

**From:** Doug Aikenhead  
**Sent:** Monday, June 13, 2022 3:01 PM  
**To:** Lenart, Brett <[BLenart@a2gov.org](mailto: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.

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