



City of Lathrup Village

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Memorandum

To: Sheryl Mitchell Theriot, City Administrator
CC: Mayor & City Council
From: Susie Stec, Director – Community & Economic Development
Date: July 9, 2021
RE: Circular and Decorative Drives, and extra parking pads

Context

As the city has progressed through our initial infrastructure projects, which has included removal of driveway approaches, it has highlighted the need to address the multitude of circular and decorative driveways found throughout the community. While these are separate issues, a consistent method to address all types paved surfaces and their relationship to good stormwater management is important.

- Decorative driveway approaches encompass the use of standard brick pavers, stamped concrete and/or a conventional concrete drive flanked by pavers.
- Circular driveways and extra parking pads are separate from the main driveway. They are used primarily for additional “off-street” parking and are located in the city’s right-of-way between the sidewalk and the road. Conditions vary throughout the community with some being paved (typically asphalt) and others are gravel or dirt.

Summary of the issues

Decorative Pavement

In regards to the decorative driveways, it was not the intent of the street projects to pay for replacing any expensive decorative pavements that require removal within the right-of-way. The intent would be to pave up to the driveway and match it the best they can using asphalt or concrete. There are instances where there are existing paver blocks may be salvaged and reinstalled and we have a bid item for this. Salvaging and reinstalling pavers is \$28 per sft, whereas replacement of concrete drives is around \$7 per sft. While this has direct implications for the current paving projects, there may be instances apart from these projects when driveway approach work is necessary. As a result, it is the **recommendation of the city’s engineer that the City does not allow decorative pavements (concrete or pavers) within the public right-of-way.** City Council should discuss whether this needs to be incorporated into the general code of ordinances.

Circular Drives and Extra Parking Pads

As it relates to circular drives and additional parking pads, these are found throughout the community. A random sampling on Sunset W, Rainbow Dr., Avilla, and Meadowbrook Way identified 22 properties with circular drives. It is expected that several dozen more exist. It is unclear how, when, or if permission was ever granted to allow for this use of the city's right-of-way. It seems reasonable that these "off-street" parking areas came to be in response to the narrowness of the city's residential streets and the prevalence of multiple household cars.

The existence of these "extra" parking facilities has the potential to complicate infrastructure projects. For example, it's feasible that extra parking pads are removed during a paving project and restored to grass, yet the resident may have an expectation that it be replaced. There is currently a resident who will be participating in the Sidewalk Replacement Program that has requested a healthy city tree be removed because of the damage it has caused to the circular driveway.

The city's ordinances do not offer much guidance. While the zoning ordinance does address off-street parking facilities, it is largely in relation to commercial properties though there are items that may be applicable:

Section 5.13.1. Location. An off-street parking facility shall be located on private property adjacent to the building or premises it is intended to serve....

Chapter 62 – Streets, Sidewalks, and Other Public Places of the city's general code of ordinances are silent on the use of the public right-of-way for parking.

Some, but not all, of the circular driveway and/or decorative driveway approaches were processed through an Extra Cement Permit. Staff is seeking direction from City Council on how they would like to see circular driveways and extra parking pads handled.

- Determination - Should circular driveways and/or decorative driveway approaches be permitted in the City Right-of-Way area?
- Encroachment License - one mechanism to allow them is utilizing the existing Encroachment License standards and application.
 - A detailed inventory of all such facilities would have to be completed, residents would have to be notified, follow the typical Encroachment License process.
 - Regardless of if a resident chooses to obtain an Encroachment License, the responsibility for restoring circular driveways and/or decorative driveway approaches in the right-of-way should fall upon the property owner.
- Stormwater Management – The Road Commission for Oakland County requires catch basins between the circular drive and the road to collect rainwater, if the encroachment is located on county property. The City should probably have similar requirements.

EXAMPLES



