

UNIFIED DEVELOPMENT CODE

(Transit Corridor Additional Standards, Parking Structures)

AN ORDINANCE TO AMEND SECTIONS 5.16.3 AND 5.17.7 OF CHAPTER 55 (UNIFIED DEVELOPMENT CODE) OF TITLE V OF THE CODE OF THE CITY OF ANN ARBOR

The City of Ann Arbor ordains:

Section 1. That Table 5.17-7 of Section 5.17.7 of Chapter 55 (Unified Development Code) of Title V of the Code of the City of Ann Arbor be amended as follows:

TABLE 5.17-8: TRANSIT CORRIDOR ADDITIONAL STANDARDS	
SITES	
Curb Cut Limits	Lots 250 ft. in Width: No more than one curb cut for a two-way driveway or two curb cuts for a pair of one-way driveways. Lots 250 ft. or more in Width: No more than two curb cuts.
Parking Lot Placement	As provided in Section 5.19.6.A, however, no placement exceptions provided in Section 5.19.6.B may be applied.
Parking Lot Design	In addition to the maximum parking standards provided in Section Error! Reference source not found.5.19.9 , the portion of the site devoted to <i>vehicular use area</i> may not exceed: <p style="margin-left: 40px;"><i>Lots 250 ft. in Width:</i> 100% the total <i>building</i> footprint area. <i>Lots 250 ft. or more in Width:</i> 125% of the total <i>building</i> footprint area.</p> If this limitation on <i>vehicular use area</i> cannot accommodate the maximum number of permitted spaces, the remaining amount must be provided in a <i>parking structure</i> or within a <i>building</i> .
Development Arrangement	When the site is more than 62,500 sq. ft., the site must be designed as two or more blocks, with sidewalks, plazas, drives, private streets or proposed public rights-of-way separating the blocks.
ALL BUILDINGS	
Building Frontage	The minimum building frontage shall be 70% of the lot width provided this allows 90 ft. between the building and side lot line normally or 45 ft. between the building and side lot line when adjacent to a Residential Zoning District. If the site is divided into smaller blocks as required above, the minimum building frontage shall apply to each block.
Building Dimensions	The building width parallel to the Street may not exceed 250-300 ft. and <u>the building maximum diagonal</u> dimension may not exceed 360-450 ft.
Building Entrances	Buildings, including townhouse dwellings, at the front required setback must have a functional entrance door facing the Street. Entrances at corners are acceptable.
Building Access	Buildings must have a Sidewalk adjacent to all sides with main entrances.
One Story Building Exception	Buildings more than 750 ft. from a public Street may be 1 story.
Specific Building Types	
Townhouses and Apartment Building	Are not permitted within 100 ft. of a signalized intersection. Townhouses must have Street-facing doors and stoops. Garages may not face any public Street.

TABLE 5.17-8: TRANSIT CORRIDOR ADDITIONAL STANDARDS

<p>All Other Buildings First Floor</p>	<p>Any Street-facing wall of a Buildings except townhouse dwellings, that are not townhouses or apartment buildings must meet the D1/D2 design requirements provided in Section 5.17.6.C.2. Residential uses are not permitted on the first floor within 100 ft. of a signalized intersection.</p>
---	---

Section 2. That Section 5.16.3.L of Chapter 55 (Unified Development Code) of Title V of the Code of the City of Ann Arbor be amended as follows:

L. Parking Structure

1. D1 and TC1 District

In the D1 and TC1 districts, an off-street *parking structure* is not permitted at the level of ~~the an~~ adjacent Street designated as primary or transit corridor on the Street Type Designation Map as referenced in Section 5.10.2 unless separated from the primary or transit corridor 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 5.17.6 B. 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. D2 District

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*.

~~3. TC District~~

~~In the 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.~~

4.3. All Districts

In 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.

Section 3. This ordinance shall take effect and be in force on and after ten days from legal publication.

