



## Parking Credit Committee Meeting

The following is a link to attend the Parking Credit Committee Zoom meeting scheduled for Wednesday, October 7, 2020 at 8:00 am: <https://us02web.zoom.us/j/86549121058>

Meeting ID: **865 4912 1058**

Cell Phone: **1-312-626-6799** US (Chicago)

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### **AGENDA**

Thursday, October 7, 2020

Via Zoom – 8:00 am

- |                |   |
|----------------|---|
| 8:00 – 8:10 am | 1. Review Purpose of Meeting – John Casey<br><i>To determine how best to address the impact of residential development on the parking system in Northville vs. to provide more parking downtown.</i>  |
| 8:10 – 8:30 am | 2. Resource Request:<br>A. Examples of best practices from other communities (Attachment A)<br>B. Parking Counts (Attachment B)<br>C. Data on building make up (square footage by use)<br>D. How to collect daytime counts<br>E. # of Employees downtown<br>F. City Contractors as resources<br>G. Info on traffic calming / traffic study (Attachment G) |
| 8:30 – 8:55 am | 3. Discussion of the Issue  |
| 8:55 – 9:00 am | 4. Next meeting date  |

Meeting Adjourned

Residential Overnight Parking Programs			
Community	Permits	Cost	Other
Northville	Yes	\$10/month	Designated areas in each lot. \$10/month on street permits as well.
Grand Haven	Yes	\$10/month	
Milford	No	Must provide	No Parking on Streets 3-6 am Dec, Jan, Feb
Plymouth	Yes	\$25/year on street, \$400/year on lower level of deck	Most downtown residential provides parking. Not a lot of permits issued.
Ypsilanti	Yes	\$300 annual fee or \$115/quarter	2 allowed per address, Annual passes are not prorated. No visitors permits issued.
Marquette	Yes	\$30/month	
Petoskey	No	N/A	No parking enforcement after 5:00 pm. No overnight parking during the winter permitted.
Adrian	Yes	Downtown property owners pay a SAD for parking. On Street - \$50 app fee, \$150/annual	No parking on major streets or during snow emergencies.
Dexter	No		No permits, no restrictions. Can park on streets overnight.
Marshall	Yes	\$10/annually	
Mt. Pleasant	Yes	Free to residents	Designated areas. No parking during snow emergency
Traverse City	Yes	\$36-\$48 per month	
Royal Oak	Yes	\$45 - \$50/month for deck parking.	
Rochester	Yes	\$20/month deck or surface lot	
Marquette	Yes	\$30/month on street, \$60/ month in lot or deck	

Sec. 18-31

Sec. 18-33

DIVISION 2  
**Downtown Overnight Residential Parking**

**Sec. 18-31. Definitions. [Ord. No. 1393, 7-21-2004]**

For the purposes of this division, the following terms and words shall mean:

- (a) DOWNTOWN AREA — The area bounded by 10th Street on the south, 6th Street on the north, Columbia Avenue on the east, and Pine Avenue on the west.
- (b) MUNICIPAL PARKING LOT — Those lots which are owned, leased, operated, or maintained by the City of Holland and/or the Downtown Development Authority for the municipal parking system in the downtown area. Even if it is not in the downtown area, a lot shall be deemed a municipal parking lot for purposes of this division if it is owned, leased, operated, or maintained by the City of Holland and/or the Downtown Development Authority and it is accessible from any of the streets which form the boundary around the downtown area.
- (c) LONG-TERM OVERNIGHT RESIDENTIAL PARKING — Those municipal parking lots which are designated for permit holders to park their motor vehicles for a twenty-four-hour period in designated spaces within the lots.
- (d) SHORT-TERM OVERNIGHT RESIDENTIAL PARKING — Those municipal parking lots which are designated for permit holders to park their motor vehicles from the hours of 8:00 p.m. to 8:00 a.m. only, Monday through Saturday, and all day on Sunday.

**Sec. 18-32. Prohibited. [Ord. No. 1393, 7-21-2004]**

No person shall stand or park a vehicle between the hours of 2:00 a.m. and 5:00 a.m. in the designated municipal parking lots in the downtown area without a permit affixed to the motor vehicle issued in accordance with the provisions of this division.

**Sec. 18-33. Permit. [Ord. No. 1393, 7-21-2004; amended 8-15-2018 by Ord. No. 1743]**

A person residing within the downtown area may apply for an overnight residential parking permit for an automobile registered in the name of the applicant or in the name of a relative of the applicant. The applicant shall apply to the Downtown Development Authority, and he or she shall complete the downtown overnight residential

parking permit application provided at the Downtown Development Authority's office. The Downtown Development Authority shall not issue an overnight parking permit for an automobile if the applicant may obtain a parking permit for that automobile from the building owner of applicant's residence or through a condominium association.

**Sec. 18-34. Records. [Ord. No. 1393, 7-21-2004]**

The Downtown Development Authority shall maintain a permit log containing all downtown overnight residential parking permit applications and all temporary applications. The Downtown Development Authority shall provide any information to the Holland Police Department for the enforcement of the overnight residential parking regulations pursuant to this division.

**Sec. 18-35. Permit—hours and permissible parking locations.**

Any permit issued in accordance with this division shall be valid for parking during the designated hours of any authorized long-term or short-term overnight residential parking location. A map of such long-term and short-term overnight residential parking locations shall be provided to the permit holder by the Downtown Development Authority's office upon permit issuance and renewal.

**Sec. 18-36. Same—Fee and validity. [Ord. No. 1393, 7-21-2004]**

Each permit applicant shall pay a fee as established by a resolution adopted by City Council for the issuance of the downtown overnight residential parking permit issued by the Downtown Development Authority in accordance with this division. The permit shall be valid for a period of 12 months.

**Sec. 18-37. Same—Display. [Ord. No. 1393, 7-21-2004]**

The permit shall be displayed and affixed in the lower left hand corner (driver's side) of the vehicle's rear window.

**Sec. 18-38. Same—Revocation. [Ord. No. 1393, 7-21-2004]**

A permit may be revoked by the Downtown Development Authority for noncompliance with the provisions of this division. Revocation shall be effective upon 10 days' written notice from the Downtown Development Authority setting forth a date of revocation and the reason for revocation. Any permit fees paid prior to revocation of the permit shall be nonrefundable.

**Sec. 18-39. Same—Nonrenewable. [Ord. No. 1393, 7-21-2004]**

The Downtown Development Authority is authorized to deny renewal of a permit to an applicant for noncompliance with the provisions of this division.

**Sec. 18-40. Same—Penalties. [Ord. No. 1393, 7-21-2004]**

A violation of this division shall be deemed a civil infraction and the fine for such violation shall be as set forth in Section 18-49 of this chapter.

**Sec. 18-41. Designated enforcing officers. [Ord. No. 1393, 7-21-2004]**

The Downtown Development Authority, or its designated representative, shall be the enforcing officer relating to the provisions of this division for permit issuance. The Chief of Police, or its designated representative, shall be the enforcing officer for violations of parking, vehicle locations, length of parking, and improper or unauthorized display of a permit.

**Sec. 18-42. Downtown Development Authority—designation of parking location. [Ord. No. 1393, 7-21-2004]**

Designated downtown long-term and short-term overnight residential parking locations shall be determined by the Downtown Development Authority. The Downtown Development Authority shall be permitted to change, amend, or modify designated locations, and shall file the designation of such locations with the City Manager's office. Upon the change of designated locations, the Downtown Development Authority shall notify the Downtown Development Authority's office and all permit holders of such amendments and changes.

**Sec. 18-43. Temporary downtown overnight residential parking permit. [Ord. No. 1393, 7-21-2004]**

The Downtown Development Authority is hereby authorized to issue temporary downtown overnight residential parking permits. A temporary permit shall be valid for the time period designated on the face of the temporary application. An applicant shall pay a temporary downtown overnight residential parking permit fee as established by a resolution adopted by City Council. A temporary downtown overnight residential parking permit holder is subject to the other applicable sections of this division except for Section 18-36.

**Sec. 18-44. Permit fees. [Ord. No. 1393, 7-21-2004]**

The Downtown Development Authority shall pay to the City Treasurer all permit fees it receives.

**NOTICE OF DISCUSSION FORUM ON  
DOWNTOWN OVERNIGHT PARKING  
OPTIONS & PROPOSALS**

**Monday, October 29, 2018**

**12:00 PM Noon**

City Council Chambers  
Ithaca City Hall  
129 W. Emerson Street

*Intended audience includes downtown building & business owners,  
business & residential tenants and the general public.*

The Ithaca City Council, Downtown Development Authority and Planning Commission are sponsoring this forum to solicit input on whether to develop an overnight parking program for the publicly-owned parking lots and spaces in the City's downtown area. There are currently no restrictions on parking within those lots; there is no time limit or no prohibition against overnight parking.

As our downtown continues to evolve and reinvent itself, we are seeing more new businesses joining the existing businesses. We are also looking at the renovation of the upper stories of some of our historic buildings, creating residential apartment units from mostly vacant and unused upper floors. With these new living units comes the need for parking, especially overnight. Most downtown properties have little or no private parking spaces; they were built to the edges of their individual lots. We have an investor that will be creating twelve new apartments in two buildings over the next few months. They have requested the City consider setting up an overnight parking system to ensure that their future tenants can conveniently and legally park overnight.

At the forum, we will review the location of both public and private-owned parking spaces, and look at options for accommodating the many users of our downtown. We will seek comment on such issues as:

- Should we create an overnight parking permit program, or leave parking as is?
- Do we designate specific spaces for permit holders, or let them park anywhere?
- Should tenants be allowed only one permit, or could they purchase an additional one?
- Should we charge a permit fee to help cover the cost of issuing the permits & maintaining the spaces?
- How much should the permit fee be? Annual, monthly, resident, visitor, etc.?
- Should property owners be required to use their private spaces before being eligible for a City permit?
- Who will be enforcing the parking permit program and what level of fine would be appropriate?

We encourage the many stakeholders listed above to attend the forum. If you are unable to attend, the City would still like to hear your suggestions, comments or ideas to addressing the use of public parking spaces for overnight parking. Comments can be mailed to Downtown Parking Forum, Ithaca City Hall, 129 W. Emerson St., Ithaca, MI 48477 or emailed to City Manager Chris Yonker at [manager@ithacmi.com](mailto:manager@ithacmi.com). Questions may be directed to the City Manager at City Hall at 989-875-3200.



# Where can I park overnight downtown?

Overnight parking (3am – 6am) is not allowed on any street in the downtown area. We do offer overnight parking in both of our garages. There is a \$10 fee for overnight parking in the garages. Additionally, overnight parking is allowed in downtown parking lots P, T & V. These lots are permit lots and are enforced Monday through Friday 7am – 4pm. Anyone parked in these lots after 7am without a permit would be subject to a citation.

If you park in a surface lot during the winter, you may be towed to allow the contractor to properly remove the snow.

410.04(d)(ii)...and the central business district which, for purposes of this section, is described as follows: Bounded by Grandview Parkway on the North; Union Street south to the River; Boardman River west, south and east back to Union Street; Union Street north to the alley south of State Street; alley east to Cass; Cass south to Washington, Washington east to Boardman; Boardman north to Front Street; Front Street east to Wellington; Wellington north to Grandview Parkway.



## **City of Lansing Allows Overnight Parking with Permit Beginning March 1, 2020**

Mayor Andy Schor today announced that permits are now available for overnight parking from 2:00 a.m. to 5:00 a.m., effective March 1, 2020. Lansing residents may now apply for an annual and/or temporary overnight parking permit at their permanent residence through the City of Lansing's Parking Office's [lansingmi.gov/parking](https://lansingmi.gov/parking). Both annual and temporary (up to 72-hours) permits are available.

The cost for an annual overnight parking permit for Lansing residents is \$125 per vehicle. Only one annual permit is allowed per address to prevent overcrowding on city streets. Upon approval, residents will be mailed a Residential Overnight Parking Permit (ROPP) sticker to put on their vehicle.

A temporary permit is \$10 per night with a 72-hour (three-night) maximum. Only two temporary permits may be granted in a 72-hour period to the same residential address. Residents will be required to print and display the temporary permit. Printing of the permit can be done at home, a local library, or any of the City's four community centers.

Annual and temporary permits can be suspended in case of construction, emergencies, snow or other weather events. Permit holders will be notified in these cases via email and/or text message. Permits are only valid if displayed correctly.

Obtaining an overnight parking permit does not guarantee a parking spot. Permits are only for vehicles, not for boats, trailers, mobile homes, recreational vehicles, or any other vehicle with more than two axles.

**PARKING LOT #3 (Marquis Lot) Capacity Survey**

Parking Lot #3 had 132 parking spaces open to the public and 46 parking spaces signed as private for a total of 168 parking spaces. Note, the demolition and removal of the Edwards Building in August 2006 added 26 additional public parking spaces and in Nov. 2008 we added 21 spaces for a total of 220 spaces

		Spaces Available	Percent Occupied
<b>Tuesday, February 10, 2015</b>			
8:30 a.m.	61 cars public and private 220 total spaces minus 61 =	159	28%
10:00 a.m.	114 cars public and private 220 total spaces minus 114 =	106	52%
12:00 p.m.	179 cars public and private 220 total spaces minus 179 =	41	81%
2:00 p.m.	132 cars public and private 220 total spaces minus 132 =	88	60%
<b>Wednesday, March 4, 2015</b>			
8:30 a.m.	44 cars public and private 220 total spaces minus 44 =	176	20%
10:00 a.m.	93 cars public and private 220 total spaces minus 93 =	127	42%
12:00 p.m.	155 cars public and private 220 total spaces minus 155 =	65	71%
2:00 p.m.	137 cars public and private 220 total spaces minus 137 =	83	62%
<b>Tuesday, April 14, 2015</b>			
8:30 a.m.	58 cars public and private 220 total spaces minus 58 =	162	26%
10:00 a.m.	112 cars public and private 220 total spaces minus 112 =	108	51%
12:00 a.m.	156 cars public and private 220 total spaces minus 156 =	64	71%
2:00 a.m.	166 cars public and private 220 total spaces minus 166 =	54	75%
<b>Thursday, May 14, 2015</b>			
8:30 a.m.	67 cars public and private 220 total spaces minus 67 =	153	34%
10:00 a.m.	133 cars public and private 220 total spaces minus 133 =	87	60%
12:00 p.m.	175 cars public and private 220 total spaces minus 175 =	45	80%
2:00 p.m.	173 cars public and private 220 total spaces minus 173 =	47	79%

**Tuesday, July 21, 2015**

8:30 a.m.	59 cars public and private 220 total spaces minus 59 =	161	27%
10:00 a.m.	138 cars public and private 220 total spaces minus 138 =	82	63%
12:00 p.m.	170 cars public and private 220 total spaces minus 170=	50	77%
2:00 p.m.	159 cars public and private 220 total spaces minus 159 =	61	72%

**Wednesday, August 26, 2015**

8:30 a.m.	73 cars public and private 220 total spaces minus 73 =	147	38%
10:00 a.m.	134 cars public and private 220 total spaces minus 134 =	86	61%
12:00 p.m.	180 cars public and private 220 total spaces minus 180 =	40	82%
2:00 p.m.	143 cars public and private 220 total spaces minus 143 =	77	65%

**Wednesday, September 9, 2015**

8:30 a.m.	72 cars public and private 220 total spaces minus 72 =	148	33%
10:00 a.m.	117 cars public and private 220 total spaces minus 117 =	103	53%
12:00 p.m.	179 cars public and private 220 total spaces minus 179=	41	81%
2:00 p.m.	168 cars public and private 220 total spaces minus 168 =	52	76%

**Wednesday, October 14, 2015**

8:30 a.m.	36 cars public and private 220 total spaces minus 36 =	184	16%
10:00 a.m.	100 cars public and private 220 total spaces minus 100 =	120	45%
12:00 p.m.	115 cars public and private 220 total spaces minus 115 =	105	52%
2:00 p.m.	123 cars public and private 220 total spaces minus 123 =	97	56%

**Thursday, December 10, 2015**

8:30 a.m.	47 cars public and private 220 total spaces minus 47 =	173	21%
10:00 a.m.	105 cars public and private 220 total spaces minus 105 =	115	48%
12:00 p.m.	119 cars public and private 220 total spaces minus 119 =	101	54%
2:00 p.m.	109 cars public and private 220 total spaces minus 109 =	111	50%

**Thursday, January 7, 2016**

8:30 a.m.	53 cars public and private 220 total spaces minus 53 =	167	24%
10:00 a.m.	93 cars public and private 220 total spaces minus 93 =	127	42%
12:00 p.m.	124 cars public and private 220 total spaces minus 124 =	96	56%
2:00 p.m.	122 cars public and private 220 total spaces minus 122 =	98	55%

**Thursday, February 11, 2016**

8:30 a.m.	50 cars public and private 220 total spaces minus 50 =	170	23%
10:00 a.m.	100 cars public and private 220 total spaces minus 100 =	120	45%
12:00 p.m.	104 cars public and private 220 total spaces minus 104 =	116	47%
2:00 p.m.	108 cars public and private 220 total spaces minus 108 =	112	49%

**Tuesday, March 8, 2016**

8:30 a.m.	84 cars public and private 220 total spaces minus 84 =	136	38%
10:00 a.m.	118 cars public and private 220 total spaces minus 118 =	102	54%
12:00 p.m.	178 cars public and private 220 total spaces minus 178 =	42	81%
2:00 p.m.	170 cars public and private 220 total spaces minus 170 =	50	77%

**Tuesday, April 5, 2016**

8:30 a.m.	45 cars public and private 220 total spaces minus 45 =	175	20%
10:00 a.m.	103 cars public and private 220 total spaces minus 103 =	117	47%
12:00 p.m.	113 cars public and private 220 total spaces minus 113 =	107	51%
2:00 p.m.	91 cars public and private 220 total spaces minus 91 =	129	41%

**Tuesday, May 17, 2016**

8:30 a.m.	87 cars public and private 220 total spaces minus 87 =	133	40%
10:00 a.m.	136 cars public and private 220 total spaces minus 136 =	84	62%
12:00 p.m.	147 cars public and private 220 total spaces minus 147 =	73	67%
2:00 p.m.	152 cars public and private 220 total spaces minus 152 =	68	69%

**Tuesday, June 21, 2016**

8:30 a.m.	73 cars public and private 220 total spaces minus 73 =	147	33%
10:00 a.m.	142 cars public and private 220 total spaces minus 142 =	78	65%
12:00 p.m.	180 cars public and private 220 total spaces minus 180 =	40	82%
2:00 p. m.	148 cars public and private 220 total spaces minus 148 =	72	67%

**Tuesday, July 19, 2016**

8:30 a.m.	83 cars public and private 220 total spaces minus 83 =	137	38%
10:00 a.m.	144 cars public and private 220 total spaces minus 144 =	76	65%
12:00 p.m.	190 cars public and private 220 total spaces minus 190 =	30	86%
2:00 p.m.	153 cars public and private 220 total spaces minus 153 =	67	70%

**Thursday, September 8, 2016**

8:30 a.m.	82 cars public and private 220 total spaces minus 82 =	138	37%
10:00 a.m.	123 cars public and private 220 total spaces minus 123	97	56%
12:00 p.m.	156 cars public and private 220 total spaces minus 156 =	64	71%
2:00 p.m.	132 cars public and private 220 total spaces minus 132 =	88	60%

**Tuesday, October 2, 2016**

8:00 a.m.	54 cars public and private 220 total spaces minus 54 =	166	25%
10:00 a.m.	116 cars public and private 220 total spaces minus 116 =	104	53%
12:00 p.m.	176 cars public and private 220 total spaces minus 176 =	44	80%
2:00 p.m.	165 cars public and private 220 total spaces minus 165 =	55	75%

**Wednesday, January 4, 2017**

8:00 a.m.	49 cars public and private 220 total spaces minus 49 =	171	22%
10:00 a.m.	59 cars public and private 220 total spaces minus 59 =	161	27%
12:00 p.m.	146 cars public and private 220 total spaces minus 146 =	74	66%
2:00 p.m.	138 cars public and private 220 total spaces minus 138 =	82	63%

**Friday, February 3, 2017**

8:30 a.m.	97 cars public and private 220 total spaces minus 97 =	123	44%
10:00 a.m.	141 cars public and private 220 total spaces minus 141 =	79	64%
12:00 p.m.	180 cars public and private 220 total spaces minus 180 =	40	82%
2:00 p.m.	132 cars public and private 220 total spaces minus 132 =	88	60%

**Friday, March 3, 2017**

8:30 a.m.	36 cars public and private 220 total spaces minus 36 =	184	16%
10:00 a.m.	117 cars public and private 220 total spaces minus 117 =	103	53%
12:00 p.m.	131 cars public and private 220 total spaces minus 131 =	89	60%
2:00 p.m.	147 cars public and private 220 total spaces minus 147 =	73	69%

**Wednesday, April 6, 2017**

8:30 a.m.	31 cars public and private 220 total spaces minus 31 =	189	14%
10:00 a.m.	82 cars public and private 220 total spaces minus 82 =	138	37%
12:00 p.m.	109 cars public and private 220 total spaces minus 109 =	111	50%
2:00 p.m.	145 cars public and private 220 total spaces minus 145 =	75	66%

**Tuesday, May 2, 2017**

8:30 a.m.	54 cars public and private 220 total spaces minus 54 =	166	25%
10:00 a.m.	126 cars public and private 220 total spaces minus 126 =	94	57%
12:00 p.m.	147 cars public and private 220 total spaces minus 147 =	73	67%
2:00 p.m.	131 cars public and private 220 total spaces minus 131 =	89	60%

**Friday, June 23, 2017**

8:30 a.m.	64 cars public and private 220 total spaces minus 64 =	156	29%
10:00 a.m.	122 cars public and private 220 total spaces minus 122 =	98	55%
12:00 p.m.	124 cars public and private 220 total spaces minus 124 =	96	56%
2:00 p.m.	140 cars public and private 220 total spaces minus 140 =	80	64%

**Tuesday, July 11, 2017**

8:30 a.m.	68 cars public and private 220 total spaces minus 68 =	152	31%
10:00 a.m.	147 cars public and private 220 total spaces minus 147 =	73	69%
12:00 p.m.	178 cars public and private 220 total spaces minus 178 =	42	81%
2:00 p.m.	172 cars public and private 220 total spaces minus 172 =	48	78%

**Wednesday, August 16, 2017**

8:30 a.m.	51 cars public and private 220 total spaces minus 51 =	169	23%
10:00 a.m.	182 cars public and private 220 total spaces minus 182 =	38	83%
12:00 p.m.	183 cars public and private 220 total spaces minus 183 =	37	83%
2:00 p.m.	158 cars public and private 220 total spaces minus 158 =	62	72%

**Thursday, September 14, 2017**

8:30 a.m.	72 cars public and private 220 total spaces minus 72 =	148	33%
10:00 a.m.	146 cars public and private 220 total spaces minus 146 =	74	66%
12:00 p.m.	152 cars public and private 220 total spaces minus 152 =	68	69%
2:00 p.m.	126 cars public and private 220 total spaces minus 126 =	94	57%

**Thursday, October 12, 2017**

8:30 a.m.	65 cars public and private 220 total spaces minus 65 =	155	30%
10:00 a.m.	144 cars public and private 220 total spaces minus 144 =	76	65%
12:00 p.m.	170 cars public and private 220 total spaces minus 170 =	50	77%
2:00 p.m.	150 cars public and private 220 total spaces minus 150 =	70	68%

**Friday, January 5, 2018**

8:30 a.m.	61 cars public and private 220 total spaces minus 61	159	28%
10:00 a.m.	115 cars public and private 220 total spaces minus 115 =	105	52%
12:00 p.m.	139 cars public and private 220 total spaces minus 139	81	63%
2:00 p.m.	154 cars public and private 220 total spaces minus 154 =	66	70%

## **PARKING LOT #2 (Church Square Lot) Capacity Survey**

Parking Lot #2 has 133 parking spaces open to the public and 22 parking spaces signed as private for a total of 155 parking spaces. Note, the parking spaces directly behind new Long Building are private, but they are not signed, and therefore, are considered public in this document.

		<b>Spaces Available</b>	<b>Percent Occupied</b>
<b>Tuesday, February 10, 2015</b>			
8:30 a.m.	39 cars public and private 155 total spaces minus 39 =	116	25%
10:00 a.m.	92 cars public and private 155 total spaces minus 92 =	63	59%
12:00 p.m.	120 cars public and private 155 total spaces minus 120 =	35	77%
2:00 p.m.	117 cars public and private 155 total spaces minus 117	38	75%
<b>Wednesday, March 4, 2015</b>			
8:30 a.m.	37 cars public and private 155 total spaces minus 73 =	118	24%
10:00 a.m.	77 cars public and private 155 total spaces minus 77 =	78	50%
12:00 p.m.	112 cars public and private 155 total spaces minus 112 =	43	72%
2:00 p.m.	96 cars public and private 155 total spaces minus 96 =	59	62%
<b>Tuesday, April 14, 2015</b>			
8:30 a.m.	41 cars public and private 155 total spaces minus 41 =	114	26%
10:00 a.m.	103 cars public and private 155 total spaces minus 103 =	52	66%
12:00 p.m.	112 cars public and private 155 total spaces minus 112 =	43	72%
2:00 p.m.	119 cars public and private 155 total spaces minus 119 =	36	77%
<b>Thursday, May 14, 2015</b>			
8:30 a.m.	31 cars public and private 155 total spaces minus 31 =	124	20%
10:00 a.m.	96 cars public and private 155 total spaces minus 96 =	59	62%
12:00 p.m.	127 cars public and private 155 total spaces minus 127 =	28	82%
2:00 p.m.	115 cars public and private 155 total spaces minus 115 =	40	74%



**Tuesday, July 21, 2015**

8:30 a.m.	33 cars public and private 155 total spaces minus 33 =	122	21%
10:00 a.m.	85 cars public and private 155 total spaces minus 85 =	70	55%
12:00 p.m.	123 cars public and private 155 total spaces minus 123 =	32	79%
2:00 p.m.	114 cars public and private 155 total spaces minus 114 =	41	74

**Wednesday, August 26, 2015**

8:30 a.m.	35 cars public and private 155 total spaces minus 35 =	120	23%
10:00 a.m.	97 cars public and private 155 total spaces minus 97 =	58	63%
12:00 p.m.	117 cars public and private 155 total spaces minus 117 =	38	75%
2:00 p.m.	103 cars public and private 155 total spaces minus 103 =	52	66%

**Wednesday, September 9, 2015**

8:30 a.m.	47 cars public and private 155 total spaces minus 47 =	108	30%
10:00 a.m.	103 cars public and private 155 total spaces minus 103 =	52	66%
12:00 p.m.	120 cars public and private 155 total spaces minus 120 =	35	77%
2:00 p.m.	113 cars public and private 155 total spaces minus 113 =	42	73%

**Wednesday, October 14, 2015**

8:30 a.m.	47 cars public and private 155 total spaces minus 47 =	108	30%
10:00 a.m.	111 cars public and private 155 total spaces minus 111 =	44	72%
12:00 p.m.	154 cars public and private 155 total spaces minus 154 =	1	99%
2:00 p.m.	143 cars public and private 155 total spaces minus 143 =	12	92%

**Thursday, December 10, 2015**

8:30 a.m.	81 cars public and private 155 total spaces minus 81 =	74	52%
10:00 a.m.	132 cars public and private 155 total spaces minus 132 =	23	85%
12:00 p.m.	155 cars public and private 155 total spaces minus 155 =	0	100%
2:00 p.m.	155 cars public and private 155 total spaces minus 155 =	0	100%

**Thursday, January 7, 2016**

8:30 a.m.	68 cars public and private 155 total spaces minus 68 =	87	44%
10:00 a.m.	103 cars public and private 155 total spaces minus 103 =	52	66%
12:00 p.m.	155 cars public and private 155 total spaces minus 155 =	0	100%
2:00 p.m.	155 cars public and private 155 total spaces minus 155 =	0	100%

**Thursday, February 11, 2016**

8:30 a.m.	60 cars public and private 155 total spaces minus 60 =	95	82%
10:00 a.m.	134 cars public and private 155 total spaces minus 134 =	21	86%
12:00 p.m.	155 cars public and private 155 total spaces minus 155 =	0	100%
2:00 p.m.	137 cars public and private 155 total spaces minus 137 =	18	88%

**Tuesday, March 8, 2016**

8:30 a.m.	45 cars public and private 155 total spaces minus 45 =	110	29%
10:00 a.m.	109 cars public and private 155 total spaces minus 109 =	46	70%
12:00 p.m.	141 cars public and private 155 total spaces minus 141 =	14	90%
2:00 p.m.	130 cars public and private 155 total spaces minus 130 =	25	84%

**Tuesday, April 5, 2016**

8:30 a.m.	62 cars public and private 155 total spaces minus 62 =	93	40%
10:00 a.m.	100 cars public and private 155 total spaces minus 100 =	55	65%
12:00 p.m.	154 cars public and private 155 total spaces minus 154 =	1	99%
2:00 p.m.	152 cars public and private 155 total spaces minus 152 =	3	98%

**Tuesday, May 17, 2016**

8:30 a.m.	57 cars public and private 155 total spaces minus 57 =	98	37%
10:00 a.m.	99 cars public and private 155 total spaces minus 99 =	56	64%
12:00 p.m.	130 cars public and private 155 total spaces minus 130 =	25	84%
2:00 p.m.	127 cars public and private 155 total spaces minus 127 =	28	82%

**Tuesday, June 21, 2016**

8:30 a.m.	53 cars public and private 155 total spaces minus 53 =	102	34
10:00 a.m.	107 cars public and private 155 total spaces minus 107 =	48	69%
12:00 p.m.	121 cars public and private 155 total spaces minus 121 =	34	77%
2:00 p.m.	129 cars public and private 155 total spaces minus 129 =	26	83%

**Tuesday, July 19, 2016**

8:30 a.m.	43 cars public and private 155 total spaces minus 43 =	112	28%
10:00 a.m.	87 cars public and private 155 total spaces minus 87 =	68	56%
12:00 p.m.	122 cars public and private 155 total spaces minus 122 =	33	79%
2:00 p.m.	118 cars public and private 155 total spaces minus 118 =	37	76%

**Thursday, September 8, 2016**

8:30 a.m.	69 cars public and private 155 total spaces minus 69 =	86	45%
10:00 a.m.	89 cars public and private 155 total spaces minus 89	66	57%
12:00 p.m.	116 cars public and private 155 total spaces minus 116 =	39	75%
2:00 p.m.	108 cars public and private 155 total spaces minus 108 =	47	70%

**Tuesday, October 3, 2016**

8:30 a.m.	44 cars public and private 155 total spaces minus 44 =	111	28%
10:00 a.m.	92 cars public and private 155 total spaces minus 92 =	63	59%
12:00 p.m.	124 cars public and private 155 total spaces minus 124 =	31	80%
2:00 p.m.	131 cars public and private 155 total spaces minus 131 =	24	85%

**Wednesday, January 4, 2017**

8:30 a.m.	36 cars public and private 155 total spaces minus 36 =	119	23%
10:00 a.m.	55 cars public and private 155 total spaces minus 55 =	100	35%
12:00 p.m.	129 cars public and private 155 total spaces minus 129 =	26	83%
2:00 p.m.	114 cars public and private 155 total spaces minus 114 =	41	74%

**Friday, February 3, 2017**

8:30 a.m.	42 cars public and private 155 total spaces minus 42 =	113	27%
10:00 a.m.	105 cars public and private 155 total spaces minus 105 =	50	68%
12:00 p.m.	121 cars public and private 155 total spaces minus 121 =	34	78%
2:00 p.m.	145 cars public and private 155 total spaces minus 145 =	10	94%

**Friday, March 3, 2017**

8:30 a.m.	25 cars public and private 155 total spaces minus 25 =	130	16%
10:00 a.m.	110 cars public and private 155 total spaces minus 110 =	45	71%
12:00 p.m.	119 cars public and private 155 total spaces minus 119 =	36	77%
2:00 p.m.	114 cars public and private 155 total spaces minus 114 =	41	45%

**Wednesday, April 5, 2017**

8:30 a.m.	22 cars public and private 155 total spaces minus 22 =	133	14%
10:00 a.m.	94 cars public and private 155 total spaces minus 94 =	61	61%
12:00 p.m.	120 cars public and private 155 total spaces minus 120 =	35	77%
2:00 p.m.	115 cars public and private 155 total spaces minus 115 =	40	74%

**Tuesday, May 2, 2017**

8:30 a.m.	47 cars public and private 155 total spaces minus 47 =	108	30%
10:00 a.m.	130 cars public and private 155 total spaces minus 130 =	25	84%
12:00 p.m.	138 cars public and private 155 total spaces minus 138 =	17	89%
2:00 p.m.	111 cars public and private 155 total spaces minus 111 =	44	72%

**Friday, June 23, 2017**

8:30 a.m.	85 cars public and private 155 total spaces minus 85 =	70	55%
10:00 a.m.	133 cars public and private 155 total spaces minus 133 =	22	86%
12:00 p.m.	155 cars public and private 155 total spaces minus 155 =	0	100%
2:00 p.m.	155 cars public and private 155 total spaces minus 155 =	0	100%

**Tuesday, July 11, 2017**

8:30 a.m.	46 cars public and private 155 total spaces minus 46 =	109	30%
10:00 a.m.	109 cars public and private 155 total spaces minus 109 =	46	70%
12:00 p.m.	140 cars public and private 155 total spaces minus 140 =	15	90%
2:00 p.m.	133 cars public and private 155 total spaces minus 133 =	22	86%

**Wednesday, August 16, 2017**

8:30 a.m.	42 cars public and private 155 total spaces minus 42 =	113	27%
10:00 a.m.	87 cars public and private 155 total spaces minus 87 =	68	56%
12:00 p.m.	113 cars public and private 155 total spaces minus 113 =	42	73%
2:00 p.m.	122 cars public and private 155 total spaces minus 122 =	33	79%

**Thursday, September 14, 2017**

8:30 a.m.	43 cars public and private 155 total spaces minus 43 =	112	28%
10:00 a.m.	127 cars public and private 155 total spaces minus 127 =	28	82%
12:00 p.m.	129 cars public and private 155 total spaces minus 129 =	26	83%
2:00 p.m.	134 cars public and private 155 total spaces minus 134 =	21	86%

**Thursday, October 12, 2017**

8:30 a.m.	41 cars public and private 155 total spaces minus 41 =	114	26%
10:00 a.m.	115 cars public and private 155 total spaces minus 115 =	40	74%
12:00 p.m.	110 cars public and private 155 total spaces minus 110 =	45	71%
2:00 p.m.	115 cars public and private 155 total spaces minus 115 =	40	74%

**Friday, January 5, 2018**

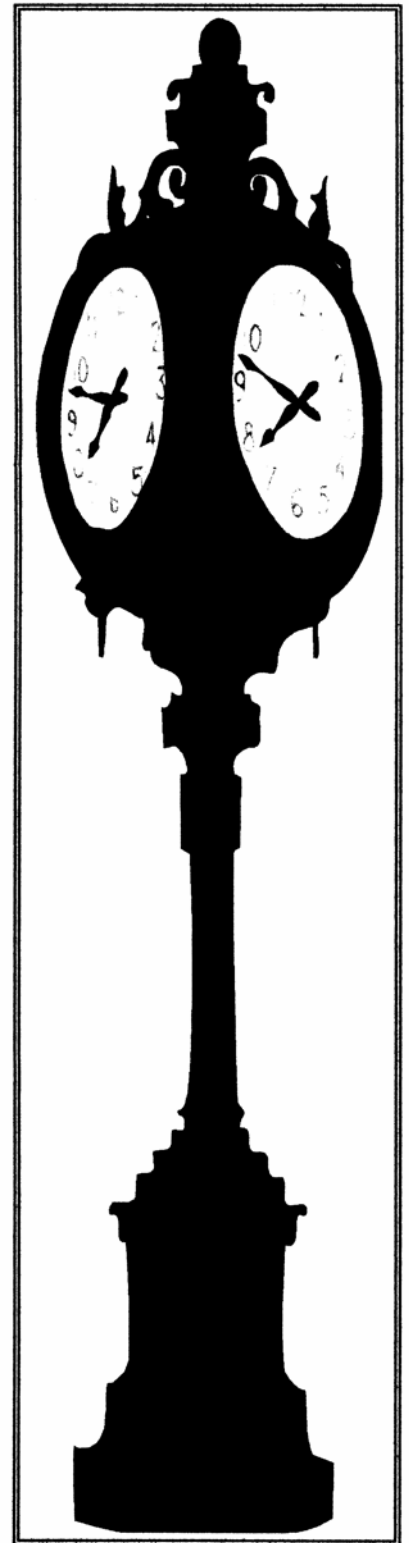
8:30 a.m.	56 cars public and private 155 total spaces minus 56	99	36%
10:00 a.m.	126 cars public and private 155 total spaces minus 126 =	29	81%
12:00 p.m.	119 cars public and private 155 total spaces minus 119 =	36	77%
2:00 p.m.	137 cars public and private 155 total spaces minus 137 =	18	88%

# City of Northville

## 2006 Downtown Parking Analysis

City of Northville,  
Michigan

*Preliminary Report  
January 24, 2006*



## ***Acknowledgments***

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# ***Introduction***

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Parking is a key component of a successful downtown. Parking in Northville is important because it is viewed as essential to the continued success of the downtown and its continued vitality.

Recent development proposals and the development of a long range plan for the City's downtown have resulted in a need to analyze whether the parking supply in downtown Northville is adequate. The current study updates the parking analysis included in the 1999 City of Northville Parking Management Plan.

### ***Purpose of the Study***

The purpose of this study is to inventory existing square footage of all business and residential uses, examine current parking conditions, and formulate conclusions regarding parking in downtown Northville. More specifically, the study will inventory and analyze the current parking supply within the downtown.

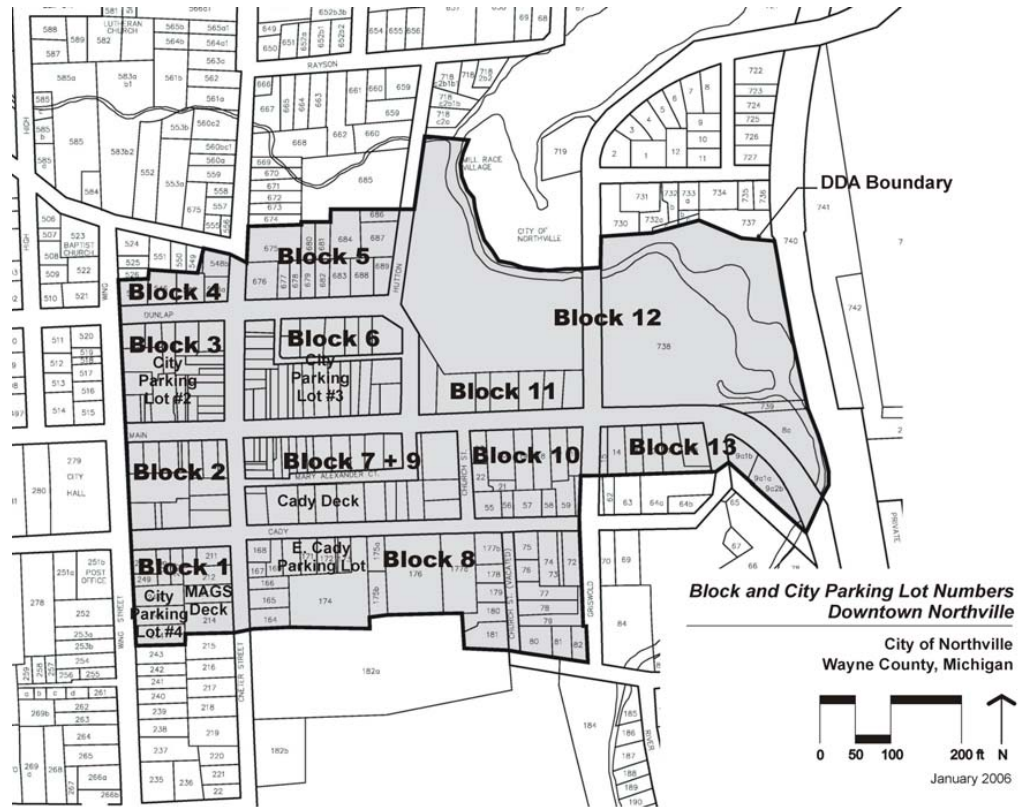
The first part of this study involves an inventory of the existing parking conditions within the study area. The inventory includes the parking count by block, for both private and on and off-street public parking. This inventory was accomplished using a field survey conducted by City staff in the summer of 2005. The existing parking inventory is supplemented with a parking occupancy survey of the busiest City parking lots in the downtown.

The second part of this study examines parking requirements as regulated by the City Zoning Ordinance and assesses current parking conditions. The Tax Assessing Department of the City of Northville recently completed a comprehensive inventory of all uses and square footage within the downtown area. The building floor areas are compared to zoning requirements to assess the current parking surplus or deficiencies. Various scenarios are considered for comparison.

The last section of this study focuses on discussing the results of the parking assessment and whether the current supply of parking in downtown Northville meets zoning requirements for parking. Four different parking scenarios are identified which provides an analysis of parking supply.

### ***Study Area***

The study area encompasses the entire area covered by the DDA. Block numbers have been assigned in the same way as was done in 1999, as illustrated on the map on the following page. The map also labels the major City parking lots found in the downtown.



Study area map

# *Existing Parking Conditions*

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The existing parking inventory includes the number of private off-street parking spaces, public off-street parking spaces and on-street parking spaces. A description of the parking occupancy surveys conducted in December of 2005 and January of 2006 is also provided.

### ***Existing Parking Inventory***

There are currently a total of 2,200 parking spaces within the DDA area including:

- 1,179 (53%) public off-street spaces,
- 784 (36%) private spaces, and
- 237 (11%) spaces found on adjacent streets.

The following table presents the type and distribution of existing parking for the entire study area.

**Table 1. Existing Parking Inventory**

<b>Block #</b>	<b>Block location</b>	<b>Private Spaces</b>	<b>Public Spaces</b>	<b>Total Off-Street Spaces</b>	<b>On Street Spaces</b>	<b>Total</b>
1	S of Cady, W of Center	0	425	425	19	<b>444</b>
2	MAGS Block	0	0	0	27	<b>27</b>
3	S of Dunlap, W of Center	42	113	155	33	<b>188</b>
4	N of Dunlap, W of Center	24	0	24	3	<b>27</b>
5	N of Dunlap, E of Center	180	0	180	2	<b>182</b>
6	S of Dunlap, E of Center	41	132	173	23	<b>196</b>
7+9	S of Main, E of Center	44	241	285	66	<b>351</b>
8	S of Cady, E of Center	8	162	170	19	<b>189</b>
10	S of Main, W of Church	70	0	70	25	<b>95</b>
11	N of Main, W of Dunlap	65	43	108	11	<b>119</b>
12	Park and E of Griswold	152	63	215	0	<b>215</b>
13	E of Griswold, S of Main	158	0	158	9	<b>167</b>
	<b>Total</b>	<b>784</b>	<b>1,179</b>	<b>1,963</b>	<b>237</b>	<b>2,200</b>

Source: Based on a parking inventory conducted by the City in the summer 2005.

The blocks containing the most parking are:

- Block 1 with 444 spaces, which contains the MAGS parking structure and the City parking lot #4
- Block 7+9 with 351 spaces, which contains the Cady parking structure, and
- Block 12 with 215 spaces, which encompasses the park including a substantial number of spaces, and
- Block 6 with 196 spaces, which contains the City parking lot #3, the largest surface parking area.

Blocks 3, 5, 8, and 13 follow with 167 to 189 parking spaces each. Block 10 and 11 each contains about 100 spaces. The lowest amount of parking can be found in Block 2, the MAGS block and Block 4, the smallest of the block.

### ***Parking Occupancy Survey***

On December 21 and 22, 2005, and January 11 and 13, 2006, a parking occupancy survey was conducted at 8:30 a.m., 10:00 a.m., 12:00 p.m., and at 2:00 p.m. This survey was done for the major parking areas located within the DDA. The following tables present the time and distribution of cars parked at the major locations for both dates.

#### **Parking Lot #2 – Block 3**

This parking lot, located in Block 3, includes 133 parking spaces open to the public and 22 parking spaces assigned as private for a total of 155 parking spaces. The row of 20 parking stalls located directly behind the new Long Building are private but have been counted as public.

**Table 2. Parking Lot #2 Survey**

	<b>Occupied Spaces</b>	<b>Available Spaces</b>	<b>Percent Occupied</b>
<b>Wednesday, December 21, 2005</b>			
10:00 a.m.	87	68	56%
12:00 p.m.	115	40	74%
2:00 p.m.	108	47	70%
<b>Thursday, December 22, 2005</b>			
8:30 a.m.	59	96	38%
10:00 a.m.	120	35	77%
12:00 p.m.	133	22	86%
2:00 p.m.	115	40	74%
<b>Wednesday, January 11, 2006</b>			
8:30 a.m.	60	95	39%
10:00 a.m.	91	64	58%
12:00 p.m.	127	28	82%
2:00 p.m.	106	49	68%
<b>Friday January 13, 2006</b>			
8:30 a.m.	56	99	36%
10:00 p.m.	92	62	59%
12:00 p.m.	116	39	75%
2:00 p.m.	110	45	71%

### Parking Lot #3 – Block 6

This parking lot, located in Block 6, includes 132 parking spaces open to the public and 41 parking spaces assigned as private for a total of 173 parking spaces.

**Table 3. Parking Lot #3 Survey**

	Occupied Spaces	Available Spaces	Percent Occupied
<b>Wednesday, December 21, 2005</b>			
10:00 a.m.	135	38	78%
12:00 p.m.	165	8	95%
2:00 p.m.	170	3	98%
<b>Thursday, December 22, 2005</b>			
8:30 a.m.	91	82	53%
10:00 a.m.	144	29	83%
12:00 p.m.	173	0	100%
2:00 p.m.	172	1	99%
<b>Wednesday, January 11, 2006</b>			
8:30 a.m.	76	97	44%
10:00 a.m.	99	74	57%
12:00 p.m.	137	36	79%
2:00 p.m.	131	42	76%
<b>Friday January 13, 2006</b>			
8:30 a.m.	88	85	51%
10:00 p.m.	106	67	61%
12:00 p.m.	136	37	77%
2:00 p.m.	131	42	76%

### Cady Deck – Block 7+9

This parking deck, located in Block 7+9, includes 74 parking spaces on the upper level open to the public, and 76 parking spaces on the lower level open to the public for a total of 150 parking spaces.

**Table 4. Cady Deck Survey**

	Occupied Spaces	Available Spaces	Percent Occupied
<b>Wednesday, December 21, 2005</b>			
10:00 a.m.	84	66	56%
12:00 p.m.	146	4	97%
2:00 p.m.	117	33	78%
<b>Thursday, December 22, 2005</b>			
8:30 a.m.	31	119	21%
10:00 a.m.	68	82	45%
12:00 p.m.	115	35	77%



<b>Table 4 (cont.)</b>			
<b>Cady Deck Survey</b>	<b>Occupied Spaces</b>	<b>Available Spaces</b>	<b>Percent Occupied</b>
2:00 p.m.	136	14	91%
<b>Wednesday, January 11, 2006</b>			
8:30 a.m.	38	112	25%
10:00 a.m.	111	39	74%
12:00 p.m.	123	27	82%
2:00 p.m.	100	50	67%
<b>Friday January 13, 2006</b>			
8:30 a.m.	45	105	30%
10:00 p.m.	83	67	55%
12:00 p.m.	97	53	65%
2:00 p.m.	106	44	71%

**East Cady Parking Lot – Block 8**

This parking lot, located in Block 8, includes 88 parking spaces open to the public.

**Table 5. East Cady Parking Lot Survey**

	<b>Occupied Spaces</b>	<b>Available Spaces</b>	<b>Percent Occupied</b>
<b>Wednesday, December 21, 2005</b>			
10:00 a.m.	11	77	13%
12:00 p.m.	40	48	45%
2:00 p.m.	38	50	43%
<b>Thursday, December 22, 2005</b>			
8:30 a.m.	3	85	3%
10:00 a.m.	7	81	8%
12:00 p.m.	17	71	19%
2:00 p.m.	26	62	29%
<b>Wednesday, January 11, 2006</b>			
8:30 a.m.	2	86	2%
10:00 a.m.	12	76	14%
12:00 p.m.	23	65	26%
2:00 p.m.	23	65	26%
<b>Friday January 13, 2006</b>			
8:30 a.m.	3	85	3%
10:00 p.m.	15	63	17%
12:00 p.m.	25	138	28%
2:00 p.m.	22	66	24%

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The parking survey indicates that parking lot #3 (Block 6) is the busiest parking area of the downtown while the East Cady parking lot (Block 8) is the least busy parking area. The other two parking areas are somewhere in the middle with the Cady Deck (Block 7+9) slightly busier than parking lot #2 (Block 3).

According to the preceding data, parking peak occupancy occurred in parking lot #3 of the downtown in early afternoon (Table 3). At that peak period, the parking lot was between 98 percent and 100 percent occupied in December, and 76 percent to 79 percent occupied in January. Parking peak occupancy for the Cady Deck also occurred in early afternoon (Table 4). At that peak period, the deck was between 77 percent and 97 percent occupied in December and between 65 percent and 82 percent occupied in January.

Parking peak occupancy for parking lot #2 occurred at noon (Table 2). At that peak period, the parking lot was between 74 percent and 86 percent occupied in both December and January. The East Cady parking lot was generally the least busy parking lot surveyed (Table 5). Parking peak occupancy for that lot occurred in early afternoon with the parking lot 19 percent to 45 percent occupied in both December and January.

Overall, the parking occupancy survey indicates that adequate parking is currently available for these busy blocks of the downtown at what may be considered the busiest times of the year. The surplus of parking observed is occurring in blocks containing some of the highest concentrations of retail businesses, where parking demand is most needed.

It is safe to say that most of the occupied spaces are by cars owned by office workers or employees. It should also be noted that private areas in some of these lots were not counted and the occupants' surveys assume that these spaces had cars parked in them. In other words, the parking occupancy survey may indicate more cars being parked in lots than what actually occurs. The worst case scenario for parking occupancy has therefore been provided.

This data is consistent with the data collected in August and December 1998. In August 1998, parking peak occupancy in Blocks 6 and 7 of the downtown (Marquis Lot and Cady Deck) occurred on weekdays at 1:00 pm. At that peak period, 24 spaces in Block 6 were vacant, while in Block 7, a total of 61 spaces were vacant. In December 1998, parking peak occupancy in four blocks of the downtown occurred on a Saturday while a Handcrafter's show was occurring. While there were no spaces available at that peak period for Block 2, the other three blocks show available spaces of 42 (Block 3), 6 (Block 6), and 29 (Block 7).

# ***Parking Analysis***

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Downtown parking requirements are usually established by the standards set in the Zoning Ordinance and vary according to land uses and floor areas. The City of Northville downtown parking analysis was done considering four scenarios:

1. **Scenario 1** presents the parking analysis in the same fashion as was done in the 1999 Parking Management Plan to allow for comparison. It excludes Main Street Courtyard (MAGS) as well as Casterline Funeral Home, the Marquis Theater, and the Presbyterian Church. These uses are treated differently because their parking needs occur outside normal business hours and because, in the case of MAGS, parking demand for that use, although great, was infrequent.
2. **Scenario 2** presents the parking analysis considering all land uses present within the study area and determining parking surplus or deficiency on that overall basis. This assumes that all uses in the downtown are operating concurrently and represents peak parking demand.
3. **Scenario 3** presents the parking analysis excluding all places of assembly whose parking needs arise outside normal business hours, but including MAGS or Main Street Courtyard, which is proposed to include retail, office, and restaurant uses.
4. **Scenario 4** presents parking requirements with a 10% - 30% adjustment for downtown mixed use parking.

The parking requirements for the study area are established by the standards set in the City's current Zoning Ordinance as listed below:

• Residential – 1 bedroom unit	1 space/unit
• Residential – 2 bedroom unit	2 spaces/unit
• Retail	1 space/200 sq. ft.
• Office – First Floor	1 space/200 sq. ft.
• Office – Upper Floors	1 space/300 sq. ft.
• Restaurant	1 space/100 sq. ft.
• Funeral Home	1 space/50 sq. ft.
• Assembly Hall	15 spaces/1000 sq. ft.

**Parking Analysis - Scenario 1: For Comparison with 1999 Parking Management Plan**

Table 6 presents the existing land uses, floor areas, parking requirements, and the resulting parking surplus or deficiency under scenario 1.

**Table 6. Parking Analysis – Scenario 1: For Comparison with 1999 Parking Management Plan** (Excludes MAGS, Funeral Home, Theater, and Church)

Block #	Existing Land Use	Floor Area	Dwelling Units	Parking Required	Existing Parking	Surplus/ Deficiency	
<b>1</b>				<b>0</b>	<b>444</b>	<b>444</b>	
<b>2</b>	Retail	17,643		88.22			
	Office/1st floor	6,309		31.55			
	Restaurant	6,865		68.65			
	Residential		90,123	40/1 bed	40		
				28/2 bed	56		
				<b>284.42</b>	<b>27</b>	<b>(257)</b>	
<b>3</b>	Retail	28,817		144.09			
	Office/1st floor	5,765		28.83			
	Office/Upper floors	15,023		50.08			
	Restaurant	3,000		30			
	Residential	6,100	6/2 bed	12			
	Long Building	22,472		66			
				<b>331</b>	<b>188</b>	<b>(143)</b>	
<b>4</b>	Retail	1,693		8.47			
	American Legion	3,708		11.12			
				<b>19.59</b>	<b>27</b>	<b>7</b>	
<b>5</b>	Retail	16,400		82			
	Office/1st floor	7,445		37.23			
	Office/Upper floors	3,458		11.53			
	Restaurant	6,453		64.53			
				<b>195.29</b>	<b>182</b>	<b>(13)</b>	
<b>6</b>	Retail	37,299		186.5			
	Office/1st floor	6,875		34.38			
	Office/Upper floors	16,375		54.58			
	Restaurant	19,073		190.73			
	Residential	9,950	6/2 bed	12			
				<b>478.19</b>	<b>196</b>	<b>(282)</b>	

<b>Table 6 (cont.)</b>						
<b>Block #</b>	<b>Existing Land Use</b>	<b>Floor Area</b>	<b>Dwelling Units</b>	<b>Parking Required</b>	<b>Existing Parking</b>	<b>Surplus/ Deficiency</b>
<b>7+9</b>	Retail	21,744		108.72		
	Office/1st floor	18,958		94.79		
	Office/Upper floors	38,271		127.57		
	Restaurant	9,928		99.28		
	Residential	10,374	24/2 bed	48		
	Eagles	5,236		78.54		
	Poise Yoga/Pilates	2,200		11		
	Masonic Temple	4,225		63.38		
					<b>631.28</b>	<b>351</b>
<b>8</b>	Retail	1,000		5		
	Office/1st floor	2,103		10.52		
	Office/Upper floors	746		2.49		
	Residential	3,173	4/2 bed	8		
	Northville Downs	1,482		7.41		
				<b>33.42</b>	<b>189</b>	<b>156</b>
<b>10</b>	Retail	4,125		20.63		
	Office/1st floor	9,623		48.12		
	Office/Upper floors	3,239		10.8		
	Residential	13,547	11/2 bed	22		
				<b>101.55</b>	<b>95</b>	<b>(7)</b>
<b>11</b>	Retail	5,045		25.23		
	Office/1st floor	8,586		42.93		
	Office/Upper floors	13,035		43.45		
	Restaurant	2,496		24.96		
				<b>136.57</b>	<b>119</b>	<b>(18)</b>
<b>12</b>	Office/1st floor	25,832		129.16		
	Waterwheel Health	5,800		29		
				<b>158.16</b>	<b>215</b>	<b>57</b>
<b>13</b>	Retail	2,833		14.17		
	Office/1st floor	2,544		12.72		
	Residential	9,611	8/1 bed	8		
			7/2 bed	14		
				<b>48.89</b>	<b>167</b>	<b>118</b>
<b>Total</b>				<b>2,418</b>	<b>2,200</b>	<b>(218)</b>

Based on the City of Northville December 2005, DDA inventory and excluding MAGS, the Funeral Home, the Marquis Theater, and the Presbyterian Church for 1999 comparison.

According to this data, there is currently a deficit of 218 parking spaces compared to the 27 surplus observed in 1999 in downtown Northville. The 1999 Parking Management Plan indicated that there were 1,992 spaces provided and 1,965 spaces required at that

time. Differences between the 1999 study and the current study can be explained by the different City zoning standards, the new developments, as well as the re-stripping of stalls.

City parking standards have changed since 1999. Second and upper floor office spaces now require 1 space per 300 square feet of floor area compared to 200 in 1999. Residential parking requirements have also changed varying from one to two spaces depending on the number of bedroom units.

A few years ago, the City also constructed 38 on-street parking spaces on Cady Street. This increase together with the 1999 27-space parking surplus has been gradually offset by the sale of 246 parking credits that have been sold by the City from April 1998 through January 2005. The loss of parking as a result of new construction at Old Church Square (21 spaces) and the Long Building (41 spaces) is part of this analysis and another factor contributing to the differences between 1999 and 2006.

***Parking Analysis – Scenario 2: Inventory of All Land Uses***

Table 7 presents all existing land uses, floor areas, parking requirements, and the resulting parking surplus or deficiency under scenario 2. Under this scenario, parking spaces are provided for each unit of land use as though those spaces served only that land use. This scenario also assumes that peak demand for parking in downtown Northville occurs at the same time for all land uses present. It assumes that all uses in the downtown are in operation at the same time. This includes Main Street Courtyard, Marquis Theatre, Casterline Funeral Home, the American Legion, Eagles, and the Presbyterian Church.

**Table 7. Parking Analysis – Scenario 2: Inventory of All Land Uses**

Block #	Existing Land Use	Floor Area	Dwelling Units	Parking Required	Existing Parking	Surplus/ Deficiency
<b>1</b>				<b>0</b>	<b>444</b>	<b>444</b>
<b>2</b>	Retail	17,643		88.22		
	Office/1st floor	6,309		31.55		
	Restaurant	6,865		68.65		
	Residential	90,123	40/1 bed	40		
			28/2 bed	56		
	MAGS	91,372		370		
				<b>654.42</b>	<b>27</b>	<b>(627)</b>

<b>Table 7 (cont.)</b>						
<b>Block #</b>	<b>Existing Land Use</b>	<b>Floor Area</b>	<b>Dwelling Units</b>	<b>Parking Required</b>	<b>Existing Parking</b>	<b>Surplus/ Deficiency</b>
<b>3</b>	Retail	28,817		144.09		
	Office/1st floor	5,765		28.83		
	Office/Upper floors	15,023		50.08		
	Restaurant	3,000		30		
	Residential	6,100	6/2 bed	12		
	Long Building	22,472		66		
					<b>331</b>	<b>188</b>
<b>4</b>	Retail	1,693		8.47		
	Funeral Home	10,261		205.22		
	American Legion	3,708		11.12		
				<b>224.81</b>	<b>27</b>	<b>(198)</b>
<b>5</b>	Retail	16,400		82		
	Office/1st floor	7,445		37.23		
	Office/Upper floors	3,458		11.53		
	Restaurant	6,453		64.53		
				<b>195.29</b>	<b>182</b>	<b>(13)</b>
<b>6</b>	Retail	37,299		186.5		
	Office/1st floor	6,875		34.38		
	Office/Upper floors	16,375		54.58		
	Restaurant	19,073		190.73		
	Residential	9,950	6/2 bed	12		
	Marquis Theater	12,078		166.67		
				<b>644.86</b>	<b>196</b>	<b>(449)</b>
<b>7+9</b>	Retail	21,744		108.72		
	Office/1st floor	18,958		94.79		
	Office/Upper floors	38,271		127.57		
	Restaurant	9,928		99.28		
	Residential	10,374	24/2 bed	48		
	Eagles	5,236		78.54		
	Poise Yoga/Pilates	2,200		11		
	Masonic Temple	4,225		63.38		
	First Presbyterian Church	42,209		175		
				<b>806.28</b>	<b>351</b>	<b>(455)</b>
<b>8</b>	Retail	1,000		5		
	Office/1st floor	2,103		10.52		
	Office/Upper floors	746		2.49		
	Residential	3,173	4/2 bed	8		
	Northville Downs	1,482		7.41		
				<b>33.42</b>	<b>189</b>	<b>156</b>
<b>10</b>	Retail	4,125		20.63		
	Office/1st floor	9,623		48.12		
	Office/Upper floors	3,239		10.8		
	Residential	13,547	11/2 bed	22		
				<b>101.55</b>	<b>95</b>	<b>(7)</b>



<b>Table 7 (cont.)</b>						
<b>Block #</b>	<b>Existing Land Use</b>	<b>Floor Area</b>	<b>Dwelling Units</b>	<b>Parking Required</b>	<b>Existing Parking</b>	<b>Surplus/ Deficiency</b>
<b>11</b>	Retail	5,045		25.23		
	Office/1st floor	8,586		42.93		
	Office/Upper floors	13,035		43.45		
	Restaurant	2,496		24.96		
				<b>136.57</b>	<b>119</b>	<b>(18)</b>
<b>12</b>	Office/1st floor	25,832		129.16		
	Waterwheel Health	5,800		29		
				<b>158.16</b>	<b>215</b>	<b>57</b>
<b>13</b>	Retail	2,833		14.17		
	Office/1st floor	2,544		12.72		
	Residential	9,611	8/1 bed	8		
			7/2 bed	14		
				<b>48.89</b>	<b>167</b>	<b>118</b>
<b>Total</b>				<b>3,335</b>	<b>2,200</b>	<b>(1,135)</b>

Based on the City of Northville December 2005, DDA inventory.

Under this scenario, a deficit of 1,135 parking spaces is observed. This is truly a worst case scenario assuming maximum number of people using all facilities and that all these facilities and uses operate concurrently. Because this is not representative of the parking conditions in Northville, a third scenario is offered for consideration, which excludes the places of assembly whose uses and resulting parking needs occur infrequently or at different times than retail, restaurant, and office uses.

***Parking Analysis – Scenario 3: Excluding Places of Assembly***

Table 8 presents the existing land uses, floor areas, parking requirements, and the resulting parking surplus or deficiency under scenario 3. This scenario excludes the funeral home, Marquis Theatre, the Presbyterian Church, the American Legion, Eagles, and the Masonic Temple.

**Table 8. Parking Analysis – Scenario 3: Excluding Places of Assembly**

Block #	Existing Land Use	Floor Area	Dwelling Units	Parking Required	Existing Parking	Surplus/ Deficiency
<b>1</b>				<b>0</b>	<b>444</b>	<b>444</b>
<b>2</b>	Retail	17,643		88.22		
	Office/1st floor	6,309		31.55		
	Restaurant	6,865		68.65		
	Residential	90,123	40/1 bed	40		
			28/2 bed	56		
	MAGS	91,372		370		
				<b>654.42</b>	<b>27</b>	<b>(627)</b>
<b>3</b>	Retail	28,817		144.09		
	Office/1st floor	5,765		28.83		
	Office/Upper floors	15,023		50.08		
	Restaurant	3,000		30		
	Residential	6,100	6/2 bed	12		
	Long Building	22,472		66		
				<b>331</b>	<b>188</b>	<b>(143)</b>
<b>4</b>	Retail	1,693		8.47		
				<b>8.47</b>	<b>27</b>	<b>19</b>
<b>5</b>	Retail	16,400		82		
	Office/1st floor	7,445		37.23		
	Office/Upper floors	3,458		11.53		
	Restaurant	6,453		64.53		
				<b>195.29</b>	<b>182</b>	<b>(13)</b>
<b>6</b>	Retail	37,299		186.5		
	Office/1st floor	6,875		34.38		
	Office/Upper floors	16,375		54.58		
	Restaurant	19,073		190.73		
	Residential	9,950	6/2 bed	12		
				<b>478.19</b>	<b>196</b>	<b>(282)</b>
<b>7+9</b>	Retail	21,744		108.72		
	Office/1st floor	18,958		94.79		
	Office/Upper floors	38,271		127.57		
	Restaurant	9,928		99.28		
	Residential	10,374	24/2 bed	48		
	Poise Yoga/Pilates	2,200		11		
				<b>489.36</b>	<b>351</b>	<b>(138)</b>
<b>8</b>	Retail	1,000		5		
	Office/1st floor	2,103		10.52		
	Office/Upper floors	746		2.49		
	Residential	3,173	4/2 bed	8		
	Northville Downs	1,482		7.41		
				<b>33.42</b>	<b>189</b>	<b>156</b>

Table 8 (cont.)						
Block #	Existing Land Use	Floor Area	Dwelling Units	Parking Required	Existing Parking	Surplus/ Deficiency
10	Retail	4,125		20.63		
	Office/1st floor	9,623		48.12		
	Office/Upper floors	3,239		10.8		
	Residential	13,547	11/2 bed	22		
				<b>101.55</b>	<b>95</b>	<b>(7)</b>
11	Retail	5,045		25.23		
	Office/1st floor	8,586		42.93		
	Office/Upper floors	13,035		43.45		
	Restaurant	2,496		24.96		
				<b>136.57</b>	<b>119</b>	<b>(18)</b>
12	Office/1st floor	25,832		129.16		
	Waterwheel Health	5,800		29		
				<b>158.16</b>	<b>215</b>	<b>57</b>
13	Retail	2,833		14.17		
	Office/1st floor	2,544		12.72		
	Residential	9,611	8/1 bed	8		
			7/2 bed	14		
				<b>48.89</b>	<b>167</b>	<b>118</b>
<b>Total</b>				<b>2,635</b>	<b>2,200</b>	<b>(434)</b>

Based on the City of Northville December 2005, DDA inventory and excludes the funeral home, Marquis Theater, the church, Eagles, American Legion, and Masonic Temple.

Scenario 3 shows a current deficit of 434 parking spaces in downtown Northville. Greatest parking shortages are found in:

- Block 2 with a deficit of 627 spaces, which contains the Main Street Courtyard and Center and offers no areas for parking,
- Block 6 with a deficit of 282 spaces, which contains parking lot #3, and
- Block 3 with a deficit of 143 spaces, which encompasses parking lot #2.

Greatest excess parking is found in:

- Block 1 with 444 excess spaces, which contains the MAGS parking structure, the City parking lot #4, and no buildings,
- Block 8 with 156 excess spaces, which contains the East Cady parking lot, and
- Block 13 with 118 excess spaces, which encompasses the greatest proportion of residential uses compared with office, restaurant, and retail uses.

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### ***Parking Demand Established by Zoning Ordinance Standards***

While these scenarios all indicate an inadequate supply of parking in downtown Northville, two significant mitigating factors should be examined to gain a true understanding of the current parking situation in Northville:

- the use of zoning standards to establish parking requirements and
- the results of the parking occupancy survey.

While Northville maintains an off-street parking requirement and payment-in-lieu of parking option, many communities such as Ann Arbor, Howell, Royal Oak, Plymouth and Birmingham have established parking exempt zones in their downtown. One reason behind these relaxed standards is that most downtown patrons make multi-destination trips. A shopper may visit a clothing store, gift shop, restaurant, and a café, all without moving his/her car. Another factor affecting parking needs in a downtown area is that different land uses have different parking demand patterns. For example, office uses generate peak parking demand on weekdays, mid-morning and mid-afternoon, while weekend or evening demand is very low. Retail uses, on the other hand, generate the greatest parking demand on Saturdays and at midday on weekdays.

When uses are combined in a mixed-use development, such as in a downtown, the total number of parking spaces required is less than the sum of the spaces required when the same land use activities exist as stand-alone developments, such as in a suburban environment. In communities where the City actively manages public parking through a DDA or other organization, public parking provides a more efficient use of parking spaces through maximized utilization and space saving design. According to a study by the Urban Land Institute (Barton-Aschman Associates, *Shared Parking*, 1983), a reduction of up to 20 – 25% in parking needs has been observed in most downtowns. The shared parking situation in Northville would, according to this, reduce the deficit in scenario 3 by over 500 spaces and create a surplus of 92 spaces.

Another publication by the ITE, National Main Street Center and the National Trust for Historic Preservation, entitled *The Parking Handbook for Small Communities* (1994), compiled data from the ITE and the Urban Land Institute to estimate parking demand within downtowns of small communities. According to this publication, downtown parking generation rates are substantially lower than the typical suburban rates used for Northville. These downtown rates are listed as follows:

- General Office: 1 space/454 sq. ft. compared to 1 space/200 or 300 sq. ft.
- Retail: 1 space/500 sq. ft. compared to 1 space/200 sq. ft.

**Table 9. Parking Analysis Using ITE and ULI Standards**

Downtown Floor Area	Square Feet	Standard	Parking Requirement
Retail	136,599	1 space/500 sq. ft.	273
First Floor Office	94,040		
Second Floor Office	90,147		
	184,187	1 space/454 sq. ft.	406
Restaurant	47,815	1 space/100 sq. ft.	478
Residential	134 units: 48/1 bed. & 86/2 bed.	1 space/1 bed. unit 2 spaces/2 bed. unit	220
Other*	123,326	Varies	483
<b>Total</b>			<b>1,860</b>

\* Includes Main Street Courtyard, the Long Building, Poise Yoga/Pilates, Northville Downs property, and Waterwheel Health. Does not include the following places of assembly: the funeral home, the American Legion, the Marquis Theater, Eagles, the Masonic Temple, and the First Presbyterian Church.

Using these downtown parking standards, the current supply of 2,200 parking spaces appear more than adequate to serve the required 1,860 spaces. This method yields a surplus of 340 spaces. It should also be noted that the City’s parking credit system has established a fund that can assist with the building of new surface parking lots and/or parking structures. This may become necessary as future development occur in the downtown.

**Table 10. Scenario 4: Parking Analysis Using Downtown Adjustments**

Parking Required (Scenario 3)	Scenario 4			Existing Parking Supply
	10% Adjustment	20% Adjustment	30% Adjustment	
2,635 spaces	2,371 spaces	2,108 spaces	1,845 spaces	2,200 spaces
	171 deficit	92 deficit	355 space surplus	

Based upon common downtown parking adjustments which considers mixed use or shared parking as well as studies conducted by the Urban Land Institute and the Institute of Traffic Engineers, a downtown parking adjustment ranging from 10 percent to 30 percent is quite typical. Table 10 therefore, provides a fourth scenario which incorporates an adjustment for the downtown areas. An adjustment of 10 to 30 percent has been applied to scenario 3 which requires 2,635 spaces. A 10 percent adjustment yields a slight deficit while a 30 percent adjustment to the City of Northville parking would provide a surplus of over 300 spaces. Applying a parking adjustment of over 20 percent, the overall parking supply in downtown Northville is adequate to meet demand for current needs. However, long range parking needs may require the addition of new parking facilities.

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### ***Parking Demand Based on Parking Occupancy Survey***

Parking standards for downtown areas should be based upon specific site demand and use patterns. As this generally varies from city to city, total reliance on national standards or zoning standards is ill advised. Instead, it has been recommended to use flexible parking standards based upon actual supply and demand. This would suggest a greater reliance on parking occupancy surveys in downtown areas to determine parking needs.

According to both the parking occupancy surveys conducted in August and December 1998 and in December 2005 and January 2006, at most times, there were vacant parking stalls in the City parking lots available for use. This occurred in blocks containing some of the highest concentrations of retail uses, where parking demand is most needed. While a parking surplus may be currently observed, it should be pointed out that this supply will be reduced when new buildings are added, current parking lost, parking requirements waived, and/or parking credits approved. The City of Northville needs to continue conducting parking occupancy surveys of its downtown to monitor parking supply and demand as the DDA expands and development occurs.

### ***Parking Analysis Summary***

The adequacy of parking within Northville downtown is measured by a comparison of zoning standards and by on-site occupancy surveys. Four zoning standards scenarios are presented in this report. The scenarios present a wide range of parking adequacy varying from a 218 parking space deficit (Scenario 1) to an 1135 parking space deficit (Scenario 2). If a downtown parking adjustment is applied for mixed uses, a 10 percent reduction will reduce the parking deficit to 171 spaces. A 30 percent reduction indicates that the City actually has a surplus of 355 spaces (Scenario 4).

The 2006 Downtown Parking Analysis concludes that at most times, there is adequate parking available for the downtown area. However, there are prime parking lots which do approach levels of peak occupancy. When these peak occupancy periods occur, many shoppers and downtown users “perceive” the parking lots as full when in actuality, open parking is available. Never the less, this perception of limited parking can influence use patterns in the downtown. The City must therefore be vigilant in the evaluation of parking supply.

If substantial new construction occurs and if on going parking occupancy surveys indicate that the current parking availability has declined, the City will need to consider the construction of the new deck or other parking solutions. The area most in need of additional parking includes the Marquis Theater block (Block 6) where parking occupancy surveys indicate the fewest number of available spaces during peak time. It is

therefore recommended that the City continue to monitor the parking supply and demand and develop a long-term parking policy as part of the 2006 downtown plan.