

UNIFIED DEVELOPMENT CODE
(Bicycle and Vehicle Parking)

AN ORDINANCE TO AMEND SECTIONS 5.19.2, 5.19.3, 5.19.5, and 5.19.7 OF
CHAPTER 55 (UNIFIED DEVELOPMENT CODE) OF TITLE V OF THE CODE OF THE
CITY OF ANN ARBOR

The City of Ann Arbor ordains:

Section 1. That Section 5.19.2 of Chapter 55 (Unified Development Code) of Title V of the Code of the City of Ann Arbor be deleted and replaced as follows:

5.19.2 Required Parking

A. General

1. Provided parking shall comply with the standards and requirements of this section unless 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 *parking structures* in the D1 or D2 districts.
3. The *floor area* used for parking shall not require parking.
4. The *floor area* used for vehicle *parking spaces* below grade or the *floor area* used for *bicycle parking spaces* below the second story shall not be included in *floor area ratio* calculations.
5. *Bicycle parking spaces* outside of a *building* shall be considered and included in *open space* calculations.
6. Any fraction of a *parking space* shall be considered a full space.
7. A higher class of *parking space* may be used to provide *electric vehicle* parking facilities when more than one class is required by this section.

B. Vehicle Parking Requirements

The minimum vehicle parking required for any land use is none. When vehicle parking is provided, the maximum number of spaces that can be provided and the EV facilities that must be included are provided in Table 5.19-1 and Table 5.19-3.

| TABLE 5.19-1: REQUIRED VEHICLE PARKING | | | |
|--|---|------------------------------|-------------|
| LAND USES (SEE SECTION 5.19.3 FOR LAND USES IN D1, D2, AND TC1 DISTRICTS) | MAXIMUM NUMBER OF SPACES | MINIMUM EV FACILITIES | |
| | | EV-C | EV-I |
| RESIDENTIAL USES | | | |
| Household living (1 to 4 units) | None | See Section 5.19.8.A | |
| Household living (5 or more units) and group living | None | 90% | 10% |
| Dwelling, Assisted Living | None | None | None |
| Emergency Shelter | None | None | None |
| PUBLIC/INSTITUTIONAL USES | | | |
| All community and cultural, day care, educational, and health care uses | None | 40% | 10% |
| COMMERCIAL USES | | | |
| Hotel, Bed and Breakfast | None | 75% | 25% |
| Recreation, Entertainment, and Arts – all | 1/265 sq. ft. | 25% | 10% |
| Retail – Sales, General Merchandise, Shopping Centers | 1/250 sq. ft. | 30% | 5% |
| All other commercial uses | None | 30% | 5% |
| OFFICE AND RESEARCH | | | |
| Laboratories, Research, Development | None | 30% | 10% |
| All other office and research uses | 1/250 sq. ft. | 30% | 10% |
| TRANSPORTATION USES | | | |
| All transportation uses | None | 90% | 10% |
| INDUSTRIAL USES | | | |
| All industrial uses | None | 40% | 10% |
| ACCESSORY USES | | | |
| All accessory uses | Follow primary use requirements. | | |
| TEMPORARY USES | | | |
| All temporary uses | None | | |

C. Bicycle Parking Requirements

The minimum required bicycle parking for all land uses is provided in Table 5.19-2 and Table 5.19-4.

| TABLE 5.19-2: REQUIRED BICYCLE PARKING | | | |
|---|--|-------------------------|-------------------------|
| LAND USES (SEE SEC. 5.19.3 FOR LAND USES IN D1, D2, TC1 DISTRICTS) | MINIMUM REQUIRED PARKING SPACES [1] | | |
| | CLASS A | CLASS B | CLASS C |
| RESIDENTIAL USES | | | |
| Residential (1 to 4 units) | | | |
| Residential (5 or more units) | 1 per 2 units | 1 per 10 units | 1 per 25 units |
| Group Living | 1 per 2 beds | 1 per 10 beds | 1 per 25 beds |
| PUBLIC/INSTITUTIONAL | | | |
| All public and institutional uses | | 1 per 2,500 sf | 1 per 2,500 sf |
| COMMERCIAL | | | |
| All commercial uses | | 1 per 5,000 sf | 1 per 3,000 sf (3 min) |
| OFFICE AND RESEARCH | | | |
| All office and research uses | | 1 per 2,500 sf | 1 per 15,000 sf (3 min) |
| TRANSPORTATION | | | |
| All transportation uses | | 1 per 2,500 sf | 1 per 3,000 sf (3 min) |
| INDUSTRIAL | | | |
| All industrial uses | | 1 per 40,000 sf (2 min) | 1 per 12,000 sf (2 min) |
| ACCESSORY USES | | | |
| All accessory uses | None | | |
| TEMPORARY USES | | | |
| All temporary uses | None unless by special exception or resolution of City Council | | |
| [1] A minimum of 2 spaces or 5% of each class of required bicycle parking, whichever is greater, must be oversized to accommodate bicycles with extended frames such as cargo and other specialty styles. | | | |

Section 2. That Section 5.19.3 of Chapter 55 (Unified Development Code) of Title V of the Code of the City of Ann Arbor be deleted and replaced as follows:

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 the standards provided in Table 5.19-3 and Table 5.19-4.

TABLE 5.19-3: SPECIAL PARKING DISTRICTS VEHICLE PARKING REQUIREMENTS

| LAND USE / ZONING DISTRICT | MAXIMUM PARKING (NONE IF BLANK) | MINIMUM EV PARKING SPACES | |
|----------------------------|---------------------------------|---------------------------|------|
| | | EV-C | EV-I |
| Residential (D1, D2) | | 90% | 10% |
| Residential (TC1) | 1 per 333 sf. | 90% | 10% |
| Non-Residential (D1, D2) | | 90% | 10% |
| Non-Residential (TC1) | 1 per 333 sf. | 90% | 10% |

Table 5.19-4: Special Parking Districts Bicycle Parking Requirements

| LAND USE / ZONING DISTRICT | REQUIRED PARKING [1] | | |
|----------------------------|----------------------|-----------------|-----------------|
| | CLASS A | CLASS B | CLASS C |
| Residential (D1, D2) | 1 per 2 units | | |
| Residential (TC1) | 1 per 2 units | 1 per 10 units | 1 per 25 units |
| Non-Residential (D1, D2) | | | 1 per 10,000 sf |
| Non-Residential (TC1) | | 1 per 10,000 sf | 1 per 5,000 sf |

[1] A minimum of 2 spaces or 5% of each class of required bicycle parking, whichever is greater, must be oversized to accommodate bicycles with extended frames such as cargo and other specialty styles.

Section 3. That Section 5.19.5 of Chapter 55 (Unified Development Code) of Title V of the Code of the City of Ann Arbor be amended as follows:

5.19.5 Use of Parking Facilities

A. General

1. *Parking spaces* shall not be obstructed by storing objects, *structures*, or vehicles that are inoperable, unregistered, or for sale.
2. *Bicycle parking spaces* shall be accessible by an ADA compliant sidewalk, driveway, or other paved surface to a public Street, private Street, or Alley.
3. *Vehicle parking spaces* shall be accessible by a *driveway* connected to a public Street, private Street or Alley.
4. Nothing in this section shall preclude a reasonable charge for the use of any *parking space*.

B. All Vehicles

1. Vehicles must be parked in 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) designated as a special event by resolution of City Council.

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

1. Residential Zoning Districts

- a. Commercial vehicles, oversized vehicles, trailers, boats, campers, and similar vehicles, subject to paragraph c below, 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*.

Section 4. That Section 5.19.7 of Chapter 55 (Unified Development Code) of Title V of the Code of the City of Ann Arbor be deleted and replaced as follows:

5.19.7 Design of Bicycle Parking Facilities

A. General Requirements

1. *Bicycle parking spaces* shall be easily accessible, well lit, and constructed with durable, securely anchored materials.
2. Facilities shall support a bicycle in an upright position with both wheels touching the ground, unless a space saving option is used as provided in this section. Prohibited facilities include a wave rack, school yard rack, or wheelwell rack, see Figure 19-1.
3. Facilities shall allow the bicycle frame and at least one wheel to be secured to the support with a standard lock.
4. *Buildings* or *structures* specifically for *bicycle parking spaces* shall comply with Section 5.16.6.A Accessory Buildings.
5. Where *bicycle parking spaces* are not immediately visible from the public Street, private Street, or Alley, permanent wayfinding signage should be provided.

6. No part of a bicycle shall overhang a bicycle parking space.
7. No part of a *bicycle parking space*, including any structural elements for coverings or roofs, or the use of *bicycle parking spaces* shall impede pedestrian circulation.

Figure 19-1. Prohibited Bicycle Parking Racks (source: 2024 AASHTO Guide for the Development of Bicycle Facilities)



B. Dimensional Standards

All bicycle parking spaces shall conform to the dimensional standards in Table 5.19-7 unless otherwise provided in this section.

| TABLE 5.19-5: BICYCLE PARKING SPACE DIMENSIONAL STANDARDS | | | | |
|---|---------------|----------------|----------------------|----------------------------|
| | MINIMUM WIDTH | MINIMUM LENGTH | MINIMUM AISLE ACCESS | MINIMUM OVERHEAD CLEARANCE |
| Standard space | 2 ft. | 6 ft. | 5 ft. | 7 ft. |
| Oversized space | 2 ft. | 10 ft. | 5 ft. | 7 ft. |

C. Placement and Access Standards

1. **Access.** Access routes to the bicycle parking spaces shall be paved or finished flooring, at least 5 feet wide at all points, free of stairs or steep ramps. If access routes are shared with vehicles, a designated bicycle lane or clear shared-use signs and markings shall be provided. If access routes enter buildings, there shall be no more than two doorways along the route, and all doors shall be self-opening.
2. **Placement Outside Buildings.** Bicycle parking spaces, including lockers for Class A requirements, shall be placed starting no more than 50 feet of building entrances unless an alternative placement is approved as provided in this section.
3. **Placement of Accessory Buildings.** Accessory buildings shall be placed within reasonable distance of principal buildings and equally convenient and proximate as vehicular parking spaces to the principal building.

4. **Placement Inside Buildings.** Dedicated spaces or rooms for bicycle parking spaces shall be placed at street level or a level accessible by an elevator large enough to accommodate a bicycle.
5. **Multiple Entrances and Buildings.** If buildings have more than one entrance, or if sites have more than one building, placement of bicycle parking spaces shall be reasonably and proportionally distributed at entrances and buildings.
6. **Oversized Space Placement.** Oversized spaces shall be located as the first spaces or last spaces in a row of bicycle parking spaces as appropriate to the proposed layout for the most accessibility and maneuvering room without interfering with standard spaces.
7. **Alternative Placement.** The approving body may increase the minimum placement distance of bicycle parking spaces outside of buildings if existing conditions prevent strict compliance by the minimum amount necessary and meeting the intent of this section.

D. Specific Class Requirements

1. Class A (Protected Bicycle Storage)

- a. **Purpose.** Class A bicycle parking provides long-term storage of bicycles and bicycle accessories in enclosed facilities well protected from weather and theft. Class A bicycle parking is intended for long-term storage by occupants at their place of residence.
- b. **Design.** Class A bicycle parking may be designed as:
 - i. Individual locker.
 - ii. Individual garage associated with an attached or detached single-family dwelling, in which case facilities to support and secure bicycles are not required.
 - iii. Accessory building devoted to bicycle parking.
 - iv. Dedicated space or room devoted to bicycle parking within a building or in a parking structure. Dedicated space or room may not be within any dwelling units. Dedicated space in a parking structure must have a physical barrier between the bicycle and vehicle parking spaces.
- c. **Space Saving Option.** Space saving options that do not meet the dimensional requirements of Table 5.19-5, often referred to as “space saving racks,” may be used for up to 50% of the required

Class A standard size bicycle parking spaces to support and secure multiple bicycles, provided the following criteria are met:

- i. The facilities allow each bicycle to be stored without moving another stored bicycle.
- ii. The facilities allow loading and unloading of bicycles to occur at or nearly at ground level.
- iii. If the facilities have a stacked, layered or tiered design, mechanical assistance shall be provided to raise and lower the upper supports for loading and unloading at or nearly at ground level.

2. Class B (Covered Bicycle Parking)

- a. **Purpose.** Class B bicycle parking spaces park a bicycle for intermediate periods with some protections from weather. Class B bicycle parking is intended for commuters to park at their place of employment.
- b. **Design.** Class B bicycle parking shall be designed with a free-standing roof structure or have a building overhang covering the full bicycle parking space dimension.

3. Class C (Convenient Bicycle Parking)

- a. **Purpose.** Class C bicycle parking shall park a bicycle for short periods protected from theft. Class C bicycle parking is intended for customers, visitors and guests of a residence, business, or office.
- b. **Design.** Class C bicycle spaces shall be designed to the requirements of this section.
- c. **Alternative.** Class B bicycle parking spaces may be used in place of required Class C bicycle parking spaces.

Section 5. This ordinance shall take effect and be in force on and after ten days from legal publication.