

## **PLANNING SERVICES STAFF REPORT**

**For Planning Commission Meeting of November 18, 2025**

**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.

### **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:**

The Planning Commission and staff have identified improvements to the City's bicycle parking requirements and standards given the City's goals to increase bicycle ridership and to enhance usability, design, and accessibility of bicycle parking. In updating the required bicycle parking table, staff have also proposed 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 Planning Commission discussed a draft of the proposed ordinance at its November 5, 2025 meeting. In response to comments from commissioners and the Planning Manager, staff have further revised the proposed amendments (attached) and incorporated the following changes:

<b>Update to Draft Ordinance</b>	<b>Staff Comments</b>
Table 5.19-1 Required Vehicle Parking - Added a reference to Section 5.19.8.A for household living (1 to 4 units)	This reference was inadvertently omitted in the first draft. Section 5.19.8.A. addresses electric vehicle parking for household living (1 to 4 units).
Proposed Table 5.19-2 Required Bicycle Parking – consolidated Residential (1 to 2 units) and Residential (3 to 4 units) rows into one row: Residential (1 to 4 units). Added a row for group housing.	

Update to Draft Ordinance	Staff Comments
Proposed Table 5.19-2 Required Bicycle Parking – updated required bicycle parking for all accessory uses to none.	After reviewing the permitted accessory use tables, staff believe that requiring no bicycle parking is appropriate for all accessory uses. Accessory structures/uses rarely go through the site planning process.
Section 5.19.5 Use of Parking Facilities – updated to reference “ADA compliant sidewalks...” rather than “level sidewalks....”	Transportation staff believe the updated language is appropriate.
Section 5.19.7 Design of Bicycle Parking Facilities – general reorganization and language updates	This section now comprehensively addresses general requirements for all bicycle parking spaces and class specific standards.
Section 5.19.7.B Dimensional and Design Requirements – separated standards for bicycle parking spaces, design requirements and placement.	The UDC provides the framework for City requirements, and this language gets closer to defining preferred rack types. Staff believe a guide that details recommendations, rather than updates to the UDC, would be more appropriate for best practices and can add this to the workplan.
Section 5.19.7.B.2 Design Requirements - Added language that racks must be centered within the bicycle parking space.	Staff reviewed the existing inverted-U racks at the Downtown Library, and they appear to be too close to landscaping elements, making them difficult to use. Adding this language specifies that there must be room on either side of the rack so bicycle parking spaces are not interrupted with any building/landscaping elements.
Section 5.19.7.C Alternatives - removed the following primary uses from the exceptions to required bicycle parking: adult foster care; emergency shelter; funeral services; parks, recreation, and open space; transportation facilities; agriculture (greenhouse, barn, borrow pit); and outdoor storage.	<p>These were carry-overs from the existing table since they are uses that currently do not require bicycle parking. These uses will now require bicycle parking per the general use categories in Table 5.19-2.</p> <p>Since public land (like parks) is not subject to zoning code, the primary use requirements will serve as a recommendation, but not a requirement.</p>

Update to Draft Ordinance	Staff Comments
Section 5.19.7.C Alternatives - Added language that alternative designs for bicycle parking spaces that do not meet the dimensional requirements only apply to Class A bicycle parking.	
Section 5.19.7.C Alternatives - Updated language in alternatives to allow the approving body more flexibility to approve locations for Class B and C parking farther away from entrances in extreme circumstances.	

**ADDITIONAL STAFF COMMENTS:**

- Staff would like to clarify that research included in the memos to the Ordinance Revisions Committee (ORC) found that Class A bicycle parking spaces in the downtown, particularly in high-rise apartment buildings, were not full or rarely used. Therefore, staff proposes a decrease in Class A requirements in residential buildings in the downtown districts. The requirements for Class C parking in non-residential buildings in the downtown districts remain the same.

Reviewing Class C parking requirements was out of the scope of these proposed ordinance changes, so staff has added that to the Commission's workplan moving forward. The Downtown Development Authority (DDA) primarily regulates Class C parking in the downtown, and staff will work to facilitate conversations. The DDA has recently inventoried the existing bicycle parking infrastructure within their boundaries as part of their newly published [Ann Arbor Downtown Bike Parking Guidelines](#).

- Staff are not proposing any changes to the language defining each class of bicycle parking. After reviewing the three classes and the requirements for each use category, staff feels the language appropriately outlines the intent of each class in the UDC.

Prepared by; Mariana Melin-Corcoran, City Planner  
Reviewed by; Hank Kelley, Deputy Planning Manager and Alexis DiLeo, Principal Planner

Attachment: Draft Ordinance (Bicycle and Vehicle Parking)  
11-5-25 CPC Staff Report  
7-22-25 ORC Staff Memo  
1-28-25 ORC Staff Memo