

MEMORANDUM

TO: Planning Commission
Brett Lenart, Planning Manager

FROM: Alexis DiLeo, City Planner

DATE: February 8, 2019

SUBJECT: New Zoning District T1 Transit Density

Staff has renewed our efforts to adopt a new zoning district, tentatively known as T1 Transit Density. This district is intended to be located adjacent to transit corridors to promote mixed-use developments with enough density to support premier transit.

Ordinance Drafts – Early drafts of the district regulations were based on the D2 (Downtown Interface) district. The most recent draft, dated November 22, 2017, is attached.

Master Plan References – Staff memos to Planning Commission and its Ordinance Revisions Committee included Master Plan references that support this work. Our memo of June 6, 2017 noted several supporting elements. Staff has since expanded this body of support with more specific goals and recommendations in the Land Use Element, the Transportation Plan Update, and the Nonmotorized Transportation Plan Update. We will share excerpts assembled from these plans with you at your meeting on February 12, 2019.

Engagement Plan – Staff is developing a community engagement action plan. The anticipated level of community impact and interest is determined to be low impact/city-wide interest. Staff is now working to select engagement methods appropriate to a low impact/city-wide interest activity. Any specific types of engagement methods the Planning Commission desires can be incorporated into the plan, such as open meetings, stakeholder interviews, online surveys, etc.

MEMORANDUM

TO: Brett Lenart, Planning Manager
FROM: Alexis DiLeo, City Planner
DATE: June 8, 2017
SUBJECT: DRAFT – Introduction to Implementing Transit Corridor Density Overlay Zones

INTRODUCTION

Increasing density along transit corridors is a top priority called out in several of the City Master Plan elements. The [Sustainability Framework](#) is a set of 16 goals to help Ann Arbor become more sustainable, and increasing density along transit corridors would further most, if not all, goals in the *community* and *land use and access* theme areas. The community vision for the City, as documented in the [Land Use Element](#), notes the desire for “interconnectedness of natural, transportation and land use systems,” and wanting “extensive opportunities for alternatives modes of travel,” “extensive choices in housing (including low cost housing), shopping, employment and recreation activities.” Increasing density would help achieve that community vision, and further numerous City Master Plan Land Use Element goals, objectives and action statements.

The Zoning Ordinance is our primary tool address and affect land use in Ann Arbor. It is the most obvious starting point and may be the most effective agent to realize increasing density. Therefore, planning staff are researching and preparing background material and developing project scope.

BACKGROUND

Zoning Tools - While the term “TOD” (Transit Oriented Development) has been used in opening conversations, initial work on this task indicates that the existing transit system here in Ann Arbor would not support true TOD regulations. Rather, our preliminary work points to density overlay zones as the most promising zoning tool to explore.

Transit Corridors – In Ann Arbor, our transit corridors are the arterial roads leading to downtown as well as the inner cross-town thoroughfares:

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

** Immediately eliminated for consideration because these thoroughfares do not have any existing commercial uses or zoning.*

Washtenaw Avenue has been recently studied for transformation through the Reimagine Washtenaw effort. Staff feel it is the leading candidate for this project, building on the momentum already established by Reimagine Washtenaw. Other strong candidates include South State Street, specifically the Briarwood Mall area, and West Stadium Boulevard between Pauline Boulevard and North Maple Road.

POTENTIAL SCOPE

The potential scope of the task is straightforward: develop a zoning tool to increase density along one or two transit corridors with the possibility of replicating the work on additional transit corridors after a trial period. A project advisory team should be assembled, and they should first confirm this potential scope.

1. Determine or confirm the zoning tool
2. Identify the one or two transit corridors
3. Prepare a working draft of Zoning Ordinance and Map amendments
4. Review of the working draft by the Ordinance Revisions Committee and the Planning Commission
5. Consideration of City-initiated Zoning Ordinance amendments by City Council

PROPOSED NEW ZONING DISTRICT

DRAFT: November 22, 2017

T1 Transit District

- 1) Intent. This district is intended to require mixed uses in sufficient density to support existing and future transit systems, which will also create opportunities for affordable housing, expand the 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 City’s master plan, particularly the Sustainability Framework, the Land Use Element, the Climate Action Plan, the Transportation Plan and the Nonmotorized Transportation Plan.
- 2) Permitted Uses and Use Specific Standards¹.

Permitted Principal Uses	Use Specific Standards
a) Household Living	At least 50% of the floor area of the site must be used for household living
i) Foster Care	
ii) Dwelling, Assisted Living	
iii) Dwelling, Multiple-Family	
iv) Dwelling, Townhouse	
b) Community and Cultural	
i) Club Headquarters or Community Center	
ii) Museum, Art Gallery	
iii) Funeral Services	
iv) Government Offices and Courts	
v) Library	
vi) Religious Assembly	
c) Day Care	
i) Adult Day Care Center	
ii) Child Care Center	
d) Educational	
i) Institution of Higher Learning, Private	

¹ Provided as a list consistent with the format of the proposed Unified Development Code (aka ZORO). Uses proposed are same as the current D2 Downtown Interface district.

ii) Institution of Higher Learning, Public	
iii) School, Private	
iv) School, Public	
v) School, Trade/Industrial	
e) Health Care	
i) Nursing Care Facility	
f) Lodging	
i) Bed and Breakfast	
ii) Hotel	
g) Recreation, Entertainment, and Arts	
i) Artist Studio	
ii) Indoor Recreation	
h) Sales	
i) Outdoor Sales, Permanent	
ii) Medical Marijuana Dispensary	
iii) Restaurant, Bar, Food Service	
iv) Retail Sales, General Merchandise	
i) Services and Repair	
i) Contractors, General Construction, and Residential Building	
ii) Laundry, Cleaning and Garment Services	
iii) Personal Services	
j) Office Type	
i) Bank, Credit Union, Financial Services	
ii) Office, General	
iii) Medical/Dental	
iv) Nonprofit Corporations	
k) Transportation	
i) Railroad and Public Transportation Rights-of-Way	
ii) Transit Center, Station or Depot	
l) Utilities and Communications	
i) Broadcasting Facility	
ii) Data Processing and Computer Centers	
Special Exception Uses	

a) Sales	
i) Automobile, Motorcycles, Recreational Vehicles, Equipment (Sales and Rental)	
ii) Fueling Station	
iii) Veterinary, Kennel and Animal Boarding	
b) Services and Repair	
i) Automobile, Truck, Construction Equipment Repair	
ii) Parking Lot or Structure	
iii) Vehicle Wash	
c) Utilities and Communications	
i) Wireless Communication Facilities	
d) Accessory Uses	
i) Drive-through Window	
e) Temporary Uses	
i) Outdoor Sales, Temporary by Others	
Accessory Uses	
a) Family Day Care Home	
b) Group Day Care Home	
c) Home Occupation	
d) Management/Maintenance Office and Storage	
e) Medication Marijuana Home Occupation	
f) Medical Marijuana Use or Cultivation	
g) Outdoor Display and Vending Machines	
h) Outdoor Sales, Seasonal	
i) Wireless Communication Antenna	
Temporary Uses	
a) Christmas Tree Sales	

3) Development Standards.

	FAR	Front Setback	Side Setback	Rear Setback	Height	Building Separation	Min Open Space	Min Lot Area	Min Lot Width
T1									

- *FAR: No minimum or maximum. However, at least half of whatever is developed must be residential use.*
- *Front Setback: 0 ft minimum, 15 ft maximum.*
- *Side and Rear: A minimum of 30 feet when abutting residential district. Then, when buildings are more than four stories, an additional one foot for each foot of building height above the fourth story.*
- *Building Height: None*
- *Building Separation: As required by the building code.*
- *Minimum Lot Area: None*
- *Minimum Lot Width: None*
- *Minimum Open Space: 25%*

- a) Floor area of second floor must be at least 75% of the floor area of first floor.
- b) The first floor must have a minimum of 15 feet in height.
- c) Windows and doors must comprise a minimum of 75% of the first story facing the street(s).
- d) A functional building entrance(s) facing the street(s) must be provided.
- e) 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.)
- f) All parking spaces shall be located behind the established front building line.

4) 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 current ordinance
- b) Nonresidential Uses – For vehicle parking, a minimum of none and a maximum as provided in the current ordinance. For bicycle parking, as required by current ordinance.