

From: Jim Pagels
Sent: Monday, July 06, 2020 10:20 PM
To: Planning <Planning@a2gov.org>
Subject: Support for Valhalla development on Main St

Hello,

I am a University of Michigan PhD student in economics with a focus on housing and real estate. I would like to voice my strong enthusiasm for the Valhalla development on Main Street.

Increasing the supply of housing is critical to Ann Arbor's future during the city's current housing affordability crisis. Even if these homes are not rented by lower-income or minority people, the development's existence would help quell its renters from instead further bidding up the price of the existing housing stock. Additionally, "luxury" (mostly just real estate lingo for "new") housing will eventually age and become more affordable. These two facts have near 100% consensus among economists.

However, I should note that I am disappointed by the extreme overabundance of parking spots in the development (718) relative to only 454 apartment units. If this amount of parking is market-driven and purely the developer's choice, then that's one thing, but if the developer is only including so much parking to appease zoning regulations and local residents threatening cancellation of the project, then this is very problematic, inefficient, and environmentally unfriendly.

If Ann Arbor is to become an environmentally friendly carbon-neutral and affordable city that maximizes room for people to enjoy the social and economic opportunities that the city offers and also not require they purchase a car (a great expense to many people) to live here, then we must not prioritize homes for private automobiles over homes for people.

--

Jim Pagels
Economics PhD Student | *University of Michigan*
972.533.9291
[@jimpagels](#) | [Personal Website](#)

From: Jean Leverich
Sent: Tuesday, July 07, 2020 8:29 AM
To: Planning <Planning@a2gov.org>
Subject: Support for Valhalla project

Dear Planning Commission,

I'm excited to see that Valhalla, a multi-family development along the Main Street transit corridor is being proposed.

I wanted to voice my support for the project, as it provides much-needed housing near downtown. The accessibility to bus lines is also a plus, as residents will not need to drive or park downtown.

Sincerely,
Jean Leverich
Ward 5

From: Rita Mitchell

Sent: Tuesday, July 07, 2020 2:09 AM

To: Planning <Planning@a2gov.org>

Subject: 10-a 20-1008 Proposed Amendments to Chapter 55 - Unified Development Code to Amend the Parking Standards

Dear Planning Commission,

I am writing to request a modification of

10-a 20-1008 Proposed Amendments to Chapter 55 - Unified Development Code to Amend the Parking Standards

Given the urgency of the climate emergency, and Ann Arbor's dedication to reducing carbon emissions to a carbon neutral state by 2030, you have a great opportunity at hand. The Electric Vehicle (EV) charging proposal that you are considering could be altered a small amount to include solar panels installed as part of the charging stations for EVs.

The result would be a carbon-free charging process, on-site, that would avoid the need for a draw of electricity generated by regional power plants that use coal, natural gas (methane), or nuclear power.

Our regional neighbors would benefit, as would residents of Ann Arbor, from having less carbon emissions, and Ann Arbor would effectively avoid exporting our emissions.

This recommendation is one that will lead the way to a disruptive approach to moving to carbon-emission-free solar energy at this start point of implementing the A2Zero plan to reduce carbon emissions.

Please include solar panels in the EV charging station amendment to the UDC parking standards.

Thank you.

Sincerely,

Rita Mitchell
621 Fifth St.
Ann Arbor, MI 48103

From: Ezra Keshet
Sent: Tuesday, July 07, 2020 11:16 AM
To: Planning <Planning@a2gov.org>
Subject: Valhalla development

Hi!

I'm writing to support the Valhalla development up for debate at today's meeting. It's less than a mile from my house in Lower Burns Park (as the crow flies over the golf course at least), so it does represent a bunch of new neighbors. I can only hope that such a population will lead to greater support for exciting businesses near me, etc.

I also appreciate that people living there would likely drive less than farther out commuters, marginally reducing the environmental impact of Ann Arbor as a system.

Thanks!!
Ezra

Ezra Keshet
<http://www.ezrakeshet.com>

From: Mark Wellman

Sent: Tuesday, July 07, 2020 11:56 AM

To: Planning <Planning@a2gov.org>

Subject: Why am I in favor of Valhalla project

As a former lifelong resident of Valhalla, I watched many developments occur over this area for many years. As such, this location is no longer suited for single family homes. It is time to move forward with an appropriate use of the land and this project appears to meet the needs of future Ann Arbor residents and adds value to otherwise underutilized property currently located in Pittsfield township.

Mark Wellman

From: Ruth Wollin
Sent: Tuesday, July 07, 2020 12:35 PM
To: Lenart, Brett <BLenart@a2gov.org>
Subject: Re: Storage unit Proposal on Stadium

To the Ann Arbor city Council and Planning commission,

I strongly object to approving a 4 story public storage building on Stadium Drive.

I live in the neighborhood right behind the parking lot of the proposed location. A 4 story public storage building would negatively impact our neighborhood. Instead of living in a beautiful tree-lined neighborhood I would be living almost next to a commercial building. It would be an eyesore and would negatively impact my property values. There are no other buildings in the adjacent area that are four stories high.

I urge you to not approve any building that is four stories high. The existing buildings are not seen from our neighborhood because they are one story buildings. A four-story building we change the entire landscape and appearance of our neighborhood.

Thank you for considering my concern.

Ruth Wollin
1909 Ivywood dr, Ann Arbor, MI 48103
734-395-5270

--

Sent from Gmail Mobile

Why Mandating EV Charging be Powered by 100% Renewable Energy is Inappropriate

It is the consensus position of the EV-Charging Working Group that the proposed EV Charging Ordinance not include a requirement that chargers be powered by 100% Renewable Energy (RE). Our rationale is outlined below.

First of all, the proposed ordinance already includes the following language in ***UDC Section 5.19.8 K. Design of Vehicle Parking Facilities***: “In order for EVs to provide the maximum environmental and, in most cases, financial benefits to their owners and in support of the City of Ann Arbor’s carbon neutrality goals, it is recommended that EV chargers be powered by a renewable energy source. This can be affected by utilizing on-site RE generation and also through contracts for difference (e.g., DTE MIGreenPower, Arcadia, others), power purchase agreements (PPAs), or direct procurement of RE or offsetting renewable energy credits (RECs).”

In addition, the EV Readiness Working Group has the following concerns with mandating that EV charging be powered by 100% RE:

1. A mandate is likely illegal in Michigan

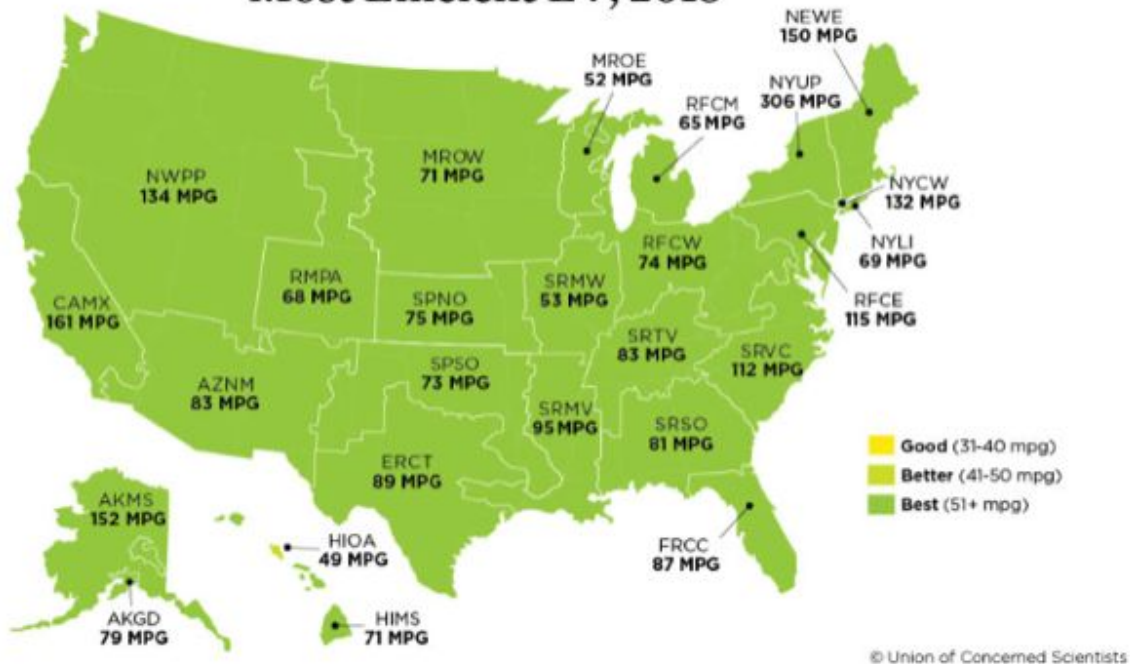
If A2 can mandate that EV-chargers be powered by 100% RE, by extension that would mean that the City could mandate the use of 100% RE for any and all uses. While the EV-readiness Working Group would welcome that, it is our understanding such a mandate is not legal in Michigan. Indeed, to the best of our knowledge, investor-owned utilities have regional monopoly positions granted by the State and managed by the MPSC, where the only exceptions are power sources like rooftop solar.

2. A²Zero already includes moving to 100% RE by 2030

Strategy 1 of the A²ZERO Carbon Neutrality Plan, “Power our electrical grid with 100% renewable energy” makes a separate RE requirement for EV chargers in the ordinance redundant and thus unnecessary. Specifically, Action 1-1 of the Plan calls for implementing Community Choice Aggregation (CCA) by 2027; if CCA is not enabled by a change in State of Michigan law, then other options are available to be pursued to achieve 100% RE by the 2030 carbon neutrality target date.

Independent of the A²Zero plan, MPG-equivalent EV emissions have and will continue to decline rapidly in Ann Arbor as DTE coal plants close and more renewables come on-line. Indeed, EVs using grid power today are already far ‘cleaner’ than vehicles with Internal Combustion Engines (ICEs), as documented by the graphic below from a 2018 Union of Concerned Scientists (UCS) analysis (<https://electrek.co/2020/04/13/as-coal-use-falls-electric-vehicles-keep-getting-cleaner/>).

EV Emissions as Gasoline MPG Equivalent Most Efficient EV, 2018



3. Monitoring compliance would be resource intensive and unwelcome

Under a 100% RE-powered EV charging mandate, compliance would need to be tracked at the individual property level on an ongoing basis. This would be complex, costly and possibly illegal and at least bothersome and intrusive to residents. Moreover, the method for monitoring compliance would have to be designed, developed, implemented and maintained and thus divert resources from other A²Zero-related activities.

Specifically, the City would likely have to require that a second dedicated meter be included in the installation to which all EV chargers be connected, the meter would have to be connected to a 100% RE source, and that connection would have to be verified, monitored and enforced on an ongoing basis to ensure it remained so; if not, it would be impossible to know if chargers were powered by 100% RE. Indeed, without a dedicated meter the City would not know:

1. When charging demand increased or fell;
2. If EVSE was upgraded from EV-C or EV-R to EV-I;
3. If the quantity of EVSE installations and thus power requirements increased above the initial quantities;

4. If the demand outstripped the connected (or contracted) RE supply (e.g. the size of the on-site solar array or the contracted third party RE supply); or
5. If the supply was later covertly switched from a 100% RE source to a (cheaper) gray source, etc.

Moreover, the cost of an additional meter would be costly to property owners/developers.

We feel that City resources – staff time or funds to pay for third-party services – as well as property resources would be better spent on other things.

4. Non-compliance enforcement would be counter-productive

Finally, we think that enforcement of the ordinance, in particular levying fines or another form of negative consequence on property owners for non-compliance, seems contrary to the spirit of the A²Zero carbon neutrality plan where we want to reward people for advancing the goals of the plan, in this case the electrification of transportation.

In summary, adding a requirement that all EV charging installations be powered by RE is not only unnecessary and illegal, it would make all proposed installations more expensive, require additional City resources, would lead to little environmental benefit in the mid-term, be opposed by property owners, and could therefore initiate substantial opposition to the passage of the ordinance, thereby reducing or eliminating the installation of EV charging installations altogether.