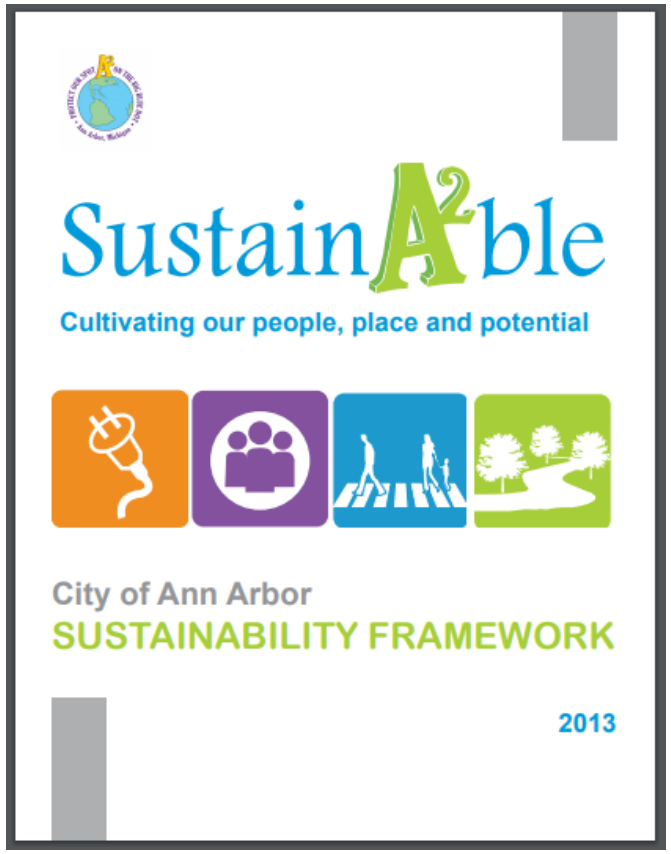
City of Ann Arbor Planning Commission

T1 Transit Support District

AN AMENDMENT TO CREATE A NEW ZONING DISTRICT

Master Plan Goals



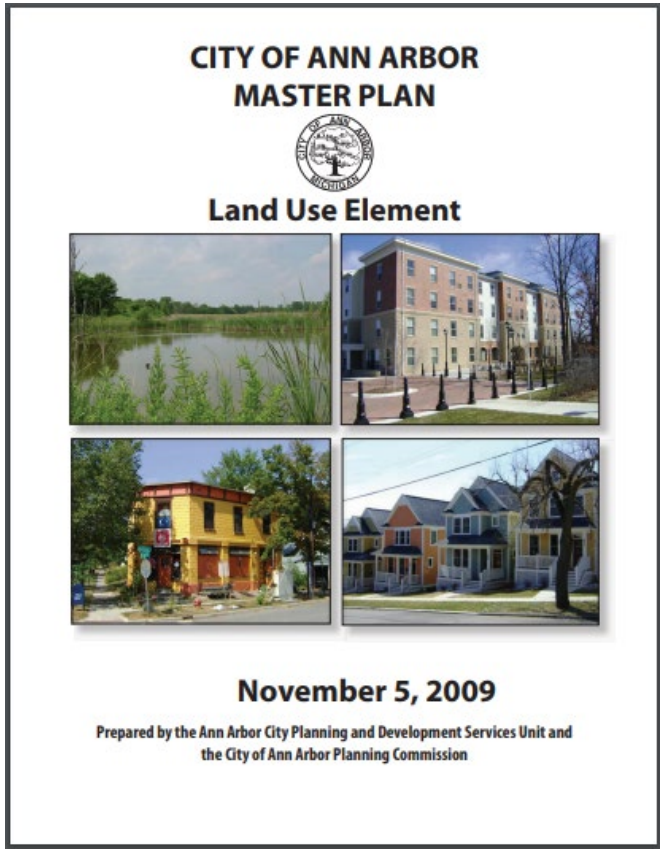
Sustainability Framework (2013)

- Organization of 20 years of planning into categorized theme areas
- 16 overarching goals
- 4 theme areas:
  - Climate and Energy
  - Community
  - Land Use and Access
  - Resource Management

Master Plan Goals

Land Use Element (2009)

- Community Vision *"…a dynamic community, providing a safe and healthy place to live, work and recreate. It will be a place where planning decisions are based, in part, on the interconnectedness of natural, transportation and land use systems …."* [Page 5]
- *Integrating various land uses on the same site or in the same building encourages pedestrian activity, uses land and infrastructure more efficiently, increases vitality, promotes shared parking opportunities and can increase the variety of housing choices.* [Page 31]



Page 31, specific design principles that should be incorporated into commercial centers

Mixed Use Neighborhood Retail Centers – mixed-use neighborhood retail centers provide services primarily to the surrounding neighborhood. They should be designed as a complementary use to the neighborhood. Strip retail centers with large amounts of parking between the sidewalk and the storefronts are discouraged. The following are design principles that should be incorporated specifically into neighborhood commercial centers:

The size of off-street parking lots should be minimized. Unbroken expanses of parking are discouraged. On-street parking is encouraged to reduce the need for spaces in parking lots. Parking should be provided at the rear or sides of storefronts to encourage pedestrian access. A landscaped buffer should be provided between the parking lots and adjacent residential uses. The retail center should be designed in a manner where the parking lot is not the dominant feature from the road.

Office or residential uses should be provided above the store fronts to increase the variety of housing opportunities, encourage pedestrian access to the retail use, improve the viability of the retail businesses and encourage a village center. Single story retail buildings are not appropriate for neighborhood commercial centers. Setbacks should be minimized. Minimizing front and side setback allows for greater design flexibility, encourages the efficient use of land and promotes pedestrian access. Buildings should be fronted near the sidewalk.

The design should emphasize a village center instead of a strip commercial mall. Small tenant spaces should be included. Corporate design themes should be minimized. Individual stores, each with individual corporate design themes, is discouraged. Large signs and freestanding signs of any kind are discouraged. Auto related uses such as gas stations, auto repair shops and car washes should be prohibited and businesses with drive-throughs should be discouraged to encourage pedestrian access.

The center should be designed to interact well with the surrounding neighborhood. Large walls around the periphery of the center are discouraged. Convenient pedestrian connections should be provided to the surrounding neighborhood. Lighting should be provided that is consistent with the pedestrian scale of the neighborhood commercial centers. Cobra head lighting should not be provided. Lighting should be confined as much as possible to the immediate area. Refuse should be stored in locations that minimize the visual impact to adjoining residential uses.

Land Use Goals, Objectives and Action Statements

3 speak to a new zoning district for supporting a mix of land uses and density needed for premier transit service:

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

Goal C: To provide a full range of housing choices (size, price, design, accessibility, etc.) that meets the existing and anticipated needs of all City residents. [p. 35]

Goal E: To encourage commercial and employment centers that promote pedestrian activity, de-emphasize the use of the automobile, and provide a sense of balance with the surrounding land uses. [p. 37]

Work Program

Highest priority work:

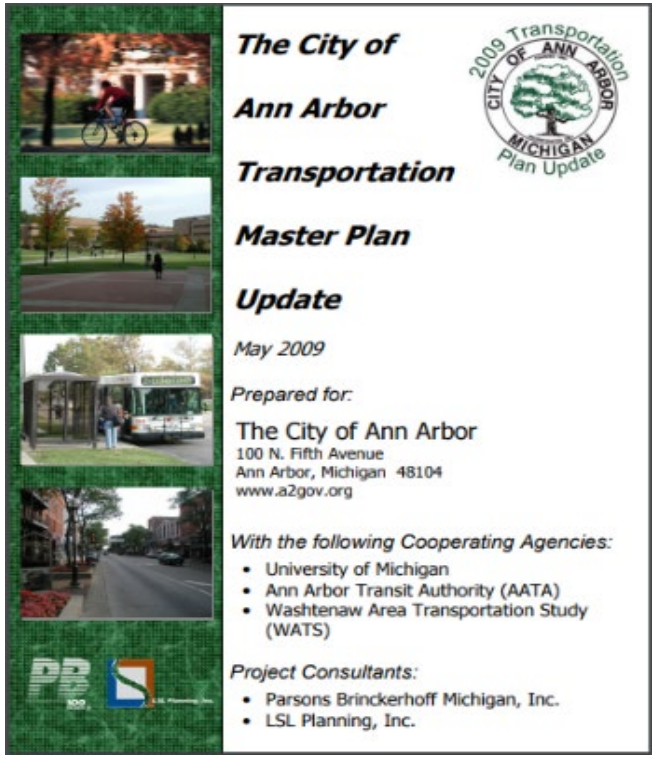
Work Program:

1. 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.).
2. Develop regulatory incentives that encourage the enhancement of natural areas on sites proposed for development (i.e., removal of invasive species and the introduction of native species, restoring a wetland, improving floodplain function, etc.).
3. Develop regulatory incentives, such as density bonuses, for developments that provide affordable housing units.
4. Revise code to reduce minimum and establish maximum setback requirements in appropriate zoning districts to help shorten driveways and sidewalks.
5. Zone all University of Michigan-owned land to "Public Land" (PL).

Master Plan Goals

Transportation Master Plan Update (2009)

- A guide for improvements to the City's system of roads, sidewalks, paths, bike lanes, and public transit for the next 20 years. (p. 1-1)
- Vision of "an integrated multi-modal system that will build upon the unique qualities of each part of the city." (p. 1-2)
- Promote a transportation system supportive of and integrated with land use decisions. (p. 1-2)
- Philosophy to improve safety, reduce emissions, and reduce congestion not by widening streets, but through a series of transportation improvements and policy changes. (p. 2-1)



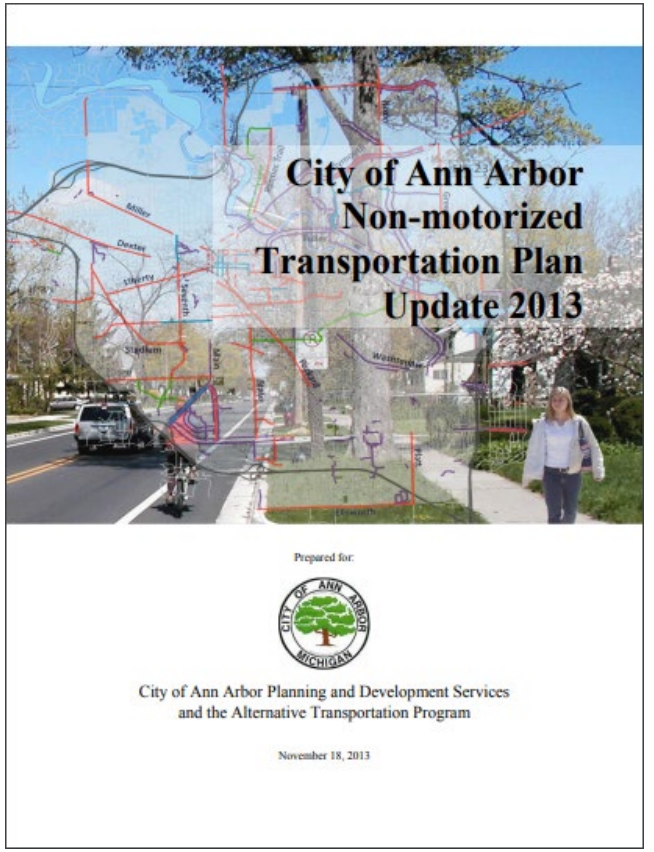
Recommendations for Land Use (p. 1-6)

LAND USE
• Update the land use recommendations of the Master Plan to support increased density and mixed land uses in signature transit corridors • Create transit-oriented development overlay districts for signature corridors, to incorporate tools such as density bonuses, design guidelines and building form regulations to guide redevelopment • Amend the Traffic Impact Analysis requirements of the Land Development Regulations to allow trip reduction factors for site design that incorporates plan recommendations • Evaluate the potential for designating signature transit corridors as receiving zones for a transfer of development rights program • Incorporate into the zoning ordinance form-based regulations that support transit and active transportation, such as parking lot placement and build-to lines • Coordinate land use planning with adjoining jurisdictions and County agencies to extend opportunities for transit-oriented development on key transit corridors outside of the city

Master Plan Goals

Non-Motorized Transportation Plan Update (2013)

- Intended “to help Ann Arbor once again become a national leader in high quality non-motorized transportation and contribute to keeping Ann Arbor one of the best places to live and work in the country.” (p. 1)
- Goal to “incorporate non-motorized best practices into all relevant policies, and all aspects and stages of planning available to the City and its partner organizations.” (p. 6)

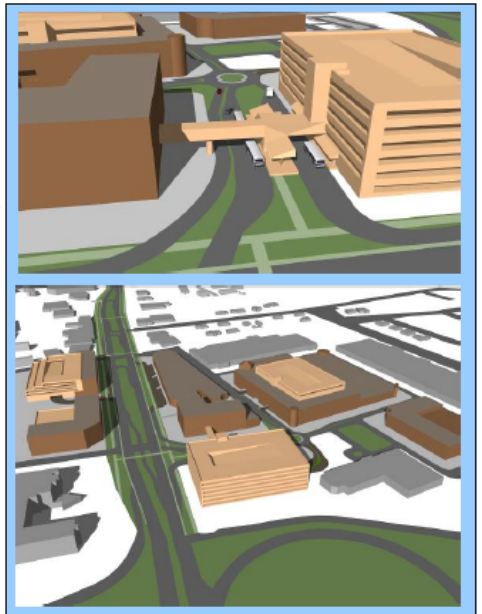


Non-Motorized Transportation Plan Update (2013)

But rather than contentment with those improvements to transit already under development, this Plan proposes a more varied transit system, possibly with new types of transit service along "signature corridors" to link key destinations in the city. A separate transit feasibility study is recommended to evaluate options for additional transit such as more frequent bus service, street cars or bus rapid transit for those corridors. Among the factors that will be considered are potential ridership, benefits to economic and environmental sustainability and financial feasibility.

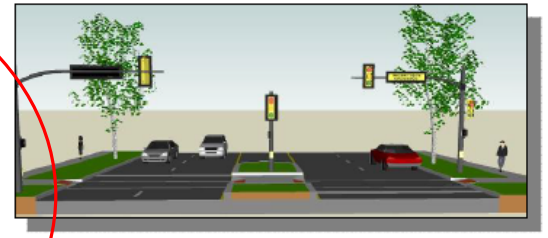
One approach to support viable transit, especially along those signature corridors, is for more transit-friendly land uses and design, sometimes called Transit-Oriented Development or Transit-Oriented Design (TOD). Ann Arbor already has many transit-oriented areas – downtown, U of M campuses, some compact neighborhoods. But there are opportunities to gradually make those signature corridors more transit friendly through the following actions:

- Use zoning to restrict additional development of auto-related design such as gas stations, office buildings, or large shopping centers with large amounts of parking in the front. Instead, zoning should encourage more compact development, with buildings closer to the street to increase traveler choices by making it more convenient for walkers, bicyclists and transit riders.



This Washtenaw/US-23 interchange area simulation illustrates one land use-transportation intensification concept with infill development designed to support increased walking, biking, and transit use with multi-story, mixed-use buildings, structured parking, and integral transit facilities.

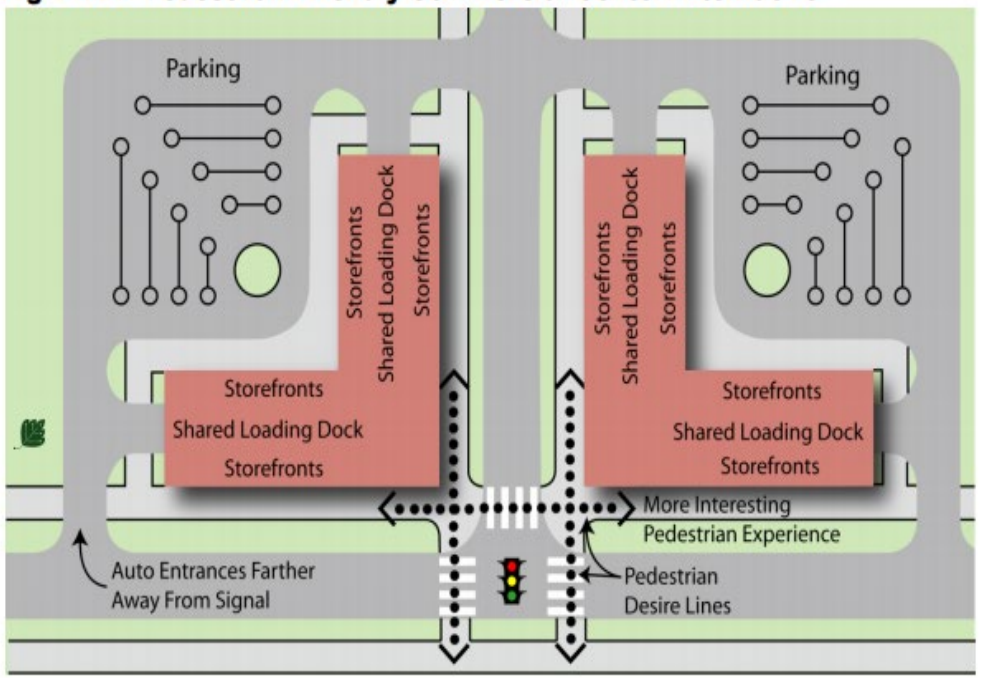
- Provide an inviting environment for walking with pedestrian-oriented design. That would include buildings closer to the street, streetscape amenities, and convenient pedestrian connections between uses and transit stops.
- Promote residential and employment densities that support transit for development and redevelopment. This could mean minimum heights rather than maximum heights, and mixed use rather than single-use developments (example, a multistory building with commercial on the first floor and offices or residential above instead of single- story commercial).
- Decrease required parking needs as transit availability increases at each location. Parking could be located in the rear, sides or even in parking structures to make development more compact. Employers could offer incentives to encourage employees to use transit rather than park on site.
- Use zoning revisions through a corridor overlay district or a more "form based" rather than "use based" approach to support transit, along with walking and bicycling. A model overlay TOD zoning district is included in Appendix A.
- Use density bonus incentive in City code for developments within ¼ mile of transit routes.
- Promote transit corridors as an attraction for employers looking to locate in the city, as a way to accommodate new employees and visitors without increasing congestion, emissions and other environmental consequences of single occupant auto travel.



A mid-block pedestrian crossing, shown above, is one example of a street design element that provides a supportive environment for pedestrians and promotes transit as a viable, safe option for travelers.

Recognition of Mixed Use Benefits, p. 91

Fig. 2.7B. Pedestrian Friendly Commercial Center Alternative



"While tying commercial developments to surrounding residential areas is a good practice, a better practice is to eliminate the segregation of commercial and housing areas." p. 91

Ordinance Amendment

T1 Transit Support District

- Permitted uses like D2 and C3
- Placement standards like O
- Form-based standards like D1, D2, Characters
- Use specific standards to attain amenities and features needed to support, expand, meet

Intent Statement

5.12.9 T1 Transit Support

This district is intended to allow and require mixed uses in sufficient density to support existing and future transit systems, which will also create opportunities for affordable housing, expand housing choices for all residents, provide more sustainable forms of development, and reduce resource and energy needs. This district will further the goals expressed in all elements of the City's master plan, particularly the Sustainability Framework, the Land Use Element, the Climate Action Plan, the Transportation Plan and the Nonmotorized Transportation Plan.

Permitted Uses

Generally the same as D2 and C3, but with auto-oriented uses excluded.

- No automobile sales
- No fueling station
- No wholesale
- No repair
- No warehouse, storage
- No drive-through facility

Use Specific Standards

Q. Mixed Use Development

1. Mixed Use Requirement.

a. A minimum of half, and no more than 66%, of the floor area of the total development must be used for household living.

b. Dwelling units may be located in the same building as nonresidential uses or may be located in a separate building as long as the development has a unified character, compatible and mutually supportive and complementary design.

Use Specific Standards

2. Building Design.

a. The floor area of the second floor must be at least 75% of the floor area of the first floor.

b. The first floor must have a minimum of 15 feet in height.

c. Building(s) must span at least 80% of the lot width, excluding the width necessary for required buffers and driveways. If more than one driveway is proposed, only the width of the narrowest driveway may be excluded.

Use Specific Standards

3. Transparency.

a. A minimum of 60% of the first floor street-facing façade between two and nine feet in height must be comprised of clear windows and doors that allow views of interior space or product display areas.

b. The bottom of any window or product display area used to satisfy the transparency percentage required above must not be more than 3 feet above the adjacent sidewalk.

Use Specific Standards

4. Doors and Entrances.

a. Buildings must have a functional entrance door facing a street. Entrances at building corners may be used to satisfy this requirement.

b. A building entrance may include doors to individual offices or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of mixed-uses.

Use Specific Standards

5. Site Design.

a. The development shall be arranged to accommodate all modes of transportation including pedestrian, bicycles, personal vehicles, ride sharing, and public transit.

Use Specific Standards

5. Site Design (continued)

b. Amenities must be provided to facilitate access to and use of non-motorized transportation modes. Examples of amenities that facilitate access and use include wide sidewalks and paths with decorative paving, benches and seating walls, shelters, pedestrian-scale lighting, and separation from motorized transportation. Other amenities of this nature may be appropriate depending on the size and location of the site and best practices must be used when proposing and approving the applicable amenities for a development.

Use Specific Standards

5. Site Design (continued)

d. The convenience and safety of pedestrian and non-motorized transportation modes to access building entrances and site amenities must be prioritized over motorized transportation modes.

e. Adequate and convenient space shall be provided for ride sharing services and any other form of shared transportation.

Use Specific Standards

5. Site Design (Continued)

f. Motorized transportation and spaces for vehicle parking must yield to all other forms of transportation. The number of driveways, width of drives and aisles, and number of parking spaces must be reduced to satisfy the site design features and priorities specified above.

Use Specific Standards

6. Off-Street Parking.

a. Dwelling Units – For vehicle parking, a minimum of none and a maximum of 0.5 spaces per dwelling unit may be provided. For bicycle parking, as required by Section 5.19.2.

b. Nonresidential Floor Area – For vehicle parking, a minimum of none and a maximum as provided by Section 5.19.2. For bicycle parking, as required by Section 5.19.2.

Dimensional Standards

TABLE 5:17-4: MIXED USE ZONING DISTRICT DIMENSIONS

NOTE: The requirements in this table may be superseded by the standards in Section 5.18.

District	Floor Area and FAR		Open Space and Building Coverage	Setbacks			Height	Lot Dimensions	
	Floor Area	FAR	% Lot Area	Front	Side	Rear	Feet and Stories	Area	Width
O	None	Max: 75%	None	Min: 15 ft. Max: 40 ft. [A]	Min: 30 ft. [C] when abutting R district, otherwise 0 ft.		Max 55 ft. and 4 stories when within 300 ft. of abutting R zone, otherwise none.	Min: 6,000 sq. ft.	Min: 50 ft.
C3	None	Max: 200%	None	Min: 10 ft Max: 25 ft. [A]	Min: 30 ft. [C] when abutting R district, otherwise 0 ft.		Max: 55 ft. and 4 stories	Min: 6,000 sq. ft.	Min: 60 ft.
D2	None	Max: Up to 400% with premiums (Section 5.18.6), otherwise 200%	Open Space Min: 10% Building Coverage Max: 80%	See Table 5:17-7	See Table 5:17-6		Min: 24 ft. and 2 stories Max: See Table 5:17-6	None	None
T1	See Section 5.16.3.Q	None	Open Space Min: 25%	Max: 10 ft.	Min: 30 ft. [C] for Buildings within 300 ft. of R district, otherwise 0 ft.		Min: 24 ft. and 2 stories Max: 80 ft. for Buildings within 300 ft. of R district, otherwise none.	None	None

NOTES:

[A] Maximum front setback applies to new detached Buildings; no maximum front setback for Buildings or additions to Buildings constructed before January 16, 2011. For Lots with more than one Front Lot Line, maximum Required Front Setback shall only apply to one Front Lot Line.

[B] Minimum height and stories applies to new Buildings; no minimum height or story requirement for buildings constructed before December 26, 2009. The Floor Area of the required second Story must be at least 75% of the Floor Area of the first Story.

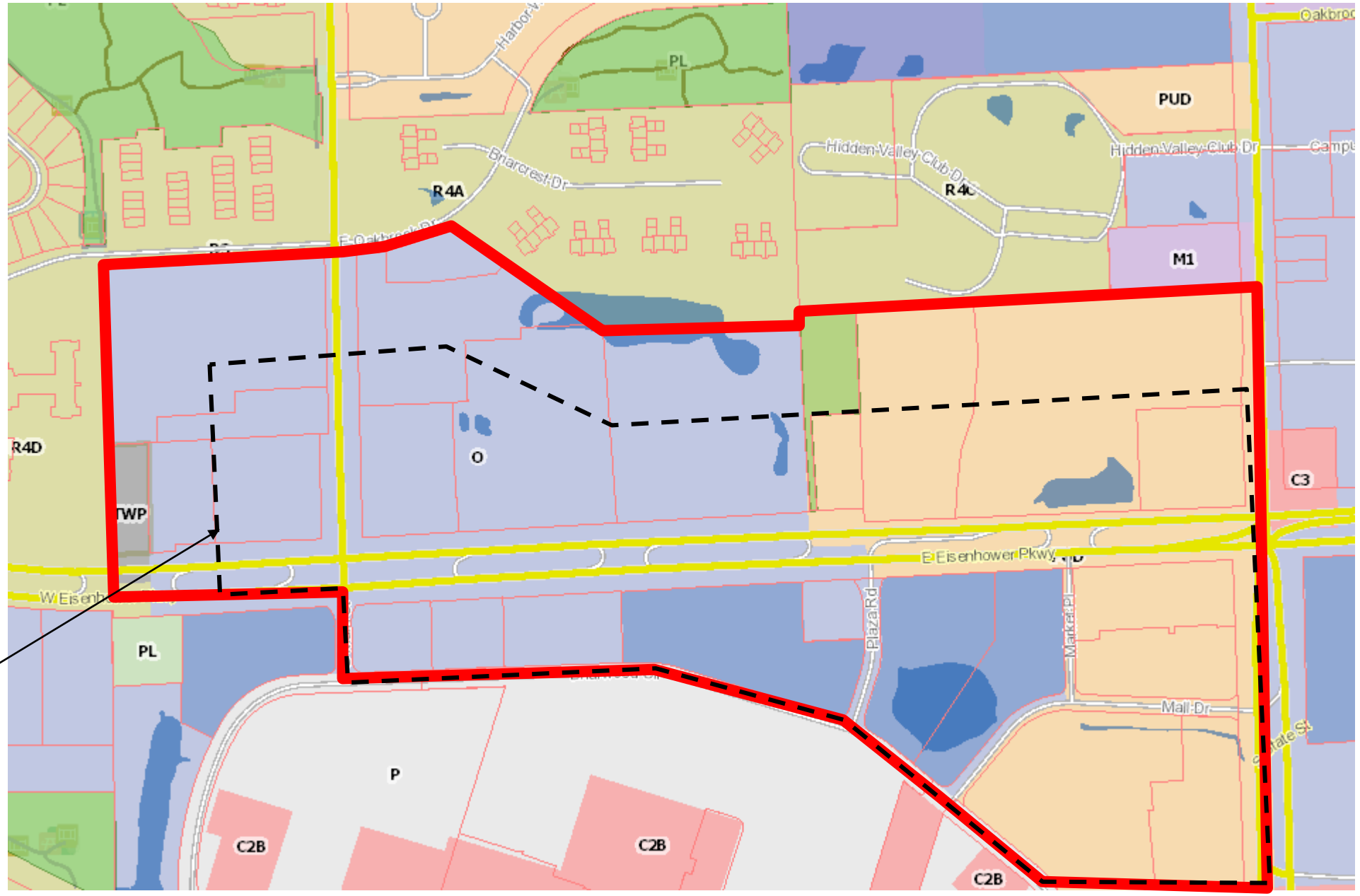
[C] Plus one foot of additional setback for each foot of Building Height above 30 feet.

Transit Corridors

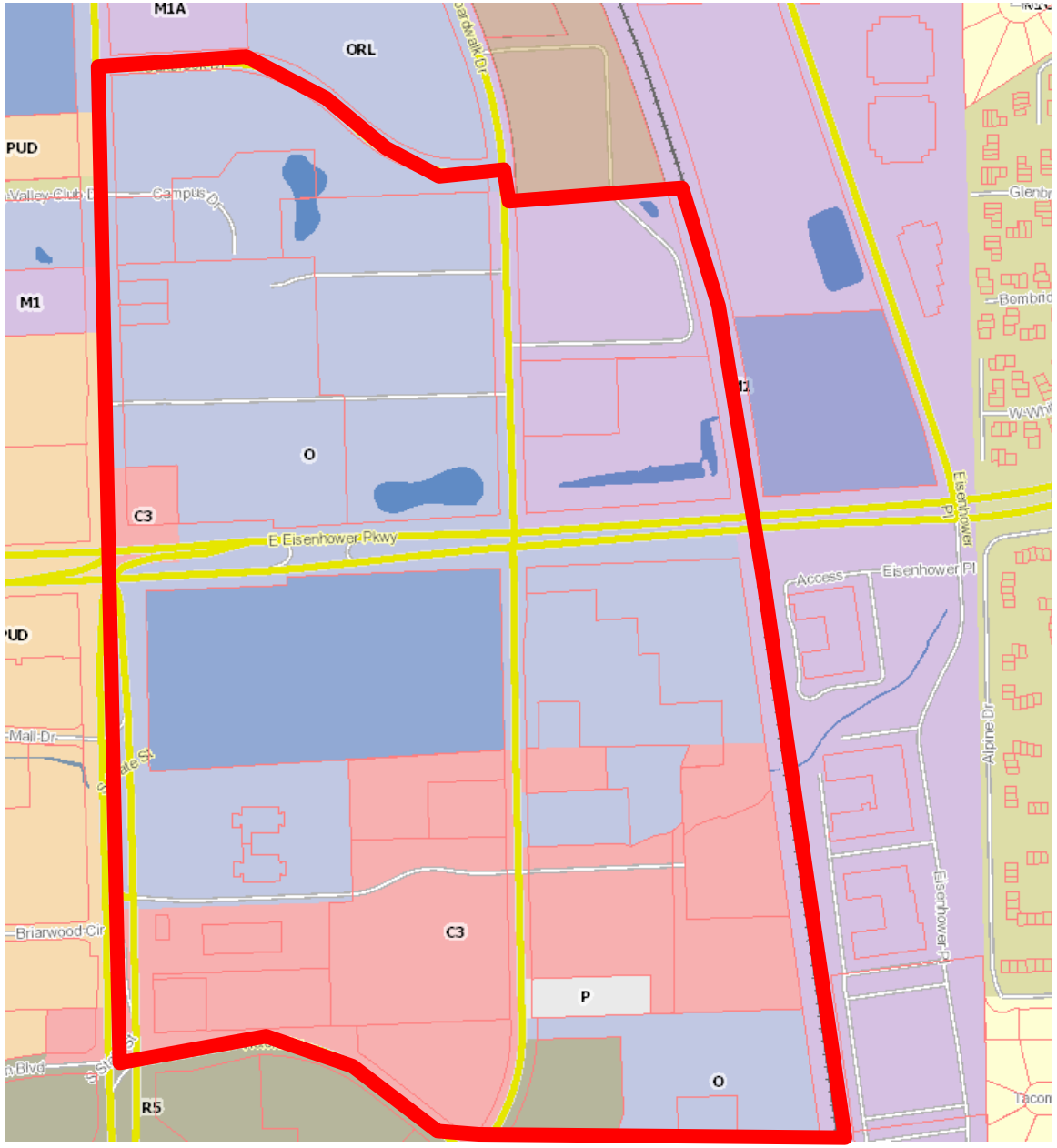
- Washtenaw Avenue
- South State Street
- East/West Eisenhower Boulevard
- Plymouth Road
- West/East Stadium Boulevard
- South Main Street/Ann Arbor-Saline Road
- Packard Street
- *Jackson Avenue/Huron Street*
- *Huron Parkway*

South State &
West Eisenhower
Target Area

Approximate area of unlimited height



South State & East Eisenhower Target Area



Washtenaw Avenue Target Area