

Subject: Industrial Highway Rezoning Street Network

From: Sam Homan
Sent: Tuesday, February 11, 2025 12:54 PM
To: Planning <Planning@a2gov.org>
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Dear Planning,

I've been thinking about the proposal to rezone Industrial Highway. Should you decide to go through with this, I would really encourage you to not rezone the west side of Industrial--i.e. the lots along the railroad--for residential. However I can see the appeal of rezoning the east side of industrial. BUT if you do rezone the east side, I would strongly like to encourage you to comprehensively plan the area, instead of just rezoning it.

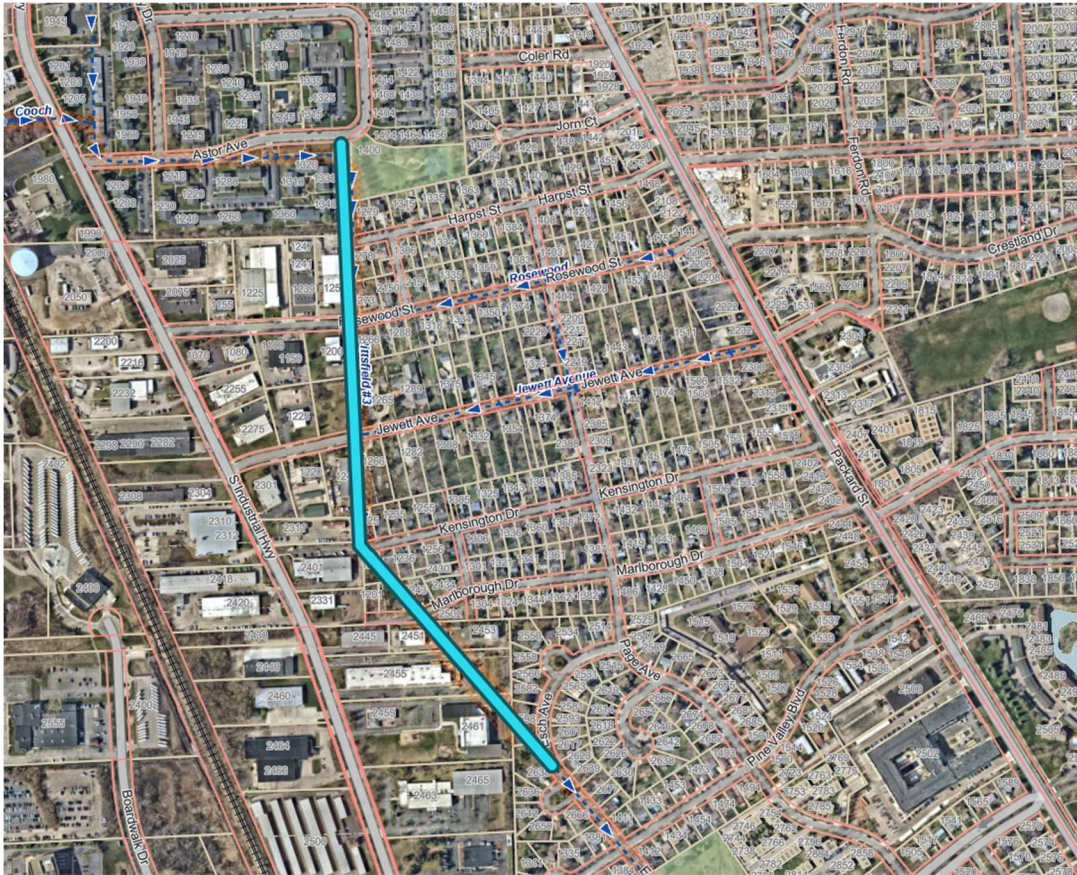
Since I live in this area, I feel that I have a stake in, and could offer a useful suggestion.

Specifically, when thinking about the "supper block" formed by the arterial roads of Industrial, Stadium, Packard, and Eisenhower. The thing that jumps out is how poorly connected the internal street network is. Compare this network to the super block formed by Hill, Washtenaw, Stadium, and Packard, i.e. Burns Park. Burns Park is one of our city's most desirable neighborhoods and a big part of why that is--besides the park of course--is that the blocks are all small (often around 300 feet per side) and the streets are mostly short, straight, and well connected.

If you do intend to rezone this area, I would strongly encourage you to include a new, internal North-South street in your planning.

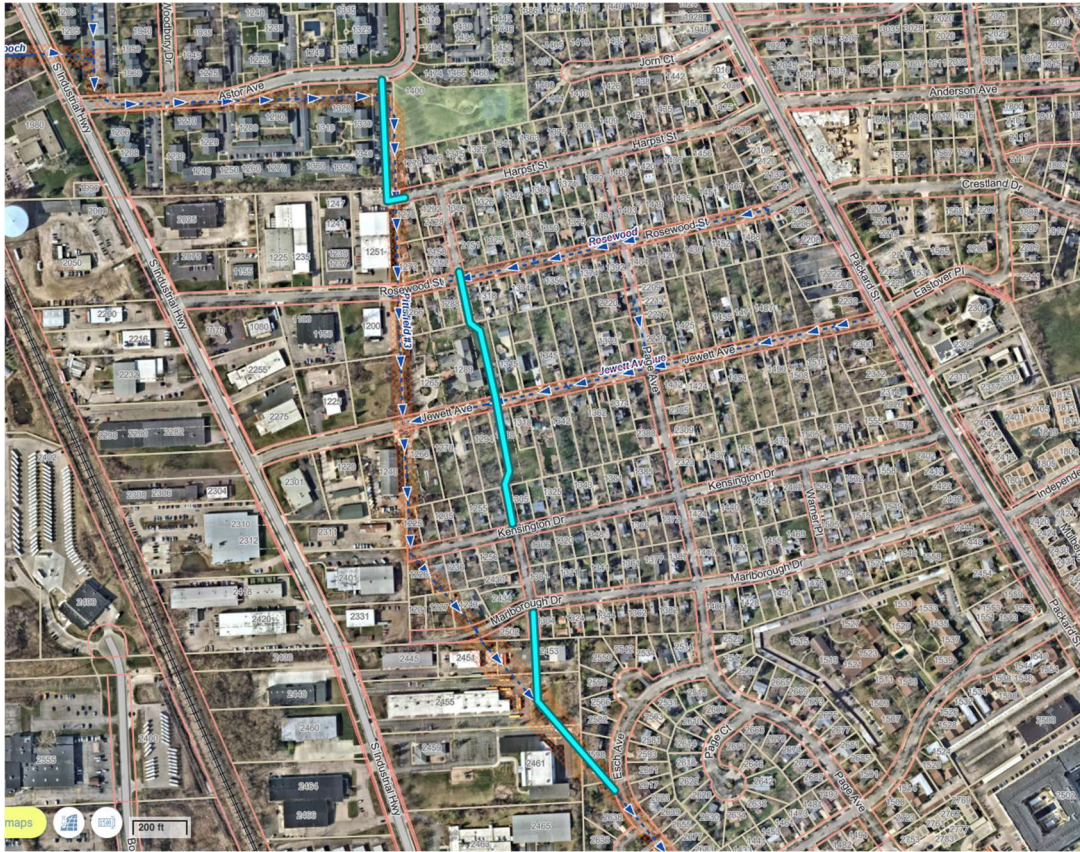
There are two minimally disruptive options that I see that would accomplish this:

1. **Alternative 1: Connect Astor Ave to Esch Following the Path of the Pittsfield #3 Drain**



This alternative would allow for a wider and straighter street. Much of the path currently consists of land use buffers, warehouses, or in the case of Woodbury, a parking lot. However, clipping the corner from Marlborough to Kensington would be disruptive.

2. Alternative 2: Fill in the Gap in Tremmel Ave with Additional Connections to Astor and Esch



This alternative would be less disruptive. Parts of the right of way north of Kensington and south of Marlborough already exist as "paper streets", so land acquisition would be minimal. The Tremmel Avenue extension would complement Page Avenue well, since both are very narrow 40' right of ways, each could be converted into parallel one-way streets. The main downside is that the playground at Clonlara School lies in the proposed path. However, I would suggest the vacant lot adjacent to the school at 1245 Jewett could be acquired and converted into a city park to remedy this.

There are pros and cons to each option, but now is the time to connect the street network if you're seriously thinking about significant densification in the area. If very expensive new structures get put in either proposed right-of-ways that cannot realistically be acquired later and the city will end up with a mess of disconnected neighborhoods and connectivity *within* neighborhoods makes good neighborhoods.

In either alternative, I do think a new park on the vacant lot at 1245 Jewett would be warranted for the influx of residents being envisioned.

The other thing I would encourage in comprehensive planning is to try to set aside some land for a new school in the area. Ideally, in my mind anyway, the place to put a neighborhood school would be next to Woodbury Park. Especially if Astor were connected to Harpst. This location is tucked away far from busy roads. It's next to a park, and close to an even larger park (Fisinger) and would allow students to easily walk to it as a neighborhood school. But, perhaps more realistically, the Wisteria-Astor loop would allow easy drop off movements for parents driving their kids. This may seem drastic, but do bear in mind that Woodbury is already looking to redevelop as a TC1 project. Many kids do live in the complex already and there is a school bus stop at the park already. Children living on Iroquois just north

of Woodbury are zoned for Burns Park and have to cross both Stadium and Packard to get to school. The rest are zoned for Pattengill-Bryant which also involves crossing a major arterial, Packard or the freeway.



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