

From: Hilary Archbold <hilaryar@umich.edu>
Sent: Tuesday, April 06, 2021 1:01 PM
To: Planning <Planning@a2gov.org>
Subject: Support for Transit Corridor rezoning

To Whom it may concern in the Planning commission,

I am writing to express my support for the proposed transit corridor re-zoning proposal which will be voted on tonight. Allowing commercial property owners along portions of South State, Washtenaw, Plymouth, and Stadium/Maple to construct either all-residential or mixed-use buildings in a car-light, street-facing, and denser fashion is an important step in transitioning Ann Arbor as a whole to a more modern, public transit centric model of urban planning.

Thank you for your time,
Hilary Archbold

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Hilary Archbold, PhD
Lecturer III, MCDB
University of Michigan
4144 Undergraduate Science Building

From: Richard Morley Barron <rmorleybarron@gmail.com>

Sent: Tuesday, April 06, 2021 12:26 PM

To: Planning <Planning@a2gov.org>

Subject: Expansion of compact housing

Dear Planning Commission,

I urge you to support the Transit Corridor zoning district to reduce restrictions on it and allow its use more widely than is being proposed. As you know, both our housing and carbon reduction needs are urgent. I question making developers go through an extensive process to "ask" for the new zoning. It is time to remove unnecessary impediments to reducing our vehicle miles traveled.

Thank-you for your consideration,

Richard

Richard M. Barron
324 Rolling Meadows Drive
Ann Arbor, MI, 48103
(810) 422-8098

From: Stephen Colby Brown <browns6887@att.net>
Sent: Tuesday, April 06, 2021 1:33 PM
To: Planning <Planning@a2gov.org>
Cc: CityCouncil <CityCouncil@a2gov.org>
Subject: Please approve the proposed Transit Corridor zoning district

Dear Planning Commission and Council members:

Please approve the transit corridor zoning district ordinance coming up in the Planning Commission today. I strongly approve this measure, which has been broadly debated in the community for many years. It's high time, so please approve this measure that will improve our City life.

Best Regards,

Stephen C Brown
1507 Shadford Road
Ann Arbor, MI 48104

(734)-604-4582 (m)
browns6887@att.net

"Emancipatory politics must always destroy the appearance of a 'natural order', must reveal what is presented as necessary and inevitable to be a mere contingency, just as it must make what was previously deemed to be impossible seem attainable." *Mark Fisher*

From: Anya Dale <anyaudubon@gmail.com>
Sent: Tuesday, April 06, 2021 1:04 PM
To: Planning <Planning@a2gov.org>
Cc: CityCouncil <CityCouncil@a2gov.org>
Subject: in support of TOD corridor zoning district

Good afternoon,

I'm writing to encourage your vote of approval for the creation of a transit corridor zoning district. TODs have been included in many of our local community plans, and are an integral part of creating a more livable community. The ordinance would provide a tool to finally actualize the long supported community values of supporting a diversity of transportation modes, a range of housing options and invest in environmental, social and economic sustainability.

In addition to supporting the adoption of the ordinance, I encourage you to:

- Consider expanding the eligible distance of properties to include those within 0.25 miles (an easy walking distance for most) of the designated corridors, as opposed to limiting it only to those properties directly abutting the corridor.
- Proactively rezone these corridors allowing property owners to redevelop the district to the new standards rather than needing to request a rezoning through staff, PC and CC.

Thank you for your consideration and support~

Anya Dale
Resident

From: Mary G <garton@comcast.net>
Sent: Tuesday, April 06, 2021 12:19 PM
To: Planning <Planning@a2gov.org>
Subject: please support the Transit Corridor zoning district

Dear Planning Commission,

I urge you to support the Transit Corridor zoning district, in fact, to reduce restrictions on it and allow its use more widely than is being proposed. It is time to remove all impediments to reducing our vehicle miles traveled.

Thankyou for your consideration,

Mary Garton
3080 Cedarbrook Rd
Ann Arbor

From: Hugh Garton <hgarton@comcast.net>

Sent: Tuesday, April 06, 2021 2:00 PM

To: Planning <Planning@a2gov.org>

Subject: Parking requirements

Dear Planning Commission Members:

I urge you to support the Transit Corridor zoning district, in fact, to reduce restrictions on it and allow its use more widely than is being proposed. As you know, our housing and carbon reduction needs are urgent. I believe that we shouldn't make developers go through an extensive process to "ask" for the new zoning. It is time to remove all impediments to reducing our vehicle miles traveled.

Thank-you for your consideration,

Hugh Garton
3080 Cedarbrook Rd

Sent from my iPhone

From: M. Blair Gerdes <mbgerdes@yahoo.com>

Sent: Tuesday, April 06, 2021 11:18 AM

To: Planning <Planning@a2gov.org>

Subject: Re: Comment on Proposed New Zoning for Transit Districts

Please include this comment in the packet for Planning Commission for April 6, 2021, 7 p.m. meeting. I oppose the creation of the new zoning category for transit districts along major street corridors. I live near Washtenaw Avenue near Arborland. Washtenaw Ave traffic is already intensely crowded. Though a study was apparently conducted during the pandemic when the state was largely shut down, any finding of low traffic at that time would be invalid as taken in an extraordinary and unprecedented time. Earlier traffic studies found Washtenaw Ave already overcrowded, even without additional density. The proposed zoning change would increase density, increase traffic, and make a difficult situation worse. The proposed zoning change does not serve Ann Arbor residents and would decrease quality of living and working in Ann Arbor for residents. Thank you for not approving the proposed change.

Blair Gerdes

3480 Wooddale Ct

From: PDG <pgerdes@emich.edu>

Sent: Tuesday, April 06, 2021 11:59 AM

To: Planning <Planning@a2gov.org>

Subject: Fwd: Please consider sending byNOON Zoning for Transit Districts

Please include this comment in the packet for Planning Commission for April 6, 2021, 7 p.m. meeting. I oppose the creation of the new zoning category for transit districts along major street corridors. I live near Washtenaw Avenue near Arborland. and also work close by. Washtenaw Ave traffic is already verry crowded. I heard a study was conducted during the pandemic when the state was largely shut down, but any finding of low traffic at that time would be invalid as taken in an extraordinary and unprecedented time. Earlier traffic studies found Washtenaw Ave already overcrowded, even without additional density. The proposed zoning change would increase density, increase traffic, and make a difficult situation worse. The proposed zoning change does not serve Ann Arbor residents and would decrease quality of living and working in Ann Arbor for residents. Thank you for not approving the proposed change.

Paul Gerdes

3480 Wooddale Ct

From: homel@provide.net <homel@provide.net>

Sent: Tuesday, April 06, 2021 10:02 AM

To: Planning <Planning@a2gov.org>

Subject: Comment on Proposed New Zoning for Transit Districts

Please include this comment in the packet for Planning Commission for April 6, 2021, 7 p.m. meeting. I oppose the creation of the new zoning category for transit districts along major street corridors. I live near Washtenaw Avenue near Arborland. Washtenaw Ave traffic is already intensely crowded (except at night), and previous traffic studies years ago gave it a failing grade. The proposed zoning change would increase density, increase traffic, and make a difficult situation worse. The proposed zoning change does not serve residents. The proposed zoning change would, however, serve the profits of developers, their attorneys, and realtors. Thank you for not approving the proposed change.

Michael Homel, 3473 Wooddale Ct, homel@provide.net

From: Adam Jaskiewicz <adam@adamjaskiewicz.com>
Sent: Monday, April 05, 2021 11:08 PM
To: Planning <Planning@a2gov.org>
Subject: TC1 - Transit Corridor Zoning Districts

Dear Planning Commissioners,

I am writing to express my support for the TC1 zoning districts in item #9-c in the April 6, 2021 Planning Commission agenda. I hope this will result in dense, vibrant, walkable, and bikeable mixed-use districts with lots of new housing and businesses. As a resident in a neighborhood near one of these potential districts (I am in the Dicken neighborhood, an easy walk to the W. Stadium corridor), I am looking forward to the changes it will create in my neighborhood. I also hope you can work with the Transportation Commission to make sure these areas are open and welcoming to people using various modes of transportation, including bicycles and mobility devices.

Thank you,
Adam Jaskiewicz (he/him/his)
1430 Las Vegas Dr.

From: Meredith Kahn <kahn.meredith@gmail.com>
Sent: Tuesday, April 06, 2021 2:08 PM
To: Planning <Planning@a2gov.org>
Subject: please vote in support of Transit Corridor zoning

Dear Planning Commissioners,

I am writing in support of an agenda item for tonight's meeting.

I ask you to vote in favor of the proposal to create TC1 zoning along transit corridors in Ann Arbor. Allowing for denser development in these areas will allow more residents to live closer to jobs, retail, services, and community amenities. Infill development will support our transit system and create more walkable, bikeable, and human-scaled environments. These kinds of developments will allow for more housing and more diverse types of housing, which will help us address housing affordability in our community. In short, these kinds of developments are good for our community, good for business, and good for the environment.

If I had to offer a criticism of the proposed zoning as it is currently written, I would argue that the proposed zoning is not bold enough and does not encourage even more and even denser development.

Thank you for all the work you do on the Planning Commission. I am excited to see this body tackle issues such as transit-oriented development.

Best,
Meredith

Meredith Kahn
817 Pomona Road
Ann Arbor MI 48103
(734) 223-3624

From: Barbara Lucas <barbaralucas@icloud.com>
Sent: Tuesday, April 06, 2021 11:58 AM
To: Planning <Planning@a2gov.org>
Cc: CityCouncil <CityCouncil@a2gov.org>
Subject: please support the Transit Corridor zoning district

Dear Planning Commission,

I urge you to support the Transit Corridor zoning district, in fact, to reduce restrictions on it and allow its use more widely than is being proposed. As you know, our housing and carbon reduction needs are urgent. I believe that we shouldn't make developers go through an extensive process to "ask" for the new zoning. It is time to remove all impediments to reducing our vehicle miles traveled.

Thank-you for your consideration,
Barbara Lucas
1211 Wright St.

From: Laura Meisler <lauradotm@gmail.com>

Sent: Tuesday, April 06, 2021 12:06 PM

To: Planning <Planning@a2gov.org>

Subject: Transit-oriented development

Greetings - I am writing to urge the Commission to support the creation of Transit Corridor districts in Ann Arbor.

The development of affordable, walkable, transit-friendly neighborhoods is much needed here, and will also address climate goals.

Thank you!

--

Laura Meisler

Education Coordinator, [The Farm at St. Joe's](#)

Co-Chair, [Ann Arbor Farm-to-School Collaborative](#)

Member, [Ypsilanti Community Schools Farm to School Committee](#)

Member, [AAPS Freeman Environmental Education Center Advisory Committee](#)

From: Carrie Amber Rheingans <crheinga@gmail.com>
Sent: Tuesday, April 06, 2021 8:57 AM
To: Planning <Planning@a2gov.org>
Cc: Ramlawi, Ali <ARamlawi@a2gov.org>; Briggs, Erica <EBriggs@a2gov.org>
Subject: Transit Corridor Zoning Districts - support and comments

Hello,

I'm a 9-year resident of Miller/Maple Townhouses (20-year A2 resident) and am excited to learn about the Transit Corridor Zoning District (TC1) ordinance change proposal you'll consider tonight. I support this ordinance change and hope it can be applied to many more transit corridors in our city, or more of the corridors currently under consideration. This change could support additional dense housing areas like the one I live in. We (my husband and 4-year-old daughter) love being able to walk to a few amenities near Miller/Maple and hope that others may soon be able to do so in many other areas of the city. Additionally, I've been affiliated with the University of Michigan as a student, staff, and instructor for 20 years now, and know from my own experience and that of my colleagues and students that living near our work and study sites is highly desirable. Living within a short bus ride to the employment magnet of Ann Arbor is in high demand, and with more people living closer, there would be less commuting traffic and pollution.

I cc'ed my Council reps as an FYI.

Thank you for considering this,
~Carrie

Carrie A. Rheingans, MPH, MSW
734-417-2537

From: Karl Rosaen <krosaen@gmail.com>
Sent: Tuesday, April 06, 2021 9:23 AM
To: Planning <Planning@a2gov.org>
Subject: Yes to Transit Corridor zoning districts

Count me as one more A2 resident in strong favor of Transit Corridor zoning districts - we need more housing, and this seems like the best place to focus. Appreciate your work.

Karl c
(reside near Huron -> Jackson / Dexter split, would be happy for denser housing here too).

Summary

The commission and city staff have done a great job improving the TC1 district since the last public hearing. With a few more changes, the district will fully achieve the goals of the City Council transit zoning resolution.

Suggested changes:

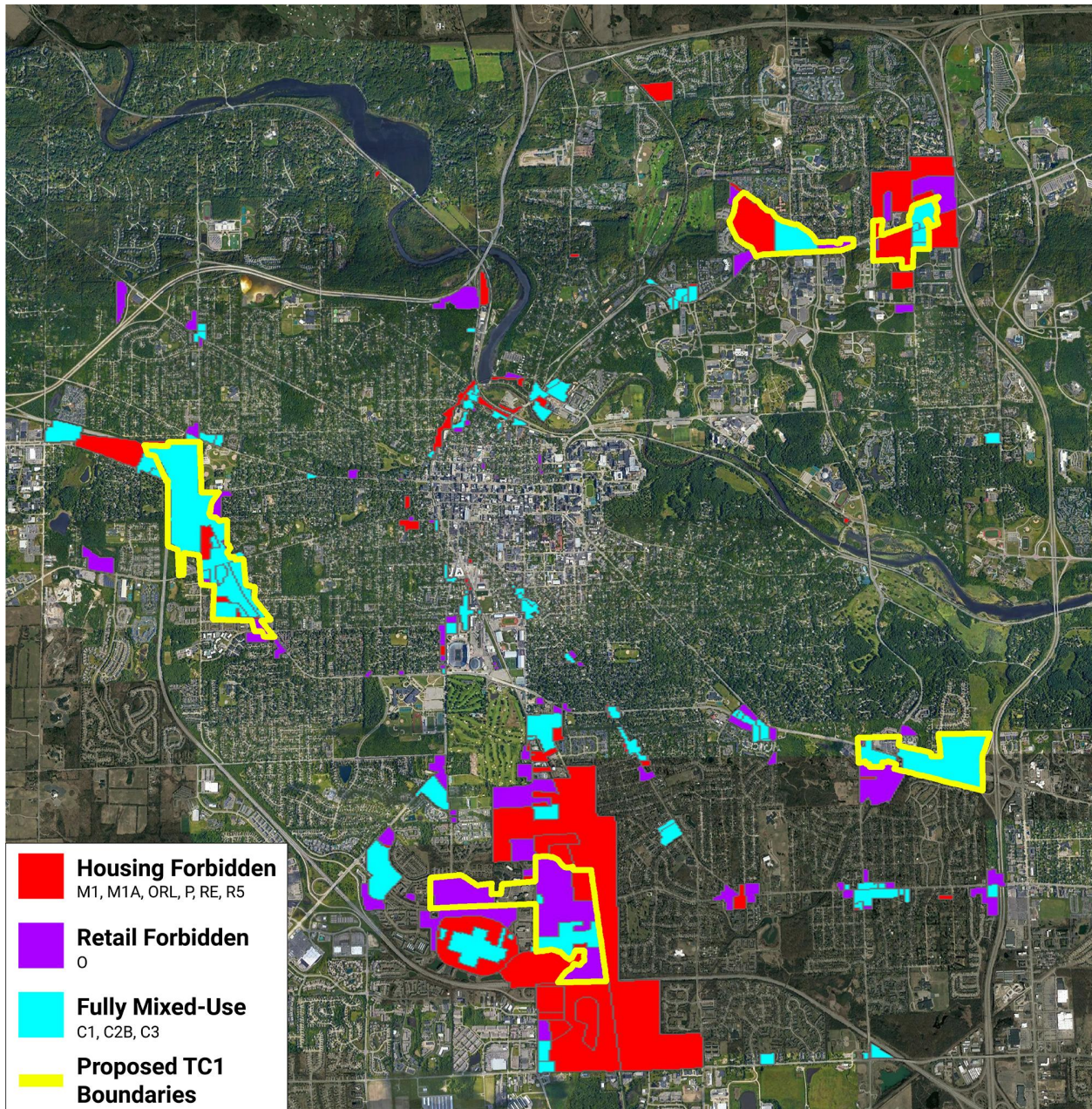
1. Tweak the 1st [specific purpose statement](#) to allow TC1 rezoning requests in “non-residential districts” rather than a list of specific districts. We don’t know all the districts that will exist during the life of the TC1 district, so it makes more sense to be flexible.
2. Remove the 2nd specific purpose statement that restricts the range of the district to properties fronting the transit corridor. Forbidding TC1 zoning on properties that are a few minutes walk away from bus stops contradicts the primary goal of City Council’s transit zoning [resolution](#), which is to allow housing “near” transit.
3. Most importantly, in the 3rd specific purpose statement, allow rezoning requests on light-industrial zoned stretches, not just commercial or office-zoned stretches. Excluding potential rezonings of light industrial properties would severely limit housing construction in the corridors, which would contradict the purpose of City Council’s transit zoning resolution.
4. Ask staff to redraw the maps to include all our transit corridors, meaning non-residentially zoned properties within a 1/4 mile of fixed transit routes, outside of downtown. Expanding the maps would not commit the city to any rezonings, but would keep all options open and satisfy City Council's request for "preliminary recommendations for geographic areas to consider."

The first three changes are simple, so I’ll focus on the 4rd change -- expanding the map boundaries. The current boundaries are inconsistent with the city’s master plan and several corridor-specific plans, which call for broader changes.

Expanding the Map Boundaries

The city council transit zoning [resolution](#) asks for "preliminary recommendations for geographic areas to consider." The area should be designed to achieve the primary intent of the resolution, which is to allow housing near transit corridors.

To achieve this intent, the areas should include all corridors where housing is currently forbidden, like the [2nd busiest](#) transit route in the city, [AAATA route #6](#), which goes through South Industrial and Ellsworth.



To apply the TC1 district to light industrial corridors, the commission may have to make the permitted uses in the district slightly more flexible. Alternatively, the commission could create a second district, TC-I (Transit Corridor Industrial), which would probably be very similar to the TC1 district, but allow light industrial uses. [Many other cities](#) have mixed-use light industrial districts.



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

The details of the rezonings can be worked out after City Council approves the district, but for now, I hope the commission will include all its transit corridors in its "preliminary recommendations for geographic areas."

Eliminating more than half of the city's transit corridors from consideration before City Council gets a chance to give feedback would greatly reduce the impact of the reform and make the city less likely to achieve its housing and climate plan goals.

Supporting Master Plan Documents

The city's master plan supports zoning changes to allow more housing near transit -- not vaguely or incidentally, but in specific action items.

Under "Land Use Goals, Objectives, and Action Statements," the master plan [states](#):

"Objective 1: Locate higher residential densities near mass transit routes and in proximity to commercial, employment and activity centers."

What possible inconsistency would there be with making zoning changes that allow higher residential densities near mass transit routes?

Perhaps the commission feels that any zoning changes should be preceded by changes to corridor-specific plans. However, many corridors don't have plans just for them, any they won't necessarily get them during the upcoming master planning process.

In the absence of corridor-specific plans, the commission has a duty to try and implement the city's more general plans, including its master plan, climate plan, and housing goals. All of these

plans support allowing more housing near transit, and none of them support the status quo of forbidding housing and requiring free parking.

The corridor-specific plans that do exist recommend zoning changes in more areas than are currently proposed.

a. The Washtenaw Avenue Corridor Redevelopment Strategy calls for mixed use redevelopment and zoning changes at [several nodes](#). The first node at Stadium and Washtenaw is not included in the proposed TC1 area, and the second node at Huron Parkway and Washtenaw is not fully included.

b. The State Street Corridor Plan [lists](#) as a land use goal: "Promote mixed land uses (residential and office or residential and ancillary retail) along the corridor." This objective is stated as a specific goal for corridor areas [1](#) and [2](#), which include Briarwood Mall and other properties not included in the proposed TC1 area.

c. The North Main Street / Huron River Corridor Vision For The Future [states](#):

"Given what appears to be outdated and incongruent zoning in the context of the community's current needs and desires for this area, reevaluation of the zoning with vigorous public input is suggested."

Despite this suggestion, the North Main corridor is not included in the commission's "preliminary geographic areas to consider."

Conclusion

The city's master plan objectives and specific corridor plans support a broader TC1 range than the one currently proposed.

Aside from being more consistent with the city's planning documents, a broader district is also more likely to create new housing and lower rents, which will allow people to send their children to better schools, work fewer hours, and achieve more of their own goals.

I hope you ask city staff to expand the "preliminary geographic areas to consider" to all non-residentially zoned properties within a 1/4 mile of transit routes, outside of downtown.

Thank you for all your hard work,

Will Leaf - willleaf@umich.edu