

N. Maple Road to  
Allison Drive

City of Ann Arbor  
File No. 2019-031

# HOLLYWOOD DRIVE PAVING PROJECT




WELCOME



# PROJECT PERSONNEL – ENGINEERING

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CITY OF ANN ARBOR

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CITY OF ANN ARBOR, ENGINEERING



# PROJECT PERSONNEL – PUBLIC ENGAGEMENT

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City of Ann Arbor – COMMUNITY  
ENGAGEMENT SPECIALIST



# MEETING AGENDA

- ▶ History of Project – How we got here
- ▶ Meeting Overview and Project Purpose
- ▶ Planned Project Limits; Existing Conditions; and, Proposed Design
- ▶ Description of Current Alternative
- ▶ Expected Construction Impacts
- ▶ Public Perception of the Design
- ▶ Planned Construction Schedule
- ▶ Estimated Special Assessments and Special Assessment Procedures
- ▶ Questions

# HISTORY OF PROJECT – HOW WE GOT HERE

- The City was requested in May 2017 by the residents of this area through a petition to pave Hollywood Drive from N. Maple Road to Allison Drive.
- Based on that request a public meeting was held in October 2019 to discuss the potential project, its expected costs, and other relevant issues. It was decided that sufficient support for the project existed and the expected costs to the homeowners were not too high
- Shortly thereafter, the City agreed to begin a project to construct a paved roadway (with sidewalks on both sides of the road) from N. Maple Road to Allison Drive

# PLANNED PROJECT LIMITS, EXISTING CONDITIONS, AND PROPOSED DESIGN

- N. Maple to Allison Drive
- Existing gravel roadway ~25 to 26' wide with curb and gutter on a portion of one side of the roadway
- A Storm Sewer System is already in place; it must be upgraded to meet the requirements of the City's Green Street initiative
- Construct 2 lane roadway with concrete curb and gutter with sidewalks on both sides of roadway in accordance with the City's Complete Street Policy
- A modified design option that reflects feedback given to date is being presented



Existing Conditions  
Hollywood Drive Paving - Maple to Allison

# PLANNED PROJECT LIMITS AND EXISTING CONDITIONS



# PROJECT ELEMENTS WITH WHICH THE PROJECT MUST COMPLY

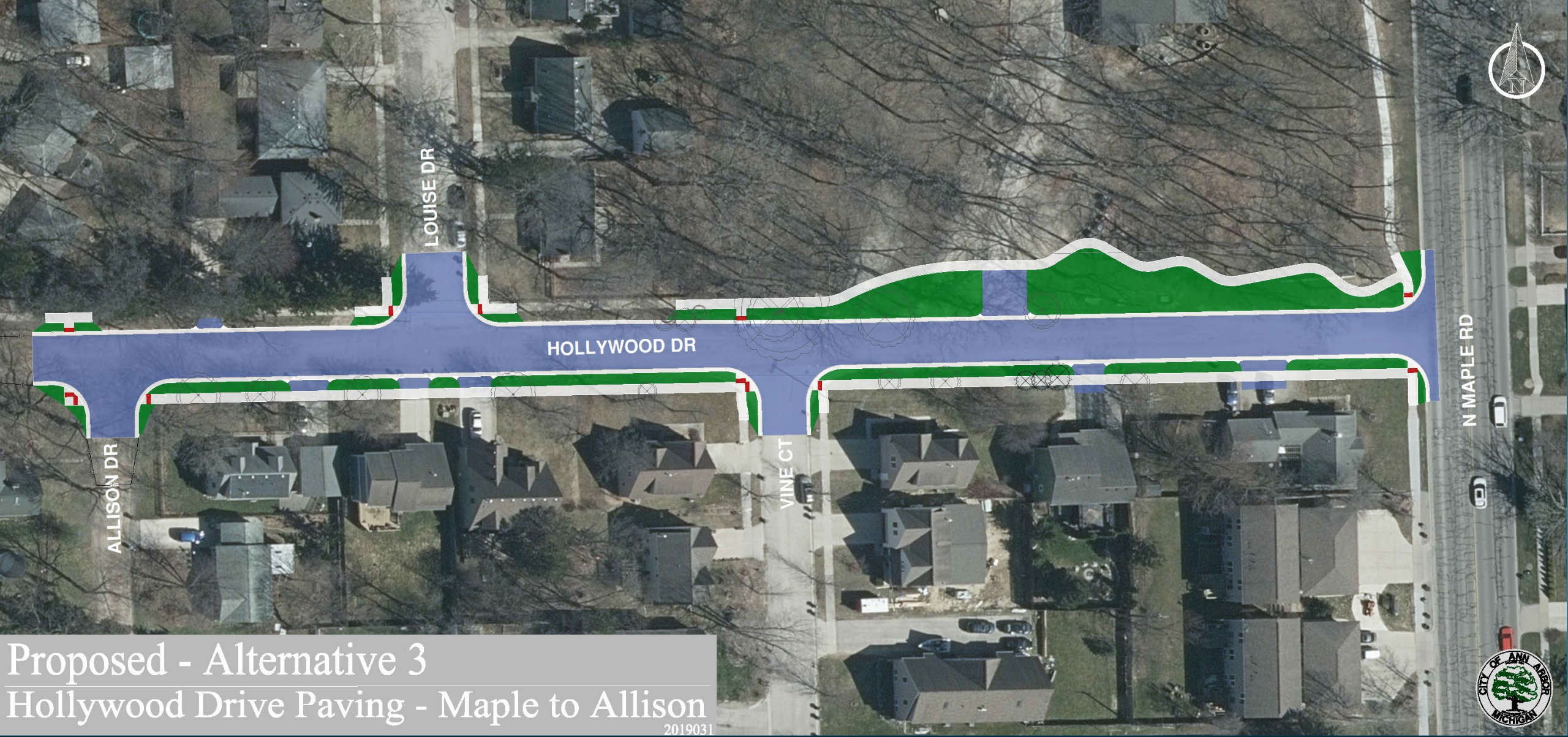
- The City must construct a facility that it can maintain in the long run using our existing equipment and personnel;
- The project needs to meet all relevant design standards such as Americans with Disabilities Act; AASHTO Standards; City of Ann Arbor Policies – Green Streets, Complete Streets; Ann Arbor City Code, etc.;
- AASHTO (American Association of State Highway Transportation Officials) Standards – this is the overarching standard that all roadway and transportation projects should follow with respect to design and construction of public roadways. These are the standards on which virtually all other standards are based.
- On February 18, 2014 the Ann Arbor City Council approved a resolution adopting a Green Streets Statement Consisting of Storm Water Guidelines for Public Street Construction and Reconstruction. (Resolution R-14-051)

The terms “Green Streets” and “Green Infrastructure” are adaptable terms used to describe an array of products, technologies, and practices that use natural systems - or engineered systems that mimic natural processes - to enhance overall environmental quality and provide utility services. Green Streets treat and/or infiltrate stormwater to improve water quality and reduce the volume and rate at which stormwater leaves the street.

WHAT ARE GREEN STREETS?

- ▶ In Ann Arbor, infiltration of storm water is the standard that has been chosen for complying with Green Streets requirements.
- ▶ The predominant soils within the project area are clay soils with little infiltration capacity. Consequently, infiltration as a method for complying with the standards is not practicable.
- ▶ Further evaluation of alternatives, most probably, a form of underground storm water detention will have to be used to detain the first inch of rainfall within the project limits.
- ▶ The costs in complying with revisions to the existing underground storm water system have been determined not to be assessable to the property owners.

## GREEN STREETS (CON'T)



Proposed - Alternative 3  
Hollywood Drive Paving - Maple to Allison  
2019031

# CURRENT DESIGN ALTERNATIVE

IMPORTANT  
POINTS TO  
CONSIDER  
REGARDING  
THE  
ALTERNATIVE

- ▶ Cost
- ▶ Eliminates future drainage and dust issues
- ▶ Meets all relevant design standards; high degree of safety
- ▶ Tree removal minimized to the extent possible
- ▶ Provides sidewalks on both sides of roadway
- Eliminates on-street parking – Vine Ct. to N. Maple
- ▶ Road only wide enough for parking on one side of Hollywood from Vine Court to Allison Drive
- ▶ Inconvenience and disruption during construction



QUESTIONS ?



# EXPECTED CONSTRUCTION IMPACTS

- This project will require a significant amount of underground utility construction, i.e. storm sewer, and underdrains. This will make maintaining traffic along Hollywood Drive difficult.
- We will have to work on the project across the entire width of the roadway due to the narrow width of the road.
- We will need to remove several trees along the both sides of the roadway in order to construct the project.
- Construction of the drive approaches to each home will require the closure of each driveway while the area is graded, paved, and the concrete cures.
- The project's construction will generate dust, noise, and inconvenience.
- We will maintain access to all residences during the construction.

# CONSTRUCTION MITIGATION STRATEGIES – CONSTRUCTION IMPACTS

- We expect the project to take approximately 4 months to construct.
- Unfortunately, the proposed construction will generate noise and dust as an unavoidable consequence of the work. We will monitor the Contractor's operations to keep them within allowable limits;
- We will require the Contractor to utilize either a dust palliative or water the existing pavement and sweep it regularly to minimize mud tracking; and,
- As a part of the work, you may feel some vibrations in your home during certain portions of the work. This is normal, to be expected, and will not damage your home.



# CONSTRUCTION MITIGATION STRATEGIES – STAGING/TIMING

- Maintaining access to individual properties will be **difficult**.
- We will require the Contractor to maintain access to your properties throughout the project's duration. However, during the installation of the storm sewer and replacement of the driveways, there will be a period of time where you will not be able to drive across the paved area while it is being graded and the pavement is being placed. We will coordinate this work with you and provide appropriate advance notice.
- The final construction schedule has not yet been determined.

- Special Assessment Process is a four-step process. Resolution Nos. 1 through 4
  - ▶ Resolution No. 1 – Authorizes Project Design to begin
  - ▶ Resolution No. 2 – Shares Estimated Project Costs and Assessment Roll with City Council
  - ▶ Resolution No. 3 – Establishes Date of the Public Hearing before City Council
  - ▶ Resolution No. 4 – Public Hearing and Confirmation of Assessment
- ▶ We are currently working toward Step 2
- ▶ Project cannot proceed until Special Assessment process and funding is approved by City Council
- ▶ The process is designed to be transparent and contain “check points” along the way to ensure public understanding of the process.

## OUTLINE OF SPECIAL ASSESSMENT PROCESS

## Chapters 12 and 13 of the City of Ann Arbor Code of Ordinances

### Chapter 12, 1:271 (4) Local Public Improvement

- "Local public improvement" means any initial public improvement conferring a special benefit on any parcel or parcels of land distinct from the benefit from such improvement to the city at large, including, by way of illustration but not limitation, sidewalks, storm sewers, street grading, graveling and paving, curbs, gutters and the like.

### ➤ Chapter 13, Section 1:282 – Council Authority

- The Council shall have power to determine that the whole or any part of the cost of any improvement shall be defrayed by special assessments upon the property especially benefitted, but the determination shall not be made until the preliminary proceedings provided for in Section 1:284 shall have been completed

# AUTHORITY FOR SPECIAL ASSESSMENTS



# AUTHORITY FOR SPECIAL ASSESSMENTS

Other Relevant Sections of Chapter 13 pertaining to Special Assessment procedures

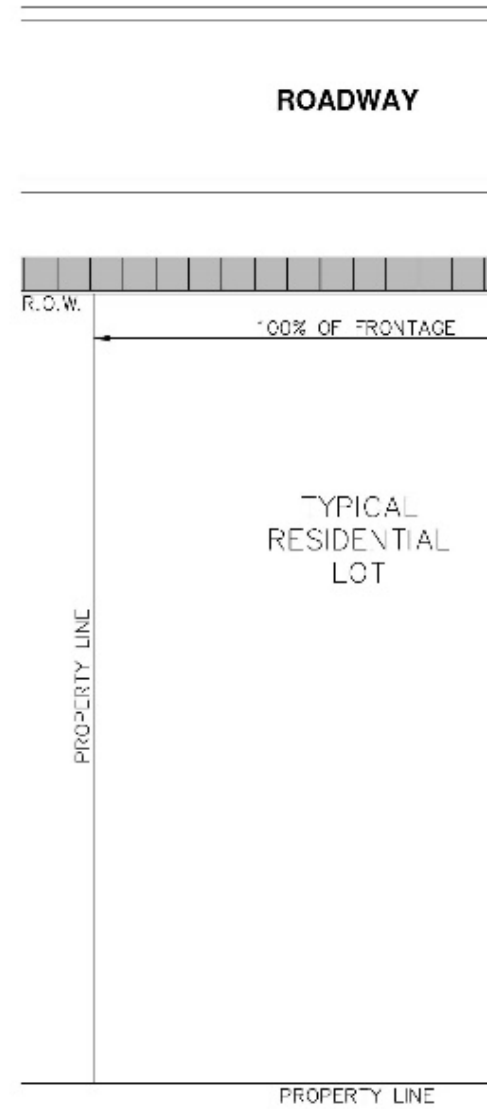
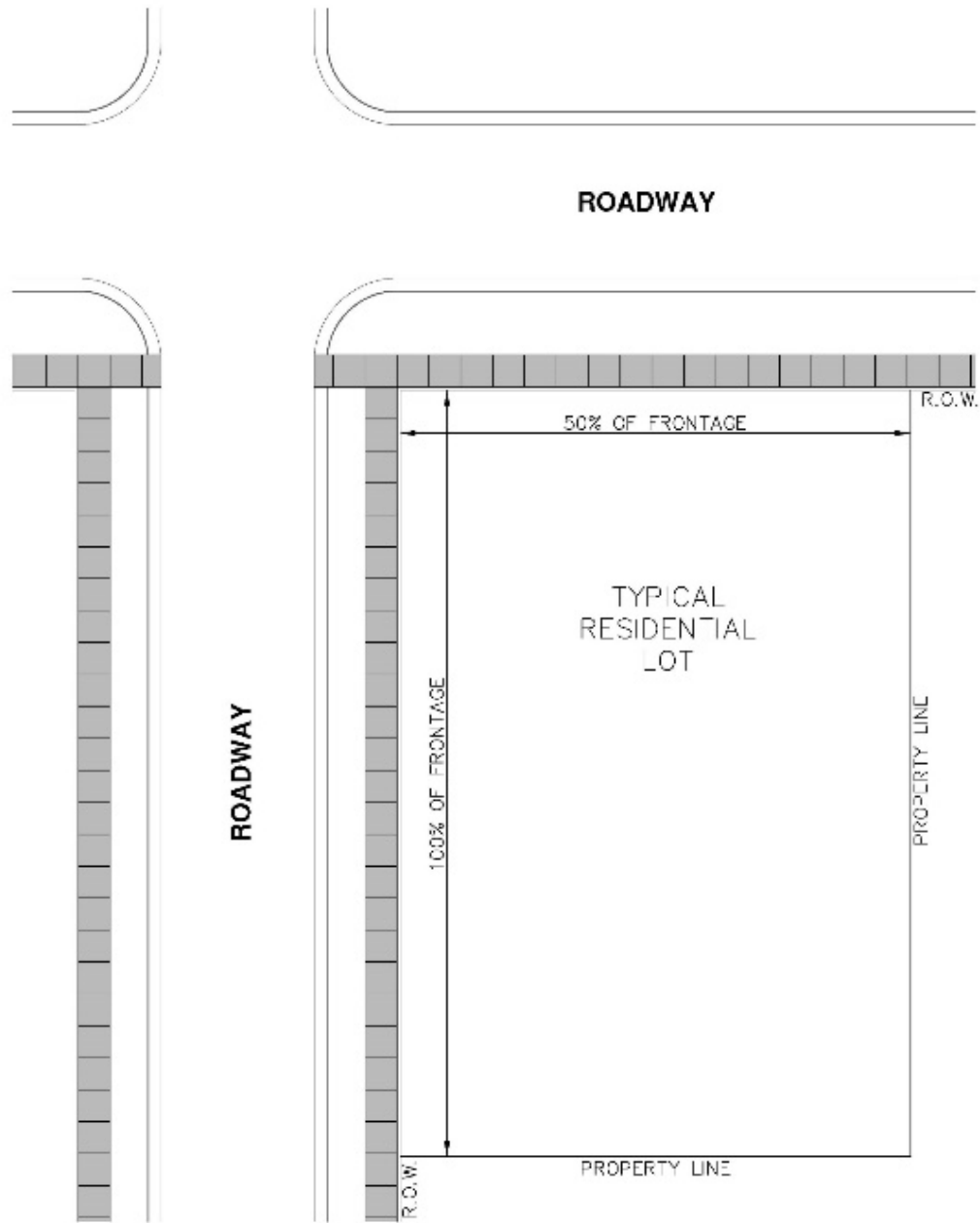
- Section 1:284(1) Preliminary Proceedings
- Section 1:289 – Determination and Notice of public hearing
- Section 1:286(1) – Council Determination
- Section 1:290 Objections to roll
- Section 1:291 – Public Hearing and confirmation
- Section 1:292 – Assessing single lots or tax parcels

# SPECIAL ASSESSMENT GUIDELINES

The City assesses benefits based on affected frontage of a property receiving a benefit

- Frontage
  - Typically assessed at 100% of parcel frontage that receives an improvement
- Corner Parcels
  - Typically assessed at 100% of frontage along the “long side” of parcel and 50% of the “short side”
- Un-assessable property
  - Public Schools or other governmental agencies
  - Remainder(s) of property(ies) that otherwise cannot be assessed

# EXAMPLE FRONTAGE CALCULATIONS



How Assessable Frontages Are Calculated

Total amount of special and single lot assessment(s)	Number of years for installments
Up to \$1,200.00	1 year
Greater than \$1,200.00 up to \$2,400.00	2 years
Greater than \$2,400.00 up to \$3,600.00	3 years
Greater than \$3,600.00 up to \$4,800.00	4 years
Greater than \$4,800.00 up to \$6,000.00	5 years
Greater than \$6,000.00 up to \$7,200.00	6 years
Greater than \$7,200.00 up to \$8,400.00	7 years
Greater than \$8,400.00 up to \$9,600.00	8 years
Greater than \$9,600.00 up to \$10,800.00	9 years
Greater than \$10,800.00 up to \$12,000.00	10 years
Greater than \$12,000.00 up to \$13,200.00	11 years
Greater than \$13,200.00 up to \$14,400.00	12 years
Greater than \$14,400.00 up to \$15,600.00	13 years
Greater than \$15,600.00 up to \$16,800.00	14 years
Greater than \$16,800.00	15 years

# SPECIAL ASSESSMENT PAY BACK PERIODS

## Hollywood Drive Paving Preliminary Road and Sidewalk Special Assessment Cost Opinion

May 13, 2020

Road and Sidewalk Assessable Costs Estimated		
Construction Probable Cost	\$	706,500
Engineering Design	\$	85,000
Construction Engineering	\$	113,000
Material Testing	\$	35,000
Miscellaneous / Contingencies	\$	92,000
<b>TOTAL ASSESSABLE COST</b>	<b>\$</b>	<b>1,031,500</b>

COST PER LINEAL FOOT OF FRONTAGE	=	<u>TOTAL ASSESSABLE COST</u>	
		<u>HOLLYWOOD DR. FRONTAGES</u>	
	=	<u>\$1,031,500.00</u>	
		1,310 L.F.	
	=	<u>\$787.40</u>	<u>PER L.F.</u>

Parcel	Lineal Feet of Assessable Frontage L.F.	Property Assessments x \$787/L.F.	Effective City Frontage L.F.	City Costs x \$787/L.F.
City (618 Duane Ct. Rear Yard)			90.0	\$ 70,866
615 Louise Drive (50%)	52.5	\$ 41,339	52.5	\$ 41,339
612 Louise Drive (50%)	52.5	\$ 41,339	52.5	\$ 41,339
Alano Club (995 N. Maple) (50%)	187.5	\$ 147,638	187.5	\$ 147,638
871 N. Maple (50%)	77.5	\$ 61,024	77.5	\$ 61,024
2535 Hollywood	50.0	\$ 39,370		
690 Vine Ct. (50%)	52.5	\$ 41,339	52.5	\$ 41,339
695 Vine Ct. (50%)	52.5	\$ 41,339	52.5	\$ 41,339
2585 Hollywood	50.0	\$ 39,370		
2605 Hollywood	60.0	\$ 47,244		
2625 Hollywood	95.0	\$ 74,803		
693 Allison (50%)	7.5	\$ 5,906	7.5	\$ 5,906
<b>Total Assessments</b>	<b>737.5</b>	<b>\$ 580,700</b>		
<b>Total City Costs</b>			<b>572.5</b>	<b>\$ 450,800</b>

TOTAL ROADWAY COST

1,031,500.00

# APPROXIMATE SPECIAL ASSESSMENT COSTS



# PLANNED PROJECT SCHEDULE

## Project Design

- Pending results of today's meeting, the project's design will continue to proceed.
- Project design is expected to be completed late - Summer/early Fall, 2020.
- Construction schedule to be determined based on project design and other factors.

# IMPACTS TO PROJECT SCHEDULE FROM COVID- 19 VIRUS

- Impacts to General Fund;
  - Current estimates project \$9.8M shortfall in General Fund revenues for FY 2021
- Why does that matter?
  - General Fund is the only funding source available to interim finance the roadway portion of the construction
  - General funds are used to pay for such city services as police, fire, and other necessary and mandated services
  - The City is currently considering options of budget cuts necessary to accommodate revenue shortfalls.
  - The Hollywood Drive Paving Project is one of the projects that is being considered for delay in order to accommodate general fund shortfalls.
- ▶ Should this project be identified for delay, the City is hopeful that the project would resume when the pandemic ends and the City's financial health is restored.

# CONTACT INFORMATION

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QUESTIONS ?



THANK YOU!