

From: Kirk Westphal <writetokirk@gmail.com>

Sent: Friday, March 19, 2021 12:44 AM

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

Subject: more input on corridor rezoning

Dear Commissioners and Staff,

Thank you again for your hard work on corridors. We know that the community has said for years—through master plans and other adopted plans—that corridors throughout the city do not reflect their values. There is abundant documentation of their desire for more “urban village” environments with taller buildings, walkable surroundings, less driving and parking, and more residential uses. (See endnotes.)

Process

I think the first fundamental question is whether to go:

- the “optional” rezoning route

- continues to allow property owners to continue reinvesting in and expanding an undesirable environment
- limits the pool of property owners willing to redevelop
- allows new lease cycles to begin and delays options for housing construction
- places the expense, burden, and uncertainty of rezoning applications on developers, staff, planning commission, and council (they are required to approve all zoning changes by state law) for each project that gets proposed

or,

- the "proactive" rezoning route

- stops perpetuating the drive-only commercial building environment citywide
- allows the most opportunity for adventurous developers to build successful projects and establish comparables for future nearby projects
- removes the inefficiency and repeated community disruption of doing individual rezonings
- begins a slow but certain transformation of the corridor landscape

What’s especially troubling about the optional individual rezoning option is that even when a developer chooses to run the political gauntlet, the process gives greater “veto power” to neighbors who are better organized and have more time and influence. (If there’s a “protest petition” to a specific rezoning from 20% of abutting neighbors, it forces an 8-vote majority decision on council.) I think a rezoning next to Ann Arbor Hills or Burns Park homes should be treated the same as one in a less-affluent part of the city. Rezoning large swaths of multiple corridors at once will be subject to the same protest rules, but at least it makes the process more equitable and mitigates economic segregation.

Lastly, even in my preferred scenario of an immediate, proactive rezoning of all ex-downtown commercial properties, the market will produce at best a slow and organic redevelopment of parcels where 1) rents will justify new construction, 2) property owners are either prepared to do mixed-use development or willing to sell to someone who does, and 3) leases happen to be expiring. An optimistic scenario still means that the vast majority of rezoned parcels will remain unchanged in 20 years. The fear of “drastic change” is lost on me. Austin quadrupled in size in the past 50 years, Tallahassee almost tripled, Boulder grew 70%, Madison grew 50%... and Ann Arbor grew 20%.

My opinion is that rezoning all commercial parcels on virtually all corridors is the most clear, fair, and master plan-compliant strategy to set the corridor transformation citywide in motion.

[I understand that even if you agree with the above, it may be logistically difficult to assemble the property descriptions of every affected parcel and pass it to council concurrently with the creation of the district. In addition to the creation of the district, I hope you forward a recommendation to proactively rezone, at a minimum, the four areas staff previously mapped (but should be expanded to include the complete corridors and missing R4 and R5 parcels as outlined below), and then forward a strong recommendation to do the rest of the corridors on an accelerated timetable in the coming 3 months.]

Please act thoroughly and boldly, and kindly consider the following changes.

Scope

- Before making final corridor recommendations, please ask staff to generate maps that include ALL commercially-zoned parcels (including research, industrial, office, and any R4A, R4B, R4D, and R5 parcels that abut commercial or are > 20,000 sf) along or within a ¼ mile radius of transit-served corridors, including:
 - S. State from Stimson to I-94/city limit (includes Briarwood)
 - Eisenhower from Boardwalk to Ann Arbor-Saline Rd
 - Washtenaw from Platt to US-23/city limit
 - Plymouth from Pointe Lane (west of Courtyard Shops) to US-23/city limit
 - Stadium Blvd from Maple Rd. to Alhambra
 - Maple Rd. from Miller to Stadium
 - Packard St. from Hill St. to US-23/city limit
 - S. Main St. from Mosely to Eisenhower
 - Ann Arbor-Saline Rd from S. Main to I-94/city limit
 - Industrial from Stadium to Eisenhower
- I believe that looking at various versions of these maps and seeing why certain parcels are being excluded (and if that's justified) will be extremely useful in formulating the final parcel list.
- Commissioners have noted issues in the draft maps due to the omission of R5 parcels (for example, hotel uses near Plymouth and US-23) and R4A/B/D (eg near Washtenaw and Platt).
- Many R4A/B/D parcels are over-parked, low-density uses situated between or just behind commercial zones along transit corridors. Please include them. (I believe the

campus-area R4C and smaller-lot residential is more appropriate for a separate discussion.)

Setbacks and height

- I believe if the heights in this district are more fine-grained than proposed, more gentle near residential, and more permissive far from residential, the district would fit well in any context, be more likely viewed by neighbors as a benefit relative to current zoning (and current draft proposals), yet allow more density in less-sensitive locations.
- Increase setback from residential from 30' to 50', including residential across a street, with heights as follows (see attached diagram for comparison with current draft):

Setback from R (ft)

Height max (ft)

Stories

50-65

35 2-3

65-75

45

3-4

75-110

63

4-5

110-150

73

5-6

150-300

85

6-7

300+

280

20-25

- Allow up to a ~18' front setback instead of capping at 10' to avoid proximity to fast moving traffic.

Comments:

- *Given the sensitive nature of rear setbacks, and the need for some parking and services in the rear, I don't think the current proposal for allowing a 55' tall structure 30' away from a property line is advisable. My proposal allows only 4- to 5-story buildings on parcels fronting detached-home settings (once they are 75' away), allowing an increase to 6+ stories in only the deeper portions away from existing residential. It also maintains a significantly less than 45-degree sun angle (see attached).*

Use/design

- Minimum 50% residential
- Waive ground-floor transparency requirement for any portion 400'+ away from intersections, allowing pure residential in rowhouse/brownstone or garden apartment formats
- Create a ground floor active use requirement for building frontage within 100' of intersections (~70% of building frontages along ROW must be active, eg. not office or financial)
- Pedestrian amenity requirement is possibly beneficial, but eliminate “open space” requirement
- Ensure the same building material requirements as downtown

Comments:

- *We need housing, and I feel like it's worth investing a few years of required residential inclusion where property owners will be motivated to find opportunities for residential and help establish a track record of successful projects outside the downtown.*
- *We should make it easy to build, easier-to-finance denser residential-only housing (without ground-floor transparency) far from corners, where it's less important to have an active commercial streetscape.*
- *Conversely, corners should be forced to allow active, safe-feeling pedestrian-friendly uses that are more likely to be lighted and open at night. Many cities have this restriction, e.g., prohibiting banks and offices that are typically dark after 6pm. (This was considered for Main Street, so we already have the ordinance language.)*

Remaining questions

- As noted in the previous meeting, prohibit surface parking within X' of ROW.
- How does the new parking regulation (less than ½ land area) impact structured parking? (I'm personally not necessarily against allowing structured parking to serve larger high-rise buildings.)

Thank you again for your consideration,
Kirk

*** A sample of adopted city plans re: corridors**

“Office or residential uses should be provided above the store fronts to increase the variety of housing opportunities, encourage pedestrian access to the retail use, improve the viability of the retail businesses and encourage a village center. Single story retail buildings are not appropriate for neighborhood commercial centers...The design should emphasize a village center instead of a strip commercial mall... Auto related uses such as gas stations, auto repair shops and car washes should be prohibited and businesses with drive-throughs should be discouraged... Mixing office, retail and residential uses on the same site can encourage pedestrian activity, reduce vehicular trips, reduce imperviousness by sharing parking spaces,

encourage a wider variety of housing options, provide services closer to places of work and neighborhoods and use land and infrastructure more efficiently... Evaluate the feasibility of reducing parking requirements or establishing maximum parking limits... Encourage residential densities that can sustain bus transit..." (Master Plan Land Use Element, 2009)

"Support increased density and mixed land uses in signature transit corridors... Create transit-oriented development overlay districts for signature corridors, to incorporate tools such as density bonuses, design guidelines and building form regulations to guide redevelopment." (Transportation Master Plan Update, 2009)

"Facilitate increased residential density, improved walkability and improved transit service..." (Reimagine Washtenaw, 2014)

"Action includes eliminating all parking minimums and setting low parking maximums through the Plan review process... The Plan recommends investing in land use strategies that allow for denser and mixed use neighborhoods..." (A2Zero Carbon Neutrality Plan, 2020)

"Use zoning to restrict additional development of auto-oriented design such as gas stations, office buildings, or large shopping centers with large amounts of parking in the front. Instead, zoning should encourage more compact development, with buildings closer to the street to increase traveler choices by making it more convenient for walkers, bicyclists, and transit riders... Promote residential and employment densities that support transit for development and redevelopment. This could mean minimum heights rather than maximum heights, and mixed use rather than single-use developments (example, a multistory building with commercial on the first floor and offices or residential above instead of single-story commercial)." (Non-Motorized Transportation Plan Update, 2013)

"Encourage coordinated zoning and redevelopment at transit-supportive densities... Zoning and policies in Ann Arbor can be and are already being modified to allow for transit-supportive density, redevelopment, and infill development that help create a more vibrant city. Continuing to promote infill development, mixed housing types, multiple story buildings, and mixed-use transit nodes will maximize the City's investments in utility and transportation infrastructure, potentially help reduce travel-related GHG emissions, and create active and vital neighborhoods..." (Climate Action Plan, 2013)

"Throughout the Ann Arbor-Ypsilanti corridor, in each jurisdiction, significant stretches of valuable land provide extensive redevelopment opportunities that can produce large amounts of both market and below-market rate housing, especially in Ann Arbor and Pittsfield. These areas can act as powerful receiving areas to absorb directed growth, contribute to regional balance, reduce congestion in the long run, and add to multi-jurisdictional stability by taking the pressure off the weaker Ypsilanti markets to absorb more than their fair share of low income households. But this requires putting sustainable policies in place that actively aim for regional balance... There is strong regional agreement about the value of mixed-use, mixed-income development along transit corridors..." (Washtenaw County Affordability and Economic Equity Analysis, 2015)

Hypothetical 200' deep lot



ROW

200

60

80
70
60
50
40
30

current stiff proposal

original stiff proposal

my proposal

Theoretical building envelope maxes out @ 5-6 stories in tighter neighborhoods, allows higher density elsewhere.

ROW

(distance from R) 0

30

50

70

100

110

130

110

90

70

60

0

Parcel

(distance from R)



It's encouraging to see more progress on the TC1 project in the recent staff memo. The commission is closer than ever to having a flexible district that can be applied widely. Below are a few suggestions on how to finish the job.

Rules for TC1

1. Allow light industrial uses.

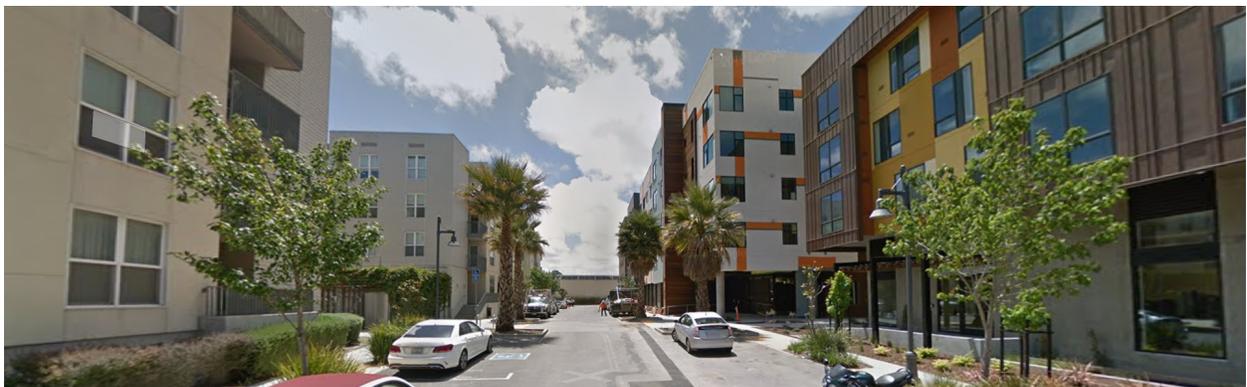
If the TC1 district is ever going to be applied widely to our corridors, now or in the future, it is necessary to allow the uses currently allowed in M1 (Limited Industrial), so that rezoning our corridors does not totally banish light industry from the city.

It is critically important to replace our light industrial districts in our transit corridors for the following reasons:

- a. Light industrial districts take up large sections of the city, including most of the [2nd busiest](#) transit corridor in the city, AAATA [route #6](#) along South Industrial and Ellsworth.
- b. Unlike C (Commercial) districts, M1 (Limited Industrial) districts [ban housing](#) and restrict building coverage to [40%](#) of each lot. It's true that light industrial districts have a "different character" from C districts, but this low-density character makes them especially good targets for the TC1 district.

As commissioner Mills said at the last public hearing, Our C (Commercial) districts already allow residential uses, so rezoning them is unlikely to yield more housing. However, M1 (Limited Industrial) districts currently ban housing, so rezoning them could be much more effective. In a sense, the city has already recognized that light industrial corridors are good place to build housing, because it is planning to build a large affordable housing [project](#) at 2000 South Industrial.

[Many other cities](#) already have mixed-use industrial districts.



An M1 district in San Francisco that [allows](#) housing and light industry. [[street view](#), [zoning map](#)]



A RIV-IMU district in Pittsburgh that [allows](#) housing and light industry. [[street view](#), [zoning map](#)]

2. Cut the three story height minimum for townhouses.

Banning common residential building types, like two story townhouses, would be contrary to the purpose of the TC1 project, which aims to make it easier to build housing, not harder.

3. Remove the maximum parking requirements.

The parking area limit might forbid common housing types, like that of Cranbrook Tower Apartments, and thereby discourage housing development. Apartments like these are not glamorous, but they provide homes in close proximity to jobs in Ann Arbor. If they are forbidden, developers might build shorter buildings with fewer units, less parking, and more lawns.



Cranbrook Tower Apartments in Ann Arbor [[aerial view](#)]

Range of TC1

1. Replace “Specific Purpose Statements” with a rezoning proposal.

The specific purpose statements create standards that tell future planning commissions what properties can be rezoned to TC1. These standards beg the question, "If the planning commission already knows the standards for whether a property should be rezoned to TC1, then shouldn't it apply those standards now with a rezoning?"

I think the answer is “Yes, it should.” I recommend the commission cut the specific purpose statements and instead propose a rezoning to City Council alongside the new TC1 district. However, if the commission decides to keep the floating zone approach, I suggest the following changes to the specific purpose statements:

- a. In Specific Purpose Statement 2, cut the second sentence, which limits rezonings to developments touching the street. Why would the city refuse to consider rezoning requests for properties that are a few minutes walk from the transit corridor?
- b. Remove the third specific purpose statement, which unnecessarily describes a few specific areas and then defines a general area that seems to exclude light industrial properties. Our current districts are inconsistent with the city’s housing and climate plans, so the city should encourage rezoning requests in any non-residential district outside of downtown, including heavy industrial districts.

2. Ask for a map of our transit corridors.

I suggest that the commissioners ask staff to come to the April 6th public hearing with a map of all transit corridors, meaning properties with non-residential, non-downtown zoning within a 1/2 mile of a bus stop, or some other similar definition. It is critical that light industrial corridors be included in this map, because these are the areas where zoning changes will likely yield more housing.

With a map, the commissioners can consider all of the corridors together and come up with some principle for what corridors to include in the TC1 rezoning or floating zone target area. I support including all of the corridors in a rezoning, but even if the commission decides on a smaller reform, there should be a publicly debated principle for deciding what areas are included or excluded. In contrast, if the boundaries of the district are drawn by city staff using some unknown algorithm in private, then the process is not public, and the results will not be as good.

Good luck moving forward, and thank you for all your work so far.

Will Leaf - willleaf@umich.edu

From: Ralph McKee <rmckee2258@gmail.com>

Sent: Tuesday, March 23, 2021 1:12 PM

To: Planning <Planning@a2gov.org>

Subject: TC1/ADUs

I am writing to comment on the proposed TC1 zoning district, and to provide a “post-mortem” on the ADU motion. While your discussion and decision on ADUs greatly informs my comments on TC1, I will save the detail for later in this email, because it is harsh and you might not read anything beyond that. Suffice it for now to just say that the ADU debacle (and the C1A/C1A/R fiasco before it), and previous discussions on TC1 and its predecessors (or whatever other name you might change it to) make clear that, regardless of the actual merits of the arguments made or the relative numbers of the public comments you receive, 1) you will seriously consider only public input which aligns with your ideological base, and 2) you will only ask staff to significantly change direction if the change is aligned with that base.

Given the above, it appears to be a waste of time to suggest actual policy positions or arguments supporting them. So I will focus mainly on predicting how the TC1 discussions will go and providing a critique.

Let's start with my summary take on how we got here.

In response to council's directive to re-start consideration of transit-oriented development, Alexis DiLeo presented a thoughtful plan focusing on re-development of the State and Eisenhower area. Her reasons were sound: 1) it's easier and likely more effective to focus on a particular area, rather than using a city-wide “one size fits all” approach, 2) that area is different than most other transit corridors in town, because it is dominated by commercial and office buildings and developments would thus be farther from single-family neighborhoods, providing an ideal opportunity for relatively dense development, 3) one would likely learn lessons from the initial area that would help decision-making re other areas later. There were some public commenters in favor of this approach, which would have had these additional benefits: 1) it would potentially lead to a community consensus, and 2) it would have allowed for a discrete, fairly quick and inexpensive master plan revision, which some residents contend is not only the better approach but legally required.

But at the working session held on 2/9, some “wonkers” (the local YIMBY group having renamed itself) advocated a city-wide approach. You commissioners jumped all over that and staff then changed course, to present a plan to allow development along additional corridors: Washtenaw, Plymouth, and Stadium. Since then, the discussions have focused on refining the approach: issues like height limits, setbacks, how much transparency (front windows) should be required, height of the first story, and whether mixed use should be required dominated. Comments suggesting that a master plan revision is required for this (in the opinions of some of us) major city-wide change have been summarily dismissed via quoting a few pieces of language from the current master plan. The detailed comment from Brian Chambers, supported by research, suggesting focusing on zoning changes around transit “nodes” such as the Blake Transit Center, has been completely ignored thus far. Suggestions that premiums should be “baked in” in some way, in order to get at least some money from developers into the affordable housing fund have also been pretty much ignored. This is unfortunate, because the owners of property affected by the up-zoning proposed are quite likely to be benefited, and it would be fair to ask for a portion of that benefit to go to affordable housing.

My prediction of what will occur today and at the April 6 public hearing is this: you will discuss tweaking the details of the approach discussed at the last ORC meeting, and you will hear some comments from wonkers suggesting further expansion of the approach into other transit corridors (you have already heard some re Packard, the flaws of which were pointed out adroitly by Ms. DiLeo; query whether you will adopt her logic) and advocating allowing residential tear-downs on corridors like Miller (this has already appeared on the wonker social media page). You will make some comments indicating your excitement on providing “housing choice” and you will insinuate that housing will become more affordable, despite the mixed evidence in that regard, and the statement by city council in support of the affordable housing millage that the free market has failed to provide affordable housing. You will ultimately recommend adopting an approach which would immediately rezone significant portions of the 4 transit corridors already suggested (State and Eisenhower, Plymouth, Washtenaw and Stadium). This last is ironic: wonker Kirk Westphal argued vehemently a year ago that opponents of TOD were fear mongering because there would be a thorough process involving individual re-zonings. I guess the political climate has changed; no longer a need to worry about the fear mongerers and master plan proponents.

Now let's return to the ADU discussion. The 4 main issues were : 1) the owner occupancy requirement, 2) giving more notice to residents, 3) setbacks, and 4) enforcement. A brief review of the owner occupancy issue: the original ordinance proposed by staff had an owner occupancy requirement. At the 2/9 working session the issue of eliminating the owner occupancy requirement was raised, based on an unsupported statement that banks would not finance ADUs if that requirement was retained. Tom Stulberg later refuted that argument by discussing it with a local banker who indicated that requirement would not prevent financing; local bank president Steve Ranzini agreed, on social media. The public commenters and writers said (my count was 25 to 9) that the owner occupancy requirement should be retained.

Many argued that eliminating it would incentivize investors to buy up lower-priced owner-occupied houses, build ADUs, and rent both the ADU and the house, thus reducing housing available for the sale/ownership market. This argument is supported by anecdotal evidence of recent house buyers being outbid by cash buyer/investors, as well as by articles in numerous publications indicating that investors have been buying up houses and turning them into rentals; one author has suggested that we are in danger of ending up like medieval “serfs”. I will send citations via separate email later.

Some comments by commissioners on this issue demonstrate a severe lack of critical thinking. The most ludicrous: Comm. Clarke’s statement that, essentially, investors would not find rental houses an attractive investment in A2 because strings of houses are harder to manage than apartment buildings. There are of course many landlords in A2 (and every town of any size) who own multiple rental houses; I am aware of two individuals who recently held more than 200 in A2 (I have heard that one currently holds 350+). Several STR owners have multiple houses (Heidi Poscher owns 15 plus the 65-bedroom building on Henry). McKinley (one of the principals of which is Ron Weiser, co-chair of the Michigan GOP), and Oxford Properties, each own dozens if not hundreds. (By the way, why did no one mention Won Lee’s conflict of interest, since eliminating the owner occupancy requirement could greatly expand Oxford Properties’ opportunities in the rental housing market?)

Further, why would it be unlikely for investors to buy up properties here, given that it is happening in many other places? Do we live in a bubble somehow insulated from investors? And this “inference” that “it won’t happen here” is inconsistent with Commissioner(s)’ citation of studies from elsewhere, and actions taken elsewhere, like “cool cities” Portland and Seattle. I guess if a study or action from elsewhere supports your position use it, but if it doesn’t, just say A2 is immune from market/investor forces. Intellectual honesty seems in short supply here.

Then Comm. Milshteyn argued, plausibly at first blush, that investors wouldn’t invest in \$200K+ ADUs because the gross rent multipliers would be higher than the desired 11-12. I would agree that his example of a flat above a garage would not rent for \$1700+ (roughly a 12 multiplier on \$200K). But this is IMO a badly flawed “straw man” premise; I would argue that a brand-new house (rather than a flat above a garage) of at least 750’ would often rent for more than \$2000. It would in many A2 neighborhoods. And this is what an investor would build.

Comm. Disch attempted to deflect the threat of investor buy-ups by saying the city can’t stop investors from buying up houses, and that some result in super-sized houses. She is right in saying the city can’t stop that (though it might be able to discourage it by passing stricter lot use requirements). However, that argument simply does not support further incentivizing buy-ups for the purpose of converting existing lower-price-point houses into lots with two more expensive rental houses on them.

Comm. Abrons discussed the AARP model ADU ordinance, which does not contain an owner occupancy requirement. Fair point. But she neglected to note that the same article says that owner occupants are less likely to raise rents. So much for maximizing affordability for tenants renting from investors. She also relied heavily on related “talking points” included in the AARP article. On affordability, AARP repeated, with no real factual basis, the same tired trickledown Econ. 101 supply and demand trope we have heard again and again, that increasing supply of “market-rate” (read “expensive”) units will eventually bring down or stabilize prices, thus helping affordability and reducing segregation. First, even if your wildest dreams of new ADUs are realized, we’re not talking about the thousands of units here which would be necessary to test the supply and demand theory. Next, have the new expensive condos at the edge of Water Hill, in Kerrytown, etc. brought prices down? Please. Further, this “anti-racist” “strategy” conveniently ignores the possibility of investor buy-ups reducing supply of lower-priced houses for modest-income buyers to live in and build home equity, which of course is one of THE major racial injustices of both the past and now. Simply put, an argument can be made that removing the owner occupancy requirement not only will fail to help affordability but could also result in worsening racial and class injustice.

She also argued that the “compact growth” of ADUs would help achieve sustainability. This ignores the major carbon emissions of new ADU construction and the inevitable loss of tree canopy and permeable surface that would accompany it.

She correctly noted that ADUs could enable extended family arrangements, thus helping older folks in primary residences have caregivers in the ADU, or vice-versa. But these arrangements of course were designed with owner occupancy in mind.

Perhaps the weakest argument she made was that older homeowners wouldn’t have to be rich to benefit from an ADU because they could tap their home equity to finance the ADU and supplement their retirement income with rent from it. As a long-time bankruptcy lawyer, I see the potential disaster from this a mile away. Given the size of the loan here (say \$200K), if such homeowners don’t have a major cash reserve to protect against a construction delay, an unexpected vacancy, or an overly optimistic rent projection, they will likely lose their existing home (and the equity they used to have) to foreclosure. Not exactly a smart move for a cash-strapped older homeowner. Again, ADUs are primarily for rich people (or investors).

Comm. Sauve argued that the ordinance doesn’t increase occupancy limits. This ignores the fact that most houses aren’t currently occupied by 4 unrelated adults; actual “effective” occupancy on a given property would almost certainly increase. And isn’t one of the goals of having more ADUs “gentle densification”? So if her argument was correct, it means that that goal won’t be achieved. Nice consistency there.

Comm. Mills argued that the 2016 ADU ordinance “greenlighted” “ADU 2.0”. This is nonsense. The 2016 ordinance only allowed owner-occupied ADUs in existing structures (plus a very short time window in which to build), and only in some areas. The “revision” or “tweak” you passed allows an additional detached house right up to the lot lines on virtually every lot city-wide, and ownership by investors.

Her second argument, essentially that “if there are problems we can fix them later”, is borderline ludicrous. Every ADU built under this revision would be a permanent “legal non-conforming use”, impervious to any later ordinance revisions.

Comm. Disch (and several other council candidates and their supporters) argued in their campaigns that those who said that SFZ was being threatened were fear-mongering. That sophistry continues here: saying that these ADU changes are just minor “tweaks” which don’t compel actual notice to affected residents ignores the reality that every SFZ lot will now be a “double-family” lot, and both structures can be owned and rented by an investor. As John Floyd said, essentially, in his public comment, if it quacks like a duck it is a duck.

And your discussions of giving a simple postcard notice to homeowners, the setback requirements, and enforcement can be succinctly described: polite discussion and then complete rejection. This despite the city recently sending postcards to all city residents re snow removal, at the end of winter, and to landlords advising them to file proof of STR operation.

To sum up, I will expect you to continue to evaluate pros and cons of proposals, and the public comment that you receive, through a strict political/ideological lens without applying serious critical thought or intellectual honesty. That does not bode well for good governance.

City Planning Commission - Ordinance Revisions Committee - This meeting is audio only.

To listen or speak at public comment, call: 206-337-9723 or 213-338-8477 or Toll Free 877-853-5247 or 888-788-0099; Enter Meeting ID: 949 0697 4929

Meeting Time: 03-23-21 19:00

eComments Report

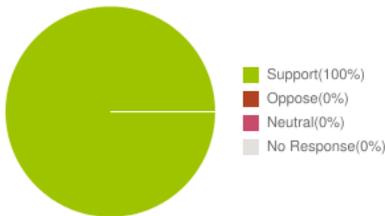
Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
City Planning Commission - Ordinance Revisions Committee - This meeting is audio only.	03-23-21 19:00	9	2	2	0	0

To listen or speak at public comment, call: 206-337-9723 or 213-338-8477 or Toll Free 877-853-5247 or 888-788-0099; Enter Meeting ID: 949 0697 4929

Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



City Planning Commission - Ordinance Revisions Committee - This meeting is audio only.

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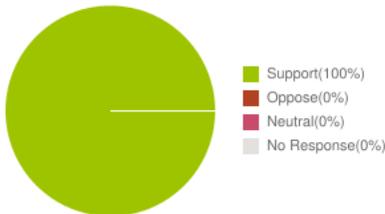
03-23-21 19:00

Agenda Name	Comments	Support	Oppose	Neutral
3. 21-0603 Transit Zoning District	1	1	0	0
5. 21-0605 Site Plan Thresholds	1	1	0	0

Sentiments for All Agenda Items

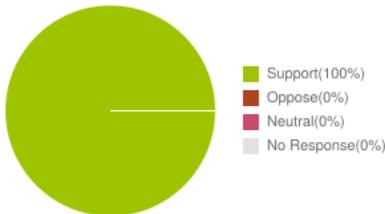
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Overall Sentiment



Agenda Item: eComments for 3. 21-0603 Transit Zoning District

Overall Sentiment



J. Bruce Fields

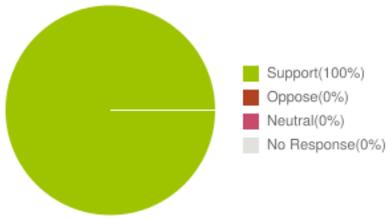
Location:

Submitted At: 10:35am 03-23-21

To meet our climate and affordability goals, we urgently need to increase city housing supply, decrease commute distances, and shift commute modes. Development anywhere in Ann Arbor will help with these goals, and the case is strongest for development along transit corridors. The broadest possible applicability will result in the most additional housing.

To increase supply we need to significantly increase the rate that we add supply; adding new units at a rate of 1% or so, as we have been, is terribly inadequate. Our processes must be able to handle that increased rate. They won't be able to if we require each individual project to apply for rezoning. Therefore it's also important that we rezone these now rather than requiring expensive, time-consuming processes for each parcel.

Overall Sentiment



J. Bruce Fields

Location:

Submitted At: 11:18am 03-23-21

We need to increase the rate that at which we add new housing supply, and we can't do that if the planning system is bogged down reviewing minor additions.

I'm also very glad to see the suggestion for planning commission approval of "by-right" site plans. It's never made any sense to me that we have city council vote on projects after we've already decided there's really only one legal answer. That's a terrible process, and I'll be happy to see it gone.