

**Subject:** Approve the CLUP!

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From: Joe Zylka

Sent: Wednesday, February 18, 2026 12:25 PM

To: Planning <Planning@a2gov.org>

Subject: Approve the CLUP!

Dear Planning Commission,

At its core, this conversation is about supply and demand. For over a decade, Ann Arbor's housing occupancy rate has hovered around 96 to 97 percent (Berkadia Multifamily Housing Report 2026). That means we've effectively had virtually no slack in the system. When vacancy is that tight for that long, prices don't stabilize, they escalate. That's not ideology. That's basic economics.

This plan acknowledges that reality.

By allowing more housing in downtown and along major transit corridors, we can begin correcting the imbalance between how many people want to live here and how many homes we actually allow to exist. When supply persistently trails demand, we don't preserve affordability, we preserve scarcity. That might work out well for long-time homeowners who have benefited from scarcity, as well as landlords and real estate agents who can make an easy buck off of scarcity, but it causes far greater harm to working class Ann Arborites and students. The high occupancy rate is telling us there's literally no where else to live.

Do remind homeowners that neighborhoods themselves will see far more modest adjustments than some have suggested. The proposal was already scaled back to allow up to triplexes with 35-foot height limits; a reduction from earlier drafts. Historic districts remain protected. These are meaningful guardrails that reflect compromise.

This plan does not represent wholesale transformation of established neighborhoods. It represents gradual evolution, primarily along transit corridors and activity centers, so that we can add housing where it makes the most sense, and where current infrastructure (another common talking point against development) is already there, or at least easier to upgrade.

When housing supply remains constrained for too long, it affects young families trying to stay, university staff, seniors looking to downsize, and employers recruiting talent. It affects our economic resilience and our long-term sustainability.

Land use and transportation are connected. By aligning housing growth with transit corridors and job centers, we reduce pressure on roads and parking over time. Concentrated growth is smarter growth.

Thank you.

Joseph Zylka

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