

Lenart, Brett

From: Umich <firant@umich.edu>
Sent: Saturday, September 22, 2018 12:33 PM
To: Planning
Subject: Proposed hotel at Eisenhower and Signature

Ann Arbor Planning Commissioners,

As a Cambridge Condominium owner, I am strongly against building the proposed Hilton Hotel across the street from my home at 2930 Signature Blvd.

I have been a resident of Ann Arbor for over 40 years, and recently chose this place to live for its architectural design and landscaping, its wonderful peace and quiet, its family-oriented ambiance and the adjacent Waymarket Park and its wildlife.

This hotel would ruin our lovely neighborhood with increased commercial traffic, noise and light pollution - during and after construction.

Please do not allow this to happen. Please do not approve the construction of the Hilton Hotel at the corner of Eisenhower and Signature Blvd.

Please let us preserve our community.

Sincerely,

Laurel Firant

Email: firant@umich.edu

Sent from my iPhone

Lenart, Brett

From: Josh Woodward <joshwoodward@gmail.com>
Sent: Wednesday, September 26, 2018 1:20 PM
To: Planning
Subject: Food Truck Feedback

Just some quick feedback over the food truck issue: it seems like a solution in search of a problem. The status quo is working fine, and I'd be very disappointed if unnecessary regulation led to the closure of any of these small businesses that give Ann Arbor much of its character. Thanks!

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Josh Woodward - <http://JoshWoodward.com/>



From: Stephen Colson <stephen.colson@gmail.com>

Sent: Tuesday, September 25, 2018 5:39 PM

Subject: Re: mobile food vending ORC memo

All regarding the memo, I had a few questions:

- 1) Does this include ice cream trucks?
- 2) Regarding point (1), why are residential areas specifically excluded?
- 3) Regarding point (1), why are the downtown areas specifically excluded?
- 4) Regarding (5), this reads that the hours of operation must be the full 8a - 10p, rather than only being permitted to be, at most, 8a - 10p inclusive.
- 5) Regarding (5), in non-residential areas, why are hours not permitted to be later?
- 6) Regarding (6), if a building has more parking spaces than code requires, why are they not permitted extra mobile vendor "slots"? What if the mobile vendor vehicles are small?
- 7) Regarding (6), for lots in excess of 100 spaces, why a hard cap at 5 mobile vendor "slots" rather than a progressive increase? For ex, 5 slots plus one slot per twenty spaces over 100.
- 8) Regarding (7), what if the property owner specifically authorizes a mobile vendor to "obstruct" parking? Or other minor obstructions that are not enough to otherwise constitute a health + safety hazard or otherwise violating code? Why is this clause even needed since fire lane and code violations are already a requirement of all motor vehicles?
- 9) Regarding (8), why the restriction on residential areas again?

And a few comments:

- 1) Regarding point (1), our neighborhood sometimes has block parties, or birthday parties, where a food truck has been hired with great success. Food trucks are not and have not been any more of a nuisance than existing restaurants, which I also strongly support.
- 2) Regarding point (1), I work downtown, and would love to have better food truck options. I strongly support food trucks in downtown, and I strongly oppose their specific exclusion.
- 3) Regarding point (5), while I understand having hours of operation limits in RESIDENTIAL areas, I do not understand, at all, the restrictions in other commercial areas. What if a business is 24/7 and wishes to treat their staff? Similar to my downtown objection, what if a bar or club wishes to sponsor a food truck for their patrons? In my younger years, I would have highly appreciated this. Certainly, hot dog vendors do not face this kind of limitation. So long as the food truck is not interfering with emergency response or otherwise being a public nuisance, their mere operation itself does not constitute any such nuisance.
- 4) Regarding point (6), this entire concept seems overly restrictive. Again, so long as a building owner or mobile vendor is not violating code or traffic laws, or causing a public nuisance, there is no harm in allowing someone with twenty parking spaces to host two food trucks, especially if those spaces are normally vacant. Further, a property owner with non-vacant spaces would already reject a food truck as they need the spaces for their traditional business.
- 5) Regarding point (8), are we now going to prevent any restaurant, existing or future proposals, from operating within 200 feet of a residential? This is is another unreasonable restriction, especially as many residential areas are right next to restaurants/bars/etc already.

In conclusion, the general read of these draft rules is highly against food trucks. I strongly oppose putting any significant limitations on food trucks that brick-and-mortar restaurants do not already face. **I strongly oppose this slate of proposed rules.** In the places that have had food truck or food cart concepts here in town, foot traffic increases, and the trucks are generally embraced. In other municipalities like Austin or Portland, the food truck model is widely successful and operate without all of these unreasonable restrictions while avoiding being a public nuisance. These regulations by-and-large look like solutions looking for a problem. Ann Arbor should embrace food trucks, not regulate them to death.

Thank you,

Steve

Long time Ann Arbor resident, Old west side