

**Lenart, Brett**

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**From:** Erich Zechar <ezechar@gmail.com>  
**Sent:** Monday, September 30, 2019 5:23 PM  
**To:** Planning  
**Subject:** Transit-oriented zoning- yes please

Hello,

I am a homeowner in Ann Arbor and I live up near Plymouth and Green. I wanted to drop a note to say I support wholeheartedly the idea of increased density downtown and along transit corridors. Doing this through the creation of a new zoning category seems like one way to allow for this kind of idea to take hold.

We have new developments springing up near me but for the most part they are single-family homes or condos. I think the Plymouth road corridor makes perfect sense for larger multi-family developments, and I think it would be nice to increase density in select areas, as you could then concentrate on providing better transit options for those denser corridors.

Thanks for your time!

Erich Zechar  
2435 Prairie

## Lenart, Brett

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**From:** Jeff Crockett <jeffcrockett8@gmail.com>  
**Sent:** Monday, September 30, 2019 10:27 PM  
**To:** Planning  
**Cc:** Bannister, Anne; Hayner, Jeff; Bethany Osborne; Christine Crockett; David Kennedy; Elleanor Crown; Ilene R. Tyler; Julie Ritter; Lars Bjorn; Nick Coquillard; Detter, Ray; Steve Kaplan; Susan Wineberg; Jane Lumm; Eaton, Jack; Griswold, Kathy; Nelson, Elizabeth  
**Subject:** Concerns with T1 Zoning District Proposal

Dear Members of the Planning Commission,

I am asking you to delay consideration of the T1 Zoning District amidst a growing number of concerns, which include the following.

### **Lack of community outreach and input.**

As far as I can tell, the input for this proposal was limited to the Planning Commission and the Housing and Human Services Committee. There has been zero input from neighborhoods near transit corridors. It is problematic and puzzling. Why has public input in the development of the T1 Zoning District been ignored? But, there is another problem. The only reason I knew about this meeting was my wife is listed as the neighborhood contact person. While I signed up for notifications from the City, I received no notification about this ordinance. Interestingly, I did receive notification about lane closures for the football game. I also checked on the Washtenaw Legal News and could find no announcements for the T1 Zoning consideration. It begs the question, other than neighborhood association reps, just who was informed about the T1 Zoning District consideration?

### **Inadequate time for the public to review the ordinance and staff report.**

Access to the staff report and ordinance details occurred only at 3 PM last Friday. That is way too short a time frame for consideration of a complicated zoning district. This means that citizens could not get answers to questions about the T1 zoning until today. In my case, Mr. Lenart responded to my questions around 5 pm earlier today. Since communications to the PC are due at Noon tomorrow, this did not leave me much time to respond.

### **It is unclear how far districts would extend from main corridors. Huge loophole.**

Mr. Lenart said that the Z1 Zoning District could include areas on either side of the main corridor? The max size of these areas needs to be determined before not after a vote by the Planning Commission and certainly before Council votes.

### **Uncertainty about how UDC Section 5.18 could supersede the provisions for T1 districts.**

Again, this needs to be specified prior to a PC vote.

### **The link between T1 zoning and housing affordability is highly suspect.**

There are many factors that contraindicate the link between density and housing affordability in Ann Arbor, including the escalating demand due to outside investment, the growth of the U of M student population and workforce, the rise of Airbnbs, retirement housing for boomers and stagnant wages of lower-income workers. I believe that the most likely beneficiaries of T1 zoning will be developers and real estate investors.

### **Conflict with the Master Plan revision process**

To me, it doesn't make sense to me to go through the time and effort to create a new zoning category during the consideration of a new Master Plan. If other zoning categories will change during the revision process, it would seem that inserting a new zoning category at this time would complicate the revision process.

In summary, the Ann Arbor community deserves more time in reviewing and understanding the impact of the proposed T1 Zoning District. Rushing this through at this time without credible citizen input may cause some to question the motives of the Planning Commission and undermine the upcoming Master Plan Revision process. Please table this zoning proposal until its terms and impact are better understood by the Ann Arbor Community.

Thanks for your consideration,

Jeff Crockett

## Lenart, Brett

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**From:** Julie Ritter <ritter.julie@gmail.com>  
**Sent:** Tuesday, October 01, 2019 9:29 AM  
**To:** Jeff Crockett  
**Cc:** Planning; Bannister, Anne; Hayner, Jeff; Bethany Osborne; Christine Crockett; David Kennedy; Elleanor Crown; Ilene R. Tyler; Lars Bjorn; Nick Coquillard; Detter, Ray; Steve Kaplan; Susan Wineberg; Jane Lumm; Eaton, Jack; Griswold, Kathy; Nelson, Elizabeth  
**Subject:** Re: Concerns with T1 Zoning District Proposal

In addition to all that Jeff has so clearly laid out, the City is in the middle of a massive TRANSPORTATION PLAN that is not yet finished. This T1 process is also extremely dismissive and disrespectful of all the hard work and great expense (\$600,000 or thereabouts) that the City is paying for that plan.

From all reports, I think that the process the City is using to get this zoning approved could be characterized as "ramming it through".

The public outreach was the very least possible public outreach that they could do and still call it that:

- A presentation at an obscure meeting that is difficult, if not impossible to find on the city website (the OCR??)
- An email or a letter to the heads of the neighborhood associations (at least a couple have reported to me they do not recall ever getting such a communication) telling them that the staff report would be available late in the day on the Friday before the Tuesday meeting. And even that staff report had a significant problem. Plus, there are questions about which neighborhood association list was used and whether or not the contact information was up to date.

As of this writing there is absolutely ZERO evidence that transportation oriented development (TOD) leads to more affordable housing. In fact, just the opposite. People of lower incomes who have historically lived along more heavily traveled streets are often forced to move elsewhere when the new developments are more attractive to wealthier people and the rents go up! Stories around the country are showing this result again and again.

Market forces will never deliver other than minimum affordable housing. Market forces will never deliver other than minimum affordable housing. Market forces will never deliver other than minimum affordable housing. They will only deliver the very least possible affordable housing that is required by things like premiums.

The only way to deliver affordable housing at scale is to utilize a wide array of tools through grants, foundations, non-profits, government support, etc. Not market forces.

Please understand this.

Respectfully,

Julie Ritter

On Mon, Sep 30, 2019 at 10:27 PM Jeff Crockett <[jeffcrockett8@gmail.com](mailto:jeffcrockett8@gmail.com)> wrote:

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Thanks for your consideration,

## Lenart, Brett

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**From:** Beth Collins <rdhbeth@gmail.com>  
**Sent:** Tuesday, October 01, 2019 9:51 AM  
**To:** Planning; Lenart, Brett  
**Cc:** Eaton, Jack; Smith, Chip; Ali Ramlawi; Anne Bannister; Taylor, Christopher (Mayor); Lumm, Jane; Ackerman, Zach; Nelson, Elizabeth; Grand, Julie; Hayner, Jeff; Griswold, Kathy  
**Subject:** T1 Zoning

Hello Commissioners,

I am late getting this to you, but very concerned about this proposal coming before the Planning Commission tonight that I just found out about last week. There was no public engagement.

While it sounds great on the surface, think about it....does Ann Arbor even have Transit Corridors? I see the word Transit Corridor (for this type of development which will be allowed) as to be in a much larger city, with a Metro, Rail system, or such. In Ann Arbor we have neighborhoods adjacent to all Bus Routes (what planning is calling transit corridors). This is ludicrous. Anything can be up zoned with unlimited height??

NO.

I urge you to relook at this and better yet, since we are getting a consultant to help with the Master Plan revision, please wait until then, when proper citizen involvement can take shape.

I envision the State Street Corridor having lots of nice housing that is bought up by commuters who drive to Detroit, but would much rather live in Ann Arbor, and it's close to the I-94 on-ramp. Not very sustainable to me. Just because in theory we want people to not drive far for work, it cannot be guaranteed. Many who work in Ann Arbor, like to live where they live, in Dexter or Milan, or Plymouth. Many like me who live in Ann Arbor, have never worked in Ann Arbor either and must drive elsewhere to my job.

Pease table this to be discussed in the Master Planning process, when more tweaking can be done to it.

Thank you for your service to our city that I have called home for 56 years,

Sincerely,

Beth Collins

Ward 5

**Lenart, Brett**

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**From:** Laura Stowe <leksarts@yahoo.com>  
**Sent:** Tuesday, October 01, 2019 10:13 AM  
**To:** Planning  
**Subject:** T-1

To the Planning Commission:

I am very concerned about your premature consideration of the implementation of a new, "T-1" zoning without time for proper consideration, discussion and input from the public. The notice about this issue was sprung on only a few of us (as neighborhood representatives) without public notice, as if it is a minor change in the zoning regulations. I fear it is not.

There are many questions about this new zoning that need to be answered before it is approved. First and foremost, is how it will affect single-family neighborhoods. We do not want to be turning every neighborhood into mini-downtowns!!

Also, it makes no sense to make a decision about a new zoning category while the Master Plan is supposedly being examined for revision. Such a decision should be part of a new Master Plan, not added independently.

Please postpone consideration of this zoning change until the public has time to properly assess it.

Thank you.

Laura Stowe  
1327 Broadway  
665-8980

## **Lenart, Brett**

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**From:** Tom Stulberg <tomstulberg@hotmail.com>  
**Sent:** Tuesday, October 01, 2019 11:10 AM  
**To:** Planning  
**Cc:** Taylor, Christopher (Mayor); Bannister, Anne; Hayner, Jeff; Lumm, Jane; Griswold, Kathy; Grand, Julie; Ackerman, Zach; Ramlawi, Ali; Smith, Chip; Nelson, Elizabeth; Eaton, Jack  
**Subject:** T1 Transit Support Zoning District

Planning Commissioners:

I am excited that we are looking at revising our zoning ordinance to expand our offerings to cover unmet needs. I think redeveloping some of our transit corridors with mixed use developments would be a good direction for the city to go in to encourage more affordable and moderately priced housing that is near new and existing amenities servicing that new housing, as well as existing housing, and thus also reducing automobile trips.

I see the current proposal as a rough draft that would benefit from the 10/1/19 scheduled public hearing and planning commission discussion prior to presenting it to the public in a broader manner in order to get valuable public input and gauge whether the general public supports this as eagerly as some of us.

### **T1 and the Master Plan:**

The city is allowed to create zoning ordinances as long as they are based on a plan. A new zoning district should meet the current Master Plan. If it doesn't, and if the reason is that we no longer view the Master Plan as appropriate, the Master Plan should be revised prior to the new zoning district being created. That revision process involves public engagement, a required and valuable part of the process.

Since this category is area specific, we need to look at the Master Plan for that area: The South State Street Corridor Plan, which was adopted 7/15/2013. The city planning department and planning commission should document in detail how the new T1 Transit Support meets that Master Plan document and where it deviates from it. The same holds if T1 is to be used for the Washtenaw Corridor. This same analysis must also be done prior to using this new district elsewhere, as contemplated in the Staff Report. If T1 is to be "portable", the details of that district should be viable for the other transit corridors. That analysis needs to be done ahead of time, or else the boundaries of T1 should be very explicit.

### **T1 is Mixed Use:**

What is Mixed Use anyhow? Our current definition of Mixed Use and our Mixed Tables need more scrutiny and revision regardless of adding a new district to it. The tables were created as part of adopting the UDC as a reformatting of the prior zoning code, but some meaning was lost in that reformatting. Merely indicating P for permitted use lost the hierarchical aspect of the zoning. For example, we have commercial categories where 100% residential is permitted, but that is not the primary intended use. This creates conflicts and lack of clear definition.



In November 2017 the Planning Director was asked by council to give his professional opinion about what constitutes mixed use. He said there was no set percentage, but that it needed to be some mix of uses. Yet that led to a rezoning of two parcels to a mixed use category that will be 100% residential. The planning department and CPC recently recommended a rezoning for a 100% residential project in a mixed use commercial category. (City Council did not approve it.) It was justified as conforming to the Master Plan because the Master Plan was for commercial and the zoning district is a commercial district, even though the use was to be 100% residential. And rezoning it to a residential district was deemed to potentially be not conforming. It is a bit of a mess. And is that a mixed use district or not? (Residential use in some of the existing mixed use categories has no definition of what residential density and setbacks to apply, but it should be explicitly specified.) Our entire mixed use concept needs to be cleaned up if we are revising this part of our ordinance.

T1 must have some residential component, but can it be 100% residential? Is that mixed use? Would a massive redevelopment of an area to 100% (or nearly 100%) residential achieve the goals of our Master Plan and the new T1 district? Probably not. This should be analysed further.

### **T1 and Affordable Housing Premiums:**

The code language says it will "create opportunities for affordable housing", but that is all it says. Perhaps it should use premiums? The new changes to our affordable housing premiums for other areas will be in front of City Council in a week. We definitely have this on our mind. Perhaps we should have a similar premium program proposed as part of T1. Perhaps it would be good to first see City Council's discussion of the new premiums. We might get perspectives that would apply to T1 as well.

If affordable housing isn't directly being addressed with this new zoning district, perhaps it is not so urgent that it can't wait until we have our Master Plan revision that is about to start?

### **T1 has no height limit:**

T1 has no maximum FAR and a maximum of 80 feet for buildings within 300 feet of R districts, otherwise no maximum height. Is that something the citizens of Ann Arbor have indicated they are interested in seeing, or is that something that should be part of the Master Plan revision process? T1 could be created with a height limit. Then we can find out through the Master Plan revision process if additional height would be a desired change to T1. Also, 300 feet from an R district doesn't cover 100% residential development in non-R districts (see the general problem with mixed use districts indicated above).

### **T1 and park space:**

Ann Arbor citizens like their parks. The various Master Plan documents for this area support that. T1 doesn't seem to accommodate that. We should be presented with a clear explanation of how T1 will meet this need that is expressed in the Master Plan. We want to create livable communities for people, not warehouse them.

Thank you,

Tom Stulberg  
1202 Traver Street 48105

**Gale, Mia**

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**From:** Randall Jacob <ranjacob@umich.edu>  
**Sent:** Tuesday, October 01, 2019 1:01 PM  
**To:** Planning  
**Subject:** T-1 Zoning Before Planning Commission Tonight

Dear Planning Commission Members,

Please table the T-1 proposed zoning until the Ann Arbor community has been properly informed of this proposed change and until the community has had a chance to study and discuss this zoning.

Sincerely,

Ann Lund  
Randall Jacob