



City of Ann Arbor
Formal Minutes - Final
Planning Commission, City

301 E. Huron St.
Ann Arbor, MI 48104
<http://a2gov.legistar.com/Calendar.aspx>

Tuesday, December 3, 2013

7:00 PM

City Hall, 301 E. Huron Street, 2nd Flr.

10-a 13-1492

FY 2015-2020 Capital Improvements Plan (CIP) - The FY2015-2020 CIP is comprised of updated financial data for FY2015 contained in the approved FY2014-2019 CIP. Upon adoption by the City Planning Commission, the CIP becomes a supporting document for the City's master plan. The CIP is also used as the source document for the City's capital budget planning.

Deb Gosselin, Systems Planning Department, presented the staff report.

PUBLIC HEARING:

Noting no speakers, the Chair declared the public hearing closed.

Moved by Adenekan, Seconded by Peters:

Whereas, Section 1:185 of the Ann Arbor City Code requires that the City Planning Commission annually prepare a Capital Improvements Program for the ensuing six fiscal years;

Whereas, The FY2014-2019 Capital Improvements Plan (CIP) was approved by the Ann Arbor City Planning Commission on December 18, 2012 as a supporting document for the City's Master Plan and the basis for the FY2014 Capital Budget;

Whereas, The second year of the FY2014-2019 CIP has been adjusted based on current conditions to create the FY2015-2020 CIP; and

Whereas, A duly-noticed public hearing was held by the City Planning Commission on December 3, 2013;

Resolved, That the City Planning Commission hereby approves the FY2015-2020 Capital Improvements Plan as a supporting document for the City's Master Plan; and

Resolved, The City Planning Commission recommends that City Council use this document as its basis for the FY2015 Capital Budget.

COMMISSION DISCUSSION:

Briere asked about the Main Street lights and if there was a lighting subsection in the CIP.

Gosselin said these are in Transportation Other.

Briere asked about flashing beacon and hawk lighting at crosswalks.

Gosselin said these are generally from outside funding sources and would likely go in with a street construction project.

Briere said she was mostly concerned about funding source and being able to include information in the report to Council.

Woods asked about the Housing Commission's federal grant.

Gosselin said the CIP includes a number of new projects that include green energy and energy efficiencies.

Woods asked about the chart showing changes at the airport

Gosselin said there are no changes; just ongoing federal aviation requirements.

Parekh asked about park acquisition showing \$60 million over the next several years and if this budget is available to allocate and what happens to the reserve funds.

Gosselin said the fund is what is budgeted but not necessarily spent and any reserve funds are carried over to the fund reserve.

Westphal asked if the park budget included the Greenbelt Acquisition.

Rampson said yes.

Briere clarified that the City tries to spend one third of the funds within the City limits on park's acquisitions [Greenbelt] and two-thirds the funds outside the City limits.

Bona said the colors in the report are helpful. She asked the source of the projects.

Gosselin said some are initiated by staff, for instance with main breaks or street fixes. Projects can also be added by commissions or even citizens, such as the Scio Church sidewalks. She said 75% of the

projects come from staff.

Bona asked if some come from the Master plan.

Gosselin said yes, when looking at the prioritization tool.

Bona said the prioritization tool is important. She noted the news story about jurisdiction's growing need to maintain infrastructure and asked how City staff assesses the entirety of assets and needs and how they are staying on top of things.

Gosselin said no community is where they want to be. She said she looks at the CIP as a short term planning tool, noting that 6 years is not a long time when it comes to infrastructure. She explained that the City is now getting into long term asset planning, for example, reviewing the water system. She said they look at long term pavement asset management plan and how they can get the most out of every dollar spent. She said the City has not begun reviewing the sanitary, but it's probably in the best shape, while the water will be the most challenging because so much of it was installed around the same time. She stressed that the City is privileged to have a street millage which allows them to be fortunate to have a more stable funding source than other communities.

Woods asked about large University projects that begin without much prior notice to the City, such as the new residence hall on Division, and how such projects have impact on street surfacing and infrastructure improvements.

Gosselin said the challenge for UM is to share and provide lead time on projects given they must work with the regents. She explained that they try to treat them as the City does, private developers, in that if they create a new need they also need to pay to move forward to meet that need.

Westphal asked about investment in infrastructure from developers.

Rampson said they require developers to up-size infrastructure capacity, such as sanitary sewers, before they build, if their development will impact the system. She said the Landmark development was an example of such up-sizing. She further explained that on other improvements to traffic and intersections the City will determine a fair share contribution that will be included in a Development Agreement, and those funds will then be matched with State and Federal funds on projects such as the Plymouth Green intersection. She explained that developers can request to have such improvements added to the CIP

and wait to have them completed or they can pay for them and move ahead with their projects.

Clein asked about the prioritization model rank and how it is arrived at.

Gosselin said projects are prioritized within their own asset group and are ranked by a team of people who all have something to do within that asset group. They match up priorities with funding options with larger projects, if too large they may have to hold off until a funding source is available. She said Council funds projects based on the use of the CIP as principal document.

Clein asked about the 415 West Washington use.

Gosselin said Council commissioned a study that is currently being reviewed by the City Administrator and she was not sure what Council will do. She has a figure in for preserving the building for basic safety levels, since she feels the report will get to Council before budget.

Westphal said it was helpful to test out priorities and asked if the modeling is being tweaked.

Gosselin said it's been five years since they did any major tweaking, with the exception last year of incorporated the sustainability framework. She said they are reviewing the rating since they already have an energy rating and want to make sure they are not double-counting that one. She said this winter she will do a review to verify any overlapping priorities as well making sure they are not missing any. She said she doesn't anticipate big changes, but there will be some.

Peters said, as a member of the Capital Improvements Committee, staff has been very open to comments from the general public and in passing along ideas, they have received detailed responses back from staff in a timely manner. He said the Housing Commission project is an exemplary project. He said he is glad to see the Housing and DDA improvements shown as delineated in the report which makes them easier to read.

Rampson said it is important to bring ideas and needs forwards so they can be added to the CIP list. She encouraged the Commissioners to speak with associates in gaining a better understanding of the needs in the community and forwarding those needs either to Deb Gosselin or herself.

Gosselin said the Commissioners and Council members might hear things from their constituents that staff won't hear.

Westphal said as the adjustment of the plan moves forward over the next year, he would like to learn more about the benchmarking; how are we as a City spending as a portion of total investment and where are we in comparison to other cities our size.

Rampson asked if it would be helpful to the Commission to learn more about best practices in the industry or if such information is already available.

Gosselin said doing a benchmarking study is not something that has been given any concerted effort, but she is always checking other communities and what they are doing. She said a benchmark of sorts can be measured by the amount of calls she receives from other communities asking about the prioritization model used in Ann Arbor and where they got it, so she knows what they are doing in that area is cutting edge. As far as looking at dollars per asset review is not something that she had done but she is interested in knowing how those dollars are spent.

Westphal said the roads seem to be the most important because they are so visible. He said he would think benchmark for the roads would be looking at how they are constructed for longevity.

Gosselin said what they are looking at is a "mix of fixes" which is to see what types of repairs have certain life-spans. She said they are right now evaluating various literature that looks at the conditions in our climate and the expected life of certain materials and repairs. The City anticipates coming up with a set of criteria that they can use for various situations. She said she feels the City is doing a good job, but there is always room for improvement.

Westphal asked about financial returns on projects noting that some of the larger projects such as non-motorized projects also have the benefit of increasing property values, enhancing development potentially for certain areas of town.

Gosselin said this is where policy direction feeds into the technical aspect.

Briere said every year, there is a group that does assessments of road condition throughout the cities of Michigan and every year it somehow never makes the City look good.

Gosselin said SEMCOG rates certain classifications of roads using a system called PAZER, which is a windshield survey. They have pictures of what roads should look like at various classifications. The City uses

PCI ; pavement condition index rating, which is more complex. She explained that they are looking to get a company with the needed equipment to do the rating while at the same time do a sign survey within the City, where all streets would be rated at the same time and keep doing it every three years.

Briere said other ideas that would be helpful to include in the details of the report that goes to Council would be the condition of the roads and when they were last reconstructed. She noted there are members that enjoy that level of detail and are looking for that to understand that there is also an objective measure to the ice potholes in the spring.

Parekh said that there are so many great things included in the CIP plan and he felt the citizens would get more excited if they knew about these plans and when they were completed. He asked how the general public finds out when projects are done.

Gosselin explained that they attempted last year to get information added through the GIP on the ward by ward map but were not as successful as they had hoped. She said she is trying to add more onto the CIP page and together with the City's revisions to the website things will be easier to find and see.

Parekh said while the website is a good place to have it, we should be using the social media tools we have, such as Twitter, Pinterest, and Instagram, to really publicize some of the great completed projects within the City.

Adenekan asked about the sidewalk gaps in the City.

Gosselin said there are a lot of sidewalk projects going on and Council funded a sidewalk gap plan that will work hand in hand with the pedestrian safety throughout the City. She said until the study is done there won't be projects showing up in the CIP related to this. She explained that they will develop a prioritization model specifically for the sidewalks, pointing out that if all the sidewalk gaps throughout the City were filled it would cost the City between \$25 50 million.

Briere said the City is trying to roll sidewalk gap work into street projects. She explained that there will be a sidewalk initiative in the Newport Road neighborhood with proposed sidewalk sections from Riverwood to Wines Elementary. She said it will have taken close to 3 years for this one initiative to happen due to the many hurdles involved and receiving home-owners permission.

Westphal asked about a future rail station.

Gosselin said this is included as Ann Arbor Station in Alternative Transportation.

Westphal asked if the station is considered a City asset.

Briere said this determination has not yet been made, since the current station is owned by Amtrak. If another station is built, where it's built and the funding used will determine who owns it.

On a roll call, the vote was as follows with the Chair declaring the motion carried.

Yeas: 9 - Bonnie Bona, Wendy Woods, Kirk Westphal, Diane Giannola, Eleanore Adenekan, Kenneth Clein, Sabra Briere, Paras Parekh, and Jeremy Peters

Nays: 0