

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