

**Lenart, Brett**

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**From:** totoqueen <totoqueen@hanmail.net>  
**Sent:** Wednesday, October 16, 2019 12:19 PM  
**To:** Planning  
**Subject:** Voice out for the Marijyana shop

I don't like opening Marijuana shop in 2385 E.Ellsworth Rd

From: Kyun Koh  
Hye young Koh  
2275 Hemlock Ct.

Sent from my Verizon, Samsung Galaxy smartphone

**Lenart, Brett**

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**From:** Karen Eisley <kareneisley@gmail.com>  
**Sent:** Thursday, October 10, 2019 4:36 PM  
**To:** Planning  
**Subject:** Broadway Park

I am unable to attend the meeting tonight regarding Broadway Park because I have to work. I have property on Swift Street overlooking this new development. I continue to be concerned about the runoff of contaminants from construction into the river and the height and set back of the hotel. I think that Roxbury is too aggressive in the building of the 7-9 story hotel so close to our beautiful and fragile river.

I am also concerned about the pavilion needs being managed by the conservancy. Who will be responsible for the building and the upkeep? Who will be responsible for the bathrooms and lighting needs?

Will there be other opportunities to meet with City Planning or the developer regarding these concerns?

Karen Eisley  
734-604-1931

## Lenart, Brett

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**From:** michael koh <michaelinkoh@yahoo.com>  
**Sent:** Monday, October 14, 2019 10:55 AM  
**To:** Planning  
**Subject:** 2385 E. Ellsworth Road LLC

To whom it may concern,

I am Michael living in 2275 Hemlock Ct.

I do not like opening a business relating Marijuana around me.

I suggest that the land owner sells the property to person who wants open other business  
and opens Marijuana business in other place such near to "Urgent Care."

I have not seen any sign saying "For Sale" on 2385 E. Ellsworth Road for a long time.

I hope that my suggestion will be accepted.

Michael Koh  
2275 Hemlock Ct.  
Ann Arbor, MI 48118

**Lenart, Brett**

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**From:** Kirk Westphal <writetokirk@gmail.com>  
**Sent:** Tuesday, October 01, 2019 11:38 PM  
**To:** Planning  
**Subject:** complete comments from T1 discussion

Dear Commissioners,

Please find below the full version of what I wanted to say this evening—it contains a couple of areas for consideration that I didn't mention.

Best,  
Kirk Westphal

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Good evening, commissioners and staff. As always, thank you for your service and for doing the hard work of putting our values not just into plans but into practice.

I want to start with a quote from President Obama's housing development toolkit report from 2016: "Barriers to housing development are exacerbating the housing affordability crisis, particularly in regions with high job growth and few rental vacancies." It goes on to list local policies such as "zoning restrictions" and "off-street parking regulations" as drivers of the housing crisis.

I think the effort we're beginning to discuss tonight will come to be recognized as one of the most effective policy decisions of our generation in Ann Arbor: for equity, for the environment, and for quality of life in the city.

What are the facts on the ground right now? We're seeing increased enrollment and an expanding job base. Generally, most people think this is beneficial, particularly considering other midwestern cities where there isn't job growth, and the impact that has on city services.

So we know more people need to work and go to school in Ann Arbor. But what does this mean, and what can we do to help?

One consequence is traffic. 80,000 cars coming into the city each day, and growing. We don't have meaningful regional transit yet. And even though a lot of people take AAATA, many cannot. So they drive. Clearly, many would prefer to live here and take transit, walk or bike instead. We can help them.

Another consequence is a housing and equity crisis in the county, due to high housing demand and constrained supply where the jobs are. This gives many middle- and lower-income workers no choice but to live farther away and spend more of their money on gas and car maintenance. More housing units are needed near jobs.

And of course, we have a climate crisis. This is due in large part because hundreds of local governments decided years ago that our homes and yards should be big, apartments rare, and destinations spread out. This gave rise to sprawl, which continues to erode our environmental, fiscal,

and social fabric. Local governments can't control all the pieces of the climate crisis, but we can help 1000s more people lead lower-carbon lives right in our city by changing our outdated zoning.

Policies like the one in front of you tonight have the potential to address all of these issues at their core: A greater supply of homes that will be smaller, closer to work, and less dependent on cars or car-free. This all helps mitigate our affordability, carbon footprint, and traffic issues. And it does it in a way that strengthens city services and quality of life for those of us who already live here.

Is T1 perfect as drafted? Probably not. Some good suggestions have already been made. I'd like to see some further ground-floor use restrictions near major corners to make sure we get attractive amenities in new neighborhoods, instead of too many banks and offices for example. Also, I think it's worth considering a couple of other tweaks, such as an affordable housing premium to get higher than 7 stories (the rationale being if a development can afford steel-frame high rise construction, the owner can likely afford to provide affordable units without too much impact on cost for other units) and also trying to bend the rent curve by mandating that a certain percentage of units contain a maximum area/resident to incentivize smaller living spaces.

As stated this new district doesn't actually rezone anything—we still need to go through a master planning process to see where more housing and other amenities should go. But that's going to be a while, and in the meantime, this is an important and flexible tool to potentially address housing density outside downtown. Housing delayed is housing denied.

In summary, thank you for proposing a tool that the community has been requesting in many plans, for many years.

## Recommendations from the CIP Committee for Transportation Commission Approval

Prepared by: CIP Committee Members – Linda Diane Feldt and Bradley Parsons

August 8, 2019

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The Transportation Commission Requests that staff incorporate, and Planning Commission approve, the following project for the Capital Improvements Plan (CIP):

- Elmwood Drive Bike Boulevard
    - Including active transportation treatment at the Platt and Huron Parkway T-intersection providing shared-use path connection to Canterbury (westbound) as well as guiding cyclists across Platt to Scheffler Park (eastbound).
    - Including a low-stress bicycle connection from the Platt and Packard intersection to the Elmwood bike boulevard to provide safe bicycle and pedestrian routes through this high-volume area.
    - Including pavement marking and signage along Elmwood to support a low-stress bicycle boulevard.
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