2001-PRESENT    THE LAKES MALL

4,252 Parking Spaces on approximately 100 Acres of land
DOWNTOWN MUSKEGON
5,525 PARKING SPACES

THE LAKES MALL
4,252 PARKING SPACES
The current Parking Strategy for downtown Muskegon is the most recent product of a long process of parking policy changes. Amid demolition of the downtown Muskegon Mall in 2003, the Downtown Parking Overlay District was put in place to reduce parking minimums. In 2013, an amendment eliminating the requirement for additional parking when a building changed use was approved. The 2015 Form Based Code eliminated parking minimums and enacted parking maximums in the downtown area. A few months later, the City of Muskegon Parking Strategy was adopted to address and inform future parking policies in downtown Muskegon.
The map depicts the quantity of parking in downtown Muskegon and the parking’s distance from the downtown center. Ownership of parking lots and the quantity of spaces in each lot are indicated.
Downtown Parking Inventory

387 Acres in downtown core
2,275 Downtown residents
5,525 Parking Spaces

10 MINUTE WALK

DMDC OWNED OFF-STREET PARKING
175 Parking Spaces
CITY OWNED OFF-STREET PARKING
884 Parking Spaces
COUNTY OWNED OFF-STREET PARKING
117 Parking Spaces
PRIVATELY OWNED OFF-STREET PARKING
4,349 Parking Spaces
5,525 PARKING SPACES

5 MINUTE WALK

DMDC OWNED OFF-STREET PARKING
175 Parking Spaces
CITY OWNED OFF-STREET PARKING
547 Parking Spaces
COUNTY OWNED OFF-STREET PARKING
13 Parking Spaces
PRIVATELY OWNED OFF-STREET PARKING
1,967 Parking Spaces
2,702 PARKING SPACES

2 SPACES FOR EVERY 1 PERSON
Currently, only 12.6% of the land downtown has buildings on it - which would be considered highest and best use and a primary source of tax base. More alarming is the amount of empty space (much of which is non-tax generating).
2008.04 ACCESS STANDARDS
Parking shall be accessed from a side street whenever possible. If parking is accessed from a front street, there shall only be one point of access. Entries shall not exceed two lanes in width.

2008.08 MAXIMUM ALLOWED OFF-STREET PARKING SPACES
Up to the maximum number of required off-street surface parking spaces may be provided and maintained on the premises or as otherwise allowed by this section.

2008.12 PARKING STRUCTURES
Parking structures shall be set back the same distance as required for the applicable Building Type.

An active use is required at the ground level of the parking facility where the structure is within an area identified for ground floor activation.

In lieu of an active use on the ground level, a parking structure may be paired with a liner building. Liner buildings may be one (or a combination of) the following Building Types:

- Mixed Use Building
- Flex Building
- Live-Work Building
- Multiplex Building
- Rowhouse Building

Parking structures shall be architecturally compatible with the buildings they serve.
2008.14 PARKING LOT LANDSCAPING/SCREENING
Any frontage along streets with surface parking at the build-to-line or within the required build-to-zone, shall be defined by a 3' high street screen. Required street screens shall be one of the following:

- The same building material as the principal building on the lot
- A vegetative screen composed of shrubs planted to be opaque at maturity, or
- A combination of the two.

2008.15 BICYCLE PARKING
Bicycle parking shall be located on paved or pervious, dust-free spaces, and shall be a minimum of 2' by 6'. Bicycle parking shall be located in a convenient and visible area, and within 100' of building entries, when possible.

Bicycle parking shall be provided at a rate of 20% of required vehicular parking.
2005.05 DOWNTOWN (DT) CONTEXT AREA
The form based code sets the parameters for parking placement if included in new developments

5.0 PARKING PLACEMENT
Refer to Illustration 5.02 for on-site parking placement.

A. Front Setback:
   - 40 feet minimum from front property line.

B. Side Setback (from side street):
   - 5 feet minimum from side property line.

C. Side Setback (from non-street locations):
   - 0 feet from side property line.

D. Rear Setback:
   - 0 feet from rear property line at non-street locations.
   - 5 feet from rear property line at street locations.

E. Parking located at side or rear street locations shall be screened from the street as required by Section 2008.14.

F. Parking / service areas shall not be accessed from front streets, unless an alley or side street is not available for driveway placement. Maximum width of driveway is 20 feet.

G. Driveway access location:
   - Corner lot: 40 feet minimum from street corner.
   - Interior lot: within 5 feet of side property line, when alley is not available.
Management Based Solutions

To better understand downtown parking and mobility so that they can be utilized as supportive tools to promote commerce and economic development, while also be responsive to the ever-changing needs of the urban user.

Management based tools provide effective means to gather and analyze downtown parking and mobility conditions as they evolve, allowing the system to proactively respond to both short- and long-term trends.

- Establish mobility management group
- Conduct outreach with stakeholders
- Hire staff person to manage mobility
- Utilize parking payment technology
- Create a mobility database
- Utilize real-time parking information
Demand based tools work to diminish the demand for parking by reducing the number of total vehicle trips downtown, which in turn reduces the parking required for those vehicles. A significant part of the implementation of successful demand based solutions is education and outreach in order to increase understanding and participation in the programs.

- Provide transit incentives
- Implement transit supportive zoning
- Enhance bicycle parking and facilities
- Incentivize flexible work schedules
- Bike-share
- Car-share
Supply based tools adjust the amount of new parking supplied by establishing a “market based” approach to setting parking standards that is consistent with desired urban densities and character while also supporting alternative modes of transportation. These supply based tools evaluate the availability of the existing parking supply and work to optimize its use to the maximum extent possible PRIOR to building parking lots or decks.

- Reduce parking requirements
- Set parking maximums
- Share parking
- Don’t build spaces all at once

Promote quality of life and business vitality by maintaining an adequate, market-based supply of parking that serves growing needs, while avoiding excessive supplies that disrupt the urban character of downtown.
Place based tools provide holistic solutions to transform the public realm from a singlemode system to a multi-mode system that can improve the walkability of the downtown and create more mobility options and choice. These tools also attempt to make it easier for users to find parking opportunities, which improve access to existing parking and ease perceived congestion of parking facilities in the city.

- Provide wayfinding and information
- Add bike lanes
- Implement road and street diets
- Build complete streets
- Consider parking structures
Time Based Solutions

To make desirable parking spaces available to a large number of users, which optimizes access and opportunities to businesses, residents, and activities.

Time based tools introduce or modify time restrictions to encourage turnover in higher demand areas and shift users with longer term parking needs into off-street facilities or more remote locations. Factors that can influence time based tools include the surrounding land uses, time of day, and availability of supply.

- Set time limits
- Establish enforcement hours
- Use permit parking
Price based tools provide a wide range of flexibility. When appropriately utilized, these tools can reduce occupancy in high demand areas and create a market for off-street parking.

- Price on- and off-street parking
- Coordinate parking pricing
- Unbundle parking
- Use variable rate parking pricing
- Allow for parking cash out
The timeline below depicts the schedule of implementation for each of the solutions outlined. In most cases, these solutions will be ongoing as the City and its parking system evolve. As parking transforms from being the primary land use to a supportive system for economic development, city building, and livability, many of these solutions will need to be reviewed and adjusted to address the ever-changing needs of the user.

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<th>MANAGEMENT SOLUTIONS</th>
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<td>1.3 Hire Staff Person to Manage Mobility</td>
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<td>3.1 Reduce Parking Requirements</td>
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<td>5.1 Set Time Limits</td>
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<td>6.1 Price On- and Off-Street Parking</td>
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Existing alleys in downtown Muskegon have allowed for simple parking entry and exit. By utilizing the alleys, space for parking is hidden behind buildings thus enhancing the pedestrian experience. Some existing lots fronting the street have been screened to beautify the area and hide the parking from view.
Renaissance Place Apartments

By placing the parking adjacent to the existing alley and tucking some under the building, the apartments are built up to the street as was traditionally done in the neighborhood.
Heritage Square Townhomes

The Heritage Square Townhomes also use an existing alley to provide access to parking for residents. Some residents take advantage of the on-street parking which has a 2 hour limit from 8:30 am to 5:30 pm.
30 E. Clay Avenue Apartments

A four-story, 87-unit senior apartment development was proposed at the edge of the downtown core. The building and its adjacent 87-space surface parking lot predated the FBC and abutted a busy, high-speed road. This project ultimately fell through, but it was reintroduced in a more central location.
275 W. Clay Avenue Apartments

Relocating to what was once the site of a parking structure, the redesigned building fits well into its context. The now mixed-use development will offer ground-floor retail space with 79 apartments. Nearly all parking is concealed in an underground garage while surface level parking is wrapped by the building. Access is provided by one 20' wide driveway.
Future Downtown Muskegon Performance Indicators

**NUMBER OF PARKING SPACES**
- EXISTING (2015): 5,525
- FUTURE (2025): 3,525
  - SHORT-TERM REDUCTION (1 TO 10 YEARS): -500
  - MID-TERM REDUCTION (10 TO 20 YEARS): -1,000
  - LONG-TERM REDUCTION (20+ YEARS): -1,000

**PERCENTAGE OF LAND USED FOR PARKING**
- EXISTING (2015): 20%
- FUTURE (2025): 8%
  - SHORT-TERM REDUCTION (1 TO 10 YEARS): -3%
  - MID-TERM REDUCTION (10 TO 20 YEARS): -6%
  - LONG-TERM REDUCTION (20+ YEARS): -6%

**PERCENTAGE OF LAND USED FOR BUILDINGS**
- EXISTING (2015): 13%
- FUTURE (2025): 25%
  - SHORT-TERM REDUCTION (1 TO 10 YEARS): -3%
  - MID-TERM REDUCTION (10 TO 20 YEARS): +3%
  - LONG-TERM INCREASE (20+ YEARS): +6%

**NUMBER OF DOWNTOWN RESIDENTS**
- EXISTING (2015): 2,275
- FUTURE (2025): 4,500
  - SHORT-TERM INCREASE (1 TO 10 YEARS): +500
  - MID-TERM INCREASE (10 TO 20 YEARS): +700
  - LONG-TERM INCREASE (20+ YEARS): +1,025
"Automobiles need quantity and pedestrians need quality."
-Dan Burden
Executive Director - Walkable and Livable Communities Institute

"The more parking space, the less sense of place."
-Jane Holtz Kay
Author of Asphalt Nation

"Minimum parking standards are the fertility drugs for cars."
-Donald Shoup
Author of The High Cost of Free Parking and Professor of Urban Planning, UCLA