

Lenart, Brett

From: Kevin Buchi <jkbuchi@gmail.com>
Sent: Monday, May 13, 2019 9:11 AM
To: Planning
Subject: Ann Ashley parking structure expansion

I wanted to voice my opposition to the planned expansion of the Ann Ashley garage. It seems to me that the money would be much better spent maintaining our current infrastructure instead of building more. The roads in downtown Ann Arbor are in a deplorable condition and have been for several years.

Further, the roads are already clogged. Adding more parking and encouraging more traffic is not a logical solution to either problem. Far better, to my way of thinking, to increase parking fees in the existing structures and fix the roads

Regards

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Lenart, Brett

From: kengarber@prodigy.net
Sent: Thursday, May 16, 2019 4:20 PM
To: Planning
Subject: master plan review comments from Huron Highlands

Dear Planning Commissioners:

Thank you for inviting comments for the annual Master Plan review, which is on your May 21 meeting agenda. I don't know if you can consider site-specific master plan changes. If you can, Huron Highlands neighborhood is suggesting two minor revisions to page 100 of the Land Use Element of the plan (adopted in 2009), found at https://www.a2gov.org/departments/planning/Documents/MasterPlans/Land_Use_Plan_Nov09.pdf#search=land%20use%20element%202009 . Page 100 describes the 32-acre "Barton Green" parcel (along with the 31-acre "North Sky" parcel that has since been developed).

Recommendation One: We believe our small neighborhood is strong because there is a fairly high degree of permanence, both homeowners and renters. We vary widely by socioeconomic status and by age, race and ethnic backgrounds. Young families mix with senior retirees, U-M students and working single people. We should strive to reproduce this healthy diversity on 32-acre Barton Green parcel to our north to the extent possible. To that end, we recommend that the current master plan language ("A mix of housing types...etc.") for the 63-acre parcel be maintained for the 32-acres that remain to be developed. So no change here except to replace "63-acre" with "32-acre." We agree with the currently recommended density of 7-10 units per acre.

Our second recommendation for the Barton Green site regards the last sentence on page 100: "A vehicular and pedestrian connection should be provided to the existing stub street on Skydale Drive to provide access to off-site parks and to allow residents to the south access to any parkland on the site." We understand the concept of neighborhood connectivity, and the advantages of easing vehicle movement and facilitating human interactions between adjacent neighborhoods. However, in this case the concept of "filtered permeability" better applies. (As you know, this refers to the separation of sustainable modes of transportation from motor vehicle traffic.) At this site, a well-designed ADA-compliant pathway for pedestrians and bicyclists should be constructed, with perhaps an emergency-only vehicle entrance. The absence of a full road connection will encourage walkers, joggers and bicyclists. This will much better realize the goals of neighborhood connectivity than would allowing vehicles to flow through this stub, since vehicle occupants are insulated from their immediate environment and don't tend to interact with the neighborhoods they traverse. Such a non-motorized connection also better aligns with the need of our city, and society in general, to de-emphasize motor vehicle use. Motor vehicles will still be able to access the site (and any park within) from Pontiac Trail.

Therefore we recommend that the sentence in question be changed to read something like the following:

"A **pedestrian and bicycle** connection should be provided to the existing stub street on Skydale Drive to provide access to off-site parks and to allow residents to the south **direct non-motorized** access to any parkland on the site.

Thank you for considering these two small suggestions.

Best,
Ken Garber (for Huron Highlands neighborhood)
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