



TO: Mayor and Council

FROM: Derek Delacourt, Community Services Area Administrator
Nick Hutchinson, City Engineer
Brett Lenart, Planning Manager
Molly Maciejewski, Acting Public Services Area Administrator
Cresson Sloten, Systems Planning Manager

CC: Howard S. Lazarus, City Administrator

SUBJECT: Council Agenda Responses

DATE: 10/6/16

CA-7 – Resolution to Close Streets for the Scare for the Care 5K on Sunday, October 30, 2016

Question: Will the flyering of affected residents reach every unit on the affected route? What kind of quality control is in place to ensure this notification takes place (for background, one resident affected by the Plumbers and Pipefitters race indicates that he did not receive advanced notice even though that was part of the commitment by the organizers). Is there an estimated number of participants for the race? (Councilmember Warpehoski)

Response: Applicant has committed to ensuring that flyers and yard signs will be distributed over the entire impacted area of the course and has met that commitment for past events. Applicant estimates 500 participants. Staff has committed to circling back with all event applicants at times indicated in the memo to confirm that notification commitments have been met.

CA-9 – Resolution to Accept Road Certifications from Washtenaw County

Question: Are there any other of these road segments located inside the city that are still under the County's jurisdiction and if so, about how many are there and what would

be the plan to eventually bring them under the city's jurisdiction? (Councilmember Lumm)

Response: A list of streets that are up for future consideration (see attached) for jurisdictional transfers with the County is attached. The criteria used for such jurisdictional transfers within the City boundary are that the adjacent properties on at least 50% of the road frontage are City parcels. Some streets on that list do not yet meet that criteria, and will not be pursued until they do. The City and the County will continue in the future to have discussions on the remaining streets on the list and determine which are appropriate to transfer jurisdiction. The City reviews the condition of the pavement and has asked the County to verify the condition of other infrastructure such as culverts, retaining walls, etc. prior to transferring jurisdiction to make sure the assets the City is taking ownership of are in adequate condition.

B-1 – An Ordinance to Add a New Chapter 72, Idling Reduction, to Title VI and to Amend Section 1:17 of Chapter 1 of Title 1 of the Code of the City of Ann Arbor (Ordinance No. ORD-16-18)

Question: In response to my Q at first reading, staff indicated we would have an answer on whether city vehicles and UM vehicles are considered 'commercial vehicles' under this ordinance by second reading. Can you please provide that clarification? (Councilmember Lumm)

Response: City and UM vehicles would not be considered 'commercial vehicles' under this ordinance. However, the City's Green Fleets Policy document already includes anti-idling provisions for City vehicles.

Question: Also in response to my Q at first reading, staff indicated AAPS did not have an official position on this ordinance – have we heard anything from AAPS over the last month on this and have we contacted them or discussed it with them at all? (Councilmember Lumm)

Response: Staff has not discussed this with AAPS or their bus provider over the last month.

Question: In another response at first reading, staff indicated the 'no idling' zones would likely include loading areas and areas of high commercial vehicle activity. Would this include/apply to the area around Blake Transit and to the buses? (Councilmember Lumm)

Response: If the area around the Blake Transit Center is designated a "no idling zone," the ordinance would apply to motor vehicles in the zone, including buses.

Question: What is the plan for enforcement of the ordinance in school areas (would Patrol or Community Standards Officers be assigned/posted)? Also, what is the plan to enforce the ordinance in the balance of the city (other than school zones)? In total, how many hours of police time a year is anticipated to be required in enforcement of the ordinance? (Councilmember Lumm)

Response: Enforcement will be primarily complaint-driven and enforced by Community Standards or Police staff. It is unclear how much staff time will be required until the level of complaints received is determined.

Question: In reviewing the other communities where there's an idling ordinance, some issue warnings for the first offense (rather than a civil infraction and fine). Was that considered for the proposed Ann Arbor ordinance and if so, what was the rationale for charging a fine (minimum of \$100 with no maximum) for a first offense? Also, are there any other Ann Arbor ordinances where there is no maximum fine identified for a violation, just a minimum fine? (Councilmember Lumm)

Response: Currently, there is not a process for tracking warnings. The delayed effective date of July 1, 2017 is intended to allow time to raise awareness of the ordinance. There is at least one penalty section of Code with only a minimum fine (8:516(4)). However, most penalties in the Code specify either only a maximum fine or both a minimum and maximum fine.

C-1 – An Ordinance to Amend Chapter 55 (Zoning), Rezoning of 5.34 Acres from TWP (Township District) to R4B (Multiple-Family Dwelling District), Mirafzali Family LLC, 2250 Ann Arbor-Saline Road (CPC Recommendation: Approval – 7 Yeas and 0 Nays (8 Votes Required at Second Reading))

Question: The land use element of the Master Plan for the South Area calls for single-family detached uses for the site. If the area of the property not being used for the regional detention basin is excluded from the calculation, how many units would be permitted on the site if it were zoned with the highest density single family zoning designation? (I believe the highest density single family zoning district is R1E, but correct me if I am wrong.) (Councilmember Eaton)

Response: The total development site is 5.34 acres. If the R1E minimum lot size requirements were applied, the regional detention portion of the property (.85 acres of the site) could accommodate up to 9 units. The remaining 4.48 acres of the site could accommodate up to 48 units.

The area of the property being utilized for the regional detention basin would accommodate up to 9 units if it were zoned R1E. If the portion of the property that is

utilized for the portion of the detention basin for regional benefit is excluded from the calculation, the site could support up to 48 units under the R1E zoning regulations.

Question: The City intends to pay \$170,000.00 for the Detention Basin Easement. What is the market value for that portion of the property if it were to be purchased? (Councilmember Eaton)

Response: The above value is based on the appraised value of the land for the City's proportional area of the regional basin. This value equates to the purchase price of the land since the proposed use will preclude any other uses for this area.

DC – 1 – Resolution to Expand the Work Scope for the Allen Creek Greenway Master Plan Project

Question: Have any of the advisory committees (citizens, technical) associated with the master planning process weighed in on DC-1 and/or the idea of expanding the Greenway in the Master Plan? (Councilmember Grand)

Response: While the Project Management Team for the Allen Creek Greenway Master Plan project have not spoken directly with the Citizens' Advisory Committee (CAC) or the Technical Advisory Committee (TAC) about the DC-1 proposed resolution, there have been several discussions about the project limits. At four past meetings: CAC, TAC and two Community-Wide meetings, staff explained that the current southern boundary of the project at State and Stimson was selected per City Council Resolution (R-11-325) which described the limits, and in response to available funding from the FY2016 Planning Services operations and maintenance budget which included \$200,000 for consulting services for development of a master plan for the Allen Creek Greenway.

The current scope of services includes a study task to identify, local and regional non-motorized connections to a broader transportation system, illustrated in the attached graphic which was presented at meetings with the CAC, TAC and the community. Though, these connections would not be analyzed at the level of detail as the Allen Creek Greenway routes, they are acknowledged as potential, interconnected networks of non-motorized facilities.

Finally, the CAC and TAC have been encouraged to review background documents related to the Allen Creek Greenway Master Plan efforts in order to make informed decisions. The attached *Allen Creek Greenway Related Documents* was made publically viewable on the city webpage and project Google Drive in late 2015 and includes the 2013 *South State Street Corridor Plan* referenced in the DC-1 proposed resolution.

Question: Approximately how long will it take staff to research and provide the data/information requested in the resolution and would any other aspects of the Master Planning effort be delayed during that time? (Councilmember Lumm)

Response: In order to determine the additional staff and consultant resource needs and schedule impacts to expand the scope of work, several factors will need to be analyzed, including:

- Analyze the impacts to the master planning project schedule, as we are currently in month 14 of a 29-month process and are nearing completion of two of the four project tasks.
- Analyze the number of stakeholders that would be added to the project process. The current study area Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC) and stakeholder list of 40 identified groups, draws from the 3.25-mile project limit. Expanding the project to Ellsworth Road would add 2.15 miles to the study area and would significantly expand the stakeholder list. Since seven of the nineteen scheduled committee and community-wide meetings for this project have been completed, it would be necessary to back track to Task 1 to include these new stakeholders and work with expanded CAC and TAC memberships.
- An amended scope of work would need to be prepared to determine additional staff and consultant time and resources to back track to Task 1 of the project and to complete the project within the adjusted schedule.

Staff anticipates that it would require at least two weeks to conduct the analysis of the project scope, cost and scheduling impact of expanding the project area. Following this analysis, the proposed scope amendment would need to be reviewed by the consultant team and adjusted as necessary, as well as the funding source determined and the legislative item drafted and reviewed for submission. It is anticipated that a resolution could be presented to City Council at the regular meeting on November 21, 2016 to approve an expanded scope and appropriate the necessary resources to perform this work. To reduce cost impacts due to the amount of additional back tracking that would result, staff would put the current master planning study on hold while performing this analysis.

Question: What was the rationale for selecting State St. & Simpson as the Southern boundary of the Master Plan as opposed to the boundary of the City? (Councilmember Lumm)

Response: The current southern boundary of the project at State and Stimson was selected per City Council Resolution (R-11-325) which described the limits, and in response to available funding from the FY2016 Planning Services operations and maintenance budget which included \$200,000 for consulting services for development of a master plan for the Allen Creek Greenway. City Council Resolution (R-11-325) further states that the “goal for Ann Arbor’s Downtown” is to “Foster the development of

system of linked open spaces on the floor of the Allen Creek valley to create an amenity which encourages residential investment and provides an improved transition between the downtown Core and west side neighborhoods” and acknowledges the “opportunity and desire to create a Greenway along the Ann Arbor Railroad tracks...”. The current southern boundary of the master plan project, at State and Stimson, is just south of the southern boundary of the Allen Creek watershed along the WATCO rail line (formerly Ann Arbor Railroad).

Question: How would the proposed resolution affect the cost and timeframe for the proposed master plan? Would there need to be a change in the composition of the relevant advisory bodies in the process? What are the cost impacts of studying the additional leg of the system as part of the current master plan process compared to studying it as a stand-alone project? Are there any near-term potential trail opportunities that staff is aware of that might be missed if the proposed expansion of scope is not acted on? (Councilmember Warpehoski)

Response: In order to determine the additional staff and consultant resource needs and schedule impacts to expand the scope of work, several factors will need to be analyzed, including:

- Analyze the impacts to the master planning project schedule, as we are currently in month 14 of a 29-month process and are nearing completion of two of the four project tasks.
- Analyze the number of stakeholders that would be added to the project process. The current study area Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC) and stakeholder list of 40 identified groups, draws from the 3.25-mile project limit. Expanding the project to Ellsworth Road would add 2.15 miles to the study area and would significantly expand the stakeholder list. Since seven of the nineteen scheduled committee and community-wide meetings for this project have been completed, it would be necessary to back track to Task 1 to include these new stakeholders and work with expanded CAC and TAC memberships.
- An amended scope of work would need to be prepared to determine additional staff and consultant time and resources to back track to Task 1 of the project and to complete the project within the adjusted schedule.
- Staff anticipates that it would require at least two weeks to conduct the analysis of the project scope, cost and scheduling impact of expanding the project area. Following this analysis, the proposed scope amendment would need to be reviewed by the consultant team and adjusted as necessary, as well as the funding source determined and the legislative item drafted and reviewed for submission. It is anticipated that a resolution could be presented to City Council at the regular meeting on November 21, 2016 to approve an expanded scope and appropriate the necessary resources to perform this work. To reduce cost impacts due to the amount of additional back tracking that would result, staff

would put the current master planning study on hold while performing this analysis.

In addition to the above bullet points, the “cost impacts of studying the additional leg of the system as part of the current master plan process compared to studying it as a stand-alone project” could be significant. The expanded study area would need to be examined at the same level of detail that is being used in analyzing the feasibility of alignments in the current study area. As an example: the current study area has been divided into eight segments along the length of the project area and 222 different trail segment alternatives have been identified in a parcel-by-parcel analysis. The project team has analyzed potential routes with 22 CAC members and 30 TAC members. The project will soon be starting task three, of four tasks, which will focus on narrowing down the options of feasible alternatives with the CAC, TAC, 40 identified stakeholder groups, and the general public. To study the additional leg as part of the current project will require back tracking as mentioned above adding additional cost, compared to studying it as a later, stand-alone project.

Staff is not aware of “any near-term potential trail opportunities that might be missed if the proposed expansion of scope is not acted on”.

DS – 1 – Resolution to Approve the Modification of Deed Restrictions Placed on 350 S. Fifth as a Condition of Sale of the Formerly City-Owned Property to Fifth Fourth, LLC (8 Votes Required)

Question: The City’s right of reversion and right of first refusal in the Fifth Fourth agreement expired only when the building was completed and certificate of occupancy was issued. With the proposed revisions, these two rights expire when construction commences (not when it’s completed). Why is that change necessary or appropriate (it seems the developer is adequately protected with the prior language as long as they complete the project)? And what happens if construction commences, but for whatever reason, is not completed? (Councilmember Lumm)

Response: Under the terms of the City’s right of first refusal, the City had sixty days from the date of receipt of notice of Habitat’s offer to Fifth Fourth, LLC to exercise its right of first refusal. The 60-day period has elapsed as to this offer. Should this offer not result in transfer of title from Fifth Fourth, LLC to Habitat. The City’s right of first refusal will be reinstated with regard to any future offer received until such time as a final certificate of occupancy is issued for the building. The City’s right of reversion is triggered only if Fifth Fourth, LLC does not obtain a final certificate of occupancy consistent in the vesting deed prior to April 2, 2018. Commencement of construction, if not completed, does not alter the terms of reversion. The change proposed by the Developer is not necessary for its protection. The Developer has indicated the change will assist it in obtaining financing for the project.

Question: Also related to the right of reversion and right of first refusal, the proposed revisions include the city (if requested by the lender) assigning both the city's right of reversion and right of first refusal to the developer's construction lender upon closing of the construction loan. "Assigning" sounds like the city loses the two rights (they're not shared) – is that correct? And if so, why would the city agree to potentially forfeit those two rights before construction even starts (let alone, be completed)? (Councilmember Lumm)

Response: Assignment of the City's rights of first refusal and reversion to a construction lender would allow the lender to exercise those rights rather than the City. The Developer has proposed this as an alternative to removal of the restrictions for the same reason as stated above.

Question: The agreement with Fifth Fourth included the language "will adopt and be bound by the recommendations of the Design Review Board". Given that developer compliance with the Design Review Board recommendations is encouraged, but voluntary, has the 'adopt and be bound by' language ever been required before? Is it expected this language will also be in the agreement for the Library Lot agreement when it's presented to Council? Also, if there were an appeal to the Planning Commission (as requested by the developer), would city staff plan on making a recommendation to the Planning Commission? (Councilmember Lumm)

Response: Staff is not aware of any other examples of the required to be bound by the Design Review Board; it was negotiated and agreed to by Fifth Fourth as a condition of sale. Staff would carry forward the recommendation of the Design Review Board. The agreement for the Library Lot will not incorporate this language, but will have specific design requirements incorporated into the agreement that are consistent with the RFP response.

Question: The preliminary proposal from the new developer team contemplates parking on the second and third floors – about how many spaces will that provide and what demand for spaces would normally be expected from 233 residential units and 14,000 sq ft of office space? Also, how significant a concern is it to staff that the parking is not underground with a connection to the Library Lane Structure? (Councilmember Lumm)

Response: City Code currently designates this area as the special parking district (Section 5:169). In the special parking district, no off-street parking is required for normal floor area. However, off-street parking is required at the rate of 1 space per 1,000 square feet of premium floor area, regardless of use.

Broadly speaking, the 350 S. Fifth Avenue site is 34,848 square feet, is in the D1 district and has a normal maximum FAR of 400%. Assuming the proposed development uses premium floor area up to 700%, it would then be required to provide 105 off-street parking spaces. A project that utilized the 900% premium would require a minimum of 175 spaces. In either case, these spaces can be provided on site, through contract arrangement with the DDA, or by fee-in-lieu payment.

The loss of the underground parking connection is unfortunate, as it would have provided a high quality connection to additional parking. However, the cost for this connection is likely very high, and imposing this improvement and associated cost, rather than the current surface level connection, may compromise the ability to achieve other desired aspects of a development at this location.

Question: If this resolution is approved, when is it expected the site plan would be submitted to Staff for review and the review/approval process officially begin?
(Councilmember Lumm)

Response: Timing for the submission of a site plan is determined by the Developer. Habitat has indicated a desire to commence the review process soon. They have not provided a specific date.

Question: The new developer has indicated “placement of the office and residential units above the third floor will minimize the impact on the tenants from the noise and fumes associated with the transportation center”. This issue was also raised by Fifth Fourth. Is the city working with AAATA to identify ways to minimize these noise and fume impacts, and if so, what is the status of those discussions? (This also relates to the question I asked whether the idling ordinance provisions would apply to buses and to this Blake Transit Center area). (Councilmember Lumm)

Response: The developer is required by the deed restrictions to engage AAATA in good faith discussion to determine whether it can help facilitate the goal of on-street bus transit.

Proposed Transfer of Road Certification from WCRC to the City of Ann Arbor

Road Name	Segment	Township	Section	Length	Classification	Meeting Notes / Action Items
Maple Road	Craig Rd to Foss St	Ann Arbor	18	0.54	Primary	City to evaluate and respond to WCRC request.*
Dhu Varren	West of Pontiac Trail	Ann Arbor	9 & 16	0.27	Local	No annexations have occurred on this segment.
Nixon Road	South of M-14	Ann Arbor	10	0.77	Primary	No annexations have occurred on this segment.
Huron River Drive	West of Hogback Road	Ann Arbor	35 & 36	0.75	Primary	Requires revisions to existing maintenance agreement.
Chalmers Road	South of Huron River Dr	Ann Arbor	35	0.58	Local	Waiting until over 50% of properties have been annexed.
Blakeway Road	All	Ann Arbor	35	0.12	Local	Waiting until over 50% of properties have been annexed.
Woodland Road	All	Ann Arbor	35	0.47	Local	Waiting until over 50% of properties have been annexed.
Riverside Road	All	Ann Arbor	35	0.17	Local	Waiting until over 50% of properties have been annexed.
Thornoaks Road	All	Ann Arbor	36	0.29	Local	Properties excluded from annexation agreement.
E. Huron River Service Dr	All	Ann Arbor	36	0.38	Local	Properties excluded from annexation agreement.
Scio Church Road	East of I-94	Pittsfield	6	-	Primary	Minor adjustment considered a wash with Packard Rd.
Ann Arbor-Saline Road	South of I-94	Pittsfield	6	-	Primary	Current certification is the center of I-94.

Allen Creek Greenway Related Documents

Title	Year	Organization	URL
Capital Improvements Plan Documents			http://www.a2gov.org/departments/systems-planning/programs/Pages/FY2016-2021-Capital-Improvements-Plan.aspx
City of Ann Arbor FY2016-2021 Capital Improvements Plan: Transportation - Alternative Transportation	2014	City of Ann Arbor	http://www.a2gov.org/departments/systems-planning/programs/Documents/FY2016-2021/AltTransDataSummary.pdf
City of Ann Arbor FY2016-2021 Capital Improvements Plan: Municipal Facilities - City Owned Buildings	2014	City of Ann Arbor	http://www.a2gov.org/departments/systems-planning/programs/Documents/FY2016-2021/CityOwnedBldgDataSummary.pdf
City of Ann Arbor FY2016-2021 Capital Improvement Plan: Municipal Facilities - Parks and Recreation	2014	City of Ann Arbor	http://www.a2gov.org/departments/systems-planning/programs/Documents/FY2016-2021/ParksRecDataSummary.pdf
City of Ann Arbor FY2016-2021 Capital Improvements Plan: Utilities - Stormwater Management	2014	City of Ann Arbor	http://www.a2gov.org/departments/systems-planning/programs/Documents/FY2016-2021/StromwaterDataSummary.pdf
Allen Creek Greenway Documents			http://www.a2gov.org/departments/systems-planning/programs/Pages/Allen-Creek-Greenway-Master-Plan-Project-Documents.aspx
City of Ann Arbor Downtown Development Authority Plan Update: Allen Creek North	2001	Ann Arbor Downtown Development Authority	http://www.a2gov.org/departments/systems-planning/programs/Documents/City%20of%20Ann%20Arb or%20Downtown%20Development%20Authority%20Plan %20Update%2c%20Allen%20Creek%20North_2001.pdf
Allen Creek Greenway Preliminary Feasibility Study	2005	Stephen M. Ross School of Business at the University of Michigan (Student Report)	http://www.a2gov.org/departments/systems-planning/programs/Documents/Allen%20Creek%20Green way%20Master%20Plan%20Project/Allen%20Creek%20Gr eenway%20Preliminary%20Feasibility%20Study_2005.pdf

Allen Creek Greenway Related Documents

Title	Year	Organization	URL
Allen Creek Greenway Documents Documents (continued)			
Allen Creek Greenway Supplementary Research and Preliminary Analysis	2005	Stephen M. Ross School of Business at the University of Michigan (Student Report)	http://www.a2gov.org/departments/systems-planning/programs/Documents/Allen%20Creek%20Greenway%20Master%20Plan%20Project/Allen%20Creek%20Greenway%2c%20Supplementary%20Research%20and%20Preliminary%20Analysis_2005.pdf
The Allen Creek Greenway - Findings and Recommendations	2007	Allen Creek Greenway Task Force, City of Ann Arbor	http://www.a2gov.org/departments/systems-planning/programs/Documents/Allen%20Creek%20Greenway%20Master%20Plan%20Project/The%20Allen%20Creek%20Greenway%20Findings%20and%20Recommendations_2007.pdf
Proposed Route of the Allen Creek Greenway; Essential Route and Future Opportunities	2008	Allen Creek Greenway Conservancy	http://www.a2gov.org/departments/systems-planning/programs/Documents/Allen%20Creek%20Greenway%20Master%20Plan%20Project/Proposed%20Route%20of%20Allen%20Creek%20Greenway%2c%20Essential%20Route%20and%20Future%20Opportunities_2008.pdf
Visioning the Allen Creek Greenway: Designing a Path, Creating a Place	2012	School of Natural Resources and Environment at the University of Michigan (Student Report)	http://www.a2gov.org/departments/systems-planning/programs/Documents/Allen%20Creek%20Greenway%20Master%20Plan%20Project/Visioning%20the%20Allen%20Creek%20Greenway_2012.pdf
Green the Way: Moving Forward on an Allen Creek Trail	2014	University of Michigan Urban and Regional Planning Program (Student Capstone Report)	http://www.a2gov.org/departments/systems-planning/programs/Documents/Allen%20Creek%20Greenway%20Master%20Plan%20Project/Green%20the%20Way%20Moving%20Forward%20on%20an%20Allen%20Creek%20Trail_2014.pdf

Allen Creek Greenway Related Documents

Title	Year	Organization	URL
Planning Documents			http://www.a2gov.org/departments/planning-development/planning/pages/city-master-Plan.aspx
Michigan Climate and Health Profile Report 2015 - Building Resilience Against Climate Effects on Michigan's Health	2015	Great Lakes Integrated Sciences Assessments Program (GLISA)	http://glisa.umich.edu/media/files/MI-Climate-Health-Profile.pdf
North Main Street/Huron River Corridor Land Use Plan	1988	Prepared by Deardorff Design Resources/inc. for the City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/Documents/MasterPlans/North%20Main%20Street-Huron%20River%20Corridor%20Land%20Use%20Plan%201988.pdf
City of Ann Arbor Natural Features Master Plan	2004	City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/Documents/MasterPlans/NFMaste rPlan_6-04.pdf
Recommended Vision & Policy Framework for Downtown Ann Arbor: Downtown Development Strategies Project	2006	Prepared by Calthorpe Associates and Strategic Economics for City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/Documents/MasterPlans/Develop mentStrategiesReport_02-17-06.pdf
A2D2: Ann Arbor Discovering Downtown Recommendations	2007	City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/a2d2/Pages/AnnArbo.aspx
			http://www.a2gov.org/departments/planning-development/planning/a2d2/Pages/Resources.aspx
City of Ann Arbor Downtown Plan	2009	City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/Documents/MasterPlans/Downto wnPlan_May09_Final.pdf
City of Ann Arbor Master Plan: Land Use Element	2009	City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/Documents/MasterPlans/Land_Us e_Plan_Nov09.pdf
Washtenaw County Brownfield Redevelopment Program Guide	2009	Washtenaw County	http://www.ewashtenaw.org/government/departments/c ommunity-and-economic-development/news/2014/community-and-economic-development/housing-and-community-infrastructure/wcbra/wcbra_administrative_documents/w cbra_program_guide_sep_09

Allen Creek Greenway Related Documents

Title	Year	Organization	URL
Downtown Ann Arbor Design Guidelines	2011	City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/Documents/MasterPlans/Downtown%20Design%20Guidelines%2002-07-11.pdf
Planning Documents (continued)			
City of Ann Arbor Parks & Recreation Open Space Plan 2011-2015	2011	City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/Documents/MasterPlans/PROS%202-22-11.pdf
City of Ann Arbor South State Street Corridor Plan	2013	City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/Documents/MasterPlans/SSSC%20PLAN%20August%202013.pdf
City of Ann Arbor Sustainability Framework	2013	City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/Documents/MasterPlans/Ann%20Arbor%20Sustainability%20Framework%20051313.pdf
The North Main Street - Huron River Corridor Vision for the Future	2013	City of Ann Arbor The North Main-Huron River Corridor Vision Task Force	http://www.a2gov.org/departments/planning-development/planning/pages/northmainhuronrivercorridorproject.aspx http://www.a2gov.org/departments/planning-development/planning/Documents/North%20Main/NMVF%20report%209-3-13_FINAL.pdf
NACTO Urban Street Design Guide	2013	National Association of City Transportation Officials	http://nacto.org/usdg
Park Advisory Commission (PAC) Downtown Parks Subcommittee Report	2013	City of Ann Arbor	http://www.a2gov.org/departments/Parks-Recreation/administrative/Documents/pac/Park%20Advisory%20Commission%20%28PAC%29%20Downtown%20Parks%20Subcommittee%20Report%20-%20Final.pdf
Segment D2-G Border-to-Border Nonmotorized Trail ~ Summary Report Washtenaw County, Michigan Trail Master Plan from Dexter-Huron Metropark to Bandemer Park ~ Dexter to Ann Arbor	2016	Washtenaw County Parks and Recreation Commission and Huron Clinton Metropolitan Authority	https://secure2.ewashtenaw.org/hosting/Parks_Rec/B2B_MasterPlan-DexterToAnnArbor.pdf

Allen Creek Greenway Related Documents

Title	Year	Organization	URL
Ann Arbor City Code Chapter 57: Land Use Control	N/A	City of Ann Arbor	https://www.municode.com/library/mi/ann_arbor/codes/code_of_ordinances?nodeId=TITVZOPL_CH57SULAUSCO

Project Site Documents			
Request for Proposal for the Acquisition and Redevelopment/Reuse of City-Owned Property 415 West Washington Street	2008	City of Ann Arbor	http://www.mitn.info/bids/attachments.asp?TN=110746&GroupID=1077
Frequently Asked Questions 415 W. Washington Request for Proposals	2008	City of Ann Arbor	http://www.mitn.info/bids/attachments.asp?TN=110746&GroupID=1077

Project Site Documents (continued)			
Phase I Environmental Assessment: 721 North Main Street	2012	Prepared by Tetra Tech for City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/documents/721%20N%20Main/1%20ESA1%20pg%201-44.pdf
721 North Main Street Existing Facility Assessment: Final Report	2013	Prepared by inForm Studio for City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/Documents/North%20Main/721NMainBuildingAssessment-Final.pdf

Transportation Documents			
Rails-with-Trails: Lessons Learned	2002	US Department of Transportation	http://www.fhwa.dot.gov/environment/recreational_trails/publications/rwt/page00.cfm
City of Ann Arbor Transportation Master Plan Update	2009	City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/pages/city-master-plan.aspx http://www.a2gov.org/departments/planning-development/planning/Documents/MasterPlans/Non-Motorized%20Plan%20Update%202013.pdf
Ann Arbor Connector Feasibility Study: Final Report	2016	Arbor, Ann Arbor Area Transportation Authority, University of Michigan and the	http://aaconnector.com/AAConnector_FinalSummaryReport_2.24.16.pdf
Ann Arbor Connector Website			http://aaconnector.com/
			http://www.a2gov.org/departments/planning-development/planning/pages/city-master-plan.aspx

Allen Creek Greenway Related Documents

Title	Year	Organization	URL
City of Ann Arbor Non-motorized Transportation Plan (with 2013 update)	2013	City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/Documents/MasterPlans/Non-Motorized%20Plan%20Update%202013.pdf
2040 Long Range Transportation Plan for Washtenaw County	2013	Washtenaw Area Transportation Study (WATS)	http://www.miwats.org/2040lrp/home
America's Rails-with-Trails: A Resource for Planners, Agencies and Advocates on Trails Along Active Railroad Corridors	2013	Rails-to-Trails Conservancy	http://www.railstotrails.org/resource-library/resources/americas-rails-with-trails/
			http://www.railstotrails.org/resourcehandler.ashx?id=2982
Transportation Documents (continued)			
Ann Arbor Station Environmental Review Site Tour Itinerary	2014	City of Ann Arbor	http://www.a2gov.org/departments/systems-planning/planning-areas/transportation/Documents/AAS--Tour_Packet_9-15-2014_Combined.pdf
Connecting our Communities: Summary Report for Evaluation of Downtown Ann Arbor North-South Commuter Rail (WALLY) Station Sites	2014	Prepared by Smithgroup JJR and Quandel Consultants for the Ann Arbor Area Transportation Authority	https://www.michigan.gov/documents/mdot/N-S_CommuterRail_AA_Report_2014_0701_low_res1_463580_7.pdf
North-South (Wally) Commuter Rail History and Status Report - June 2014	2014	Ann Arbor Area Transportation Authority	http://www.theride.org/Portals/0/Documents/5AboutUs/WALLY/2.5.2%20WALLY%20Status%20Report%20June%202014.pdf
WATS FY 2014-2017 Transportation Improvement Program	2014	Washtenaw Area Transportation Study (WATS)	http://www.miwats.org/tip
NACTO Urban Bikeway Design Guide	2014	National Association of City Transportation Officials	http://nacto.org/publication/urban-bikeway-design-guide/
Ann Arbor City Code Chapters 47-50: Streets and Sidewalks	N/A	City of Ann Arbor	https://www.municode.com/library/mi/ann_arbor/codes/code_of_ordinances?nodeId=TITIVSTSI
Required Clearances Near Railroad Tracks	N/A	MDOT	http://michigan.gov/documents/rcbook_55515_7.pdf
WALLY Corridor and Surroundings Map	2013	Ann Arbor Area Transportation Authority	http://www.theride.org/Portals/0/Documents/5AboutUs/WALLY/WALLY_map_052113_11x17_crops.pdf

Allen Creek Greenway Related Documents

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Pedestrian Safety and Access Task Force Recommendations to City Council	2015	Pedestrian Safety and Access Task Force for City Council	http://www.a2gov.org/departments/systems-planning/programs/Documents/Pedestrian%20Safety%20and%20Access%20Task%20Force%20Final%20Recommendations.pdf

Water Resources Documents

Allen's Creek Watershed Management Plan	2001	Allen's Creek Watershed Group	http://www.acwg.org/
City of Ann Arbor Flood Mitigation Plan	2007	City of Ann Arbor	http://www.a2gov.org/departments/planning-development/planning/Documents/MasterPlans/Floodplan_FINAL_March_07.pdf
Michigan and options for response: A guide for municipalities	2016	Huron River Watershed Council	content/uploads/2016/02/Stormwater-and-Climate-Guide-1.pdf

Water Resources Documents (continued)

Allen's Creek Watershed Management Plan	2001	Allen's Creek Watershed Group	http://acwg.org/
Planning Along the Huron: Huron River and Impoundment Management Plan	2009	City of Ann Arbor	http://www.a2gov.org/departments/systems-planning/planning-areas/climate-sustainability/sustainability/Documents/HRIMP_2009.pdf#search=huron%20river%20impound%20management%20plan
Middle Huron Stormwater Plan for Addressing Total Maximum Daily Loads	2010	Middle Huron Watershed Stormwater Advisory Group	http://www.hrwc.org/wp-content/uploads/2010/03/Middle_Huron_TMDL_plan_FINAL.pdf
Public Education Plan Template for Middle Huron Stormwater Advisory Groups Members Participating in the Watershed Municipal Stormwater Permit	2010	Huron River Watershed Council	http://www.a2gov.org/departments/systems-planning/planning-areas/water-resources/Documents/PEP%20Final%20with%20Table.pdf#search=public%20education%20plan%20template
Public Participation Plan for the Middle Huron River Subwatershed (Washtenaw County)	2010	Huron River Watershed Council	http://www.wcroads.org/sites/default/files/pdf/Environmental-PDFs/Middle_Huron_PPP.pdf
City of Ann Arbor 2011 Storm Water Management Program	2011	City of Ann Arbor	http://www.a2gov.org/departments/systems-planning/planning-areas/water-resources/Documents/2011_SWMP.pdf


Allen Creek Greenway Related Documents

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Bacteria Reduction Implementation Plan for the Middle Huron River Watershed	2011	Middle Huron Watershed Stormwater Advisory Group	http://www.hrwc.org/wp-content/uploads/2009/10/Honey_Creek_WMP.pdf
Watershed Management Plan for the Huron River in Ann Arbor - Ypsilanti metropolitan Area	2011	Prepared by the Huron River Watershed Council for the Washtenaw County Drain Commissioner	http://www.ewashtenaw.org/government/drain_commissioner/project-status/huron_plan/hrwp.pdf
Allen Creek Berm: Feasibility of Flood Reduction and Pedestrian Options Technical Memorandum	2013	Prepared by OHM Advisors for City of Ann Arbor	http://www.a2gov.org/departments/systems-planning/planning-areas/water-resources/Documents/2013-1216%20FINAL%20REPORT.pdf#search=Allen%20Creek%20Berm%3A%20Feasibility%20of%20Flood%20Reduction%20and%20Pedestrian%20Options%20Technical%20Memorandum
Floodplain Management in Michigan: Quick Guide	2013	Michigan Department of Environmental Quality	http://michigan.gov/documents/deq/lwm-quickguide_202673_7.pdf
Water Resources Documents (continued)			
Rules and Guidelines: Procedures and Design Criteria for Stormwater Management Systems	2014	Washtenaw County Water Resources Commissioner	http://www.ewashtenaw.org/government/drain_commissioner/dc_webPermits_DesignStandards/dc_Rules/wcwr-rules-2014-08-06_book.pdf
Ann Arbor City Code Chapter 29: Sewer Rates	N/A	City of Ann Arbor	https://www.municode.com/library/mi/ann_arbor/codes/code_of_ordinances?nodeId=TITIIUTSE_CH29WASESTRA
Ann Arbor City Code Chapter 33: Stormwater System	N/A	City of Ann Arbor	https://www.municode.com/library/mi/ann_arbor/codes/code_of_ordinances?nodeId=TITIIUTSE_CH33STSY
Ann Arbor City Code Chapter 63: Stormwater Management	N/A	City of Ann Arbor	https://www.municode.com/library/mi/ann_arbor/codes/code_of_ordinances?nodeId=TITVZOPL_CH63STWAMASOE_RSECO
Best Management Practices for Storm Water: A Developers' Guide for Ann Arbor	2005	City of Ann Arbor	http://www.a2gov.org/departments/systems-planning/planning-areas/water-resources/Documents/DevelopersGuide_4-6-05.pdf#search=best%20management%20practices%20for%20storm%20water%3A%20a%20developer%27s%20guide%20to%20ann%20arbor

Allen Creek Greenway Related Documents

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City of Ann Arbor Floodplain and Floodway Maps	2010	City of Ann Arbor	http://www.a2gov.org/services/data/pages/default.aspx
FEMA new Flood Insurance Rate Maps (FIRM)	2012	FEMA	http://gisapp.ewashtenaw.org/Html5Viewer_2_3/Index.html?configBase=http://gisapp.ewashtenaw.org/Geocortex/Essentials/REST/sites/A2FEMAFlood/viewers/Ann_Arbor_Flood/virtualdirectory/Resources/Config/Default

NON-MOTORIZED SYSTEM

- Allen Creek Greenway is a potential north-south “spine” that can connect through the city. 
- Connects to many east-west bike facilities that link into neighborhoods.
- Identified in the 2013 Non-Motorized Plan.
- North end connects to the Border-to-Border (B2B) Trail with county-wide trail connectivity.
 - B2B is now a part of the state-wide *Iron Belle Trail* system.
- South end can potentially follow the rail corridor to the south of Ann Arbor and other facilities identified in the Non-Motorized Plan.
- Coordinate with existing and proposed mid-block crossings.

