

**ANN ARBOR DOWNTOWN DEVELOPMENT AUTHORITY MEETING AGENDA**  
**Wednesday, November 4, 2009 12:00noon**  
**DDA Offices, 150 S. Fifth Avenue, Ann Arbor, MI 48104**

**1. Roll Call**

Gary Boren, Newcombe Clark, Russ Collins, Leah Gunn, Jennifer Hall, Roger Hewitt, John Hieftje, Joan Lowenstein, John Mouat, Keith Orr, Sandi Smith, John Splitt

**2. Audience Participation (4 people maximum, 4 minutes each)**

**3. Reports from City Boards and Commissions**

- Ray Detter, Downtown Area Citizens Advisory Council

**4. Status of Taskforce Efforts with DDA Membership**

- A2D2 Steering Committee
- Committee to Discuss a Mutually Beneficial Financial Agreement with City Council

**5. Approval of Minutes**

- October 7, 2009

**6. Subcommittee Reports**

**a. Transportation Committee – John Mouat, Chair**

- Resolution Seeking a DDA/AATA Partnership for a Downtown Circulator
- Efforts to encourage more pedestrian counts/satisfaction
- Next Committee meeting: Wednesday, November 18 at 9am (week early)

**b. Capital Improvements Committee – John Splitt, Chair**

- Resolution to Approve Selection of The Christman Company for Construction Management Services for the Construction of the S. Fifth Avenue Parking Structure Project
- Status report on 5<sup>th</sup>/Division construction and wayfinding sign installation projects
- Next Committee meeting: Wednesday, November 11 at 11am

**c. Partnerships Committee – Sandi Smith and Russ Collins, Co-Chairs**

- Energy Saving Grant Program – 2009/10 grant application approvals
- Housing fund request from Near North
- Resolution Providing a Grant to the Shelter Association of Washtenaw County (\$20,000)
- Discussion about committee purpose, workplan
- Next Committee meeting: Wednesday, November 11 at 9am

**d. Operations Committee – Roger Hewitt, Chair**

- September 2009 financial statements
- Status of TDM efforts – recommended next action steps
- Next Committee meeting: Wednesday, November 18 at 11am (week early)

**7. Other DDA business matters**

**8. Other Audience Participation (4 minutes each)**

**9. Adjournment**

**ANN ARBOR DOWNTOWN DEVELOPMENT AUTHORITY MEETING MINUTES**  
**October 7, 2009**

Place: DDA Office, 150 S. Fifth Avenue, Suite 301, Ann Arbor, 48104  
Time: DDA Chair John Splitt called the meeting to order at 12:00 p.m.

<b>1.</b>	<b>ROLL CALL</b>
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Present: Gary Boren, Newcombe Clark, Russ Collins, Rene Greff, Leah Gunn, Jennifer Hall, Roger Hewitt, John Hieftje, Joan Lowenstein, Keith Orr, Sandi Smith, John Splitt

Absent: None

Staff Present: Susan Pollay, Executive Director  
Joe Morehouse, Deputy Director  
Joan Lyke, Management Assistant  
Amber Miller, Intern

Audience: Dave Askins, Ann Arbor Chronicle  
Moira Brenigan, getDowntown  
Judy Foy, Judy Foy Communications  
Trek Glowacki, Workantile Exchange  
Adrian Iraola, Park Avenue Consultants  
Mike Kessler, Workantile Exchange  
Mark Lyons, Republic Parking  
Kyle Mazurek, Ann Arbor Chamber of Commerce  
Oscar Notz, Turner Construction  
Tamara Real, The Arts Alliance  
Nancy Shore, getDowntown  
Ryan Stanton, Ann Arbor.com  
Edward Vielmetti, Ann Arbor.Com

<b>2.</b>	<b>AUDIENCE PARTICIPATION</b>
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Mr. Wolfe thanked the DDA for its support of the 2009 Ann Arbor/Dexter Run, in particular providing the full use of the parking area underneath Ann Ashley and waiving meter bag costs. He presented the DDA with event T-shirts and a framed photograph acknowledging the DDA's contribution to the event. He said that the race has been an annual event for 37 years with 28 races ending in downtown and he is interested in having a permanent street marker designating the race finish line on Main Street.

Mr. Kessler provided an overview of the Workantile Exchange located at 118 S. Main. The Exchange provides completely furnished drop-in office space with wi-fi for 1099-type employees for \$100 per month, as well as an 850 sq ft meeting space available for \$75/hour. The Exchange provides an opportunity for individuals who may otherwise be working in isolation, to network and exchange ideas. He invited everyone to attend the brown bag sessions at 11:30AM on Fridays where a wide array of topics are scheduled.

Ms. Real presented a brief overview of the efforts of the Ann Arbor Arts Alliance to create a County-wide culture & arts plan, and said that an element in this effort includes creating a web-based cultural arts portal. The Arts Alliance has a goal of raising \$100,000 for the project which is intended to provide a gateway to information, videos, sound clips, etc. and will include information from for-profits

as well as non-profits. Mr. Collins commended Ms. Real's efforts. Mr. Splitt referred this item to the Partnerships Committee for review and discussion.

Mr. Vielmetti read his August 19 Ann Arbor.com blog whereby he said he encouraged the DDA and other official City Boards and Commissions to post meeting notices in accordance with and beyond the requirements of the Open Meetings Act.

Mr. Hiefje reported that the American Planning Association had selected S. Main Street as one of the Top 10 Streets in the nation. The APA web site described Ann Arbor's Main Street as "a center of activity and community gathering place." DDA members agreed it was a source of pride for the community to be honored by this national organization.

### **3. REPORTS FROM CITY BOARDS AND COMMISSIONS**

Downtown Area Citizens Advisory Council: Mr. Detter said the CAC continues to be concerned about Courthouse Square apartments. The CAC congratulated Ms. Smith on her efforts to find alternatives to installing parking meters in the residential neighborhoods. CAC supports evening enforcement of parking meters. And, the CAC congratulates the Mayor and City Council for its efforts toward the future design and review of the A2D2 Design and Zoning Guidelines. However, they suggest appointing a Design Review Board to evaluate all large development projects. The CAC believes the A2D2 design review plan should be approved in tandem with the revised zoning.

### **4. PRESENTATION**

Ms. Shore gave a power point presentation of the 2009 getDowntown Program evaluation findings. Several notable findings were cited, including that 29.3% reported changing their commuting mode and 63.5% changed from driving alone. The report included some ideas for the DDA to consider assisting with, including: 1) Increase the amount of affordable housing for employees in the downtown; 2) continue efforts toward market-based parking pricing; 3) provide more frequent/express bus service options; 4) improve bike paths/routes and amenities; and 5) continue to monitor and improve sidewalks. She concluded by saying the report demonstrated the getDowntown Program is seen as a benefit by many downtown employers; go!passes are very beneficial to both employees and employers; and money and distance matter when it comes to making commuting choices. Mr. Splitt thanked Ms. Shore for the report and said that the Transportation Committee will refer to the report as it continues to work toward improving commuting options for commuters.

### **5. STATUS OF CITY TASKFORCE EFFORTS WITH DDA MEMBERSHIP**

A2D2 Steering Committee: Mr. Hewitt reported the A2D2 Downtown Zoning Plan and Guidelines are scheduled for action by City Council, October 19. There has been much community input on whether compliance should be mandatory or voluntary. Mr. Hieftje said that Council is anticipating that whatever is approved, the Guidelines would be reviewed again in one year after approval to determine if additional changes are needed.

Mutually Beneficial Committee: Ms. Smith reported that the committee has not met.

### **6. MINUTES**

Ms. Hall moved and Ms. Gunn seconded approval of the September 2, 2009 continuation of the Annual DDA meeting minutes.

**A vote on the motion to approve the minutes showed:**

AYES: Boren, Clark, Collins, Gunn, Hall, Hewitt, Hieftje, Lowenstein, Mouat, Orr, Smith, Splitt  
NAYS: None  
Absent: None

**The motion carried.**

Mr. Collins moved and Ms. Gunn seconded approval of the September 2, 2009 DDA Board Meeting minutes.

**A vote on the motion to approve the minutes showed:**

AYES: Boren, Clark, Collins, Gunn, Hall, Hewitt, Hieftje, Lowenstein, Mouat, Orr, Smith, Splitt  
NAYS: None  
Absent: None

**The motion carried.**

<b>7. CAPITAL IMPROVEMENTS COMMITTEE</b>
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S. Fifth Avenue structure: Mr. Splitt reported Christman is underway with construction planning.

Mr. Hewitt moved and Ms. Gunn seconded the following resolution:

**RESOLUTION TO APPROVE \$50,000 FOR EARTH RETENTION ENGINEERING FOR THE S. FIFTH AVENUE PARKING STRUCTURE PROJECT**

Whereas, At a Special DDA meeting on August 19, 2009 the DDA approved the selection of The Christman Company to provide the DDA with construction management services for the pre-construction phase of the S. Fifth Avenue Parking Structure and Street Improvements Project;

Whereas, The Christman Company needs to facilitate the development of additional engineering plans for the earth retention systems that will be used once excavation begins;

Whereas, The cost for this design engineering has been estimated to be \$50,000;

Whereas, The DDA Capital Improvements Committee has reviewed this cost and recommends approval by the DDA;

RESOLVED, The DDA approves payment of \$50,000, for design of detailed structural plans for the earth retention systems that will be utilized for the S. Fifth Avenue Parking Structure and Street Improvements Project;

RESOLVED, The DDA Chair, Capital Improvements Committee Chair and Executive Director are authorized to sign an agreement, and to take the necessary administrative actions to implement this resolution.

Mr. Collins asked if this would an additional cost; Mr. Splitt said that this cost will be included in the guaranteed maximum price (GMP) for the project. Ms. Hall asked why not postpone this work until the GMP was accepted. Mr. Splitt explained that bids for the earth retention are in and there is a \$1 million differential between the two lowest bids; hiring an engineer to examine the bids would enable the GMP to be established. He said that it is expected that Christman will provide the committee with a GMP at the next committee meeting, and it is possible that a special DDA meeting may be called later in the month to consider whether to accept this price.

**A vote on the motion to approve the resolution showed:**

AYES: Boren, Clark, Collins, Gunn, Hewitt, Hieftje, Lowenstein, Mouat, Orr, Smith, Splitt

NAYS: Hall

Absent: None

**The motion carried.**

Fifth & Division: Mr. Splitt reported the 200 & 300 block of S. Division are being closed up to allow the water main work to move forward, and the brick and trees will be installed later this fall. The contractor is waiting for DTE to remove its street lights but in the meantime work continues on the 100 block of S. Division and at the intersection of Division/Packard.

Wayfinding: Mr. Splitt stated 80% of the Wayfinding signs have been installed. The signs at the freeway exits and streets under MDOT jurisdiction will be installed next. The "you are here" maps are being reviewed and will be installed in the near future.

Bike Parking: Mr. Splitt reported bike racks have been installed on the meter post on the blocks with e-park station machines. The in-street bike rack program was very successful, and the racks will soon be removed and stored until spring.

**8.**

**TRANSPORTATION COMMITTEE**

LINK Discussion: Mr. Mouat reported the committee continued its discussion. Staff have been asked to develop a report on comparable downtown circulators, and as part of this, Jonathan Levine/UM will be contacted to elicit his thoughts on this. The committee requested the report a week prior to its next meeting so it will have time to review the information. Also, Michael Ford, AATA director, has been invited to the next meeting to talk about the LINK.

getDowntown: Mr. Mouat thanked Ms. Shore for the getDowntown Program Evaluation presented at the beginning of the meeting. He said that the getDowntown partnership (City, DDA, AATA) are currently looking for new office space for the getDowntown program as it has received notice to vacate its current office space by December 1.

Pedestrian Improvements: Mr. Mouat said the committee brainstormed ideas to make downtown even more attractive to pedestrians. Staff will prepare a matrix to help the committee determine how it wants to proceed with this discussion.

Mr. Hieftje moved and Ms. Gunn seconded the following resolution:

**RESOLUTION TO INCREASE THE DDA ZIPCAR SPONSORSHIP TO INSTALL TWO  
ADDITIONAL ZIPCARS IN DOWNTOWN ANN ARBOR IN FY 2009/10 (\$18,000)**

Whereas, The DDA has been a committed supporter and funder of many alternative transportation programs, including go!passes, the getDowntown program, A2Express, carpool, bike and moped parking, and Nightride;

Whereas, Zipcar is a growing company that provides hourly car rental services to universities and downtowns throughout the nation, and in December 2008 the DDA approved a request from the getDowntown program to provide four metered parking spaces and increase its Zipcar sponsorship to cover the cost to have four Zipcars in downtown as follows:

1. Zipcar Sponsorship: \$72,000. Up to \$1,500/month in guaranteed revenue to Zipcar. As patrons pay to use the Zipcars, the actual amount paid by the DDA at the end of each month will be reduced accordingly.
2. Zipcar Marketing and Promotion \$10,000. getDowntown and the DDA worked closely with Zipcar to implement this effort.

Whereas, Since these downtown Zipcars became available in mid-March 2009, demand for these vehicles has been strong. The vehicles have been used to the point where the DDA has only had to pay Zipcar \$3,260 out of a possible \$42,000 for the past 7 months; and for the past two months the monthly cost to the DDA has been \$0;

Whereas, The getDowntown program has requested that the DDA increase the downtown Zipcar fleet to a total of six vehicles, by sponsoring two additional downtown Zipcars at a maximum cost of \$1,500/month or a maximum of \$36,000 for the year, with the actual cost to the DDA reduced as patrons pay to use these Zipcars;

Whereas, The DDA Transportation Committee has reviewed this request and recommends that the DDA Zipcar sponsorship be increased to cover two additional downtown Zipcars for a total of six vehicles;

RESOLVED, The DDA approves an expansion of its Zipcar financial sponsorship so that six Zipcars can be located in downtown Ann Arbor in fiscal year 2009/10 with a maximum financial commitment of \$36,000;

RESOLVED, The DDA shall make available two additional public parking spaces for these Zipcars so they are readily available and visible to the public;

RESOLVED, The DDA requests data as it becomes available about the use and users of these Zipcars.

Mr. Collins said he will not be supporting this resolution as the downtown Zipcar program has clearly been successful and he felt that it no longer needed DDA subsidy to expand the program. Ms. Shore said that this is likely the last time Zipcar will need a DDA payment guarantee; if additional vehicles are needed for the downtown fleet Zipcar will add them without DDA financial sponsorship. Ms. Shore was asked if the new cars will be American-made; she said that Zipcar has selected a Honda Civic Hybrid and a Ford Escape for the new vehicles, and that Zipcar will also be adding two new Ford Escapes to the UM Zipcar fleet. Ms. Shore said she will work with DDA staff to determine where to place the new cars; Mr. Hewitt suggested the S. U. area as a possibility.

Ms. Shore explained that Zipcar has been surprised by Ann Arbor's strong embrace of the program, as this community is far smaller than most of the communities they work in, and they are studying Ann Arbor to see if lessons can be learned and applied elsewhere. Mr. Mouat said that different sized vehicles will enhance usage, e.g. including trucks or vans as they enable different kinds of uses. Ms. Hall stated that the Enterprise downtown car rental agency is also successful. She is glad to see an increase in car sharing in Ann Arbor.

**A vote on the motion to approve the resolution showed:**

AYES: Boren, Clark, Gunn, Hall, Hewitt, Hieftje, Lowenstein, Mouat, Orr, Smith, Splitt

NAYS: Collins

Absent: None

**The motion carried.**

## 9. OPERATIONS COMMITTEE

Financial Reports: Mr. Hewitt reported the 4<sup>th</sup> Quarter unaudited financials indicate: TIF income is over budget due to bond fund reimbursement; the Parking fund shows a net excess of revenue over expenditures; the Parking Maintenance Fund shows a net excess of revenue over expenditures; and the Housing Fund reflects a net excess over expenditures due to higher interest earned than anticipated. The July and August parking revenues show an increase in revenues and numbers of patrons, despite the bad regional economic reports.

Mr. Collins complimented the DDA for sharing its financials as he said some non-profits don't share their financials pre-audit. Mr. Hewitt stated the auditor's report may be ready for by the November Board meeting.

Transportation Demand Management: Mr. Hewitt said that much was accomplished during the past 18 months, including improved communication between the parking facilities for actual use billing purposes; improved reliability of RPS computer system; inaugural use of credit cards in the parking structures and improved network security to be Payment Card Industry compliant; tested unstaffed parking equipment for effectiveness and customer attractiveness; installed 25 E-park stations; and implemented a pilot valet system at the Maynard structure. The committee will soon present the next set of action steps for the coming year.

## 10. PARTNERSHIPS COMMITTEE

Energy Saving Grant Program: Ms. Smith said that 7 buildings/businesses have completed both Phase I & Phase II of the program; to date the DDA cost for Phase II has been \$26,500 and payback in terms of energy saving is 5 years. The application deadline for this year was September 30, and the committee will discuss applications at its next meeting.

Redefining the Committee Purpose & Work Plan: Mr. Collins said that the committee spent time talking about the committee itself, as Partnerships has become the place where miscellaneous items are discussed. It isn't clear if the work plan should be reshaped to take better advantage of having two city council members and a planning commissioner at the table. The discussion will continue at the next meeting.

Other Business: The committee discussed local currency programs, as several are in operation in comparable cities, including "Bay Bucks" in Traverse City and "Detroit Cheers" in Detroit. A feasibility assessment has been commissioned from Think Local First to determine whether a local currency program might be successful in Ann Arbor. Ms. Ault, Director, Think Local First will coordinate the study and will provide a detailed report by the early part of next year.

## 11. OTHER DDA BUSINESS MATTERS

Ms. Hall asked that Partnerships look at ways the DDA could be improve meeting postings. Mr. Collins indicated that meetings are posted on the web site, DDA board meetings are televised and staff continue to post meeting notices in accordance with the Open Meetings Act. Ms. Hall said that

she was concerned in particular about the DDA calling a special meeting; Ms. Smith stated sometimes decisions cannot wait until the next regularly scheduled Board meeting. Ms. Lowenstein said that once the Board acts on the GMP for the underground parking structure there will likely be less need for special DDA Board meetings. Ms. Hall suggested the DDA post a Board meeting the third Wednesday of each month and list the meeting "if needed," so members of the public will know there may be a possibility of a meeting. Ms. Hall moved and Mr. Orr seconded the motion to post the "3<sup>rd</sup> Wednesday at 12 noon of each month for a DDA Board meeting "If Needed."

**A vote on the motion to approve the motion showed:**

AYES: Boren, Clark, Collins, Gunn, Hall, Hewitt, Hieftje, Lowenstein, Mouat, Orr, Smith, Splitt

NAYS: None

Absent: None

**The motion carried.**

Mr. Hieftje said the energy data the DDA is collecting from its Downtown Energy Saving Program will be valuable throughout the community. He commended the DDA on its initiatives to provide the energy saving grants.

Mr. Hieftje indicated the Council members Briere and Smith and County Commissioner Gunn are working on a Task Force to establish a solutions to increase emergency sheltering resources for the homeless during the upcoming winter months. The Delonis Shelter is full and early estimates are the city will need to add 50 additional beds during the winter.

Mr. Splitt thanked DDA staff for organizing the S. Fifth Avenue Ground Breaking party earlier this month.

<b>12. OTHER AUDIENCE PARTICIPATION</b>
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Stephen Lange Ranzini, Chairman and President of University Bank said that he supported the idea of a local currency, and in fact had been instrumental in starting a similar program in a community in Michigan's Upper Peninsula. He said should the DDA move forward with the project he has information to share, for instance about cost-effective, safe ways to print the currency.

<b>13. ADJOURNMENT</b>
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Mr. Hewitt moved and Mr. Collins seconded adjournment of the meeting at 2:00 PM.

Respectfully submitted,  
Susan Pollay, Executive Director



## **RESOLUTION SEEKING A DDA/AATA PARTNERSHIP FOR A DOWNTOWN CIRCULATOR**

Whereas, The 2003 DDA Renewal Plan encourages the DDA to support alternative transportation initiatives with the goal to make downtown more viable;

Whereas, The LINK was introduced as a downtown circulator beginning in 2003 utilizing a Congestion Mitigation Air Quality (CMAQ) grant, and in 2004 the DDA began providing annual grants to support the LINK from September to April during the weekdays;

Whereas, The DDA Transportation Committee has determined that there is benefit to having a downtown circulator if the service is designed well to meet important downtown goals including encouraging greater downtown residential and commercial success;

Whereas, The DDA Transportation Committee recognizes the valuable expertise AATA has with transportation initiatives and seeks to create a partnership between AATA and the DDA to develop such a downtown circulator;

RESOLVED, The DDA asserts its support for the development of a downtown circulator that is designed to encourage greater downtown residential and commercial success; and

RESOLVED, The DDA asks to partner with the AATA board and staff to develop the elements of a successful downtown circulator.

## DDA Transportation Committee

### *Increase pedestrian counts/satisfaction in the downtown – Brainstorming – How do we get there?*

DDA Transportation Committee List		SNP's Distilled Down Committee List
Aesthetics (planter boxes, etc)		
Ashtrays		
Awnings		Awnings
Better store/restaurant windows		Better store/restaurant windows
Cafes with minimum pedestrian walkway respected		
Crosswalk safety		Cross walk safety incl "yield to pedestrian" signs
Destinations – more/better		Destinations – more/better
Distance markers/web, Google walk map applications		Distance markers/web, Google walk map, fitness routes
Dog stations with shade, water		Dog stations w/shade & water
Encourage clean sidewalks		Clean sidewalks & snow removal
Fitness routes		
Increase safety and perception of safety		Increase safety and perception of safety, reduce panhandling
Minimize conflict/no bike riding on sidewalks		
Minimize sidewalk obstructions		Minimize sidewalk obstructions, including café tables/chairs, minimum pedestrian area respected, no bikes on sidewalks
Park once behavior encouraged		
Pedestrian mall?		Pedestrian mall?
Public art		Public art
Public restrooms		Public restrooms
Recycling and garbage containers		Recycling and garbage containers, ashtrays
Reduce panhandling		
Seats		Seats
Sidewalk improvements		Sidewalk improvements and repairs
Slower traffic		Slower traffic and traffic calming
Snow removal		
Stroller parking		Stroller parking
Traffic calming		
Trees		Trees and planter boxes (aesthetics)
Trip hazard mitigation		Trip hazard mitigation
Water fountains		Drinking fountains
Wayfinding		Wayfinding

***Increase pedestrian counts/satisfaction in the downtown – Brainstorming – How do we get there?***

Distilled Committee List	Who is Working on Addressing this Need Now?	Who is a Potential Partner?
Awnings	Business & property owners	DDA grant?
Better store/restaurant windows	Business owners. Historic District Commission?	Discussion of window contest in partnerships/ROC?
Cross walk safety	Public Services & Police DDA (5 <sup>th</sup> & Division	WBWC, CIL
Destinations – more/better	Property owners. Commercial brokers. Associations & Chamber. Business investors. Customers. Entrepreneurs.	Retail recruiter?
Distance markers/web, Google walk map, fitness routes	Google.	YMCA & Vie Fitness/Salon, UM Sch of Kinesiology
Dog stations w/shade & water	Business owners	Dogma/Katmantoo? City Parks?
Drinking fountains	City field services	
Clean sidewalks & snow removal	City plows. Business/bldg owners (incl UM, County, AADL, City, UM, AAPS). RPS at pkg lots	BIZ + future BIDs
Increase safety and perception of safety, reduce panhandling	City police. PORT (outreach), Community Development. Business owners (e.g. bars/nightclubs)	UM Public Safety. Downtown party stores. Associations. Delonis Center?
Minimize sidewalk obstructions, including café tables/chairs, no bike riding on sidewalks	Business owners. Community Standards. Associations. CIL, City. DDA (on-street racks)	
Pedestrian mall?		
Public art	CAPP. Building owners (murals). Area Associations	
Public restrooms	Business & bldg owners (eg Starbucks, Borders, K'town Shops, County, City, UM etc.)	
Recycling and garbage containers, ashtrays	Solid Waste. DDA. MSAA (ashtrays).	Businesses (ashtrays?)
Seats	DDA. Business owners. AATA (bus shelters)	
Sidewalk repairs & improvements	DDA. Building owners. City	Utility companies (repair their sidewalk cuts)
Slower traffic and traffic calming	DDA. City	Downtown residents, business owners, WBWC
Stroller parking		
Trees and planter boxes (aesthetics)	City forestry. DDA	
Trip hazard mitigation	DDA. Bldg owners. City	
Wayfinding	DDA	

***Increase pedestrian counts/satisfaction in the downtown – Brainstorming – How do we get there?***

**High Investment / Low Investment of DDA Time & Money  
High Impact / Low Impact to increasing pedestrian counts & satisfaction**

Distilled Committee List	High investment	Low investment	High Impact	Low Impact
Awnings		X	X	
Better store/restaurant windows	X	X	X	
Cross walk safety		X	X	
Destinations – more/better	X		X	
Distance markers/web, Google walk map, fitness routes		X	X	
Dog stations w/shade & water		X		X
Drinking fountains	X			X
Clean sidewalks & snow removal	X		X	
Increase safety and perception of safety, reduce panhandling	X		X	
Minimize sidewalk obstructions, including café tables/chairs, no bike riding on sidewalks		X	X	
Pedestrian mall?	X			X
Public art	X	X		X
Public restrooms	X			X
Recycling and garbage containers, ashtrays		X	X	
Seats		X	X	
Sidewalk improvements	X	X	X	
Slower traffic and traffic calming	X	X	X	X
Stroller parking		X		X
Trees and planter boxes (aesthetics)		X	X	
Trip hazard mitigation		X	X	
Wayfinding	X		X	

**RESOLUTION TO APPROVE SELECTION OF THE CHRISTMAN COMPANY FOR CONSTRUCTION MANAGEMENT SERVICES FOR THE CONSTRUCTION OF THE S. FIFTH AVENUE PARKING STRUCTURE PROJECT**

Whereas, In February 2008 City Council authorized the DDA to design and construct an underground parking garage at the S. Fifth Avenue lot and in February 2009 City Council approved the site plan for this project;

Whereas, The DDA's design team for the S. Fifth Avenue Parking Structure Project completed work on its Design Development Report, Drawings and Specifications and distributed a Request For Qualifications in June 2009, which received fourteen responses, from which four firms were selected to be interviewed with the requirement that they respond to a follow-up Request For Proposals;

Whereas, Following the interviews and review of the RFP responses the DDA Capital Improvements Committee recommended The Christman Company as the firm to provide the DDA with construction management services for the pre-construction phase of the S. Fifth Avenue project, and on August 19, 2009 the DDA voted to approve The Christman Company as recommended by its Capital Improvements Committee;

Whereas, The DDA Capital Improvements Committee and project design team have reviewed the work performed by Christman during the preconstruction phase of the project, including the development of a construction phasing plan, pedestrian traffic plan and a Guaranteed Maximum Price (GMP), and are satisfied with the quality of this work and that it meets all the requirements set forward in the DDA's RFP;

Whereas, The Christman Company established in its RFP response its cost to provide construction management services, and this cost has not changed;

Whereas, The Christman Company has established the GMP for the project to be \$44,381,573.00 which includes their fees as stated above, plus all major project items that will be bid out including concrete, earth retention, earth excavation, and more;

Whereas, The Capital Improvements Committee reviewed in detail The Christman Company's GMP and is satisfied that the GMP is thorough, detailed and well thought out;

Whereas, The DDA Capital Improvements Committee recommends approval of The Christman Company as construction manager for the DDA's S. Fifth Avenue parking structure project;

RESOLVED, The DDA approves the selection of The Christman Co. as construction manager for the DDA's S. Fifth Avenue parking structure project with a guaranteed maximum price of \$44,381,573.00 which includes the Christman Company's fees and labor costs, with the understanding that all major project items will be bid out and the price savings conveyed to the DDA.

RESOLVED, The DDA Chair, Capital Improvements Committee Chair and Executive Director are authorized to sign a contract based on an AIA standard agreement, and to take the necessary administrative actions to implement this resolution.

**RESOLUTION PROVIDING A GRANT TO THE SHELTER ASSOCIATION OF WASHTENAW COUNTY  
(\$20,000)**

Whereas, The Shelter Association of Washtenaw County is an important downtown anchor and service provider, providing temporary shelter and supportive services at the Delonis Center to meet the needs of individual adults who are homeless;

Whereas, The Shelter Association has developed a plan to add 25 year-round beds to the Delonis Center and an additional 25 bed rotating shelter for winter 2009/10 in response to the increased number of people who are homeless and seeking assistance;

Whereas, This plan has been developed in partnership with the City of Ann Arbor and Washtenaw County, and will require acquisition of new beds in addition to an increase in case management services;

Whereas, The DDA Partnerships Committee reviewed a \$20,000 request from the Shelter Association to purchase new beds as part of this plan, and strongly recommend that the DDA approve this grant request;

RESOLVED, The DDA approves a grant in the amount of \$20,000 to the Shelter Association of Washtenaw County for the purchase of beds, with funds to be taken from the DDA's 2009/10 Housing Fund.

Shelter Association of Washtenaw County  
Rotating Shelter and Temporary Beds  
10/13/09

**Proposal:** The Shelter Association of Washtenaw County, shall add 25 year round beds to the second floor of the Delonis Center and add an additional 25 bed rotating shelter for the winter of 09/10. To continue at least 25 beds year round in rotation for 2010.

**Rational:** This project has been developed in response to the ongoing increase of people who are homeless and who are seeking assistance. The number of people served has increased 30% in the last year at the Delonis Center (conservatively) Since the Shelter is the safety net of last resort, it is expected the number to rise even if the economy begins a turn around. It is expected that we will see increased numbers for at least the next 3 years.

**Response:** as a response, we, at the Shelter Association, in partnership with the City of Ann Arbor and Washtenaw County, seek to increase the available beds for individuals who have become homeless, especially due to the tough economic times. We presently have a wait list of up to 15 people. We will increase this to 25, and provide case management for these individuals. We will also maintain congregation rotating shelter beds for an additional 50 individuals with continuation of 25 beds with case management into the balance of the year.

This is a large undertaking and will strain both the staff and the facility at the Delonis Center to the maximum. However, we believe it is time for the community to pull together to impact this problem and help as many individuals as possible.

In addition to the rotating shelter beds and the 2<sup>nd</sup> floor beds we will operate a warming center on our first floor. The capacity will be 30-40 persons in chairs only.

**Request:** We are requesting the DDA to assist us with the purchase of stackable cots that will facilitate the movement of furniture on our second floor (chairs in the day time/cots at night – given our limited storage stacking works best) and will be easy to handle and transport for the rotating shelter operation. The attached budget for \$20,000 covers those expenses.

Thank you for your consideration.



Ellen R. Schulmeister, CEO  
Shelter Association of Washtenaw County

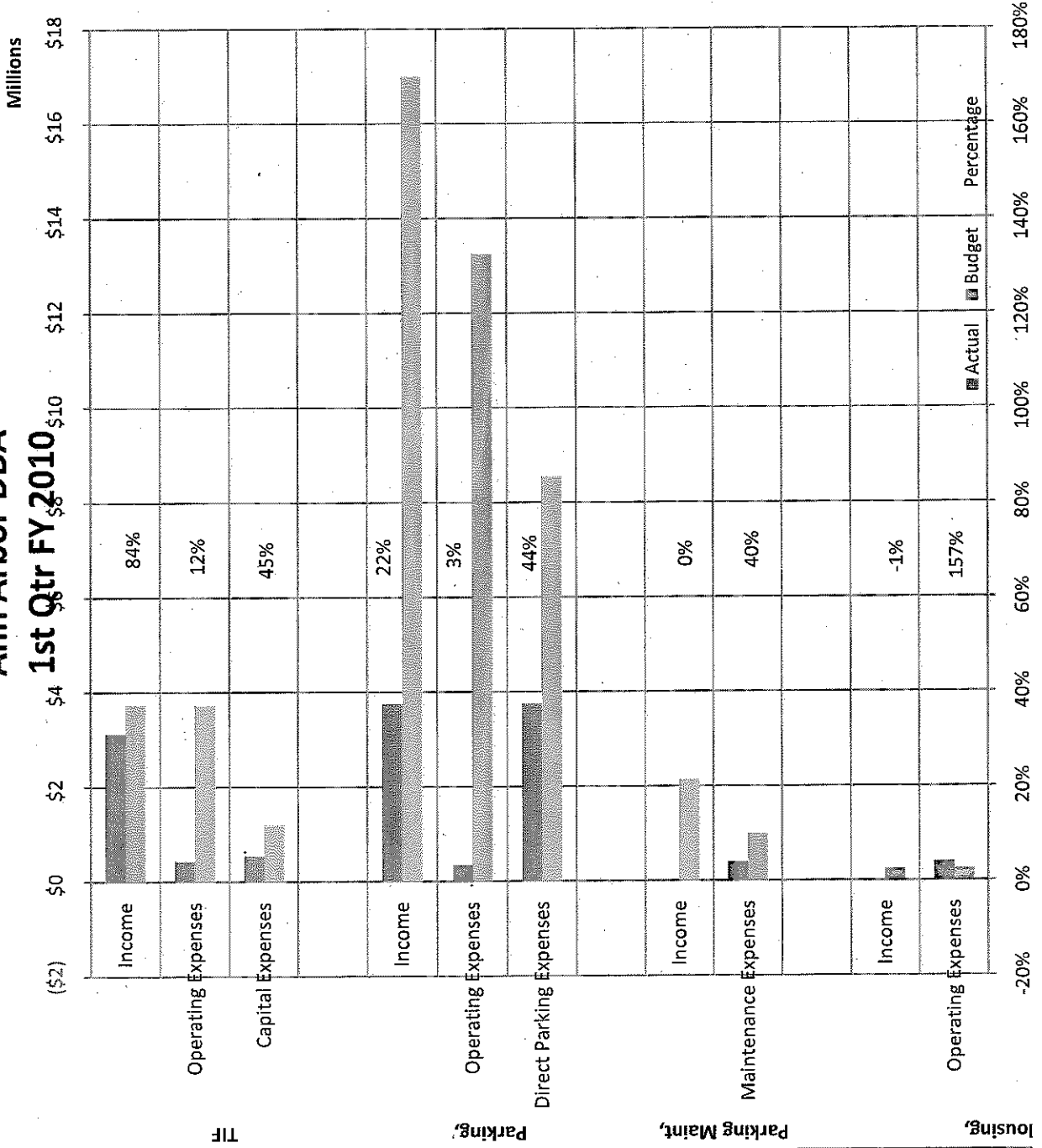
**Ann Arbor Downtown Development Authority**  
**Financial Report Summary**  
**As of September 30, 2009**

TIF	Y-T-D	Budget Y-T-D	Anticipated at Year End	Budgeted Year End	Over budget (Under budget)	Amount	% Difference	Reasons
<b>Income</b>	<b>\$3,124,862</b>	<b>\$3,593,143</b>	<b>\$3,737,785</b>	<b>\$3,737,785</b>	Even	<b>\$0</b>	<b>0.00%</b>	
Operating Expenses	\$437,839	\$1,836,631	\$3,826,286	\$3,722,307	Over budget	\$103,979	2.72%	
Capital Expenses	\$542,456	\$298,949	\$1,220,526	\$1,195,795	Over budget	\$24,731	2.03%	
Net Expenses	\$880,395	\$2,135,580	\$5,046,812	\$4,918,102	Over budget	\$128,710	2.55%	
Net Excess of Revenue Over Expenditures	\$2,144,567	\$1,457,563	(\$1,309,027)	(\$1,180,317)	Over budget	(\$128,710)		
<b>Income</b>	<b>\$3,749,860</b>	<b>\$4,247,143</b>	<b>\$16,874,370</b>	<b>\$16,988,573</b>	Under budget	<b>(\$114,203)</b>	<b>(0.68%)</b>	
Operating Expenses	\$342,354	\$4,867,358	\$13,758,924	\$13,254,182	Over budget	\$504,742	3.67%	
Direct Parking Expenses	\$3,745,885	\$3,675,342	\$8,993,340	\$8,541,368	Over budget	\$441,972	4.92%	
Net Expenses	\$4,088,189	\$8,542,700	\$22,742,264	\$21,795,550	Over budget	\$946,714	4.16%	
Net Excess of Revenue Over Expenditures	(\$338,329)	(\$4,295,557)	(\$1,189,622)	(\$4,806,977)	Over budget	(\$1,060,917)		
<b>Income</b>	<b>(\$2,919)</b>	<b>\$13,771</b>	<b>\$2,148,690</b>	<b>\$2,148,690</b>	Even	<b>\$0</b>	<b>0.00%</b>	
Maintenance Expenses	\$397,634	\$250,307	\$2,150,536	\$1,001,227	Over budget	\$1,149,309	53.44%	Waiting for Reimbursement on Bond Exp.
Net Excess of Revenue Over Expenditures	(\$400,553)	(\$236,535)	\$242,235	(\$871,291)	Under budget	(\$1,149,309)		
<b>Income</b>	<b>(\$1,699)</b>	<b>\$12,364</b>	<b>\$249,456</b>	<b>\$249,456</b>	Even	<b>\$0</b>	<b>0.00%</b>	
Operating Expenses	\$400,999	\$63,750	\$455,000	\$255,000	Over budget	\$200,000	43.96%	2x pmt to Avalon Hse for Grant
Net Excess of Revenue Over Expenditures	(\$402,698)	(\$51,386)	(\$205,544)	(\$5,544)	Under budget	(\$200,000)		



Comments

## Ann Arbor DDA 1st Qtr FY 2010



Taxes From Aug. 1st Collection

Transfer to Housing Fund and Bond Pmt Not Done Yet

Transfer to Parking Maint and Bond Pmts Not Done Yet

Transfer to City for Parking Maint Was Made

Transfer to Parking Maint Not Done Yet

Expenses Not Reimbursed Yet

Transfer to Housing Fund Not Done Yet

2 Years of Avalon Grant Made

# Ann Arbor Downtown Development Authority

## TIF Fund Balance Sheet

1st Qtr FY 2010

	<u>Actual</u>
<b>Assets</b>	
Cash	\$360,387
Investments	\$5,084,439
Accounts Receivable	\$1,637,614
Interfund Receivables	\$2,186,624
 <b>Total</b>	 <u><u>\$9,269,064</u></u>
 <b>Liabilities and Equity</b>	
<b>Liabilities</b>	
Accounts Payable	\$507,037
<b>Total</b>	<u><u>\$507,037</u></u>
 <b>Equity</b>	
Current Years Fund Balance	\$3,401,147
Prior Years Fund Balance	\$5,360,880
<b>Total</b>	<u><u>\$8,762,027</u></u>
 <b>Total Liabilities and Equity</b>	 <u><u>\$9,269,064</u></u>

# Ann Arbor Downtown Development Authority

## TIF Fund Income Statement

For the Period Ending September 30, 2009

Actual	Budget	Difference	%	Y-T-D Act.	Y-T-D Bud.	Diff.	%	Total Budget
<b>REVENUES</b>								
	\$3,110,558	(\$434,371)	(12.25%)	\$3,110,558	\$3,544,929	(\$434,371)	(12.25%)	\$3,544,929
Tax Revenue								
	(\$6,936)	(\$47,650)	(117.04%)	(\$6,936)	\$40,714	(\$47,650)	(117.04%)	\$162,856
Interest Income								
	\$21,340	\$13,840	184.53%	\$21,340	\$7,500	\$13,840	184.53%	\$30,000
Miscellaneous Income								
Total Revenues	\$3,124,962	(\$468,181)	(13.03%)	\$3,124,962	\$3,593,143	(\$468,181)	(13.03%)	\$3,737,785
<b>EXPENSES</b>								
	\$23,572	\$375	(1.57%)	\$23,572	\$23,948	\$375	(1.57%)	\$95,790
Permanent Salaries								
	\$2,850	\$2,150	(43.01%)	\$2,850	\$5,000	\$2,150	(43.01%)	\$20,000
Temporary Salaries								
	\$11,827	\$1,232	(9.43%)	\$11,827	\$13,059	\$1,232	(9.43%)	\$52,237
Employee Fringe Benefits								
	\$36,290	\$21,335	(37.02%)	\$36,290	\$57,625	\$21,335	(37.02%)	\$181,750
Administrative Expenses								
	\$60,668	(\$29,418)	94.14%	\$60,668	\$31,250	(\$29,418)	94.14%	\$125,000
Professional Services								
	\$0	\$0	0.00%	\$0	\$0	\$0	0.00%	\$50,000
Insurance								
	\$55,000	\$2,500	(4.35%)	\$55,000	\$57,500	\$2,500	(4.35%)	\$230,000
General Maintenance Expenses								
	\$247,733	(\$99,483)	67.10%	\$247,733	\$148,250	(\$99,483)	67.10%	\$793,000
Grants								
	\$542,456	(\$243,507)	81.45%	\$542,456	\$298,949	(\$243,507)	81.45%	\$1,195,795
Capital Costs								
	\$0	\$1,500,000	(100.00%)	\$0	\$1,500,000	\$1,500,000	(100.00%)	\$2,174,530
Bond Payments								
Total	\$980,395	\$1,155,185	(54.09%)	\$980,395	\$2,135,580	\$1,155,185	(54.09%)	\$4,918,102
<b>NET SURPLUS/(DEFICIT)</b>								
	\$2,144,566	\$687,004	47.13%	\$2,144,566	\$1,457,563	\$687,004	47.13%	(\$1,180,317)

# Ann Arbor Downtown Development Authority

## Housing Fund Balance Sheet

1st Quarter FY 2010

	<u>Actual</u>
Assets	
Investments	\$1,578,917
Interfund Receivables	(\$401,324)
Total	<u><u>\$1,177,594</u></u>
Liabilities and Equity	
Equity	
Current Years Fund Balance	(\$249,568)
Prior Years Fund Balance	<u>\$1,427,162</u>
Total	<u><u>\$1,177,594</u></u>
Total Liabilities and Equity	<u><u>\$1,177,594</u></u>

# Ann Arbor Downtown Development Authority

## Housing Fund Income Statement

For the Quarter Ending September 30, 2009

Actual	Budget	Difference	%	Y-T-D Act.	Y-T-D Bud.	Diff.	%	Total Budget
<b>REVENUES</b>								
(\$1,698.87)	\$12,363.99	(\$14,062.86)	(113.74%)	(\$1,698.87)	\$12,363.99	(\$14,062.86)	(113.74%)	\$49,456.00
\$0.00	\$0.00	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	0.00%	\$200,000.00
(\$1,698.87)	\$12,363.99	(\$14,062.86)	(113.74%)	(\$1,698.87)	\$12,363.99	(\$14,062.86)	(113.74%)	\$249,456.00
<b>EXPENSES</b>								
\$999.46	\$624.99	(\$374.47)	59.92%	\$999.46	\$624.99	(\$374.47)	59.92%	\$2,500.00
\$0.00	\$624.99	\$624.99	(100.00%)	\$0.00	\$624.99	\$624.99	(100.00%)	\$2,500.00
\$400,000.00	\$62,499.99	(\$337,500.01)	540.00%	\$400,000.00	\$62,499.99	(\$337,500.01)	540.00%	\$250,000.00
\$400,999.46	\$63,749.97	(\$337,249.49)	529.02%	\$400,999.46	\$63,749.97	(\$337,249.49)	529.02%	\$255,000.00
(\$402,698.33)	(\$51,385.98)	(\$351,312.35)	683.67%	(\$402,698.33)	(\$51,385.98)	(\$351,312.35)	683.67%	(\$5,544.00)

# Ann Arbor Downtown Development Authority

## Parking Fund Balance Sheet

1st Quarter FY 2010

	<u>Actual</u>
<b>Assets</b>	
Cash	\$202,839
Investments	\$4,321,400
Accounts Receivable	\$1,803,115
	<hr/>
<b>Total</b>	<b><u><u>\$6,327,354</u></u></b>
<b>Liabilities and Equity</b>	
<b>Liabilities</b>	
Accounts Payable	\$629,293
Interfund Payables	\$1,731,167
	<hr/>
<b>Total</b>	<b><u><u>\$2,360,460</u></u></b>
<b>Equity</b>	
Current Years Fund Balance	(\$1,527,950)
Prior Years Fund Balance	\$5,494,844
	<hr/>
<b>Total</b>	<b><u><u>\$3,966,894</u></u></b>
	<hr/>
<b>Total</b>	<b><u><u>\$6,327,354</u></u></b>

# Ann Arbor Downtown Development Authority

## Parking Fund Income Statement

For the Quarter Ending September 30, 2009

Actual	Budget	Difference	%	Y-T-D Act.	Y-T-D Bud.	Diff.	%	Total Budget
<b>REVENUES</b>								
\$31,403	\$0	\$31,403	0.00%	\$31,403	\$0	\$31,403	0.00%	\$0
\$544,886	\$606,243	(\$61,357)	(10.12%)	\$544,886	\$606,243	(\$61,357)	(10.12%)	\$2,424,972
\$175,219	\$203,771	(\$28,551)	(14.01%)	\$175,219	\$203,771	(\$28,551)	(14.01%)	\$815,082
\$308,254	\$466,584	(\$158,330)	(33.93%)	\$308,254	\$466,584	(\$158,330)	(33.93%)	\$1,866,336
\$550,532	\$688,990	(\$138,458)	(20.10%)	\$550,532	\$688,990	(\$138,458)	(20.10%)	\$2,755,961
\$327,735	\$358,803	(\$31,068)	(8.66%)	\$327,735	\$358,803	(\$31,068)	(8.66%)	\$1,435,213
\$424,424	\$450,618	(\$26,194)	(5.81%)	\$424,424	\$450,618	(\$26,194)	(5.81%)	\$1,802,472
\$128,063	\$0	\$128,063	0.00%	\$128,063	\$0	\$128,063	0.00%	\$0
\$122,751	\$143,135	(\$20,384)	(14.24%)	\$122,751	\$143,135	(\$20,384)	(14.24%)	\$572,538
\$172,756	\$208,280	(\$35,524)	(17.06%)	\$172,756	\$208,280	(\$35,524)	(17.06%)	\$833,122
\$28,980	\$36,998	(\$8,018)	(21.67%)	\$28,980	\$36,998	(\$8,018)	(21.67%)	\$147,992
\$50,625	\$37,289	\$13,336	35.76%	\$50,625	\$37,289	\$13,336	35.76%	\$149,158
\$15,115	\$11,229	\$3,886	34.61%	\$15,115	\$11,229	\$3,886	34.61%	\$44,915
\$34,253	\$20,792	\$13,462	64.75%	\$34,253	\$20,792	\$13,462	64.75%	\$83,166
\$36,498	\$0	\$36,498	0.00%	\$36,498	\$0	\$36,498	0.00%	\$0
\$0	(\$3,125)	\$3,125	(100.00%)	\$0	(\$3,125)	\$3,125	(100.00%)	(\$12,500)
\$707,327	\$858,098	(\$150,771)	(17.57%)	\$707,327	\$858,098	(\$150,771)	(17.57%)	\$3,432,391
\$109,592	\$135,654	(\$26,062)	(19.21%)	\$109,592	\$135,654	(\$26,062)	(19.21%)	\$542,615
(\$18,553)	\$23,785	(\$42,338)	(178.00%)	(\$18,553)	\$23,785	(\$42,338)	(178.00%)	\$95,140
\$3,749,860	\$4,247,143	(\$497,283)	(11.71%)	\$3,749,860	\$4,247,143	(\$497,283)	(11.71%)	\$16,988,573
<b>EXPENSES</b>								
\$34,308	\$34,505	\$197	(0.57%)	\$34,308	\$34,505	\$197	(0.57%)	\$138,020
\$2,850	\$2,125	\$725	34.10%	\$2,850	\$2,125	\$725	34.10%	\$8,500
\$14,790	\$15,370	\$580	(3.77%)	\$14,790	\$15,370	\$580	(3.77%)	\$61,480
\$42,527	\$43,875	\$1,348	(3.07%)	\$42,527	\$43,875	\$1,348	(3.07%)	\$177,000
\$63,929	\$21,250	(\$42,679)	200.84%	\$63,929	\$21,250	(\$42,679)	200.84%	\$85,000
\$10,486	\$15,000	\$4,514	(30.09%)	\$10,486	\$15,000	\$4,514	(30.09%)	\$60,000
\$3,745,835	\$3,675,342	(\$70,493)	1.92%	\$3,745,835	\$3,675,342	(\$70,493)	1.92%	\$8,541,368
\$58,582	\$83,668	\$25,086	(29.98%)	\$58,582	\$83,668	\$25,086	(29.98%)	\$334,674
\$41,957	\$0	\$41,957	0.00%	\$41,957	\$0	\$41,957	0.00%	\$0
\$66,705	\$150,000	\$83,295	(55.53%)	\$66,705	\$150,000	\$83,295	(55.53%)	\$2,693,605
\$6,220	\$1,001,564	\$995,344	(99.38%)	\$6,220	\$1,001,564	\$995,344	(99.38%)	\$4,006,258
\$0	\$3,500,000	\$3,500,000	(100.00%)	\$0	\$3,500,000	\$3,500,000	(100.00%)	\$5,689,645
\$4,088,189	\$8,542,700	\$4,454,511	(52.14%)	\$4,088,189	\$8,542,700	\$4,454,511	(52.14%)	\$21,795,550
(\$338,329)	(\$4,295,556)	\$3,957,227	(92.12%)	(\$338,329)	(\$4,295,556)	\$3,957,227	(92.12%)	(\$4,806,977)

# Ann Arbor Downtown Development Authority Parking Maintenance Fund Income Statement

For the Quarter Ending September 30, 2009

Actual	Budget	Difference	%	Y-T-D Act.	Y-T-D Bud.	Diff.	%	Total Budget
<b>REVENUES</b>								
(\$2,918.98)	\$13,771.23	(\$16,690.21)	(121.20%)	(\$2,918.98)	\$13,771.23	(\$16,690.21)	(121.20%)	\$55,085.00
\$0.00	\$0.00	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	0.00%	\$2,093,605.00
(\$2,918.98)	\$13,771.23	(\$16,690.21)	(121.20%)	(\$2,918.98)	\$13,771.23	(\$16,690.21)	(121.20%)	\$2,148,690.00
<b>EXPENSES</b>								
\$165,074.32	\$24,999.96	(\$140,074.36)	560.30%	\$165,074.32	\$24,999.96	(\$140,074.36)	560.30%	\$100,000.00
\$3,299.00	\$0.00	(\$3,299.00)	0.00%	\$3,299.00	\$0.00	(\$3,299.00)	0.00%	\$0.00
\$21,187.25	\$27,499.98	\$6,312.73	(22.96%)	\$21,187.25	\$27,499.98	\$6,312.73	(22.96%)	\$110,000.00
\$208,073.39	\$197,806.74	(\$10,266.65)	5.19%	\$208,073.39	\$197,806.74	(\$10,266.65)	5.19%	\$791,227.00
\$397,633.96	\$250,306.68	(\$147,327.28)	58.86%	\$397,633.96	\$250,306.68	(\$147,327.28)	58.86%	\$1,001,227.00
(\$400,552.94)	(\$236,535.45)	(\$164,017.49)	69.34%	(\$400,552.94)	(\$236,535.45)	(\$164,017.49)	69.34%	\$1,147,463.00
<b>NET SURPLUS/(DEFICIT)</b>								



ParkComp

Ann Arbor Downtown Development Authority  
 Gross Revenues/ Hourly Patrons  
 September, 2009 & September, 2008

	September 2009		September 2008		Increase (Decrease)		% Increase (Decrease)	
	Revenues	Hourly Patrons	Revenues	Hourly Patrons	Revenues	Hourly Patrons	Revenues	Hourly Patrons
Revenues:								
Washington/First	\$9,952	1,533	\$8,115	1,237	\$1,837	296	22.64%	23.93%
Maynard	\$192,110	45,106	\$161,227	39,358	\$30,883	5,748	19.16%	14.60%
Washington/Fourth	\$54,569	18,985	\$48,124	16,462	\$6,446	2,523	13.39%	15.33%
Forest	\$134,393	29,646	\$116,780	26,507	\$17,613	3,139	15.08%	11.84%
Fourth/William	\$179,995	21,907	\$171,505	17,087	\$8,490	4,820	4.95%	28.21%
Liberty Square	\$100,976	5,199	\$109,854	4,078	(\$8,878)	1,121	(8.08%)	27.49%
Ann/Ashley	\$128,504	11,781	\$122,869	8,769	\$5,635	3,012	4.59%	34.35%
Fifth Avenue (Library)	\$41,278	19,708	\$34,959	15,514	\$6,318	4,194	18.07%	27.03%
Kline Lot	\$39,252	13,119	\$35,045	10,897	\$4,207	2,222	12.00%	20.39%
Huron/Ashley/First	\$55,434	20,574	\$47,754	16,711	\$7,680	3,863	16.08%	23.12%
Fifth & Huron	\$9,625		\$9,888		(\$263)		(2.65%)	
First & Williams	\$15,330		\$8,808		\$6,523		74.06%	
Fingerie Lot	\$3,780		\$3,833		(\$53)		0.00%	
Fifth & William	\$12,901	4,338	\$3,350	1,553	\$9,550	2,785	285.05%	
4-15 W. Washington	\$14,247	2,174	\$8,689	1,412	\$5,559	762	63.98%	
Pallo Lot	\$3,152		\$2,822		\$329		11.67%	
Broadway Bridge	\$226		\$249		(\$24)		(9.43%)	
Main & Ann	\$5,090		\$5,218		(\$128)		(2.46%)	
Farmers Market	\$539		\$387		\$152		39.35%	
City Hall	\$360		\$1,280		(\$920)		(71.88%)	
Fourth & Catherine	\$7,859		\$6,477		\$1,382		21.33%	
Meters	\$234,130		\$205,505		\$28,626		13.93%	
Meter Bags	\$34,710		\$51,930		(\$17,220)		(33.16%)	
Total Revenues	\$1,278,410	194,070	\$1,164,665	159,585	\$113,744	34,485	9.77%	21.61%

Number of Business Days  
 2009 27  
 2008 26

Number of Weekend Days (F & S)  
 2009 10  
 2008 8

ParkComp

Ann Arbor Downtown Development Authority  
 Gross Revenues/ Hourly Patrons  
 1st Quarter, 2009 & 1st Quarter, 2008

	1st Quarter 2009		1st Quarter 2008		Increase (Decrease)		% Increase (Decrease)	
	Revenues	Hourly Patrons	Revenues	Hourly Patrons	Revenues	Hourly Patrons	Revenues	Hourly Patrons
Revenues:								
Washington/First	\$31,403	4,080	\$30,098	3,282	\$1,305	798	4.34%	24.31%
Maynard	\$542,185	126,956	\$456,498	104,615	\$85,687	22,341	18.77%	21.36%
Washington/Fourth	\$175,219	57,005	\$155,790	48,216	\$19,428	8,789	12.47%	18.23%
Forest	\$308,254	63,726	\$301,674	59,754	\$6,579	3,972	2.18%	6.65%
Fourth/William	\$550,732	60,541	\$545,863	52,380	\$4,869	8,161	0.89%	15.58%
Liberty Square	\$327,735	12,478	\$340,989	10,416	(\$13,254)	2,062	(3.89%)	19.80%
Ann/Ashley	\$424,424	33,203	\$394,983	24,923	\$29,440	8,280	7.45%	33.22%
Fifth Avenue (Library)	\$128,063	56,873	\$112,793	43,510	\$15,270	13,363	13.54%	30.71%
Kline Lot	\$122,751	41,080	\$113,445	32,263	\$9,306	8,817	8.20%	27.33%
Huron/Ashley/First	\$172,756	64,482	\$153,317	51,117	\$19,439	13,365	12.68%	26.15%
Fifth & Huron	\$28,980		\$29,138		(\$158)		(0.54%)	
First & Williams	\$50,625		\$40,668		\$9,958		24.49%	
Fingerle Lot	\$15,115		\$15,080		\$35		0.00%	
Fifth & William	\$36,498	11,754	\$9,085	1,553	\$27,413	10,201	301.73%	656.86%
415 W. Washington	\$34,253	5,939	\$29,232	5,167	\$5,021	772	17.18%	14.94%
Palio Lot	\$9,201		\$8,030		\$1,170		14.57%	
Broadway Bridge	\$655		\$974		(\$319)		(32.75%)	
Main & Ann	\$16,264		\$16,443		(\$179)		(1.09%)	
Farmers Market	\$1,683		\$1,547		\$135		8.75%	
City Hall	\$1,028		\$4,088		(\$3,060)		(74.85%)	
Fourth & Catherine	\$23,084		\$18,055		\$5,029		27.85%	
Meters	\$655,412		\$557,793		\$97,619		17.50%	
Meter Bags	\$109,592		\$147,285		(\$37,693)		(25.59%)	
Total Revenues	\$3,765,912	538,117	\$3,482,870	437,196	\$283,042	100,921	8.13%	23.08%

Number of Business Days  
 2009 80  
 2008 80

Number of Weekend Days (F & S)  
 2009 28  
 2008 26

## MEMO

DATE: October 28, 2009  
TO: DDA Operations Committee  
FROM: DDA Staff  
RE: Transportation Demand Management Action Steps

As requested, staff have drafted a second series of recommended Transportation Demand Management (TDM) steps to be taken in the next twelve to eighteen months. These action steps will continue the DDA's progress toward implementation of the TDM recommendations contained in the 2007 Nelson/Nygaard Comprehensive Parking Strategies Report. A great deal has been accomplished in the first eighteen months following the report's receipt, and staff looks forward to pursuing the next round of activities with the same focused commitment. In addition to the monthly reports provided by DDA staff to the Operations Committee on our parking-related TDM efforts, a comprehensive report on the status of efforts to fulfill the transportation-related TDM recommendations provided by Nelson/Nygaard is available on the DDA website at: [http://www.a2dda.org/downloads/Resources/Parking\\_Strategies\\_Implementation](http://www.a2dda.org/downloads/Resources/Parking_Strategies_Implementation)

Briefly, TDM is a general term for strategies that use carrots (e.g. very low cost transit) and sticks (e.g. London's congestion charging system to reduce the number of cars entering the city) to result in more efficient use of transportation resources, including a downtown public parking system. The idea behind TDM is that human beings will make choices for themselves about the best transportation option, with consideration for such things as convenience, ease of use, price, safety, and environmental goals, and demand can be "managed" by encouraging positive behavior via making some choices faster, more convenient, less worrisome, or cheaper.

Nelson/Nygaard's 2007 recommendations were derived from ideas provided by the academic community and from various parking and transportation programs utilized in other communities. There is no city anywhere in the country that utilizes a pure demand-managed public transportation and parking system; there is no ideal model for the Ann Arbor DDA to emulate.

Further, it is worth noting that the Ann Arbor public parking and transportation system has been using elements of demand management for a long time. As an example, we charge less to park in off-street parking spaces than we charge at the meters as a way of managing the demand for metered spaces; and the DDA provides three different kinds of monthly parking permits with three different monthly rates based on level of demand for parking during different parts of the day or in different locations. The Nelson/Nygaard report recommended additional ideas on top of the demand-management practices the DDA had already been using.

DDA Operations Committee has set forward an ambitious effort to push the public parking system even more firmly into a demand-managed system in order to accomplish two very important goals:

- 1) Encourage even greater use of sustainable transportation to and through downtown including walking, bicycling, car sharing and transit use.
- 2) Gain even greater efficiency from the parking system by spreading demand with a more varied price structure based on geography, time of day, and other elements.

As we did with our first set of action steps, DDA staff recommends that the Operations Committee take a careful, measured implementation approach to making changes to allow time to assess impacts and determine how to improve programs before pilot projects become system-wide changes. Of vital concern is that the DDA not pursue policy changes that may damage the financial underpinnings of the public parking system, as the funds needed for debt service and operations must not be endangered. An equally compelling concern is that parking pricing changes not make downtown unattractive to prospective office tenants, customers, residents, and small independent businesses. The downtown mix is fragile, and there are very attractive alternative locations to downtown for operating a business, buying a condo, finding entertainment, or enjoying a good meal.

Given the important interplay between parking management and transportation programs, it is further recommended that the DDA Operations and Transportation Committees work together on these action steps to ensure that committee work plans are in synch.

The specific action steps that will be pursued over the next year or so will fit within three general areas that support TDM.

1. Create more commuter options – help facilitate transportation alternatives.
2. Provide parking patrons with more information.
3. Use both discounted and premium pricing as a tool to provide more parking choices.

Upon review and feedback from the Operations Committee, this action plan will be finalized and staff will provide monthly updates as specific steps are taken toward accomplishing the overall goal.