

ORDINANCE NO. ORD-22-xx

First Reading:
Public Hearing:

Approved:
Published
Effective:

AN ORDINANCE TO AMEND 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 5.19 Parking Standards of Chapter 55 Unified Development Code be Amended as follows:

5.19 Parking Standards

5.19.1 Applicability¹

- A. No new Building shall be erected or altered so the Floor Area is increased unless the parking for bicycles, ~~Electric Vehicles, and motor vehicles~~ required by this Section ~~5.19~~ is provided.
- B. No new Building shall be erected or altered so the Floor Area is increased unless the minimum required provided motor vehicle parking ~~for the entire Building is provided~~ is compliant with this section.
- ~~C. The minimum parking required by this chapter shall be provided for the entire Building if the use classification or number of Dwelling Units in the Building is changed and the Parking Space required for the new use exceeds that required for the previous use.~~
- D.C. The area outside a Building occupied by Bicycle Parking Spaces shall be considered Open Space and be included in the calculation of Open Space of a Site. When Bicycle Parking Spaces are provided within a Building at first floor grade, the Floor Area used for Bicycle Parking Spaces shall not be included in the Floor Area Ratio calculation. ~~used for calculating off-street parking requirements.~~
- E.D. ~~Exceptions~~ Electrical Vehicle Parking provisions of this Section shall apply to any new vehicular parking lot or expansion of any existing Parking Lot where the number of spaces is proposed to increase. The application of required spaces shall apply to any newly constructed parking spaces.

~~5.19.2~~ **Minimum EV Parking Spaces shall only apply to site plans for City Council approval. Required Parking²**

Each land use listed in Table 5.19-1 shall provide ~~the an~~ amount of off-street parking indicated in that table compliant with this section, unless ~~those the~~ requirements are modified by another provision of this chapter, in which case the modifications shall apply. ~~Parking for vehicles and~~

¹ Ordinance No. ORD-20-35, effective February 14, 2021.

² Ordinance No. ORD-20-35, effective February 14, 2021.

bicycles in the amount specified in this section shall be provided on the same Lot as the Principal Use or on a separate Lot within 500 feet of the Principal Building if zoned "P" or zoned for the same uses as allowed on the property of the Principal Use.

- A.** 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. ~~An off-site permanent parking easement must be recorded if required parking is provided on another Lot. An off-site parking easement may not include Parking Spaces or Bicycle Parking Spaces required to keep another property in compliance with this chapter.~~
- B.** Any fraction of a ~~required~~ Parking Space or Bicycle Parking Space shall be considered a full space. Required bicycle parking shall meet the design requirements for Class A, B and C facilities provided in Section ~~05.19.9~~.
- C.** Property owners may provide a higher class of bicycle parking facility or Electric Vehicle Space than is required by this section.
- F.D.** Any newly constructed garage for use by a single residential dwelling unit for one to four vehicles, shall provide a minimum of one EV-R space, and EV-C spaces for the remainder. All other garages shall comply with Table 5.19-1.

TABLE 5.19-1 OFF-STREET PARKING SPACES REQUIRED REQUIREMENTS

USE [See Sec. 5.19.3 for Uses in D1 and/ D2 Downtown Districts, and TC1 Transit Corridor District.]	MINIMUM-MAXIMUM VEHICLE PARKING SPACES [NO MAXIMUM IF BLANK]	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES (OF REQUIRED VEHICLE SPACES PROPOSED)			
		SPACES	CLASS			FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I[1]
RESIDENTIAL USES (NUMBER OF SPACES/DWELLING UNIT, UNLESS OTHERWISE NOTED)								
Household Living								
Adult Foster Care	+	None	None			None		
Dwelling, Assisted Living	For R1A: 2 For R1B, R1C, R1D and R1E: 1½ For any Nonresidential District: 1	1 / 5	50%	50%	50%	25% 10%	15%	10%
Dwelling, Multi-Family	For R1A: 2 For R1B, R1C, R1D, and R1E: 1½ In any Nonresidential District: 1	1 / 5	50%		50%	65% 90%	25%	10% [3][4]
Dwelling, Single-Family to <u>Four Family</u>	+	None 1 / 1		50%	50%	100% [3][4]		
Dwelling, Townhouse	±	1 / 5 1	50%	50%	50%	100%	100% [3][4]	
Dwelling, Two Family	1½	None					100% [3][4]	
House Trailer Park	+	None				100%		
Group Living								
Emergency Shelter	None	None				15% 30%	10%	10% 5%
Fraternities, sororities, student cooperatives	1 / 5 beds	1 / 2 beds	50%	50%		65% 90%	25%	10%
Group Housing, <u>Guest House</u>	1 / 3 beds	1 / 5 beds	50%	50%		65% 90%	25%	10%
Guest House	1 / 3 beds	1 / 5 beds	50%	50%		65%	25%	10%

TABLE 5.19-1 OFF-STREET PARKING SPACES ~~REQUIRED~~ REQUIREMENTS

USE [See Sec. 5.19.3 for Uses in D1 and/ D2 Downtown Districts, and TC1 Transit Corridor District.]	MINIMUM MAXIMUM VEHICLE PARKING SPACES [NO MAXIMUM IF BLANK]	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES (OF REQUIRED VEHICLE SPACES <u>PROPOSED</u>)			
		SPACES	CLASS			FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I [1]
PUBLIC/INSTITUTIONAL USES (NUMBER OF SPACES / SQUARE FOOT OF FLOOR AREA, UNLESS OTHERWISE NOTED)								
Community and Cultural								
Airports, Municipal	Minimum 1 / 333 Maximum 1 / 250 [1]	1 / 3,000	30%		70%	15%	10%	10%
Cemetery	None	None				None		
Club Headquarters or Community Center	1 / 200	1 / 1,000			100%	15% <u>25%</u>	10%	10%
Conference Center	1 / 100	1 / 1,000			100%	25% <u>10%</u>	15%	10%
Correctional Facility	Office and Administration Floor Area: Minimum 1 / 333 Maximum 1 / 250 [1] Other Floor Area: None	Office/Admin: 1 / 3,000 Other: None	30%		70%	15%	10%	10%
Designated Marijuana Consumption Facility	Maximum 1 / 100 sq. ft.	1 / 500		50%	50%			
Museum, Art Gallery	Minimum 1 / 310 Maximum 1 / 265 sq. ft. [1]	1 / 3,000		50%	50%	15% <u>30%</u>	10%	10% <u>5%</u>
Funeral Services	Viewing or Services area: 1 / 100 Site must provide a separately designated off-street assembly area for the lead car, hearse, and family vehicle to be used in funeral processions so that these vehicles do not interfere with off-site traffic or access to required Parking Spaces	None				None		
Government Offices and Courts	Minimum 1 / 333 Maximum 1 / 250 [1]	1 / 3,000	30%		70%	15%	10%	10%

TABLE 5.19-1 OFF-STREET PARKING SPACES ~~REQUIRED~~ REQUIREMENTS

USE [See Sec. 5.19.3 for Uses in D1 and/ D2 Downtown Districts, and TC1 Transit Corridor District.]	MINIMUM-MAXIMUM VEHICLE PARKING SPACES [NO MAXIMUM IF BLANK]	MINIMUM BICYCLE PARKING SPACES				MINIMUM EV PARKING SPACES (OF REQUIRED VEHICLE SPACES <u>PROPOSED</u>) [5] [6]		
		SPACES	CLASS			FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I[1]
Library	Minimum 1 / 310 Maximum 1 / 265 sq. ft. [1]	1 / 3,000		50%	50%	+5 30%	+0 0%	+0 5%
Park, Recreation and Open Space	None	None				+5 30%	+0 0%	+0 5%
Religious Assembly	1/3 seats or 16 feet of pew Public off-street spaces within 1,000 feet of the Site may be counted if approved as part of a site plan	1/50 seats or 1/100 ft. of pew			100%	+5 30%	+0 0%	+0 5%
Day Care								
Adult Day Care Center, <u>Child Care Center</u>	Caregiver: 1 / caregiver required to staff facility at the state-licensed capacity Drop Off: 2 / first 20 adults plus 1 / each additional 20 adults of state-licensed capacity Drop off spaces may be off-street or on street within 250 feet of Lot	1 / 10 caregivers			100%	+5 25%	+0 0%	10%
Child Care Center	Caregiver: 1 / caregiver required to staff facility at the state-licensed capacity Drop Off: 2 / first 20 children plus 1 / each additional 20 children of state-licensed capacity Drop off spaces may be off-street or on street within 250 feet of Lot	1 / 10 caregivers			100%	15%	10%	10%
Educational								
Institutions of Higher Learning, Private	5 / classroom	5/classroom			100%	25 10%	15%	10%
Institutions of Higher Learning, Public	None	None				25%	15%	10%

TABLE 5.19-1 OFF-STREET PARKING SPACES ~~REQUIRED~~ REQUIREMENTS

USE [See Sec. 5.19.3 for Uses in D1 and/ D2 Downtown Districts, and TC1 Transit Corridor District.]	MINIMUM MAXIMUM VEHICLE PARKING SPACES [NO MAXIMUM IF BLANK]	MINIMUM BICYCLE PARKING SPACES				MINIMUM EV PARKING SPACES (OF REQUIRED VEHICLE SPACES <u>PROPOSED</u>) [5] [6]		
		SPACES	CLASS			FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I [1]
School, Private	High School: 5 / classroom Elementary and Middle Schools: 3 / classroom	5 / classroom			100%	25% 10	15%	10%
School, Public	As required by the State	As required by the State				25%	15%	10%
School, Trade/Industrial	5 / classroom	5 / classroom			100%	25% 10	15%	10%
Health Care								
Hospital, Nursing Care Facility	1 / 6 beds	1 / 60 beds			100%	25% 10	15%	10%
Nursing Care Facility	1 / 6 beds	1 / 60 beds			100%	25%	15%	10%
COMMERCIAL USES (NUMBER OF SPACES / SQUARE FOOT OF FLOOR AREA, UNLESS OTHERWISE NOTED)								
Lodging								
Bed and Breakfast	1 / room	1 / 4 rooms			100%	25% 7.5	50%	25%
Hotel	1 / room	1 / 30 rooms	100%			25% 7.5	50%	25%
Recreation, Entertainment, and Arts								
Adult Entertainment Business	Minimum 1 / 310 Maximum 1 / 265 sq. ft. [1]	1 / 3,000			50%	50%	15	25
Artist Studio	1 / 600	1 / 6,000			100%		15	25
General Entertainment	Minimum 1 / 310 Maximum 1 / 265 sq. ft. [1]	1 / 3,000			50%	50%	15	25
Indoor Recreation – Athletic Club/Roller Rink	Athletic Club/Roller Rink: 1 / 200	1 / 1,000					15	25
Bowling Alley	Bowling Alley: 5 / alley	1 / 5 alleys			100%		15	25

TABLE 5.19-1 OFF-STREET PARKING SPACES ~~REQUIRED~~ REQUIREMENTS

USE [See Sec. 5.19.3 for Uses in D1 and/ D2 Downtown Districts, and TC1 Transit Corridor District.]	MINIMUM MAXIMUM VEHICLE PARKING SPACES [NO MAXIMUM IF BLANK]	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES (OF REQUIRED VEHICLE SPACES <u>PROPOSED</u>) [5] [6]			
		SPACES	CLASS			FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I [1]
<u>Indoor Court Game Facilities</u>	Indoor Court Game Facilities: 1 / 1,000	1 / 2,000		100% <u>50%</u>	<u>50%</u>	15% <u>25%</u>	10% <u>10%</u>	10%
Outdoor Recreation - <u>Swimming Club, Private (Building):</u>	Swimming Club, Private (Building): 1 / 200	1 / 1,000			100%	15% <u>25%</u>	10% <u>10%</u>	10%
<u>Outdoor Recreation - Stadia Auditorium:</u>	Stadia Auditorium: 1 / 3 seats or 1 / 6 feet of bench	1 space per 100 seats or 200 feet of bench			100%	None		
<u>Outdoor Recreation -</u>	Enclosed Theater: 1 / 3 seats	1 / 150 seats			100%	None		
Sales								
Automobiles, Motorcycles, Recreational Vehicles, Equipment (Sales and Rental)	1 / 310	1 / 3,000		50%	50%	15% <u>30%</u>	10% <u>10%</u>	10% <u>5%</u>
Fueling Station	1 / 200	1 space			100%	15% <u>30%</u>	10% <u>10%</u>	10% <u>5%</u>
Outdoor Sales, Permanent; <u>Medical Marijuana Provisioning Center; Marijuana Retailer</u>	Minimum 1 / 310 Maximum 1 / 265 [1] sq. ft.	1 / 3,000		50%	50%	15% <u>30%</u>	10% <u>10%</u>	10% <u>5%</u>
<u>Medical Marijuana Provisioning Center, Marijuana Retailer</u>	Minimum 1 / 310 Maximum 1 / 265 [1]	1 / 3,000		50% <u>50%</u>	50% <u>50%</u>	15% <u>15%</u>	10% <u>10%</u>	10% <u>10%</u>
Restaurant, Bar, Food Service	1 / 100	1 / 750		50%	50%	15% <u>30%</u>	10% <u>10%</u>	10% <u>5%</u>
Retail Sales, General Merchandise, Shopping Centers	Up to 300,000 Sq. Ft.: Minimum 1 / 310 Maximum 1 / 265 [1]	1 / 3,000		50% <u>50%</u>	50% <u>50%</u>		10% <u>10%</u>	10% <u>10%</u>
	Between 300,000 - Up to 600,000 Sq. Ft.: Minimum 1 / 285 Maximum 1 / 250 [1] sq. ft.	1 / 3,000		50%	50%	<u>15%</u>	10% <u>10%</u>	10% <u>5%</u>

TABLE 5.19-1 OFF-STREET PARKING SPACES ~~REQUIRED~~ REQUIREMENTS

USE [See Sec. 5.19.3 for Uses in D1 and/ D2 Downtown Districts, and TC1 Transit Corridor District.]	MINIMUM MAXIMUM VEHICLE PARKING SPACES [NO MAXIMUM IF BLANK]	MINIMUM BICYCLE PARKING SPACES				MINIMUM EV PARKING SPACES (OF REQUIRED VEHICLE SPACES <u>PROPOSED</u>)		
		SPACES	CLASS			FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I[1]
Bank, Credit Union, Financial Services	Minimum 1 / 220 Maximum 1 / 180 <u>1 / 1</u> sq. ft.	1 / 2,000			100%	<u>15%</u>	10%	10% <u>5%</u>
Office, General	Minimum 1 / 333 Maximum 1 / 250 <u>1 / 1</u> sq. ft.	1 / 3,000	30%		70%	25 <u>10</u> %	15%	10%
Medical/Dental	Minimum 1 / 220 Maximum 1 / 180 <u>1 / 1</u> sq. ft.	1 / 1,500	30%		70%	15 <u>25</u> %	10%	10%
Nonprofit Corporations	Minimum 1 / 333 Maximum 1 / 250 <u>1 / 1</u> sq. ft.	1 space per 3,000 sq. ft. of Floor Area <u>1 / 3,000</u>	30%		70%	15 <u>25</u> %	10%	10%
Research and Development								
Laboratories; <u>Medical Laboratory; Research/Development</u>	1 / 600	1 / 6,000		100%		25 <u>10</u> %	15%	10%
<u>Medical Laboratory</u>	1 / 600	1 / 6,000		100%		25%	15%	10%
<u>Research/ Development</u>	1 / 600	1 / 6,000		100%		25%	15%	10%
TRANSPORTATION (NUMBER OF SPACES / SQUARE FOOT OF FLOOR AREA, UNLESS OTHERWISE NOTED)								
Transportation								
Railroad and Public Transportation Rights of Way	None	None				None		
Transit Center, Station, or Depot	Office, Administration of center, Station or Depot: 1 / 333	1 / 3,000	30%		70%	50 <u>90</u> %	40%	10%
Transportation Facilities	None	None				None		
INDUSTRIAL (NUMBER OF SPACES / SQUARE FOOT OF FLOOR AREA, UNLESS OTHERWISE NOTED)								

TABLE 5.19-1 OFF-STREET PARKING SPACES ~~REQUIRED~~ REQUIREMENTS

USE [See Sec. 5.19.3 for Uses in D1 and/ D2 Downtown Districts, and TC1 Transit Corridor District.]	MINIMUM-MAXIMUM VEHICLE PARKING SPACES [NO MAXIMUM IF BLANK]	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES (OF REQUIRED VEHICLE SPACES [5] [6] PROPOSED)			
		SPACES	CLASS			FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I[1]
Agricultural								
Agriculture/ Greenhouse	None	None					None	
Barns	None	None					None	
Borrow Pits	None	None					None	
Marijuana Microbusiness	Offices: Maximum 1 / 250 sq. ft. Cultivation: Maximum 1 / 2,000 sq. ft.	1 / 3,000	30%		70%			
Marijuana Grower	Offices: Minimum 1 / 333 Maximum 1 / 250 sq. ft. Cultivation: 1 / 2,000	1 / 3,000		100%		25 10%	15 5% 10%	
Manufacturing, Processing, Assembly, and Fabrication								
Asphalt, Concrete Mixing Plant, Sand and Gravel Pit; Coal and Coke Dealer; Oil and Gas Well	1 / 1,500	1 / 25,000		100%		10 10%	10 0% 10%	
Coal and Coke Dealer	1 / 1,500	1 / 25,000		100 0%			10 0% 10 0%	
Heavy Manufacturing; Laundry and Dry Cleaning Plant; Scrap and Waste Material; Slaughterhouse	1 / 1,500	1 / 25,000		100%		25 10%	15 5% 10%	
Laundry and Dry Cleaning Plant	1 / 1,500	1 / 25,000		100 0%		25 5%	15 5% 10 0%	
Light, Pilot Manufacturing	1 / 1,500	1 / 25,000		100%		25 10%	15 5% 10%	
Oil and Gas Well	1 / 1,500	1 / 25,000		100 0%			10 0% 10 0%	

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		SPACES	CLASS			FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I[1]
Pilot Manufacturing	1 / 600	1 / 6,000		100%		25%	15%	10%
Scrap and Waste Material	1 / 1,500	1 / 25,000		100%		25%	15%	10%
Slaughterhouse	1 / 1,500	1 / 25,000		100%		25%	15%	10%
Utilities and Communications								
Broadcasting Facility; Data Processing and Computer Centers	Minimum 1 / 300 Maximum 1 / 250 [1] sq. ft.	1 / 3,000	30%		70%	25 <u>10%</u>	15%	10%
Data Processing and Computer Centers	Minimum 1 / 300 Maximum 1 / 250 [1]	1 / 3,000	30%		70%	25%	15%	10%
Electric, Gas, and Sanitary Services; Wireless Communication Facilities; Power and Fuel Rights-of-Way	None	None				None		
Power and Fuel Rights of Way	None	None				None		
Wireless Communication Facilities	None	None				None		
Warehousing and Storage								
Outdoor Storage	None	None				None		
Warehousing and Indoor Storage	1 / 2,000	1 / 30,000		100%		10%	10%	10%
ACCESSORY USES (NUMBER OF SPACES / SQUARE FOOT OF FLOOR AREA, UNLESS OTHERWISE NOTED)								
Bed and Breakfast, Accessory	1 space plus that required for the Principal Use	1 space plus that required for the Principal Use		100%		90%	100%	10%
Community Recreation	1 / 200	1 / 1,000			100%	10%	10%	10%
Dwelling Unit, Accessory	2 spaces total	None				100%	100%	

TABLE 5.19-1 OFF-STREET PARKING SPACES ~~REQUIRED~~ REQUIREMENTS

USE [See Sec. 5.19.3 for Uses in D1 and/ D2 Downtown Districts, and TC1 Transit Corridor District.]	MINIMUM MAXIMUM VEHICLE PARKING SPACES [NO MAXIMUM IF BLANK]	MINIMUM BICYCLE PARKING SPACES				MINIMUM EV PARKING SPACES (OF REQUIRED VEHICLE SPACES <u>PROPOSED</u>)		
		SPACES	CLASS			FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I[1]
Dwelling Unit, Manager's	1 space	None				<u>100%</u>	100%	
Family Day Care Home	None	None				<u>100%</u>	100%	
Group Day Care Home	Caregiver: 1 / caregiver not living in the dwelling Drop Off: 2 spaces Drop off spaces may be off street or on street Parking Spaces within 250 feet of the Lot. Principal Use requirements also apply.	None				<u>100%</u>	100%	
Home Occupation	None	None				None		
Management/Maintenance Office and Storage	Minimum 1 / 300 Maximum 1 / 250 [1]sq. ft.	1 / 3,000	30%		70%	15 <u>25</u> %	10%	10%
Restaurant, Bar, Food Service	1 / 100	1 / 750		50%	50%	15 <u>25</u> %	10%	10%
Retail Sales, General Merchandise	Minimum 1 / 310 Maximum 1 / 265 [1]sq. ft.	1 / 3,000		50%	50%	<u>10%</u>	10%	10%
Roadside Stand	2 spaces	None				None		
TEMPORARY USES								
Christmas Tree Sales	None	None				None		
Outdoor Sales, Temporary by Others	By Special Exception							
Special Event Sales	By resolution of City Council							

TABLE 5.19-1 OFF-STREET PARKING SPACES ~~REQUIRED~~ REQUIREMENTS

USE [See Sec. 5.19.3 for Uses in D1 and/ D2 Downtown Districts, and TC1 Transit Corridor District.]	MINIMUM-MAXIMUM VEHICLE PARKING SPACES <u>[NO MAXIMUM IF BLANK]</u>	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES (OF REQUIRED VEHICLE SPACES <u>PROPOSED</u>)			
		SPACES	CLASS			FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I <u>[1]</u>

NOTES: {

- ~~[1] Additional parking may be provided if it does not increase Impervious Surfaces beyond that which would be provided by meeting the maximum parking required. Examples of additional parking may include, but not be limited to, under Structure parking, Rooftop parking, or structured parking above a surface Parking Lot.~~
- ~~[2] Other uses, parking and bicycle spaces for uses not specified shall be determined by the Planning Manager, based upon requirements for similar use.~~
- ~~[3] The total number of required EV-C, EV-R, and EV-I Parking Spaces shall be equal to the total number of Dwelling Units. If the total number of Parking Spaces is less than the total number of Dwelling Units, the total number of EV-C, EV-R, and EV-I Parking Spaces shall be equal to the total number of Parking Spaces.~~
- ~~[4] Where required Parking Spaces are in 1 or 2-car garages are part of the proposed parking those garages shall have at least one EV-R space per garage, the requirements in this table for Dwelling Multiple Family shall apply to the remainder of the proposed parking.~~
- ~~[5] All new Site Plans for City Council are required to provide EV charging facilities consistent with the requirements of this chapter.~~
- ~~[6] Where Parking Table 5.19-1 requires results in EV-I Parking Spaces, at least one EV-I charging station shall be adjacent to and accessible from a Parking Space that meets Michigan's requirements for barrier free design. EV-I facilities for Barrier Free spaces that are installed in accordance with Table 5.19-3, count toward the total number of EV-I spaces required in Parking Table 5.19-1.~~

5.19.3 Special Parking Districts

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

TABLE 5.19-2 SPECIAL PARKING DISTRICT REQUIREMENTS								
<u>ZONING DISTRICT</u>	<u>MAXIMUM VEHICLE PARKING SPACES [NO MAXIMUM IF BLANK]</u>	<u>MINIMUM BICYCLE PARKING SPACES</u>			<u>MINIMUM EV PARKING SPACES (OF VEHICLE SPACES PROPOSED)</u> [1]			
		<u>SPACES / SQUARE FEET OF FLOOR AREA</u>	<u>CLASS</u>			<u>FACILITY STANDARDS</u>		
			<u>A</u>	<u>B</u>	<u>C</u>	<u>EV-C</u>	<u>EV-R</u>	<u>EV-I[1]</u>
<u>RESIDENTIAL USES (NUMBER OF SPACES/DWELLING UNIT, UNLESS OTHERWISE NOTED)</u>								
<u>D1- Downtown Core</u>		<u>1 / 2,500 residential; 1 / 10,000 other uses</u>	<u>See Table 5.19-1</u>			<u>90%</u>		<u>10%</u>
<u>D2 – Downtown Interface</u>		<u>1 / 2,500 residential; 1 / 10,000 other uses</u>	<u>See Table 5.19-1</u>			<u>90%</u>		<u>10%</u>
<u>TC1 – Transit Corridor</u>	<u>1 space per 333 square feet gross floor area</u>	<u>1 / 5,000 floor area</u>	<u>50%</u>	<u>25%</u>	<u>25%</u>	<u>90%</u>		<u>10%</u>
<p>[1] Where Parking Table 5.19-2 results in EV-I Parking Spaces, at least one EV-I charging station shall be adjacent to and accessible from a Parking Space that meets Michigan’s requirements for barrier free design.</p>								

G. ~~No off-street motor vehicle parking is required in the special parking district for Sites that do not exceed the normal maximum permitted Floor Area Ratio or for Sites zoned PUD with Floor Area that does not exceed 300% of the Lot Area. Structures that exceed the normal maximum Floor Area by providing Floor Area premiums, or PUD-zoned Sites that exceed 300% of Lot Area, shall provide Parking Spaces for the Floor Area Ratio in excess of the normal maximum permitted. This parking shall be provided at a rate of one off-street Parking Space for each 1,000 square feet of Floor Area.~~

- ~~H. — Each Parking Space reserved, signed and enforced for a car-sharing service may count as four required motor vehicle Parking Spaces. For the purpose of this section, a car-sharing service is a type of car rental service where people rent cars for short periods of time, such as by the hour.~~
- ~~1. — Off-street bicycle parking is required for residential uses in the special parking district at a rate of one off-street Bicycle Parking Space for each 2,500 square feet of Floor Area shall be provided in compliance with the requirements of Sections 5.19.2 and 5.19.10A for Class A spaces. Off-street bicycle parking is required for nonresidential uses in the special parking district at a rate of one off-street Bicycle Parking Space for each 10,000 square feet of Floor Area and shall be provided in compliance with the requirements of Sections 5.19.2 and 5.19.10A.3 for Class C spaces.~~
- ~~2.1. — The required bicycle or motor vehicle parking shall be provided on-site, off-site as described in this chapter, or through the execution of a contract for parking permits within the City’s public parking system, or payment of a contribution in lieu of required parking consistent with the requirements adopted by City Council, or any combination thereof.~~
- ~~I. — Approval of a contribution in lieu of required motor vehicle or bicycle parking, or a contract for parking permits within the City’s public parking system, shall be conditioned upon the execution of a Development Agreement. Payment of the contribution in lieu for required parking shall be made prior to the issuance of a certificate of occupancy.~~
- ~~1.2. — The Applicant may request, as part of a site plan, to meet all or a portion of the bicycle parking requirements by installing Bicycle Parking Spaces in the Public Right-of-Way and/or a public Parking Structure. ~~City Council~~The City may approve this request if there is sufficient space in the Right-of-Way and/or Parking Structure and the location is convenient to bicycle users.~~
- ~~2.3. — Parking Structures that are available solely to residents or employees of the Building are not subject to the stall and aisle standards of Section 5.19.90.~~

~~When vehicular parking is provided on-site pursuant to this section, the EV Parking regulations for Multiple-Family Dwelling shall apply.³~~

³ Ordinance No. ORD-20-05, effective February 14, 2021.

5.19.4 Access

The ~~Parking Spaces and~~ Bicycle Parking Spaces required by this chapter shall be accessible to a public Street or Alley ~~and shall be kept available for the use of occupants, employees or other users of the Building for which the space was provided.~~ 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.

5.19.5 Deferred Parking Requirements

If the ~~Parking Spaces or~~ Bicycle Parking Spaces required by this chapter are determined by the owner to be in excess of the immediate need for parking, the provision of up to 40% of the required ~~Parking Spaces or~~ Bicycle Parking Spaces may be deferred if shown on an approved site plan. If the Planning Manager determines that some or all of the deferred ~~Parking Spaces or~~ Bicycle Parking Spaces are needed, these spaces must be installed.

~~5.1.2~~ Developments with Sustainable Components and Affordable Housing Components*

~~No off-street vehicle parking as provided in Table 5.19-1 of this section is required when the following conditions are met:~~

- ~~A. The development has a Sustainability Component or an Affordable Housing Component.~~
- ~~B. The development is part of an approved site plan and the amenities provided to satisfy the conditions are included as a condition to the approval of the site plan, and in a Development Agreement, or both.~~
- ~~C. All other requirements of Table 5.19-1 of this section are provided.~~
- ~~D. Within the Special Parking District, curbside management provisions are provided in accordance with the Public Services Area Standard Specifications Downtown Street Design Manual. Outside of the Special Parking District, a minimum of one on-site drop off and delivery space is provided as part of the development.~~
- ~~E. This section may be used in addition to the premiums allowed in Section 5.18.6 as long as the requirements and conditions of each section are met individually.~~

5.19.6 Barrier Free Parking

All Parking Lots shall have Barrier free Parking Spaces as required by and in conformity with state law (MCL 125.1352).

5.19.7 Use of Off-Street Parking Facilities

- A. Motor vehicles shall only be parked on a Driveway, in a Structure or within an approved Parking Space or Parking Lot.
 - 1. This subsection shall not be applicable on those days when University of Michigan football games or scrimmages are played in Michigan Stadium

* Ordinance No. ORD-21-20, effective July 25, 2021.

2. The City Council may, by resolution, designate special event dates on which this prohibition does not apply in order to allow temporary parking of motor vehicles in the Front Yard. The special event date(s) shall be included in the resolution, as well as the special event boundaries, conditions, and standards that will apply, if any, to preserve public safety and the attractive appearance of the City. Failure to comply with the conditions set forth in the resolution shall be a violation of this chapter.

- B. ~~Required~~ Off-street Parking Spaces or Bicycle Parking Spaces shall not be obstructed by storing objects, Structures or vehicles that are inoperative, unregistered or for sale.
- C. In residential zoning districts, 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.
- D. In residential zoning districts, 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.
- E. In residential zoning districts, no vehicle over 22 feet long or a commercial vehicle licensed for an empty weight of more than ~~5,500~~10,000 pounds shall be parked anywhere on a Lot.

5.19.8 Design of Vehicle Parking Facilities

Parking Structures, Parking Lots and Parking Spaces, shall comply with the following design standards:

- A. Vehicular Parking Structures, Parking Lots and Parking Spaces shall not be located in the Front Yard. No Parking Space within a Parking Structure or Parking Lot may be closer to the street than the front face of a Building unless an exception is listed in subsection B.
- B. **Exceptions**
 - 1. Sites with existing vehicular Parking Structures, Parking Lots, and Parking Spaces approved or constructed prior to the Effective Date and located closer to a street than the front face of a Building.
 - 2. Sites where an addition is proposed to an existing Building.
 - 3. For Sites with more than one Front Lot Line; one Front Lot Line shall be exempt from the requirements of paragraph A in this section. Vehicular Parking Structures, Parking Lots and Spaces shall be set back a minimum of 25 feet from the exempted Front Lot Line.
 - 4. 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.
 - 5. 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. In Residential Districts, no Parking Lot shall be located closer than ten feet to any Building used for a Dwelling Unit on the first Floor.
- D. Parking Lots shall have adequate maneuvering area and access to permit use of all Parking Spaces without moving other vehicles and prevent backing into a public street. Parking Spaces shall be clearly marked and Parking Lots shall conform to the minimum stall and aisle standards in Table 5.19-~~23~~.

TABLE 5.19- 23 : 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.)
REGULAR CAR SPACES					
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
SMALL CAR SPACES [D]					
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".					

- E. 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.
- F. 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.

5.19.9 Design of Bicycle Parking Facilities

No Person shall construct or establish a Bicycle Parking Space except pursuant to a Building permit issued upon the submission of plans showing compliance with the standards below.

A. Facility Standards

When bicycle spaces are required by this chapter, the total number of spaces shall be provided by one or a combination of the following three classifications of bicycle facilities in accordance with Section 5.19.2.

1. Class A - Enclosed Bicycle Storage

Enclosed bicycle storage shall be in the form of individual enclosed storage lockers, an enclosed bicycle parking shed, a room within a Building that contains individual storage lockers or individual hoop spaces with additional storage space, or individual private garages. All types of enclosed bicycle storage shall be easily accessible, secure, well lighted and weather resistant. If individual hoops within a room are used, one standard Bicycle Parking Space shall consist of a space not less than two feet wide by six feet long with a minimum clear access aisle width of three feet. The Planning Manager may approve alternative designs that use the available space more efficiently and store the equivalent number of bicycles in a smaller area. Asphalt, concrete, porous pavement, pavers or brick shall connect the enclosed bicycle storage area to a Sidewalk or Driveway. Enclosed bicycle storage constructed exterior to a Building shall comply with the zoning regulations for accessory Structures.

2. Class B - Covered Bicycle Racks

Covered bicycle racks, such as hoop style racks or another type of rack that meets these standards, shall be securely anchored in pavement and designed so that both wheels and the frame of a bicycle may be securely locked with either a chain, cable or padlock. One standard Bicycle Parking Space shall consist of a space not less than two feet wide by six feet long with a minimum clear access aisle width of three feet. The Planning Manager may approve alternative designs that use the available space more efficiently and store the equivalent number of bicycles in a smaller area. Pavement shall meet City public services department standards. The racks shall be covered by a Building overhang or a self-standing cover with a minimum clearance of seven feet above grade. Asphalt, concrete, porous pavement, pavers or brick shall connect the covered bicycle racks to a sidewalk or Driveway. All covered bicycle racks shall comply with zoning regulations for accessory Structures.

3. Class C - Fixed Bicycle Racks

Fixed bicycle racks, such as hoop style racks or another type of rack that meets these standards, shall be securely anchored in pavement and designed so that both wheels and the frame of a bicycle may be securely locked with a chain, cable or padlock. One Bicycle Parking Space shall consist of a space not less than two feet wide by six feet long with a minimum clear access aisle width of three feet. Pavement shall meet City Public Services Department Standard Specifications. Asphalt, concrete, porous pavement, pavers or brick shall connect the fixed bicycle racks to a Sidewalk or Driveway.

B. Location Criteria

Exterior bicycle parking facilities shall be placed in close proximity to main Building entrances and in a location that is visible and easily accessible. A physical barrier, designed to prevent motor vehicles from driving into bicycle parking areas, shall be provided between bicycle and motor vehicle parking when bicycle parking areas are located within a Parking Structure or Lot. Bicycle parking in Parking Structures shall be located on the Street level and near an entrance and Public Sidewalk.

5.19.10 Design of Electric Vehicle Parking Spaces⁵

Electric Vehicle Parking Spaces shall comply with the following design standards

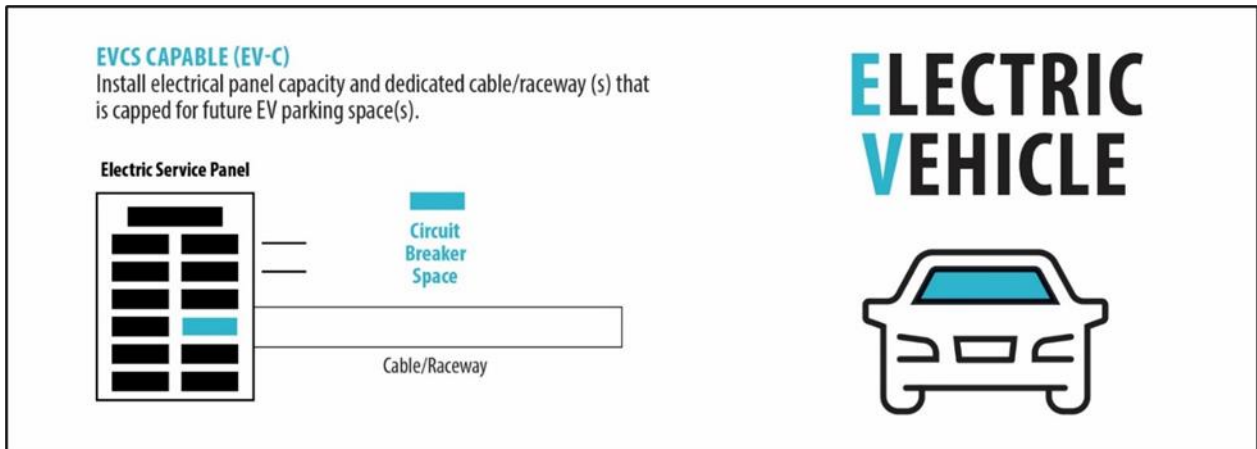
A. Facility Standards

When EV Parking Spaces are required by this chapter, the total number of spaces shall be provided by one or a combination of the following three classifications of EV facilities in accordance with Section 5.19.2. If a fractional space is required, the number of spaces shall be rounded up to the next whole number.

1. EV-C – Electric Vehicle Capable

EV-C Parking Spaces shall have an installed electrical panel capacity with a dedicated branch circuits(s) and cable/raceway that is capped for future EV Parking Space(s) (See Figure 19-1). The dedicated branch circuit panel space shall be stenciled or marked legibly with the following text: Future Electric Vehicle Charging Circuit.

Figure 5.19-1: Electric Vehicle Capable Parking Space

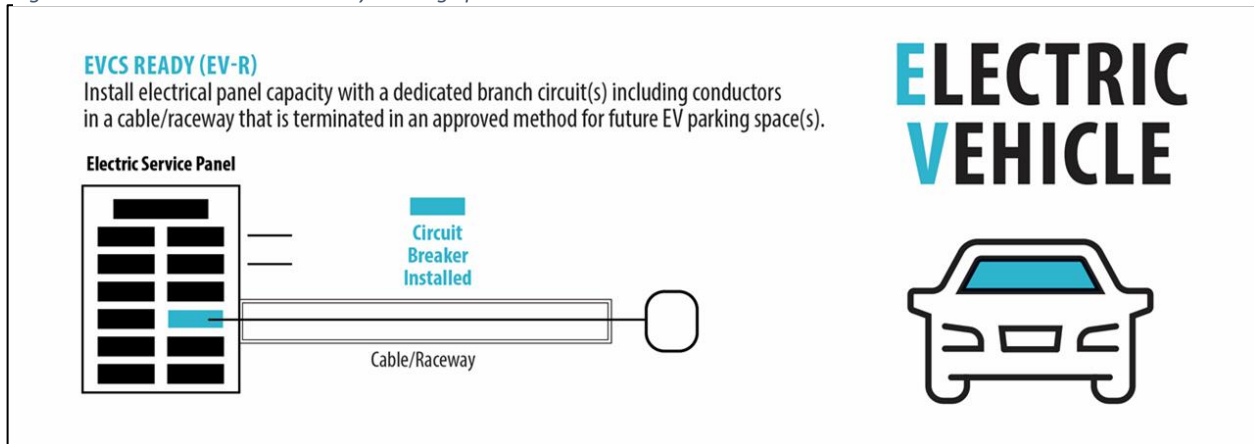


2. EV-R – Electric Vehicle Ready

⁵ Ordinance No. ORD-20-35, effective February 14, 2021.

EV-R Parking Spaces shall have an installed electrical panel capacity with a dedicated branch circuit(s) including conductor in a raceway or direct buried, terminated in an approved method in a junction box, for an EV Parking Space(s) (See Figure 19-2). The junction box shall be clearly marked and labeled with the following text: EV Ready Circuit.

Figure 5.19-2: Electric Vehicle Ready Parking Space



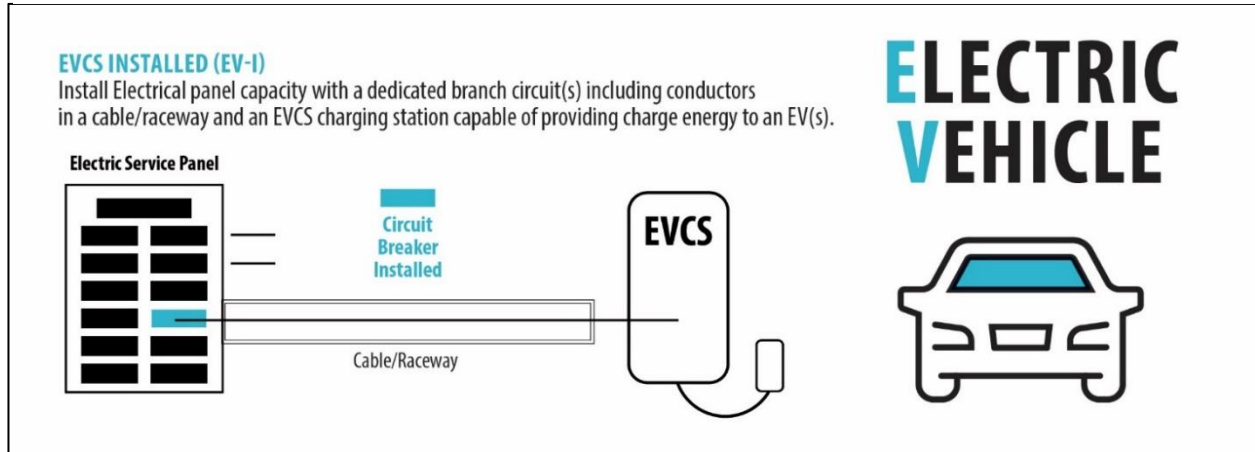
3. **EV-I** – Electric Vehicle Installed

EV-I Parking Spaces shall have an installed electrical panel capacity with a dedicated branch circuit(s) including conductor in a raceway or direct buried, and an Electric Vehicle Charging Station (EVCS) capable of providing charge energy to an EV Parking Space(s) (See Figure 19-3). EV-I Parking Spaces shall include signage indicating the space is to be exclusively used for EVs.

- a. Signs shall be placed at each EV-I Parking Space indicating it is to be exclusively used for EVs .
- a. Installation of any EVCS shall not encumber the required size of Parking Spaces.
- b. A free-standing EVCS shall have bollards, bumper blocks, or raised curbs to protect the system.
- c. An EVCS shall not impede any pedestrian walkway in a manner that results in less than 4 feet of width for the walkway.
- d. An EVCS shall be wall mounted, or located to accommodate the charging of more than one Parking Stall.

- e. Charging stations shall not be located in any required interior landscape islands, right-of-way screening or conflicting land use buffers.

Figure 5.19-3: Electric Vehicle Installed Parking Space



- B. Placement of any EVCS shall not create a trip hazard or violation of the accessible path of travel when the cord is connected to an EV. Placement of EV charging infrastructure shall not allow for any violation of the Michigan’s requirements for barrier free design.
- C. Where Parking Lots or Parking Structures are separated into distinct areas, separate garages or levels, EV Parking Spaces shall be evenly distributed among all separate areas, garages, or levels by their required percentages.
- D. **Barrier Free EV Parking Spaces**

The minimum number of EVCS as provided in Table 5.19-3 below shall meet the accessibility requirements shown in Figures A, B and C above. Where Tables 5.19-1 or 5.19-2 requires EV-I(s), at least one EV-I shall be adjacent to and accessible from a Vehicular Parking Space that meets Michigan’s requirements for barrier free design.

TABLE 5.19-3 ACCESSIBLE EVCS EV-I CHARGING STATIONS		
TOTAL NUMBER EV-1 SPACES REQUIRED	MINIMUM NUMBER OF EVCS EV-1 REQUIRED	
	VAN ACCESSIBLE	STANDARD ACCESSIBLE
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

E. Renewable Electrical Supply Recommended

Typical EVs 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 EVs 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 EV chargers 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.

5.19.11 Driveways

Driveways leading to Parking Spaces and Parking Lots shall meet the following standards:

- A.** The number of Driveways permitted shall correspond to the number of Openings permitted as provided in Section **Error! Reference source not found.5-21.**
- B.** For a Driveway serving a Single-Family or Two-Family Dwelling, the width shall be a minimum of ten and a maximum of 24 feet in width.
- C.** For Driveways serving all uses other than Single-Family or Two-Family Dwellings, the width of one-way Driveways shall be a minimum of ten feet and a maximum of 15 feet, and the width of two-way Driveways shall be a minimum of 18 and a maximum of 24 feet.
- D.** All Driveways shall lead to a garage, carport, Parking Space or Parking Structure meeting the requirements of this chapter, or back onto a street by means of the original Opening or a second approved Opening.
- E.** A Driveway leading to a garage or carport for a Single-Family and Two-Family Dwelling may be widened to the width of the garage or carport up to 30% of the width of the Front Lot Line.
- F.** Driveways providing access to property in nonresidential zoning districts may not be located in residential zoning districts.
- G.** Driveways located in the Front Yard that serve Drive-Through Facilities shall meet the following standards:
 - 1. The width of the Driveway shall not exceed 12 feet in width.
 - 2. 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.
 - 3. At least four bollards shall be provided near each corner where the raised Sidewalk crosses the Driveway to alert drivers of this pedestrian crossing.
 - 4. 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.

5. 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.

Section 2. That this Ordinance shall take effect 10 days after publication.