MINUTES
Downtown Development Authority
Thursday, July 9, 1998

Place: DDA Office
301 E. Liberty, Suite 690
Ann Arbor, MI  48104

Time: The Chair, Maria Harshe, called the meeting to order at 5:20 P.M.

1. Roll Call

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<tr>
<th>Present</th>
<th>Neal Berlin, Dave DeVarti, David Fritz, Bob Gates, Leah Gunn, Maria Harshe, Karl Pohrt, Lorri Sipes, Skip Ungrodt</th>
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<tbody>
<tr>
<td>Absent</td>
<td>Bob Gillett, Deanna Relyea, Ed Shaffran</td>
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Staff
Susan Pollay, Executive Director
Joseph Morehouse, Fiscal and Administrative Manager

Audience
Jane Barney, Avalon Housing
Ray Detter, Citizens Advisory Council
Bob Frazier, National Garages
Larry French, Housing Policy Board
Bob Henderson, Citizens Advisory Council
Adrian Iraola, City Engineering
Jeff Kahan, City Planning
Audry Libke, Citizens Advisory Council
Carl Luckenbach, Luckenbach/Ziegelman Architects
Carol McCabe, Avalon Housing
Cathy O'Donnell, Ann Arbor News
Cynthia Shevel, Middle Earth
Dave Solo, Bagel Factory, South University Area Association
Jack Stegeman, Campus Rentals, South University Area Association

2. Approval of Minutes

Ms. Gunn moved and Mr. Fritz seconded a motion to approve the Board Minutes of June 11, 1998. Susan Pollay reported that it should be noted that the Citizens Advisory Council report had been repeated, doubling its length.

A vote on the motion showed:

**AYES:** Berlin, DeVarti, Fritz, Gates, Gunn, Harshe, Pohrt, Sipes, Ungrodt

**NAYS:** None

Absent: Gillett, Relyea, Shaffran

The motion carried.

Mr. Gillett enters.
3. Report by DDA Citizen’s Advisory Council

Last night the Citizens Advisory Council discussed four inter-related parking issues that are of major importance to the future of our downtown. As you may know, a request has been made to rezone the parcel of land on the northeast corner of East Huron and North Fourth from C2A (Central Business District and residential uses) to P (Parking District) and a proposal to construct a two-level, 5,950-square foot 37-space parking structure on the site. We intend to strongly oppose this change in existing and appropriate C2A zoning in the Core area of our downtown. Such a change would be in direct opposition to major elements of our 1988 Downtown Plan dealing with land use. Under existing zoning this site has the potential of mixed-use residential, retail and office along Fourth Avenue which serves as a primary pedestrian connection between Kerrytown and Main Street. We recognize, as does the Downtown Plan, that the location and design of parking needed to support new development is an important consideration in ensuring that the Core area remains accessible for shoppers and service users and becomes an increasingly convenient and attractive residential and walking environment. We strongly support developing underground parking on sites zoned for residential/mixed use, such as this one, in order to optimize the development capacity of available sites and to minimize the negative impacts which above-grade parking structures have on the continuity of street level activity and the visual quality of the urban setting. The existing zoning is appropriate, the proposed zoning and use is not. We hope the DDA will join us in opposing this proposal. Desirable existing uses, zoning and potential development must not be “driven out” of the downtown by poorly planned proposals to meet immediate parking needs.

Just one block away on Fourth and Washington we find ourselves with a parking dilemma. The very carefully planned, short-term parking structure proposed for that site is essential to the future of the area, but it comes with costs that far exceed our expectations. We recognize that unexpectedly high costs are not only attached to this structure, but to the replacement and maintenance of other structures as well. Last night the Citizens Council asked me to tell you that we support all reasonable efforts to reduce the costs to the Fourth and Washington parking structure--but not to the point where it compromises the quality of the structure or the admirable professional efforts that went into trying to make it a positive contribution to the pedestrian downtown environment. Dick Mitchell and the design team have done an excellent job in responding to the downtown community. We are sure that he will work with us to reduce costs while retaining the integrity of this much needed short-term parking structure.

In the case of the alternatives proposed for the Forest Street parking structure, the Citizens Advisory Council concurs with the Forest Structure Design Advisory Committee recommendations. The footprint of the new structure should be expanded to include three adjacent properties and we should pursue development of Design Scheme H that creates potential public/private development of residential units in the 60 foot “opportunity zone” along Willard Street. We realize the problems in adopting this scheme, but we also recognize the potential for another parking bay on Willard if a residential developer does not emerge to pursue the mixed-use possibilities on the Willard site.

Finally, and in relation to the many downtown issues involved in dealing with these three parking structure proposals, the Citizens Council has asked me to once again urge you to begin formulating a set of policies and a plan of action that will encourage developers to come forward to participate in public/private, mixed-use projects that provide some, or all, of their own parking. These policies should conform to the goals of the Downtown Plan of 1988 and the Central Area Plan of 1992--both of which encourage the DDA to support new residential development, pedestrian improvements, open space and underground parking in the downtown.

As urged by the Downtown Plan (p. 20, pp. 73-74) we must try to bring all parties together to revise the downtown parking exempt zone to shift increased responsibility for meeting long-term parking needs to the private sector. Given the costs we are seeing, and DDA projected parking expenditures, you will be lucky if you can even meet the short-term parking needs within the DDA district. For over thirty years the public sector has taken the responsibility...
for constructing the parking needed to serve new downtown development. We know that this “parking exemption” policy was established as part of Ann Arbor’s early downtown revitalization strategy and has been used to help leverage new investment by reducing private sector development costs.

So now we have a number of above-ground structures that are falling apart. You have taken them over from a city that failed to maintain them, and now, with Proposal A, you no longer have the funds to maintain them and build more without dipping heavily into limited TIFA funds that should be used for more creative downtown projects. Where then is your ability to carry out your mission of encouraging downtown residential and commercial development? We know we will have to continue to repeatedly raise parking rates against mounting resistance. Will there ever be enough? Someone recently raised the question of when the DDA was going to implode.

Along with revising the downtown parking exempt district, the Citizens Advisory Council would like to recommend that the DDA begin to have discussions with the City, the County and the school districts to consider the possibility of developing a tax abatement policy that would encourage developers to come forward with mixed-use projects that support new residential development, pedestrian improvements, open space and underground parking in the downtown. They may be public-private developments on existing city sites such as First and Washington or First and William, or such sites as the Brown Block, Kleinschmidt’s block, Ashley and Huron or Fifth and Huron among others.

With such a new tax abatement program we just might get the parking, the residential presence and the vital downtown we all want. We just might have a DDA which has enough money to do more creative things.

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<th>4. Audience Participation</th>
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<td>Carol McCabe, Director of Avalon Housing, provided background on Avalon Housing Corporation and their mission. She also asked for support on the DDA resolution to provide $72,500 to Avalon for the development of housing units located at 411 N. Ashley Street. Ms. Sipes confirmed that the property in question was the former Women’s Shelter. Mr. Pohrt spoke in support of the work that Avalon Housing has been doing in the community, and recognized Jane Barney as a long time housing activist and supporter of Avalon.</td>
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Larry French, a member of the Housing Policy Board (HPB), spoke in support of the Avalon resolution. He informed the DDA Board of the HPB recommendation to City Council would be to fund the project with between $25,000 and $88,600, depending on the DDA’s contribution. Mr. French stated that he would encourage the DDA to contribute at least the $72,500 in the resolution but that he would prefer the $136,100 Avalon had first requested. If the higher amount was granted it would allow the HPB to fund more projects with their limited resources.

Jack Stegeman, owner of Campus Rentals, spoke in support of Design Scheme H for the Forest Parking Structure. He used Chicago as an example of an area with both dense housing and prosperous merchants.

Cynthia Shevel, a member of the South University Area Association, asked that the board vote in favor or Design F. She stated that in her view the most critical need in the area was parking.

Dave Solo, President of the Bagel Factory and a board member of the South University Area Association, spoke in support of Design F as the way to maximize parking in the area. He felt that the South University Merchants will be made to pay for the poor maintenance practices of the past and they will suffer during the structure demolition and reconstruction over the next year. He said he would like to see a big payoff with a maximum amount of parking being put into the area.
5. **New Business**

Upon motion by Ms. Sipes, with support from Ms. Gunn, the following resolution was put forward:

**Resolution to Support the Washtenaw County Ballot Proposal Regarding Agricultural Lands and Open Space**

Whereas, The diversity of urban and rural lands in Washtenaw County is a primary component of our community’s quality of life;

Whereas, Washtenaw County’s landscape is undergoing rapid change, with sprawl development overtaking farmland at a rate of 4,000 acres a year at the same time our County downtown’s struggle to maintain their vitality;

Whereas, Washtenaw county’s cities have a number of excellent opportunities for urban redevelopment and revitalization projects that will continue to make them attractive places to live and work;

Whereas, The ballot language for the millage proposal contains a strong Urban Revitalization component, encouraging cities to apply for funds for specific rehabilitation and redevelopment projects; and

Whereas, It is the mission of the Ann Arbor Downtown Development Authority to promote improvements in downtown Ann Arbor;

RESOLVED, The Ann Arbor Downtown Development Authority endorses the millage proposal; and

RESOLVED, That the Ann Arbor Downtown Development Authority will actively participate with the Washtenaw County Board and other units of local government in county-wide efforts to maintain the diversity of urban and rural lands in Washtenaw County.

Ms. Sipes said that this resolution was in keeping with the mission of the DDA in preventing urban sprawl and thereby keeping our urban areas vital. Gunn stated that the millage would cost an owner of a $200,000 home about $40.00 a year for ten years. Mr. Berlin asked if “actively participate” would involve spending dollars, to which Ms. Sipes said that we have shown that we can contribute with projects already underway as part of our Spaces Between Buildings program.

A vote on the motion showed:

**AYES:** Berlin, DeVarti, Fritz, Gates, Gillett, Gunn, Harshe, Pohrt, Sipes, Ungrodt

**NAYS:** None

Absent: Relyea, Shaffran

The motion carried.

6. **Subcommittee Reports**

**Spaces Between Building Subcommittee Report**

Upon motion by Mr. Pohrt, with support from Mr. DeVarti, the following resolution was put forward:

**Resolution Providing $72,500 to Avalon Housing, Inc. to Assist with the Development of Housing Units in the DDA District**
Whereas, The Ann Arbor DDA Plan goal is to address problems of urban decline, and with a specific objective to participate in programs which stimulate new, converted, or renovated housing;

Whereas, The DDA has received a proposal from Avalon Housing, Inc. to assist with the acquisition of property within the DDA district for the purpose of providing supportive housing services;

Whereas, The DDA has been asked to provide funding for the operating reserve for this project, a subsidy which will enable Avalon to provide an enhanced management service to its tenants, many of whom have disabilities and/or very low-incomes.

Whereas, The DDA has established a Housing Fund in hopes of leveraging additional support for residential developments in the DDA district; and

Whereas, The Avalon proposal would use DDA funds to complete acquisitional funding provided by at least four other funding sources;

RESOLVED, That the DDA will provide Avalon Housing, Inc. with a grant of $72,500 for an operating reserve for a new six-unit residential building located at 411 N. Ashley Street, Ann Arbor, MI.

Mr. Pohrt stated that this project fits in with the DDA’s general goals and mission. Mr. Berlin asked why the resolution is different than Avalon’s original request of $136,500. Ms. Sipes replied that the donation would be used for the operating reserve, which is usually harder to fund than the other project costs and that the $72,500 was what the subcommittee felt was appropriate. Ms. Gunn asked the board to consider granting the total amount requested. Mr. Pohrt replied that the DDA may want to hold onto its funds in anticipation of future projects. Mr. DeVarti spoke about how the Housing Fund had a healthy balance and that this is an opportunity to spend the funds on a project within the DDA boundaries.

Mr. DeVarti made a friendly amendment to grant Avalon the full $136,500 originally requested. Mr. Berlin seconded the motion.

Mr. Fritz asked how long the reserve for the Avalon project would last. Ms. Gunn replied that the projection is for the reserve to last fifteen years. Carol McCabe spoke that the reserve calculations were based on HUD funding running out in three years. Mr. Pohrt stated he would vote no on the amendment due to the need for fiscal responsibility. Mr. DeVarti said that the if the request by Avalon was granted there would still be more money in the Housing Fund than the Board has been able to spend previously. Mr. Pohrt replied that the reserve for the project will be fully funded even if the DDA appropriates the lesser amount. The difference will be made up by HPB funds. If the HPB does not contribute the funds to this project they will spend them on other projects most likely outside the DDA area. Ms. Gunn stated that if the HPB funds were spent on affordable housing it would benefit the DDA area whether those units were in the DDA area or not. She also said that since the board had appropriated more money into the Housing Fund in FY 98, they would not be depleting the Housing Fund. Ms Harshe called for a vote on the amendment.

A vote on the amendment showed:

AYES: Berlin, DeVarti, Fritz, Gunn, Harshe, Pohrt
The amendment to the motion carried.

**A vote on the amended resolution showed:**

**AYES:** Berlin, DeVarti, Fritz, Gunn, Harshe, Pohrt, Sipes, Ungrodt
**NAYS:** None
**Abstained:** Gates, Gillett
**Absent:** Relyea, Shaffran

The amended resolution carried.

Mr. Fritz reminded the board that the DDA had approved funding for maintenance of DDA streetscape improvements. Upon motion by Mr. Fritz, with support from Ms. Sipes, the resolution was presented as follows:

**Resolution to Support Rebricking and Repairing Treewells Along E. Washington and E. Liberty Streets**

Whereas, The DDA resolved to provide $200,000 to its 1998/99 Spaces Between Buildings Program, of which $100,000 has been earmarked for streetscape maintenance projects;

Whereas, Approximately twenty brick tree wells along E. Washington and E. Liberty Streets are in need of repair, with loose bricks being dislodged marring the attractiveness of the area and creating the potential for trip hazards;

Whereas, A proposal for these repairs has been received from Saladino Construction Company for $16,000, which includes cost for labor and materials;

Whereas, The City has proposed using a portion of its anticipated revenues generated from an increase in street meter rates to match DDA funds for repairs in the downtown, a partnership which would reduce the DDA contribution to $8,000; and

Whereas, The City Forestry and Transportation Divisions have offered to assist as project coordinators for this project;

RESOLVED, The DDA will contribute $16,000 to rebrick tree wells along E. Liberty and E. Washington Streets; and

RESOLVED, The DDA will seek $8,000 from the City in matching funds for this project.

Mr. Berlin reported that the additional funds from the increased parking meter rates have not been allocated, due to a City Council directive to solicit input from downtown stakeholders. Discussion will take place at a downtown task force summit to be held on July 29th. Ms. Gunn asked if the project would languish while the distribution decision is made. Mr. Fritz replied that the resolution is written so that the DDA would pay for the work and then seek reimbursement. Ms Harshe called for a vote.

**A vote on the motion showed:**
AYES: Berlin, DeVarti, Fritz, Gates, Gillett, Gunn, Harshe, Pohrt, Sipes, Ungrodt
NAYS: None
Absent: Relyea, Shaffran

The motion carried.

Ms. Pollay briefly reported on the status of the 1998 DDA Spaces Between Buildings Plan for 1998. Ms. Harshe expressed gratitude for the status report, stating the need to celebrate progress and good work.

Parking Construction Committee
Carl Luckenbach, architect for the new Forest Structure, summarized the input from the various community sources. He explained the different design options available with the project budget of $10 million dollars and the number of spaces that each option would provide. In his opinion most of the groups and individuals who gave input preferred Design Scheme H.

Ms. Gunn stated that she was under the impression that if the parking structure were later enlarged with another bay under Design Scheme H it would afford only one more row of parking. Mr. Luckenbach replied that it would provide a total of three full bays of parking, the same as Design F. Ms. Harshe inquired why there had not been an exit on the southwest corner of the structure. The answer was that it would be quite difficult to place there.

Ms. Pollay reminded the board that if the project was to keep on schedule a design decision had to be made. Mr. Gillett asked if the decision to be made at the meeting was one of Design F or Design H, or if Design H was chosen did they have to chose which option it should be. Ms. Pollay replied that if either Design F or H was chosen the design process could move forward. Upon motion by Mr. Berlin, seconded by Mr. Pohrt, the following resolution was put forward:

Resolution of Support For a Preferred Design Scheme for the New Forest Parking Structure

Whereas, A 1997 parking demand study demonstrated that parking usage in the South University area exceeded 100% of available parking spaces at peak period;

Whereas, A series of public meetings have been held to address the design of the new structure, including several Stakeholder Sessions, a Community Workshop, Planning Commission Work sessions and a City Council Work session;

Whereas, Several project goals have been developed from these meetings, including the following: 1) to maximize the number of parking spaces to enhance the economic viability and character of the S. University commercial and adjacent residential districts, 2) to maximize flexibility for future retail or residential uses, 3) to improve the aesthetic nature of the structure design and its relationship to the adjacent neighborhood, and 4) to improve circulation and access to the site without compromising the service needs of the adjacent properties;

Whereas, A variety of design schemes have been discussed and their benefits weighed relative to the project goals;

Whereas, A Forest Structure Design Advisory Committee, comprised of representatives of South University-area businesses, property owners, residents, religious community, the University of Michigan administration and students, the DDA, City staff, the City Planning Commission, and City Council, has formulated a
recommendation that design scheme “H” would create the greatest opportunities with the development of the new structure; and

Whereas, The Design Advisory Committee framed its recommendation assuming that the project would lead to the development of as many as 750 parking spaces with two levels of parking below grade and seven levels above, as well as a future development on the land beside the structure to the south with townhouses or perhaps a future expansion of the parking structure;

RESOLVED, That the DDA resolves to go forward with Design Scheme H-1.

Mr. Ungrodt asked what efforts had been made to incorporate the UM into the project. Mr. Luckenbach said that an expanded H would provide opportunities for involving the UM. Ms. Harshe spoke of the process she has gone through to come to her preferred choice of Scheme F. She had considered H but was put off by the price per space including underground parking. She also questioned the value of the opportunity zone and when it would be realized. She asked for another board member to move an amendment to Mr. Berlin’s resolution inserting Design F into the final resolve clause. Mr. Pohrt moved the amendment and Mr. Gates seconded the amendment.

Mr. DeVarti spoke against the amendment due to the flexibility offered by Design H while not sacrificing the amount of parking. Mr. Gillett asked what would happen if the University came along later and offered to add 250 spaces in a horizontal expansion. Ms. Harshe replied that she wanted the board to commit itself to maximize parking in the area. Ms. Gunn stated that she was leaning toward Design F due to the unknown value of the opportunity zone property and the better traffic pattern of Design F. Mr. Ungrodt concurred with Ms. Gunn because of the need for parking in the area. Mr. Gates questioned Mr. Luckenbach as to the need to go underground to have 950 spaces with Design H. The answer was that you could get about one thousand spaces with Design H using both the vertical and horizontal expansions and 950 with Design F. Ms. Sipes commented on traffic congestion problems with a structure so large.

Ms. Harshe called a vote to amend the resolution in favor of Design F, and put forward the following alternative language:

Resolution of Support For Design Scheme “F” for the New Forest Parking Structure

Whereas, A 1997 parking demand study demonstrated that parking usage in the South University area exceeded 100% of available parking spaces at peak period;

Whereas, A series of public meetings have been held to address the design of the new structure, including several Stakeholder Sessions, a Community Workshop, Planning Commission Work sessions and a City Council Work session;

Whereas, Several project goals have been developed from these meetings, including the following: 1) to maximize the number of parking spaces to enhance the economic viability and character of the S. University commercial and adjacent residential districts, 2) to maximize flexibility for future retail or residential uses, 3) to improve the aesthetic nature of the structure design and its relationship to the adjacent neighborhood, and 4) to improve circulation and access to the site without compromising the service needs of the adjacent properties;

Whereas, A variety of design schemes have been discussed and their benefits weighed relative to the project goals;
Whereas, A Forest Structure Design Advisory Committee, comprised of representatives of South University-area businesses, property owners, residents, religious community, the University of Michigan administration and students, the DDA, City staff, the City Planning Commission, and City Council, has formulated a recommendation that design scheme “H” would create the greatest opportunities with the development of the new structure; and

Whereas, The Design Advisory Committee framed its recommendation assuming that the project would lead to the development of as many as 750 parking spaces with two levels of parking below grade and seven levels above, as well as a future development on the land beside the structure to the south with townhouses or perhaps a future expansion of the parking structure;

Whereas, The DDA is very concerned about and responsive to the needs of the South University area whose parking opportunities are severely limited;

Whereas, The DDA is not confident that the opportunity zone provided for by design scheme “H” will lead to the development of quality townhouses nor an expansion of the parking structure given that the property is outside the DDA area and its development will not necessarily be overseen by the DDA;

Whereas, The DDA believes design scheme “F” will provide the potential for the greatest number of parking spaces, to whatever capacity the surrounding streets can support; and

Whereas, The DDA is confident that the project architect will design a new structure that is sensitive to its surroundings and attractive in appearance;

RESOLVED, That the DDA resolves to go forward with design scheme “F”.

A vote on the amendment showed:

AYES: Fritz, Gates, Gunn, Harshe, Pohrt, Sipes, Ungrodt
NAYS: Berlin, DeVarti, Gillett
Absent: Relyea, Shaffran

The amendment passed.

Ms. Harshe asked that the design of the structure fit into the neighborhood and that the traffic patterns not lead to congestion. Mr. Gillett asked that the board not loose sight of their obligations to neighborhoods and traffic. Ms. Gunn spoke of a potential need for residential parking permits in the neighborhoods near South University while the structure was out of service. Ms. Sipes said that if H were pursued that there was a need for a definite use of the opportunity zone or it may become a blight on the area. Mr. Gates commented on how Design F would be a lower structure without spending $20,000 per space to go below grade. Ms. Harshe stated that she did not see as great a need for housing as there is for parking. Mr. Gillett shared his view that a “European style row house would look nice in the area, better than a parking structure.

A vote on the resolution showed:

AYES: Fritz, DeVarti, Gates, Gunn, Harshe, Pohrt, Sipes, Ungrodt
NAYS: Berlin, Gillett
Absent: Relyea, Shaffran

The amended resolution carried.
Ms. Pollay reported that Mr. Shaffran had asked her to convey to the board the need to start thinking about the possibilities of using First & Washington as the optimal location for the new structure in the Main Street area. The site offers the ability to build into a hillside to camouflage the bulk of the structure, as well as close proximity to Main Street. Mr. Berlin reported that there had been discussions with some of the contractors who had bid on the proposed Fourth and Washington structure. He reported that the reasons for the higher than expected cost of the structure related to the general high cost of construction and numerous aspects of the design which have greatly affected the cost. The information gained in these meetings will lead to some strong recommendations to the board on how to proceed with the Forest Structure, as well as any other new structure.

Mr. DeVarti asked if there were realistic possibilities for partnering with First Martin on the Bank of Ann Arbor site. Mr. Ungrodt reported that he had a letter, which gave a deadline of October 1, 1998 for doing something about the site. Mr. Berlin reported that it would take more action by the Bank of Ann Arbor and First Martin to find out what interest the City would have in office space on the site.

**Parking Operations Committee**

Upon motion by Ms. Gunn, seconded by Mr. Gates, the following resolution was put forward:

**RESOLUTION TO INCREASE HOURLY PARKING RATES**

Whereas, Recent engineering studies indicate that many parking structures currently under DDA management will require significant repairs over the next several years to remain operational;

Whereas, Parking revenues will be the significant source of funding for these repairs, in addition to operations, maintenance, and replacement construction; and

Whereas, A ten-year schedule of anticipated revenues and expenses has been developed and these proposed hourly rates had been forecast;

RESOLVED, That hourly parking rates in the parking structures shall be raised to $0.80 per hour;

RESOLVED, That hourly parking rates in the surface parking lots shall be raised to $0.90 per hour for the first three hours and $1.10 per hour thereafter;

RESOLVED, That the City Council shall be notified of this resolution per its Agreement with the DDA, and that these rates shall go into effect no later than September 28, 1998.

Ms. Gunn told the Board that the increase had been anticipated as part of the DDA’s ten-year projected budget, and that rates were anticipated to continue to rise gradually over the next several years. Mr. Gates referred to a handout, which compared the revenue and occupancy of two facilities, the Library Lot and the Maynard Structure for the last four months. He pointed out that although revenues had been increased over last year, higher rates had clearly impacted occupancy. Ms. Harshe emphasized that these rate increases were not taken lightly and the board must weigh the higher cost against the alternative of no parking. Mr. Gillett asked if the actual occupancy was consistent with the occupancy projections calculated with the rate increase schedule. Mr. Gates stated that the occupancy percentage was projected to decrease by ten percent when all the facilities were back in operation. Ms Harshe called for a vote.

A vote on the motion showed:

**AYES:** Berlin, DeVarti, Fritz, Gates, Gillett, Gunn, Harshe, Pohrt, Sipes, Ungrodt
NAYS: None
Absent: Relyea, Shaffran

The motion carried.

Ms. Sipes leaves.

Mr. Pohrt communicated to the Board the concerns of the State Street Area Association about the elimination of group rate discounts for monthly permits. Because the Association charges slightly more for the permits they generate approximately $11,000 for Association activities. Mr. DeVarti stated that one of the DDA’s intentions was to work towards uniform parking rates. Mr. Ungrodt stated that the large groups get the discount because they bill and collect the funds instead of National Garages. Mr. Pohrt made a motion to grant a group discount for the Area Associations. Mr. Ungrodt seconded the motion. Mr. DeVarti stated that this is a complicated issue and should be decided in committee. Ms. Gunn made a motion to refer group discount question to the Parking Operations Committee. Mr. Gillett seconded the motion. Mr. Pohrt withdrew his motion concerning the group discount, but emphasized the importance of this income to the State Street Association. Mr. Gillett asked that the Parking Operations Committee keep in mind the direct subsidies the DDA makes to the Merchant Associations and the perception of raising rates on everyone else but the these associations. Mr. Pohrt reminded the Board of how important the area associations are to downtown vitality.

7. Other DDA Business Matters

Ms. Harshe proposed that the August Board meeting be cancelled to give the board members a break and to resolve the term expirations of two members. Ms. Gunn moved to cancel the August meeting. Mr. Pohrt seconded the motion but raised the possibility of an emergency meeting being called if warranted. Ms Harshe called for a vote.

A vote on the motion showed:

AYES: Berlin, DeVarti, Fritz, Gates, Gillett, Gunn, Harshe, Pohrt, Ungrodt
NAYS: None
Absent: Relyea, Shaffran, Sipes

The motion carried.

8. Adjournment

There being no other business, upon motion, the meeting was adjourned at 7:20 p.m.

Respectfully submitted,

Susan Pollay, Executive Director
Secretary