RRC BEST PRACTICE 2: ZONING CODE EXAMPLES

2.1.5: Non-motorized Transportation

A resource for Michigan communities looking to update their zoning ordinance
**INTRODUCTION**

**Best Practice 2.1.5** outlines the expectation that communities have zoning standards supportive of non-motorized transportation, primarily walking and biking. A community’s non-motorized transportation network has a major impact on the vibrancy of its commercial and neighborhood districts. Zoning codes that align with Best Practice 2.1.5 could feature provisions related to sidewalk construction, bicycle parking, traffic calming and/or streetscape amenities—all of which can assist communities in creating pedestrian-friendly environments.

A community’s non-motorized transportation network can be enhanced in various ways, although “complete streets” requirements and public realm standards are two of the primary strategies. Complete streets ordinances require the construction of sidewalks and/or the striping of bike lanes in a way that slows traffic and protects pedestrians. Streetscape elements—street trees, benches, bike racks, planters, trash receptacles, public art, newspaper stands, drinking fountains, pedestrian-scaled lighting or signage—allow people to enjoy and interact with the public realm as they are walking or biking.

Exemplary non-motorized transportation ordinances combine complete streets and streetscape elements with a mix of uses—ideally areas that integrate housing with office and commercial uses—and have access to public transit.

Zoning regulations can also take a form-based approach to planning for pedestrian mobility by stipulating the distance between building entryways or crosswalks, or even the way in which private walkways are connected to the public realm. Additional form-based standards such as build-to lines, minimum ground floor transparency and façade elements such as the location of windows or doors complement all other non-motorized transportation strategies and can help maximize pedestrian-friendly environments.

**HOW TO USE THIS DOCUMENT**

This document provides examples of how Redevelopment Ready Communities® have ensured consistency between the master plan and the zoning ordinance. Please note that master plans and zoning codes are highly customized documents designed to advance each community’s vision. Therefore, these zoning code examples should be used to generate ideas only. Any zoning code language adopted locally should undergo a rigorous review to ensure it addresses the community’s specific desires. To learn more about incremental zoning code revisions and related processes check out the “RRC Users’ Guide to Zoning Reform.”

Zoning code updates should always be reflective of goals in your community’s master plan and other relevant plans.
RRC Best Practice 2.1.5

A community’s non-motorized transportation network has a major impact on the vibrancy of its commercial and neighborhood districts. To align with the RRC best practices, a community’s zoning code should include standards that support non-motorized pathways—specifically walking and biking pathways. This can be accomplished in a variety of ways.

*Complete streets* ordinances require the construction of sidewalks and/or the striping of bike lanes in a way that slows traffic while also protecting pedestrians. Streetscape elements—street trees, benches, bike racks, planters, trash receptacles, public art, newspaper stands, drinking fountains, pedestrian-scaled lighting or signage—allow people to enjoy and interact with the public realm as they are walking or biking.

Exemplary non-motorized transportation ordinances combine *complete streets* and streetscape elements with a mix of uses—ideally areas that integrate housing with office and commercial uses—and have access to public transit.
City of Traverse City

1374.02 - Bicycle parking.

(a) Compliance required. Whenever full off-street parking compliance is required, a minimum of 1 bicycle rack or locker is required and shall be located within 50 feet of the main entrance of a building or inside a building in a location that is easily accessible by bicyclists. For sites that require more than 25 motor vehicle spaces, the ratio is 1 rack for every 25 motor vehicle spaces. When units of measurement determining the number of required parking spaces result in a fractional space, any fraction up to and including ½ shall be disregarded and fractions over ½ shall require 1 parking space.

(b) Exception. The requirements of this section do not apply to residential uses in the RC, R-1a, R-1b and R-2 districts or uses in the C-4 district.

(c) Standards.

(1) Bicycle lockers. Where required bicycle parking is provided in lockers, the lockers must be securely anchored.

(2) Bicycle racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:
   a. The bicycle frame and 1 wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle.
   b. A bicycle 6 feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components; and
   c. The rack must be securely anchored.

(3) Maneuvering areas.
   a. Each required bicycle parking space must be accessible without moving another bicycle; and
   b. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering.

City of Albion Zoning Ordinance

I. Bicycle Parking Substitution.

In off-street parking areas with twenty-five (25) or more automobile parking spaces, bicycle parking spaces may be substituted for automobile parking spaces at the rate of ten (10) bicycle spaces per one (1) off-street parking space with a maximum of ten (10) automobile spaces replaced with bicycle parking.
**Traverse City Zoning Code**

1374.01 - Pedestrian travel ways.

(a) Compliance required. All developments except for one and two-family dwellings, shall provide clearly defined pedestrian travelways from the public sidewalk to main entrances of the buildings or uses of the land.

(b) Requirements. A sidewalk a minimum of 5 feet wide free from obstructions shall be constructed from the public walk to main entries of buildings. On lots where there are multiple principal buildings or main entries, sidewalks meeting the requirements above shall be provided.

(c) Construction standards. Pedestrian travelways shall be physically separate from the parking area except where they cross a vehicle maneuvering lane, in which case the travelway shall be defined with a separate and contrasting material such as the use of a textured concrete or brick paver.

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**Orion Township Zoning Ordinance**

Section 33.02 – Design Standards Gingellville Village Center Overlay District

All Non-Residential Uses. Each non-residential establishment shall contribute to the establishment or enhancement of community and public spaces by providing at least two (2) of the following: patio/seating area, pedestrian plaza with benches, window shopping walkway, outdoor playground area, outdoor sculpture, kiosk area, water feature, clock tower or other such deliberately shaped area and/or a focal feature or amenity that, in the sole discretion of the Township, is determined to adequately enhance such community and public spaces. All non-residential PUD’s shall provide at least ten percent (10%) open space as required in Section 30.03.
Block Size

City of Rochester Hills Zoning Ordinance

Section 138-8.301 – Street Network and Blocks

A. **Blocks.** The street network in a form-based zoning district need not form an orthogonal grid, however, sufficient intersections shall be provided to create walkable and pedestrian scale development.

1. **Block Perimeter.** The maximum block perimeter in a FB overlay district is 2,200 feet.

2. **Block Length.** The portion of any block between intersecting streets may not exceed 500 feet without a dedicated pedestrian pass-through providing access through the block to another street.

3. **Pedestrian Pass-Throughs.** Pedestrian pass-throughs shall have a minimum width of 8 feet, shall be designed so they cannot be enclosed or locked, and shall be designed to be safe and interesting for pedestrians. Security lighting sufficient to maintain a minimum light level of one foot candle measured one foot above grade level shall be provided in pedestrian pass-throughs.

4. **Interior Streets.** Interior streets are not required to intersect at ninety degree angles, and may be bent or curved, but must connect to other streets. Jogs or centerline offsets shall be at least 100 feet for interior streets.
**Traverse City Zoning Code**

Section 1375.06 - Design and construction standards for public street lighting.

(a) Streetlights in the public rights-of-way shall be the minimum necessary to provide adequate illumination for public safety and be designed to direct lighting downward onto the public rights-of-way.

(b) Luminaries installed up to the edge of any bordering property are permitted.

(c) Public street illumination shall use the most current American National Standard Practice for Roadway Lighting ANSI/IESNA RP-08 for all public street lighting.

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**Fort Gratiot Township Zoning Ordinance**

Section 38-611 – Exterior Lighting

Within all development, the height of light standards shall not exceed 30 feet for parking lots and private roadways nor 15 feet for pedestrian walkways. These restrictions shall not apply in the industrial districts where, except as otherwise permitted, the height of light standards shall be limited to the height limit for structures in the district.
8. **Crosswalks.** Pedestrian crosswalks shall be distinguished in the parking and vehicle travelway zones through the use of pavement striping or a contrasting type of pavement (such as brick pavers or integrally colored scored concrete).

9. **Traffic Calming Measures.** The use of raised intersections, lateral shifts, and traffic circles are encouraged as alternatives to more conventional traffic calming measures such as speed bumps. If a raised intersection is proposed, bollards or other protective measures shall be used to separate vehicular and pedestrian areas in the intersection.