

Subject: TC-1 support and questions

From: Kirk Westphal

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To: Planning <Planning@a2gov.org>

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Dear Brett and Alexis,

Thank you for an informative presentation. I did not wish to speak multiple times (as some commenters did), so I did not have an opportunity to register my reasons for supporting TC-1. Please add this to the record.

Why I support TC-1:

- It is a powerful tool to stop the rezoned area from "going backwards," i.e., allowing more single-story, parking-forward, overparked land uses that attract cars and result in worse air quality, danger to pedestrians and cyclists, and low tax base.
- It allows only what we want: corridor-facing, higher-density development that takes advantage of and reinforces transit service and strengthens the environment for local services.
- It offers a path to housing types that are amenable to people looking to downsize and access daily needs more affordably.

Comments and questions:

- The rezoning process is going too slowly, allowing undesirable projects to submit petitions in the meantime. Are you still accepting inquiries about non-TC-1 projects along Plymouth and Washtenaw? I strongly urge planning to recommend a 3-month moratorium to the attorney's office to ensure that further undesirable projects do not get into the pipeline.
- You make a point of saying that TC-1 generally allows the same height next to R zones as the current commercial zones already do. Doesn't it in fact allow less height? If I'm reading footnote (c) in chart 5.17-4 correctly, the allowable height steps down as you get closer to the minimum 30' setback from R districts. [i.e., you can't actually get 55' of height until you're 55' away from an R boundary: 30' setback plus *1' additional setback for any building height above 30'*? (BTW I think the cell that footnote (c) refers to is missing the (c) notation.)]
- On a process note, I do not feel like the presentation format was efficient, equitable, or fair to the presenters. It allowed some participants to dominate the presentation and Q&A, feeding their lack of self-control and insistence on multiple follow-up questions. I feel like a poster-board, open-house-style format featuring all the slides and common Q&As would have worked better. Staff could still be present to answer questions live and record comments *without necessitating that everyone listen to other people's questions and comments*. Comments could be written on cards instead of broadcasting for all to hear. Could this be considered for next time?
- Can you please make it very easy to navigate to the presentation that was given at Traverwood? I cannot find it on the city or planning website.

I hope that TC-1 rezonings go as fast as possible, and that the Washtenaw meeting is scheduled soon. I mention the following not as a request to slow down the rezoning process but rather as suggestions if you revisit TC-1 criteria and geography.

- The parking allowance is too high. It is not far from what is already allowed in the Washtenaw Whole Foods PUD. I think the 50% vehicular use area maximum (and 3 spaces per 1000sf of residential) would be an acceptable maximum for all future commercial/mixed use development in the city. TC-1 should allow less.
- The zone is being applied too sparingly. Why isn't the Plymouth TC-1 extending down to Lowertown—or at least the truck rental near the RR tracks? This is a high-demand area for housing. By the same token, why didn't the State/Eisenhower TC-1 extend up to Packard, or at least Stimson?
- On a related note, I feel like there's a bias toward overcomplicating the city with too many zones (TC-2 and TC-3 were mentioned in passing at some point). As you noted recently in a different presentation, the number of zoning districts in the city exploded in the past 50 years. TC-1 is self-adjusting, elegantly allowing less height as you get closer to R parcels. Why can't it be applied to more commercial areas as-is? Let's not let the fact it was named "TC-1" mean that we necessarily need more versions of TC!

Best regards,
Kirk Westphal