

From: Planning
Subject: Transit Corridors too-broadly mapped and unnecessarily upzone residential areas; not including east end of Hill, Geddes, and east end of Granger is conspicuously inequitable

From: AP Z
Sent: Tuesday, March 4, 2025 12:20 PM
To: Planning <Planning@a2gov.org>
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Subject: Transit Corridors too-broadly mapped and unnecessarily upzone residential areas; not including east end of Hill, Geddes, and east end of Granger is conspicuously inequitable

Dear Planning Commission and City Council,

I am citizen of Ann Arbor since 2002 who lives within a transit corridor centered on Dewey, although my property is not on Dewey itself.

In the version of the Comprehensive Plan that I have seen, transit corridors are wide swaths cut around certain streets, **capturing several properties beyond the boundary of the street itself**. The broad cut is unjustified, whether by any stated argument for how increased housing density & businesses would lead to traffic efficiency or for any planned street widening. The size of corridor zones needs to be better explained, and the negative impact of rezoning residential areas (in my case R2) that are within that wide swath need to be justified in terms of any actual benefit made to Ann Arbor citizens (rather than to non-tax paying visitors or part-year renters/lease co-signers whose taxed residence is outside of Ann Arbor). **Increased street parking, increased light pollution, increased traffic through existing residential areas are but three negative impacts of this new zone, and its area definition should be spatially minimized and necessity justified.**

Just as important, the Comprehensive Plan uses transit corridors to rezone large parts of central Ann Arbor south of campus, including the **west end** of Granger, HOWEVER, it leaves out wealthier areas that do have busy streets — namely **Geddes, east end of Hill, and the east end of Granger as well as Huron Parkway**. In the current version of the Comprehensive Plan, these wealthier areas are preserved for less traffic even though **they are in fact already well used to travel** from central Ann Arbor and UM Hospital to Washtenaw Ave and Huron River Parkway. In UM's 2050 plan, connecting north campus to central campus is a major element, and **these streets will certainly be useful transit corridors**, but are left out of the Comprehensive Plan. (While Dewey is currently marked a transit corridor, it is far, far less busy than the east end of Granger or Geddes are now, all three of which I travel frequently.) **The stated goals of the new Comprehensive Plan are to improve equity, not to exacerbate the different qualities of life between middle- and high-income residents.**

The transit corridors should be spatially minimized and justified, AND they also need to be mapped equitably and REALISTICALLY across central Ann Arbor to represent both your voting constituency and the city's vision.

Sincerely,

Andrea Zemgulys
1325 White Street