

AN ORDINANCE TO AMEND SECTIONS 5.29.6 and 5.29.8 OF CHAPTER 55  
(UNIFIED DEVELOPMENT CODE) OF TITLE V OF THE CODE OF THE CITY OF ANN  
ARBOR - MULTIMODAL TRANSPORTATION IMPACT ANALYSIS

The City of Ann Arbor ordains:

Section 1. That Section 5.29.6.E of Chapter 55 (Unified Development Code) of Title V of the Code of the City of Ann Arbor be amended as follows:

**E. Criteria for Review of a Multimodal Traffic Impact Analysis**

1. The ~~traffic and/or parking~~multimodal transportation impact analysis shall be reviewed by the Public Services Area for completeness and accuracy.
2. Proposed plans that will ~~contribute traffic to streets or intersections that are or will be as a result of this proposed plan at in~~ a multimodal level of service D, E, or F ~~as defined in the Highway Capacity Manual~~ may be denied by the Planning Commission or City Council until such time as ~~necessary street or traffic~~ transportation improvements are scheduled for construction.

Section 2. That Section 5.29.8.E of Chapter 55 (Unified Development Code) of Title V of the Code of the City of Ann Arbor be amended as follows:

**E. Transportation Impact Analysis**

~~For proposed Special Exception Uses or Developments that will generate more than three trips per unit per peak hour or 50 trips per peak hour, a transportation impact analysis must be provided including the following. The methodology to be employed in determining street capacities shall conform to the 2010 Institute of Transportation Engineers' Transportation Impact Analyses for Site Development, or the latest revision thereof.~~

1. ~~For proposed Special Exception Uses or Developments~~Site plans that will propose to generate more than three trips per unit per peak hour or 50 trips per peak hour shall provide ; a multimodal transportation impact analysis must be provided including the following. The following the methodology to be employed in determining street capacities shall conform to the 2010of the 2023 Institute of Transportation Engineers' Multimodal Transportation Impact Analyses for Site Development, or the latest revision thereof.
2. Area plans that propose to generate more than three trips per unit per peak hour or 50 trips per peak hour shall provide information on trip generation, trip distribution, modal split, and areas of impact so the magnitude of the rezoning or proposed development can be understood.

- ~~1. Existing traffic volumes passing on all streets abutting the proposed SEU or Development during the peak hour. Traffic from other new and proposed SEUs and Developments in the area should be considered.~~
- ~~2. Existing peak hour turning movements of vehicular and non-motorized traffic at all public street intersections within a minimum 200 feet of the proposed SEU or Development, or those intersections that may be impacted by the proposed SEU or Development.~~
- ~~3. Projected peak hour generation rate and peak hours of generation for the proposed SEU or Development.~~
- ~~4. Projected peak hour traffic movements as a result of the SEU or Development.~~
- ~~5. A capacity analysis for impacted intersections.~~
- ~~6. A statement of the total impact the projected generation will have on the existing level of service as determined and certified by a registered engineer.~~
- ~~7. A sketch plan showing all existing Driveways to public streets within 200 feet of the proposed SEU or Development and all on-street parking or loading areas.~~
- ~~8. Proposed Site access Driveways with a determination if a deceleration lane or taper is necessary based on current City warrant analysis standards, a determination if a left-turn by-pass lane is necessary based on a warrant analysis, and a sight distance study at the Site access Driveway.~~
- ~~9. A pedestrian circulation plan showing all possible points of conflict between motorized traffic and pedestrian/bicycle traffic on public streets and sidewalks within 200 feet of the proposed SEU or Development, or those intersections that may be impacted by the proposed SEU or Development.~~
- ~~10. A gap study for pedestrian or vehicular traffic may be required at non-signalized locations that may be impacted by the proposed SEU or Development.~~
- ~~11. The analysis shall provide a determination of the service volume and capacity of adjacent streets including the traffic from the SEU or Development.~~

**Section 3.** That this ordinance shall take effect and be in full force on and after ten days from legal publication.