

Lenart, Brett

From: Jane Klingsten <j@coldstripe.com>
Sent: Tuesday, December 10, 2019 10:10 AM
To: Planning
Cc: Lumm, Jane; Griswold, Kathy
Subject: Re: New Sign Code

Hello,

On second look, the proposed sign ordinance doesn't allow development or neighborhood entrance signs for single and two family dwelling neighborhoods, where typically there is one or two dwelling units per tax parcel - the proposed code requires more than five of the dwelling units to be on a single parcel.

Please consider replacing the term "parcel" with neighborhood or condominium association, residentially zoned plat or site plan, condominium project, residential portion of a PUD, or similarly associated group of residential dwelling units. Or some more concise form of this.

Thank you,

Jane Klingsten

TABLE 6.C. SIGNS BY DISTRICT - RESIDENTIAL DISTRICTS

| Sign Type | Maximum Sign Area | Height | Placement | Maximum Number of Signs |
|--|--|---|---|---|
| (1) Wall signs - Single and Two Family Dwellings | 8 sf | Shall be below the eave line for the ground floor ^a | Entire sign within four feet of the front door ** | One per dwelling |
| (2) Wall signs - Multiple Family Dwellings (three or more units) | 12 sf per building | Shall be below the eave line for the ground floor ^a | ** | One per building |
| (3) Wall signs for non-residential uses | 30 sf | Shall be below eave line for the ground floor | ** | One per building |
| (4) Freestanding signs - Multiple Family Dwellings and permitted non-residential | 50 sf per parcel containing two or more dwelling units | 8 ft maximum | Five ft from all property lines | One per parcel |
| (5) Awning and Canopy Signs for Non-Residential Uses | No more than 25% of the awning or canopy area. | the top of awning. For canopies and other building projections that located are above building entryways, no higher than top of projection, provided that individual metal letters, numbers, and similar content, up to 12 inches high, may be placed above the top of the projection or canopy. | Awnings: on the awning surface. Placement on drip edge is preferred. Canopies and other building projections located above building entryways: on face of canopy or projection. Individual metal letters, numbers, and similar content, up to 12 inches high, may be placed above the edge of the projection. | 1 per business locale, provided that the total sign area does not exceed the total permitted area for wall signs. |

^a For multistory buildings, signs shall no higher than the top of the first floor.
^{**} Wall signs shall placed as follows: One- story building: Between the top of the ground floor windows and the bottom of the cornice or other element that defines the top of the building. Two- story building: Between the top of the ground floor windows and the bottom sill of the second-floor windows. Three stories or more (where permitted): Same as two- story building or, alternatively, shall be placed above or alongside the upper floor windows below the bottom of the cornice or other element that defines the top of the building.

> On Dec 10, 2019, at 9:47 AM, Jane Klingsten <j@coldstripe.com> wrote:
 >
 > Hello,
 >
 > Please direct this feedback and question to the people working on the new sign ordinance. Please clarify “multiple family dwellings” to say multiple residential dwellings (three or more residential dwelling units) and not multi-family dwellings (three or more household units.) It would be difficult later on if it was interpreted to mean all residential development signs for single and two family dwellings are non-confirming.
 >
 > Thank you,
 >
 > Jane Klingsten

Lenart, Brett

From: Jane Klingsten <j@coldstripe.com>
Sent: Tuesday, December 10, 2019 9:48 AM
To: Planning
Cc: Lumm, Jane; Griswold, Kathy
Subject: New Sign Code

Hello,

Please direct this feedback and question to the people working on the new sign ordinance. Please clarify “multiple family dwellings” to say multiple residential dwellings (three or more residential dwelling units) and not multi-family dwellings (three or more household units.) It would be difficult later on if it was interpreted to mean all residential development signs for single and two family dwellings are non-confirming.

Thank you,

Jane Klingsten

Thank you for printing content from www.citylab.com. If you enjoy this piece, then please check back soon for our latest in urban-centric journalism.



Flickr/Håkan Dahlström

The Case Against Drive-Throughs

AARIAN MARSHALL FEBRUARY 11, 2016

Minneapolis is thinking about nixing these consumer-friendly byways. More cities should follow suit.

Minneapolis-area lovers of quick and easy coffee, prescriptions, check-cashing, dry cleaning, and Big Macs are up in arms this week, after two city council members floated a proposal to tighten restrictions on urban drive-throughs. Drive-throughs are already banned from a number of the city's downtown areas, as well as regions included in its "Pedestrian Oriented Overlay Districts." By expanding those districts, the proposed ordinance would nix the construction of additional vehicle-friendly pathways in an expanded portion of the city, a "concession" to pedestrians and cyclists in an increasingly pedestrian- and cyclist-loving metropolis.

"The streets where a lot of people are walking, on our transit corridors, maybe we don't want to have drive-throughs at all," the council member Lisa Bender explained to the *Minneapolis Star Tribune* Saturday. "If we do, we may want to strengthen our controls of them and minimize their impact on people walking."

The steel-tongued retribution was quick and fierce. The *Star Tribune's* own editorial board aimed its pen Monday squarely at the offending council members, writing that drive-throughs are "an extra measure of comfort for customers" — parents with sick children, the tired and hungry who want food without leaving their cars, etc.

"A danger to pedestrians?" the editorial board wrote. "No more than any other obstacle pedestrians face in a busy city. ...If you want to walk dreamlike, headphones in, Zen in place, find a park path."

A reduction in crashes

The *Star Tribune's* is a nice and satisfyingly-barbed turn of phrase. But it's not quite factually correct, says Eric Dumbaugh, a traffic safety expert and associate professor at Florida Atlantic University's School of Urban and Regional Planning. "The consolidation of driveways will always lead to a reduction in crashes," he says. As he points out (and writes in his own research), that includes not only crashes between pedestrians and cars, or cyclists and cars, but also crashes between vehicles.

This is acknowledged by none other than Minnesota's own Department of Transportation, which has observed associations between the the density of urban driveways (like those created by drive-throughs) and crash rates. In fact, consolidating driveway access is a well-established aspect of the state's "access management" regime, which works to ensure that roads are efficient and safe. As the Federal Highway Safety Administration put it in a recent safety publication aimed at rural roads: "Every driveway represents potential conflict points between motor vehicles, pedestrians, and bicyclists."



Minneapolis' Hennepin Avenue, part of which would be affected by the new drive-through ordinance. ([Flickr/nullrend](#))

Drive-throughs are particularly dangerous in urbanizing areas, where drivers aren't used to operating around bicyclists and walkers. As Dumbaugh explains, these drivers are more likely to “automate their driving task” —to look out into the traffic lane beyond, missing the human person right in front of them.

Indeed, it's exactly the best part of drive-throughs—*avoiding all but the necessary human interactions*—that make them so perilous for those on urban streets. “The very presence of the drive-through lanes may lull drivers into thinking they are in a car-only space, with only their Chalupa standing between them and the street,” *Slate* noted in 2009.

A tough fight against convenience

Of course, taking that “extra measure of comfort” away from drivers is easier said than done. This is the central tension that lies in most planning, isn’t it? That convincing people to get rid of exactly that which makes their life easier in favor of vague, long-run gains—less pollution! Fewer accidents! Better health!—is a hard, hard job?

“The last thing [mothers] really want to do is go to a drugstore, unhook the kids out of the harnesses, and take them in and get the pills and then go back and hook them all up again,” a Walgreens developer told the *Star Tribune*, in defense of his plan to open a car-convenient pharmacy in the area affected by the ordinance. But of course, that’s what mothers (and fathers) used to do in the dark time before the mid-1970s, when McDonalds opened its first drive-through. The other good news—for parents, for the elderly, for the very hungry and very lazy—is that the Minneapolis plan wouldn’t kill all drive-throughs, just a couple of construction proposals in a few more pedestrianized parts of the city.

“[The plan] is a home run from a safety perspective, except for the business owners who will complain,” Dumbaugh says. “But I’m a traffic safety researcher and I don’t care about them.”

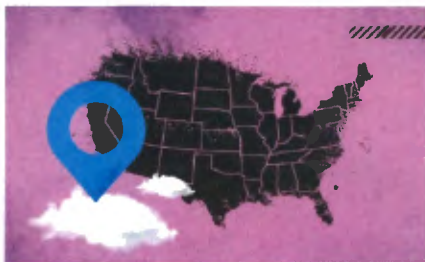
About the Author



Aarian Marshall

🐦 [@AARIANMARSHALL](#) / 📡 [FEED](#)

Aarian Marshall is a transportation reporter at WIRED and former *CityLab* contributor. She lives in San Francisco.



From: [Kwesi Rutledge](#)
To: [Gale, Mia](#)
Subject: Questions about future NTPs
Date: Monday, December 02, 2019 3:54:01 PM

Hello Ms. Gale and the City Planning Commission,

I'm contacting you as a very interested commuter cyclist that is curious about how the committee makes decisions related to non-motorized transportation. If you have the time, would you mind answering some or any of the following questions?

- I stumbled upon the Non-motorized Transportation Plan from 2013 on your website. Is the commission planning to update this plan after the recent large influx of electric scooters? Or does it not effect the commission's plan?
- The plan discusses bicycle crash statistics from 1999. Does the commission think it would be valuable to gather new statistics for Ann Arbor's bike crashes? Is there a plan to do this?
- I saw that there were some statistics presented for Non-motorized Trips in Section 4.4 of the NTP and that the data seemed to come from bikesatwork.com among other sources. Given that some of that data is old or [no longer available](#), is there a plan to calculate those statistics/grab them from somewhere new?

Thank you for your time! I am really passionate about these issues and would love to help if there is an area that suits my skill set/time constraints.

Best,
Kwesi Rutledge
PhD Candidate @ Necmiye Ozay's Group at the University of Michigan
[Website](#)