

From: Sean Havera
Sent: Tuesday, January 25, 2022 11:28 AM
To: Lenart, Brett <BLenart@a2gov.org>
Subject: Parking Ordinance

Brett

I am writing in regarding the to the proposed Parking Ordinance that is on the Planning Commission agenda. I will not be able to attend but wanted to provide my comments.

1. Section 5.1.1 (C) – If a property owner has an existing building and due to normal wear and tear to the parking lot has to replace the parking lot in its entirety I do not understand why they would have to update their parking to meet the new ordinance requirements. This can place a heavy burden on property owners as while there is no change in any FAR etc. to their building and parking has been utilized in a manner over years that they would now be required to have to update their parking when all they are doing is repairing their property. This seems to be a very gross overreach by the City. I think that this section will discourage property owners from having to make repairs that may be badly needed.
2. Section 5.1.1 (E) – In reference to the above Item #1, if there is a requirement for a property owner to have to update their parking lot and add EV stations this can place a significant financial burden on property owners which would lead to having to seek a variance. The Mill Creek project is a perfect example of where this type of a requirement is flawed.
3. Again as we discussed on our call a few months back we are not in favor of parking maximums as this is trying to control what the market does. Much as wage and price control has been shown to not work, neither will this objective of trying to dictate what the market needs are. Often times in residential the maximum noted will not work due to what renters are demanding. As we noted the premise of the A2Zerop plan's objective is flawed in its goal of reducing vehicle travel by 50% as this is predicated on people wanting to live and work in Ann Arbor which is not necessarily the case and people will still need vehicles. This can significantly impact the viability of future development in the city.

Thank you for your time as always in hear our concerns.

Sean T. Havera
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From: Adam Jaskiewicz

Sent: Tuesday, January 25, 2022 9:58 AM

To: Planning <Planning@a2gov.org>; Disch, Lisa <LDisch@a2gov.org>

Subject: Parking requirements

Dear Planning Commission ORC and CM Disch,

I was going to call in with a quick public comment at tonight's ORC meeting, until I realized it is in-person only. So I'm writing instead to register my support.

I support the elimination of parking minimums.

I looked through the revisions to the parking regulations and like the direction it's taking. Eliminating parking minimums makes a lot of sense to me and I'm glad to see this going forward. I hope this can help us reduce the cost of housing, and increase density and therefore walkability in our city. We go on about reducing vehicle trips and increasing active transportation and yet our city requires developers to build parking. We should at least make it possible for developers to choose to build less parking without asking for variances.

I watched the last meeting where this was discussed, and found the discussion around parking maximums interesting. I think we should continue that discussion but I think separating it from the seemingly far less controversial elimination of minimums is the right decision.

Another thing I'd like to see discussed is unbundling parking from rents (<https://mobilitylab.org/research-document/unbundling-parking-costs-is-a-top-way-to-promote-transportation-options/>). Again, though, I don't think we should wait to eliminate parking minimums until after having these larger and more complex discussions.

Thank you,
Adam Jaskiewicz (he/his)
1430 Las Vegas Dr
4th ward

From: Kirk Westphal

Sent: Tuesday, January 25, 2022 4:37:03 PM

To: Planning <Planning@a2gov.org>; Lenart, Brett <BLenart@a2gov.org>; Disch, Lisa <LDisch@a2gov.org>

Subject: Please do not abandon parking maximums

Dear Commission:

I applaud the removal of parking minimums, but I hope you do not abandon the prospect of new parking maximums. Parking maximums are the only tool we have to stop suburban-style development in commercial areas. This development goes against virtually all of our city goals and aspirations. It doesn't have to be complicated—a simple ratio or form-based maximum to cover all commercial land would do.

I hope to come listen to your conversation this evening.

Regards,

Kirk Westphal

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