

Amendments:
Exceptions to Height Limits
Stormwater Reviews
Development Activity Approval
Finished Grade

CITY PLANNING
COMMISSION

JULY 16, 2024



Section 5.18.4 Exceptions to Height Limits

CURRENT

None

PROPOSED

Up to 12 feet of an enclosure for an elevator, escalator, or stairwell that is not included in the floor area or FAR of a building in a mixed-use and nonresidential/special purpose zoning district.

Section 5.22 Stormwater Review

CURRENT

WCWRC responsible for sites: in its jurisdiction; under multiple ownership; having multiple parcels; with off-site systems.

City responsible for all others.

PROPOSED

WCWRC responsible for sites in its jurisdiction.

City responsible for all others, can delegate for complicated situations.

Section 5.29.6 Development Activity

CURRENT

Interior construction that results in increased number of dwelling units
= site plan required

PROPOSED

Interior construction that results in increased number of dwelling units
= no site plan required [building permit only]

Section 5.37.2 Definitions: Finished Grade

CURRENT

The level of the ground adjacent to a structure if the ground is level. If the ground is not level, the finished grade shall be determined by averaging the elevation of the ground for each side of the structure using the highest and lowest point of each side, as measured **five* feet** from the exterior walls of the structure.

PROPOSED

The level of the ground adjacent to a structure for purposes of regulating height.

This level shall be determined by: Step 1) establishing an average level of the ground for each side of a structure using the highest and lowest point of each side, as measured **six* feet** from the exterior walls of the structure, then Step 2) establishing the finished grade by averaging together the levels calculated in Step 1.

*Corrected 2024-08-12



Amendments: Transit Corridor Development Standards

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Section 5.17 Transit Corridor Districts

Curb cut limits

CURRENT

One for sites less than 250 feet in width, two for sites more than 250 feet in width.

PROPOSED

As provided in Section 5.21.1

One for first 100 feet, second for second 100 feet, one additional (3+) for each additional 600 feet of street frontage.

Section 5.17 Transit Corridor Districts

Building Dimensions

CURRENT

Maximum 250 feet width parallel to street
and 360 feet diagonal

PROPOSED

Maximum 300 feet width parallel to street
and 450 feet diagonal

Section 5.17 Transit Corridor Districts

Building Frontage

CURRENT

Buildings must span 70% of lot width (after allowing for 30-foot-wide driveway and sidewalks normally or 45-foot-wide driveway, sidewalks, buffer when adjacent to residential district).

PROPOSED

None

More in a minute ...

Section 5.17 Transit Corridor Districts

Development Arrangement

CURRENT

When site is more than 62,500 square feet it must be designed as two or more blocks

PROPOSED

None

Section 5.17 Transit Corridor Districts

Specific Building Types

CURRENT

Townhouses/apartments not permitted within 100 feet of signalized intersection, have street facing doors and stoops, garages may not face public street.

All other buildings must meet design requirements of D1/D2 districts, residential uses not permitted on first floor within 100 feet of signalized intersection.

PROPOSED

Buildings, including townhouse dwellings, must have functional entrance facing street.

First floor of buildings facing street, except townhouse dwellings, must meet design requirements of D1/D2 districts.

Section 5.16.3 Use Specific Standards

Parking Structures

CURRENT

In D1, first floor adjacent to primary street must have primary use at least 25 feet in depth.

In TC, first floor adjacent to street must have primary use at least 25 feet in depth.

PROPOSED

In D1 and TC1 districts, first floor adjacent to primary or transit corridor street must have primary use at least 25 feet in depth.

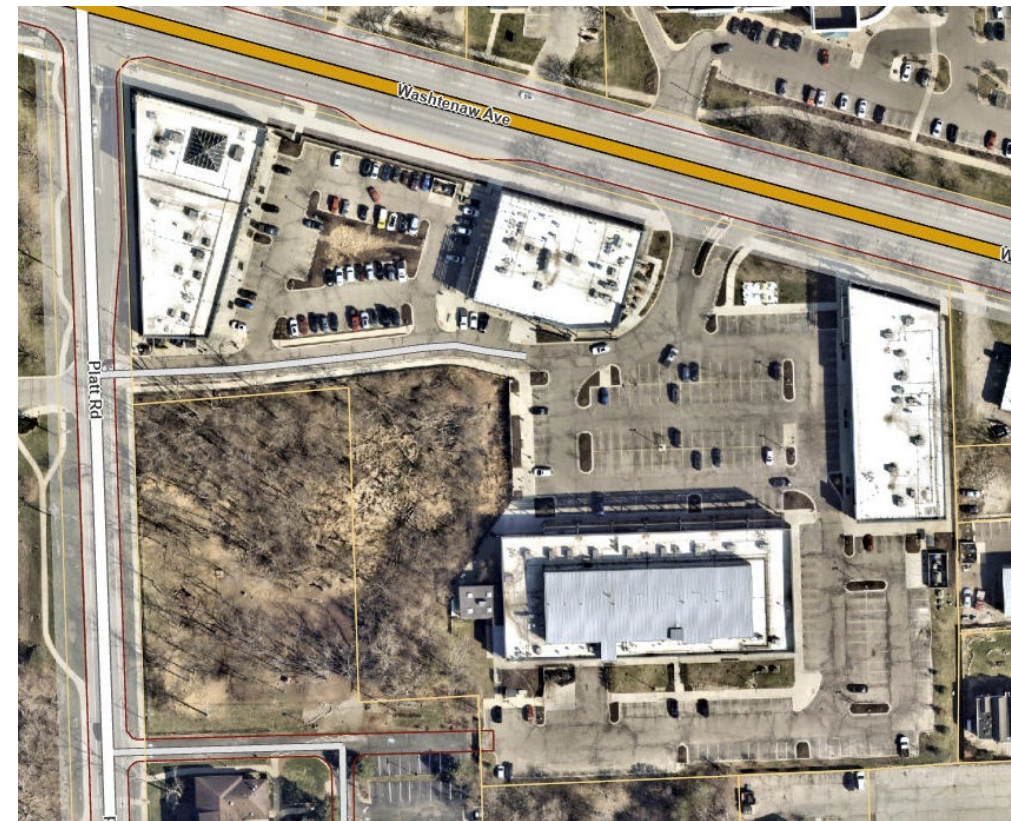
Back to Building Frontage ...



North Side of Huron Street between Ashley and Main
265 feet Width
Building Frontage 100%

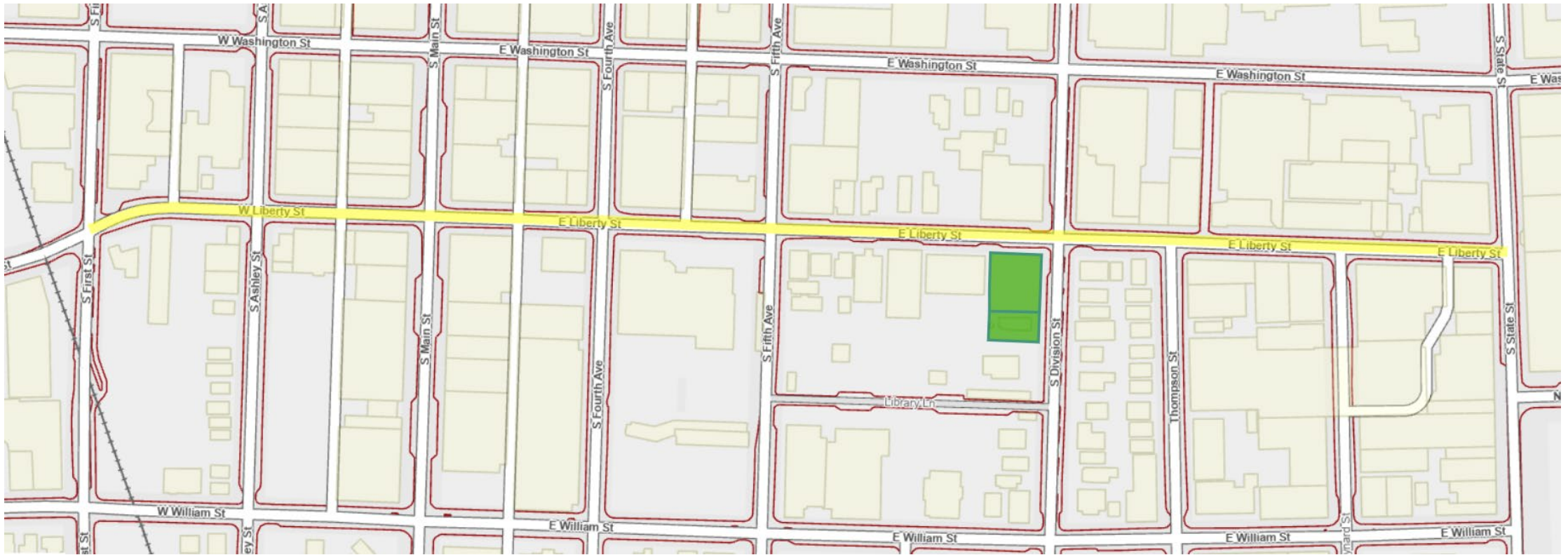


Arbor Hills Crossing, 3100 Washtenaw
759 feet Width
Building Frontage: 44%





210 S First
105 feet Width
Building Frontage: 36% at Front Setback Line | 66% of total building width



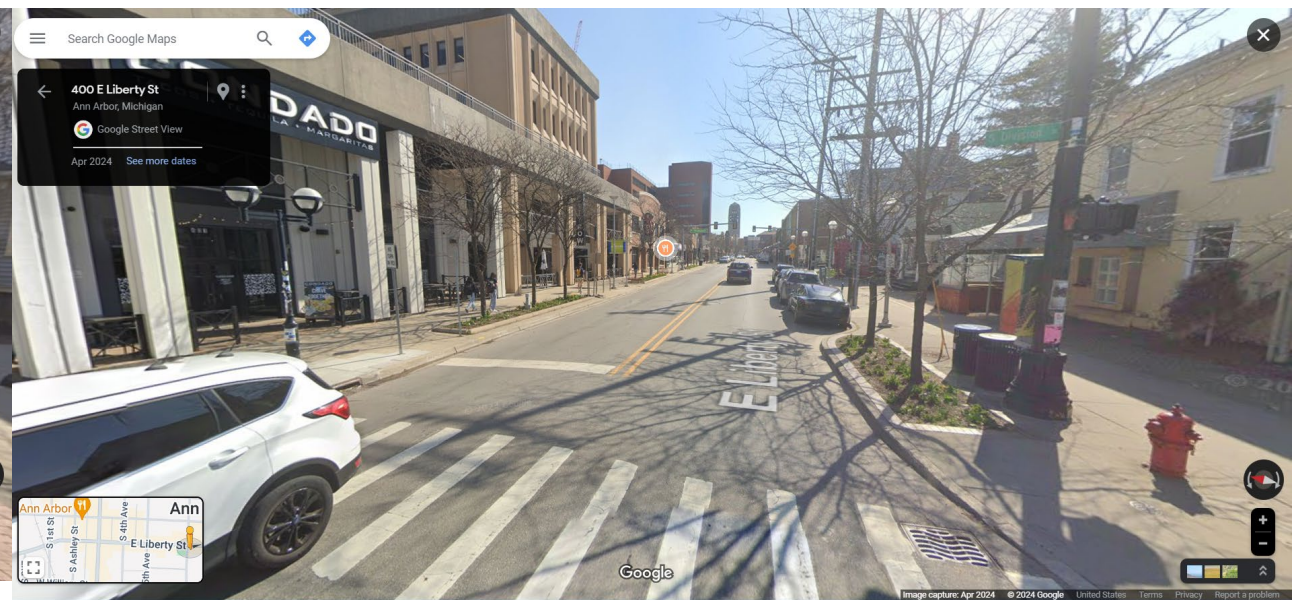
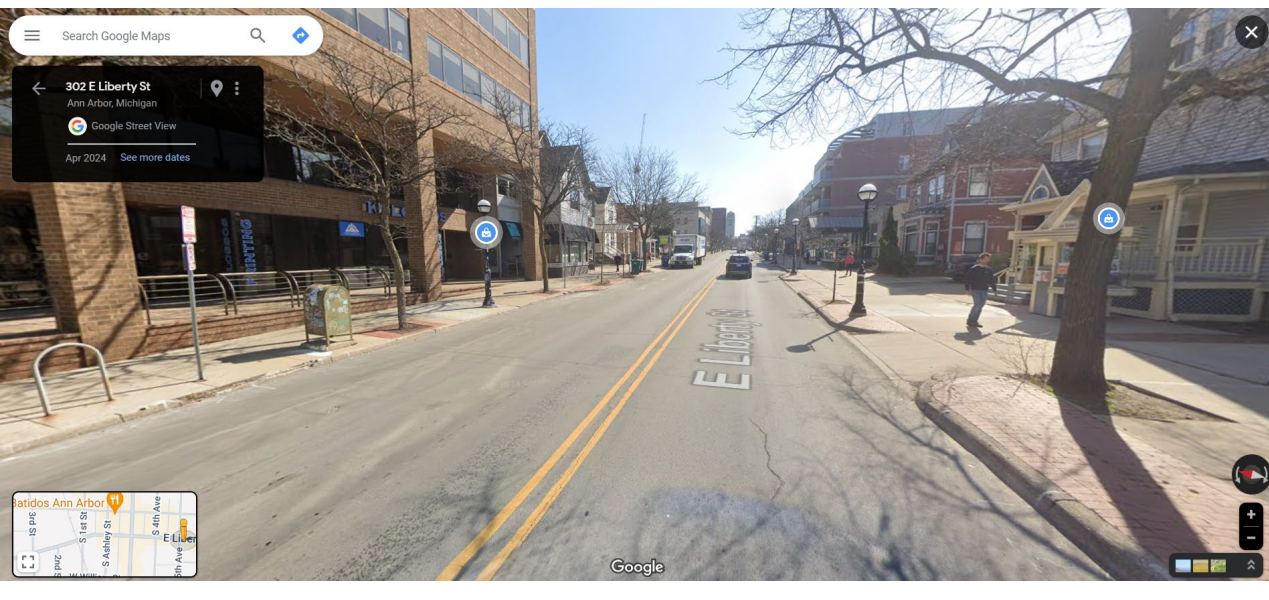
Liberty Street (north side)

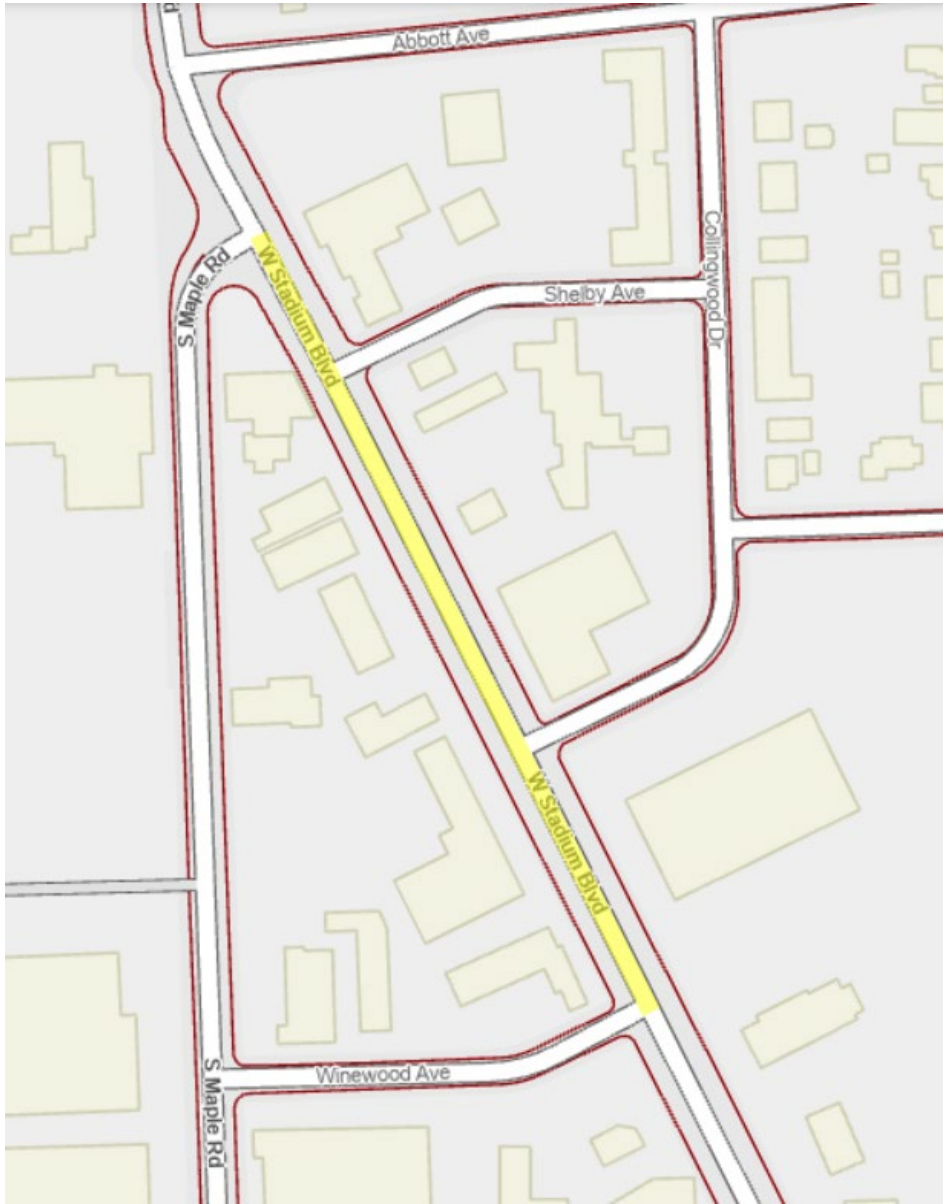
between South First Street and South State Street

6 blocks

Total Building Frontage: 84%

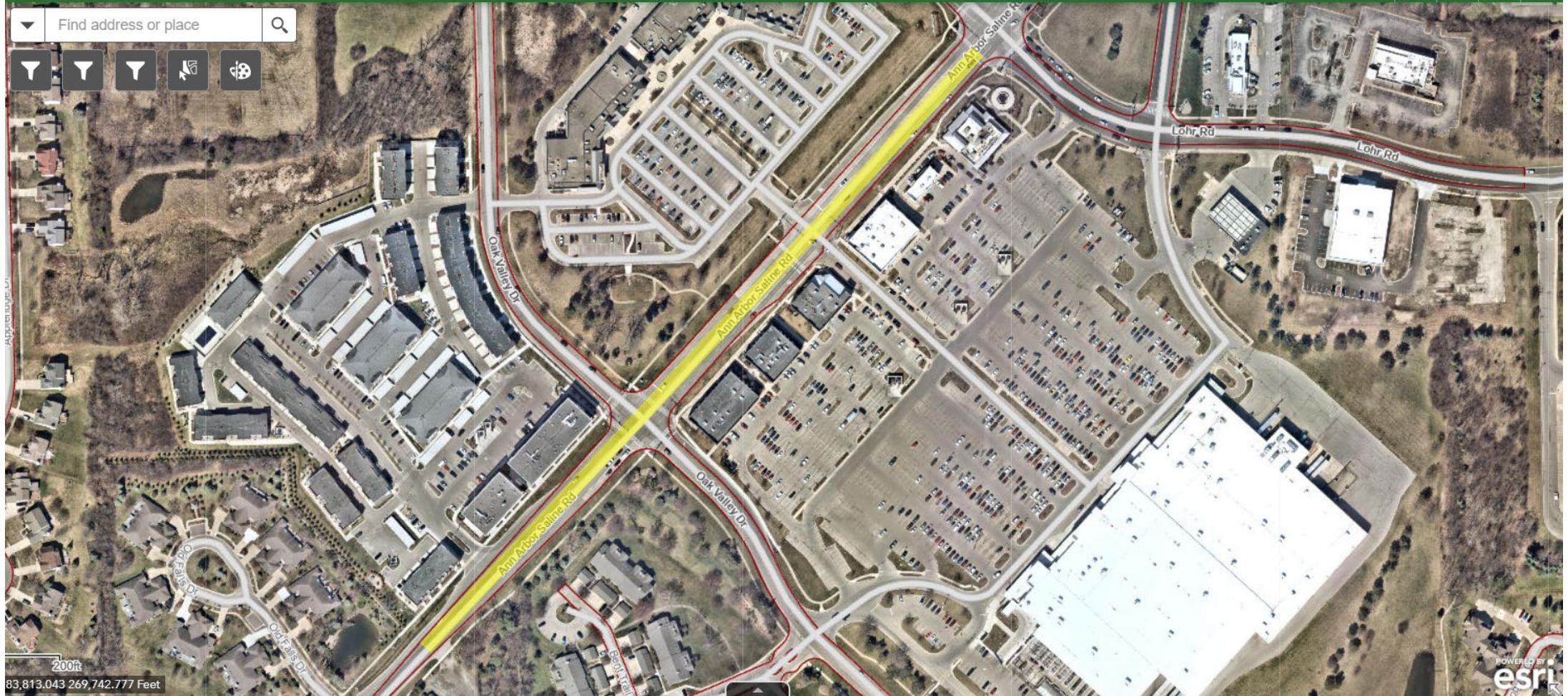
Block Building Frontages: 42% - 100% - 100% - 100% - 65% - 98%



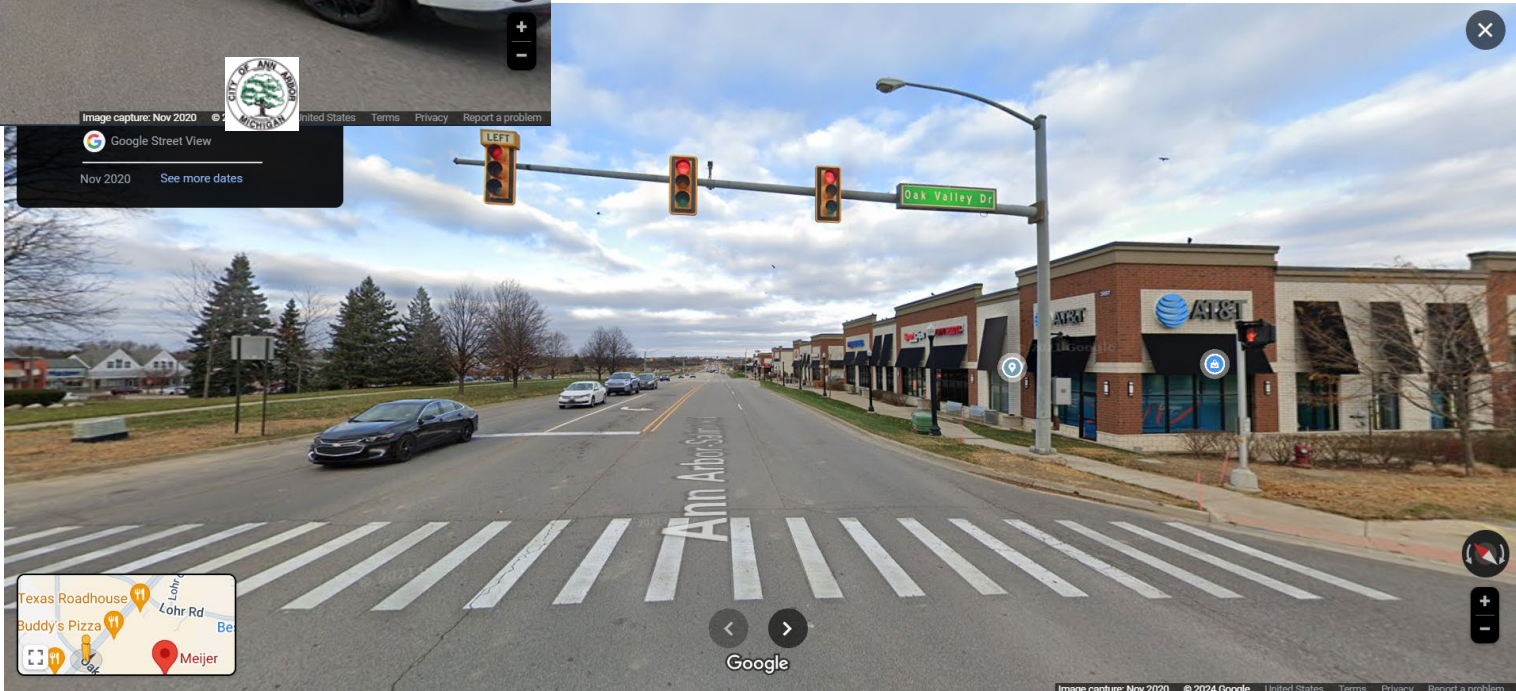


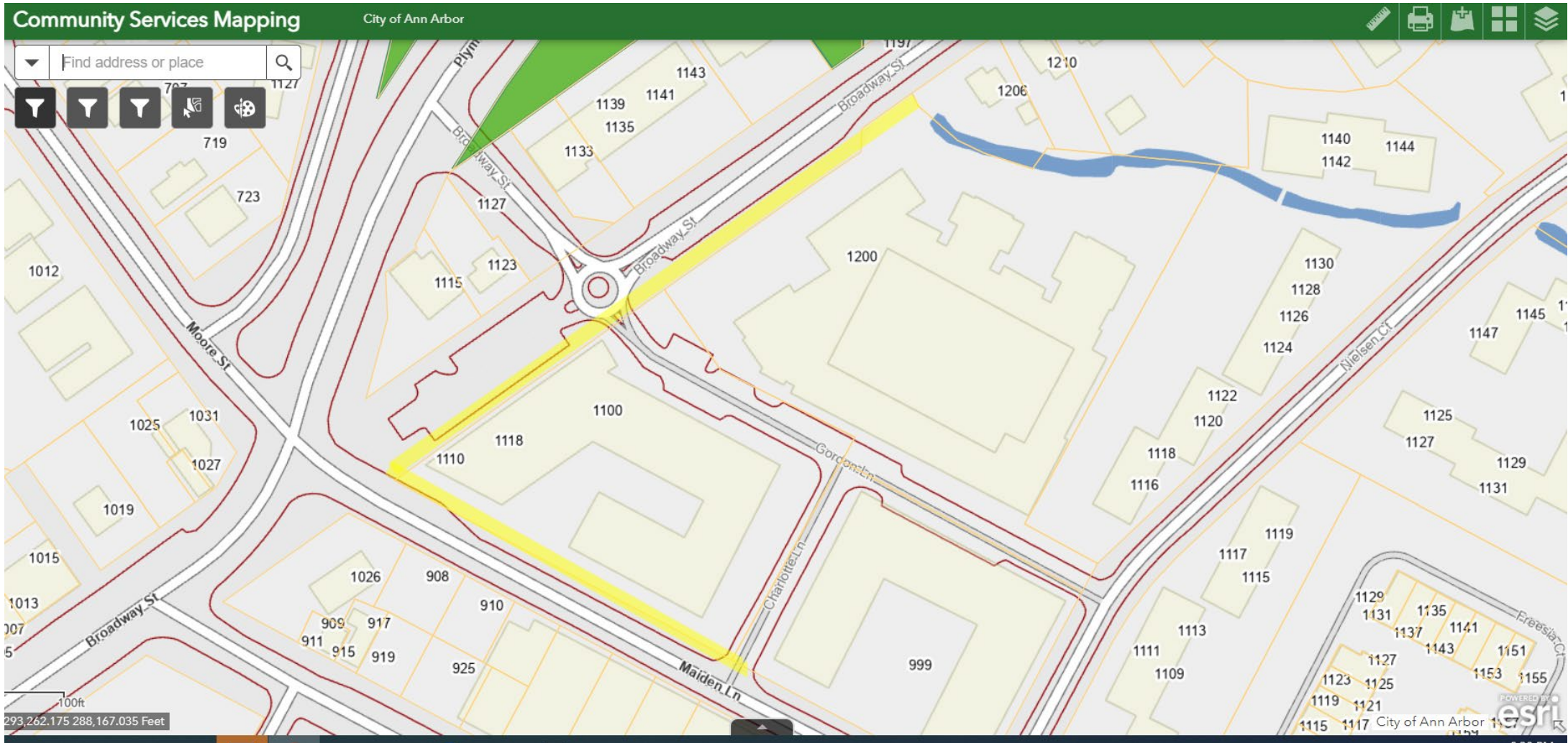
West Stadium Boulevard (west side)
between S Maple Rd and Winewood Ave
1 block
Building Frontage: 62%





Ann Arbor-Saline Rd, Pittsfield Charter Twp
West of Oak Valley Dr Building Frontage (north side): 60%
East of Oak Valley Building Frontage (south side): 52%





**Beekman on Broadway, 1100 and 1200 Broadway
 Broadway Building Frontage: 68% | Maiden Lane Building Frontage: 60%**





2793 Plymouth Rd
Building Frontage: 66%

Building Frontage Take-Aways

- Seems equally realistic to design a pedestrian-friendly, transit-friendly project on a small site (ex. 2793 Plymouth Road) as a large site (ex. Ann Arbor-Saline Road)
- All pedestrian-friendly and transit friendly designs use buildings less than 300 feet in width along the street
- With a building frontage standard, 60-70% seems appropriate for a minimum building frontage standard (total lot width)
- Without a building frontage standard, recent developments with only maximum front setbacks have achieved pedestrian-friendly and transit-friendly designs
- More requirements may not necessarily give better results, less requirements seem able to achieve desired outcomes