

ORDINANCE NO. ORD-22-13

First Reading: July 18, 2022  
Public Hearing: August 15, 2022

Approved:  
Published:  
Effective:

AN ORDINANCE TO AMEND SECTIONS 5.16.1.A, 5.16.2.A, 5.16.2.B, 5.16.3.J, 5.16.3.P, 5.16.4.B, 5.16.6.C, 5.16.6.G, AND TO REPEAL AND REPLACE SECTION 5.19 OF CHAPTER 55 (UNIFIED DEVELOPMENT CODE) OF TITLE V OF CODE OF THE CITY OF ANN ARBOR – (AMEND PARKING STANDARDS)

The City of Ann Arbor Ordains:

Section 1: That Section 5.16.1.A of Chapter 55 Unified Development Code, be amended as follows:

**A. Residential Occupancy**

**1. Purpose**

This section is intended to reasonably regulate the number of Persons who can live in a residential Dwelling Unit. The City finds that occupancy limits are needed to provide density control; preserve and enhance residential neighborhoods as stable, quiet places for citizens to live and raise children; protect safety and welfare; and maintain property values. Such limits are also needed to ensure that there are adequate public and private facilities including adequate off-street parking, utilities, and adequate Lot Area to accommodate the residents of each Dwelling Unit without impairing the character of the neighborhood. The City also finds there are a number of residential living arrangements other than the traditional biological Family arrangement. This section is intended also to accommodate those alternative living arrangements.

**2. Limits on Occupancy of Dwelling Unit**

A Dwelling Unit may be occupied by one of the following Family living arrangements:

- a. One or more Persons related by blood, marriage, adoption, or guardianship living as a single Housekeeping Unit, in all districts.
- b. A maximum of four Persons plus their Offspring living as a single Housekeeping Unit, in all districts.
- c. A maximum of six Persons living as a single Housekeeping Unit in Multiple-Family and mixed use districts only.
- d. A Functional Family living as a single Housekeeping Unit that has received a Special Exception Use permit pursuant to Section 5.29.5.

**3. Additional Standards for Functional Family**

In addition to meeting the definition in Article VIII of this chapter and the Special Exception Use standards of Section 5.29.5, a permit for a Functional Family is subject to the following standards and regulations:

**a. — Required Parking**

~~Two off-street Parking Spaces must be provided. Additional Parking Spaces may be required by the Planning Commission if any of the following conditions are met:~~

- ~~i) — The property is located more than 300 feet from a bus stop.~~
- ~~ii) — Street parking available for visitor parking is limited.~~
- ~~iii) — The Applicant intends to park more than two vehicles regularly on the Site and there is limited area available for tandem parking in a Driveway.~~

**b. — Parking Plan**

~~In order for the Planning Commission to determine if adequate parking will be provided, the Applicant must submit a plan indicating the location of proposed off-street parking and an analysis of public parking and transit facilities provided within a 300-foot radius of the parcel.~~

**c. — Deferment of Required Parking**

~~The Planning Commission may defer the provision of up to 40% of the required spaces if the required spaces are shown on the approved plan for the permit. If the Building Official determines that some or all of the deferred Parking Spaces are needed, these spaces must be installed. Any Person aggrieved by the Building Official's determination may appeal as provided in Section 5.29.12.~~

**d.a. — Limited to Approved Functional Family Type**

The permit shall apply only to the Functional Family type which obtained the permit and shall be limited to the number of Persons specified in the permit.

**e.b. — Contact Person**

A contact Person shall be provided who will act as head of household in relating to the City.

**4. Variance for Handicapped Person**

The Zoning Board of Appeals may grant a variance from the standards of this section if it is reasonably necessary to give a handicapped Person (as defined in 42 USC Section 3602) equal opportunity to use and enjoy a dwelling.

**5. Exceptions**

The occupancy limits of this section do not apply to Group Housing, Fraternity or Sorority Houses, Student Cooperative Housing, Emergency Shelters, or convalescent homes.

Section 2: That Sections 5.16.2.A of Chapter 55 Unified Development Code, shall be amended as follows:

**A. Adult Day Care Center**

**1. All Single-Family and Two-Family Residential Zoning Districts**

In addition to the Special Exception Use standards in Section 5.29.5, the following standards apply:

- a. The parcel must have a minimum of 7,500 square feet of Lot Area.
- ~~b. One off-street Parking Space for each caregiver required to staff the facility at its state licensed capacity must be provided.~~
- ~~c. Adequate off-street or on-street Parking Spaces available for drop off and pick up use within 250 feet of the Adult Day Care Center parcel shall be provided on the site plan. The number of drop-off and pick-up spaces shall be two plus one additional space for each 20 adults that the facility is licensed to care for.~~
- ~~d.~~b. Occupancy may not be increased without amending a previously approved Special Exception Use permit.

**B. Child Care Center**

**1. All Single-Family and Two-Family Residential Zoning Districts**

In addition to the Special Exception Use standards in Section 5.29.5, the following standards apply:

- a. The parcel must have a minimum of 7,500 square feet of Lot Area.
- ~~b. One off-street Parking Space for each caregiver required to staff the facility at its state licensed capacity must be provided.~~
- ~~c. Adequate off-street or on-street Parking Spaces available for drop off and pick up use within 250 feet of the Child Care Center parcel must be provided on the site plan. The number of drop-off and pick-up spaces shall be two plus one additional space for each 20 children the facility is licensed to care for.~~
- ~~d.~~b. Occupancy may not be increased without amending a previously approved Special Exception Use permit.

Section 3: That Section 5.16.3.J of Chapter 55 Unified Development Code, be amended as follows:

**J. Outdoor Recreation**

**1. All Residential Zoning Districts**

- a. The only Outdoor Recreation use allowed in residential zoning districts are accessory Outdoor Residential Recreation Facilities, subject to the Special Exception Use standards in Section 5.29.5 and the following standards. Membership shall be open to residents of the subdivision or

residential development in which the Outdoor Residential Recreation Facility is located.

- b. Any permanent addition, other than a Fence, to an outdoor recreation use, including an accessory Outdoor Residential Recreational facility shall constitute a modification of the use that requires Special Exception Use approval.
- c. For purposes of this section, any new accessory Outdoor Residential Recreational facility or permanent addition to an existing accessory Outdoor Residential Recreational facility will require a scaled drawing showing the existing and proposed Structures and improvements on the Site, instead of a site plan, as part of the Special Exception Use application.
- d. A Conflicting Land Use Buffer per Section 5.20.4 shall be provided to screen the facility from adjacent residential properties.
- e. ~~One off-street Parking Space per 200 square feet of Floor Area of the club Building shall be provided.~~

**Section 4:** That Section 5.16.3.P of Chapter 55 Unified Development Code, be amended as follows:

**P. Transit Corridor Development**

The specific standards below are intended to ensure development in the TC1 district creates places where people can live, work, socialize, play and shop in well-designed, comfortable places that support active, sustainable, city living.

<b>TABLE 5.16-2: TRANSIT CORRIDOR DEVELOPMENT USE SPECIFIC STANDARDS</b>			
		<b>LOT WIDTH UP TO 250 FT.</b>	<b>LOT WIDTH 250 FT. AND MORE</b>
<b>BUILDINGS</b>	<b>MIXED USE BUILDING</b>	<ol style="list-style-type: none"> <li>1. First story must be minimum of 15 ft. in height.</li> <li>2. Minimum 60% of the first floor facing any sidewalk between 2 and 9 ft in height must be clear windows and doors that allow views of interior space or product display areas. The bottom of any window or product display area used to satisfy the transparency standard must not be more than 3 ft above the adjacent sidewalk.</li> <li>3. Buildings at the front setback must have a functional entrance door facing the transit corridor. Entrances at corners are acceptable.</li> </ol>	<ol style="list-style-type: none"> <li>1. First story must be minimum of 15 ft. in height.</li> <li>2. Maximum 360 ft. diagonal.</li> <li>3. Minimum 60% of the first floor facing any sidewalk between 2 and 9 ft in height must be clear windows and doors that allow views of interior space or product display areas. The bottom of any window or product display area used to satisfy the transparency standard must not be more than 3 ft above the adjacent sidewalk.</li> <li>4. Buildings at the front setback must have a functional entrance door facing the transit corridor. Entrances at corners are acceptable.</li> <li>5. Buildings more than 750 feet from the transit corridor may be 1 story.</li> </ol>
	<b>TOWNHOUSE/ APARTMENT BUILDING</b>	<ol style="list-style-type: none"> <li>1. Street-facing door and stoops required for Townhouses.</li> <li>2. Apartment Buildings must have a functional entrance door facing the transit</li> </ol>	<ol style="list-style-type: none"> <li>1. Street facing door and stoop required for Townhouses.</li> <li>2. Apartment Buildings must have a functional entrance door facing the transit</li> </ol>

**TABLE 5.16-2: TRANSIT CORRIDOR DEVELOPMENT USE SPECIFIC STANDARDS**

		LOT WIDTH UP TO 250 FT.	LOT WIDTH 250 FT. AND MORE
		<p>corridor. Entrances at the corner of the Building are acceptable.</p> <p>3. Garage doors may not face any street.</p>	<p>corridor. Entrances at the corner of the Building are acceptable.</p> <p>3. Garage doors may not face any street.</p> <p>4. Maximum 360 ft. diagonal.</p>
BUILDING FRONTAGE	MIXED USE BUILDING	Minimum frontage equal to Lot Width less 30 feet or 45 feet when adjacent to residential zoning	Minimum 75% frontage
	TOWNHOUSE/ APARTMENT BUILDING	Minimum frontage equal to Lot Width less 30 feet or 45 feet when adjacent to residential zoning	Minimum 70% frontage
SITE	ALL BUILDINGS	<p>1. Buildings must have a public or private sidewalk adjacent to all sides with main entrances.</p> <p>2. When the site is more than 62,500 sq. ft., the site must be designed as blocks 250 feet on each side or as near as practical given the site shape, with sidewalks, plazas, or drives separating the blocks.</p>	<p>1. Buildings must have a public or private sidewalk adjacent to all sides with main entrances.</p> <p>2. When the site is more than 62,500 sq. ft., the site must be designed as blocks 250 feet on each side or as near as practical given the site shape, with sidewalks, plazas, or drives separating the blocks.</p>
	MIXED USE BUILDINGS	The portion of the first story within 100 feet of an intersection of public rights-of-way must be occupied by nonresidential use.	The portion of the first story within 100 feet of an intersection of public rights-of-way must be occupied by nonresidential use.
	TOWNHOUSE/ APARTMENT BUILDINGS	Not permitted within 100 feet of an intersection of public rights-of-way	Not permitted within 100 feet of an intersection of public rights-of-way.
ACCESS AND CIRCULATION	MIXED USE BUILDINGS	No more than 1 curb cut for a two-way driveway or 2 curb cuts for a one-way driveway per Lot.	No more than 2 curb cuts per Lot.
	TOWNHOUSE/ APARTMENT BUILDINGS	No more than 1 curb cut for a two-way driveway or 2 curb cuts for a one-way driveway per Lot.	No more than 2 curb cuts per Lot.
OFF-STREET PARKING	ALL BUILDINGS	<p><del>1. No minimum off street vehicle parking for any land use.</del></p> <p><del>2. 1. Maximum vehicle parking standards, required bicycle spaces and EV parking spaces as provided in Table 5.19-1 shall apply.</del></p>	<p><del>1. No minimum off street vehicle parking for any land use.</del></p> <p><del>2. 1. Maximum vehicle parking standards, required bicycle spaces and EV parking spaces as provided in Table 5.19-1 shall apply.</del></p>
PARKING LOT	ALL BUILDINGS	<p>1. <del>Located in side or rear yard only. No placement exception provided in Section 5.19.8.B may be applied in the TC1 district.</del></p> <p>2. <del>In addition to the maximum parking standards provided in Section 5.19.3, the portion of the site devoted to Vehicular Use Area may not exceed area of Buildings(s) footprint. If the Vehicular Use Area cannot accommodate the maximum number of permitted spaces, the remaining amount must be provided in a Parking Structure or within a Building.</del></p>	<p>1. <del>Located in side or rear yard only. No placement exception provided in Section 5.19.8.B may be applied in the TC1 district.</del></p> <p>2. <del>In addition to the maximum parking standards provided in Section 5.19.3, the portion of the site devoted to Vehicular Use Area may not exceed 125% of area of Building(s) footprint. If the Vehicular Use Area cannot accommodate the maximum number of permitted spaces, the remaining amount must be provided in a Parking Structure or within a Building.</del></p>

Section 5: That Section 5.16.4.B of Chapter 55 Unified Development Code, be amended as follows:

**B. Nonprofit Corporations**

**1. All Residential Zoning Districts**

- a. Parcels must have a minimum of 80,000 square feet of Lot Area.
- b. The Principal Building must contain a minimum of 3,000 square feet of Floor Area, excluding Basements or cellars, constructed prior to January 1, 1988.
- c. There shall be no more than one employee for each 300 square feet of Floor Area, constructed prior to January 1, 1988, excluding Basements or cellars.
- ~~d. Off-street parking in the amount of one space for each 300 square feet of Floor Area, constructed prior to January 1, 1988, excluding Basements or cellars, shall be provided in accordance with the standards of Section 5.19~~
- ~~e.d.~~ One Dwelling Unit within the existing Structure may be approved as part of this Special Exception Use approval.
- ~~f.e.~~ The use will result in preservation of Open Space and/or historic Sites or Structures.
- ~~g.f.~~ The nature of the use will not be of such intensity as to disrupt the peaceful enjoyment of the neighborhood; specifically, the use shall not generate more than 20 Office-related vehicle trips (excluding employee related trips) in any one day from the Site.
- ~~h.g.~~ No Building or other use of land, except landscaped areas, shall be situated within 30 feet of any adjacent residential property.

Section 6: That Section 5.16.6.C of Chapter 55 Unified Development Code be amended as follows:

**C. Drive-Through Facility**

**1. General**

1. A Drive-Through Facility may not be located between a street and the Principal Building.
2. Placement of the Drive-Through Facility and its queuing lanes may not impair pedestrian circulation or general vehicular circulation on and off the Site.
3. Driveways located in the Front Yard that serve Drive-Through Facilities shall meet the following standards:
  - a. The width of the Driveway shall not exceed 12 feet in width.

- b. A minimum five foot wide raised Sidewalk shall be provided across the Driveway connecting the Public Right-of-Way to the main entrance of the Building. The portion of the Sidewalk that crosses the Driveway shall be designed in a manner that clearly identifies the pedestrian crossing.
- c. At least four bollards shall be provided near each corner where the raised Sidewalk crosses the Driveway to alert drivers of this pedestrian crossing.
- d. Right-of-Way screening shall be provided between the Right-of-Way and Driveway in a manner that screens the Driveway from view from the Right-of-Way but does not obscure the view between the motorist and pedestrians approaching the cross walk.
- e. For at least one Front Lot Line, if more than one Driveway is proposed from the same Street, the Driveways may not be connected in the Front Yard.

~~1.2.~~ **O District**

- a. Drive-Through Facilities are only permitted for financial uses, and are subject to Special Exception Use approval pursuant to Section 5.29.5.
- ~~b. — The Drive-Through Facility may not be located between a street and the Principal Building, and the vehicular circulation to enter and exit the facility may not impair the general vehicular circulation on the Site or the pedestrian circulation on and off the Site.~~

~~2.3.~~ **D1, D2, and C2B Districts**

- a. Drive-Through Facilities are permitted for any Principal Use of property, subject to Special Exception Use approval pursuant to Section 5.29.5 .
- ~~b. — In the C2B district, the Drive-Through Facilities may not be located between a street and the Principal Building, and the vehicular circulation to enter and exit the facility may not impair the general vehicular circulation on the Site or the pedestrian circulation on and off the Site.~~

~~3.4.~~ **C3 District**

- ~~a. The Drive-Through Facilities may not be located between a street and the Principal Building, and the vehicular circulation to enter and exit the facility may not impair the general vehicular circulation on the Site or the pedestrian circulation on and off the Site.~~ Drive-Through Facilities are permitted for any Principal Use of the property, subject to the Special Exception Use approval pursuant to Section 5.29.5.

Section 7: That Section 5.16.6.G of Chapter 55 Unified Development Code, shall be amended as follows:

## **G. Group Day Care Home**

### **1. All Residential Zoning Districts**

- a. Shall be licensed by the State of Michigan Department of Licensing and Regulatory Affairs.
- b. A zoning permit shall be obtained from the PDSU.
- c. Shall be located on a Lot with at least 5,000 square feet of Lot Area.
- ~~d. Shall provide at least one off-street Parking Space for each caregiver not living in the dwelling.~~
- ~~e. Shall show that two off-street or on-street Parking Spaces are available within 250 feet of the parcel for drop off and pick up of children.~~

**Section 8.** That Section 5.19 of Chapter 55 Unified Development Code be repealed and replaced with the following:

### **5.19 Parking Standards**

#### **5.19.1 Applicability**

- A.** All off-street parking facilities shall comply with the provisions of this section.
- B.** Bicycle parking required by this section shall be provided for new Buildings, building alterations that increase Floor Area, or when a use changes to a use with a higher minimum parking requirement per Table 5.19-1.
- C.** Vehicle parking required by this section shall be provided for new Buildings, and Building Alterations that increase Floor Area.
- D.** Electric Vehicle Parking required by this section shall be provided with the construction of any new Parking Spaces in a Parking Lot, Parking Structure, garage or carport.

#### **5.19.2 Required Parking**

##### **A. General**

1. Each land use listed in Table 5.19-1 shall provide an amount of off-street parking compliant with this section, unless the requirements are modified by another provision of this chapter, in which case the modifications shall apply.
2. No Lot zoned other than "P" shall have parking as its Principal Use, excepting Lots containing approved Parking Lots or Structures in the D1 or D2 districts.



**B. Calculating Required Parking**

1. The Floor Area above grade within a Principal Building, Accessory Building or Accessory Structure used for vehicle or bicycle parking shall not be included in any required parking calculation.
2. Any fraction of a Parking Space shall be considered a full space.
3. A higher class of Parking Space may be used to provide bicycle or Electric Vehicle parking facilities when more than one class is required by this section.

**TABLE 5.19-1 REQUIRED PARKING**

USE <i>See Sec. 5.19.3 for Uses in D1, D2, TC1 Districts</i>	MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES		
		SPACES	CLASS			CLASS	
			A	B	C	EV-C	EV-I
<b>RESIDENTIAL USES (NUMBER OF SPACES/DWELLING UNIT, UNLESS OTHERWISE NOTED)</b>		<b>% OF SPACES PROVIDED</b>					
<b>Household Living</b>							
Adult Foster Care		None	None			None	
Dwelling, Assisted Living		1 / 5	50%		50%	40%      10%	
Dwelling, Multi-Family (5 units or more)		1 / 5	50%		50%	90%      10%	
Dwelling, Single-Family, Two-Family, Multi-Family (3 or 4 units)		None				See Section 5.19.8.A.1	
Dwelling, Townhouse		1 / 5	50%		50%	100%	
<b>Group Living</b>							
Emergency Shelter		None				30%      5%	
Fraternities, sororities, student cooperatives		1 / 2 beds	50%	50%		90%      10%	
Group Housing, Guest House		1 / 5 beds	50%	50%		90%      10%	
<b>PUBLIC/INSTITUTIONAL USES (NUMBER OF SPACES / SQUARE FOOT, UNLESS OTHERWISE NOTED)</b>		<b>% OF SPACES PROVIDED</b>					
<b>Community and Cultural</b>							
Club Headquarters or Community Center		1 / 1,000			100%	25%      10%	
Conference Center		1 / 1,000			100%	40%      10%	
Designated Marijuana Consumption Facility	1 / 100	1 / 500		50%	50%		
Museum, Art Gallery	1 / 265	1 / 3,000		50%	50%	30%      5%	
Funeral Services		None				None	
Library	1 / 265	1 / 3,000		50%	50%	30%      5%	
Park, Recreation and Open Space	None	None				30%      5%	
Religious Assembly		1/50 seats or 1/100 ft. of pew			100%	30%      5%	
<b>Day Care</b>							

**TABLE 5.19-1 REQUIRED PARKING**

USE <i>See Sec. 5.19.3 for Uses in D1, D2, TC1 Districts</i>	MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES		
		SPACES	CLASS			CLASS	
			A	B	C	EV-C	EV-I
Adult Day Care Center, Child Care Center		1 / 10 caregivers		100%		25%	10%
<b>Educational</b>							
Institutions of Higher Learning, Private		5/classroom			100%	40%	10%
School, Private		5 / classroom			100%	40%	10%
School, Trade/Industrial		5 / classroom			100%	40%	10%
<b>Health Care</b>							
Hospital, Nursing Care Facility		1 / 60 beds		100%		40%	10%
<b>COMMERCIAL USES (NUMBER OF SPACES / SQUARE FOOT, UNLESS OTHERWISE NOTED)</b>				<b>% OF SPACES PROVIDED</b>			
<b>Lodging</b>							
Bed and Breakfast		1 / 4 rooms		100%		75%	25%
Hotel		1 / 30 rooms	100%			75%	25%
<b>Recreation, Entertainment, and Arts</b>							
Adult Entertainment Business	1 / 265	1 / 3,000		50%	50%	25%	10%
Artist Studio		1 / 6,000		100%		25%	10%
General Entertainment	1 / 265	1 / 3,000		50%	50%	25%	10%
Indoor Recreation (Athletics, Rinks)		1 / 1,000		100%		25%	10%
Indoor Recreation (Bowling Alley)		1 / 5 alleys			100%	25%	10%
Indoor Recreation (Court Games)		1 / 2,000		100%		25%	10%
Outdoor Recreation (Pools)		1 / 1,000			100%	25%	10%
Outdoor Recreation (Stadiums)		1 space per 100 seats or 200 feet of bench			100%	None	
Outdoor Recreations (Amphitheaters)		1 / 150 seats			100%	None	
<b>Sales</b>							

**TABLE 5.19-1 REQUIRED PARKING**

USE <i>See Sec. 5.19.3 for Uses in D1, D2, TC1 Districts</i>	MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES		
		SPACES	CLASS			CLASS	
			A	B	C	EV-C	EV-I
Automobiles, Motorcycles, Recreational Vehicles, Equipment (Sales and Rental)		1 / 3,000		50%	50%	30%	5%
Fueling Station		1 space			100%	30%	5%
Outdoor Sales, Permanent	1 / 265	1 / 3,000		50%	50%	30%	5%
Medical Marijuana Provisioning Center, Marijuana Retailer	1 / 265	1 / 3,000		50%	50%	30%	5%
Restaurant, Bar, Food Service		1 / 750		50%	50%	30%	5%
Retail Sales, General Merchandise, Shopping Centers	Up to 600,000 Sq. Ft.: 1 / 250	1 / 3,000		50%	50%	15%	5%
	More than 600,000 Sq. Ft.: 1 / 235	1 / 3,000		50%	50%	15%	5%
Wholesale, Resale, Building Material and Supplies		1 / 6,000			100%	10%	5%
<b>Service and Repair</b>							
Automobile, Truck, Construction Equipment Repair		1 space			100%	15%	5%
Contractors, General Construction, and Residential Building		1 / 3,000	30%		70%	10%	10%
Laundry, Cleaning, and Garment Services	1 / 265	1 / 3,000		50%	50%	15%	5%
Parking Lot		1 / 10 parking stalls	30%		70%	10%	10%
Parking Structure		1/10 parking stalls	30%		70%	40%	10%
Personal Services		1 / 750	100%			30%	5%
Vehicle Wash, Automatic		1 space	100%			15%	10%
Vehicle Wash, Self-serve		1 space	100%			None	
Veterinary, Kennels and Animal Boarding	1 / 250	1 / 3,000	30%		70%	10%	10%

**TABLE 5.19-1 REQUIRED PARKING**

USE <i>See Sec. 5.19.3 for Uses in D1, D2, TC1 Districts</i>	MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES		
		SPACES	CLASS			CLASS	
			A	B	C	EV-C	EV-I
<b>OFFICE AND RESEARCH (NUMBER OF SPACES / SQUARE FOOT, UNLESS OTHERWISE NOTED)</b>		<b>% OF SPACES PROVIDED</b>					
<b>Office</b>							
Bank, Credit Union, Financial Services	1 / 180	1 / 2,000			100%	15%	5%
Office, General	1 / 250	1 / 3,000	30%		70%	40%	10%
Medical/Dental	1 / 180	1 / 1,500	30%		70%	25%	10%
Nonprofit Corporations	1 / 250	1 / 3,000	30%		70%	25%	10%
<b>Research and Development</b>							
Laboratories, Research, Development		1 / 6,000		100%		40%	10%
<b>TRANSPORTATION (NUMBER OF SPACES / SQUARE FOOT, UNLESS OTHERWISE NOTED)</b>		<b>% OF SPACES PROVIDED</b>					
<b>Transportation</b>							
Transit Center, Station, or Depot		1 / 3,000	30%		70%	90%	10%
Transportation Facilities		None				None	
<b>INDUSTRIAL (NUMBER OF SPACES / SQUARE FOOT, UNLESS OTHERWISE NOTED)</b>		<b>% OF SPACES PROVIDED</b>					
<b>Agricultural</b>							
Agriculture (Greenhouse, Barn, Borrow Pit)		None				None	
Marijuana Microbusiness,	Offices: 1/250; Cultivation: 1/2,000	1 / 3,000	30%		70%		
Marijuana Grower	Offices: 1/250; Cultivation: 1/2,000	1 / 3,000		100%		40%	10%
<b>Manufacturing, Processing, Assembly, and Fabrication</b>							
Asphalt, Concrete Mixing Plant, Sand and Gravel Pit; Coal/Coke Dealer; Oil/Gas Well		1 / 25,000		100%		10%	10%
Heavy Manufacturing; Laundry/Dry Cleaning Plant; Scrap/Waste Material; Slaughterhouse		1 / 25,000		100%		40%	10%

**TABLE 5.19-1 REQUIRED PARKING**

USE <i>See Sec. 5.19.3 for Uses in D1, D2, TC1 Districts</i>	MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES		
		SPACES	CLASS			CLASS	
			A	B	C	EV-C	EV-I
Light Manufacturing, Pilot Manufacturing		1 / 25,000		100%		40%	10%
<b>Utilities and Communications</b>							
Broadcasting Facility, Data Processing and Computer Centers		1 / 3,000	30%		70%	40%	10%
Electric, Gas, and Sanitary Services; Power and Fuel Rights-of-Way; Wireless Communication Facilities		None				None	
<b>Warehousing and Storage</b>							
Outdoor Storage		None				None	
Warehousing and Indoor Storage		1 / 30,000		100%			10%
<b>ACCESSORY USES (NUMBER OF SPACES / SQUARE FOOT, UNLESS OTHERWISE NOTED)</b>				<b>% OF SPACES PROVIDED</b>			
Bed and Breakfast, Accessory		1 space		100%			
Community Recreation		1 / 1,000			100%	10%	10%
Dwelling Unit, Accessory		None				100%	
Dwelling Unit, Manager's		None				100%	
Family Day Care Home		None				100%	
Group Day Care Home		None				100%	
Home Occupation		None				None	
Management/Maintenance Office and Storage	1/250	1 / 3,000	30%		70%	25%	10%
Restaurant, Bar, Food Service		1 / 750		50%	50%	25%	10%
Retail Sales, General Merchandise	1/265	1 / 3,000		50%	50%	10%	10%
Roadside Stand		None				None	
<b>TEMPORARY USES</b>							
Christmas Tree Sales	None		None			None	

**TABLE 5.19-1 REQUIRED PARKING**

<b>USE</b> <i>See Sec. 5.19.3 for Uses in D1, D2, TC1 Districts</i>	<b>MAXIMUM VEHICLE PARKING SPACES</b> <b>(NONE IF BLANK)</b>	<b>MINIMUM BICYCLE PARKING SPACES</b>			<b>MINIMUM EV PARKING SPACES</b>		
		<b>SPACES</b>	<b>CLASS</b>			<b>CLASS</b>	
			<b>A</b>	<b>B</b>	<b>C</b>	<b>EV-C</b>	<b>EV-I</b>
Outdoor Sales, Temporary by Others		By Special Exception					
Special Event Sales		By resolution of City Council					

**5.19.3 Special Parking Districts**

Lots located in the D1,D2, or TC1 zoning districts are considered a special parking district and are subject to Table 5.19-2:

TABLE 5.19-2 SPECIAL PARKING DISTRICT REQUIREMENTS							
ZONING DISTRICT	MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES		
		SPACES	CLASS			FACILITY STANDARDS	
			A	B	C	EV-C	EV-I
NUMBER OF SPACES/SQUARE FOOT		% OF SPACES PROVIDED					
D1, D2 – Residential		1 / 2,500	100%			90%	10%
D1, D2 – Nonresidential		1 / 10,000			100%	90%	10%
TC1	1/333	1 / 5,000	50%	25%	25%	90%	10%



**5.19.4 Barrier Free Parking**

All Parking Lots shall have Barrier free Parking Spaces as required by and in conformity with state law (MCL 125.1352). When one or more EV-I Parking Space is required by Table 5.19-1, the distribution of EV-I Parking Spaces shall be provided per Table 5.19-3.

<b>TABLE 5.19-3 ACCESSIBLE CHARGING STATIONS</b>		
<b>REQUIRED EV-I SPACES</b>	<b>ELECTRIC VEHICLE CHARGING STATION DISTRIBUTION</b>	
	<b>VAN ACCESSIBLE</b>	<b>STANDARD ACCESSIBLE</b>
1-4	1	0
5-50	1	1
51-75	1	2
76-100	1	3
Over 100	1 plus 1 for each 300 or fraction thereof over 100	3 plus 1 for each 60 or fraction thereof over 100

**5.19.5 Use of Off-Street Parking Facilities**

**A. General**

1. Parking Spaces shall not be obstructed by storing objects, Structures or vehicles that are inoperative, unregistered or for sale.
2. Bicycle Parking Spaces required by this section shall be accessible to a public Street or Alley.
3. Vehicle Parking Spaces shall be accessible by a driveway connected to a public or private Street or Alley.
4. Nothing in this section shall preclude a reasonable charge to the occupants of the Building for use of the any Vehicular Parking Spaces and/or Bicycle Parking Spaces.

**B. All vehicles**

1. Vehicles must be parked on a Driveway, in a Structure, or within an approved Parking Space or Parking Lot.
2. Vehicle Exception: This subsection shall not be applicable on those days when University of Michigan football games or scrimmages are played in Michigan Stadium, or on the day(s) and place(s) designed as a special event by resolution of City Council.

**C. Commercial Vehicles, Oversized Vehicles, Trailers, Boats, Campers, and Similar Vehicles**

**1. Residential Zoning Districts**

- a. Commercial Vehicles, Oversized Vehicles, Trailers, Boats, Campers, and Similar Vehicles must be stored in a Parking Structure, on a Driveway or in a location other than the Front Yard

- b. No more than two commercially-licensed vehicles shall be kept in the open on the vehicle owner's private property or within 500 feet of the property on a public street.
- c. No vehicle over 22 feet long or a commercial vehicle licensed for an empty weight of more than 10,000 pounds shall be parked anywhere on a Lot.

**2. Nonresidential Zoning Districts**

Commercial Vehicles, Oversized Vehicles, Trailers, Boats, Campers, and Similar Vehicles must be stored in a Building or approved Outdoor Storage.

**5.19.6 Design of Vehicle Parking Facilities**

**A. Placement of Vehicle Parking Facilities**

1. Parking Lots and Parking Spaces shall not be located in the Front Yard, unless an exception is listed in subsection B.
2. Parking Structures shall comply with the use specific standards provided in Section 5.16 and the dimensional standards of the zoning district in which it is located.
3. No Parking Space shall be located closer than ten feet to any Building used for a Dwelling Unit on the first Floor.

**B. Placement Exceptions**

1. For Sites with more than one Front Lot Line, Parking Spaces may be located in one Front Yard but shall be set back a minimum of 25 feet from the Front Lot Line of that Front Yard.
2. Multiple-Family uses having more than 100 feet of Street Frontage, more than 20,000 square feet of land area, and more than 20 Dwelling Units may have vehicular Parking Lots and Parking Spaces located in the Front Yard but not in the Front Setback Area.
3. Religious assemblies, Child Care Centers and schools with more than 100 feet of Street Frontage and more than 20,000 square feet of land area may be permitted to have vehicular Parking Lots and spaces located in the Front Yard but not in the Front Setback Area if approved as part of a Special Exception Use review.

**C. Dimensional Standards**

1. Parking Structures, Parking Lots and Parking Spaces shall have adequate maneuvering area and access to permit use of all Parking Spaces without moving other vehicles and prevent backing of vehicles into a public Street.
2. Parking Spaces shall be clearly marked and shall conform to the minimum stall and aisle standards in Table 5.19-3 unless an exception is provided.

3. Exceptions: In the special parking districts referenced in Section 5.19.3, the stalls and aisles within a Parking Structure that is solely available to residents or employees of the Building are not subject to dimensional standards of Table 5.19-4 provided the stalls and aisles remain functional and accessible.

TABLE 5.19-4: STALL AND AISLE STANDARDS					
ANGLE OF PARKING (DEGREES)	STALL WIDTH [A] (FT.)	CURB LENGTH PER STALL (FT.)	STALL DEPTH 90° TO WALL [B] (FT.)	AISLE WIDTH [C] (FT.)	WALL TO WALL WIDTH (FT.)
<b>REGULAR CAR SPACES</b>					
0	9	20	9	12	
45	9	12 ft. 7 in.	19 ft. 5 in.	12	51
60	9	10 ft. 4 in.	20 ft. 5 in.	16	57
75	9	9 ft. 3 in.	20	20	60
90	9	9 ft.	18	22	58
<b>SMALL CAR SPACES [D]</b>					
0	8	18 ft.	8	12	
45	8	11 ft. 3 in.	17	12	46
60	8	9 ft. 2 in.	17 ft. 9 in.	14	49 ft. 8 in.
75	8	8 ft. 3 in.	17 ft. 5 in.	17	52
90	8	8	16	20	52
NOTES:					
[A] Stall width shall be increased by 1 foot for those spaces which are adjacent to a Fence, wall or enclosure. Barrier free Parking Spaces must be designated as required by and in conformity with state law.					
[B] Stalls which allow for vehicle overhang (next to curbs) can be reduced in depth by 2 feet.					
[C] In Lots that are designed for both regular and small cars, the regular size aisle width shall be used.					
[D] Up to 30% of Parking Spaces in a Parking Lot may be designated as small car spaces and clearly Signed for "small cars".					

**D. Surface Material:** Driveways and Parking Lots shall be surfaced with asphalt, concrete, porous pavement, pavers or brick in accordance with City Public Services Standard Specifications. However, Driveways and Parking Lots that serve Single-Family or Two-Family Dwellings with Vehicular Use Areas of less than 1,200 square feet and less than five Parking Spaces may be surfaced with gravel or other similar material in accordance with standard engineering practices. Approval of such surfacing shall be conditioned upon adequate coverage and barriers sufficient to confine the material.

**E. Maintenance:** Parking Lots shall be equipped with curbs or other barriers to confine vehicles to the Parking Lot. Driveways, Parking Lots and Structures shall be constructed and maintained in a manner to prevent drainage nuisances and the formation of potholes and must be kept reasonably free of snow and ice.

**5.19.7 Design of Bicycle Parking Facilities**

**A. General**

1. Bicycle Parking Facilities shall conform to the dimensional standards in Table 5.19-5. Alternatives may be allowed by the Planning Manager for designs that use available space more efficiently and store the equivalent number of bicycles and accessories in a smaller area.

<b>TABLE 5.19-5: BICYCLE STALL AND AISLE STANDARDS</b>			
<b>CLASS</b>	<b>SPACE LENGTH AND WIDTH</b>	<b>ACCESS</b>	<b>OVERHEAD CLEARANCE</b>
A	Min. 2 ft. x 6 ft.	Min. 3 ft.	n/a
B	Min. 2 ft. x 6. ft.	Min. 3 ft.	Min. 7 ft.
C	Min. 2 ft. x 6 ft.	Min. 3. Ft.	Min. 7 ft.

2. All bicycle parking facilities must be easily accessible, well lighted, and durable, and securely anchored to pavement, floors, or walls.
3. Bicycle parking facilities outside of a Building shall be considered and included in Open Space calculations. Bicycle parking facilities on the first Floor inside of a Building shall not be included in Floor Area Ratio calculations.
4. Buildings and Structures used for bicycle parking shall comply with all regulations for accessory Structures.
5. Asphalt, concrete, porous pavement, pavers or brick shall connect bicycle parking facilities to a Sidewalk or Driveway.

**B. Placement**

1. Bicycle parking facilities outside of a Building shall be in close proximity to the main Building entrances and in a location that is visible and easily accessible.
2. Bicycle parking facilities inside a Building or Structure that also has vehicle parking facilities shall have a physical barrier to separate the parking facilities.
3. Bicycle parking facilities inside a Building or Structure shall be located near a main entrance, on the Street level or on a level accessible by an elevator large enough to accommodate the bicycle.

**C. Class Standards**

**1. Class A - Enclosed Bicycle Storage**

Class A facilities shall store a bicycle and necessary accessories for longer periods, well protected from weather and theft. Class A bicycle parking is most often used by Dwelling Unit residents. Examples of Class A facilities are individual enclosed storage lockers, enclosed bicycle parking shed, a room within

a Building that contains individual storage lockers or individual hoop spaces with additional storage space, or private garages.

**2. Class B - Covered Bicycle Racks**

Class B facilities shall store a bicycle for intermediate periods with some protections from weather and allowing both wheels and frame of a bicycle be securely locked with a chain, cable, or padlock. Class B bicycle parking is most often for employees. Examples of Class B facilities are hoops or another type of rack underneath an overhang or shelter.

**3. Class C - Fixed Bicycle Racks**

Class C facilities shall store a bicycle for short periods, allowing both the wheels and frame of a bicycle to be securely locked. Class C bicycle parking is most often for visitors and customers of a residence, business, or office.

**5.19.8 Electric Vehicle Parking Spaces**

**A. General**

1. Single-Family Dwellings, Two-Family Dwellings, Multiple-Family Dwellings with Three or Four Units: All Parking Spaces on the Lot shall be EV-C. For any garage or carport on the Lot, at least one Parking Space shall be EV-R, and the remainder of Parking Spaces inside the garage shall be EV-C.
2. EV-I Parking Spaces shall have signage indicating it is to be used exclusively for Electric Vehicles.
3. Free-standing Electric Vehicle Charging Stations shall have bollards, bumper blocks, or raised curbs to protect the system.
4. Electric Vehicle Charging Stations shall be wall-mounted, or located to accommodate the charging of more than one Parking Stall.
5. Electric Vehicle Charging Stations shall not create a trip hazard or violation of the accessible path of travel when the cord is connected to an Electric Vehicle.
6. Where Parking Lots are separated into distinct areas or when Parking Structures have more than one level, the Electric Vehicle parking facilities shall be evenly distributed among the separate areas or levels.

**B. Placement of Electric Vehicle Charging Stations**

1. Electric Vehicle Charging Station may not reduce the required stall dimensions provided in Table 5.19-4 and must maintain compliance with state barrier free design requirements.
2. Electric Vehicle Charging Stations in any walkways must maintain at least four feet of walkway width for pedestrians.
3. Electric Vehicle Charging Stations may not be located in any required interior landscape islands, right-of-way screening or conflicting land use buffers.

## **C. Class Standards**

### **1. EV-C – Electric Vehicle Capable**

EV-C are Parking Spaces having a capped cable/raceway connecting the Parking Space to an installed electric panel with a dedicated branch circuit(s) to easily install the infrastructure and equipment needed for a future Electric Vehicle Charging Station. The dedicated branch circuit panel space shall be stenciled or marked legibly with the following text: Future Electric Vehicle Charging Circuit. (See Figure EV-C).

### **2. EV-R – Electric Vehicle Ready**

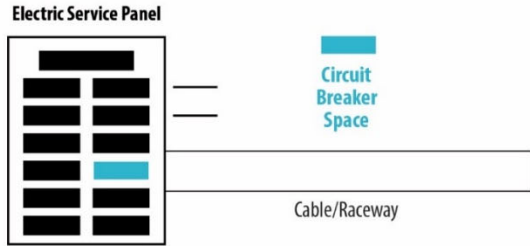
EV-R are Parking Spaces that are ready for installation of an Electric Vehicle Charging Station except for the EVCS itself. EV-R Parking Spaces shall have a junction box, terminated in an approved method, for a direct buried cable or raceway to an electrical panel with a dedicated branch circuit(s) to power a Charging Station. The junction box shall be clearly marked and labeled with the following text: EV Ready Circuit. (See Figure EV-R)

### **3. EV-I – Electric Vehicle Installed**

EV-I are Parking Spaces with an operational Electric Vehicle Charging Station. (See Figure EV-I)

**EVCS CAPABLE (EV-C)**

Install electrical panel capacity and dedicated cable/raceway (s) that is capped for future EV parking space(s).

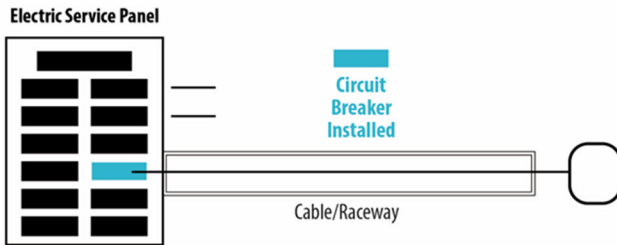


**ELECTRIC  
VEHICLE**



**EVCS READY (EV-R)**

Install electrical panel capacity with a dedicated branch circuit(s) including conductors in a cable/raceway that is terminated in an approved method for future EV parking space(s).

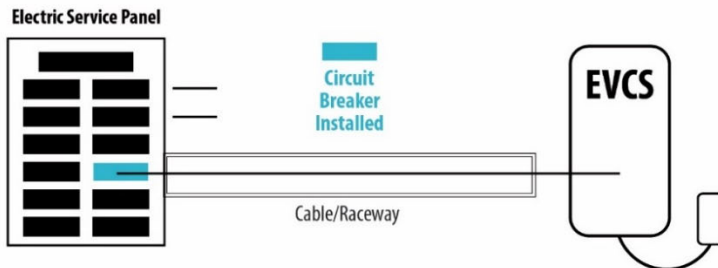


**ELECTRIC  
VEHICLE**



**EVCS INSTALLED (EV-I)**

Install Electrical panel capacity with a dedicated branch circuit(s) including conductors in a cable/raceway and an EVCS charging station capable of providing charge energy to an EV(s).



**ELECTRIC  
VEHICLE**



**D. Renewable Electrical Supply Recommended**

Typical Electric Vehicles as described and defined here are three times more efficient than the most efficient petroleum-based combustion vehicles. They produce no tailpipe emissions and they have more than 50% lower greenhouse gas emissions assuming 2019 DTE upstream emissions associated with the production of electricity. In order for Electric Vehicles to provide the maximum environmental and, in most cases, financial benefits, to their owners and in support of the City of Ann Arbor’s carbon neutrality goals, it is recommended that Electric Vehicle Charging Stations be powered by a renewable energy source. Options can be on-site solar power generation or subscribing with a utility or a third party for renewable energy.

**5.19.9 Driveways**

**A. General**

1. All Driveways shall lead to a garage, carport, Parking Space, Parking Lot, or Parking Structure meeting the requirements of this chapter.
2. The number of Driveways permitted shall correspond to the number of Openings provided in Section 5.21.
3. Driveways may not cross or be located on any Lot in another zoning district.
4. Driveway shall meet the dimensional standards provided in Table 5.19-6.

<b>TABLE 5.19-6: DRIVEWAY DIMENSION STANDARDS</b>			
<b>ZONING DISTRICT</b>	<b>MIN. WIDTH</b>	<b>MAX. WIDTH</b>	<b>INCREASE ALLOWANCE</b>
R1, R2	10 ft.	24 ft.	May be widened beyond the Front Lot Line up to 30% of Lot Width when leading to garage or carport
All Others – One Way	10 ft.	15 ft.	None
All Others – Two Way	18 ft.	24 ft.	None

Section 9. That this Ordinance shall take effect 10 days after publication.