

MEMORANDUM

TO: Transportation Commission

FROM: Brett Lenart, Planning Manager
Alexis DiLeo, City Planner

DATE: February 6, 2018

SUBJECT: Homework/Study Guide Materials for Bicycle Parking Requirements
Discussion and Transit Zoning District Introduction

At your February 14, 2018 meeting, Planning staff will open a discussion on the current bicycle parking requirements and whether they should be revised, and will introduce an emerging initiative to create a new zoning district for existing transit corridors. Below are some background materials for preview.

Bicycle Parking Requirements Discussion

Along with vehicle parking, bicycle parking is required for every new development and most redevelopments of sites within the City. City Code [Chapter 59](#) Off-Street Parking (soon to be Section 5.19 of the [Unified Development Code](#)) provides the minimum number of bicycle spaces required for each type of land use, the proportion of those spaces that must be Class A, B, or C, and the design criteria.

Applicability – Bicycle parking must be provided in full when a site plan is required. Site plans are required for

- New buildings or additions to existing buildings
- Expansions to existing parking lots
- Changes to required site elements (buffers, storm water management systems, etc)

for all types of developments except individual single family or two-family dwellings.

Site plans are not required for work solely on the interior of a building such as a renovation or remodel of an apartment complex, office space, restaurant, or store.

Required Number of Spaces – Each type of land use has parking requirements. The number of required spaces are based per square foot, room, bed, or unit. Below is an snip from Section 5.19 of the Unified Development Code:

TABLE 5:19-1 OFF-STREET PARKING SPACES REQUIRED ¹⁸²				
USE [SEE SEC. 5.19.3 FOR USES IN D1 AND D2 DOWNTOWN DISTRICTS:]		REQUIRED PARKING SPACES	REQUIRED BICYCLE SPACES	REQUIRED BICYCLE CLASS
	Nursing Care Facility ¹⁸³	1 space for each 6 beds	1 space per 60 beds	B 100%
COMMERCIAL USES				
Lodging	Bed and Breakfast	1 space per room	1 space per 4 rooms ¹⁸⁴	B 100%
	Hotel	1 space per room	1 space per 30 rooms	A 100%
Recreation, Entertainment, and Arts	Adult Entertainment Business	Minimum of 1 space per 310 sq. ft. of Floor Area, maximum of 1 space per 265 sq. ft. of Floor Area [1]	1 space per 3,000 sq. ft. of Floor Area	B 50% C 50%
	Artist Studio	1 space per 600 sq. ft. of Floor Area	1 space per 6,000 sq. ft. of Floor Area	B 100%
	General Entertainment	Minimum of 1 space per 310 sq. ft. of Floor Area, maximum of 1 space per 265 sq. ft. of Floor Area [1]	1 space per 3,000 sq. ft. of Floor Area	B 50% C 50%
	Indoor Recreation	Athletic Club/Roller Rink = 1 space per 200 sq. ft. of Floor Area	1 space per 1,000 sq. ft. of Floor Area	B 100%
		Bowling Alley = 5 spaces per alley	1 space per 5 alleys	C 100%
		Indoor Court Game Facilities = 1 space per 1,000 sq. ft. of Floor Area	1 space per 2,000 sq. ft. of Floor Area	B 100%
	Swimming Club, Private (Building)			

Bicycle Class – The required number of spaces must be provided in one, two or three styles, or classes. The three classes are:

Class A – Enclosed Bicycle Storage. These are either individual storage lockers or a dedicated room within a building with facilities to secure the bicycle as well as accessory items such as helmets. A private garage counts as both a vehicle and bicycle parking space. Class A spaces are intended for overnight and long-term storage of the bicycle, providing the security and storage functions as a garage does for a car.



Class B – Covered Bicycle Racks. These are covered outdoor racks or hoops. Class B spaces are intended for bicycles to be parked for several hours or all day, providing employees with an appropriate, dry, shaded place to leave their bikes while they working.



Class C – Fixed Bicycle Racks. These racks or hoops are intended for short-term bicycle parking for office or store customers or for visitors at a residential development.



Design Criteria – The code requirements also specify the minimum design criteria for each class. Specifications address the minimum dimensions, materials, and placement.

Comments and Questions – A speaker at a recent public hearing expressed a concern to the Planning Commission that new downtown developments are not providing the ideal mix of bicycle parking options.

- Does the Transportation Commission share this particular concern?
- Does the Transportation Commission think there is any concern with regard to bicycle parking?
- Keeping in mind that bicycle parking requirements include three components: 1) the number of spaces required; 2) the required percentage of each class; and 3) the design criteria of each class
 - If an evaluation is warranted, should it focus on one, two or all components?
 - If an evaluation is warranted, should it focus on one land use (i.e. restaurant), a category of land uses (i.e. commercial), or all land uses?
- What additional information would be helpful to make a determination of the effectiveness of the current requirements?
- What information would be helpful when evaluating and making a recommendation to change the requirements?
- What resources should be devoted this effort?

Introduction of New Transit Corridor Zoning District

As recommended by several City Master Plans, staff is in the early stages of crafting a new zoning district for the existing transit corridors.

Master Plan Review – The City’s Master Plan includes eight elements:

- [Sustainability Framework](#)
- [Land Use Element](#) plus [South State Street Corridor Plan Amendment](#)
- [Downtown Plan](#)
- [Transportation Plan Update](#)
- [Non Motorized Plan](#) plus Update and [Appendix](#)
- [Natural Features Master Plan](#)
- [Treeline Master Plan](#)

In addition, the Planning Commission relies on several resource documents that provide additional detail for interpretation and implementation of the Master Plan recommendations. The [Washtenaw Avenue Corridor Redevelopment Strategy](#), [Climate Action Plan](#), [Reimagine Washtenaw Corridor Improvement Study](#) and the [Washtenaw County Affordability and Economic Equity Analysis](#) are relevant resource documents to this new zoning district effort.

A consistent and overarching theme across the Master Plan elements and relevant resource documents is increasing the livability of Ann Arbor. Encouraging, enabling and providing more housing units, in more styles, is an explicit goal that also speaks to increasing livability. Encouraging, enabling and providing more transportation options – which reduces congestion, improves mobility, and reduces energy and environmental impacts – is an explicit goal that also speaks to increasing livability. And encouraging, enabling and providing mixed uses, active streetscapes, and more dense development are also explicit goals that, again, speak to increasing livability.

Creating a new zoning district with requirements for minimum floor area ratios, minimum mixed use standards, and placement standards, will further each of the explicit goals and be in keeping with improving the livability of Ann Arbor.

Intended Locations – Staff worked with a small group of City Councilmembers, the Ordinance Revisions Committee, and the joint housing affordability subcommittee of the Planning Commission and [Washtenaw County] Housing and Human Services Advisory Board to narrow the list of all potential transit corridors for rezoning to the new district to two Phase 1 locations. Washtenaw Avenue, between US 23 and Platt Road, and South State Street at Eisenhower Boulevard, extending about ½ mile outward, are the intended locations for rezoning to the new district.

Phase 2 has not yet been determined, however, the creation of the new zoning district will bear replicability in mind.

Zoning Standards – Initial discussions of the new zoning district have used the D2 (Downtown Interface) district as a starting point. The D2 district allows 200% FAR, requires a minimum of two stories for new development, and requires new buildings to be located either 1 foot, up to 10 feet, or at least 15 feet from the front lot line depending on what type of street the site is on. The D2 district is also located within a special parking district.

The new T1 (Transit Corridor) district¹ will likely include these kinds of standards and requirements to achieve a similar, but not identical, form of development along transit corridors.

Schedule – Planning staff have partnered with the Washtenaw County Office for Community and Economic Development (OCED) for manpower assistance to meet an ambitious schedule. The project will soon formally kick-off with stakeholder meetings in

¹ Working title only, subject to change.

March 2018. Public outreach will follow shortly in April, May and June 2018, with ordinance drafting beginning in the middle of that phase. Public hearings and adoption by the Planning Commission and City Council are anticipated in late summer 2018.