

Must include in new zoning ordinance to be RRC ready (Certified level)

Alignment with Master Plan: The governing body has adopted a zoning ordinance that aligns with the goals of the master plan.

- We will need to provide a document showing the areas where our zoning ordinance aligns with the master plan

Housing Diversity: The zoning ordinance allows for a variety of housing options.

Must include 3 of the following housing types by right:

- Accessory dwelling units** - a smaller, independent residential dwelling unit located on the same lot as a stand-alone single-family home
- Townhomes/rowhouses** - Townhomes/ Rowhouses are single family dwellings that are attached to another dwelling by a common sidewall with an independent front entrance and often include a private rear or front yard.
- Triplexes**
- Quadplexes**
- Sixplexes**
- Stacked Flats** - Stacked flats are multi-level buildings with independent residential units on each floor of the building, often regarded as a hybrid between a townhouse and an apartment.
- ~~**Residential units above commercial**~~
- First Floor Residential** - Residential uses on the first floor of an all-residential or mixed-use building. For many years, it has been viewed as a best practice in planning to restrict first floor residential in Central Business, Office, or Commercial Districts to preserve valuable storefront real estate for commercial businesses that draw foot traffic and provide interesting streetscapes
- Micro Units** - Micro units are typically small apartments with an open floor plan between 200-400 square feet in area. They can be efficiency or even one-bedroom units.
- Cottage housing/bugalow courts** - A group of small, detached structures arranged around a shared court that may or may not be visible from the street. The shared court is an important community-enhancing element that could include a gazebo, garden, playground or other community amenity.
- Tiny houses** - Oftentimes, zoning ordinances have a minimum size regulation for single family homes, a restriction that is intended to prevent homeowners from building

houses that are significantly out of character and scale from the rest of the neighborhood. However, tiny homes can provide an affordable alternative for individuals who want the privacy of a single-family home, but do not require the same amount of space. In addition, communities may want to permit tiny homes to meet goals of encouraging infill development and combatting sprawl. To accommodate this type of housing, some ordinances include regulations to permit cottage housing, bungalows, and tiny houses with standards for compatibility with surrounding residential.

Other (speak to your RRC planner to see if something else might count)

Concentrated Development: The zoning ordinance provides for areas of concentrated development in appropriate locations and encourages the type and form of development desired.

Must include 2 of the following:

Build-to lines - Build-to-lines are used to regulate the required distance a building shall be located from the lot line. It is the line, typically parallel to the street and set along the front lot line, along which the primary mass of the front façade must be set. Alternatively, a “setback” is a traditional zoning tool that regulates the minimum distance a building may be located from the lot line, a building regulated by a setback may be located anywhere on the site behind the setback line. When communities incorporate build-to lines into their ordinance, they should also consider how much building frontage should be required to be constructed at

Open store fronts - While many communities permit open storefronts, it is rare that regulations for open storefronts are provided in the zoning ordinance. Williamston’s regulations make it easy for business owners to understand that open storefronts are only subject to an administrative review; by including open storefronts as a permitted development activity and providing clear guidelines for the approval process, developers are encouraged to design buildings that include them. Open storefronts increase foot traffic and help contribute to a charming and vibrant downtown.

Outdoor dining – an example from the City of Royal Oak’s Zoning Ordinance:

- (Section 770-70) § 770-70 Outdoor cafe service. An outdoor cafe service operated by a restaurant or other food establishment which sells food for immediate consumption may be permitted, on private property of the principal use, subject to the following conditions:
 - A. An outdoor cafe shall be allowed only during normal operating hours of the establishment.
 - B. All food preparation shall take place inside the establishment.
 - C. If alcoholic beverages are to be served, the current Liquor Control Commission Rules and Regulations shall apply.

- D. The gross area of the cafe shall be included in the required parking calculation.
- E. No music, intercom or other noise shall be permitted that impacts adjacent properties.
- F. Appropriate screening and/or fencing shall be provided as determined to be necessary and advisable by the Plan Commission in the course of its site plan review process.
- G. Cafe service areas shall comply with all regulations and provisions required for the establishment/building.

Minimum ground floor transparency - Minimum ground floor transparency is a zoning requirement that regulates the amount of window space required on the first floor of a building. Tools like minimum ground floor transparency, permitting outdoor dining, and allowing open-store fronts help to foster an active and walkable district.

Parking located in rear of the building – (Example) The City of Howell’s ordinance includes a form-based section that emphasizes building form over land use; all new construction in the City of Howell eligible for site plan review must conform with these form-based requirements. The form-based section provides standards for different building types, with graphics to clarify the required lot arrangement. Nearly all permitted building types in the form-based code require parking in the rear and side of the building, except for buildings described as “building form C,” which limits parking in the front of the building to a single row (Building Form C is described as, “Single or multiple-tenant buildings for retail, restaurant, office, service, or residential uses.”) The ordinance also stipulates that when sideyard parking is constructed against the build-to-line adjacent to the right of way, specific screening requirements must be satisfied to reduce visibility. The different permitted building types have varying requirements with respect to building form, access, and setbacks, but all of the potential lot arrangements aim to leverage a site design that is human-scaled.

Walk-up windows - Walk-up windows are service windows at businesses that are intended to cater to a take-out service for pedestrians. With reduced needs for service or dining areas, walk-up businesses often require a smaller commercial footprint, creating an affordable opportunity for small businesses, while allowing for a higher density of storefronts along a commercial corridor. By interacting with pedestrians, walk-up businesses help to generate foot traffic, and communities should consider whether to incorporate zoning standards to encourage them. However, when allowing for walk-up windows, it is important to consider the potential for crowding on sidewalks and pathways and include requirements for designated stacking areas.

Public Art Program - Communities use a variety of different zoning tools to incentivize public art and ensure that public art is in key locations. For example, some communities require the inclusion of public art along with large developments or PUDES, while others include public art as eligibility criteria for an exception from typical standards (like a density bonus or landscaping waiver). In addition to incentives for public art, it is helpful to include standards to ensure that public art is cohesive with community character and

identity. In addition to using zoning as a tool to promote public art, many communities have established general code requirements and public art commissions to regulate, oversee, and incentivize public art. **Temporary or permanent parklets** - Parking spaces are often in areas of valuable real estate and may offer a higher and better use when adapted for an outdoor seating area, or parklet. Parklets have popped up in more and more communities following the Covid Pandemic, as communities seek new ways to provide safe outdoor spaces, while helping businesses that struggled during recent times of economic uncertainty.

Green Infrastructure: The zoning ordinance includes standards for green infrastructure.

Must include 3 of the following:

- Low impact development techniques (rain gardens, bioswales, etc.)** - Low Impact Development techniques are sustainable stormwater management strategies that consider site planning and natural features to emulate natural hydrologic processes. Common LID techniques include rain gardens, bioswales, bioretention, permeable pavements, or rain barrels. LID techniques help to reduce stress on existing stormwater infrastructure and mitigate community flood risk, while incorporating natural features and attractive landscape design elements into developments.
- Rain water collection (blue roofs, cisterns, water harvesting, stormwater vaults, etc.)** - Collecting rainwater through rain barrels, cisterns, water harvesting, and stormwater vaults, can provide a range of benefits to communities and residents by helping with water conservation, reducing stormwater runoff, and relieving m
- Green roofs** - Zoning ordinances that incentivize or require green roofs, particularly on buildings with substantial roof area, can help communities reduce the stress of stormwater runoff by converting impervious surfaces into ones that absorb stormwater. In addition, green roofs help to improve the energy efficiency of buildings and curtail the overall heat-island effect in urban areas.
- Permeable pavement** - Paved surfaces are impervious to rain, causing pooling and flooding without stormwater management and infrastructure. One way to reduce the stormwater runoff from paved surfaces is by permitting pervious pavement, or pavement that infiltrates rainwater. Pervious pavement should be well-maintained to ensure that sediment build-up does not prevent water from infiltrating, especially when developments are granted waivers from stormwater requirements because pervious pavement is located on the site.
- Steep slope protections** - Limiting the disturbance of steep slopes (typically those greater than 15%) can help prevent erosion, which degrades water quality and damages structures. Steep slopes can be protected by maintaining adequate vegetation, including trees, on hillsides and minimizing the amount of unvegetated open space on hillsides.

- Street tree planting standards** - Street trees provide many public benefits, they offer shade for pedestrians, improve the urban heat-island effect, reduce air pollution, and enhance stormwater management, while adding to the community's aesthetic charm. Zoning ordinances can include street tree planting requirements to ensure that new development aligns with the community's goals for tree-laden streetscapes and overall canopy cover.
- Tree preservation standards** - Tree preservation or replacement standards are zoning tools that communities use to maintain their canopy cover when new development takes place. Tree preservation standards are requirements for on-site tree preservation; communities often use a credit-based scoring system to allow developers some flexibility in determining which trees to preserve, with higher credits assigned to trees with greater maturity. Some communities also have replacement standards for trees, requiring a certain portion of trees proposed to be removed are replaced with new trees on-site, helping communities recover some of their lost canopy cover when new development takes place.
- Parking lot internal landscaping standards** - Internal lot landscaping standards, such as requirements for the landscaping of internal parking lot islands, make parking lots more attractive for users by providing shady places to park in aesthetically pleasing lots. Often times, landscape islands are engineered to improve and direct traffic flow within the site. In addition, internal landscaping also provides environmental benefit; islands can receive stormwater runoff and help with on-site stormwater management, and any canopy cover will help to reduce the overall heat island effect of the parking lot.
- ~~Open space preservation development (i.e. cluster housing) **** (Cluster Residential Development District (Open Space Preservation) (Article XIV))****~~
- Required native or low-maintenance plantings** - Some communities include requirements for new development to preserve or plant native or low maintenance plantings to conserve water and restore and preserve wildlife habitats. Native plantings create a vibrant landscape and offer a different aesthetic from the traditional American lawn.
- Renewable energy** - As technology for renewable energy continues to improve, communities should consider incorporating new requirements to incentivize renewable energy. In addition, zoning ordinances may require new standards to ensure that renewable energy uses are constructed to be in line with the local community vision.
- Buffering standards around water bodies or other natural resources** - s Many communities have adopted buffering standards into their ordinance, prohibiting development from taking place within a specified distance from wetlands, water bodies, or other important natural resources. These provisions protect natural resources, wildlife habitats, and biodiversity from development impacts, while improving stormwater management and flood control. In addition, protections for water resources help to provide aesthetic and recreational benefits community-wide.

- Off-site stormwater regulations allowing site developers to participate in district-scale stormwater management plan** - Some communities include provisions in their stormwater standards or zoning ordinance provisions that incentivize developers to work together to create district-scale stormwater plans and shared retention, bioswales, or other green infrastructure to manage stormwater across multiple sites. Unlike grey infrastructure, like pipes, curb, and gutter, these practices lead to reductions in overall stormwater runoff and help to protect water resources from nonpoint source pollution. In addition to the environmental benefits, green infrastructure systems frequently provide attractive enhancements to the neighborhood or district.

Parking Flexibility: The zoning ordinance includes flexible parking requirements.

Must include regulations for 3 of the following:

- Reduction or elimination of required parking when on-street or public parking is available** - Some communities may include ordinance provisions to grant reductions in required parking when on street or public parking are available. This prevents excessive or unnecessary parking from being constructed when adequate parking is already present.
- ~~C-3 Central Business District is exempt from the parking requirements and standards laid out in the zoning ordinance **** (section 19.03) ****~~
- Connections between parking lots** - Zoning ordinances often include a requirement or recommendation directing applicants to create access easements between parking lots. When access is provided between lots, the traffic burden is reduced from the primary road, improving flow and safety.
- Shared parking agreements** - Ordinances that permit shared parking reflect the fact that not all uses on a site – or on adjacent sites that share parking lots – have the same peak hour demand. In these instances, calculating required parking will lead to an oversupply of parking that may never be used. Adjusting the required parking to reflect shared parking will provide only the parking needed to serve actual demand and free up space for development or landscaping.
- Parking maximums.** - Zoning ordinances almost always provide a parking schedule with minimum parking requirements, but seldom include a maximum. Without a limitation on required parking, developers can construct parking lots that may exceed the necessary amount of pavement. Excessive parking contributes to sprawl and impervious surfaces are burdensome on local stormwater systems. In addition, when land is developed with more parking than necessary, it reduces the potential for a higher and better use.

- Complete elimination of parking minimums** - Some communities have eliminated their minimum parking requirements altogether. Communities can better align the supply of parking spaces with the number of spaces needed by working with developers to design parking lots appropriate for site-context rather than estimating the parking need for different land uses. This helps to reduce surface parking and creates opportunities to conserve land or accommodate more active uses. Communities that eliminate parking minimums should also provide standards for non-motorized transportation options, such as requiring sidewalks and/or bicycle parking; providing alternative transportation options becomes even more essential when parking is not available.
- Parking waivers** - Many communities have parking regulations that include waivers from the required parking; typically, these waivers are only granted in certain zoning districts where on-street or public parking is accessible.
- Electric vehicle charging stations** - As more electric vehicles enter the roadways, communities must think about how and where electric vehicle charging stations should be permitted. Unlike gas stations, electric vehicle charging stations require vehicles remain parked for a period of time, making them more compatible with parking lots or structures than with service stations.
- Bicycle parking** - While street enhancements and infrastructure for bicycle travel help to make communities more accessible, the required parking areas for bicycles must also be granted consideration. Some zoning ordinances include minimum parking requirements for bicycles and standards for where bicycle parking should be located to ensure that new and improved buildings are designed to accommodate all transportation options and not only traditional automobile parking.
- Payment in lieu of parking** - One way to provide a waiver for street parking is to offer payment in lieu of parking; applicants may contribute to a fund for municipal parking in lieu of constructing the required spaces. This allows communities to plan for parking in the most strategic, beneficial locations, rather than having several small and sporadic surface lots.
- Reduction of required parking for complementary mixed-uses** - When a building is mixed-use, some ordinances will grant flexibility in the parking requirements. Often, mixed-use buildings include uses that have different peak times (e.g., residential and office) and do not need all the required parking. In addition, this additional flexibility can help to encourage mixed-use development.
- Banked/deferred parking** - Some communities allow parking flexibility by including options for banked or deferred parking; banked or deferred parking spaces are planned spaces on vacant land reserved for future parking and are often permitted in lieu of constructing all required parking. When an ordinance allows banked or deferred parking, more flexibility in the amount of surface parking is provided, without risk of land uses creating excess parking demand.
- Other (talk to your RRC planner if you think you have something else that might count)**

