

Asheville City Council September 28, 2021 Email Comments

TimeStamp

Text

9/25/2021 2:02:00 PM

My name is Andrew Paul, I'm a professor of history and I am the secretary of Asheville Democratic Socialists of America.

As we are in the midst of a housing crisis and a climate crisis, I am strongly in favor of upzoning for dense, mixed use development along transit corridors and near transit nodes.

We need to drop the old anti-development hippie mentality; that which masquerades as folksy, pro-justice, anti-gentrification, or pro-"conservation"; but is in fact anti-working class and rooted in a history of segregation and settler-colonial land use patterns. It is a mentality that seeks to preserve the status quo in favor of homeowners, real estate investors, landlords, and AirBnB rentier capitalists.

We are seeing the result of misanthropic, anti-density policies in increased highway traffic and suburban/rural sprawl.

Let's build more housing of all kinds—dense, pedestrian- and transit-friendly public housing must be built too—and let's design our city so that it's pro-pedestrian, pro-transit, pro-climate, and pro-worker.

Sent from mobile

9/25/2021 3:03:00 PM

Single family low density zoning is a moral abomination everywhere, including here, because it is a major cause of homelessness. With few exceptions, industrial zones do not belong in cities which already have more jobs than homes and so should be pushed into suburban neighborhoods that currently have more homes than jobs so that homes and jobs in both neighborhoods can be balanced, enabling industrial workers to walk to work. There is an exception for Bhopal, plus perhaps some rail hubs and deepwater ports.

-Alan Ditmore, Leicester.

9/25/2021 3:18:00 PM

I object to ANY height or unit density limit applied to affordable housing anywhere, certainly including 6 stories. Some other requirements in this proposal might add to the unit cost of affordable housing and I object to any such requirements; though I do not know if the existing zoning includes more or less costly requirements for affordable housing, I do know that any such costs will cause homelessness.

Cities which currently contain more jobs than homes should generally try to push jobs into bedroom community suburbs like Biltmore Forest, which currently contain more homes than jobs; because this would enable suburbanites to walk to work while enabling urban workers to walk home.

-Alan Ditmore, Leicester.

9/25/2021 3:46:00 PM	Thank you and the virus for enabling me to publicly comment while armed, as I have always felt defenseless and unequal commenting unarmed in a room containing multiple gunmen. I may not be able to shoot through a wire, but neither can you. -Alan Ditmore, Leicester.
9/25/2021 3:53:00 PM	Civic centers are not human needs and therefore not a proper roll of government; therefore all such centers and stadiums should be sold immediately in hopes that they can be converted to, or replaced by, downtown housing; which includes hotel rooms, but not hotel pools etc. -Alan Ditmore, Leicester.
9/25/2021 4:00:00 PM	If cities had the guts to fund abortions, beyond city workers, not only would they save massively on school tax like Provincetown Massachusetts and Firhall Scotland, but it would take only a few cities to fund abortions for every pregnant volunteer on Earth, to say nothing of Texas. -Alan Ditmore, Leicester.

9/27/2021 9:17:00 PM

To: Mayor Esther Manheimer and Members of the Asheville City Council.

From: Patrick Gilbert, Government Relations Chair, Coalition of Asheville Neighborhoods (CAN)

Re: Urban Place Form District Zoning Text Amendment

Date: Sept. 28, 2021

Dear Mayor Manheimer and City Council Members,

I'm writing in support of the Urban Place Form District Zoning Text Amendment and to urge its adoption, along with the Urban Place Form District Zoning Map Amendment for City-Initiated Rezoning of Phase 1 of the Urban Centers Initiative.

CAN endorses the objectives of the Urban Center Form Code, including the establishment of form-based standards that encourage mixed-use development and walkable urban areas, as well as incentivizing construction of more housing units, especially affordable housing, as part of larger commercial developments.

Equally important, I want to acknowledge and thank Vaidila Satvika, Stacy Merten, Shannon Tuch and Todd Okolichany from the Department of Planning & Urban Design for their willingness to engage CAN in negotiating changes to the originally proposed text amendment that would significantly lessen the impact of high-density, mixed-use developments on adjacent residential neighborhoods.

Although CAN did not achieve all that it sought in text amendment changes, we strongly feel that the current ordinance language before you will allow long-established residential neighborhoods and future Urban Centers to exist in harmony and bring a better balance to the goals of the Living Asheville Comprehensive Plan.

Respectfully,

Patrick Gilbert

Government Relations Chair

Coalition of Asheville Neighborhoods

The Coalition of Asheville Neighborhoods has been representing Asheville communities for nearly 30 years.

VISION

Vibrant neighborhoods united in purpose, strong in voice, dedicated to equality and justice

9/28/2021 12:28:00 PM

Council is to consider Phase I of the Urban Center Form Code today. While I am in general agreement with the Urban Center concept, I fear that the height and setback requirements will not respect the residential neighborhoods surrounding each of the sites proposed for Urban Centers. MOST OF ALL, I am concerned that today's agenda does not allow for modification of the UDO to ban Entertainment Centers from Urban Centers. Some residents on Lake Shore Dr. are already unhappy with the outdoor concerts hosted by Rye Knot. Those are pretty low key. I live less than a quarter of a mile from Grace Plaza (one of the proposed Urban Center sites), and I don't want to have to endure concerts at noise levels allowed by the Noise Ordinance, or worse, under the Permit(s) to Exceed provision. In short, I don't want another Rabbit, Rabbit located at Grace Plaza.

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9/28/2021 12:50:00 PM

I wholeheartedly support the above.

Maryanne Rackoff

Sent from my iPhone

9/28/2021 1:00:00 PM

Dear City Council,

My name is Clark Mackey and I am writing to urge you to adopt the amendment to the Unified Development Ordinance to establish new Urban Place Form Districts. I am strongly in favor of this change.

As a business owner I employ a staff of 16 in a marketing agency that has had an office in downtown Asheville for many years. Every few years of the last decade we have been displaced from the core of downtown by rising rents, conversions to hotels, and tourism associated redevelopment. We were one of the businesses that moved out of the BB&T and we are soon to be displaced by looming redevelopment along Hilliard Ave and the South Slope.

Your proposed Urban Place Zoning creates space for businesses like ours and we need that space, whether as employees, property owners, or tenants. It will help to create both business locations and apartments - places where people can group all their errands close to where they live - resulting in happier, safer, healthier lives.

I know that current affected property owners may view these changes with skepticism. To those owners I say this: I am your future tenant or small property owner, and there are many more businesses like mine who need these types of mixed use, transit-friendly, dense locations to operate from.

I am also an advocate for walking, biking, transit and low speed vehicles like ebikes. I've learned in my years of advocacy work that land use and transportation planning are two sides of the same coin. They are inseparable as issues. Thus the other reason I support this change is that density creates demand for other modes of transportation. Every time walking, riding the bus, or biking becomes a usable option for some, it reduces our reliance on cars.

And we desperately need to get people to use modes of travel other than cars. The number of cities in the world who have successfully grown while relying on cars as the dominant mode of travel is ... zero. The French Broad River MPO shows this in all their planning research. NCDOT admits the need to reduce vehicle miles traveled in their own top level planning. The future for our region is bleak only if we continue to zone in favor of sprawl and ever increasing vehicle miles traveled in individual automobiles.

I prefer a bright and more equitable future, with dense urban places near our city core, with people moving by a variety of transportation modes. I'll pay gladly to get there, both as a taxpayer or tenant. Please approve this change to the UDO.

Sincerely,
Clark Mackey

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