

MEMORANDUM

TO: Planning Commission

FROM: Brett Lenart, Planning Manager
Alexis DiLeo, City Planner

DATE: March 9, 2021

SUBJECT: New Zoning District for Transit Corridors

This memo reviews the progress to-date, provides new research and background as requested, and outlines how the proposed ordinance language is evolving.

Review

February 9, 2021 – Planning Commission Working Session discussion of proposed new zoning district. Single most-heard comment was the new district should be available and allowed along all transit corridors. Other feedback and comments related to collaboration with The Ride and the City of Ann Arbor Office of Sustainability and Innovations, realizing the desired form of development, height limitations, parking requirements, preferring incentives over requirements, density in proximity to transit stops, and over-emphasis on transit for transportation.

February 17, 2021 – Staff presentation at Transportation Commission meeting, reviewing the work that had been done to-date, sharing the feedback received at the 2/9/21 working session, and asking for input. The Transportation Commission noted that curb usage is and will be a significant concern and that infrastructure improvements (e.g. bus pull-offs, bike facilities) are needed. They also asked about pilot project possibility, how long it may take to see redevelopment, and impacts from the public service road adjacent to Washtenaw Avenue.

February 23, 2021 – At its last meeting, the Ordinance Revisions Committee affirmed requiring two-story buildings rather than mixed uses, and introducing height limits everywhere in the proposed district to some degree.

Research and Background

Zoning District Dimensional Standards – The Comparison of Appropriate Districts to Rezone table, below, is provided to illustrate what the existing zoning districts currently allow, and demonstrate that how the TC1 district is being developed with an emphasis on introducing and raising minimum requirements rather than increasing the maximum limits.

- Proposed height limits of the TC1 district, when adjacent to residential zoning, are in keeping with 5 of the 6 districts it may replace.
- Setback requirements are in keeping with all zoning districts it may replace.

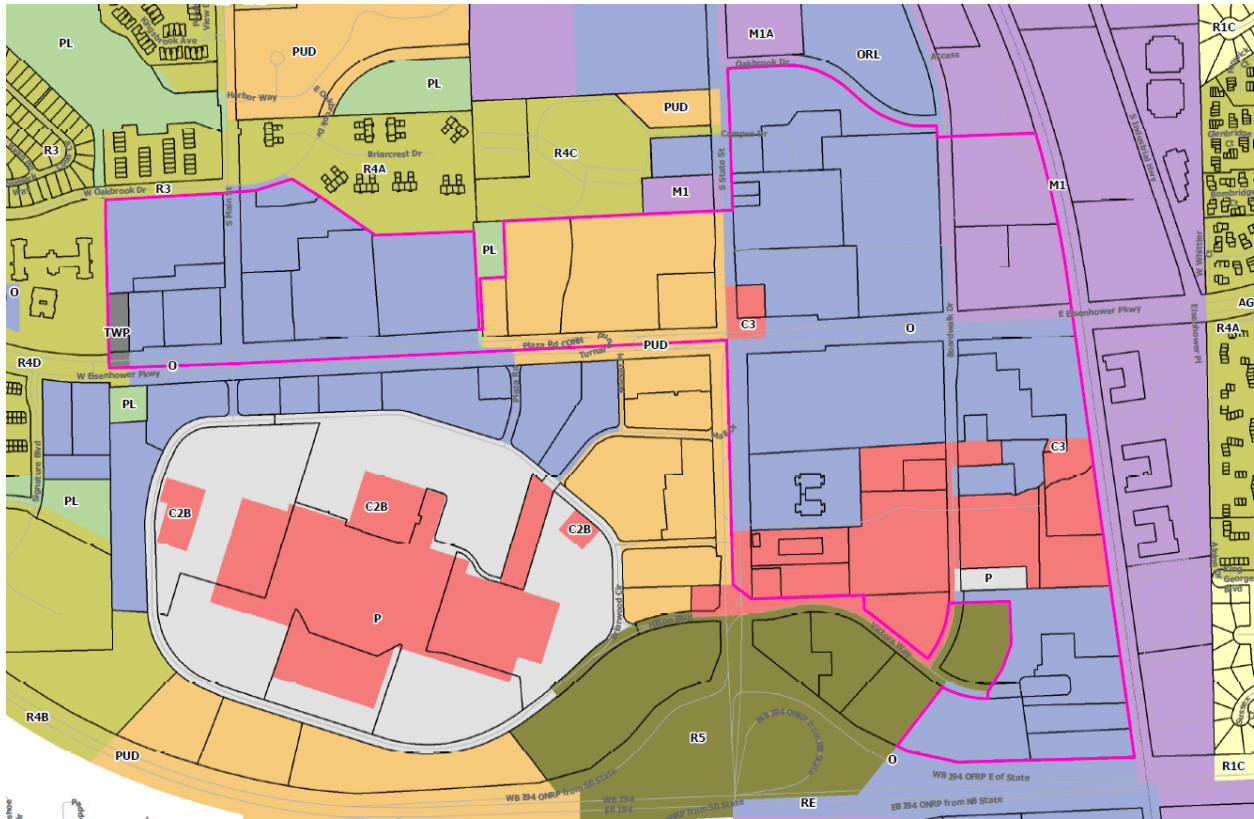
Comparison of Appropriate Districts to Rezone				
Zoning District	FAR (maximum)	Setbacks (minimum – maximum)	Height	Form/Use Specific Standards
O Office	75%	Front 15' – 40' Side 0 – 30' Rear 0 – 30'	55' – unlimited	None
RE Research	75%	Front 25' – 50' Side 0 – 100' Rear 0 – 100'	55' - unlimited	None
ORL Office Research Light Indust.	75%	Front 25' – 50' Side 0 – 100' Rear 0 – 100'	55' - unlimited	None
C2B Business Service	200%	Front 10' – 25' Side 0 – 30' Rear 0 – 30'	55'	None
C3 Fringe Commercial	200%	Front 10' – 25' Side 0 – 30' Rear 20' – 30'	55'	None
M1 Limited Industrial	75%	Front 15' Side 0 – 30' Rear 0 – 30'	35'	40% max. land coverage
TC1 Transit Corridor <i>(draft)</i>	No maximum %	Front 10' Side 0 – 30' Rear 0 – 30'	55' – 120'	<ul style="list-style-type: none"> • Two stories minimum • 15' and 60% transparent first story • 70% building frontage • 360' max diagonal • Site design requirements • Building design requirements • Access and circulation requirements

- Proposed use specific standards of the TC1 district for minimum development exceed any district it may replace.

Areas for Rezoning – The next section of this memo debuts a revised partial draft of the proposed TC1 district intent statement and use specific standards. The intent statement now includes a special purpose and applicability statement along with a general statement. The special purpose and applicability statement offers clear guidance on where the TC1 district is envisioned and what could be rezoned to TC1. The maps below correspond to the special purpose and applicability statements.

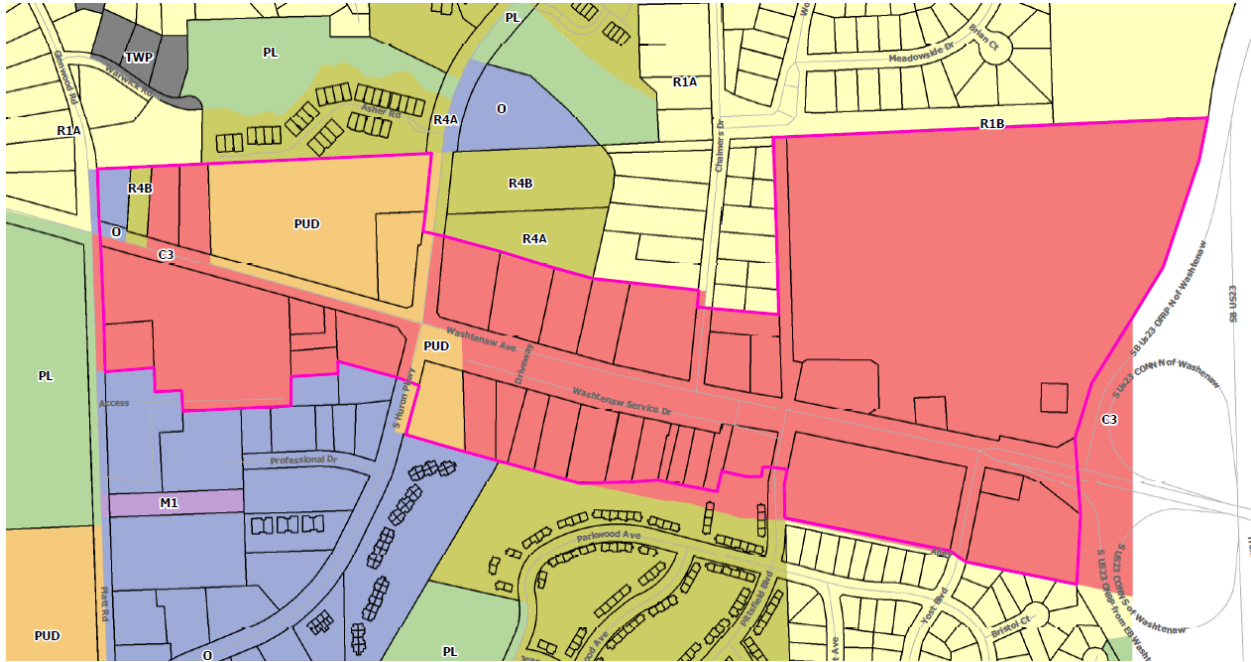
Map 1: State Street and Eisenhower Applicability Area

South State Street between Oakbrook Drive and I-94 and East-West Eisenhower Boulevard between South Main Street and the railroad tracks.



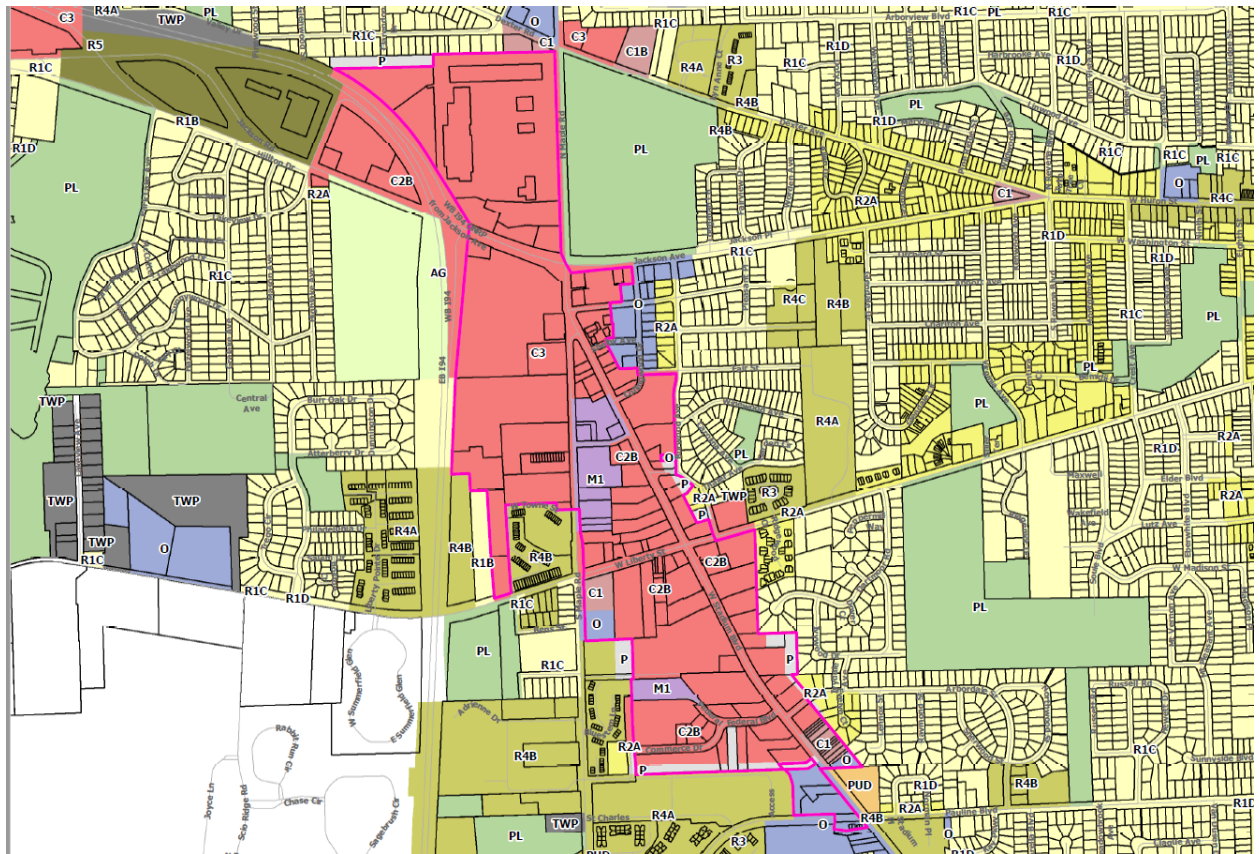
Map 2: Washtenaw Applicability Area

Washtenaw Avenue between US-23 and Platt Road



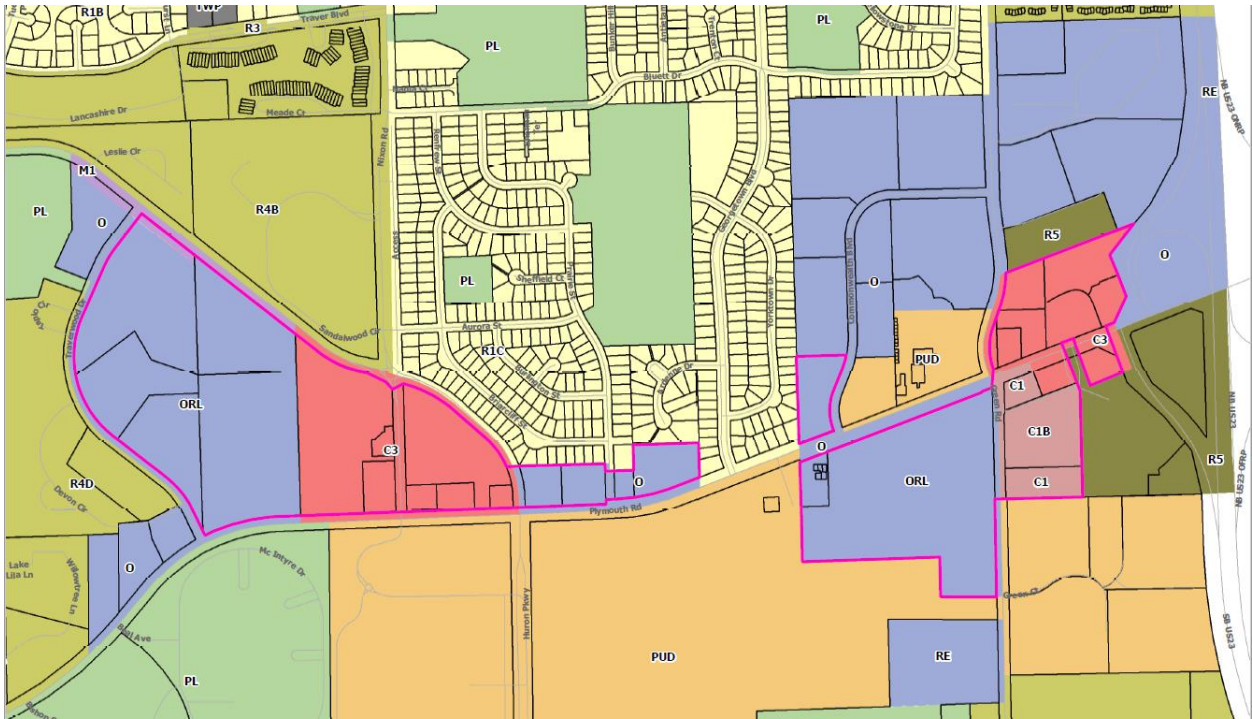
Map 3: West Stadium Applicability Area

*West Stadium Boulevard and North and South Maple Road between Jackson Road and Pauline Boulevard.
Mixed-use zoning districts north of Jackson Road to Dexter Road may be also considered.*



Map 4: Plymouth Road Applicability Area

Plymouth Road between Traverwood Drive and US-23.



Proposed Ordinance Language

Intent Statement

A special statement has been added to the Intent Statement with criteria to apply when considering rezoning to TC1. The new language is highlighted in yellow.

TC1 Transit Corridor

A. General Purpose Statement

This district is intended along existing transit corridors with regular fixed service provided by the Ann Arbor Area Transportation Authority with established commercial and office developments generally half of the maximum floor area ratio allowed by the previous zoning designation. 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 provide affordable housing, enable more housing choices, more sustainable forms of development, and reduced 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.

B. Specific Purpose and Applicability Statements

When approving a petition to rezone a parcel from its current designation to TC1, the Planning Commission and City Council should consider the following specific purpose statements:

1. This district should only replace the O, RE, ORL, C2B, C3 or M1 districts and should not replace any residential zoning district, except in the unique situation where a single residentially-zoned parcel is located between O and C3 districts.
2. This district should only be located on parcels that front a transit corridor, meaning a street with existing fixed transit service, or parcels adjacent to fronting parcels that are connected to the transit corridor in a reasonable walking distance when the fronting parcel is already zoned TC1 or is proposed to be rezoned together to TC1. There should be no instance of a parcel zoned TC1 that is neither fronting a transit corridor nor adjacent to a parcel that is zoned TC1.
3. This district is specifically intended for the following areas to the extent described in Paragraph B.1 and B.2 above:
 - a. South State Street between Oakbrook Drive and I-94 and East-West Eisenhower Boulevard between South Main Street and the railroad tracks.
 - b. Washtenaw Avenue between US-23 and Platt Road.
 - c. West Stadium Boulevard and North and South Maple Road between Jackson Road and Pauline Boulevard. Mixed-use zoning districts north of Jackson Road to Dexter Road may be also considered.
 - d. Plymouth Road between Traverwood Drive and US-23.

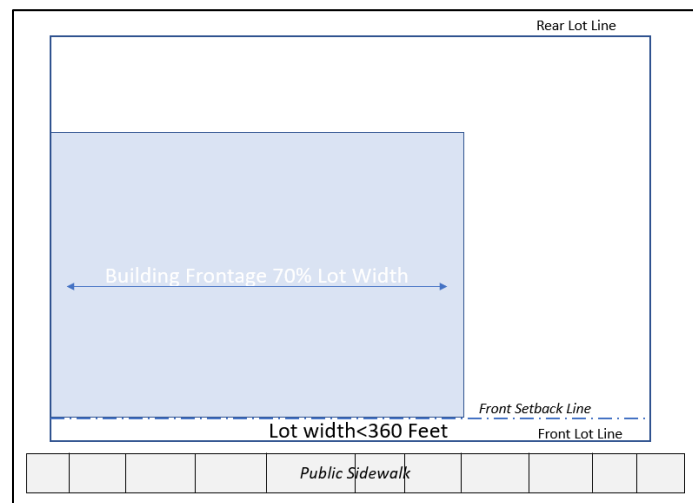
Use Specific Standards

More form-based regulations are introduced into the use specific standards for the TC1 district to ensure the realized developments are not simply more of the same. Examples of additional form-based regulations are highlighted in yellow.

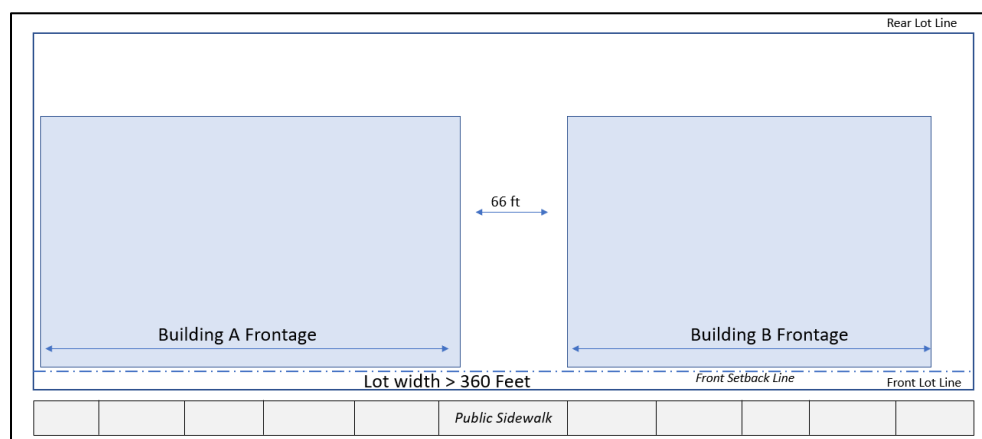
The specific standards below are intended to ensure development in the TC1 district creates places where people can live, work, socialize, play and shop in well-designed, comfortable places that support active, sustainable, city living.

1. Site

- a. New buildings must be located to create a streetwall along the transit corridor, meeting the minimum and maximum front required setbacks in Table __.
- b. For lots up to 360 feet in lot width, buildings must front a minimum of 70% of the lot width.



- c. For lots in excess of 360 feet, the combined building frontage must be a minimum of 70% of the total lot width, where no one building may be more than 360 feet in length or width and up to 66 feet may be provided between buildings.



- d. The approving body of a site plan may allow a minimum of 50% building frontage when the streetwall is at least 3 stories and plazas or other well-designed,

comfortable place has been provided to support people living, working, shopping and socializing has been provided instead.

- e. Where existing buildings already form a streetwall, new buildings behind the streetwall must be designed with driveways and sidewalks along with any existing buildings to create blocks no more than 360 feet on each side within the site.
- f. Sidewalks and driveways on a site shall align and connect with those on adjacent sites.

2. Buildings

- a. All buildings must have at least 2 floors, in addition to the basement. 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. New buildings must have a maximum diagonal of 360 feet.

3. Transparency

- a. A minimum of 60% of the first floor facing any sidewalk 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.

4. Doors and Entrances

- a. Buildings must maintain a functional and accessible entrance door facing the transit corridor or internal block sidewalk as applicable. 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.

5. Access and Circulation

- a. No more than 2 curb cuts are permitted per Lot.
- b. Driveways may access the site from any side, sidewalks must be provided from the street, and cross access must be provided for adjacent lots that do not front the transit corridor.
- c. When a site is large enough to accommodate more than one building with a maximum diagonal of 360 feet, aisles must be provided to function as streets within the development, being adjacent to at least one side of each building and having sidewalks on both sides.
- d. All modes of transportation, including pedestrian, bicycles, personal vehicles, ride sharing, and public transit, must be equally accommodated.
- e. 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.

6. Off-Street Parking

- a. The Vehicular Use Area of a site cannot exceed the area of Building(s) footprint.
- b. There is no minimum off-street vehicle parking requirement for any land use developed in this district. Maximum vehicle parking standards, required bicycle

spaces and EV parking spaces for a particular use provided in Table 5.19-1 remain in effect.

7. Setbacks and Height

- a. **Setbacks** – A minimum rear or side required setback of 30 feet must be provided for any lot line abutting a residential zoning district to allow for a conflicting land use buffer as provided in Section 5.20.4 and adequate access to rear loading and service doors of any building. No minimum required setbacks are required abutting the same zoning designation or a mixed use or special purpose zoning district.
- b. **Height** - The maximum height shall be as follows:

TC1 District Maximum Height Table	
Proximity to a Residential Zoning District	Maximum Height (Feet)
66 feet	55 ft
More than 66 feet up to 300 feet	75 feet
More than 300 feet	120 feet

Next Steps

Staff will continue to refine the proposed ordinance language and prepare a complete draft for review by the Ordinance Revisions Committee at its March 23, 2021 meeting.