parking demands, shared parking agreements, on-site parking management, employee transit incentives, provision of transit or bike amenities, bicycle parking, or other means that will otherwise reduce vehicular trips to the site that would otherwise be expected. The planning commission may require a parking study, prepared by a qualified professional, from the applicant to assist with making a determination.

Note C: Sec. 35-172.I - Off-Street Parking Requirements by Use. Reduction or Modification of Required Spaces. The required number of spaces in the tables that follow may be reduced or modified by the planning commission under the following circumstances:

1. Shared parking by multiple uses where there will be a high proportion of multipurpose visits or uses have peak parking demands during differing times of the day or days of the week. Pedestrian connections shall be maintained between the uses. Where uses are on separate lots, the lots shall be adjacent, pedestrian, and vehicular connections shall be maintained between the lots and shared parking agreements shall be filed with the county register of deeds and the city.
2. Convenient municipal off-street parking is available to meet peak time parking demands of the use. The city council may require payment of offset acquisition, construction and maintenance costs.
3. The number of required spaces may be reduced in consideration of available curbside spaces within a convenient walking distance, but not those located fronting a residential use.
4. Expectation of walk-in trade due to sidewalk connections to adjacent residential neighborhoods or employment centers. The site design shall incorporate pedestrian connections to the site and on-site pedestrian circulation providing safe and convenient access to the building entrance.
5. Availability of other forms of travel such as transit. The planning commission may require the site design incorporate transit stops, pedestrian connections to nearby transit stops or bicycle parking facilities.
6. Where the applicant has provided a parking study, conducted by a qualified traffic engineer, that demonstrates that another standard would be more appropriate based on actual number of employees, expected level of customer traffic or actual counts at a similar establishment. The planning commission may require a parking study to document that any one (1) of the criteria 1. through 5., above, will be met.

2.2.2 Berkley

Note 1: Sec. 138-218. - Shared parking/parking waivers.

- (a) *Collective or joint use of parking areas.* The joint use of parking facilities by two or more uses is permitted whenever such use is practicable and satisfactory to each of the uses intended to be served, and when all



requirements for location, design and construction can be satisfied. A copy of any agreement between joint users shall be filed with the application for a business license. The agreement shall include a guarantee for continued joint use and a joint site maintenance agreement.

In computing capacities for any joint use, the off-street parking requirement is the sum of the individual requirements that will occur at the same time. In computing the required parking spaces for the total of joint off-street parking, the total spaces required may be reduced by the zoning officer whenever the facilities served do not operate during the same hours of the day or night and it can be clearly established that a simultaneous need for joint use parking will not occur.

- (b) *Reductions in existing off-street parking.* Effective with the date of this chapter, off-street parking existing in connection with the operation of an existing building or use shall not be reduced to an amount less than hereinafter required for a similar new building or new use.

(Ord. No. O-5-99, § 1, 7-19-1999)

2.2.3 Clawson

Note 2. Sec. 3.11.C.4 – Supplemental regulations for the City Center (CC) and Central Mixed Development 2 (CMD-2) districts – Vehicular Parking.

- a. Under those circumstances in which a developer or owner of a building has provided alternative arrangements or made commitments for patron or customer parking acceptable to the planning commission, or has entered into a previously approved development agreement, the parking requirements for first floor use in a multiple story building shall be exempt or modified by the planning commission from the requirements of Section 5.1 through Section 5.4, off-street parking and loading, of article X of the land development regulations.
- b. The planning commission may, unless an existing parking agreement exists with the city that commits on-site parking, approve reductions in parking requirements for single-story structures where all of the following requirements are met:
 - I. Construction materials and design are exemplary and implement the goals, objectives and policies of the city's master plan and the framework design plan.
 - II. An existing mansard roof is being removed and not being replaced.
 - III. The applicant demonstrates the availability of shared parking within 300 feet of the subject site, as measured from property line to property line. Proof of availability of parking shall be demonstrated through submission of a signed parking agreement with the other property owner(s).
 - IV. No accent colors are being used to express corporate identity or a business theme. V. Use of the adopted DDA color palette is encouraged.
 - V. Building signage is limited to architecturally compatible wall, projecting and/or suspending signage.
- c. All upper floor office and residential uses shall be required to provide off-street parking spaces in accordance with Article 5 - Site Standards of this article, and the following:
 - I. Users are encouraged to provide collective parking facilities in accordance with Section 5.1.B.1.e.
 - II. The planning commission may approve a reduction in parking requirements if the applicant demonstrates that adequate parking will be provided either on site or within 300 feet of the site.
- d. When an upper-floor user is unable to provide all or some of the required off-street parking spaces within reasonable proximity (will be determined by planning commission with recommendation from city planner and director of building and planning to such building or use, the user may request to pay a fee in lieu of parking in accordance with Section 5.1.C Fee in lieu of off-street parking. The cost per parking space and the payment methods shall be established from time to time by resolution of the city council.

Note 3: Sec. 5.1.B.1.e – Collective Off-Street Parking.



- I. Two or more buildings or uses may collectively provide off-street parking; in which case, the required number of spaces as set forth in Section 5.1.D Table of off-street parking requirements shall not be less than the sum of the requirements for the individual uses computed separately, except as set forth in Section 5.1.B.1.f Modification of off-street parking requirements, below.
- II. The planning commission may consider as a condition of site plan approval, collective parking when the following circumstances appear to justify such a condition:
 - i. The applicant has provided for parking on the site, but the requirements for the nonconforming structure, lot or use under chapter 34 of the land development code [this ordinance] cannot be met;
 - ii. The nature of the use may impose the need for greater flexibility in the application of parking requirements depending upon the hours of operation;
 - iii. The applicant has demonstrated that there is or will be in place a plan for off site parking for employees, staff or independent contractors working in the structure;
 - iv. If a road separates the structure or use from the collective parking area, there is a marked or identified pedestrian crossing area in close proximity to the site;
 - v. A written agreement, which can include incentives to the servient property owner, approved by the city has been entered into and is agreed to be a condition to the site plan approval; the agreement shall assure continued availability of the collective parking facilities for the uses it is intended to serve.
 - vi. A number different than required in Section 5.1.B.1.e.i above may be allowed upon a sufficient showing such a number is justified as determined by ITE (Institute of Traffic Engineers) or APA (American Planning Association) or some other recognized industry standard.
- III. In the WG, BRD-1 and BRD-2 districts, use of shared parking between two or more buildings and/or uses shall be allowed by the planning commission upon demonstration by the applicant that the individual uses do not have overlapping hours of operation, or the sharing of parking will not result in the creation of a parking nuisance on the site or abutting roadways and properties.

2.2.4 Fenton

Sec. 19.02.b.2 – Off-Street Parking and Loading Standards – General Requirements

b. **Note 4: Location.**

2. Within the Central Business District (CBD), off-street parking shall be either on the same lot, lot(s) under the same ownership and control, open public parking lots, or on the street within five hundred (500) feet of the building it is intended to serve, measured from the nearest point of the building entrance to the nearest point of the off-street parking lot. The Planning Commission may, however, require that some or all of the parking required by Section 19.04 Parking Space Numerical Requirements be provided outside of municipal parking lots or on-street if it is determined that sufficient capacity is unavailable within the municipal parking lot(s) or on-street. The Planning Commission can require a parking supply and demand study if necessary to make this determination.

f. **Note 5: Collective Parking.** The collective provision of off-street parking for two more buildings or uses is permitted subject to the following:

1. The total number of spaces provided collectively shall not be less than the sum of spaces required for each separate use. However, the Planning Commission may reduce the total number of spaces by up to twenty-five percent (25%) if they determine that the operating hours of the buildings or uses do not overlap.



2. Each use served by collective off-street parking shall have direct access to the parking without crossing any public rights-of-way.
3. Written easements which provide for continued use and maintenance of the parking shall be submitted to the city for approval. Such agreement shall include provisions to address any changes in use which shall be reviewed in accordance with Section 19.02 paragraph c. Change in Use or Intensity.

2.2.5 Ferndale

Sec. 7.07 – Off-Street Parking Manual

- B. **Note 6. Projects Exempt from Off-Street Parking.** Projects exempt from providing off-street vehicle and electric vehicle parking must provide the required ADA barrier-free spaces. Exempt projects include:
1. Non-Residential Projects in the Central Business District (CBD).
 2. Affordable housing units (that portion within a development proposal)
 3. Businesses with an occupancy level of 30 persons or less, only when the use is not subject to special land use approval.
- C. **Note 7. Process.** The applicant reviews the Off-Street Parking Manual requirements listed for their business / use in the Parking Manual. The applicant can provide this amount or offer an alternative number to the CED Director with a parking study.
1. Application for a Parking Study. The application consists of a parking study and a brief short answer narrative of why the required off-street parking amount is excessive for the business. The CED Director can request any additional information needed. Failure to submit information may result in no decision being made.
 2. Review and Approval Standards. The CED Director may reduce the parking based upon finding that there will be lower demand for parking due to one or more of the following factors:
 - a) Shared parking by multiple uses with peak parking demands during differing times of the day or days of the week.
 - b) Convenient municipal off-street parking or on-street spaces are located within 500-feet that have the capacity to handle additional parking.
 - c) Expectation of walk-in business due to sidewalk connections to adjacent residential neighborhoods or employment centers. The site design incorporates pedestrian connections to the site and on-site pedestrian circulation providing safe and convenient access to the building entrance.
 - d) Availability of other forms of travel such as transit. The CED Director may require that the site design incorporate transit stops, pedestrian connections to nearby transit stops or enhanced bicycle parking facilities.
 - e) The applicant has provided a parking study that demonstrates that another standard would be more appropriate based on actual number of employees, expected level of customer traffic or actual counts at a similar establishment.
- G. **Note 8.** Where more than one use is present in a building or on a site, the various components of the use must comply with the parking applicable individually. The applicant must provide information regarding the floor area, employees, or other relevant information about each use to allow the city to determine the minimum parking requirements for the building or site. Shared parking provisions may be applied if applicable.

Sec. 7.08 – Note 9. Shared Parking Agreements. Private parking facilities may be shared by multiple users whose activities are not normally conducted during the same hours, or when hours of peak use vary. No reduction in the number of spaces reserved for persons with disabilities is permitted.



- A. Proof from Applicant. Evidence must be submitted that demonstrates shared parking will not result in inadequate parking. Below is a list of required application information:
 - 1. An analysis of available and used parking spaces based on parking counts taken at certain time intervals and days to verify parking usage patterns.
 - 2. The type and hours of operation and parking demand for each land use.
 - 3. A sketch or site plan displaying shared use spaces in the lot and walking distance to the uses sharing the lot.
 - 4. A description of the character of land use and parking patterns of adjacent land uses.
 - 5. An estimate of anticipated turnover in parking space use over the course of 12 - 24 hours at the site.
- B. Distance and Design Standards.
 - 1. A waiver of the maximum allowable distance between the user and associated shared parking may be approved by the CED Director (up to 500-feet), with written justification and supporting information provided by the applicant.
 - 2. Users sharing a parking facility must provide for safe, convenient walking between land uses and parking, including safe, well-marked pedestrian crossings, signage, and adequate lighting. Pedestrian paths must be as direct and short as possible, without compromising safety. A pedestrian circulation plan that shows connections and walkways between the parking facilities and subject uses must be provided.
 - 3. Details regarding the maintenance of the shared parking areas, including snow removal, must be provided within the shared parking agreement.
- C. Parking Agreement. If the CED Director approves the shared parking agreement, a written agreement must be approved by the City Attorney and executed by the property owner to assure the continued availability of the shared parking spaces for the life of the development. The agreement must, at a minimum:
 - 1. List the names and ownership interest of all parties to the agreement and contain the signatures of those parties.
 - 2. Provide a legal description of the land upon which the parking area(s) and building(s) appurtenant to the parking areas are located.
 - 3. Include a sketch or site plan showing the area of the parking lot, pedestrian and driver circulation, maintenance, etc.
 - 4. Provide details regarding the maintenance of the shared parking areas, including snow removal.

2.2.6 Northville

Note 10: Sec. 10.05.g – Central Business District Overlay (CBD-O) – Shared driveways/collective parking.

In order to minimize the number of curb cuts and maximize off-street parking, shared driveways and parking areas are encouraged. Collective parking and shared parking in accordance with Section 17.01.13 may be considered for the CBD Overlay District. Shared parking may allow a reduction of up to thirty percent (30%) from the parking requirements of Section 17.01.13.a, subject to City Council approval.

Note 11: Section 17.01.13.d Parking Within the CBD – CBD/Mixed Use Parking

For mixed use projects within the CBD, the Planning Commission may recommend and the City Council may consider a reduction in parking from Section 17.01.13a subject to the following criteria:

- 1. Application. The City may authorize a reduction in the total number of required parking spaces for two or more uses jointly providing on-site parking subject to the following criteria:
 - i. The respective hours of operation of the uses may overlap, as demonstrated by the following Table (Schedule of Mixed Use Parking Calculations). If one or all of the land uses proposing to use joint parking facilities do not conform to one of the general land use classifications, the applicant shall submit sufficient data to indicate that



there is not substantial conflict in the principal operating hours of the uses. Such data may include information from a professional publication such as those published by the Institute of Transportation Engineers (ITE), the Urban Land Institute (ULI), or by a professionally prepared parking study.

- ii. A Parking Plan shall be submitted for approval which shall show the layout of proposed parking based on City of Northville zoning standards.

2. Calculation. The applicant shall calculate the number of spaces required for each use if it were free-standing (with no application of this program). The applicable general land use category to each proposed use shall be applied, as well as the percentages to calculate the number of spaces required for each time. The table provided below shall be used for the calculations. The applicant shall add the number of spaces required for all applicable land uses to obtain a total parking requirement for each time period. The time period with the highest total parking requirement and use shall be the mixed use parking requirement. The Planning Commission may require that the applicant submit parking studies and/or documentation on parking use, anticipated schedule for shared parking, peak hour demand, or adequacy of parking spaces. These studies, together with the recommendations of the Planning Commission, will be forwarded to the City Council.

<i>Schedule of Mixed Use Parking Calculations</i>						
	<i>Weekdays</i>			<i>Weekends</i>		
	<i>Midnight- 7:00 a.m.</i>	<i>7:00 a.m. – 6:00 p.m.</i>	<i>6:00 p.m. – Midnight</i>	<i>Midnight – 7:00 a.m.</i>	<i>7:00 a.m. – 6:00 p.m.</i>	<i>6:00 p.m. – Midnight</i>
<i>Office</i>	5%	100%	5%	0%	60%	10%
<i>Retail</i>	0%	100%	80%	0%	100%	60%
<i>Residential</i>	100%	55%	85%	100%	65%	75%
<i>Restaurant</i>	50%	70%	100%	45%	70%	100%
<i>Hotel</i>	100%	65%	90%	100%	65%	80%
<i>Cinema/Theater</i>	0%	70%	100%	5%	70%	100%

3. If there is a change of use which alters the mixed-use parking allowance, the site parking requirements shall be re-calculated. If the new calculation requires additional parking spaces, the site shall be subject to the parking requirements of this Section or the purchase of parking credits in accordance with Section 17.03. (Rev. 10/08)

2.2.7 Wyandotte

Note 12: Sec. 190.324.P – Parking Requirements – CBD parking.

- 1) Within the Central Business District (CBD) Zoning District, as shown on the city's zoning map, all uses, except for those listed below, are exempt from the off-street parking requirements contained in division (R) below:
 - (a) Residential uses;
 - (b) Funeral homes/mortuary establishments;
 - (c) Hotels and motels with 34 or more rooms;
 - (d) Hospitals;



- (e) Clinic; and
 - (f) Private clubs.
- 2) For properties within the “developed business area”, but not zoned CBD, Central Business, Zoning District, the provisions of division (R) below shall be reduced by one-half the minimum required spaces for all uses, except residential. The “developed business area” for purposes of this division (P) is that area illustrated on the map.

Task 2.3 – Parking Standard Comparison Table Preliminary Findings

Based on the review of parking industry best practices and parking ordinances from other regional municipalities within similar Downtown/Central Business District characteristics, OHM Advisors has observed the following preliminary findings:

1. Farmington’s minimum parking requirement for retail in its Central Business District (CBD) zoning is lower than most case study communities except those that completely exempt retail from parking minimums (Ferndale and Wyandotte).
2. Farmington’s minimum parking requirement for sit-down restaurants in its CBD zoning is average compared with most case study communities except those that completely exempt sit-down restaurants from parking minimums (Ferndale and Wyandotte).



3. Farmington's minimum parking requirement for carry-out restaurants in its CBD zoning is average compared with most case study communities except those that completely exempt carry-out restaurants from parking minimums (Ferndale and Wyandotte).

4. Farmington's minimum parking requirement for salons and barber shops in its CBD zoning is lower than most case study communities except those that completely exempt retail from parking minimums (Ferndale and Wyandotte).

5. **Farmington's minimum parking requirement for general office in its CBD zoning is higher than most case study communities.** Potentially options to lower this requirement range from using usable floor area (UFA) instead of gross floor area (GFA), to decreasing the requirement to 1 space per 300 square feet, to adopting an exemption from minimum parking requirements for general office space. UFA typically excludes common areas, closets, bathrooms, stairwells, etc.

6. **Farmington's minimum parking requirement for multi-family residential in its CBD zoning is higher than most case study communities.** Farmington requires 1.5 to 2 parking spaces per dwelling unit (DU) regardless of the number of bedrooms depending on the availability of nearby public parking for guests. By comparison, for efficiency and 1-bedroom DUs, Ferndale only requires 1 parking space per DU regardless of number of bedrooms, Northville and Wyandotte require 1 parking space for efficiencies and 1-bedrooms, Clawson requires 1 space for efficiencies and 1.5 spaces for 1-bedrooms, and Fenton requires 1.5 spaces for both efficiencies and 1-bedrooms. Only Berkley matches Farmington's typical requirement of 2 spaces per DU. However, Farmington's minimum parking requirement is paradoxically advantageous for DUs with 3 or more bedrooms compared to the communities of Clawson, Fenton, and Northville which either require 2.5 or 3 parking spaces for each 3-bedroom DU.

7. Relative to the case study communities, Farmington's Mixed-Use Shared Parking requirements allow greater flexibility and options for developers. No other case study community includes an option to waive minimum parking requirements for CBD zoned mixed-use developments if existing public parking lots are nearby.

8. Farmington's maximum parking requirement for CBD zoning commercial and residential uses states that the "number of spaces provided shall not exceed 10% beyond that required" and is progressive compared with the other case study communities. Only Fenton and Ferndale have the same requirement. Clawson caps at 20% beyond the required parking, and Berkley, Northville, and Wyandotte do not have parking maximums.

9. ITE recommends standardizing parking requirements for commercial and industrial developments in the format of "XX parking spaces per 1,000 square feet gross floor area". Standardizing parking ratios allows a more accurate comparison across different land uses within a municipality as well as a more accurate comparison with national best practices. However, most Michigan municipalities do not standardize their parking so this would not lead to more accurate comparisons with neighboring case study communities.

10. ITE's parking recommendations were generally lower than the minimum parking requirements in the City of Farmington's parking ordinance; however, ITE's datasets for general retail, sit-down restaurants, and carry-out in "dense multi-use areas" were limited in size ranging from one study to five studies.

11. ULI's Shared Parking recommendations were significantly higher across all land uses than the City of Farmington's requirements, other national best practice resources, and the case study communities. This is likely due to ULI assuming an almost "100 modal split to automobile use and minimal ride sharing" and basing their requirements on suburban conditions with "little or no transit, free or inexpensive parking, and minimal employee ride sharing." The only land use where ULI's recommendation was lower than Farmington's requirement was for multi-family residential parking.

12. Neither ITE nor ULI's Shared Parking included land uses for salons (hair salons/barbershops).



13. Although the APA PAS Report on Parking Standards is 23 years old, the ranges it provided for the different land uses still fell within the range of Farmington's current parking standards; however, APA's parking ranges were higher than ITE's recommendations.

Municipality/Resource	Downtown Commercial (Retail)	Downtown Commercial (Sit-Down Restaurant)	Downtown Commercial (Carry-Out Restaurant)	Salons (beauty/barber)	General Office	Commercial Land Uses	Multi-Family Residential		Mixed-Use Shared	
	Minimum	Minimum	Minimum	Minimum	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
Farmington	1 per 250 sf GLA (4 per 1,000 GLA). Waived if within 500' of public parking, or if applicant agrees to being part of a SAD and paying in lieu fees to City. See Notes A-C.*	1 per 3 seats. Waived if within 500' of public parking, or if applicant agrees to being part of a SAD and paying in lieu fees to City. See Notes A-C.*	6 per counter station. Waived if within 500' of public parking, or if applicant agrees to being part of a SAD and paying in lieu fees to City. See Notes A-C.*	2 per chair or 1 per 300 sf GLA, whichever is greater. Waived if within 500' of public parking, or if applicant agrees to being part of a SAD and paying in lieu fees to City. See Notes A-C.*	1 per 250 sf GLA. Waived if within 500' of public parking, or if applicant agrees to being part of a SAD and paying in lieu fees to City. See Notes A-C.*	Number of spaces provided shall not exceed 10% beyond that required, except as approved by the planning commission	2 per DU, but the planning commission may reduce the number of parking spaces required to 1.5 per DU where on-street parking is provided for guest parking at the rate of 0.5 per DU. Notes A-C.*	Number of spaces provided shall not exceed 10% beyond that required, except as approved by the planning commission	Waived if within 500' of public parking, or if applicant agrees to being part of a SAD and paying in lieu fees to City. See Note A.* Also, The required number of spaces may be reduced or modified by the planning commission in cases of shared parking by multiple uses where there will be a high proportion of multipurpose visits or uses have peak parking demands during differing times of the day or days of the week. Where uses are on separate lots, the lots shall be adjacent, pedestrian, and vehicular connections shall be maintained between the lots and shared parking agreements shall be filed with the county register of deeds and the city. See Notes B-C.*	Number of spaces provided shall not exceed 10% beyond that required, except as approved by the planning commission
ITE Parking Gen (6th ed.)	1.46 per 1,000 sf GFA	5.92 per 1,000 sf GFA	9.61 per 1,000 sf GFA	N/A	1.85 per 1,000 sf GFA	N/A	0.93 per DU	1.29 per DU (85th percentile)	N/A	N/A
APA PAS - Parking Standards (range)	1 per 200 to 1 per 300 sf GFA	1 per 75 sf GFA to 1 per 250 sf GFA	1 per 200 sf GFA to 1 per 250 sf GFA	1 per chair plus 1 per employee to 3 per chair	1 per 200 sf GFA to 1 per 300 sf GFA	N/A	1.5 per DU	2.5 per DU	N/A	N/A
ULI Shared Parking (3rd ed.)	4 per 1,000 sf GFA	17.75 per 1,000 sf GFA	14.70 per 1,000 sf GFA	N/A	3.8 per 1,000 sf GFA	4 per 1,000 sf GFA	1.8 per DU	1.8 per DU	Depends on mix of base land uses	Set at 85th percentile of peak occupancy rates for similar land use mixes
Berkley	1 per 225 sf UFA	1 per 60 sf UFA	1 per 75 sf UFA	3 per chair/station	1 per 225 UFA	N/A	2 per DU	N/A	The sum of the individual requirements that will occur at the same time. See Note 1.*	N/A
Clawson	1 per 200 sf UFA. See Note 2.*	1 per 3 seats based on maximum seating capacity. See Note 2.*	1 per 30 sf floor area devoted to customer assembly and/or waiting area. See Note 2.*	3 per chair. See Note 2.*	1 per 300 UFA. See Note 2.*	Exceeding the minimum parking requirements by greater than 20% shall not be allowed, except as approved by the planning commission.	1 per efficiency; 1.5 per 1BR; 2 per 2BR; 3 per 3+ plus BRs	Exceeding the minimum parking requirements by greater than 20% shall not be allowed, except as approved by the planning commission.	Not less than the sum of the requirements for the individual uses computed separately. See Note 3.*	Exceeding the minimum parking requirements by greater than 20% shall not be allowed, except as approved by the planning commission.
Fenton	1 per 200 sf GFA. See Note 4.*	1 per 60 SF GFA, or 0.6 per seat, whichever is greater. (Assumes liquor license.) See Note 4.*	6 plus 1 per employee. See Note 4.*	1 per 175 SF GFA or 2.5 per each barber or beautician's chair/station, whichever is greater. See Note 4.*	1 per 300 sf GFA plus 1 per employee. See Note 4.*	Number of spaces provided shall not exceed 10% beyond the number required, except as approved by the Planning Commission.	* 1.5 per efficiency or 1BR; 2 per 2BR; 2.5 per 3+BRs, plus 5 spaces for any office, plus 1 per 200 sf of GFA of any clubhouse facility, plus visitor off-street parking equal to at least 20% of the total spaces required. See Note 4.*	Number of spaces provided shall not exceed 10% beyond the number required, except as approved by the Planning Commission.	Total number of spaces provided collectively shall not be less than the sum of spaces required for each separate use. However, the Planning Commission may reduce the total number of spaces by up to twenty-five percent (25%) if they determine that the operating hours of the buildings or uses do not overlap. See Note 5.*	Number of spaces provided shall not exceed 10% beyond the number required, except as approved by the Planning Commission.
Ferndale	None in CBD. See Note 6.*	None in CBD. See Note 6.*	None in CBD. See Note 6.*	None in CBD. See Note 6.*	None in CBD. See Note 6.*	Maximum off-street parking permitted cannot exceed 110% of the minimum parking requirements for that specific use.	1 per DU	Maximum off-street parking permitted cannot exceed 110% of the minimum parking requirements.	Where more than one use is present in a building or on a site, the various components of the use must comply with the parking applicable individually. See Notes 7-9.*	Maximum off-street parking permitted cannot exceed 110% of the minimum parking requirements. This does not apply to one to four-unit dwellings.
Northville	1 per 250 sf GFA. See Note 10.*	1 per 150 sf GFA. See Note 10.*	1 per 100 sf GFA, plus at least 3 for employees of a peak shift. See Note 10.*	1 per 250 sf GFA. See Note 10.*	1 per 200 for lower level offices, and 1 per 300 sf of gross floor space for second floor or upper level office uses.	N/A	1 per efficiency or 1 BR; 2 per 2BR; 3 per 3BR+ plus 5 spaces for any office building or clubhouse facility. See Note 10.*	N/A	The applicant shall calculate the number of spaces required for each use if it were free-standing. The applicable general land use category to each proposed use shall be applied, as well as the percentages to calculate the number of spaces required for each time. The applicant shall add the number of spaces required for all applicable land uses to obtain a total parking requirement for each time period. The time period with the highest total parking requirement and use shall be the mixed use parking requirement. See Note 11.*	N/A
Wyandotte	None in CBD. See Note 12.*	None in CBD. See Note 12.*	None in CBD. See Note 12.*	None in CBD. See Note 12.*	None in CBD. See Note 12.*	N/A	1 per 1BR; 1.25 per 2BR+; plus 1 per every 8 DU for guest parking	N/A	N/A	N/A

BR = Bedroom
DU = Dwelling Unit
GFA = Gross Floor Area
GLA = Gross Leasable Area
UFA = Usable Floor Area

*See best practices narrative for notes

Farmington Planning Commission Staff Report	Planning Commission Date: July 13, 2026	Reference Number
Submitted by: David Murphy, City Manager		
<u>Description</u> Discussion of the Proposed Zoning Ordinance Text Amendment to Chapter 35: Article 7, Section 35-105, “Central Business District—Residential Design Standards,” Subsection D, “Parking,” to modify certain parking requirements. Article 14, Section 36-172, “Off-Street Parking Requirements by Use,” to modify parking requirements in the CBD District to include gross usable area and requirements for multiple-family dwellings. Article 21, Sec. 35-252, “Definitions,” to revise the definition of gross leaseable		
<u>Motion:</u> Move to recommend approval of (all, some, or none) of the proposed amendments to Chapter 35, Article 7, Section 35-105, Article 14, Sec. 36-172 and Article 21, Sec. 35-252 and to forward them to City Council for their review and consideration.		
<u>Background</u> The proposed ordinance amendments will have been introduced during the public hearing and any comments from the public presented. For this agenda item, the Commission will decide whether to approve or deny the request.		