

HOW TO DETERMINE PARKING REQUIREMENTS

The number of required parking spaces varies based on use. The number of spaces may be calculated using a variety of building factors such as number of dwelling units, building size, or number of employees. Formulas provided in the Current Zoning Ordinance help to calculate the number of required spaces based on the use. Sample formulas are shown below.

Use the formulas below to determine the required number of parking spaces for the 4 uses. For calculations that result in a value that is not a whole number, always round up.

CURRENT PARKING REQUIREMENTS

- Single Family Residential.....** 2 spaces per dwelling unit
- Library.....** 1 space per 400 square feet of floor area
- Theater.....** 0.25 spaces per seat
- Billiards Hall or Arcade.....** 2 per game table + 1 per game device + 2
- Bakery.....** 1 space per 100 square feet of floor area
- Nail Salon.....** 1 per chair/station + 1 per employee
- Hotel.....** 1.15 spaces per room
- Oil Change Shop.....** 2 per service stall + 1 per employee
- Restaurant.....** 2 per 100 square feet of floor area + 1 per employee

Non-residential uses exempt from parking requirements if within 500 feet of municipal lot

OTHER PARKING AREA REQUIREMENTS

After determining the number of spaces required, the parking area configuration can be planned. The zoning ordinance includes the following parking area requirements that will impact lot configuration.

- Parking space length and width
- ADA requirements for barrier-free spaces
- Landscaping requirements between different land uses
- Drive aisle width
- Emergency and garbage vehicle circulation
- Dumpster screening
- Bicycle and EV spaces
- Surface material

Phillip Rowhomes: 7 single family units



Specialty cake shop: 720 square feet



Source: Nugget Markets, Inc.

Black Hop Brewery, downtown facility: 2,107 square feet



Arcade bar: 25 arcade games, 2 pool tables, 4 dart boards



Source: Level One

Berkley Master Plan goals include preserve the character of single-family residential neighborhoods, limit constraints on corridor development, minimize energy consumption and environmental pollution, and ensure infrastructure enhances quality of life. All of these goals have implications for parking requirements in Berkley.

MULTIPLE FAMILY PARKING REQUIREMENTS



Source: Apartments.com



Source: Nearmap

PROPOSED ZONING ORDINANCE CHANGES

Current Multiple Family Parking Requirement:

2 spaces per dwelling unit

Ex: 20 unit apartment building with 1-bedroom apartments = 40 spaces

Berkley Parking Study Recommendation:

0.85 spaces per bedroom

Ex: 20 unit apartment building with 1-bedroom apartments = 17 spaces

A Berkley Master Plan goal is to increase the variety housing available. Lowering City parking requirements may contribute to the solution!

STEERING COMMITTEE RECOMMENDATIONS

The Committee remains undecided on the number of parking spaces required per bedroom or dwelling unit for multiple-family residential properties.

PLANNING COMMISSION & CITY COUNCIL REACTION

Which option do you prefer?

Option 1: 1.5 spaces/dwelling unit - 6 votes

Option 2: 1.5 spaces/studio or 1-bedroom + 0.5 spaces for each additional bedroom - 2 votes

Option 3: 1.5 spaces per studio or 1-bedroom; 2 spaces/dwelling unit for 2-bedroom or greater - 4 votes

Other Option(s) - 1.25 spaces

1 space per studio, 2 spaces per 1-bedroom or larger

WHY THE CHANGE?

The Berkley parking study recommended a substantial reduction, but there are some concerns about this leading to parking overflow into neighbors.

HOW WILL THIS IMPACT ME?

- The reduction in required parking will ideally reflect multiple family parking needs, resulting in less unnecessary paved parking areas.
- Multiple family residences may utilize assigned parking or limit the number of spaces per unit.

POSSIBLE IMPACTS OF HIGH PARKING REQUIREMENTS

- Reduced supply and increased price of housing
- Increased impervious surface and associated stormwater runoff
- Doesn't support shifting transportation preference
- Less green space
- Less space for other more desirable land uses
- Increased urban heat island effect

Anything else? Write it on the provided poster!

WHAT DO YOU THINK?

Place 1 of the provided stickers in the spot along the line below that indicates which option you prefer for Multiple Family Residential Parking Requirements.

1.5 spaces/ dwelling unit

1.5 spaces/studio or 1-bedroom + 0.5 spaces for each additional bedroom

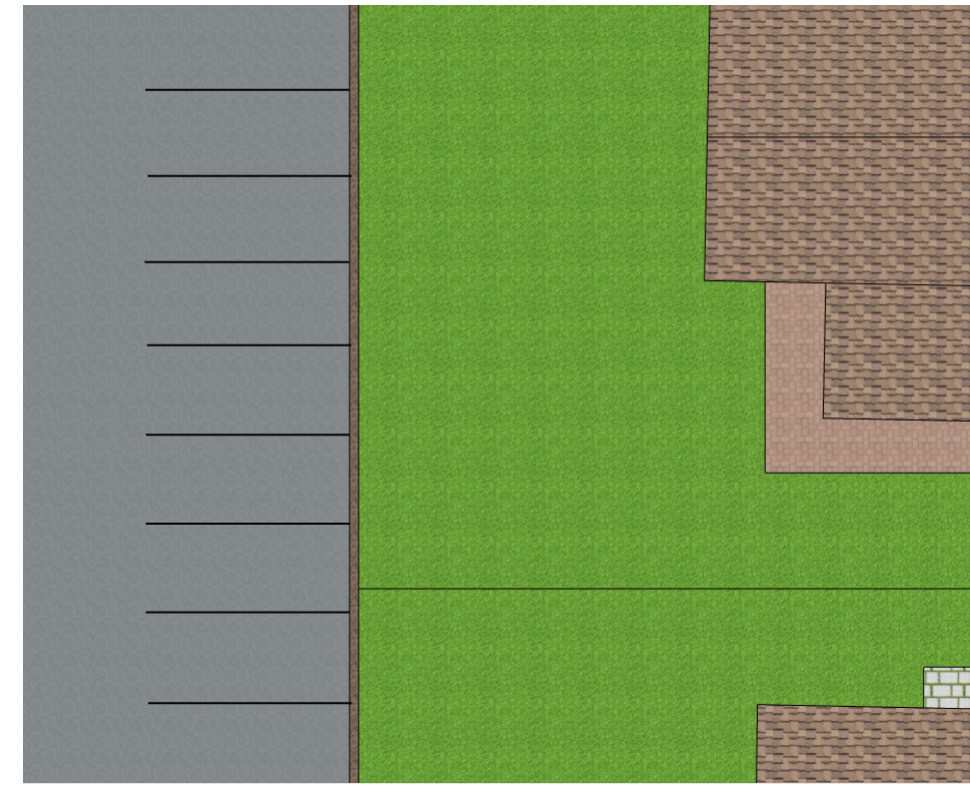
1.5 spaces per studio or 1-bedroom; 2 spaces/ dwelling unit for 2+ bedroom units

LANDSCAPE BUFFERS BETWEEN RESIDENTIAL AND PARKING

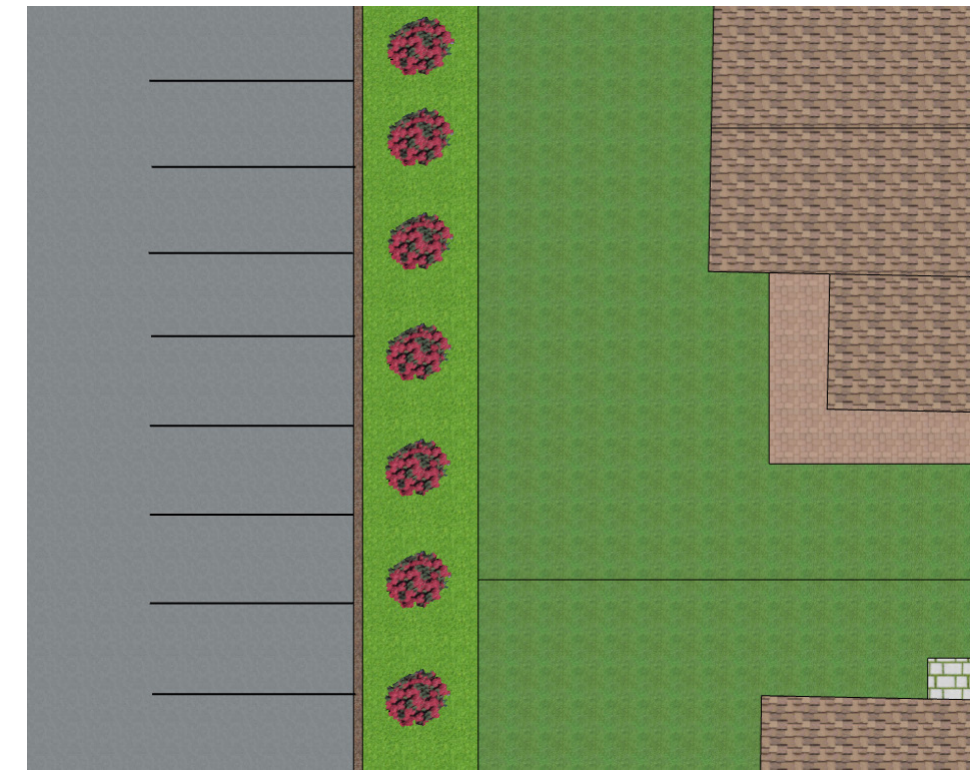
PROPOSED ZONING ORDINANCE CHANGES

Landscaped buffer widths based on lot widths:

Smallest lot widths:
A 6 ft tall masonry wall



Medium lot widths:
A 6 ft tall masonry wall + grassy/landscaped area



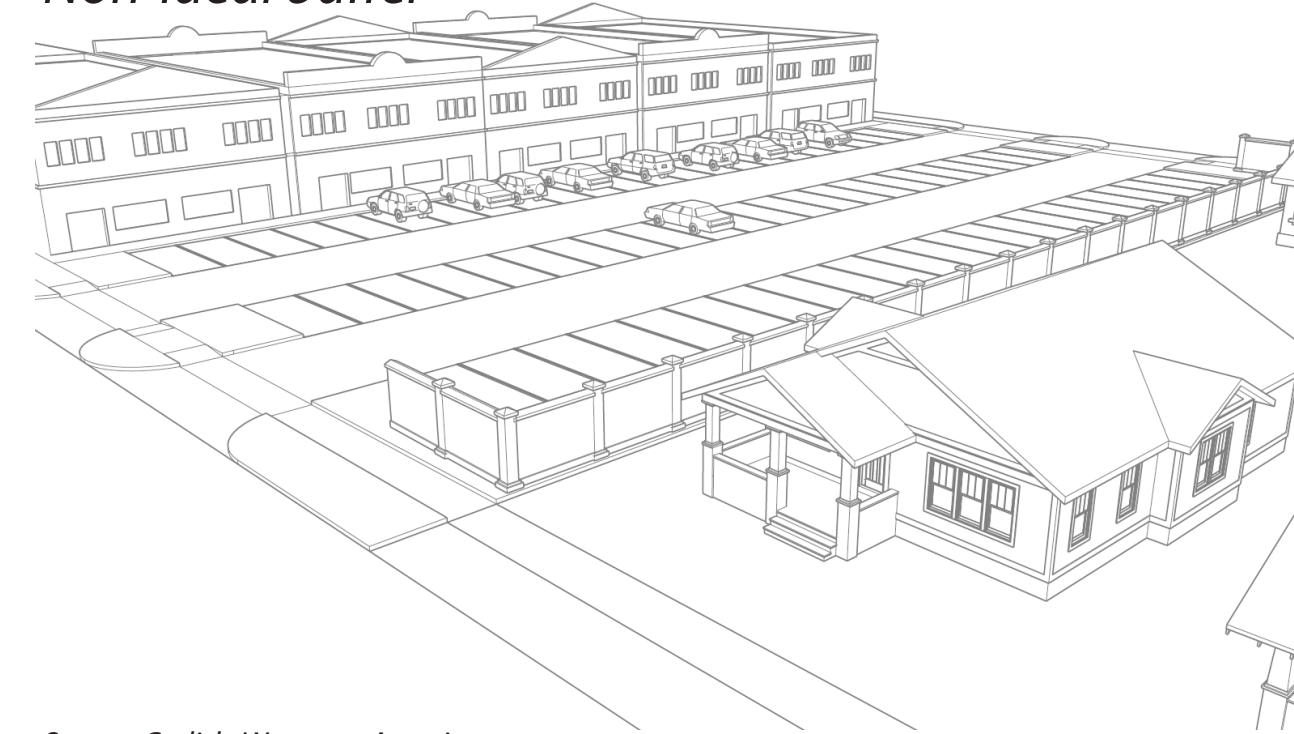
Largest lot widths:
A 6 ft tall masonry wall + wider landscaped area with trees



At the Planning Commission's discretion, decorative fences may be built instead of a masonry wall, if there is sufficient landscaping.

Ideal buffers are wide with substantial landscape screening to supplement a masonry wall.

Non-ideal buffer

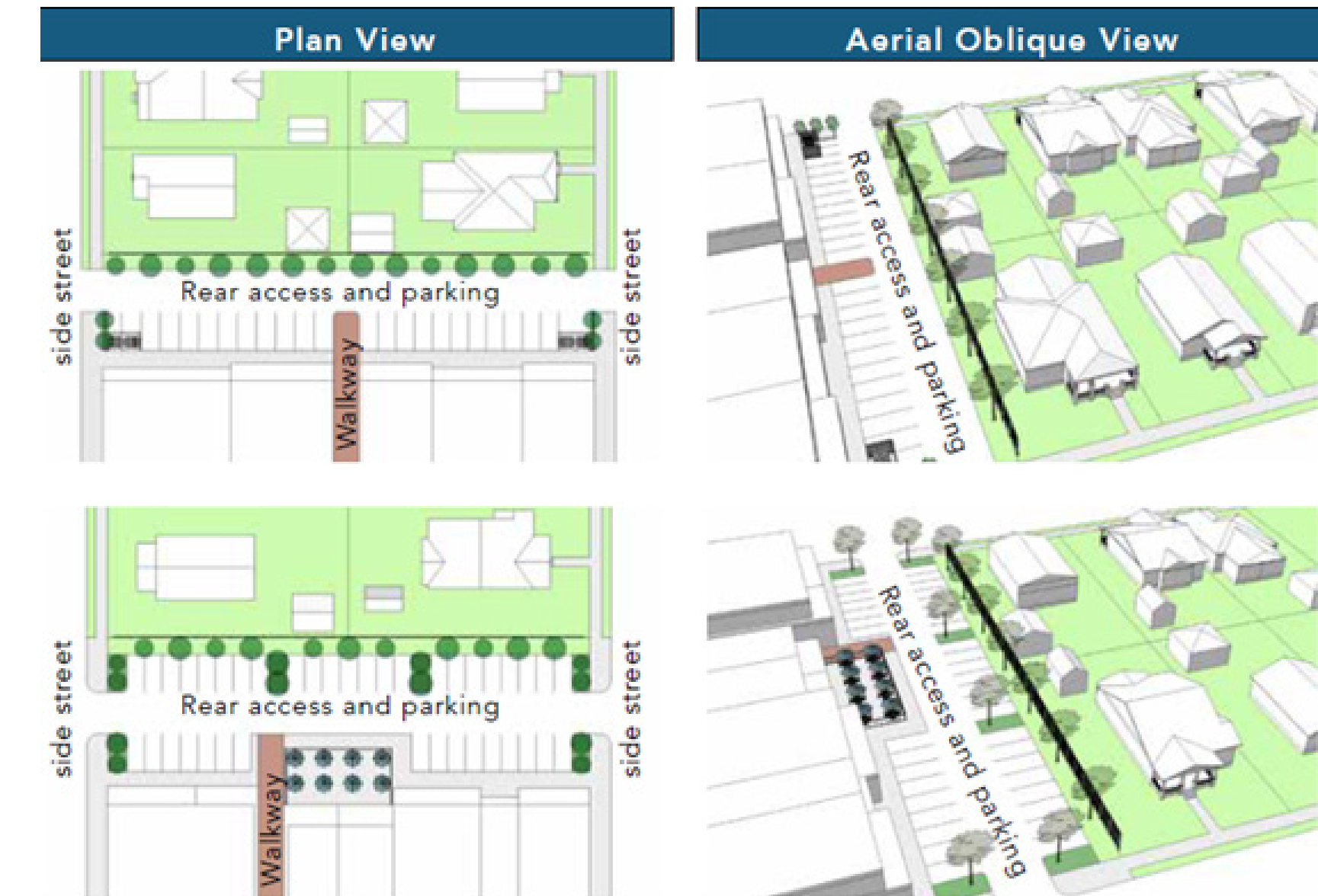


Source: Carlisle Wortman Associates

Ideal buffer



Graphics from the Berkley Master Plan, illustrating how landscape buffers may improve screening between residential and parking land uses.



STEERING COMMITTEE RECOMMENDATIONS

The Committee determined that not all sites have the same landscape buffer needs.

PLANNING COMMISSION & CITY COUNCIL REACTION

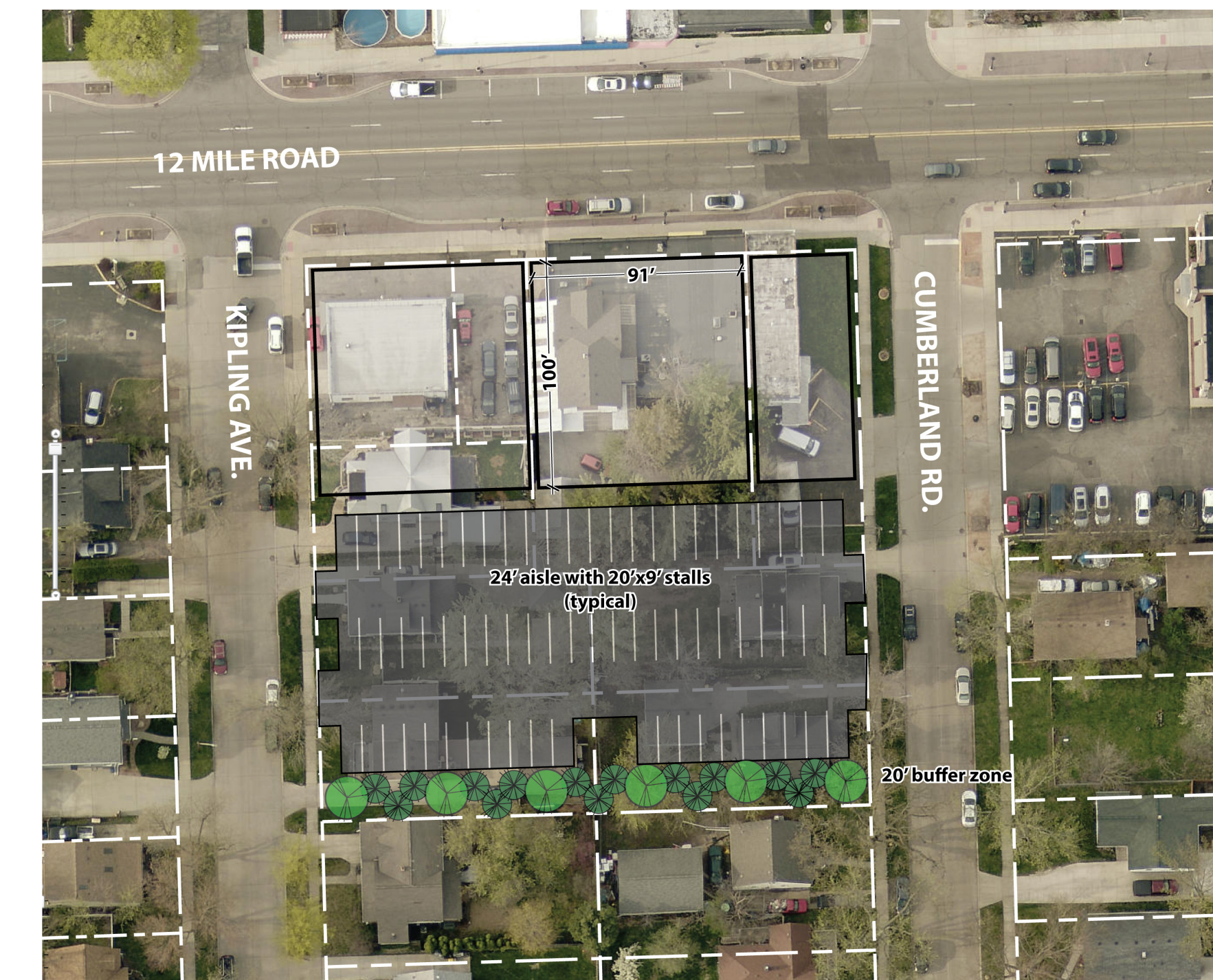
Protecting neighborhoods from adjacent non-residential uses is critical

WHY THE CHANGE?

Clarifying landscape buffer requirements will streamline the development process while also ensuring buffers reflect site-specific landscaping needs.

HOW WILL THIS IMPACT ME?

If you live on the edge of single-family neighborhood, adjacent development will include requirements that provide better buffering from your home.



WHAT DO YOU THINK?

Place 1 of the provided stickers in the spot along the line below that indicates what you think of the proposed changes.

A horizontal line with five vertical tick marks, creating six equal-width segments for a Likert scale response.

I hate it! *It's a bit worse* *I'm confused!* *I'm neutral* *It's a bit better* *I love it!*

RESULTS FROM THE BERKLEY PARKING STUDY

In July 2023, McKenna published a zoning ordinance audit that analyzed the parking, loading, and access needs of the City of Berkley. The primary findings were:

- The overnight parking prohibition ought to be continued, but regular enforcement, streamlined resident overnight permitting, and allowing overnight parking in Municipal Lots is encouraged
- Maintain free parking in municipal lots and on the street, but review every 3 years to assess changing needs
- Start a parking fund for future needs and maintenance

	Current	Recommended
Single Family.....	2 per dwelling unit.....	2 per dwelling unit
Multiple Family.....	2 per dwelling unit.....	0.85 per bedroom
Restaurant (sit down).....	1 per 60 sq ft.....	2 per 100 sq ft + 1 per employee
Retail Sales.....	1 per 225 sq ft.....	1 per 500 sq ft + 1 per employee
Professional Office.....	1 per 225 sq ft.....	1 per 300 sq ft
Manufacturing Facility.....	1 per 250 sq ft + company vehicle spaces.....	1 per 750 sq ft
Nursery/Garden Center....	1 per 300 sq ft + 1 per 300 sq ft outdoor area.....	1 per 800 sq ft + 1 per employee
Library or Museum.....	1 per 150 sq ft.....	1 per 400 sq ft + 1 per employee
Community Center.....	1 per 250 sq ft.....	1 per 370 sq ft

Proposed Zoning Ordinance Changes, based on Parking Study Recommendations

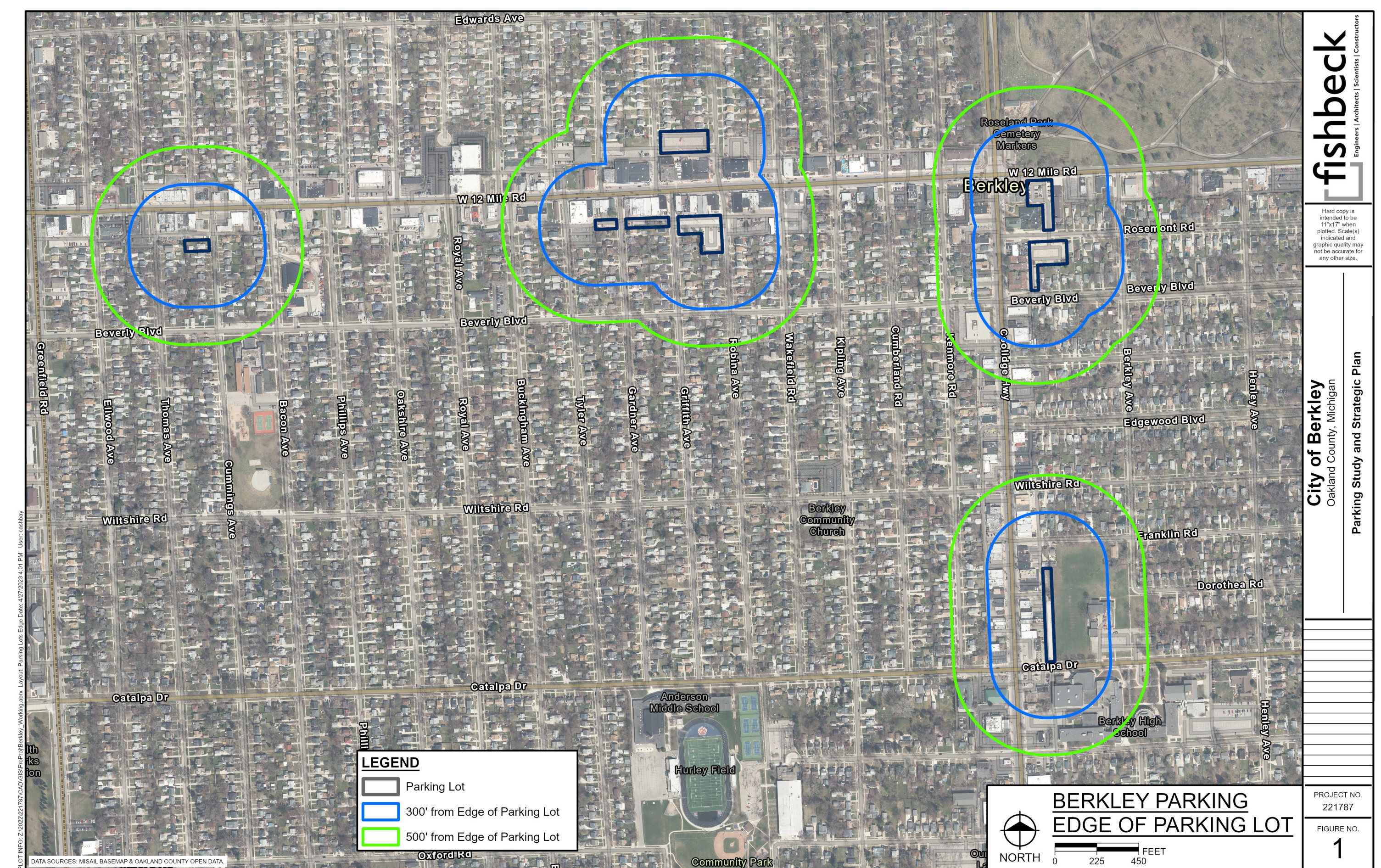
Rework the intent section of the Parking article to more clearly express City goals

Shared Parking/Parking Waivers:

- Provide guidance on obtaining a shared parking agreement

Flexibility in Standards:

- Waive parking for non-residential uses when within 500 ft of municipal parking lot
- Allow for on-street parking spaces along building frontage to count towards required off-street parking
- EV charging stations may contribute to required parking spaces
- Allow minor vehicle overhang onto unused surfaces
- Flexibility in application provision to allow for 15% parking reduction from the Planning Commission if an applicant can prove that they will have adequate parking



WHAT DO YOU THINK?

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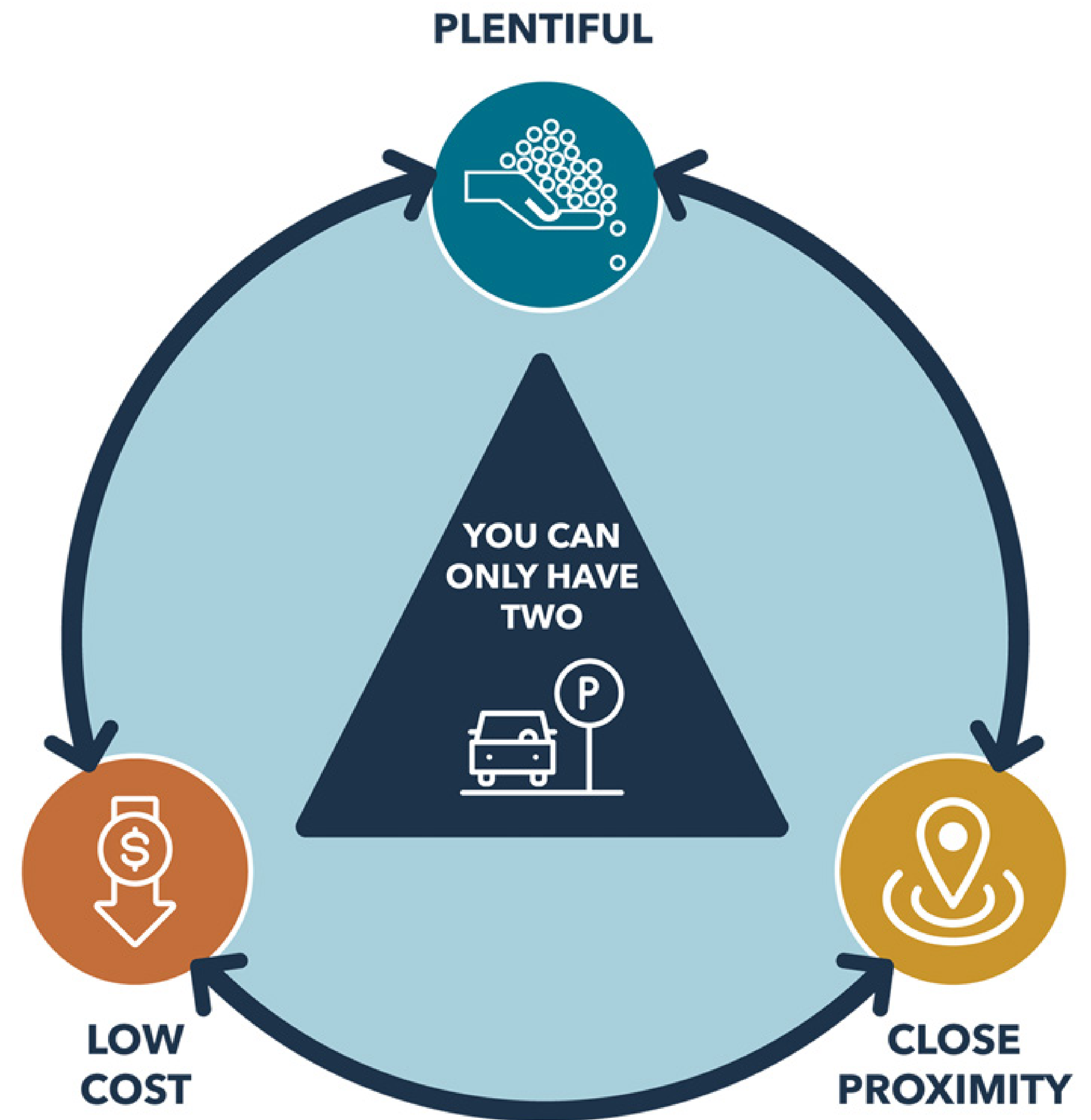
THE PARKING PARADIGM

The Parking Paradigm

Like most built-out communities, Berkley experiences challenges with parking. Part of the Zoning Ordinance rewrite includes adjusting the required parking spaces for many uses within the City. The graphic to the right, provided by Fishbeck, Inc. in the Berkley Parking Study Report, indicates that parking can either be (1) plentiful, or (2) low cost, or (3) within close proximity to your destination, but never all three.

The goal of updating parking requirements is not to aggravate the Berkley Shuffle but to create more efficient parking management that can benefit everyone, including motorists, pedestrians, businesses, visitors, and residents.

Updating zoning requirements is one way to address parking challenges, but it must be supported by broader policy.



Source: Fishbeck

WHAT DO YOU THINK?

The parking paradigm above indicates that a City can only have 2 of the 3 parking benefits. Using the provided stickers, indicate which 1 of the parking benefits is MOST IMPORTANT to you?

Plentiful

Low Cost

Close Proximity