

# North Maple – West Stadium Area Rezoning

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TO TC1 (TRANSIT CORRIDOR) DISTRICT

INFORMATION MEETINGS JUNE 9 & JUNE 14, 2022

# Welcome Agenda

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June 9 (in-person) and June 14 (webinar) meetings are an introduction, learning tool and feedback opportunity

- Study Area
- TC1 (Transit Corridor) District
- Rezoning Process
- Development Approval Process
- Nonconforming Situations
- Questions and Comments

# About the Area ...

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## N Maple – W Stadium Rezoning Study Area

# Study Area

North Maple Road – West Stadium  
Boulevard area

193 Parcels

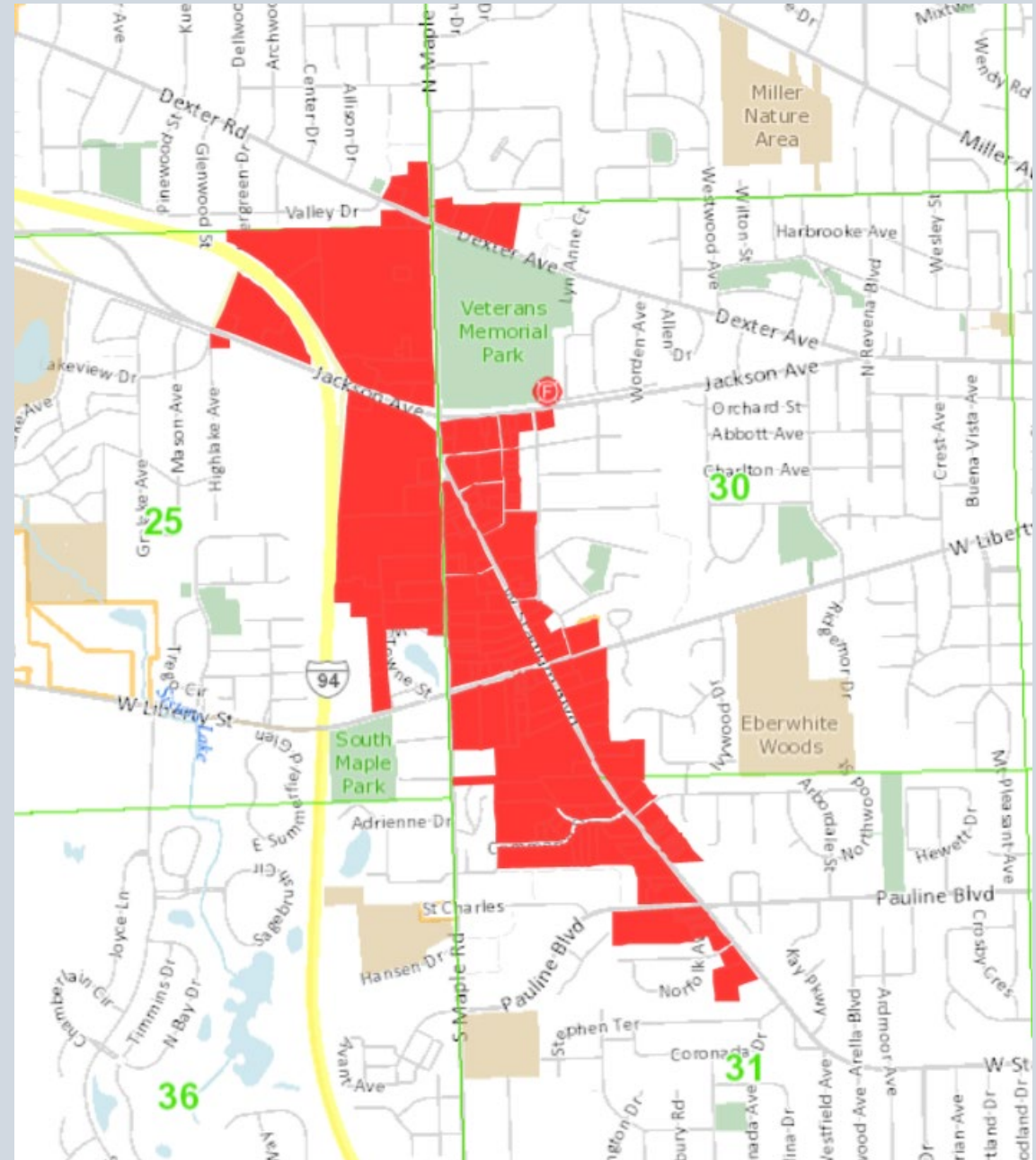
214 Acres

1 ½ miles long x ½ mile wide

Average Parcel Size: 1.1 ac (48,218 sq ft.)

Largest Parcel: 27 ac. (95,938 sq ft)  
*Maple Village Shopping Center*

Smallest Parcel: 0.1 ac. (2,455 sq ft)  
*2265 W Liberty*



# Study Area Data

Current Zoning District	Parcel Count		District Area	
C1 (Local Commercial)	14	7%	242,514 sq. ft. (5.7 acres)	3%
C1B (Community Convenience Center)	1	0.1%	93,968 sq. ft. (2.4 acres)	1%
C2B (Business Service)	36	19%	1,343,259 sq. ft. (29.6 acres)	14%
C3 (Fringe Commercial)	89	46%	5,881,759 sq. ft. (144.9 acres)	68%
M1 (Limited Industrial)	10	2%	409,317 sq. ft. (9.4 acres)	4%
O (Office)	41	21%	928,631 sq. ft. (23.3 acres)	11%
P (Parking)	1	0.1%	29,391 sq. ft. (0.7 acre)	0.1%
R5 (Hotel)	1	0.1%	200,066 sq. ft. (4.5 acres)	2%

# *The Ride* System-Wide Service Map

2 Routes serving the length of  
the corridor:

- 28 – Pauline
- 32 – Miller-Maple

5 Routes crossing corridor:

- 26 – Scio Church
- 29 – Liberty
- 30 – Jackson Road
- 31 – Dexter
- 34 – Maple-Dexter



# About the TC1 District...

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# History

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## **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.

## **February 1, 2022 –S State and E/W Eisenhower Rezoning at Planning Commission**

- Planning Commission recommends rezoning in S State and E/W Eisenhower area to TC1 district.

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

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

## **June 9 and 14, 2022 – W Stadium-N Maple Rezoning informational meetings**



# TC1 Transit Corridor District

## *Intent*

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“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*

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### 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

## *Specific Standards Summary*

Above and beyond the simple dimensional standards

### 6 Standard Categories

- Buildings
- Building Frontage
- Site
- Access and Circulation
- Off-Street Parking
- Parking Lot

### For 3 Building Types

- Townhouse/Apartment
- Mixed Use Building
- All Buildings

### 2 Classifications

- Lot Width up to 250 ft.
- Lot Width 250 ft. and more

In the Unified Development Code ([UDC](#)), find the TC1 district Specific Standards in Section 5.16.3.P and the Dimensional Standards in Section 5.17.4

		LOT WIDTH UP TO 250 FT.	LOT WIDTH 250 FT. AND MORE
BUILDING FRONTAGE	MIXED USE BUILDING	Minimum frontage equal to Lot Width less 30 feet or 45 feet when adjacent to residential zoning	Minimum 75% frontage
	TOWNHOUSE/APARTMENT BUILDING	Minimum frontage equal to Lot Width less 30 feet or 45 feet when adjacent to residential zoning	Minimum 70% frontage
SITE	ALL BUILDINGS	1. Buildings must have a public or private sidewalk adjacent to all sides with main entrances.	1. Buildings must have a public or private sidewalk adjacent to all sides with main entrances.
		2. When the site is more than 62,500 sq. ft., the site must be designed as blocks 250 feet on each side or as near as practical given the site shape, with sidewalks, plazas, or drives separating the blocks.	2. When the site is more than 62,500 sq. ft., the site must be designed as blocks 250 feet on each side or as near as practical given the site shape, with sidewalks, plazas, or drives separating the blocks.
	MIXED USE BUILDINGS	The portion of the first story within 100 feet of an intersection of public rights-of-way must be occupied by nonresidential use.	The portion of the first story within 100 feet of an intersection of public rights-of-way must be occupied by nonresidential use.
ACCESS AND CIRCULATION	TOWNHOUSE/APARTMENT BUILDINGS	Not permitted within 100 feet of an intersection of public rights-of-way	Not permitted within 100 feet of an intersection of public rights-of-way.
	MIXED USE BUILDINGS	No more than 1 curb cut for a two-way driveway or 2 curb cuts for a one-way driveway per Lot.	No more than 2 curb cuts per Lot.
OFF-STREET PARKING	ALL BUILDINGS	No more than 1 curb cut for a two-way driveway or 2 curb cuts for a one-way driveway per Lot.	No more than 2 curb cuts per Lot.
		1. No minimum off-street vehicle parking for any land use. 2. Maximum vehicle parking standards, required bicycle spaces and EV parking spaces as provided in Table 5.19-1 shall apply.	1. No minimum off-street vehicle parking for any land use. 2. Maximum vehicle parking standards, required bicycle spaces and EV parking spaces as provided in Table 5.19-1 shall apply.
PARKING LOT	ALL BUILDINGS	1. Located in side or rear yard only. 2. Vehicular use area may not exceed area of Building(s) footprint.	1. Located in side or rear yard only. 2. Vehicular use area may not exceed 125% of area of Building(s) footprint.

# TC1 Transit Corridor District

## *Specific Standards Highlights*

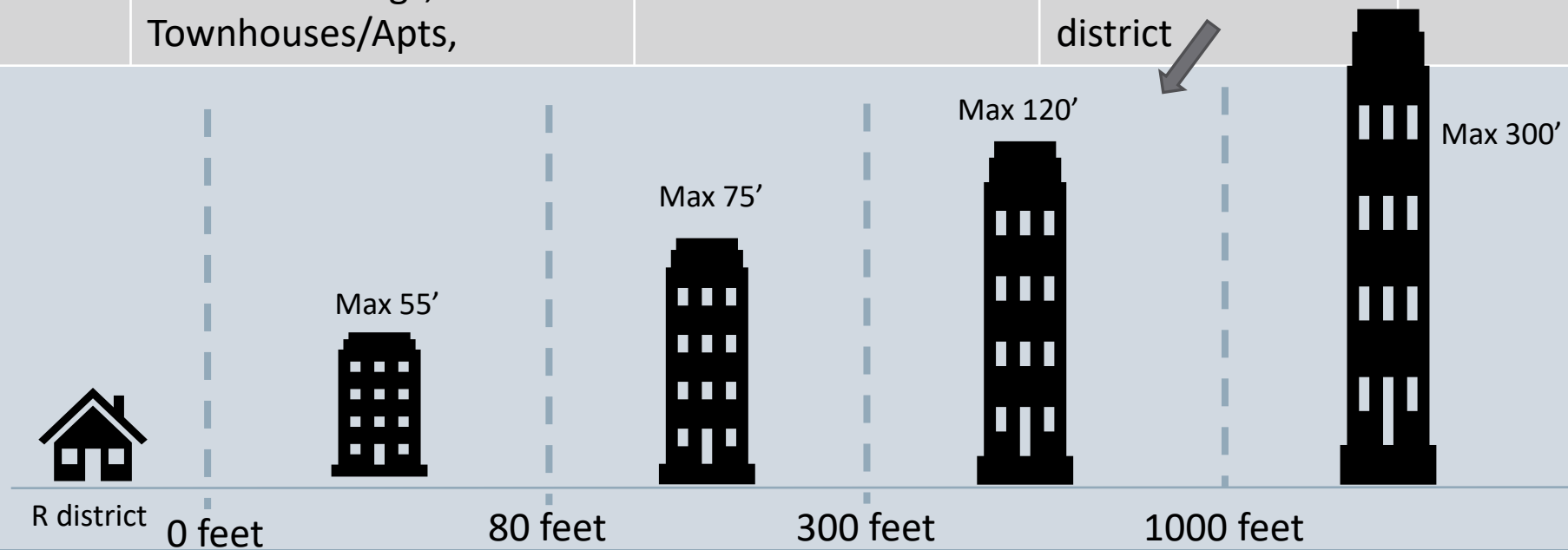
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Buildings	Building Frontage	Site	Access and Circulation	Required Parking	Parking Lots
First Story Height 15' First Floor 60% Transparency Functional Entrances, Street Facing Doors	Span 75% Lot Width (driveway exceptions)	Designed as Blocks Nonresidential at Corners	1 or 2 Site Driveway(s)	No Minimum Traditional Requirement is Maximum Bicycle, EV as Traditional	Side or Rear Yards Only Cannot Exceed Building Footprint

# 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 [www.a2gov.org/tc1rezoningstadium](http://www.a2gov.org/tc1rezoningstadium) 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 ...

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# Typical Rezoning Process

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

Step 1: Citizen Participation Meeting

Step 2: Submit a Rezoning Petition

Step 3: Petition is reviewed by city staff, who offers a recommendation (in a staff report)

Step 4: Planning Commission holds a public hearing, makes a recommendation to City Council

Step 5: First Reading of the petition by City Council

Step 6: City Council holds a public hearing, decides on petition

Step 7: Zoning Map changed, standards and regulations apply (if approved)



# About the Development Approval Process ...

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# Development Approval Process

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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 Specific Standards and Dimensional Standards ...

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

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

# About Nonconforming Situations ...

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# Nonconforming Situations

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**There are 3 kinds of nonconforming situations**

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

# Nonconforming Uses

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*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

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*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

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

- **Specific standards and dimensional standards apply to the thing touched – buildings, sites, parking lots, 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 buildings must conform to the standards.**

Questions?  
Comments?

**More information**

[www.a2gov.org/tc1rezoningstadium](http://www.a2gov.org/tc1rezoningstadium)

**Contact us**

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