

TC1 (Transit Corridor)

Ordinance to Create a New Zoning District

Tuesday, April 13, 2021 – Planning Commission Meeting

Intent Statement

Eliminate references to specific corridors, all reference to P and R5, relax fronting language

B. Specific Purpose Statements

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

1. This district ~~should only~~may replace the O, RE, ORL, C2B, C3, P, R5 and M1 districts. It should ~~not only~~replace ~~any~~ other zoning designations, ~~particularly a residential zoning district, except~~ in unique and rare instances where another zoning district is entirely surrounded by the specifically mentioned districts.
2. This district should ~~only~~be located proximate to fronting a transit corridor, meaning a street with existing fixed transit service. ~~Abutting parcels may be considered only if they are to be rezoned and developed as a single, coordinated, integrated development.~~ All areas of parcels zoned TC1 should be no more than ½ mile from a transit stop.
- ~~3. This following areas meet the general intent and specific purposes of the TC1 district. Other established commercially and office-zoned stretches of transit corridors may also be considered upon careful application of the criteria for a zoning map change, particularly regarding the potential for meeting the general intent and specific purpose, and impacts and compatibility with surrounding land and zoning designations:~~
 - ~~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-29 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-29.~~

Accessory Use Table

Added Parking Structures

TABLE 5.15-2: ACCESSORY USE TABLE																																				
E = SPECIAL EXCEPTION A= PERMITTED ACCESSORY USE BLANK CELL = PROHIBITED																																				
NOTE: ALL PROPERTIES ARE SUBJECT TO THE ADDITIONAL STANDARDS INDICATED FOR THAT USE IN THE RIGHT COLUMN																																				
NOTE: ALL PROPERTIES IN OVERLAY DISTRICTS ARE SUBJECT TO THE ADDITIONAL USE REGULATIONS IN SEC. 5.13																																				
NOTE: SPECIFIC USES IN THE C1A/R, RE, AND ORL DISTRICTS ARE SUBJECT TO ADDITIONAL STANDARDS FOUND IN SECTIONS 5.12.5B, 5.13.4B, 5.13.5B RESPECTIVELY																																				
USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE						NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS									
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R3A	R3B	R3C	R3D	R3E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	TC1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16		
Medical Marijuana Use or Cultivation	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A										5.16.6A; 5.16.3G	
Office, Administrative/Executive																												A				A	A	A	5.16.6A;	
Outdoor Display and Vending Machines																	A	A	A	A	A	A	A	A	A	A									5.16.6A; 5.16.6J	
Outdoor Sales, Temporary																A	A	A	A	A	A	A	A	A	A	A									5.16.6A; 5.16.6K	
Parking Attendant Building																												A								5.16.6A;
Parking Structure																																				5.16.3L
Restaurant, Bar, Food Service ¹⁹																A												A								5.16.6A; 5.16.6L
Retail Sales, General Merchandise																																A	A	A	A	5.16.6A; 5.16.6M

Parking Lot or Structure – Use Specific Standards

TC district included

L. Parking Lot or Structure

1. ~~D1 and D2~~ Districts

- ~~a.1.~~ In the D1 district, an off-street Parking Structure is not permitted at the level of the adjacent street unless separated from the street by a portion of the Building that is occupied by a permitted use or uses, with the exception of the portion of a Parking Structure that provides vehicular or pedestrian access to the street. Permitted uses shall be located within the Building and have a minimum depth of 25 feet from the exterior of the front wall. On Corner Lots, this requirement shall apply to Lot frontages on primary streets, as defined in Section a. If none of the Street Frontages are a primary street, an off-street Parking Structure must be separated from at least one Street Frontage by a portion of the Building that is occupied by a permitted use, with the exception of the portion of a Parking Structure that provides access to the street.
- ~~2.~~ In the D2 district, an off-street Parking Structure shall be located a minimum of ten feet from the Front Lot Line at the level of the adjacent street and provide a landscape buffer or screening wall between the Building and the Front Lot Line.
- ~~b.3.~~ In a TC district, an off-street Parking Structure in any building adjacent to the street must be separated from the street on the first floor by a permitted primary use at least 25 feet in depth from the exterior front wall, with the exception of the portion of the Parking Structure that provides vehicular or pedestrian access to the street.
- ~~e.4.~~ In the ~~D1 and D2~~all districts, any wall of an off-street Parking Structure that abuts a residential zoning district shall not contain openings, or if it contains openings shall be separated from the Lot Line by a Building other than a Parking Structure occupied by a permitted primary use, or uses.

Transit Corridor Development – Use Specific Standards

- *Substantive Changes*
- *Non-substantive Change*

- Reducing the minimum height of townhouse/apartment buildings on lots more than 250 feet wide from 3 stories to 2 stories
- Adding a requirement for street-facing entrances for apartment buildings
- Adding a requirement that garage doors not facing any street
- Reducing the deduction for building frontage on lots less than 250 feet from functionally 60 feet (30 feet plus a 30-foot side setback) to 30 feet or 45 feet when adjacent to R zoning
- Adding requirements within 100 feet of the intersection of rights-of-way to prohibit townhouse or apartment buildings and require the first story of mixed use buildings to be occupied by nonresidential use.

Dimensional Standards Table

Two-story minimum for all buildings

No additional setback based on height (Footnote C)

No maximum front setback exception for corner lots

TABLE 5:17-4: MIXED USE ZONING DISTRICT DIMENSIONS									
NOTE: The requirements in this table may be superseded by the standards in Section <i>Error! Reference source not found.</i>									
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
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 [B] Max: See Table 5:17-6	None	None
TC1	See Section 5.16.3.Q	None	None	Mixed Use: Max 10 ft [A] Townhouse/Apt: Max 20 ft [A]	All: Min 30 ft [C] abutting R district, otherwise 0 ft.		Min: 2 stories [B] Max: in proximity to R district: Within 80 ft – 55 ft Between 80-300 ft – 75 ft More than 300 ft – 120 ft	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, [excluding Lots in the TC1 district.](#)

[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.

South State Street & E/W Eisenhower

- Master Plan Elements collectively support rezoning or upzoning, design standards
- Boundaries generally correspond to SSCP Areas 2 and 3
- Overlap between SSCP Area 2 and Briarwood Subarea Plan

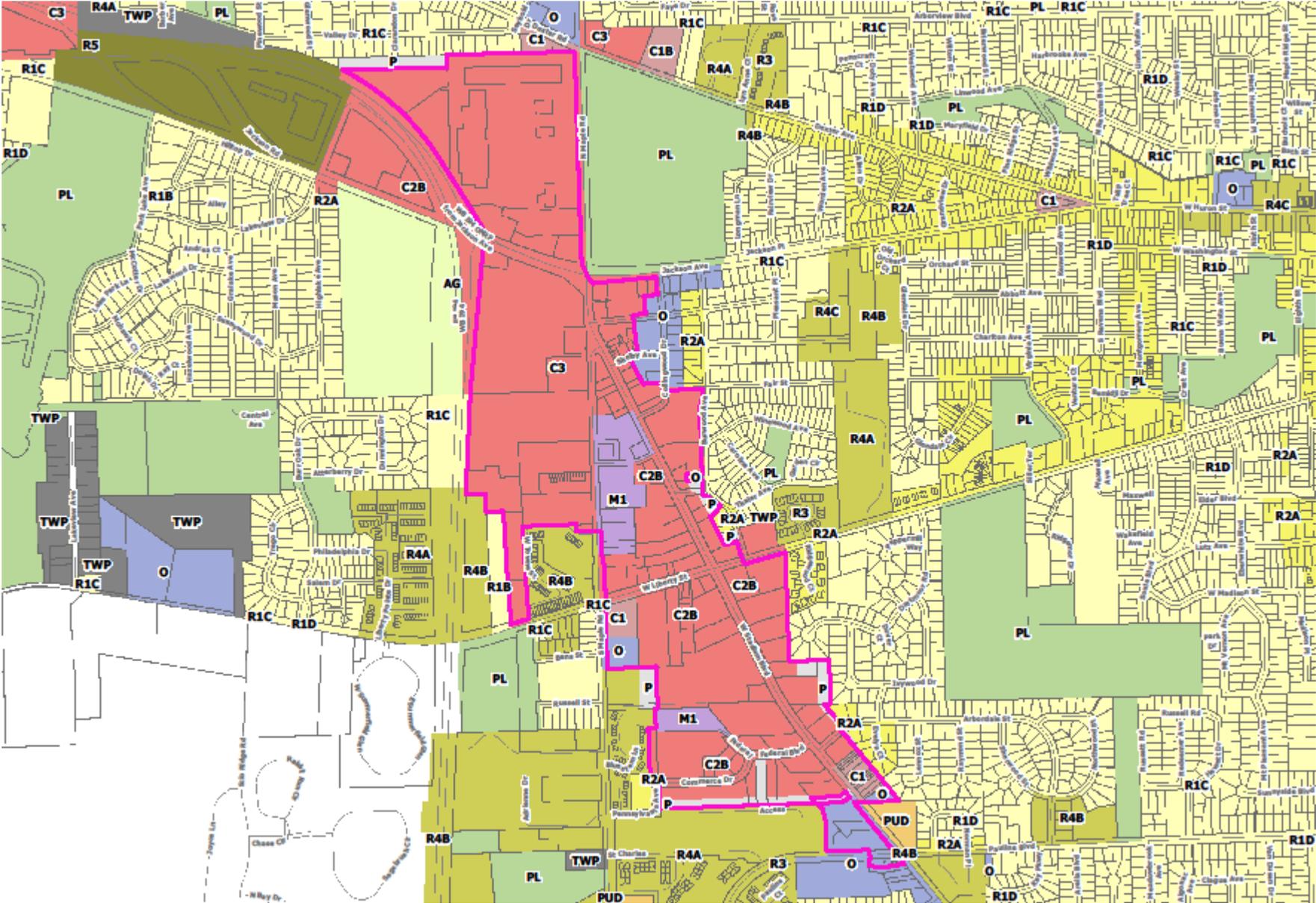
1. Land Use Element
2. South State Street Corridor Element
3. Briarwood Subarea Plan Resource Document

Washtenaw Avenue

- Master Plan Elements collectively support rezoning or upzoning, design standards
- Boundaries correspond to ReImagine Washtenaw

1. Land Use Element
2. ReImagine Washtenaw Resource Document
3. Transportation Plan Update Element
4. Non-motorized Transportation Plan Element
5. Northeast Area Transportation Plan Resource Document

West Stadium Boulevard

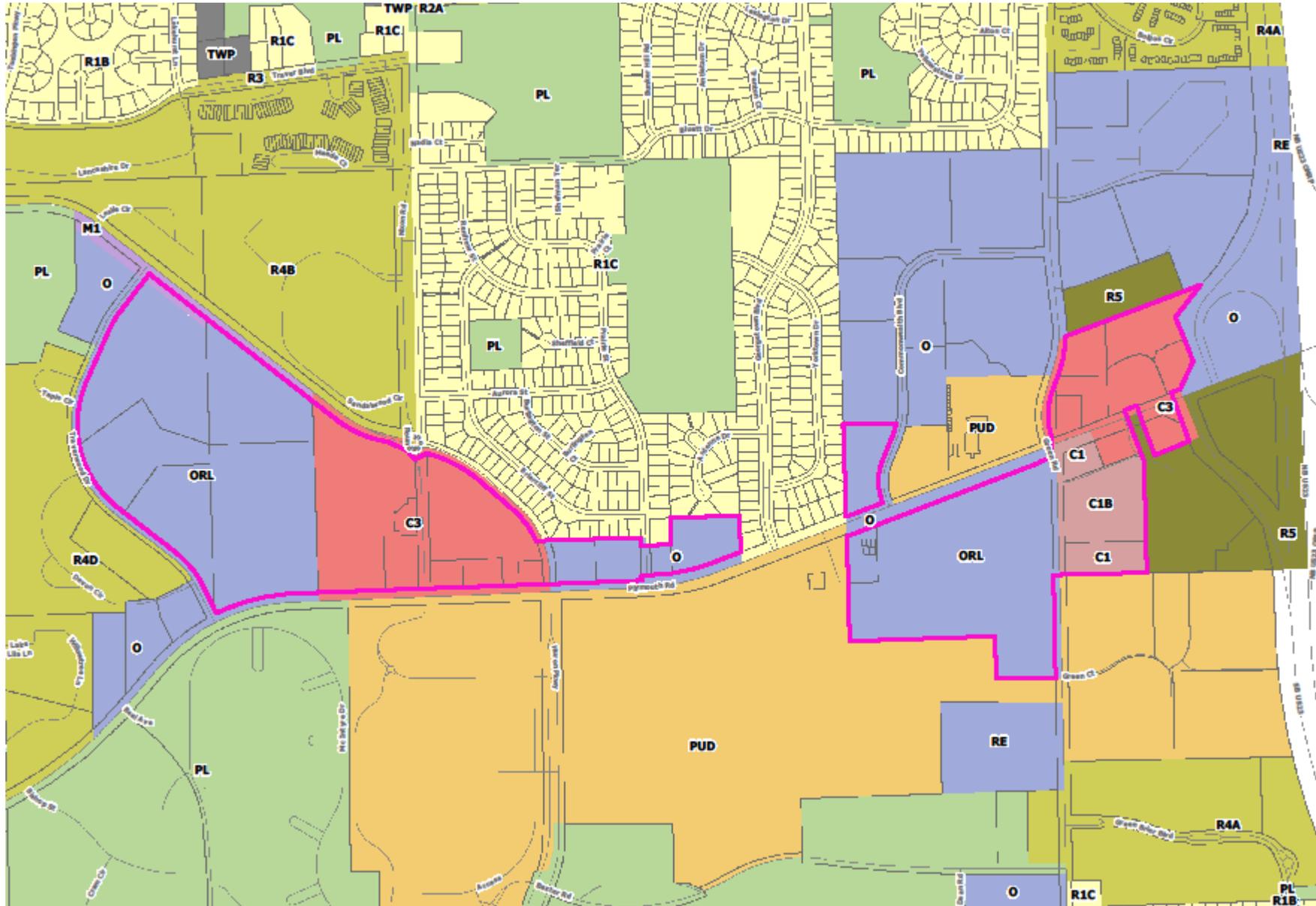


West Stadium Boulevard

- Master Plan Elements collectively support rezoning or upzoning, design standards
- Boundaries generally correspond to Liberty/Stadium Commercial District, partially Shopping Center District and partially Pauline/Stadium Neighborhood District

1. Land Use Element

Plymouth Road

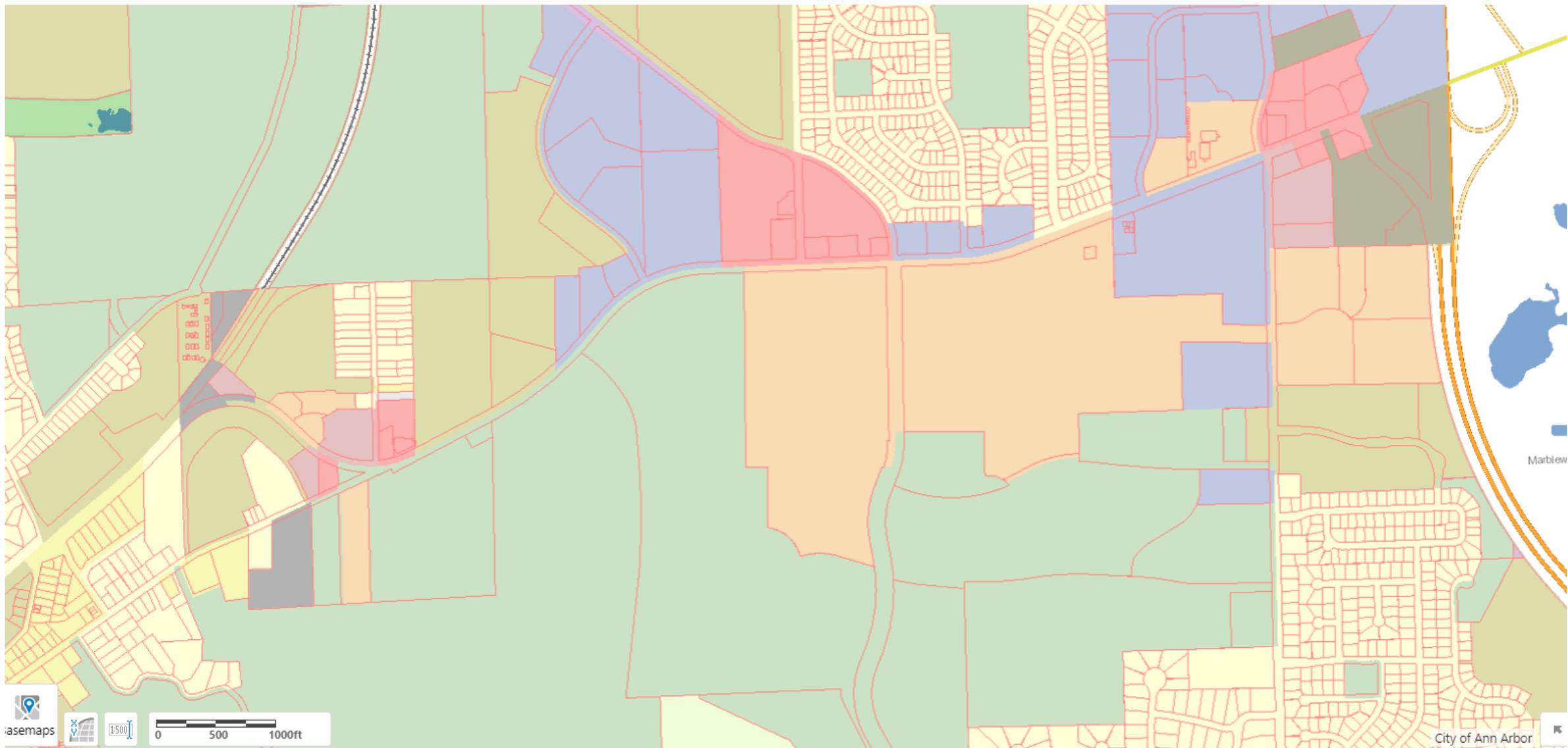


Plymouth Road

- Master Plan Elements collectively support rezoning or upzoning, design standards
- Boundaries correspond to underlying mixed use and special purpose zoning districts

1. Land Use Element
2. Transportation Plan Update Element
3. Non-motorized Transportation Plan Element
4. Northeast Area Transportation Plan Resource Document

Extended Plymouth Road



Marble

City of Ann Arbor

