



TO: Mayor and Council

FROM: Tom Crawford, CFO
Derek Delacourt, Community Services Area Administrator
Josh Landefeld, Interim Parks Manager
Craig Hupy, Public Services Area Administrator
Nick Hutchinson, City Engineer
Susan Pollay, Executive Director, DDA
Cresson Slotten, Systems Planning Manager

CC: Howard S. Lazarus, City Administrator

SUBJECT: Council Agenda Responses

DATE: 8/15/16

CA-4 – Resolution to Recommend Approval of the Fuller Park Parking Lot Land Lease with the University of Michigan (8 Votes Required)

Question: Could you please attach a map of the Fuller Park parking lots in question?

Response: The map has been attached to the Legistar file.

Question: Could you include a comparison with any other leased parking lots of annual price per space? (Councilmember Briere)

Response: Please see chart below with parking lots leased by the DDA for public parking:

Lot	Lease FY16	Lease/Space	Revenues FY16	Revenues/Space
1 st & Huron lot (167 spaces)	\$374,088/year Plus taxes: \$69,907/year	\$2,240/year With taxes: \$2,659/year	\$969,207	\$5,804
5 th & Huron lot (56 spaces)	\$27,348/year Plus taxes: \$19,116/year	\$488/year With taxes: \$830/year	\$135,310	\$2,416
Community High School lot (79 spaces)	Shared revenue 50/50			
Amtrak lot (38 spaces)	Shared revenue 50/50			
Kerrytown lot 25 spaces)	Shared revenue 80/20 (80% to Kerrytown)			

Question: On November 17, 2014, when the Council last entered into a lease with the University regarding that parking area, the Council passed a resolution that directed the City Administrator to devise a parking enforcement plan for that lot. In pertinent part, the resolution said:

"RESOLVED, That the City Council directs the City Administrator to devise a plan for parking enforcement for the Fuller Road parking lots for hours when the lots are not in use for park purposes or available under the terms of parking lot lease."

Can you ask staff whether an enforcement plan was developed? If one was developed, may I have a copy of that plan? (Councilmember Eaton)

Response: Parks has not developed an enforcement plan. Staff is aware that some form of enforcement exists as staff has received multiple examples of vehicles that have been ticketed.

Question: Is there a reason why the lease has no duration (i.e., an end date)? (Councilmember Eaton)

Response: The lease does contain a specific duration provision. Paragraph 1(a) of the lease states "The term during which the Property will be made available ("the Term") will be for a period of one year, beginning on September 1, 2016 and terminating August 31, 2017, unless terminated earlier pursuant to the terms of the Lease." The lease

may be terminated earlier than September 1 if the University is in default of the terms of the lease. The lease also provides for an administrative extension of the lease in one year increments, if certain conditions are met, specifically (i) the University is not in default, (ii) the University provides 90-days advance written notice requesting an one-year extension and (iii) both the University and the City agree upon the lease rental amount for the period. Any such renewal would need to be in writing signed by the parties.

Question: Can you provide me with an update of the non-motorized plan for the area around the Fuller Park area that was addressed in the budget for the bridge work last year? (Councilmember Eaton)

Response: The resolution regarding the project for the Border to Border trail came in the middle of a CIP cycle. The project will be programmed in the CIP this fall. The current cost estimate for the project is approximately \$2.5 million. The roundabout study is complete for Fuller, E. Medical and Maiden Lane intersection. The Fuller, E. Medical Maiden Lane Construction is currently programmed for 2020.

Question: Does the City have an assessment of the impact of the parking lease on our sustainability framework and PROS Plan? (Councilmember Eaton)

Response: The parking lot lease has not been reviewed for the impact of sustainability.

Question: The cover memo indicates a 2.5% increase was negotiated as part of the administrative renewal for the current year, but does not indicate if the prices are increased for next year. Can you please clarify that and whether any of the hours or other key terms/provisions are changed in this renewal? (Councilmember Lumm)

Response: The rental fees for the upcoming year of the lease (September 2016 – August 2017) include a 2.5% increase over the current fees. One of the conditions for the administrative renewal of the 2017-2018 lease is a successful negotiation for the rental fee.

There are no other changes to the hours of the lease for this renewal. The City has added a Right of Entry/Access provision into the lease for this renewal.

CA-8 – Resolution to Approve an Agreement with the Michigan Department of Transportation for the Seventh Street Traffic Signal Interconnect Project (\$829,640.00)

Question: Will this project help address speed concerns on 7th? (Councilmember Warpehoski)

Response: The intent of the signal interconnect project is to establish communication with traffic signals along Seventh Street; some of the signals on Seventh Street are not connected and are not communicating with the signal network. Currently, in order to

adjust a signal's operation for changing conditions such as weather or special events; staff must be present at the intersections to perform these manual adjustments. The interconnection will allow adjustments to be made from a central traffic control location.

CA-10 – Resolution to Prohibit On-Street Parking on the Northbound (East) side of Newport Road between Miller Avenue and M-14

Question: I don't see a proposed width for the bike lane as designed. A typical parking lane might be 10 feet wide; a typical one-way bike lane in Ann Arbor has been between 3 feet and 5 feet wide. I don't know where there is another two-way bike lane (there's bound to be; I just don't know where), so I cannot find any specifications for this design. Could you please provide information about parking lane, driving lanes, and biking lane in this configuration? (Councilmember Briere)

Response: The bike lane to be installed will be a standard 5 to 6 foot wide bike lane for northbound travel only. There is not a two-way bike lane proposed. The street does not have adequate width to allow for two bike lanes, two travel lanes, and parking on one side; therefore a single bike lane is being installed on the northbound side (which is generally the uphill direction). Parking will be maintained on the southbound side of the road, and "sharrows" will be installed.

Question: Can you please provide any data you have on how many vehicles now park on this stretch of Newport (both East side and West side) and how many cyclists use this stretch of road? (Councilmember Lumm)

Response: Responses to the survey, which can be found at the end of the of the Public Meeting Notes attached to the Resolution, indicated that residents on Newport park on the northbound (east) side of the road infrequently or never. The result was corroborated by staff, who observed the number of cars parked on both sides of Newport on multiple occasions on evenings and weekends (when cars are most likely to be parked on the street), and there were never more than a few cars parked on either side of Newport at any given time. The 2014 Non-Motorized Progress Report measured 39 bicyclists per day on Newport.

Question: I recognize the City tried to engage the neighbors on this, but only 4 folks showed up at the meeting in April and only 10 survey cards were returned so it's not clear if the majority of adjacent homeowners support this change. How many cards were sent out? Given the low response rate, don't you think additional efforts to reach out to the neighbors would make sense? (Councilmember Lumm)

Response: Project Management delivered notices to 60 residences and the Ann Arbor Public Schools. The notices included a survey that could be returned to the City by mail, brought to the public meeting, or completed on-line. Traffic engineering staff's contact information was also provided in addition to these communication routes, if residents had any direct questions to ask. Given these efforts, staff feels that the level of outreach was adequate.

CA-11 – Resolution to Accept a Hazard Mitigation Grant and Appropriate Funds from the Federal Emergency Management Agency for the Purchase and Demolition of 128 Felch Street (\$399,999.00)

Question: Is there a diagram available that would indicate what changes to the flood zone will occur if this house is demolished? (Councilmember Briere)

Response: Removal of this structure is not expected to have an effect on the floodplain boundaries.

Question: Is there a plan for acquisition of any other properties in this area in order to address flooding? Are there other actions that the City believes will address flooding in this area? Does the City anticipate that a flood management plan for this area ought to be created and implemented? (Councilmember Briere)

Response: Project #34 of the *City of Ann Arbor Flood Mitigation Plan (2007)* recommends that the City opportunistically remove structures from the floodway that fit into an open space or greenway plan. City staff is not aware of any other willing property owners in this area at this time. The Flood Mitigation plan can be accessed from the following City web page: <http://www.a2gov.org/departments/systems-planning/planning-areas/water-resources/floodplains/Pages/About-Floodplains.aspx> . The *City of Ann Arbor Flood Mitigation Plan (2007)* addresses all floodplains within the City, including this area. Item CA-12 of this agenda is a direct result of a recommendation (Project #51) in the Flood Mitigation Plan to address flooding in the lower Allen Creek area.

Question: What is the size of this property, what do we expect the purchase price of the property to be (roughly), and does the \$400K projected cost include the purchase of the property? Also, once this is open space, would Parks staff be responsible for it and if so, did PAC discuss it? (Councilmember Lumm)

Response: This parcel is approximately 7766 square feet in size. It is anticipated that the purchase price of the property will be between \$275,000 and \$340,000. The market value of the property will be determined by an independent appraiser. The projected cost does include the purchase of the property. As property would be purchased using funds from the Stormwater Fund, the Stormwater Fund portion of the organization will own and maintain of the property rather than Parks.

CA-12 – Resolution to Accept a Hazard Mitigation Assistance Grant and Appropriate Funds from FEMA for a Project to Create an Opening in the Railroad Berm to Reduce the Floodplain of Allen Creek (\$3,085,550.00) (8 Votes Required)

Question: Has the City sought easements from the property owners (DTE, First Martin)

for the pedestrian use of this access point? If not, at what point in the design phase will that be done? (Councilmember Briere)

Response: No. The first phase of this project will include determining the location for the pedestrian access points and initiating discussions regarding obtaining easements from the property owners as part of the design process. The surrounding property owners will be part of the process in determining where pedestrian access is possible.

Question: Is there a map that shows which 31 properties would be removed from the flood zone if this project performs as anticipated? If so, could you provide a link to that? (Councilmember Briere)

Response: : Figures 11 and 12 included on page 29 of the *Allen Creek Railroad Berm Opening Study - FINAL REPORT*, which is attached to this item in Legistar in PDF format, shows the current flood effect of the railroad berm and the potential post project floodplain. Appendix D of this study includes a list of the thirty-one structures that are expected to see some benefit from a lower flood elevation. Only a few of these structures will actually come out of the floodplain, but the potential damage risk to all of them will be lowered due to a significantly lower flood elevation.

Question: Am I understanding this correctly that we are not approving the \$1.2M related to the pedestrian tunnel with this resolution, but we are allocating \$156K from the Alternative Transportation Fund for design? Also, what do you think the likelihood is that we can secure TAP or other grant funding for the pedestrian tunnel and reduce the amount from the Alternative Transportation Fund? (Councilmember Lumm)

Response: Yes, there is a request for an allocation from the ALT Transportation Fund to fund the portion of the design effort associated with a possible pedestrian and bicycle, shared-use tunnel. Design activities are not eligible under the Transportation Alternatives Program (TAP) program. Therefore, there is no opportunity for reduction of the amount requested should the project receive a TAP grant award for construction in the future. City staff has met with SEMCOG staff and has received preliminary information indicating this shared use tunnel project would be eligible for the TAP program. As the TAP program is a competitive program, there is no estimate of the likelihood of funding from this source as it will compete with other projects for funding.

DB-1- Resolution to Approve 611 East University Site Plan and Development Agreement (CPC Recommendation: Approval – 7 Yeas and 0 Nays)

Question: The staff report indicates the Design Review Board said the plan meets guidelines, but also made a few suggestions. Were any changes made to the design as a result? (Councilmember Lumm)

Response: Movable furniture was added to the plan for the plaza and the design of the plaza more thoroughly thought out (in coordination with the neighboring property

owner/controller to the north). More windows have been added to the north wall of the building at the plaza to further visually connect and activate the interior and exterior spaces. Please see attached memo from J. Bradley Moore & Associates dated August 15, 2016 for reference.

Question: The minimum number of parking spaces are proposed (56). Can you please remind me of the parking supply/demand/capacity situation currently in the South University area including the south Forest structure? (Councilmember Lumm)

Response: The D1 zoning district is exempt from parking requirements with the exception of floor area premiums over 400%. This proposal has approximately 56,000 square feet of residential space above the 400% and requires a minimum of 56 parking spaces (1 space/1,000 sq ft).

The DDA commissioned a parking study in 2015 which found that during the weekday, parking availability is generally constrained at all DDA structures. This includes the Forest Avenue parking structure which is the only public parking garage in the South University area. The study also examined demand at other times, and there is availability at the Forest structure in the evenings and overnight. Please see attached document with parking maps for reference.

DB-2 – Resolution to Approve South Pond Village Site Plan and Development Agreement, 3850 East Huron River Drive (CPC Recommendation: 1 Year and 7 Days)

Question: I have not found information about the construction standards for public streets. The proposed site plan establishes publicly-owned streets. What are the standards for street design? Can you please highlight the similarities and differences, if any? (Councilmember Briere)

Response: Public street design standards are located in Division II, Section 7 of the Public Services Standard Specifications. Private streets are required to be designed and constructed in accordance with the Public Services Standard Specifications, with the following exceptions:

- Curb and gutter is not required if the private street serves 8 parcels or less.
- Local public streets are to be designed with a minimum design speed of 30 mph with a de facto residential speed limit of 25 mph, while private streets could be posted at a lower speed limit.
- The minimum paved width of a local street is 28 feet, while a private street is required to have a minimum width of 25 feet from the face-of-curb to face-of-curb. When a private street serves more than 8 parcels, a minimum of one parking space per dwelling unit must be provided along the private street, which can be accommodated in parking bays or with a minimum pavement width of 30 feet from face-of-curb to face-of-curb.

- The minimum intersection radius on a private street is 20 feet while the minimum radius of a public street is 30 feet.
- The maximum length of a public street with a cul-de-sac is 600 feet, while the maximum length on a private street is undefined (though it may be determined by the Fire Department). At the bulb of the cul-de-sac on a public street, the pavement radius must be 45 feet, while the private street requires a radius of 30 feet where no parking is provided, or 44 feet if parking is provided.

Question: Are the streets in Woodcreek public or private? (Councilmember Briere)

Response: Councilmember Lumm Response: *I can answer -- I was on council when Woodcreek was rezoned (48 acres rezoned from TWP to R1B) and approved. Just scanned a July 19, 1994 Planning staff report, and, as noted in the report, all streets w/in the project are public. I have the site plan, area plan, and various traffic studies (all hard copies -- pre email days) if anyone's interested. In terms of the Woodcreek Area Traffic Circulation Study (managed by UATS and initiated in February 1995, the final recommendations were presented by the consultant at a public meeting on 7/27/95). The Woodcreek Area Traffic Circulation Study focused on the traffic impacts and future circulation in the area encompassed by: Washtenaw Ave., Hogback Road, Huron River Dr., Huron Parkway. In terms of alternative access options, the circulation study states:*

"Although there are a myriad of variations and combinations, there basically are only four main access corridors in the study area:

1. *Chalmers Drive*
2. *Pittsfield Boulevard North (through west side of Arborland)*
3. *Clark Road corridor (partially developed or fully developed to Huron Parkway)*
4. *Northward connector (an extension of Pittsfield North to Huron River Drive)*
(Councilmember Lumm)

Question: The development agreement (P-9) states that developer agrees “to be included in a future special assessment district, along with other benefitting property, for the construction of additional improvements to Chalmers Drive such as street widening, street paving, storm sewers, curb and gutter, sidewalks, bike paths, street lights, and the planting of trees when such improvements are determined by the City to be necessary.” At this time, what specific improvements of the list included in P-9 are “determined to be necessary” by the City, what is their rough estimated cost, and timeline for their completion? (Councilmember Lumm)

Response: The language included in (P-9) of the development agreement is standard language included in all development agreements where adjacent public road improvements may be considered in the future. As a formal petition/request from over

50% of the adjacent/affected property owners for improving Chalmers Drive has not yet been received by the City, the specific improvements for Chalmers Drive have not yet been identified, nor has the cost or timing been determined.

Question: In response to a councilmember's question for the June 15th meeting, it was indicated the costs to pave Chalmers from the current paved portion to the Woodcreek Boulevard section (760 lineal feet) would be \$1M and the individual assessments \$5,700 per homeowner. Does that estimate also reflect widening the road, storm sewers, sidewalks, bike paths, streetlights and curbs & gutters? Also, if homeowners do not want the road paved, what (if any) recourse do they have? (Councilmember Lumm)

Response: That high-level planning estimate anticipated reconstruction of the existing road cross-section (without widening), stormwater improvements, sidewalks and curb and gutter. If the City were to receive a formal request for improvement of Chalmers Drive from over 50% of the affected property owners, City Council would be presented a series of resolutions required for special assessment projects such as this, and homeowners that did not want the road paved could inform City Council of their opposition.

Question: In response to a councilmember's question for the June 1st meeting, it was indicated that currently there are 85 homes in Woodcreek and 31 homes on Chalmers between Washtenaw and Huron River Drive. That totals 116 homes using Chalmers now. Adding another 73 from SPV represents a 63% increase in the number of homes. Can you please explain how we've concluded a 63% increase in the number of homes served will not have a noticeable impact on the performance of the already challenging Chalmers/Washtenaw intersection? (Councilmember Lumm)

Response: As included in the Caucus Question response of June 15, 2015, with regards to the December 30, 2014 traffic impact study:

The Land Use Development Regulations Attachment D regulate the development of traffic impact analyses. Section 1:3 states that the "methodology to be employed in determining street capacities shall conform to the 1985 edition of the Highway Capacity Manual, Special Report Number 209, or the latest revision thereof."

The traffic analysis results provided in the traffic study prepared by Midwestern

Consulting were based on the Highway Capacity Manual (HCM) 2010, current edition, methodology as prepared by the Synchro/SimTraffic software package. In order to understand the analysis results it is important to understand the HCM methodology. The HCM, developed by the Transportation Research Board of the National Academies, is the baseline methodology used to determine how transportation facilities operate. The methodology provides a level of service based on performance measures. Intersections such as the Chalmers Road and

Washtenaw Avenue intersection utilize delay attributed to the stop-control as the performance measure; this delay is reported in seconds.

Washtenaw Avenue at Chalmers Road is uncontrolled, also referred to as “free flow” conditions. The Washtenaw Avenue approaches do not experience stop delay. Eastbound traffic turning left onto Chalmers Road experiences delay from conflicting traffic, but this delay is not “stop control” delay. Delay experienced by through trips is the result of queuing from adjacent intersections, also not the result of “stop control”. These aspects of the standard analysis methodology for intersections with STOP control on side street explain the low delays reported for the Washtenaw Avenue approaches.

Chalmers Road approaches Washtenaw Avenue with a single lane for all movements. Chalmers Road “stop control” delay is based on delays experienced by all motorists on this approach, regardless of the direction of their turn. Delays of left turning vehicles are expected to be longer, and delays for right turning vehicles are expected to be shorter. As the intersection approach only has one lane, all of these turning vehicles are used together to calculate the “stop control” delay for the approach.

The December 30, 2014, study found that increases in delay on Chalmers Drive at Washtenaw Avenue would not degrade the intersection to an unacceptable level of service.

The applicant’s engineer was asked to confirm that the traffic modeling was calibrated to existing conditions, to evaluate access alternatives that would provide some improvement to delay at the Chalmers Drive approach to Washtenaw Avenue, and to verify that the intersection of Chalmers Drive and Washtenaw Avenue was not a high crash location. The applicant’s engineer responded to this request with three supplements to the traffic impact study, dated March 3, 2015. The applicant’s engineer found that the existing conditions analysis results were consistent with actual delays measured in the field, the access alternatives analyzed in the supplement provided no significant changes to the Chalmers Drive approach, and the intersection of Chalmers Drive and Washtenaw was not a high crash location.

Question: With regard to Algebe Way, the neighbors would prefer it be an emergency-only access rather than full access. Their argument makes sense – that all SPV traffic ends up on Chalmers anyway so why route traffic through their neighborhood when the alternative (Clark Road/extended Woodcreek Blvd) exists so close by. My understanding is that the developer is indifferent to emergency-only access or full access. Given all that, can you please explain the rationale for not accommodating the neighbors’ preferences and safety concerns? (Councilmember Lumm)

Response: As included in the Caucus Question responses of June 15, 2015, “From a fire protection standpoint, two separate and approved fire apparatus access roads are required for residential developments over 30 units in size. In the case of South Pond,

the Fire Marshal identified the Algebe Way connection and the extended Woodcreek Boulevard connection to satisfy this requirement.”

The existing Algebe Way street stub was built with the intention to connect to the South Pond site. Transportation integration for all modes of transport is a goal noted in the City’s Master Plan and supported by neighborhood planning practices. This integration is specifically mentioned in Chapter 5, Land Use, Goals and Objectives, “Encourage public streets in new residential development projects that connect to parks and to streets of adjoining properties.” The full vehicular connection with Algebe Way addresses this goal by helping to blend Woodcreek with the new South Pond Village neighborhood rather than treating them as two distinct neighborhoods. The South Pond development is providing a new public park which is open to all residents of the City, however, the majority of park users are expected to come from the Woodcreek and South Pond Village neighborhoods. Interconnected streets provide for more efficient access for a variety of services including, but not limited to, snow removal, emergency vehicles, school buses, delivery and solid waste disposal.

Question: What specifically needs to be done to amend the project to make Algebe Way emergency access only? Would that require amending the Development Agreement? The site plan itself? Can you please clarify what needs to be done and if specific legal language is necessary, please provide it? (Councilmember Lumm)

Response: The project site plan can be amended to convert Algebe Way to emergency only access only. This could be accomplished by a condition on approval by City Council that directs the amendment and review and approval by City Staff. The Development Agreement would also be amended to address issues such as, maintenance and snow removal.

Question: The cover memo continues to reference a land division “that would divide the site from the 12.2 acres to the north for possible city acquisition or limited development in the future. What is the latest thinking/current plan for that 12.2 acre parcel? (Councilmember Lumm)

Response: The developer has indicated willingness to work with the City on possible acquisition of the 12.2 acres to be attached to the adjacent South Pond Nature Area, which is owned and maintained by the City of Ann Arbor.

Question: Please clarify how the proposed shared entrance to both Woodcreek and SPV meets the standard whereby local roads should only serve a maximum of 75 dwelling units. (Councilmember Westphal)

Response: Clark Road is a residential collector which requires 70’ of right of way and 33’ of street width as required by the Public Services Standard Specifications. The shared entrance to both Woodcreek and South Pond Village includes a boulevard road section with each side of the boulevard being 18 feet or wider, thus exceeding the local street standard. Each boulevard section can provide two-way traffic in the event an emergency situation would close one side of the boulevard.

Staff notes that the Clark Road width between each boulevard section is 28' in width. The Public Services Area Administrator decided to allow the minor variation of the street width from 33' to 28' as allowed by the Standard Specifications as: the road width will not affect the flow of traffic; there will not be parking along the street or direct access to parcels adjacent to the road; and, it will reduce impervious surfaces and stormwater impacts. If Council desires the full 33' pavement width, then the 90' of right-of-way can accommodate this additional width, and Council may approve the site plan subject to this revision.



MEMO

To: Ann Arbor Planning Staff - Chris Cheng

Date: August 15, 2016

RE: 611 East University (SP16-065)

Item: Responses to Design Review Board comments/recommendations.

Upon receiving comments from the Design Review Board below, the following design changes were made to the project:

The Design Review Board discussed the proposed design of your proposed development located at and known as 611 East University on February 17, 2016. Please consider the following comments and recommendations made by the Board when preparing the site plan petition.

1. Provide more contrast on the East University façade, and make this side of the building the primary pedestrian entrance. Do not have a vehicle entrance on East University, and ensure the plaza at the northwest corner is active. Consider moveable furniture in the plaza.

Movable furniture was added to the plan for the plaza and the design of the plaza more thoroughly thought out (in coordination with the neighboring property owner/controller to the north). More windows have been added to the north wall of the building at the plaza to further visually connect and activate the interior and exterior spaces.

The building is addressed off East University and so it was decided to keep the main entrance for the residents of the upper floors on the west side of the building. The retail lease spaces on both E. university and Church Streets will have direct entrances at street level of equal prominence.

The narrowness of the site prevents a parking geometry/lay-out that would facilitate having a vehicular entrance only off Church St., especially with the need to maintain utility vehicle access for both this project and any future project to the north of Church.

Additional articulation has been added at the street wall. We believe the eastern facade has an adequate level of contrast and harmonizes with the overall design of the building.

2. Provide more detailing and elements that further articulate the north elevation. Consider a glass elevator on the exterior of the building, and include windows in the stairwells.

More detailing and design elements have been incorporated into the north elevation (as well as others to yield a harmonious design). A glass elevator is too expensive for the project and given that the property to the north is likely to be redeveloped soon it is highly likely that it would not be seen from the outside of the building nor would afford any significant views from said elevator. Windows in the stair wells would have to be offset by half a story due to the stair landing levels and would introduce an element of disharmony in an otherwise well ordered exterior.

3. Create a better hierarchy between the base, middle and top of the building.

Materials at the base, middle & top of the building have been detailed and selected to accentuate the desired hierarchy. We believe the referenced hierarchy is now well defined and easily discernible.

4. Consider designing different, perhaps opposing, façades on the two streets. It may be appropriate for the East University façade to be more atypical, have more color and “do something more zingy”, and the Church façade to be more conservative and conventional.

We opted for a more harmonious, holistic, overall design of the building rather than create an artificial, contrived, or forced sense of two separate buildings. While the building front facades on both Church and East University are akin they are detailed with varying design elements to be distinct from one another.

Sincerely,

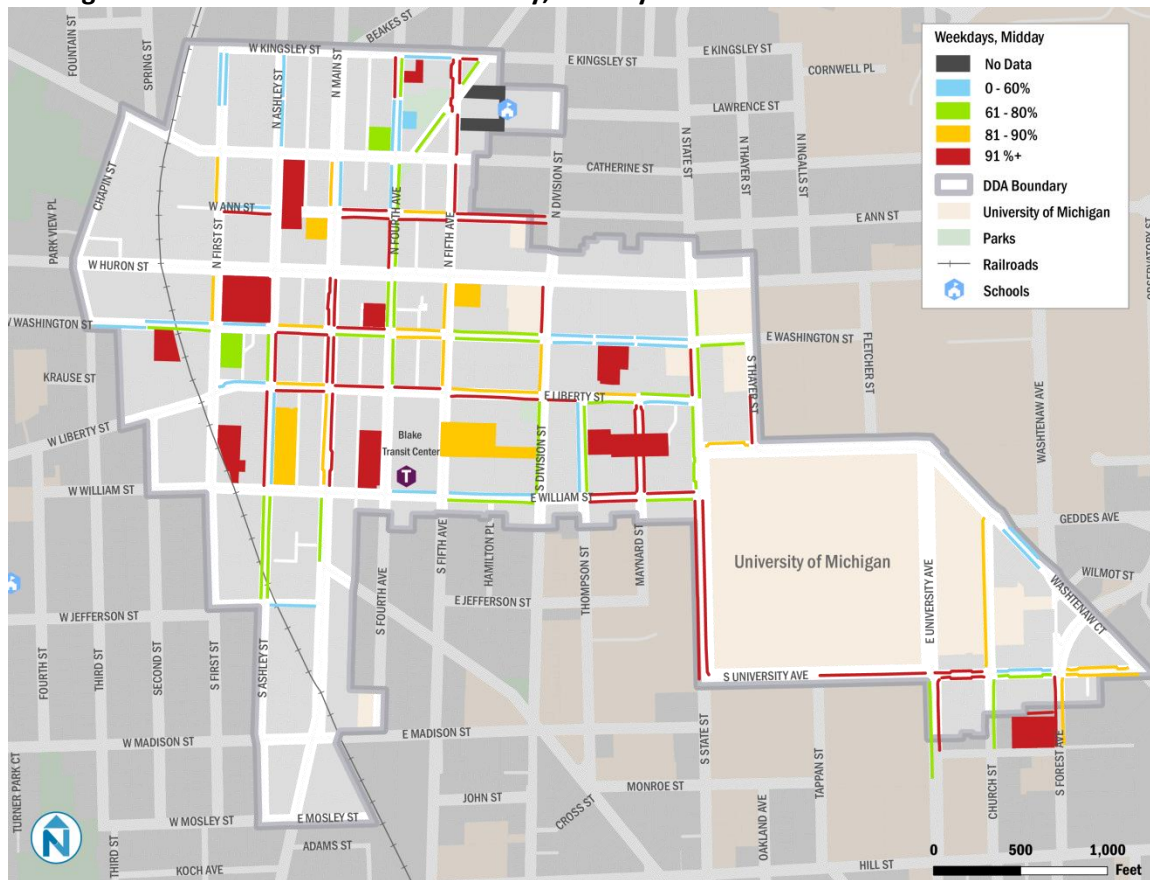
A handwritten signature in blue ink, appearing to read 'J Bradley Moore', with a long horizontal flourish extending to the right.

J Bradley Moore, AIA

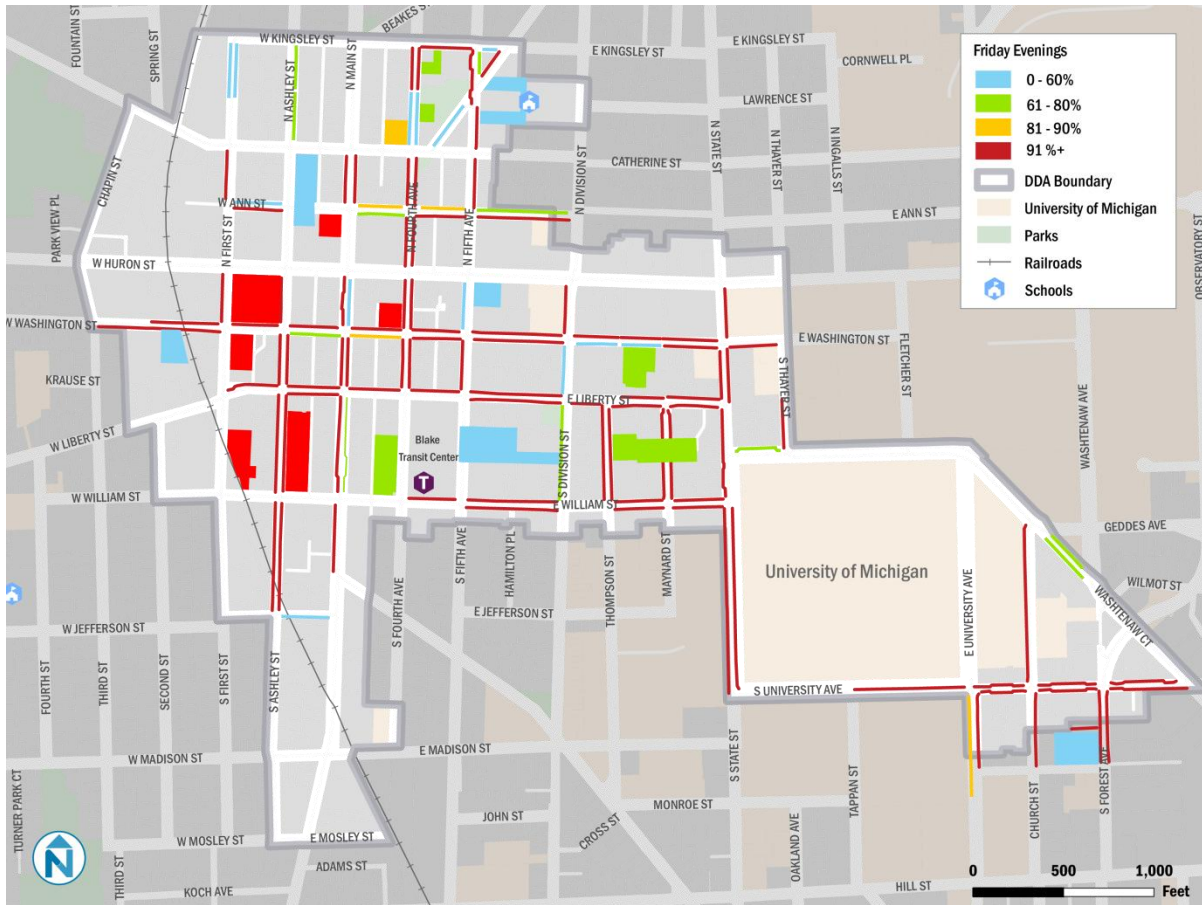
Q Also on DB-1, the minimum number of parking spaces are proposed (56). Can you please remind me of the parking supply/demand/capacity situation currently in the South University area including the south Forest structure?

The DDA commissioned a parking study in 2015 which found that during the weekday, parking availability is generally constrained at all DDA structures. This includes the Forest Avenue parking structure which is the only public parking garage in the South University area. The study also examined demand at other times, and there is availability at the Forest structure in the evenings and overnight.

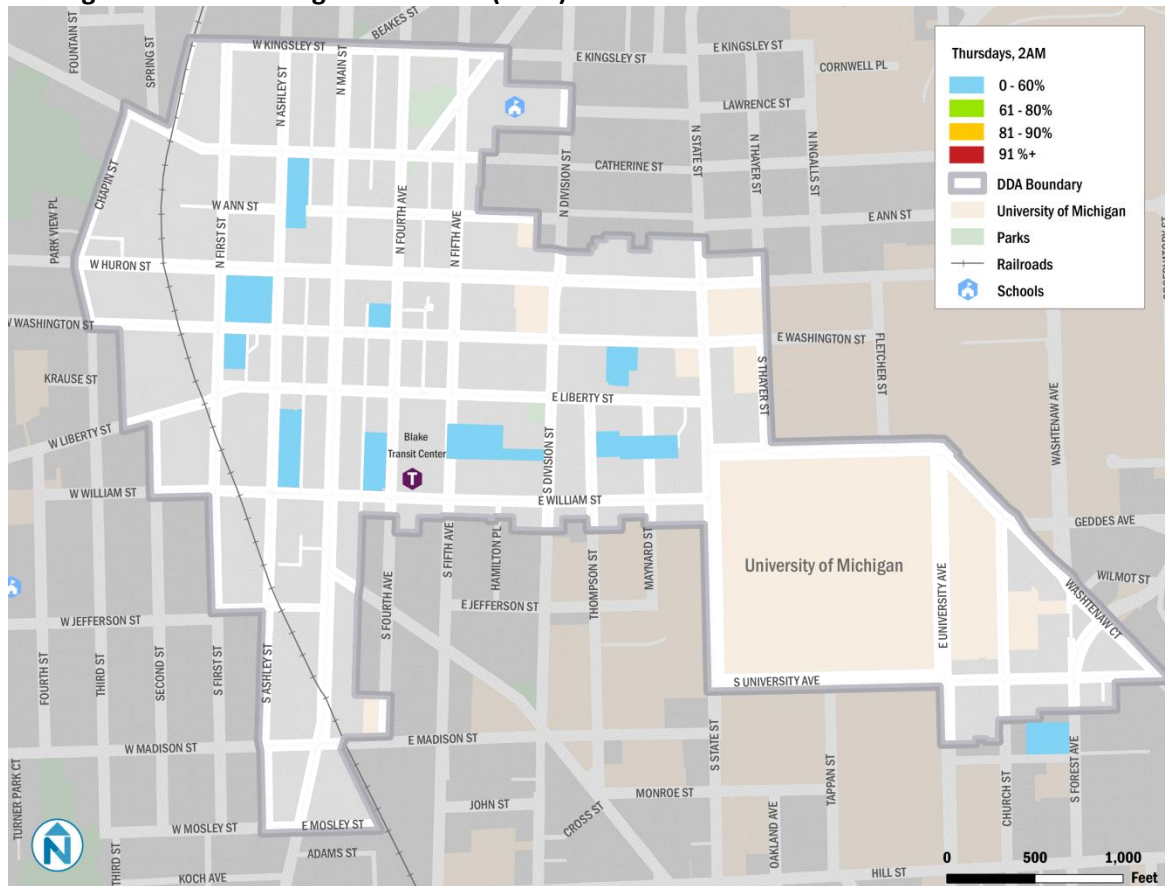
Parking Utilization – All Facilities – Weekday, Midday



Parking Utilization – All Facilities – Friday Evenings



Parking Facilities - Overnight Utilization (2AM)



As is visible in the maps, the report found that commuter parking during the weekday is most notably constrained. The DDA study also analyzed the parking impact from residents and found that only about 1 in 5 residents is occupying a parking space within the public parking system. Over the past decade there have been many residential developments and there are now approximately 5,500 downtown residents. The DDA study revealed that only about 1,000 parking spaces were being utilized overnight, or approximately 20% of the total number of spaces, which suggests that many downtown residents may be utilizing other modes of transportation.

Average Overnight Occupancy in DDA Facilities

Facility	Supply	Overnight Occupancy Counts
4th & Washington	281	28
Washington & 1st	242	145
Maynard	797	102
Forest	854	105
4th & William	847	172
Liberty Sq	573	142
Ann & Ashley	839	199
Library Lane	744	85
South Ashley	138	15
First & Huron	168	19
Combined	5,483	1,013

Living as close as they do to campus, many of these residents are living without a car, relying instead on walking, biking, transit, carshare, and Uber. The South University area is an easy walk or bike ride to amenities such as book stores or evening entertainment, and for those that want to stock up on more groceries and sundries than may be available at Replenish or Babo Market, there are Zipcars for rent by the hour. Further, there are a variety of University of Michigan and AAATA transit routes that run either through the district, or near it along Washtenaw and to/from the University of Michigan Central Campus Transit Center which is located two blocks to the north. And bicycles are utilized a great deal, often through the winter. An indication of this is the concentration of bicycle parking:

Table 2. BLOCKS WITH THE HIGHEST CONCENTRATION OF PARKED BIKES

Street	Block	# of Hoops Available	Average Count
East University	600	6	7.1
William	E500	10	8.8
State	S100	21	9.4
State	S200	17	9.7
Liberty	E600	14	10.2
North University	700	13	10.8
Liberty	E500	17	11.6
Washington	E400	11	11.9
State	S300	13	12.6
Maynard	300	10	13.0
Forest	500	15	38.3