

memorandum

DATE: October 21, 2019
TO: City of Rochester Hills Planning Commission
FROM: Giffels Webster
SUBJECT: Auburn Road (Brooklands) Corridor Zoning

Parking

- Findings:
 - **Second-story.** With the below four conceptual development models presented in this memo, we have found that generally a 2-story mixed-use building would be able to provide sufficient parking based on a 120-foot deep site that is located within the corridor. This allows for a building on the front half of the site and two rows of parking with one access aisle on the rear of the site, with access either from an alley or side street.
 - **Partial third-story.** A mixed-use building with a third story that covers part of the building footprint may also be feasible from a parking standpoint depending on the use(s). Adding a couple additional residential units to a third story would not substantially change the amount of required parking on a site. However, whether or not constructing a partial third story for only a few residences may not be practical from a developer's standpoint, but we believe the option should remain.
 - **Majority third-story.** A mixed-use building with a third story that covers the majority of the building footprint may also be feasible from a parking standpoint depending on use(s), but building construction costs will likely increase as the building increases in height, and it is our understanding that the use of tuck-under parking to accommodate additional stories may require the covered parking area to then be sprinkled, which would greatly impact building construction costs to a point that may not be justifiable in the area. However, we believe the option for 3-stories should remain, rather than being prohibited, as there could be scenarios where a third story is feasible. The shared parking provision would likely need to be used for majority third-story buildings, which would be reviewed in detail by the Planning Commission as part of the required conditional use request.
- Residential minimum parking requirements have been refined to provided incremental required ratios as is often done for multiple-family uses in many communities. The public parking proximity credit has been eliminated for residential uses to help offset the reduction of required parking created by the new incremental ratios.
 - A. Minimum Parking Required.
 - 1. Residential
 - i. 0.75 spaces per studio dwelling unit
 - ii. 1 space per dwelling unit with 1 bedroom
 - iii. 1.5 spaces per dwelling unit with 2 or more bedrooms
 - iv. 1 visitor space shall be provided for every 3 units
 - 2. 1 parking space per 400 square feet of nonresidential building space.

- The public parking proximity credit has been increased from 10% to 20% for nonresidential uses only, and clarification has been provided that the Planning Commission currently has the ability to modify parking requirements in all districts.
 - The 20% public parking proximity credit has been taken from the Victoria Transport Policy Institute Report: *Reforming Municipal Parking Policies to Align with Strategic Community Goals*.
 - Minimum parking requirements are a major obstacle to housing affordability. Satisfying parking requirements adds just 5-10% to the price of a million dollar house, but 20-40% to the price of a basic apartment.
 - Instead of minimum parking requirements, developers could be encouraged to unbundle parking, so parking is rented or sold separately from building space, allowing occupants to pay only for the parking they actually need. This unbundling will only occur if minimum requirements are automatically reduced if developers price parking or apply other parking management strategies.
 - With or without parking requirement reform, many urban areas sometimes experience parking shortages. Cities should develop proactive and integrated solutions that rely primarily on better management instead of requiring property owners to increase supply. Cities can develop parking management plans that apply an appropriate set of strategies, which may include new regulations, pricing, sharing, commute trip reductions, better signage, improved walkability, transit improvements, and better enforcement.
 - Several parking requirement adjustment factors are presented including reductions for mixed-use developments, shared parking, transit, off-site remote parking, and unbundling parking from buildings/sites.
- Four conceptual development models with parking are provided as follows.

Conceptual Development Model #1 – 2 Stories Mixed Use

Nonresidential Ground Floor

9,360 sq. ft. Gross Floor Area x 0.8 reduction = 7,488 sf Net

Floor/Leasable Area

7,488 sf @ 1 space per 400 sf = **19 nonresidential spaces required**

Residential Second Floor

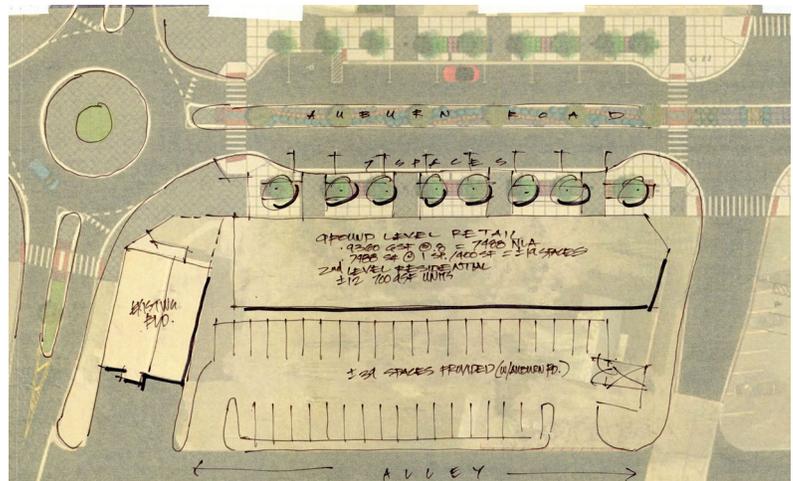
12 700 sq. ft. 1-bedroom units = 12 spaces

+ 1 visitor space per 3 units = **16 residential spaces required**

35 spaces total required (31 spaces with 20% public parking reduction)

On-street Parking = 7 spaces

39 spaces provided on-site + 7 space on-street = **46 total provided**



Conceptual Development Model #2 – 2 Stories Mixed Use Tuck Under

Nonresidential Ground Floor

13,000 sq. ft. Gross Floor Area x 0.8 reduction = 10,400 sf Net Floor/Leasable Area

10,400 sf @ 1 space per 400 sf = **26 nonresidential spaces required**

Residential Second Floor

15 1,000 sq. ft. 1-bedroom units = 15 spaces

+ 1 visitor space per 3 units = **20 residential spaces required**

46 spaces total required (41 spaces with 20% public parking reduction)

On-street Parking = 7 spaces

53 spaces provided on-site + 7 space on-street = **60 total provided**



Conceptual Development Model #3 – Partial Three Stories Mixed Use

Nonresidential Ground Floor

13,000 sq. ft. Gross Floor Area x 0.8 reduction = 10,400 sf Net Floor/Leasable Area

10,400 sf @ 1 space per 400 sf = **26 nonresidential spaces required**

Residential

17 1,000 sq. ft. 1-bedroom units = 17 spaces

+ 1 visitor space per 3 units = **21 residential spaces required**

47 spaces total required (42 spaces with 20% public parking reduction)

On-street Parking = 7 spaces

53 spaces provided on-site + 7 space on-street = **60 total provided**

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Conceptual Development Model #4 – 2 Stories Mixed Use, New Balt., MI

Nonresidential Ground Floor

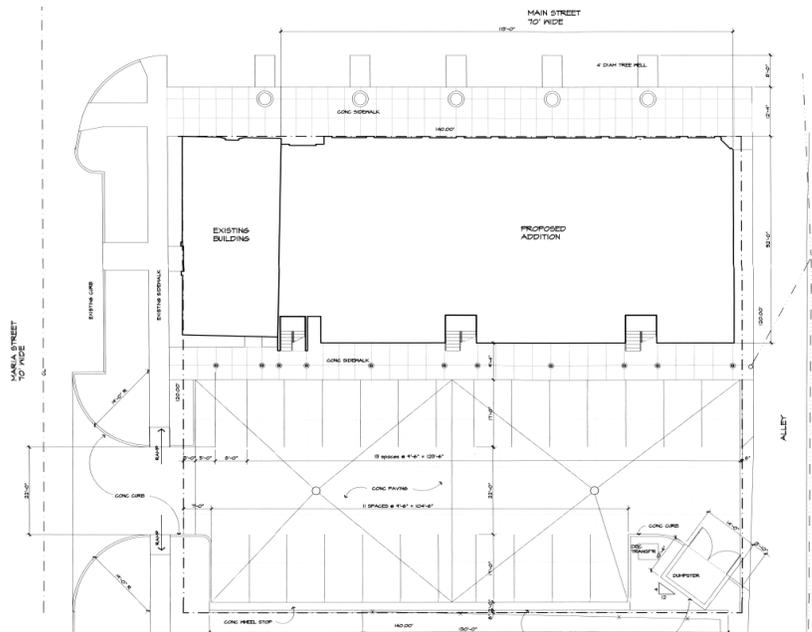
7,280 sq. ft. Gross Floor Area x 0.8
reduction = 5,824 sf Net
Floor/Leasable Area
5,824 sf @ 1 space per 400 sf = **15
nonresidential spaces required**

Residential Second Floor

6 2-bedroom units = 12 spaces
+ 1 visitor space per 3 units = **16
residential spaces required**

**31 spaces total required (28 spaces
with 20% public parking reduction)**

On-street Parking = 9 spaces
22 spaces provided on-site + 9
space on-street = **31 total provided**



Before and after picture of site #4



Rear parking lot

