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June 12, 2009

**VIA E-mail and Hand Delivery**

Ann Arbor City Mayor and Council Members  
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E-mail: [abowden@a2gov.org](mailto:abowden@a2gov.org)

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CITY OF ANN ARBOR  
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**Re: Proposed Amendments to Ann Arbor City  
Downtown Plan and Zoning Ordinance  
- Sloan Plaza Condominiums**

Dear Mayor and Council Members:

I represent the Sloan Plaza Condominium Association which consists of the owners/residents of Sloan Plaza, which has been located at 505 East Huron Street since 1986.

You have previously received from me a copy of a letter to the Planning Commission dated May 15, 2009. In that letter I set forth the several reasons why the Association is opposed to the portion of the proposed Downtown Plan and related Zoning Amendments for the area known as East Huron 1, which includes Sloan Plaza. In remarks to the Commission, I also suggested that since Huron Street is a state trunkline road, the state could object to the Plan and/or zoning because of the tremendous impact it could have on traffic in that area.

I have now confirmed the State's concern. Attached is a letter from Mr. Mark Geib, Manager of MDOT's Brighton Transportation Center. The letter confirms MDOT's jurisdiction over Huron Street, and the requirement for a permit from MDOT for curb cuts to and from Huron Street. It also confirms MDOT's concern over the potential impact of the proposed D-1 designation. It further states that before even one such 15 story structure would be approved (much less three), a Traffic Impact Study (TIS) would be required, and that MDOT has not been contacted by the City regarding the proposed amendments.

Ann Arbor City Mayor and Council Members

Re: Proposed Amendments to Ann Arbor City Downtown Plan and Zoning Ordinance

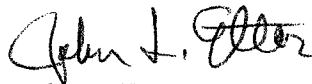
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There are many good reasons for changing the proposed designation for East Huron from D-1 to D-2. I would suggest to you that to proceed with the D-1 designation knowing that MDOT approval of any such 15 story structure is required and may be difficult to obtain, would appear to be a perilous course of action. D-2 provides a transition or buffer to the adjoining residential area as is provided in the other areas in the plan considering residential areas. A building permitted by D-2 would have "*a higher probability of approval for a new access to Huron Street,*" as noted by Mr. Geib.

It is not apparent from the Plan that the particular role of MDOT and its required approval has been addressed. Now that you are aware of MDOT's concerns, it seems that the change to D-2 would at least address that concern. I would also suggest that the requirement for MDOT approval be added to the proposed Plan, and Zoning Amendments, at least with respect to future proposed structures in East Huron 1.

Very truly yours,



John L. Etter

JLE/kld

Cc: Sloan Plaza Condominium Association Board  
Mr. Mark Geib, Brighton TSC Manager



JENNIFER GRANHOLM  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
BRIGHTON TRANSPORTATION SERVICE CENTER

KIRK T. STEUDLE  
DIRECTOR

June 10, 2009

**Via E-mail Only**

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**Re: Proposed Amendments to Ann Arbor City Downtown Plan and Zoning Ordinance**

Dear Mr. Etter:

This letter responds to your letter of June 2, 2009 and the attachments which you included. I have only had an opportunity for a preliminary review, but based on that I am prepared to state as follows:

1. Huron Street is a state trunkline road (I-94 BL) over which MDOT has jurisdiction.
2. Curb cuts for access to and from Huron Street require a permit from MDOT. Curb cuts or other road improvements to City of Ann Arbor Streets do not require a permit from the MDOT unless work is done within MDOT right of way.
3. MDOT has had no prior contact from the City of Ann Arbor concerning the proposed Amendments to the Ann Arbor Downtown Plan and Zoning Ordinance.
4. MDOT is aware that Huron Street in the block between State and Division Streets is already heavily traveled, and that it would be virtually impossible to widen it to include additional travel lanes to mitigate the effect of additional traffic.
5. The proposed D-1 designation and possibility of three new 15 story residential structures would appear to add a significant amount of traffic to Huron Street.
6. The proposed D-2 zoning would appear to place a lesser burden on Huron Street, and thus have a higher probability of approval for a new access to Huron Street.

7. Before Huron Street access for even one such structure would be approved by MDOT, a traffic impact study (TIS) would be required. MDOT is not aware of any such study by the City in connection with these proposed amendments. Our hope is that the City will make any site plan approval contingent on a TIS approved by themselves and the MDOT.

Thank you for bringing this matter to our attention. Please contact me if we can be of further assistance or if you have further questions.

Sincerely,

A handwritten signature in black ink that reads "Mark S. Geib". The signature is written in a cursive, slightly slanted style.

Mark Geib  
Brighton TSC Manager