

## **PLANNING AND DEVELOPMENT SERVICES STAFF REPORT**

**For Planning Commission Meeting of April 5, 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 A2 Zero Climate Action Plan.

### **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)**

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

#### **618 South Main**

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

#### **The Standard (405 S. Main)**

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