

**CITY OF ST. JOHNS
ORDINANCE NO. 686**

**AN ORDINANCE TO AMEND CHAPTER 155, SECTIONS 340, 342, AND 343 OF THE
CODE OF ORDINANCES
REGARDING THE CREATION OF A PARKING EXEMPTION ZONE**

THE CITY OF ST. JOHNS ORDAINS:

Section 1. Section 155.340 of the City's Code entitled "Off-Street Parking General Requirements" is hereby amended as follows:§ 155.340 OFF-STREET PARKING GENERAL REQUIREMENTS.

(A) Parking spaces required. Parking spaces shall be provided and adequately maintained in all applicable zoning districts, except within the Parking Exemption Zone, for the off-street storage of motor vehicles for the use of occupants, employees, and patrons of each building and premise, and of such extensions, alterations, additions or changes in use of such building or premise as specified in § 155.342. These spaces shall be provided in amounts not less than hereinafter specified which shall not subsequently be reduced below the requirements of this chapter.

(B) Loading spaces not parking spaces. Loading space as required in § 155.344 shall not be construed as supplying required off-street parking space.

(C) Existing parking. Existing off-street parking facilities provided on the effective date of this Code and actually being used at that date for the parking of automobiles in connection with the operation of an existing building or use shall not hereafter be reduced below, or if already less than, shall not be further reduced below the requirements of this chapter for a similar new building or use.

(D) Change in requirements. Whenever after the effective date of this Code there is any change in use or any increase in number of employees, or an increase in floor area, or in any other unit of measurement specified in § 155.342, additional off-street parking facilities shall be provided on the basis of resultant change.

(E) Joint Use and Mixed Use Developments. The joint use of parking facilities by two or more uses, including mixed uses on the same lot, is recommended whenever such use is practicable and satisfactory to each of the uses intended to be served, and when all requirements for location, design and construction can be satisfied.

In computing the minimum parking requirements of any joint use parking lot, or parking lot for a mixed use development, the total spaces provided shall not be less than 50% of the off-street parking facilities required of the uses computed separately.

(2) A copy of an agreement among joint users shall be filed with the application for a zoning permit. The agreement shall include a guarantee for continued use of the parking facility for each party to the joint use.

(F) Floor area. For the purpose of § 155.342 the unqualified term "floor area" shall mean the sum of the gross horizontal areas of the several floors of a building used or intended to be used for office, merchandising or services to the public as customers, patrons, clients, patients or tenants, including areas occupied for fixtures and equipment used for display or sale of merchandise, but excluding floor areas which are used exclusively for storage, for housing of mechanical equipment integral with the building, for maintenance facilities, or for those areas so restricted that customers, patients, clients, salesmen, and the general public are denied access.

(G) Uses not mentioned. In the case of a use not specifically mentioned, requirements for off-street parking for a use which is mentioned and which is most similar to the use not mentioned shall apply, as may be determined by the Zoning Administrator.

(H) Parking facilities allocated once. Off-street parking facilities for one use shall not be considered as providing required parking facilities for any other use except as specified in division (F) of this section for joint use.

(I) Fractional spaces. When determination of the number of off-street parking space required by this chapter results in a requirement of a fractional space, any fraction in excess of one-half shall be counted as one parking space.

(J) Location of parking areas. Off-street parking areas shall be located, in relation to the use they are intended to serve:

(1) On the same or an adjoining lot or parcel of land.

(2) For industrial uses only, on the same or an adjoining lot or parcel of land except than an area for joint operation of parking facilities shall be located within desirable walking distance of the joint users' operations.

(3) In the Parking Reduction Zone described in Section 155.342.D, parking for a use may be located on a separate lot, up to 1,000 feet away from the use in question, if approved by the Planning Commission based on the following criteria.

a. Public right-of-way shall not be used to meet a minimum parking requirement, and shall not be considered to meet the requirements of this section.

b. The owner of the land use utilizing the parking must own or lease the parking spaces in question. In the event of a lease, the terms of the lease must be submitted to the City, and the lease must include language granting the user of the parking spaces an easement over the parking spaces, granting exclusive use of them. The easement shall not be revoked without approval of the City, the lease shall explicitly state such.

c. In the event that off-site parking that has been used to meet a minimum parking requirement is no longer available to the land use in question, the owner of the land use shall be required to make payment-in-lieu of parking, as

described in Section 155.342.D.1.c.iii for all spaces lost, up to the minimum requirement of this Ordinance (as calculated for the Parking Reduction Zone)

d.

(K) Use of parking spaces. No required parking spaces shall be used for storage of material, refuse, refuse containers, display of merchandise, including vehicles, or for the repair or servicing of machinery.

(L) Barrier free parking spaces. Barrier free parking shall be provided in accordance with the current standards and rules of the Michigan Department of Labor, Construction Code Commission, Barrier Free Design Division.

(M) Off-street parking spaces shall not be built within a road or street right-of-way.

Section 2. Section 155.342 of the City's Code entitled "Minimum Parking Space Requirements" is hereby amended as follows:

§ 155.342 MINIMUM PARKING SPACE REQUIREMENTS.

(A) The minimum amount of off-street parking space required under §§ 155.340 and 155.342 shall be determined in accordance with the following table:

(B) Either one space for every 500 feet of gross floor area shall be required of all applicable uses in this schedule, or the requirements specified below, if the land use is specifically included in the chart.

TABLE 13-2	
Parking Requirements	
Use	Parking Requirements
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Dwelling	Two spaces for each residential living unit in any residential living unit in any residential classification.
Housing for the Elderly	One space per unit plus one space per employee. If units revert to general occupancy, the two spaces per unit shall be provided.
Rooming and boarding houses and bed-and-breakfasts	One space per room afforded plus two spaces for the owner or managers.
Motels-hotels	One space per guest bedroom plus one space per employee of largest shift.
Car Washes	One space per employee of the largest shift.
Hospitals nursing homes	One space for each four beds.
Theaters, auditoriums, stadia, sports arenas	One space per four seats.
Churches	One space for each five seats in the main worship unit.
Dances halls, assembly and exhibition halls without fixed seats; community center, civic clubs, private clubs, lodges, and other similar type occupancy	One space per four persons of legal capacity.
Banks, business and professional offices	One space per 200 square feet of floor area.
Medical or dental offices and clinics	One space per 300 square feet of floor area or five spaces per doctor or dentist, whichever is greater.
Mortuaries and funeral homes	One space for every 25 square feet of floor area of chapels and assembly rooms.
Furniture and appliance stores, motor vehicle sales, machinery sales, personal service shops, household equipment or furniture repair shops, clothing and shoe repair or service shops, and hardware stores	One space per 200 square feet of floor area.
Convenience Store	One space per 250 square feet of floor area plus any spaces required for gas pumps.
Supermarket, self-service food stores	One space per 200 square feet of floor area.
All other retail stores	One space per 500 square feet of floor area.
Barbershops and beauty parlors	Two spaces per chair.
Restaurants and cafeterias	One space per four patron seats.
Bowling alleys	Five spaces per lane.

Elementary and junior high schools	One space per each instructor, plus one space per each employee and administrator, plus drop-off areas for school buses, plus spaces required for any assembly hall, auditorium and/or outdoor arena.
Senior high schools	One per each instructor, plus two per each employee and administrator, plus five spaces per each classroom, plus drop off areas for school buses, plus parking required for any assembly hall, auditorium or outdoor arena.
Auditorium, assembly halls and outdoor areas	One space per each three seats or six feet of bleachers.
Libraries, museums, post office	One space per 800 square feet of floor area.
Gasoline service stations	Two spaces per service bay plus one space per employee of largest shift.
Manufacturing and industrial uses other than warehouses, storage buildings, wholesale establishments	One space per employee of the largest working shift plus five visitor spaces; or one space for every 600 square feet of gross floor area of building, whichever bases provides the greater parking accommodations.
Warehouses, storage buildings, wholesale establishments	One space per 1,000 square feet of floor area.
Video Rental Establishments	One space per 100 square feet of floor area, with a minimum of eight spaces.
Miniature Golf Course	One and a quarter (1.25) spaces per hole plus one space per employee of the largest shift.
Driving Range	One spaces per driving tee plus one space per employee of the largest shift.

(C) Parking Exemption Zone. The Parking Exemption Zone is hereby established, and shall be designated on the official City of St. Johns Zoning Map. The purpose of the Parking Exemption Zone shall be to maintain the historic, walkable character of St. Johns, and recognize the public investment in on-street and other public parking, by eliminating most parking requirements within its boundaries.

(1) Within the Parking Exemption Zone, there shall be no minimum parking requirement for any land use, except that any lot containing 10 or more dwelling units must provide 1.15 off-street parking spaces per dwelling unit.

(2) The City Commission, upon recommendation from the Planning Commission and following the procedure in Sections 155.385-389, may add a lot or group of lots to the Parking Exemption Zone. In making a recommendation to the City Commission, the Planning Commission shall consider the following:

(a) The lot, or group of lots, must be adjacent to the existing Parking Exemption Zone.

(b) The lot, or group of lots, must be either developed with a walkable, historic character similar to the core of St. Johns, or be subject to a development proposal that would construct infill development with a similar walkable, historic character to the existing core.

c) Approving the expansion of the Parking Exemption Zone shall not place a burden on existing public or private on-street and off-street parking spaces. In reviewing this criteria, the Planning Commission shall determine where the residents, employees, and/or customers of the newly exempt lots would park, and whether those parking areas have sufficient capacity.

d) Approving the expansion of the Parking Exemption Zone must affirmatively further the goals of the City of St. Johns Master Plan, Downtown Plan, or both.

(D) Parking Reduction Zone. The Parking Reduction Zone is hereby established, and shall be designated on the official City of St. Johns Zoning Map. The purpose of the Parking Exemption Zone shall be to recognize the walkable character of the immediate surroundings of Downtown St. Johns, and to allow investment and development in that area without the need for large parking areas which create hazards to walkability and harm economic vitality. However, the Parking Reduction Zone acknowledges the need for automobiles for personal mobility, and therefore the need to require parking, even at a reduced level compared to the base requirements of this Ordinance.

(1) Within the Parking Exemption Zone, the minimum parking requirements shall be as follows. These requirements shall supersede the requirements in Section 155.342.B

(a) **Residential Uses:** 1.25 parking spaces per dwelling unit. This may be reduced to 1.15 parking spaces per dwelling unit using the automatic reductions in Section c below.

(b) **Non-Residential Uses:** 85% of the minimum parking requirement as described in Section 155.342.B. This may be reduced to 75% of the minimum parking requirement as described in Section 155.342.B using the automatic reductions in Section c below.

(c) **Automatic Reductions:** The following shall automatically reduce the parking requirement as described in Sections a and b above.

(i) **Provision of Bicycle Parking.** The minimum automobile parking requirement shall be reduced by 1 space for every five spaces made available for secured, on-site parking of bicycles.

(ii) **“15 Minute” Spaces.** For non-residential uses only, parking spaces designated with a time of limit of 15 minutes or less shall each count as 1.5 spaces towards the minimum parking requirement. Reserving spaces for curbside pickup, ride sharing, and other short-term parking occupancy reduces the overall parking need, and therefore qualifies for a reduction under this Ordinance.

(iii) **Payment in Lieu of Parking.** At the time of Site Plan Approval, an applicant may make payment to the City in lieu of providing parking. The required fee per parking space removed from the minimum requirement shall be set by the City Council by resolution. The City shall

set aside all funds received from Payments in Lieu of Parking for improvements to the public parking system, both on-street and off-street, in and around Downtown St. Johns.

(2) The City Commission, upon recommendation from the Planning Commission and following the procedure in Sections 155.385-389, may add a lot or group of lots to the Parking Reduction Zone. In making a recommendation to the City Commission, the Planning Commission shall consider the following:

(a) The lot, or group of lots, must be adjacent to the existing Parking Reduction Zone.

(b) The lot, or group of lots, must be either developed with a walkable, historic character similar to the core of St. Johns, or be subject to a development proposal that would construct infill development with a similar walkable, historic character to the existing core. In the context of the Parking Reduction Zone, the “walkable, historic character” shall include the close-in neighborhoods of the City, which include single family homes and small multi-family residential laid out in a grid pattern on small lots.

c) Approving the expansion of the Parking Reduction Zone shall not place a burden on existing public or private on-street and off-street parking spaces. In reviewing this criteria, the Planning Commission shall determine whether the reductions included in the Parking Reduction Zone would create overflow parking needs, and how those overflow needs would impact other parking areas in the vicinity.

d) Approving the expansion of the Parking Reduction Zone must affirmatively further the goals of the City of St. Johns Master Plan, Downtown Plan, or both.

Section 3. Section 155.343 of the City’s Code entitled “Design-Construction Requirements and Permitted Use of Vehicle Parking” is hereby amended as follows:

§ 155.343 DESIGN-CONSTRUCTION REQUIREMENTS AND PERMITTED USE OF VEHICLE PARKING.

(A) No repairs or service to vehicles and no display for purposes of sale shall be carried on or permitted upon such premises.

(B) A minimum space dimensions of ten feet wide and 20 feet deep shall be provided for each vehicle parking space; each space shall be definitely designated and reserved for parking purposes; each space shall be accessible separately from a street; each parking area shall be so designed and marked as to provide for orderly and safe movement and storage of vehicles.

(C) Except for parking spaces provided on residential lots, a drive aisle of at least 20 feet in width shall be provided accessing all parking spaces

(D) Except for parking spaces provided on residential lots, no parking area shall be constructed less than 1,000 square feet in area.

(E) Parking areas shall be covered with a pavement having an asphalt or Portland cement binder and shall be graded and provided with adequate drainage facilities in compliance with the City of St. Johns Drain Code. Curb and gutter shall be provided around the perimeter of the parking area.

(F) When lighting facilities are used, they shall be so arranged that any light source shall not be visible from any point beyond the parking area lot lines.

(G) Landscaping, fences and walls shall be provided in conformance with §§ 155.295 through 155.304 of this chapter.

(H) No signs shall be erected on the premises, except one at each of the points of ingress and egress, and such sign may bear the name of the operator of the lot and the enterprise it is intended to serve. Such signs shall not exceed ten square feet in area and an overall height of ten feet. However, signs for the orderly and safe movement of pedestrian and vehicular traffic in the parking area may be used as required.

(I) Curb blocks are prohibited.

(J) **Electric Vehicle Chargers:** Electric Vehicle Chargers are permitted in all parking lots, and are not subject to the regulations in Section 155.184 and 155.189 regarding accessory structures. No electric vehicle charger shall be designed or located in such a way as to reduce the dimensions of a parking space or drive aisle below the minimums established in this section, nor shall any electric vehicle charger be designed or located to reduce the number of parking spaces in a lot below the minimums established in this Ordinance.

(K) Driveway approaches (between the sidewalk and the road) shall be constructed from materials that provide a hard surface (concrete, asphalt, or permeable pavement material), shall be drained properly, and shall be maintained in a safe and usable condition. For any property with a driveway approach that does not meet this requirement, the driveway shall be upgraded to the required material at the time of zoning approval for any site improvement that adds pavement or buildings, or any other improvement that requires Site Plan Approval (Administrative, Committee, or Planning Commission).

Section 4. Validity and Severability. If any portion of this Ordinance or its application to any person or circumstance shall be found to be invalid by a court, such invalidity shall not affect the remaining portions or applications of the Ordinance which can be given effect without the invalid portion or applications, provided the remaining portions are not determined by the court to be inoperable, and to this end Ordinances are declared to be severable.

Section 5. Repealer Clause. Any ordinances or parts of ordinances in conflict herewith are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

Section 6. Effective Date. This Ordinance shall be effective twenty (20) days after final approval.

YEAS: Hufnagel, Gurski, Dzurka, Hyzer

NAYS: None

ABSTAIN: None

ABSENT: Ruestman

CERTIFICATION

As the City Clerk of the City of St. Johns, Clinton County, Michigan, I certify that this is a true and complete copy of an ordinance adopted by the St. Johns City Commission at a regular meeting held on April 22, 2024.

Scott Dzurka, Mayor _____

Mindy J. Seavey, Clerk _____

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