

## **Racquet Club** OF ANN ARBOR

3010 Hickory Lane  
P.O. Box 130228  
Ann Arbor, Michigan 48113

City of Ann Arbor  
Planning Department

March 6, 2008

The representatives of the Racquet Club of Ann Arbor request a hold on our Administrative Amendment until City Council determines the status of sidewalks long Geddes Ave. and Hickory Lane.

The Racquet Club of Ann Arbor has applied for an administrative amendment to our site plan of record (dated October 9, 2007) to make repairs to our facility. We propose to remove a collapsing existing garage and replace it with a new smaller garage, to remove and replace the existing children's wading pool with has numerous mechanical problems, and, as a result of pool improvements, relocate an existing children's play area. These are general repairs necessary to keep the Club viable.

We are seeking an administrative amendment in order to avoid compliance with recent storm water management requirements. The Club predates current requirements and has no storm water retention/detention facilities. It is infeasible to provide them, at this time, given current land use and the cost of such extensive improvements. It is important to note that, if the proposed improvements are implemented, there will be a net decrease in impervious area on our site.

During the review of our administrative amendment, City staff as determined that we would be required to make additional improvements, notably the installation of new public sidewalks and a new fire hydrant. The cost of these improvements is expected to be considerably over 200% of our planned improvement budget.

We request review by City Council regarding sidewalks that are to be installed along Geddes Ave and Hickory Lane as part of an Administrative Amendment requirement of an existing site plan that was submitted for permits for renovations at the Racquet Club of Ann Arbor in September 2007. As a part of the proposed site improvements, the Racquet Club would be required to construct a city sidewalk along the Geddes Avenue (north – 225 LF) and the Hickory Lane (west – 598 LF) rights-of-way. This sidewalk would presumably connect to the recently installed sidewalk constructed as a part of the new Geddes/Huron Parkway intersection improvements; specifically linking to the crosswalk at the intersection of the new bike path (former on-ramp to Huron Parkway) and Geddes Avenue. It is our position that this request is exorbitant, unnecessary, onerous and not feasible at this time.

There are several reasons for our position:

It is our understanding that the City of Ann Arbor is evaluating the installation of a sidewalk along the north side of Geddes, from the newly installed sidewalk and crosswalk west to the entry of Gallup Park. It is also our understanding that the City is evaluating the installation of a sidewalk (at their own expense) on the south side of Geddes from the new bicycle path (crosswalk) west to

Hickory. This would be located on the Racquet Club's right-of-way (possibly also on the Racquet Club's property, requiring additional right-of-way) and would include relocating the existing fencing along the Racquet Club's north property line.

If the City is considering these projects why are they simultaneously requesting the Racquet Club install the same sidewalk? Please note that there are no sidewalks in the entire Ann Arbor Hills neighborhood; the area bounded by Huron Parkway, Washtenaw, and Geddes.

I (Brent Schomaker) personally met with Michael Nearing, City Engineer, who organized the Geddes/Huron Parkway Bridge Project over the summer and fall of 2007. I also attended the City meeting on December 7, 2006 at Huron High School to discuss sidewalks and other issues. I inquired about a sidewalk connecting the new sidewalks and bike path connecting to the Geddes Ave pedestrian entrance to Gallup Park. Within the week, Michael and one of his construction managers met at the intersection of Geddes and Hickory Lane to review the possibility of putting a sidewalk on Geddes Ave. I met with them on location and it was their position that there was not enough easement on the south side, along with numerous utilities (utility poles, fire hydrants, steep slopes) to place sidewalk on that side. It was also cost prohibitive to place one on the north side due to the need for grading, retaining walls, and guardrails at that time.

Michael states that "we have recently applied for funding from MDOT for this work..." We question the fact that, if the City determined that it was to be too costly and difficult, why would they pass this requirement on to private residents? Please review the attached email between Michael Nearing and Brent Schomaker regarding this discussion. We find it unreasonable if the City determines it to be Racquet Club's responsibility and requires Racquet Club to absorb the cost of the project, but also forfeit a significant portion of their property to create the ADA required sidewalk. The estimated cost could be more than 5 times the projected cost of the site improvements.

Numerous residential renovation projects as well as new construction have, and are currently taking place along Devonshire (which connects to Hickory Lane at the Racquet Club) as well as Arlington Ave, but we notice that none have been required to install sidewalks. If the City is requesting sidewalks at the Racquet Club, presumably to serve the neighborhood, why are sidewalks along Devonshire (the main connector street in the neighborhood) not being required? The Racquet Club has approximately 783LF of frontage on Hickory Lane; 355LF north of the Devonshire intersection and 428LF south of the intersection. Hickory lane, south of Devonshire is a 'dead-end' street looping back on to Devonshire.

We especially question the need for a sidewalk south of Devonshire. There are currently no sidewalks in the Ann Arbor Hills neighborhood east of Londonderry, north of Washtenaw and west of Huron Parkway. It is our understanding that there was significant opposition to placement of sidewalks in this area. In fact, we were requested to place sidewalks along these areas when we first submitted the site plan in 1998. The Planning Commission waived our responsibility to install the sidewalks at that time. We have since completed two other projects (one in 2000 and another in 2003) that went through site review and did not require us to again address the sidewalk issue. Why does the Planning and Building Departments have the authority to override the issue?

There are also significant inherent costs to completing the sidewalk. With almost .25 mile of sidewalk, Racquet Club would be responsible for maintenance of the sidewalks. Racquet Club is a seasonal, non-profit club and would be required to purchase equipment for snow removal and deicer to provide a safe path. We believe that by the time any sidewalks that are connected so that there was a continuous path (if ever), we would probably replace the sidewalk, potentially more that once. The sidewalk along Hickory Lane would essentially lead to nowhere.

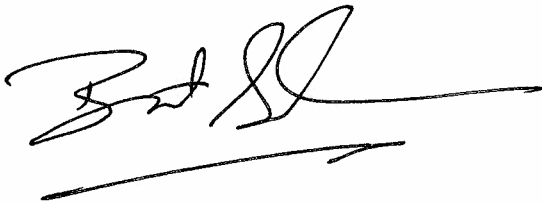
The City Planning and Building department has also required us to put in a new fire hydrant on our property. The cost for this is estimated to reach somewhere around 60k, for 1 building that does not meet the new Fire Marshall code of being within 250' of an existing hydrant. We find it unreasonable to place a fire hydrant for a brick and steel building that was constructed in 1964, at a seasonal club that is open 3 months a year. We also find it ironic that one of our projects is to repair a pool.

Our final position is that the significant cost of these requirements, and the resulting delay in the implementation of our project, has put significant pressure on us as a business to operate. We are attempting to demolish and replace a small office/garage that would be smaller in footprint than the existing building and removes a large portion of impervious area. This building is dilapidated and is in disrepair. The office is an essential part of the club where the computers, servers and phone systems are provided for the club. Without this area, we are unable to do day-to-day business. We are also in need of replacement of our small baby pool. The plumbing has degraded and we want to provide better facilities to encourage new membership and keep our existing membership. Without members, we do not exist. We are already having to make costly repairs due to the delay of the construction this season; money better spent on the projects intended for the site review. In essence, the delay to gain permits has reduced our function and could potentially damage future memberships and our ability to conduct business

Thank you for your consideration,

Brent Schomaker, General Manager  
Racquet Club of Ann Arbor

cc: Gary Cooper, Architect  
Brian Wright, Phoenix Contracting  
Chris Cheng, Planning Department, City of Ann Arbor  
Liam Ayers, President, Racquet Club of Ann Arbor  
Charlie Groh, Vice President, Racquet Club of Ann Arbor

A handwritten signature in black ink, appearing to read 'Brent Schomaker', with a long horizontal line extending to the right.

Drive approaches shall have either Type M or Type L openings, as shown in the City Standard Details, and as described below:

*Drive approaches serving up to 8 single or two-family dwelling units, sites within the DDA District, or a parking lot(s) with up to 24 parking spaces shall meet the adjacent sidewalk/bikepath grade. Thus the sidewalk/bikepath shall not be ramped down to the drive approach. Drive approaches may be either concrete or asphalt.*

Minimum requirements for concrete approaches shall be 6" thick, non-reinforced Class A concrete, on a 6" base of Class II granular material or 22A dense graded aggregate..

Minimum requirements for asphalt approaches shall be 3" of 1100 20AA asphalt placed in one lift, on a 6" base of 22A gravel.

*Private street intersections, and drive approaches outside of the DDA District which will serve a parking lot(s) with over 24 parking spaces or carry 50 or more trips during the peak hour, shall have a full curb face to the adjacent sidewalk/bikepath. The sidewalk/bikepath shall be ramped down to the drive approach with concrete ramps. Drive approaches may be either concrete or asphalt. The crosswalk across the approach shall be made either by pavement markings or scored concrete. In addition, a stop sign shall be installed at the exit of the drive, located on the property a minimum of two feet outside the right-of-way.*

Minimum requirements for concrete approaches shall be 8" thick, non-reinforced Class A concrete, on a 6" base of Class II granular material or 22A dense-graded aggregate..

Minimum requirements for asphalt approaches shall be 3" of 1100 20AA asphalt placed in one lift, on an 8" base of 22A gravel.

Drive approaches to be constructed on existing concrete streets, or on streets with mountable curb, shall be trapezoidal approaches. The opening on an existing concrete street is to be a Type L opening with the back of the curb being horizontally sawcut.

#### **8B. Sidewalks and Access Walks**

Sidewalks shall be provided on both sides of all public streets. Sidewalks are to be typically located such that the outside edge is positioned six inches inside the right-of-way line. However, the sidewalk may meander within the right-of-way to protect and save trees, slopes, etc. if approved by the Public Services Director. This approval will be granted provided that any curve in the sidewalk has a minimum 15 foot radius, and that the minimum lawn extension width meets the requirements of Section 8D., Lawn Extensions.

Sidewalk ramps shall be constructed at all street intersections and shall meet the requirements of the Sidewalk Ramp detail in Division X, Standard Details of these Standards.

Public Storm Sewer - A storm sewer carrying storm water runoff from a public right-of-way.

Service Lead - A sanitary or storm sewer pipe serving only an individual building, or a water pipe serving an individual water meter or manifolded meters, when permitted. A Service Lead connects to a sewer lateral or water main.

Site - All contiguous land under the same ownership.

Standards, Specifications, Standard Details - These, the City of Ann Arbor Public Services Department's Standard Specifications.

Street Frontage - The length of a Site abutting one or more streets.

Technician - A City of Ann Arbor Engineering Division Technician.

Transportation Division - The City of Ann Arbor's Public Services Department - Transportation Division.

Utilities Director - The City of Ann Arbor's Utilities Director, or his/her designated representative.

WCDC - The Washtenaw County Drain Commissioner.

WCRC - The Washtenaw County Road Commission.

## 1B. Specifications

These Specifications are based on the MDOT Standard Specifications for Construction Manual (1990 edition). Any modification required by the Specifications contained in these documents, supersedes the requirements in the MDOT Standard Specifications for Construction Manual. Any modifications required by the Detailed Specifications issued for a particular project supersede the General Specifications contained in these documents and the MDOT Standard Specifications for Construction Manual.

The General Specifications and Detailed Specifications are intended to set up minimum standards for the materials and equipment to be furnished and their installation. It is the intent to cover complete work. Where minor accessories or tools are clearly necessary for satisfactory operation and/or maintenance of the equipment but are not specifically mentioned, they are to be included in these Specifications. Where specifications are not given, it is intended that the best standard practice in design, materials, and workmanship shall be followed and in all cases shall be subject to the approval of the Public Services Director.

Minor variations to these Specifications may be permitted by the Public Services Director in exceptional circumstances. General revisions to these Specifications which relate to technical aspects of the design and construction of items included in the Specifications, will be issued by the Public Services Department from time to time. General revisions and major variations to these Specifications which relate to City policy aspects of these Specifications must be approved by City Council resolution. This includes revisions or major variations to the following sections of Division II-Design Standards:

- 3G. Footing Drains/Sump Pump Discharges/Downspouts
- 4A. Storm Water Retention/Detention (General)
- 5A. Water Main Design (General)
- 7A. Street Design (General)
- 7C. Right-of-Way and Street Width
- 7H. Cul-de-sacs
- 8A. Drive Approaches
- 8B. Sidewalks
- 8C. Bikepaths

**1C. Project Schedule**

Prior to commencing construction activities, the Contractor shall submit his/her proposed work schedule to the Engineer for review. It shall include all major and/or critical elements of work. Construction activities shall not commence until the Contractor's schedule has been approved by the Engineer.

**1D. Permits**

All applicable permits must be obtained prior to the commencement of construction activities. These permits shall include, but not be limited to:

*Wetland and Watercourse Use Permit* - This permit is required for activities within a wetland, watercourse or buffer area as required by Chapter 60 of the City Code. These activities include but are not limited to the following:

- Removal of vegetation, ground cover or disturbance of soils within a wetland, watercourse or buffer area.
- Filling, flooding, draining, dredging, ditching, tiling or excavating to/from a wetland, watercourse or buffer area.
- Construction, placement or development of any structure, road rights-of-way, bridges or trails, utility transmission and distribution lines and related facilities, parks and recreation areas, or fish and wildlife management activities within a wetland, watercourse or buffer area.
- Enclosure, enlargement, diminishment, relocation or alteration in any manner of a wetland or watercourse.
- Application of herbicides, pesticides or other chemical substances.

Application for this permit is to be made to the Building Department for construction of a one or two-family dwelling on a parcel zoned solely for residential purposes, or for the erection of signs, fences, poles or other similar structures. For all other construction or activities, the permit application is to be submitted to the Planning Department along with an appropriate site plan, area plan or plat for the project.

*Grading/Soil Erosion & Sedimentation Control Permit* - This permit is obtained from the Building Department, and is required for any Private Development Project which will have any grading, stripping, excavating or filling. The permit applicant shall meet the requirements of Chapter 63 of the City Code, and shall pay all applicable fees.

This permit is required (by State law) for all City projects which are located within 500 feet of

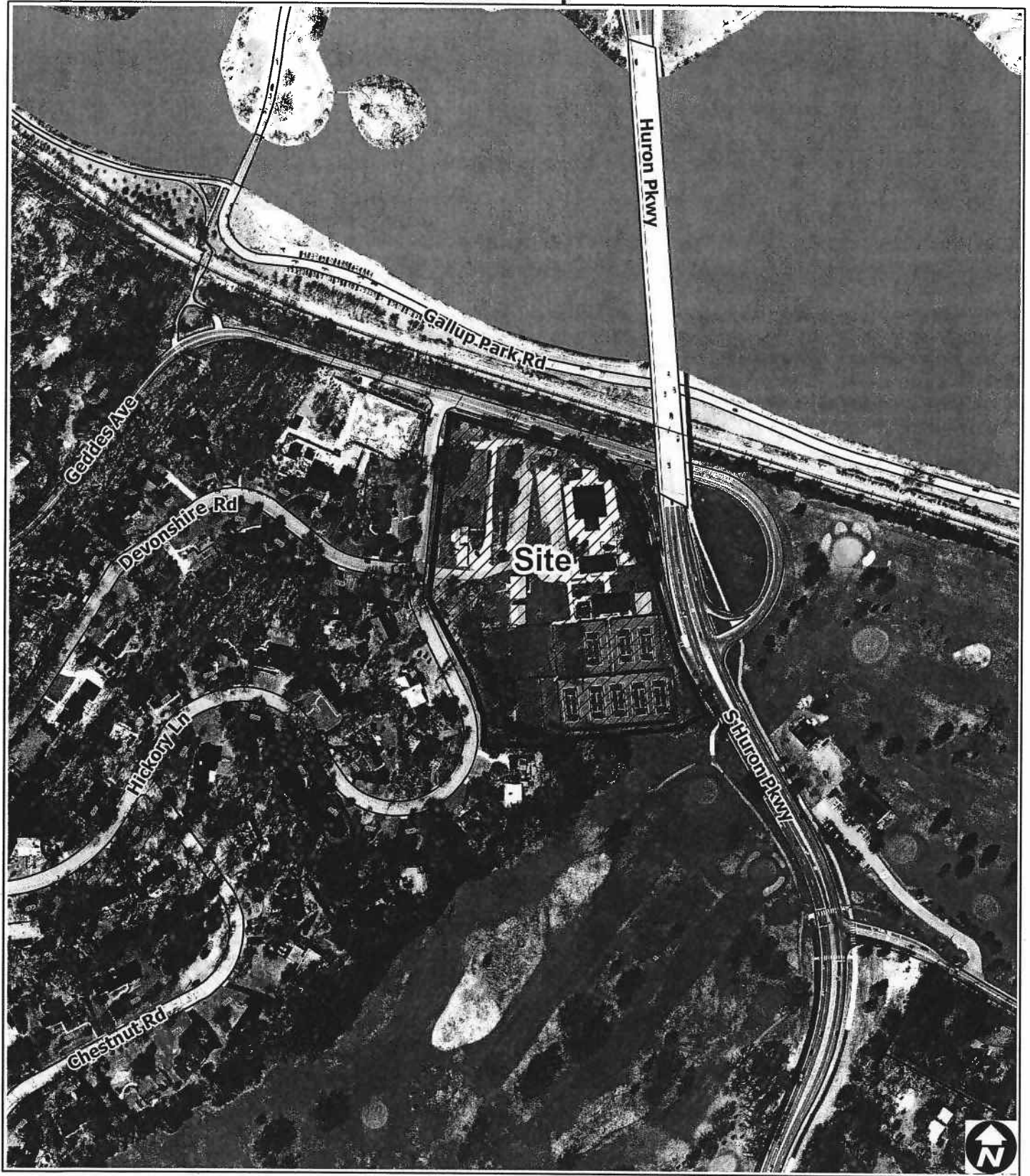
MEMORANDUM

TO: City Planning Commission  
FROM: Karen Popek Hart, Planning Director *KPH*  
SUBJECT: Ann Arbor Racquet Club Sidewalk  
DATE: September 16, 1997

After the staff report for the Ann Arbor Racquet Club was finalized last week, Planning and Engineering staff had the opportunity to discuss in more detail the Hickory Lane sidewalk request. Engineering staff has received a number of citizen complaints about the safety of the nearby crosswalk into Gallup Park which is located where Geddes Road and Huron River Drive meet just west of the Racquet Club site. One of the potential alternatives that Engineering staff has identified is to move the crossing to the intersection of Huron River Drive and Hickory Lane to improve the sight distance. A sidewalk along the Hickory Lane frontage of the Racquet Club would then become an important link between the neighborhood and a walk on the north side of Huron River Drive. While Engineering staff would like to see this sidewalk constructed as part of this project, they recognize it might better be included as part of a coordinated special assessment district. They have requested that the petitioner provide them with a letter indicating that the Racquet Club will participate in a future special assessment district if determined necessary by the City. Planning staff has requested this of the petitioner, and the Racquet Club has agreed to this request.




WLR/CC/JJ

# 3010 Hickory Lane -Aerial Map-



0 200 400 800 Feet

**Map Legend**

-  City Boundary
-  Railroads
-  Edge Of Pavement



Maps available online:  
<http://gisweb.ewashtenaw.org/website/mapwashtenaw/>

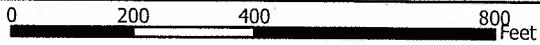
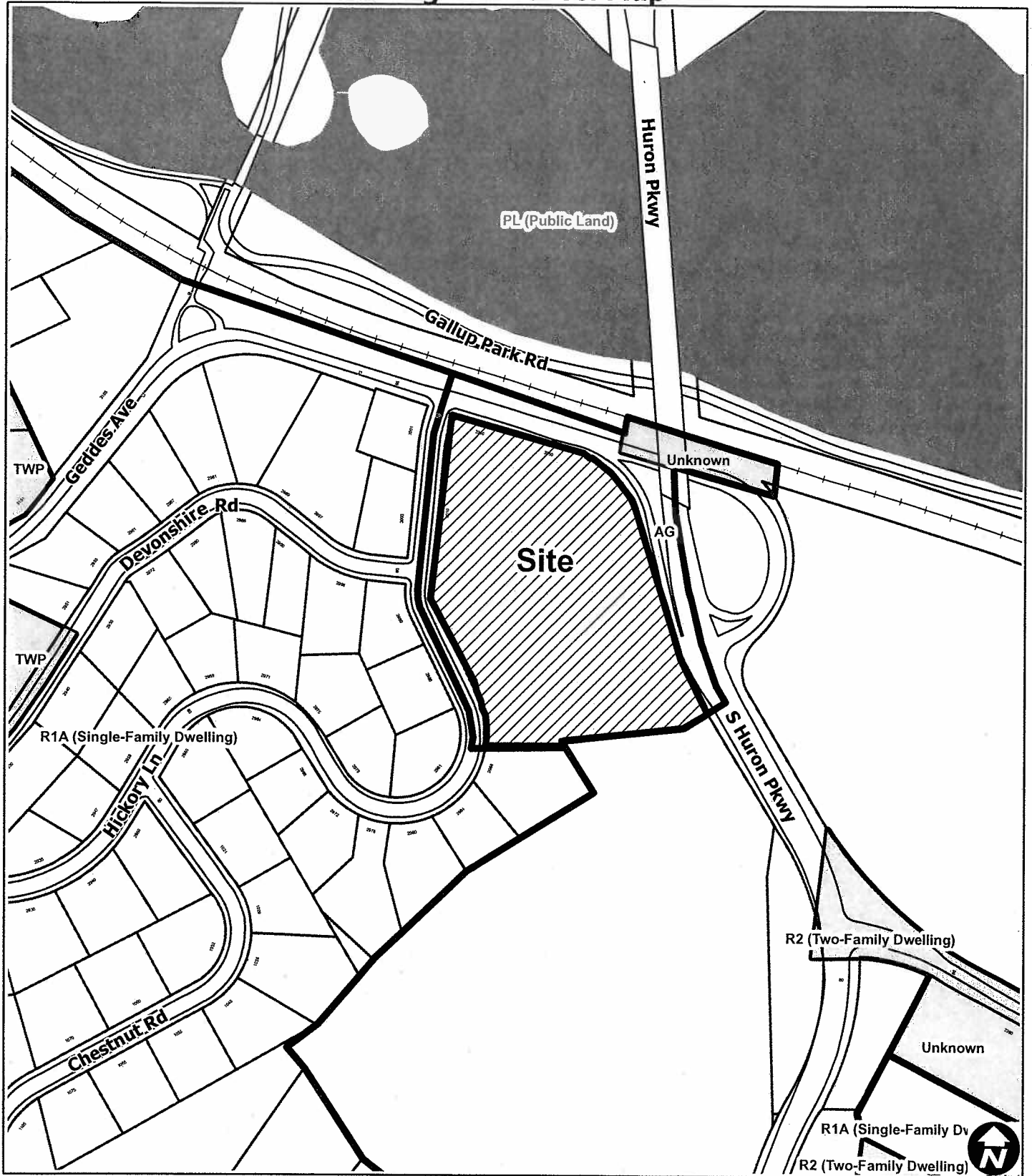
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# 3010 Hickory Lane -Zoning and Parcel Map-



Map Legend	
	City Boundary
	Railroads
	Edge Of Pavement
	Parcels

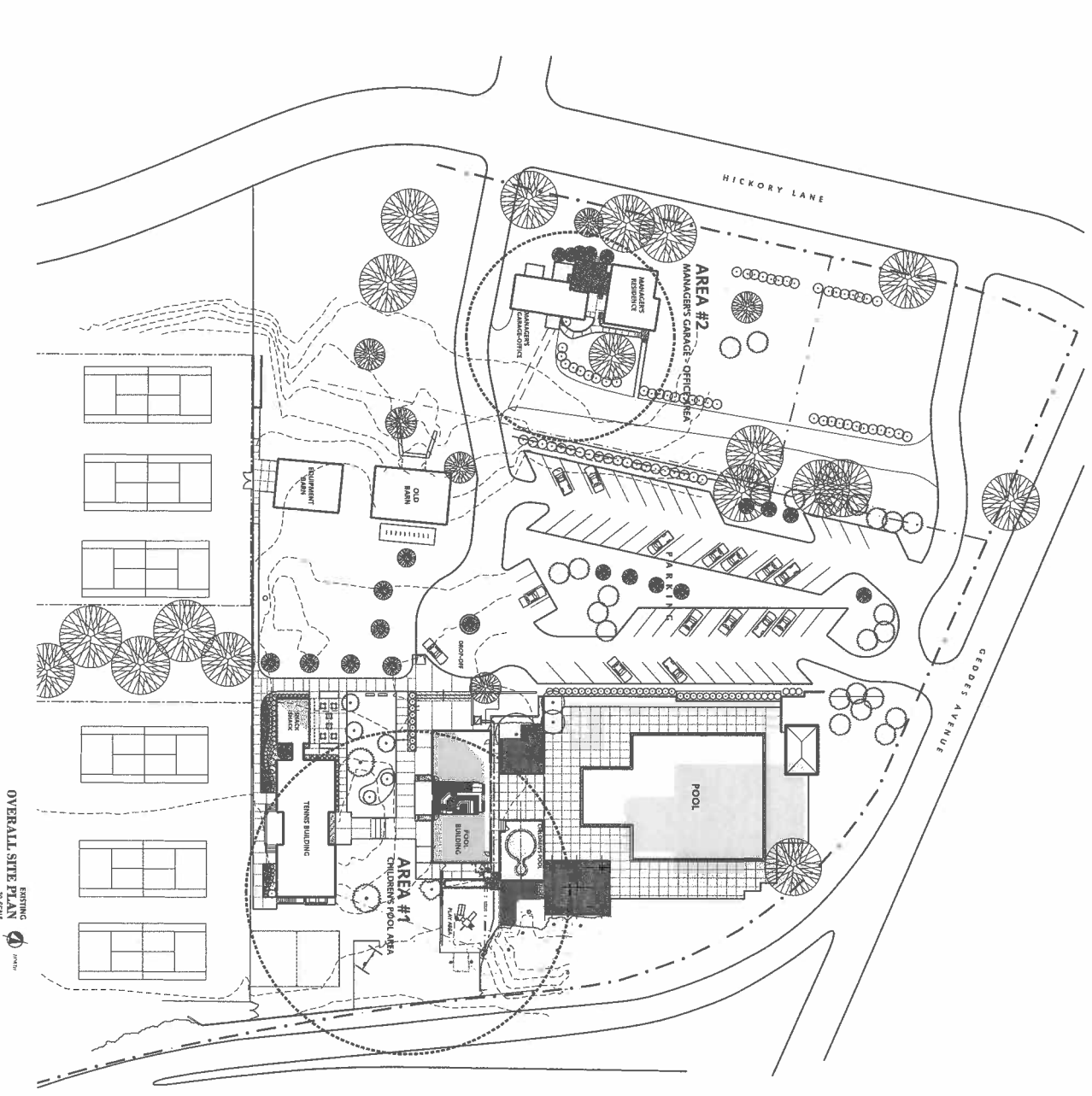


Maps available online:  
<http://gisweb.ewashtenaw.org/website/mapwashtenaw/>

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EXISTING  
OVERALL SITE PLAN  
30' SCALE

**PROJECT DESCRIPTION**

The property Owner proposes to make various site improvements to enhance the current use of the facility. They also propose to remove and replace and existing existing mechanical utility systems.

AREA #1 is to include the removal of the existing children's wading pool and the construction of a new larger pool with splash water features. Work is also to include the relocation of the existing pool deck, including the delivery of sandstone and play equipment.

Work is to include the construction of a new outdoor seating area (egrate deck with walls). Incidental work will include re-grading, new electrical and plumbing, updating of the pool mechanical area, the replacement of outdoor showers, new fencing and landscaping.

AREA #2 include the foundation of the existing Manager's Office building (64485) and its replacement with a new, wood-frame building (59395). The new structure will include a two car garage with a small dedicated office area. Incidental work includes new sidewalk paving, aluminum drive paving, and new lawn and landscaping.

A substantial amount of landscape payment will be removed in this area including existing lawn areas and trees. This work is to include the removal of existing mechanical equipment located in Area #1.

**SITE DATA**

ZONING: AG - AGRICULTURAL  
 SITE AREA: 360,375 SF, 7.8 ACRES  
 SITE PLAN OF RECORD: APRIL 21, 1998  
 LAST AMENDMENT: JUNE 5, 2003

**ORIGINAL IMPERVIOUS SURFACES**

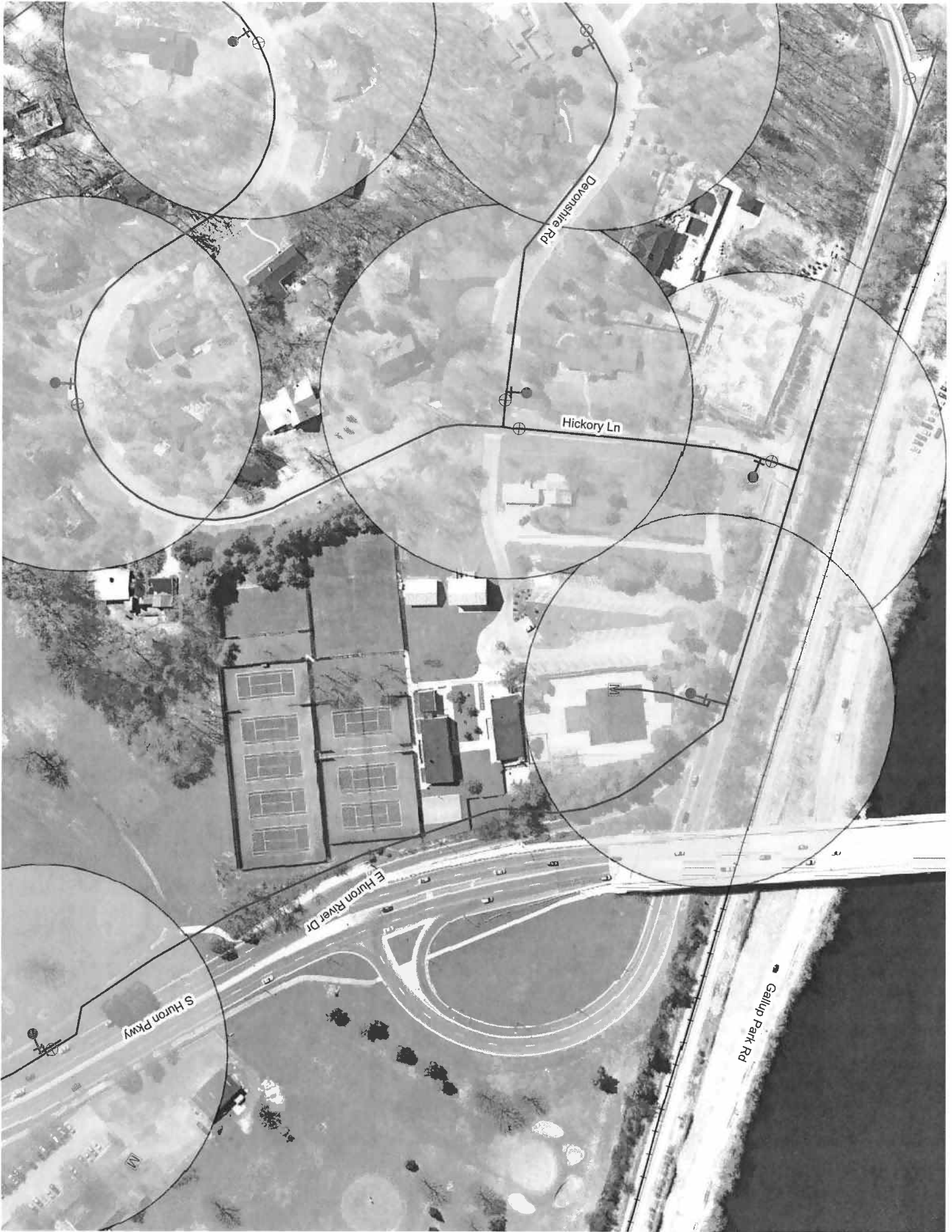
Summary of types of project on impervious site area:  
 AREA #1 - NET IMPERVIOUS AREA: +1,413 SF  
 AREA #2 - NET IMPERVIOUS AREA: -1,503 SF  
 TOTAL NET IMPERVIOUS AREA: -90 SF  
 This is an overall decrease of impervious area on the site.

THE  
**RACQUET CLUB**  
 ANN ARBOR  
 SITE IMPROVEMENTS  
 2007

CONTRACT  
 BRENT SCHWABER  
 6741 1975th Street  
 48104-1905  
 3133 Liberty Ave. Suite 2500  
 48104-1905

07281

DATE	DESCRIPTION
07/11/07	S CHANGES
07/11/07	ADDED EXISTING PAVEMENT INFORMATION
07/11/07	AS SHOWN
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Devonshire Rd

Hickory Ln

E Huron River Dr

S Huron Pkwy

Gallip Park Rd