

## 2004 City of Ann Arbor Natural Features Master Plan

### Huron River and Its Tributaries Implementation Strategies (p.13)

6. Research and develop standards that would allow flexibility in design for developments that reduce impervious surfaces or increase infiltration.

7. Ensure that recommendations for reducing impervious surfaces are included when the City Master Plan and watershed plans are updated.

### Wellhead Protection Areas Implementation Strategies (p.23)

2. Minimize impervious surfaces and other potential impacts where development on recharge areas occurs. Techniques could include development guidelines or modifications to code that include: designs that enhance infiltration; installing or preserving vegetation essential to water holding and infiltration functions; maintaining the balance and integrity of hydrological surface and subsurface systems.

5. Develop standards and modify code to require a net gain in recharging function when development is proposed on a known wellfield area.

## 2009 Downtown Plan

### Retail Environment (p. 23)

Goal: Promote downtown as the center of commerce in the community. Strengthen and expand a balanced mix of downtown's active uses, such as shops and services, restaurants, and entertainment attractions, by providing convenient transit and parking, a quality pedestrian environment, strategically located vehicular and bicycle parking, and a diverse land use context needed to support a successful retail environment.

### Office, Service and Cultural Uses (p.25)

Recommend Action Strategy (1) Introduce incentives to choose alternatives to parking downtown all day.

### Community Services (p.27)

Recommended Action Strategy (1) Make a commitment to keep City office and service functions (not including equipment and vehicle storage) downtown.

### Development Character – Core Areas (p.28)

Recommended Action Strategies:

(5) Discourage "auto oriented commercial" land uses.

(6) Encourage structured (rather than surface) parking that integrates bicycle, motorcycle and moped parking with vehicular parking. Below grade parking structures should be encouraged in major projects.

### Development Character – Interface Areas (p.29)

Recommended Action Strategy (5) Revise principal permitted land uses to encourage a shift in land use emphasis from “auto-oriented” and light industrial to mixed use buildings, incorporating residential and a mix of office, retail and business service functions.

Development Character – Adjoining Neighborhood Area (p.31)

Recommended Action Strategy (2) Reduce parking pressures in neighborhood areas by expanding the use of resident parking permit programs and strictly limiting the addition of surface parking lots.

Transportation and Parking (p.42)

Vehicular Travel Goal: Ensure that the traffic increases generated by future growth can be accommodated without jeopardizing the quality of the non-motorized environment, overtaxing the capacity of the existing street network, or channeling significantly increased auto traffic through neighborhoods.

Vehicular Travel Recommended Action Strategies:

3) Locate and limit driveways across sidewalks to minimize conflicts between vehicles, pedestrians and bicycles.

4) Encourage shared vehicular access to parking and building service areas through public and private alleys and easements.

Transit Recommended Action Strategies:

(3) Encourage companies and the University of Michigan to reduce the number of employees arriving in downtown by automobile by offering go!passes and supporting a wide array of commuter choices.

(6) Design and locate transit stations and major stops to ensure that they are surrounded by active uses and incorporate well-designed pedestrian amenities.

Parking Principles (p. 45):

1<sup>st</sup> - Parking is one part of a multi-modal transportation approach to providing Downtown access and mobility.

2<sup>nd</sup> - Seek to accommodate all Downtown parking activity within the DDA parking system; Support modes of access that promote efficient land use patterns, environmental sensitivity, non-motorized mobility options, and the community’s overall quality of life.

Transportation and Parking – Neighborhood Parking Pressures (p. 46)

Goal: Reduce parking pressures on neighborhood streets and discourage the encroachment of off-street parking into residential areas.

Neighborhood Parking Pressures - Recommended Action Strategies:

(1) Expand the use of residential permit parking programs in near-downtown neighborhoods.

(2) Prohibit the spread of non-resident surface parking lots in neighborhood areas.

## 2009 Land Use Element

### Natural Systems

Goal B, Objective 1, Action Statement b: Continue to research and implement methods to help predict the effects and mitigate the impacts of new development in floodways; reduce impervious surface areas, such as providing development incentives for private parking structures; establishing a maximum number of parking spaces for each use; encouraging alternative parking designs, shared parking, and pervious materials, where appropriate; and reducing street right-of-way, street widths, front setback requirements and driveway lengths where appropriate. (p.20)

Goal C, Objective 1, Action Statement e: Develop a parking management program, such as incentives for employers who provide subsidies for alternative trip modes equal to or greater than the subsidies employers provide for drivers (i.e., free parking space). (p.21)

Goal C, Objective 1, Action Statement f: Develop incentives for employers who encourage alternatives to single passenger automobiles, such as, mass transit, high occupancy vehicles, and other techniques that reduce vehicular trips. (p.21)

### Land Use

Goal A, Objective 1, Action Statement a: ) Develop regulatory incentives that encourage the reduction of impervious surfaces proposed with new development (structured or below-level parking, multiple-level buildings, “green” rooftops, etc.). (p.34)

Goal A, Objective 2, Action Statement a: Evaluate the feasibility of reducing parking requirements or establishing maximum parking limits. (p.34)

b) Evaluate the feasibility of allowing certain driveway areas to serve as required parking spaces (i.e. the area in front of a garage). (p.34)

Goal B: To promote land use designs that reduce reliance on the automobile. (p.35)

### Goals in the Central Area

Goal A, Objective 2, Action Statement a: Revise parking and zoning requirements to accommodate small scale existing stores that serve the needs of the immediate neighborhood. (p.62)

Goal A, Objective 10, Action Statement c: Consider reducing parking requirements for developments which are well-served by public transportation, or commit spaces in the City parking system to satisfy parking requirements. (p.63)

Goal B, Objective 2, Action Statement d: Encourage the long-term conversion of surface parking lots to uses that maintain or improve the physical urban environment, and develop criteria that support the interim or short-term use of parking lots as seasonal or annual public activity areas. (p.66)

Goal B, Objective 3, Action Statement a: Identify priority sites for multiple-family or mixed use development in the interface areas of the downtown and Central Campus (the “interface” areas of the

Downtown Plan) such as the City Garage sites, and various surface parking lots along the Allen Creek valley at the west end of downtown. (p.66)

Goal B, Objective 5, Action Statement b: To encourage continued use of existing businesses, provide short-term, on-street parking or parking waivers for businesses in existing buildings where the sites are too small to provide adequate parking. (p. 67)

Additional Actions – Action A: Where surface parking lots must remain, improve the aesthetics for parking and driveway areas using low walls, trees, planter perimeters and other human scale features, and create safe connecting pedestrian corridors through and around the parking lots. (p.70)

Additional Actions – Action F: Reinforce residential neighborhoods in the area south and west of Central Campus by developing new zoning definitions and standards that support organized group housing opportunities. Examples of ordinance revisions include amendments to reduce nonconformities, elimination of special exception use approvals and minimum house size in some areas. Additional buffer areas between single-family and student areas may be needed. Off-street parking requirements and density limitations, however, should not be reduced in these areas. (p.72)

#### **Sustainability Framework: A2 ZERO Living Carbon Neutrality Plan**

Establish Tiered Parking Rates – This action focuses on dis-incentivizing driving into the City by having a sliding parking fee structure that increases the cost to park, but has lower rates for low-income residents, residents with disabilities/specific parking needs, and electric vehicle drivers. This includes deploying smart metering and establishing dynamic pricing. Excess on-street parking in the DDA will be removed and replaced with more beneficial street uses, such as infrastructure for pedestrians, bicyclists, transit, and street activities (such as outdoor restaurant seating). Action includes eliminating all parking minimums and setting low parking maximums through the Plan review process. Many city streets will be transformed into Complete Streets through the repurposing of on-street parking to more active and pedestrian friendly activities.

#### **State Street Corridor Plan**

LU-6: Evaluate innovative parking solutions to utilize land more efficiently 1. Evaluate the feasibility of building multi-level parking decks in strategic locations to support “park-once” sites such as Briarwood Mall and commuter Park & Ride facilities near key activity nodes 2. Encourage new parking infrastructure systems that support cleaner vehicles such as electric vehicles. Currently, much of the parking along the corridor consists of large surface lots that are only filled during the holiday shopping season or for special events. These large surface lots make up valuable real estate that can be used for innovative transportation systems or developed in a manner that uses land more efficiently. Area Specific Actions: 1. Support constructing multi-level parking decks in Briarwood Mall area to allow for new infill development 2. Work with Briarwood Mall to develop design and determine possible incentives 3. Evaluate use of solar canopies in existing parking lots 4. Support Park & Ride facilities on underutilized lots.

LU-9: Encourage better utilization of land through infill and reuse 1. Evaluate the development of park and ride lots on existing underutilized parking lots. 2. Support infill development that uses land and infrastructure more efficiently and supports public transit.

## Moving Together Towards Vision Zero- Comprehensive Transportation Plan

### Parking – Targets (p.106)

1. Update Unified Development Code to remove parking minimums citywide by 2022.
2. Establish parking maximums along signature transit corridors and in areas well served by transit by 2022

### Medium Term Strategy – (p.146)

Update transportation impact analysis for developments to better incorporate all modes and prioritize reduction of vehicle trips toward 50% VMT reduction. Revise standards for transportation impact analyses to reduce or eliminate the focus on congestion mitigation and the sufficiency of parking, and instead assess prioritization of access for sustainable transportation modes and evaluate potential impacts and mitigation measures related to any increase in overall vehicle miles traveled.