

~ City of Northville ~

Council Communications

To: Mayor and City Council

From: Mike Domine, DPW Director
Alan M. Maciag, Chief of Police
Justin Quagliata, AICP, Community Development Director
Lori Ward, DDA Director

Date: January 23, 2025

Subject: Request to receive and file the 2025 Downtown Parking Study

Background: The downtown parking study conducted by Fishbeck has been completed. The study provides a comprehensive analysis of current parking conditions in the downtown area, including utilization patterns, capacity, and potential improvements. Jon Forster of Fishbeck will present the study's findings and recommendations at the January 23, 2025 City Council meeting.

Analysis: The purpose of this study was to assess current parking usage, identify challenges, and explore potential solutions to improve parking conditions, enhance accessibility, and support downtown development.

Recommendation: Staff recommends City Council receive the presentation from Fishbeck on the downtown parking study and provide feedback on the findings and recommendations.

Recommended Motion: Move that the 2025 Downtown Parking Study be received and filed with the City Clerk.

Attachments:

1. Parking Study Executive Summary.
2. Parking Study.
3. Parking Study Recommendations Matrix.

Northville Parking Study

Executive Summary

January 23, 2025

Downtown Northville is a vibrant city center that offers a variety of shops, restaurants, offices, and residences. Downtown draws visitors from around the area, well beyond the city limits. The growth of the surrounding area, along with planned development adjacent to downtown should contribute to the continued flourishing of downtown. The increasing number of people brings with it the need to manage resources and provide quality parking, pedestrian, and mobility infrastructure. The City must continue to adjust because community parking needs are ever changing in quantity, location and amenities.

The first task of the study was clarifying the goals for the parking system and understanding what is important to downtown. Seven goals were identified with the primary objective of understanding how people are using the parking system and how parking can support the continued vitality of downtown. The established study goals are:

- **Clarify the “Reality of Parking” to the community**
 - **What are the current parking occupancy levels?**
 - **Are the current tools effectively managing parking?**
- Understand optimal parking conditions
- Develop tools to plan for future parking needs / occupancy changes
- Discuss reasonable walking distances between parking and destinations
- Understand the Center St. and Main St. seasonal street closings impact on parking
- Consider how area growth will impact downtown parking
- Review impact of zoning regulations on downtown parking

Downtown parking was mapped utilizing GIS (Geographic Information System) resources. On-street parking assets were mapped by space or curb length, including:

- Time limited or reserved parking spaces (15-minute, 2-hour spaces, ADA, EV)
- Hours of enforcement
- Loading Zones
- No Parking Areas
- Bicycle rack locations

Off-street parking was mapped with identifying characteristics by parking location, including:

- Public or Private (reserved for a specific use by the owner)
- Number of spaces
- Hours of operation
- Time limits
- Specialty use – ADA, EV, reserved

Parking occupancy counts were conducted over two days (Friday, August 9 from Noon-9PM, and Wednesday, August 21 from 10AM-8PM). The parking occupancy counts showed a daytime peak at noon, and an evening peak on Friday evening at 7PM. The Friday evening (August 9) counts coincided with a music performance at the bandshell in the Twist Social District.

Peak occupancy at noon was 74% of public parking spaces, and Friday evening had a peak occupancy of 85% of public parking spaces. The occupancy percentages were calculated using the parking supply in the downtown core, noted as the four-block area around the Main St. and Center St. intersection as well as the Northville Square lot and MainCentre parking structure block.

The parking occupancy data shows the two public parking lots north of Main St. are over 90% and nearing 100% occupied during the noon hour and peak evening activity. A review of the land use for these two blocks reveals that the mix of building uses and amount of floor space creates greater parking demand per block than the respective parking areas can support. Therefore, a driver wanting to park in one of these two lots during a peak time may have difficulty finding an open space. There is generally overflow parking available in the surrounding blocks; the Library Lot, Art House Lot, Northville Square Lot, MainCentre Parking Structure, and on-street parking outside the core areas. The parking occupancy counts reveal downtown has an adequate parking supply overall, with high occupancy levels at the two north public lots during peak times.

The parking occupancy counts were conducted during the seasonal closings of Main St. and Center St. The closings temporarily remove 33 on-street parking spaces from public use. The loss of these spaces contributes to peak demand strains on the two north parking lots but is not the cause of the high demand on these lots. The land uses on these blocks creates parking demand that exceeds the parking supply of the entire blocks. The value of the public gathering space and the community use of Main St. and Center St. cannot be empirically compared to the loss of the on-street parking spaces resulting in some parkers having to utilize the Northville Square Lot or the Cady St. and MainCentre Parking Structures. Most of the downtown area can be reached within a five-minute walk, which is a reasonable walking distance for able bodied persons.

Increased future parking demand could come from a few sources. Changes in activity from a low intensity use (traditional retail or office) to a high intensity use (bar or event space) could more than triple the number of cars going to the same location. Continued densification and more people living within a short drive of downtown could bring increased people and vehicles to Downtown Northville which serves as a regional downtown destination.

Parking time limits are the current tool deployed to manage parking supply and parker allocation across the downtown. Time limits are labor intensive to enforce, with the enforcement team needing to establish a vehicle is parked (first check) and that the vehicle exceeded the time limit (second check). Enforcement complexity is increased when there are varying and multiple time limits across several blocks and zones. Time limits can be an effective tool if enforcement is consistent and most parkers realize they may get a ticket for overstaying the time limits. For the system to operate properly, it is important that employees park in designated areas so that patrons and visitors can take advantage of the more conveniently located parking spaces to conduct business, have a meal, and frequent downtown businesses and organizations. Consistent, but not overbearing parking enforcement is necessary during all enforcement hours.

The City and surrounding areas continue to increase in density and activity. This activity should benefit downtown and should help maintain and grow the city center. New neighborhoods like the Downs and Foundry Flask, along with regional growth, will likely result in a higher parking demand in downtown Northville. The evolving demand for parking should be measured carefully to understand the parking patterns and plan for future parking and mobility needs. Regular parking occupancy counts should be added to the GIS system to track changes over time and to understand the areas in need of additional parking, or for the reallocation of users to underutilized areas. Accurate and regular vehicle occupancy counts are key to planning for future needs.

The parking system is currently funded by two main sources; an annual payment from the DDA that covers most of the operating costs, and the Parking Fund. The City makes a contribution from the General Fund of under \$10,000 to make up operating shortages not covered by the DDA funds. All capital maintenance, new initiatives, and special projects are funded out of the Parking Fund. The Parking Fund was established to collect fees from parking credits for businesses that did not meet zoning parking requirements on their site plan review. Contributions into the Parking Fund have slowed considerably as downtown has become built out, and the balance is being drawn down quicker than it is being replenished. In the future, capital maintenance for parking assets may have to come from the city's General Fund or other sources. Funding to provide new parking infrastructure will also likely have to come from the General Fund or alternate sources.

While not warranted at this time, additional parking supply may be necessary in the future. Some opportunities to maximize existing parking or build surface parking include:

- The grade level of the MainCentre Parking Structure is less than 50% occupied and can accommodate employee and overflow parking.
- There are parking lots north of CVS that could provide employee or overflow parking.
- A new parking lot south of the Post Office has been discussed by the City in the past. While a couple blocks off of the core of downtown, a parking lot on this site would expand the parking supply at a significantly lower cost compared to the cost of building a parking structure.

New parking structures could fit on either of the two northern public parking lots. While easily the most convenient parking spaces, new parking structures on these sites could cost in excess of \$40,000 per space to build. The existing parking lots provide an opportunity for mixed-use development that could include parking and commercial space. As the City plans for next opportunities, both northern parking lots, the Northville Square Lot and MainCentre Parking Structure, and even the Cady St. Parking Structure site extending east have the potential for mixed-use developments that include parking and other land uses. These opportunities should be explored to expand parking, but also to utilize land for other uses that produce a long-term benefit to the community.

Northville should continue with the current format of parking operations. Time limits should be enforced consistently and reviewed regularly to assure they are allocating parking to employees and patrons in a way that best serves downtown. Parking occupancy counts should be taken several times per year to understand usage patterns and availability, and how area growth is impacting downtown parking. A parking section should be added to the City's website to include all information related to parking. The Parking Committee should convene regularly to discuss the occupancy counts and overall system operations. The Parking Committee should present an annual report for City Council on the state of the parking system. All parking considerations including management structure, occupancy levels and the possible need for additional parking, paid parking, impact of adjacent new developments and funding of the parking system should be addressed in the annual report.

Northville Parking Study Findings and Recommendations

January 23, 2025



Parking Study Goals

- Clarify the “Reality of Parking” to the community
 - What are the parking occupancy levels?
 - Are the current tools effectively managing parking?
 - Time limits
 - Enforcement
- Understand optimal parking conditions
- Discuss reasonable walking distances
- Understand seasonal street closing impact on parking
- Consider how area growth will impact downtown parking
- Review impact of zoning on downtown parking
- Develop tools to plan for future parking needs / changes



Downtown Parking and Mobility Priorities

- Parking should support downtown vitality
- Provide good infrastructure
 - Sidewalks, lighting, parking areas, EV charging, etc.
- Community access to downtown businesses and destinations
- Utilize parking enforcement that is effective but not overbearing
- Work toward mobility and alternative transportation goals, while understanding that passenger vehicles will remain the primary mode of transportation



Data Collection and Findings



Downtown Northville

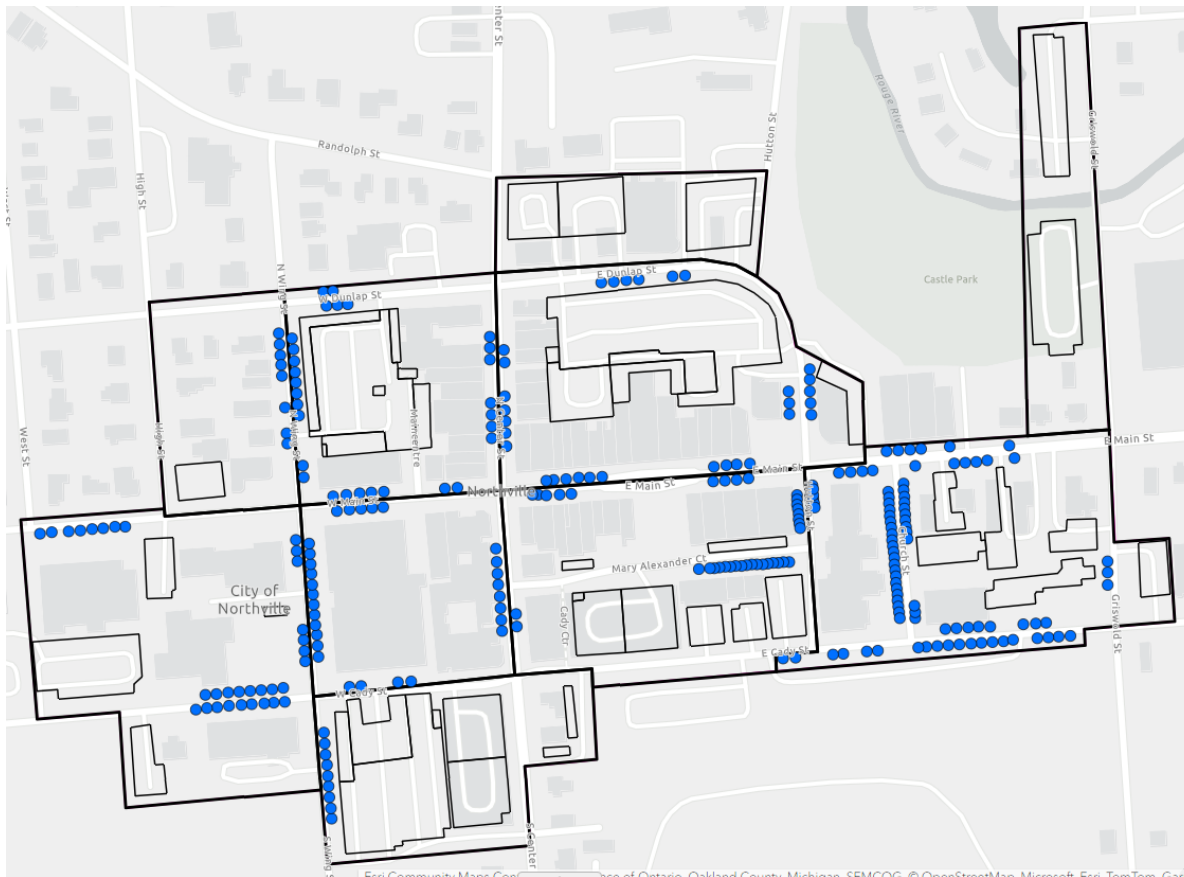
- Serves as “downtown” for several surrounding communities
- High building occupancy levels
- Entertainment district with restaurants, venues and public space
 - Several higher density land uses such as restaurants
 - Events, Town Square, Ford Field
 - Active during daytime and evening hours
- The CBD has limited develop plans or sites (within current core)
- Projects on the outskirts of downtown and urban densification will have an impact on parking
- Most future visitors will be driving into downtown



Feedback from Stakeholders

- Limited parking availability north of Main Street
- Main and Center Street closure program doesn't benefit everyone
- Continued growth may lead to a shortage of parking
- Concern over changing nature of business mix downtown – retail, restaurant, office
 - More entertainment and losing variety of business types

Parking Supply – GIS Format

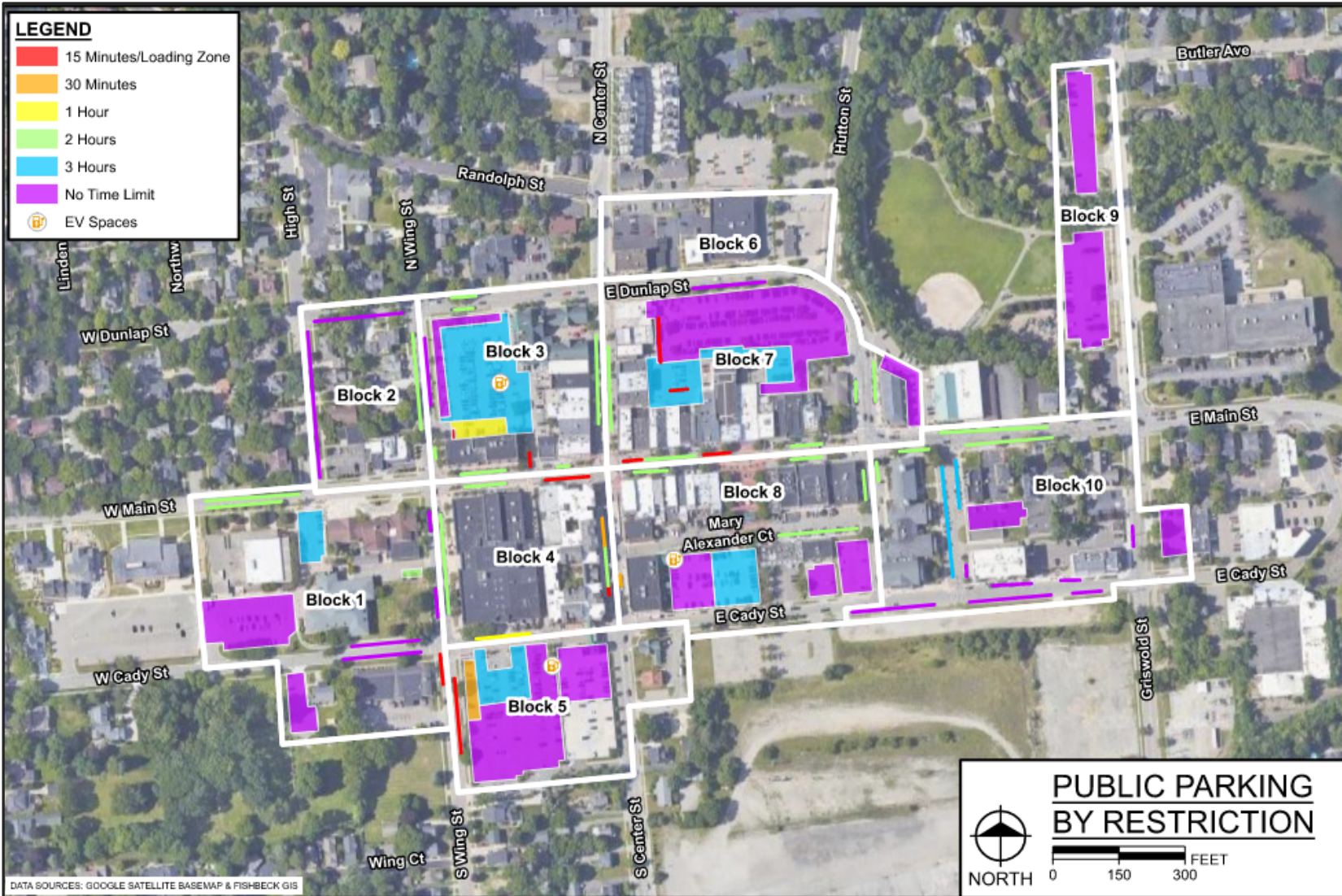


- Study Area – 10 blocks around Center and Main Streets
- Each on-street space identified by regulation (time limit)
- Public and private off-street parking lots identified by access, space count and time limits

Data Collection Process

- Inventoried all parking within the study boundaries (public and private)
 - Noted type of parking and regulations
 - Time limits define the parker type
 - No restrictions – employee / open to all
 - Two / three-hour time limits – patrons and visitors
 - 30 minute / loading zones – deliveries, quick pick ups, service needs
- Collected parking occupancy counts on two dates
 - Friday, August 9, 2024 – Noon – 9PM
 - Wednesday, August 21, 2024 – 10AM – 8PM
- Reviewed planning documents from the City
 - 2022 Master Plan, 2023 Non-motorized Plan, 2023 Downtown Pedestrian Plan
 - Development plans – The Downs, Foundry Flask

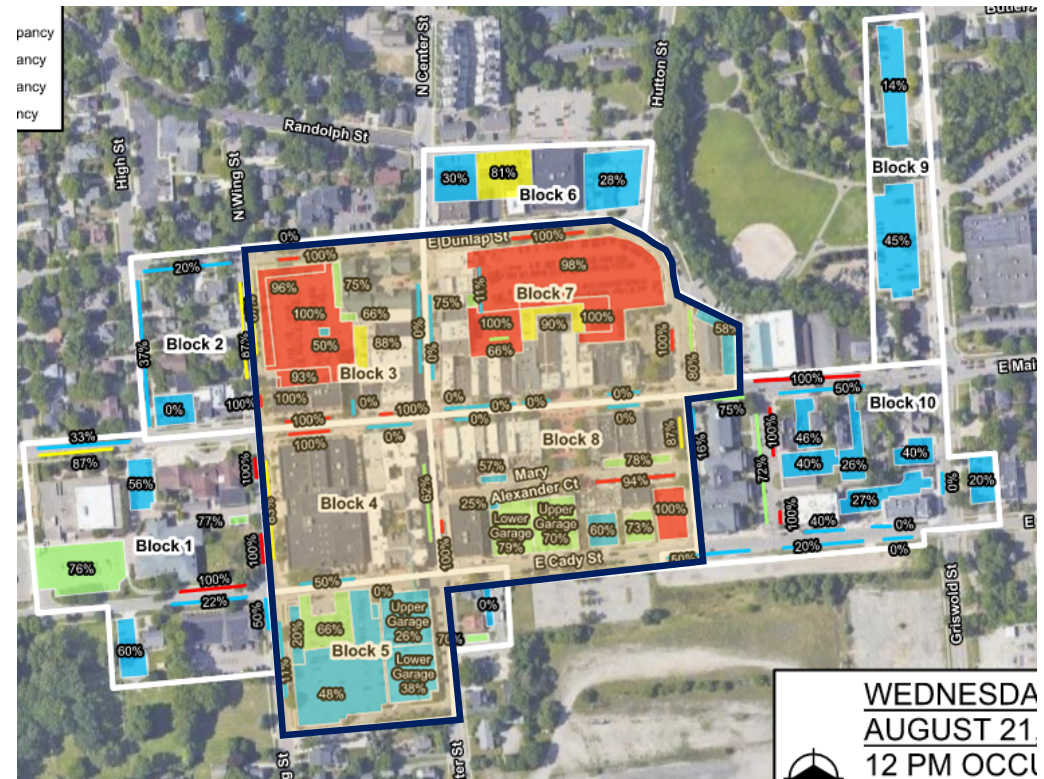




Public Parking Time Limit and Location

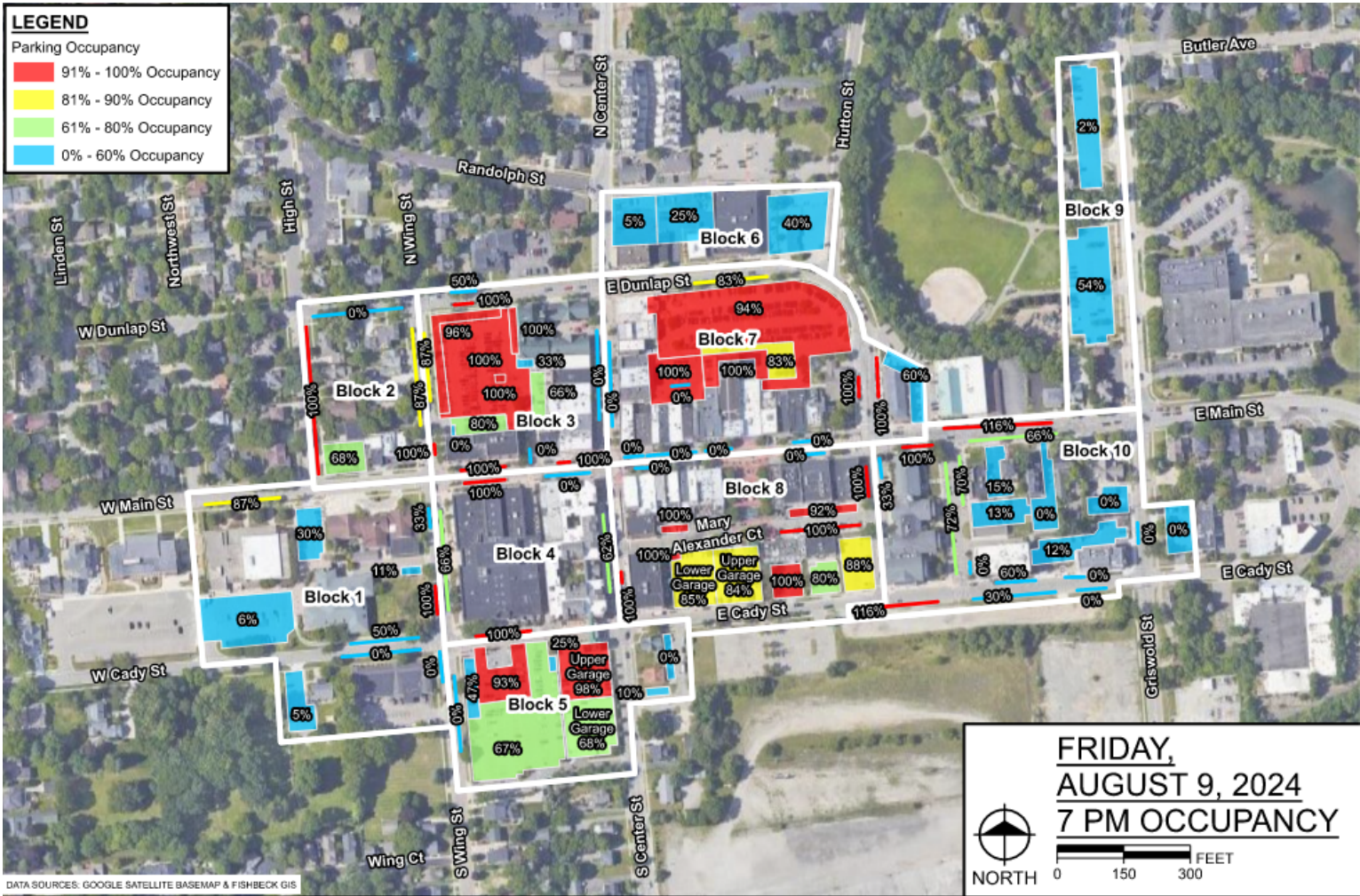
Public Parking Supply

- Total study area
 - 10 blocks stretching from the Library to the parks
- “Core” of downtown parking and activity
 - Blocks 3,4,5,7 and 8
 - Bulk of city owned parking assets
 - Spines along Center and Main Streets
- Two lots south of Cady St. have been removed
 - Significant overflow parking lost



LEGEND
 Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy

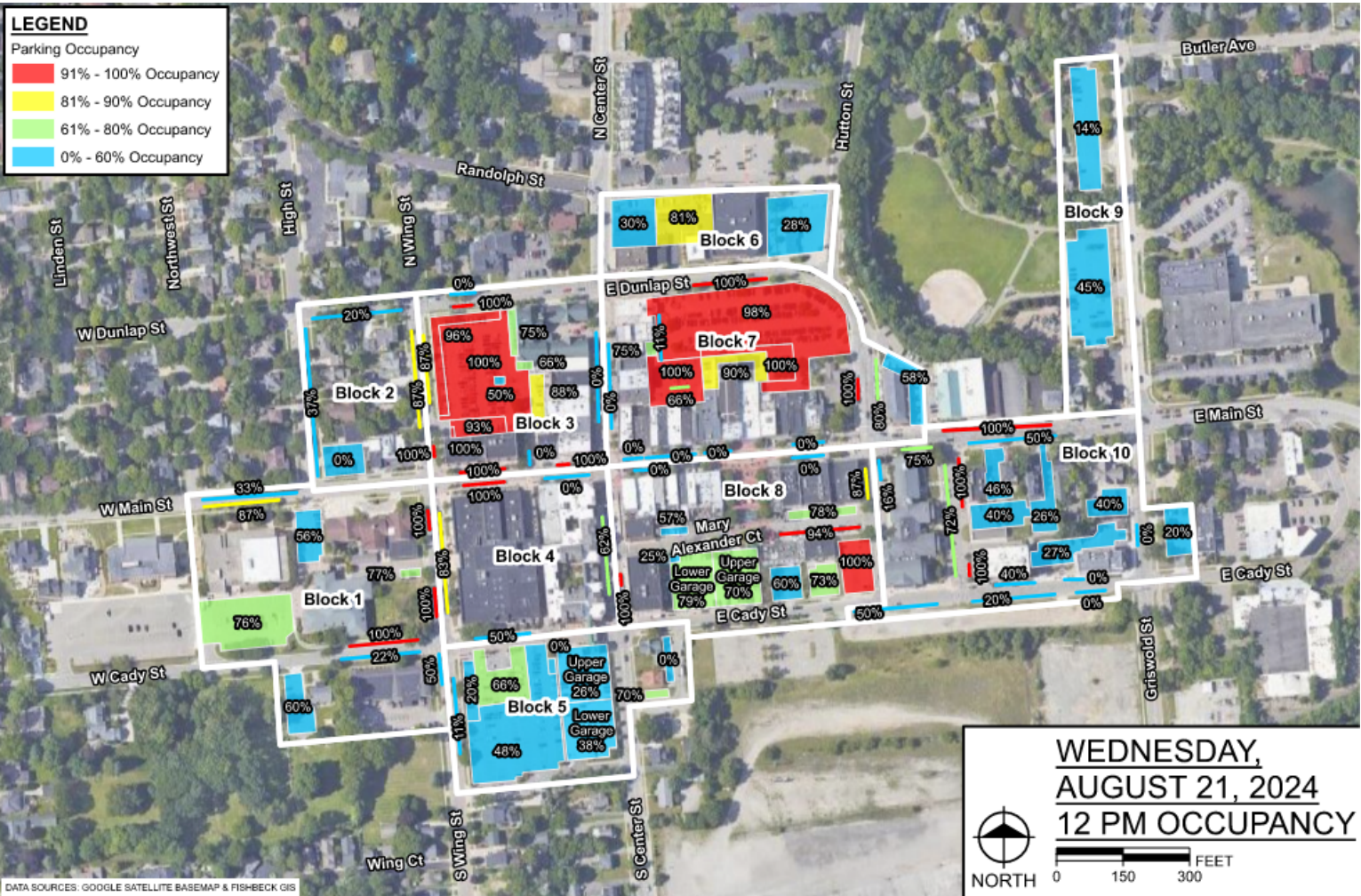


Peak Parking Occupancy Counts

Friday, August 9, 2024
7 pm

LEGEND
 Parking Occupancy

- 91% - 100% Occupancy
- 81% - 90% Occupancy
- 61% - 80% Occupancy
- 0% - 60% Occupancy



Peak Parking Occupancy Counts

Wednesday, August 21, 2024
 Noon

Parking Occupancy

Core Parking Occupancy Friday, August 9, 2024
(w/o Center and Main)

Times	On-Street		Off-Street		Total	
Noon	88	79%	573	74%	661	74%
2pm	79	71%	503	65%	582	66%
4pm	73	66%	514	66%	587	66%
6pm	85	77%	584	75%	669	75%
7pm	83	75%	668	86%	751	85%
9pm	62	56%	500	64%	562	63%

Core Parking Occupancy Wednesday, August 21, 2024
(w/o Center and Main)

Times	On-Street		Off-Street		Total	
10am	59	53%	450	58%	509	57%
Noon	80	72%	554	71%	634	71%
2pm	77	69%	501	64%	578	65%
4pm	78	70%	456	59%	534	60%
6pm	83	75%	486	63%	569	64%
8pm	57	51%	463	60%	520	59%



Parking Occupancy

- Public parking lots north of Main Street are busy and close to full weekdays mid-day and weekend evenings
 - Those claiming “there is no parking” have a point if they only consider the two large parking lots north of Main Street as reasonable options
- Friday night downtown event
 - Northville Square parking lot effectively the only available public parking in the core
- During heavy usage, public parking availability is largely south of Main Street
 - East Cady and MainCentre parking structures
 - Northville Square parking lot
 - Library and Arts House parking lots after hours

Regular Parking VS Peak Events

- Daily parking peaks are currently below 80% occupancy
 - Patrons and employees expect to find reasonably close, available parking during regular operating conditions
- Event peaks are over 80% occupancy
 - Patrons and employees are willing to walk much further to participate in downtown events
 - Unless events happen weekly, it is difficult to justify adding parking just for event peaks
 - Overflow parking areas should be used for event parking



Land Use Density and Parking Demand

- Utilizing Urban Land Institute parking demand ratios
- 100 West Main (Parking Block 3)
 - 73,715 sq ft of building space, mostly retail and office
 - Parking demand based on land use – 306 spaces
 - 275 spaces with shared parking reductions
 - 176 current parking spaces on the block
- 100 East Main (Parking Block 7)
 - 79,805 sq ft of building space, office, retail, restaurant, residential
 - Parking demand based on land use – 365 spaces
 - 316 spaces with shared parking reductions
 - When theater has an event – 550 spaces
 - 421 spaces with shared parking reductions
 - 293 current parking spaces on the block

Blocks 3 and 7

- Parking north of Main St. “feels full”
- The land uses on both blocks create more parking demand than the available parking supply at peak times
- There will not be more available parking unless building occupancies decrease, there are less intense land uses, or new parking is added.
- Risks:
 - Changes in land use from low intensity (office and retail) to high intensity (bar, restaurant, event)
 - Limited parking for those driving to the north side of downtown, including new Downs and Foundry Flask residents



Public Parking Supply Management

- Public parking operates most efficiently between 80% - 85% occupancy
- At 90%-95% occupancy, the parking areas are “Effectively Full” due to unused ADA and EV, snow piles, maintenance, poor parking, etc.
- In the core of downtown Northville, effectively full is 817 vehicles parked
 - During the peak on August 9, there were 751 vehicles (66 available spaces)
 - During the peak on August 21, there were 634 vehicles (183 available spaces)
- The downtown core does not currently have an overall deficit of parking, but when busy there is a shortage in certain areas (north of Main Street)
- Parking utilization can change quickly and should be measured regularly

Reaction to Parking Needs

- There is some parking pressure on private parking areas
- Neighbors are responding to protect their parking assets with reserved signs and threats to tow
- There is not a secondary parking market
 - No cost for parking, no selling of spaces
- Response from private parking owners will continue to increase as parking pressure increases



On-Street Parking

- Highly desired by many drivers and businesses. Easy to use and access for short trips and errands.
- Loading zones / 30 minutes spaces spread throughout downtown
 - (30) Loading Zone / 15-Minute spaces (some are off-street)
 - (20) 30-Minute spaces
- Center and Main Streets summer closings (33 spaces and two loading zones)
 - Impacts businesses differently
 - Retail errands / quick trips lose direct access parking
 - Restaurants have expanded seating and visibility
 - Due to well utilized parking lots north of Main St., the loss of these parking spaces in the summer can add to perceptions regarding parking availability

Time Limited Parking Regulations

- Time limits are used when parking demand is high enough to necessitate order and regulation of parking supply
 - There is no need for rules if you have plenty of parking spaces
- Requires enforcement or it is abused / ignored
 - Labor intensive / technology applications needed
 - Remedy is a ticket, creates confrontation
 - Driver must move car if they want to stay longer
- Segregates user types when patrons comply and spaces are available
- Biggest benefit (*free to the user / patron*) can be overlooked
 - Frustrating system for patrons and administration when parking demand regularly exceeds 80% - 85%

Enforcement

- Time limits are labor intensive to enforce
 - Establish vehicle presence
 - Determine violation at later time
- Variety of parking time limits adds to complexity
 - On-street: Loading zone, 15 minute, 2-hour, 3-hour limits
 - Off-street: Loading zone, 15-minute, 1-hour, 3-hour limits
- Effective enforcement across downtown (on and off-street) requires several passes per day
- Enforcement has been recently light due to COVID and court decisions. More consistent enforcement is planned.



Possible Development Impacts

- The Downs
 - Residents north of Beal St. should regularly walk to downtown
 - Residents between Beal St. and Fairbrook St. may walk occasionally
 - Residents south of Fairbrook St. are likely to drive downtown most of the time
- Foundry Flask
 - Just far enough off downtown that residents may walk occasionally, but more likely to drive downtown
- If 10% of new residents drove downtown, there may be an additional 40 or more vehicles looking for a parking space on a busy night
- Area growth will likely impact parking as surrounding communities continue to grow and add residents



and Downtown Parking

- The commercial building space between Beal St. and Cady St. will impact downtown and may likely be perceived as an extension of downtown
- Hutton St. and Church St. have sidewalks, but their needs to be effective pedestrian connections to minimize driving trips from residents
- The Downs site plan attempts to provide all required parking within development boundaries
- The large site (48 acres) has a number of residences more than 1,200 feet from the center of downtown
- Unalterable concerns like weather and a hill into downtown will have an impact on willingness to walk
- To encourage people to walk, it needs to be easier to walk than to drive from The Downs to downtown

Parking Leadership Structure



- **Parking Committee**
 - Receives concerns and introduces policy and operational solutions
- **Police**
 - Lead Parking Committee
 - Provide enforcement
 - Regulation and traffic control adjustments
- **DDA**
 - Input on parking policy as it impacts patron experience, economic development, and business retention – serves on Parking Committee
- **Public Works**
 - Facility maintenance – serves on Parking Committee
- **City Council approves ordinance and policy changes, annual budget**

Parking System Costs

- Current Fiscal Year
 - \$116,000 in Operational Costs
 - \$208,000 in Capital Maintenance
- No debt service on parking structures
 - Future capital maintenance plan under review
- “Free” parking costs \$300,000 per year
 - Over \$100,000 per year paid by the DDA
 - Parking Fund pays capital maintenance, balance is being drawn faster than it is being replenished
- Council makes an informed choice to support downtown parking in the annual City and DDA budgets

Free Parking

- Free parking benefits downtown
 - Welcoming to patrons and visitors
 - Value to employers and employees
- Encourages driving / single passengers
- Free parking has diminished value if it is not available or if someone is unsure if they will get ticketed or towed
 - People drive to go to a destination, not to park
 - Patrons want predictability and ease of use
- The cost of providing parking is paid by taxes and fees
- Limits private market from offering parking



Paid Parking

- A capacity management tool
 - Helps maintain open parking spaces in premium locations and reduces driving around looking for a parking space
- Provides revenue for parking and downtown improvements
 - Building / maintaining parking infrastructure
 - Daily housekeeping and maintenance
 - Potentially support pedestrian, bicycle and other transportation goals
- Requires additional staff and administrative oversight
 - Operational staff would be needed
 - *Risk – creating a department simply to pay for the staff to administer parking*

Branding and Wayfinding

- Consistent parking location signs – good branding across the downtown
- Time limited locations identified by regulatory signs
- Online map and citation payment



Parking violations

Services > Police Department > Parking Violations

Bad Check Complaints

Access to data and Nixle alerts

Parking Violations

Pistol Permits and Concealed Weapons Application

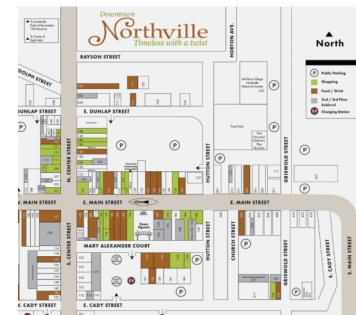
Police Forms

Parking Notices

Overnight Parking Restrictions

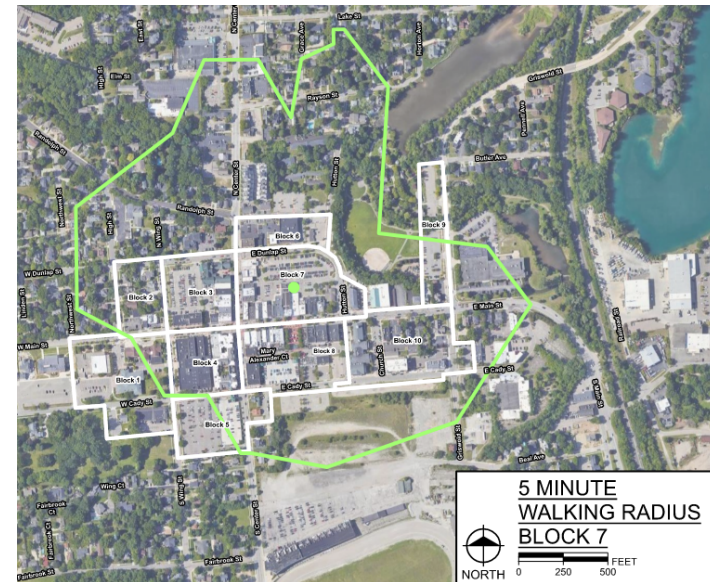
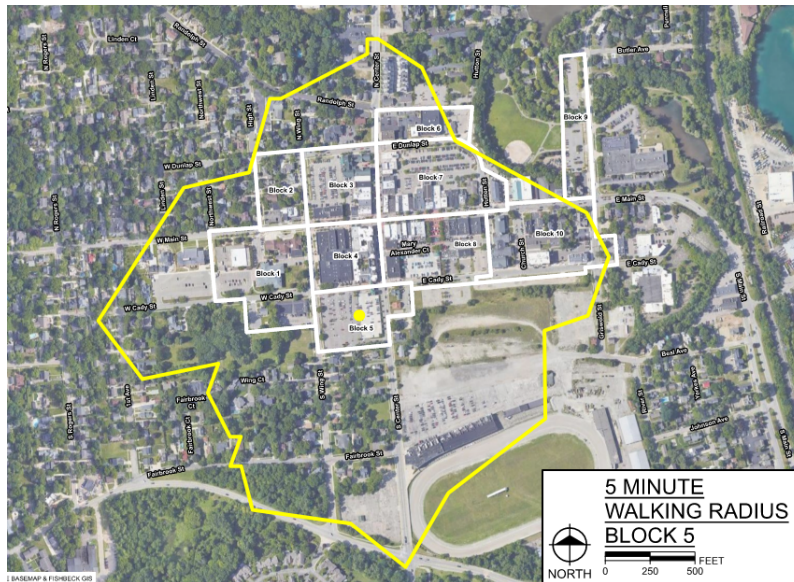
Overnight parking on the city streets or in any city parking lot is prohibited between the hours of 3 a.m. - 5 a.m. In accordance with state law, notice is posted at the entrances to the city. The ordinance provides for issuance of permits to park on the street or lot. View the parking permit application below. An annual or seasonal parking permit may be issued in the event of a demonstrated hardship.

[Request for permission to park without a permit](#)



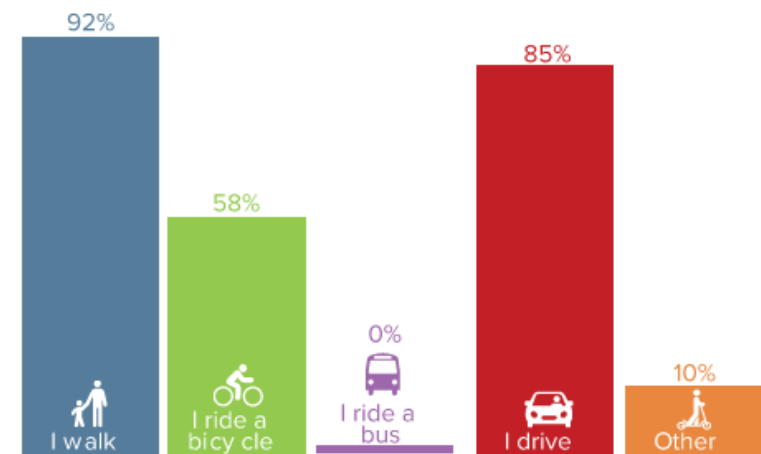
Walking Across Downtown

- Most of downtown is a five-minute walk from one location to another
- For able bodied employees and patrons, there is not an unreasonable walking distance anywhere across downtown



Northville Parking and Mobility Goals

- Provide patrons an easily accessible parking program that considers the needs of all users
- Support community goals and initiatives
 - Non-Motorized Plan
 - Downtown Pedestrian Plan
- Reasonable administrative complexity
- Flexible program that solves problems
- Plan for the future



How Do You Get Around Northville?

SWOT

- Strengths

- Vibrant downtown embraced by Northville residents and surrounding communities
- Private investment continues: the Downs, Foundry Flask
- Community engagement: Parking Committee, DDA
- Pedestrian, bicycle, and EV infrastructure

- Weaknesses

- Parking north of Main St. effectively full regularly
- Community push back on increased enforcement



SWOT

- Opportunities

- Developments could increase downtown activity without significantly increasing the number of cars parking
 - Good pedestrian connections into downtown
- Mixed-use development opportunities on existing parking lots
- Infill development along Cady St.

- Threats

- No revenue stream for parking improvements and maintenance, must be part of budgeting process
- Change of business mix toward entertainment / dining increasing parking demand and use characteristics



City of Northville Current Situation

- Downtown is active and vibrant through the week and on weekends
 - Shopping, restaurants, events, and The Twist Social District drawing people
- Current parking supply is adequate as a whole, with some high usage areas
 - The core parking locations north of Main Street are well utilized, with the West Main Lot near capacity regularly
 - Some frustration from business owners and employees
 - Across downtown, most of the available parking spaces are located in MainCentre parking structure, Northville Square lot, and west of Wing St.

City of Northville Current Situation (cont.)

- Free parking is viewed as an asset to downtown
- Limited development within core CBD, but concerns regarding impact of the Downs and Foundry Flask on downtown parking
- Parking system is accessible to patrons and employees with minimal organizational structure for the city to administer
 - Patrons must pay attention to signs and time limits
- Parking regulation enforcement has been light by choice

Downtown Parking Policy and Recommendations



Significant Changes are not Warranted...Yet!

- Free, time-limited parking can continue as the management tool
- Enforcement will be increased to maintain open parking for the time limited spaces on-street and in the lots and structures
- The current administrative structure can be maintained, but will have to be more active in daily operations
- Impact from the Downs, Foundry Flask and the greater region will have to be carefully assessed and adjustments made
- The City should plan to increase parking supply in the future if warranted
- Paid parking may be a necessary management tool in the future

Are Time Limits Effective?

- Downtown businesses believe free parking is a benefit and want to avoid paid parking. Therefore, time limits are used to manage parking supply
 - Generally effective until occupancy regularly exceed 80%
 - Spaces allocated by time limits on a “first come, first parked” basis
 - If an area is full, drivers must try another parking location
- Parking occupancy complaints are centered around the public parking lots north of Main St. that can become full during peak times. Time limits are not providing open parking spaces during peak times. (First come, first parked)







High Demand Areas

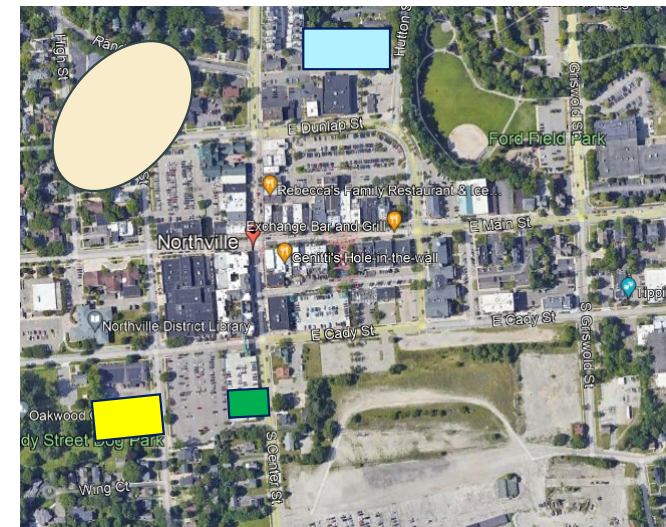
- Parking demand issues north of Main St. are not going away unless
 - Consistent enforcement coupled with a willingness by employees to walk from Northville Square or MainCentre to north of Main St. reduces demand (Need to try, may get mixed results)
 - Downtown parkers are allowed / willing to park in the neighborhoods (not desired)
 - Additional parking is constructed (structures on the lots)
 - Paid parking in the area forces some parkers to choose less expensive / free parking options in other sections of downtown
- Consistent enforcement is planned, and necessary to have an effectively functioning parking system

Parking Supply and Allocation

- Drivers from the Downs, Foundry Flask and outside Northville will increase pressure on all downtown parking areas
 - Effective communication with downtown businesses and organizations on employee parking locations is vital
 - Employees should not park next to their place of work, those spaces are intended for patrons and visitors
 - There is ample free parking for employees within a few blocks of their workplace
- Residential permits or time limits may be necessary to protect the north side neighborhoods (monitor)
- The Parking Committee should convene regularly (at least six times per year) to discuss allocation and effectiveness of policies

Options to Increase Parking Supply

- Wing St. parcel south of the Post Office is owned by the City 
 - Further from destinations than Northville Square
- There is underutilized parking downtown at the two lots north and east of CVS along Hutton St. Potential for employee parking, events and transition parking if a current parking area is being renovated / re-purposed. 
- Lower level of MainCentre structure is underutilized 
- On-street parking in the neighborhoods adjacent to downtown (not desired by community) 



Parking Structures to Increase Parking

- Cady St. and MainCentre parking structures designed for vertical expansion
 - Limited gain in parking spaces due to the need for ramping
 - Engineers recommend against building new on top of aging concrete and steel
- There are options for creating additional parking in mixed-use facilities
 - Both north parking lots are large enough to accommodate mixed-use structured parking
 - Cady St. and MainCentre parking structure sites could be re-developed into mixed-use facilities with occupied building space and parking



Planning for Future Needs

- There are no significant developments coming to the core of downtown
- Plan for the potential future loss of the 175 East Cady St. parking lot
- The impact of the Downs, Foundry Flask and area growth will have to be assessed over time
- *Conduct parking occupancy counts six times per year*
- Northville should plan to add structured parking if/when demand increases
 - Identify location, size, desire for mixed-use
 - Develop funding mechanism
 - General fund
 - Special assessment
 - Paid parking
 - Mixed use / potential Public Private Partnerships

Parking Supply Summary

- There is currently enough parking across downtown, with effectively full parking lots on the north side during peak times
 - 71% - 74% occupancy across core of downtown during regular hours
 - 85% during peak event (utilize Library, High School, north of CVS, Ford Field for events)
- Time limits are not effectively moving parkers to the available lots. Parkers make the decision when a location is full.
- The Downs, Foundry Flask and regional population growth could add parking pressure to an already dynamic downtown.
- When occupancy exceeds 80% complaints will become more common. Exceeding 90% will deter visitors from driving to downtown.

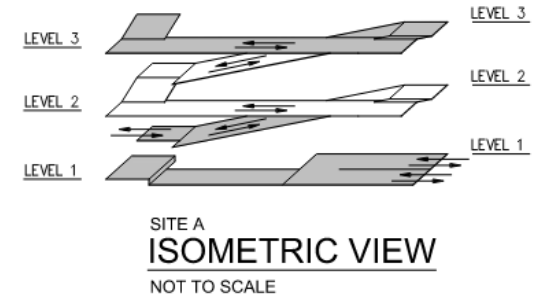
Managing the Parking Supply

- Parking pressure will likely continue to increase. Measuring and planning is vital to meeting future parking needs. The dynamics are changing and regular evaluation is required going forward.
- New parking supply may be warranted in the future if demand continues to rise

The City will have to weigh the costs of building additional parking against the risk of limiting downtown if there is not enough parking

New Parking Spaces

- Options to add new parking downtown are the Post Office lot, parking structures, tearing down buildings to create parking lots, and paving Ford Field
- The two north parking lots have adequate footprints for structured parking and additional commercial space
- The existing MainCentre and Cady St. parking structure sites are secondary options
- Budget - \$40,000 - \$60,000 per space depending on numerous factors including mixed-use options and layout



CONCEPT A - PARKING SPACE TABULATION								
DESCRIPTION	STANDARD	COMPACT	ADA	ADA VAN	TOTAL	Pk_AREA (SF)	COMMERCIAL (SF)	
LEVEL 3	78	3	0	0	81	25700	0	
LEVEL 2	97	4	5	0	106	33000	0	
LEVEL 1	63	1	0	2	66	25700	7300	
TOTAL	238	8	5	2	253	84400	7300	

STANDARD SPACE SIZE = 9'-0" x 18'-0" AT 90° PARKING ANGLE
 COMPACT SPACE SIZE = 8'-0" x 16'-0" AT 90° PARKING ANGLE
 ADA (STANDARD) SPACE SIZE = 8'-0" x 18'-0" w/ 5'-0" WIDE ACCESS AISLE AT 90° PARKING ANGLE
 ADA (VAN) SPACE SIZE = 11'-0" x 18'-0" w/ 5'-0" WIDE ACCESS AISLE AT 90° PARKING ANGLE

PARKING EFFICIENCY	333.6 SF/SPACE
EXISTING SURFACE LOT SPACES LOST	111 TOTAL SPACES
SITE NET GAIN COUNT	142 TOTAL SPACES

SITE A
SITE AND LEVEL 1 PLAN
 1" = 50'-0"

Parking Structure Costs

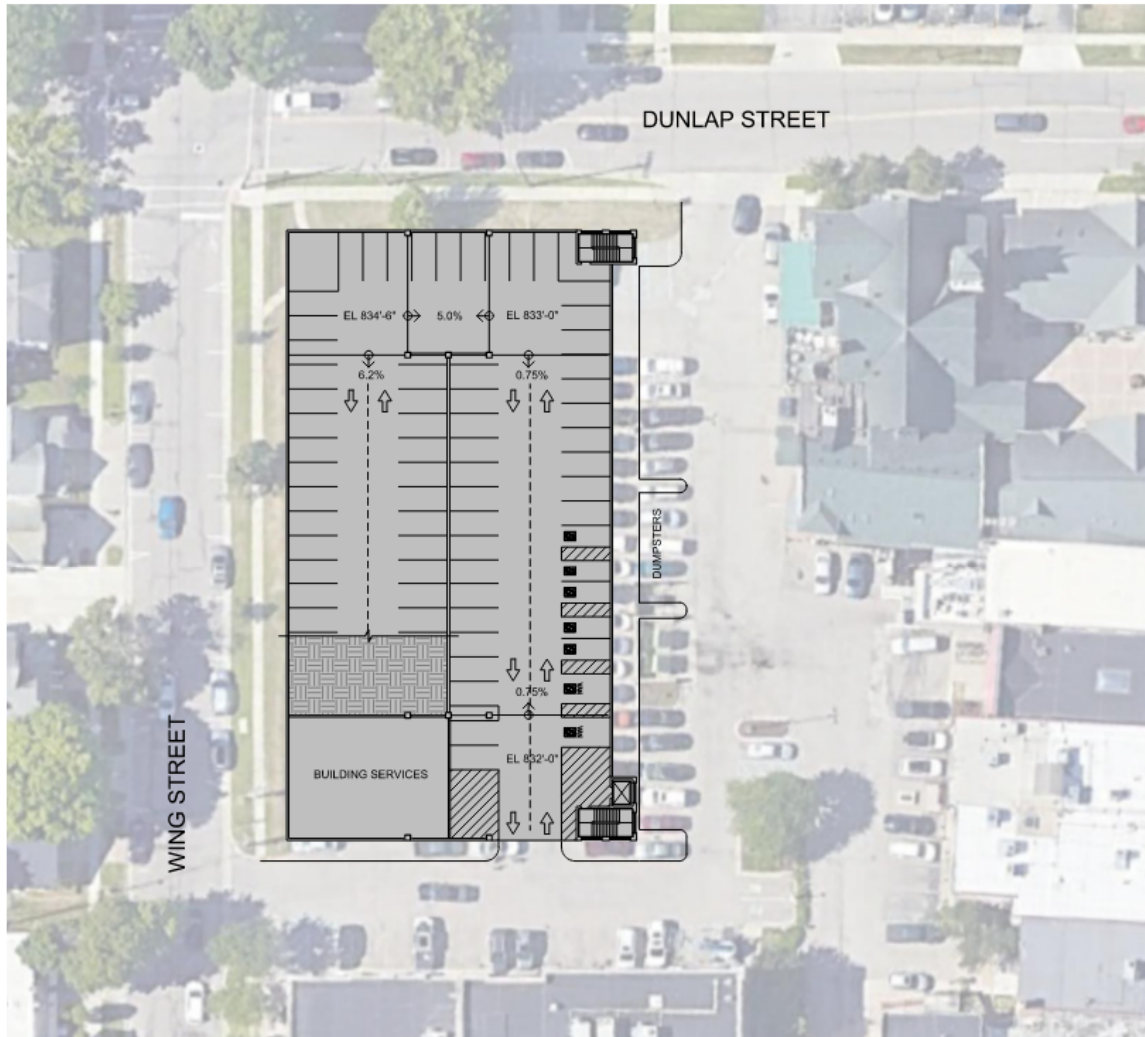
City of Northville, MI
 Parking Structure Concept Study
 Concept A - Conceptual Budget Estimate
 December 6, 2024



Precast parking structure with white box commercial space at grade and a premium façade that complements the character of downtown and neighboring buildings

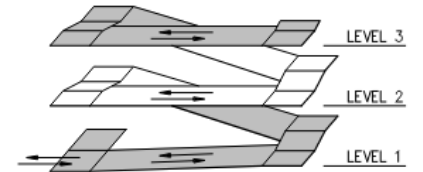
		Parking Structure	Commercial Building	Residential Building	Total
Parking		\$ 9,000,000	\$ -	\$ -	\$ 9,000,000
Commercial White Box		\$ 730,000	\$ -	\$ -	\$ 730,000
Mobility Hub		\$ -	\$ -	\$ -	\$ -
Residential		\$ -	\$ -	\$ -	\$ -
Opinion of Probable Construction Cost		\$ 9,800,000	\$ -	\$ -	\$ 9,800,000
Design and Estimating Contingency	10.0%	\$ 980,000	\$ -	\$ -	\$ 980,000
Escalation - 2026 Construction	10.0%	\$ 1,078,000	\$ -	\$ -	\$ 1,078,000
Construction Contingency	5.0%	\$ 592,900	\$ -	\$ -	\$ 592,900
Soft Costs	10.0%	\$ 1,245,090	\$ -	\$ -	\$ 1,245,090
Land Acquisition		\$ -	\$ -	\$ -	\$ -
Conceptual Budget Estimate		\$ 13,700,000	\$ -	\$ -	\$ 13,700,000

- 253 space structure
- 142 additional spaces
- Ground level occupied / commercial space
- \$54,000 per space



SITE B.1 - PARKING ONLY
SITE AND LEVEL 1 PLAN

1" = 50'-0"



SITE B.1 - PARKING ONLY
ISOMETRIC VIEW
 NOT TO SCALE

CONCEPT B.1 - PARKING SPACE TABULATION							
DESCRIPTION	STANDARD	COMPACT	ADA	ADA VAN	TOTAL	PK. AREA (SF)	COMMERCIAL (SF)
LEVEL 3	60	0	0	0	60	18300	0
LEVEL 2	86	0	0	0	86	27300	0
LEVEL 1	60	0	5	2	67	25500	0
TOTAL	206	0	5	2	213	71100	0

STANDARD SPACE SIZE = 9'-0" x 18'-0" AT 90° PARKING ANGLE
 COMPACT SPACE SIZE = 8'-0" x 16'-0" AT 90° PARKING ANGLE
 ADA (STANDARD) SPACE SIZE = 8'-0" x 18'-0" w/ 5'-0" WIDE ACCESS AISLE AT 90° PARKING ANGLE
 ADA (VAN) SPACE SIZE = 11'-0" x 18'-0" w/ 5'-0" WIDE ACCESS AISLE AT 90° PARKING ANGLE

PARKING EFFICIENCY	333.8 SF/SPACE
EXISTING SURFACE LOT SPACES LOST	90 TOTAL SPACES
SITE NET GAIN COUNT	123 TOTAL SPACES

Parking Structure Costs

City of Northville, MI
 Parking Structure Concept Study
 Concept B.1 - Conceptual Budget Estimate
 December 6, 2024



Precast parking structure with white box commercial space at grade and a premium façade that complements the character of downtown and neighboring buildings

		Parking Structure	Commercial Building	Residential Building	Total
Parking		\$ 7,500,000	\$ -	\$ -	\$ 7,500,000
Commercial White Box		\$ -	\$ -	\$ -	\$ -
Mobility Hub		\$ -	\$ -	\$ -	\$ -
Residential		\$ -	\$ -	\$ -	\$ -
Opinion of Probable Construction Cost		\$ 7,500,000	\$ -	\$ -	\$ 7,500,000
Design and Estimating Contingency	10.0%	\$ 750,000	\$ -	\$ -	\$ 750,000
Escalation - 2026 Construction	10.0%	\$ 825,000	\$ -	\$ -	\$ 825,000
Construction Contingency	5.0%	\$ 453,750	\$ -	\$ -	\$ 453,750
Soft Costs	10.0%	\$ 952,875	\$ -	\$ -	\$ 952,875
Land Acquisition		\$ -	\$ -	\$ -	\$ -
Conceptual Budget Estimate		\$ 10,500,000	\$ -	\$ -	\$ 10,500,000

- 215 space structure
- 125 additional spaces
- Parking only, no occupied space
- \$49,000 per space
- Occupied space could be accommodated with loss of parking and additional cost

Parking Structure Operational Costs

- Under current operating conditions (free, time limited parking) operational costs would be the similar to current parking structures
 - Utilities, elevator maintenance, signs, etc.
 - Snow and ice control, housekeeping, touch up painting, etc.
 - Administration, insurance, and overhead
 - Approximately \$300 per space / year
- Capital maintenance initially low but increases as facilities age
- Paid parking adds staffing, equipment, and overhead
 - Additional \$150-\$300 per space, per year in operational costs depending on how a paid system is configured

Mixed-Use Parking

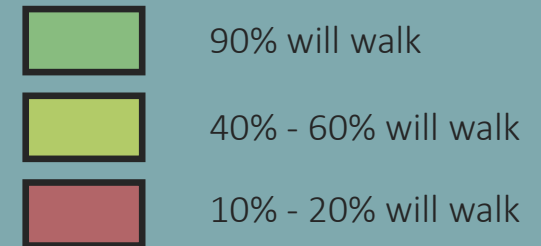
- Mixed-use parking facilities should be explored
- Maximizes use of land
- Additional cost for occupied space
- Height restrictions limit total parking space count
- Team with developers to enhance revenue
- Multi-modal opportunities with bicycling and transit options
- Mixed-use might not be the right solution in every case, but should be explored when considering structured parking



The Downs

- Parking demand for commercial land uses between Beal St. and Cady St. should be largely accommodated within the block
 - There are 78 empty public parking spaces on blocks 5, 8 and 10 to absorb additional parking demand in this area
 - Cady St. on-street and the Cady St. structure will likely be highly utilized by parkers coming to the new commercial development
- While the developer is constructing on-street parking and counting on those spaces toward zoning requirements, the on-street spaces should be treated like public parking in policy and enforcement
- Residents arriving from south of Beal St. to downtown will likely drive into downtown most of the time
- True effects will only be understood over time

The Downs Pedestrian Trips to Downtown



Pedestrian and Bicycle Connections

- The connection between the Downs and downtown should be enhanced to promote bicycling and walking
 - West side of Hutton St. does not have a sidewalk
 - Cady St. crossing should be improved to invite pedestrian use
 - Hutton St. becomes busier with vehicle traffic in summer with Main St. closing
- Pedestrian and bicycle connections to Foundry Flask should be considered during site plan approval process



Operational Recommendations

- Change hours of operation to 7am – 9pm
 - Hours of operations should coincide with peak parking demand
 - Employees fill prime spaces at 3 pm and are not in violation, but have taken the most convenient parking away from patrons
- Monitor and protect the neighborhoods if vehicles begin to spill over from downtown
- Evaluate EV charging use and expand system only as demand warrants
- Allow overnight parking off-street for up to 48 hours without a permit
 - Consideration for those making a decision not to drive after arriving downtown
 - Monitor for abandoned vehicles

Administering Parking

- Police Chief continues to
 - Chair Parking Committee
 - Provide enforcement
 - Prepare Traffic Control Orders
- Schedule regular (six times per year) Parking Committee meetings
- While parking is free / time limited, the current administrative structure is appropriate
 - If paid parking is necessary, dedicated parking staff should be hired including a Department Supervisor accountable for operational excellence
- Administrative structure should be reviewed annually for efficiency and workload balancing

Parking Enforcement

- Continue with plan for consistent parking enforcement
 - Implement technology for efficient application
- Consistent enforcement will minimize the number of parking citations written and increase availability of time limited spaces
- Enforcement staff to provide information and assist parkers in finding the parking area that best serves their needs
- Offer warnings or forgiveness program for first time offenders
- Collection rates need to be monitored
 - Uncollected citations reduce the effectiveness of enforcement
- Citation revenue should support enforcement labor and costs

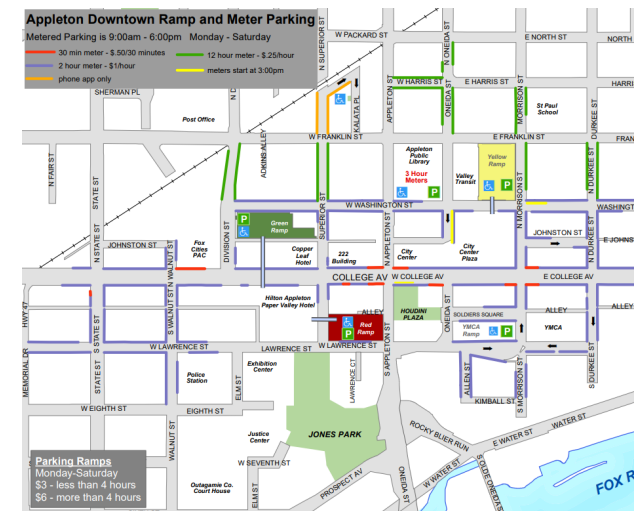


Parking Funding

- Paid parking is not recommended at this time, understanding that:
- The city will continue to fund the “Free” parking system at about \$300,000 per year and rising
 - This will impact decisions on maintaining the existing parking and building new parking facilities
 - The current funding formula cannot support additional parking structures – new funding would be required
- *Paid parking would require administrative structure to handle revenue collection functions, significantly increasing staffing and complexity*
- The need for paid parking should be reviewed annually based on parking occupancy data and budgetary needs

Online Presence

- Update Parking Map to define parking areas
 - Make parking the primary land use (color, emphasis)
 - Building use is currently more prominent
 - Use color to show time limits / regulations
- Create parking page on City (DDA) website
 - Online parking map
 - Time limits and regulations
 - Citation payments
 - Contact information for questions
 - Overnight parking permits (if retained)
 - Make page easy to find, one click from main page



Transparency

- Provide annual parking report to the City Council and public
 - Financial costs of parking
 - Staffing
 - Operations
 - Capital maintenance
 - Occupancy levels
 - Enforcement policy and effectiveness
 - Citation issuance and collection rates
 - Patron and business owner concerns
 - Parking Committee discussion and initiatives
- Post parking information on City website for public review





Zoning and Code

- CBD has more lenient requirements than other districts
 - Reduced vehicle ratios per square foot
 - Collective Parking
 - Shared Parking
 - Fee-In-Lieu of parking requirements
- Intent of zoning code is to increase downtown land use density and minimize the number of small single use parking lots

Zoning and Code Implications

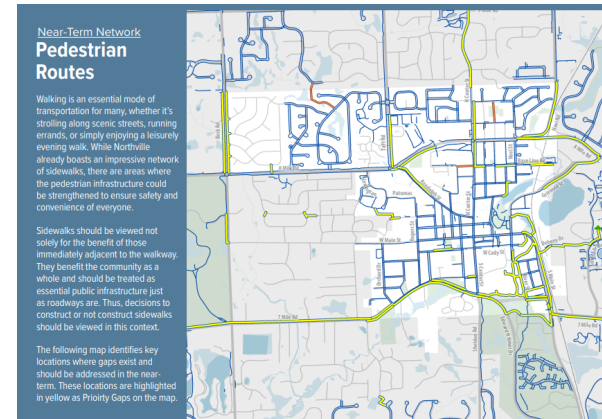
- Aggregating public parking supply maximizes use of parking spaces
 - Available to any driver
 - Takes advantage of shared parking and time of day peaks
- Fee-In-Lieu of parking requirements
 - Reduces site plan approval obstacles and provides option for land use density
 - Provides revenue for public parking costs and assets
 - \$6,250 / space fee is comparable to the cost of a new parking lot space but well below a parking structure - \$45,000+ per space
 - One time payment does not cover ongoing operational costs or maintenance
 - Participants assume they will have access to free parking in perpetuity
 - Effectively a subsidy for downtown businesses
 - Organizations with private parking are paying more to create and operate parking

Fee-In-Lieu and Future Parking

- Evaluate program for effectiveness and future use
- Options
 - Continue with current funding mechanisms
 - Raise fees
 - Add an annual operating assessment
 - Exempt CBD from parking requirements
 - Eliminate program and find other funding sources
 - Implement paid parking
- If changes are warranted, provide consideration for those having paid FIL in past 10 years
 - Pro-rated / sliding scale cost for any new fees
 - End date to equalize all businesses and provide inclusive policies

Alternative Transportation Access

- Good sidewalk network across the city, with some areas needing additional connections
- Fourteen bike racks downtown
 - Many are outdated
 - Upgrade to modern low maintenance loops
 - Good opportunity for grants or alternative funding
- Pedestrian and bicycle connections to and through downtown are vital to connect the community with downtown without using a vehicle



Specific Items

- Create four, three-hour time limited spaces in the 141-155 East Cady parking lot
- Consider opportunities to open Center and Main Streets Monday – Thursday during the summer
- Use corners of parking areas instead of parking spaces for storage or other uses



Recommendation Summary

- Community backing of consistent parking enforcement across downtown
- Conduct regular parking occupancy counts via GIS to track demand and understand usage patterns
 - Every other month as the Downs and other activity builds intensity
- Plan for future parking expansion
 - Site, funding, operating costs, and potential mixed-use opportunities
- Evaluate annually (Report to City Council)
 - Financial needs of the system
 - Administrative structure
 - Future parking, EV, and other plans
 - Free vs paid parking options

Things Will Change...Measure and Plan



Thank You



Downtown Parking Study Recommendations Matrix

City of Northville, Michigan

Winter 2024 / 2025

Recommendation	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Potential Cost	Team	Priority
1 Operational Solutions													
1.1 Conduct bi-monthly parking occupancy counts											Staff time	DPW	High
1.2 Maintain consistent enforcement											Staff time	NPD	High
1.3 Change hours of operation						Review					Staff time / \$75,000	CC, DPW	Medium
1.4 Regularly update web page for patron ease of use											Staff / \$10,000	CMO, DDA	Medium
1.5 Adjudicate / collect citations to maintain compliance											Staff time	NPD	High
2 Parking Policy Solutions													
2.1 Provide annual Parking System Report to City Council						Annually					Staff time	NPD, DDA, DPW	High
2.11 Occupancy and usage											Staff time	PC, PLN	High
2.12 Administrative structure											Staff time	PC, NPD	High
2.13 Financial situation											Staff time	PC, DDA	Medium
2.2 Monitor neighborhoods for vehicle spillover											Staff time	NPD	Medium
2.3 Review EV policy and infrastructure over time											Staff time	DPW	Low
3 Planning Solutions													
3.1 Convene the Parking Committee regularly											Staff time	NPD, PC	High
3.11 Review parking occupancy data											Staff time	PC, PLN	High
3.12 Gather business owner input											Staff time	PC, DDA	High
3.3 Improve pedestrian connections into downtown											\$500,000	CC, DPW	High
3.4 Maintain existing parking structures											\$150,000 Annually	DPW	Medium
3.5 Review Fee-In-Lieu policies											Staff time	CC, PLN	Medium
3.6 Plan for expanded parking											Staff time	CC, PLN, PC, DPW, DDA	Medium

- CC = City Council
- CMO = City Manager's Office
- DDA = Downtown Development Authority
- NPD = Northville Police Department
- PLN = Planning Department
- PC = Parking Committee
- DPW = Public Works
- FD = Finance Department