

## Gale, Mia

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**From:** Lenart, Brett  
**Sent:** Monday, June 21, 2021 7:36 AM  
**To:** Robert Frank  
**Cc:** Gale, Mia; DiLeo, Alexis  
**Subject:** RE: Transit corridor zoning and parking minimums

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Thank you for your comments, they will be shared with the Planning Commission. The next consideration of this district will be by the City Council (on July 6<sup>th</sup>), if you would like to share your comments with them at [citycouncil@a2gov.org](mailto:citycouncil@a2gov.org).

The proposed height limit for the TC1 Zoning district is a sliding scale of height, as areas are further from residentially zoned properties, however there are always limits in the currently proposed district. The intention of removing parking minimums along corridors is to allow for more connectivity to public transit and non-motorized transportation to encourage reduced vehicular trips, for the same reasons you cite below.

Sincerely,

**Brett Lenart, AICP | Planning Manager**  
City of Ann Arbor Planning Services  
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Ann Arbor, MI 48107-8647

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**From:** Robert Frank <rjf9rjf@hotmail.com>  
**Sent:** Sunday, June 20, 2021 12:27 PM  
**To:** Planning <Planning@a2gov.org>  
**Subject:** Transit corridor zoning and parking minimums

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Dear Planning Commisioners,

I am very opposed to unlimited heights for buildings anywhere in the city. How short the memory of some. The most hated buildings in the city were Tower Plaza and University Towers. Blocking out the sun and creating wind corridors. Now, it's even worse with the tall buildings added. Extremely unfriendly to pedestrians! And we are trying to be pedestrian friendly in Ann Arbor.

At least, if making the transit corridor with skyscrapers, let's eliminate any further skyscrapers downtown. Please. Walking downtown is much worse with sunless tunnels and wind tunnels. And no better in the transit zone. Perhaps 6 or 8 stories maximum.

As for lessening, or even worse, removing parking minimums for buildings, that only means that new residents will be parking in other areas, and will be driving around wasting energy to try to find a parking place not too far from their own building. Think of NYC where people sometimes drive for 20 minutes trying to find a place to park. This will add to pollution and add carbon to the atmosphere. Please act with common sense.

Robert Frank  
910 Spring Street  
Ann Arbor, Michigan 48103

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**From:** Brian G <[graham30@gmail.com](mailto:graham30@gmail.com)>  
**Sent:** Friday, June 18, 2021 9:20 AM  
**To:** Lenart, Brett <[BLenart@a2gov.org](mailto:BLenart@a2gov.org)>  
**Subject:** Transit supportive zoning - Maple Village

This message was sent from outside of the City of Ann Arbor. Please do not click links, open attachments, or follow directions unless you recognize the source of this email and know the content is safe.

Hi Brett,

I live on the west side of Ann Arbor and I'm excited about the recent changes made to the proposed transit supportive district to include major corridors (Plymouth, Stadium/Maple, etc.), instead of just Eisenhower Pkwy as the pilot corridor. However, I was wondering the logic behind the decision to not include Maple Village shopping center in the project area (proposed document states Maple/Stadium, only from Jackson to Pauline).

Maple Village seems like the precise type of underutilized area being targeted by the city for increased density and walkability...sea of unused parking, particularly along N. Maple with only LA Fitness having a pedestrian-scaled setback from sidewalk, host of amenities on site for car-free/car-light living, across the street from Vets Park and all its leisure activities; having some condos/apts on site would greatly enhance the vibrancy of this shopping area. Just a thought.

Thank you for your time.

Best Regards,

Brian Graham  
508 Alice Street