



JENNIFER GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
BRIGHTON TRANSPORTATION SERVICE CENTER

KIRK T. STEUDLE
DIRECTOR

July 1, 2009

John L. Etter, Esq.
Reading, Etter & Lillich
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Ann Arbor, Michigan 48104
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Dear Mr. Etter:

Thank you for reporting to me the City Council's action on June 15, 2009 to approve the Downtown Plan including the D-1 designation for East Huron 1. I also understand from your letter that the Council will likely consider approval of proposed Ordinance 09-12 on Monday July 6, which as proposed would also zone East Huron 1 to D-1.

On behalf of MDOT, I am concerned by these developments and the apparent disregard of MDOT's position as expressed in my letter of June 10, 2009. While it is true that our office typically does not get involved in land use planning issues, when we become aware of proposed planning/zoning actions along a state trunkline road which appear inconsistent with MDOT's safety and mobility interests, we feel it is best for all involved to express our concern.

One of MDOT's principal goals with respect to state trunklines is to assure as smooth and unobstructed a flow of vehicular traffic as possible from the entry points to the exit points. The Washtenaw-Huron-Jackson corridor through Ann Arbor is an important part of MDOT's system. The City's plans to increase downtown residential density are in general not a concern of MDOT. However, given the existing limitations of this particular MDOT corridor to widening or other alternate means of offsetting the greatly increased burden on the corridor which would arise from the D-1 zoning in East Huron 1 in particular, we feel it necessary to express even more strongly our opposition to the proposed zoning.

For the city to favor such a high-rise development, knowing that MDOT would likely not issue permits for further access to or from it to Huron Street seems to be an unreasonable action. The other streets and roads in downtown Ann Arbor are not under MDOT's jurisdiction (except for their intersections with MDOT' corridor) Locating D-1 projects on those other streets and roads would require a permit from MDOT.

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We appreciate your bringing these issues to our attention. We have a good relationship with the City and its officials, and we authorize you to provide a copy of this letter to the Mayor and Council Members at or prior to their meeting on Monday, July 6, 2009.

Sincerely,

A handwritten signature in black ink that reads "Mark S. Geib". The signature is written in a cursive style with a large, prominent initial "M".

Mark Geib, Manager
Brighton TSC