

Subject:

Comprehensive Plan: Miller Avenue LU Recommendation

From: Jeff Kahan**Sent:** Wednesday, April 30, 2025 7:04 PM**To:** Lenart, Brett <BLenart@a2gov.org>; Bennett, Michelle <MBennett@a2gov.org>; Jeff Kahan**Subject:** Comprehensive Plan: Miller Avenue LU Recommendation

Hi Brett,

I'm emailing you my comments from yesterday's CPC meeting in case you didn't see my presentation.

I really like most of what I see on the future land use map as well as the overall direction of the plan. I did, however, have a concern about what was being proposed along the Miller Avenue corridor.

Here are my comments:

I have one suggestion related to what I think might be an oversight. I support Transition District densities along major arterial corridors. But for some reason, the Plan includes Miller Avenue with all the arterials and major arterials that are receiving a Transition District designation. With the exception of Miller, all of the transportation corridors identified for Transition District densities are arterials and major arterials and include Plymouth, Packard, Maple, S. State, Eisenhower, Jackson/Huron/Washtenaw and S. Main Ellsworth. All of these arterials are identified in the Draft Plan as being on a "Bus Rapid Transit" or "Priority Bus Service" route. All of these arterials accommodate an enormous number of vehicular trips, generally include cross sections of 3, 4, and 5 travel lanes, have ROW width that is generally between 80-120 feet, have major signalized intersections along them and include substantial retail and office uses.

In contrast, the following streets are not arterials or major arterials; they function mostly as significant residential collector streets: They include Pontiac Trail, Dhu Varren, Nixon, Geddes, Earhart, Scio Church, Pauline, Liberty, Dexter, 7th and Miller. They all have 2-lane cross sections, narrow ROW's, flow through established residential neighborhoods, do not have office or retail uses, do not have major signalized intersections and are not identified by The Ride as appropriate for Bus Rapid Transit or Priority Bus Service. The only one of these residential collector streets identified in the Plan as appropriate for the Transition District in the entire City...is Miller.

I'd like to reiterate that Miller has the same characteristics as other collector streets like Liberty and Pontiac Trail: it has a ROW width of 66 feet which is the same as most minor residential streets in Ann Arbor, it's not identified as appropriate for Bus Rapid Transit or Priority Bus Service, has 2 lanes, doesn't have a major signalized intersection and doesn't have a single office or retail use between Chapin and the Maple corridor. Other Residential Collectors terminate near the downtown core such as Liberty, Pontiac Trail, and Geddes but those corridors are shown in the Residential district. Miller isn't an arterial or major arterial and it's not a commercial corridor. It's a residential street that is part of an established residential neighborhood. But it now appears to be the only residential corridor in the City that will be transformed by densities and height similar to the D2 district.

I recommend that the plan be consistent with regard to its recommendations for the Transition District being located along arterials and major arterials and that the Transition District be replaced by the Residential District along Miller Avenue west of Chapin.

Thanks and best wishes.
Jeff