MINUTES
Downtown Development Authority Meeting
Wednesday, October 5, 2005

Place: Kerrytown Concert House, 415 N. Fourth Avenue, Ann Arbor, MI. 48104
Time: DDA Chair Leah Gunn called the meeting to order at 12:05 p.m.

1. ROLL CALL

Present: Rob Aldrich, Fred Beal, Gary Boren, Russ Collins, Dave DeVarti, Rene Greff, Leah Gunn, John Hieftje, Sandi Smith

Absent: Ron Dankert, Bob Gillett, Roger Hewitt

Staff: Joe Morehouse, Deputy Director

Present: Sarah Armstrong

Audience: Peter Allen, Allen & Associates

Vivienne Armentrout, Ann Arbor Observer (free lance)

Tony Bisesi, Republic Parking

Newcombe Clark, Downtown Area Citizens Advisory Council

Alan Cobb, Albert Kahn Associates

Deb Cooper, Beckett & Raeder

Bob Dascola, State Street Area Association

Tom Gantert, Ann Arbor News

Frank Nagy, Republic Parking Systems

Sonia Noble, Illuminating Concepts

Riccardo Pappini, Albert Kahn Associates

Connie Pulcipher, Beckett & Raeder

Michael Strothers, Albert Kahn Associates

Bob Wanty, Washtenaw Engineering Co.

Dennis Webster, The Earle Restaurant

2. NEW BUSINESS

None.

3. APPROVAL OF MINUTES

Ms. Gunn moved and Mr. Beal seconded approval of the September 7, 2005 Board minutes.

A vote on the motion showed:
AYES: Aldrich, Beal, Boren, Collins, DeVarti, Greff, Gunn, Hieftje, Smith
NAYS: None
Absent: Dankert, Gillett, Hewitt
The motion carried.

4. OLD BUSINESS

Ms. Pulcipher, Beckett & Raeder gave a PowerPoint presentation on the status of the proposed Huron, Fifth and Division project. Ms. Pulcipher’s presentation highlighted current conditions on these corridors, which are neglected and car-focused, and how the project will dramatically improve bicycle and pedestrian conditions.

Mr. Dankert, Mr. Gillett and Mr. Hewitt enter.

Mr. Cobb, Albert Kahn Associates, provided an update on the proposed Huron Street project. The drawings depicted pedestrian-friendly elements such as safety islands, improved signals and crosswalks.
He described how the proposed streetscape would create gateways into downtown and create a sense of place which is currently missing. He also described how the proposed streetlights could include elements that would make possible wi-fi, messaging centers, and connections for staging events. Mr. Cobb entertained questions and suggestions from the DDA.

5. **AUDIENCE PARTICIPATION**

Ms. Briggs, getDowntown program, spoke in favor of the proposed Huron, Fifth Division improvements.

6. **DOWNTOWN AREA CITIZENS ADVISORY COUNCIL**

The current work of the Calthorpe group and the Mayor’s appointment of a Greenway Task Force encouraged the Citizens Advisory Council last night to discuss our commitment to a downtown greenway as one of our major objectives. Since the drafting of the 1988 Downtown Plan, and even earlier, the CAC has supported the concept of a pedestrian and bicycle path along Allen Creek and the railroad connecting downtown to the Huron River with small pocket parks at various locations along the way. We have also supported improving the Allen Creek drain route wherever possible.

But much has changed since 1988 when the Downtown Plan was adopted. Broadway, Riverside, Argo, Bandermer, Island Drive and Gallup Parks and the new Broadway Bridges have all been developed, rebuilt, or improved since then. Pedestrian and bicycle paths now connect all these areas as well as others along the Huron, in what is now one of the most beautiful sections of our city. Today, on a bike or walking, any downtown resident can arrive on the Huron in a matter of a few minutes. The City’s new Non-Motorized Plan and the Huron, Division, Fifth Study are currently working on improving bicycle and pedestrian routes which are not always very direct and never well marked. Regional planning is already in process to connect this attractive Huron River area to other pathways and parks throughout Washtenaw County. As Amy Kuras of the Parks Department recently proclaimed at a public meeting discussing the concept of a larger greenway along Allen Creek: “We already have a greenway!”

The CAC believes that future residents will be attracted to the downtown by its proximity to this River “Greenway”. But its appeal as a place to picnic, walk, bike, fish and canoe needs to be more publicized and it needs to be made more accessible. A clear wayfinding system from all points of the downtown should be developed. The Allen Creek route is only one of the points of access. At last night’s CAC meeting, members decided that our objective should be to connect our existing Huron River Greenway to the downtown. Not just with a pedestrian and bicycle path along the route of Allen Creek and the railroad, but via Main Street, Division, Fifth, State and Glen. One of our new members, Dale Winling, proposed that we should proceed to achieve this objective by working from the downtown, but also by starting with the River and working toward the downtown. We intend to further develop strategies for achieving this objective in the months ahead and to engage in dialogue with all parties as we proceed.

Two other matters discussed by the CAC last night were on issues relating to downtown housing. Currently, three CAC members are also members of the Shelter Advisory Group set up by the County and City over three years ago. At last week’s meeting Ellen Schulmeister gave a report, it was impressive in terms of the shelter’s success, but it was unsettling with regard to the future. As you know, the shelter is “dry” and does not take people who are obviously under the influence of alcohol. Dawn Farms currently has no room available at its housing facilities and turns away numbers of people every night who might wish to get into its detox program. In the past the old YMCA had been a place that the Shelter counted on to provide temporary housing for shelter visitors as a path to more permanent housing. It was also a place where those who might be addicted to drugs or alcohol could find temporary shelter. It was largely “transient” housing. We fear that as good as the intentions are of the HDC/Hope Network for providing new affordable housing at the old YMCA site, future references from the Shelter and Dawn Farms will no longer be able to find a place of temporary refuge there.
The CAC intends to involve itself in encouraging the successful development of the new housing on the YMCA site to see that this does not happen. On a related topic, we have come to the conclusion that the only way we are ever going to have lower income affordable and workforce housing in downtown Ann Arbor is to build smaller units that can be sold at a lower price. We believe there is a market for this housing and that it will benefit the downtown and the community. We intend to support the commitment of our energies and our public funds to help make this happen on both the First and William site and McKinley’s Division and East Washington site.

All members of the DDA should have by now received an invitation to the Downtown Ann Arbor Historical Street Exhibit Program's dedication, dinner and party on October 25 to celebrate the installation of sixteen more porcelain enamel wall images in the Main Street area. Susan Pollay will be one of the speakers. The dedication ceremony will be held on the corner of E. Liberty/S. Main at 5pm. The event will be followed by a dinner at Real Seafood and an Afterglow party with music, dessert, coffee and after-dinner drinks at the home of Lotti Van Curler at 120 Parkard. We hope that many of you will plan to attend.

7. SUBCOMMITTEE REPORTS

OPERATIONS COMMITTEE:
Financial Reports: Mr. Hewitt said that the August TIF income was as anticipated. The Parking Fund shows $1 million deficit, which is the result of the City using the option to take two years of rent payments at one time. Capital expenses are slightly less than anticipated. The Housing fund and the TIF Maintenance Reserve are as anticipated. A motion to accept the August 31, 2005 financial statements was moved by Mr. Hewitt, seconded by Mr. Beal and unanimously accepted.

Kempf House Requests: The committee and Mr. Beal reviewed the material provided by the Kempf House and recommended payment of the balance of the grant as approved by the DDA in July 2004. The Committee also concluded that it would not recommend approval of their additional funding request, as it does not fit DDA Grant Guidelines.

CAPITAL IMPROVEMENTS
Alley Repairs: Mr. Beal indicated that the alley work for this year is complete except for punch list items.

Mr. Beal moved and Mr. Hieftje seconded the following resolution:

RESOLUTION TO APPROVE A CONTRACT WITH H & M DEMOLITION COMPANIES FOR THE DEMOLITION OF THE FIRST AND WASHINGTON PARKING STRUCTURE

Whereas, Members of the DDA met with the Planning and Development Services Unit Director and representatives of Carl Walker Inc. to discuss an August 2005 conditional assessment of the First and Washington parking structure, and jointly resolved to recommend closure and demolition of the structure prior to winter 2005;

Whereas, At its September 2005 meeting the DDA accepted this recommendation and on October 4, 2005 City Council authorized the demolition of the First & Washington parking structure;

Whereas, At its September 2005 meeting the DDA also approved a Professional Services Agreement with Carl Walker Inc. for the preparation of bid documents for the demolition of the First and Washington Structure, as well as bidding and construction administration services;

Whereas, Bid documents were distributed on September 19, 2005 and five bids were received by the DDA on September 29, 2005;
Whereas, The DDA Capital Improvements Committee met on September 30, 2005 and determined that the firm of H& M Demolition Company of Holland, Michigan, submitted the lowest responsible bid in the amount of $213,400;

Whereas, In addition to inspection of the work, monitoring of dust control, noise emissions, periodic surveying of retaining walls, and air quality sampling will be performed by consultants during the demolition process;

RESOLVED, The DDA approves an agreement with H& M Demolition Company, for the demolition of the First & Washington parking structure for the not-to-exceed amount of $213,400, and a total project cost of $280,000;

RESOLVED, That the DDA Chair, Capital Improvements Committee Chair and Executive Director be authorized to sign said contract, and to take the necessary administrative actions to implement this resolution.

RESOLVED, That the Capital improvements Committee Chair and DDA Director are authorized to take the necessary steps to develop a temporary parking lot at this site, upon further review of implementation costs by the DDA.

A vote on the motion showed:
AYES: Aldrich, Beal, Boren, Collins, Dankert, DeVarti, Gillett, Greff, Gunn, Hewitt, Hieftje, Smith
NAYS: None
Absent: None
The motion carried.

4th & William: Mr. Beal said that the DDA had previously studied the issue and decided not to add a level to the structure due to the cost. In August, Council approved a resolution suggesting the addition of a floor to the structure. Unfortunately, patrons often experience delays exiting during rush hour and this may increase with the addition of more cars. Mr. Hieftje asked if the top level could be designated for car storage for residents. Mr. Morehouse explained that the roof level gets traffic from 10 A.M. onward. Mr. Beal said that a speed ramp could be added to the project, but it would raise the cost per space considerably and would require the elimination of several spaces. This could be studied or the DDA could opt to proceed per Council’s action. Mr. Beal moved and Mr. Hieftje seconded the following resolution:

Resolution To Construct An Additional Floor on to the Fourth & William Parking Structure ($4,000,000)

Whereas, On August 1, 2005 City Council voted to approve resolution “Resolution Requesting Preparation of Requests for Proposals for the Redevelopment of City Owned Properties”;

Whereas, In this resolution, City Council authorized the DDA to “immediately take the necessary action (including, but not limited to, retaining architectural/engineering firms and seeking construction bids) to construct an additional floor of public parking at the Fourth & William garage as soon as possible”;

Whereas, The proposed redevelopment of the former YMCA site, the increasing numbers of workers in the Ashley Mews building and other nearby developments will place greater demands on the Fourth & William structure;
Whereas, The DDA Capital Improvements Committee has reviewed the potential to add an additional floor to the Fourth & William structure and has developed a cost estimate of $4,000,000 which would generate approximately 125 new public parking spaces;

Whereas, During previous analysis of this parking garage, the design firm of Carl Walker Inc. prepared preliminary design plans for the additional floor;

Whereas, It is feasible to start some portions of construction during the winter months, with the understanding that the added costs of winter construction may be offset by the reduced loss of revenue during construction;

RESOLVED, The DDA shall establish a $4,000,000 project budget for the construction of an additional floor to the Fourth & William parking structure;

RESOLVED, The DDA Chair, Capital Improvements Committee Chair, and Executive Director are authorized to issue bid documents and contract with Carl Walker Inc. to prepare construction drawings for this project;

RESOLVED, The DDA shall have the opportunity to approve the selection of contractor for this project once bids have been received and a recommendation put forward by the Capital Improvements Committee.

Ms. Greff said that the Main Street neighborhood is concerned about losing more parking from the system. Mr. DeVarti asked if construction would take the structure out of use; Mr. Beal explained that parking on one level would be affected during construction. Mr. Hewitt said that he was not comfortable adding a level of parking due to the impact it would have on traffic flow in the area. He asked if the Y site redevelopment could add a level of parking instead. Concern was raised about construction conflicts with the proposed project on the Y site, and Mr. Beal indicated if the resolution were approved today, the project could be completed before the AATA project began. Mr. Beal asked if the Board wanted to incorporate a traffic study into the project. Ms. Greff said that the DDA already studied the issue and decided not to add a level. This action came as a directive from the City; it was not the DDA’s first choice. Mr. Collins asked if two levels could be added; Mr. Beal explained that only one additional level could be added and be structurally sound.

A vote on the motion showed:
AYES:   Aldrich, Beal, Boren, Collins, Dankert, DeVarti, Gillett, Greff, Gunn, Hewitt, Hieftje, Smith
NAYS: None
Absent: None
The motion carried.

Alley Repairs 2005/06: Mr. Beal reported that the Committee had selected the next four public alleys from the Washtenaw Engineering report, plus they had selected an alley in the State Street area which includes private property. One suggestion would be to let owners know the cost of the repairs and give them the option of paying for the work or doing it themselves. Mr. Hewitt said that out-of-state property owners may not agree to pay for alley repairs. Mr. Gillett asked if the DDA could do it as a public entity and charge the property owners with a special assessment. Mr. Beal stated that this will be investigated, as it isn’t reasonable that the DDA would only do one-half of an alley. Mr. Beal moved and Mr. Aldrich seconded the following resolution:

RESOLUTION AUTHORIZING THE CAPITAL IMPROVEMENTS COMMITTEE TO UNDERTAKE ALLEY REPAIRS AND IMPROVEMENTS IN 2005/06
Whereas, At its 2002 and 2003 retreats, DDA determined that it would undertake repairs and improvements to the downtown alleys to facilitate deliveries, solid waste and recycling collection, improve downtown cleanliness, and reduce storm water seepage into adjacent buildings;

Whereas, In May 2004 the DDA authorized its Capital Improvements Committee to undertake an assessment of all downtown alleys from Washtenaw Engineering Company (WEC) in the DDA District to determine their condition and estimated costs for repairs;

Whereas, The assessment includes an alley ranking determined by drainage issues, pavement condition, lighting, aesthetics, and estimated amount of pedestrian use, and separates out the publicly owned alleys from those with private ownership, with certain alleys having both public and private areas within the same alley, referred as mixed ownership alleys;

Whereas, The five highest ranking public alleys on this list were selected for repairs in 2004/05 at a repair cost of $750,000;

Whereas, Using the WEC assessment, the DDA Capital Improvements Committee framed a recommendation for the next four public alleys to be repaired in the 2005/06 construction season;

1) William, Fourth, Liberty and Main
2) Miller, Main, Kingsley and Ashley
3) Thayer, State, N. University and E. Washington (inner courtyard)
4) Washington, Fourth, Huron, and S. Main

Whereas, The Committee has also recommended that the following alley to be repaired:

5) William, State, Liberty and Maynard

Whereas, Approximately twenty percent of this last alley is privately owned, and the Capital Improvements Committee has recommended undertaking repairs to mixed ownership alleys like this only after 100% of the owners of the private property portions formally confirm their financial participation in the project;

Whereas, The estimated cost for repairs to these five alleys, not including the private property assessment, will be $1.1 million;

Whereas, The cost for the 2005/06 alley repairs is larger than in 2004/05 due to the greater length of the alleys;

Whereas, Alley repairs will include removal of the asphalt surface and replacement with colored concrete, storm sewer and storm sewer structure repairs, downspout connections, and installation of additional lighting where warranted;

RESOLVED, The DDA authorizes the DDA Capital Improvements Committee initiate the repair of the five alleys listed above, at project cost not to exceed $1.1 million, and

RESOLVED, The DDA may consider approval of repairs to other alleys subject to review of bids when received.

Ms. Smith asked that alley repairs be coordinated with other projects in the area i.e., Kingsley Lane.

A vote on the motion showed:
AYES: Aldrich, Beal, Boren, Collins, Dankert, DeVarti, Gillett, Greff, Gunn, Hewitt, Hieftje, Smith
NAYS: None
Absent: None
The motion carried.

Sculpture Park Plaza: Mr. Beal said that Sculpture Park Plaza is a highly used space in need of repairs, landscaping and other improvements. Mr. Beal moved and Ms. Greff seconded the following resolution:

RESOLUTION AUTHORIZING A REPAIR AND IMPROVEMENT PROJECT IN SCULPTURE PLAZA IN 2005/06 ($350,000)

Whereas, The DDA’s Renewal Plan strategies include the installation of street furniture, lighting, and other improvements to existing downtown open spaces including Sculpture Plaza;

Whereas, Sculpture Plaza is one of the most active and well-used areas of downtown, drawing a variety of visitors throughout the day;

Whereas, This year an emerald ash borer infestation led to the removal of several large trees in Sculpture Plaza which then caused the lower canopy plantings to die or be removed;

Whereas, An assessment has shown that other maintenance is needed in the Plaza, including reinstalling loose and broken brick;

Whereas, The opportunity exists to increase already strong plaza use with the installation of additional seating and tables, bike hoops, landscaping, and a children’s activity area;

Whereas, Meetings have been held with Parks Department staff to discuss this project, and a proposed repair and improvement plan for the Plaza would be developed through a series of meetings between DDA and Parks representatives, as well as nearby stakeholders and Plaza users;

Whereas, The initial cost for this project has been estimated to be $350,000 including contingencies;

Whereas, The City Parks Department has indicated it can provide $50,000 toward the cost of these repairs and improvements;

Whereas, The DDA Capital Improvements Committee discussed this project and recommends its approval;

RESOLVED, The DDA shall establish a project budget for repairs and improvements to Sculpture Plaza in the amount of $350,000, which will include the Parks Department contribution of $50,000;

RESOLVED, The project shall be implemented by the DDA in close cooperation with the City Parks Department;

RESOLVED, The DDA shall have the opportunity to approve the selection of project contractor once interviews have been completed and a recommendation put forward by the Capital Improvements Committee.

Mr. DeVarti asked about preliminary design concept. Mr. Beal explained that the project will be rebuilt “as is” with additional components as possible, e.g. a water feature or fountain. Mr. Iraola indicated the DDA will be seeking input from the community regarding the landscaping and design. Mr. Gillett asked for a clarification in the funding of the resolution and Mr. Beal explained that the DDA will be providing $300,000 and the City will be providing $50,000.
A vote on the motion showed:
AYES:   Aldrich, Beal, Boren, Collins, Dankert, DeVarti, Gillett, Greff, Gunn, Hewitt, Hieftje, Smith
NAYS:   None
Absent:  None
The motion carried.

Mr. Beal moved and Ms. Greff seconded the following resolution:

RESOLUTION AUTHORIZING THE ESTABLISHMENT OF A PROJECT BUDGET OF $200,000 FOR
BRICK AND TREE PIT REPAIRS ON WASHINGTON STREET BETWEEN FIFTH AVENUE AND
ASHLEY STREET IN 2005/06

Whereas, In 2005 the DDA established a TIF maintenance reserve to set aside funds to repair previous
DDA projects;

Whereas, In 1995 the DDA completed a major pedestrian improvement project on Washington Street,
between Fifth Avenue and Ashley Street, including the use of brick as a distinctive and attractive design
feature from building to curb;

Whereas, In the past decade a number of utility connections and other work on these sidewalks have
disturbed the brick, causing it to become unsettled and uneven;

Whereas, The ash trees installed on this street have begun dying due to an emerald ash borer
infestation, and their removal and replacement has significantly loosened the brickwork which encircles
the tree pits holding up the tree grates;

Whereas, It has been estimated that the cost to repair the brickwork and tree pits on Washington Street
between Fifth Avenue and Ashley Street will cost approximately $200,000;

Whereas, The DDA Capital Improvements Committee recommends that the project be undertaken in
2005/06 as part of the DDA’s ongoing sidewalk repair program;

RESOLVED, The DDA authorizes the Capital Improvements Committee to undertake a brick and tree pit
repair project on Washington Street between Fifth Avenue and Ashley Street during fiscal year 2005/06
with a project budget of $200,000;

RESOLVED, After bids are received, the DDA shall be provided with an opportunity to select the
contractor for this project;

Ms. Greff said that the Main Street Area Association would appreciate sensitivity to the outdoor cafes
during the repairs. Mr. Beal said that repairs would be scheduled for early spring to accommodate the
outdoor cafes.

A vote on the motion showed:
AYES:   Aldrich, Beal, Boren, Collins, Dankert, DeVarti, Gillett, Greff, Gunn, Hewitt,
        Hieftje, Smith
NAYS:   None
Absent:  None
The motion carried.

Mr. Beal moved and Mr. Dankert seconded the following resolution:
RESOLUTION AUTHORIZING THE INSTALLATION OF A MONITORING SYSTEM FOR THE ANN ASHLEY PARKING STRUCTURE FIRE SUPPRESSION SYSTEM ($40,000)

Whereas, The fire suppression system in the Ann and Ashley Parking Structure froze in winter 2003, necessitating significant reconstruction;

Whereas, On August 13, 2004 request for quotations were send to six known fire protection contractors, and three contractors responded on August 23rd, 2004;

Whereas, After the responses were received it was made clear that a system redesign would significantly reduce the likelihood of future damage due to freezing temperatures;

Whereas, The Capital Improvements Committee authorized an amendment to the original bid, including redesigning changes to the fire suppression system;

Whereas, VFP Fire System’s was selected as the lowest responsible bidder at $119,300;

Whereas, VFP completed its work installing new fire suppression equipment in May 2005, however a monitoring system must now be installed for low temperature, water flow, vandalism, tampering, and low air problems;

Whereas, The DDA distributed bids for this work, and Del Zoppo Electric Company was the lowest responsible bidder, with a project cost of $40,000;

RESOLVED, That the DDA approves the installation of a monitoring system for the new fire suppression system in the Ann Ashley Parking Structure, and the issuance of a repair contract to Del Zoppo Electric Corp. of Ann Arbor, MI in the amount of $40,000.

A vote on the motion showed:
AYES: Aldrich, Beal, Boren, Collins, Dankert, DeVarti, Gillett, Greff, Gunn, Hewitt, Hieftje, Smith
NAYS: None
Absent: None
The motion carried.

Huron, Division and Fifth Improvements: Mr. Beal said that the following resolution is the result of the goal from the 2002 retreat, “To Improve Access to Downtown.” The proposed project is more encompassing than previous streetscape projects as it takes into consideration larger community ideas, such as transportation issues for those who live, work and shop downtown. The intent of the resolution is to reserve $6 million in TIF funds so the two design teams can seek alternative matching grants and to reserve $1 million in TIF funds for a new community gathering space in front of City Hall. The resolution does not give permission to spend the dollars; it just sets aside the funds. Mr. Beal moved and Mr. Gillett seconded the following resolution:

RESOLUTION RESERVING FUNDS FOR THE INSTALLATION OF HURON, DIVISION AND FIFTH AVENUE IMPROVEMENTS

Whereas, In December 2002 the DDA came to consensus on the need to improve access into and through the downtown on Huron, Division and Fifth, and upon the recommendation of the Capital Improvements Committee, on June 2003 the DDA unanimously approved “Resolution Approving Improvement Projects Along Huron Street and Along Fifth & Division Streets;
Whereas, It was determined that the project would begin with a comprehensive study of the corridors and in December 2003 the DDA authorized a Professional Services Agreement with Pollack Design Associates to develop an Urban Design Workbook for the corridors;

Whereas, The Urban Design Workbook was compiled following exhaustive research and numerous public workshops, and its findings were presented to the DDA and Planning Commission in July 2004;

Whereas, The Workbook includes a number of recommendations to improve bicycle and pedestrian conditions on these corridors, including the installation of bike lanes and parking, pedestrian amenities such as improved lighting and trees, and the placement of on-street parking to create a separation and sense of security for pedestrians from vehicular traffic;

Whereas, The draft City of Ann Arbor Comprehensive Non-motorized Transportation Plan shows the installation of bicycle facilities on Fifth and Division as a high priority, and recommends elements such as improved pedestrian crossings on Huron Street;

Whereas, The DDA approved “Resolution Authorizing the Issuance of a Request for Proposals for Design of Huron, Fifth, & Division Improvements Capital Improvements” at its November 2004 meeting and in March 2005 Beckett and Raeder, Inc. and Albert Kahn Associates, Inc., were selected as consultants to design the improvements along these corridors;

Whereas, The DDA determined that it would not establish a project budget, but rather would delineate the specific improvements to be implemented at a later date and that the DDA will seek TEA-21, City Alternative Transportation funds and other revenues sources to offset a portion of the project costs;

Whereas, The DDA manages its funds through a Ten Year Plan which enables it to anticipate and prioritize future projects;

Whereas, The DDA Capital Improvements Committee discussed the project status at its July 2005 meeting and recommends that a portion of the DDA TIF fund balance be reserved so as to anticipate the Huron, Division, and Fifth project in some form and to strengthen future grant applications with an assurance of matching funds;

Whereas, The DDA Capital Improvements Committee recommends that $6 million in TIF be reserved for the Huron, Division and Fifth project with an additional $1 million in TIF reserved for improvements to the City Hall site, including a possible new community gathering space in the front of City Hall, as City Hall is situated on both Huron Street and Fifth Avenue;

RESOLVED, The DDA shall reserve $6 million for future improvements to Huron, Fifth, and Division in addition to an additional $1 million for future improvements to the City Hall site.

Mr. Hieftje said that he felt good points were raised during the presentation. Huron could definitely use improvements; however, Huron won’t replace other streets i.e., Liberty and/or Washington as a pedestrian corridor. He proposed adding the UM as another revenue source in the seventh Whereas clause of the resolution. Ms. Smith indicated that she would like to support the coordinated design for the projects. Mr. DeVarti asked if it would be possible to add off-hour parking on Huron as it is a state trunk line; Mr. Beal said that discussions with MDOT are on-going. Mr. Hewitt proposed adding a resolve that indicates “any resolution to expend these funds will be referred to the Board for action.”

Mr. DeVarti indicated he is not sure we need to improve the streets. He agreed the streets are not pedestrian friendly; however, he has concerns about the amount of money for the project. He stated that
he is opposed to the $1 million toward the City Hall site. Fortune cookies were available, and Mr. DeVarti shared his message with the group: “If it ain’t broke, don’t fix it.”

Mr. Gillett indicated that also wasn’t supportive of the project at this time, as it appeared to be too much money for a pedestrian improvement project. Mr. Dankert said that he felt the improvements will result in developers interested in investing in downtown. Mr. Collins said that he supported the plan as a concept and acknowledged more details will be provided as the design committees continue to work. He felt that the streetscape on Main Street successfully encouraged development in that area. He said that the same thing can happen to Huron and the improvements will pay off in the long run. He read his fortune: “All the effort you are making will ultimately pay off.”

Mr. Hieftje suggested slowing the traffic on Huron by adding turn lanes; he said that he is opposed to any idea that Huron could replace Main Street. Mr. Beal indicated that matching funds will reduce the amount the DDA would need to spend. Mr. Hieftje said that the $1 million for site improvements at City Hall would not be needed for a Police Station, and that he would be in favor of the resolution being tweaked further. Mr. Beal recommended removing the $1 million for the City Hall project from the resolution. Mr. Hieftje agreed. The resolution was amended as follows:

RESOLUTION RESERVING FUNDS FOR THE INSTALLATION OF HURON, DIVISION AND FIFTH AVENUE IMPROVEMENTS

Whereas, In December 2002 the DDA came to consensus on the need to improve access into and through the downtown on Huron, Division and Fifth, and upon the recommendation of the Capital Improvements Committee, on June 2003 the DDA unanimously approved “Resolution Approving Improvement Projects Along Huron Street and Along Fifth & Division Streets;

Whereas, It was determined that the project would begin with a comprehensive study of the corridors and in December 2003 the DDA authorized a Professional Services Agreement with Pollack Design Associates to develop an Urban Design Workbook for the corridors;

Whereas, The Urban Design Workbook was compiled following exhaustive research and numerous public workshops, and its findings were presented to the DDA and Planning Commission in July 2004;

Whereas, The Workbook includes a number of recommendations to improve bicycle and pedestrian conditions on these corridors, including the installation of bike lanes and parking, pedestrian amenities such as improved lighting and trees, and the placement of on-street parking to create a separation and sense of security for pedestrians from vehicular traffic;

Whereas, The draft City of Ann Arbor Comprehensive Non-motorized Transportation Plan shows the installation of bicycle facilities on Fifth and Division as a high priority, and recommends elements such as improved pedestrian crossings on Huron Street;

Whereas, The DDA approved “Resolution Authorizing the Issuance of a Request for Proposals for Design of Huron, Fifth, & Division Improvements Capital Improvements” at its November 2004 meeting and in March 2005 Beckett and Raeder, Inc. and Albert Kahn Associates, Inc., were selected as consultants to design the improvements along these corridors;

Whereas, The DDA determined that it would not establish a project budget, but rather would delineate the specific improvements to be implemented at a later date and that the DDA will seek TEA-21, City Alternative Transportation funds and other revenues sources, including the University of Michigan, to offset a portion of the project costs;
Whereas, The DDA manages its funds through a Ten Year Plan which enables it to anticipate and prioritize future projects;

Whereas, The DDA Capital Improvements Committee discussed the project status at its July 2005 meeting and recommends that a portion of the DDA TIF fund balance be reserved so as to anticipate the Huron, Division, and Fifth project in some form and to strengthen future grant applications with an assurance of matching funds;

Whereas, The DDA Capital Improvements Committee recommends that $6 million in TIF be reserved for the Huron, Division and Fifth project;

RESOLVED, The DDA shall reserve $6 million for future improvements to Huron, Fifth, and Division.

RESOLVED, Any resolution to expend these funds will be referred to the Board for action.

A vote on the motion showed:
AYES: Aldrich, Beal, Boren, Collins, Dankert, Greff, Gunn, Hewitt, Smith
NAYS: DeVarti, Gillett, Hieftje
Absent: None
The motion carried.

PARTNERSHIPS COMMITTEE: Ms. Smith reported that the committee continues to work on the RFP for the First and Washington site. At this point, the RFP does not include affordable housing or workforce housing. Ms. Smith noted that McKinley will be meeting with Partnerships tomorrow to provide additional information about their request for a parking contract. The Y redevelopment will provide 100 units of affordable units and 70-80 workforce units, and a financial request will come to Partnerships in the coming weeks. Also, the Committee received a request for funding from Michigan Ability Partners, which they denied as the project will be constructed two miles outside the DDA District.

Ms. Smith reported that the Greenway Task Force is meeting every Wednesday evening. It is scheduled to do a complete walking tour of the proposed Greenway that evening and it is in the process of framing guidelines. There are five groups presenting Greenway plans.

RESEARCH & OPPORTUNITY COMMITTEE: Mr. Boren reported that the committee has met with three excellent firms and any of the three would be able to assist the DDA with its efforts to improve its communication efforts. The next step will be to frame a recommendation for the board. The Committee is working with a UM class who is examining the DDA parking data. The committee decided to mine the data for useful information and will revisit the idea for a parking study at a future meeting.

8. OTHER DDA BUSINESS MATTERS

Mr. Aldrich said that in light of the fact that the City sent out an RFP and is conducting interviews with architectural firms for the City Hall addition, some members of the DDA feel the need to let the City know what the DDA will provide for the project. Ms. Gunn referred the issue to Partnerships Committee for review and action prior to the next Board meeting.

9. OTHER AUDIENCE PARTICIPATION

Ms. Hall sent a letter thanking the DDA for sponsoring her to attend the IDA Conference.

Mr. Dascola thanked the DDA for sponsoring him to attend the IDA Conference and he presented the Board with a report in hard copy and on CD format.
Mr. White, AATA, announced that they are working on completing their Park & Ride lot study. Discussions are on-going in the outlying areas, and a draft of the report will be done next month. He strongly encouraged the DDA to complete the 4th & William project before the Y project begins.

Ms. Briggs announced that the 2006 getDowntown go!pass cards were being distributed. She thanked the DDA for its support of the program!

10. ADJOURNMENT

As there was no further discussion the meeting was adjourned at 1:20 P.M.

Respectfully submitted,
Susan Pollay, Executive Director