


**From:** Victoria Green  
**To:** Lenart, Brett; Akmon, Dharma; Eyer, Jen  
**Cc:** Blake, Alamy; Kelley, Harb; Sale, Nia; Hutchinson, Nicholas  
**Subject:** Re: Southtown development and Stimson crosswalk  
**Date:** Monday, May 15, 2023 1:39:58 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)

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.  
Thank you, Mr. Lenart. For folks in Engineering, adding in previous correspondence about the need for a crosswalk at this 4th-Ward location for context. As you may be aware, in addition to the hundreds of market-rate short-term rentals and apartments here, there are two affordable housing developments on the north side of Stimson; to get to the CVS, the Salvation Army or the southbound bus stop, these residents likely take the direct path (I do!) to cross Stimson near White. Few of us would walk all the way down to either State or S Industrial and then retrace our steps on the other side.

Thanks for your time and your service to us all!


 Victoria Green <vkaygreen@gmail.com>  
to Raymond, Molly

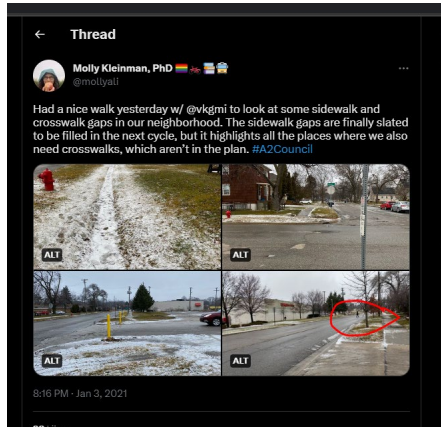
Hello, Raymond. Passing on the photos Molly Kleinman took; note the **pedestrian crossing** just where I suggested a **crosswalk**. . .  
<https://twitter.com/mollyali/status/1345901845189975064>

Thanks, and hope you and yours got a real break at the end of the year!

Victoria

On Thu, Dec 17, 2020, 9:40 AM Hess, Raymond <RHess@a2gov.org> wrote:  
Victoria Green,  
Thank you for your message. I'm glad to hear you share our excitement to fill in the sidewalk gap on **Stimson**. We're thankful that the sidewalk millage was passed by Ann Arbor voters in November which makes this work and other work throughout the City possible.  
I'll have one of our transportation engineers look into a mid-block **crossing** at the location you suggest. I'll be frank with you that if a **crosswalk** makes sense at this location (per our **crosswalk** design guideline), installation will likely not coincide with the sidewalk installation. There are several reasons for this related to funding source, funding availability, streetlight placement, and other factors. But we'll take a good look at it and program improvements based on the analysis.  
Have a happy and healthy holiday season!  
Raymond

Raymond Hess, AICP-CTP (he, him, his) | Transportation Manager | Public Services  
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Ph: 734.794.6410 x43675 | Email: [RHess@a2gov.org](mailto:RHess@a2gov.org) | [Facebook](#) | [Twitter](#) | [A2 Fix It](#)  




On Mon, May 15, 2023 at 7:55 AM Lenart, Brett <BLenart@a2gov.org> wrote:

Thank you for your comments, they will be shared with the Planning Commission. I am also copying the City's Engineer to share your crosswalk concern.

Sincerely,

**Brett Lenart, AICP | Planning Manager** (he/him)

City of Ann Arbor Planning Services

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**From:** Victoria Green <vkaygreen@gmail.com>

**Sent:** Sunday, May 14, 2023 9:40 PM

**To:** Planning <Planning@a2gov.org>; Akmon, Dharma <DAkmon@a2gov.org>; Eyer, Jen <JEyer@a2gov.org>; Hess, Raymond <RHess@a2gov.org>; Bret Hautamaki <bhautama.a2tc@gmail.com>

**Subject:** Southtown development

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.

Hello, Planning Commissioners. I'm writing in regards to the Southtown development on your agenda this evening. I'm including some folks from Transportation since some of my comments are about pedestrian/biking implications of the new development.

I'm sure the building will be beautiful, as all of 4M's work in the neighborhood has been. I have two issues to raise for your consideration.

1. I hope the site plan will \*dis\*ourage cars in the bike lane. This property lies just south of where the post-protected bike lanes will be installed this summer on State and only has a painted line separator. I worry whether lobby doors on State Street and no dedicated pull-in infrastructure for cars will result in delivery and drop-off cars parking in the bike lane (as we see today at the Standard on Main, for example -- last time I went through there I had to ask 4 cars to remove themselves from the bike lane). But I would defer to others' expertise about HOW to discourage cars in the bike lanes -- whether that's something the developer can address or whether it's really needed roadway infrastructure (e.g., extending the post separators all the way to Stimson instead of stopping at Granger).
2. Short-term vs. long-term rental. 4M has bought several apartment buildings in the neighborhood and previously did a lot combination (4 or so lots at Henry and South Industrial). The latter project was intended to be rentals to professionals but the 66 bedrooms are currently being marketed as short-term rentals along with the other properties indicated below in the 4M-provided map.

