

Cespedes, Christopher

From: City of Ann Arbor Transportation Commission
Sent: Thursday, May 15, 2025 3:39 PM
To: Cespedes, Christopher
Subject: FW: Chapter 4 comp plan feedback- a few thoughts on parking

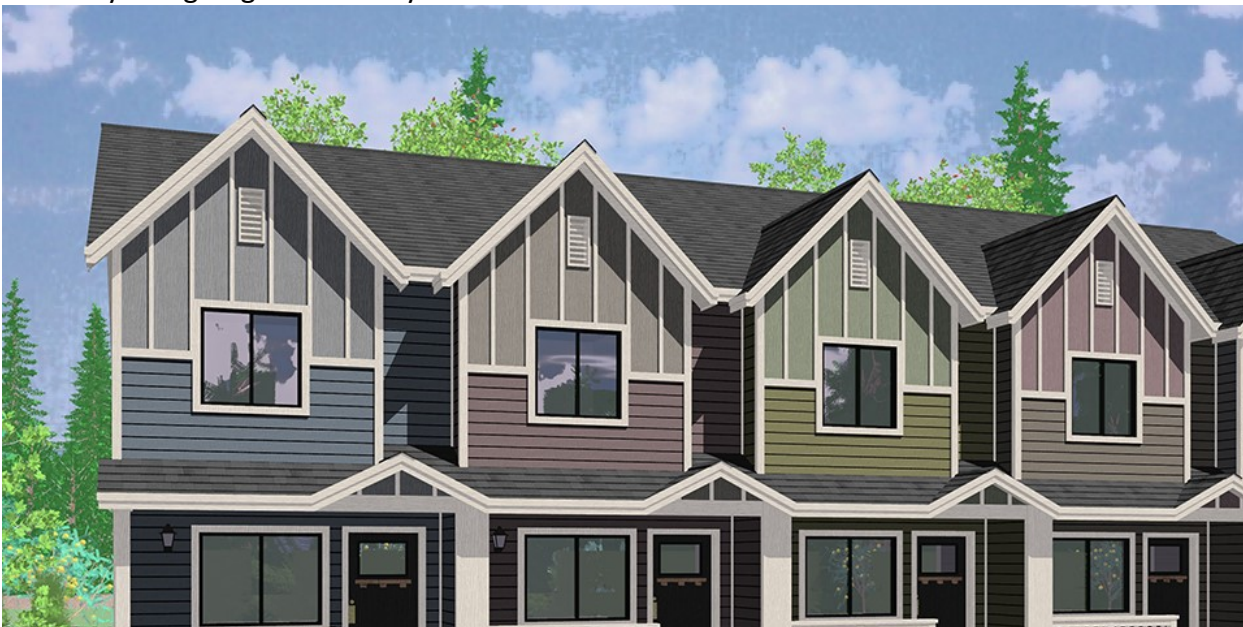
From: Jirka Hladis <[REDACTED]@gmail.com>
Sent: Tuesday, April 22, 2025 4:02 PM
To: Planning <[REDACTED]@a2gov.org>
Cc: City of Ann Arbor Transportation Commission <[REDACTED]@a2gov.org>; City Council <[REDACTED]@a2gov.org>
Subject: Chapter 4 comp plan feedback- a few thoughts on parking

Dear Planning Commission,

Thank you for your continued work on the comp plan. The negative impacts of parking and traffic have been among the most common themes voiced by residents, so I wanted to offer a few ideas that could fall under Chapter 4, Goal 9 to address these concerns:

Prevent Excessive Curb Cuts

In low rise residential areas, it should be legal to build row houses with smaller lot frontages, while also limiting the number of new curb cuts. Unfortunately most of our street grid lacks rear alleys, but one solution could be a market-rate street parking permit system tied to specific curbside spaces, with priority given to adjacent residents. This could potentially also include easements to allow residents to install EV charging at the curb. Here are some example row house designs to illustrate the effects on the streetscape of having a driveway and garage door every few feet:





<https://www.houseplans.pro/assets/plans/843/Town-house-plan-22-ft-wide-units-color-rendering-F-689.jpg>

<https://www.houseplans.pro/assets/plans/740/narrow-5-plex-town-house-plan-front-rendering-fv-594.jpg>

Expand Park-and-Ride Facilities

Park and ride lots on the outskirts of the city, served by transit and cycling infrastructure, can be used by commuters AND residents. It's entirely feasible to use a car without parking it directly in front of one's place of residence, and most people are already familiar with offsite parking connected to public transit in the context of airports and amusement parks.

Restrict Surface Parking

To further improve walkability and safety and minimize impervious surfaces, zoning rules should limit the allowable surface parking area on each parcel and encourage integrated parking within the envelope of the building that is hidden from the street and designed for future adaptability (i.e. conversion to retail, office, or housing).

Thank you,
Jirka Hladis
Ward 1