

PLANNING SERVICES STAFF REPORT

For Planning Commission Meeting of April 21, 2026

SUBJECT: Amendments to Unified Development Code (Chapter 55 of the Code of the City of Ann Arbor) related to Bicycle and Vehicular Parking Requirements

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve amendments to Chapter 55, Unified Development Code, Section 5.19 to simplify and update the required parking tables and to make the design of bicycle parking facilities more user-friendly as proposed in the attached ordinance.

STAFF RECOMMENDATIONS:

Staff recommend **approval** of the proposed amendments to Section 5.19 that revise the required bicycle parking and design of bicycle parking spaces and also include minor changes and formatting modifications to the required vehicle parking table.

SUMMARY:

Work to improve the bicycle parking requirements and design standards in Section 5.19 of the Unified Development Code began in 2025 with staff presentations to the Ordinance Revisions Committee for feedback. The Planning Commission held a public hearing and recommended approval of proposed amendments on November 18, 2025, which were passed at first reading on January 20, 2026 by City Council. Following a second reading and public hearing, City Council referred the proposed amendments back to Planning Commission for further changes regarding Class A, Class B and oversized bicycle parking requirements and design standards.

The proposed amendments have been updated to address the changes requested by City Council regarding Class A spaces in the downtown and Class B and oversized spaces across the city.

BACKGROUND:

The Planning Commission and staff have identified improvements to the City's bicycle parking requirements and standards in Section 5.19 of the Unified Development Code given the City's goals to increase bicycle ridership and to enhance usability, design, and accessibility of bicycle parking.

The Planning Commission discussed a draft of the proposed ordinance at its November 5, 2025 meeting. Staff returned with an updated draft at the November 18, 2025 meeting, at which Planning Commission recommended approval of the proposed ordinance. Staff proposed the following amendments to Section 5.19, which are still included in the attached draft language:

- A condensed required bicycle parking table that is separate from the vehicle parking table.
- Increased bicycle parking requirements for multi-family developments.
- Language clarifying acceptable locations for all classes of bicycle parking.
- A reformatted design of bicycle parking facilities section to clarify requirements for each parking class, including dimensional standards and other requirements to make racks more user-friendly.
- Language clarifying access requirements and encouraging wayfinding signage.
- Separating the vehicle parking requirements from the bicycle parking requirements and condensing the required vehicle parking table. This primarily consists of reformatting the vehicle table to match the layout of the bicycle table without substantive changes to the requirements.

The proposed ordinance passed at first reading at City Council on January 20, 2026. At second reading on February 19, 2026, City Council referred the amendments back to Planning Commission for further consideration and analysis, toward the following outcomes:

1. Maintenance of current requirements or increase of proposed requirements for the quantity of Class A bike parking in D1 and D2 zoning districts.
2. An increase in required barrier free/oversize bicycle spaces for Class A, B, and C spaces from the proposed standard, and reduction in threshold that triggers need to provide barrier free spaces.
3. Explore an increase in required Class B bicycle spaces across multiple zoning districts and uses, except D1 and D2.

Attached is draft language that responds to these requests from City Council and incorporates additional staff-proposed changes to clarify language and better organize Section 5.19.

STAFF RESPONSE:

A summary of the changes to the proposed ordinance as requested by City Council is shown in the table below. Additional staff comments for each of the changes is provided beneath the table.

Table 1: Summary of Proposed Changes in Response to City Council			
Amendment Topic	Existing Code	Previously Proposed Language (November 2025)	Updated Proposed Language (Attached)
Class A Requirements Downtown - Residential Developments	1 space per 2,500 sq ft of floor area.	1 space per 5 units.	1 space per 2 units.
Oversized Parking Spaces	No requirement.	Oversized spaces required for all classes over a certain threshold of required spaces.	5% of required spaces for each class must be oversized (min. 2 for each class).
Class B Requirements Outside of Downtown	Primarily required for commercial uses and some public/institutional, office, and industrial uses.	Required for all uses except residential.	Required for all uses, including multi-family residential (over 4 units).

1. Class A Parking in the Downtown Districts

In earlier drafts of the proposed ordinance, staff had recommended decreasing the required Class A bicycle parking in the D1 (Downtown Core) and D2 (Downtown Interface) districts after a survey found that bicycle parking rooms in these districts were not used to full capacity. In response to the request from City Council, the attached draft maintains the number of required Class A parking spaces in the D1 and D2 districts.

For consistency with the requirements of other residential developments outside of the downtown, staff is proposing to change the unit of measurement for required parking from square footage to number of units. Staff analyzed the existing Class A requirements for existing residential developments in the downtown and found that the current requirement of 1 parking space per 2,500 square feet translates to approximately 1 parking space per 2 units (see Appendix for calculations). This is the requirement for downtown districts in the attached ordinance.

2. Increase in Oversized Parking Spaces

Earlier drafts of the proposed ordinance included requirements for oversized bicycle parking spaces. However, oversized requirements were only triggered when a certain threshold of required spaces was reached. In response to the request from City Council, the requirement has been updated to require oversized spaces for all classes in all developments. At least 5% of all required spaces for each class of bicycle parking must be oversized, with a minimum of two spaces being oversized (see Appendix for an overview of required oversized spaces for recent developments). This is in line with the requirements of comparison cities, namely Boston.

Earlier drafts designated these larger spaces as “barrier-free spaces.” In order to not cause confusion with the specifics of the Americans with Disabilities Act, this draft language refers to “oversized spaces.”

3. Class B Bicycle Parking Outside of the Downtown Districts

In response to the request from City Council, staff analyzed the current and proposed Class B requirements for a variety of recent site plan submissions outside of the D1 and D2 districts (some are still under review and have not yet been considered by the approving body). As shown in the table below, the proposed requirements generally constitute an increase in required Class B across different zoning districts and types of developments (see Appendix for a comparison of current and proposed requirements for all classes). Therefore, staff has not proposed any changes in the Class B requirements from earlier drafts, except for in residential developments.

Formerly, residential developments did not require Class B bicycle parking. The attached draft requires 1 per 10 units of Class B bicycle parking for residential parking outside of the downtown districts. As a result, staff has also proposed to lower the Class C requirement to 1 per 25 units to keep the total number of required spaces consistent.

Table 2: Comparison of Class B Bicycle Parking Requirements				
Address	Zoning	Units/Sq Ft of Non-Residential	Required Class B Bicycle Parking	
			Current	Proposed
805 Oxford Road	R2B	47 beds	12	5
2511 Packard Street	R4B	19 new units	0	2

Table 2: Comparison of Class B Bicycle Parking Requirements				
Address	Zoning	Units/Sq Ft of Non-Residential	Required Class B Bicycle Parking	
			Current	Proposed
318 E Jefferson Street	R4C	6 units	0	1
2525 Ann Arbor-Saline Rd	R4E	262 units	0	27
2240 S Main Street	C1B	2,998 sf	1	1
142 E Hoover Avenue	C2B	5,719 sq ft	0	2
3310 Washtenaw Avenue	C3	5,240 sq ft	4	2
2935 Plymouth Road	O	4,740 sq ft	0	2
3680 Packard Street	O	13,273 sq ft	0	6
3001 Miller Road	O	19,862 sf	0	8
615 Briarwood Circle	TC1	115,848 sq ft	6	12
2900 S Main Street	TC1	61 / 48,000 sq ft of residential	2	7
3750 Washtenaw Avenue	TC1	101,357sf	5	11

ADDITIONAL STAFF COMMENTS:

Since the proposed amendments to Section 5.19 went to Planning Commission in November 2025, staff has been working with applicants to prepare for the changes to be adopted. In these discussions, some clarifying questions have been raised. In response to these questions and internal discussions, staff have further revised the proposed amendments for clarity and consistency. Notable changes to the draft ordinance since it was presented to Planning Commission in November 2025 (excluding those detailed above that have been requested by City Council) include:

- General reorganization and language updates for clarity and usability, including more specific language regarding acceptable Class A bicycle parking.
- Updated options for alternatives requirements for Class A bicycle parking. Up to 50% of required spaces may use a “space saving” design, provided the loading of bicycles happens at or nearly at ground level.
- Language specifying that required Class A bicycle parking spaces may be provided in individual garages for single-family and two-family units.

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Reviewed by: Hank Kelley, Deputy Planning Manager and Alexis DiLeo, Principal Planner

Attachments:

- Draft Ordinance (Bicycle and Vehicle Parking), clean version
- Draft Ordinance (Bicycle and Vehicle Parking), track changes version
- 11-18-25 CPC Staff Report
- 11-5-25 CPC Staff Report
- 7-22-25 ORC Staff Memo
- 1-28-25 ORC Staff Memo

APPENDIX

Table 3: Class A Bicycle Parking Downtown Requirement Calculations per Unit					
Address	Zone	Floor Area (sq ft)	Units	Current Requirement (1 per 2,500 sq ft)	Current Requirement (per unit calculation)
624 Church St	D1	115,000	122 (232 bed)	46 Class A	1 per 2.65
413 E Huron St	D1	194,307	208 (513 bed)	78 Class A	1 per 2.67
603 E Huron St	D1	132,939	125 (310 bed)	54 Class A	1 per 2.31
611 E University Ave	D1	130,538	92 (343 bed)	53 Class A	1 per 1.73
425 E Washington St	D1	177,180	118 (415 bed)	72 Class A	1 per 1.64
1107 S University Ave	D1	97,341	57 (253 bed)	39 Class A	1 per 1.46
1116 S University Ave	D1	188,291	133 (301 bed)	76 Class A	1 per 1.75
619 E University Ave	D1	99,982	66 (248 bed)	40 Class A	1 per 1.65
333 E William	D1	230,126	202 (645 bed)	93 Class A	1 per 2.17
616 E Washington	D1	243,410	240	98 Class A	1 per 2.45
1208 S University	D1	287,500	259	115 Class A	1 per 2.25
625 Church	D1	250,000	181	90 Class A	1 per 2.01

Table 4: Proposed Oversized Requirements Spaces in the Context of Recent Developments								
Address	Class A Required Spaces		Class B Required Spaces		Class C Required Spaces		Total Required Spaces (all classes)	
	Oversized	Total	Oversized	Total	Oversized	Total	Oversized	Total
805 Oxford	2	24	2	5	2	5	6	34
2511 Packard	2	10	2	2	2	2	6	14
318 E Jefferson	2	3	2	1	2	1	6	5
2525 Ann Arbor-Saline	7	131	2	27	2	27	11	158
2240 S Main	0	0	2	1	2	3	4	4
142 E Hoover	0	0	2	2	2	3	4	5
3310 Washtenaw	0	0	2	2	2	3	4	5
2935 Plymouth	0	0	2	2	2	3	4	5
3680 Packard	0	0	2	6	2	3	4	9
3001 Miller	0	0	2	8	2	3	4	11
615 Briarwood	0	0	2	12	2	23	4	35
2900 S Main	2	31	2	5	2	5	6	41
3750 Washtenaw	0	0	2	11	2	22	4	33

Table 5: Comparison of Current and Proposed Bicycle Parking Requirements in Recent Developments										
Address	Zoning	Units/Sq Ft of Non-Res	Class A		Class B		Class C		Total	
			Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
805 Oxford	R2B	47 beds	12	24	12	5	0	5	24	34
2511 Packard	R4B	19 new units	2	10	0	2	2	1	4	13
318 E Jefferson	R4C	6 units	1	3	0	1	1	1	2	5
2525 Ann Arbor-Saline	R4E	262 units	27	131	0	27	27	11	54	169
2240 S Main	C1B	2,998 sf	0	0	1	1	1	3	2	4
142 E Hoover	C2B	5,719 sq ft	0	0	0	2	1	3	1	5
3310 Washtenaw	C3	5,240 sq ft	0	0	4	2	3	3	7	5
2935 Plymouth	O	4,740 sq ft	0	0	0	2	3	3	3	5
3680 Packard	O	13,273 sq ft	7	0	0	6	2	3	9	9
3001 Miller	O	19,862 sf	3	0	0	8	4	3	7	11

**Table 5: Comparison of Current and Proposed Bicycle Parking Requirements
 in Recent Developments**

Address	Zoning	Units/Sq Ft of Non-Res	Class A		Class B		Class C		Total	
			Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
615 Briarwood	TC1	115,848 sq ft	12	0	6	12	6	23	24	35
2900 S Main	TC1	61 / 48,000 sq ft of res	6	31	2	7	2	5	10	43
3750 Washtenaw	TC1	101,357sf	11	0	5	11	5	22	21	33