



TO: Mayor and Council

FROM: Howard S. Lazarus, City Administrator

CC: Jim Baird, Police Chief
Derek Delacourt Community Services Area Administrator
Craig Hupy, Public Services Area Administrator
Brett Lenart, Planning Manager
Cresson Slotten, Systems Planning Manager

SUBJECT: Council Agenda Responses

DATE: September 18, 2017

AC-1 - Memorandum from City Administrator: Solid Waste/Recycling Program Area Status Updates

Question: I certainly understand that we can't operate the baler and conveyor system until it is safe to do so. When do we expect to complete the assessment you referenced including determining if the baler is repairable (and if so, at what cost) and the comparison of repair vs continuing 100% loose load? Also, how much extra cost (vs the hybrid approach) has the city incurred to date for the 100% loose-load and roughly how much extra cost is incurred each month it's 100% loose-load?? (Councilmember Lumm)

Response: It is anticipated that the determination regarding the baler and conveyor system and the economic examination of its repair/replacement versus continuing with 100% loose loading will be completed in the late October timeframe. Based on the recent tonnages at the MRF and August market values, it is estimated that the 100% loose loading may cost approximately \$30,000 more per month than the hybrid method. This value may vary substantially depending on tonnages processed and the market values of the materials during the term of the contract.

Question: The overall strategy of "rationalizing the differing methods of service delivery" certainly seems to make sense as there likely would be significant efficiencies to be gained. Given that, are there any provisions in the commercial collection contract that would allow an early termination of that contract so that implementation of a rationalized/consolidated contract(s) could occur earlier than June 30, 2019?
? (Councilmember Lumm)

Response: The commercial collection contract does not have a provision that would allow for such an early termination.

CA-1 – Resolution to Approve the Closing of State Street from William to Liberty Streets and North University between State and Fletcher Streets for the Watch the Game on State Street Event from 9:00 AM on Saturday, October 21, 2017 until 1:00 AM on Sunday, October 22, 2017

Question: Has there been a change in the requirements for the barricades separating active traffic from the event area? If so, what are the changes and when did they change? Do they apply citywide or just downtown? What is the cost differential in the changes, for this event specifically and in general? (Councilmember Westphal)

Response: Yes, due to recent world events the Police Department has determined that the Jersey Barriers provided an extra level of safety necessary to reflect current hazards. The specific change is the inclusion of concrete Jersey Barriers instead of standalone wood barricades. The changes apply to any event requesting a special event permit or street closure as determined necessary by the Police Department. Police are recommending a total of nine Jersey Barriers for this event. This event will combine both types of barricades. The final cost will be between \$3K and \$18K. The costs for the standard Type 3 barricades and the Jersey Barriers are on the attached fee sheet. These fees became effective July 1, 2017.

CA-2 - Resolution Approving Cooperative Agreement Amendment between the United States of America Commodity Credit Corporation and the City of Ann Arbor for the Agriculture Conservation Easement Program (ACEP) and to Accept Additional Grant Funds of \$511,070.00 for Total Award Amount of \$1,033,410.00

Question: Regarding CA-2, what are the anticipated purchase prices of the Rogers and Devine-Koselka PDR's and what are the expected funding sources and amounts?
(Councilmember Lumm)

Response: Updated appraisals are required to meet NRCS requirements to establish the final purchase prices for the Rogers and DeVine-Koselka properties. The City applied for and was awarded NRCS makes cost-share assistance and was considered by NRCS for additional cost-share assistance based on the conservation value of the

properties. The total Federal share will not exceed 50% of the fair market value of the agricultural land easement based on the updated appraisal. Once City Council approves acceptance of the NRCS award, staff will obtain the necessary updated appraisal to determine the final fair market values for these properties. On receipt of the updated appraisal report, staff will approach additional partners to request participation in these projects. The approval of this resolution does not obligate City Council to proceed with the acquisition of these properties; however, it is necessary to secure the awarded funds should the City to acquire the property.

CA-9 – Resolution to Award a Contract to The Davey Tree Expert Company for Routine Street Tree Pruning (\$666,675.00, Bid No. ITB-4507)

Question: The service agreement for the full amount appears to list 3 pruning areas. The attached maps infer a 10-year cycle. Is the full amount for 10 years, and on what intervals is it paid? (Councilmember Westphal)

Response: The service agreement and contract amount of \$666,675.00 is for Year 1 of the 10-year pruning cycle.

Question: I see there were 3 bidders. How do these pruning costs per tree compare with previous contracts or rates in other cities? (Councilmember Westphal)

Response: The City has not had a routine street tree pruning cycle in over a decade and there are no recent city contracts or regional municipalities, that have similar pruning specifications, to provide comparison.

Recent tree pruning contracts to address the forestry backlog were focused only on removing dead and dangerous limbs. The specifications for this routine pruning contract require pruning to not only remove dead limbs and provide clearance, but to also prune trees to develop proper form and structure.

Question: What are the financial and quality tradeoffs between contracting the pruning function vs. building this capacity in-house? Was an analysis performed? (Councilmember Westphal)

Response: Due to the large number of street trees that are required to be pruned each year as part of the routine pruning cycle, and Forestry's other required work activities (i.e. tree removal, addressing resident requests, emergency tree activities, storm damage, stump removal, tree planting and maintenance of parks trees), both contractor and city crews are needed to perform routine tree pruning.

An analysis of Forestry activities and city crews/contractors, is included in the [Urban and Community Forest Management Plan](#) (see Appendix B- p.87). Contractors were identified as being best suited to accomplish routine tree trimming as part of a routine pruning cycle. Note that contractors performed routine tree pruning during the last pruning cycle that ended in 2002-03.

Question: What are the minimum qualifications of the employees who will be conducting the pruning, do we feel we have sufficient supervisory capacity to oversee their activities and can you please give an indication of how their performance will be evaluated and reported? (Councilmember Westphal)

Response: Yes, there is sufficient supervisory capacity within the City to oversee the activities of the contractors. For the first 10 days of the project, the contractor is required to provide a daily work log to the City. City staff will be inspecting each day's work to ensure that tree pruning meets contract specifications, and the results of the inspections will be promptly communicated to the contractor. Following the initial 10-day period, work logs will be required to be submitted weekly (or as requested) for city staff inspection. Davey Tree Expert Company has International Society of Arboriculture Certified Arborists on staff that will be involved in this project.

CA-10 - Resolution to Affirm the City of Ann Arbor's Commitment to the Joint Washtenaw County-City Equity Initiative and Approve a Purchase Order with Washtenaw County for Phase 2 of Government Alliance on Race and Equity (GARE) Engagement (NTE \$38,461.50)

Question: The cover memo references the objectives of this phase 2 of the initiative which include develop, propose, and secure passage of an Equity Ordinance in Washtenaw County and the City of Ann Arbor. Can you please elaborate a bit on what the scope of an Equity Ordinance would be and when it might come to City Council? Also, what City Boards or Commissions would be asked to review the proposed ordinance along the way? (Councilmember Lumm)

Response: The scope of an Equity Ordinance may include, but is not necessarily limited to, practices that will encourage greater diversity in hiring and promotional opportunities, addressing pay disparities; and promoting business development through government contracting opportunities. As this is a joint initiative, the measures to be adopted by the City and the County should be closely aligned. The process for developing, proposing, and securing Council approval (including the review process at the Board and Commission level and the timing for delivery) of an Equity Ordinance are part of the GARE scope of work and are not yet defined.

DC-3 - Resolution of Intent Regarding Applications of Potential Washtenaw County Millage to Support Community Mental Health Department, County Sheriff Operations, and Policing Jurisdictions Rebate

Question Q1. The cover memo indicates the county millage proceeds are allocated 37% for Mental Health, 38% for the County Sheriff's office, and 25% for the jurisdictions that have their own police departments. In the ballot language proof from the Washtenaw County Clerk on August 29, the allocation percentages were slightly

different (38% for mental health; 38% for sheriff's office; 24% for jurisdictions with police departments). Can you please confirm what the right allocations are and explain what changed? (Councilmember Lumm)

Response: The County revised the allocation when passed. The correct allocation is 38% for mental health; 38% for sheriff's office; and 24% for jurisdictions with police departments. The resolution text will be revised.

Question Q2. In the July 3, 2017 resolution of intent adopted by Council, the 2nd resolved clause stated "20% to improve pedestrian safety (e.g enforcement augmentation, crosswalk improvements, RRFB's, streetlights (operating and capital)." This resolution of intent, however, does not include enforcement augmentation as a possible use. Why was that possible use of the proceeds eliminated/deleted? (Councilmember Lumm)

Response: The City Administration was asked to provide additional examples of how the funds could be utilized for Council consideration. Enforcement augmentation was not included as City staff considered this revenue to be non-recurring and not appropriate for funding ongoing requirements.

Question Q3. The parenthetical phrase (operating and capital) was included in the resolved clause covering all three uses in the July 3, 2017 resolution, but that phrase does not appear in the resolution for tonight. Why was that eliminated? Are operating uses of the proceeds contemplated/allowed and if so, please specify the scope and limitations of those operating uses (e.g could they fund personnel costs)? (Councilmember Lumm)

Response: This Resolution does not limit the scope of expenditures within the named categories.

Question Q4. While I recognize that most Council resolutions can be reversed/do not obligate future Councils, is that also true for this resolution that's related to a millage and includes the language "for the duration of the millage in the following amounts, for the following purposes"? (Councilmember Lumm)

Response: Yes, this is a Resolution of Intent and as such is not binding on future Councils.

Question Q5. As I understand it, the specific amounts allocated to each jurisdiction that has a police force will be based on the populations of those jurisdictions and not on the taxable values or amount of tax collected from the respective jurisdiction. Can you please confirm if that is accurate? If so, can you please provide the amount AA would receive in the first year based on population and how much it would have received if based on the tax paid? (Councilmember Lumm)

Response: Final allocation is determined by the County. If allocation is based on population, the attached chart provides an estimate of the amount each local jurisdiction might receive.

<u>Local Unit</u>	<u>Population *</u>	<u>Taxable Value **</u>	<u>Estimated 1 Mill Levy</u>	<u>Proposed Local Unit Distribution</u>
Ann Arbor	120,782	\$ 5,495,586,758	\$ 5,495,587	\$ 2,190,777
Chelsea	5,185	248,481,212	248,481	94,047
Milan	6,014	95,528,188	95,528	109,084
Saline	9,151	398,697,653	398,698	165,983
Ypsilanti	21,018	305,949,602	305,950	381,230
Pittsfield	38,434	1,848,874,444	1,848,874	697,126
Northfield	8,579	341,327,094	341,327	155,608
Subtotal	209,163	\$ 8,734,444,951	\$ 8,734,445	\$ 3,793,855

* US Census 2016 Estimate

** 2017 Washtenaw County Equalization

Question Q6. If the millage passes, and if Ann Arbor were to allocate its proceeds in the manner specified in this resolution, roughly \$8M would be spent over the period to "effect the goals of the Climate Action Plan". While some eligible uses are listed, it would be much more informative to voters if they had a rough breakdown on how the \$8M might actually be spent (e.g specific actions, programs) - could you please provide that? (Councilmember Lumm)

Response: Some examples of potential actions within the programs listed in the item include:

EnergySmart Ann Arbor:

- Subsidize energy audits to guide improvement decisions
- Provide energy information assistance to guide owners through energy audit results, and navigate available tax credit and state/local incentives
- Certified financing options to simplify process, if applicable (e.g., PACE)
- Provide access to rebate incentives for energy improvements

Charge Up Ann Arbor!:

- Expand the current number of EV (electric vehicle) charging stations in the parking system
- Incentive fund for employers/property owners to install charging stations

- EV purchase education program
- Use for EV vehicles and equipment for the City's Green Fleet program

Solar for All:

- Support solar aggregation programs and community solar consistent with recent City Council resolutions

Question Q7. The ballot language states the millage will raise \$15.43M in the first year. How much of that \$15.43M is paid by Ann Arbor taxpayers? How much is paid by the other six jurisdictions with their own police forces? (Councilmember Lumm)

Response: Utilizing 2017 County Equalization, the total revenue is estimated to be \$15.8 million with City of Ann Arbor residents paying \$5.5 million of the total.

Question Q8. What was the basis in establishing that 24% of the total millage proceeds would be allocated to the jurisdictions with their own police forces? (Councilmember Lumm)

Response: This was a County decision. Any inquiry as to the basis for the decision should be directed to the County. Staff has been advised that Commissioner LaBarre, sponsor of the County proposal, is willing to share his thoughts on the rationale for the text of the proposal with those interested.

Question Q9. Is there any precedent in Michigan for this situation of a county tax millage that has a defined purpose and title "Mental Health and Public Safety Preservation Millage", but involves sending money back to certain sub-jurisdictions of that County that can be used for completely unrelated purposes? If so, can you please provide a bit of information on the precedent(s). Also, are there any state laws, regulations or guidelines for how the money should be allocated back to sub-jurisdictions? (Councilmember Lumm)

Response: Staff are unaware of a prior example. The millage speaks for itself.

Question Q10. Given that the practical effect/result of this millage for the City of Ann Arbor is to raise dollars in the City's General Fund that can be used for any purpose, I'm interested in understanding the Headlee implications. Specifically, does this in any way constitute a violation of the Headlee Amendment? Given the City is at the Headlee maximum now in our General Operating Levy, does it constitute a Headlee Override? Are there any specific Headlee-related disclosures that need to be made (in the ballot language, ordinance etc)? (Councilmember Lumm)

Response: The City is not at the Headlee maximum. For Headlee purposes, as a County millage, it is a County issue regarding compliance with Headlee and the City's maximum does have any impact on the issue.

Question Q11. Beyond Headlee, does the structure of this millage (with multiple purposes and dollars sent to sub-jurisdictions with no restrictions on their use) violate any other federal or state laws, regulations or guidelines? (Councilmember Lumm)

Response: This question should be referred to the County.

Question Q12. Given that the City is not obligated to spend the proceeds consistent with the County Millage purpose and title "Mental Health and Public Safety Preservation", what specific actions do staff recommend to ensure voters/taxpayers in the City fully understand what they are voting on:

- Different/amended ballot language? If not, please explain how the County's current ballot language, coupled with the declared intent of City Council to not use funds for public safety purposes, meets the state's election law standard on millages for a "clear statement of purpose"?

Special educational efforts? If not different language or special educational efforts, how are Ann Arbor voters expected to know what they are actually voting on?
(Councilmember Lumm)

Response: It is not the City's role to provide information on another jurisdiction's ballot proposal to voters.

Question Q13. The resolution passed by City Council July 3rd related to this millage included the statement "City Council intends to consider a General Fund Rebate Use Policy Resolution" and the resolution tonight also uses the "rebate" term". Where did the term "General Fund Rebate" come from (it does not appear in the resolution or ballot language the County Commissioners approved) and how is it defined?
(Councilmember Lumm)

Response: This resolution was prepared as to Council. The sponsors (Taylor, Ackerman, Frenzel, and Smith) would need to respond to this question.

DC-8 - Resolution Directing the City Administrator to Review the Ann Arbor Crosswalk Ordinance (Section 10:148 of Ann Arbor City Code)

Question: How would AAPD characterize the nature of the violations for which citations have been issued recently in targeted crosswalk enforcement? For example, is data recorded regarding which aspect of the ordinance was violated in each case (approaching ramp, waiting at curb, or in roadway)? (Councilmember Westphal)

Response: The data that has been recorded is for verbal warnings and for violations (tickets) to our City Ordinance 10:148a only. We have not collected data for approaching the ramp, waiting at the curb, or in the roadway.

Question: If not quantitatively, is it possible to generalize whether citations were largely for violations of the base State law or for the enhanced restrictions that Ann Arbor put into place? (Councilmember Westphal)

Response: Violations (tickets) are being written under the City Ordinance 10:148a, as it specifically written for “the driver of a vehicle”.

- **10:148. - Pedestrians crossing streets.**

(a) When traffic-control signals are not in place or are not in operation, the driver of a vehicle shall stop before entering a crosswalk and yield the right-of-way to any pedestrian stopped at the curb, curb line or ramp leading to a crosswalk and to every pedestrian within a crosswalk when the pedestrian is on the half of the roadway on which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

(b) A pedestrian shall not suddenly leave a curb or other place of safety and walk or run into a path of a vehicle that is so close that it is impossible for the driver to yield.

(c) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.

DB-1 - Resolution to Approve The Gallery Planned Project Site Plan and Development Agreement, 441 S. Ashley Street (CPC Recommendation: Approval - 7 Yeas and 0 Nays)

Question: Is it possible to see design renderings for the proposed project? (Councilmember Grand)

Response: Elevations are attached showing the views of the building from both Ashley and Jefferson Streets.

Question Can you please send a drawing or view that shows the 4/5 story nature of the proposed building. The cover memo and staff report reference 4 stories some places, and five stories in others. Clearly, there's a slope or something, but I can't picture how the 4/5 stories relate to the adjacent properties? (Councilmember Lumm)

Response: Elevations are attached showing the views of the building from both Ashley and Jefferson Streets.

Question: The citizen participation report indicates the Old West Side Association was "generally" supportive and that the Design Review Board also was

"generally" supportive. Can you please provide a bit more texture in terms of their concerns and positions? Also have we received any other objections / comments other than those noted from the citizen participation meeting? (Councilmember Lumm)

Response: There were no objections from either the DRB or the Old West Side regarding the proposed building. Minutes from the DRB are attached along with the CPO Meeting. Since approval of the Gallery at City Planning Commission, I have not received any negative feedback.

DB-2 - Resolution to Approve Hampton Inn Development Agreement Amendment #2, 2910 Jackson Road

Question Q. Regarding DB-2, what is the basis of the \$18,600 amount and is the contribution required up-front or just if any pedestrian improvements are actually constructed? (Councilmember Lumm)

Response: The cost estimate is shown in the table below. The contribution is required prior to the issuance of a final certificate of occupancy for the building. The improvements are scheduled for the 2018 construction season.

Jackson Avenue Proposed Crosswalk

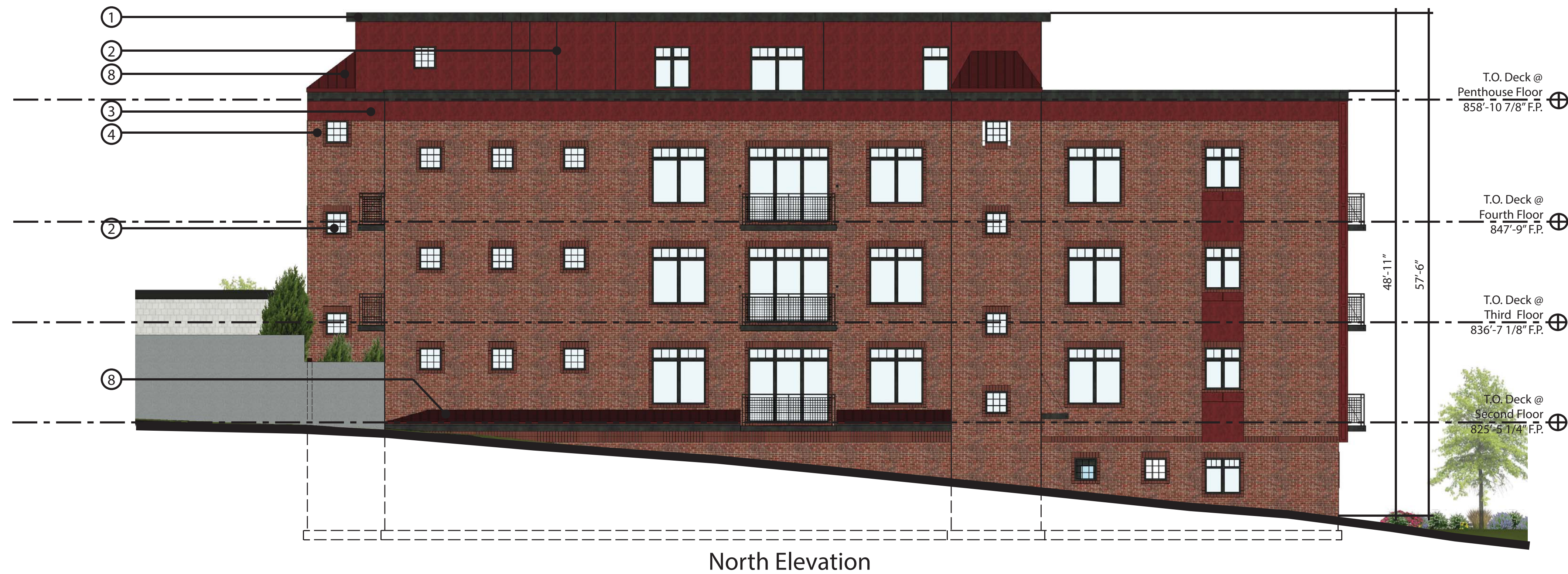
03/30/2017

Estimate of Costs					
Item Code	Item Description	Units	Quantity	Unit Price	Amount
2047001	_Curb, Gutter, and Curb and Gutter, Any Type, Rem	Ft	80.00	\$7.75	\$620.00
2047011	_Sidewalk, Sidewalk Ramp, and Driveway Approach, Any Thickness, Rem	Syd	33.33	\$8.65	\$288.30
2057011	_Grading, Sidewalk	Syd	22.22	\$4.50	\$99.99
2057011	_Grading, Sidewalk Ramp	Syd	33.33	\$4.50	\$149.99
5010005	HMA Surface, Rem	Syd	48.90	\$10.50	\$513.45
5010025	Hand Patching	Ton	8.80	\$250.00	\$2,200.00
8027001	_Curb and Gutter, Conc	Ft	80.00	\$42.00	\$3,360.00
8037001	_Detectable Warning Surface, Modified	Ft	30.00	\$23.50	\$705.00
8037010	Sidewalk Ramp, Conc, 6 inch, Modified	Sft	300.00	\$16.25	\$4,875.00
8037010	Sidewalk, Conc, 4 inch, Modified	Sft	200.00	\$8.25	\$1,650.00
8117001	Pavt Mrkg, Wet Retrflec, Thermopl, 12 inch, Crosswalk	Ft	163.00	\$15.00	\$2,445.00
8167011	_Slope Restoration	Syd	69.33	\$11.75	\$814.63
Contingency (5%)					\$886.07
TOTAL					\$18,607.42

Public Works Fees 2018 Budget

Activity	Fee	Effective Date	Last Fee Increase
Road Section Closures/Barricading:			
1-2 Road Section Closures/Barricading without Pedestrian Barricades	\$548.00	7/1/2017	07/01/16
3-4 Road Section Closures/Barricading without Pedestrian Barricades	\$556.00	7/1/2017	07/01/16
5-6 Road Section Closures/Barricading without Pedestrian Barricades	\$1,103.00	7/1/2017	07/01/16
7-8 Road Section Closures/Barricading without Pedestrian Barricades	\$1,111.00	7/1/2017	07/01/16
9-10 Road Section Closures/Barricading without Pedestrian Barricades	\$1,655.00	7/1/2017	07/01/16
1-2 Road Section Closures/Barricading with Pedestrian Barricades	\$640.00	7/1/2017	07/01/16
3-4 Road Section Closures/Barricading with Pedestrian Barricades	\$1,279.00	7/1/2017	07/01/16
5-6 Road Section Closures/Barricading with Pedestrian Barricades	\$1,919.00	7/1/2017	07/01/16
7-8 Road Section Closures/Barricading with Pedestrian Barricades	\$2,558.00	7/1/2017	07/01/16
9-10 Road Section Closures/Barricading with Pedestrian Barricades	\$3,193.00	7/1/2017	07/01/16
Cement Barricades 1-6 Barricades	\$3,509.00	7/1/2017	NEW
Cement Barricades - 36 Barricades	\$18,077.00	7/1/2017	NEW





KEY

- 1) Bent metal parapet coping
- 2) Vinyl or Aluminum Clad Windows
Similar to Andersen or Marvin
- 3) Smooth cementitious panel
Similar to Hardie Panel
- 4) Brick Veneer
Similar to Glen-Grey "Camden"
- 5) 4" Limestone Sill
- 6) Thermally broken door frame
Selected by purchaser with approval
- 7) Stone veneer on poured concrete
Similar to Arriscraft "Laurier"
- 8) Standing Seam Metal Roof
- 9) Public Art Space



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West Elevation

KEY

- 1) Bent metal parapet coping
- 2) Vinyl or Aluminum Clad Windows
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Similar to Hardie Panel
- 4) Brick Veneer
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CITIZEN PARTICIPATION MEETING
THE GALLERY CONDOMINIUMS

MEETING DATE: February 9, 2017

MEETING LOCATION: Office of Ann Arbor Builders, Inc., 202 E. Madison, Ann Arbor, MI

MEETING TIME: 7:00 P.M.

Alex de Parry, developer, and Brad Moore, architect, opened the meeting at 7pm for questions.

First Question: One attendee asked if the building was built to the lot line, if the balconies overhang the sidewalk, and if provisions have been made for drainage.

Answer: Brad Moore showed the closest point of the building to be 3 feet from the sidewalk and the balconies at 3 feet wide, so the balconies do not extend over the sidewalk. In fact, the building is set back farther than would be normally allowed as we are trying to match setbacks on the north and east.

Mr. Moore further explained that there is currently no storm water management on the site whatsoever so all the water flows off the site. We will be required to hold and retain all water that falls on the site so that it doesn't go into the floodplain for a period of 24 to 48 hours. We plan on doing that with a subterranean vault or tank that will have a perforated bottom so that some of the water can be absorbed underground before it's discharged into the storm sewer. The idea is to store the water on site until the city's storm water drains can clear volume. So we'll be improving the drainage and storm water retention dramatically over what presently exists.

Question: One attendee described how the area along First Street and the railroad tracks flood during heavy rains.

Answer: Brad said the parking level – at its lowest point – will be even with the current high point of the 100 year floodplain and it will rise another foot as you come around the corner, so in a 100-year event, there shouldn't be water coming into the garage.

Question: One attendee asked if the building meets the current zoning.

Answer: Brad explained that it does and that we will not be requesting a rezoning.

Question: Another attendee asked if these will be condos or apartments and what the price range will be.

Answer: Alex de Parry answered that the units will be condos and that while pricing has not been ascertained, we are trying to target pricing to begin somewhere in the high \$300's for about 1000 square feet.

Question: One attendee asked if there are mechanical operations at the penthouse level.

Answer: There may be some condensers but every unit will have its own air handler in the unit so there's not a joint piece of HVAC equipment on the roof.

Question: Is it true that some area has been dedicated for a greenway?

Answer: Brad showed where we would grant a public easement for a greenway.

Question: What will be the total number of units?

Answer: The number of units will be 22 – 7 on three floors and 1 unit on the penthouse level.

Question: How many parking spaces? 22 to 23. The idea is one space for each unit.

How many residents will there be? We can't control that. The two bedroom units could have a single person, a couple, a couple with one or two children, or a single person with a roommate.

Question: Will the greenway easement be permanent.

Answer: Yes, it be part of the master deed.

Question: Have you met with the greenway people? Have you met with the Allen Creek Greenway Conservancy?

Answer: Alex stated that he has met with Joe O'Neil and Connie Pulcipher and has informed them that we will be granting an easement for the green belt.

Question: Are you proposing any changes to the intersection?

Answer: No. Any traffic that leaves our site can't get to the intersection because it's one way. Transportation will review the project and will require a traffic study if they feel it's necessary.

Question: When you look around at neighboring buildings, is this compatible with Ashley Mews?

Answer: Yes, we did a study of the First Street character.

Question: Where are any heating and cooling units that will make noise be located?

Answer: We don't have a central unit like that do at Baker Commons. We haven't yet enlisted a mechanical engineer but compressors would be on the roof. Mostly likely there will be at least four, one on each side of the building. De Parry explained that we used the Carrier Infinity series at The Mark, and they are so quiet that you can walk by a unit that's running and not hear it.

Question: What's the siding material on the penthouse?

Answer: It will be the same cementitious panels as the bays. The same material is on The Mark if anyone wants to see it. The Design Review Board has suggested that the penthouse be the same color as the bays. At The Mark, the HDC, which had jurisdiction, wanted the penthouses to be the grayish color that you see.

A comment was made that 70 new homes have been put in the floodplain the last year and that the city is “misguided” in allowing these homes to be built and that they will be inundated when the storms come. The person said that when you build in the floodplain, you’re blocking the homeowners upstream and obstructing where the water would normally go so that people who didn’t flood will. He wants to make sure more people aren’t put “in harm’s way.”

Same person was concerned about parking and where new residents with more than 1 car would park. We are confident that occupants will not need more than one car per dwelling.

Comment – water runs down the tracks. What are you doing to prevent flooding?

Answer: We are reducing the runoff that exists now. We can’t absorb the water that runs to us from the tracks, but we are reducing the amount of water that runs to the tracks from the site.

Comment: One lady said that the floodway touches a corner of the building and the entire building is in the floodplain according to the FEMA map.

Answer: Our civil engineer will not let that happen. And the building will not be in the floodplain. Nor would the city permit any part of the building to be in the floodway.

Question from previous person: Does the city have access to FEMA maps?

Answer: We are required to use the data that the city has which is sometimes more accurate than FEMA maps. Brad then showed and explained the floodplain and floodway areas on the drawings he brought and said that the location will be verified by the city and the civil engineers and the MDEQ.

Comment: Flood insurance is going up by 25% a year and building should be stopped in the floodplain. Another way to have a greenway is to stop flooding and this negates a meaningful greenway.

Another attendee added that the floodplain is increasing.

Answer: We will comply with whatever Jerry Hancock sets as our standard. We don’t know what data he is using other than the data that he’s arrived at through his own studies and FEMA.

Comment: The Watershed Council has said we should be planning to a 500-year floodplain, not to a 100-year, and he is concerned that we’re going to get more storms and a lot of water. The building will accommodate a 500 year flood with only minor flooding in the garage level.

Question: How wide is the driveway?

Answer: 15 feet.

Follow-up question: Can it be narrowed bit a little?

Answer: We’re taking a look at that. Additionally, the current parking lot has grown over on to the railroad property and that pervious area will be replaced with green, pervious area. The new driveway will be pervious pavers.

Question: When is the Design Review Board meeting?

Answer: Two weeks ago.

Follow-up question: Will you go a second time?

Brad answered that it's up to Alex. Alex stated that we will go back to the Design Review Board for a second meeting.

Question: Will you have a green roof?

Answer: That's one thing we're considering for at least part of the roof.

Question: Did you have a meeting with the Old West Side Association and if so, what did they say about the project?

Answer: Yes, we met with some board members and they were supportive of the project.

Question: Is the building taller than Ashley Mews?

Answer: No, Brad showed a perspective in relation to Ashley Mews.

Question: Has the building on the corner of Jefferson and Ashley ever flooded?

Answer: No. The current building has never flooded although it is in the floodplain.

Several attendees asked that their email address not be made public, so email addresses have been deleted from the attendance sign in sheet.

The meeting was adjourned at 8:20 pm.

The meeting notes were prepared by Alex de Parry

ANN ARBOR DESIGN REVIEW BOARD

January 18, 2017

Action Minutes

Members Present: Tamara Burns (Chair), Bill Kinley (Vice Chair) (3:15), Gary Cooper, Dick Mitchell, Geoff Perkins (3:10), Lori Singleton, Paul Fontaine

Members Absent: None

Staff Present: Alexis DiLeo

Meeting Started: 3:00 p.m.

Agenda – Approved

Approval of Minutes – Approved (Moved by Cooper, Seconded by Mitchell; 5 yes, 0 no.)

The November 16, 2016 Design Review Board Meeting Minutes were approved as prepared. The November 29, 2016 Recommendation Letter to The Collegian East (project no. DR16-016) was approved as prepared.

Unfinished Business – None

New Business – F-1, 17-0090, DR16-018, The Jefferson, 112 W. Jefferson Street

Brad Moore of J. Bradley Moore & Associates and Alex De Parry of Ann Arbor Builders introduced themselves as the design team and described the proposed development. They explained the project needed to be mindful of the floodplain on the site, and that the building was aligned with the existing setbacks of the adjacent developments.

The Board asked about the proposed dumpster enclosure at the northwest corner of the site and asked about how the woonerf would be used. The Board also discussed a better location for the main entrance to the building and the possibility of relocating the vehicular entrance to West Jefferson Street. Some members were concerned about existing traffic conditions on Ashley.

The Board agreed the massing and materials proposed for the building were appropriate for the site and the character area. Their suggested improvements focused on site design. Recommended changes to consider include: making the proposed woonerf more of a plaza and providing outdoor furniture; relocating the main front entry so it has greater prominence, a stronger vertical element, and more pop; adding

landscape design elements and plantings to reflect, and celebrate, the presence of the underlying drain and the existing floodplain; moving the main vehicular access to Jefferson; adding windows to stairwells; eliminating the solid waste enclosure entirely and simply identifying a place within the woonerf or plaza to temporarily store the dumpsters on the collection day. The design team was encouraged to submit revised plans for further discussion and comment.

Finally, the Board commented that new policies for downtown solid waste storage and collection are causing detrimental effects on urban design and vibrant streetscapes, citing the requirement to have an enclosure in the front yard of The Jefferson for dumpster storage and need for a curb cut specifically to enable front loading disposal trucks.

Communications – DiLeo advised the Board on the status of recently discussed projects and when they may be scheduled for public hearings by the Planning Commission.

Public Commentary (General) – None

Adjournment – 4:20 pm

Prepared by Alexis DiLeo, City Planner
January 19, 2017

Approved on February 15, 2017