



City of Ann Arbor

Formal Minutes

Planning Commission, City

301 E. Huron St.
Ann Arbor, MI 48104
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Tuesday, May 19, 2015

7:00 PM

Larcom City Hall, 301 E Huron St, Second floor,
City Council Chambers

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1 CALL TO ORDER

Chair Woods called the meeting to order at 7:05 p.m.

2 ROLL CALL

Planning Manager Wendy Rampson called the roll.

Present 7 - Woods, Adenekan, Clein, Peters, Mills, Bona, and Milshteyn

Absent 2 - Briere, and Franciscus

3 APPROVAL OF AGENDA

Moved by Adenekan, seconded by Mills, that the agenda be approved. On a voice vote, the Chair declared the motion carried.

4 INTRODUCTIONS

5 MINUTES OF PREVIOUS MEETING

[15-0641](#) March 17, 2015 City Planning Commission Meeting Minutes

Moved by Clein, seconded by Mills, that the minutes be approved as presented. On a voice vote, the Chair declared the motion carried.

6 REPORTS FROM CITY ADMINISTRATION, CITY COUNCIL, PLANNING MANAGER, PLANNING COMMISSION OFFICERS AND COMMITTEES, WRITTEN COMMUNICATIONS AND PETITIONS

6-a City Council

Since Commissioner Briere was absent, Chair Woods asked Rampson to give the report.

Rampson reported that at the previous Council meeting, the Administrator’s City budget passed with no changes. She said the budget included a zoning administrator position that would be in the newly named Neighborhood Services area, which will shift the current zoning administration duties from the Planning area to the new position.

Rampson further reported that the \$ 200,000 request from Planning for the Allen Creek Greenway Master plan was approved, as was \$ 25,000 in consulting fees requested for Accessory Dwelling Units. She said in the following fiscal year, 2016-2017, there is a placeholder for consulting fees for a sign ordinance update. She said staff is very appreciative that the Administrator and Council see the need for the unit to do some planning, which has been difficult to do in the last few years.

Rampson reported that Commissioner Mills and Milshteyn were confirmed for reappointment at that meeting; she congratulated them and thanked them for staying with the Commission.

6-b Planning Manager

6-c Planning Commission Officers and Committees

6-d Written Communications and Petitions

15-0643 Various Correspondences to the City Planning Commission
Received and Filed

7 **AUDIENCE PARTICIPATION (Persons may speak for three minutes about an item that is NOT listed as a public hearing on this agenda. Please state your name and address for the record.)**

8 **PUBLIC HEARINGS SCHEDULED FOR NEXT MEETING**

15-0644 Public Hearings Scheduled for the June 2, 2015 City Planning Commission Meeting

Chair Woods read the public hearing notice as published.

9 **UNFINISHED BUSINESS**

10 **REGULAR BUSINESS - Staff Report, Public Hearing and Commission Discussion of Each Item**

(If an agenda item is tabled, it will most likely be rescheduled to a future date. If you would like to be notified when a tabled agenda item will appear on a future agenda, please provide your email address on the form provided on the front table at the meeting. You may also call Planning and Development Services at 734-794-6265 during office hours to obtain additional information about the review schedule or visit the Planning page on the City's website (www.a2gov.org).)

(Public Hearings: Individuals may speak for three minutes. The first person who is the official representative of an organized group or who is representing the petitioner may speak for five minutes; additional representatives may speak for three minutes. Please state your name and address for the record.)

(Comments about a proposed project are most constructive when they relate to: (1) City Code requirements and land use regulations, (2) consistency with the City Master Plan, or (3) additional information about the area around the petitioner's property and the extent to which a proposed project may positively or negatively affect the area.)

Enter Franciscus

ROLL CALL

Present 8 - Woods, Adenekan, Clein, Peters, Franciscus, Mills, Bona, and Milshteyn

Absent 1 - Briere

10-a **15-0645** 410 First Site Plan for City Council Approval - A proposal to demolish two residential buildings and construct a four-story, 25-unit, 47,140-square foot residential building on a 0.44 acre site located at 408-412 North First Street. Parking for 36 vehicles will be provided in a lower-level parking

garage, as will access to 5 parking spaces on the property to the south. The proposed building is to be elevated above the 100-year floodplain, which covers the site. (Ward 1) Staff Recommendation: Postponement
Jill Thacher presented the staff report.

PUBLIC HEARING:

David Crouse, 509 N. Ashley, Ann Arbor, said he lives across from the proposed development. He asked if there had been any traffic studies done for this project, given the other residential project in the area. He noted that the combined projects have a potential to increase traffic congestion.

Noting no further speakers, the Chair declared the public hearing closed unless the item is postponed.

Moved by Clein, seconded by Adenekan, that the Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the 410 First Site Plan, subject to obtaining an MDEQ floodplain permit and combining the parcels prior to the issuance of any grading or construction permits.

COMMISSION DISCUSSION:

Adenekan asked about the traffic study.

Thacher said the project is too small to require a traffic study, but the traffic engineer has looked very closely at the traffic conditions in the area due to the location of this site on a curve.

Clein asked if there is no rear yard setback requirement in the D2 zoning district.

Thacher said there is not.

Clein asked for details about the proposed rain screen brick cladding.

Tom Fitzsimmons, developer, said it would be a full depth brick veneer.

Clein said this is the second project in this area, noting that there is lots of change in the area as well as the traffic issues, as noted by the public speaker. He said now that Council has allocated money to study the Allen Creek Greenway, part of the study area would include this site. He asked if the timing issue of the study in relation to on-going projects is

something the Commission should have a discussion about, specifically on how they approach it. He said it would be a shame to do such a study and later find the nearby properties that just got approved for construction would or could be affected.

Rampson commented that Clein had made an excellent observation and that in the Allen Creek Greenway the assumptions so far have been to minimize any private property use and instead use existing right-of-way, including the railway right-of-way, if possible, and even potentially the floodway. She said she didn't believe this parcel would be one of their first choices to be included in that future discussion, even if it is in the floodplain.

Clein said he was not suggesting that this particular project should be held up, because we are planning to do something, but rather he was trying to think in the bigger picture by looking at this area more proactively.

Bona said the original task force talked about having eyes on the Greenway in the sense of vitality and activity and a project like this would be a positive, being directly adjacent to the Greenway.

Bona said she noticed in the Design Review Board comments, accommodating solar access or a green roof were mentioned. She asked if there had been any interest in making the roof solar ready or making it a green roof.

Fitzsimmons said they are not sure of the direction they will take with that, noting that this will be a condominium project. He said on both of their other projects less than a block away they ended up pre-selling before they even broke ground and on those projects they ended up discussing a number of issues with future residents about energy efficiency, solar, and the cost involved. He said at this point, they have not moved forward with any type of solar plan. He said on their Kingsley project they have looked at and offered car-charging stations for each of their residents and they will do the same for their clients in this project.

Bona said she is not as concerned about these things being accommodated when the building opens for occupancy, but given the reality that this building will stand for 50 to 100 years, and if it isn't solar ready now, it will be very expensive to accommodate in the future. She explained ways in which they can verify that the roof is solar ready. She said vegetated roofs require more support, adding that she is personally

more supportive of solar because of the limited roof area available on a 4-story structure. She said we don't have a code requirement for it, but 20 years from now the owners may be sorry this wasn't done originally, probably at no extra cost to the developer.

Fitzsimmons thanked Bona for her suggestion, noting that they have a wide open roof, since it was designed to have the HVAC equipment on a platform below roof height, which would allow the entire roof surface to be used for a green roof or solar in the future.

Bona said it would be nice to hear that the roof is solar ready, when the project returns before the Commission next time. She said she was not as concerned about shading since only the Fish Park is located to the north.

Fitzsimmons said they did a sun study and they will not be shading any neighbors.

Franciscus asked how they assign the parking spaces.

Fitzsimmons said they currently have floor plans for 26 units, with a mix of floor plans ranging from 800 to 2200 square feet. He said they typically assign one space per each smaller unit and two spaces for larger units.

Franciscus said she would love to see a solar roof, but pointed out the consideration of upfront costs associated with such when new technologies could come along in the next 20 years.

Peters asked if the houses are currently occupied.

Fitzsimmons said the yellow house has been his office for the past 9 years; the white house had been occupied by a long time resident and sold two years ago to investors, and the blue house has been used as an office for many years. He said this entire area, south of Kingsley, has been in transition for many years, noting that Ashley Street is primarily a mix of residential units while First Street has been used as parking for Main Street office buildings, and they see this as a way of increasing density and housing in this area.

Peters said this development might lessen traffic because it will replace parking in the back.

Fitzsimmons said they have had 20 parking spaces on this site since he purchased the property and in speaking to the traffic engineer they do not

see an increase in traffic or impact as a result of this development.

Milshteyn asked why there was a delay with the approval from the Washtenaw County Water Resources Commissioner.

Thacher said her understanding was that they just needed more information and are working with the petitioners.

Fitzsimmons said he wished the timing would have worked out, explaining that they are revising their stormwater detention but that it will not impact the building, and they will be increasing their flood storage capacity as well as removing the two houses in the floodplain.

Milshteyn said this will be a good addition to the area, given it has been in transition for a while, with not a lot of attractive houses, so this will be an improvement. He said he will only miss the discounted parking and hoped they can continue it.

Mills said she really appreciated that the petitioner is providing more bicycle parking than is required, and that it is located so close and will be very convenient for the people that will live there. She asked if there is an elevator to get to the upper floors.

Fitzsimmons said there is.

Peters said with the possibility of the Greenway moving forward, this will be a good example of having bicycle a facility nearby.

Peters asked about the average roof elevation compared with properties on Ashley and how it plays out going up the hill. He pointed out one of the goals in the Downtown Plan is reinforcing the historic buildings. He said it would be helpful to get more information on this if item ends up being postponed.

Thacher reviewing the plans, said in site section A-A, she believed it was one of the larger houses on Ashley, immediately behind the structure, and while one would not be able to see the new building over the houses, one would see it in between. She said the grade is advantageous in that respect.

Woods noted that while the houses are not considered historic, she was impressed by staff's description of their history and asked if there was any plan to recycle historic materials in the houses.

Fitzsimmons said whenever there is a demolition, the City asks for a process of recycling. He said it is often difficult, and materials are old and there are environmental issues to consider, but they reach out in various ways; from their own construction company that does dismantling and has managed to salvage unique features such as staircases, fireplaces and ornate woodworking throughout the house. He said it becomes tricky with many other elements that are covered in layers of lead-based paint, but they reach out and do what they can, which involves various non-profits that take what can and the remaining gets demolished.

Woods referenced historic markers that have been placed by Ray Detter and the Downtown Citizen Advisory Council, and asked if there are any plans to place anything similar in this area. She said it is great for residents to see what used to be there as it gives us a sense of continued history.

Fitzsimmons said he can talk to Ray, adding that he is willing to entertain the idea.

Moved by Clein, seconded by Franciscus, that the petition be postponed until the next available meeting after staff comments have been addressed. On a voice vote, the Chair declared the motion carried.

10-b [15-0646](#)

Greenhills School Outdoor Educational Area Landscape Modification - A proposal that includes a landscape modification request for 850 Greenhills Drive, to allow the petitioner to not install bioswales in the parking lot at this time since the proposed outdoor classroom is not proposed to impact the parking lot. (Ward 2) Staff Recommendation: Approval

Woods stated that she wanted to disclose that she has two granddaughters at Greenhills School and asked the Commission if they felt she should recuse herself on this petition.

Bona asked if Woods stood to gain anything financially from the decision of the Commission.

Woods said no.

Bona said she did not see a need for Woods to step down.

The Commission agreed.

Franciscus said she would value Woods' experience in their discussion.

Thacher presented the staff report.

PUBLIC HEARING

Noting no speakers, the Chair declared the public hearing closed unless the item is postponed.

Moved by Adenekan, seconded by Mills, that the Ann Arbor City Planning Commission hereby approves the proposed landscape modifications in order to maintain the previously approved landscape plan, according to Chapter 62 (Landscape and Screening Ordinance), Section 5:602 (2)(g) and 5:603 (1).

COMMISSION DISCUSSION:

Mills asked if more substantial changes are made by the school, would they be held to the requirement.

Thacher said new activity could retrigger a full site plan and compliance, and that this approval only applies to this specific request.

Milshteyn asked about the structure shown between the two ponds.

Rampson said she thought it was a boardwalk.

Kate Bond, Boss Engineering, 3121 E. Grand River, Howell, said it is a deck structure, and the piece between the sediment forebay and the detention pond is a deck connecting the two, which will allow students to observe what is happening in the water.

Clein asked about the classroom building.

Bond said the parking lot drains to the detention basin, through a sediment forebay, which works efficiently. She explained that there is currently a 15 foot drop from the current parking lot to the detention basin and by adding the proposed outdoor classroom that would be set into the hill and very low profile, and the deck structure being added would be at an elevation that would allow access to it at grade from the parking lot. She said there is an ADA compliant walkway that circles down to the lower area underneath and then circles around the pond, which allows the students to access every component of the outdoor classroom. She said the area underneath the deck is also intended for outdoor classroom, with

a rock retaining wall cut into the hillside that acts as the back wall of the classroom beneath. She said the rocks break away as seating for the students and the rain gardens that are set around the periphery of the deck that collect the stormwater run-off coming of the deck and leading into the detention basin. She said they are proposing additional landscaping on the western side, but will not be disturbing any existing trees. She showed on the plan that they will be adding landscape screening along the northern end of the parking lot between the deck and parking lot, but none of the proposed work would affect the parking lot and there is no additional enrollment proposed in the existing school.

Clein asked about the slope.

Bond reviewed the plan with the Commission.

Peters asked about the amount of impervious surface being added.

Bond said the deck is approximately 1500 square feet, and the path around it would be either slag or woodchip, noting that they are trying to get to a net zero increase.

Peters said he was hopeful that the rain-gardens would be able to mitigate for the added imperviousness or that the existing detention system could accommodate for the increased run-off.

Bond explained that as part of their first review process they provided calculations for the pond capacity, showing that it was adequate for the site as well as for what they are adding. She said in their attempt to getting to a net zero they are trying to balance out, either with a choice of materials or with the rain-gardens.

Peters said there may be opportunities to take advantage of pervious pavers as material under the deck instead of a slab. He asked if the request were to be denied, would the project still go forward.

Bond said it would be a major budgetary constraint on the overall project.

Franciscus said she liked the site plan and the different elements being brought to the school, as well as that the pathway is ADA compliant. She said she likes that the project brings an ecological component to the students. She asked about soil types.

Bond said she had included it on the site plan but didn't recall at this time.

Franciscus said if it is high clay, as is common, with the deck sloping towards the pond it would be the same thing.

Bond said the reviewers take into consideration the submitted information, noting that the intention is to drain the deck to a treatment area first, before it goes to the pond, where there is adequate capacity.

Bona said about a year ago she had attended a presentation on rain gardens, where she had the opportunity to ask the water expert about situations where one doesn't have the opportunity to install rain gardens because of existing oak trees covering a lot. She said his response was not to feel guilty since the trees probably pull more stormwater than the rain garden. She said when they calculate stormwater they do not take into account trees, when in reality the added trees are helping stormwater management. She said she felt the added trees would mitigate for the lack of required landscaping in the parking lot.

Bond said she is a landscape architect and agreed with Bona.

Bona said she felt the added trees were reason alone for not needing the added landscaping in the parking lot, and she expressed that trees should start to be calculated into the stormwater calculations.

Woods asked whether the students will help with planting.

John Nichols, CFO Greenhills School, 850 Greenhills Drive, Ann Arbor, said there has been a lot of input from students and faculty and given that they are still in the early stages of the project they are not sure about whether students will be included. He explained that the science teachers teaching the curriculum for seventh grade, for the past 17 to 18 years, has been the catalyst for having space in this area that can be utilized as part of the curriculum. He said they have been gathering data on the detention area and stream on the northern part of the parcel, which has allowed them to compare pH levels with the amount of salt they use in the parking lot.

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

Yeas: 8 - Wendy Woods, Eleanore Adenekan, Kenneth Clein, Jeremy Peters, Sofia Franciscus, Sarah Mills, Bonnie Bona, and Alex Milshteyn

Nays: 0

Absent: 1 - Sabra Briere

10-c [15-0647](#)

Rockbridge Hotel and Retail Planned Project Site Plan and Rezoning - A proposal to demolish two vacant buildings on this 2.48-acre site located at 3201 South State Street, rezone it from M1 (Limited Industrial) to C3 (Fringe Commercial) and construct a new 6-story, 140-room hotel and a single-story, 2,800-square foot freestanding retail building. Planned project modifications are requested to exceed the maximum height limitation and allow a front yard open space encroachment. (Ward 4) Staff Recommendation: Postponement

Chris Cheng presented the staff report.

PUBLIC HEARING:

Brad Moore, 4844 Jackson Road, Suite 150, Ann Arbor, petitioner's representative, introduced the owner and engineer. He said they have been in negotiations with property owners to the north and south for access and feel they are very close to signing documents within the week with the owner to the south, and hope to be able to add this vehicular connection, while they already have the pedestrian connection. He said he was available to respond to questions from the Commission.

Nothing no further speakers, the Chair declared the public hearing closed unless the item is postponed.

Moved by Franciscus, seconded by Milshteyn, that the Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the Rockbridge Hotel & Retail rezoning from M1 (Limited Industrial District) to C3 (Fringe Commercial District); and

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the Rockbridge Hotel & Retail Planned Project Site Plan.

COMMISSION DISCUSSION:

Bona asked how the bus stop will work in relation to the location of the bus shelter and if the bus stops at the curb.

Cheng said it is set back from State Street and referred the question to the petitioner.

Jamie Gorenflo, Midwestern Consulting LLC, 3815 Plaza Drive, Ann Arbor, said they are in discussions with AAATA and that the bus route does not currently go past this location; however, as part of the reconfiguration of S. State Street, they have petitioned that they revise the route to locate a bus stop at this site. He said since the area is the public right-of-way, they are not allowed to do construction unless agreed upon, and the developer is willing to construct a clear path to the back of the curb.

Bona asked if bus rerouting aligns with the South State Street corridor study.

Cheng said yes, it is part of the long-term plan to run busses along South State Street.

Bona confirmed that the service drive is a private road, noting that it seems wide and rarely has traffic. She asked if there were plans to use part of it for sidewalk. She said she assumes this plan has no curb cut included as part of this project.

Cheng said the petitioner has been trying to negotiate a possible curb cut onto the northern access drive and obtain extra land to locate the sidewalk, but they have not been successful, so they are working on alternate proposals.

Bona asked about trees along the north.

Cheng said if they put in a sidewalk, the trees would have to be removed, but staff is suggesting a reduction to the aisle width which could possibly save the trees.

Bona said she agrees with the desire to get a curb cut on the north, because trying to get in and out of State Street would be crazy, and if they have access off the shared drive they shouldn't have access on S. State Street. She said accommodating a sidewalk is very important for hotel and office uses in this area given the selection of nearby restaurants. She said everything else looks pretty good and she is okay with the location of the shelter in the front right-of-way, as long as it is part of the long term plan with AAATA.

Peters, acknowledging MDOT's jurisdiction, suggested that given the traffic flow on S. State Street, there might be an opportunity for a pull off stop.

Gorenflo said the shelter's primary purpose is as a bicycle rest station, providing seating, bike lock-up, bike repair station, compressed air, and water drinking fountains with the ancillary purpose to provide a bus shelter if AAATA is willing to provide a bus stop in this location. He said in order to provide a pull-off bus stop, they have held lengthy discussions with the City and MDOT about who wants to have jurisdiction over this, while the right-of-way is technically owned by MDOT, they are deferring design and permitting to the City of Ann Arbor so there is no MDOT permit required to do any work or approve the curb cut or approach. He said he can extrapolate that a pull-off stop would have to be designed and approved by the City.

Peters said even if it is not possible immediately, it would be worth thinking about as it might help with traffic flow in the area.

Gorenflo said including it in their and plans would not be difficult and they could note 'future location' for bus pull-off or something similar. He agreed that the driveway access on State Street is very congested, but at this point the only access this property has to a public road is along the State Street frontage so the driveway would have to stay where it's at unless they obtain another means of access.

Adenekan asked if a traffic study had been done, adding that the traffic in the mornings on State Street is horrendous.

Gorenflo said the traffic engineer has provided comments back to them; while very late in the process, they have asked for additional information, but they have not identified any critical failure as a result of the project or access to the project.

Mills asked about plans for the retail space in the front.

James D. Schrim III, RB Hotel Development LLC, 4100 Regent Street, Suite G, Columbus, OH, said they have been looking at "dry" retail, such as jewelers, or food and beverage without drive-thru, and they want the structure to be hip and cool and to be solar ready. He said since they are a national company, they try to bring best practices from other parts of the country that will complement the area. He said they have not picked one specific retail use yet and are not marketing the space until they have a viable project approved by the City, but would like to provide terrace space and a patio for those interested in sitting outside.

Mills said she wants to encourage having a sidewalk along the service drive as people will want to walk there on their lunch breaks. She said while she is a big fan of trees, since the existing trees don't look like old growth, she felt whatever they could do to get a sidewalk in this area would benefit the area to make it a more walkable place. She said it will be great to finally get a sidewalk along the S. State Street frontage. She commented that the elevation plans look like a really interesting building that was to her liking.

Clein said the elements are in tune with what we have been trying to achieve in the South Street Corridor Study. He said he had a major concern with having one sole access on S. State, noting that they need a second access that's not on State Street in order to function well. He said while it is a good to have retail in an outbuilding, he felt it was preferable from an urban design perspective to have the retail and hotel buildings together and both pushed toward the street instead of having people walk across a parking lot to get to the retail building. He said having them together would be a much better solution and seeing that the petitioner is asking for a zoning change and two extra stories, he felt it was worth sharing with the group and would hope they will look at this.

Clein asked what LEED Certified level design means.

Moore said it would be in regards to the energy performance they will be incorporating, conserving components of the building as well as many of the sustainability requirements such as LED lighting and compact florescent and low energy usage for the lighting and high HVAC efficiency units. He said the hotel will also be solar ready to accommodate the future installation of solar panels, and plumbing fixtures will be low volume fixtures as well as having electric charging stations on site. He said when they count up the points they could get LEED certified or SILVER but they haven't decided yet if they want to go through the process to get certified.

Clein clarified that they would design the building to be LEED "certifiable", and while he appreciates the efforts of energy efficiency that were outlined, he would like to know if they intend to go through the process of certification when the project comes back before the Commission, so they know what they are approving.

Moore said they will submit supplemental documentation to staff.

Franciscus asked Commissioner Clein about his comments on the

placement of the hotel.

Clein said he suggested moving the hotel room building up to the street and be connected to the retail building in order to be more complete and have more of a street presence.

Franciscus asked if Clein was suggesting the retail on the ground floor with the hotel above.

Clein said while it would be up to the developer, they could just be connected, or integrated into one structure, which would be more in keeping with the State Street Corridor Plan.

Franciscus said she agrees that it would be consistent with what we are looking for in the Plan, but bringing the hotel rooms forward to the loud street would increase noise and she was wondering if there was a way to temper the issue.

Clein said he believed the noise is comes mainly from the I-94 freeway.

Bona said the result of our Area Height and Placement amendments is requiring the building to be up by the street, and not have parking in front of it. We knew we would end up with odd results, such as this and this was not the intent of our current Area Height and Placement, which was to move THE building up to the street, not a little piece of a building to meet the ordinance. She said traffic is quieter during game day because it is moving more slowly so she didn't see a difference in the noise levels by moving the building forward slightly. She said she was open to suggestions on how they could tighten up the requirement of having the whole building up by the street.

Woods said they should have put "the whole building" in the code language.

Milshteyn said the building is very attractive for the area, and brought concerns about parking, noting there are 140 rooms and 2,800 square feet of retail. He said on game day, with only 159 parking spaces on the property, where is the overflow going to park. He said although he is not a fan of having too many parking spaces, where are people going to park, once the available spaces are full.

Moore said not every guest comes in a car, since they arrive via transportation from the airport or in groups on busses. He said all other

hotels in the area have 20 to 25% of the parking lot that does not get used.

Clein said part of the strategy for having a Buckeye store was to reduce the parking need.

Schrim said they do over 100 hotels across the country and they are very in tune with parking since they live and die by their guest experience, adding that this metric works from a guest experience standpoint and it seems counterintuitive to change it.

Mills asked if there will be a shuttle for this hotel to get to the downtown.

Schrim said they have an interest in the Sheraton, and the Sheraton has a shuttle they could use. He said they are currently slated to be Hyatt Place, with the Generation Y, that is more into the shared economy.

Peters said Zip Car is available in the area, which may reduce parking need. He said as a bike commuter, seeing the proposed bike amenity is something needed throughout the area.

Peters asked about Project Management staff comments about wet weather events.

Cheng read from the staff report, adding that he could get more information.

Gorenflo said staff was stating that sanitary flow mitigation needs to take place as part of the project and where the mitigation needs to take place.

Adenekan asked if the project were to be approved, when would construction begin.

Gorenflo said groundbreaking would be in the Spring of 2016.

Adenekan said, I love it!

Woods said she noticed the comment about parking in the Citizen Participation meeting report.

Moved by Mills, seconded by Clein, that this petition be postponed until the next available meeting after staff comments have been addressed. On a voice vote, the Chair declared the motion carried.

11 AUDIENCE PARTICIPATION (Persons may speak for three minutes on any item.)

12 COMMISSION PROPOSED BUSINESS

13 ADJOURNMENT

Moved by Milshteyn, seconded by Franciscus, that the meeting be Adjourned at 8:55 p.m. On a voice vote, the Chair declared the motion carried.

Wendy Woods, Chair
mg

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