



TO: Mayor and Council

FROM: Tom Crawford, Interim City Administrator

CC: Derek Delacourt, Community Services Area Administrator
John Fournier, Assistant City Administrator
Matthew Kulhanek, Fleet & Facilities Manager
Craig Hupy, Public Services Area Administrator
Nick Hutchinson, City Engineer
Brett Lenart, Planning Manager
Molly Maciejewski, Public Works Manager
Marti Praschan, Chief of Staff, Public Services
Tom Shewchuk, ITSU Director

SUBJECT: March 16, 2020 Council Agenda Responses

DATE: March 12, 2020

CA-5 - Resolution to Accept a Donation of Park Land at 3380 Nixon Road (The Annex, formerly Woodbury Club Apartments) from BRE Nixon Road Associates, LLC (8 Votes Required)

Question: Q1. The cover memo indicates the donation was not a condition of the site plan, but the development agreement council approved in September 2016 did reference conveyance of 6.58 acres (paragraph 12). Am I wrong about that or missing something? (Councilmember Lumm)

Response: The cover memorandum was incorrect and has been updated. The donation/transfer of property is a required condition of the approval.

Question: Q2. The development agreement also referenced the sale of the east parcel for \$277K. Is that what the City ended up paying and did the developer also fulfill the site plan approval condition of adding approximately 6,500 sq ft of wetland? (Councilmember Lumm)

Response: Yes, the developer sold the east parcel as required in the Development Agreement for \$277,000.

The developer intends to install the wetland replacement this Spring. Staff will inspect it after the work is completed. The development agreement includes language that requires the petitioner to submit an annual wetland monitoring report to the City to ensure the wetlands remain consistent with the recommendations of the Wetland Monitoring Plan.

Question: Q3. As I recall, both Woodbury Club Apartments and Nixon Farms contributed to the Nixon/Green/DhuVarren intersection improvements and agreed to participate/contribute to future improvements. Assuming that's correct, approximately how much will each be contributing to the Nixon Corridor Improvement project when that goes forward? (Councilmember Lumm)

Response: The developers of Nixon Farms and Woodbury Club Apartments contributed a total of \$1,025,460 to the Nixon/Green/Dhu Varren intersection improvements. There was no agreement for contributions to any additional improvements including the Nixon Corridor Improvement project.

Question: Q4. Finally, if the due diligence environmental assessment turns up something and the City decides not to accept the donation, is BRE Nixon Rd Associates responsible for the clean-up? (Councilmember Lumm)

Response: If the City decides not to accept the donation, then any due care obligations and responsibility would be determined under state law. Depending on the nature of any impact, it is possible that no clean-up would be required, but rather, the property maintained/operated in a manner to prevent exacerbation of the contamination.

CA-6 – Resolution to Approve a Grant Agreement with Ann Arbor-Ypsilanti Local Development Authority for the Fiber Optic & Conduit Installation in the DDA District (\$5,000,000.00)

CA-7 – Resolution to Approve a Professional Services Agreement with Magellan Advisors, LLC for Fiber Optic & Conduit Design and Planning Services for the DDA District (\$334,550.00)

Question: Q1. The cover memo states that the DDA District footprint for the installation, “is consistent with the guidelines established by the MEDC which oversees the funding.” Does “is consistent with” mean that spending of the LDFA grant dollars is strictly prohibited outside the DDA District? (Councilmember Lumm)

Response: The MEDC’s present guidance is that infrastructure spending is limited to the DDA district (or Tech Park). Non-infrastructure spending can be done for companies/services within the municipal boundaries.

Question: Q2. The budget for the LDFA was to end FY20 with a fund balance of \$3.1M. What is the current forecast and how much of that fund balance will be granted to the project up-front and how much is to be allocated in the future? (Councilmember Lumm)

Response: The FY20 included \$500k from this year's TIF capture, so it did not utilize fund balance. FY20 is projected to result in an addition to fund balance of \$192k. FY21 and going forward is anticipated to utilize fund balance, but the LDFA doesn't approve their recommended budget until March 26th.

Question: Q3. Will the DDA be contributing to the project, and if so, how much? Are there other funding sources (including any city dollars) or is the plan here to proceed on the project (scope and timing) as the LDFA grant funding will allow/support? (Councilmember Lumm)

Response: The present plan is to proceed with only LDFA grant funding as it's available.

Question: Q4. Can you please provide a sense of the timing/roll-out of the project? (Councilmember Lumm)

Response: Once the contractor completes the planning & design phase, staff will have a more robust timing plan. However, at this point a rough estimate is design, planning, and engineering for 6 months followed by construction, which is likely at least two years (but is also dependent on availability of funding).

CA-8 - Resolution to Approve the Attached Quote with CDW Government, LLC for Additional Microsoft Licenses and Related Service, and Appropriate Associated Funds (\$188,529.16) (8 Votes Required)

Question: Regarding CA-8, \$188K is a lot for licenses and 10 of the licenses are \$13K each. Can you please speak to the costs and are these one-time costs to acquire the licenses or what we'll be paying annually? (Councilmember Lumm)

Response: Years ago, our organization used to run two physical SQL Servers. This required us to run multiple applications on a single server, so maintenance to one application had the potential to result in a downtime to a variety of applications. Over the years, our database and application footprint has grown immensely. These licenses will allow us to run multiple SQL Servers with unlimited users (critical as some of our applications are used by citizens where we potentially have 100,000+ users) on two VMware virtualization hosts. We currently run 40+ SQL servers, and maintenance to a single application can be isolated as it is run on a dedicated virtual server.

These are the upfront costs to purchase the additional licenses. This purchase will increase our maintenance costs by \$25,534.00 annually going forward.

CA-14 - Resolution to Approve a Best Source Lease Agreement with Big Belly Solar, Inc. for Lease of Solar Compacting Trash and Recycling Containers (\$23,290.08/year 1 and 2; not to exceed \$150,000.00 for 5 years)

Question: Regarding CA-14, the cover memo indicates the City is in the process of replacing all the pedestrian containers and these will “supplement” the new pedestrian containers. Can you please elaborate on what that means (will they be substitutes or extra containers) and what is the cost per container for these containers compared with the containers in the replacement program? Also, what is an anti-graffiti wrap and do the replacement containers planned have that feature? (Councilmember Lumm)

Response: The Big Belly containers will be used in lieu of traditional containers at high volume locations. The new traditional pedestrian containers is approximately \$1500.00 per container. A Big Belly container lease including the reporting capabilities is approximately \$100 per month.

An anti-graffiti wrap covers the surface of the Big Belly container. The wrap serves the dual purpose of outreach through printed messaging and easy graffiti removal. The new pedestrian cans do not have anti-graffiti wraps; however, they are powder-coated metal and the City has touch up paint to cover any graffiti.

CA-16 – Resolution to Approve the Purchase of Vehicles from Berger Chevrolet (Mi-Deal Contract \$327,790.00) and to Amend the Fleet and Facility Unit FY 2020 Budget (\$180,706.00) (8 Votes Required)

Question: Q1. The cover memo indicates we are replacing these 10 vehicles early for climate action-related reasons. When would these 10 vehicles have been replaced under the normal vehicle replacement criteria? Are there other vehicles where early replacement is being considered and if so, how many? (Councilmember Lumm)

Response: Of the 10 vehicles being recommended for replacement, five were scheduled for replacement in FY22, two in FY23, and three in FY24. The City continues to look at vehicles that can be replaced with all electric vehicles consistent with a number of City policies. Available funding is the key to moving forward with any early replacement effort. There are approximately a dozen light vehicles used for fire inspections and housing/rental inspections that are candidates for electrification. No specific funding source has been identified for these vehicles so there is no active plan for early replacement and conversion of these vehicles to all electric at this time.

Question: Q2. Previously on these electric vehicle purchases, the incremental costs (vs. gasoline powered vehicles) was captured and charged to the Sustainability Office Budget. Unless I missed it, that isn’t occurring for this purchase. Can you please speak to that and if this does represent a change in city practice? If so, what is the rationale for the change and does it mean we no longer believe it is appropriate to measure, track, and allocate climate action program-related costs separately? (Councilmember Lumm)

Response: In this instance, the Construction Fund has the funding to cover the entire cost and therefore with the stated desire of the Community Services unit to move as aggressively as possible to convert their fleet to electric vehicles it was mutually agreed that the Construction Fund would be used to pay for the acquisition, thereby allowing Sustainability to stretch their funds further for the purposes of pursuing the City's Green Fleets policy. This does not represent a permanent change in our practice of charging OSI for the incremental cost in other instances and it will not interfere in our ability to measure the funds the city spends on sustainability related initiatives in any way.

Question: Q3. Do the Construction Fund rules allow the fund to pay for purchases like this where incremental costs are involved and there are equivalent, but lower cost, alternatives? (The reason I ask is that I recall an issue in the past regarding what were allowable expenditures of construction code fund dollars.) (Councilmember Lumm)

Response: The Construction Fund does allow for these expenditures to be made. This procurement was analyzed and approved by the Attorney's Office before it was added to the Council agenda.

CA-17 - Resolution No. 1 - Prepare Plans and Specifications for the Proposed South Main Street Sidewalk Gap Project - Special Assessment District #62, and Appropriate \$115,000.00 from the General Fund Balance for the Design of the Project (8 Votes Required)

Question: Regarding CA-17, the cover memo states that the City will be requesting a contribution from UM on this sidewalk gap project. "Requesting a contribution" sounds like UM is not obligated to pay sidewalk assessments as other property owners are – is that correct? While I obviously understand UM does not pay taxes, this seems different in that it's a specific improvement to their property – can you please speak to that and the rules/laws governing this? (Councilmember Lumm)

Response: The University is exempt from property taxes, and while special assessments are different from property taxes, the University is exempt from special assessments as well. The law allows for exempt organizations, such as the University, to agree to pay special assessments against their property, and this is how the City routinely approaches the University and other exempt entities regarding assessments.

Question: Also on CA-17, the cover memo mentions Golf and Outing. Were they informed of this project/assessment when the stadium sidewalk project was done and are there any other individual property owners that would be impacted by this? (Councilmember Lumm)

Response: The Stadium Blvd. project was focused on the sidewalk along that side of the property, not on the future sidewalk along South Main. Staff has not had any contact with Ann Arbor Golf and Outing regarding the South Main sidewalk since the completion of the Stadium Blvd. project. Should this resolution be approved, reaching out the Ann Arbor Golf and Outing would be one of the first activities on the project. Other properties

potentially impacted by the project beyond the golf courses are the parcels on the corners of Valhalla Drive and Main Street (although these are currently Township properties) and the office building at 2100 South Main (corner of South Main and Ann Arbor-Saline Road).

Question: The memo says: "Because a portion of the project is adjacent to property University towards this portion of the project. There is also a proposed development within the project limits, "Valhalla Ann Arbor", which if approved, would be expected to construct, or pay the cost of, the sidewalk adjacent to their development."

The memo says the cost of the sidewalk adjacent to the Valhalla project would be charged to the development "if approved". Wouldn't the land owner be required to contribute whether or not the Valhalla project is approved? (Councilmember Eaton)

Response: Yes, if or when the properties are annexed into the City. Currently, these properties are in Pittsfield Township, and any special assessment costs would not be assessed until annexation.

CA-19 – Resolution to Approve an Agreement with the Downtown Development Authority for the First and Ashley Street Improvement Project. (\$2,334,383.00)

Question: Regarding CA-19, I understand the rationale and basis for the cost sharing for most aspects of the project, but can you please elaborate a bit on how the 73/27 sharing was determined on the road re-construction? (Councilmember Lumm)

Response: The City typically pays for 100% of the road resurfacing costs for streets in need of repair, however, in the case of First and Ashley Street, the DDA is the primary entity leading the improvement project and agreed to pay a larger share to allow resurfacing to proceed with the project in 2020. Combining efforts reduces disruption and costs associated with mobilizing, managing, and constructing separate projects. The intent was to follow the cost split used for the William Street project, with 65% of the resurfacing costs paid by the DDA and 35% by the City. However, the bids received were higher than had been anticipated for the road work. Staff determined that this was due to more extensive road grading, removals, and subbase associated with both the City stormwater work and the DDA bikeway work. As a result, these costs were assigned proportionately to the Stormwater Fund and to the DDA.

Question: Also on CA-19, the response to my question last meeting on AC-2 (Nixon Corridor Improvement Project) was that there were no other major re-construction projects over the next five years because the focus was on re-surfacing and capital preventative maintenance – wouldn't this qualify as a major re-construction project? (Councilmember Lumm)

Response: The portion of the pavement related work being paid for by the City is for the resurfacing of the streets only. Other elements of the project, such as the protected bikeway, two-way conversion, and streetscape work are being funded by the DDA.

Question: The memo says the DDA will pay 100% of the cost of the stormwater improvements but also provides \$1,221,825.00 from the city's stormwater funds for stormwater infrastructure. Please explain the City's expenditure for an item 100% covered by the DDA. (Councilmember Eaton)

Response: This was an error in the text of the memo. The DDA is paying for 100% of the stormwater improvements associated with the bikeway (bioswales and plantings) and the City is paying for 100% of the cost of the underground stormwater improvements (\$1,221,825), as the City had requested that this work be added to the scope of the project.

Question: Can staff provide an item by item amount contributed for each kind of expenditure for the DDA and the City for (1) Street, Bridge, and Sidewalk Millage (pavement resurfacing), (2) Stormwater Sewer System Fund (stormwater infrastructure), (3) Water Supply System Fund (water main consolidation), (4) Information Technology Service Fund (conduit installation), and (5) Major Street Fund (traffic signal and sign work). (Councilmember Eaton)

Response: This information is contained in Exhibit B of the agreement (attached here for your convenience). The columns along the top of the chart can be translated to specific City funds as follows:

“City Road” = Street, Bridge, and Sidewalk Millage
“City Water” = Water Supply System Fund
“Allen Creek Watershed” = Stormwater Fund
“City IT” = Information Technology Service Fund
“City Signal Cost” = Major Street Fund

The numbers listed in the resolution memo are slightly higher in some cases because some additional City staff time is anticipated to be spent in these area.

CA-20 - Resolution No. 2 - Proposed Fuller Court and Nixon/Traver Sidewalk Gap Project - Special Assessment Districts #57 & 56

Question: Regarding CA-20, if AAPS and UM were to pay based on their frontage, how much would each be paying (and reducing the Street Millage funding portion by)? (Councilmember Lumm)

Response: The estimated amount to be charged to Ann Arbor Public Schools for work adjacent to their property is \$4,700. The estimated amount to be charged to the University of Michigan for work adjacent to their property is \$67,400.

C-1 – An Ordinance to Add a New Chapter 122 (Historic Entertainment Sound District) to Title IX of the Code of the City of Ann Arbor

Question: Q1. This was postponed January 21st in order to provide more time for staff to meet with impacted area business associations, neighborhood associations etc. Assuming there were meetings, can you please provide a summary of the feedback and/or the meeting notes from those discussions? (Councilmember Lumm)

Response: The feedback was to expand the proposed district, remove any reference to historic or entertainment and to clarify other minor issues in the first draft. The proposed changes and expanded district is represented in the revised version provided to Council.

Question: Q2. Can you please elaborate on the rationale for the revised/expanded boundaries now being proposed as well as the revised/reduced maximum sound levels? (Councilmember Lumm)

Response: Direction of council and discussion with business and merchant associations.

Question: Q3. The letter Mayor and Council received March 4th from Joseph and Carolyn Acure suggested that the City consider requiring that “raucous music” be kept indoors. Did we consider having indoor/outdoor restrictions or separate indoor/outdoor standards? (Councilmember Lumm)

Response: No. In staff’s opinion noise is noise regardless of where it is projected from.

Question: Q4. The Acure letter also indicated that – based on their measurements - existing sound levels are much lower than what was indicated in the Carlisle Wortman study. Can you please comment on that and confirm that the maximum sound levels now being proposed in the revised version of the ordinance are consistent with the statement in the cover memo that, “The proposed amendment does not allow sound greater than what exists currently and what has been common in the area historically.” (Councilmember Lumm)

Response: In staff’s opinion, levels are still consistent with the statement although more conservative than previously proposed. The expanded area covered increases the variables associated with the recommendation. The more conservative levels are recommended to reflect that expansion in geography. It is a more conservative recommendation even though the area impacted is larger.

DC-3 – Resolution Directing the Planning Commission to Create a Transit Supported Development District

Question: Q1. The memo from Councilmember Ackerman indicated that the Planning Commission has been working on this Transit-supported Zoning District for some time

and has reviewed a First Draft. Can you please provide that draft as well as the meeting minutes from all discussions the Planning Commission (or subcommittees) have held on the matter. Also, please indicate in which of these meetings/discussions there was a public hearing or public input/involvement, and for those, please provide a summary including number of attendees and the input/feedback provided. (Councilmember Lumm)

Response: The current draft, staff report, minutes, and presentation from the Planning Commission meeting of October 1, 2019 where a public hearing was held are all attached. Additionally, the draft was discussed in concept or draft at the 8/22/17 & 2/26/2019 Ordinance Revisions Committee meetings, and the 2/12/19 Planning Commission Working session.

Question: Q2. Based on that First Draft, what criteria is used to define an area that would be eligible to be re-zoned a Transit Supported Development District? (Councilmember Lumm)

Response: Based on the first analysis of this concept, it is envisioned that such districts would be limited to the City's signature transit corridors that have previously been defined by master planning efforts. It will also require any property zoned to have direct frontage on a transit route.

Question: Q3. Based on the First Draft, is there a minimum size or number of properties for the area to be a Transit Supported Development District or could an individual parcel be re-zoned? (Councilmember Lumm)

Response: Currently, no minimum size or number of properties is proposed, an individual parcel could be rezoned.

Question: Q4. The second to last whereas clause identifies Plymouth-Fuller, State, Jackson, and Washtenaw as being "under-utilized". Does that mean we define "utilization" by the amount of affordable housing and if so, when was that determination made? Also, are those the only corridors eligible for the new zoning based on the First Draft? (Councilmember Lumm)

Response: This question would be best posed to the resolution sponsors. A staff view on the phrase would be that the City's Master Plans encourage more density, mixed land uses, and patterns of development along these corridors that promote alternative transportation use an access to automobiles. It is possible that the zoning district could be applied to other transit corridors such as Stadium, Packard, or Ann Arbor-Saline/Main.

Question: Q5. The third resolved clause identifies potential "solutions" including increasing Floor Area Ratio (FAR) density - what are eligible FAR's (and height maximums) along these major corridors now and what were they in the First Draft? (Councilmember Lumm)

Response: The eligible FARs and height maximums vary by zoning district, here is the range for each corridor:

- Plymouth/Fuller – Eligible FARs range from 75% to no maximum, height maximums range from 30 feet to no maximum height.
- Jackson – Eligible FARs have no maximum, height maximums range from 30 to 80 feet.
- Washtenaw Avenue – Eligible FARs have no maximum, height maximums range from 55 feet to no maximum height.
- State – Eligible FARs range from 75% to no maximum, height maximums range from 35 feet to no maximum height.

In the attached draft, there are no maximum FAR limits, and no height limits, except, that no building within 300 feet of a residential area can exceed 80 feet in height.

Question: Q6. The June 15 deadline is just three months away. What other work will not be done by the Planning Commission during this time period? (Councilmember Lumm)

Response: This is undetermined at this point, however, staff presumes that it could have timing delays on other ordinances such as proposed outdoor lighting, planned project modifications, and/or EV parking requirements.

Question: Q7. Councilmember Ackerman also indicated that “it was his intention and assumption that any future action to implement a Transit Supported Development district along a particular corridor would be accompanied by further community engagement.” That certainly is appropriate and how, specifically, would staff (and the Planning Commission) plan to meet that intent/commitment? (Councilmember Lumm)

Response: This is undetermined at this time, however, staff and the Planning Commission would work to identify methods to share this concept and receive public feedback to meet this goal.

EXHIBIT B

	DDA		City Road		City Water		Allen Creek Watershed		City IT		City Signal Cost		TOTAL EST COSTS
Construction Contract Work Items:													
SITE PREPARATION & MANAGEMENT	80%	\$587,746	13%	\$94,040	1%	\$3,795	6%	\$41,659	1%	\$2,478	1%	\$6,190	\$735,909
TRAFFIC CONTROL	77%	\$286,570	8%	\$30,658	1%	\$3,811	11%	\$41,837	1%	\$2,489	2%	\$6,217	\$371,582
WATERMAIN UTILITY WORK	92%	\$861,384	0%	\$0	8%	\$72,894	0%	\$0	0%	\$0	0%	\$0	\$934,278
STORMWATER MANAGEMENT	18%	\$152,240	10%	\$81,975	0%	\$0	72%	\$618,691	0%	\$0	0%	\$0	\$852,906
ROADWAY RECONSTRUCTION	73%	\$1,687,472	19%	\$440,910	0%	\$0	8%	\$181,525	0%	\$0	0%	\$0	\$2,309,907
BIKEWAY CONSTRUCTION	100%	\$763,090	0%	\$0	0%	\$0	0%	\$0	0%	\$0	0%	\$0	\$763,090
STREETScape & LIGHTING	96%	\$1,074,618	0%	\$0	0%	\$0	0%	\$0	4%	\$47,600	0%	\$0	\$1,122,218
SIGNALS & SIGNAGE	84%	\$640,027	0%	\$0	0%	\$0	0%	\$0	0%	\$0	16%	\$118,911	\$758,937
CONSTRUCTION CONTRACT		\$6,053,147		\$647,583		\$80,500		\$883,712		\$52,567		\$131,318	\$7,848,827
Other Construction Related Services:													
Field Engineering, Inspection, Staking	12%	\$726,378		\$77,710		\$9,660		\$106,045		\$6,308		\$15,758	\$941,859
Construction Admin & Engineering	3%	\$181,594		\$19,428		\$2,415		\$26,511		\$1,577		\$3,940	\$235,465
Material Testing	3%	\$181,594		\$19,428		\$2,415		\$26,511		\$1,577		\$3,940	\$235,465
Construction Contract contingency	12%	\$726,378		\$77,710		\$9,660		\$106,045		\$6,308		\$15,758	\$941,859
CONSTRUCTION TOTAL		\$7,869,091		\$841,859		\$104,650		\$1,148,825		\$68,337		\$170,713	\$10,203,475

*Percentages and dollar amounts are rounded

PLANNING AND DEVELOPMENT SERVICES STAFF REPORT

For Planning Commission Meeting of September 16, 2019

SUBJECT: Amendments to Chapter 55 (Unified Development Code) to create a new zoning district, T1 (Transit Support)

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the amendments to Chapter 55 Unified Development Code to create a new zoning district, T1 (Transit Support) District.

STAFF RECOMMENDATION:

Staff recommends that the amendments to the Unified Development Code be approved.

SUMMARY:

A new zoning district is proposed, T1 (Transit Support) district, which is intended to require mixed uses in sufficient density to support transit systems, provide more housing choices, and further the goals of the Master Plan. Development in this district must include residential uses, must be set close to the street, and must be designed to provide accommodations for all modes of transportation with an emphasis on pedestrians and non-motorized modes. Amendments to several sections are necessary to implement and integrate this new district into the Unified Development Code, including Section 5.12 (Mixed Use Zoning Districts), Section 5.15 (Permitted Use Tables), Section 5.16 (Use Specific Standards), Section 5.17 (Area, Height and Placement Regulations) and 5.20 (Landscaping, Screening and Buffering).

BACKGROUND:

Increasing density along transit corridors is a top priority called out in several of the 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 alternative 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 Master Plan: Land Use Element goals, objectives and action statements.

Planning staff began this implementation project by analyzing the available options to achieve the kind of development recommended by the Master Plan. The Unified Development Code is our primary tool to address and affect land use in Ann Arbor. It was the most obvious starting point and the most effective agent to realize change to the built form of the City. However, there is no existing zoning district that requires both residential and nonresidential uses in the same development. While the downtown zoning districts have elementary form-based requirements (example, maximum front setback, minimum height, and offset standards), the commercial districts found along transit corridors only have one simple requirement to promote pedestrian orientation (a maximum front setback standard). A new zoning district, combining and building upon the best elements of the downtown and commercial districts, is desirable.

Over time, Planning staff worked with numerous stakeholders to draft a new district, including representatives from the Planning Commission and the Housing and Human Services Advisory Board. The proposed T1 (Transit Support) district has permitted uses like the D2 (Downtown Interface) and C3 (Fringe Commercial) districts. It has placement standards like the O (Office) district, and form-based standards like the D1 (Downtown Core), D2, and nine Character overlay districts. It also has new requirements specifically introduced to attain the amenities and features needed to support transit systems, expand housing opportunities and choices, and meet sustainability goals.

It is envisioned that the T1 district would be immediately appropriate for South State Street corridor, including extensions along East and West Eisenhower Boulevard, and the Washtenaw Avenue corridor. Property owners, or those with permission from property owners, could apply to rezone their land to T1. Also, rezonings could be initiated by City Council or the Planning Commission. (See UDC Section 5.29.9.B)

The T1 district may also be appropriate, or a similar district with tailored with adjustments could be created (i.e., a T2 or T3 district), for the West Stadium Boulevard, Plymouth Road, Packard Street, and Ann Arbor-Saline Road corridors. Just like South State Street, Eisenhower Boulevards, and Washtenaw Avenue, these are all signature transit routes with fixed bus service that could accommodate and need increased development density and supporting amenities.

Proposed Amendments:

A) Article II Zoning Districts, Section 5.12 Mixed Use Zoning Districts

The following intent statement is proposed to be added to this section, becoming the new, last mixed use district. (O, C1, C1A, C1B, C1A/R, D1, D2, C2B, and C3 are the existing mixed use districts.)

5.12.9 T1 Transit Support

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

B) Article III Use Regulations, Section 5.15 Permitted Use Table

A new column is proposed to be added to the mixed use group in Table 5:15-1 Permitted Primary Use and Table 5:15-2 Permitted Accessory Use. Permitted primary uses in the T1 district are the generally the same as the D2 and C3 districts with the exceptions noted below.

Primary Use	D2	C3	T1
Conference Center	X	X	P
Outdoor Recreation use	X	P	X
Automobile, etc. Sales	SEU	P	X
Fueling Station	SEU	P	X
Wholesale, Resale, Building Supplies	X	P	X
Automobile, etc. Repair	SEU	P	X
Parking Lot & Structure	SEU	X	X
Vehicle Wash	SEU	P	X
Laboratory	X	X	P
Research & Development	X	X	P
Marijuana Secure Transporter	X	P	X
Rail, Transportation ROW	P	P	X
Marijuana Grower	X	P	X
Marijuana-Infused Product Processor	X	SEU	X
Wireless Communication Facility	SEU	P	P
Warehousing, Indoor Storage	X	P	X

A new column is also added to Table 5:15-2 Permitted Accessory Use Table. Only one difference between the D2 and C3 districts and the T1 district is proposed: drive-through facilities are permitted special exceptions in D2 and C3 but are not permitted in T1.

Accessory Use	D2	C3	T1
Drive-Through Facility	SEU	SEU	X

C) Article III Use Regulations, Section 5.16 Use Specific Standards

The following use specific standards for development in the T1 are proposed to be added to Section 5.16.3 Commercial Uses:

Q. Mixed Use Development

1. Mixed Use Requirement.

- a. A minimum of half of the floor area of the total development must be used for household living.
- b. Dwelling units may be located in the same building as nonresidential uses or may be located in a separate building as long as the development has a unified character, compatible and mutually supportive and complimentary design.

2. Building Design.

- a. The floor area of the second floor must be at least 75% of the floor area of the first floor.
- b. The first floor must have a minimum of 15 feet in height.
- c. 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.

3. Transparency.

- a. A minimum of 60% of the first floor street-facing façade between two and nine feet in height must be comprised of clear windows and doors that allow views of interior space or product display areas.
- b. The bottom of any window or product display area used to satisfy the transparency percentage required above must not be more than 3 feet above the adjacent sidewalk.

4. Doors and Entrances.

- a. Buildings must have a functional entrance door facing a street. Entrances at building corners may be used to satisfy this requirement.
- b. A building entrance may include doors to individual offices or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of mixed-uses.

5. Site Design.

- a. The development shall be arranged to accommodate all modes of transportation including pedestrian, bicycles, personal vehicles, ride sharing, and public transit.
- b. Amenities must be provided to facilitate access to and use of nonmotorized transportation modes. Examples of amenities that facilitate access and use include

wide sidewalks and paths with decorative paving, benches and seating walls, shelters, pedestrian-scale lighting, and separation from motorized transportation. Other amenities of this nature may be appropriate depending on the size and location of the site and best practices must be used when proposing and approving the applicable amenities for a development.

- c. The convenience and safety of pedestrian and non-motorized transportation modes to access building entrances and site amenities must be prioritized over motorized transportation modes.
- d. Adequate and convenient space shall be provided for ride sharing services and any other form of shared transportation.
- e. Motorized transportation and spaces for vehicle parking must yield to all other forms of transportation. The number of driveways, width of drives and aisles, and number of parking spaces must be reduced to satisfy the site design features and priorities specified above.

6. 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 Section 5.19.2.
- b. Nonresidential Floor Area – For vehicle parking, a minimum of none and a maximum as provided by Section 5.19.2. For bicycle parking, as required by Section 5.19.2.

D) Article IV Development Standards, Section 5.17 Area, Height and Placement Regulations

A new row is proposed to be added to Table 5:17-4 for area, height and placement regulations for the T1 district. Staff has also taken this opportunity to reformat the table from portrait to landscape orientation and has incorporated most footnotes into the body of the table for clarity. Only the T1 row from the table is provided below.

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
T1	<u>See Section 5.16.3.Q</u>	<u>None</u>	<u>Open Space</u> <u>Min: 25%</u>	<u>Max: 10 ft.</u>	<u>Min: 30 ft. [C] for Buildings within 300 ft. of R district, otherwise 0 ft.</u>		<u>Min: 24 ft. and 2 stories</u> <u>Max: 80 ft. for Buildings within 300 ft. of R district, otherwise none.</u>	<u>None</u>	<u>None</u>

NOTES:
[C] Plus one foot of additional setback for each foot of Building Height above 30 feet.

E) Article IV Development Standards, Section 5.20 Landscaping, Screening and Buffering

Section 5.20.4 Conflicting Land Use Buffers is proposed to be amended to include T districts among those which require conflicting land use buffers when adjacent to residential districts.

STAFF COMMENTS:

The proposed T1 district represents a meaningful, achievable, and realistic way to implement the goals expressed in the Master Plan. It has been crafted to be attractive to property owners and developers while ensuring that new development meets the expectations of the community for mixed uses, character, amenities, and housing choices.

Prepared by Alexis DiLeo
Reviewed by Brett Lenart
9-13-19

Attachment: Ordinance to Amend Chapter 55 Unified Development Code (T1 Transit Support) – Draft 9/13/19

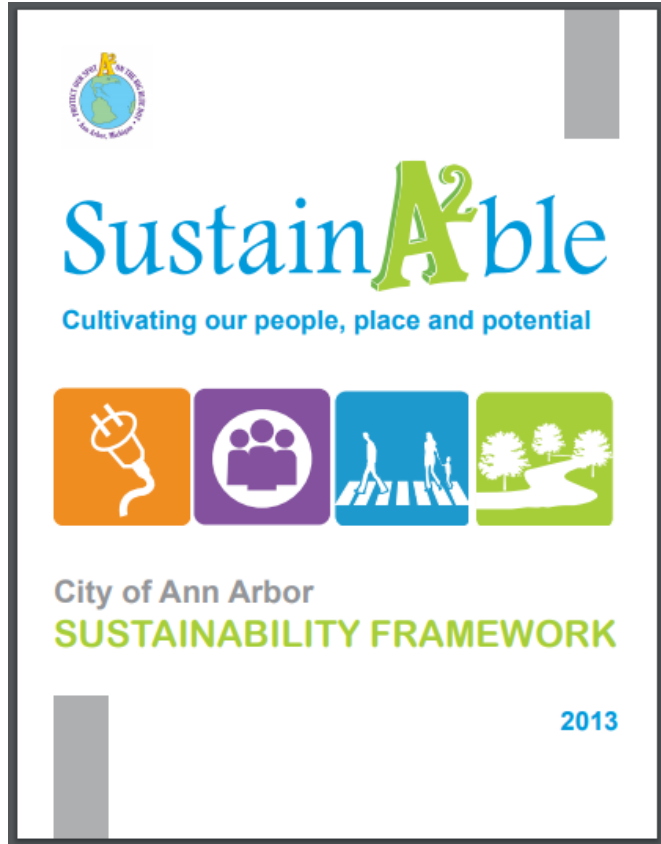
c: City Attorney's Office

City of Ann Arbor Planning Commission

T1 Transit Support District

AN AMENDMENT TO CREATE A NEW ZONING DISTRICT

Master Plan Goals



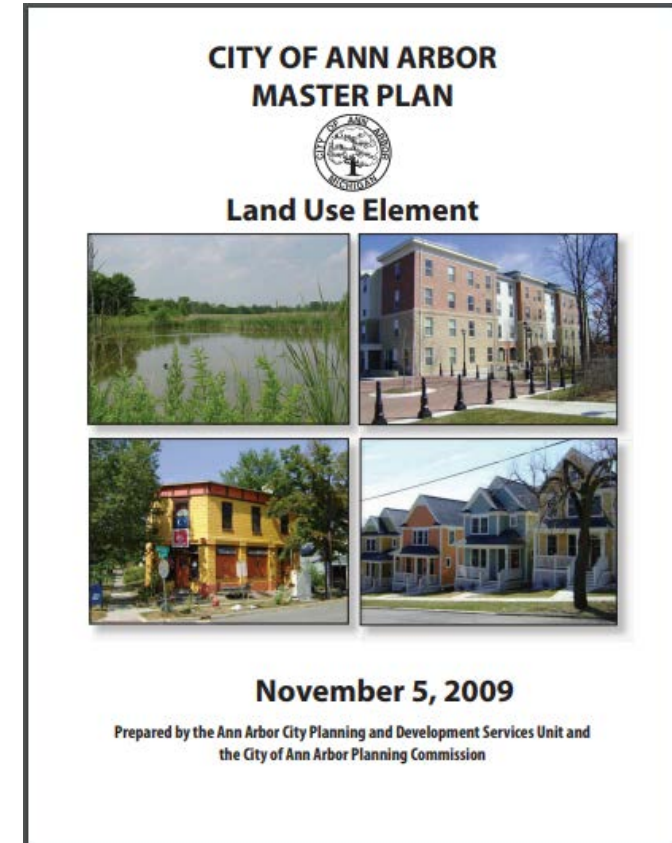
Sustainability Framework (2013)

- Organization of 20 years of planning into categorized theme areas
- 16 overarching goals
- 4 theme areas:
 - Climate and Energy
 - Community
 - Land Use and Access
 - Resource Management

Master Plan Goals

Land Use Element (2009)

- Community Vision “...a dynamic community, providing a safe and healthy place to live, work and recreate. It will be a place where planning decisions are based, in part, on the interconnectedness of natural, transportation and land use systems” [Page 5]
- Integrating various land uses on the same site or in the same building encourages pedestrian activity, uses land and infrastructure more efficiently, increases vitality, promotes shared parking opportunities and can increase the variety of housing choices. [Page 31]



Page 31, specific design principles that should be incorporated into commercial centers

Mixed Use Neighborhood Retail Centers – mixed-use neighborhood retail centers provide services primarily to the surrounding neighborhood. They should be designed as a complementary use to the neighborhood. Strip retail centers with large amounts of parking between the sidewalk and the storefronts are discouraged. The following are design principles that should be incorporated specifically into neighborhood commercial centers:

The size of off-street parking lots should be minimized. Unbroken expanses of parking are discouraged. On-street parking is encouraged to reduce the need for spaces in parking lots. Parking should be provided at the rear or sides of storefronts to encourage pedestrian access. A landscaped buffer should be provided between the parking lots and adjacent residential uses. The retail center should be designed in a manner where the parking lot is not the dominant feature from the road.

Office or residential uses should be provided above the store fronts to increase the variety of housing opportunities, encourage pedestrian access to the retail use, improve the viability of the retail businesses and encourage a village center. Single story retail buildings are not appropriate for neighborhood commercial centers. Setbacks should be minimized. Minimizing front and side setback allows for greater design flexibility, encourages the efficient use of land and promotes pedestrian access. Buildings should be fronted near the sidewalk.

The design should emphasize a village center instead of a strip commercial mall. Small tenant spaces should be included. Corporate design themes should be minimized. Individual stores, each with individual corporate design themes, is discouraged. Large signs and freestanding signs of any kind are discouraged. Auto related uses such as gas stations, auto repair shops and car washes should be prohibited and businesses with drive-throughs should be discouraged to encourage pedestrian access.

The center should be designed to interact well with the surrounding neighborhood. Large walls around the periphery of the center are discouraged. Convenient pedestrian connections should be provided to the surrounding neighborhood. Lighting should be provided that is consistent with the pedestrian scale of the neighborhood commercial centers. Cobra head lighting should not be provided. Lighting should be confined as much as possible to the immediate area. Refuse should be stored in locations that minimize the visual impact to adjoining residential uses.

Land Use Goals, Objectives and Action Statements

3 speak to a new zoning district for supporting a mix of land uses and density needed for premier transit service:

Goal B: To promote land use designs that reduce the reliance on the automobile. [p.35]

Goal C: To provide a full range of housing choices (size, price, design, accessibility, etc.) that meets the existing and anticipated needs of all City residents. [p. 35]

Goal E: To encourage commercial and employment centers that promote pedestrian activity, de-emphasize the use of the automobile, and provide a sense of balance with the surrounding land uses. [p. 37]

Work Program

Highest priority work:

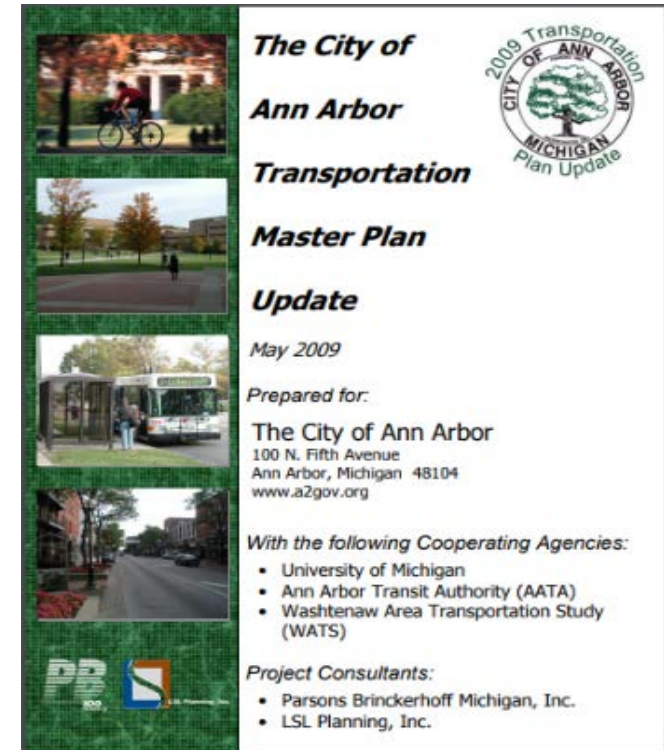
Work Program:

1. Develop regulatory incentives that encourage the reduction of impervious surfaces proposed with new development (structured or below-level parking, multiple-level buildings, “green” rooftops, etc.).
2. Develop regulatory incentives that encourage the enhancement of natural areas on sites proposed for development (i.e., removal of invasive species and the introduction of native species, restoring a wetland, improving floodplain function, etc.).
3. Develop regulatory incentives, such as density bonuses, for developments that provide affordable housing units.
4. Revise code to reduce minimum and establish maximum setback requirements in appropriate zoning districts to help shorten driveways and sidewalks.
5. Zone all University of Michigan-owned land to “Public Land” (PL).

Master Plan Goals

Transportation Master Plan Update (2009)

- A guide for improvements to the City's system of roads, sidewalks, paths, bike lanes, and public transit for the next 20 years. (p. 1-1)
- Vision of "an integrated multi-modal system that will build upon the unique qualities of each part of the city." (p. 1-2)
- Promote a transportation system supportive of and integrated with land use decisions. (p. 1-2)
- Philosophy to improve safety, reduce emissions, and reduce congestion not by widening streets, but through a series of transportation improvements and policy changes. (p. 2-1)



Recommendations for Land Use (p. 1-6)

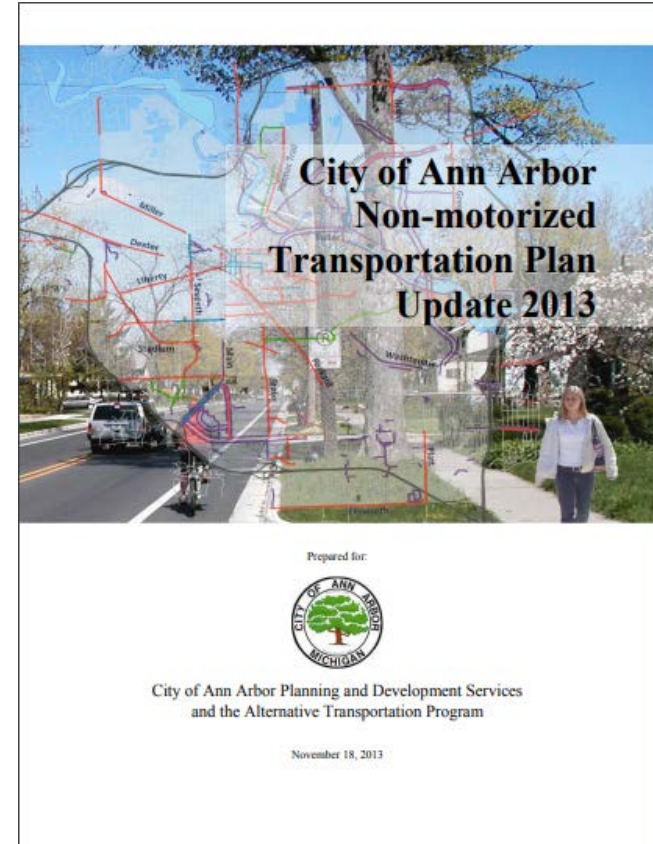
LAND USE

- Update the land use recommendations of the Master Plan to support increased density and mixed land uses in signature transit corridors
- Create transit-oriented development overlay districts for signature corridors, to incorporate tools such as density bonuses, design guidelines and building form regulations to guide redevelopment
- Amend the Traffic Impact Analysis requirements of the Land Development Regulations to allow trip reduction factors for site design that incorporates plan recommendations
- Evaluate the potential for designating signature transit corridors as receiving zones for a transfer of development rights program
- Incorporate into the zoning ordinance form-based regulations that support transit and active transportation, such as parking lot placement and build-to lines
- Coordinate land use planning with adjoining jurisdictions and County agencies to extend opportunities for transit-oriented development on key transit corridors outside of the city

Master Plan Goals

Non-Motorized Transportation Plan Update (2013)

- Intended “to help Ann Arbor once again become a national leader in high quality non-motorized transportation and contribute to keeping Ann Arbor one of the best places to live and work in the country.” (p. 1)
- Goal to “incorporate non-motorized best practices into all relevant policies, and all aspects and stages of planning available to the City and its partner organizations.” (p. 6)

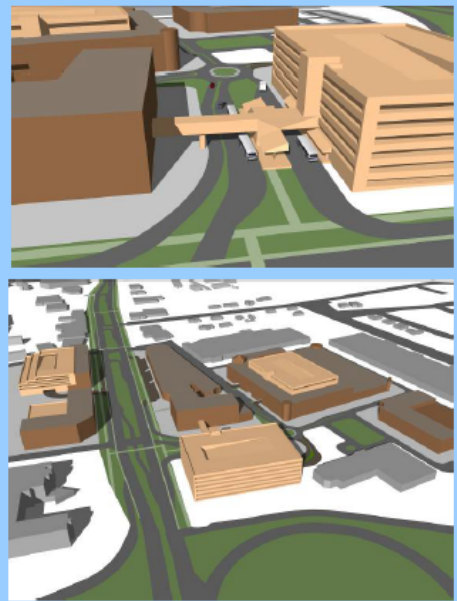


Non-Motorized Transportation Plan Update (2013)

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.

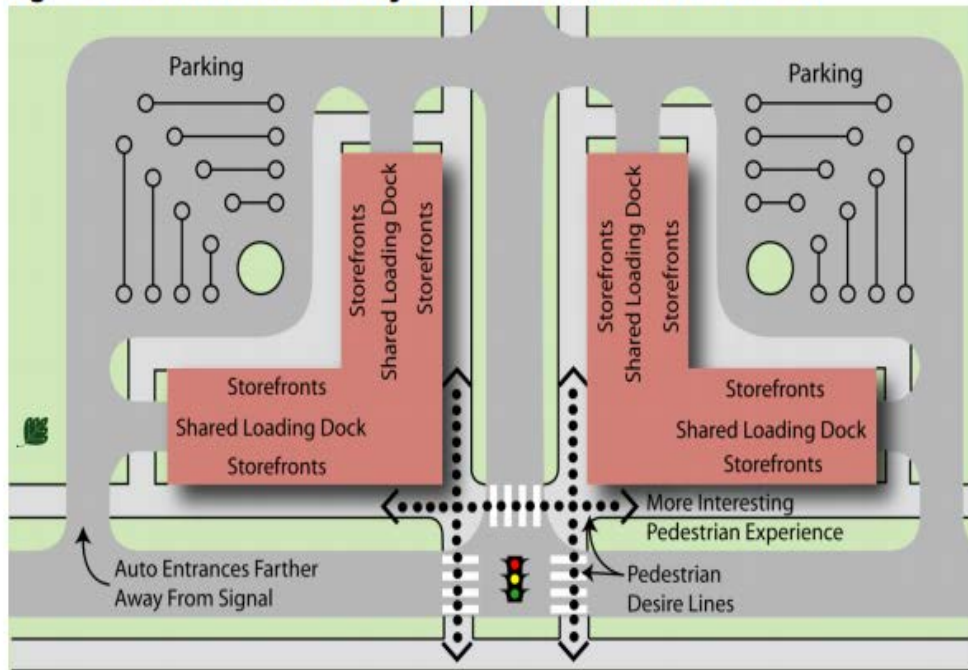
- Provide an inviting environment for walking with pedestrian-oriented design. That would include buildings closer to the street, streetscape amenities, and convenient pedestrian connections between uses and transit stops.
- Promote residential and employment densities that support transit for development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

Ordinance Amendment

T1 Transit Support District

- Permitted uses like D2 and C3
- Placement standards like O
- Form-based standards like D1, D2, Characters
- Use specific standards to attain amenities and features needed to support, expand, meet

Intent Statement

5.12.9 T1 Transit Support

This district is intended to allow and require mixed uses in sufficient density to support existing and future transit systems, which will also create opportunities for affordable housing, expand 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 the City's master plan, particularly the Sustainability Framework, the Land Use Element, the Climate Action Plan, the Transportation Plan and the Nonmotorized Transportation Plan.

Permitted Uses

Generally the same as D2 and C3, but with auto-oriented uses excluded.

- No automobile sales
- No fueling station
- No wholesale
- No repair
- No warehouse, storage
- No drive-through facility

Use Specific Standards

Q. Mixed Use Development

1. Mixed Use Requirement.

- a. A minimum of half, and no more than 66%, of the floor area of the total development must be used for household living.
- b. Dwelling units may be located in the same building as nonresidential uses or may be located in a separate building as long as the development has a unified character, compatible and mutually supportive and complementary design.

Use Specific Standards

2. Building Design.

- a. The floor area of the second floor must be at least 75% of the floor area of the first floor.
- b. The first floor must have a minimum of 15 feet in height.
- c. 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.

Use Specific Standards

3. Transparency.

- a.** A minimum of 60% of the first floor street-facing façade between two and nine feet in height must be comprised of clear windows and doors that allow views of interior space or product display areas.
- b.** The bottom of any window or product display area used to satisfy the transparency percentage required above must not be more than 3 feet above the adjacent sidewalk.

Use Specific Standards

4. Doors and Entrances.

- a.** Buildings must have a functional entrance door facing a street. Entrances at building corners may be used to satisfy this requirement.
- b.** A building entrance may include doors to individual offices or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of mixed-uses.

Use Specific Standards

5. Site Design.

- a. The development shall be arranged to accommodate all modes of transportation including pedestrian, bicycles, personal vehicles, ride sharing, and public transit.

Use Specific Standards

5. Site Design (continued)

- b.** Amenities must be provided to facilitate access to and use of non-motorized transportation modes. Examples of amenities that facilitate access and use include wide sidewalks and paths with decorative paving, benches and seating walls, shelters, pedestrian-scale lighting, and separation from motorized transportation. Other amenities of this nature may be appropriate depending on the size and location of the site and best practices must be used when proposing and approving the applicable amenities for a development.

Use Specific Standards

5. Site Design (continued)

- d. The convenience and safety of pedestrian and non-motorized transportation modes to access building entrances and site amenities must be prioritized over motorized transportation modes.
- e. Adequate and convenient space shall be provided for ride sharing services and any other form of shared transportation.

Use Specific Standards

5. Site Design (Continued)

- f. Motorized transportation and spaces for vehicle parking must yield to all other forms of transportation. The number of driveways, width of drives and aisles, and number of parking spaces must be reduced to satisfy the site design features and priorities specified above.

Use Specific Standards

6. 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 Section 5.19.2.
- b.** Nonresidential Floor Area – For vehicle parking, a minimum of none and a maximum as provided by Section 5.19.2. For bicycle parking, as required by Section 5.19.2.

Dimensional Standards

TABLE 5:17-4: MIXED USE ZONING DISTRICT DIMENSIONS

NOTE: The requirements in this table may be superseded by the standards in Section 5.18.

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
O	None	Max: 75%	None	Min: 15 ft. Max: 40 ft. [A]	Min: 30 ft. [C] when abutting R district, otherwise 0 ft.		Max 55 ft. and 4 stories when within 300 ft. of abutting R zone, otherwise none.	Min: 6,000 sq. ft.	Min: 50 ft.
C3	None	Max: 200%	None	Min: 10 ft Max: 25 ft. [A]	Min: 30 ft. [C] when abutting R district, otherwise 0 ft.		Max: 55 ft. and 4 stories	Min: 6,000 sq. ft.	Min: 60 ft.
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 Max: See Table 5:17-6	None	None
T1	See Section 5.16.3.Q	None	Open Space Min: 25%	Max: 10 ft.	Min: 30 ft. [C] for Buildings within 300 ft. of R district, otherwise 0 ft.		Min: 24 ft. and 2 stories Max: 80 ft. for Buildings within 300 ft. of R district, otherwise none.	None	None

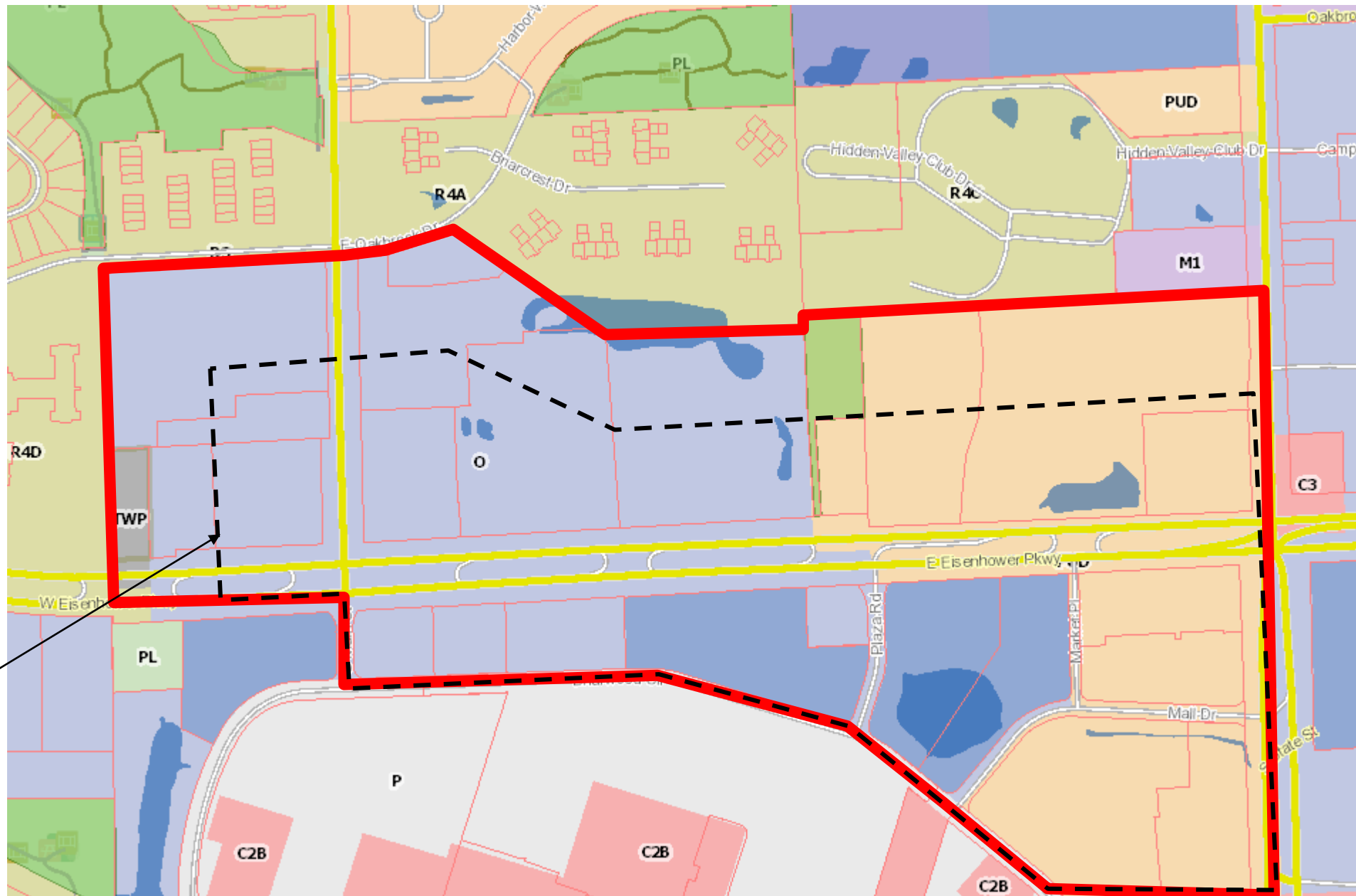
NOTES:

- [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.
- [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.

Transit Corridors

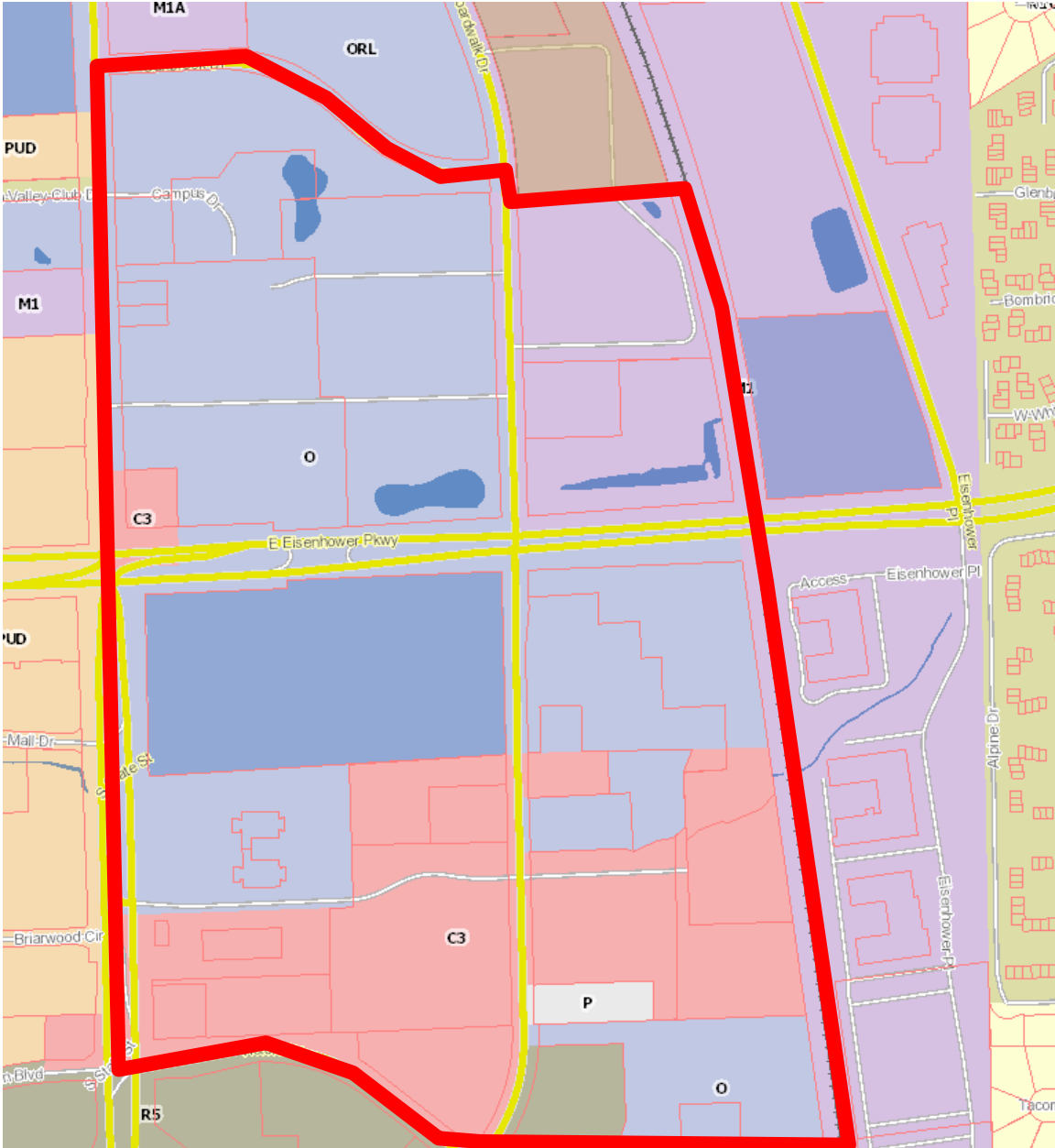
- Washtenaw Avenue
- South State Street
- East/West Eisenhower Boulevard
- Plymouth Road
- West/East Stadium Boulevard
- South Main Street/Ann Arbor-Saline Road
- Packard Street
- *Jackson Avenue/Huron Street*
- *Huron Parkway*

South State &
West Eisenhower
Target Area



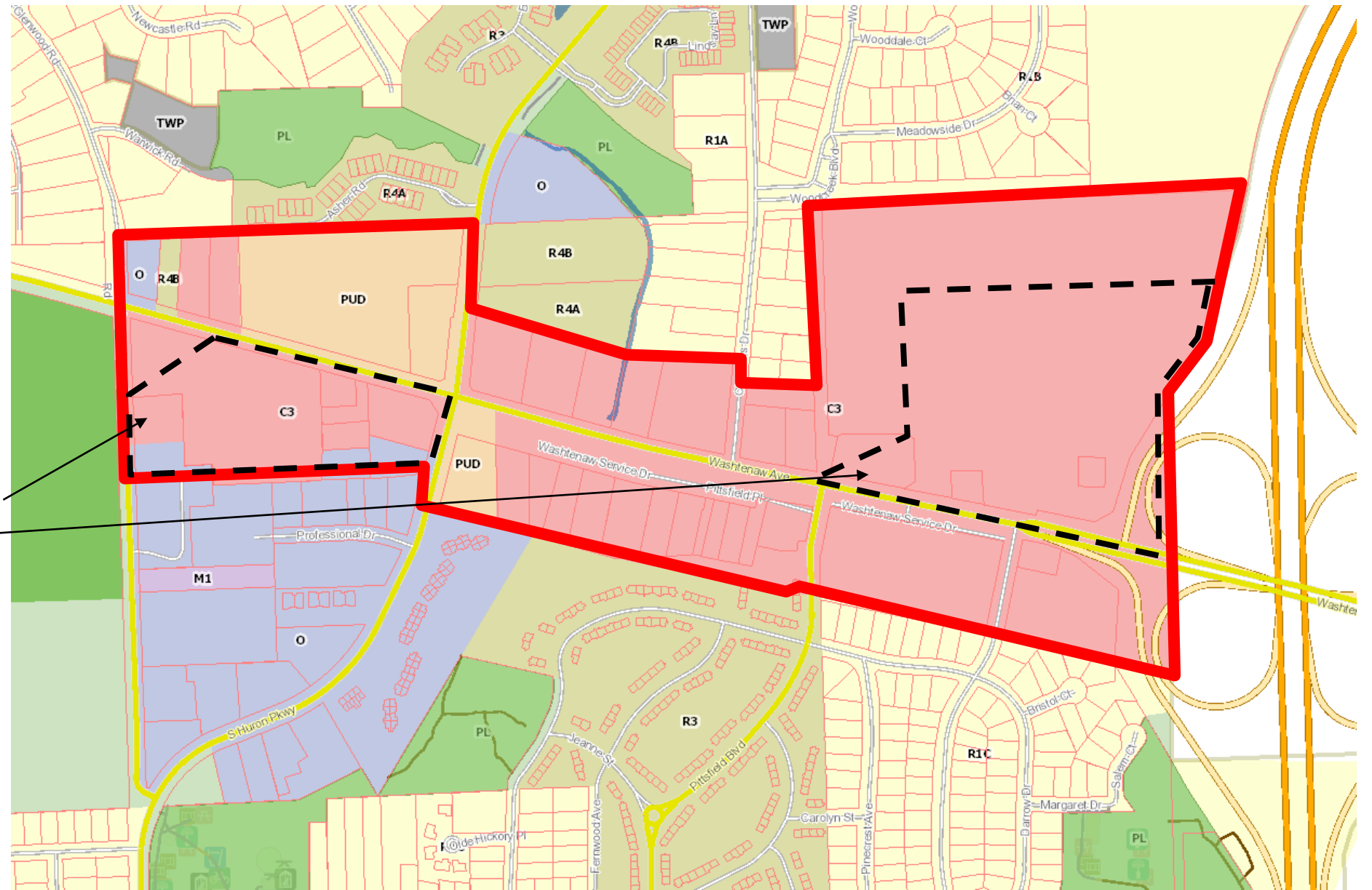
*Approximate area
of unlimited height*

South State & East Eisenhower Target Area



Washtenaw Avenue Target Area

*Approximate area
of unlimited height*



UNIFIED DEVELOPMENT CODE
(NEW ZONING DISTRICT T1 TRANSIT SUPPORT)

AN ORDINANCE TO AMEND SECTIONS 5.12, 5.15, 5.16, 5.17, AND 5.20 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 Section 5.12 of Chapter 55 (Unified Development Code) of Title V of the Code of the City of Ann Arbor be amended to add the following section:

5.12.9 T1 Transit Support

This district is intended to allow and require mixed uses in sufficient density to support existing and future transit systems, which will also create opportunities for affordable housing, expand 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 the City's master plan, particularly the Sustainability Framework, the Land Use Element, the Climate Action Plan, the Transportation Plan and the Nonmotorized Transportation Plan.

Section 2. That Section 5.15, Table 5:15-1 and 5:15-2 of Chapter 55 (Unified Development Code) of Title V of the Code of the City of Ann Arbor be amended to read as follows:

TABLE 5:15-1: PERMITTED PRIMARY USE TABLE

P= PERMITTED

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 5.12.5, 5.13.4, AND 5.13.5 RESPECTIVELY

USE CATEGORY AND TYPE	RESIDENTIAL																MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS					
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16	
PRIMARY USES																																			
RESIDENTIAL																																			Error! Reference source not found.
Household Living																																			
Adult Foster Care		P	P	P	P	P	P	P	P	P	P	P	P	P		P	P	P	P	P	P	P	P	P	P	P			P					5.15.3.Q	
Dwelling, Assisted Living											P	P	P	P		P	P	P	P	P	P	P	P	P	P			P						Error! Reference source not found.; 5.16.3.Q	
Dwelling, Multi-Family											P	P	P	P		P	P	P	P	P	P	P	P	P	P			P	E					Error! Reference source not found.; Error! Reference source not found.; 5.16.3.Q	

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE						NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS								
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16	
Dwelling, Single-Family	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P										Error! Reference source not found.; Error! Reference source not found.; 5.16.3.Q
Dwelling, Townhouse									P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P										Error! Reference source not found.; 5.16.3.Q
Dwelling, Two-Family							P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P										Error! Reference source not found.; 5.16.3.Q
House Trailer/Mobile Home Park															P																				Error! Reference source not found.
Group Living																																			
Emergency Shelter											P	P	P	P		P	P	P	P	P	P	P	P	P	P										5.16.3.Q

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NOTE: SPECIFIC USES IN THE C1A/R, RE, AND ORL DISTRICTS ARE SUBJECT TO ADDITIONAL STANDARDS FOUND IN SECTIONS 5.12.5, 5.13.4, AND 5.13.5 RESPECTIVELY

USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS							
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16	
Fraternities, Sororities, and Student Cooperative Housing							E		E	E	E	E	E		E	P	P	P	P	P	P	P	P	P	P										Error! Reference source not found.; Error! Reference source not found.; 5.16.3.Q
Group Housing							E		E	P	P	P	P		P	P	P	P	P	P	P	P	P	P	P										Error! Reference source not found.; Error! Reference source not found.; 5.16.3.Q
Guest House									P	P	P	P	P		P	P	P	P	P	P	P	P	P	P	P										Error! Reference source not found.; Error! Reference source not found.; 5.16.3.Q
PUBLIC/ INSTITUTIONAL																																			ERROR! REFERENCE SOURCE NOT FOUND.

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS										
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16				
Community and Cultural																																						
Cemetery	P																																					
Club Headquarters or Community Center								E		E	E	E	E	E		E	P	P	P	P	P	P	P	P	P												Error! Reference source not found.; 5.16.3.Q;	
Conference Center																					E								E								<u>5.16.3.Q</u>	
Correctional Facility																											P											
Museum, Art Gallery																					P	P	P	P	P												<u>5.16.3.Q</u>	
Funeral Services																P	P	P	P	P	P	P	P	P							P	P	P			<u>5.16.3.Q</u>		
Government Offices and Courts																P	P	P	P	P	P	P	P	P			P				P	P				<u>5.16.3.Q</u>		
Library		P	P	P	P	P	P	P	P	P	P	P	P	P		P	P	P	P	P	P	P	P	P			P				P	P				<u>5.16.3.Q</u>		
Park, Recreation and Open Space																											P										Error! Reference source not found.	
Religious Assembly	P	E	E	E	E	E	E	E	E	E	E	E	E	E		E	P	P	P	P	P	P	P	P												<u>5.16.3.Q</u>		
Day Care																																						
Adult Day Care Center		E	E	E	E	E		E	E	P	P	P	P	P		P	P	P	P	P	P	P	P	P					E	P	P	P				Error! Reference source not found.; 5.16.3.Q		

TABLE 5:15-1: PERMITTED PRIMARY USE TABLE

P= PERMITTED

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS								
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16		
Child Care Center		E	E	E	E	E	E	E	P	P	P	P	P	P		P	P	P	P	P	P	P	P	P	P										Error! Reference source not found.; 5.16.3.Q	
Educational																																				
Institutions of Higher Learning, Private		E	E	E	E	E	E	E	E	E	E	E	E	E		P	P	P	P	P	P	P	P	P	P	P							P	P	P	Error! Reference source not found.; 5.16.3.Q
Institutions of Higher Learning, Public	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	5.16.3.Q	
School, Private		E	E	E	E	E	E	E	E	E	E	E	E	E		E	P	P	P	P	P	P	P	P	P	P										5.16.3.Q
School, Public	P	P	P	P	P	E	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	5.16.3.Q	
School, Trade/Industrial																	P	P	P	P	P	P	P	P	P			P		P	P	P	P	5.16.3.Q		
Health Care																																				
Hospital																E	E	E	E	E								P				E	E		Error! Reference source not found.	
Nursing Care Facility																P	P	P	P	P	P	P	P	P	P	P						P	P	P	Error! Reference source not found.; 5.16.3.Q	

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS								
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16		
COMMERCIAL																																			Error! Reference source not found.	
Lodging																																				
Bed and Breakfast																					P	P	P	P	<u>P</u>	P									5.16.3.Q	
Hotel																P	P	P	P	P	P	P	P	<u>P</u>	P										5.16.3.Q	
Recreation, Entertainment, and Arts																																				
Adult Entertainment Business																																P		P		Error! Reference source not found.
Artist Studio																P	P	P	P	P	P	P	P	<u>P</u>							P	P	P		Error! Reference source not found.; 5.16.3.Q	
General Entertainment																	P	P	P	P	P	E	P	<u>P</u>											Error! Reference source not found.; 5.16.3.Q	
Indoor Recreation																E	P	P	P	P	P	P	P	<u>P</u>			P		E	E	E	E		Error! Reference source not found.; 5.16.3.Q		

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE						NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS									
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16		
Outdoor Recreation	P	E	E	E	E	E	E	E	E	E	E	E	E	E								P	P				P		E						Error! Reference source not found.	
Sales																																				
Automobiles, Motorcycles, Recreational Vehicles, Equipment (Sales and Rental)																					E	E	P	P								P	P			
Fueling Station																					E	E	E	P										P		Error! Reference source not found.
Outdoor Sales, Permanent																	P	P	P	P	P	P	P	P	<u>P</u>											Error! Reference source not found.; 5.16.3.Q
Medical Marijuana Provisioning Center																	E	E	E	E	E	E	E	E	<u>E</u>							E	E	E		Error! Reference source not found.; 5.16.3.Q
Mobile Food Vending Service																P	P	P	P	P	P	P	P	<u>P</u>	P	P	P	P	P	P	P	P	P	P		Error! Reference source not found.; 5.16.3.Q

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE						NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS								
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16	
Restaurant, Bar, Food Service																P	P	P	P	P	P	P	P	P											Error! Reference source not found.; 5.16.3.Q
Retail Sales, General Merchandise																P	P	P	P	P	P	P	P	P											5.16.3.Q
Wholesale, Resale, Building Material and Supplies																							P	P							P	P	P		
Services and Repair																																			
Automobile, Truck, Construction Equipment Repair																					E	E	P	P							P	P	P		Error! Reference source not found.
Contractors, General Construction, and Residential Building																						P	P	P							P	P	P		
Laundry, Cleaning, and Garment Services																P	P	P	P	P	P	P	P	P							P	P	P		5.16.3.Q
Parking Lot or Structure																					E	E					P	P							Error! Reference source not found.
Personal Services																P	P	P	P	P	P	P	P	P											Error! Reference source not found.; 5.16.3.Q
Vehicle Wash																					E	E	E	P											

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS									
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16			
Veterinary, Kennel, and Animal Boarding															E	E	E	E	E	P	P	P	P	P										P	P	P	Error! Reference source not found.;

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USE CATEGORY AND TYPE	RESIDENTIAL																MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS						
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16		
OFFICE AND RESEARCH																																			Error! Reference source not found.	
Office-Type																																				
Bank, Credit Union, Financial Services																P	P	P	P	P	P	P	P	P	P	P						P	P		5.16.3.Q	
Office, General																P	P	P	P	P	P	P	P	P	P				P	P	P	P		Error! Reference source not found.; 5.16.3.Q		
Medical/Dental																P	P	P	P	P	P	P	P	P	P						P	P		Error! Reference source not found.; 5.16.3.Q		
Nonprofit Corporations		E	E	E	E	E	E	E	E	E	E	E	E	E		P	P	P	P	P	P	P	P	P	P				P	P	P	P		Error! Reference source not found.; 5.16.3.Q		
Research and Development																																				
Laboratory																																				Error! Reference source not found.; 5.16.3.Q
Medical Laboratory																					P	P	P	P	P				P	P	P	P	P		5.16.3.Q	

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS									
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16			
Medical Marijuana Safety Compliance Facility																																				Error! Reference source not found.	
Research/Development																									P											5.16.3.Q	
TRANSPORTATION																																					
Medical Marijuana Secure Transporter																																				Error! Reference source not found.	
Railroad and Public Transportation Rights-of-Way																					P	P	P	P				P				P	P	P			
Transit Center, Station, or Depot																					P	P	P	P	P			P				P	P	P	5.16.3.Q		
Transportation Facilities																												P									
INDUSTRIAL																																					Error! Reference source not found.
Agricultural																																					
Agriculture/Greenhouse	P																																				
Barns	P																																				
Borrow Pits	E																																				

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS											
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16					
Medical Marijuana Grower																	P	P	P	P					P											Error! Reference source not found.			
Manufacturing, Processing, Assembly, and Fabrication																																							
Asphalt, Concrete Mixing Plant, Sand and Gravel Pit																																				E			
Coal and Coke Dealer																																				P			
Food and Beverages																																					P		
Heavy Manufacturing																																					P		
Laundry and Dry Cleaning Plant																																					P		
Light Manufacturing																																						P	
Medical Marijuana Processor																																							E
																																							E

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE							USE-SPECIFIC STANDARDS							
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16		
Marijuana-Infused Product Processor																							E	E											Error! Reference source not found.	
Oil and Gas Wells																																				Error! Reference source not found.
Pilot Manufacturing																													P	P	P	P	P			
Scrap and Waste Material																																			E	
Slaughterhouse																																			E	
Utilities and Communications																																				
Broadcasting Facility																					P	P	P	P	P							P	P	P	5.16.3.Q	
Data Processing and Computer Centers																P	P	P	P	P	P	P	P	P					P	P	P	P	P		5.16.3.Q	
Electric, Gas, and Sanitary Services																															P	P	P			
Power and Fuel Rights-of-Way																																		P		
Wireless Communication Facilities	P															P	P			E	E	E	P	P	P		E		P	P	P	P	P	P	Error! Reference source not found.; 5.16.3.Q	

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS								
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16		
Warehousing and Storage																																				
Medium Term Car Storage																											E									Error! Reference source not found.
Short Term Car Storage																											P									Error! Reference source not found.
Outdoor Storage																																P	P	P		
Warehousing and Indoor Storage																							P	P							P	P	P			

TABLE 5:15-2: PERMITTED ACCESSORY USE TABLE

P= PERMITTED E = SPECIAL EXCEPTION A= PERMITTED ACCESSORY USE BLANK CELL = PROHIBITED

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS								
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16		
ACCESSORY USES																																				Error! Reference source not found.
All Accessory Buildings																																				Error! Reference source not found.;
Bed and Breakfast, Accessory		A	A	A	A	A	A	A	A	A	A	A	A	A																						Error! Reference source not found.
Community Recreation										A	A	A	A	A																						Error! Reference source not found.;
Dish Antenna		A	A	A	A	A	A	A	A	A	A	A	A	A																						Error! Reference source not found.; Error! Reference source not found.; Error! Reference source not found.

TABLE 5:15-2: PERMITTED ACCESSORY USE TABLE

P= PERMITTED E = SPECIAL EXCEPTION A= PERMITTED ACCESSORY USE BLANK CELL = PROHIBITED

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS							
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16	
Drive-Through Facility																E						E	E	E	E	E									Error! Reference source not found.; Error! Reference source not found.; Error! Reference source not found.
Dwelling Unit, Accessory		A	A	A	A	A																													Error! Reference source not found.; Error! Reference source not found.
Dwelling Unit, Manager's																																A	A	A	Error! Reference source not found.; Error! Reference source not found.

TABLE 5:15-2: PERMITTED ACCESSORY USE TABLE

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS							
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16	
Family Day Care Home	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										Error! Reference source not found.; Error! Reference source not found.; 5.16.3.Q
Group Day Care Home	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										Error! Reference source not found.; Error! Reference source not found.; 5.16.3.Q
Home Occupation	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										Error! Reference source not found.; Error! Reference source not found.; 5.16.3.Q

TABLE 5:15-2: PERMITTED ACCESSORY USE TABLE

P= PERMITTED 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 5.12.5, 5.13.4, AND 5.13.5 RESPECTIVELY

USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS							
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16	
Incidental Services															A											A									Error! Reference source not found.; Error! Reference source not found.
Management/Maintenance Office and Storage								A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A			A	A	A					Error! Reference source not found.; 5.16.3.Q ;
Medical Marijuana Home Occupation	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										Error! Reference source not found.; Error! Reference source not found.; 5.16.3.Q
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										Error! Reference source not found.; Error! Reference source not found.; 5.16.3.Q

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS							
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16	
Office, Administrative/Executive																											A				A	A	A	Error! Reference source not found.;	
Outdoor Display and Vending Machines																	A	A	A	A	A	A	A	A											Error! Reference source not found.;
Outdoor Sales, Temporary																A	A	A	A	A	A	A	A												Error! Reference source not found.;
Parking Attendant Building																											A								Error! Reference source not found.;

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS								
	AG	RIA	RIB	RIC	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16		
Restaurant, Bar, Food Service																									A											Error! Reference source not found.; Error! Reference source not found.
Retail Sales, General Merchandise																														A	A	A	A			Error! Reference source not found.; Error! Reference source not found.
Roadside Stand	A																																			Error! Reference source not found.
Solar Energy System	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	A	A	Error! Reference source not found. Error! Reference source not found.; 5.16.3.Q	

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USE CATEGORY AND TYPE	RESIDENTIAL														MIXED USE							NONRESIDENTIAL AND SPECIAL PURPOSE						USE-SPECIFIC STANDARDS						
	AG	R1A	R1B	R1C	R1D	R1E	R2A	R2B	R3	R4A	R4B	R4C	R4D	R4E	R6	O	C1	C1A	C1B	C1A/R	D1	D2	C2B	C3	T1	R5	P	PL	RE	ORL	M1	M1A	M2	5.16
Solar Energy System, Personal-Scale		A	A	A	A	A	A	A	A	A																								Error! Reference source not found. Error! Reference source not found.
Wireless Communication Antenna	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	A	A	A	A	A	A	A	A	Error! Reference source not found.; Error! Reference source not found.; 5.16.3.Q

Section 3. That Section 5.16.3 of Chapter 55 (Unified Development Code) of Title V of the Code of the City of Ann Arbor be amended to add the following section:

Q. Mixed Use Development

1. Mixed Use Requirement.

- a. A minimum of half, and no more than 66%, of the floor area of the total development must be used for household living.
- b. Dwelling units may be located in the same building as nonresidential uses or may be located in a separate building as long as the development has a unified character, compatible and mutually supportive and complimentary design.

2. Building Design.

- a. The floor area of the second floor must be at least 75% of the floor area of the first floor.
- b. The first floor must have a minimum of 15 feet in height.
- c. 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.

3. Transparency.

- a. A minimum of 60% of the first floor street-facing façade between two and nine feet in height must be comprised of clear windows and doors that allow views of interior space or product display areas.
- b. The bottom of any window or product display area used to satisfy the transparency percentage required above must not be more than 3 feet above the adjacent sidewalk.

4. Doors and Entrances.

- a. Buildings must have a functional entrance door facing a street. Entrances at building corners may be used to satisfy this requirement.
- b. A building entrance may include doors to individual offices or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of mixed-uses.

5. Site Design.

- a. The development shall be arranged to accommodate all modes of transportation including pedestrian, bicycles, personal vehicles, ride sharing, and public transit.
- b. Amenities must be provided to facilitate access to and use of non-motorized transportation modes. Examples of amenities that facilitate access and use include wide sidewalks and paths with decorative paving, benches and seating walls, shelters, pedestrian-scale lighting, and separation from motorized transportation. Other amenities of this nature may be appropriate depending on the size and location of the site and best practices must be used when proposing and approving the applicable amenities for a development.
- c. The convenience and safety of pedestrian and non-motorized transportation modes to access building entrances and site amenities must be prioritized over motorized transportation modes.
- d. Adequate and convenient space shall be provided for ride sharing services and any other form of shared transportation.
- e. Motorized transportation and spaces for vehicle parking must yield to all other forms of transportation. The number of driveways, width of drives and aisles, and

number of parking spaces must be reduced to satisfy the site design features and priorities specified above.

6. 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 Section 5.19.2.
- b. Nonresidential Floor Area – For vehicle parking, a minimum of none and a maximum as provided by Section 5.19.2. For bicycle parking, as required by Section 5.19.2.

Section 4. That Section 5.17.4 of Chapter 55 (Unified Development Code) of Title V of the Code of the City of Ann Arbor be amended to read as follows:

[Note: Orientation of table changed from portrait to landscape and most footnotes incorporated into body for clarity and efficiency. Track changes only records new or changed regulations, not orientation change, formatting or moves.]

5.17.4 Mixed Use Zoning Districts

Dimensional standards for mixed use zoning districts are provided in Table 5:17-4.

TABLE 5:17-4: MIXED USE ZONING DISTRICT DIMENSIONS

*NOTE: The requirements in this table may be superseded by the standards in Section **Error! Reference source not found.***

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
O	None	Max: 75%	None	Min: 15 ft. Max: 40 ft. [A]	Min: 30 ft. [C] when abutting R district, otherwise 0 ft.		Max 55 ft. and 4 stories when within 300 ft. of abutting R zone, otherwise none.	Min: 6,000 sq. ft.	Min: 50 ft.
C1	Max: 8,000 sq. ft. per nonresidential use	Max: 100%	None	Min: 10 ft. Max 25 ft. [A]	Min: 30 ft. [C] when abutting R district, otherwise 0 ft.		Max 35 ft. and 3 stories	Min: 2,000 sq. ft.	Min: 20 ft.
C1B	None	Max: 150%	None	Min: 10 ft. Max: 25 ft. [A]	Min: 30 ft. when abutting R district, otherwise 0 ft.		Max 50 ft. and 4 stories	Min: 3,000 sq. ft.	Min: 20 ft.
C1A	None	Max: 200%	None	None	Min: Equal to minimum of abutting R district		None	None	None
C1A/R	None	Max: 300%	None	None	Min: Equal to minimum of abutting R district		None	None	None
C2B	None	Max: 200%	None	Min: 10 ft. Max: 25 ft. [A]	Min: 30 ft. [C] when abutting R district, otherwise 0 ft.		Max: 55 ft. and 4 stories	Min: 4,000 sq. ft.	Min: 40 ft.
C3	None	Max: 200%	None	Min: 10 ft Max: 25 ft. [A]	Min: 30 ft. [C] when abutting R district, otherwise 0 ft.		Max: 55 ft. and 4 stories	Min: 6,000 sq. ft.	Min: 60 ft.
D1	None	Max: Up to 700% with premiums (Section 5.18.6), otherwise 400%	None	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

TABLE 5:17-4: MIXED USE ZONING DISTRICT DIMENSIONS

NOTE: The requirements in this table may be superseded by the standards in Section Error! Reference source not found..

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 Max: See Table 5:17-6	None	None
T1	<u>See Section 5.16.3.Q</u>	<u>None</u>	<u>Open Space</u> <u>Min: 25%</u>	<u>Max: 10 ft.</u>	<u>Min: 30 ft. [C] for Buildings within 300 ft. of R district, otherwise 0 ft.</u>		<u>Min: 24 ft. and 2 stories</u> <u>Max: 80 ft. for Buildings within 300 ft. of R district, otherwise none.</u>	<u>None</u>	<u>None</u>

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.
- [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.

Section 5. That Section 5.20.4 of Chapter 55 (Unified Development Code) of Title V of the Code of the City of Ann Arbor be amended to read as follows:

5.20.4 Conflicting Land Use Buffers

- A.** Conflicting land use buffer shall be provided under the following conditions:
1. A Vehicular Use Area adjacent to a public park or land principally used or zoned for residential purposes.
 2. A refuse/recycling container adjacent to a public park or land principally used or zoned for residential purposes.
 3. The portion of a parcel zoned O, RE, ORL, C, **T** or M abutting a public park or parcel principally used or zoned for residential purposes.
 4. The portion of a parcel zoned R3 or R4 adjacent to a parcel principally used or zoned for residential purposes.

- B.** The conflicting land use buffer shall consist of the following:

1. Width

A landscaped buffer strip must be at least 15 feet wide. If there is an existing Building or Vehicular Use Area located within the required 15 foot landscape buffer strip, the landscape buffer strip may have an average of 15 feet in width over the entire length of the required buffer area, with no specific location along the buffer strip being less than 8 feet in width.

2. Plantings

One tree for each 15 feet or fraction thereof of abutting land. At least 50% of the trees within the conflicting land use buffer shall be evergreen. Arrangement of trees in clusters or groupings is encouraged, but in all cases shall be between 15 feet and 30 feet apart on center. Plantings should be placed to screen the views between Buildings that existed at the time of site plan approval, (especially windows and patio views) on the adjacent property.

3. Continuous Screening

A hedge, landform berm, wall, Fence or combination of those features forming a continuous screen at least four feet high. For parcels principally used or zoned for residential purposes the requirement for a hedge, landform berm, wall or Fence is only required to screen Vehicular Use Areas and refuse/recycling containers that are adjacent to the conflicting land use buffer.

Section 6. This ordinance shall take effect and be in force on and after ten days from legal publication.

City of Ann Arbor

301 E. Huron St.

Ann Arbor, MI 48104

<http://a2gov.legistar.com/Calendar.aspx>



Meeting Minutes - Final

Tuesday, October 1, 2019

7:00 PM

**Larcom City Hall, 301 E Huron St, Second floor, City Council
Chambers**

City Planning Commission

Commission public meetings are held the first and third Tuesday of each month. Both of these meetings provide opportunities for the public to address the Commission. All persons are encouraged to participate in public meetings. Citizens requiring translation or sign language services or other reasonable accommodations may contact the City Clerk's office at 734.794.6140; via e-mail to: cityclerk@a2gov.org; or by written request addressed and mailed or delivered to: City Clerk's Office, 301 E. Huron St., Ann Arbor, MI 48104. Requests need to be received at least two (2) business days in advance of the meeting. Planning Commission meeting agendas and packets are available from the Legislative Information Center on the City Clerk's page of the City's website (<http://a2gov.legistar.com/Calendar.aspx>) or on the 1st floor of City Hall on the Friday before the meeting. Agendas and packets are also sent to subscribers of the City's email notification service, GovDelivery. You can subscribe to this free service by accessing the City's website and clicking on the 'Subscribe to Updates' envelope on the home page.

1 CALL TO ORDER

2 ROLL CALL

City of Ann Arbor Planning Manager Brett Lenart called the roll.

Present 6 - Milshteyn, Gibb-Randall, Ackerman, Sauve, Abrons, and Hammerschmidt

Absent 3 - Woods, Briggs, and Mills

3 INTRODUCTIONS

None.

4 APPROVAL OF AGENDA

Moved by Ackerman, seconded by Sauve, and approved unanimously as presented.

5 MINUTES OF PREVIOUS MEETING

5-a **[19-1871](#)** City Planning Commission Meeting Minutes of September 4, 2019

Moved by Abrons, seconded by Gibb-Randall, approved unanimously as presented and forwarded to the City Council.

6 REPORTS FROM CITY ADMINISTRATION, CITY COUNCIL, PLANNING MANAGER, PLANNING COMMISSION OFFICERS AND COMMITTEES, WRITTEN COMMUNICATIONS AND PETITIONS

6-a City Council

No report.

6-b Planning Manager

Lenart encouraged participants to complete a Sign-in card if they speak in a Public Hearing or wish to be contacted regarding a specific project. He also discussed the upcoming Short Term Rental community input meetings.

6-c Planning Commission Officers and Committees

No report.

6-d Written Communications and Petitions

[19-1872](#) Various Correspondence to the City Planning Commission

Received and Filed

7 AUDIENCE PARTICIPATION (Persons may speak for three minutes about an item that is NOT listed as a public hearing on this agenda. Please state your name and address for the record.)

AUDIENCE PARTICIPATION

Tom Stullberg, 1202 Traver Street, Ann Arbor discussed evaluating the R1E and C1A/R zoning districts.

Nathan Shevick, 500 E. Michigan Avenue, East Lansing, MI on behalf of Ken Bryant, discussed marijuana adult use permits as they relate to medical marijuana permits.

8 PUBLIC HEARINGS SCHEDULED FOR NEXT BUSINESS MEETING

[19-1873](#) Public Hearings Scheduled for the October 15, 2019 Planning Commission Meeting

Lenart explained that a public hearing on the following items will be held by the Ann Arbor City Planning Commission at Larcom City Hall, 301 E. Huron Street, Second Floor, Ann Arbor, Michigan on Tuesday, October

15, 2019 at 7:00 p.m.

3953 Research Park Drive (Mercedes-Benz) Research and Development Site Improvements for City Council Approval – A proposal to install a 3,900-square foot modular office building at 3953 Research Park Drive and to connect this site with a drive connection to the adjacent southern site (3959 Research Park Drive) for shared parking. This 3.12-acre site is zoned RE (Research).

3959 Research Park Drive (Mercedes-Benz) Research and Development for City Planning Commission Approval – A proposal to install a new access drive between the 3959 Research Park Drive and the adjacent 3953 Research Park Drive property for vehicle and Fire Department access. A Landscape Modification is being requested to leave the existing landscaping as it is, requiring approval from the City Planning Commission. This 3.37-acre site is zoned RE (Research).

Received and Filed

9 UNFINISHED BUSINESS

- 9-a** [19-1867](#) Hideaway Lane Planned Project Site Plan for City Council Approval - A planned project site plan for Council to revise the 17 unbuilt homes from single family to two-family dwellings at 2000 Traver Road. This 4.6-acre site currently contains a 9-unit apartment building and one single family house, as well as one partially built single family house and foundations for two single family houses; the proposal increases the total number of dwellings on the site plan from 29 to 45. No change to the site layout or an increase in number of buildings is proposed. Each of the new homes will have attached garages. Storm water will be detained on site. Access will be from Traver Road. Zoned R4A (Multiple-Family Dwelling). Staff Recommendation: Approval

PRESENTATION BY PETITIONER

Michael Powell, Design Engineer for the project, explained the proposed project highlighting the following items:

- current proposal has 17 duplexes and 1 single family home*
- no proposed zoning changes*
- existing conditions of the site*
- parking*
- stormwater*

City Planner Jeff Kahan presented the staff report.

PUBLIC HEARING

Ethell Potts, 1014 Elder Boulevard, Ann Arbor, discussed the creek and erosion concerns relating to the proposed project.

Mike Gustatson, 1709 Hideaway Lane Drive, Ann Arbor, expressed opposition for and encouraged the Commission to deny the proposed project.

Joseph Pratt 3092 Wolverine Drive, Ann Arbor, expressed opposition for and encouraged the Commission to deny the proposed project.

Seeing no further speakers, Chair Milshteyn closed the Public Hearing.

MAIN MOTION

Moved by Sauve, seconded by Gibb-Randall that he Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the Hideaway Lane Planned Project Site Plan and Development Agreement.

COMMISSION DISCUSSION ON MAIN MOTION

Commissioner Gibb Randall inquired about stormwater at the site, and expressed concern for erosion. She also discussed about water at the site generally

Powell explained the proposed stormwater system at the site.

Tony Randazzo, applicant, explained the usage of sump pumps.

Councilmember Ackerman inquired about finding groundwater and trees at the site, as well as emergency access.

Kahan explained that the applicant would have to work with the building department to find a permitted solution and that proposing an amendment to the site plan is also a possibility.

Randazzo answered that the trees planted are healthy and that he does not expect any tree health issues.

Powell explained the proposed areas for emergency response access space.

Commissioner Erica Briggs inquired about trees on the site.

Kahan explained that trees approved on a site plan are required to be there, and if a tree is not there the Planning Department can respond to complaints.

Commissioner Lisa Sauve discussed signage at the site for emergency response and wetland mitigation at the site.

James Gray, Landscape Architect, explained that the prior wetland mitigation failed and will be reimplemented.

Commissioner Sara Hammerschmidt inquired about the condition of the land for building and railroad track proximity.

Lenart further explained that development would have to meet building code requirements.

Powell explained that there is one building on the proposed plan is 20 feet from the property line, and the property line is 50 feet from the railroad tracks.

Commissioner Ellie Abrons inquired about the traffic analysis.

Powell explained that all proposed plans have been reviewed by the City's traffic engineers.

Chair Milshteyn inquired about the Condominium Association will be structured.

Randazzo explained that there will likely be a separate association for the proposed development.

Briggs inquired about bicycle parking at the site.

Randazzo explained that he is open to adding additional bike parking.

Ackerman discussed amending the motion to address Planning Commission concerns.

AMENDMENT I TO MAIN MOTION:

Moved by Ackerman, seconded by Gibb-Randall, that the main motion include the following:

Petitioner and City staff explore alternative or additional locations for bike parking.

COMMISSION DISCUSSION ON AMENDMENT I TO MAIN MOTION

None.

On a voice vote, the vote was as follows with the Chair declaring the amendment approved.

Yeas: 6 - Alex Milshteyn, Shannan Gibb-Randall, Zachary Ackerman, Elizabeth Sauve, Ellie Abrons, and Sara Hammerschmidt

Nays: 0

Absent: 3 - Wendy Woods, Erica Briggs, and Sarah Mills

AMENDMENT II TO MAIN MOTION

Moved by Ackerman, seconded by Hammerschmidt that the following be included in the main motion:

Petitioner and City staff collaborate on potential signage and/or traffic calming approaches on and near the site.

COMMISSION DISCUSSION ON AMENDMENT II TO MAIN MOTION:

None.

VOTE ON AMENDMENT II TO MAIN MOTION

On a voice vote, the vote was as follows with the Chair declaring Amendment II approved.

COMMISSION DISCUSSION ON MAIN MOTION:

None.

VOTE ON MAIN MOTION:

On a roll call vote, the vote was as follows with the Chair declaring the Main Motion Approved as amended.

Yeas: 6 - Alex Milshteyn, Shannan Gibb-Randall, Zachary Ackerman, Elizabeth Sauve, Ellie Abrons, and Sara Hammerschmidt

Nays: 0

Absent: 3 - Wendy Woods, Erica Briggs, and Sarah Mills

10 REGULAR BUSINESS - Project Presentation, Staff Report, Public Hearing and Commission Discussion of Each Item

- 10-a** **19-1868** 212 South State Street Multi-Family Residential Development Site Plan for City Council Approval - A proposed 6-story building to house approximately 19 residential units and incorporate new restrooms for the adjacent Michigan Theatre. No parking is proposed as part of this proposal located at 212-216 South State Street. Zoned D1 (Downtown Core) State Street Character Overlay Zoning District. 0.20-acre site. Staff Recommendation: Approval

PRESENTATION BY PETITIONER:

Brad Moore, Architect for the project presented the proposed project.

PUBLIC HEARING

Ethell Potts, 1014 Elder Boulevard, Ann Arbor, discussed the State Street Character Overlay District as it relates to this project.

Jim Pyke, 912 Pomona Rd, Ann Arbor, explained that he works downtown at the theater and on campus, and expressed support for the proposed project and its companion project. He encouraged the Commission to approve the project.

Doug Kelbaugh, 243 E. Ann Street, Ann Arbor expressed support for the proposed project, explaining that more housing downtown is positive. He explained that as an architect, and as a professor of architecture, he encourages the Planning Commission to approve the proposed project.

Jeff Crockett, 506 E. Kingsley Street, Ann Arbor, expressed support for the proposed project. He explained that he is interested in the affordable housing aspect of the proposed project.

Ilene Tyler, 126 N. Division Avenue, Ann Arbor, expressed support for the proposed project and expressed that the developer has been accommodating to the needs of the area.

Scott Trudeau, 526 N Main St., Ann Arbor, expressed enthusiastic support for the proposed project.

Tom Stullberg, 1202 Traver Street, Ann Arbor expressed support for the proposed project.

Russ Collins, 2585 Hollywood, Executive Director of the Michigan Theater, explained that he has been working with the developer for many years and been sensitive to the needs of the Michigan Theater, he explained that the organization is very excited about the restroom improvements for the customers. He explained that the petitioner is also preserving the screening room, which is important to the organization. He explained that on behalf of the Michigan Theater Foundation, I support this proposed development.

MAIN MOTION:

Moved by Ackerman, seconded by Hammerschmidt, that the Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the 212 S. State Street Site Plan and Development Agreement, subject to shared access easements for Solid Waste pick-up prior to issuance of any permits.

COMMISSION DISCUSSION OF MAIN MOTION

Commissioners identified that the use of this midblock space is creative, part of a set of projects that will incorporate. The developer responded to questions by noting HDC related changes to reduce lighting and let the project fade into the background. The Commission expressed concerned about bike parking being located in the other building. The Commission also discussed amenity sharing between buildings.

MOTION TO POSTPONE:

Moved by Gibb-Randall, seconded by Briggs to postpone vote on item 10-a until after the presentation for item 10-b.

Approved unanimously.

- 10-b** **19-1869** 616 East Washington Street New High-Rise Development Site Plan for City Council Approval - Five existing building are proposed to be removed to accommodate a 19-story tower that includes 240 residential units (including 19 affordable units), 127 on-site parking spaces, and 5,438 square feet of ground floor retail space. Pedestrian and vehicular access will be from East Washington Street. Zoned (Downtown Core) State Street Character Overlay Zoning District. 0.65-acre site located at 514-606 East Washington Street. Staff Recommendation: Approval

PRESENTATION BY PETITIONER:

Brad Moore, Architect for the project, presented the proposed project.

Kahan discussed stormwater management at the proposed project site.

PUBLIC HEARING

Ethel Potts, 1014 Elder Boulevard, Ann Arbor, encouraged the Planning Commission to consider character overlay districts and the intent of the zoning code.

Jeff Crocket, 506 E Kingsley, Ann Arbor, expressed support for the proposed project and explained that he believes the proposed location is appropriate for density.

Ilene Tyler, 126 N. Division St. Ann Arbor, explained that she believes that the parking study was thoughtful and expressed support for the proposed projects.

Scott Trudeau, 526 N Main St. Ann Arbor, expressed support for the project and the use of the planned project modifications. He requested more information about the public art wall.

Tom Stulberg, 1202 Traver Street, Ann Arbor, expressed that there are positive aspects to the proposed project and discussed the the validity of the planned project project type.

Jim Pike, 912 Pomona Rd, Ann Arbor expressed support for the proposed project discussing the affordability component of the project and density.

Russ Collins, 2585 Hollywood Ave, Ann Arbor, expressed support for the proposed project.

MAIN MOTION

Moved by Sauve, seconded by Gibb-Randall, that the The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve 616 East Washington Planned Project Site Plan and Development Agreement, which allows a taller building with a varied front setback while providing solar and energy conserving design, subject to providing easements for private stormwater, private reciprocal access/egress, and solid waste prior to the issuance of the first permit.

COMMISSION DISCUSSION OF MAIN MOTION

Gibb-Randall discussed solar at the site.

Sauve discussed rideshare and package delivery as they relate to the proposed project.

Moore responded that he is working with the Downtown Development Authority (DDA) over the course of construction to identify the best place for rideshare or package delivery areas.

Abrons inquired about impacts to the neighboring church.

Chris Johnson explained that the concerns regarding sunlight and south facing classrooms and offices have been addressed.

The Commission further discussed the proposed project discussing the proposed artwork, bicycle parking, lighting, loading/delivery zones, affordable housing, solar, and parking.

AMENDMENT TO MAIN MOTION

Moved by Ackerman, seconded by Sauve, to amend the 616 East Washington Street New High-Rise Development Site Plan to provide 6 units at 60% AMI and 13 units at 80% AMI.

COMMISSION DISCUSSION ON AMENDMENT TO MAIN MOTION

Briggs expressed appreciation for several aspects of the proposed project.

On a voice vote, the vote was as follows with the Chair declaring the Amendment I approved.

Yeas: 6 - Alex Milshteyn, Shannan Gibb-Randall, Zachary Ackerman, Elizabeth Sauve, Ellie Abrons, and Sara Hammerschmidt

Nays: 0

Absent: 3 - Wendy Woods, Erica Briggs, and Sarah Mills

COMMISSION DISCUSSION OF MAIN MOTION:

None.

VOTE ON MAIN MOTION

On a roll call vote, the vote was as follows with the Chair declaring the Main Motion approved as amended.

Yeas: 6 - Alex Milshteyn, Shannan Gibb-Randall, Zachary Ackerman, Elizabeth Sauve, Ellie Abrons, and Sara Hammerschmidt

Nays: 0

Absent: 3 - Wendy Woods, Erica Briggs, and Sarah Mills

Moved by Abrons, seconded by Sauve, to bring the 212 S State Street Multi Family Residential Development Site Plan back to the table for discussion.

Approved Unanimously.

19-1868 212 South State Street Multi-Family Residential Development Site Plan for City Council Approval - A proposed 6-story building to house approximately 19 residential units and incorporate new restrooms for the adjacent Michigan Theatre. No parking is proposed as part of this proposal located at 212-216 South State Street. Zoned D1 (Downtown Core) State Street Character Overlay Zoning District. 0.20-acre site. Staff Recommendation: Approval

COMMISSION DISCUSSION OF 212 S STATE STREET:

The Commission discussed solar at the site.

AMENDMENT I TO MAIN MOTION:

Moved by Ackerman, seconded by Gibb-Randall, to add a condition

that in the interim between the Planning Commission and City Council meetings the petitioner and City Staff explore viability of solar atop the 212 S State Street building.

DISCUSSION OF AMENDMENT I TO MAIN MOTION:

None.

AMENDMENT I TO MAIN MOTION

On a voice vote, the vote was as follows with the Chair declaring the AMENDMENT I TO MAIN MOTION approved.

Yeas: 6 - Alex Milshteyn, Shannan Gibb-Randall, Zachary Ackerman, Elizabeth Sauve, Ellie Abrons, and Sara Hammerschmidt

Nays: 0

Absent: 3 - Wendy Woods, Erica Briggs, and Sarah Mills

COMMISSION DISCUSSION OF MAIN MOTION:

None.

VOTE ON MAIN MOTION

On a roll call vote, the vote was as follows with the Chair delcaring the Main Motion approved as amended.

Yeas: 6 - Alex Milshteyn, Shannan Gibb-Randall, Zachary Ackerman, Elizabeth Sauve, Ellie Abrons, and Sara Hammerschmidt

Nays: 0

Absent: 3 - Wendy Woods, Erica Briggs, and Sarah Mills

- 10-c** [19-1870](#) Amendments to Chapter 55 (Unified Development Code) to Add a New Zoning District, T1 Transit Support - This district is intended to require mixed uses in sufficient density to support transit systems, provide more housing choices, and further the goals of the City Master Plan. Development in this district must include residential uses, must be set close to the street, must be designed to provide accommodations for all modes of transportation with an emphasis on pedestrians and nonmotorized modes. Several sections of Chapter 55 may be amended to implement the new T1 district such as: Section 5.12 (Mixed Use Zoning Districts), Section 5.15 (Permitted Use Tables), Section 5.16 (Use Specific Standards), Section 5.17 (Area, Height and Placement Regulations),

Section 5.18 (Special Dimensional and Site Layout Standards), Section 5.19 (Parking Standards), Section 5.20 (Landscaping, Screening and Buffering) and Section 5.21 (Streets and Access). Staff Recommendation: Approval

Alexis DiLeo, City of Ann Arbor Planner, presented the staff report.

PUBLIC HEARING:

Jeff Crocket, 506 E Kingsley Street, Ann Arbor, expressed concern for the proposed ordinance, and discussed the public outreach process.

Ethel Potts, 1014 Elder Boulevard, discussed the public outreach process.

Joan Lowenstein, 502 Burson Place, Ann Arbor, representing the Board of the Washtenaw Housing Alliance, discussed affordable housing and climate change.

Tom Stulberg, 1202 Traver Street, Ann Arbor, expressed support for the proposed ordinance, and discussed parking as it relates to the ordinance.

Adam Goodman, 400 Virginia Ave, Ann Arbor, expressed support for the proposed ordinance, he discussed sustainability and density.

Scott Trudeau, 526 N Main St, Ann Arbor, explained the public input process up to this point, as well as the future process for the proposed zoning.

Jim Pike, 912 Pamona Rd, Ann Arbor, expressed support for the proposed ordinance change.

David Silkworth, discussed affordable housing and height limits as they relate to the proposed ordinance.

Kirk Westphal. 3505 Charter Place, discussed affordable housing, sustainability, and the proposed ordinance.

Julie Ritter, 920 Catherine Street, Ann Arbor, discussed the proposed ordinance as it relates to the lack of public transportation within the city and master planning process. She also discussed parking, transit, and affordable housing within the city.

Moved by Sauve, seconded by Briggs that the Ann Arbor City

Planning Commission hereby recommends that the Mayor and City Council approve the amendments to Chapter 55 Unified Development Code to create a new zoning district, T1 (Transit Support) District.

COMMISSION DISCUSSION

Ackerman discussed supply as it relates to affordable housing, developing density outside of the downtown, and effective transit corridors within the city.

Moved by Ackerman, seconded by Sauve, to continue the meeting until 11:20 p.m.

Approved Unanimously.

COMMISSION DISCUSSION ON MAIN MOTION:

Briggs addressed engagement concerns, discussed transit, stating according to Ann Arbor Area Transportation Authority (AAAT), The Ride, there were 6.9 million rides in 2018, 6.6 were on local fixed routes, and that on Washtenaw Ave there are 10 minute headways, and that the transit authority is innovative and constantly seeking to make enhancements to the system. She also explained that the heaviest corridor in terms of transit is between Ypsilanti and Ann Arbor, explaining that the T1 zoning area makes sense, and that affordability is increased by allowing people to make use of transit, and that units outside of the downtown would be cheaper. Briggs also discussed the neighborhood buffer, future plans for public engagement.

Sauve explained that the statements relating to the need to drive a car to get into the city and that affordable housing is not provided by transit are false, and provided example of her personal experience. She also explained that more opportunities for people to live closer need to be provided and that T1 zoning would provide an opportunity for that. She explained further that implementing a T1 zoning would provide opportunity engagement because it would be linked with the Master Plan

Gibb Randall discussed height limits, parking, and the impacts of both. She expressed support for the process.

Moved by Ackerman seconded by Sauve to extend the meeting until 11:25 p.m.

Approved Unanimously.

COMMISSION DISCUSSION OF MAIN MOTION:

Hammerschmidt expressed excitement for T1 zoning, and discussed premiums, affordable housing, and neighborhood connections.

Abrons discussed further engagement for the process, and items for further research.

Lenart discussed dedicating a future Planning Commission meeting to engagement about T1 zoning.

Milshteyn discussed parking.

Moved by Ackerman, seconded by Sauve, to table decision on Amendments to Chapter 55 Unified Development Code to create a new zoning district, T1 (Transit Support) District.

Motion to Postpone Approved.

Yeas: 6 - Alex Milshteyn, Shannan Gibb-Randall, Zachary Ackerman, Elizabeth Sauve, Ellie Abrons, and Sara Hammerschmidt

Nays: 0

Absent: 3 - Wendy Woods, Erica Briggs, and Sarah Mills

Moved by Ackerman, seconded by Sauve, to extend the meeting until 11:40 p.m.

Approved Unanimously.

11 AUDIENCE PARTICIPATION (Persons may speak for three minutes on any item.)

AUDIENCE PARTICIPATION

Jeff Crocket explained his experience receiving Planning Commission information.

Ken Garber 2387 Hilldale, Ann Arbor, expressed appreciation for the work done by the Commission, especially to Commissioner Gibb Randall regarding her discussion of solar at the proposed downtown developments. He encouraged the commission to consider sustainability

more aggressively.

Julie Ritter, 920 Catherine Street, Ann Arbor, discussed the master plan process.

Tom Stulberg, 1202 Traver Street, Ann Arbor, discussed public engagement.

12 COMMISSION PROPOSED BUSINESS

None.

13 ADJOURNMENT

Moved by Abrons, seconded by Gibb-Randall, to adjourn the meeting at 12:37 a.m.

Approved Unanimously.

Alex Milshteyn, Chairperson
/kvl

(If an agenda item is postponed, it will most likely be rescheduled to a future date. If you would like to be notified when a postponed agenda item will appear on a future agenda, please provide your email address on the form provided on the front table at the meeting. You may also call Planning and Development Services at 734-794-6265 during office hours to obtain additional information about the review schedule or visit the Planning page on the City's website (www.a2gov.org.)

(Public Hearings: Individuals may speak for three minutes. The first person who is the official representative of an organized group or who is representing the petitioner may speak for five minutes; additional representatives may speak for three minutes. Please state your name and address for the record.)

(Comments about a proposed project are most constructive when they relate to: (1) City Code requirements and land use regulations, (2) consistency with the City Master Plan, or (3) additional information about the area around the petitioner's property and the extent to which a proposed project may positively or negatively affect the area.)

These meetings are typically broadcast on Ann Arbor Community Television Network Channel 16 live at 7:00 p.m. on the first and third Tuesdays of the month and replayed the following Thursdays at 8:00 AM and Saturdays at 8:00 PM. Recent meetings can also be streamed online from the CTN Video On Demand page of the City's website <https://a2ctn.viebit.com>.

The complete record of this meeting is available in video format at <https://a2ctn.viebit.com>, or is available for a nominal fee by contacting CTN at (734) 794-6150.

