

PLANNING AND DEVELOPMENT SERVICES STAFF REPORT

For Planning Commission Meeting of May 17, 2022

SUBJECT: Amendment to Chapter 55 (Unified Development Code) regarding Off-street Parking Requirements.

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the amendments to Chapter 55 Unified Development Code, Section 5.19 regarding proposed modifications to the City's Off-Street Parking requirements.

STAFF RECOMMENDATION

Staff recommends that the amendments to the Unified Development Code (UDC) be approved because the proposed amendments will reduce the amount of under-utilized impervious surfaces, encourage land to be used more efficiently, incentivize the construction of new residential dwelling units by reducing construction and land acquisition costs which may result in more affordable housing units being constructed, and by using land more efficiently, will support transit service. These proposed amendments are also consistent with recommendations in the City's Master Plan: Land Use Element and the A²Zero Carbon Neutrality Plan.

STAFF REPORT

On April 5, 2022, the Planning Commission reviewed proposed amendments to Chapter 55 Unified Development Code, Section 5.19 regarding proposed modifications to the City's Off-Street Parking requirements. The Planning Commission provided substantial feedback at the April 5, 2022 meeting. Since then, Planning staff has made a number of modifications to the code language and structure. The proposed amendments include three main types of modifications:

The **first** main type of modification pertains to a number of scattered sections in code that required minimum parking. The following is a list and brief description of what those changes were:

- 5.16.1.A Residential Occupancy (to eliminate the required parking for functional families, including providing a parking plan and deferring spaces).
- 5.16.2.A Adult Day Care Center and .B Child Care Center (to eliminate the required parking and to combine these two uses to save space).
- 5.16.3.J Outdoor Recreation (to eliminate the required parking).
- 5.16.3.P Transit Corridor Development (to eliminate the off-street parking language and to clarify the parking lot regulations).
- 5.16.4.B Nonprofit Corporations (to eliminate the required parking).

- 5.16.6.C Drive-Through Facility (to move standards provided in Section 5.19 here and to combine districts to eliminate redundancy and save space).

The **second** main type of modification are those amendments still proposed to 5.19 Parking Standards. Currently, the entire section is proposed to be deleted and replaced with all new language. The majority of the new section includes language that is identical to the 7th edition and moved around for clarity, consistency, and user-friendliness. A separate comparison document of the current Section 5.19 and the proposed Section 5.19 is included.

The **third** main type of modification is specific to the Section 5.19 Parking Standards and includes the following items:

- The Applicability section is now clarified and better tailored to the three kinds of parking that are addressed including: vehicles, bicycles, and EV's (electric vehicles).
- A new Required Parking-General paragraph is added, pulling standards and regulations found throughout the section into this one place.
- A new Required Parking-Calculating Required Parking section is added, providing consistent regulations and clarifying standard interpretations.
- Table 5.19 Required Parking now provides only MAXIMUM vehicle and MINIMUM bicycle parking space requirements. All previous minimum vehicle requirements are deleted from the table and previous maximum vehicle requirements are retained with no changes. No new maximums have been added to the table. Classes of bicycle parking and electric vehicle parking now clearly apply to all spaces provided (not only for the required number). Several land use categories are combined to save spaces, a few have been dropped because they are moot (e.g. public schools).
- The Special Parking Districts section has been overhauled and now includes the TC1 district. This section has been extremely simplified. TC1 shows the maximum number of parking spaces being 1 space per 333 square feet (or about 3 spaces per 1,000 square feet of floor area). Since parking is no longer required in the D1 and D2 districts, the previous language about alternatives for the required premium floor area parking spaces has been eliminated.
- Deferred Parking now applies only to bicycle parking spaces.
- The Barrier Free Parking Spaces sections remain essentially the same but now, all language addressing barrier free spaces is located here instead of scattered throughout the document.
- The Use of Parking Facilities section is essentially the same but reorganized and language has been clarified and simplified wherever possible. However, the section on the weight of commercial/oversized vehicles has been consolidated.
- The section on Design of Vehicle Parking Facilities remains essentially the same but has been reorganized and language has been clarified and simplified.
- The section on Design of Bicycle Parking Facilities remains technically the same but has been reorganized and language has been added to clarify and simplify.
- The section on Design of Electric Vehicle Parking Facilities remains technically the same but reorganized to be consistent with the vehicle and bicycle parking facilities section and descriptions of each class have been simplified and made more relevant.
- The Driveways section has been reorganized for clarity and dimension standards are now provided in a table. The paragraph relating solely to drive-through facilities has been moved to Section 5.16.6.C.

Ordinance Amendment: Modifications to Off-street Parking Requirements
Page 3

Prepared by Jeff Kahan and Alexis DiLeo
Reviewed by Brett Lenart
/mg
5/10/22

Attachment: April 5, 2022 Staff Report
Comparison of Current and Proposed Ordinance Sections (with Track Changes)
Proposed Ordinance Section (without Track Changes)

c: Systems Planning
City Attorney's Office

PLANNING AND DEVELOPMENT SERVICES STAFF REPORT

For Planning Commission Meeting of April 5, 2022

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HISTORY AND BACKGROUND

The City of Ann Arbor approved off-street parking regulations in 1959 for multiple land uses. In 1999 and 2000, the City approved the first major amendments to Chapter 59 (Off-Street Parking) which included significantly reducing the amount of off-street parking for Office and Retail uses and imposing a maximum amount of parking for those uses. A few years later, City Council approved similar changes to off-street parking requirements for Medical-Dental Office and Financial Institutions such as banks. The City also reduced the minimum aisle width requirement from 26 to 22 feet. In 2021, City Council approved amendments requiring EV parking for site plans that require City Council approval.

PLANNING BACKGROUND

The Master Plan: Land Use Element recommends that the City, "review and modify City codes to reduce the overall amount of impervious surfaces..." and "encourage developers to design commercial and office centers where the parking lot is not the dominant feature from the road".

In 2014, City Council adopted a Climate Action Plan which included recommendations to reduce carbon emissions. In 2019, City Council passed a resolution in support of creating a plan to achieve community wide carbon neutrality by 2030. In 2020, the City's Office of Sustainability produced the A2 ZERO Plan for Carbon Neutrality which City Council accepted. The Plan will function as the framework for the City to achieve carbon neutrality by 2030. The A2 Zero Climate Action Plan calls for reducing miles traveled in vehicles by at least 50% since vehicle

use is a major contributor to greenhouse gas emissions. One recommendation of the Plan is, “eliminating all parking minimums and setting low parking maximums through the Plan review process”.

Planning Staff has been working with the Planning Commission’s Ordinance Revisions Committee on the proposed amendments to off-street parking requirements.

PROPOSED AMENDMENTS

Amendments to the off-street parking standards in the Unified Development Code are proposed to:

- Eliminate minimum parking requirements for any land use in any zoning district.
- Establish a maximum of 3 parking spaces per 1,000 square feet of floor area in the TC1 zoning district regardless of use.
- Consolidate parking uses in the UDC parking table.
- Eliminate uses from the parking table when standards are unlikely to apply such as public schools and government buildings.
- Eliminate the provision of required bicycle parking being provided off-site unless approved by the City in the right-of-way or a nearby public parking structure.
- Amend the weight limit of vehicles prohibited in driveways to be consistent with adopted home occupation regulations.
- Add a table to communicate special parking district (e.g. D1, D2, and TC1) requirements.
- Amend requirements to electric vehicle (EV) parking regulations including:
 - a) change in applicability from a site plan for City Council approval to any new parking spaces proposed to be constructed, regardless of the site plan approving entity, b) shifting EV-Ready spaces to EV-Capable spaces, and d) add a provision to enable a higher classification of EV parking to satisfy a lower classification requirement (e.g. an EV-Installed space can substitute for an EV-Capable space).

COMPARISON CITIES

Portland, Oregon, Berkeley, California, New Haven, Connecticut, and Hartford, Connecticut are cities that have off-street parking requirements with a reduced amount of parking. The following is a brief summary of some of those changes:

Portland, OR: For sites more than ¼ mile from a bus stop with 20-minute peak period headways, the maximum number of parking spaces cannot exceed 125% of the minimum required spaces. If 75% or more of parking spaces are structured, no maximum exists. Portland still maintains minimum parking requirements for a number of uses but the requirements tend to be quite low. For instance, Portland requires 1 space per 750 square feet of office which compares to 3 spaces per 1,000 square feet of office in Ann Arbor.

Berkeley, CA: No minimum parking is required for multifamily uses in transit zones; the maximum is .5 spaces per dwelling unit in transit zones. Retail and office uses have modest minimum requirements in transit zones (2 spaces per 1,000 for retail and 1 spaces per 750 for office). Multifamily uses in zones other than transit zones are required to provide a minimum of 0-1 space per dwelling unit or 1 space per 1,000 square feet depending on street width. Retail

uses in zones other than transit zones have a maximum of 4 parking spaces per 1,000 square feet.

New Haven, CT: In transit zones, multifamily uses require a minimum of .5 to 1 parking space per dwelling unit, depending on the zone; retail minimums are 0 to 1 space per 500 square feet depending on the building size; office minimums are 1 space per 750 square feet which is the same standard as sites in non-transit zones. In non-transit zones, the minimum number of spaces for multifamily is .5 spaces per dwelling unit while the maximum is 0 to 1 spaces per dwelling unit depending on the zone; retail uses require a minimum of 2.5 spaces per 1,000 to a maximum of 3 spaces per 1,000; office uses require a minimum of 1 space per 750 square feet with no maximum.

Hartford, CT: Hartford does not require a minimum or maximum amount of off-street parking for multifamily, retail, restaurant, or office uses in transit zones. Any spaces provided must be in the rear yard or internal to the building. In non-transit zones, a minimum of 2 spaces per 1,000 square feet is required for multifamily uses; 3 spaces per 1,000 square feet for retail uses; and 4 spaces per 1,000 square feet for office uses.

LOCAL EXAMPLES OF OFF-STREET PARKING

The following is a list of approved development projects, number of dwelling units/bedrooms or square footage, and required and provided off-street parking spaces.

The Yard (formerly 615 S. Main)

Dwelling Units:	227
Bedrooms:	590 (77 studios, 4 1-bedroom, 16 2-bedrooms, 52 3-bedrooms, 69 4-bedrooms, 9 5-bedrooms)
Sq. Ft of Project:	286,660
Min Parking Required:	150 spaces
Parking Provided:	156 spaces
Parking at 3 per 1,000:	861 spaces

618 South Main

Dwelling Units:	164
Bedrooms:	195 (59 studios, 74 1-bedrooms, 31 2-bedrooms)
Sq. Ft of Project:	133,113
Min. Parking Required:	47 spaces
Parking Provided:	130 spaces
Parking at 3 per 1,000:	402 spaces

The Standard (405 S. Main)

Dwelling Units:	218
Bedrooms:	421 (89 studios, 26 1-bedroom, 65 2-bedrooms, 12 3-bedrooms, 35 4-bedrooms)
Sq. Ft of Project:	202,262
Min. Required Parking:	101 spaces
Parking Provided:	102 spaces

Parking at 3 per 1,000: 609 spaces

The One (formerly Cottages at Barton Green; 2601 Pontiac Trail)

Dwelling Units: 211
Bedrooms: 682 (48 1-bedrooms, 36 2-bedrooms, 13 3-bedrooms, 47 4-bedrooms, 67 5-bedrooms)
Est. Sq. Ft of Project: 355,000 (residential measures # of units; not square feet).
Min. Required Parking: 422 spaces
Parking Provided: 422 spaces (137 spaces have been deferred; 285 spaces installed; van service to UM provided by property manager)
Parking at 3 per 1,000: 1,065

Arbor Hills Shopping Center (3010 Washtenaw)

Sq. Feet of Retail Space: 94,639
Min. Required Parking: 350 Minimum/358 Maximum spaces
Parking Provided: 328 spaces
Parking at 3 per 1,000: 285

Huron Village Shopping Center (Whole Foods on Washtenaw)

Sq. Feet of Retail Space: 127,554
Min. Required Parking: 416
Parking Provided: 411
Parking at 3 per 1,000: 384

Prepared by Jeff Kahan
Reviewed by Brett Lenart
3/31/22

Attachment: Draft Ordinance with Amendments

c: Systems Planning
City Attorney's Office

5.19.1— Applicability

- A. No new Building All use of off-street parking facilities shall comply with the provisions of this section.
- A. ~~Bicycle parking required by this section shall be erected unless the parking for bicycles, Electric Vehicles, and motor vehicles required by this Section 5.19 is provided:~~
- B. ~~No Building shall be altered so the for new Buildings, building alterations that increase Floor Area is increased unless the, or when a use changes to one with a higher minimum required parking for the entire Building is provided.~~ requirement per Table 5.19-1.
- C. ~~The minimum Vehicle parking required by this chapter section 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.~~ new Principal Buildings and Principal Building alterations that increase Floor Area.
- D. ~~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, the Floor Area used for Bicycle Parking Spaces shall not be included in the Floor Area used for calculating off-street parking requirements.~~
- E. ~~Exceptions~~
 - 1. ~~Minimum EV Parking Spaces shall only apply to site plans for City Council approval.~~
 - D. Electric Vehicle parking required by this section shall be provided with the construction of any new Parking Spaces in a Parking Lot, Parking Structure, garage, or carport.

5.19.2 Required Parking

A. General

- 1. 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 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.~~
- 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. ~~An off-site permanent parking easement must be recorded if~~

B. Calculating Required Parking

3. The Floor Area above grade within a Principal Building, Accessory Building or Accessory Structure used for vehicle or bicycle parking shall not be included in any 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. calculation.

4. Any fraction of a required Parking Space or Bicycle Parking Space shall be considered a full space. Required

A higher class of space may be used to provide bicycle or electric vehicle parking shall meet the design requirements for Class A, B and C facilities provided in Section 5.19.9. Property owners may provide a higher class of bicycle parking facility when more than one class is required by this section.

5. _____

TABLE 5.19-1 OFF-STREET PARKING SPACES REQUIRED PARKING

USE <i>[See Sec. 5.19.3 for Uses in D1 and D2 Downtown, TC1 Districts.]</i>	MINIMUM MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES (OF REQUIRED) <i>[5] [6]</i>			
		SPACES	CLASS			CLASS FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I
RESIDENTIAL USES (NUMBER OF SPACES/DWELLING UNIT, UNLESS OTHERWISE NOTED)		% OF SPACES PROVIDED						
Household Living								
Adult Foster Care	+	None	None			None		
Dwelling, Assisted Living	For R4A: 2 For R4B, R4C, R4D and R4E: 1½ For any Nonresidential District: 1	1 / 5	50 %		50%	25 10%	15% 10%	
Dwelling, Multi-Family (<u>5 units or more</u>)	For R4A: 2 For R4B, R4C, R4D, and R4E: 1½ In any Nonresidential District: +	1 / 5	50 %		50%	65 90%	25% 10% <i>[9] [4]</i>	
Dwelling, Single-Family-, <u>Two-Family, Multi-Family (3 or 4 units)</u>	+	None				See Section 5.19.10.A.1	100% <i>[9] [4]</i>	
Dwelling, Townhouse	2	1 / 5	50 %		50 %	100% <i>[9] [4]</i>		
Dwelling, Two Family	1½	None					100% <i>[9] [4]</i>	
House Trailer Park	+	None				100%		
Group Living								
Emergency Shelter	None	None				15 30%	10 5% 10%	
Fraternities, sororities, student cooperatives	1 / 5 beds	1 / 2 beds	50 %	50%		65 90%	25% 10%	

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		SPACES	CLASS			CLASS FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I
Group Housing, <u>Guest House</u>	1 / 3 beds	1 / 5 beds	50 %	50%		65 <u>90</u> %	25%	10%
<u>Guest House</u>	1 / 3 beds	1 / 5 beds	50 %	50%		65%	25%	10%
PUBLIC/INSTITUTIONAL USES (NUMBER OF SPACES / SQUARE FOOT OF FLOOR AREA, UNLESS OTHERWISE NOTED)		% OF SPACES PROVIDED						
Community and Cultural								
<u>Airports, Municipal</u>	Minimum 1 / 333 Maximum 1 / 250 [1]	1 / 3,000	30 %		70%	15%	10%	10%
<u>Cemetery</u>	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>40</u> %	15%	10%
<u>Correctional Facility</u>	Office and Administration Floor Area: Minimum 1 / 333 Maximum 1 / 250 [1] Other Floor Area: None	Office/Admi n: 1 / 3,000 Other: None	30 %		70%	15%	10%	10%
Designated Marijuana Consumption Facility	Maximum 1 / 100	1 / 500		50%	50%			
Museum, Art Gallery	Minimum 1 / 310 Maximum 1 / 265 [1]	1 / 3,000		50%	50%	15 <u>30</u> %	10 <u>5</u> %	10%

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		SPACES	CLASS			CLASS FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I
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%		15% 25%	10%	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% 40%	15% 10%	10%
Institutions of Higher Learning, Public	None	None				25%	15%	10%
School, Private		High School: 5 / classroom Elementary and Middle Schools: 3 / classroom	5 / classroom		100%	25% 40%	15% 10%	10%
School, Public	As required by the State	As required by the State				25%	15%	10%

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		SPACES	CLASS			CLASS FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I
School, Trade/Industrial	5 / classroom	5 / classroom			100%	25 40%	15%	10%
Health Care								
Hospital	1 / 6 beds	1 / 60 beds			100%	25%	15%	10%
Hospital, Nursing Care Facility	1 / 6 beds	1 / 60 beds			100%	25 40%	15%	10%
COMMERCIAL USES (NUMBER OF SPACES / SQUARE FOOT OF FLOOR AREA, UNLESS OTHERWISE NOTED)		% OF SPACES PROVIDED						
Lodging								
Bed and Breakfast	1 / room	1 / 4 rooms			100%	25 75%	50%	25%
Hotel	1 / room	1 / 30 rooms	10 0%			25 75%	50%	25%
Recreation, Entertainment, and Arts								
Adult Entertainment Business	Minimum 1 / 310 Maximum 1 / 265 <i>[1]</i>	1 / 3,000			50%	50%	10%	10%
Artist Studio	1 / 600	1 / 6,000			100%	15 25%	10%	10%
General Entertainment	Minimum 1 / 310 Maximum 1 / 265 <i>[1]</i>	1 / 3,000			50%	50%	10%	10%
Indoor Recreation (Athletics, Rinks)	Athletic Club/Roller Rink: 1 / 200	1 / 1,000			100%	15 25%	10%	10%
	Indoor Recreation (Bowling Alley: 5 / alley)					100%	15 25%	10%
	Indoor Recreation (Court Game Facilities: 1 / 1,000 Games)				100%	15 25%	10%	10%

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		SPACES	CLASS			CLASS FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I
Outdoor Recreation (Pools)	Swimming Club, Private (Building): 1 / 200	1 / 1,000			100%	15 25%	10%	10 %
Outdoor Recreation (Stadiums)	Stadia Auditorium: 1 / 3 seats or 1 / 6 feet of bench	1 space per 100 seats or 200 feet of bench			100%	None		
Outdoor Recreations (Amphitheaters)	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 30%	10 5%	10 %
Fueling Station	1 / 200	1 space			100%	15 30%	10 5%	10 %
Outdoor Sales, Permanent	Minimum 1 / 310 Maximum 1 / 265 [1]	1 / 3,000		50%	50%	15 30%	10 5%	10 %
Medical Marijuana Provisioning Center, Marijuana Retailer	Minimum 1 / 310 Maximum 1 / 265 [1]	1 / 3,000		50%	50%	15 30%	10 5%	10 %
Restaurant, Bar, Food Service	1 / 100	1 / 750		50%	50%	15 30%	10 5%	10 %
Retail Sales, General Merchandise, Shopping Centers	Up to 300 600,000 Sq. Ft.: Minimum 1 / 310 Maximum 1 / 265 [1] 250	1 / 3,000		50%	50%	<u>15</u> %	10 5%	10 %
	Between 300,000 – 600,000 Sq. Ft.: Minimum 1 / 285 Maximum 1 / 250 [1]	1 / 3,000		50 %	50 %		10 %	10 %
	More than 600,000 Sq. Ft.: Minimum 1 / 265 Maximum 1 / 235 [1]	1 / 3,000		50%	50%	<u>15</u> %	10 5%	10 %

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		SPACES	CLASS			CLASS FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I
	Furniture, Home Furnishings and Appliance Stores: 1 / 600	1 / 7,500			100%		10%	10%
Wholesale, Resale, Building Material and Supplies	1 / 600	1 / 6,000			100%	<u>10%</u>	<u>10.5%</u>	<u>10%</u>
Service and Repair								
Automobile, Truck, Construction Equipment Repair	1 / 200	1 space			100%	<u>15%</u>	<u>10.5%</u>	<u>10%</u>
Contractors, General Construction, and Residential Building	1 / 333	1 / 3,000	30 %		70%	<u>10%</u>	10%	<u>10%</u>
Laundry, Cleaning, and Garment Services	Minimum 1 / 310 Maximum 1 / 265 [1]	1 / 3,000		50%	50%	<u>15%</u>	<u>10.5%</u>	<u>10%</u>
Parking Lot	None	1 / 10 parking stalls	30 %		70%	<u>10%</u>	10%	<u>10%</u>
Parking Structure	None	1/10 parking stalls	30 %		70%	2.5 <u>10%</u>	1.5 <u>10%</u>	<u>10%</u>
Personal Services	1 / 100	1 / 750	10 0%			1.5 <u>30%</u>	<u>10.5%</u>	<u>10%</u>
Vehicle Wash, Automatic	1 / 500	1 space	10 0%			<u>15%</u>	10%	<u>10%</u>
Vehicle Wash, Self-serve	1 / bay	1 space	10 0%			None		
Veterinary, Kennels and Animal Boarding	Minimum 1 / 333 Maximum 1 / 250 [1]	1 / 3,000	30 %		70%	<u>10%</u>	10%	<u>10%</u>

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		SPACES	CLASS			CLASS FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I
OFFICE AND RESEARCH (NUMBER OF SPACES / SQUARE FOOT OF FLOOR AREA, UNLESS OTHERWISE NOTED)		% OF SPACES PROVIDED						
Office								
Bank, Credit Union, Financial Services	Minimum 1 / 220 Maximum 1 / 180 [1]	1 / 2,000			100%	15%	10%	
Office, General	Minimum 1 / 333 Maximum 1 / 250 [1]	1 / 3,000	30 %		70%	25-40%	10%	
Medical/Dental	Minimum 1 / 220 Maximum 1 / 180 [1]	1 / 1,500	30 %		70%	15-25%	10%	
Nonprofit Corporations	Minimum 1 / 333 Maximum 1 / 250 [1]	1 space per/ 3,000 sq. ft. of Floor Area	30 %		70%	15-25%	10%	
Research and Development								
Laboratories	1 / 600	1 / 6,000		100%		25%	15%	
Medical Laboratory	1 / 600	1 / 6,000		100%		25%	15%	
Laboratories, Research/ Development	1 / 600	1 / 6,000		100%		25-40%	10%	
TRANSPORTATION (NUMBER OF SPACES / SQUARE FOOT OF FLOOR AREA, UNLESS OTHERWISE NOTED)		% OF SPACES PROVIDED						
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%	50-90%	10%	
Transportation Facilities	None	None				None		

TABLE 5.19-1 OFF-STREET PARKING SPACES REQUIRED PARKING

USE <i>[See Sec. 5.19.3 for Uses in D1 and, D2 Downtown, TC1 Districts.]</i>	MINIMUM MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES (OF REQUIRED) <i>[5] [6]</i>			
		SPACES	CLASS			CLASS FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I
INDUSTRIAL (NUMBER OF SPACES / SQUARE FOOT OF FLOOR AREA, UNLESS OTHERWISE NOTED)		% OF SPACES PROVIDED						
Agricultural								
Agriculture <i>(Greenhouse, Barn, Borrow Pit)</i>	None	None				None		
Barns	None	None				None		
Borrow Pits	None	None				None		
Marijuana Microbusiness	Offices: <i>Maximum 1 / 250</i> Cultivation: <i>Maximum 1 / 2,000</i>	1 / 3,000	30 %		70%			
Marijuana Grower	Offices: <i>Minimum 1 / 333</i> <i>Maximum 1 / 250</i> Cultivation: <i>1 / 2,000</i>	1 / 3,000		100%		<i>25</i> 40%	<i>15</i> % 10%	
Manufacturing, Processing, Assembly, and Fabrication								
Asphalt, Concrete Mixing Plant, Sand and Gravel Pit; <i>Coal/Coke Dealer; Oil/Gas Well</i>	<i>1 / 1,500</i>	1 / 25,000		100%		10%	10%	
Coal and Coke Dealer	<i>1 / 1,500</i>	<i>1 / 25,000</i>		<i>100%</i>			<i>10%</i> <i>10%</i>	
Heavy Manufacturing	<i>1 / 1,500</i>	<i>1 / 25,000</i>		<i>100%</i>		<i>25</i> %	<i>15</i> % <i>10%</i>	
<i>Heavy Manufacturing; Laundry and Dry Cleaning Plant; Scrap/Waste Material; Slaughterhouse</i>	<i>1 / 1,500</i>	1 / 25,000		100%		<i>25</i> 40%	<i>15</i> % 10%	
Light Manufacturing; <i>Pilot Manufacturing</i>	<i>1 / 1,500</i>	1 / 25,000		100%		<i>25</i> 40%	<i>15</i> % 10%	
Oil and Gas Well	<i>1 / 1,500</i>	<i>1 / 25,000</i>		<i>100%</i>			<i>10%</i> <i>10%</i>	

TABLE 5.19-1 OFF-STREET PARKING SPACES REQUIRED PARKING

USE <i>[See Sec. 5.19.3 for Uses in D1 and, D2 Downtown, TC1 Districts.]</i>		MINIMUM MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)		MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES (OF REQUIRED) <i>[5] [6]</i>			
				SPACES	CLASS			CLASS FACILITY STANDARDS		
					A	B	C	EV-C	EV-R	EV-I
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	Minimum 1 / 333 Maximum 1 / 250 <i>[1]</i>		1 / 3,000	30 %		70%	25%	15%	10%	
Broadcasting Facility, Data Processing and Computer Centers	Minimum 1 / 333 Maximum 1 / 250 <i>[1]</i>		1 / 3,000	30 %		70%	25 10%	15%	10%	
Electric, Gas, and Sanitary Services; <u>Power and Fuel Rights-of-Way; Wireless Communication Facilities</u>	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%	
ACCESSORY - USES (NUMBER OF SPACES / SQUARE FOOT OF FLOOR AREA, UNLESS OTHERWISE NOTED)				<u>% OF SPACES PROVIDED</u>						
Bed and Breakfast, Accessory	1 space plus that required for the Principal Use		1 space plus that required for the Principal Use		100%			100%		

TABLE 5.19-1 OFF-STREET PARKING SPACES REQUIRED PARKING

USE <i>[See Sec. 5.19.3 for Uses in D1 and, D2 Downtown, TC1 Districts.]</i>	MINIMUM MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES				MINIMUM EV PARKING SPACES (OF REQUIRED) [5] [6]		
		SPACES	CLASS			CLASS FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I
Community Recreation	1 / 200	1 / 1,000			100 %		10%	10%
Dwelling Unit, Accessory	3 spaces total	None					100%	
Dwelling Unit, Manager's	1 space	None					100%	
Family Day Care Home	None	None					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					100%	
Home Occupation	None	None					None	
Management/Maintenance Office and Storage	Minimum 1 / 333 Maximum 1 / 250 [1]	1 / 3,000	30 %		70%		15% 25%	10% 10%
Restaurant, Bar, Food Service	1 / 100	1 / 750		50%	50%		15% 25%	10% 10%
Retail Sales, General Merchandise	Minimum 1 / 310 Maximum 1 / 265 [1]	1 / 3,000		50%	50%		10%	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 PARKING

USE <i>[See Sec. 5.19.3 for Uses in D1 and, D2 Downtown, TC1 Districts.]</i>	MINIMUM MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES (OF REQUIRED) [5] [6]			
		SPACES	CLASS			CLASS FACILITY STANDARDS		
			A	B	C	EV-C	EV-R	EV-I

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 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

Lots located in the D1, D2, or ~~D2~~ downtownTC1 zoning districts are considered a special parking district and are subject to the ~~following~~ standards:

- ~~F. — 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.~~
- ~~G. — 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.~~
- ~~H. — 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: provided in Table 5.19-2:~~
- ~~I. — 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.~~
- ~~J. — 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.~~
- ~~K. — 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 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.~~
- ~~L. — Parking Structures that are available solely to residents or employees of the Building are not subject to the stall and aisle standards of Section 5.19.9.~~
- ~~M. — When vehicular parking is provided on-site pursuant to this section, the EV Parking regulations for Multiple-Family Dwelling shall apply.~~

TABLE 5.19-2 SPECIAL PARKING DISTRICT REQUIREMENTS

ZONING DISTRICT	MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES				MINIMUM EV PARKING SPACES	
		SPACES	CLASS			FACILITY STANDARDS	
			A	B	C	EV-C	EV-I
NUMBER OF SPACES/SQUARE FOOT			% OF SPACES PROVIDED				
D1, D2 – Residential		1 / 2,500	100%			90%	10%
D1, D2 – Nonresidential		1 / 10,000			100%	90%	10%
TC1	1/333	1 / 5,000	50%	25%	25%	90%	10%

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 Parking Spaces and/or Bicycle Parking Spaces.

5.19.5 Deferred Parking Requirements

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

5.19.6 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:

- ~~N.~~ — The development has a Sustainability Component or an Affordable Housing Component.
- ~~O.~~ — 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.
- ~~P.~~ — All other requirements of Table 5.19-1 of this section are provided.
- ~~Q.~~ — 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.

~~R. 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.~~

5.19.75.19.5 Barrier Free Parking Spaces

All Parking Lots and Parking Structures shall have ~~Barrier~~ barrier free Parking Spaces parking spaces as required by and in conformity with state law (MCL 125.1352). When one or more EV-I Parking Space is required by Table 5.19-1, the distribution of EV-I Parking Spaces shall be provided as Table 5.19-3.

<u>TABLE 5.19-3 ACCESSIBLE CHARGING STATIONS</u>		
<u>REQUIRED EV-I SPACES</u>	<u>ELECTRIC VEHICLE CHARGING STATION DISTRIBUTION</u>	
	<u>VAN ACCESSIBLE</u>	<u>STANDARD ACCESSIBLE</u>
<u>1-4</u>	<u>1</u>	<u>0</u>
<u>5-50</u>	<u>1</u>	<u>1</u>
<u>51-75</u>	<u>1</u>	<u>2</u>
<u>76-100</u>	<u>1</u>	<u>3</u>
<u>Over 100</u>	<u>1 plus 1 for each 300 or fraction thereof over 100</u>	<u>3 plus 1 for each 60 or fraction thereof over 100</u>

5.19.86 Use of ~~Off-Street~~ Parking Facilities

A. Motor-General

1. Parking Spaces shall not be obstructed by storing objects, Structures, or vehicles ~~shall only~~ that are inoperable, unregistered, or for sale.
2. Bicycle Parking Spaces required by this section shall be accessible to a public Street or Alley.
3. Vehicle Parking Spaces shall be accessible by a driveway connected to a public or private Street or Alley.
4. Nothing in this section shall preclude a reasonable charge for the use of any Parking Space.

B. All Vehicles

~~S.1.Vehicles must~~ be parked ~~on~~ in a Driveway, in a Structure, or within an approved Parking Space or Parking Lot.

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

1. Residential Zoning Districts

~~2. Commercial 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.~~

~~T. Required off-street Parking Spaces or Bicycle Parking Spaces shall not be obstructed by storing objects, Structures or, oversized vehicles that are inoperative, unregistered or for sale.~~

~~U.a. 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.~~

~~V.a. In residential zoning districts, no No more than two commercially-licensed licenses vehicles shall be kept in the open on the vehicle owner's owner's private property or within 500 feet of the property on a public street.~~

~~W.a. In residential zoning districts, no 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.~~

2. Nonresidential Zoning Districts

a. Commercial vehicles, oversized vehicles, trailers, boats, campers, and similar vehicles must be stored in a Building or approved Outdoor Storage.

5.19.97 Design of Vehicle Parking Facilities

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

A. Vehicular Parking Structures, Placement of Vehicle Parking Facilities

~~X.1. 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.~~

~~Y. Exceptions~~

~~1. Sites with existing vehicular Parking Structures, Parking Lots, shall comply with the use specific standards provided in Section 5.16 and Parking Spaces approved or constructed prior to the Effective Date and the dimensional standards provided in Section 5.17 of the zoning district in which it is located.~~

~~1.2. No Parking Space shall be located closer to a street than the front face of a 10 feet to any Building that is used for a Dwelling Unit on the first Floor.~~

~~2. Sites where an addition is proposed to an existing Building.~~

B. Placement Exceptions

~~3.1. For Sites with more than one Front Lot Line, Parking Spaces may be located in one Front Lot Line shall be exempt from the requirements of paragraph A in this section. Vehicular Parking Structures, Parking Lots and Spaces Yard but shall be set back a minimum of 25 feet from the exempted Front Lot Line of that Front Yard.~~

~~4.1. Multiple-Family uses having more than 100 feet of Street Frontage, more than 20,000 square feet of land area Lot 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.~~

~~5.1. Religious assemblies Assemblies, Child Care Centers, and schools with more than 100 feet of Street Frontage and more than 20,000 square feet of land area Lot Area may be permitted to have vehicular Parking Lots and spaces Parking Spaces located in the Front Yard but not in the Front Setback Area if approved as part of a Special Exception Use review.~~

~~Z. In residential zoning districts, no Parking Lot shall be located closer than ten feet to any Building used for a Dwelling Unit on the first Floor.~~

C. Parking Lots Dimensional Standards

~~AA.1. Parking Structures, Parking Lots, and Parking Spaces 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 5.19-2.~~

~~1. Parking Spaces shall be clearly marked and shall conform to the minimum stall and aisle standards in Table 5.19-3, unless an exception is provided.~~

~~2. Exceptions: In the special parking district, the stalls and aisles within a Parking Structure that is solely available to residents or employees of the Building are not subject to dimensional standards of Table 5.19-4 provided the stalls and aisles remain functional and accessible.~~

TABLE 5.19-2:4: VEHICLE 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					
90°	9 ft.	20 ft.	9 ft.	12 ft.	

TABLE 5.19-2:4: VEHICLE 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.)
4545°	9 ft.	12 ft. 7 in.	19 ft. 5 in.	12 ft.	51 ft.
6060°	9 ft.	10 ft. 4 in.	20 ft. 5 in.	16 ft.	57 ft.
7575°	9 ft.	9 ft. 3 in.	20 ft.	20 ft.	60 ft.
9090°	9 ft.	9 ft.	18 ft.	22 ft.	58 ft.
SMALL CAR SPACES [D]					
90°	8 ft.	18 ft.	8 ft.	12 ft.	
4545°	8 ft.	11 ft. 3 in.	17 ft.	12 ft.	46 ft.
6060°	8 ft.	9 ft. 2 in.	17 ft. 9 in.	14 ft.	49 ft. 8 in.
7575°	8 ft.	8 ft. 3 in.	17 ft. 5 in.	17 ft.	52 ft.
9090°	8 ft.	8 ft.	16 ft.	20 ft.	52 ft.

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~~signed for "small cars".

D. Surface Material

~~BB.~~ 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 a Single-Family Dwelling or a Two-Family DwellingsDwelling 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~~Adequate coverage and barriers ~~sufficient~~ to confine the surface material must be provided.

E. Maintenance

~~CC.~~ Parking Lots and Parking Spaces shall be equipped with curbs or other barriers to confine vehicles ~~to within~~ the Parking Lot; and Parking Spaces. Driveways, Parking Lots and Parking 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.~~108~~ 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.~~

DD. 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:

A. Class A – General

- 1. Bicycle parking facilities shall conform to the dimensional standards in Table 5.19-5. Alternatives may be allowed by the Planning Manager for designs that use available space more efficiently and store the equivalent number of bicycles and accessories in a smaller area.

TABLE 5.19-5: BICYCLE STALL AND AISLE STANDARDS			
<u>CLASS</u>	<u>SPACE LENGTH AND WIDTH</u>	<u>ACCESS</u>	<u>OVERHEAD CLEARANCE</u>
<u>A</u>	<u>Min. 2 ft. x 6 ft.</u>	<u>Min. 3 ft.</u>	<u>n/a</u>
<u>B</u>	<u>Min. 2 ft. x 6 ft.</u>	<u>Min. 3 ft.</u>	<u>Min. 7 ft.</u>
<u>C</u>	<u>Min. 2 ft. x 6 ft.</u>	<u>Min. 3. Ft.</u>	<u>Min. 7 ft.</u>

- 2. All bicycle parking facilities must be easily accessible, well lighted, and durable, and securely anchored to pavement, floors, or walls.
- 3. Bicycle parking facilities outside of a Building shall be considered and included in Open Space calculations. Bicycle parking facilities on the first Floor inside of a Building shall not be included in Floor Area Ratio calculations.
- 4. Buildings and Structures used for bicycle parking facilities shall comply with all regulations for Accessory Structures.
- 5. Asphalt, concrete, porous pavement, pavers, or brick shall connect bicycle parking facilities to a Sidewalk or Driveway.

B. Placement

- 1. Bicycle parking facilities outside of a Building shall be in close proximity to the main Building entrances and in a location that is visible and easily accessible.
- 2. Bicycle parking facilities inside a Building or Structure that also has vehicle parking facilities shall have a physical barrier to separate the parking facilities.
- 3. Bicycle parking facilities inside a Building or Structure shall be located near a main entrance, on the Street level or on a level accessible by an elevator large enough to accommodate the bicycle.

C. Class Standards

1. Class A – Enclosed Bicycle Storage

Enclosed Class A facilities shall store a bicycle storage shall be in the form and necessary accessories for longer periods, well protected from weather and theft. Class A bicycle parking is most often used by Dwelling Unit residents.

Examples of Class A facilities are 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.private garages.

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.

Class B facilities shall store a bicycle for intermediate periods with some protections from weather and allowing both wheels and frame of a bicycle be securely locked with a chain, cable, or padlock. Class B bicycle parking is most often for employees. Examples of Class B facilities are hoops or another type of rack underneath an overhang or shelter.

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.

EE.—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.~~

Class C facilities shall store a bicycle for short periods, allowing both the wheels and frame of a bicycle to be securely locked. Class C bicycle parking is most often for visitors and customers of a residence, business, or office.

5.19.1110 Design of Electric Vehicle Parking Facilities

A. General

1. Single-Family Dwellings, Two-Family Dwellings, Multiple-Family Dwellings with Three or Four Units: All Parking Spaces on the Lot shall be EV-C. For any garage or carport on the Lot, at least one Parking Space shall be EV-R, and the remainder of Parking Spaces inside the garage shall be EV-C.

2. Electric Vehicle-EV-I Parking Spaces shall comply with the following design standards have signage indicating it is to be used exclusively for Electric Vehicles.

FF. Facility Standards

1. When EV Parking Spaces are required by this chapter, the total number of spaces Free-standing Electric Vehicle Charging Stations shall have bollards, bumper blocks, or raised curbs to protect the system.

2. Electric Vehicle Charging Stations shall be provided by wall-mounted, or located to accommodate the charging of more than one or Parking Stall.

3. Electric Vehicle Charging Stations shall not create a combination trip hazard or violation of the following three classifications accessible path of EV travel when the cord is connected to an Electric Vehicle.

4. Where Parking Lots are separated into distinct areas or when Parking Structures have more than one level, the Electric Vehicle parking 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. evenly distributed among the separate areas or levels.

B. Placement of Electric Vehicle Charging Stations

1. Electric Vehicle Charging Station may not reduce the required stall dimensions provided in Table 5.19-4 and must maintain compliance with state barrier free design requirements.

2. Electric Vehicle Charging Stations in any walkways must maintain at least four feet of walkway width for pedestrians.

3. Electric Vehicle Charging Stations may not be located in any required interior landscape islands, right-of-way screening or conflicting land use buffers.

C. Class Standards

1. EV-C – Electric Vehicle Capable

EV-C are Parking Spaces ~~shall have~~having a capped cable/raceway connecting the Parking Space to an installed ~~electrical~~electric panel capacity with a dedicated branch ~~circuits~~circuit(s) to easily install the infrastructure and cable/raceway that is capped equipment needed for a future EV Parking Space(s) (See Figure 19-1).Electric Vehicle Charging Station. The dedicated branch

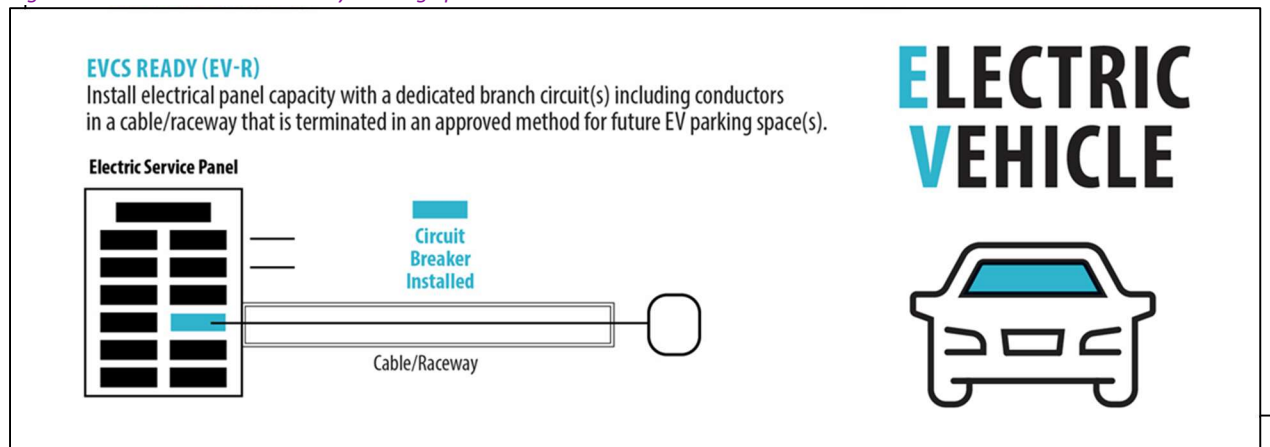
Figure 19-1: Electric Vehicle-Capable Parking Space

circuit panel space shall be stenciled or marked legibly with the following text: Future Electric Vehicle -Charging Circuit. (See Figure EV-C).

2. EV-R – Electric Vehicle Ready

EV-R are Parking Spaces that are ready for installation of an Electric Vehicle Charging Station except for the EVCS itself. EV-R Parking Spaces shall have ~~an~~ installed a junction box, terminated in an approved method, for a direct buried cable or raceway to an 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).to power a Charging Station. The junction box shall be clearly marked and labeled with the following text: EV Ready Circuit.

Figure 19-2: Electric Vehicle Ready Parking Space



(See Figure EV-R)

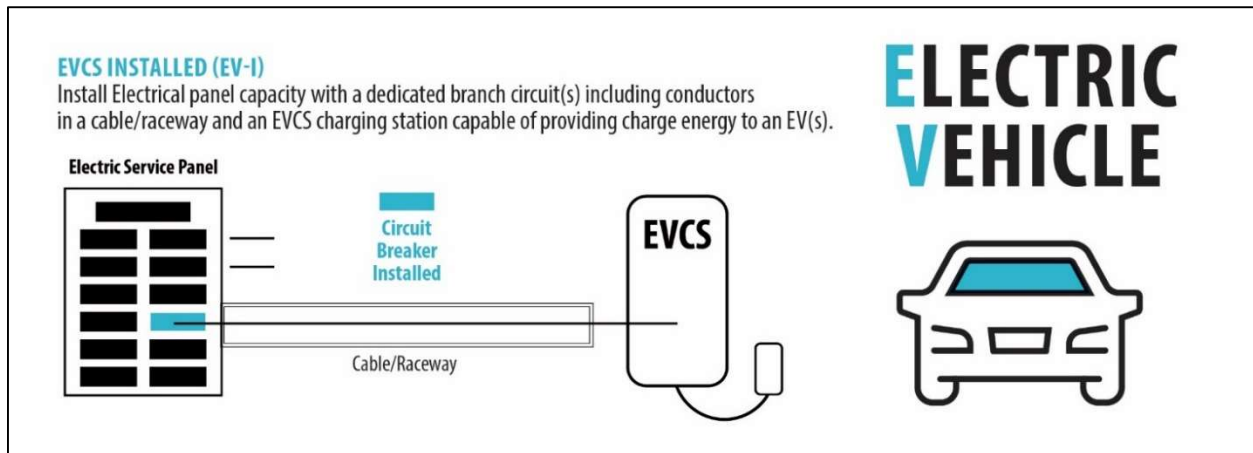
3. EV-I – Electric Vehicle Installed

EV-I are 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 operational~~ Electric Vehicle Charging Station (EVCS) capable of providing charge energy to an EV Parking Space(s). (See Figure 19-3).Figure 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 19-3: Electric Vehicle Installed Parking Space



~~**GG.** 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.~~

~~**HH.** 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.~~

H. Barrier Free EV Parking Spaces

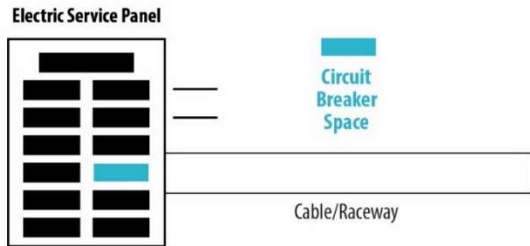
The minimum number of EVCS as provided in Table 5.19-3 below shall meet the accessibility requirements shown in Figures A, B and C above. Where Table 5.19-1 requires EV-I(s), at least one EV-I shall be adjacent to and accessible from a Parking Space that meets Michigan's requirements for barrier free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

TABLE 5.19-3 ACCESSIBLE EVCS EV-1 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

EVCS CAPABLE (EV-C)

Install electrical panel capacity and dedicated cable/raceway (s) that is capped for future EV parking space(s).

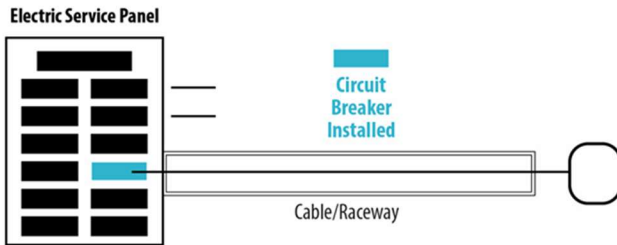


**ELECTRIC
VEHICLE**



EVCS READY (EV-R)

Install electrical panel capacity with a dedicated branch circuit(s) including conductors in a cable/raceway that is terminated in an approved method for future EV parking space(s).

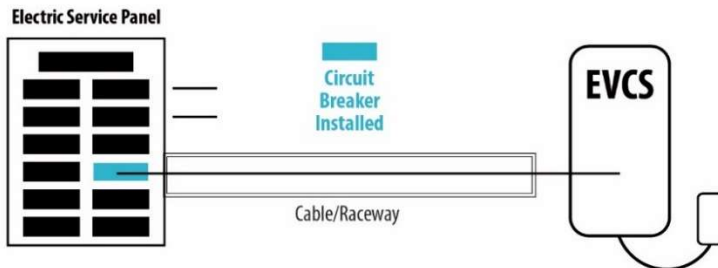


**ELECTRIC
VEHICLE**



EVCS INSTALLED (EV-I)

Install Electrical panel capacity with a dedicated branch circuit(s) including conductors in a cable/raceway and an EVCS charging station capable of providing charge energy to an EV(s).



**ELECTRIC
VEHICLE**



JJ-D. Renewable Electrical Supply Recommended

Typical ~~EVs~~Electric Vehicles 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~~Electric Vehicles 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~~Electric Vehicle Charging Stations 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:~~

- ~~KK. The number of Driveways permitted shall correspond to the number of Openings permitted as provided in Section 5.21.~~
- ~~LL. 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.~~
- ~~MM. 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.~~

A. General

- ~~NN.1. All Driveways shall lead to a garage, carport, Parking Space, Parking Lot, 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.~~
- ~~OO. 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.~~
 - ~~1. Driveways providing access to property in nonresidential zoning districts. The number of Driveways permitted shall correspond to the number of Openings provided in Section 5.21.~~
- ~~PP.2. Driveways may not cross or be located on any Lot in residential another zoning districts. district.~~
- ~~QQ. Driveways located in the Front Yard that serve Drive-Through Facilities shall Driveway shall meet the following dimensional standards:~~
 - ~~6. The width of the Driveway shall not exceed 12 feet in width.~~
 - ~~7.1. 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 in Table 5.19-6.~~

8. ~~At least four bollards shall be provided near each corner where the raised Sidewalk crosses the Driveway to alert drivers of this pedestrian crossing.~~
9. ~~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.~~
10. ~~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.~~

TABLE 5.19-6: DRIVEWAY DIMENSION STANDARDS

<u>ZONING DISTRICT</u>	<u>MIN. WIDTH</u>	<u>MAX. WIDTH</u>	<u>INCREASE ALLOWANCE</u>
<u>R1, R2</u>	<u>10 ft.</u>	<u>24 ft.</u>	<u>May be widened beyond the Front Lot Line up to 30% of Lot Width when leading to garage or carport</u>
<u>All Others – One Way</u>	<u>10 ft.</u>	<u>15 ft.</u>	<u>None</u>
<u>All Others – Two Way</u>	<u>18 ft.</u>	<u>24 ft.</u>	<u>None</u>

5.19.1 Applicability

- A.** All use of off-street parking facilities shall comply with the provisions of this section.
- B.** Bicycle parking required by this section shall be provided for new Buildings, building alterations that increase Floor Area, or when a use changes to one with a higher minimum requirement per Table 5.19-1.
- C.** Vehicle parking required by this section shall be provided for new Principal Buildings and Principal Building alterations that increase Floor Area.
- D.** Electric Vehicle parking required by this section shall be provided with the construction of any new Parking Spaces in a Parking Lot, Parking Structure, garage, or carport.

5.19.2 Required Parking

A. General

- 1. Each land use listed in Table 5.19-1 shall provide an amount of off-street parking compliant with this section, unless the requirements are 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.

B. Calculating Required Parking

- 1. The Floor Area above grade within a Principal Building, Accessory Building or Accessory Structure used for vehicle or bicycle parking shall not be included in any required parking calculation.
- 2. Any fraction of a Parking Space shall be considered a full space.
- 3. A higher class of space may be used to provide bicycle or electric vehicle parking facilities when more than one class is required by this section.

Proposed (draft 4-May-2022) Section 5.19 *Parking Standards*

TABLE 5.19-1 REQUIRED PARKING							
USE <i>See Sec. 5.19.3 for Uses in D1, D2, TC1 Districts</i>	MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES		
		SPACES	CLASS			CLASS	
			A	B	C	EV-C	EV-I
RESIDENTIAL USES (NUMBER OF SPACES/DWELLING UNIT, UNLESS OTHERWISE NOTED)		% OF SPACES PROVIDED					
Household Living							
Adult Foster Care		None	None			None	
Dwelling, Assisted Living		1 / 5	50%		50%	40%	10%
Dwelling, Multi-Family (5 units or more)		1 / 5	50%		50%	90%	10%
Dwelling, Single-Family, Two-Family, Multi-Family (3 or 4 units)		None				See Section 5.19.10.A.1	
Dwelling, Townhouse		1 / 5	50%		50%	100%	
Group Living							
Emergency Shelter		None				30%	5%
Fraternalities, sororities, student cooperatives		1 / 2 beds	50%	50%		90%	10%
Group Housing, Guest House		1 / 5 beds	50%	50%		90%	10%
PUBLIC/INSTITUTIONAL USES (NUMBER OF SPACES / SQUARE FOOT, UNLESS OTHERWISE NOTED)		% OF SPACES PROVIDED					
Community and Cultural							
Club Headquarters or Community Center		1 / 1,000			100%	25%	10%
Conference Center		1 / 1,000			100%	40%	10%
Designated Marijuana Consumption Facility	1 / 100	1 / 500		50%	50%		
Museum, Art Gallery	1 / 265	1 / 3,000		50%	50%	30%	5%
Funeral Services		None				None	
Library	1 / 265	1 / 3,000		50%	50%	30%	5%
Park, Recreation and Open Space	None	None				30%	5%
Religious Assembly		1/50 seats or 1/100 ft. of pew			100%	30%	5%

Proposed (draft 4-May-2022) Section 5.19 *Parking Standards*

TABLE 5.19-1 REQUIRED PARKING							
USE <i>See Sec. 5.19.3 for Uses in D1, D2, TC1 Districts</i>	MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES		
		SPACES	CLASS			CLASS	
			A	B	C	EV-C	EV-I
Day Care							
Adult Day Care Center, Child Care Center		1 / 10 caregivers		100%		25%	10%
Educational							
Institutions of Higher Learning, Private		5/classroom			100%	40%	10%
School, Private		5 / classroom			100%	40%	10%
School, Trade/Industrial		5 / classroom			100%	40%	10%
Health Care							
Hospital, Nursing Care Facility		1 / 60 beds		100%		40%	10%
COMMERCIAL USES (NUMBER OF SPACES / SQUARE FOOT, UNLESS OTHERWISE NOTED)				% OF SPACES PROVIDED			
Lodging							
Bed and Breakfast		1 / 4 rooms		100%		75%	25%
Hotel		1 / 30 rooms	100%			75%	25%
Recreation, Entertainment, and Arts							
Adult Entertainment Business	1 / 265	1 / 3,000		50%	50%	25%	10%
Artist Studio		1 / 6,000		100%		25%	10%
General Entertainment	1 / 265	1 / 3,000		50%	50%	25%	10%
Indoor Recreation (Athletics, Rinks)		1 / 1,000		100%		25%	10%
Indoor Recreation (Bowling Alley)		1 / 5 alleys			100%	25%	10%
Indoor Recreation (Court Games)		1 / 2,000		100%		25%	10%
Outdoor Recreation (Pools)		1 / 1,000			100%	25%	10%
Outdoor Recreation (Stadiums)		1 space per 100 seats or 200 feet of bench			100%	None	
Outdoor Recreations (Amphitheaters)		1 / 150 seats			100%	None	
Sales							

Proposed (draft 4-May-2022) Section 5.19 *Parking Standards*

TABLE 5.19-1 REQUIRED PARKING							
USE <i>See Sec. 5.19.3 for Uses in D1, D2, TC1 Districts</i>	MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES		
		SPACES	CLASS			CLASS	
			A	B	C	EV-C	EV-I
Automobiles, Motorcycles, Recreational Vehicles, Equipment (Sales and Rental)		1 / 3,000		50%	50%	30%	5%
Fueling Station		1 space			100%	30%	5%
Outdoor Sales, Permanent	1 / 265	1 / 3,000		50%	50%	30%	5%
Medical Marijuana Provisioning Center, Marijuana Retailer	1 / 265	1 / 3,000		50%	50%	30%	5%
Restaurant, Bar, Food Service		1 / 750		50%	50%	30%	5%
Retail Sales, General Merchandise, Shopping Centers	Up to 600,000 Sq. Ft.: 1 / 250	1 / 3,000		50%	50%	15%	5%
	More than 600,000 Sq. Ft.: 1 / 235	1 / 3,000		50%	50%	15%	5%
Wholesale, Resale, Building Material and Supplies		1 / 6,000			100%	10%	5%
Service and Repair							
Automobile, Truck, Construction Equipment Repair		1 space			100%	15%	5%
Contractors, General Construction, and Residential Building		1 / 3,000	30%		70%	10%	10%
Laundry, Cleaning, and Garment Services	1 / 265	1 / 3,000		50%	50%	15%	5%
Parking Lot		1 / 10 parking stalls	30%		70%	10%	10%
Parking Structure		1/10 parking stalls	30%		70%	40%	10%
Personal Services		1 / 750	100%			30%	5%
Vehicle Wash, Automatic		1 space	100%			15%	10%
Vehicle Wash, Self-serve		1 space	100%			None	
Veterinary, Kennels and Animal Boarding	1 / 250	1 / 3,000	30%		70%	10%	10%

Proposed (draft 4-May-2022) Section 5.19 *Parking Standards*

TABLE 5.19-1 REQUIRED PARKING							
USE <i>See Sec. 5.19.3 for Uses in D1, D2, TC1 Districts</i>	MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES		
		SPACES	CLASS			CLASS	
			A	B	C	EV-C	EV-I
OFFICE AND RESEARCH (NUMBER OF SPACES / SQUARE FOOT, UNLESS OTHERWISE NOTED)		% OF SPACES PROVIDED					
Office							
Bank, Credit Union, Financial Services	1 / 180	1 / 2,000			100%	15%	5%
Office, General	1 / 250	1 / 3,000	30%		70%	40%	10%
Medical/Dental	1 / 180	1 / 1,500	30%		70%	25%	10%
Nonprofit Corporations	1 / 250	1 / 3,000	30%		70%	25%	10%
Research and Development							
Laboratories, Research, Development		1 / 6,000		100%		40%	10%
TRANSPORTATION (NUMBER OF SPACES / SQUARE FOOT, UNLESS OTHERWISE NOTED)		% OF SPACES PROVIDED					
Transportation							
Transit Center, Station, or Depot		1 / 3,000	30%		70%	90%	10%
Transportation Facilities		None				None	
INDUSTRIAL (NUMBER OF SPACES / SQUARE FOOT, UNLESS OTHERWISE NOTED)		% OF SPACES PROVIDED					
Agricultural							
Agriculture (Greenhouse, Barn, Borrow Pit)		None				None	
Marijuana Microbusiness,	Offices: 1/250; Cultivation: 1/2,000	1 / 3,000	30%		70%		
Marijuana Grower	Offices: 1/250; Cultivation: 1/2,000	1 / 3,000		100%		40%	10%
Manufacturing, Processing, Assembly, and Fabrication							
Asphalt, Concrete Mixing Plant, Sand and Gravel Pit; Coal/Coke Dealer; Oil/Gas Well		1 / 25,000		100%		10%	10%
Heavy Manufacturing; Laundry/Dry Cleaning Plant; Scrap/Waste Material; Slaughterhouse		1 / 25,000		100%		40%	10%

Proposed (draft 4-May-2022) Section 5.19 *Parking Standards*

TABLE 5.19-1 REQUIRED PARKING							
USE <i>See Sec. 5.19.3 for Uses in D1, D2, TC1 Districts</i>	MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES		
		SPACES	CLASS			CLASS	
			A	B	C	EV-C	EV-I
Light Manufacturing, Pilot Manufacturing		1 / 25,000		100%		40%	10%
Utilities and Communications							
Broadcasting Facility, Data Processing and Computer Centers		1 / 3,000	30%		70%	40%	10%
Electric, Gas, and Sanitary Services; Power and Fuel Rights-of-Way; Wireless Communication Facilities		None				None	
Warehousing and Storage							
Outdoor Storage		None				None	
Warehousing and Indoor Storage		1 / 30,000		100%			10%
ACCESSORY USES (NUMBER OF SPACES / SQUARE FOOT, UNLESS OTHERWISE NOTED)				% OF SPACES PROVIDED			
Bed and Breakfast, Accessory		1 space		100%			
Community Recreation		1 / 1,000			100%	10%	10%
Dwelling Unit, Accessory		None				100%	
Dwelling Unit, Manager's		None				100%	
Family Day Care Home		None				100%	
Group Day Care Home		None				100%	
Home Occupation		None				None	
Management/Maintenance Office and Storage	1/250	1 / 3,000	30%		70%	25%	10%
Restaurant, Bar, Food Service		1 / 750		50%	50%	25%	10%
Retail Sales, General Merchandise	1/265	1 / 3,000		50%	50%	10%	10%
Roadside Stand		None				None	
TEMPORARY USES							
Christmas Tree Sales	None		None			None	

Proposed (draft 4-May-2022) Section 5.19 *Parking Standards*

TABLE 5.19-1 REQUIRED PARKING						
USE <i>See Sec. 5.19.3 for Uses in D1, D2, TC1 Districts</i>	MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES			MINIMUM EV PARKING SPACES	
		SPACES	CLASS		CLASS	
			A	B	C	EV-C
Outdoor Sales, Temporary by Others		By Special Exception				
Special Event Sales		By resolution of City Council				

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 and requirements provided in Table 5.19-2:

TABLE 5.19-2 SPECIAL PARKING DISTRICT REQUIREMENTS							
ZONING DISTRICT	MAXIMUM VEHICLE PARKING SPACES (NONE IF BLANK)	MINIMUM BICYCLE PARKING SPACES				MINIMUM EV PARKING SPACES	
		SPACES	CLASS			FACILITY STANDARDS	
			A	B	C	EV-C	EV-I
NUMBER OF SPACES/SQUARE FOOT				% OF SPACES PROVIDED			
D1, D2 – Residential		1 / 2,500	100%			90%	10%
D1, D2 – Nonresidential		1 / 10,000			100%	90%	10%
TC1	1/333	1 / 5,000	50%	25%	25%	90%	10%

5.19.4 Deferred Parking Requirements

If the minimum number of bicycle Parking Spaces required by this section are determined by the owner to be in excess of the immediate need for bicycle parking, installation of up to 40% of the required number of bicycle Parking Spaces may be deferred if shown on an approved site plan. Deferred spaces may be installed at any time by the owner, and must be installed if the Planning Manager determines that some or all deferred bicycle Parking Spaces are needed.

5.19.5 Barrier Free Parking Spaces

All Parking Lots and Parking Structures shall have barrier free parking spaces as required by and in conformity with state law (MCL 125.1352). When one or more EV-I Parking Space is required by Table 5.19-1, the distribution of EV-I Parking Spaces shall be provided as Table 5.19-3.

TABLE 5.19-3 ACCESSIBLE CHARGING STATIONS		
REQUIRED EV-I SPACES	ELECTRIC VEHICLE CHARGING STATION DISTRIBUTION	
	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

5.19.6 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 required by this section shall be accessible to a public Street or Alley.
3. Vehicle Parking Spaces shall be accessible by a driveway connected to a public or 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 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

- a. Commercial vehicles, oversized vehicles, trailers, boats, campers, and similar vehicles must be stored in a Building or approved Outdoor Storage.

5.19.7 Design of Vehicle Parking Facilities

A. Placement of Vehicle Parking Facilities

1. Parking Lots and Parking Spaces shall not be located in the Front Yard, unless an exception is listed in subsection B.
2. Parking Structures shall comply with the use specific standards provided in Section 5.16 and the dimensional standards provided in Section 5.17 of the zoning district in which it is located.
3. No Parking Space shall be located closer than 10 feet to any Building that is used for a Dwelling Unit on the first Floor.

B. Placement Exceptions

1. For Sites with more than one Front Lot Line, Parking Spaces may be located in one Front Yard but shall be set back a minimum of 25 feet from the Front Lot Line of that Front Yard.
2. Multiple-Family uses having more than 100 feet of Street Frontage, more than 20,000 square feet of Lot Area, and more than 20 Dwelling Units may have Parking Lots and Parking Spaces located in the Front Yard but not in the Front Setback Area.
3. Religious Assemblies, Child Care Centers, and schools with more than 100 feet of Street Frontage and more than 20,000 square feet of Lot Area may be permitted to have Parking Lots and Parking Spaces located in the Front Yard but not in the Front Setback Area if approved as part of a Special Exception Use.

C. Dimensional Standards

1. Parking Structures, Parking Lots, and Parking Spaces 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.
2. Parking Spaces shall be clearly marked and shall conform to the minimum stall and aisle standards in Table 5.19-3, unless an exception is provided.
3. Exceptions: In the special parking district, the stalls and aisles within a Parking Structure that is solely available to residents or employees of the Building are not subject to dimensional standards of Table 5.19-4 provided the stalls and aisles remain functional and accessible.

TABLE 5.19-4: VEHICLE STALL AND AISLE STANDARDS					
ANGLE OF PARKING	STALL WIDTH [A]	CURB LENGTH PER STALL	STALL DEPTH 90° TO WALL [B]	AISLE WIDTH [C]	WALL TO WALL WIDTH
REGULAR CAR SPACES					
0°	9 ft.	20 ft.	9 ft.	12 ft.	
45°	9 ft.	12 ft. 7 in.	19 ft. 5 in.	12 ft.	51 ft.
60°	9 ft.	10 ft. 4 in.	20 ft. 5 in.	16 ft.	57 ft.
75°	9 ft.	9 ft. 3 in.	20 ft.	20 ft.	60 ft.
90°	9 ft.	9 ft.	18 ft.	22 ft.	58 ft.
SMALL CAR SPACES [D]					
0°	8 ft.	18 ft.	8 ft.	12 ft.	
45°	8 ft.	11 ft. 3 in.	17 ft.	12 ft.	46 ft.
60°	8 ft.	9 ft. 2 in.	17 ft. 9 in.	14 ft.	49 ft. 8 in.
75°	8 ft.	8 ft. 3 in.	17 ft. 5 in.	17 ft.	52 ft.
90°	8 ft.	8 ft.	16 ft.	20 ft.	52 ft.

TABLE 5.19-4: VEHICLE STALL AND AISLE STANDARDS					
ANGLE OF PARKING	STALL WIDTH [A]	CURB LENGTH PER STALL	STALL DEPTH 90° TO WALL [B]	AISLE WIDTH [C]	WALL TO WALL WIDTH
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".					

D. Surface Material

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 a Single-Family Dwelling or a Two-Family Dwelling 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. Adequate coverage and barriers to confine the surface material must be provided.

E. Maintenance

Parking Lots and Parking Spaces shall be equipped with curbs or other barriers to confine vehicles within the Parking Lot and Parking Spaces. Driveways, Parking Lots and Parking 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.

5.19.8 Design of Bicycle Parking Facilities

A. General

1. Bicycle parking facilities shall conform to the dimensional standards in Table 5.19-5. Alternatives may be allowed by the Planning Manager for designs that use available space more efficiently and store the equivalent number of bicycles and accessories in a smaller area.

TABLE 5.19-5: BICYCLE STALL AND AISLE STANDARDS			
CLASS	SPACE LENGTH AND WIDTH	ACCESS	OVERHEAD CLEARANCE
A	Min. 2 ft. x 6 ft.	Min. 3 ft.	n/a
B	Min. 2 ft. x 6 ft.	Min. 3 ft.	Min. 7 ft.
C	Min. 2 ft. x 6 ft.	Min. 3. Ft.	Min. 7 ft.

2. All bicycle parking facilities must be easily accessible, well lighted, and durable, and securely anchored to pavement, floors, or walls.
3. Bicycle parking facilities outside of a Building shall be considered and included in Open Space calculations. Bicycle parking facilities on the first Floor inside of a Building shall not be included in Floor Area Ratio calculations.

4. Buildings and Structures used for bicycle parking facilities shall comply with all regulations for Accessory Structures.
5. Asphalt, concrete, porous pavement, pavers, or brick shall connect bicycle parking facilities to a Sidewalk or Driveway.

B. Placement

1. Bicycle parking facilities outside of a Building shall be in close proximity to the main Building entrances and in a location that is visible and easily accessible.
2. Bicycle parking facilities inside a Building or Structure that also has vehicle parking facilities shall have a physical barrier to separate the parking facilities.
3. Bicycle parking facilities inside a Building or Structure shall be located near a main entrance, on the Street level or on a level accessible by an elevator large enough to accommodate the bicycle.

C. Class Standards

1. Class A – Enclosed Bicycle Storage

Class A facilities shall store a bicycle and necessary accessories for longer periods, well protected from weather and theft. Class A bicycle parking is most often used by Dwelling Unit residents. Examples of Class A facilities are individual enclosed storage lockers, enclosed bicycle parking shed, a room within a Building that contains individual storage lockers or individual hoop spaces with additional storage space, or private garages.

2. Class B – Covered Bicycle Racks

Class B facilities shall store a bicycle for intermediate periods with some protections from weather and allowing both wheels and frame of a bicycle be securely locked with a chain, cable, or padlock. Class B bicycle parking is most often for employees. Examples of Class B facilities are hoops or another type of rack underneath an overhang or shelter.

3. Class C – Fixed Bicycle Racks

Class C facilities shall store a bicycle for short periods, allowing both the wheels and frame of a bicycle to be securely locked. Class C bicycle parking is most often for visitors and customers of a residence, business, or office.

5.19.10 Design of Electric Vehicle Parking Facilities

A. General

1. Single-Family Dwellings, Two-Family Dwellings, Multiple-Family Dwellings with Three or Four Units: All Parking Spaces on the Lot shall be EV-C. For any garage or carport on the Lot, at least one Parking Space shall be EV-R, and the remainder of Parking Spaces inside the garage shall be EV-C.
2. EV-I Parking Spaces shall have signage indicating it is to be used exclusively for Electric Vehicles.

3. Free-standing Electric Vehicle Charging Stations shall have bollards, bumper blocks, or raised curbs to protect the system.
4. Electric Vehicle Charging Stations shall be wall-mounted, or located to accommodate the charging of more than one Parking Stall.
5. Electric Vehicle Charging Stations shall not create a trip hazard or violation of the accessible path of travel when the cord is connected to an Electric Vehicle.
6. Where Parking Lots are separated into distinct areas or when Parking Structures have more than one level, the Electric Vehicle parking facilities shall be evenly distributed among the separate areas or levels.

B. Placement of Electric Vehicle Charging Stations

1. Electric Vehicle Charging Station may not reduce the required stall dimensions provided in Table 5.19-4 and must maintain compliance with state barrier free design requirements.
2. Electric Vehicle Charging Stations in any walkways must maintain at least four feet of walkway width for pedestrians.
3. Electric Vehicle Charging Stations may not be located in any required interior landscape islands, right-of-way screening or conflicting land use buffers.

C. Class Standards

1. EV-C – Electric Vehicle Capable

EV-C are Parking Spaces having a capped cable/raceway connecting the Parking Space to an installed electric panel with a dedicated branch circuit(s) to easily install the infrastructure and equipment needed for a future Electric Vehicle Charging Station. The dedicated branch circuit panel space shall be stenciled or marked legibly with the following text: Future Electric Vehicle Charging Circuit. (See Figure EV-C).

2. EV-R – Electric Vehicle Ready

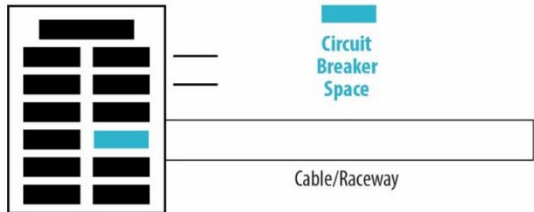
EV-R are Parking Spaces that are ready for installation of an Electric Vehicle Charging Station except for the EVCS itself. EV-R Parking Spaces shall have a junction box, terminated in an approved method, for a direct buried cable or raceway to an electrical panel with a dedicated branch circuit(s) to power a Charging Station. The junction box shall be clearly marked and labeled with the following text: EV Ready Circuit. (See Figure EV-R)

3. EV-I – Electric Vehicle Installed

EV-I are Parking Spaces with an operational Electric Vehicle Charging Station. (See Figure EV-I)

EVCS CAPABLE (EV-C)
Install electrical panel capacity and dedicated cable/raceway (s) that is capped for future EV parking space(s).


Electric Service Panel



Circuit Breaker Space

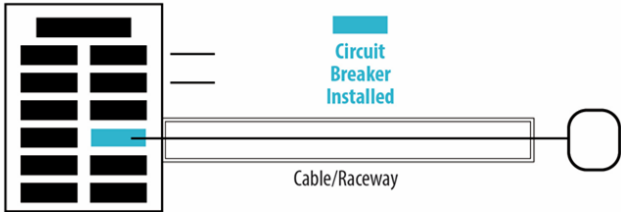
Cable/Raceway

ELECTRIC VEHICLE



EVCS READY (EV-R)
Install electrical panel capacity with a dedicated branch circuit(s) including conductors in a cable/raceway that is terminated in an approved method for future EV parking space(s).


Electric Service Panel



Circuit Breaker Installed

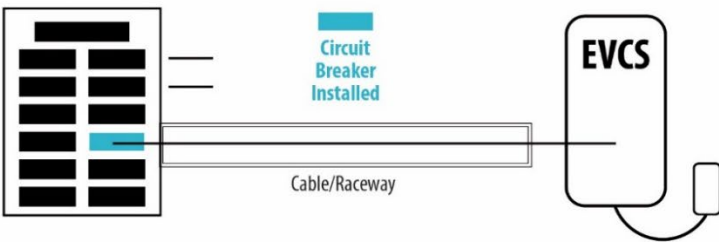
Cable/Raceway

ELECTRIC VEHICLE



EVCS INSTALLED (EV-I)
Install Electrical panel capacity with a dedicated branch circuit(s) including conductors in a cable/raceway and an EVCS charging station capable of providing charge energy to an EV(s).

Electric Service Panel




Circuit Breaker Installed

Cable/Raceway

EVCS

ELECTRIC VEHICLE



D. Renewable Electrical Supply Recommended

Typical Electric Vehicles 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 Electric Vehicles 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 Electric Vehicle Charging Stations 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

A. General

1. All Driveways shall lead to a garage, carport, Parking Space, Parking Lot, or Parking Structure meeting the requirements of this chapter.
2. The number of Driveways permitted shall correspond to the number of Openings provided in Section ___.
3. Driveways may not cross or be located on any Lot in another zoning district.
4. Driveway shall meet the dimensional standards provided in Table 5.19-6.

TABLE 5.19-6: DRIVEWAY DIMENSION STANDARDS			
ZONING DISTRICT	MIN. WIDTH	MAX. WIDTH	INCREASE ALLOWANCE
R1, R2	10 ft.	24 ft.	May be widened beyond the Front Lot Line up to 30% of Lot Width when leading to garage or carport
All Others – One Way	10 ft.	15 ft.	None
All Others – Two Way	18 ft.	24 ft.	None