In July 2021, the Ann Arbor city council approved the creation of a new zoning district, TC1, a transit corridor zoning category.

**The general intent statement for this zoning district states** that this district “has been created to facilitate, encourage, and support redevelopment and infill development to realize mixed use developments and achieve mixed use corridors that support and sustain transit service as well as encourage affordable housing, enable more housing choices, more sustainable forms of development, with reduced resource and energy needs. Pedestrian-friendly designs are critically important in this district as all transit users of any mode begin and end their trips as pedestrians. Application of 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, and the Comprehensive Transportation Plan.”

**The regulations stipulate that** “When approving a petition to rezone a site from its current designation to TC1, the Planning Commission and City Council should consider the following specific purpose statements:

1. This district may replace the O, RE, ORL, C2B, C3, P, R5 and M1 districts. It should only replace other zoning designations in unique and rare instances where another zoning district is entirely surrounded by the specifically mentioned districts.

2. This district should be located proximate to a transit corridor, meaning a street with existing fixed transit service. All areas of parcels zoned TC1 should be no more than ½ mile from a transit stop.

**Allowed Uses**

TC1 zoned districts will allow the following principal uses

* All residential housing types, *except* single or 2-family homes
* all Public or institutional uses, *except* parks, recreation, or open space; cemeteries, conference centers, or correctional facilities
* Day Care, Educational Institutions, and Health Care Facilities
* Lodging, *except* Short-Term Rentals in non-principal residences
* Entertainment and Arts
* Sales, *except* Automobiles, Motorcycles, Recreational Vehicles, Equipment (Sales and Rental), fueling stations, and Wholesale, Resale, Building Material and Supplies
* Service and Repairs *except* Automobile, Truck, Construction Equipment Repair; Contractors, General Construction, and Residential Building, parking lots or structures, vehicle wash
* Office and Research
* Research and Development *except* Marijuana Safety Compliance Facility
* Transportation, *except* Marijuana Secure Transporter, or Railroad and Public Transportation Rights-of-Way, Transportation Facilities
* Utilities and communication uses *except* Electric, Gas, and Sanitary Services; or Power and Fuel Rights-of-Way
* Also not allowed are Agricultural uses, Manufacturing, Warehousing and Storage

**Transit Corridor Development Specific Standards**

The specific standards below are intended to ensure development in the TC1 district creates places where people can live, work, socialize, play and shop in well-designed, comfortable places that support active, sustainable, city living.

|  |  |
| --- | --- |
| **TABLE 5.16-2: TRANSIT CORRIDOR DEVELOPMENT USE SPECIFIC STANDARDS** |  |
|  |  | **Lot Width up to 250 ft.** | **Lot Width 250 ft. and more** |
|  | **Mixed Use Building** | 1. First story must be minimum of 15 ft. in height.
2. Minimum 60% of the first floor facing any sidewalk between 2 and 9 ft in height must be clear windows and doors that allow views of interior space or product display areas. The bottom of any window or product display area used to satisfy the transparency standard must not be more than 3 ft above the adjacent sidewalk.
3. Buildings at the front setback must have a functional entrance door facing the transit corridor. Entrances at corners are acceptable.
 | 1. First story must be minimum of 15 ft. in height.
2. Maximum 360 ft. diagonal.
3. Minimum 60% of the first floor facing any sidewalk between 2 and 9 ft in height must be clear windows and doors that allow views of interior space or product display areas. The bottom of any window or product display area used to satisfy the transparency standard must not be more than 3 ft above the adjacent sidewalk.
4. Buildings at the front setback must have a functional entrance door facing the transit corridor. Entrances at corners are acceptable.
5. Buildings more than 750 feet from the transit corridor may be 1 story.
 |
| **Townhouse/ Apartment Building** | 1. Street-facing door and stoops required for Townhouses.
2. Apartment Buildings must have a functional entrance door facing the transit corridor.

Entrances at the corner of the Building are acceptable.1. Garage doors may not face any street.
 | 1. Street facing door and stoop required for Townhouses.
2. Apartment Buildings must have a functional entrance door facing the transit corridor.

Entrances at the corner of the Building are acceptable.1. Garage doors may not face any street.
2. Maximum 360 ft. diagonal.
 |
| **Mixed Use Building** | Minimum frontage equal to Lot Width less 30 feet or 45 feet when adjacent to residentialzoning | Minimum 75% frontage |  |
| **Townhouse/ Apartment Building** | Minimum frontage equal to Lot Width less 30 feet or 45 feet when adjacent to residential zoning | Minimum 70% frontage |
| **All Buildings** | 1. Buildings must have a public or private sidewalk adjacent to all sides with main entrances.
2. When the site is more than 62,500 sq. ft., the site must be designed as blocks 250 feet on each side or as near as practical given the site shape, with sidewalks, plazas, or drives separating the blocks.
 | 1. Buildings must have a public or private sidewalk adjacent to all sides with main entrances.
2. When the site is more than 62,500 sq. ft., the site must be designed as blocks 250 feet on each side or as near as practical given the site shape, with sidewalks, plazas, or drives separating the blocks.
 |
| **Mixed Use Buildings** | The portion of the first story within 100 feet of an intersection of public rights-of-way must be occupied by nonresidential use. | The portion of the first story within 100 feet of an intersection of public rights-of-way must be occupied by nonresidential use. |

**TABLE 5.16-2: TRANSIT CORRIDOR DEVELOPMENT USE SPECIFIC STANDARDS**

|  |  |  |  |
| --- | --- | --- | --- |
|  |  | **Lot Width up to 250 ft.** | **Lot Width 250 ft. and more** |
| **Townhouse/ Apartment Buildings** | Not permitted within 100 feet of an intersection of public rights-of-way | Not permitted within 100 feet of an intersection of public rights-of-way. |
| **Access and****Circulation** | **Mixed Use Buildings** | No more than 1 curb cut for a two-way driveway or 2 curb cuts for a one-way driveway per Lot. | No more than 2 curb cuts per Lot. |
| **Townhouse/ Apartment Buildings** | No more than 1 curb cut for a two-way driveway or 2 curb cuts for a one-way driveway per Lot. | No more than 2 curb cuts per Lot. |
| **Parking** | **All Buildings** | 1-No placement exception provided in Section5.19.6B may be applied in the TC1 district.2-In addition the maximum parking standards provided in Section 5.19.3, the portion of the site devoted to Vehicular Use Area may not exceed the area of Building(s) footprint(s). If the limitations on Vehicular Use Area cannot accommodate the maximum number of permitted spaces, the remaining amount must be provided in a Parking Structure or within a Building. | 1-No placement exception provided in Section5.19.6B may be applied in the TC1 district.2-In addition the maximum parking standards provided in Section 5.19.3, the portion of the site devoted to Vehicular Use Area may not exceed 125% of the area of Building(s) footprint(s). If the limitations on Vehicular Use Area cannot accommodate the maximum number of permitted spaces, the remaining amount must be provided in a Parking Structure or within a Building. |

 **TC1 Required Area Height and Placement**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Open Space** | **Setbacks** | **Height** | **Lot Dimensions** |
| **District** | **% Lot Area** | **Front** | **Side/Rear** | **Feet & Stories** | **Area** | **Width** |
| TC1 | none | Min:0Max: 15 ftMixed Use: 20ft Townhouse/Apts (A) | Min 30 ft when abuts R districtOtherwise, none | Min: 2 stories (B)Max:55 ft within 80 ft75 ft between 80-300 ft120 ft between 300 and 1000300 ft more than 1000 ft from R district | None | none |

**Footnotes:**

1. 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, excluding Lots in the TC1 district.
2. 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.

**City-Initiated TC1 re-zoning**

The TC1 zoning category has already been applied by the City Council to 69 properties at State and Eisenhower (not including Briarwood) in April of 2022 and 190 properties along West stadium and Maple. Other roads that the Council plans to rezone to TC1 include Washtenaw, Packard, and Plymouth Rd. Once rezoned, the properties will be able to be developed with much higher density than they could have been under their previous zoning category. Existing uses that are no longer allowed in TC1 will be allowed to continue as non-conforming uses but they will be restricted as to what improvements they can make or what they can do if they are damaged (e.g., by fire or tornados.