

## 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 off-street 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 bicycle or *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	100%	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
Group Living	1 per 2 beds		1 per 10 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] When more than 50 Class A bicycle parking spaces are required, 1 out of every 50 spaces must meet the barrier-free dimensions in Table 5.19-5. When more than 25 Class B or C bicycle parking spaces are required, 1 out of every 25 spaces must meet the barrier-free dimensions in Table 5.19-5.			

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 5 units		1 per 25 units
Residential (TC1)	1 per 2 units		1 per 15 units
Non-Residential (D1, D2)			1 per 10,000 sf
Non-Residential (TC1)		1 per 10,000 sf	1 per 5,000 sf
[1] When more than 50 Class A bicycle parking spaces are required, 1 out of every 50 spaces must meet the barrier-free dimensions in Table 5.19-5. When more than 25 Class B or C bicycle parking spaces are required, 1 out of every 25 spaces must meet the barrier-free dimensions in Table 5.19-5.			

**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 amended as follows:

**5.19.7 Design of Bicycle Parking Facilities**

**A. General**

1. *Bicycle parking spaces* must be easily accessible, well lit, and constructed with durable, securely anchored materials that support an upright bicycle with both wheels touching the ground.
2. *Buildings* or *structures* specifically for *bicycle parking spaces* shall comply with Section 5.16.6.A Accessory Buildings.

3. Where *bicycle parking spaces* are not immediately visible from the public Street, private Street, or Alley, permanent wayfinding signage should be provided.
4. Use of *bicycle parking spaces* shall not impede pedestrian circulation.
5. *Bicycle parking spaces* inside of a *building* or *structure* that also has vehicle parking facilities shall have a physical barrier to separate the parking facilities. If bicycles share routes with vehicles to reach the bicycle parking facilities, a designated bicycle lane must be striped.

## B. Dimensional and Design Requirements

### 6. Bicycle Parking Space Dimensions

*Bicycle parking spaces* shall conform to the dimensional standards in Table 5.19-7.

TABLE 5.19-7: BICYCLE PARKING DIMENSIONAL STANDARDS				
CLASS	MINIMUM WIDTH	MINIMUM LENGTH	MINIMUM AISLE ACCESS	MINIMUM OVERHEAD CLEARANCE
A	2 ft.	6 ft.	3 ft.	7 ft.
B	2 ft.	6 ft.	3 ft.	7 ft.
C	2 ft.	6 ft.	3 ft.	7 ft.
A/B/C Barrier-Free Space	2 ft.	10 ft.	3 ft.	7 ft.

## 2. Design Requirements

- a. Racks must be centered within the bicycle parking space.
- b. Racks must accommodate standard locks to secure a bicycle frame and at least one wheel to the rack.
- c. Class B facilities shall be covered by a building overhang or free-standing roof structure over the entire bicycle parking space specified in Table 5.19-7. Structural elements of the building or roof structure must not impede the use of a bicycle parking space.
- d. Wave racks, school yard racks, and wheelwell racks are prohibited and will not count towards bicycle parking requirements. See Figure 19-1.

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



### 3. Placement of Bicycle Parking Spaces

- a. Class A *bicycle parking spaces* inside of a *principal building* shall be located on the Street level or a level accessible by an elevator large enough to accommodate the bicycle and shall have at least one route from a building entrance to the *bicycle parking space* at least 5 feet wide with no more than two doorways, free of stairs or steep ramps. All doorways must be self-opening.
- b. *Bicycle parking spaces* outside of a principal building shall be within 50 feet of the main *building* entrance in a location that is visible and easily accessible from the public Street, private street or Alley. For sites with more than one *building*, *bicycle parking spaces* must be reasonably and proportionally distributed as required at each *building*.
- c. Required Class A spaces may not be provided within a *dwelling unit*.
- d. When required, barrier-free spaces should be located near the front of a room for Class A or at the end of a row for Class B and C to allow users to easily maneuver and lock their bicycles.

## **B. Class Standards**

### **1. Class A (Long-Term Storage)**

Class A spaces shall store both a bicycle and the necessary bicycle accessories for longer periods, well protected from weather and theft. Class A is typically intended for bicycle-owners to store this form of nonmotorized transportation at their residence. Examples of Class A spaces are accessory buildings and structures such as garages, storage lockers or sheds, or dedicated areas and rooms within a *principal building*.

### **2. Class B (Covered Bicycle Racks)**

Class B spaces shall park a bicycle for intermediate periods with some protections from weather and allowing both the wheels and frame of a bicycle to be securely locked. Class B is typically intended for bicycle-owners to park this form of nonmotorized transportation at their place of employment. Examples of Class B spaces are hoops or racks covered by canopies or overhangs.

### **3. Class C (Fixed Bicycle Racks)**

Class C spaces shall park a bicycle for shorter periods secure from theft. Class C is typically intended for bicycle-owners to park this form of nonmotorized transportation as customers and visitors of a residence, business, or office.

## **C. Alternatives**

1. The approving body may allow alternative designs for up to 40% of the required Class A bicycle parking facilities that use available space more efficiently and store the equivalent number of bicycles and accessories in a smaller area provided that the alternative design support each bicycle with at least two points of contact, and if stacked or tiered racks are used, a mechanically-assisted lifting mechanism allows access to upper racks.
2. The approving body may allow bicycle parking spaces outside of a principal building to be located up to 150 feet from main building entrances when existing buildings or site conditions prevent the spaces from being within 50 feet as required in paragraph 5.19.7.B.3.d when it determines the extended placement meets the intent of this section.

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