

City of Ann Arbor Transportation Commission

FEBRUARY 17, 2021

New Zoning District: TC1 Transit Corridor

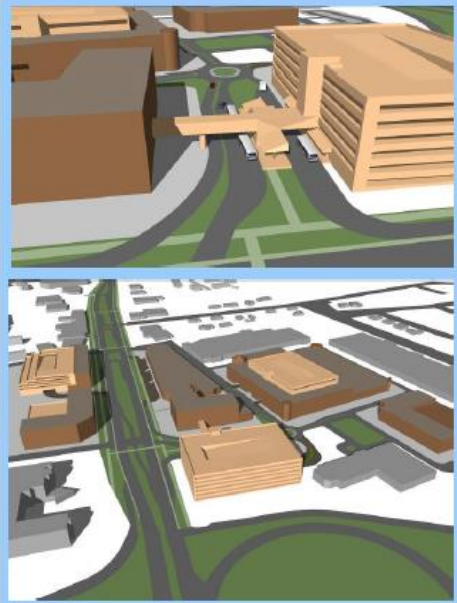
NEW MIXED USE ZONING DISTRICT

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.

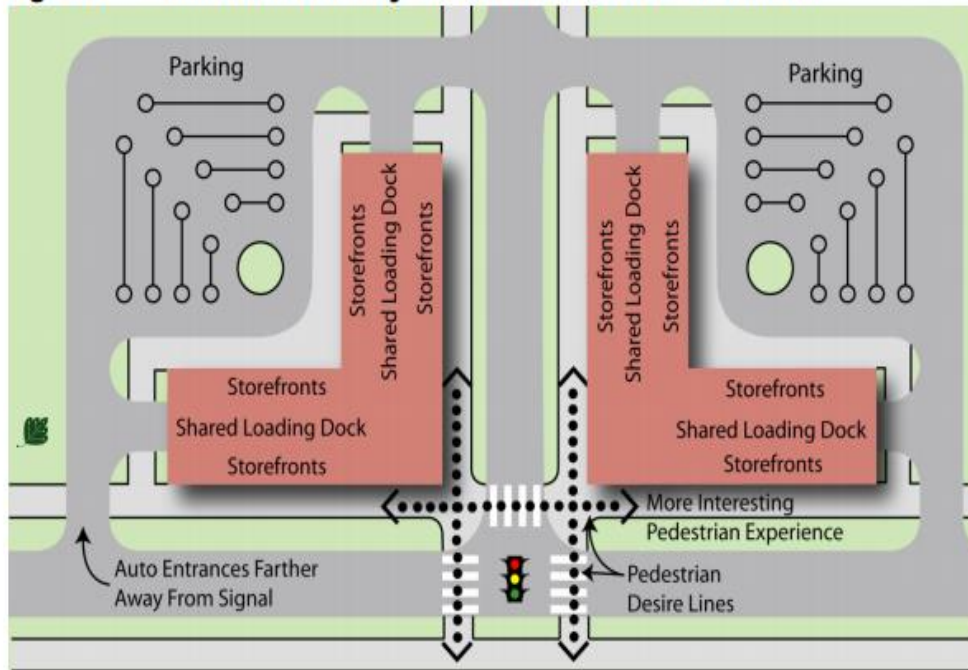
- Provide an inviting environment for walking with pedestrian-oriented design. That would include buildings closer to the street, streetscape amenities, and convenient pedestrian connections between uses and transit stops.
- Promote residential and employment densities that support transit for development 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

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Mixed Use Zoning Districts

Mixed Use Zoning Districts	Summary of Uses
O Office	Residential, Office, Personal Services, Restaurant/Bar
C1 Local Business	Residential, Office, Personal Services, Restaurant/Bar, <u>General Retail</u> , <u>Indoor Recreation</u>
C1A Campus Business	Residential, Office, Personal Services, Restaurant/Bar, General Retail, Indoor Recreation
C1A/R Campus Business Residential	Residential, Office, Personal Services, Restaurant/Bar, General Retail, Indoor Recreation
C1B Community Convenience Center	Residential, Office, Personal Services, Restaurant/Bar, General Retail, Indoor Recreation
C2B Business Service	Residential, Office, Personal Services, Restaurant/Bar, General + <u>Wholesale Retail</u> , Indoor + <u>Outdoor Recreation</u> , <u>Entertainment</u> , <u>Vehicle Service</u> , <u>Construction Service</u> , <u>Storage</u>
C3 Fringe Commercial	Residential, Office, Personal Service, Restaurant/Bar, General + Wholesale Retail, Indoor + Outdoor Recreation, Entertainment, Vehicle Service, Construction Service, Storage
D1 Downtown Core	Residential, Office, Personal Services, Restaurant/Bar, General Retail, Indoor Recreation, Entertainment
D2 Downtown Interface	Residential, Office, Personal Service, Restaurant/Bar, General Retail, Indoor Recreation
TC1 Transit Corridor	Residential, Office, Personal Service, Restaurant/Bar, General Retail, Indoor Recreation, Entertainment

Borrowing from other districts:

TC1 Transit Corridor District

- Permitted uses like **D2** and **C1s**
- Placement standards like **D2, O**
- Form-based standards like **D1, D2, Characters**
- Use specific standards to attain amenities and features needed to support, expand, meet

Components of Zoning Districts: Intent Statement

- What** **This district is intended to ...** *facilitate, encourage, and support redevelopment and infill to realize mixed use developments and achieve mixed use corridors*
- Where** **This district is for ...** *along existing transit corridors with regular fixed service provided by the Ann Arbor Area Transportation Authority with established commercial and office developments*
- Why** **This district will ...** *further the goals expressed in all elements of the master plan, particularly in the Sustainability Framework, the Land Use Element, the Climate Action Plan, the Transportation Plan, and the Nonmotorized Transportation Plan*

Components of Zoning Districts: Permitted Uses

YES

- Residential
- Office
- Indoor Recreation
- Entertainment
- General Retail
- Restaurant/Bar
- Personal Services

NO

- Automobile Sales
- Fueling Station
- Wholesale
- Repair
- Warehouse, Storage
- Drive-through Facility

Component of Zoning Districts: Use Specific Standards

Examples:

Specific	Standard
Uses	Must have residential (?)
Building Design	Two-story minimum 15' ground floor height 60% ground floor transparency Entrances facing street
Site Design	Parking lots behind Plazas Nonmotorized amenities
Height	Lower when adjacent to residential districts

Artspace Mt. Baker Lofts, Seattle



Capitol Hill, Seattle



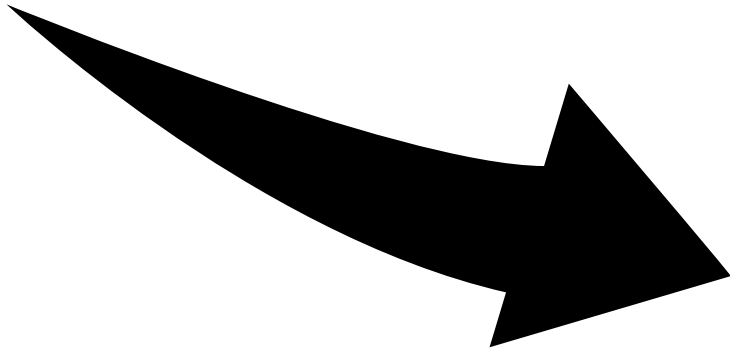
D.C. (Park View)



Seattle (Ballard)



114 & NORTHWEST HWY

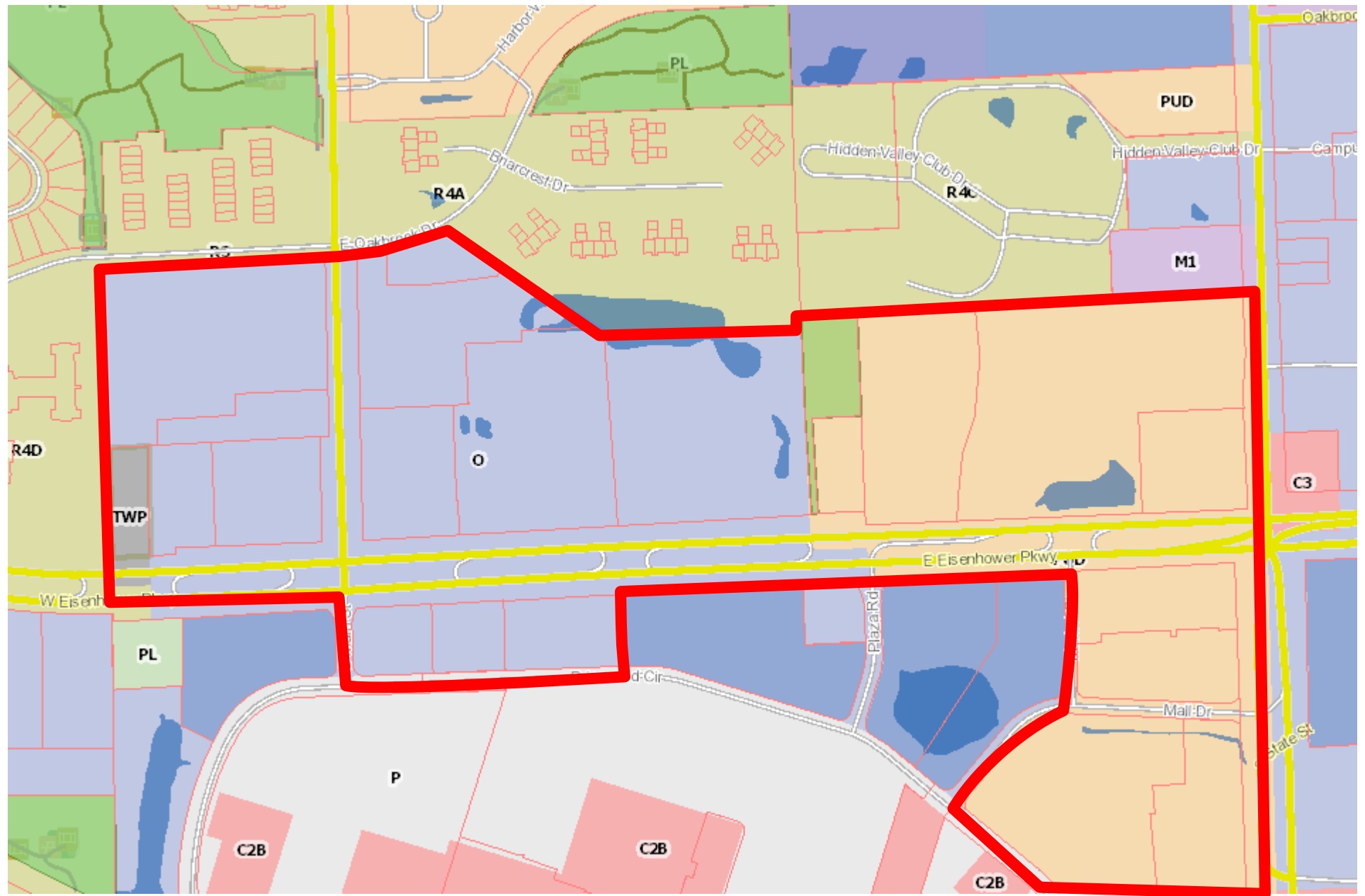


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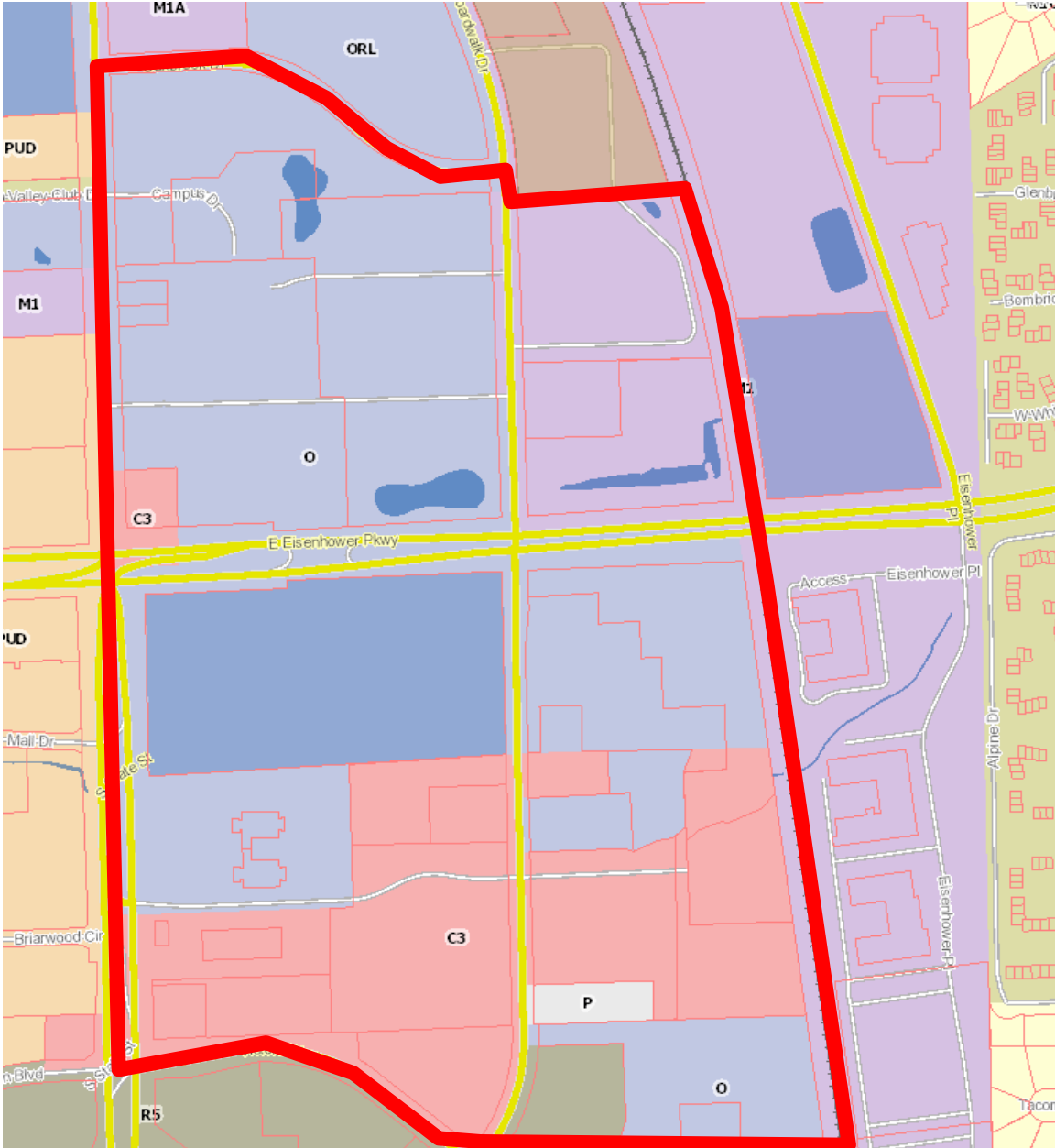
Discussion

- **Technical questions and clarification?**
- **Feedback and comments**
 - Targeted area or city-wide?
 - Curb cut restrictions? Roadway improvements?
 - Parity in transportation modes?
 - Mixed use requirements?
 - Critical design features, good design features?

South State & West Eisenhower Target Area



South State & East Eisenhower Target Area



Next Steps

- **Next draft** of proposed ordinance
- Continued engagement as ordinance progresses
 - **Webinars**
 - **Videos on demand**
 - **Ongoing community discussion**
- **Ordinance Revisions Committee, Tuesday, February 23, 7pm, zoom** (every fourth Tuesdays)
- **Planning Commission** public hearings (every first and third Tuesday)
- **City Council** action in June (every first and third Mondays)

www.a2gov.org/planning -- City Planning Initiatives

<https://www.a2gov.org/departments/planning/Pages/Proposed-Transit-Oriented-Zoning-District.aspx>