

Question Report		
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Topic: Ann Arbor Planning Commission and Related Committees [Working Session; North Maple-West Stadium Area Rezoning]		
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Question Details		
Col	Column2	Column3
Question	Asker Name	Answer
1 Thank you for holding this meeting, and for all the work that's been done on this initiative!	Jim Pyke	Thank you!
2 Very excited for these very positive changes!	Jim Pyke	Thank you!
3 if it is a powerpoint presentation share first and than start the presemntation Hi, Thanks for holding this public hearing.	Andrea Blome	Yes. Presentation, then Questions and feedback.
4 Question for Planners: Can you point to an example of a city of approximately Ann Arbor's population as a successful example where the result of up-zoning was a significant increase in affordability, walkability and sustainability?	Eric B Lipson	Not handy, but there are numerous examples of differing size of communities that have experienced such trends. Factors include the nature of the zoning, pace of development/redevelopment, and synergy of transit service evolution.
5 Q. What's the hurry to do all this rezoning before revising the Comprehensive Plan which is scheduled for the upcoming fiscal year.	Eric B Lipson	While the City does anticipate revisiting the Comprehensive Plan in the coming years, the plan in current form has been rooted in community feedback and conversation about the goals being pursued in the proposed rezoning.
6 Will we be able to get an AAATA bus that goes straight down Stadium, to Washtenaw, to Ypsilanti and back?	Suzanne Perkins	Likely not quickly, however AAATA is always looking to expand and improve their service. However, much of their decision making is driven by use. So, as the land use patterns evolve to support more users of transits in proximity to these routes, the greater the likelihood of service improvement through routes, frequency, and the time span that the service runs.
7 Just curious how the TC-1 will ensure that adequate widths and conditions for safe pedestrian access be preserved along the major corridor streets (i.e., for people currently living in the area who like to walk to local businesses)? It is very noticeable how windy and cold Huron and Washington have become with icy sidewalks being the norm in winter. Tall buildings will also shade bike lanes and make winter cycling difficult, and we all know how winter maintenance of bike lanes is not a priority. Any enhanced pavement (i.e., heated) techniques in the development standards? Very typical in ski resort towns. What is the impetus for a max ht of 300 feet? This is not a downtown area. Such height would be very out of character with the west side of town. Does the comp plan call for turning Ann Arbor into a Shang Hai-like city? I think not.	5 - C Poissant	Thank you for comments! Sun and shade are both factors in use of streets and sidewalks. At different times users often seek out each circumstance.
8 Would the change of the current zoning designations put any existing lots or business in conflict with code or will they be grandfather'd in?	Tom Seiple	Zoing is always prescriptive, so any changes would apply going forward. Existing uses and buildings can continue to be used in their existing forms, but if expansion and/or redevelopment was sought, then compliance with current codes and regulations would apply.
9 Could you slow down please and not rush through this If passed, how long for these parcels to change over to being built out under the new zoning requirements?	Anonymous Attendee	live answered
10 Will it be more than a decade?	Sarah	Likely at least. Because zoning changes are prescriptive, it is often a long time for modified regulations to be achieved.

11	I assume these changes will break some larger lots into several smaller lots? How will this impact bicyclists, specifically, safety, bike lanes, etc? Referring to surrounding roads vs building environment.	Tom Seiple	This is up to the property owners. There is no minimum or maximum requirements of lot size, but there are differing building form requirements based on building frontage.
12	Everything so far looks awesome. Really excited about this project. Thanks to staff for working on this--Any timeline for future TC-1 rezonings? Can this TC1 zoning code be amended later to modify its specifics as we begin to see the changes that result from it over time?	Tina	live answered
13	Proposed building height, as mentioned above, is a concern. Sun is critical for non motorist commuting (ie, peds, cyclists...), especially in winter. What level of attention is being devoted to such issues?	Daniel Adams	The Planning Commission has a work program that currently considers TC1 consideration in this area in 2022, Washtenaw Avenue in 2023, and Plymouth in 2024.
14	When is this scheduled to go to planning commission and city council? And when is the next corridor going to be done?	Jim Pyke	Absolutely. This is true for any district or regulation in the City's Code.
15	Can Veteran's Park be removed from the re-zoning? No homeowners along the park expected that the park might be turned into 5-to-30 story buildings when buying here.	Anonymous Attendee	live answered
16	The Maple/Stadium corridor is a major cross-town artery for west side residents, commuters, provisioners for all west side businesses, and is the M-14/I-94 connector. We have already seen car lanes reduced in this area and replaced by bike lanes which are sparsely used. Does the planning commission recognize that many users of the corridor will not use bikes, and will continue to depend on vehicles to cross town in an efficient manner? Will the current lane configuration of W. Stadium Blvd be maintained or modified?	Anonymous Attendee	Undetermined yet, at earliest August/September to Planning Commission. Washtenaw Avenue is being considered in 2023 based on current work program.
17	Does the city anticipate any changes to property taxes with the zoning change? Does the city also anticipate additional city investment in the area following the re-zone? I'm less familiar with the comprehensive plan for the city and how resources are allocated for investment in streets, bike lanes, etc.	Fairview St	We don't anticipate rezoning Veteran's Park. The geography being presented is proposed. Other changes/modifications to this geography could be made.
18	re: nonconformity: if, say, an auto repair shop (like Stadium Auto Service where I go) needs to renovate or expand, how do conformity requirements play out?	Vote Bannister	live answered
19	What is the period of non-use for a non-conforming use to be considered abandoned??? For example, how long does an owner have to find a new tenant with the same use like a restaurant, for example?	Tom Seiple	live answered
20	My comment is yay! I'm very excited to have a more walkable Stadium Blvd!	Nishant Kheterpal	live answered
21	any affect on property taxes	Eric B Lipson	live answered
22	Are any of the parking lots currently in the proposed rezone area larger than the new maximum lot size?	Anonymous Attendee	live answered
23	Would AirBnBs, non-owner occupied short term rentals be allowed under TC1 zoning?	Sharieff	live answered
24	'+1 on cyclist safety: Stadium is a really wide road with intimidating, unsafe bike lanes at the moment so we should promote safer walking & biking as we rezone the area for denser non-car uses	Chris Smith	live answered
25	I'm excited about this as well. Have we ever done a rezoning like before, I mean of this size?	Saraellen Strongman	The TC1 district does not permit short term rentals.
26	What will be the affect on current businesses ? Increased rent? Will they be forced to build up? What happens to the current Lewis Jewelers? Empty kits where Naylor and Schewan (spelling)	Nishant Kheterpal	live answered
27		Barb McMullen (she/her)	live answered
28		Rochelle	live answered

29	I have lived in the Stadium/Maple area since 2016. I love that I can walk around my neighborhood for most everything I need in my daily life, and I'm very excited to see these improvements to make the area even more livable. These changes will encourage a more equitable Ann Arbor and continue to grow our unique culture and economy.	Danielle Labotka	Thank you so much for sharing.
30	I'd like to propose to add two residential properties to the list to be rezoned. If you look at the map 540 and 580 Burwood are kind of a weird cutout behind the Goodyear and pet supply store. I live at 540 Burwood ave and don't want to end up like the house in the movie "UP" with construction around me and my only neighbor! I'd much rather be able to easily sell my property later to a development that could use my single family home land to provide many more housing opportunities in Ann arbor!	Colin w	live answered
31	As proposed buildings move closer to the streets motorists generally feel the effect and drive slower. Does the city anticipate revisiting speed limits in the area and changing them along with the change in the character of the district?	Tom Seiple	live answered
32	I am in love with this plan. I will not be able to look at LA fitness without seeing housihng on top! Thanks for all you do. Pass it!	Suzanne Perkins	live answered
33	What do you anticipate the population of Ann Arbor will grow to if the TC1 district become fully developed? Is there anything in the zoning or regulations about artificial (electric) lighting? Already, the storefront and parking lighting up and down (particularly at Stadium and Maple) the street are extremely bright throughout the night. With possibly higher buildings, potential spotlighting or other lights could be even	Jeff Walker	live answered
34	more obnoxious.	Fairview St	live answered
35	Shade is very important to pedestrians. I definitely had that struggle of too little shade walking on Stadium and Maple today.	Danielle Labotka	live answered
36	No questions, but my comments are to express strong support for TC1 rezoning in all areas designated as possible for this rezoning, and to do so on an expedited basis in order to achieve A2Zero goals.	Luis Vazquez	live answered
37	COMMENT: This is really exciting! It seems like it would encourage more housing and much more dense and sustainable development (both of which are desperately needed). Also it seems like it could possibly support and grow our transit and non-motorized services in the city.	Andy Burkhardt	live answered
38	I'm worried that Stadium will look like Main.... A canyon of tall buildings	Rochelle	live answered
39	This seems like a great way to improve residential density and walkability. What sorts considerations will be made to encourage and retain retailers, restaurants and other businesses? While it seems that reducing vast acreage of parking is a good, businesses require some degree of parking accessibility to draw customers beyond local foot traffic in the area. Recent residential/commercial hybrid projects outside of the existing downtown--which has dedicated parking lots--seem not to have worked as intended.	Anonymous Attendee	live answered
40	As someone currently spending a lot on rent, I am grateful that the city is working to creating denser, more walkable housing communities. Are there estimates as to how many additional units could result from this, both market rate and affordable?	Brendan Roose	live answered
41	Why not provide incentives for affordable housing, sustainability, electrification, open space, etc?	Eric B Lipson	live answered
42	I'm hoping more ridership around the area will encourage more regular service for my lines (26 and 29). Excited for new neighbors and businesses to be able to move to the area.	Kathryn Kochunas	Thank you for your comment.
43	Building hieght. Assuming existing grade varies, how is building height determined? From height above the lowest grade? Highest grade? Medium grade?	Daniel M	From average grade of the site to the midpoint of a pitched roof or the deck of a flat roof. For sloped sites, average grade is measured at the four corners of a building envelope.

44	As someone who lives off of Dexter Road, I love that local shopping is within walking distance. Are grocery stores going to be able to survive here? Local shopping was the reason many of us moved here decades ago.	David Dye	live answered
45	Is this zoning permission by-right for new projects, or will new TC1 projects need to be approved by planning commission and/or city council?	Nishant Kheterpal	If the rezoning is approved, then any 'by-right' site plan application could be approved by the Planning Commission. City Council only considers site plan associated with a legislative action such as another rezoning application.
46	No questions just a comment. I came to this meeting thinking that I would support this change. Now, I am dead set against it. Anything that makes the west side "more like downtown" is BAD, BAD, BAD! We live on the westside to be away from downtown. I've lived here my whole life and I avoid downtown like the plague. I support mixed use and I support higher building heights, but do not put them up against the streets. Have the parking in the front and the buildings in the back. AND NEVER EVER reduce parking spaces. The more you reduce parking, the more people will drive out to Scio to do their shopping.	Anonymous Attendee	Thank you for your comments!
47	Our property is in the Douglas Woods subdivision, on the southern most boundary of this proposed change of zoning. Our neighborhood is concerned with the potential development of high rises in our backyards. We think the zoning change should not be allowed on the south side of Pauline. Dicken is a diverse lively and walkable neighborhood. We want to maintain our this culture into the future.	Deanne Woodruff	Thank you for your comment.
48	Can lots be combined in order to increase building heights as happened on E. Huron resulting in The Forge at Division and E. Huron?	Eric B Lipson	Yes, lots could be combined, but it would not change the permitted height allowed, but perhaps the viability of reaching that height (i.e. a lot too small may be difficult to build to higher level).
49	Do y'all have an estimate on how many (or a percent of lots) lots are currently conforming to the proposed rezone? Curious to understand how many lots might need to make significant changes should an owner or renter need / want to make changes.	Tom Seiple	live answered
50	How much does the infrastructure capacity, such as water and sewage, need to be increased to accomodate these new buildings? How would these increases be paid for?	Jeff Walker	live answered
51	In the event of casualty of a nonconforming building, would the rebuild or "renovation" then require conformity to TC1 requirements?	Tyler Burgoon	Section 5.32.1 regulates nonconforming uses, current ones and ones that become nonconforming if the TC1 rezoning is approved. In plain words, the threshold for rebuilding is 70% of the appraised replacement cost. If it will cost more than 70%, it cannot be rebuilt.
52	regarding getting to net zero, can there be requirement to use roof areas for solar	Sharieff	live answered
53	Tagging on to cycling issues, absolutely need to upgrade lanes and optimize safety. FYI, bus drivers in this area have come extremely close to hitting me and my husband, independently, multiple times. This has escalated to the point where it feels intentional. We are VERY responsible cyclists and observe relevant traffic laws. Your comments about issues non motorists are sensitive to are not encouraging. Not intended as a criticism. Rather, suggest fair representation as project progresses. Thx	Tina	Thank you for your comments.
54	Will entities building new structures on lots here be required to improve sidewalks to some sort of minimum standards?	Nishant Kheterpal	live answered
55	Thrilled to hear that!	Saraellen Strongman	live answered
56	While it sounds like the majority of speakers are in favor of this, I want to say that not everyone dislikes the current nature of the corridor. Some of us actually like a car-centric area. We have enough non-car friendly areas downtown. Leave some areas of town for those of us who do use cars. Otherwise, we'll all be moving out to the townships along with our money and our businesses.	Anonymous Attendee	live answered

57	Do we have any idea on which of those massive, empty parking lots would be opened for development without replacing any existing buildings?	Alex Lowe	live answered
58	The South University Area was massively changed due to up-zoning	Eric B Lipson	Thank you for the comment.
59	I am sorry if this question makes you uncomfortable. But I live here and I am wondering.	Vote Bannister	live answered
60	In regard to building height, can you please give examples of recognizable buildings of each height in Ann Arbor for our reference, i.e. 80 ft, 300 ft, 600 ft, and 1000 ft. Thank you!	Chase M.	Tonight it would be hard to name off examples, but a 55-foot tall building has four to five stories. A 75-foot tall building has six or seven stories. A 120-foot tall building has about ten to eleven stories. On South Main Street near Madison, the newer buildings are about 60 feet tall.
61	Where will all the cars of new residents park?	Howard & Janet Distelzweig	live answered
62	yeah the smoke shop in Stadium Shopping Center has some really bright lights...	Adam Jaskiewicz	Thank you for comment.
63	Thank you!!	Fairview St	live answered
64	What's the time horizon until we can expect the entire corridor to comply with TC1 zoning? How long do you expect these sort of commercial/strip mall buildings to last?	Nishant Kheterpal	live answered
65	When will this happen? I'd like to know when I need to move away.	Anonymous Attendee	live answered
66	I feel this plan is too aggressive in the areas that will impact existing family home. I would like to first see rezoning of the areas that don't impact existing residences and see what results, then adjust from there. I also worry that high density housing etc. with no parking will push people to park in adjacent existing neighborhoods.	Kurt Gardner	live answered
67	Green space is very important, especially in densely populated areas. What plans are there for developing intentional green spaces into the district? Thank you!	Chase M.	live answered
68	How does the planning commission weigh comments received today on Zoom versus the in-person library session?	Nishant Kheterpal	They consider all comments in all formats equally.
69	If a developer wants to build residential, are there any requirements for lower than market price rents or prices? What do you anticipate the effect of this new residential would be on the rental rates in the existing multi-family complexes immediately west of this corridor?	Imb05	live answered
70	Comment: I appreciate you answering all of my questions. I'm a former urban planner and my wife and I recently moved from Chicago to Lakeview Drive off of Jackson. We work remotely and moved to Ann Arbor for more green space and smaller-city lifestyles with still a walkable city. Ann Arbor reminds us of what we love about European cities. We hope that TC-1 will continue to progress AA towards more equitable designs that encourage a variety of housing and transit options. We are in full support and love this city so much despite only moving here a few months ago.	Tom Seiple	Thank you for your questions and comments.
71	I am very excited for this rezoning and strongly support it. I live near the North Maple pedestrian crossing improvements. They are pretty well spaces, but once you go south of Dexter, there are very few of them. Is it possible to increase pedestrian crossings as part of the rezoning, or will this have to be separate?	Kristen Nyht	It will have to be separate, but crosswalks needs are evaluated with every major site plan review. It's not the only time crosswalk needs are assessed, but it is part of new site plan review.
72	Thank you for the work that went into developing the TC1 zoning and the application thereof. I fully support the proposal for TC1 zoning for the Maple/Stadium corridor and the other corridors proposed in the city. As a resident of the Maryfield-Wildwood Neighborhood I am looking forward to this auto-centric corridor transitioning to a more vibrant high-density mixed-use area that promotes travel by foot, bicycle, and transit. Please proceed with urgency.	Norm Cox	Thank you for sharing!

<p>The Jackson/Stadium intersection is currently very busy, and was already recently expanded to help with the heavy traffic flow. What plans are there for this intersection, as the higher density buildings would likely bring even more traffic into the area?</p>	Chase M.	live answered
<p>I'm a strong supporter for the TC1 rezoning.</p> <p>I shared through an email that best practice TOD for bus-based transit corridors around transit stations would be 15 - 25 units per acre for village-style densities. Doing the math on the 214 acres, this area would minimally need to have 3,200 to 5,350 housing units for it to have enough scale to effectively support transit based development and the bus lines supporting it, with any meaningful scale and shift away from cars.</p> <p>Given the emphasis on housing in this district could you please do an estimate if 25%, 50%, 75% and 100% of the buildable envelopes were actually developed for median housing size? It would provide an estimate of the relative amount of housing that could occur over the coming decades. The tall allowable building heights appear far more than what is needed for transit-based sustainable development.</p> <p>Again, I am supportive, but see mixed objectives with the allowable building heights. What other objectives are city priorities for it?</p>	Brian CHAMBERS	live answered
<p>74 Thank you for allowing me the opportunity to speak, hope everyone has a great evening!</p>	Colin w	live answered
<p>76 Parking minimums are a curse on cities, so glad to see the city's progressive policy of no parking minimums.</p>	Danielle Labotka	live answered
<p>77 It appears that currently there are no requirements of provisions for renewable energy for developments in the district. There should be! Why not, if sustainability is an issue?</p>	RHaas	live answered
<p>78 Since you're planning to turn the westside into the monstrosity that is downtown, you should make sure to plan for green spaces now along Stadium.</p>	Anonymous Attendee	live answered
<p>79 Isn't it true that modern, multi-story buildings are themselves inherently more efficient to heat and cool than the vast majority of the city's current building stock? Not to mention that these will require less driving?</p>	Anonymous Attendee	live answered
<p>80 In support of broader City goals, are electric vehicles plug ins being considered for the parking lot? What about electric buses? Solar panels...?</p>	Tina	live answered
<p>Addendum to my prior question:</p>		
<p>81 4 - 5 story structures can be sufficient for Transit Oriented Development and to get people to switch out of cars.</p>	Brian CHAMBERS	live answered
<p>82 Would appreciate a mock up model exemplifying what this would look like.</p>	Tina	live answered
<p>83 Why do people hate natural gas heating? it is much more efficient and saves me hundreds of dollars per year.</p>	Victor	live answered
<p>84 Not a question, but to answer the building height question: a 120-foot tall building would be like the Ashley Mews (tall building) or Maynard House. A 75-foot tall building example is the Collegian Building on Maynard. A 55-foot tall example is Hill Auditorium.</p>	Kristen Nyht	Thanks for the assist!
<p>85 Couldn't help myself - how does a zero set-back support and enable walkability for people to reach mixed-use areas that at separated by non-mixed-use areas? This doesn't make sense is walkability is an objective. Again, a supporter, but think some improvements could be considered. . .</p>	Brian CHAMBERS	live answered
<p>86 (sorry for the typos, hopefully you get my meaning)</p>	Brian CHAMBERS	live answered

87	How are you addressing making Ann Arbor visitor friendly? Student move in; football games; art fairs...	Anonymous Attendee	live answered
88	I live in the residential area east of Stadium between Pauline and Liberty. I agree with some who say this is a plan with a wish and a prayer. I don't see how changing the TC1 zoning will make the area more easily walkable. I don't see how taller buildings closer to the street will improve walkability, nor more safely bikeable. I like the idea of more walkability, but I don't see how this plan addresses that. I also think 2 story buildings would be better for lots backing on to the single family residential areas would be better, and parking on the back to create more distance between the residences behind and the commercial buildings in front.	Diane Saulter	live answered
89	a small park or plaza toward the south end of the corridor would be nice, but I think that's probably something to petition council and/or the parks department to ask for?	Adam Jaskiewicz	live answered
90	can you please explain why the corridor does not end at the corne of Maple and Dexter ? it seems odd to add those small spaces. thank you	Carola	live answered
91	I would very much like to have consideration going to affordable housing mandates in the area. I wouldn't want that this to slow the rezone, but it would be nice to consider that in future long-term master planning.	Tom Seiple	live answered
92	There has been a building boom downtown and in other areas near downtown with high rise apartments and condos. Has housing become more affordable in these areas?	Diane Saulter	live answered
93	I reiterate the support for beginning the upzoning process in other areas (Plymouth, Washtenaw) right now - no current buildings are being changed by this, only future prospective standards. There's no need to finish this process entirely before beginning to consider other neighborhoods, and the flexible TC1 standards should be evenly applied throughout the city.	Nishant Kheterpal	Thank you for your comment.
94	I'm against affordability requirements in the TC1 district as a general rule: if you required, say, 25% affordability, a small-business owner looking to renovate their property with a 2-story, mixed use, 4-unit building would be required to add and administer affordable units. For massive projects seeking a density bonus, maybe affordability requirements make sense, but for the sort of flexible TC1 usages from large scale to small scale, we should *not* be requiring affordability in small buildings, because it will serve as a poison pill to much-needed missing middle housing.	Nishant Kheterpal	live answered
95	I'd like to note that green space doesn't exist at the moment in the oceans of parking and strip malls that are on the corridor right now.	Nishant Kheterpal	live answered
96	Is there any plan to have a parking lot for people from out of town drivers to park and for them to ride a bus all the way to the Michigan Stadium? This plan would save a lot of cars on the Maple-Stadium corridor for those UM employees who work on the central campus. Would you consider this plan?	Amy Seetoo	There is a park and ride lot already on Miller Road at M-14, and park and ride is available at Vets Park. The Ride operates a shuttle on football Saturdays to the hotels on Jackson Road.
97	very much opinion-based here but I think it makes a lot of sense to cross the streets at the north and south ends, as there are existing non-residential uses there, it includes all of the "corners" of the interesection which I feel does a good job of "bookending" the corridor	Adam Jaskiewicz	live answered
98	Our existing bike infrastructure on the corridor is sparsely used because the area is full of auto repair shops, drive throughs, strip malls, with minimal crosswalks (you have to go 0.4 miles without a *signalized* crosswalk from Maple to Liberty). There just isn't much to bike to in the area; not to mention that there are two lanes of 40+ mph traffic that are *not at all* separated from bike lanes, which is an unsafe and intimidating bike lane.	Nishant Kheterpal	live answered

99	<p>Several well-respected studies show that adding market-rate housing decreases rents from what they would otherwise be without new housing. Trying to force developers to provide subsidized housing slows or stops the production of housing. Subsidized housing is a community responsibility, which is why we tax ourselves for it.</p>	<p>Anonymous Attendee</p>	<p>live answered</p>
<p>First, Thank you for holding these public meetings.</p> <p>We are all in favor of walk-ability sustainability and affordability of neighborhoods.</p> <p>The chorus is asking why is there no public benefit obtained in exchange for the immediate benefit given to real-estate interests. I'd answer: follow the money.</p> <p>Up-zoning Is the latest craze in zoning, promising affordability, walkability, sustainability, but what is proposed here provides for no public benefit in return for all the value created for the landowners.</p> <p>Right now what we have is a land speculators's dream.</p> <p>No incentives or requirements for affordability, or sustainability, no requirements for green space.</p> <p>I'm glad to hear from Mr. Lennert that the conversation about public benefits such as affordability or sustainability is ongoing.</p> <p>I have no idea who owns the parcels in this proposal except for one my friend who owns a dentist office.</p>			
100	<p>But up-zoning properties wholesale rather than individually is highly unusual and the fact that the TCI up-zo</p>	<p>Eric B Lipson</p>	<p>live answered</p>
101	<p>Thanks, all!</p>	<p>Peter Honeyman</p>	