

From: Daniel Adams <danielnicholasadams@gmail.com>

Sent: Monday, June 27, 2022 2:23 PM

To: Planning <Planning@a2gov.org>; Lenart, Brett <BLenart@a2gov.org>

Cc: Song, Linh <LSong@a2gov.org>; Disch, Lisa <LDisch@a2gov.org>; Jen Eyer <jeneyer@gmail.com>; Taylor, Christopher (Mayor) <CTaylor@a2gov.org>; Radina, Travis <TRadina@a2gov.org>; Grand, Julie <JGrand@a2gov.org>; Briggs, Erica <EBriggs@a2gov.org>

Subject: Memo to ORC Re Maple/Stadium TC-1 Rezoning

Dear Planning Commission Members:

I just finished reviewing the staff memo to the Ordinance Revisions Committee dated June 28, 2022, and--as a long-time supporter of the creation of the TC-1 district, and as someone who personally participated in the June 14th webinar discussing deployment of the district in the Maple/Stadium corridor--I strongly object to the memo's recommendations regarding the future of TC-1 rezoning on the Maple/Stadium corridor.

The memo correctly observes that, at both the public meetings, commentators generally split along the following factional lines: (a) those "express[ing] unconditional support" for the rezoning; and (b) those in "opposition to any rezoning initiative for the area." This should not surprise anyone. Rezoning in Ann Arbor are contentious and public opinion usually splits along these same fault lines, regardless of the nature of the rezoning. And these positions are binary in nature and deeply entrenched; people who "oppos[e] any rezoning initiative for the area" are **not** signaling that they may support a rezoning contingent on staff recommending a different district to the corridor or making minor alterations to TC-1.

These meetings revealed nothing about public sentiment or this corridor that we didn't already know, or that we couldn't learn from looking at a map. And yet, we are now being told by staff that TC-1 is "not the right fit for the area" and must be modified to account for the fact that "scale of development is very important in this area" (where is it not?) this "area is not a single monolithic geography" (what area is?).

How can this be? TC-1 was designed--with years of staff, public, and Council input, and numerous painful public meetings--to apply to multiple city districts without modification, **and with the Maple/Stadium corridor specifically in mind**. The April 6, 2021 Planning Commission staff report stated that TC-1 would be "immediately appropriate" along "West Stadium Boulevard generally between South Maple Road and Pauline Boulevard." This corridor was even expressly named in the specific purpose section of the initial draft ordinance; when Planning asked staff to remove the specific examples from the final ordinance, staff objected to that request in the April 13, 2021 staff report, noting that including these examples would better "describe the existing conditions and physical characteristics that are appropriate for rezoning to TC1 in a way that words alone cannot."

Staff's new recommendation--that TC-1 is inappropriate for deployment along one of the four major city corridors that it was specifically designed to serve--is a startling reversal of position and a profoundly discouraging development for the people working hard in the community to support these initiatives. We cannot afford years of delay while we craft bespoke zoning for every street in the city; we cannot continue to incentivize anti-housing activism by retreating at the first sign of opposition; and we cannot afford another damaging false start on significant land-use reform.

Thanks,
Daniel Adams
1016 Daniel St.

From: Doug Aikenhead
Sent: Monday, June 13, 2022 3:01 PM
To: Lenart, Brett <BLenart@a2gov.org>
Subject: Concerns related to proposed West Stadium TC1 rezoning

Dear Brett Lenart,

First, please accept my compliments and appreciation for the presentation that you and your colleagues made at the public hearing held Thursday, June 9 at the Westgate Branch of the Ann Arbor District Library. You presented information regarding the proposed TC1 rezoning in a clear and straightforward manner and fielded questions and concerns from the citizens in attendance respectfully and professionally. Thank you.

Following up on concerns that I and others raised at the hearing, I offer the following.

First and foremost, West Stadium between Pauline and Jackson is a very busy, heavily trafficked thoroughfare. Presently, it offers a multitude of challenges to pedestrians, bicyclists, and motorists. Between Pauline and Liberty, there are at least 12 active curb cuts/driveways on the east side of Stadium and 12 more on the west side of the street. Between Liberty and Jackson, there are 21 active curb cuts/driveways on the east side of Stadium and 14 on the west side of Stadium. Most of these curb cuts provide vehicle access and egress from strip malls, individual retail businesses, restaurants, and banks. Because traffic is often heavy on Stadium, drivers frequently encroach on or block the sidewalks as they edge forward for visibility to exit businesses and strip malls. This is especially frequent at heavily trafficked driveways like the Arbor Farms grocery/Ace Hardware shopping center and the U.S. Post Office. Access to and egress from that shopping center is further complicated by the user-activated lighted pedestrian crossing and traffic island immediately north of the shopping center driveway. Note that this is the only pedestrian crossing with flashing lights on Stadium between Pauline and Jackson. It gets frequent use during daytime hours. With high traffic volumes, numerous driveways, and sometimes impatient drivers, this stretch of Stadium is definitely pedestrian-unfriendly. How will new buildings with zero setbacks and potentially "blind" driveways between buildings impact pedestrian safety? I believe this needs serious attention.

The proposed language for the TC1 zoning makes no provision for publically accessible green spaces and pedestrian rest areas. I would like to see these included in the zoning requirements.

Current bicycle lanes along the edges of Stadium Blvd are completely unprotected. On March 30, 2022, a bicyclist was killed by a vehicle at West Stadium and Winewood. The A2Zero Plan calls for increased pedestrian and bicycle travel as an alternative to automobile use. TC1 zoning needs to prioritize pedestrian and bicycle safety and comfort. Protected bicycle lanes will further encroach on motor vehicle lanes, however. Increased bus traffic on Stadium and other routes within the proposed TC1 corridor will add to traffic and visibility challenges. I believe improved traffic management needs to be a key component in rezoning this stretch of West Stadium to TC1.

It is hard for me to visualize sidewalks on West Stadium as places where people can walk, shop, and socialize in safe and comfortable ways. This needs to be considered in the TC1 zoning language.

While 15 foot first-floor ceiling heights will enable larger clear glass windows facing the sidewalk, possibly contributing to a more pleasant pedestrian experience, what assurances do we have that retail businesses and restaurants will lease spaces in this area? Current retail businesses fronting on West Stadium are largely fast-food restaurants and small businesses drawn to the area by affordable commercial rents. Will these businesses afford the higher rents that come with new construction? Retail spaces in the new Reinhart Building have been slow to acquire tenants. Will new buildings in a TC1 West Stadium fare any better?

I understand and like the ideas of 15 foot first-floor ceilings and 60% clear glass on first floor facades. I wonder though if other design criteria can be added to the TC1 zoning language. Operating on a By-Rights approval process gives developers a lot of latitude, which can lead to ungainly aesthetic decisions and architectural dissonance when we are looking at a mile-long development zone like the West Stadium commercial corridor. Can this be addressed in the language of the TC1 zoning requirements? I believe that it will be easier to sell TC1 zoning to the public if we can be assured that development will be attractive and integrated. We will all be happier if West Stadium becomes populated with attractive buildings that are architecturally compatible. Clear language articulating TC1 design standards will give Planning Services and the Planning Commission the necessary tools to ensure an attractive commercial district.

Comments during last week's public hearing also noted the absence of language requiring new construction in TC1 adhere to the City's A2Zero environmental requirements and affordable housing standards. To do otherwise would give TC1 developers a free pass on requirements that the rest of us will be expected to meet.

I hope my comments and suggestions will be helpful. Please contact me if any of the above needs clarification, or if I can otherwise be of assistance. Thanks.

Doug Aikenhead
734.417.2608

From: Lisa Bartlett <lbartlet@umich.edu>
Sent: Tuesday, June 14, 2022 9:26 PM
To: Planning <Planning@a2gov.org>
Subject: Re: Rezoning of West Stadium/Maple

Please add me to the email group for updates: lbartlet@umich.edu

Thank you for providing a zoom meeting.

My thoughts as a 25+ years resident of Charlton Apartments just east of West Stadium (about 2 blocks behind the Dairy Queen):

- per Shannon Gibb-Randall's comment - please consider interspersing green spaces as these parcels are very close to neighborhoods. Vets Park doesn't provide all of the green space;
- consider the current traffic and how it will increase, possibly cutting some neighborhoods' drivers off: high commuter traffic heads up West Stadium/Maple for I-94 & M-14; current traffic jams several times per day at the intersection of Stadium/Maple Huron/Jackson with long wait times;
- with additional housing, Ann Arbor may need to provide additional services at Vets Park, the fire station, possibly a larger library branch at Westgate, additional services at the post office, additional Project GROW sites, Community Action Network programs, etc.;
- don't let parking for new businesses fill up the surrounding neighborhoods. Homes Brewery is an example in my area where the neighborhood streets are lined with patrons' cars, some blocking driveways;
- elderly residents use their cars to get themselves as close as possible to the front doors of businesses along West Stadium as they have issues with walking any distance;
- does the Gelman Sciences plume need to be taken into account with new construction?

From: Joe Bauer <joebauer@gmail.com>

Sent: Tuesday, June 28, 2022 11:00 AM

To: CityCouncil <CityCouncil@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>; Planning <Planning@a2gov.org>

Subject: W Stadium Blvd TC1

Hi!

I wanted to voice my support for rezoning W Stadium to TC-1. I live on Woodland Dr., in close proximity, and am excited about anything that improves walk-ability and makes it possible for people to live closer to where they work.

Best,

Joe Bauer

734-945-6446

From: Lynn Borset <lb Borset@umich.edu>

Sent: Saturday, June 18, 2022 3:49 PM

To: Planning <Planning@a2gov.org>

Cc: Ramlawi, Ali <ARamlawi@a2gov.org>; Briggs, Erica <EBriggs@a2gov.org>; Nelson, Elizabeth <ENelson@a2gov.org>

Subject: Follow-up to TC-1 meeting, 6/14/22, on transportation

Planning Commission and Planning Staff,

Thank you for having the information/Q & A meeting, and thanks to staff for their presentation on the TC-1 proposal for W. Stadium Blvd and N. Maple Rd. I agree with the Commissioners' comments at the end of the meeting which indicated additional work is needed before this proposal moves forward.

Here I will specifically address transportation concerns.

Since W. Stadium / N. Maple was selected precisely because it is a major traffic artery through the city, it is disheartening to hear that traffic flow was evidently not considered at all in the planning process. W. Stadium / N. Maple, being surrounded by residential neighborhoods, is totally different from the Briarwood area for which TC-1 was approved. (Washtenaw and Plymouth Rd. are different in their own ways.) These differences deserve to be addressed to attempt the most appropriate, "best," plan for each area. To do otherwise is a disservice to our community. The impact on traffic flow, and planning for those impacts, is critical to the ultimate success of any zoning proposal.

Adding more bus service, bicycles, even pedestrians will increase the volume of traffic, and affect traffic flow. People (including the hoped for new residents) still need to get where they are going. Delivery trucks still need to service the Post Office, grocery and hardware stores, and other retail shops. New residents are likely to want deliveries from UPS, Fed Ex, etc. Will these delivery services block lanes of traffic on the road as so often now happens on Huron in front of the new apartments, or in the new protected bike lanes downtown? Will buses continue to impede traffic or will there be pull-off areas to allow the safe drop-off and pick-up of passengers, especially those in wheelchairs?

One commissioner suggested 'traffic calming measures' such as have been introduced into neighborhoods recently, which would further impede traffic. This is anti-thetical to a transit corridor! You can't have it both ways, residential street vs. thoroughfare. By definition a transit corridor must take transportation, and traffic, into account. Planning must include all anticipated types and volumes of traffic, and incorporate accommodations to ensure the safe and smooth flow of that traffic.

In summary, TC-1 Zoning is not "one size fits all." Briarwood is a destination location, on the edge of and separated from the rest of the city. By contrast, W. Stadium is a major traffic corridor surrounded by residential neighborhoods. The TC-1 zoning approved for Briarwood is not at all appropriate for W. Stadium/N. Maple. A separate zoning category that addresses the specific characteristics and goals for this area is needed.

I hope you will listen to all the concerns, as well as the hopes, that have been expressed and re-work this proposal before bringing it forward for approval.

Lynn M. Borset
Ward 5

P.S. I would appreciate confirmation that Planning Commission members received these comments.

LMBorset@umich.edu

From: Lynn Borset <lmborset@umich.edu>

Sent: Monday, August 08, 2022 9:39 PM

To: Planning <Planning@a2gov.org>

Cc: Ramlawi, Ali <ARamlawi@a2gov.org>; Briggs, Erica <EBriggs@a2gov.org>; Nelson, Elizabeth <ENelson@a2gov.org>; Taylor, Christopher (Mayor) <CTaylor@a2gov.org>

Subject: Comments for 8/16/22 Public Hearing on TC-1 for W. Stadium / Maple

Planning Commission and Planning Staff,

I will be out of town on 8/16/22 when the Planning Commission Public Hearing on TC-1 zoning for W. Stadium and Maple will be held. I am submitting the comments below so they can be considered in Planning Commission deliberations, and for the public record.

The TC-1 Zoning that was approved for Briarwood is not "one size fits all" and is not appropriate for the W. Stadium / Maple corridor. A new and separate zoning category needs to be developed to achieve the stated goals (housing affordability, "walk ability," and carbon neutrality). Zoning code needs to specify requirements for the goals it intends to accomplish.

Increasing housing supply to make housing more affordable is a laudable goal. However, without any guidance or requirements in the zoning code, this is very unlikely to be achieved. Developers build to make money and Ann Arbor is a very desirable market. This quote by a local developer illustrates that point:

"The only way affordable housing will truly become an option is if the city specifically mandates it and is also willing to support it financially," Bonner said. "Otherwise, the 226 acres of rezoned properties around the mall will also become high-end luxury residential developments."

As more high-end apartments are built, rental rates across the market will continue to rise. The existing relatively 'affordable' apartments and condos immediately west of W. Stadium (on Pauline and S. Maple) will respond to market rate increases, raise rental rates, and drive more working people out of Ann Arbor. Thus, re-zoning to increase housing stock must include specific measures to encourage if not mandate lower rental rates.

Similarly, Ann Arbor has established a goal to be carbon neutral by 2030. If we are serious about meeting that goal, requirements for energy efficient building must be established. These requirements need to be in our new zoning codes.

It seems that "walk ability" is a desired outcome for the re-zoning of the W. Stadium / N. Maple corridor. Yet, buildings will edge right up to the sidewalks, with no space in between them "as in downtown." There is no plan for green space to soften the built environment. Yet, even in downtown there are planters, and the DDA plants trees to provide some relief. Residential areas typically have set-backs and landscape buffers. Why are these things omitted from the TC-1 zoning that we 'hope' will add housing stock? Pedestrians and those waiting for buses will, at least on occasion, need shelter from the hot sun, or the rain. Trees can provide such shelter, as well as reducing the "heat island" effect of pavement, brick, and other building material.

Because of the residential areas surrounding W. Stadium / N. Maple the dramatic heights allowed in TC-1 are not appropriate. I believe having a narrower range, or a uniform height limit, say of 5 stories, would make the proposal more palatable to more people. A height

limit of 5 stories mimics those in residential areas of great cities (Paris, Chicago). This more human scale is much more appealing for residents and travelers alike.

W. Stadium / Maple was selected for TC-1 zoning precisely because it is a major traffic artery through the city, so it was very disheartening to hear that traffic flow was evidently not considered at all in the planning process. W. Stadium / Maple, being surrounded by residential neighborhoods, is totally different from the Briarwood area for which TC-1 was approved. (Washtenaw and Plymouth Rd. are different in their own ways.) These differences deserve to be addressed to attempt the most appropriate, "best," plan for each area. To do otherwise is a disservice to our community. The impact on traffic flow, and planning for those impacts, is critical to the ultimate success of any zoning proposal.

Adding more bus service, bicycles, even pedestrians will increase the volume of traffic, and affect traffic flow. People (including the hoped for new residents) still need to get where they are going. Delivery trucks still need to service the Post Office, grocery and hardware stores, and other retail shops. New residents are likely to want deliveries from UPS, Fed Ex, etc. Will these delivery services block lanes of traffic on the road as so often now happens on Huron in front of the new apartments, or in the new protected bike lanes downtown? Will buses continue to impede traffic or will there be pull-off areas to allow the safe drop-off and pick-up of passengers, especially those in wheelchairs?

One commissioner suggested 'traffic calming measures' such as have been introduced into neighborhoods recently, which would further impede traffic. This is antithetical to a transit corridor! You can't have it both ways, residential street vs. thoroughfare. By definition a transit corridor must take transportation, and traffic, into account. Planning must include all anticipated types and volumes of traffic, and incorporate accommodations to ensure the safe and smooth flow of that traffic.

In summary, TC-1 Zoning is not "one size fits all." Briarwood is a destination location, on the edge of and separated from the rest of the city. By contrast, W. Stadium is a major traffic corridor surrounded by residential neighborhoods. The TC-1 zoning approved for Briarwood is not at all appropriate for W. Stadium / Maple. A separate zoning category that addresses the specific goals, and the specific characteristics, of this area is needed.

I hope you will listen to all the concerns, as well as the hopes, that have been expressed and re-work this zoning proposal to give it some chance of achieving the stated goals before bringing it forward for approval.

Lynn M. Borset
Ward 5

P.S. I would appreciate confirmation that Planning Commission members received these comments.

--

LMBorset@umich.edu



August 11, 2022

City of Ann Arbor
301 E. Huron St.
Ann Arbor, MI 48104

Dear Mayor, City Councilmembers, and Planning Commissioners,

I am writing on behalf of Brixmor Property Group, the proud owner of the Maple Village Shopping Center. By way of background, Brixmor owns nearly 400 centers nationwide. We strive to be the center of our communities by matching vibrant retail to the local culture and needs. We are committed to the Ann Arbor community and have invested over \$20 million in the past 4 years to improve the center. These improvements include façade renovations and improving the merchandising mix by leasing to several new anchor tenants.

Maple Village is approximately 27 acres and represents the largest parcel within the proposed TC1 rezoning area. We are excited that the City and Planning Staff are seeking ways to spur additional development, density, and permitted uses. We applaud your efforts. However, we have concerns about rezoning our property and the entire district. We believe the same result can be achieved by establishing an overlay district instead of rezoning multiple properties without each property owners' agreement or consent. An overlay would permit the additional development you desire without requiring property owners to comply with a new set of zoning ordinances that are not consistent with their current business plans. We have invested millions into the property in recent years with the expectation that the property would continue to be able to be operated and improved under the existing entitlements.

Brixmor is opposed to the proposed rezoning because it presents a hardship to us as a shopping center owner and operator. We have long term leases with national tenants, some in excess of 30 years, that contractually obligate us to continue to operate the center within certain parameters. Many retail tenants have rigid parking and visibility requirements that require compliance. For example, one of the proposed zoning requirements that is problematic is that buildings must be a minimum of 2 stories. If we were to replace a one story building with one that is two stories, we could be in violation of height restrictions in tenant leases. For larger tenants, two story buildings negatively impact how retailers design and merchandise their stores. The 2nd story also presents an added construction cost on space that will likely remain vacant or unprofitable. The previously mentioned example is just one of the regulations that will impact our business negatively. Other proposed regulations that we oppose include the location of parking, the reduction of the size of parking lots, and the required transparency of 1st floor exteriors. In the case of a complete redevelopment, these issues can be worked into a final design. However, for an existing open air shopping center that is legally bound to specific design criteria, the proposed zoning changes can be very problematic.

While we are opposed to the rezoning as drafted, we understand and agree with the intent to promote more sustainable development. We are committed to the Ann Arbor community and would welcome the opportunity to provide input on ways to revise the ordinance to better suit the needs of all stakeholders.

Thank you for your time and consideration.

Respectfully,

A handwritten signature in blue ink, appearing to read "Rich Dippolito".

Rich Dippolito
VP Re/Development Midwest



July 1, 2022

City Planner Alexis DiLeo
Ordinance Revisions Committee
301 E Huron St.
Ann Arbor, MI 48104

Subject: City Initiated TC1 Rezoning - Stadium Boulevard Area

Dear City Planner DiLeo and Ordinance Revisions Committee,

Thank you for compiling the North Maple – West Stadium Area Rezoning slide deck and also making yourselves available for questions and comments in the recent Community Meetings. As proud owners of the Collingwood Office Center building at 210-230 Collingwood Dr., we are protective of our investment, our tenants, and their businesses, and would like to be engaged where possible. After reviewing the information provided and balancing the potential outcomes of the potential rezoning, we respectfully request that the committee remove the Collingwood Office Center from the consideration of TC1 rezoning.

Though development possibilities provide incentives to pursue the downtown-like TC1 rezoning, they are offset by parking restrictions, eliminating one of the main attractors of our office users. The parking needs of many west side tenants preclude them from operating in the Main Street Corridor, where parking is limited to street parking, structures, or a few dedicated on-site spaces in rare cases. But on Jackson and near Stadium, they find their parking needs met, while retaining a connection to downtown and campus through a quick drive or public transit. Without the adequate parking nearby or on-site to accommodate their business, these Tenants will be forced further from our main business districts.

The March 22nd version of the Study Area did not include the 210-230 Collingwood parcel, but the most recent versions of April 26th and June 14th do. It is our understanding that the Collingwood Office Center may have only been included in the Study Area because of its proximity to the Stadium Corridor, along with any parcel that might be included in rezoning; the intention being to remove parcels from the targeted area as the vision for rezoning effort becomes more clear. We ask that you remove 210-230 Collingwood from Rezoning Study Area and potential rezoning. Though we believe the TC1 district will help this area and certainly facilitate the commercial redevelopment an infill development, this may lead to negative outcomes for parcels like the Collingwood Office Center erroneously included.

Kind regards,


Tyler Burgoon
Member
210 Collingwood LLC

Broker / Operations Director
JP Commercial Real Estate
office 734 994 8800
cell 734 730 5633

From: Andy Burkhardt <vonburkhardt@gmail.com>

Sent: Thursday, August 11, 2022 5:24 PM

To: Planning <Planning@a2gov.org>

Subject: TC1 on stadium/maple

Dear Planning Commission,

I am writing to voice my strong support of the proposed TC1 zoning change along the Maple/Stadium corridor. I live nearby in the Abbot neighborhood so am deeply invested in this part of town. To meet our A2 Zero goals and our affordable housing goals, we need more places for neighbors and less trips taken in cars (among other things). The Maple and Stadium area seem perfect for this.

Currently this area is mostly single story buildings and seas of surface parking (see Maple Village). I would love to have more neighbors, housing, and businesses in this area, especially if they are able to take transit or walk/bike for daily needs.

I appreciate your thoughtful consideration of this matter and your service.

Andy Burkhardt
Ward 5

From: Jane Burton
Sent: Friday, June 10, 2022 10:14 PM
To: Planning <Planning@a2gov.org>; CityCouncil <CityCouncil@a2gov.org>
Subject: rezoning No Maple/ Stadium area

[Some people who received this message don't often get email from jburton234@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

As was presented early on in the papers online, this rezoning was to be addressed in steps — Eisenhower-State first, Stadium-No Maple second, etc. etc.

I think, that these first two projects are apples and oranges. Just because they have long straight thoroughfares and AATA routes does not make them similar at all.

So, contain your creativity to Eisenhower-State— bring it to successful fruition. Then turn your attention to a neighborhood corridor. People care about the ambience of this westside area.

It may have too many expansive parking lots, or too many driveways, but it works. People do walk and shop all along this area. You could enhance it with trees, benches, fountains, etc.

But do not try to make it into something it cannot be. A shop like Izzy's could not pay the rent in the bottom floor of a glass box business or apartment building. The rents that are the outcome of the new development drive our small, unique, one of a kind businesses out of business. Look at So. U — once a vibrant shopping and browsing area — totally wiped out and uninteresting.

What people envision as a neighborhood mixed use, walkable area is stores and business of interest on floor one or floor one or two, and two or three floors of apartments above. This is how old twos were designed (our's, Dexter, Chelsea, Brooklyn. On south University the northside of the first block of Washtenaw — it had two stories (business/restaurants/apartments. A building or two was then down a few years back and a three-four story attractive brick townhouse type structure was put in. It did not remake the character of the entire street. It blended in, did not overpower and obliterate.

And, having no min parking is absurd. Parking must be available, if not front lots, spaces on sides and backs of. Anything else is simply a giveaway—letting the residents and the visitors fend for themselves. That is such a cop out.

Anyway.
Clearly a boon for developers. A death knell for small business owners along the strip.
I veto this totally.

Start thinking about the people of the town you represent, not the bank rollers.

We want affordable livable housing. Housing a couple, a family would want to live in, and afford it.

Not low income subsidized housing.

Affordable housing.

Think 'garden apartments' two, three, four stories. green space around them — these could adjoin residential neighborhoods without incurring a fury.

This like a resident, or would be resident NOT a developer, would be investor \$\$\$.

cc: Chris Taylor

,

From: Jane Burton
Sent: Friday, June 10, 2022 10:14 PM
To: Planning <Planning@a2gov.org>; CityCouncil <CityCouncil@a2gov.org>
Subject: rezoning No Maple/ Stadium area

[Some people who received this message don't often get email from jbarton234@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

As was presented early on in the papers online, this rezoning was to be addressed in steps — Eisenhower-State first, Stadium-No Maple second, etc. etc.

I think, that these first two projects are apples and oranges. Just because they have long straight thoroughfares and AATA routes does not make them similar at all.

So, contain your creativity to Eisenhower-State— bring it to successful fruition. Then turn your attention to a neighborhood corridor. People care about the ambience of this westside area.

It may have too many expansive parking lots, or too many driveways, but it works. People do walk and shop all along this area. You could enhance it with trees, benches, fountains, etc.

But do not try to make it into something it cannot be. A shop like Izzy's could not pay the rent in the bottom floor of a glass box business or apartment building. The rents that are the outcome of the new development drive our small, unique, one of a kind businesses out of business. Look at So. U — once a vibrant shopping and browsing area — totally wiped out and uninteresting.

What people envision as a neighborhood mixed use, walkable area is stores and business of interest on floor one or floor one or two, and two or three floors of apartments above. This is how old twos were designed (our's, Dexter, Chelsea, Brooklyn. On south University the northside of the first block of Washtenaw — it had two stories (business/restaurants/apartments. A building or two was then down a few years back and a three-four story attractive brick townhouse type structure was put in. It did not remake the character of the entire street. It blended in, did not overpower and obliterate.

And, having no min parking is absurd. Parking must be available, if not front lots, spaces on sides and backs of. Anything else is simply a giveaway—letting the residents and the visitors fend for themselves. That is such a cop out.

Anyway.
Clearly a boon for developers. A death knell for small business owners along the strip.
I veto this totally.

Start thinking about the people of the town you represent, not the bank rollers.

We want affordable livable housing. Housing a couple, a family would want to live in, and afford it.

Not low income subsidized housing.

Affordable housing.

Think 'garden apartments' two, three, four stories. green space around them — these could adjoin residential neighborhoods without incurring a fury.

This like a resident, or would be resident NOT a developer, would be investor \$\$\$.

cc: Chris Taylor

,

From: BRIAN CHAMBERS

Sent: Thursday, May 19, 2022 6:23 PM

To: Planning <Planning@a2gov.org>; Lenart, Brett <BLenart@a2gov.org>; Higgins, Sara <SHiggins@a2gov.org>; Disch, Lisa <LDisch@a2gov.org>

Subject: Parking Regulation Amendments and Comprehensive LandUse Update

Brett and Planning Commission:

Thank you for the in-depth discussion on my comments to your Parking Regulation Amendment regarding TC1 parking structures.

While it is after the fact, I'd like to provide a recent research article, 'Comparative Case Studies of Parking Reduction at Transit-Oriented Developments in the USA' - Transportation Research Record - 2021 - Vol 2675 - National Academy of Sciences - Transportation Research Board. See attached.

Bottom Line Upfront :

This study addresses the question of parking supply and demand at transit-oriented developments (TODs) through comparative case studies of seven TODs in the U.S.A.

As far as the authors can determine, this is one of the first studies to estimate peak parking generation rates for TODs.

This paper estimates vehicle parking reductions associated with TODs, defined as dense, mixed-use developments proximate to high-quality transit, as compared with conventional suburban development.

The results indicate that, in almost all cases, the TODs in the sample supply much less parking than is called for in ITE guidelines. Despite these supply restrictions, demand for parking at TODs is well below the supply. That is to say, TODs are generally over-parked.

The operative phrase is: 'proximate to high-quality transit'. AAATA's upcoming millage request is therefore on the critical path.

Having listened to your discussion on the '3 cars / 1,000 SF of building floor space' it is still unclear to me where how this maximum standard was determined. Presuming the targeted housing densities are in the 3,500 - 5,500 unit range for the State and Eisenhower parcels (see my previous email on TOD best practices for 'village' scale bus-line transit), there are many mixed use TOD style developments around the nation from which lessons learned and best practices can be extracted.

I will share this concern and paper with City Council when the proposed ordinance changes are on their agenda.

Also, regarding your proposed resolution on the Comprehensive Land Use Update, I found the scope and basis for the resolution phenomenal! The elements that addressed equity, climate and sustainability, as well as affordability were all entirely in-line with my professional and personal beliefs and values.

One might even call it 'aggressive' (ha!) - BRAVO !

On that basis I am looking forward to being an enthusiastic supporter and advocate for it as it goes to Council

Thank you for your great work on these challenging Ann Arbor land use and development policy issues.

Yours for equity-based sustainable development,

Brian Chambers, Ph.D.
3rd Ward
Ann Arbor, MI

Comparative Case Studies of Parking Reduction at Transit-Oriented Developments in the U.S.A.

Reid Ewing¹, Keuntae Kim¹, Sadegh Sabouri¹, Fariba Siddiq², and Rachel Weinberger³

Transportation Research Record
2021, Vol. 2675(1) 125–135
© National Academy of Sciences:
Transportation Research Board 2020
Article reuse guidelines:
sagepub.com/journals-permissions
DOI: 10.1177/0361198120965558
journals.sagepub.com/home/trr


Abstract

This study addresses the question of parking supply and demand at transit-oriented developments (TODs) through comparative case studies of seven TODs in the U.S.A. As far as the authors can determine, this is one of the first studies to estimate peak parking generation rates for TODs. Developments are often characterized in relation to “D” variables—development density, land use diversity, urban design, destination accessibility and distance to transit. The seven TODs studied in this project are exemplary when it comes to the Ds. At the overall peak hour, just 51.2%–84.0% of parking spaces are filled. Because of limited use of shared parking, even these exemplary developments do not achieve their full potential. At the overall peak hour, parked cars would fill just 19.5%–69.4% of parking spaces if the developments were built to Institute of Transportation Engineers (ITE) standards. With one exception, peak parking demand is less than 60% of the parking supply guideline in the ITE *Parking Generation* manual. A sixth D, demand management (parking management), is mixed at the TODs studied. For one thing, there is a dearth of shared parking, though opportunities abound. Another area in which parking policies are not always smart is in bundled residential parking. At some TODs, a parking space/permit comes with each apartment whether the renters want it and use it or not. Such parking is effectively free. A third area in which parking policies are not always smart is in free commercial parking, the counterpart of bundled residential parking.

Parking is expensive to supply, especially as land values rise. Numerous studies suggest that much of the U.S.A. is already over-parked, that is, parking supply is greater than demand (1, 2). At a certain point, mandatory parking minima can distort land markets by mandating the provision of parking in excess of what the market would supply or would be demanded at peak times. This may inhibit infill and redevelopment, or make new development prohibitively expensive. On parking supply and demand, some favor the elimination of minimum parking requirements imposed by local governments allowing the market to decide what level of parking makes economic sense (3).

In this regard, the Institute of Transportation Engineers (ITE) trip and parking generation manuals have been used as guidebooks to estimate the impacts of proposed developments on an area’s transportation system. While the ITE guidelines are the most widely used source of information for trip and parking generation estimates of new developments in the U.S.A., a series of recent trip and parking generation studies for transit-oriented developments (TODs) report significantly lower vehicle

trip generation rates than those in the ITE manual (4–7). Nevertheless, it is still unclear whether and to what extent parking generation rates would be reduced in TODs.

This study addresses the question of parking supply and demand at TODs through comparative case studies of seven exemplary TOD cases in seven regions of the U.S.A.: Redmond TOD in Seattle; Rhode Island Row in Washington D.C.; Fruitvale Village in San Francisco-Oakland; Englewood TOD in Denver; Wilshire/Vermont in Los Angeles; Orenco Station in Portland; and Mockingbird TOD in Dallas. Comparative case studies are defined as “the analysis and synthesis of the similarities, differences and patterns across two or more cases

¹Department of City and Metropolitan Planning, University of Utah, Salt Lake City, UT

²Department of Urban Planning, University of California Los Angeles, Los Angeles, CA

³Weinberger & Associates, LLC, Brooklyn, NY

Corresponding Author:

Fariba Siddiq, faribasiddiq@gmail.com

that share a common focus or goal in a way that produces knowledge that is easier to generalize about causal questions” (8).

The remainder of this paper is structured as follows. First, we provide a review of limited studies that measured the transportation benefits of TODs (in terms of parking reduction), quantitatively. TODs are then defined with eight criteria and potential TOD cases that meet all criteria in seven diverse metropolitan regions are identified. Then, parking generation at TODs in these seven regions is measured, using field observation of parking occupancy counts and an intercept survey of people visiting the study areas. The aim, in particular, is to determine how much less parking is required at TODs than the new ITE *Parking Generation* manual (5th Edition) suggests for auto-oriented developments generally. The original version of this paper compared the parking supply guidelines in the ITE *Parking Generation* manual (3rd Edition) with the authors’ findings on peak parking demand at TODs. Comparing these findings with the parking supply guidelines in the 5th Edition, in the current version of this paper, it can be seen that ITE has made a serious and successful effort to improve the publication (at least with respect to low-impact developments such as TODs). The last section presents the conclusions and provides some policy recommendations.

Literature Review

The question of how much reduction of vehicle trip and parking demand occurs with TOD is still largely unanswered in the literature. Everyone agrees that there should be some reduction, but is it 20%, or 40%, or more? Since trip and parking generation are interconnected, first a brief review of studies on trip generation at TODs is presented in this paper, and then a review of the literature on parking generation in detail.

Surveying 17 housing projects near transit in five U.S. metropolitan areas, Cervero and Arrington (9) found that vehicle trips per dwelling unit were substantially below ITE’s estimates. Over a typical weekday period, the surveyed housing projects averaged 44% fewer vehicle trips than the numbers estimated by using the ITE manual (3.754 versus 6.715). Another study, by the San Francisco Bay Area Metropolitan Transportation Commission, found that residents living near transit generated half as many vehicle miles traveled as their suburban and rural counterparts (10). At the same time, Bay Area residents living in developments near transit are reported to have higher rates of transit trips than those living at greater distances (10–12), especially for commuting trips (11, 13–16).

Studies show that vehicle ownership is lower in transit-served areas than those that are not transit-served (11, 12). In relation to parking generation at transit-

served sites, the third edition of the ITE *Parking Generation* manual notes that the study sites on which the manual is based are “primarily isolated, suburban sites” (17). By comparing parking generation rates for housing projects near rail stops with parking supplies and with ITE’s parking generation rates, Cervero et al. (4) found there is an oversupply of parking near transit, sometimes by as much as 25%–30%. Oversupply of parking spaces may result in an increase in vehicle ownership (9). This is supported by the strong positive correlation between parking supply and vehicle ownership (18, 19) and automobile use (18, 20, 21). However, subsequent versions of the ITE *Parking Generation* manual made significant improvements in study site selection and included center city core, dense multi-use urban, general urban/suburban, and rural sites.

The authors’ review of the Transport Research International Documentation (TRID) database found few resources on parking at TODs. One team of researchers, Edgar et al., sought to “understand the tension between access (parking and otherwise) and transit-oriented development (TOD) and learn how practitioners successfully resolved these tensions” (22). They conducted a survey to learn of parking policies and TOD practices in five regions: San Francisco/Oakland, Denver, Los Angeles/South Pasadena, San Diego, and Boston. They found that parking could be a source of tension in areas where land value is at a premium, density is high, and transit riders are accustomed to large park-and-ride lots. Too much parking may interfere with the human design of a TOD and compromise what should be a pedestrian-friendly environment.

The parking policy recommended by Martin and Hurrell (23) is one of “constrained” parking that is not included in leases or other TOD operational costs. This will result in the greatest line-haul ridership for the TOD. In addition, they recommended that transit riders pay for parking once parking capacity is reached to cover maintenance costs for the parking lot or garage. The idea here is that when riders have to pay for parking, they demand less of it.

In the case study by Ewing et al. (6), simply put, TODs (even the most auto-oriented) were found to create significantly less demand for parking and driving than do conventional suburban developments. With one exception, vehicle trip generation rates were about half or less of what is predicted in the ITE *Trip Generation* manual. Automobile mode shares were as low as one-quarter of all trips, with the remainder being mostly transit and walk trips.

Data and Method

Defining TOD

TODs are widely defined as compact, mixed-use developments with high-quality walking environments near

transit facilities (24). The first three criteria used to select TODs for this study are consistent with the definition above. TODs must be: (i) relatively dense (with multi-story development); (ii) mixed use (with residential, retail, entertainment, and sometimes office uses in the same development); (iii) pedestrian-friendly (with streets built for pedestrians as well as autos and transit, with public spaces like plazas and parks) Five additional criteria are added in this study to maximize the utility of the sample and data. TODs must be (iv) adjacent to transit (literally abutting and therefore integrally related to transit); (v) built after a high-quality transit line was constructed or proposed (and therefore with a parking supply that reflects the availability of high-quality transit); (vi) fully developed or nearly so; (vii) have self-contained parking; and (viii) initially developed by a single developer under a master development plan.

By self-contained parking, we mean having dedicated parking, in one or more parking garages or lots, for the buildings that comprise the TOD. This criterion is dictated by the need in this study to measure parking demand for the combination of different land uses that comprise the TOD. The criterion precludes TODs in a typical downtown that share public parking with non-TOD uses. This obviously constitutes a limitation on our study's external validity, but one that is self-imposed. In a typical downtown with public parking, it is impossible to tell which parked cars are associated with which land uses. Thus, our findings will be most applicable to the many proposed and self-contained TODs in less urban or more suburban locations.

Selecting TOD Cases

Given the eight criteria, exemplary self-contained TODs in seven regions of the U.S.A. were selected. These seven regions were selected based on the presence of high-quality transit and on sampling convenience. The authors' original consulting partners (Fehr & Peers and Nelson\Nygaard) have branch offices in these regions, which expedited the data collection for the sampled sites.

The first step was to ask the consulting partners' branch offices to identify candidate sites within their regions that met the eight criteria. Concurrently, regional transit operators, metropolitan planning organizations (MPOs), or both, in the seven regions were contacted with the same question. A surprising number of transit agencies and MPOs have staff specifically dedicated to promoting TODs. These were contacted, informed of the criteria, and asked for the best local examples of TOD.

The second step was to review candidate sites with Google Earth imagery to check for clustering of buildings around transit stations, typically with well-defined boundaries. This was followed by the use of Google

Street View to establish that TOD criteria (dense, mixed use, pedestrian-friendly with self-contained parking) were actually met. Several top candidate TODs were ranked in this manner for each metropolitan area.

The final step was to visit each of the metropolitan areas and, once there, take transit from one candidate station area to the next. In each location, the authors walked around and through the development to determine whether the criteria were in fact met, and went to the property management office to obtain contact information. A photographic record of each development was also made. In virtually all cases, the relative ranking of sites changed with the on-the-ground inspections.

In the TOD selection phase, the process got messy. One practical consideration was the decision to obtain approval from property managers to conduct these studies, particularly because researchers would be going into their parking garages at all hours to conduct parking occupancy counts. Another practical consideration was budgetary. Some of the selected TODs were so large and had so many building entrances that the consultants would have exceeded their sub-consultant budgets if these had been included in our sample. Ultimately, seven TODs were identified—one in each region—that met the criteria and were feasible to study. In only one case, Mockingbird TOD, were the authors denied access to private property.

The decision to limit the sample mostly to smaller TODs suggests that these case studies may underestimate the potential trip and parking reductions associated with TOD. This is the case because smaller developments have limited potential for internal capture of trips, which is to say, limited numbers of trips that both begin and end within the TOD. While it is certainly possible that residents of Redmond TOD (Seattle—see below) will dine in the Indian restaurant that is part of the development, with so few trip attractions within the development, it seems more likely that they will dine, when they dine out, elsewhere within downtown Redmond. Orenco Station, in contrast, offers a much more complete set of attractions. Published work elsewhere shows that larger developments have higher rates of internal capture (25).

Table 1 provides statistics on the intensity of development for the seven TODs studied in the paper. Floor area ratios (FARs) for commercial development (which are calculated as commercial floor area divided by acreage of commercial and mixed uses) are relatively low, while gross residential densities exceed the guidelines in most transit-oriented design manuals (26). The typical TOD has ground floor retail and apartments above, meaning that the commercial FAR is generally limited to 1.0, while the residential density depends on the number of stories. Fruitvale Village and Mockingbird TODs, with their heavy concentration of office developments, are exceptions to the low FAR rule. But the very

Table 1. Statistics on the Intensity of Development for the Seven Case Study Sites

Case study site	Region	Gross area (acres)	Gross residential density (units per gross acre)	Net residential area (acres)	Net residential density (units per net acre)	Gross commercial floor area ratios (for retail and office uses)
Redmond TOD	Seattle	2.5	129	2.5	129	0.11
Rhode Island Row	Washington, D.C.	6	46	6	46	0.27
Fruitvale Village	San Francisco	3.4	14	3.4	14	0.94
Englewood	Denver	30	15	10.7	41	0.25
Wilshire/Vermont	Los Angeles	3.2	140	3.2	140	0.27
Orenco Station	Portland	60	32.4	60	32.4	0.10
Mockingbird TOD	Dallas	8.7	24.3	1.2	162	0.83

Note: TOD = transit-oriented development.

substantial reductions in vehicle trips and parking demand documented in this study suggest that very high density/intensity of development is not necessarily a requirement for success.

Interestingly, what distinguishes Orenco Station from the other six TODs is its scale. All but Englewood TOD are less than 10 acres in size. The entirety of Orenco Station is 237 acres, and even the portion featured in this study is about 60 acres. The scale suggests that a much higher proportion of trips will be internal to the development, a good thing from a transportation and physical activity standpoint. However, it also suggests that part of the development will be at a considerable distance from the transit station, which means that the average transit mode share may be lower since transit use falls off with distance from a station. It may also suggest a decline in transit use because, unlike the other six TODs studied, not all of the housing will be multifamily on a large site like Orenco Station. A large site ordinarily requires a mix of housing types for rapid land absorption and, in fact, our study area includes a single-family attached product.

Data Collection

A data collection plan and protocols were developed for the TOD sites. By hiring surveyors and locating separate teams of surveyors at the TOD sites, three types of travel data were collected: (a) a full count of all persons entering and exiting commercial/residential buildings, (b) a brief intercept survey of a sample of individuals entering and exiting the buildings, and (c) parking inventory and occupancy surveys of all off-street parking accessory to the commercial and residential uses of the building and the co-located but separately managed off-street parking facility owned and operated by transit agencies for day use by transit riders. It should be noted that the first two types of travel data were used for different studies about the trip generation rates at TODs (6, 24, 25). On-street parking abutting or inside TODs was included in the parking demand numbers.

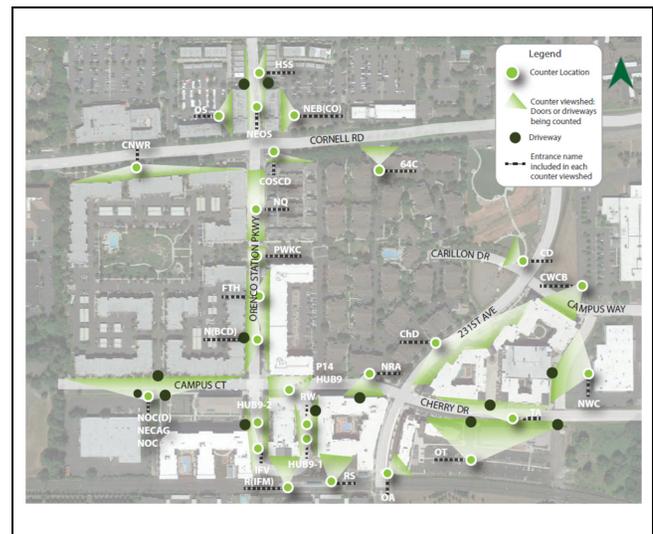


Figure 1. Count locations at Orenco Station (intercept surveyors circulated around these locations).

All survey and trip count data were recorded on location in each TOD site between 7:30 a.m. and 9:00 p.m. on typical days of the week—such as Tuesday, Wednesday, and Thursday. Parking utilization was surveyed at each facility approximately every two hours during this period. An “overnight” count of parking occupancy was conducted at both the parking garage and the transit park-and-ride lot from 11:00 p.m. to midnight to determine parking occupancy during the anticipated period of peak utilization associated with the predominant residential uses. Figure 1 shows a map of count locations at Orenco TOD area for survey and trip count data collection.

Parking supply and demand recorded for each TOD site were compared with the number of parking stalls as well as occupancy rates from the 2019 ITE *Parking Generation* manual (5th Edition). For the commercial component, the ITE’s guidelines for the average parking-supply ratio were determined by building use. For

example, the ITE's guideline for the average parking-supply ratio for a general office building is 3.0 spaces per 1,000 square feet ground floor area (GFA). The average peak period parking demand is 1.63 vehicles per 1,000 square feet GFA during a typical weekday at a dense mixed-use urban area with a standard deviation of 0.32, a range of 0.97–2.33, an 85th percentile value of 2.14, and a 33rd percentile value of 1.55. Note that the ITE *Parking Generation* manual does not provide guidelines for some commercial uses like hair salons. In this case, the closest analog in the ITE *Parking Generation* Manual, "710: General Office Building" was chosen (it is not a very good analog, but it was the best available, and it has a trip generation rate that is very similar).

Results

The parking demands for different land uses during the survey day are shown in Figure 2. Parking occupancy rates for the seven TODs were calculated using ITE land use categories and aggregating parking supply and demand into broader categories. These cases show that the peak period of parking demand is different for each land use. For the transit park-and-ride, demand was very high at midday. More than 90% of parking spaces were occupied from 8:00 a.m. to 3:00 p.m. The demand dropped down to less than 20% occupancy after 8:00 p.m.

Residential demand for parking peaked overnight, from 10:00 p.m. to 8:00 a.m. Demand started to decrease during the day and reached its lowest point between noon and 4:00 p.m., then started to increase again after 4:00 p.m. Commercial demand for parking was low during the day and increased after 6:00 p.m.

The peak period for transit parking was daytime, while the peak periods for commercial and residential parking were evening and night, respectively. Given this fact, there is a real opportunity for sharing parking spaces among these different uses, something which is realized at present at Rhode Island Row, Englewood TOD, and Orenco Station, but not at other TODs, such as Redmond.

At the Redmond TOD, the two-level parking garage/structure has 415 stalls located below the residential component of the project. The parking garage includes 379 stalls for building residents and 36 public parking stalls, with three signed for "new residents," three for "guests," four for "carpools," and 26 for "retail" customers and employees. There is also a separate parking garage for transit users who are parking and riding the buses across the street. For the transit park-and-ride, demand was very high at midday. More than 90% of parking spaces were occupied from 8:00 a.m. to 3:00 p.m. The demand dropped down to less than 20% occupancy after 8:00

p.m. Residential demand for parking peaked overnight, from 10:00 p.m. to 8:00 a.m. Demand started to decrease during the day and reached its lowest point between noon and 4:00 p.m., then started to increase again after 4:00 p.m. Commercial demand for parking was low during the day and increased after 6:00 p.m. Demand for commercial parking peaked at 10:00 p.m. Apparently renters of apartments were using commercial parking overnight to avoid monthly parking charges. The peak period for transit parking was daytime, while the peak periods for commercial and residential parking were evening and night. Given this fact, there is a real opportunity for sharing parking spaces among these different uses, something which is not realized at present at this site.

At the Rhode Island Row TOD, the Metro park-and-ride has its own parking structure. Parking garages in the TOD itself are shared among residential, commercial, and Metro users. For the Metro park-and-ride, demands were very high at midday. More than 90% of the parking spaces were occupied from 9:00 a.m. to 3:00 p.m. The demand dropped quickly after that, to around 30% occupancy after 8:00 p.m. The authors surmise that residential users are filling those spaces overnight. This is a way to avoid the monthly parking charges that they would otherwise pay. However, the full benefits of shared parking are still not attained because many of the parking spaces in the two TOD garages are reserved for Metro parkers. The parking occupancy rate for the two TOD garages never exceeds 68%. If there were true shared parking between TOD residents and Metro parkers, the peak occupancy rate would be higher outside of working hours.

Including the spaces in the Wal-Mart parking lot, the Englewood TOD contains seven parking lots and structures for approximately 2,810 parking spaces within CityCenter. The West Block North Parking Structure is designated for the residents of 901 Apartment Complex and the employees of its retail and office uses. For the West Block South Parking Structure, it is assumed that the parking demand of RTD transit users and commercial users falls in the same proportion as their parking supply. Demand for RTD park-and-ride was high at midday. About 90% of the parking spaces were occupied from 9:00 a.m. to 2:00 p.m. Demand dropped quickly, reaching a low of less than 10% occupancy after 8:00 p.m. Demand for residential parking was low at midday; just 40% of the residential parking spaces were occupied from 8:00 a.m. to 2:00 p.m. Demand started to increase after 2:00 p.m. and peaked at midnight. The peak occupancy rate was 77%. Demand for commercial parking was highest at midday but still far short of capacity. About 60% of the parking spaces were occupied from 10:00 a.m. to 2:00 p.m. Demand dropped to

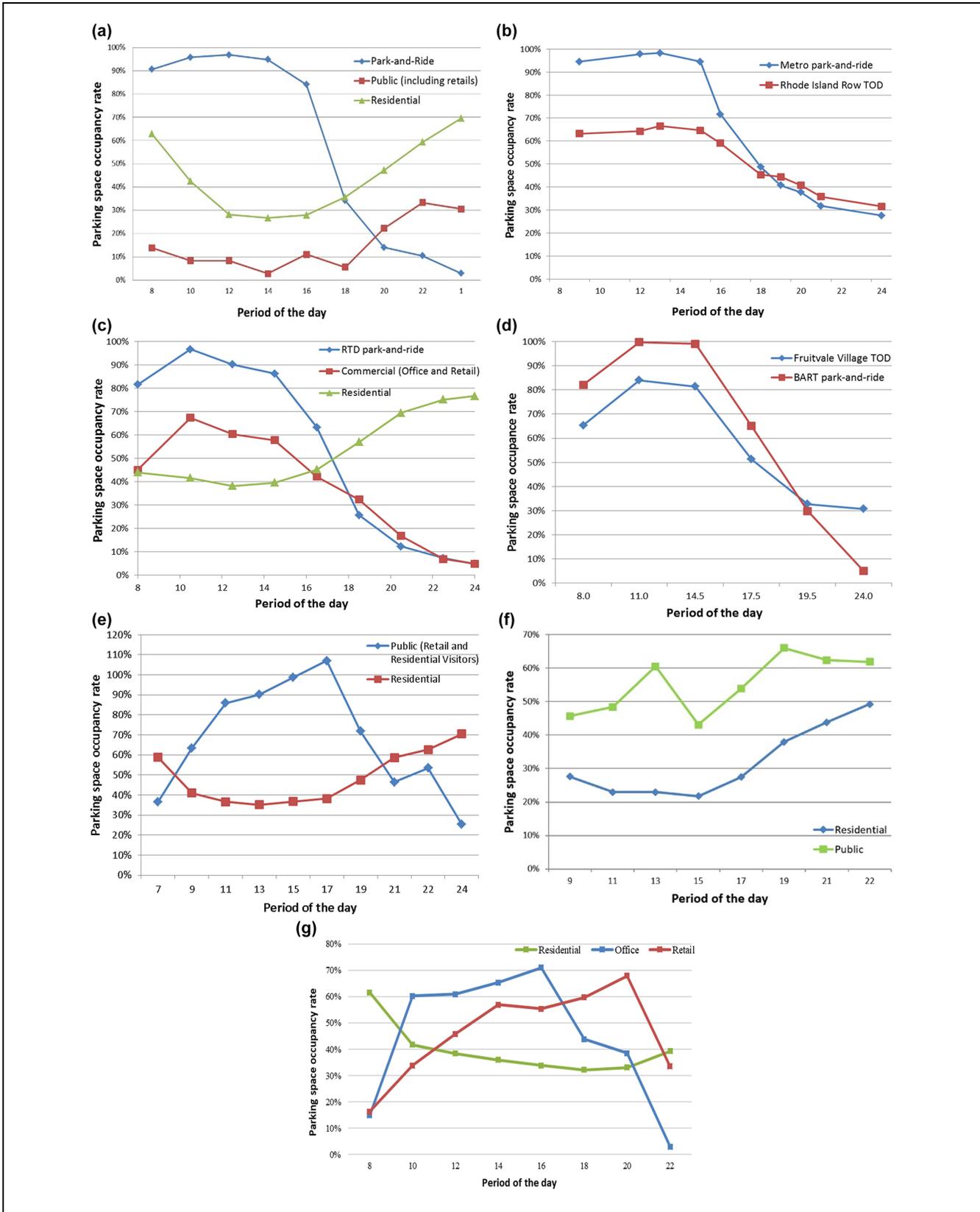


Figure 2. Parking space occupancy rates for different uses at the seven sites: (a) Redmond TOD, Seattle, (b) Rhode Island Row TOD, Washington, D.C., (c) Englewood TOD, Denver, (d) Fruitvale Village TOD, San Francisco, (e) Wilshire/Vermont TOD, Los Angeles, (f) Orenco Station TOD, Hillsboro, OR, and (g) Mockingbird TOD, Dallas, TX.

Note: TOD = transit-oriented development; RTD = regional transportation district; BART = bay area rapid transit.

less than 20% occupancy after 8:00 p.m. From the standpoint of commercial parking, Englewood TOD is over-parked. There would clearly be benefits to having more parking shared among uses.

At Fruitvale Village TOD, the BART park-and-ride parking structure and lots are independent. However, it is not possible to distinguish residential from commercial uses in the parking garages for the development, so we consider them as a whole. For the BART park-and-ride, demand was high at midday. Almost 100% of the parking spaces were occupied from 11:00 a.m. to 2:00 p.m. Demand dropped quickly after that, reaching a low of 5% occupancy at midnight. Parking demand at the TOD garage was also high at midday. More than 80% of the parking spaces were occupied from 11:00 a.m. to 2:00 p.m. Demand dropped to around 30% occupancy after 8:00 p.m., when most of the parked vehicles likely represent residential demand. Overall parking occupancy rates at Fruitvale Village TOD are higher than at Redmond TOD. This finding clearly shows the benefit of sharing parking among different users at TODs.

The Wilshire/Vermont TOD also clearly shows the benefit of sharing parking among different users at TODs. At Wilshire/Vermont TOD, there is no dedicated parking for Metro users. The parking garage has separate parking for residents and public uses (retail and residential visitors). The occupancy rate for residential parking was about 60% in the morning, then demand dropped during the day to less than 40%. Demand started to increase after 5:00 p.m. and peaked at midnight. The peak occupancy rate was 70%. For the public uses (retail and residential visitors), demand increased during the morning until the parking was fully occupied at about 2:00 p.m. Demand dropped after that to around 50% occupancy after 9:00 p.m. and 25% at midnight.

At the Orenco Station TOD, there are parking lots, parking structures, and on-street parking. This study categorizes parking as either residential or public, including park-and-ride and commercial users. The residential parking demands are low at midday and peak at night. Around 25% of the parking spaces are occupied from 9:00 in the morning to 3:00 in the afternoon. The demand starts to increase after 3:00 p.m. until it hits a peak at midnight. The peak occupancy rate is about 50%. The public parking demands vary during the day. The demand increases from about 45% at 9:00 a.m. until it hits its morning peak at 12 noon. The morning peak occupancy rate is about 60%. The demand drops to about 40% at 2:00 p.m. and starts to increase again until it hits its afternoon peak at 6:00 p.m. The afternoon peak occupancy rate is about 65%. Finally, the demand drops to about 60% at 10:00 p.m. The parking occupancy rate for public parking is higher than residential parking which again shows the benefit of sharing parking among

different users at TODs. The high occupancy rate for public parking overnight suggests that some residents are parking in public spaces to avoid monthly parking charges. The peak parking occupancy rates are still only 65% of the parking supply, however, meaning that even in this TOD with relatively low parking ratios, parking is oversupplied.

The actual parking supply at the Mockingbird TOD is 1,463 spaces, which is 86% of the ITE recommended rate. As with the other six TODs, the parking occupancy for the residential building follows a declining trend during the day, with the lowest occupancy rate reported at 6:00 p.m. It turns to an increasing trend after 8:00 p.m. when the residential use is at its highest level. The retail and office demands are at the lowest level at 8:00 a.m. with an increasing trend during the day. Demand for office and retail parking eventually peaks between 4:00 and 8:00 p.m. and declines to less than a half after 8:00 p.m.

All of the featured TODs have apartments in multi-story buildings, so that is the land use category for which TOD residential parking supplies are compared with the ITE supply guideline. Supply is relatively easy to measure except where there is shared parking. In Redmond, Englewood, and Wilshire/Vermont, in the south garage at Rhode Island Row, in some of the mixed-use buildings at Orenco Station, and in Mockingbird TOD, residential users have their own parking garages or lots, or have sections of garages reserved for them. Only in Fruitvale, and in the north garage at Rhode Island Row, is residential parking shared with commercial uses. For computing supply per dwelling unit, the total number of residential parking spaces and the total number of apartments are also used, not just the occupied apartments. The total number of apartments is easier to determine.

Table 2 compares residential parking supply and demand for the seven TOD cases. Peak demand for residential parking is more difficult to estimate than parking supply. Unlike for parking supply, only occupied apartments were used to compute the number of parking spaces per dwelling unit. The assumption was also made, where parking is shared, that residential parking demand peaks in the late night/early morning hours when apartment dwellers are presumably all at home, and commercial and transit users presumably have left. The peak demand for parking ranges from 0.44 spaces per occupied dwelling unit at Rhode Island Row (south garage) to 1.29 spaces per occupied dwelling unit at Englewood. From Table 2, the occupancy of residential parking spaces (peak demand divided by actual supply) ranges from 54.3% at Rhode Island Row (south garage) to 80.6% at Englewood. This reflects the character of the residential development and the mixed-use nature of the setting, more than the presence of the commuter rail station at a considerable distance.

Table 2. Residential Parking Supplies as a Percentage of ITE *Parking Generation* Manual Guidelines, and Residential Peak Parking Demand as a Percentage of Actual Supply

Study site (TOD)	ITE supply (spaces per unit)	TOD supply (spaces per unit)	TOD peak demand (occupied spaces per unit)	TOD supply as % of ITE supply	TOD peak demand as % of TOD supply
Redmond	1.2	1.19	0.86	99.17	72.27
Rhode Island Row	1.2	0.81	0.44	67.50	54.32
Fruitvale	1.2	NA	1.02	NA	NA
Englewood	1.2	1.6	1.29	133.33	80.63
Wilshire/Vermont	1.2	1.1	0.81	91.67	73.64
Orenco Station	1.2	1.08	0.63	90.00	58.33
Mockingbird	1.2	1.15	0.71	95.83	61.74

Note: TOD = transit-oriented development; ITE = Institute of Transportation Engineers; NA = not available.

Table 3. Aggregate Parking Supply as a Percentage of ITE *Parking Generation* Manual Supply, and Aggregate Peak Parking Demand as a Percentage of Actual Supply

Study site	Aggregate peak parking demand as % of actual supply	Aggregate peak parking demand as % of ITE guideline
Redmond	73.5	69.4
Rhode Island Row	63.6	40.1
Fruitvale	84.0	19.5
Englewood	58.3	48.4
Wilshire/Vermont	66.8	53.3
Orenco Station	51.2	54.3
Mockingbird	55.4	59.5

Note: ITE = Institute of Transportation Engineers.

A final set of comparisons captures the potential of these exemplary developments to conserve on parking relative to ITE parking supply guidelines. This is the most extreme comparison, comparing peak demand for these mixed-use developments with supplies. Parking utilization across residential, commercial, and mixed-use parking areas was summed for the hour when occupancy is at its highest for residential and commercial uses. Transit park-and-ride parking was not included in this comparison. At most of the TODs studied, dedicated garages or lots are provided for transit users. The two exceptions are Englewood and Orenco Station, where transit users share parking with commercial users in the civic center garage at Englewood and in the Vector parking garage at Orenco Station.

The first part of the comparison (aggregate peak demand compared with aggregate actual supply) indicates the degree to which these developments are over-parked relative to their theoretical potential. From Table 3 it can be seen that, at the overall peak hour, just 51.2%–84.0% of parking spaces are filled. The latter is for Fruitvale, which has shared parking for residential and commercial uses. Because of limited shared parking, even these exemplary developments (except Fruitvale) do not achieve their full potential.

The second part of the comparison (aggregate peak demand compared with aggregate ITE parking supply) indicates just how wildly over-parked these developments would be if parking were built to ITE guidelines rather than scaled back for alternative mode use (walking and transit use). From Table 3, at the overall peak hour, parked cars would fill just 19.5%–69.4% of parking spaces if built to ITE standards. Simply put, TODs create significantly less demand for parking than conventional suburban developments. With one exception, peak parking demand is less than 60% of the parking supply guideline in the ITE *Parking Generation* manual.

Conclusion and Policy Recommendations

This paper estimates vehicle parking reductions associated with TODs, defined as dense, mixed-use developments proximate to high-quality transit, as compared with conventional suburban development. Our results indicate that, in almost all cases, the TODs in the sample supply much less parking than is called for in ITE guidelines. Despite these supply restrictions, demand for parking at TODs is well below the supply. That is to say, TODs are generally over-parked.

Developments are often characterized in relation to D variables. The Ds all have an effect on travel demand

(27). The first three Ds—development density, land use diversity, and urban design—were coined by Cervero and Kockelman (22). Two additional Ds—destination accessibility and distance to transit—were included in later research (27–29). Other Ds include demand management and demographics.

The seven TODs studied in this project are more or less exemplary when it comes to the Ds. All contain a diverse land use mix, though Fruitvale could use more residential development and Redmond, in particular, could use more commercial development. All have public space and other pedestrian-friendly features, making them well designed. All minimize distance to transit, literally abutting transit stations. Fruitvale, Rhode Island Row, and Orenco Station are served by three of the best rail systems in the nation, and thus have exemplary destination accessibility via transit. Wilshire/Vermont and Fruitvale Village have exemplary bus accessibility as well. All but Englewood and Mockingbird TOD provide some affordable housing, and thus attract the demographics most likely to use transit.

A sixth D, demand management (parking management), is mixed at the TODs studied. For one thing, there is a dearth of shared parking, though opportunities abound. Fruitvale Village, Orenco Station, and the north garage at Rhode Island Row share residential and commercial parking in the sense that the same spaces can be used at different hours by different users. In other cases, residential and commercial users may occupy the same garage, but with spaces reserved for one use or another (commercial at Redmond, residential at Wilshire/Vermont). And only Englewood and Orenco Station share parking between TOD and transit park-and-ride users. Again, they may share a garage as at Rhode Island Row, but spaces are reserved for transit park-and-ride users. At all surveyed developments except Orenco Station, transit has its own, exclusive park-and-ride garage, lot, or both. The authors do not imply that some reserved parking is not warranted for marketing reasons, but the extent of reserved parking in these otherwise smart developments came as a surprise.

Another area in which parking policies are not always smart is in bundled residential parking. A parking space/permit comes with each apartment in Englewood and Wilshire/Vermont, whether the renters want it and use it or not. This parking is effectively free. Fruitvale has a hybrid parking policy, where the first space/permit comes with the apartment and a second space (if renters want one) costs them \$90 per month. Very few renters opt for the second space—evidence that unbundled parking suppresses parking demand. Only in Redmond and Rhode Island Row is parking totally unbundled. In Redmond, reserved parking spaces are leased for \$95 per month (\$90 at the time of our study); and in Rhode Island Row,

reserved parking spaces are leased for \$150 per month. Note that some of the developments at Orenco Station (e.g., the Platform district) have unbundled (and shared) parking.

A third area in which parking policies are not always smart is in free commercial parking, the counterpart of bundled residential parking. Redmond, Englewood, and Orenco Station have free commercial parking. Of the other six, Rhode Island Row charges commercial parkers \$2 per hour or a maximum of \$24 per day (or \$4.50 for early birds). Comparable charges for Fruitvale Village are \$3 per hour and a maximum of \$12.50 per day; and for Wilshire/Vermont, the charge is \$6 per hour and a maximum of \$30 per day. All in all, except at Wilshire/Vermont, parking charges are modest.

Despite practical findings from the seven TOD cases, the limitations of this study should be acknowledged. The limitations of this study include: (i) the small sample size because of labor-intensiveness of data collection; (ii) low external validity led by a small sample size; (iii) an inability to account for internal capture of trips within these TODs; (iv) failure to take the phenomenon of residential self-selection into account; (v) failure to consider the seventh D variable—demographic characteristics of residents at the TOD sites; and (vi) failure to capture parking demand off-site, unless the residents parked on a street abutting the development.

Nevertheless, as far as the authors can determine, this is one of the first studies to estimate peak parking-generation rates for TODs. Several findings of this study have applications in TOD planning. If a TOD already exists and is, for example, being expanded (like Fruitvale Village), planners should to conduct the same types of counts and intercept surveys as in this study to estimate the performance characteristics of the expanded TOD. The same idea would apply to new developments going in near existing TODs. Planners probably should conduct studies at those TODs to gain the best possible estimates for new developments nearby. Redmond TOD and Rhode Island Row TOD, and their respective transit stations, have spawned nearby developments that may mirror the statistics of these particular TODs, perhaps with small adjustments since the new developments are not directly adjacent to the stations, as the sampled TODs are.

For planned TODs around other stations, in the same or other regions, the statistics in this paper may be used in tandem with regional travel model forecasts for a particular TOD or its respective traffic analysis zone. Regional travel models can capture the effects of transit service at a particular site, but do not capture the full effects of the D variables on travel demand or parking demand. On the other hand, the parking generation rates in this paper are actual (not modeled) values that reflect all the D variables of particular TODs, but are particular to these

developments and their contexts. Whether they apply to TODs with different D variables and different contexts will always be debatable. That is why the authors advocate that both modeled regional travel model forecasts and actual trip and parking generation rates for TODs should be considered in the planning of other TODs.

The preceding discussion leads to a re-acknowledgment of the main limitation of this study, and a partial solution to the problem of finding an appropriate match for any new TOD that might be proposed. The only way to increase the external validity (generalizability) of this effort is to expand the sample of TODs studied, particularly including larger TODs with higher internal capture rates. In theory, at some point, a sample of TODs large enough for statistical analysis would be obtained. Trip and parking reductions relative to ITE guidelines could be modeled in relation to D variables for the TODs themselves, their contexts, and their type of transit service (heavy rail transit, light rail transit, commuter rail transit, streetcar, and bus only). Given the high cost of the associated data collection efforts, however, the authors doubt that their collective efforts will ever produce a statistical sample. Therefore, the best that can be hoped for is a mix of TODs that represents most of the common variations on the TOD theme. The authors think it particularly important that more LRT systems be represented in the sample, since these are systems that seem to be generating most of the TOD activity.

Acknowledgments

The authors acknowledge financial support for this study from the Utah Department of Transportation and the National Institute for Transportation and Communities. The authors thank Kevin Shively and Ben Kaufman for their contribution in the scoping and conduct of data collection.

Author Contributions

The authors confirm contribution to the paper as follows: Study conception and design: R. Ewing; data collection: R. Ewing; analysis and interpretation of results: R. Ewing, K. Kim, S. Sabouri, F. Siddiq; draft manuscript preparation: R. Ewing, K. Kim, S. Sabouri, F. Siddiq, R. Weinberger. All authors reviewed the results and approved the final version of the manuscript.

Declaration of Conflicting Interests

The author(s) declared no potential conflicts of interest with respect to the research, authorship, and/or publication of this article.

Funding

The author(s) disclosed receipt of the following financial support for the research, authorship, and/or publication of this

article: The study is funded by the Utah Department of Transportation and the National Institute for Transportation and Communities.

Data Availability Statement

Data supporting the findings of this study are available from the authors on request.

References

1. Litman, T. *Parking Management Best Practices*. Routledge, New York, 2017.
2. Shoup, D. *The High Cost of Free Parking (Updated Edition)*. Routledge, New York, 2017.
3. Siegman, P. Abolishing Minimum Parking Requirements: A Guide for Practitioners. In *Parking and the City* (D. Shoup, ed.), Routledge, New York, 2018, pp. 231–243.
4. Cervero, R., A. Adkins, and C. Sullivan. Are Suburban TODs Over-Parked? *Journal of Public Transportation*, Vol. 13, No. 2, 2010, pp. 47–70.
5. Tian, G., R. Ewing, R. Weinberger, K. Shively, P. Stinger, and S. Hamidi. Trip and Parking Generation at Transit-Oriented Developments: A Case Study of Redmond TOD, Seattle Region. *Transportation*, Vol. 44, No. 5, 2017, pp. 1235–1254.
6. Ewing, R., G. Tian, T. Lyons, and K. Terzano. Trip and Parking Generation at Transit-Oriented Developments: Five US Case Studies. *Landscape and Urban Planning*, Vol. 160, 2017, pp. 69–78.
7. Ewing, R., G. Tian, K. Park, S. Sabouri, P. Stinger, and D. Proffitt. Comparative Case Studies: Trip and Parking Generation at Orenco Station TOD, Portland Region and Station Park TAD, Salt Lake City Region. *Cities*, Vol. 87, 2019, pp. 48–59.
8. Goodrick, D. Comparative Case Studies: Methodological Briefs-Impact Evaluation No. 9 (No. innpub754). UNICEF Office of Research, 2014. <https://www.unicef-irc.org/publications/754/>. Accessed September 11, 2017.
9. Cervero, R., and G. B. Arrington. Vehicle Trip Reduction Impacts of Transit-Oriented Housing. *Journal of Public Transportation*, Vol. 11, No. 3, 2008, pp. 1–17. <http://dx.doi.org/10.5038/2375-0901.11.3.1>.
10. San Francisco Bay Area Metropolitan Transportation Commission (SFBAMTC). Characteristics of Rail and Ferry Station Area Residents in San Francisco Bay Area: Evidence from the 2000 Bay Area Travel Survey. Metropolitan Transportation Commission, Oakland, CA, 2006. http://www.mtc.ca.gov/planning/smart_growth/stars/Executive_Summary_BATS2000_Station_Area_Residents_Study.pdf. Accessed September 11, 2017.
11. Faghri, A., and M. Venigalla. Measuring Travel Behavior and Transit Trip Generation Characteristics of Transit-Oriented Developments. *Transportation Research Record: Journal of the Transportation Research Board*, 2013. 2397: 72–79.
12. Zamir, K., A. Nasri, B. Baghaei, S. Mahapatra, and L. Zhang. Effects of Transit-Oriented Development on Trip Generation, Distribution, and Mode Share in Washington,

- DC, and Baltimore, Maryland. *Transportation Research Record: Journal of the Transportation Research Board*, 2014. 2413: 45–53.
13. Arrington, G. B., and R. Cervero. *TCRP Report 128: Effects of TOD on Housing, Parking, and Travel*. TCRP Report 128. Transportation Research Board of the National Academies, Washington, D.C., 2008.
 14. Cervero, R. Transit-Based Housing in California: Evidence on Ridership Impacts. *Transport Policy*, Vol. 1, No. 3, 1994, pp. 174–183. [https://doi.org/10.1016/0967-070X\(94\)90013-2](https://doi.org/10.1016/0967-070X(94)90013-2).
 15. Lund, H. M., R. Cervero, and R. W. Wilson. Travel Characteristics of Transit-Oriented Development in California. California Department of Transportation, Sacramento, CA, 2004. <http://staging.community-wealth.org/sites/clone.community-wealth.org/files/downloads/report-lund-cerv-wil.pdf>. Accessed September 11, 2017.
 16. Lund, H. M., R. Willson, and R. Cervero. A Re-Evaluation of Travel Behavior in California TODs. *Journal of Architectural and Planning Research*, Vol. 23, No. 3, 2006, pp. 247–263.
 17. Institute of Transportation Engineers (ITE). *Parking Generation*, 3rd ed. Institute of Transportation Engineers, Washington, D.C., 2010.
 18. Chatman, D. G. Does TOD Need the T? On the Importance of Factors Other Than Rail Access. *Journal of the American Planning Association*, Vol. 79, No. 1, 2013, pp. 17–31. <https://doi.org/10.1080/01944363.2013.791008>.
 19. Guo, Z. Does Residential Parking Supply Affect Household Car Ownership? The Case of New York City. *Journal of Transport Geography*, Vol. 26, 2013, pp. 18–28. <https://doi.org/10.1016/j.jtrangeo.2012.08.006>.
 20. Weinberger, R. Death by a Thousand Curb-Cuts: Evidence on the Effect of Minimum Parking Requirements on the Choice to Drive. *Transport Policy*, Vol. 20, 2012, pp. 93–102. <https://doi.org/10.1016/j.tranpol.2011.08.002>.
 21. Weinberger, R., M. Seaman, and C. Johnson. Residential Off-Street Parking Impacts on Car Ownership, Vehicle Miles Traveled, and Related Carbon Emissions: New York City Case Study. *Transportation Research Record: Journal of the Transportation Research Board*, 2009. 2118: 24–30.
 22. Edgar, S., C. R. Carr, M. Connors, D. Counts, C. Morrison, and J. Priebe. *Best Practices for Addressing Access and Parking Needs of Nonresident Users of Rail and Intermodal Transportation Stations in Transit-Oriented Developments*. No. NCHRP Project 20-68A, Scan 10-02. Transportation Research Board of the National Academies, Washington, D.C., 2013.
 23. Martin, P. C., and W. E. Hurrell. Station Parking and Transit-Oriented Design: Transit Perspective. *Transportation Research Record: Journal of the Transportation Research Board*, 2012. 2276: 110–115.
 24. Cervero, R. *Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects*. Transportation Research Board, Washington, D.C., 2004.
 25. Tian, G., R. Ewing, A. White, S. Hamidi, J. Walters, J. P. Goates, and A. Joyce. Traffic Generated by Mixed-Use Developments—13-Region Study using Consistent Built Environment Measures. *Transportation Research Record: Journal of the Transportation Research Board*, 2015. 2500: 116–124.
 26. Ewing, R., and K. Bartholomew. *Pedestrian & Transit-Oriented Design*. Urban Land Institute, Washington, D.C., 2013.
 27. Ewing, R., and R. Cervero. Travel and the Built Environment: A Meta-Analysis. *Journal of the American Planning Association*, Vol. 76, No. 3, 2010, pp. 265–294.
 28. Cervero, R., and K. Kockelman. Travel Demand and the 3Ds: Density, Diversity, and Design. *Transportation Research Part D: Transport and Environment*, Vol. 2, No. 3, 1997, pp. 199–219.
 29. Ewing, R., and R. Cervero. Travel and the Built Environment: A Synthesis. *Transportation Research Record: Journal of the Transportation Research Board*, 2001. 1780: 87–114.

From: BRIAN CHAMBERS

Sent: Tuesday, June 14, 2022 3:40 PM

To: Planning <Planning@a2gov.org>; Lenart, Brett <BLenart@a2gov.org>; Disch, Lisa <LDisch@a2gov.org>

Subject: T1 Rezoning for the North Maple – West Stadium area - Target 3,200 to 5,350 units for TOD Climate Objectives

Planning Commission:

I am writing in support of the T1 Rezoning for the North Maple Road – West Stadium Boulevard area

As I've shared before, best practices for Transit Oriented Development (TOD) for a 'village' scale bus-based transit system would have a housing density of 15 to 25 housing units per acre for a 1/4 mile radius around the bus-transfer stops. Doing the math, this area would minimally need to have 3,200 to 5,350 units across this site for it to have enough scale to effectively support transit based development and the bus lines supporting it, with any meaningful scale and shift away from cars.

See:

<https://www.c40knowledgehub.org/s/article/How-to-implement-transit-oriented-development>

<http://www.2030palette.org/residential-densities/>

This area also has the potential for another 'idealized' TOD-based development. Low-rise and high-rise buildings are not necessary for these housing densities. With over 190 parcels across the area under consideration, 4 - 5 story buildings are more human scale, and can easily meet the TOD density goals that are necessary to shift people away from individualized car transportation.

Here is a visual view of 27 Dwelling Units Per Acre (Net).



See:

<https://www.theurbanist.org/2017/05/04/visualizing-compatible-density/>

The beauty of bus-based transit is it can be reconfigured more easily and has lower

investment costs than fixed-rail systems. As the density grows here and across Ann Arbor the bus transfer stops can be reconfigured.

Such a robust amount of housing density, between 3,200 to 5,350 units, would better support the shift to bus transit and ridership. A California study found that among those who drove to work when they lived away from transit, just over 50% switched to transit commuting on moving within a 1/2-mile walking distance of a transit station. On balance, research to date shows that TOD yields an appreciable ridership bonus: well-designed, concentrated, mixed-use development around transit nodes can boost patronage as much as five to six times higher than comparable development away from transit.

See:

National Academies of Sciences, Engineering, and Medicine. 2004. Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects.

Washington, DC: The National Academies Press.

<https://doi.org/10.17226/23360>

I hope this supports your decision making on the rezoning, the challenge is to assure that developer proposals are submitted to the 3,200 to 5,350 unit densities, and provide the mixed use within the site for local essential services (grocery, Rx, etc.).

Please let me know if I can be of any further assistance in support of your decision.

Best regards,

Brian Chambers, Ph.D.

Ward 3

c: 734-604-9367

From: Jeff Clingenpeel <jnclingenpeel@gmail.com>
Sent: Sunday, August 14, 2022 4:04 PM
To: Planning <Planning@a2gov.org>
Subject: TC1 Zoning for Stadium/Maple area

Dear Planning Commission,

I would like to express my very strong support for TC1 zoning in the North/South Maple - West Stadium Blvd. areas.

As a nearby resident (Saunders Crescent), I have often thought that this area would be ideal for implementing dense urban development strategies: it is along a key transit corridor with relatively frequent service to downtown; it could one day be readily linked with an express transit line along I-94 connecting the Westgate, Ann Arbor Saline Road and Briarwood commercial districts to Arborland/Ypsi to the east and Chelsea to the west; the area also holds potential for high-rise residential developments, as they would hopefully be cheaper and less contentious here than analogous developments near downtown; and with its abundant shopping, a library branch, anchor restaurants/pubs (e.g. Zingerman's Roadhouse, Homes Brewery ++), etc., the area would be ideal for younger residents looking for a walkable/bikable lifestyle with less reliance on a personal automobile - a win-win for the environment and for livability.

Please consider approving this zoning change, which could give Ann Arbor's tight, prohibitively expensive housing market a much-needed influx of mixed-income living space, helping make the city more affordable and equitable. I am hugely enthusiastic about applying TC1 zoning here.

Kind regards,

Jeff Clingenpeel
1515 Saunders Crescent
Ann Arbor, MI 48103

E-mail: jnclingenpeel@gmail.com
Tel.: 001 734 730 5388

From: M Crandall <mcrandall999@gmail.com>

Sent: Tuesday, June 14, 2022 7:32 PM

To: DiLeo, Alexis <ADiLeo@a2gov.org>

Subject: Zoom Meeting

Please slow down- it's apparent you're trying to race and put this through. This is important to not have a clear understanding!

Margaret Crandall

MCrandall999@GMail.com

734.649.1788

From: Brian Demczyk
Sent: Sunday, May 22, 2022 5:12 PM
To: Customer Service <customerservice@a2gov.org>
Subject: Sustainable Commerce

Read a piece in the recent (May, 2022) edition of the Ann Arbor Observer, dealing with the (continued) vacancy of the former Arby's restaurant building site on Washtenaw Avenue. The conclusion reached was that the site "isn't feasible for a national chain" because it doesn't have enough parking or room to add a drive-thru. Never mind that the restaurant survived fine for a decade or more in its present form before being shuttered (presumably) for a lack of business. A similar comment related to the vacancy of the former Pizza Hut on Carpenter Road was that "like all older Pizza Huts, Ann Arbor's weren't designed to accommodate takeout". In the same piece, however, Chipotle was lauded for refurbishing the old Burger King building on W. Stadium, to enable takeout - "the line of cars waiting to pick up orders at the "Chipotlane" wrapped around the building and out onto Stadium.

Anybody see anything wrong with this picture? In an era of increased scrutiny over GHG emissions and ever increasing gasoline prices, why is the city encouraging drive thru service, which is known to increase both emissions and fuels usage (i.e. idling) and take out, that may well do both, depending on whether the trip was an "extra one" or as part of being "out and about" Both modes also greatly increase the volume of solid waste generated, most of which is not properly recycled.

We do know, however, that both of these modes are actively promoted by the fast food industry, as they enable reduced restaurant staff, and thus, increased profits - but at what environmental costs?

It's time that that both consumers and the city step up to their commitment to the environment by minimizing, not actively encouraging these unsustainable practices.

Sincerely,

B. Demczyk, PhD

From: Brandon Dimcheff
Sent: Tuesday, June 14, 2022 1:28 PM
To: Planning <Planning@a2gov.org>
Cc: DiLeo, Alexis <ADiLeo@a2gov.org>
Subject: 👍 to TC-1 on the stadium corridor

Hello Alexis and Planning Commission,

I thought I'd be able to make the TC-1 Stadium Corridor zoom tonight but it turns out I can't, so I just wanted to drop a note to say that I'm excited to see this go forward. It's a perfect place for more density, and it'll be nice to convert some old strip malls and parking lots into housing, businesses, and other things that contribute to vibrant communities. I'm very much looking forward to seeing this go forward quickly and without watering it down.

Thanks!
Brandon Dimcheff, Ward 4

From: Janet Distelzweig <janet.distelzweig@gmail.com>
Sent: Monday, June 20, 2022 10:27 AM
To: Planning <Planning@a2gov.org>
Subject: Stadium Maple TC

I attended both the in-person and the zoom meetings about the TC 1 zoning proposal. I like the idea of a TC 2 zone more appropriate for the Stadium Maple corridor that abuts so many residential areas on its eastern edge. I would like to suggest you consider changing the zone widths.

If the buffer zone of 30 feet could be widened and be required to be green space with some trees - perhaps to 40 feet or more - that would be a great boon for all the residential property that faces or abuts it.

I suggest the 55 foot building height limit be from the buffer zone to 100 feet or so.

I suggest that the 75 foot building height limit be extended to 800 feet or so.

I suggest that from that the remainder of the property be zoned for the 120 foot height limit.

I don't think there should be any 300 foot buildings in the zone at all.

As I drove through the area I was struck by the amount of grassy area and the number of trees presently in the area. My understanding is that all of this could be lost and for a city that prides itself on trees it would be a great loss.

I am also concerned that few people will be eliminating their cars at this point. There is not enough public transport to support that and not everyone is able to take up biking especially in inclement weather conditions and as they age. Having no parking minimum, in my opinion, is not good for attracting residents and not good for businesses who should be able to attract folks from points further west. People who want to go to the dunes or to many of Michigan's wonderful attractions are most likely going to be using cars for transportation. People needing to get to small towns and out-of-state destinations will need more than is going to be available in terms of public transport in the near or even no-so-near future.

I would not like to see folks have to go back to square one but I think many things could be tweaked to make the corridor better for the residents and businesses who chose to be in it and better for the many residents who have property across the street from the new zone.

Thanks for your service to the city.

God bless.

Jan D

Janet Van Balen Distelzweig
CM Album Advisor
2034 Thaler
Ann Arbor, MI 48103
734-645-0868
janet.distelzweig@gmail.com
www.creativememories.com/user/JanetDistelzweig

From: David Esau
Sent: Friday, June 10, 2022 8:43 AM
To: Lenart, Brett <BLenart@a2gov.org>
Subject: TC1 zoning, West Stadium/Maple

Brett, a few randomly organized follow-up comments from the meeting last night:

- Most importantly, West Stadium is not Eisenhower, due to West Stadium's close proximity to mostly-modest single-family neighborhoods. I'm not sure TC1 is a perfect zoning even for Eisenhower, but any errors will harm a lot more people around Stadium than Eisenhower. This really screams for a downscaled TC2.
- In general, my guess is the first 10-20 years under TC1 will be a net negative for the area, as the few larger buildings that get built cause traffic problems, as well as parking and shading issues for the neighborhood. Meanwhile, owners of smaller buildings will stop bothering with maintenance and upgrades, because they can't get approved for small improvements, and are under the assumption that when they're done using the buildings they will be demolished. Unfortunately, 10-20 years is probably the remaining lifespan of most of the attendees at last night's meeting (including me, having just passed 60 years old).
- In 50-100 years, assuming civilization survives, we'll probably be quite happy with the new urban area TC1 creates. Of course, by then autonomous vehicles (or some unknown technology) will eliminate parking concerns, and the nearby neighborhoods (if not all single family neighborhoods) will also be upzoned.
- The 3D model you discussed developing (showing the maximum volume of development relative to nearby neighborhoods) will probably scare the crap out of residents and be the best tool the opposition could have.
- There are lots of developments in the city (along Plymouth) and outside (in front of Meijer on A2/Saline Road) with buildings pushed out to the street. None of them work as intended, because people still drive and the parking and main entries are on the back side.
- As I often remind people, there's always a back side to a building, meaning somewhere meters and other ugly stuff has to go. If the building is pushed to the street, with parking in the back, then the "back" with the ugly stuff will probably be on the "front" side facing the street.
- The city might help this by including plans for Stadium redesign in the rezoning plan. Like a more urban street with parking/bus stops/drop-off/delivery spaces on both sides to support the ground floor shops with street side entries.
- The discussion last night seemed to suggest The George doesn't have retail spaces like it was supposed to. It has lots of retail space, but apparently no demand for it, which makes me worry about the thought of a bunch of small, expensive empty retail spaces along Stadium.

- Perhaps the City could mandate that any ground floor space empty more than 6 months shall be made available to a non-profit or artist willing to pay utilities/maintenance/taxes until it's leased (with a minimum lease of 6 months or so).
- If the space allowing 300' tall buildings is as small as you said, it probably isn't large enough to support a 300' tall building and is unlikely to be developed as such. So you might as well take that option off the table to make the whole proposal more palatable.
- Can the area have a dual zoning? I'm thinking new developments would be subject to and have the opportunities of TC1 (or ideally TC2), but existing buildings could stay under the existing zoning (or some variant to move them toward TC) to allow continuing upgrades to the area. Perhaps at their option existing buildings could use TC, although I think it's unlikely it would make sense to expand most existing buildings upwards so it's mainly demolition and new construction.
- I'd like to see a 2-level height option, with an extra 12' or so available for developers willing to commit to an active roof with some combination of solar panels, green roof, and outdoor usable space. The extra height would mainly support extending elevators and stairs beyond the main building height for those uses, with perhaps partial other enclosed space (restrooms, etc.) on the far side from the neighborhoods.

Thanks for listening. Let me know if you have questions.

David Esau, AIA, LEED AP
Cornerstone Design Inc & MI Accessible Homes
210 Collingwood Dr., Suite 106, Ann Arbor, MI 48103
734.663.7580
734.645.2778 cell
desau@cdiarchitects.com
desau@mi-accessible-homes.com
desaucdi@gmail.com

From: J. Bruce Fields <bfields@fieldses.org>
Sent: Friday, August 12, 2022 10:25 AM
To: Planning <Planning@a2gov.org>
Subject: Please support Stadium TC1 rezoning

I'm writing in support of the Stadium/Maple area rezoning that's on Tuesday's planning commission agenda. It's long overdue.

My only question as usual is how we could streamline and accelerate rezoning and comprehensive planning processes. The pace seems slow compared to the magnitude of the issues we face.

--Bruce Fields
2539 Prairie St

From: J. Bruce Fields <bfields@fieldses.org>

Sent: Tuesday, June 28, 2022 3:12 PM

To: Planning <Planning@a2gov.org>

Subject: Stadium TC1

I was surprised by the memo attached to the Stadium TC1 rezoning.

Could we get some rough estimates of how many months or years it might add to this process to implement any of the ideas mentioned in the memo?

(Rezoning to a different zone, creating a new zoning district, splitting it into two districts, etc.)

Given that these kinds of objections are common whenever any kind of upzoning is proposed, could we get an idea how it might affect the schedule for the further planned TC1 rezonings?

I feel a lot of urgency surrounding the climate crisis and Ann Arbor's housing shortage, so I'm very concerned about the timeline.

Last I checked, I thought that Ann Arbor's housing growth (measured by population or by number of housing units) has averaged under 1% a year in recent decades. Are we on track to move that number significantly?

--b.

From: Nicholas Finn <nicholasifinn22@gmail.com>

Sent: Tuesday, June 28, 2022 9:28 AM

To: Planning <Planning@a2gov.org>

Cc: CityCouncil <CityCouncil@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>

Subject: Stadium-Maple TC1 Rezoning

To Whom It May Concern:

I'm writing about the third item on the Agenda for the Tuesday, June 28th meeting of the Ann Arbor City Planning Commission. I live just outside the proposed rezoning of the proposed Stadium-Maple rezoning area on Kay Parkway and was extremely, EXTREMELY disappointed to see that the TC1 zoning is being reconsidered after the public meetings. I attended the first meeting in person and voiced my support along with a dozen others so it was a surprise to see the support of the rezoning reduced to a footnote when the dissenters got many lines and paragraphs in opposition to it.

If the Council is truly committed to a more eco-friendly, sustainable city, then this should be an easy rezone. With upcoming Supreme Court decisions on federal regulations of the environment, the power and responsibility will fall to local municipalities and mayors. We must do better and not let dissenters - most of whom aren't arguing in good faith with their concerns - get in the way of progress in Ann Arbor.

I hope you reconsider your adjustment of the TC1 zoning in the area and go forward with the original plans to jumpstart better development in the neighborhood. Thank you for your time.

Nick Finn

From: Eric Gilbert <eric@eegilbert.org>
Sent: Tuesday, June 28, 2022 4:24 PM
To: Planning <Planning@a2gov.org>
Cc: CityCouncil <CityCouncil@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>
Subject: W Stadium TC-1 zoning

Hi there,

I cannot attend tonight's meeting, but I wanted to share my thoughts on the proposed zoning changes to W Stadium. I am a resident of Ward 4, and live close to the proposed changes—at 2124 Stephen Terrace, in the Dicken neighborhood.

I am fully behind any changes that prioritize denser neighborhoods that pedestrians can more easily access, including (and especially) nearby where I live. I can theoretically walk to many of the shops and businesses on Stadium, and so could my kids, but the car-centric development makes it difficult. I think rezoning could help over the long term, as densification would lead to increased pedestrian usage of the corridor.

For example, it's less than a 1/2 mile walk to Wolverine from my house. The most direct path, however, takes you through giant parking lots—which are almost always empty. Moreover, ever since moving here 5 years ago, I've thought the the Stadium corridor is, at least in parts, a run-down eyesore that could be improved significantly by rezoning. I suppose I would argue that Taco Bell style development doesn't have much place in a growing city that has aspirations like A2Zero.

Thanks,
Eric Gilbert

From: Carol Goodman <clgood70@gmail.com>
Sent: Sunday, August 14, 2022 9:46 PM
To: Planning <Planning@a2gov.org>
Subject: In favor of TC1 zoning for West Stadium area

August 14, 2022

Dear Ann Arbor Planning Commission Members,

The TC1 rezoning plan for the West Stadium area is an excellent idea. I just moved this spring to Fair St, near Burwood, and part of the appeal of the location is the fact that there are a number of wonderful businesses within walking distance of my home. I believe that encouraging more density and providing a safer, more pedestrian- and bike-friendly corridor with good bus service is in everyone's best interest. One of the properties that will be re-zoned is very close to my home, and I admit to having some concerns as to whether whatever is built there might create a noisier environment. On balance, however, I believe that the potential advantages to me – and to those in my area – outweigh those possible negatives.

I encourage you to approve the TC1 rezoning plan for the West Stadium area.

Sincerely,

Carol L Goodman
2126 Fair St.
Ann Arbor, MI 48103

From: Brian G <graham30@gmail.com>

Sent: Saturday, June 18, 2022 6:36 PM

To: Planning <Planning@a2gov.org>; DiLeo, Alexis <ADiLeo@a2gov.org>; Lenart, Brett <BLenart@a2gov.org>

Subject: TC1 Rezoning - Stadium Boulevard Area

Hi there,

I live on the west side of Ann Arbor (near Maple Rd) and have been closely following the progression of the TC1 rezoning effort. Unfortunately I was unable to attend the in-person public meeting at Westgate Library and the subsequent virtual presentation (although I did watch the recorded Webinar at a later time). I just wanted to **express my excitement and support** toward this rezoning effort. I feel the study area limits are very appropriate - - I wish it would include the Maple/Miller intersection as well, but understand the disjointed nature of adding those select few parcels could/would derail the progress of this effort. I feel the Stadium and Maple corridors have so much potential for infill development and establishing this area of town as a walkable/bikeable/bus-able place to live, shop, traverse, etc.

I am 100% supportive of the zero setbacks, 2-story height minimum, no minimum parking requirements, etc. However one thing that struck me is the max height allowances, which would allow "by-right" buildings to be 120 ft tall (or approx. 10-12 stories) in the majority of the district (with up to 300 ft or 25-30 stories tall for the one section near the SW corner of Maple Village). Sorry, but that just sounds ridiculous, excessive, and out of scale for this area. I understand that the market/lenders likely wouldn't allow for many of these very tall buildings to be built....but to transition from 1-story buildings in this area to 10-30 stories would be tough to stomach for many westside A2 residents (and likely a hard sell). I think 3-5 stories lining Stadium and Maple would feel much more appropriate and create that walkable, interesting, human-scaled "urban village" feel that is so desirable and coveted.

My only concern is...would revisiting height limits in this district completely sidetrack the progress of this effort (and set it back 1-2 years)? If the answer is "yes", then I would be happy if the Planning Commission just moved forward with the TC1 as is...and then hope for the best. I feel that it's just too imperative of an effort to delay any more.

Just my two sense. Thank you for your time and hard work - I am exciting to see this moving forward!!!

Best Regards,

Brian G.
Ward 5 resident

From: Ellen Gryniewicz <ellen@gryniewicz.com>

Sent: Wednesday, June 15, 2022 9:00 PM

To: Planning <Planning@a2gov.org>

Subject: TC1 at Stadium/Maple zone

Sarah Mills, Chair

Shannan Gibb-Randal, Vice-Chair

Ellie Abrons, Secretary

Sara Hammerschmidt

Lisa Sauve

Wonwoo Lee

Sadira Clarke

Donnell Wyche

Lisa Disch, City Council Representative

Dear Members of the Ann Arbor City Planning Commission,

I live on Thaler Avenue, less than a block from the edge of the TC1 area. I attended the meeting on Thursday June 9. I have several things to say about the proposed TC1 rezoning on Stadium and Maple.

1. First, I was grieved at the hostile tone that developed between the various people commenting. Our society is polarized enough without this issue dividing the city. The presenters did their job well.
2. I like the idea of this plan, but not the actual plan in its details. I understand the purpose of wanting more dense development in transit corridors, and I think that it is basically not a bad idea. But the current plan is not workable in our neighborhood. The comment that Stadium/Maple is not State/Eisenhower is basic to my evaluation. The Stadium/Maple parcel is long and skinny, not a consolidated block, and it is backed up to an established single home neighborhood on the east and a network of apartment developments on the west. It is also the home to many small businesses some of which have been there for many years.

3. The details I find unworkable relate primarily to the attempt to use this zoning as a weapon in the war on cars. We are talking about people's homes, both the ones already existing, and those you hope will be built. The insistence on making the whole area dramatically car hostile, especially by practically eliminating parking is going to harm both the new and the existing homes. While there are some individuals and families who do not own a c, at present they represent a small minority. Most of the people who will want to live in the new housing will own cars, and when they find that there is no provision for them to park the cars at their home, most of them will not settle in the new housing. Those who do will have to search every evening for a parking place, and often find it in the established neighborhoods, destroying the ability of apartment dwellers to park by their homes, and house dwellers to access their driveways. I am sure you are aware that the families living near the HOMES brewpub have to put orange cones in their driveways to keep people from parking across them. Although the goal of making our city less dependent on cars is laudable, you have to go slower on this matter. You cannot force a change of lifestyle of this magnitude on a whole population by a fiat fixed in concrete.

4. Concerning the actual buildings, I do not think that there is a wide enough buffer zone. One of my good friends lives on Burwood right across the street from the TC1 zone. That family could find a 5 story building across their street, blocking the afternoon sun, among other changes.

5. Also, I think it was a cop-out to decide not to put into the zoning description provisions for affordable housing, sustainable building or greenspace. You are opening up a whole new area

to large-scale construction, and what is built will be there for a long time. It is downright foolish not to insist that the kinds of structures built are those which you claim you want to see built. You have the power, but you are wasting the opportunity.

6. Lastly, I am not a conspiracy theorist, but I do see that the insistence on speed and a lack of proper nuancing in developing and deploying this new zoning code make the party in control of the council appear to be open to charges of undue influence. This is causing great hostility. Why is the development of these areas not delayed a year or two until the overall strategic plan is in place and we see if this is really what we want done with these areas?

In summary, I do not want to see this rezoning put in place in our neighborhood in this way or at this time. It is not ready for prime time.

Ellen H. Gryniewicz, MD.



From: Jacob Haag <jacobshaag@gmail.com>

Sent: Wednesday, June 15, 2022 12:27 PM

To: DiLeo, Alexis <ADiLeo@a2gov.org>

Subject: West Stadium Rezoning Proposal

Good afternoon Alexis,

I received a postcard in the mail about the city's proposal for rezoning the W. Stadium area into higher density, mixed use development. I live off of Liberty and work on Pauline Blvd., so that corridor is one I drive or bike six days a week. I was unable to attend the two meetings, but I just wanted to let you know of our family's support of the city's proposal, for many of the reasons the city has already given. Not only would it be a more efficient use of the space, but one of our main concerns about living within city limits is the rising property taxes (especially for young families like ours). Certainly, it can be a difficult balance to maintain current city services (let alone expand them) while also keeping property taxes relatively stable. By increasing the tax pool through further development, that is one way to strike that balance. We have not been concerned about the increased development in Ann Arbor over the past decade or so, but instead we view that as a positive.

Thank you for your work with this proposal.

Jacob Haag

From: Ezra Keshet <ezrakeshet@gmail.com>

Sent: Monday, August 15, 2022 12:10 PM

To: Planning <Planning@a2gov.org>

Subject: TC1 zoning

Dear Planning Commission,

I'm writing in support of TC1 zoning in general, and the proposal to rezone the West Stadium / Maple Rd area as TC1 in particular. I truly believe that TC1 zoning can contribute quite positively to our environmental, equity, and housing goals as a city. Also, dense, mixed-use development is just cool!

Thanks so much,
Ezra

--

Ezra Keshet

<http://www.ezrakeshet.com>

From: Jean Leverich <jeanleverich@gmail.com>

Sent: Tuesday, June 28, 2022 11:07 AM

To: Planning <Planning@a2gov.org>; CityCouncil <CityCouncil@a2gov.org>

Subject: Strong support for TC-1 zoning

Dear Planning Commissioners and Council Members,

I am writing to ask you to support housing people over housing cars. As you know, Ann Arbor is experiencing a housing crisis with many people pushed out of the housing market and therefore contributing to suburban sprawl and traffic pollution.

Ann Arbor needs diverse housing (multifamily as well as single family) for its diverse workforce. We need to make it easier and more affordable to build housing so that we can have walkable neighborhoods along transit lines. TC-1 zoning isn't perfect, but let's not let perfection be the enemy of the good. "Not this project in this location at this time" is a tried-and-true NIMBY tactic. My understanding from attending the public information sessions is that there is a lot of room for tweaking TC-1. I urge you to remember that access to housing housing and investing sustainability are social justice issues and that "justice delayed is justice denied." Please move forward with creating TC-1 zoning and working toward housing abundance and sustainability.

Sincerely,
Jean Leverich
Ward 5

From: Jean Leverich
Sent: Tuesday, June 14, 2022 3:05 PM
To: Planning <Planning@a2gov.org>
Subject: Stadium TC-1 rezoning

Dear Planning Commission,

As a Ward 5 resident who lives nearby, I wanted to share how excited I am to see TC-1 zoning on Stadium go forward. It's a perfect place for more density, and it'll be nice to convert some old strip malls and parking lots into housing, businesses, and other things that contribute to vibrant communities. I love that Veterans Park will be a walkable destination to that neighborhood and that bicycling to Kroger and the Westgate and Plum Market plazas will be safer and easier. I'm very much looking forward to seeing this go forward quickly and without watering it down.

Sincerely,
Jean Leverich
Ward 5

From: Alex Lowe <lengau@gmail.com>

Sent: Tuesday, June 14, 2022 9:00 PM

To: Planning <Planning@a2gov.org>; DiLeo, Alexis <ADiLeo@a2gov.org>

Cc: Radina, Travis <TRadina@a2gov.org>

Subject: Stadium & Maple TC1 rezoning

Hey there planning folks,

I'd like to be kept informed on further TC1 steps, both for the Stadium area and for future TC1 zoning, as I support this fantastic move.

When I lived near this area and had the Kroger on Maple as my local supermarket, this whole area was terrible for me as a pedestrian. Not only was the Jackson & Maple intersection quite terrifying, but walking to any of the stores was a big slog, especially in the summer when these huge, wasteful parking lots would radiate heat.

Studies have shown that the styles of development TC1 encourages are far more environmentally friendly than the modes of development it will replace. This includes lower energy usage for apartment and townhouse style developments, less pollution through people walking to the store rather than driving, and less noise through the traffic reduction this allows. Therefore, from a climate change perspective, this TC1 is not only something we must do, but honestly not even reaching the bare minimum.

Not only is this good for the environment, but it's an accessibility win too. Many in our community cannot drive for a variety of reasons, including the enormous costs of car ownership, disabilities that prevent driving, or simply being under 16 years old. TC1 housing will be especially attractive to people who either can't drive for the aforementioned reasons or simply don't want to be forced to drive. By rezoning this district, we're making Ann Arbor more accessible to more members of society, which I can only see as a wonderful thing.

Finally, this is a win for housing affordability, since the primary thing driving our massive year-over-year housing cost increases is a lack of supply. By providing space for more housing to be built, the city will help to reduce these extreme increases, though with only these small areas it won't be anywhere near enough to actually start lowering rents like Minneapolis has started to see. We'll need far more TC1 throughout Ann Arbor for that.

My only wish is that the city would eliminate these restrictive height limits.

Keep up the great work, folks!

Thanks,

Alex Lowe

Ward 3

From: Barb McAninch McMullen <be.mcmullen@gmail.com>

Sent: Tuesday, June 28, 2022 10:47 AM

To: Planning <Planning@a2gov.org>

Cc: CityCouncil <CityCouncil@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>

Subject: TC1 comments from a Ward 5 resident

Dear Planning Commission and Staff -

I appreciate all the work that went into the proposed rezoning of the West Stadium area to TC1 and listened closely to the information share by staff on June 14th. My impression was that it made an area I live quite close to a lot more attractive and quite frankly, *more livable* and I was quite impressed with all the available options it presented. I'm a Gen-Xer with 2 children (a Millennial and a Gen Z) in their 20's who live with me because they can't afford to live on their own in this area. And they love it here. I shared with them this proposal and they were very excited with all it offers the area. Also, it appeared to give them hope for some change in Ann Arbor.

The memo titled "City-initiated Rezoning of Maple & West Stadium area" dated June 28, 2022, has really surprised me and put a damper on things. I'm so disappointed.

Time is passing us by.

We need these changes and we need to start making them now. I don't understand why we let louder voices prevail in these discussions when the reality is those objecting the loudest may not be impacted long-term by these changes and all of our children will.

If we need to be clearer in how important this zoning is to the area, tell me what to do and I will do it. Canvassing? Social media support? Bull horn?

Maybe the City can provide more information to folks objecting this, more research, more studies that show this will benefit EVERYONE.

I'm at my wit's end.

From your memo:

"In staff's opinion, there were four key points or themes heard at the public meetings:

- The area will benefit from consolidated zoning and prioritizing pedestrian- and nonmotorized-oriented, more dense development, but
- The area is not a single monolithic geography,
- The scale of development is very important in this area, and
- The TC1 district is currently not the right fit for the area."

All of this is going delay this unnecessarily and for what? So we can have berms and walls so current residents don't have to see other people moving in? What character is here now that's so distinctive? The large parking lots that are rarely more than half full?

I object to this delay and want to make my voice heard. I did not speak at the meeting but I am speaking now. Please keep moving forward with the TC1 plan and help residents understand that we are growing and we need to change with the growth. And soon.

Thanks for all your time and hard-work.

-barbara mcmullen
5th ward resident
Be.mcmullen@gmail.com

From: Ralph McKee <rmckee2258@gmail.com>

Sent: Monday, August 15, 2022 11:21 AM

To: Planning <Planning@a2gov.org>

Cc: Dohoney Jr., Milton <MDohoney@a2gov.org>; Briggs, Erica <EBriggs@a2gov.org>; Ramlawi, Ali <ARamlawi@a2gov.org>

Subject: TC1

I am writing to express my continued disappointment re your handling of both the process and substance re the proposed TC1 rezoning. To start, I have no illusions. Based on 1) how the Briarwood TC1 rezoning was passed with no modifications expressed by anyone not ideologically aligned with you, and 2) how your ORC recently flatly rejected the staff report (re the current iteration of TC1) which suggested considering some modifications suggested by members of the public, it's a virtual certainty that you and city council will pass the current version with no changes. I write simply to 1) show readers online some of the incongruities in your handling of TC1, and 2) to request a modicum of intellectual honesty and respect for the public.

While the public engagement thus far appears robust at first blush, there were and are flaws. First, the increased height limits, which are the most important change for many residents, are not adequately described. While the "interactive map" provides useful data when it works (it doesn't on my MacBook), in a matter this important, the city should provide residents with a parcel-by-parcel map with a key showing the current height limit and the changed height limit. This would probably have taken a staff person perhaps a half day and eliminated ambiguities. Also, it would be useful to know whether the buffer will be measured to parcel lines or proposed building envelopes (in other words, if a parcel is 80' from a residential parcel, thus seemingly limiting height to 75', but the building proposed on it is 300' from the residential parcel, is 120' height allowed?). Residents shouldn't have to read the fine print of the ordinance and/or guess how this criteria would be applied.

The above criticism applies to the mixed use criteria too (100' from a corner). Why not a parcel map highlighting the portions of the parcels which would be required to have mixed use? Why force the public to figure it out with a map to scale and rulers?

And the response of Comm. Sauve to some of these and related questions on a NextDoor thread is illuminating. She said, essentially, "I'm not going to do your homework". When I called her out for her rude comment, she responded by 1) accusing me of being rude, 2) making the excuse that being on CPC is a time-consuming volunteer job, and 3) saying, in essence, that her psyche doesn't include politeness. All in all, a nice attitude. Sort of like the Transportation Commission member who said last year, in response to a public comment, "why should we listen to uninformed [in his view] residents when we have [presumably] knowledgeable staff engineers"? Frankly, people with these attitudes shouldn't be in positions of power.

On to the substance. As to the height limits, Brian Chambers provided you with research suggesting 4-story buildings are better suited to transit corridors than taller buildings. Ken Garber also recently provided you with data re the major carbon emission problems re buildings over 4 stories. These are two citizens who often do the homework. Of course, I don't expect you to actually consider that, despite your naked assertion that TC1 would help achieve our A2Zero sustainability goals (without requiring or even incentivizing ANY "green building" measures). I expect your response will be, essentially, additional housing will get commuters

out of cars. Well, how about asking Ms. Stultz to do a rough-cut analysis of what is actually the net gain by getting a commuter out of his/her car via tearing down buildings and putting up buildings which will produce much more carbon emissions to construct and also to operate than a 4-story building? Here I expect your answer to be: "we're the Planning Commission and we know best"; this attitude has unfortunately dominated city administration for years.

Next, applying TC1 to the West Stadium corridor has been touted as an elixir which will magically enhance and/or create mixed-use neighborhoods. However, common sense and recent local real estate history would suggest that not only is the "20-minute walkable neighborhood" a fantasy here, but also that rezoning to TC1 will be significantly counter-productive to that goal. First, the obvious: unlike the Briarwood area, there are very few vacant or residential parcels in this district. Therefore, every new large residential building is almost certain to replace one or, more likely, several, current businesses. Next, retail, particularly small local retail, is currently stressed and will likely remain that way; Amazon and big box retail is not going away anytime soon. And I believe the real estate pros on CPC will not dispute my assertion that projections for hi-end large-scale residential developments will often show a much bigger return on investment, both in terms of absolute dollars and percentages, than mom-and-pop retail. These 3 points make an almost "perfect storm" for incentivizing property owners to sell to developers looking for big profits via replacing business tenants with residential tenants in multi-story buildings.

The response I have heard from many TC1 proponents, you included, is that the large-scale residential buildings will have significant ground floor retail. Recent local history emphatically says the opposite: Lowertown, the George, the Standard, the Foundry, the Yard (that replaced the businesses in S. Main Market), the South U buildings, etc. How many examples do you need? If you don't require mixed use, it won't happen, period. And requiring it just on corners is not sufficient; there are dozens of businesses that could potentially be replaced by residential buildings that would not be subject to the "corner" requirement.

Another obvious point: this will make yet another "by-right" situation, so even if a truly awful development is proposed, you will have to approve it. And your legal team will likely cave if there's an attempt to "fix" problems later via changing the zoning; remember the scare tactics Postema used re the Foundry.

The bottom line is this: despite the points made above, I know you and city council are going to vote to approve TC1 with virtually no requirements or incentives, which in my view is akin to employing the laissez-faire capitalism I finally managed to disabuse my then-GOP parents of in the early 1980s. "Progressive"?? Right. And there will be no tweaks, despite Ms. DiLeo's genuine attempt to engage with the public, unless of course someone like Kirk Westphal or Scott Trudeau from the A2 Workers page (or whatever it's called now) makes a suggestion.

But please quit misleading the public with the affordability/sustainability/mixed use mantra, unless you actually provide some supporting evidence or at least some coherent and persuasive thought.

From: Kristen Nyht <kanyht@gmail.com>

Sent: Tuesday, June 14, 2022 8:30 PM

To: Planning <Planning@a2gov.org>

Subject: TC1 Zoning on Stadium

Hi, I'd like to be notified of the potential rezoning process as it goes along. I want to be sure to support it every step of the way!

thanks much,
-Kristen Nyht

From: Nate Phipps <nphipps2@gmail.com>

Sent: Monday, August 15, 2022 12:13 PM

To: Planning <Planning@a2gov.org>

Subject: Support for TC1 zoning on West Stadium Boulevard and North/South Maple Road

Dear Planners :-)

I write in strong support of TC1 zoning on West Stadium Boulevard and North/South Maple Road. This change will allow for more housing density and improvements to transit services, better walkability and likeability, and more residents and add to our taxbase.

I encourage you to support this change.

Nate Phipps
1706 Fulmer St - Ward 5

From: Evan Pratt <epratt135@gmail.com>
Sent: Tuesday, June 28, 2022 5:02 PM
To: DiLeo, Alexis <ADiLeo@a2gov.org>
Subject: W Stadium/Maple rezoning

Dear Ms. Dileo

I recently had the opportunity to review the staff memo and other information related to the ongoing public process for potential rezoning in the W Stadium/Maple/Jackson Rd area.

I support the general idea for rezoning in this area and appreciate staff opening the public process with a fairly bold proposal to envision a transition to more intensive land use in areas near a major entrance to the City that is currently dominated by one-story buildings and large parking lot.

I very much agree with the sentiment of several of the comments and letter received about the various benefits of moving toward more housing density -- with separation/transition/buffering from existing single family (and less intensive multiples) residential neighborhoods.

I also concur with the folks who have noted the importance of the wide range of mostly local businesses in the study area. I am not fully up to speed on the requirements of the T1, C3, or potential T2 district but would hope there is a way to ensure at least similar square footage (and similar rental pricing structure) for those local businesses within the rezoning footprint, -- if not more square footage considering the potential added density.

One resident suggested in a letter that 4-5 story buildings would be appropriate and in character. I would generally agree with those heights, with two caveats: First that a transition zone from one or two story residential might be consistent with best practices here. Second that we consider greater height closer to parts of I-94 and other appropriate areas. I expand on that second point in the following paragraphs.

10-15 years ago, the CPC and ultimately Council 'upzoned' several areas at the interchange entrances to town - I believe Washtenaw/23 and a subset of this area, and possibly other areas such as S State. Unfortunately, as staff and current CPC all are no doubt aware and have discussed, the increase in FAR was not enough to incent much in the way of redevelopment.

From my sometimes inaccurate memory, I recall not long after that rezoning, a financial analysis was performed by an outside consultant to determine what type of density near the Washtenaw/23 corridor would be needed to support a parking garage. Of course vertical parking would provide additional footprint for FAR as well as any additional parking that might be identified due to increased density, etc. I'm sorry I do not recall which consultant, but I do recall that the tipping point was at 6-story buildings/600% FAR. I don't recall for sure but believe 400% was what was provided. To be clear, I don't recall if that 'tipping point' was overtly noted in the analysis, I believe the consultant was someone I knew and quizzed afterwards. I also am not totally sure if the consultant was hired directly by the City or was more a part of the Re-Imagine Washtenaw effort.

Regardless, my memory doesn't really matter, the point is that was the biggest disappointment from the prior rezoning -- it didn't incent investment. Many of the subject buildings are past their (limited)

service life (these are not the more durable brick buildings of downtown AA) but are still the main source of revenue for each property owner.

Many property owners would be out upwards of 2 years of revenue during a redevelopment process, likely an obstacle for many. I have not reviewed the information enough to know for sure if there has been any analysis or outreach to potentially affected property owners but hopefully there has been something along those lines.

So in that context I would also support smaller, targeted sub-areas with greater FAR -- towards 600%-800% as long as there was reasonable transition from adjacent neighborhoods, streets/sidewalks, or other 'boundary conditions'. Such as taller by the freeway, maybe 4-5 stories at halfway points to Stadium (such as TJMaxx, etc) and whatever height is acceptable public consensus on the west side of W. Stadium and in 'transition zones' to areas that will not be re-zoned (e.g. maybe 3-story max next to residential) .

Finally, while I write as a resident, I am very interested in infrastructure so would echo comments by others that my support is in the context of at least maintaining current service levels for all infrastructure and hopefully some targeted improvements related to things such as pedestrian experience/amenities, or other improvements currently targeted in the CIP or otherwise of expressed community interest by folks living in the area.

It appears that Planning staff has heard most if not all that feedback and I am hopeful that there will be a substantial rezoning that will be a good fit for the primary goal of moving away from single story buildings and huge parking lots.

To sum up, my main points are:

- I support the rezoning concept as beneficial to many of our community's stated goals, including housing, sustainability and transit.
- I have highlighted what seemed to be the most important caveats that Planning has already compiled and stood out for me - especially making sure local businesses have plenty of opportunity
- It will be critically important to have enough incentive for property owner/developer investment.

Evan Pratt
1st ward resident

who has bought from many of the area businesses for three decades, something every week. Taco King, Chela's, Pilar's O'Reilly's, Gorton Food Svc, Convenience Auto, Bank of AA, Wolverine, Sweetwaters, Kroger, Plum Market Sect'y of State, resale store, Zingerman's, Westgate Library, Star Cafe, Seva's, Play it Again, Arbor Farms, Goldfish Swim School, to name a few regulars that came to mind as I wrote. Plus formerly K-Mart, Village Kitchen, Radio Shack, Sofia's, etc.

Fun fact: You can get drive through bacon at Zingerman's Roadhouse. 3-piece or 5.

From: Jim Pyke <jimpyke@umich.edu>

Sent: Monday, June 27, 2022 11:25 AM

To: Lenart, Brett <BLenart@a2gov.org>

Cc: Cheng, Christopher <CCheng@a2gov.org>; DiLeo, Alexis <ADiLeo@a2gov.org>; Kahan, Jeffrey <JKahan@a2gov.org>; Kowalski, Matthew <MKowalski@a2gov.org>; Barrett, Jon <JBarrett@a2gov.org>; CityCouncil <CityCouncil@a2gov.org>

Subject: Further delays to TC1 implementation are unacceptable

Dear Mr. Lenart and Planning Staff,

Having just read through the memo titled "City-initiated Rezoning of Maple & West Stadium area" dated June 28, 2022, I am beside myself with distress regarding what appears to be an announcement of more delays on the path toward making it easier to develop more units of multifamily housing in Ann Arbor.

I feel like I could write thousands of words on why it is necessary that we stop delaying these changes, and that we start paying less attention to the small but loud number of obstructionist residents who have repeatedly demonstrated their lack of good faith in discussions about development. Others have already written many words on this subject (as seen, for example, in this book: https://www.politicsofhousing.com/neighborhood_defenders/). Unfortunately as in many cities there are some Ann Arbor residents who have made it clear that no changes to the built environment are acceptable to them under any circumstances. When these residents see one of their objections attended to meaningfully, they proceed to raise other objections; moving the target repeatedly to delay significant, meaningful, and *necessary* changes for as long as they possibly can. These are people who have literally lodged at least one frivolous lawsuit and put forward at least one costly ballot initiative in their efforts to prevent one thing: the development of more and different types of housing in the city of Ann Arbor.

To put it plainly: we have some residents here in Ann Arbor who are **anti-housing activists**. This label does not need to be seen as a pejorative: one straightforwardly begins at the point of supporting the idea of making changes to foster an increased housing supply, or one does not. If one does not, then one should own the fact that they are working to prevent such changes.

My question is: does the city government support making such changes?

My sense is that Ann Arbor Planning Staff is invested in planning for the future of the built environment in Ann Arbor, and therefore does support such changes.

I'm begging you to clearly and publicly bear witness to the intensity of the need for regulation changes that allow and encourage the construction of significant numbers of new units of multifamily housing inside the city limits.

I'm begging you to more clearly explain the need for these changes to residents who may be resistant to them, rather than capitulate to those few intransigent residents who will never accept those changes with or without that explanation. Watering down or delaying necessary changes is an unacceptable version of compromise because it will not effectively address the problem.

Because the changes are necessary, providing a clear explanation of the changes is actually the only version of compromise that is called for.

I have Cc'ed all of city council on this so that they are aware of my concerns.

Thank you for your attention.

Sincerely,

Jim Pyke

Ward 5 resident

From: Daniel Raimi
Sent: Sunday, May 29, 2022 6:37 AM
To: DiLeo, Alexis <ADiLeo@a2gov.org>
Subject: West side rezoning

Hello!

My name is Daniel Raimi. I live at 372 Burr Oak Dr, near the proposed West Stadium rezoning area. I just to write and say that I enthusiastically support this effort to increase density and walk ability in our city. I study and teach energy and climate policy, and think that increasing densification is an important step to reduce our greenhouse gas emissions. Plus, it will make the city more fun. YIMBY!

Thanks a bunch,

Daniel

From: Ginny Rogers <ginny.rogers@gmail.com>
Sent: Tuesday, June 28, 2022 1:13 PM
To: Planning <Planning@a2gov.org>
Cc: Dohoney Jr., Milton <MDohoney@a2gov.org>
Subject: Support for TC1 zoning for Maple/W. Stadium

Dear Planning Commissioners,

I'm writing to express my full support for proceeding with the proposed TC1 rezoning of the Maple / Stadium area. We desperately need to increase the amount of housing in Ann Arbor for many reasons. The Maple / W Stadium corridor is the perfect place for another TC1 zone. I believe TC1 zoning will help create not only more housing, but will create a much more liveable & walkable area. Let's not waste more time coming up with a different zoning proposal which in the end will be rejected by those who are opposed to increasing density.

Thanks for considering my comments and for your service.

Regards,
Ginny Rogers
Ward 4

--
Ginny Rogers

From: Karl Rosaen <krosaen@gmail.com>

Sent: Thursday, August 11, 2022 2:05 PM

To: Planning <Planning@a2gov.org>

Subject: voicing support for City Initiated TC1 Rezoning - Stadium Boulevard Area

I just wanted to take a moment to voice my support for

<https://www.a2gov.org/departments/planning/Pages/City-Initiated-TC1-Rezoning---Stadium-Boulevard-Area.aspx>

I believe we need the opportunity for denser areas of housing to bring down housing costs in the long term, and provide more opportunities for people who work in Ann Arbor to live here.

Karl

110 S Revena Blvd, Ann Arbor, MI 48103

From: Daniel Rosenbaum
Sent: Tuesday, June 14, 2022 12:49 PM
To: DiLeo, Alexis <ADiLeo@a2gov.org>
Subject: Voicing Support for Stadium Blvd. Rezoning

Dear Ms. DiLeo,

I wanted to share a quick email expressing my family's support for the Stadium Boulevard rezoning proposal.

I am a homeowner on the West Side; my family plans to live in Ann Arbor for decades to come. We fully support all efforts to make the city more dense and pedestrian-friendly. Today the Stadium Boulevard area is entirely auto-centric and filled with underutilized spaces, e.g. parking lots and driveways and unusable stretches of grass. The result: it's less safe for pedestrians and cyclists and contributes to more sprawl in our area. If the situation were reversed, and the area was currently dense and walkable, no member of our community would advocate that it be rezoned for large parking lots and commercial buildings.

Unfortunately, even so, there are people who oppose change and argue for the status quo. I do not believe they speak for the majority of local residents. Thus my email.

Thank you,

Daniel Rosenbaum

Ann Arbor Planning Commission
Ann Arbor Planning Department
301 E Huron St,
Ann Arbor, MI

August 3, 2022

Dear Planning Commission members,

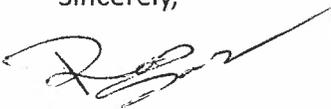
My name is Ravinder K Sachdev and I own the property at 2630 W Liberty Rd in Ann Arbor. I am in receipt of the postcard mailed to me by the Planning department regarding the proposed rezoning initiative on Ann Arbor's far west side and am writing in response.

First I would like you to know that I fully support this initiative as it will allow more people housing opportunities within the city in an area with so many walk-able, bike-able, supportive service businesses (including grocery stores, banks, pharmacies, restaurants, delis, and hardware store to name only a few). Furthermore the area is well served by public transportation infrastructure providing many transportation options and minimizing the need for car trips. This is good planning for growth and the city needs more housing.

I notice that the property of my contiguous neighbor to the east is shown as the only property on W Liberty west of Maple Rd. to be included in this rezoning. I feel that this is a mistake and that the district should best be extended westward all the way to the expressway on the north side of W. Liberty, to include my property. Please expand the proposed rezoning area accordingly.

Thank you for your efforts to improve the city and for consideration in this request.

Sincerely,



Ravinder K Sachdev
10660 Hewitt Rd.
Brooklyn, MI 49230

From: Brian Sadek <briansadek@gmail.com>
Sent: Thursday, June 16, 2022 8:44 PM
To: DiLeo, Alexis <ADiLeo@a2gov.org>
Cc: Tifani Sadek <tifsadek@gmail.com>
Subject: City Initiated TC1 Rezoning - Stadium Boulevard Area

Hi Alexis:

We didn't find out about the hearings / meetings on this plan until today, but we'd like to express our STRONG SUPPORT for this proposed zoning district. While we are homeowners in the vicinity of the proposed district -- meaning that we'd likely see increased congestion in the district, where we conduct the majority of our day-to-day activities -- we feel that the benefits of increased density, decreased reliance on personal automobiles and, frankly, more stuff to do far outweigh concerns about congestion or changing the "character" of an area that is mostly composed of characterless strip malls.

We'd also add that, to the extent increased housing supply might have a negative impact on our property value, that's a small price to pay for leaving a more sustainable city to our children and those that follow us and them.

Thank you for your time, and we hope this doesn't come too late to be lodged as a statement of support.

- Brian and Tifani Sadek
1003 W. Liberty St.

August 15, 2022

Planning Commission Staff and Members:

I believe the TC1 proposal should be tabled for further consideration and study. The proposal does not line up with the Comprehensive Plan Land Use vision for this area. Moreover, the Comprehensive Plan is due to be revised in 2 years. It is pre-mature to make this huge change in the Stadium Blvd transit corridor.

My concerns:

While I totally support increased use of buses, bicycles and walking, I don't see that this plan will accomplish any of that unless the area remains a vibrant retail and commercial district. I am concerned that as it is written and drawn the TC1 district will discourage small local retail and restaurants and favor additional high rise, high rent, expensive condos in the mixed-use buildings.

I think other means of making Stadium Blvd friendlier to walker and bikers as well as bus riders the bus should be given priority before this zoning change is made.

I strongly support the stated goals of sustainability and increasing the stock of affordable housing, but I'm not convinced they are well addressed by this proposal. Given the passage of our local transit millage and the landmark Federal climate change bill in the last 2 weeks, I think the Planning Commission has an opportunity to take a deep breath, celebrate the good news and take another look at the TC1 proposal:

- Can Stadium Blvd be made more friendly to bikers and walkers? To Bus riders?
- Can affordable housing be encouraged in different ways?
- Can the TC1 size be reduced, or could it be phased in one section at a time?
- Can the residential buffers be increased to preserve the residential neighborhoods

Thank you for your commitment to Ann Arbor's unique vibrancy, to sustainability, to affordability and all the time and thought you put into this work.

Diane Saulter
Grandmother to 4 young children
1931 Ivywood Drive, Ann Arbor
ddsaulter@gmailcom

From: Nick Schweickart <nschweickart@gmail.com>

Sent: Tuesday, June 28, 2022 8:43 AM

To: Planning <Planning@a2gov.org>

Subject: TC1 Zoning

Hello,

I am a current resident at 1535 Patricia ave, ward 5. I am writing to support the proposed TC1 zoning changes around west stadium and maple. Ann Arbor has a housing crisis on hand and the solution must be build more. Let's not overcomplicate things and let's make common sense changes to the zoning regulations to allow for more construction. While I was fortunate to be able to purchase my home a few years ago, I would not be able to afford prices at the current rate. Denser, affordable housing is a must as well as strong public transportation and emphasis on commuting methods other than cars. Please don't let the NIMBYs slow down or derail these long overdue changes.

Nick Schweickart

Sent from my iPhone

From: Deborah Sears <searsdd50@yahoo.com>

Sent: Tuesday, June 28, 2022 3:11 PM

To: Planning <Planning@a2gov.org>; Lenart, Brett <BLenart@a2gov.org>

Subject: Planning for West Side

Greetings,

The business district on the west side is one of the most valuable areas of Ann Arbor for city residents. On that stretch of Stadium and Maple residents can do necessary business in so many ways - buying groceries, getting expert hardware services, dry cleaning, car services, enjoying family-owned restaurants and other small businesses. Many of these businesses have been serving Ann Arbor for years and have relationships with their neighbors, their customers and each other. This is what makes a city work - and work well.

The proposal to change zoning to allow towering buildings to replace these small businesses will destroy the neighborhood feel that makes this area so appealing to customers. When developers swoop in, the costs go up and small business - with the dreams and creativity that were its inspiration - disappears. I do not favor the big box, chain mentality that would be the replacement to our local businesses. I do not want to see canyons of towers lining the streets in this area. This section is an area that works with the reality of resident needs - accommodating pedestrians, bikes and cars. Don't mess with it!

Thank you for your consideration,

Deb Sears

From: Carol Spencer <carol13.spencer@gmail.com>

Sent: Monday, August 15, 2022 1:52 PM

To: Ramlawi, Ali <ARamlawi@a2gov.org>; Lenart, Brett <BLenart@a2gov.org>; Planning <Planning@a2gov.org>; DiLeo, Alexis <ADiLeo@a2gov.org>

Subject: TC1 Zoning

Attached please find and consider my letter concerning rezoning W. Stadium Blvd, and include it in the packet of community comment for 8/16.

Thank you.

Carol Spencer

Ali Ramlawi
ARamlawi@a2gov.org

Bret Lenart
blenart@a2gov.org

Planning Commision
planning@a2gov.org

Alexis DiLeo
adileo@a2gov.org

As a resident of Ann Arbor's westside, I oppose the application to rezone W. Stadium Blvd to TC1 until the City Comprehensive Plan, Land Use Element can be revisited and updated as appropriate. Needs and concerns of citizens and existing businesses must be considered and addressed, thoughtfully, in order to achieve a coherent, viable, attractive community to benefit existing, as well as future, residents and business owners.

In order to achieve a cohesive community and not negatively impact residential neighborhoods, it is imperative that building setbacks on parcels abutting residential parcels be increased and height restrictions lowered.

There must be assurances that a variety of housing options, including affordable housing are included.

Energy sustainability and infrastructure needs must be addressed.

Sufficient greenspace, trees, open space, and park area should be included in planning and zoning.

Parking and vehicular travel must be adequately provided for, as some travel by car will be necessary in addition to travel by foot, bike and bus, due to a variety of unavoidable circumstances.

The community has expressed these and other concerns. I urge you to proceed carefully and with thoughtful consideration of community input and the goals of the City Master Plan. Rezoning this large parcel will have considerable impact on the westside and the city far into the future.

Thank you for your attention to these concerns

Carol Spencer

1940 Ivywood

From: Connor Stack <sirconnorstack@gmail.com>

Sent: Sunday, August 14, 2022 12:55 PM

To: Planning <Planning@a2gov.org>

Subject: I support TC1 zoning

I would once again like to express my support for the TC1 zoning of West Stadium and Maple. I've lived at 1505 Hatcher Crescent for over a year, and in Ann Arbor for over two years. I'm excited to welcome more neighbors into our community, support public transit with denser housing, support our climate goals by reducing reliance on vehicles, and reduce housing costs by increasing housing supply. Please bring denser, transit-oriented housing to our city.

-- Connor Stack

From: Connor Stack <sirconnorstack@gmail.com>

Sent: Tuesday, June 28, 2022 11:42 AM

To: Planning <Planning@a2gov.org>

Cc: CityCouncil <CityCouncil@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>

Subject: I support West Stadium TC1 rezoning

My name is Connor Stack and I live at 1505 Hatcher Crescent in Ann Arbor.

I support the West Stadium TC1 rezoning. This rezoning will increase our housing supply, reduce our reliance on cars, reduce water and air pollution, increase walkability and transit ridership, and have many other benefits.

I oppose modifying the TC1 zoning to tailor fit the West Stadium area. Imagine how long it's going to take to rezone ALL of the bad, car-intensive, low-density commercial zoning we have in the city if we do custom zoning rules for each and every area.

Please do not allow NIMBY detractors of the rezoning to block or delay desperately needed housing and density in our wonderful city.

Thank you,

Connor Stack

From: Kelsey Stein
Sent: Wednesday, June 8, 2022 9:32 PM
To: DiLeo, Alexis <ADiLeo@a2gov.org>
Subject: TC1 rezoning of Stadium Blvd Area

Hi Alexis,

I'm unfortunately unable to attend the in-person meeting tomorrow regarding TC1 rezoning along Stadium Blvd, but I wanted to share feedback on the proposed boundary, specifically the boundary that abuts up to the back of the residential properties along the westside of Burwood Ave.

As a homeowner along Burwood Ave, I'm concerned that the proposed TC1 rezoning splits a residential block along property lines versus using a street as a natural boundary which would ensure the residential area and neighborhood remains intact.

As I understand TC1, it would allow for no less than two story structures to be built, which based on the current proposed boundary, will directly intrude on a defined residential area along Burwood Ave.

Additionally, the proposed TC1 boundary that splits the Burwood/Collingwood block currently includes single family homes and multi-family homes. This seems to reduce an already defined neighborhood and residential area.

I wish to advocate for the rezoning boundary to be moved to the west side of Collingwood and allow a street buffer between current residential areas and the proposed TC1 rezoning.

Thank you,
Kelsey Stein
734-755-6294

From: Kelsey Stein
Sent: Wednesday, June 8, 2022 9:32 PM
To: DiLeo, Alexis <ADiLeo@a2gov.org>
Subject: TC1 rezoning of Stadium Blvd Area

Hi Alexis,

I'm unfortunately unable to attend the in-person meeting tomorrow regarding TC1 rezoning along Stadium Blvd, but I wanted to share feedback on the proposed boundary, specifically the boundary that abuts up to the back of the residential properties along the westside of Burwood Ave.

As a homeowner along Burwood Ave, I'm concerned that the proposed TC1 rezoning splits a residential block along property lines versus using a street as a natural boundary which would ensure the residential area and neighborhood remains intact.

As I understand TC1, it would allow for no less than two story structures to be built, which based on the current proposed boundary, will directly intrude on a defined residential area along Burwood Ave.

Additionally, the proposed TC1 boundary that splits the Burwood/Collingwood block currently includes single family homes and multi-family homes. This seems to reduce an already defined neighborhood and residential area.

I wish to advocate for the rezoning boundary to be moved to the west side of Collingwood and allow a street buffer between current residential areas and the proposed TC1 rezoning.

Thank you,
Kelsey Stein
734-755-6294

From: Tina Topalian <topaliant@icloud.com>
Sent: Tuesday, June 14, 2022 8:43 PM
To: Planning <Planning@a2gov.org>
Subject: Follow up to 6/14 Zoom planning meeting

Please keep me apprised of the progress with TC1 zoning.

A few comments:

Not considering green space requirements is very concerning. Very surprised and disappointed.

Also concerned about lack of prioritization for non-motorist transportation, ie, cyclists (bike lanes, peds.

Minimizing carbon footprint as this project (may) progress is also a very important consideration.

Finally, it would be extremely helpful to see a visual representation of this. The referenced tool on your website isn't user friendly. Much as it's appreciated, shouldn't need a tutorial.

Thank you so much,

Sent from my iPad

From: Colin Williams
Sent: Monday, June 13, 2022 5:32 PM
To: DiLeo, Alexis <ADiLeo@a2gov.org>
Subject: Re-Zoning on stadium

My name is Colin Williams. I live at 540 Burwood Ave, Ann Arbor, MI 48103. My house and my neighbors house (580 Burwood ave) are exempted from the new zoning proposal. You can see a small cutout around our houses in the proposed image of the re zoning. In my mind we could have huge developments surrounding our tiny houses! I am all for the re zoning and allowing denser housing but I would like to also propose that our two houses are included in the re zoning. If a large condo complex or housing development is to be built where the Goodyear is now I'd rather have my house be able to be absorbed into the plot of land rather than be excluded from it. I will try and attend the zoning meeting on Tuesday the 14th. If you have any questions please let me know, feel free to contact me at this email or 734-476-4637.

Thank you for your time
Colin Williams

JUL 12 2022

PLANNING AND
DEVELOPMENT SERVICES

To : adileo@a2gov.org
The Ann Arbor Planning Committee
The Ann Arbor City Council

I am a home owner, one house off Stadium Boulevard, where the TC-1 zoning is proposed. I am concerned about several things that seem vague or non-existent in the proposal language.

1. Parking: I applaud encouraging bike use. I have an e-bike and use it for pleasure and errands. However, cars and parking spaces are still needed. My sister has a Condo in Ann Arbor with limited parking. Guests have to park blocks away or in Bush's parking lot and cross the busy Main Street. Parents often need a car to transport children, groceries and other items. Cars are needed to travel outside the city. In the winter walks are often not maintained well enough for a person to get to the transit stops, etc etc etc.

Ample parking spaces need to be required in the proposal.

2. Building height: The maximum height of new buildings needs to be stipulated so that the new structures do not loom over the existing homes and neighborhoods. We now have contained sub-divisions that provide a natural and comfortable setting for family life. This should not be destroyed!

3. There is no mention of required green space. We need to have required space for playgrounds, walking paths etc. Again, please maintain our neighborhood standards!

4. Kinds of buildings: What kinds of business and home structures will be allowed in the new zoning proposal. Will they compliment and support family life?

5. Excessive noise: Excessive noise is not addressed. We already have a bar/restaurant/club that pollutes our neighborhood with loud, disturbing music from early evening until after 10 pm on Thursday, Friday and Saturday on summer evenings. Even sheltered in our home, we cannot escape the noise. We are not able to enjoy sitting outside nor engage in conversation. The music plays until past many bedtimes.

6. Infrastructure: And then there is the infrastructure. We already have problems with water/sewage backups. What requirements will there be to improve the infrastructure and support environmental conditions?

Please give these concerns serious consideration, I chose this neighborhood because of the atmosphere it provided for quality family life. Please do not allow that to be destroyed.

Ruth Wollin

1909 Joywood Dr., Ann Arbor 48103

734-395-5270

ruthwollin@gmail.com

From: Josh Woodward <joshwoodward@gmail.com>

Sent: Tuesday, June 28, 2022 2:41 PM

To: Planning <Planning@a2gov.org>

Cc: CityCouncil <CityCouncil@a2gov.org>; Dohoney Jr., Milton <MDohoney@a2gov.org>

Subject: Support for west-side TC-1 zoning

I wanted to add my enthusiastic support for TC-1 zoning for the Stadium area. As a west-sider, I'd love to see increased density along this corridor, along with the new neighbors, businesses, and public transportation infrastructure it would bring. Our city is in a massive housing crisis and this is one substantial step toward addressing this, along with allowing gentle density in all residential neighborhoods. The conservative minority will always be the loudest voices in these discussions, but I trust you all to do the right thing and move forward in support of full TC-1 zoning in this corridor. Thanks for your time!

--

Josh Woodward - JoshWoodward.com

From: Amanda Wyse <pelicanbreath@hotmail.com>

Sent: Sunday, August 14, 2022 8:48 PM

To: Ramlawi, Ali <ARamlawi@a2gov.org>; Lenart, Brett <BLenart@a2gov.org>; Planning <Planning@a2gov.org>; DiLeo, Alexis <ADiLeo@a2gov.org>

Subject: Stadium Rezoning Concerns

I am writing to oppose the TC1 rezoning of West Stadium Blvd. My residential property is directly behind the businesses on Stadium. The City Planner's staff report to the Planning Commission should include how neighboring residents feel about the rezoning.

1. It needs to be noted that in the 6-28-22 memorandum from Alexis DiLeo to the Ordinance Revisions Committee, several oppositions from the residential neighbors are mentioned. These include:

- The concern that TC1 will create overflow parking issues into residential neighborhoods.
- The rezoning goal is to have affordable housing but there is no requirement that the new buildings provide that.
- There is a need for buffers between businesses on Stadium and the adjacent neighborhoods.
- The development height proposed in TC1 is out of character and too downtown like.
- Residents have concerns about public infrastructure being able to support such a high density.
- The rezone does not consider the need for cars. Some things are simply too large to carry by foot, bike or bus.

2. The Comprehensive Land Use Plan for this area needs to be addressed before rezoning occurs. The City's Land Use Element has not been revised since 2009. According to the Land Use Element, Stadium Blvd. should be divided into 3 separate areas when considering rezoning (Chapter 9, pg 88). It even includes a map of these three distinct zones.

3. A portion of the land directly behind the Parkwood neighborhood is currently zoned P (Parking Service). This Classification provides a buffer of space between the commercial businesses and the residential neighborhood and should not be re-zoned. The former owner of the commercial property dug out land from a wide berm and took out the buffer of trees which separated the neighborhood from the commercial space. Rezoning the lot now would open it up to future building even closer to our houses. Rezoning this land to TC1 Classification will effect all of the people who have houses adjacent to the land. We will see and hear the activity from these building. We

will see the lights, hear the people, hear the cars. The buildings will create a wall blocking the sky. It will affect the view of our back yards and tower over our houses so tall they will be seen from our front yards. A five story building will be so massive, it will be the first thing people see when they step out of Eberwhite Woods onto Ivywood Dr.

4. The City Planner Staff Report says the goal of this rezoning is to facilitate mixed use, affordable living and sustainable development. **Nothing in the TC1 rezone encourages developers to offer affordable housing or to build something sustainable.** If Ann Arbor is serious about addressing racial inequality and climate change, this would be an excellent time to build incentives into the zoning ordinance. Additionally, people value locally owned businesses but the new ordinance has no incentives to support a low enough rent for local businesses to be part of the equation.

Thank you for hearing these concerns. Please do not recommend the rezoning of Stadium until there is more community input and The Land Use Element has been revised. This rezoning is not consistent with the goals of the City Master Plan, and does not meet the needs of the community.

Amanda Wyse
1937 Ivywood Dr.
517-290-0111

From: wmzinn@aol.com <wmzinn@aol.com>

Sent: Monday, June 27, 2022 7:50 PM

To: Planning <Planning@a2gov.org>

Cc: wmzinn@aol.com; Briggs, Erica <EBriggs@a2gov.org>; Ramlawi, Ali <ARamlawi@a2gov.org>; Taylor, Christopher (Mayor) <CTaylor@a2gov.org>

Subject: Proposed TC-1 Zoning

I am writing to voice my opinion regarding the proposed TC-1 zoning along the Stadium/Maple corridor. I am a longtime resident of Ann Arbor and have owned a home on the west side, not far from the corridor in question for over 25 years.

First, I am very supportive of denser, mixed-use developments that are designed to encourage more affordable housing, especially when placed along major transportation corridors. This kind of development would be far superior to the single-story retail buildings that are surrounded by mammoth parking lots that currently exist in the zone.

However, I am convinced that the proposed zoning, as it is written, will not achieve those goals. As written, the TC-1 zoning merely substitutes the goals and incentives of developers for those of the zoning board and the community at large. By "un-zoning", many of the decisions on what and where a project is to be built, will be made by developers and individual property owners. What are their incentives? If a profit motive plays any role, one can imagine that whatever the community might envision, it will take a backseat to a project that is more lucrative and profitable to the owner/developer.

The simple truth is that absent restrictions, the goals and incentives of developers simply do not align well with those of the community at large. That is why we have zoning in the first place. It seems to me that if you give much wider latitude to a developer to choose what is to be built, you will wind up with many more lucrative and profitable projects; not necessarily the ones that we all want. For example, there are currently three grocery stores that would fall under the new zoning rules. Two characteristics of grocery stores are that they require a large footprint and that they compete in a low margin business. What incentive will there be for them to stay?

It seems to me that we have a great strategy but very poor execution. The strategy of encouraging high-density, mixed used developments designed to encourage more affordable housing is a laudable one. However, in my opinion, the plan to execute that strategy by implementing TC-1 zoning will be an abject failure. We need more than just a great strategy. We need tactics and methods that will effectively execute that strategy. The existing plan simply turns much of the decision making over to a segment of the population that has a very different set of incentives than we as a community do. Moreover, this plan is likely to result in significant changes to the community that we will have to live with for many years to come.

Thank you for allowing me the opportunity to voice my opinion.

Mike Zinn
501 Crest Ave
Ann Arbor, MI 48103