

## PLANNING AND DEVELOPMENT SERVICES STAFF REPORT

For Planning Commission Meeting of May 17, 2022

**SUBJECT: Amendment to Chapter 55 (Unified Development Code) regarding Off-street Parking Requirements.**

### PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the amendments to Chapter 55 Unified Development Code, Section 5.19 regarding proposed modifications to the City's Off-Street Parking requirements.

### STAFF RECOMMENDATION

Staff recommends that the amendments to the Unified Development Code (UDC) be approved because the proposed amendments will reduce the amount of under-utilized impervious surfaces, encourage land to be used more efficiently, incentivize the construction of new residential dwelling units by reducing construction and land acquisition costs which may result in more affordable housing units being constructed, and by using land more efficiently, will support transit service. These proposed amendments are also consistent with recommendations in the City's Master Plan: Land Use Element and the A<sup>2</sup>Zero Carbon Neutrality Plan.

### STAFF REPORT

On April 5, 2022, the Planning Commission reviewed proposed amendments to Chapter 55 Unified Development Code, Section 5.19 regarding proposed modifications to the City's Off-Street Parking requirements. The Planning Commission provided substantial feedback at the April 5, 2022 meeting. Since then, Planning staff has made a number of modifications to the code language and structure. The proposed amendments include three main types of modifications:

The **first** main type of modification pertains to a number of scattered sections in code that required minimum parking. The following is a list and brief description of what those changes were:

- 5.16.1.A Residential Occupancy (to eliminate the required parking for functional families, including providing a parking plan and deferring spaces).
- 5.16.2.A Adult Day Care Center and .B Child Care Center (to eliminate the required parking and to combine these two uses to save space).
- 5.16.3.J Outdoor Recreation (to eliminate the required parking).
- 5.16.3.P Transit Corridor Development (to eliminate the off-street parking language and to clarify the parking lot regulations).
- 5.16.4.B Nonprofit Corporations (to eliminate the required parking).

- 5.16.6.C Drive-Through Facility (to move standards provided in Section 5.19 here and to combine districts to eliminate redundancy and save space).

The **second** main type of modification are those amendments still proposed to 5.19 Parking Standards. Currently, the entire section is proposed to be deleted and replaced with all new language. The majority of the new section includes language that is identical to the 7<sup>th</sup> edition and moved around for clarity, consistency, and user-friendliness. A separate comparison document of the current Section 5.19 and the proposed Section 5.19 is included.

The **third** main type of modification is specific to the Section 5.19 Parking Standards and includes the following items:

- The Applicability section is now clarified and better tailored to the three kinds of parking that are addressed including: vehicles, bicycles, and EV's (electric vehicles).
- A new Required Parking-General paragraph is added, pulling standards and regulations found throughout the section into this one place.
- A new Required Parking-Calculating Required Parking section is added, providing consistent regulations and clarifying standard interpretations.
- Table 5.19 Required Parking now provides only MAXIMUM vehicle and MINIMUM bicycle parking space requirements. All previous minimum vehicle requirements are deleted from the table and previous maximum vehicle requirements are retained with no changes. No new maximums have been added to the table. Classes of bicycle parking and electric vehicle parking now clearly apply to all spaces provided (not only for the required number). Several land use categories are combined to save spaces, a few have been dropped because they are moot (e.g. public schools).
- The Special Parking Districts section has been overhauled and now includes the TC1 district. This section has been extremely simplified. TC1 shows the maximum number of parking spaces being 1 space per 333 square feet (or about 3 spaces per 1,000 square feet of floor area). Since parking is no longer required in the D1 and D2 districts, the previous language about alternatives for the required premium floor area parking spaces has been eliminated.
- Deferred Parking now applies only to bicycle parking spaces.
- The Barrier Free Parking Spaces sections remain essentially the same but now, all language addressing barrier free spaces is located here instead of scattered throughout the document.
- The Use of Parking Facilities section is essentially the same but reorganized and language has been clarified and simplified wherever possible. However, the section on the weight of commercial/oversized vehicles has been consolidated.
- The section on Design of Vehicle Parking Facilities remains essentially the same but has been reorganized and language has been clarified and simplified.
- The section on Design of Bicycle Parking Facilities remains technically the same but has been reorganized and language has been added to clarify and simplify.
- The section on Design of Electric Vehicle Parking Facilities remains technically the same but reorganized to be consistent with the vehicle and bicycle parking facilities section and descriptions of each class have been simplified and made more relevant.
- The Driveways section has been reorganized for clarity and dimension standards are now provided in a table. The paragraph relating solely to drive-through facilities has been moved to Section 5.16.6.C.

Ordinance Amendment: Modifications to Off-street Parking Requirements  
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Prepared by Jeff Kahan and Alexis DiLeo  
Reviewed by Brett Lenart  
/mg  
5/10/22

Attachment: April 5, 2022 Staff Report  
Comparison of Current and Proposed Ordinance Sections (with Track Changes)  
Proposed Ordinance Section (without Track Changes)

c: Systems Planning  
City Attorney's Office