



Sheldon Neeley,
Mayor

CITY OF FLINT
Department of Community and Business Services
Planning and Zoning Division

Memorandum

Date: February 5th, 2025
To: City of Flint Planning Commission
From: City of Flint Zoning Division
Subject: Housing Readiness Text Amendment Redlines

Commissioners,

Included are the draft proposed text amendments for housing readiness, as discussed during the January 14th, 2025 meeting. Specific discussion on the amendments must wait until the public hearing on February 11th, 2025, however, Commissioners may ask general questions or submit detailed questions to staff, which can then be addressed during the public hearing.

Please note that items highlighted in orange are those pending action by City Council. These items are not for review and are only meant to indicate the pending language changes. **Example text.**

Text that is red with a strikethrough is existing and proposed to be removed. ~~Example text.~~

Text that is blue is new language to be considered. **Example text.**

Article 3:

The main changes proposed for Article 3 can be found in sections:

- §50-16
- §50-23, Table 50-23
- §50-24, Table 50-24
- §50-25

The amendments to Article 3 are intended to add more clear language for two-family homes, allow two-family homes and other residential uses in more zone districts as permitted or special land uses, amend the bulk standards to allow more properties to be developable, clarify the applicability of general requirements, and other minor clarifications.

Article 11:

All changes to Article 11 can be found in section:

- §50-138

The amendments to Article 11 are intended to provide a defined method to allow certain nonconforming lots to be developed, where meeting setback requirements alone in the existing text isn't enough.

(continued on next page)



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Article 12:

The changes for Article 11 can be found in sections:

- §50-143
- §50-144
- §50-145
- §50-146
- §50-147
- §50-148

The amendments to Article 14 are intended to allow on-street parking to be counted toward parking minimums depending on the use, exclude two-family homes from the requirement to provide parking access aisles, remove language prohibiting snow and standing water in parking lots, remove language requiring analysis based on specific documents, correct references to the Director of Planning and Development to the Zoning Coordinator, amend the parking requirements for some residential, community center, and retail uses, clarify shared-parking language, clarify the reduction in parking requirement process, simplify electric vehicle reduction language and add car sharing, and clarify cross-access and loading dock requirements.

Overall:

The amendments proposed are intended to allow property owners to develop their land with housing without needing to go through special land use review, dedicate large areas of space for driveways, meet large lot area per dwelling unit requirements, or meet excessive setback requirements.

Attached:

Draft 1: Housing Readiness Redlines (Articles 3, 11, and 12)

ARTICLE 3 RESIDENTIAL ZONE DISTRICTS

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Section 50-16 GN-1 Green Neighborhood-Low Density: Purpose and Intent

The GN-1 Green Neighborhood-Low Density district is intended to provide for the integration of the significant amount of land dedicated to green uses including community gardens, small-scale urban agriculture, and small open space areas. Pockets of traditional single-family housing may exist throughout the district, including single-family and two-family homes ~~and estates that sit on larger lots created by assembling typically sized residential lots in the district.~~

Section 50-17 GN-2 Green Neighborhood-Medium Density: Purpose and Intent

The GN-2 Green Neighborhood-Medium Density district is intended to accommodate existing residential development on existing typically sized lots, while also providing for the integration of green uses including community gardens, small-scale urban agriculture, and small open space areas. Individual residential lots can be consolidated to create larger lots, or redeveloped with housing that is appropriate for the surrounding context.

Section 50-18 TN-1 Traditional Neighborhood-Low Density: Purpose and Intent

The TN-1 Traditional Neighborhood–Low Density district is intended to accommodate low density neighborhoods where single-family homes are located upon larger lots than is typical of the development that predominates in the community’s other single-family neighborhoods. Various non-residential uses that complement the traditional neighborhood including schools, community centers, religious institutions, and parks are permitted on a limited scale.

2. Special Land Uses. Uses which may be allowed subject to review and approval by the Planning Commission in accordance with Article 17 and with all other applicable requirements of this Chapter. These uses are identified with an “S.”
3. Additionally Regulated Uses. Uses which may be allowed subject to review and approval by the Planning Commission in accordance with Article 17 and with all other applicable requirements of this Chapter, including limiting conditions specified in Article 9. These uses are identified with “ARU”.
4. Accessory Uses. Uses which are permitted by right, assuming they are not the primary use on the sight and that they are in compliance with all other applicable requirements of this Chapter. These uses are identified with an “A.”
5. Uses Not Allowed. A cell which is left blank indicates that the listed use is not allowed in that Zone District.
6. Use Regulations. Many allowed uses, whether permitted by right or as a Special Land Use, are subject to compliance with Article 9.
7. Unlisted Uses. In general unlisted uses are prohibited. However, if an application is submitted for a use not listed, the Zoning Coordinator shall make a determination as to the proper Zone District and use classification for the new or unlisted use. If the unlisted use is similar to an existing permitted use in the same Zone District and fits the intent of the Zone District, the Zoning Coordinator may determine that the unlisted use is permitted.
8. Parking Standards. Parking requirements are located in Article 12 Parking, Loading and Circulation.
9. Level of Review for Mixed-Use Projects. The level of review for a project with multiple uses being developed simultaneously shall be the same as the highest level of review of the individual uses.

Allowed Uses Table.

Table 50-23 Uses: Residential Zone Districts								
	GN-1	GN-2	TN-1	TN-2	MR-1	MR-2	MR-3	Reference
RESIDENTIAL								
Household Living								
Single-Family Detached Dwelling	P	P	P	P	P	S		50-50
Two-Family Dwelling (duplex)	PS	PS	PS	PS	P	P		50-85
Single-Family Attached Dwelling	S	S	S	S	P	P	P	50-85
Multi-Family Dwelling (all floors)					S	P	P	50-104
Multi-Family Dwelling (above first floor)					S	P	P	50-104
Manufactured Housing Communities				S				50-102
Accessory Dwelling Unit	A	A	A	A	A	A		50-79
Mixed-Use					S	P	P	
Group Living								
State Licensed Residential Facility (1-6 residents)	P	P	P	P	P	P	P	
FAMILY CHILD CARE HOME (1-7 CHILDREN)	P	P	P	P	P	P	P	50-90
GROUP CHILD CARE HOME (7-14 CHILDREN)	P	P	P	P	P	P	P	50-90
Convalescent or Nursing Home					S	S	S	
Boarding House	S	S	S	S	S	S		50-112
Transitional or Emergency Shelter						S	S	50-119
Residential Rehab Center (1-6)	S	S	S	S	S			50-111
Residential Rehab Center (7-20)						S	S	50-111

	GN-1	GN-2	TN-1	TN-2	MR-1	MR-2	MR-3	Reference
Utilities								
Wireless Communication Facilities – Collocated on Existing Towers	P	P	P	P	P	P	P	50-126
Small-Scale Solar Energy Production	A	A	A	A	A	A	A	50-117
Small-Scale Wind Energy Production	A	A	A	A	A	A	A	50-125
Additionally Regulated Uses								
Tattoo Establishment							ARU	50-80

Section 50-24 Site, Building Placement, and Bulk Standards

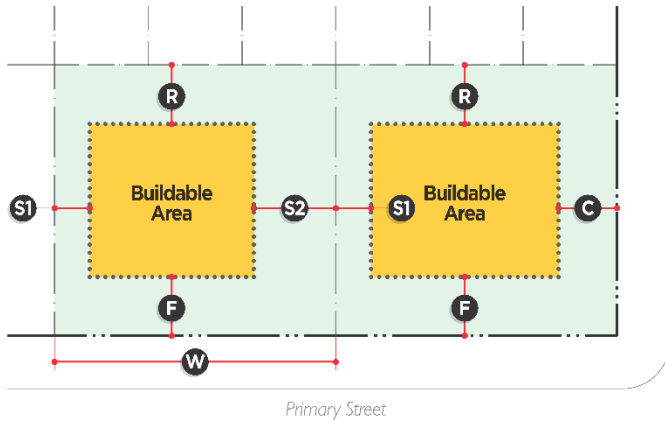
Site Dimensions Table. All development in Residential Zone Districts must comply with the requirements in Tables 50-24A-D and Diagrams 50-24A-D unless otherwise expressly stated.

Table 50-24A Bulk and Site Standards: GN Districts

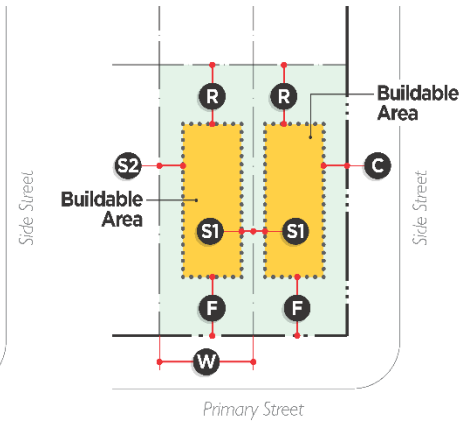
District	Max. Height	Lot Area			Max. Impervious Lot Coverage	Min. Front Setback (F)	Min. Corner Side Setback(C)	Min. Interior Side Setback		Min. Rear Setback (R)
		Min. Lot Width (W)	Min. Lot Area	Min. Lot Area Per Dwelling Unit				Width of Smaller Side Yard (S1)	Aggregate Width of Both Side Yards (S1+S2)	
GN-1	2-1/2 stories /35'	120' , unless a non-residential use, then 80' <u>60'</u>	13,500 sq. ft. , unless a non-residential use, then 8,000 sq. ft. <u>4,500 sq. ft.</u>	15,000 sq. ft. <u>1,500 sq. ft.</u>	30% <u>50%</u> , unless a non-residential use, then 80%	25' <u>15'</u> , or consistent with the average front setback of residential structures on the same block	15'	15' <u>5'</u>	50'	25' <u>15'</u>
GN-2	2-1/2 stories /35'	40', unless a non-residential use, then 80'	4,500 sq. ft., unless a non-residential use, then 8,000 sq. ft.	5,000 <u>1,250</u> sq. ft.	60%, unless a non-residential use, then 80%	25' <u>15'</u> , or consistent with the average front setback of residential structures on the same block	40' <u>5'</u> , unless a non-residential use, then 15' <u>10'</u>	5', unless a non-residential use, then 10'	15' , unless a non-residential use, then 25'	25' <u>15'</u> , unless a non-residential use abutting another non-residential use, then 10'

Residential Zone Bulk Standards

GN-1, GN-2 Districts



GN-1



GN-2

Table 50-24B Bulk and Site Standards: TN Districts

District	Max. Height	Lot Area			Max. Impervious Lot Coverage	Min. Front Setback (F)	Min. Corner Side Setback (C)	Min. Interior Side Setback		Min. Rear Setback (R)
		Min. Lot Width (W)	Min. Lot Area	Min. Lot Area Per Dwelling Unit				Width of Smaller Side Yard (S1)	Aggregate Width of Both Side Yards (S1+S2)	
TN-1	2 1/2 stories /35'	70 40'	9,000 4,500 sq. ft.	4,500 1,500 sq. ft.	45% 50%	30 20'	15 10'	10'	20'	35 25'
TN-2	2 1/2 stories /35'	40'	4,500 sq. ft.	2,250 1,500 sq. ft.	60%	20'	10'	5'	15'	25 20'
<u>Attached Residential</u>	<u>2 1/2 stories /35'</u>	<u>20'</u>	<u>1,500 sq. ft.</u>	<u>1,500 sq. ft.</u>	<u>60%</u>	<u>20'</u>	<u>10'</u>	<u>0' when attached to the neighboring residence, otherwise 5'</u>		<u>20'</u>

Residential Zone Bulk Standards

TN-1, TN-2 Districts

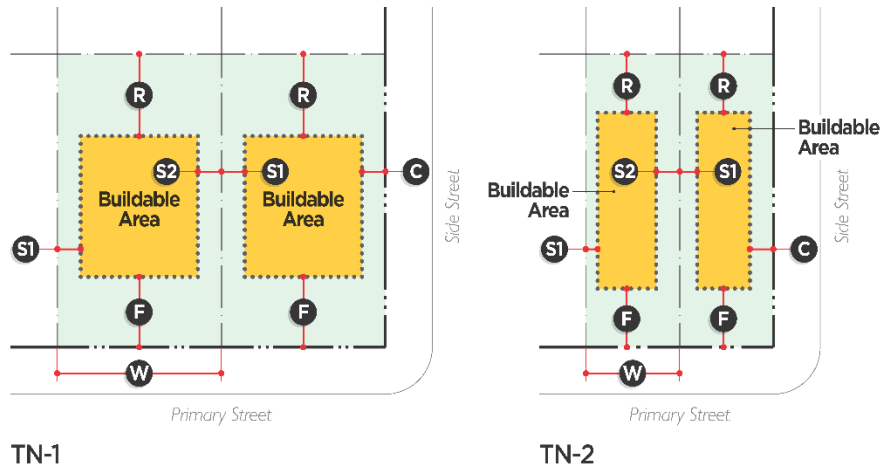
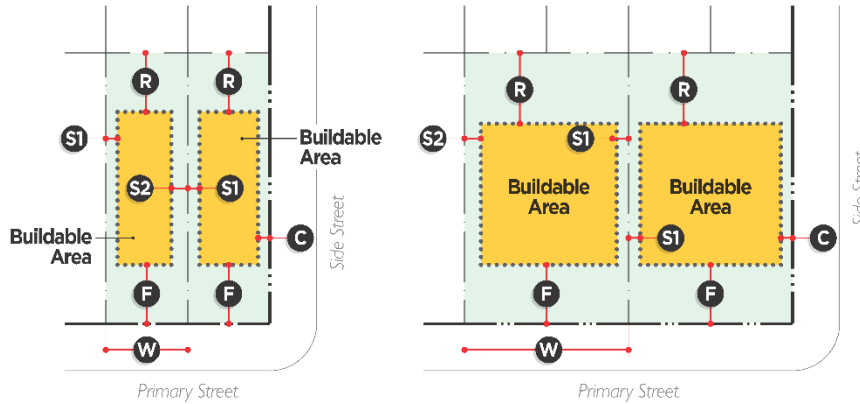


Table 50-24C Bulk and Site Standards: MR-1 District

District	Max. Height	Lot Area			Max. Impervious Lot Coverage	Min. Front Setback (F)	Min. Corner Side Setback (C)	Min. Interior Side Setback		Min. Rear Setback (R)
		Min. Lot Width (W)	Min. Lot Area	Min. Lot Area Per Dwelling Unit				Width of Smaller Side Yard (S1)	Aggregate Width of Both Side Yards (S1+S2)	
MR-1										
<i>Detached Single-Family or Two-family Dwelling</i>	2½ stories /35'	25'	3,000 sq. ft.	1,500 sq. ft.	70%	20'	5'	2'	7'	25'
<i>Attached Residential</i>	2½ stories /35'	18'	1,500 sq. ft.	1,500 sq. ft.	70%	20'	5'	0'	0"	25'

Residential Zone Bulk Standards

MR-1 Districts



MR-1 Detached Residential

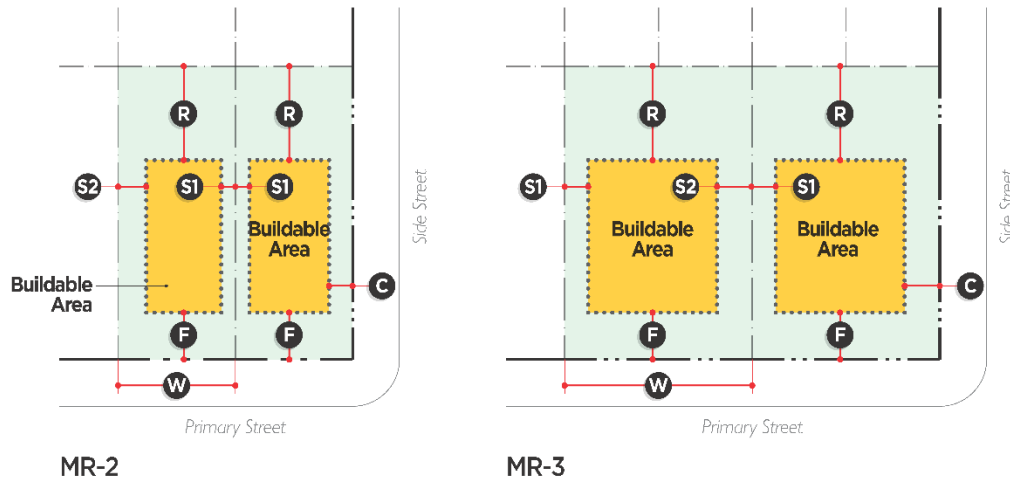
MR-1 Attached Residential

Table 50-24D Bulk Site Standards: MR-2 and MR-3 Districts

District	Height		Lot Area			Max. Impervious Lot Coverage	Front /Setback (F)	Min. Corner Side Setback (C)	Min. Interior Side Setback		Min. Rear Set-back (R)
			Min. Lot Width (W)	Min. Lot Area	Min. Lot Area per Dwelling Unit				Width of Smaller Side Yard (S1)	Aggregate width of Both Side Yards (S1+S2)	
MR-2											
<i>Detached Single-Family or Two-Family</i>	Max. 2 ½ stories/35'		30 ²⁵ '	3,000 sq. ft.	1,500 sq. ft.	80%	10' min. w/ ground floor residential, 20' max. 0' min. w/ ground floor commercial, 10' max.	5' residential, 0' w/ground floor commercial	20 '	5 '	20'
<i>Attached Housing</i>	Max. 4 stories/45'		20 ¹⁸ '	1,500 sq. ft.					0'	5 '	
<i>Multifamily/ Mixed use</i>			20'	2,000 sq. ft.					0'	5 '	
MR-3	Max. 100'	Min. 2 stories	40 ³⁰ '	10,000 sq. ft.	800 sq. ft. per efficiency or one bedroom apartment; 1,000 sq. ft. per two or more bedroom apartment	90%	0' min., 15' max.	10' residential, 0' w/ ground floor commercial	0'	0 '	20'

Residential Zone Bulk Standards

MR-2, MR-3 Districts



Section 50-25 General Residential Zoning District Requirements

A. Materials.

1. Building Materials. Durable building materials, simple configurations and solid craftsmanship are required.
 - i. Walls visible from public streets, exclusive of wall areas devoted to transparency, shall be constructed of materials that are durable and consistent with surrounding community character. Exterior Insulated Finishing Systems (EIFS) and other finishes that are susceptible to damage are permitted for accents only.
2. Roofing materials shall be those used and installed in a manner customary for residential construction, shall be compatible in character and scale with the residential structure on which it is being installed, shall be installed according to the manufacturer's specifications, shall have no visible fasteners, and shall be uniform in type and appearance within each uninterrupted roof plane. Repairs shall be completed with materials similar in color and appearance to the existing materials.

B. Façade Variation. The following requirements shall apply to multiple-family dwellings or non-residential buildings in TN and MR Zone Districts.

1. Uninterrupted Façade. The maximum linear length of an uninterrupted building façade facing a public street and/or park shall be thirty (30) feet. Building wall offsets (projections and recesses), cornices, varying building materials or pilasters shall be used to break up the mass of a single building.
2. Administrative Departures. Administrative Departures may be granted by the Zoning Coordinator for:
 - i. An addition of up to five (5) feet of the thirty (30) foot requirement may be approved, depending on actual building design, entrance placement, and other factors that make the thirty (30) foot requirement impractical; or

- ii. Other methods to provide adequate articulation, provided that the visual effect of articulation is maintained. Examples of acceptable variations may include architectural or artistic details or features, a variation in color or materials and enhanced ornamentation around building entranceways.

C. Building Orientation.

1. Orientation. Residential structures shall be oriented toward the public street. In the case of housing developments with several residential structures, residential structures can be oriented toward internal open spaces or other on-site resident amenities, as approved by the Zoning Coordinator.
2. Interior Lots. For interior lots, the primary building entrance shall be located in the front façade parallel to the street or urban open space.
3. Corner lots. For corner lots, the primary entrance shall face the street from which the structure derives its street address.
4. Administrative Departure. Alternative orientations may be ~~considered~~ approved by the Zoning Coordinator in cases where such alternative orientations are consistent with existing adjacent development.

D. Conversion of Non-Residential Buildings. The conversion of any non-residential building into a residential structure, or an existing residential building into a structure containing more housing units than its current use, is only permitted when the proposed structure and number of dwelling units meets the requirements of this chapter, or is otherwise approved according to the provisions of this Chapter. See Article 9: Use Regulations.

~~E. State Licensed Residential Facilities. A "state-licensed residential facility," as defined by Act 28, of the Public Acts of 1977, being MSA 5.2933(2), as amended, which provides supervision or care or both to six or less persons shall be considered a residential use of property for the purposes of this chapter. It shall be a permitted use in all residential zones, including those for single-family dwellings and shall not be subject to Special Land Use or conditional use permits or procedures different from those required for other dwellings of similar density in the same zone; provided, that such uses, with the exception of "foster family homes," as defined in Act 116 of the Public Acts of 1973, being MCLA §§ 722.111 through 722.128, and MSA §§ 25.358(11), as amended, as prohibited, within a 1,500 foot radius of each other. And provided further, that the facilities which provide the care to more than six persons and are otherwise permitted in any residential district are also prohibited within a 1,500 foot radius of each other.~~

F. Expression Line (EL).

1. ~~A~~ For mixed-use, multiple-family, and non-residential uses in the TN and MR districts, a horizontal line on the façade known as the Expression Line (EL) shall distinguish the base of the building from the remainder to enhance the pedestrian environment. The EL shall be created by a change in material, a change in design, or by a continuous setback, recess, or projection above or below the Expression Line. Such elements as cornices, belt courses, corbelling, molding, ~~stringcourses~~ string courses, ornamentation, and changes in material or color or other sculpturing of the base, are appropriate design elements for ELs.

ARTICLE 11 NONCONFORMING LOTS, BUILDINGS, STRUCTURES AND USES

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Section 50-135 Purpose and Intent

The purpose of this chapter is to provide for the control, improvement and termination of uses or structures which do not conform to the regulations of this title for the district in which they are located, while recognizing and encouraging adaptive reuse of important historic structures in the City. Adaptive reuse preserves the important physical attributes of a historic resource for future generations by allowing the structure to be used in a manner that is consistent with the Zoning Ordinance, although it may be a different use than that for which it was originally constructed.

Section 50-136 In General

- A. Continuation. Any legally-established nonconformity may be continued in accordance with this section.
- B. Types of Nonconformity. There are several types of nonconformities that may exist, as follows:
 - 1. Nonconforming uses
 - 2. Nonconforming lots of record
 - 3. Nonconforming sites
 - 4. Nonconforming structures
- C. Registration of Nonconformity. Persons or entities with property that is believed to have non-conforming status are requested, but not obligated, to register with the City. Registration statements shall contain the owner's name, address, specifics regarding the type of business, a site or sketch plan and other information as may be required by the Zoning Coordinator. Based on the submitted information, the Zoning Coordinator shall determine if, in fact, the registrant's use, structure, site or lot has attained legal nonconforming status. The decision of the Zoning Coordinator may be appealed to the zoning board of appeals. The acceptance by the Zoning Coordinator of a certification statement shall not constitute authorization to operate any use other than the specific use on the certificate.

Section 50-138 Nonconforming Lots of Record

- A. If there are two or more adjacent residential or other lots of record under common ownership they ~~shall~~may be treated as one zoning lot if necessary to comply with the lot size or setback requirements of this code.

B. Residential Lots of Record Development of Nonconforming Lots

1. A nonconforming lot of record may be developed consistent with the uses permitted for the zoning district in which it is located. If a nonconforming lot of record has a total area less than the minimum required lot size for the applicable zoning district, setback requirements, and maximum lot coverage may be revised in proportion to the lot's nonconformity. For example, if a lot is 3,000 square feet, but the minimum lot size is 4,000 square feet, the lot is nonconforming by 25%. Therefore required setbacks may be reduced by 25%, and lot coverage may be increased by 25%. See example below.

	<u>Lot Area</u>	<u>Front Setback</u>	<u>Side Setback</u>	<u>Rear Setback</u>
<u>Required Dimensions</u>	<u>4,000 sq. ft.</u>	<u>20'</u>	<u>10'</u>	<u>15'</u>
<u>Nonconforming Lot Reduced Dimensions</u>	<u>3,000 sq. ft.</u>	<u>15'</u>	<u>7.5'</u>	<u>11.25'</u>

~~1. All undeveloped lots of record in a residential district that were recorded prior to the effective date of this zoning code that do not meet the minimum zoning district lot standards shall be allowed one single family house if all setback requirements are met.~~

- ~~B. Other Lots of Record. All undeveloped lots of record in a non-residential district that were recorded prior to the effective date of this zoning code that do not meet the minimum zoning district lot standards as to width or area may be used for any purpose permitted in the district provided the use meets all other regulations prescribed for the district.~~

Section 50-139 Nonconforming Site Requirements

- A. Continuation, Maintenance and Restoration. A developed site existing as of the effective date of this zoning code that is nonconforming due solely to failure to meet the site development standards, such as number of parking spaces or landscaping requirements, of this zoning code may continue to exist as-is and may be maintained or restored provided no change in use as described in subsection B below or expansion of the building, parking or other impervious surfaces as described in subsection C below occurs.

B. Change in Use.

1. Additional Parking. When the use of a developed nonconforming site changes, additional parking facilities must be provided to serve the new use only when the number of parking spaces required for the new use exceeds the number of spaces required for the lawful use that most recently occupied the building, based on the parking standards Article 12.

ARTICLE 12 PARKING, LOADING, AND CIRCULATION

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Section 50-141 Purpose and Intent

- A. The regulations of this Article are in rough proportion to the generalized parking and transportation demands of different land uses. By requiring such facilities, it is the intent of this section to help avoid the negative impacts associated with spillover parking into adjacent neighborhoods, while at the same time avoiding the negative environmental and urban design impacts that can result from parking lots and other vehicular use areas. The provisions of this section are also intended to help protect the public health, safety, and general welfare by:
1. Helping avoid and mitigate traffic congestion;
 2. Encouraging multi-modal transportation options and enhanced pedestrian safety;
 3. Providing methods to reduce the amount of impervious surfaces in parking areas and adequate drainage structures in order to reduce the environmental impacts of storm water runoff;
 4. Encouraging paving or alternate means of surfacing of parking areas in order to address dust abatement and improve air quality; and
 5. Providing flexible methods for responding to the transportation and access demands of various land uses in different areas of the city.

Section 50-142 Applicability

- A. The off-street parking and loading standards of this Article shall apply to all new development and redevelopment in the City.
- B. Existing Structures and Facilities
1. All uses established after the effective date of this title shall provide off-street parking and loading space in accordance with the standards set forth in this Article.

2. Uses existing on the effective date of this title that are in compliance with the parking and loading requirements under which said uses were established shall be deemed to be legally nonconforming.
- C. Damage or Destruction
When a building is reconstructed or repaired after being damaged or destroyed, off-street parking and loading facilities shall be restored or maintained in an amount equivalent to that at the time of such damage or destruction. However, it shall not be necessary to restore or maintain parking and loading facilities in excess of the applicable requirements of this Article. Refer to Article 11, Section 50-139 for repair or reconstruction requirements of nonconforming sites.
- D. Change of Use, Enlargements and Expansions
Unless otherwise expressly stated,
1. Refer to Article 11, Section 50-139 Nonconforming Site Requirements.
- E. Temporary Encroachments
Temporary encroachment into required parking spaces for seasonal sales display area may be authorized by the Zoning Coordinator for a duration as permitted in Article 9 of this Chapter, based upon a determination that adequate parking is available to meet the demand during the period of encroachment.
- F. Provision of Additional Spaces
Nothing in this Article shall be deemed to prevent the voluntary establishment of additional off-street parking or loading facilities, provided that all regulations governing the location, design and control of such facilities are in accordance with this Chapter.

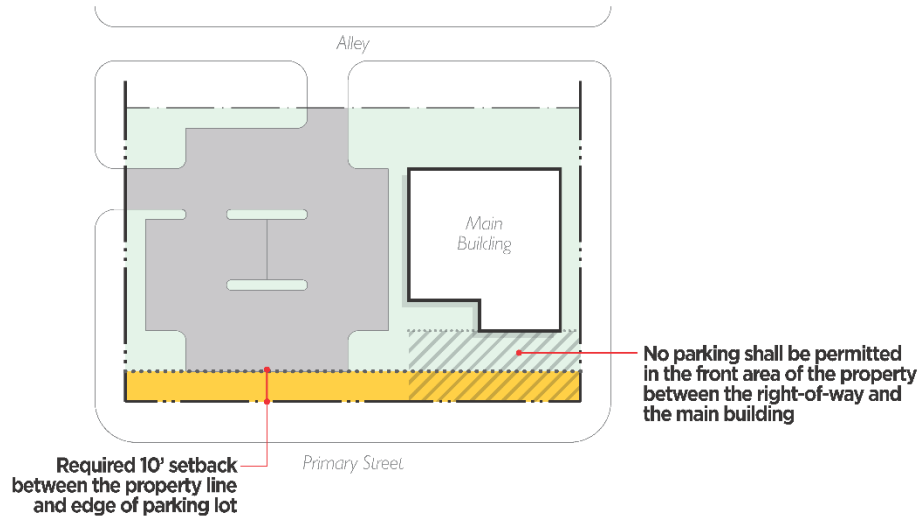
Section 50-143 General Standards for Off-Street Parking, Stacking, and Loading Areas

- A. Use of Off-Street Parking, Stacking, and Loading Areas
All vehicular parking areas, stacking areas and loading areas required by this Section shall be used only for those designated purposes. Any other use of these areas is prohibited.
- B. Location
All off-street parking areas shall be provided on the same lot as the use it serves. However, parking may be allowed on another lot where there are practical difficulties in the location of the parking area or if public safety or public convenience is better served by another location. Required parking shall be provided no further than three-hundred (300) feet from the nearest point of the parcel line of the use to the nearest point of the parking facility. Parking may be owned, leased or shared by the owner of the building with another building owner upon providing evidence of agreements or easements to the Zoning Coordinator.
- C. ~~No~~ On-Street Parking
On-street parking may be utilized to satisfy minimum parking requirements See Section 50-146C.
~~Public right-of-way shall not be used to satisfy the minimum number of required off-street parking spaces.~~
- D. Minimum Size
Each off-street parking space shall have an area of not less than one hundred thirty-six (136) square feet, exclusive of access drives or aisles, and conform with the Dimensional Standards in Table 50-145A

- E. **Curbs and Vehicle Stops**
All off-street parking lots, access drives and aisles, and other vehicle maneuvering areas shall provide curbs or similar devices to prevent vehicles from overhanging on or into public right-of-way, sidewalks, walkways, adjacent property, or landscape areas.
- F. **Defined Areas**
Off-street parking areas of three (3) or more spaces and off-street loading areas shall include painted lines, curbs, vehicle stops or other similar identifiers to delineate parking and loading areas.
- G. **Drainage**
All off-street parking, stacking and loading areas shall comply with the stormwater management standards of this Chapter and any other applicable City of Flint standards.
- H. **Garages**
When individual garages are accessed directly from a street, garage doors and all required off-street parking spaces must be located at least twenty (20) feet from the front lot line to prevent obstruction of the sidewalk by parked cars.
- I. **Barrier-Free Parking**
Parking lots shall provide barrier-free spaces in compliance with the State Building Code and the Americans with Disabilities Act (ADA), as applicable.
- J. **Outdoor Lighting**
New or redeveloped off-street parking, stacking and loading areas shall comply with the standards of Article 8, Section 50-74.
- K. **Landscaping**
See Article 13 for all landscaping requirements.
- L. **Setbacks**
Except for parking areas on the same lot as a detached single-family or two- family dwelling, off-street parking and loading areas shall meet the following requirements:
 - 1. **Front Yard Setbacks**
No parking shall be permitted in the front area of the property between the right-of- way and the main building or structure in the GN-1, GN-2, TN-1, TN-2, MR-1, MR-2, MR-3, UC (fronting University Avenue), NC, D-E and D-C Zone Districts. If parking is located along the front property line, a required setback of 10' shall be provided between the property line and edge of the parking lot.
 - 2. **Side and Rear Yard Setbacks – Residential**
Where located within or abutting a Residential Zone District, the parking area shall maintain the minimum side and rear yard setbacks as required in the Zone District, except where an alley abuts the property, in which case the required rear yard setback may be reduced to five (5) feet. Parking shall not be located in the landscape buffer areas.

Parking Locations

50.12.03.L



M. Non-Residential

Where located within or abutting a mixed-use, commercial or industrial use or zone district without an abutting residential property, the parking lot side and rear setbacks may be reduced to five (5) feet so long as proper landscaping and greenspace requirements are satisfied.

N. Surfacing

1. All off-street parking, stacking, and loading areas shall be surfaced with asphalt, concrete, brick, stone, pavers, or an equivalent material in accordance with City of Flint's standard construction specifications. Surfaces such as pervious asphalt, pervious concrete or turf blocks are permitted; subject to the requirements of this Chapter and other City policies pertaining to stormwater management. Drive approaches from an alley or street shall be concrete.
2. Surfacing materials shall be maintained in a smooth, well-graded condition, except for approved pervious paving materials.

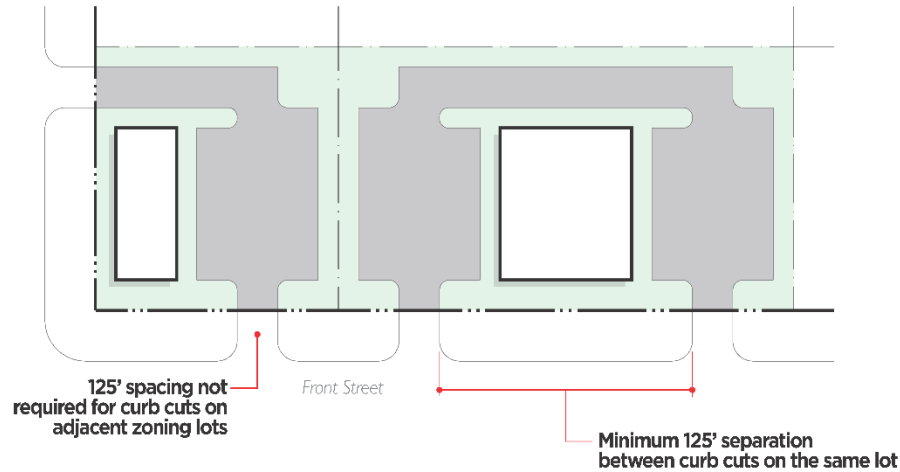
O. Access

1. All off-street parking, stacking and loading areas shall be arranged for convenient access and safety of pedestrians, bicyclists, and vehicles.
2. All off-street parking, stacking and loading areas shall be provided with adequate, paved, access drives and aisles, or other vehicle maneuvering areas.
3. Except for detached single-family dwellings, attached single-family dwellings, and two-family dwellings, or where tandem parking is approved, off-street parking areas with three (3) or more spaces shall be configured so that a vehicle may enter and leave a parking space without moving another vehicle.
4. Where a parking area of a corner lot abuts an alley or a corner side street, access to the parking area shall be obtained from the alley or corner side street. An Administrative Departure may be granted if, due to the particular situation of the parcel, this requirement cannot be satisfied.

5. No lot can have multiple vehicular curb cuts for purposes of vehicular ingress and egress without a minimum of 125' separation between such curb cuts along a street. An Administrative Departure may be granted if, due to the particular situation of the parcel, this requirement cannot be satisfied.

Parking Access

50.12.03.0.5



6. Adequate ingress and egress to the parking area shall be provided by clearly defined driveways in accordance with accepted access management principles.
7. Access to an off-street parking area that serves a nonresidential use shall not be permitted across lots that are residential in use or located in a residential Zone District.

P. Large Parking Lots (200 or more parking spaces)

1. Large off-street parking lots shall be designed to simulate a grid pattern through the placement of landscape islands, buildings, and drive aisles.
2. Large off-street parking lots shall include primary drive aisles that are designed to appear as an extension of the public street network, extending the full length of the main building façades.
3. Utility placement on sites with large parking lots shall be configured to allow for future new buildings on the site.

Q. Construction

Off-street parking and loading facilities required by this Chapter shall be completed prior to the issuance of the certificate of occupancy for the use they serve.

1. A required parking lot shall be fully constructed within six (6) months of receipt of a building permit and prior to the issuance of a Building Certificate of Occupancy for the use or uses it serves. The Zoning Coordinator ~~Director of Planning and Development, or their designee,~~ may grant one (1) extension for up to an additional six (6) months in the event of adverse weather conditions or unusual delays beyond the control of the property owner or responsible person.

2. In the case of phased development, off-street parking, stacking and loading areas shall only be provided for the portions of the development for which a site plan has been approved or upon receipt of a temporary use permit for a surface parking lot.

R. Maintenance

1. All parking areas shall be maintained free of dust, trash, weeds and debris. Surfacing, curbing, lighting fixtures, signs, and related appurtenances shall be maintained in good repair and safe condition at all times.
2. The visibility of pavement markings delineating parking spaces and directional control shall be maintained.

~~3. All off-street parking, stacking and loading areas required by this Chapter shall be maintained free of accumulated snow or standing water that prevents full use and occupancy of the areas, except for temporary periods of heavy rainfall or snowfall, not to exceed five (5) days.~~

S. Use

Off-site parking areas shall be regulated as listed in the Use Tables of the applicable Zone District.

T. Parking Demand Study

For on-site parking, the Zoning Coordinator may require the submittal of an independent parking demand study that analyzes parking demand ~~based on the recommendations of the Institute of Transportation Engineers (ITE)~~, and includes relevant data collected from uses or combinations of uses that are the same or comparable to the proposed use in terms of density, scale, bulk, area, type of activity and location. Parking demand studies are required for all permanent stand-alone surface lots and for all parking structures.

Section 50-144 Parking Requirements

A. Minimum Requirements

Except as otherwise expressly stated, off-street motor vehicle parking spaces must be provided in accordance with the parking ratio requirements of Section 50-144(E).

B. Parking Plan Required

A parking site plan shall be submitted for any development or use that is required to provide more than three (3) off-street parking spaces. The plan shall accurately designate the required parking spaces, access aisles, and driveways, and the relation of the off-street parking areas to the uses or structures the areas are designed to serve.

C. Maximum Parking

To minimize excessive areas of pavement no parking lot shall exceed the required number of parking spaces by more than twenty (20) percent, except as approved by the ~~Director of Planning and Development~~Zoning Coordinator. In granting additional spaces, the ~~Director of Planning and Development~~Zoning Coordinator shall determine that the parking is needed based on documented evidence of actual use and demand provided by the applicant.

D. Calculations

The following rules apply when calculating the required number of parking spaces:

1. Multiple Uses

Unless otherwise expressly stated, lots containing more than one use must provide parking in an amount equal to the total of the requirements for all uses. Where exact

future tenants are unknown, the Zoning Coordinator may establish overall parking requirements pursuant to subsection G, below.

2. Fractions

When measurements of the number of required spaces result in a fractional number, any fraction of less than $\frac{1}{2}$ is rounded down to the next lower whole number, and any fraction of $\frac{1}{2}$ or more is rounded up to the next higher whole number.

3. Area Measurements

Unless otherwise expressly stated, all area-based (square footage) parking standards must be computed on the basis of gross floor area (GFA).

Where the floor area measurement is specified as gross leasable floor area (GLA) or usable area, parking requirements shall apply to all internal building areas excluding the floor area used for storage, mechanical equipment rooms, heating/cooling systems and similar uses, and other areas not intended for use by the general public. Where these areas are yet undefined, leasable floor area shall be considered to be eighty five percent (85%) of the gross floor area.

4. Occupancy or Capacity-Based Standards

For the purpose of computing parking requirements based on employees, students, residents or occupants, calculations must be based on the largest number of persons working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces.

5. Ancillary Uses

Ancillary uses shall be calculated separately.

6. Unlisted Uses

Upon receiving a development application for a use not specifically listed below, the Zoning Coordinator is authorized to apply the parking ratio specified for the listed use that is deemed most similar to the proposed, or refer to the results of a parking demand study under the guidelines of Section 50-143S if there is not an appropriate similar use.

E. Parking Ratio Requirements

The following methodology is to be used in conjunction with Table 50-144.E-2 Off-Street Parking Requirements in determining the required number of parking spaces. New parking spaces are not required in the Downtown Core Zoning District.

1. Base Parking Requirement

In order to determine the final parking requirement for a given lot or use, the base parking requirement shall first be established based on the following methodology:

i. Floor Area

Where floor area is the unit of measurement to determine the required number of off-street parking and loading spaces, Gross Floor Area (GFA) shall be used, unless Leasable Floor Area is specified. Where Leasable Floor Area is not yet defined for a particular project, it shall be calculated at eighty five (85) percent of the Gross Floor Area.

ii. Bench Seating

In calculating bench seating for places of assembly, each continuous four (4) foot segment of benches, pews or other similar seating shall be counted as one (1) seat.

- iii. **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 time.
- iv. **Occupancy**
Where occupants are used as a measurement, all calculations shall be based on the maximum capacity permitted under fire safety and building codes.
- v. **Stalls**
Where vehicle stalls are used as a measurement, all calculations shall be based on the number of service bays, garage door openings or booths.
- vi. **Uses**
Parking shall be calculated separately for each use in a building, structure or on a lot, except that the Zoning Coordinator or Planning Commission may determine that a lower standard would be adequate for shared parking, as described in Section [50-146.D](#)~~50-131.E~~.
- vii. **Final Parking Requirement Multipliers**
Once the base parking requirement is established for a given lot or use, the final parking requirement shall be calculated by multiplying the base parking requirement by the appropriate factor as indicated in the following Table 50-144E-1 based on designated zoning district for the lot or use and the category of use as indicated in Table 50-144.E-2 (Note: an example final parking requirement calculation is shown in Table 50-144.E-3 for a mixed-use development in the NC Zoning District).

Table 50-144E-1 Final Parking Requirement Multipliers																	
Zoning District		GN	TN-1	TN-2	MR-1	MR-2	MR-3	NC	CC	D-E	D-C	CE	PC	GI	IC	UC	OS
Use category as per Table 50.12.04. E-2	Residential	1	1	1	.5	.5	.5	.5	1	.5	0	1	N/A	N/A	N/A	.5	N/A
	Public/Civic	1	1	1	.75	.75	.5	.75	1	.5	0	1	1	1	1	1	1
	Commercial	.5	.5	.5	.5	.5	.5	.5	1	.5	0	1	1	1	1	.75	1
	Industrial	.5	N/A	N/A	N/A	N/A	N/A	.5	1	.5	0	1	1	1	N/A	1	N/A
	Other	.5	.5	.5	.5	.5	.5	.5	1	.5	0	1	1	1	1	1	1

Table 50-144.E-2 Off-Street Parking Requirements

Use Categories	Use Types	General Requirement (GFA = Gross Floor Area)
Residential Uses		
Household living	Single-family dwellings	2 spaces per unit
	Two-family, multiple-family dwellings, or upper story residential	1.5 spaces per efficiency or one bedroom unit 2 spaces per 2 or more bedroom units
	Accessory Dwelling Unit	1 space per unit
Group living	Nursing home	1 space per 5 beds
	Assisted living facility not having individual dwelling units	1 space per 4 beds
	All other group living uses	1 space per 2 beds
Public and Civic Uses		
Community service	All community service uses	15 spaces, plus one 1 space for each 400 GFA
Day care	All day care	1 space per employee
Educational facilities	High school	1 space per 4 seats in main assembly area, but not less than 5 ³ per classroom
	All other educational facilities	1 space per 4 seats in main assembly area, but not less than 1 per classroom
Government facilities	All government facilities	1 space per employee
Medical Facilities	Hospitals	1 space per 2 beds
Museums	Museums and similar institutions	1 space per 400 GFA
Parks and open space	All parks and open space uses	Determined by Zoning Coordinator
Passenger terminals and services	All passenger terminals and services	1 space per 400 feet passenger terminal area
Religious institution	All religious institutions	1 space per 4 seats in main assembly area
Utilities, minor	All minor utilities	None
Utilities, major	All major utilities	Determined by Zoning Coordinator
Commercial Uses		
Eating and drinking establishments	Fast Food	1 space per 100 GFA
	All other eating and drinking establishments	1 space per 150 GFA
Entertainment, indoor	Adult entertainment	1 space per 100 GFA
	Bowling alleys	3 spaces per lane
	Theaters, auditoriums	1 space per 4 seats
	All other indoor entertainment	1 space per 300 GFA
Entertainment, outdoor	Arenas and stadiums	1 space per 4 seats
	Fairgrounds	Determined by Zoning Coordinator
	Driving ranges	1 space per tee box
	Miniature golf courses	1 space per hole
	All other entertainment outdoor	Determined by Zoning Coordinator
Funeral Homes	Funeral Homes/Mortuaries	One space per 50 square feet of floor area used for viewing or services. Site must provide a separately designated off-street assembly area for the lead car, hearse and family vehicle to be used in funeral processions so that these vehicles do not interfere with off-site traffic or access to required parking spaces
Offices	Medical or dental clinics	1 spacer per 250 GFA

Table 50-144.E-2 Off-Street Parking Requirements

Use Categories	Use Types	General Requirement (GFA = Gross Floor Area)
	Banks and financial institutions	1 space per 300 GFA
	All other office uses	1 space per 400 GFA
Overnight accommodations	Hotels and motels	1 space per room, plus 1 space per 200 GFA conference or restaurant area
Retail sales and service, sales-oriented	Artist studios or galleries	1 space per 400 GLA
	Building supply and lumber	1 space per 300 GFA
	All other retail sales and service	1 space per 200 GLA
Retail sales and service, personal service-oriented and repair-oriented	All retail sales and service, personal service oriented and repair-oriented not listed below	1 space per 3250 GFA
Self-service storage	All self-service storage	1 space per employee
Vehicle sales and service	Fuel stations, including full-service, mini-service and self-service	1 space per 250 GFA
	Vehicle service, general or limited	3 spaces per service bay
	Vehicle sales and rental	1 space per 500 GFA
Industrial Uses		
Light industrial service	Building, heating, plumbing or electrical contractors	1 space per 250 GFA
	Printing, publishing and lithography	1 space per 250 GFA
	All other light industrial	1 space per 600 GFA
Heavy industrial	All heavy industrial uses	1 space per 1,000 GFA
Warehouse and freight movement	All warehouse and freight movement uses	1 space per 1,000 GFA
Waste-related service	All waste service	1 space per 1,000 GFA
Wholesale trade	All wholesale trade uses	1 space per 1,000 GFA
Other Uses		
Agriculture	All agriculture uses not listed below	Determined by Zoning Coordinator
	Greenhouse or nursery	1 space per 200 GFA
Telecommunications facilities	All telecommunications facilities (general)	1 per Section 50.9.51. Need for additional spaces determined by Zoning Coordinator

Table 50-144E-3 Example calculation for a mixed-use building in the NC Zoning District:

Development Program	Base Parking Ratio	Base Parking Requirement	Final Parking Requirement Multiplier	Final Parking Requirement
1,500 GFA of restaurant space	1 space / 150 square feet of GFA	10	.5	5 spaces
2 residential units	2 spaces / unit	4	.5	2 spaces

Total 7 spaces

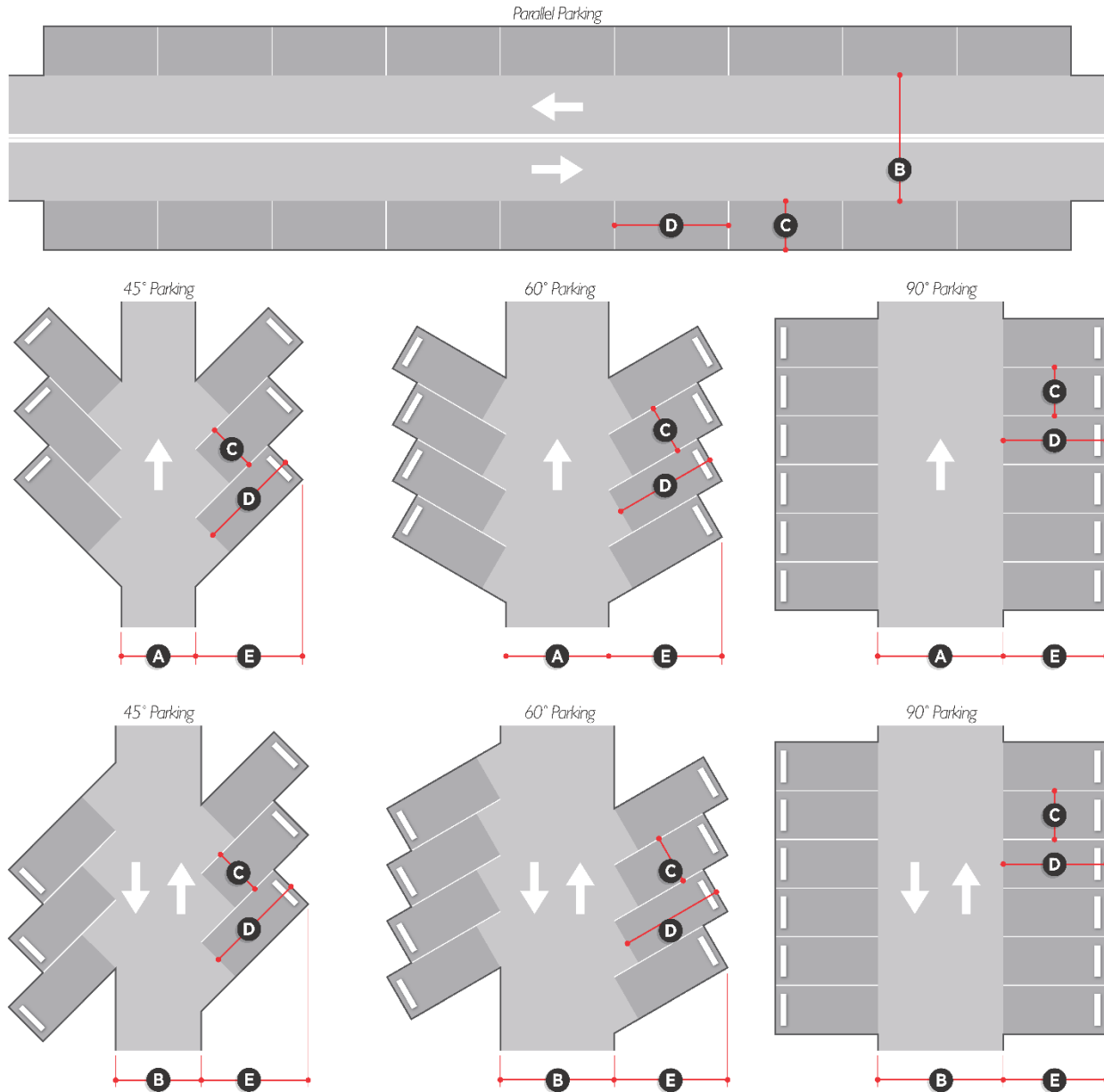
Section 50-145 Parking Design Standards

A. Size Requirements

1. Off-street parking spaces shall be designed in accordance with Table 50-145A Dimensional Standards for Parking Spaces and Aisles.
2. All parking spaces shall have a minimum vertical clearance of seven (7) feet.
3. Each parking space shall be striped.
4. Each parking space and the maneuvering area thereto shall be located entirely within the boundaries of the site [unless a shared parking agreement or other provisions for off-site parking have been approved.](#)
5. All parking spaces and aisles shall comply with the following minimum requirements.

Table 50-145A. Dimensional Standards for Parking Spaces and Aisles (in feet)								
	0° (PARALLEL)		45°		60°		90°	
	typical	compact	typical	compact	typical	compact	typical	compact
A - Width of Aisle: One-Way	11	11	16	12	16	16	20	20
B - Width of Aisle: Two-Way	12	16	20	18	20	20	24	22
C - Width of Space	8.5	8	8.5	8	8.5	8	8.5	8
D - Depth of Space	20	20	19	18	20	19	18	17

Parking Design Standards 50.12.05.A



6. Parking spaces (90 degree only) that abut a sidewalk adjacent to a building may be reduced in length to 16 feet provided that the sidewalk is a minimum of eight feet in width.
7. The width of the alley may be assumed to be a portion of the maneuvering space requirement for parking facilities located adjacent to a public alley.
8. In no event shall pavement be located within four feet of a right-of-way or alley, unless the pavement is part of an entrance driveway or an alley being used for maneuvering space requirement.

B. Access

1. Off-street parking spaces shall be accessed via an aisle or driveway of sufficient width to provide adequate means of vehicular access that least interferes with traffic flow and allows vehicles to pull forward into traffic rather than backing into traffic.
2. All required off-street parking facilities shall have vehicular access from a street, alley, driveway or cross-access connection.

C. Public Right-Of-Way

Parking or maneuvering areas located within the public right-of-way shall not be used to ~~meet off-street parking or~~ off-street loading requirements unless permitted during the development review process;

D. Backing Across Property Lines

No parking space shall be permitted where the unparking vehicle must be backed across any property line adjacent to a public right-of-way except for one-family or two-family dwellings;

E. Compact Spaces

A maximum of 30 percent of all provided parking spaces may be compact spaces. Dimensions for compact spaces are shown in Table 50-145.A. Compact spaces shall be designated as such.

F. Handicapped Parking

Handicapped parking spaces shall be provided in accordance with the schedule provided in Table 50-145F of this section. The minimum width of a handicapped space shall be 12 feet, or nine feet if an additional adjacent delineated access aisle at least three feet wide is provided along one side; spaces nine feet in width may share a common access aisle between two spaces. The depth of a handicapped space shall be provided as shown in Table 50-145.A of this article. Each handicapped space shall be designated by a sign showing the international disabled symbol of a wheelchair. Each sign shall be no smaller than one foot by one foot and shall be located at the end of the space at a height between four feet and seven feet. The sign may either be wall-mounted or freestanding. Handicapped spaces shall be located so as to provide convenient access to a primary accessible building entrance unobstructed by curbs or other obstacles to wheelchairs.

1. Handicapped parking for residential uses shall be provided at the rate of one space for each dwelling unit that is designed for occupancy by the physically handicapped.
2. Handicapped parking spaces required by this article shall count toward fulfilling off-street parking requirements.
3. Handicap accessible parking spaces shall be provided for all uses other than residential in accordance with ADA Standards for Accessible Design 4.1.2 (5) at the following rate:

Table 50-145F Accessible Parking Spaces Required			
Number of Parking Spaces Provided	Total Number of Accessible Parking Spaces (60" & 96" aisles) (Columns C + D)	Van Accessible Parking Spaces with min. 96" wide access aisle (Column C)	Accessible Parking Spaces with min. 60" wide access aisle (Column D)
1-25	1	1	0
26-50	2	1	1
51-75	3	1	2
75-100	4	1	3
101-150	5	1	4
151-200	6	1	5

201-300	7	1	6
301-400	8	1	7
401-500	9	2	7
501-1000	2% of total parking provided in each lot	1/8 of Column A*	7/8 of Column A**
1001 and over	20 plus 1 for each 100 over 1000	1/8 of Column A*	7/8 of Column A**

NOTES:

1. * one out of every 8 accessible spaces
2. ** 7 out of every 8 accessible parking spaces
3. Requirements from 2010 ADA Standards for Accessible Design Section 208.2

G. Drainage

Off-street parking areas and driveways shall be constructed to dispose of all surface water without crossing sidewalks and without adverse effect upon adjacent property, and shall meet all requirements of the City's utility stormwater management standards;

H. Striping

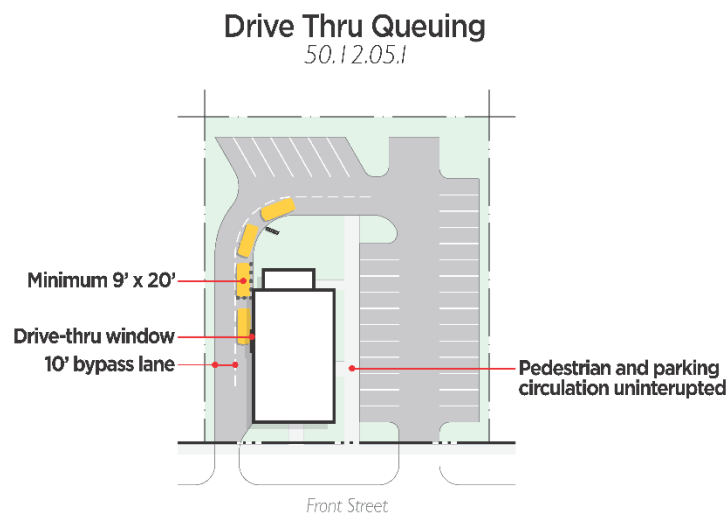
Except for parking spaces for one-family or two-family dwellings, all parking spaces shall be clearly delineated or striped and the striping shall be maintained so it is visible;

I. Drive-Through Queuing

1. Minimum stacking space requirements_

- i. Stacking spaces shall be not less than 9 feet in width and 20 feet in length.
- ii. Stacking spaces shall be organized ~~Placed in a single line~~ behind the drive-up or drive-through service facility such that they begin behind the vehicle parked at the last service point.
- iii. Financial institutions or financial transactions facilities (i.e., bill payment window) shall provide three (3) stacking spaces, inclusive of the space at each window or transfer facility.
- iv. Vehicle wash:
 - a. A coin/hand-held wand stall vehicle wash shall provide three (3) stacking spaces in advance of the washing bay and one (1) stacking space after for drying
 - b. A tunnel vehicle wash shall provide ten (10) stacking spaces in advance of each wash line and two (2) after for drying
- v. Pharmacies or drug-stores shall provide three (3) stacking spaces, inclusive of the space at the window.
- vi. At drive-through restaurants, the lane between the order board and the pick-up window shall have four (4) stacking spaces, and four (4) stacking spaces shall be stored in advance of the menu board (not including the vehicles at the pick-up window and menu board).

- vii. Drive-through stacking lanes for uses not specifically mentioned shall provide a minimum of three (3) stacking spaces, not including the space at the pickup location;
- viii. Each drive-through lane shall be striped, marked or otherwise distinctly delineated;~~and~~
- ix. Drive-through lanes shall be located such that they do not impede pedestrian or vehicular circulation on the site, any access to the site or any abutting public right-of-way.
- ~~x. A 10-foot bypass lane must also be provided.~~
- ~~xi.~~ x. Required drive-through stacking lanes shall not intersect with pedestrian access to a public entrance of a building;
- ~~xii.~~ xi. Drive-through stacking lanes shall not be located in parking space maneuvering aisles.



J. Landscaping and Screening

1. Parking and loading facilities shall conform to the landscaping and screening requirements set forth in Article 13 Landscaping Standards.

Section 50-146 Reductions in Parking Requirements

A. Reductions

Off-street parking requirements may be reduced based on the requirements of Subsections B., C., D., and E. below.

1. The Zoning Coordinator ~~may~~shall reduce off-street parking requirements by up to fifty (50) percent if ~~the~~an applicant requests a reduction and demonstrates the request meets at least one of the following standards:

- ~~i. applicant can demonstrate through site plan review that parking demand will be met by through existing parking~~The minimum parking requirement is shown to be

excessive for the proposed use according to a parking demand study completed by a design professional or based on documented parking demand for similar uses.

ii. The applicant utilizes one or more of the parking reductions in subsections 50-146 B. - D. and/or one of or a combination of the means in subsections below.

~~iii.~~ The Zoning Coordinator may refer/defer the decision to of allowable off-street reduce off-street parking requirements parking reductions to the Planning Commission, based on neighborhood character, absence of public parking or the results of a Parking Demand Study. If the decision is deferred to Planning Commission the Planning Commission shall utilize the same standards for evaluating the request to reduce minimum required parking.

2. The Planning Commission, using Special Land Use procedures, may eliminate or reduce up to all one hundred (100) percent of required off-street parking. The applicant must produce a Parking Demand Study showing that the parking needs equivalent to the requested reduction will be met through existing parking, and/or one of or a combination of the means in subsections below.

B. Alternate Modes of Transportation. One or more of the following methods may be utilized to reduce off-street parking requirements.

1. Transit

Parking requirements may be reduced for buildings, structures or uses within three hundred (300) feet of ~~a Bus Rapid Transit (BRT) station or one hundred (100) feet of a~~ transit stop. A Transportation Demand Management (TDM) study may be required to demonstrate that a sufficient number of vehicle drivers would immediately opt for transit, and therefore would not result in adverse parking impacts on surrounding properties. MTA shall verify in writing that the transit station or transit stop is in a permanent location.

2. Alternative Electric Vehicles

Parking spaces reserved, signed, and enforced for ~~Low-Emitting and Fuel-Efficient Vehicles (vehicles that are either classified as Zero Emission Vehicles (ZEV) by the California Air Resources Board or have achieved a minimum green score of 40 on the American Council for an Energy Efficient Economy (ACEEE) annual vehicle rating guide), or for car-sharing services,~~ electric vehicles may count as four (4) regular parking spaces. Each electric car vehicle spaces shall include a power outlet for charging infrastructure for use by the parked car vehicle. Such spaces should be closest to the main entrance (exclusive of spaces designated for handicapped).

2.3. Car Sharing and Ride Sharing: Parking spaces reserved, signed, and enforced for car-sharing, carpooling or vanpooling services may count as ~~two (2)~~ four (4) regular parking spaces.

3.4. Bicycle

i. Required Bike Parking

For properties within the MR-3, NC, UC, CC, IC and DE zoning districts, designated bicycle parking spaces shall be provided at a rate of one (1) bicycle space per twenty (20) vehicle parking spaces with a minimum of 5. Bicycle facilities shall be of high quality and reflect the architecture of the primary structure. Should the property owner be unable to provide the required number of bicycle parking spaces or believe this requirement to be inappropriate, they may request a waiver or relief of this requirement from the Zoning Coordinator.

- ii. Vehicular Parking Reduction
Vehicular parking requirements may be reduced by one (1) space for every four (4) covered, secure bicycle parking spaces. Parking requirements may be further reduced by four (4) spaces where free showers are available for employee use within the building.

C. On-Street and Business District Parking

1. The use of on-street parking or publicly-owned business district parking lots or parking structures to meet ~~a portion of the~~ minimum off-street parking requirements shall be permitted, provided ~~the~~ all of the following conditions are met:
 - i. Adequate on-street, district lots or parking structures exist within five hundred (500) linear feet of the primary entrance of the main building to meet minimum parking requirements.
 - ii. For all uses other than single- and two-family residential, No more than fifty (50) percent of the off-street parking space requirement ~~may be~~ met through the use of on-street, district lot or structure parking. If the use is a single-family or two-family use, one-hundred (100) percent of the off-street parking requirement may be met by on-street parking in the right of way within 60 linear feet of the property's frontage.
 - iii. The intensity of the use and its parking requirements shall not substantially adversely impact surrounding uses; ~~and~~.
 - iv. There is no negative impact to existing or planned traffic circulation patterns.
2. A parking demand study may be required to demonstrate that adequate available spaces exist ~~on~~-street or in a district lot or parking structure.

D. Shared Parking

1. Purpose
Where a mix of land uses creates staggered peak periods of parking demand, shared parking agreements that have the effect of reducing the total amount of required parking spaces are encouraged. Shared parking is encouraged as a means of conserving scarce land resources, reducing stormwater runoff, reducing the heat island effect caused by large paved areas and improving community appearance. Shared parking agreements for off-street parking for two (2) or more buildings or uses is permitted subject to the following:
 - i. Shared parking areas shall be located within three hundred (300) feet of the lot(s) on which all uses utilizing the parking area are located.
 - ii. Each lot shall be interconnected via sidewalks and crossings for pedestrians.
 - iii. Adjacent lots shall be interconnected for vehicular passage.
 - iv. Shared parking leases or agreements shall ~~be maintained in perpetuity. Any change to a previously approved shared parking plan must be approved by the Zoning Coordinator, have a term of not less than five (5) years, including any renewals at the option of the lessee.~~

2. Zoning Coordinator Reduction Authority

The Zoning Coordinator ~~may~~shall approve shared parking facilities, ~~subject to the if the following~~following standards ~~are met~~are met:

i. Eligible Uses

Shared parking is allowed among different categories of uses or among uses with different hours of operation, but not both.

ii. Ineligible Uses

Accessible parking spaces (for persons with disabilities) may not be shared and must be located on-site.

iii. The requested reduction does not exceed twenty-five (25) percent of the required number of spaces.

iv. Applicants wishing to use shared parking as a means of satisfying parking requirements shall submit with their site plan a shared parking study prepared following methodologies established by the Urban Land Institute's publication, *Shared Parking*, or similar methodologies approved by the Zoning Coordinator, that clearly demonstrates the feasibility of shared parking. The study shall be provided in a form established by the Zoning Coordinator and made available to the public. It shall address, at minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing parking spaces.

~~v. The Zoning Coordinator may approve reductions up to twenty-five (25) percent based on shared parking. Requests for reductions greater than twenty percent based on shared parking must be before the Planning Commission for approval.~~

~~vi. The Zoning Coordinator may approve reductions up to fifty (50) percent based on shared parking and additional reduction methods in this article.~~

3. ~~Planning Commission~~ Reduction Authority

The Zoning Coordinator may approve shared parking facilities where it is demonstrated that the parking requirements in this chapter will be met. ~~The Planning Commission may approve shared parking facilities through a Special Land Use application process, subject to the requirements in section 50-146 A above.~~

4. Zoning Classification

Shared parking areas serving uses located in nonresidential districts shall be located in nonresidential districts. Shared parking areas serving uses located in residential districts may be located in residential or nonresidential districts. Shared parking areas shall require the same or a more intensive zoning classification than that required for the most intensive of the uses served by the shared parking area.

5. Agreement

Applicants must provide a shared parking agreement executed by the parties establishing the shared parking spaces. Shared parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. Should the agreement cease to be in force, parking must be provided as otherwise required by this section.

Section 50-147 Loading/Unloading Spaces

A. Purpose

In all Zone Districts, every building or part thereof which is to be occupied by one or more uses that require the receipt or distribution of materials or merchandise by vehicles shall provide and maintain off-street loading spaces as required by this Section.

B. Loading Facilities Required

1. Off-street loading spaces shall be required for uses that regularly handle or receive the shipment of goods, except in the D-C district.
2. Vehicle sales or rental facility or similar use requiring delivery of vehicles by truck shall demonstrate that an adequate on-site area exists for the loading and unloading of such trucks.
3. Any convenience store or similar use requiring deliveries by truck shall demonstrate that an adequate on-site area exists for the loading and unloading of such trucks.

C. Design and Layout

1. Any new loading/unloading areas and docks shall be prohibited in the front yard or on any building side facing ~~and directly visible from~~ a street.
 - i. A waiver shall be approved by the Zoning Coordinator where no reasonable areas for loading/unloading areas exist and there will be no negative impact to the surrounding neighborhood. The Zoning Coordinator may require additional screening as a condition of granting a waiver.
2. Loading/unloading operations shall not interfere with the normal movement of vehicular and pedestrian traffic in public rights-of-way, off-street parking areas or internal drives and sidewalks.
3. No loading space that is adjacent to a residential Zone District shall ~~not~~ be located closer than thirty (30) feet to the Zone District line unless it is contained within a completely enclosed building, or enclosed on all sides by a wall or solid fence not less than six (6) feet in height.
4. The vehicular path and turning radii to the loading area must be shown on the site plan to verify truck maneuverability for the largest truck intended to serve the use.
5. With the exception of the D-E and D-C Zoning Districts, loading and unloading activity shall not be permitted in any public right-of-way. In no case shall loading and unloading activity encroach on or interfere with the public use of streets, sidewalks, and lanes by automotive vehicles or pedestrians. Adequate space shall be made available for the unloading and loading of goods, materials, items or stock for delivery and shipping.
6. Where off-street loading facilities are provided, they shall be not less than 12 feet in width by 35 feet in length, with not less than 14 feet of vertical clearance.

- D. The minimum number of loading spaces shall be provided in accordance with Table 50-147 D. Loading Space Requirements below.

Table 50-147D. Loading Space Requirements		
Use Type	Size	Loading Space(s)
Residential	0 – 24 Dwelling Units	None
	25 – 74 Dwelling Units	1
	75 or More Dwelling Units	2
Non-Residential Uses	Less than 20,000 sq. ft. GFA	None
	20,001-75,000 sq. ft. GFA	2
	75,001-100,000 sq. ft. GFA	3
	100,001 sq. ft. GFA and Larger	5

- E. If a single loading space is required, an alley may be used in lieu of the required loading space.
- F. Administrative Departure
 An Administrative Departure may be approved to modify loading space and location requirements where the Zoning Coordinator finds that another measure or location would be more appropriate due to site constraints or the number or type of deliveries experienced by a particular use.

Section 50-148 Mobility and Circulation

A. Purpose

The purpose of this Section is to establish mobility and circulation standards that give equal treatment to alternative modes of travel; allow reasonable access to properties; create a continuous network of non-motorized pathways within and between developments; maintain the capacity of existing public infrastructure as land development occurs; ensure safe access to and from streets by emergency vehicles; and reduce interference with through traffic by other vehicles, bicycles and pedestrians.

B. Street Connectivity

1. Streets and internal circulation drives shall be arranged to provide for the alignment and continuation of existing or proposed streets and drives into adjacent lots, developed or undeveloped.
2. Street and sidewalk connections shall be made between neighborhood commercial centers and adjacent residential neighborhoods.
3. The Final Subdivision Plat or Site Condominium and the deeds for all residential dwellings shall identify all stub streets and include a notation that all street stubs are intended for connection with future streets on adjoining parcels of land.
4. Cross Access Between Adjacent Uses (~~does not apply~~ applies to ~~detached single family residential~~ commercial and mixed-use developments/structures)
 - i. Internal vehicular circulation areas shall be designed to allow for cross access to adjacent lots with residential, nonresidential or mixed-uses.
 - ii. A stub for future cross access shall be provided from the vehicular use area to all adjacent lots. Where cross access is deemed impractical by the Planning Commission or Zoning Coordinator during Site Plan Review or ~~Director of Planning and Development~~ Zoning Coordinator Review on the basis of topography, the presence of natural features, or vehicular safety factors, the

requirement for cross access may be waived where appropriate bicycle and pedestrian connections are provided between adjacent developments or uses.

- iii. A cross-access easement shall be recorded with the Genesee County Register of Deeds prior to the issuance of a Building Certificate of Occupancy for the development.

5. Block Length

Except for areas that contain environmental or topographic constraints, the average block length in a development shall not exceed six hundred (600) linear feet between the right-of-way lines of intersecting streets. In cases where a block length exceeds six hundred (600) feet, sidewalks in easements or on open space lots shall be provided mid-block to connect parallel streets on the long side of the block.

6. Internal Pedestrian Circulation

All attached single-family and multi-family residential, non-residential and mixed-use developments shall comply with the following standards:

- i. Continuous internal pedestrian walkways shall be provided to connect off-street surface parking areas with the primary entrances of main buildings.
- ii. At least one pedestrian walkway with a minimum width of five (5) feet shall be provided from the internal pedestrian walkway network to the public sidewalk system. In the case of corner lots, connections shall be made to the sidewalks of both streets.
- iii. All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low-maintenance surface materials such as pavers, bricks, or scored/stamped concrete or asphalt.