

ORDINANCE NO. ORD-24-19

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 Public Hearing: October 7, 2024

Approved:
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 Effective:

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	<u>As provided in Section 5.19.6.A, however, no</u> 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 5.19.3, the portion of the <i>site</i> devoted to <i>vehicular use area</i> may not exceed: Lots 250 ft. in <i>Width</i> : 100% the total <i>building</i> footprint area. Lots 250 ft. or more in <i>Width</i> : 125% of the total <i>building</i> footprint area. 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 <i>site</i> is more than 62,500 sq. ft., the <i>site</i> must be designed as two or more blocks, with sidewalks, plazas, drives, private streets or proposed <i>public rights-of-way</i> separating the blocks.
ALL BUILDINGS	
Building Frontage	The minimum <i>building frontage</i> shall be 70% of the <i>lot width</i> provided this allows 30 ft. between the <i>building</i> and <i>side lot line</i> normally or 45 ft. between the <i>building</i> and <i>side lot line</i> when adjacent to a Residential Zoning District. If the <i>site</i> is divided into smaller blocks as required above, the minimum <i>building frontage</i> shall apply to each block.
Building Dimensions	The <i>building</i> width parallel to the Street may not exceed 250 300 ft. <u>and</u> The the <i>building</i> maximum diagonal dimension may not exceed 360 450 ft.
Building Entrances	<i>Buildings</i> , <u>including <i>townhouse dwellings</i></u> , at the <i>front</i> required setback must have a functional entrance door facing the Street. Entrances at corners are acceptable.
Building Access	<i>Buildings</i> must have a Sidewalk adjacent to all sides with main entrances.
One Story Building Exception	<i>Buildings</i> more than 750 ft. from a public Street may be 1 <i>story</i> .
Specific Building Types	

TABLE 5.17-8: TRANSIT CORRIDOR ADDITIONAL STANDARDS

<p>Townhouses and Apartment Building</p>	<p>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.</p>
<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.