

Plymouth Road Area Rezoning

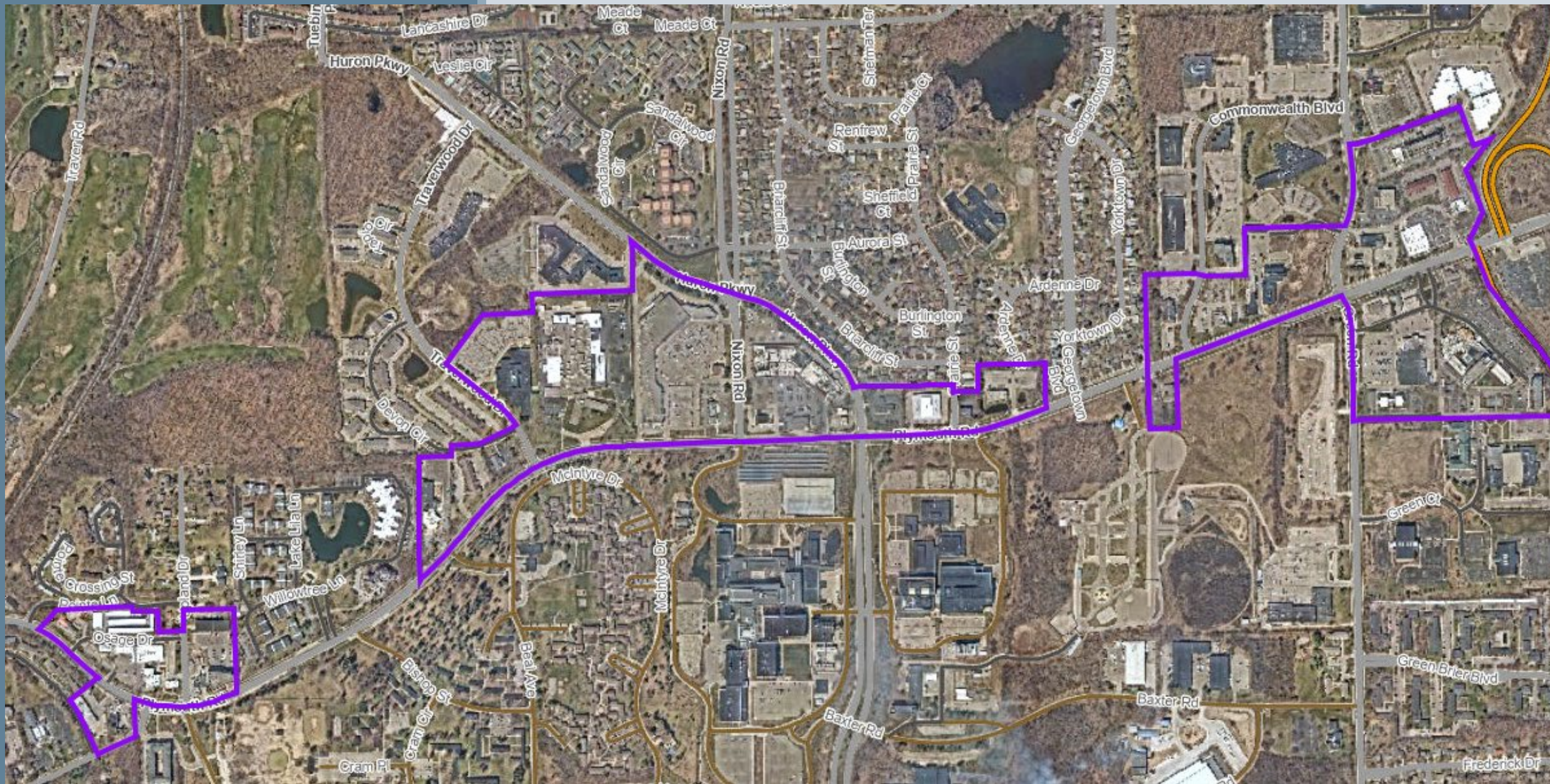
TO TC1 (TRANSIT CORRIDOR) DISTRICT

INFORMATION MEETING OCTOBER 12, 2023

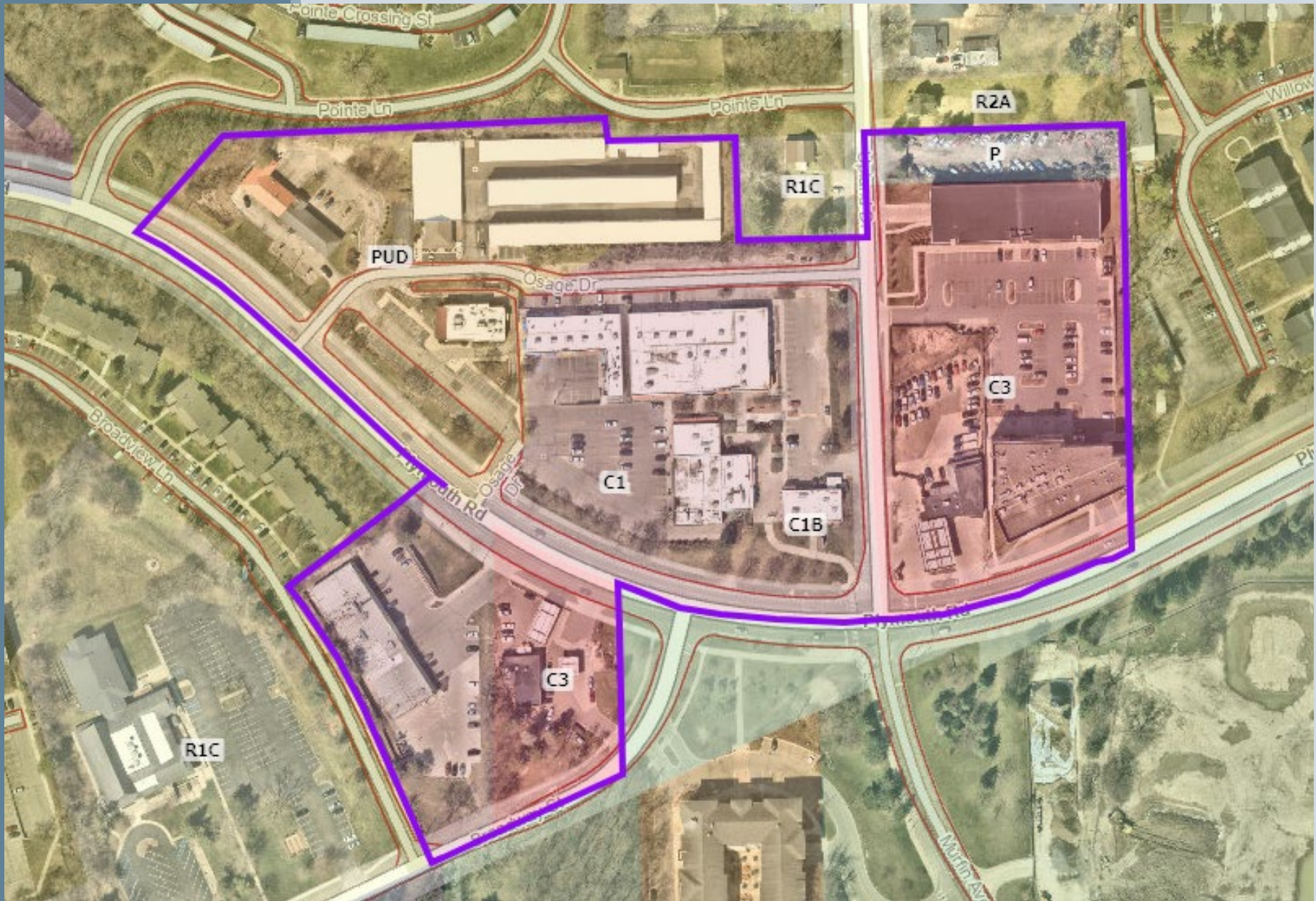
Welcome Agenda

- Proposed Areas
- TC1 (Transit Corridor) District
- Rezoning Process
- Rezoning Approval Process
- Nonconforming Situations
- Questions and Comments

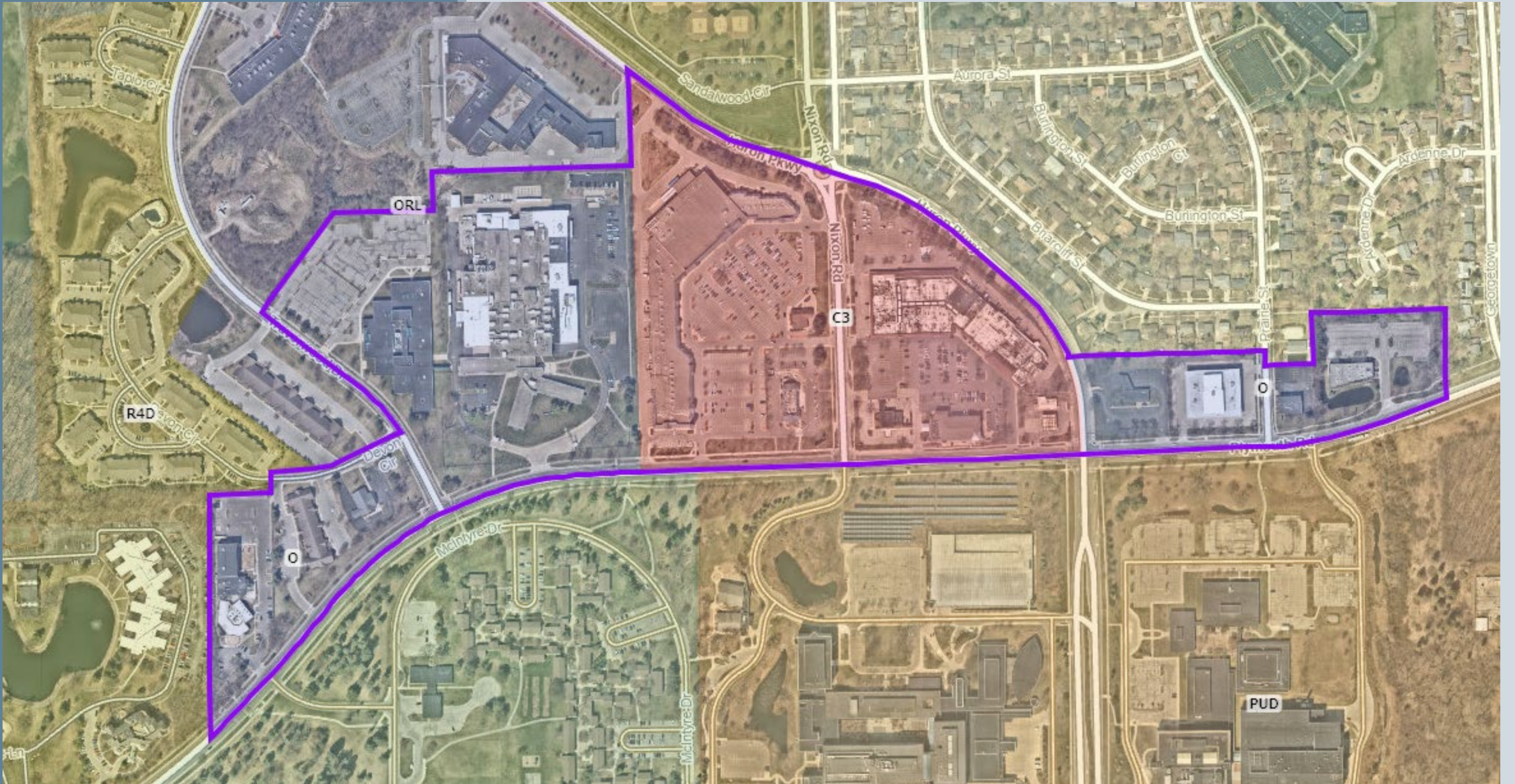
Proposed Areas



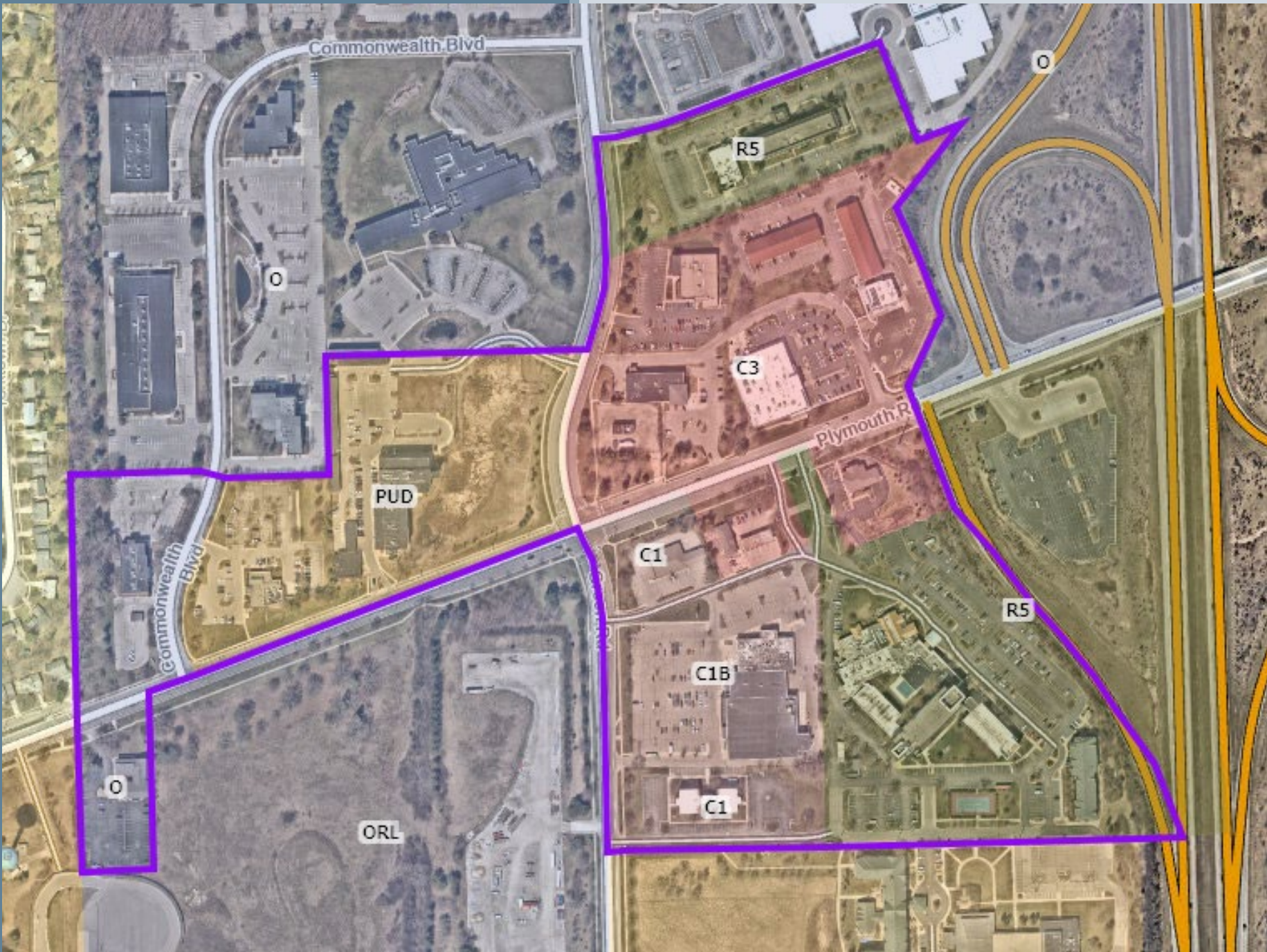
Zoning Areas



Plymouth/Upland



Central Plymouth Area

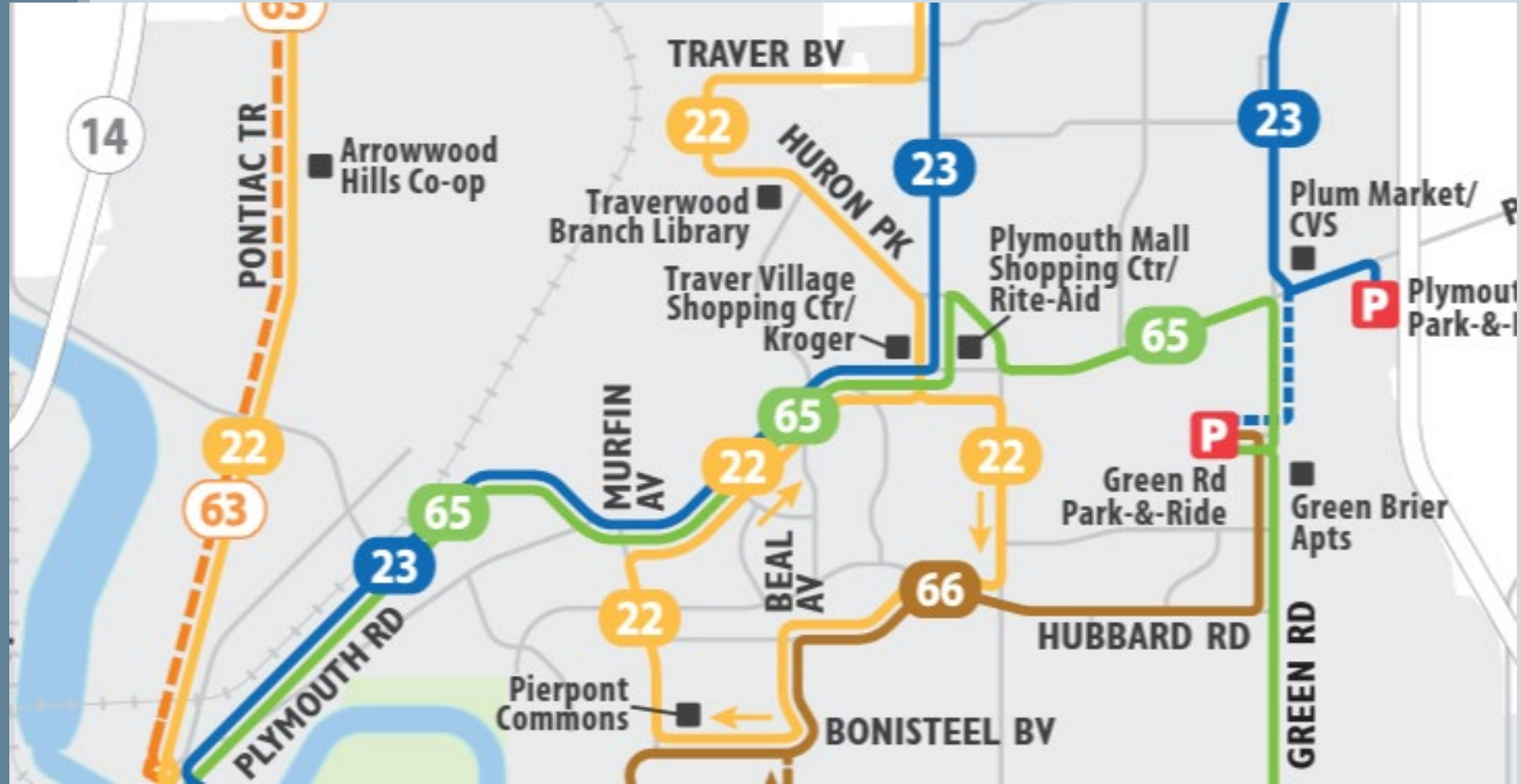


Eastern
Plymouth Area

Study Area Data

Current Zoning District	Parcel Count		District Area	
C1 (Local Commercial)	4	4%	8.6 acres	6%
C1B (Community Convenience Center)	1	1%	5.5 acres	4%
C3 (Fringe Commercial)	24	24%	43 acres	32%
O (Office)	19	19%	17 acres	13%
ORL (Office/Research/Limited Industrial)	2	2%	20.5 acres	15%
P (Parking)	1	1%	.5 acres	0%
PUD (Planned Unit Development)	44	44%	22 acres	16%
R5 (Hotel)	3	3%	15.5 acres	11%
RE (Research)	1	1%	3 acres	2%

The Ride System-Wide Service Map



Three Routes serve majority of the corridor:

- 65 – UM-Downtown-Green
- 23 – Plymouth
- 22 – Pontiac-Dhu Varren

About the TC1 District...

History

November 16, 2020 – Council Resolution for New District and Rezoning

- City Council directs Planning Commission and staff to draft a transit-supported zoning district and provide preliminary rezoning recommendations for consideration.

April 13, 2021 – TC1 at Planning Commission

- Planning Commission recommends creating TC1 district and recommends (in order) city-initiated rezoning of State & Eisenhower area, Stadium & Maple area, Washtenaw area, and Plymouth Rd area.

June 6, 2021 – TC1 at City Council

- City Council approves Ordinance no. ORD-21-19 to create the TC1 district. It became effective on July 25, 2021.

April 4, 2022 – S State and E/W Eisenhower Rezoning at City Council

- City Council approves rezoning 68 parcels, about 200 acres, in S State and E/W Eisenhower area to TC1 district

November 10, 2022 – W Stadium-N Maple Rezoning at City Council

- City Council approves rezoning 200 parcels, about 200 acres, in West Stadium – N Maple area to TC1 district

December 5, 2022 – City Council Directs Ordinance Changes prior to additional rezonings

- Additional uses permitted and reformatting standards approved with Ordinance No. 23-25, September 5, 2023
- Front setback amendments pending (first reading on November 6, 2023)

June 5, 2023 – City Council Directs Prioritization of rezoning Plymouth and Washtenaw Corridors

TC1 Transit Corridor District

Intent

“This district is intended along **existing transit corridors** with regular fixed service provided by the Ann Arbor Area Transportation Authority primarily on **established commercial and office sites**, often with deep front setbacks, vast surface parking lots and lower floor area ratios than the previous zoning designation allowed.

This district has been created to facilitate, encourage, and support **redevelopment** and **infill development** to realize mixed use developments and achieve mixed use corridors that **support and sustain** transit service as well as encourage **affordable** housing, enable more housing **choices**, more **sustainable** forms of development, with reduced resource and energy needs.

Pedestrian-friendly designs are critically important in this district as all transit users of any mode begin and end their trips as pedestrians.”

TC1 Transit Corridor District

Permitted Uses Summary

Residential

- Multi-family homes (apartments, townhouses)

Office

- General
- Medical/dental
- Financial

Commercial and Services

- Hotel
- Personal Services
- General Retail
- Restaurants, Bar, Food Service

Research and Development

- Laboratory, Technical Development, Testing

TC1 Transit Corridor District

Additional Standards Summary

Above and beyond the simple dimensional standards

For the site, all buildings, and specific building types

Table 5.17-8: Transit Corridor District Additional Standards	
Sites	
1.	Curb Cut Limits: <ul style="list-style-type: none"> • Lots 250 feet in Width: No more than one curb cut for a two-way driveway or two curb cuts for a pair of one-way driveways. • Lots 250 feet or more in Width: No more than two curb cuts.
2.	Parking Lot Placement: No placement exception provided in Section 5.19.6.B may be applied.
3.	Parking Lot Design: In addition to the maximum parking standards provided in Section 5.19, the portion of the site devoted to Vehicular Use Area may not exceed: <ul style="list-style-type: none"> • Lots 250 feet in Width: 100% the total Building footprint area. • Lots 250 feet or more in Width: 125% of the total Building footprint area. If this limitation on Vehicular Use Area cannot accommodate the maximum number of permitted spaces, the remaining amount must be provided in a Parking Structure or within a Building.
4.	Development Arrangement: When the site is more than 62,500 sq. ft., the site must be designed as two or more blocks, with sidewalks, plazas, drives, private streets or proposed public rights-of-way separating the blocks.
All Buildings	
5.	Building Frontage: The minimum building frontage shall be 70% of the Lot Width provided this allows 30 feet between the Building and Side Lot Line normally or 45 feet between the Building and Side Lot Line when adjacent to residential zoning. If the site is divided into smaller blocks as required above, the minimum building frontage shall apply to each block.
6.	Building Dimensions: <ul style="list-style-type: none"> • The Building width parallel to the street may not exceed 250 feet. • The Building maximum diagonal dimension may not exceed 360 feet.
7.	Building Entrances: Buildings at the Front Required Setback must have a functional entrance door facing the street. Entrances at corners are acceptable.
8.	Building Access: Buildings must have a sidewalk adjacent to all sides with main entrances.
9.	One Story Building Exception: Buildings more than 750 feet from a public street may be 1 story.
Specific Building Types	
10.	Townhouses and apartment buildings: <ul style="list-style-type: none"> • Are not permitted within 100 feet of a signalized intersection. • Townhouses must have street-facing doors and stoops. • Garages may not face any public street.
11.	Buildings that are not townhouses or apartment buildings: <ul style="list-style-type: none"> • Buildings that are not townhouses or apartment buildings must meet the design requirements provided in Section 5.17.6.C.2. • Residential uses are not permitted on the first floor within 100 feet of a signalized intersection.

TC1 Transit Corridor District

Additional Standards Highlights

FOR SITES

1. Curb Cut Limits
 - Maximum 2
2. Parking Lot Placement
 - At side or rear, no exceptions
3. Parking Lot Design
 - Surface area limit of same or 25% larger than building footprint
4. Development Arrangement
 - Smaller block design required for larger sites

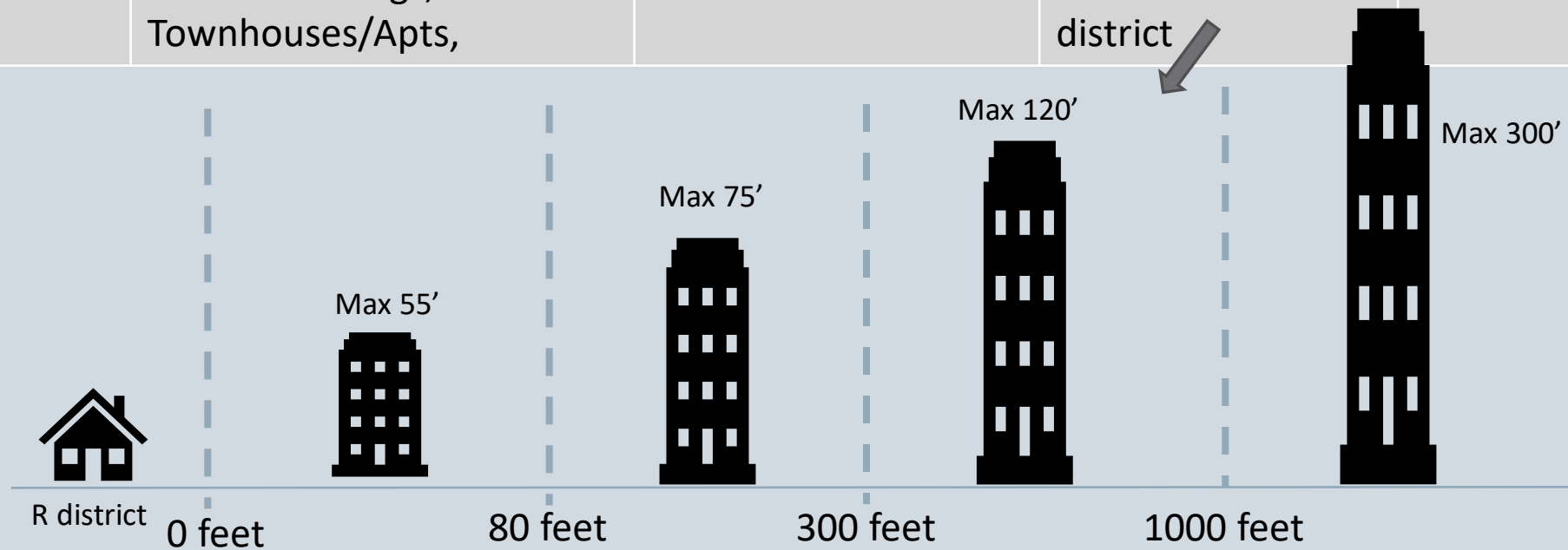
FOR ALL BUILDINGS

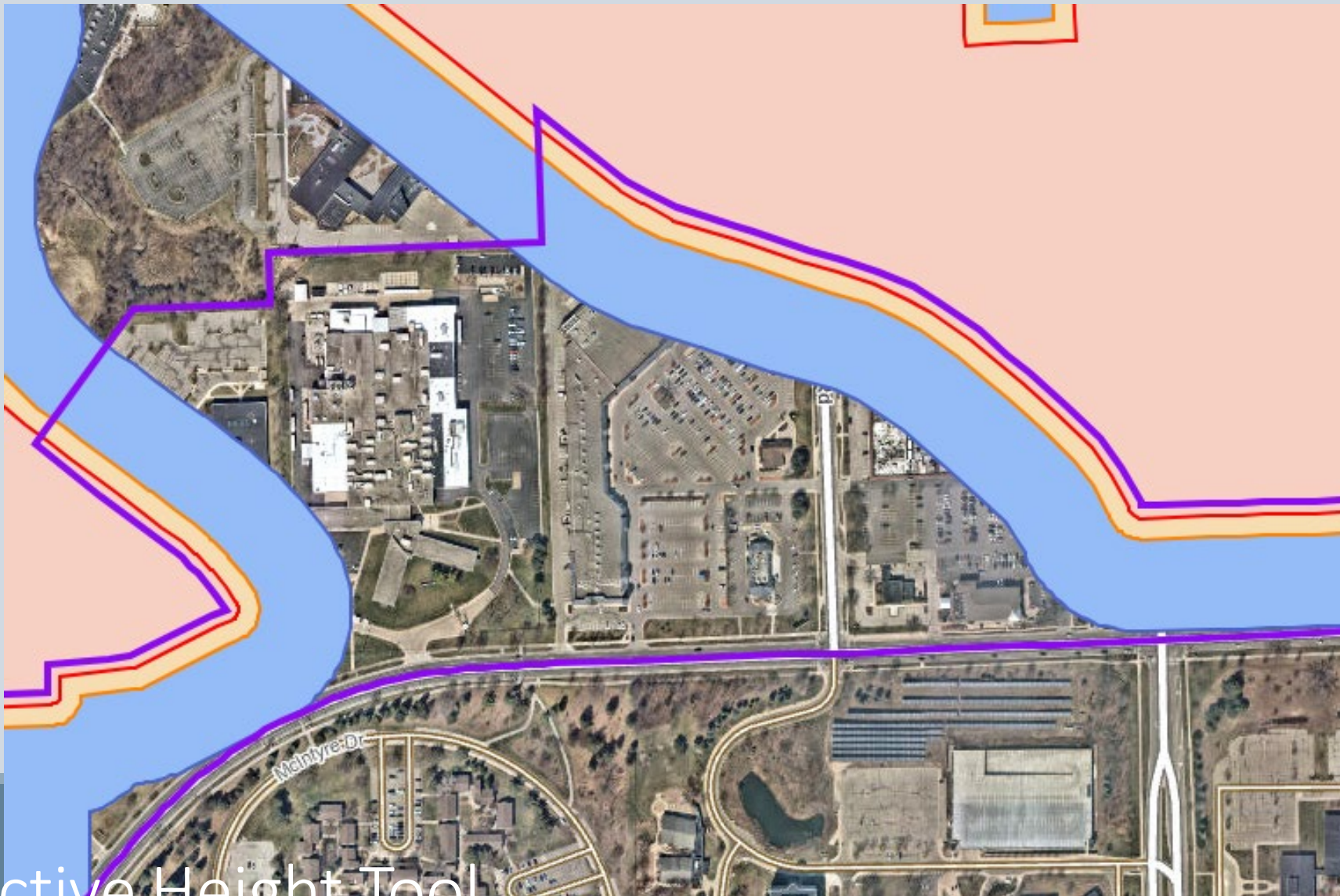
5. Building Frontage
 - Generally minimum 70% of the lot width
6. Building Dimensions
 - Maximum 250 ft wide and 360 ft diagonal
7. Building Entrances
 - Must be functional, facing street
8. Building Access
 - Must have sidewalks adjacent to all sides

TC1 Transit Corridor District

Dimensional Standards Summary

Floor Area FAR	Front Setbacks	Side and Rear Setbacks	Height Limits	Lot Dimensions
No maximum FAR	Minimum = 0 ft. Maximum = 15 ft. for Mixed Use Bldgs, 20 ft. for Townhouses/Apts,	Minimum 30 ft. when abutting R district, otherwise 0 ft.	Variable depending on distance from R district	No minimum lot area or lot width





Interactive Height Tool

Find a tool at <https://plan.a2gov.org/TC1Corridors> to see the variable height limits applied on any site. Select the 80-foot buffer from residential zoning (where maximum height limit is 55'), the 300-foot buffer (for 75' limit), the 1000-foot buffer (for 120' and 300' limits), or all three buffers simultaneously. The 30-foot buffer will display the rear setback line on any site.

About the Rezoning Process ...

Typical Rezoning Process

City-initiated rezoning petitions and owner/applicant-initiated rezoning petitions follow same process.

Step 1: Resident Participation Meeting – October 12, 2023

Step 2: Petition is reviewed by city staff, who offers a recommendation (in a staff report)

Step 3: Planning Commission holds a public hearing, makes a recommendation to City Council – November 1, 2023

Step 4: First Reading of the petition by City Council

Step 5: City Council holds a public hearing, decides on petition

Step 6: Zoning Map changed, standards and regulations apply (if approved)

About the Development Approval Process ...

Development Approval Process

Development approvals – in the form of zoning permits, building permits or site plans – are required for any construction in the City, from remodeling a kitchen in a single-family home to new high-rise downtown or redeveloping a shopping center. The [Unified Development Code](#) provides the required development standards that must be met, and the process for applying and approving the work.

What requires site plan approval?

No site plan required for remodeling and interior renovations (permits are required)

Site plan **required** for additions to existing buildings and new buildings

Why does this matter?

Compliance with the TC1 Dimensional Standards Additional Standards ...

*Is **required*** for approval of a **site plan**.

*Is **not required*** for issuance of building **permits**.

About Nonconforming Situations ...

Nonconforming Situations

There are 3 kinds of nonconforming situations

1. Nonconforming Uses
2. Nonconforming Lots
3. Nonconforming Structures

Nonconforming Uses

Any existing use that is not permitted in the TC1 district will become a nonconforming use.

Nonconforming uses can remain active until they are not, then all new uses must conform to the TC1 district permitted uses.

Nonconforming Lots

Any lot that does not meet the minimum lot area or width standard will become a nonconforming lot.

Rezoning to TC1 will not create any nonconforming lots.

Nonconforming Structures

Any structure that does not conform to the TC1 specific standards or dimensional standards will become a nonconforming structure.

- **Dimensional and Additional Standards apply to the thing touched – site, parking lot, building, etc.**
- **Existing buildings not being touched may remain as is.**
- **Additions to existing buildings must conform to the standards (or at least not create new or further nonconformity).**
- **New building must conform to the standards.**

Questions/ Comments

More information

<https://plan.a2gov.org/TC1Corridors>

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