

CITY COUNCIL EMAILS
20 APRIL 2009

H10

Elias, Abigail

From: Hieftje, John
Sent: Monday, April 20, 2009 7:21 AM
To: Cooper, Eli
Cc: Schopieray, Christine
Subject: FW: April 21 meeting topics

Eli:

Hope you are well. If possible I could use an update prior to this meeting. Any chance we could talk this afternoon? This meeting occurs tomorrow at 10:00.

Thanks,

John

-----Original Message-----

From: Wayne Say [mailto:waynesay@umich.edu]
Sent: Friday, April 17, 2009 2:18 PM
To: Hieftje, John
Cc: Schopieray, Christine; rcarlisle@cwaplan.com; wapjohn@grafaktri.com; blavery447@comcast.net; margiehagene@comcast.net
Subject: April 21 meeting topics

Hello, John, we have requested time with you to discuss issues related to Wally, including:

- I. AATA & Wally (we met with David Nacht March 6, 2009)
 - A. their policies, practices (work being done), people (leadership)?
 - B. RL Banks report--16 months to get Wally operational, and...?
- II. Dingell & capital funding (\$30 million)--who has the lead, what is the message?
- III. Rail Authority and Livingston County--what outreach, collaboration is underway?
- IV. Wally--recommit to it, make visible, raise expectations
- V. Federal stimulus funds--who is evaluating funding sources for Wally in both formula and competitive formats?
- VI. Wally & Transit Oriented Development--a concept with much merit now needing more attention and consideration.
- VII. Next

Wolford, Louise

From: Hieftje, John
Sent: Monday, April 20, 2009 7:58 AM
To: Fraser, Roger; McCormick, Sue; Crawford, Tom; Jones, Barnett; Miller, Jayne
Subject: FW: \$365 Billion in Stimulus Funding...Are You Ready for Your Share?

Our folks may not need this but just in case...

From: Rod Helm [mailto:president@grantwritingusa.com]
Sent: Thursday, April 16, 2009 10:04 AM
To: Hieftje, John
Subject: \$365 Billion in Stimulus Funding...Are You Ready for Your Share?



GRANT WRITING USA

Dear John,

With the current economic situation and expected government stimulus packages, now more than ever your grant proposals must be absolutely outstanding. With this in mind, we are pleased to announce that the Ann Arbor Community Center and Grant Writing USA will present a GRANT WRITING WORKSHOP in Ann Arbor, June 4-5. This training is applicable to city, county and state agencies, nonprofit organizations, K-12 schools, colleges and universities.

Beginning grant writers will learn what they need to be successful and more experienced writers will gain new insights, sharpen skills and leave with a sense of renewed confidence in their abilities and mission.

Grant Writing USA has helped thousands of government agencies, nonprofit organizations and educational institutions achieve grants success. Given the opportunity we are confident we can do the same for you. For more information including venue location, tuition, graduate testimonials and online enrollment, please visit us at:

<http://GrantWritingUSA.com>

Thank you kindly,

Rod Helm
President
Grant Writing USA

PS. Prefer to speak with a live person? Cathy will be happy to assist.

Cathy Rittenhouse
Grant Writing USA
Customer Care
800.814.8191
cathy@grantwritingusa.com

6/22/2009

[Click here and forward this to a friend.](#)

You are subscribed as jhiefje@a2gov.org. To unsubscribe please [click here](#).

Elias, Abigail

From: Wondrash, Lisa
Sent: Monday, April 20, 2009 8:35 AM
To: Higgins, Marcia; Smith, Sandi; 'Barbara Clarke'; 'Roger Sutton'; 'Brianna Fritz'; 'Jeff Meyers'; 'tramirez@tm.net'
Cc: Salmeron, Ralph C; Visovatti, Lucy Ann; McDonald, Gregory
Subject: Cable Commission Agenda Enclosed: Meeting Tuesday April 28

All:

Enclosed is the agenda for the next Cable Commission meeting scheduled for next **Tuesday, April 28** at CTN. Please send me an e-mail by Monday (4/27) confirming your attendance so a quorum can be ensured.

Thanks so much,

Lisa Wondrash

Communications Unit Manager

City of Ann Arbor

2805 S. Industrial, Ste. 200

Ann Arbor, MI 48104

New Phone: (734) 794-6150 x41511

e-mail: lwondrash@a2gov.org



Think Green! Don't print this email unless you need to.



CCCagenda428
09.doc

City of Ann Arbor
CABLE COMMUNICATIONS COMMISSION

Regular Meeting
Tuesday, April 28, 2009
2805 S. Industrial, Ste. 200

AGENDA

7:00 p.m. – Regular Session

1. Call To Order/Roll Call
2. Approval of Agenda
3. Approval of Minutes
- Regular Session – January 27, 2009
4. Public Comment
5. Communications Report
6. CTN Report
7. Old Business:
 - a. Election of 2009 Chair and Vice Chair
8. New Business:
 - a. AT&T PEG Connection Discussion
9. Commission/Staff Comments
10. Adjournment

Wolford, Louise

From: Teall, Margie
Sent: Monday, April 20, 2009 8:40 AM
To: Miller, Jayne; Fraser, Roger
Cc: Greden, Leigh; Rapundalo, Stephen; Higgins, Marcia; Hieftje, John
Subject: Senior Center budget

Hi Jayne:

Having received more phone calls and e-mails regarding the closing of the Senior Center, I'm wondering if I can get the breakdown of the budget for the Center. (Operating costs, expenses, staff time, etc.) I would also like to see the numbers of how many individuals use its services, and what they pay, for what services they use. If it is possible to charge fees for use of the building and its services, what kind of fees and fee structures might we be looking at?

Thanks.

-Margie

6/22/2009

Wolford, Louise

Subject: Stadium Bridges
Location: City Ctr 7th Flr
Start: Fri 4/24/2009 4:00 PM
End: Fri 4/24/2009 5:00 PM
Recurrence: (none)
Meeting Status: Accepted

Good Afternoon!

Based on everyone's availability, the meeting to discuss stadium bridges has been scheduled for Friday, April 24, at 4pm. The meeting will take place in Ann Arbor but the exact location has yet to be determined. Participants will include:

Andy Labarre – Office of Congressman Dingell

Terri Blackmore –Washtenaw Area Transportation Study

Carmine Palombo –SEMCOG (by phone)

Hornayoon Pirooz – City of Ann Arbor

Leigh Greden – City of Ann Arbor

Mark Geib – Michigan Dept. of Transportation

Jim Kosteva – University of Michigan

Kirk Profit – GCSI

Please feel free to contact me should you have any questions. Have a great weekend!

Lauryn

Elias, Abigail

From: Harrison, Venita
Sent: Monday, April 20, 2009 8:44 AM
To: Greden, Leigh
Cc: McCormick, Sue; Pirooz, Homayoon
Subject: RE: 4/24 Meeting Confirmation

Leigh, you are all set for the 24th at 4pm in City Ctr Conf Rm 7th Flr.

From: Greden, Leigh
Sent: Saturday, April 18, 2009 1:58 PM
To: Harrison, Venita
Cc: McCormick, Sue
Subject: FW: 4/24 Meeting Confirmation

Venita- Can we get the 7th floor conf room at the City Center Bldg for this meeting on Friday 4/24 at 4pm? -Leigh Greden

-----Original Message-----

From: Lauryn English [mailto:english.l@gcsionline.com]
Sent: Friday, April 17, 2009 3:27 PM
To: profit.k@gcsionline.com; Greden, Leigh R.; 'Cynthia Wilbanks'; jkosteva@umich.edu; 'Terri Blackmore'; 'Palombo, Carmine'; 'Adrian Hemond'; hpirooz@ci.ann-arbor.mi.us; 'Roger Fraser'; 'John Hieftje'; Andy.LaBarre@mail.house.gov; 'Mark Geib'
Cc: dropiewskil@michigan.gov; 'Terri Mears'; aboltach@umich.edu; 'Karen Hayes'
Subject: 4/24 Meeting Confirmation

Good Afternoon!

Based on everyone's availability, the meeting to discuss stadium bridges has been scheduled for Friday, April 24, at 4pm. The meeting will take place in Ann Arbor but the exact location has yet to be determined. Participants will include:

Andy Labarre – Office of Congressman Dingell
Terri Blackmore –Washtenaw Area Transportation Study
Carmine Palombo –SEMCOG (by phone)
Homayoon Pirooz – City of Ann Arbor
Leigh Greden – City of Ann Arbor
Mark Geib – Michigan Dept. of Transportation
Jim Kosteva – University of Michigan
Kirk Profit – GCSI

Please feel free to contact me should you have any questions. Have a great weekend!

Lauryn



Governmental Consultant Services, Inc.
120 N. Washington Sq., Suite 110
Lansing, MI 48933

Phone: 517-484-6216
Fax: 517-484-0140

NOTICE TO PERSONS SUBJECT TO UNITED STATES TAXATION (MCPS)

DISCLOSURE UNDER TREASURY CIRCULAR 230: The United States Federal tax advice, if any, contained in this document and its attachments may not be used or referred to in the promoting, marketing or recommending of any entity, investment plan or arrangement, nor is such advice intended or written to be used, and may not be used, by a taxpayer for the purpose of avoiding Federal tax penalties.

Elias, Abigail

From: Hieftje, John
Sent: Monday, April 20, 2009 8:45 AM
To: Cooper, Eli
Cc: Schopieray, Christine
Subject: RE: April 21 meeting topics

Hi Eli:

She gets in at 9:00, how about 4 PM?

Thanks,

John

-----Original Message-----

From: Cooper, Eli
Sent: Monday, April 20, 2009 7:26 AM
To: Hieftje, John; Cooper, Eli
Cc: Schopieray, Christine
Subject: RE: April 21 meeting topics

Yes. I'll schedule with christine.

Sent from my Windows Mobile® phone.

-----Original Message-----

From: Hieftje, John <JHieftje@a2gov.org>
Sent: Monday, April 20, 2009 7:20 AM
To: Cooper, Eli <ECooper@a2gov.org>
Cc: Schopieray, Christine <CSchopieray@a2gov.org>
Subject: FW: April 21 meeting topics

Eli:

Hope you are well. If possible I could use an update prior to this meeting. Any chance we could talk this afternoon? This meeting occurs tomorrow at 10:00.

Thanks,

John

-----Original Message-----

From: Wayne Say [mailto:waynesay@umich.edu]
Sent: Friday, April 17, 2009 2:18 PM
To: Hieftje, John
Cc: Schopieray, Christine; rcarlisle@cwaplan.com; wapjohn@grafaktri.com; blavery447@comcast.net; margiehagene@comcast.net
Subject: April 21 meeting topics

Hello, John, we have requested time with you to discuss issues related to Wally, including:

- I. AATA & Wally (we met with David Nacht March 6, 2009)
 - A. their policies, practices (work being done), people (leadership)?

- B. RL Banks report--16 months to get Wally operational, and...?
- II. Dingell & capital funding (\$30 million)--who has the lead, what is the message?
- III. Rail Authority and Livingston County--what outreach, collaboration is underway?
- IV. Wally--recommit to it, make visible, raise expectations
- V. Federal stimulus funds--who is evaluating funding sources for Wally in both formula and competitive formats?
- VI. Wally & Transit Oriented Development--a concept with much merit now needing more attention and consideration.
- VII. Next

Wolford, Louise

From: Cooper, Eli
Sent: Monday, April 20, 2009 8:55 AM
To: Hieftje, John; Cooper, Eli
Cc: Schopieray, Christine; Schopieray, Christine
Subject: RE: April 21 meeting topics

Ok, I'll confirm with her.
See you at 4:
Thanks
Eli

Sent from my Windows Mobile® phone.

-----Original Message-----

From: Hieftje, John <JHieftje@a2gov.org>
Sent: Monday, April 20, 2009 8:45 AM
To: Cooper, Eli <ECooper@a2gov.org>
Cc: Schopieray, Christine <CSchopieray@a2gov.org>
Subject: RE: April 21 meeting topics

Hi Eli:

She gets in at 9:00, how about 4 PM?

Thanks,

John

-----Original Message-----

From: Cooper, Eli
Sent: Monday, April 20, 2009 7:26 AM
To: Hieftje, John; Cooper, Eli
Cc: Schopieray, Christine
Subject: RE: April 21 meeting topics

Yes. I'll schedule with christine.

Sent from my Windows Mobile® phone.

-----Original Message-----

From: Hieftje, John <JHieftje@a2gov.org>
Sent: Monday, April 20, 2009 7:20 AM
To: Cooper, Eli <ECooper@a2gov.org>
Cc: Schopieray, Christine <CSchopieray@a2gov.org>
Subject: FW: April 21 meeting topics

Eli:

Hope you are well. If possible I could use an update prior to this meeting. Any chance we could talk this afternoon? This meeting occurs tomorrow at 10:00.

Thanks,

John

-----Original Message-----

From: Wayne Say [mailto:waynesay@umich.edu]

Sent: Friday, April 17, 2009 2:18 PM

To: Hieftje, John

Cc: Schopieray, Christine; rcarlisle@cwaplan.com; wapjohn@grafaktri.com; blavery447@comcast.net; margiehagene@comcast.net

Subject: April 21 meeting topics

Hello, John, we have requested time with you to discuss issues related to Wally, including:

- I. AATA & Wally (we met with David Nacht March 6, 2009)
 - A. their policies, practices (work being done), people (leadership)?
 - B. RL Banks report--16 months to get Wally operational, and...?
- II. Dingell & capital funding (\$30 million)--who has the lead, what is the message?
- III. Rail Authority and Livingston County--what outreach, collaboration is underway?
- IV. Wally--recommit to it, make visible, raise expectations
- V. Federal stimulus funds--who is evaluating funding sources for Wally in both formula and competitive formats?
- VI. Wally & Transit Oriented Development--a concept with much merit now needing more attention and consideration.
- VII. Next

Wolford, Louise

From: Anglin, Mike
Sent: Monday, April 20, 2009 9:05 AM
To: 'Dave Askins'; Hieftje, John; Smith, Sandi; Briere, Sabra; Rapundalo, Stephen; Derezinski, Tony; Taylor, Christopher (Council); Greden, Leigh; Higgins, Marcia; Teall, Margie; Hohnke, Carsten
Cc: Mary Morgan
Subject: RE: please forward your caucus questions

For your consideration,

I for one do not feel that caucus is a waste of time. Caucus serves as an informal dialogue with the public on issues that they bring forward. I view caucus as a time for a discussion that may not have specific parameters. A discussion forum for the free exchange of ideas and visions. I have attended all but two caucus meetings since I have been on Council. I am not aware of those Council members who feel that caucus is a waste of time..it is a voluntary commitment and therefore may appeal to some and not others.

I am concerned that caucus has twice been cancelled and I do not like that trend...the Council may want to discuss this at a public forum.

Thank you
Mike Anglin
549 South First Street
Ann Arbor, Mi 48103
e-mail:
mikeanglin07@gmail.com

-----Original Message-----

From: homeless.dave@gmail.com [mailto:homeless.dave@gmail.com] On Behalf Of Dave Askins
Sent: Sunday, April 19, 2009 6:56 AM
To: Hieftje, John; Smith, Sandi; Briere, Sabra; Rapundalo, Stephen; Derezinski, Tony; Taylor, Christopher (Council); Greden, Leigh; Higgins, Marcia; Teall, Margie; Hohnke, Carsten; Anglin, Mike
Cc: Mary Morgan
Subject: please forward your caucus questions

To the mayor and all councilmembers,

Many of you contend that caucus itself is a waste of time and that the exploration of various questions amongst yourselves -- including the formulation of "caucus questions" is currently accomplished by email. Many of you contend that this emailed communication is more efficient than meeting face-to-face with each other in a public setting.

In an effort to move this work that council does into public view, The Chronicle is requesting, that by noon Monday, April 20, you forward any emailed communications amongst yourselves or to city staff since your last council meeting on topics that might broadly fit the description "caucus question."

Thanks,

Dave

In light of the fact that councilmembers don't share that view, having argued quite vigorously that "caucus questions" are more efficiently assembled via electronic mail and that caucus itself is a waste of time, I'm requesting that you all forward to The Chronicle any "caucus questions" -- you have submitted to city staff for council's meeting on Monday, April 20.

Thanks,

Dave

--
Dave Askins
Editor, The Ann Arbor Chronicle
734.645.2633
www.annarborchronicle.com

Wolford, Louise

From: Hieftje, John
Sent: Monday, April 20, 2009 9:29 AM
To: [REDACTED]
Cc: Smith, Sandi; Briere, Sabra
Subject: RE: Ann Arbor Senior Center

Hello:

Thank you for writing on this issue.

I too would like to see the Senior Center stay open after July 1, 2010 but I also believe it is wise to consider other possible outcomes in 2010 given current and projected economic conditions.

The city of Ann Arbor has enacted many strong measures to economize and become more efficient over the past several years. The complete reorganization of the city work force is saving \$10 million per year but it is apparent that more needs to be done to face future challenges.

The city is currently working on the budget for the fiscal year that begins on July 1, 2009 but there is a projection for 2010 that includes several cost cutting measures the city may need to take if economic conditions and revenue projections do not improve. No one at the city wants to close the Senior Center in 2010 or for that matter a fire station or any other city facility but it is important to face up to the economic challenges all Michigan cities face so that we can better plan for the future.

City Council needs to make decisions for the budget year that begins on July 1, 2009 by the end of next month. Decisions for the budget year beginning in July 2010 are still over a year away so we have time to plan for all outcomes.

Thank you again for sharing your concerns about the Senior Center.

John Hieftje

From: Lynn Adelman [REDACTED]
Sent: Wednesday, April 15, 2009 8:36 PM
To: Hieftje, John
Cc: Smith, Sandi; Briere, Sabra
Subject: Ann Arbor Senior Center

Dear Mayor Hieftje:

I just returned from an activity at the Ann Arbor Senior Center and was appalled to learn that it is possible that when City Counsel votes on the next budget it may vote to close the Center's doors June 2010 due to budget constraints. This is unacceptable. The Center costs less than 2% of the City's budget yet it services hundreds of residents in a variety of activities..... lunch program, bridge games, exercises, computer usage, classes to enrich the mind, social gatherings, to name a few. It is a hub where many of us migrate. Closing the center will do a disservice to seniors, many who have been part of the community for a long time and have invested in the city and what it has to offer.

Please let me know what I can do to stop this from happening.

Lynn R. Adelman (651 N 5th Ave)

6/22/2009

Wolford, Louise

Subject: meet w/ Eli Cooper
Location: Mayor's office

Start: Mon 4/20/2009 4:00 PM
End: Mon 4/20/2009 4:30 PM

Recurrence: (none)

Meeting Status: Meeting organizer

Required Attendees: Cooper, Eli

Wolford, Louise

From: Hieftje, John
Sent: Monday, April 20, 2009 9:38 AM
To: Fraser, Roger
Subject: RE: Parking for Zingerman's truck

Thanks.

From: Fraser, Roger
Sent: Thursday, April 16, 2009 2:14 PM
To: Pirooz, Homayoon; McCormick, Sue
Cc: Hieftje, John; Jones, Barnett; Miller, Brian; Campbell, Joe; Seto, John; Dempkowski, Angela A; Harrison, Venita; Cawley, Patrick; Sipowski, Les; Fojtik, Charles
Subject: RE: Parking for Zingerman's truck

Please follow-up directly with Zingerman's.

Roger
 734-794-6110
 rfraser@a2gov.org

From: Pirooz, Homayoon
Sent: Thursday, April 16, 2009 1:32 PM
To: McCormick, Sue
Cc: Hieftje, John; Fraser, Roger; Jones, Barnett; Miller, Brian; Campbell, Joe; Seto, John; Dempkowski, Angela A; Harrison, Venita; Cawley, Patrick; Sipowski, Les; Fojtik, Charles
Subject: FW: Parking for Zingerman's truck
Importance: Low

Our recommendation is to "temporarily" convert the loading zone outside of the Deli to Reserve Parking Lane during the UM graduation weekend (Thurs., Fri., Sat., Sun-May 3). We will take care of that with assistance from the Field Ops - Chuck Fojtik (thanks Chuck).

Zingermans may apply for the "Temporary Permission to Reserve Parking Lane for Work-Related Purposes" (form attached). With the new temporary signs in place, they may park in the old loading zone for 4 days starting April 30th. The cost of the permit is \$95 for 3 days. We will charge Zingermans \$127 for 4 days.

Zingermans may call Pat Cawley at 794-6410x43632, or we will try to contact them in the next few days. Thanks.

From: Sipowski, Les
Sent: Thursday, April 16, 2009 8:50 AM
To: Cawley, Patrick; Pirooz, Homayoon
Subject: RE: Parking for Zingerman's truck

I agree. The same method is used with moving trucks.

From: Cawley, Patrick
Sent: Thursday, April 16, 2009 8:38 AM

6/22/2009

To: Pirooz, Homayoon; Sipowski, Les
Subject: RE: Parking for Zingerman's truck
Importance: Low

Homayoon / Les

I looked into this and got the background form Joe Campbell. I don't think a temp TCO is a good way to go. we would have to rescind the existing loading zone open up to parking and then it would be first come first serve.

My thought is to have them get a temp permission to reserve parking lane permit. It is a little off from the normal use of these but I think it fits. They have two loading zones on Kingsley one which fits within their frontage. If they use the zone along their frontage and pay for the permit and a renewal (it's limited to 72 hrs) it should work. I have attached a copy of the permit to look at .

Thanks
 Pat

From: McCormick, Sue
Sent: Thursday, April 09, 2009 7:56 AM
To: Pirooz, Homayoon
Cc: Harrison, Venita
Subject: FW: Parking for Zingerman's truck

Hi HP,
 Sorry this is coming late. I missed seeing it. Please have Les or Pat look at it and see what they recommend. Thanks.

Sue F. McCormick
 Public Service Administrator
 100 N Fifth Av
 Ann Arbor, MI 48107
 Phone: (734) 994-2897
 mailto: smccormick@a2gov.org



Think Green! Don't print this email unless you need to.

From: Fraser, Roger
Sent: Wednesday, April 01, 2009 11:14 AM
To: McCormick, Sue
Cc: Dempkowski, Angela A; Jones, Barnett; Campbell, Joe; Hieftje, John
Subject: FW: Parking for Zingerman's truck

Sue, please have your folks in Traffic take a look at this situation at the Zingerman's location on Detroit Street. Joe Campbell has outlined one possible solution that may still leave concerns for other users in this loading zone during the time requested.

Roger
 734-794-6110
 rfraser@a2gov.org

From: Campbell, Joe

6/22/2009

Sent: Wednesday, April 01, 2009 11:02 AM
To: Fraser, Roger; Jones, Barnett
Cc: Seto, John; Dempkowski, Angela A; Miller, Jayne
Subject: RE: Parking for Zingerman's truck

I suggest a TCO to allow temporary permission to park in the loading zones, if the city chooses to allow that. As of today, we do not have that mechanism.

It would be similar to the TCO for permission to park for "Special Events" that specifies what constitutes a valid reason and for how long, and based upon the availability of other parking options.

In this particular case there are other options available but they choose not to use them. There are also public safety concerns in terms of additional illegal parking and congestion caused by the loading zone now being unavailable for all the other delivery trucks making extra deliveries that week in that area.

Thanks, Joe

Lt. Joe Campbell
Special Services
Ann Arbor Police
100 N. Fifth Ave.
Ann Arbor, MI 48104
(734) 794-6940 Ext. 49401

From: Fraser, Roger
Sent: Wednesday, April 01, 2009 09:56
To: Campbell, Joe; Jones, Barnett
Cc: Seto, John; Dempkowski, Angela A; Miller, Jayne
Subject: RE: Parking for Zingerman's truck

Thanks for the reply. Please tell what we need to do to resolve this for the future.

Roger
734-794-6110
rfraser@a2gov.org

From: Campbell, Joe
Sent: Wednesday, April 01, 2009 9:09 AM
To: Jones, Barnett; Fraser, Roger
Cc: Seto, John; Dempkowski, Angela A
Subject: RE: Parking for Zingerman's truck

This has been resolved for this year.

Thank you,

Lt. Joe Campbell
Special Services
Ann Arbor Police
100 N. Fifth Ave.
Ann Arbor, MI 48104
(734) 794-6940 Ext. 49401

From: Jones, Barnett
Sent: Tuesday, March 31, 2009 21:16
To: Campbell, Joe

Cc: Seto, John
Subject: Fwd: Parking for Zingerman's truck

Joe:
I'm not in the office tomorrow....
But I need you to jump on this tomorrow...and go right to Roger with it's resolution....

Thanks

Barnett Jones....
Using the advance technology of the iPhone.

Begin forwarded message:

From: "Fraser, Roger" <RFraser@a2gov.org>
Date: March 31, 2009 5:40:50 PM EDT
To: "Jones, Barnett" <BJones@a2gov.org>
Subject: FW: Parking for Zingerman's truck

B.J., this item came back to me today with a second call to the Mayor's office. Turns out the notice about the truck parking came from Mike Rankin, but I did not hear that from your guys. Better follow-up would be good. Please work with Jayne in the morning to be certain this gets resolved.

Roger
734-794-6110
rfraser@a2gov.org

-----Original Message-----

From: Fraser, Roger
Sent: Wednesday, March 25, 2009 4:20 PM
To: Miller, Jayne; Jones, Barnett
Subject: FW: Parking for Zingerman's truck

So which one of you knows about this?

Roger
734-794-6110
rfraser@a2gov.org

-----Original Message-----

From: Hieftje, John
Sent: Wednesday, March 25, 2009 3:47 PM
To: Fraser, Roger
Subject: Parking for Zingerman's truck

Roger:

I just spoke with Paul Saginaw of Zingermans. He said that in past years they have asked for and received a permit to park a refrigerated truck in the loading zone outside of the Deli during graduation weekend (Thurs., Fri., Sat., Sun.) coming up at the end of April. But, this year they were told "no way." This would make it much

more difficult for them to keep up with demand for their products and puts a real crimp in their ability to do business efficiently. Paul wondered if maybe someone new was handling this.

This seems like a small thing to do. Please look into it and let me know.

Thanks,

John

Wolford, Louise

From: Hieftje, John
Sent: Monday, April 20, 2009 10:13 AM
To: Fraser, Roger
Subject: FW: CIT data
Attachments: Compiled OKC notes and CIT data.pdf

Roger:

I spoke with Mr. Creekmore at the Town Hall Meeting. He came to one two years ago as well. I told him that with the upcoming move to central dispatch there might be the possibility to do what they are doing in Oklahoma City.

Who could address this for us?

Thanks,

John

From: Mark Creekmore [mailto:creekmor@umich.edu]
Sent: Wednesday, April 15, 2009 10:08 PM
To: Hieftje, John
Subject: CIT data

Hi John. It was good to talk with you again.

I have attached notes from my meeting about 2 years ago (4/7/07) with Capt Nash and members of the Oklahoma Consumer Council as well as data from the Oklahoma City Police Department's Computer aided dispatch system (CAD) about the number of CIT calls, their disposition and the use of force on them, over various years, 2003-2007. The CIT calls are divided into specific mental health interventions and suicide calls. The number of calls over the twelve months seems to be stable from year to year. Of those calls, only a few (e.g. 1,888 of the 5339 calls in 2007) resulted in crisis intervention, by taking them to the crisis center. Most were disposed without further action. Very few (between 2 and 4%) resulted in any use of force. Most use of force involved handcuffing and none involved firearms.

Captain Nash there reviews all reports of mental health calls, and he gave me these data when I was there. (My parents used to live there, and I grew up in OKC.)

This shows the kind of data that should be collected from dispatch about mental health calls, and if dispatch is centralized in the county it should definitely be part of the design of a computer aided dispatch system. I also have several examples of forms that other agencies complete for calls involving mental health issues.

I would be glad to help in any way with this, since this is important to a quality improvement process for CIT.

Mark Creekmore, Ph.D.
 University of Michigan
 2253 East Hall

6/22/2009

Ann Arbor, MI 48109-1109

Executive Director, Community Service Systems, Inc. (CSSI)

2051 Chaucer Dr.

Ann Arbor, MI 48103-6105

734-662-8077 (O)

734-662-4705 (F)

734-476-0863 (M)

creekmor (Skype)

Meeting with Welch Nash Downing 022808, Oklahoma City. Includes CIT CAD calls for five years, 2003-2007, summarized on pg 2, below.

1. OKMHCC (www.OKMHCC.org) received TSIG (Transformation State Incentive Grant)¹ - Oklahoma is one of seven states to receive the initial 5-year TSIG award, to transform state mental health service delivery systems – from systems dictated by outmoded bureaucratic and financial incentives to systems driven by consumer and family needs that focus on building resilience and facilitating recovery.

“Oklahoma will develop a strong sustainable infrastructure to promote lasting changes across state agencies, enabling persons with mental illness to access individualized care and support expeditiously and to achieve and sustain recovery.”

2. Capt. Nash: adopted Memphis model completely. 20% force, hand picked officers, 4-5 years experience who will stay on patrol (not on fast track to promotion). Also trained supervisors after realizing their importance. In 2002 trained 167 officers; yearly class. Council on Law Enforcement Education and Training (CLEET: <http://www.cleet.state.ok.us/>)
 - a. Nash also does an 8 hour training for all officers, like they did for Enid.
 - b. We discussed modules. They suggested assigning reading to keep officers focused between sessions. Nash gave me his training materials (ppt presentations), schedule and other agency info.
 - c. They initially resisted role plays, but they are very important. Portland has abandoned role plays, site visits and consumer engagement – but they were required by a consent decree.
 - d. OCP also trains hospital security – Integra Health.
 - e. They ask officers to write up descriptions of incidents with PWBDs which they use for role plays
 - f. OKC has several agencies that provide crisis care, as our PORT does. E.g. Northcare (See brochure). OK law can hold a person for 72 hours for

¹ Bush “Freedom Commission” <http://mentalhealth.samhsa.gov/csp/mentalhealth/default.asp> The Community Support Programs (CSP) Branch administers the Mental Health Transformation State Incentive Grant (TSIG) program. The program provides oversight and technical assistance to 9 state grantees. These grants help states change their mental health service delivery systems to better meet the needs of individuals and families. “To jumpstart that process and create models of transformation for the states, CMHS recently awarded Mental Health Transformation State Incentive Grants to Connecticut, Maryland, New Mexico, Ohio, Oklahoma, Texas, and Washington State.”
http://www.samhsa.gov/SAMHSA_news/VolumeXIV_1/article4.htm

evaluation before filing charge or referring to long term care (Griffin Hospital - <http://www.odmhsas.org/menthealth.htm>).

- g. MICHM is the PACT program for VA, in anticipation of returning PTSD soldiers. (We should include the VA in our plans.)
- h. Nash sites four stakeholder groups: Police, state agencies, NPOs and advocacy groups
- i. Inservice training includes 1 hour sessions on de-escalation and 1 hour officer created jeopardy.
- j. OCP uses St. Anthony hospital psychiatric unit or any emergency room. They leave the affidavit with the person who gets medical care, and then the sheriff is used to transport consumer to the appropriate facility.
- k. Officers are governed by point system (for arrests, tickets, etc.) and MH calls were given points so that officer would have a small incentive for resolving the call, contingent on their filing a report which Nash uses to analyze statistics.
- l. They have trained 25, 40 hour groups since 2002.
- m. Data from OKCPD is attached below –
 - i. Page 1: five years of CIT calls (2003-2007) by month. The tables show the “general” CIT calls separate from the attempted suicides. For example, in 2003, there were 4,180 calls, and 2236 were general CIT calls (other than suicide attempts), while 1944 were attempted suicides.
 - ii. Page 2: shows the numbers of cases taken to crisis centers for five years (by month). So in 2003, of the 4,180 calls to the computer aided dispatch, 1,615 were taken to the crisis center.
 - iii. Page 3: details of the data from 2007 of the 1,888 cases taken to the crisis center are examined. Of those cases taken to the crisis center, there were 1,382 General CIT calls compared to 506 suicide calls.
 - iv. Page 4 shows the use of force on CIT interventions, those calls that were taken to the crisis center. In 2007, for example, 2% of the 1,888 cases used force, with handcuffing (hobbling) being the largest number of cases (24). (I don’t know what OC means.) The taser codes included showing the laser (1), showing the arc (2), touching (2), full deployment (12). KEID stands for the bean bag gun, which

was not used. No fire-arms were used in any of the years form 2004-2007.

3. Glenda Barrett. Federal Consumer Network Grant²

(<http://www.samhsa.gov/newsroom/advisories/071012statewide3746.aspx> SAMHSA) – 3 years to develop of \$70K for consumer infrastructure

- a. Key leadership institute – state divided into 6 regions: 4 quadrants, OKC and Tulsa.
- b. Advocacy, board and other meetings, wellness recovery action plan (WRAP)
- c. Id 6-12 current regional leaders (6 leaders + 1 partner / replacement), and train these trainers who go back to implement strategy
- d. Add youth leadership institute because older MH leaders are aging out.
- e. They have a consumer involvement study group (CISG) to develop consumer involvement standards.
- f. Referred to Dr. Michelle Sherman³ at VA, Dr. Cherry at OU
- g. Other agencies besides OMHCC, OCARTA, NAMI, Dependent bipolar group: combining MH and Substance abuse issues.
- h. May 1, Patty Duke fund raiser.

² To “help consumer organizations around the country work with policymakers and service providers to improve services for persons living with serious mental illnesses.”

³ <http://www.psychservices.psychiatryonline.org/cgi/content/abstract/54/1/35> family psychoeducation program she created at the Oklahoma City Veterans Affairs (VA) Medical Center.

The Mental Health TSIG program provides infrastructure funds to support the transformation of state mental health systems addressed in the six goals of the New Freedom Commission:

Goal 1: Americans understand that mental health is essential to overall health.

Goal 2: Mental health care is consumer and family driven.

Goal 3: Disparities in mental health services are eliminated.

Goal 4: Early mental health screening, assessment, and referral to services are common practice.

Goal 5: Excellent mental health care is delivered, and research is accelerated.

Goal 6: Technology is used to access mental health care and information.

The President's New Freedom Commission on Mental Health issued a final report in 2003 calling for a radical overhaul of the Nation's mental health system. (See SAMHSA News, Summer 2003.) from

http://www.samhsa.gov/SAMHSA_news/VolumeXIV_1/article4.htm

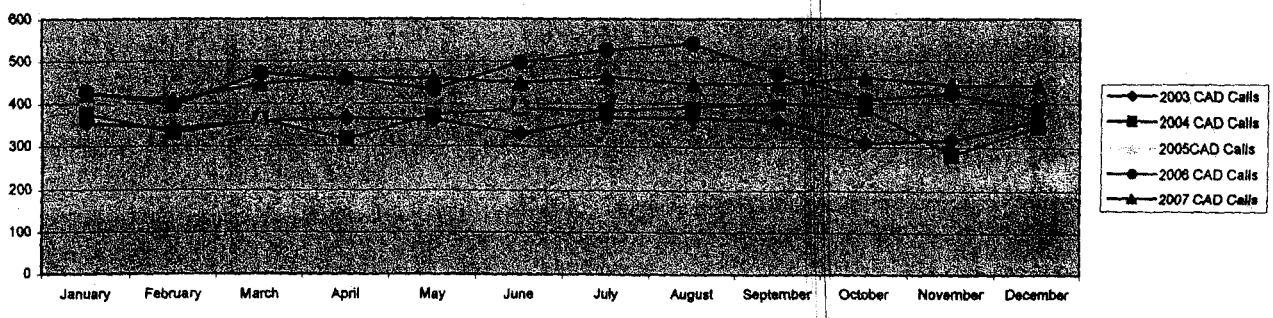
mva *att* *01* *01170010*
OCPD MENTAL AND ATT. SUICIDE CALLS FROM CAD RECORDS

CAD CALLS MENTAL PT & ATT SUICIDE 2003					CAD CALLS MENTAL PT & ATT SUICIDE 2004				
	8,ip,im,c	13,ip,im,em	TOTAL	YTD		8,ip,im,c	13,ip,im,em	TOTAL	YTD
January	188	166	354	354	January	217	158	375	375
February	181	160	341	695	February	190	140	330	705
March	188	171	359	1,054	March	182	179	361	1,066
April	200	165	365	1,419	April	168	148	316	1,382
May	188	174	362	1,781	May	200	173	373	1,755
June	171	158	329	2,110	June	212	174	386	2,141
July	189	176	365	2,475	July	216	166	382	2,523
August	180	185	365	2,840	August	203	187	390	2,913
September	188	169	357	3,197	September	216	183	399	3,312
October	170	138	308	3,505	October	222	164	386	3,698
November	180	135	315	3,820	November	150	131	281	3,979
December	213	147	360	4,180	December	199	147	346	4,325
	2236	1944	4180			2375	1950	4325	

CAD CALLS MENTAL PT & ATT SUICIDE 2005					CAD CALLS MENTAL PT & ATT SUICIDE 2006				
	8,ip,im,c	13,ip,im,em	TOTAL	YTD		8,ip,im,c	13,ip,im,em	TOTAL	YTD
January	213	198	411	411	January	246	182	428	428
February	220	161	381	792	February	240	156	396	824
March	224	135	359	1,151	March	282	190	472	1,296
April	228	185	413	1,564	April	272	186	458	1,754
May	239	168	407	1,971	May	240	193	433	2,187
June	233	164	397	2,368	June	291	205	496	2,683
July	319	196	515	2,883	July	303	223	526	3,209
August	239	185	424	3,307	August	319	223	542	3,751
September	221	207	428	3,735	September	271	198	469	4,220
October	265	178	443	4,178	October	215	193	408	4,628
November	276	193	469	4,647	November	240	183	423	5,051
December	254	180	434	5,081	December	217	167	384	5,435
	2931	2150	5081			3136	2299	5435	

CAD CALLS MENTAL PT & ATT SUICIDE 2007				
	8,ip,im,c	13,ip,im,em	TOTAL	YTD
January	212	210	422	422
February	227	181	408	830
March	255	191	446	1,276
April	255	205	460	1,736
May	263	196	459	2,195
June	262	186	448	2,643
July	280	182	462	3,105
August	245	200	445	3,550
September	258	187	445	3,995
October	242	219	461	4,456
November	255	187	442	4,898
December	230	211	441	5,339
	2984	2355	5339	

CAD Calls Mental & Att. Suicide



1888 → 600 Crisis Center

Response

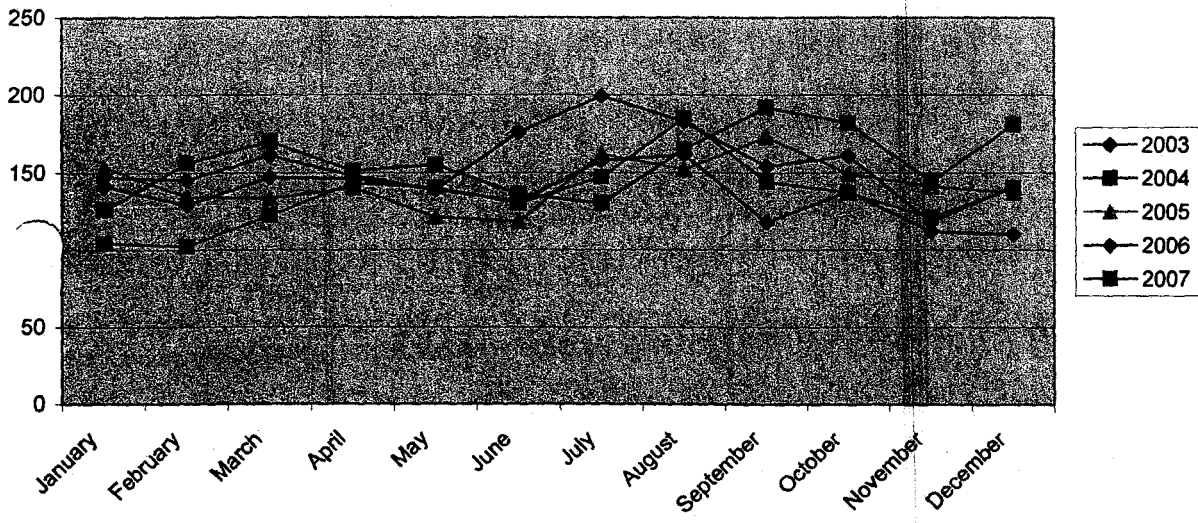
ACTIONS -> report

OCPS Crisis Intervention Cases 2003-2007
Includes Mental and Att. Suicide From RMS

	2003	YTD	2004	YTD	2005	YTD	2006	YTD	2007	YTD
January	141	141	104	104	153	153	147	147	126	126
February	129	270	102	206	134	287	145	292	156	282
March	147	417	122	328	133	420	161	453	170	452
April	146	563	143	471	140	560	148	601	151	603
May	139	702	140	611	121	681	139	740	155	758
June	131	833	130	741	118	799	176	916	136	894
July	158	991	147	888	162	961	199	1115	130	1024
August	162	1153	185	1073	152	1113	183	1298	165	1189
September	118	1271	144	1217	173	1286	154	1452	192	1381
October	138	1409	137	1354	149	1435	161	1613	182	1563
November	112	1521	121	1475	141	1576	118	1731	144	1707
December	110	1631	140	1615	137	1713	141	1872	181	1888
	1,631		1,615		1,713		1,872		1,888	

600 Crisis Center

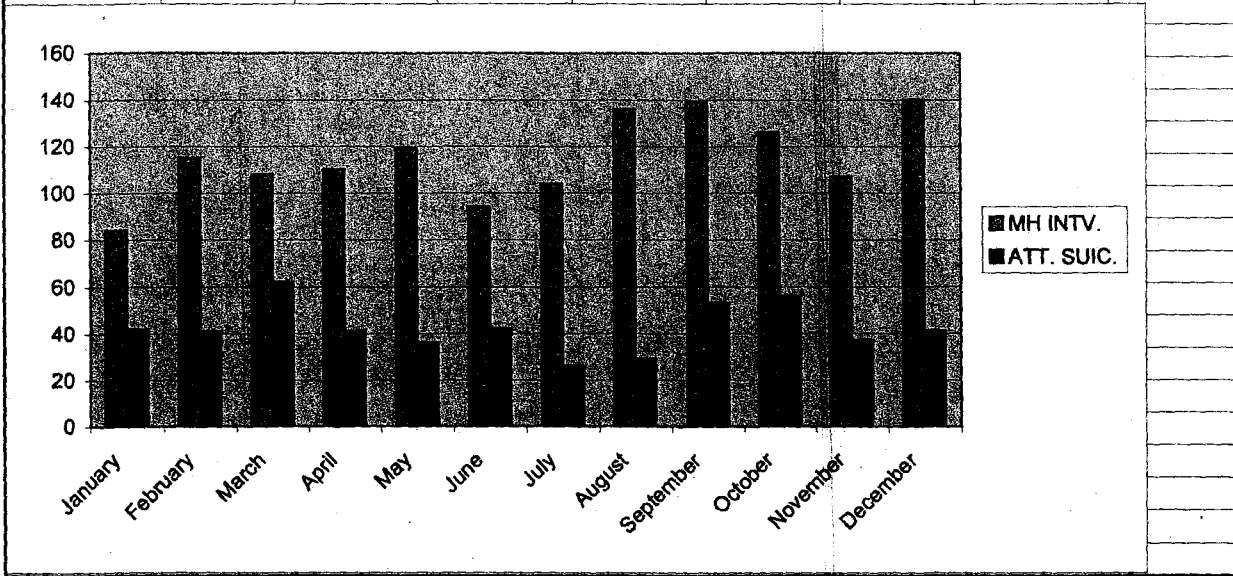
Crisis Interventions 2003-2007



don't encourage release - get to treatment

OCPD MENTAL HEALTH INTERVENTION and ATTEMPT SUICIDE FROM RMS-2007

	MH INTV.	ATT. SUIC.				
January	84	42				
February	115	41				
March	108	62				
April	110	41				
May	119	36				
June	94	42				
July	104	26				
August	136	29				
September	139	53				
October	126	56				
November	107	37				
December	140	41				
	1382	506	1888			



USE OF FORCE ON CRISIS INTERVENTIONS 2004-2007

*Lower
cases
and
tougher
staff
deployment*

Year	CIT Cases	U of F	U of F Rate	Hand/ Hobbl	OC	BATON	M26L	M26A	M26T	M26D	KEID	FIREARM
2004	1615	44	3%	19	2	0	2	3	7	10	1	0
2005	1713	69	4%	33	4	0	8	2	2	19	1	0
2006	1872	45	2%	23	1	0	3	3	9	5	1	0
2007	1888	46	2%	24	5	0	1	2	2	12	0	0

*↑
more
force*

*↓
lower
level
staff
deployment*

Wolford, Louise

From: Hieftje, John
Sent: Monday, April 20, 2009 10:25 AM
To: 'Henrietta Slote'
Cc: Greden, Leigh; Taylor, Christopher (Council)
Subject: RE: FY11 budget cut proposal

Dear Ms. Slote

Thank you for writing on this issue.

I too would like to see the Senior Center stay open after July 1, 2010 but I also believe it is wise to consider other possible outcomes in 2010 given current and projected economic conditions.

The city of Ann Arbor has enacted many strong measures to economize and become more efficient over the past several years. The complete reorganization of the city work force is saving \$10 million per year but it is apparent that more needs to be done to face future challenges.

The city is currently working on the budget for the fiscal year that begins on July 1, 2009 but there is a projection for 2010 that includes several cost cutting measures the city may need to take if economic conditions and revenue projections do not improve. No one at the city wants to close the Senior Center in 2010 or for that matter a fire station or any other city facility but it is important to face up to the economic challenges all Michigan cities face so that we can better plan for the future.

City Council needs to make decisions for the budget year that begins on July 1, 2009 by the end of next month. Decisions for the budget year beginning in July 2010 are still over a year away so we have time to plan for all outcomes.

Along with other council members I have suggested that a group of residents and staff be formed to look into the factors you mention and any others that have meaning for this situation.

Thank you again for sharing your concerns about the Senior Center.

John Hieftje

-----Original Message-----

From: Henrietta Slote [REDACTED]
Sent: Friday, April 17, 2009 5:51 PM
To: Greden, Leigh; Taylor, Christopher (Council)
Cc: Hieftje, John; Briere, Sabra; Smith, Sandi; Rapundalo, Stephen; Derezinski, Tony; Higgins, Marcia; Teall, Margie; Anglin, Mike; Hohnke, Carsten
Subject: FY11 budget cut proposal

I am writing out of consternation about the proposed closing of the Ann Arbor Senior Center (and because writing seems less intrusive than calling). According to the two Parks and Rec. representatives who met with a group at the Center Wednesday afternoon, usership figures do not make a strong case for saving the facility from the budgetary axe, but I would suggest that this is a case where numbers do not tell the tale.

Ann Arbor bills itself nationally as a fine place to retire to. The permanent population of the city, along with

that of the U.S., is aging and enjoying increased longevity. To close the one very modest city facility devoted to activities for seniors seems both short-sighted and rude.

In addition I would question the validity of the proposed savings (\$141,000, as you must by now be well aware). How much is to be saved from operational expense, how much from payroll? In the presentation of the budget at Tuesday's Town Hall (4/14) Mr. Fraser acknowledged that the cut is a painful one, but how much thought and analysis has been expended to date on these questions or on alternative approaches to reducing the cost of the Center to the City? For instance, are there ways of using the Center that would bring in funds to offset some of its expenses? Will the programs Ms. Miller alludes to at alternative locations be extended by other agencies (Pittsfield Twosp., the U-M's Turner Resource Center) with no expenditure by the City? There needs to be prompt and creative attention to this clearly sensitive matter before the FY 11 city budget becomes an accepted assumption even though the actual vote on it is about a year away.

I urge Council to explore this issue in some detail, perhaps establishing a liaison with a committee from the Center. I have lived in Ann Arbor for 53 years, in the Third Ward for 44 of them, and I strongly feel I have a stake in the city and its life. For about six years I have enjoyed the exercise classes at the Center, which are well geared to their subscribers. I have had ample opportunity to see how important this unpretentious place is to others who rely more heavily on its offerings. The importance of place, a locus, can not be discounted from the meaning of the Center. It is not a collection of programs. To its users there is in the building clearly an element of home. This "line item" deserves special attention.

Henrietta Slote


Wolford, Louise

From: Taylor, Christopher (Council)
Sent: Monday, April 20, 2009 10:55 AM
To: Greden, Leigh
Subject: RE: Revision

Is your point then that whatever the form, a PAC recommendation to CC to fund LSNC per its agreement will be sufficient?

-----Original Message-----

From: Greden, Leigh
Sent: Mon 4/20/2009 10:44 AM
To: Taylor, Christopher (Council)
Subject: RE: Revision

From a PAC standpoint, I suppose Colin's suggestion is fine... but not sure if it makes a difference. The PAC recommended budget is not the Fraser budget. It will not form the basis of a budget that the Council then uses as a starting point. We only use Fraser's budget.

From: Taylor, Christopher (Council)
Sent: Sun 4/19/2009 3:56 PM
To: Greden, Leigh
Subject: FW: Revision

Make sense to you re Colin's suggestion?

I'll forward Scott's initial message

-----Original Message-----

From: Scott Rosencrans [mailto:██]
Sent: Sat 4/18/2009 3:37 PM
To: PAC_Distribution
Subject: Revision

Hello All,

Colin had a good suggestion that if we approve the overall LSNC agreement that we then simply amend the overall budget package to include the funding they need: \$28,350 for 2010; \$25,525 for 2011, if we are so inclined. In other words, an additional Resolution would not be required. As Council Liaison, I would be happy to speak to the funding allocation at council's budget meeting in order to bring it to their attention.

Scott

Wolford, Louise

From: Carsten Hohnke [chohnke@a2gov.org]
Sent: Monday, April 20, 2009 11:39 AM
To: Agenda, Clerk; Agenda, Attorney; Agenda, Administrator
Cc: *City Council Members (All)
Subject: DS-1 Nonprofit Allocations

1. We are acting on this now (as opposed to after consideration of the FY10 budget) due to the requirement for submitting the FY 10 One-Year Action Plan to HUD by the end of April. What are the consequences of approving a budget in May that differs (e.g., increases) from the one assumed here for purposes of submitting the Action Plan? Are mechanisms provided by HUD for amending the AP?
2. The currently proposed FY10 allocation, including contingency, is unchanged from FY09 (and FY08). How does the contingency amount, specifically, in FY10 compare to FY09? Same also?
3. What are the numbers of non-profit entities receiving grants, and the average and median grant amounts, for FY10 compared to FY09?

Thanks,
Carsten

--

Carsten Hohnke
Ann Arbor City Council
Fifth Ward
chohnke@a2gov.org
(734) 369-4464

Wolford, Louise

From: Anglin, Mike
Sent: Monday, April 20, 2009 12:49 PM
To: McCormick, Sue; Henderson, Karla
Cc: 'mikeanglin07@gmail.com'
Subject: FW: Automated leaf collection

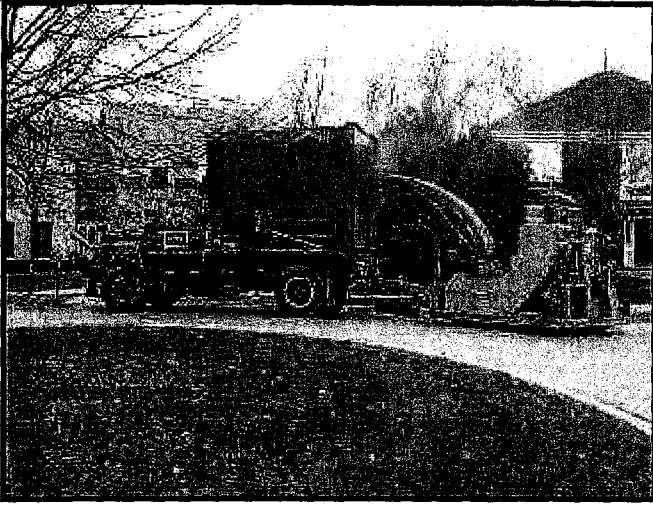
Hello,
I thought this idea had some merit if applied in a particular area. Your thoughts?
Thank you for your hard work. Mike

Thank you
Mike Anglin
549 South First Street
Ann Arbor, Mi 48103
e-mail;
mikeanglin07@gmail.com

From: Dan Maier [mailto:]
Sent: Sunday, April 19, 2009 3:00 PM
To: Anglin, Mike
Subject: Automated leaf collection

Mike: Nice speaking with you today. Here's some information on the Mount Prospect leaf collection process. If you wish to see the equipment, here you can see it in action. This shows another Chicago suburb, Palatine, but Mount Prospect has a similar piece of equipment, but without need for the second operator. Good luck





Fall Leaf Pick-Up

The Village's fall leaf collection program provides residents with a no-cost, convenient way to get rid of leaves. This popular program allows residents to set out loose leaves at the curb for collection by Public Works crews from October 6 through November 21. Additionally bagged leaves will be collected from November 24 through December 12.

Leaf Pick-Up Map (Click on link to view map)

Loose leaves only

While the long-standing success of the leaf collection program can be credited to resident support and cooperation, the quality and effectiveness of the program has become hampered by individuals choosing to abuse the service or not follow a few simple procedures to keep the program running smoothly.

Strictly designed for the removal of leaves only, some residents and landscapers have found this service to be a convenient and no-cost means of disposing of grass clippings, brush and other yard material. Although this practice may appear to be a minor infraction, it is in fact a violation of the Village's solid waste contract. The cost of transportation and disposal of the leaves is included in the per-unit per-month rate the Village pays to ARC Disposal. All other yard material collected by the refuse hauler is to be containerized and have a refuse/material sticker affixed. Further, it significantly impairs the efficiency of the loose-leaf collection process. Grass clippings in particular clog the equipment, slow down the entire operation and contribute to equipment and labor downtime.

The Village recognizes that most residents readily comply with the guidelines set forth in the program. The Village appreciates their efforts and is pleased to provide the leaf collection service. However, as it is necessary to gain compliance from those residents/landscapers who apparently need further understanding of program limitations, the following policy will be enforced:

- The loose-leaf collection program is for LEAVES ONLY. Any leaf pile containing grass clippings or other yard material will NOT BE COLLECTED.

[Streets Links](#)

[Fall Leaf Pick-Up](#)

[Culvert Maintenance](#)

[Potholes](#)

[Mailbox Policy](#)

[Winter Tips](#)

- It is the responsibility of the homeowner to remove the unacceptable materials from the leaves for collection. Properly prepared leaf piles will be collected on the resident's next designated collection day. If the other yard material cannot be separated from the leaves (we recommend raking leaves before mowing your grass), the mixed yard material must be containerized in either a biodegradable brown compost bag or a 32-gal. rigid container affixed with the Village's refuse/yard material sticker. A rigid container must also be identified with the Village's green yard material decal.

BURNING LEAVES IN MOUNT PROSPECT VIOLATES ORDINANCE 24.115

How to prepare leaves for pickup

- Please rake your leaves onto the pavement one-foot from the curb line on the day before your scheduled pickup day. Collection is more efficient when leaves are placed on the pavement.
- Please, do not rake the leaves onto the street prior to one day before your scheduled collection. To do so is a violation of Village ordinance, presents a potential safety hazard, and interferes with the efficiency of the program. Wet leaves, leaves flattened by cars and leaves that have blown throughout your neighborhood are difficult to collect.
- Please do not rake your leaves onto the street if the vacuum truck has already passed your home. The machines travel each street weekly during the collection period, but only once on each side. The operators can not wait for you to rake your leaves into the street or return, as it will put the program behind schedule.

Bagged leaf Collection

Arc Disposal will conduct the extended leaf collection program for bagged leaves on your regularly scheduled refuse collection day from November 21 through December 15. Biodegradable compost bags containing leaves only will be collected without the Village-imprinted sticker.

All other yard material and/or leaves in rigid containers must have the Village-imprinted sticker affixed to pay for collection and disposal of the yard material.

Bags and/or containers must not exceed 50lb. Rigid containers must also have the green yard waste decal affixed.

Keep your leaves

As organic farmers and gardeners know, leaves make terrific mulch. Instead of raking them into the street this year, pack them around your perennials and on your flowerbeds as insulation against the cold to come. If you have a vegetable garden, spread the leaves on top of it and then rototill them into the soil to enrich it for the next year's crop. Leaves are also a valuable addition to a well-maintained compost pile.

And more leaves

Every year some residents ask about ordering truckloads of free leaves to use as mulch and compost. If this seems like a good idea, remember one thing: To order a

supply, you must order a whole truckload. If that's too much for your needs, get together with your neighbors and share it.

To order a truckload of leaves, residents must come to the Public works Facility, 1700 W. Central Road, and sign a waiver and indicate where and when you want the delivery to be made.

For more information about the Village's annual leaf pickup and/or delivery program, call the Public Works Department at 870-5640.

Village of Mount Prospect

Village Administration

Village Hall - 50 S. Emerson Street

Phone 847.392.6000

Email: Village Manager's Office

Village Manager

Michael Janonis



CITY OF ANN ARBOR, MICHIGAN

Project Management Services Unit
100 North Fifth Ave.

P.O. Box 8647, Ann Arbor, Michigan 48107

Phone: (734) 994-2744 Fax: (734) 994-1744

Web: www.a2gov.org

Printed on recycled paper

April 17, 2009

Re: 2009 Local Street Resurfacing Project
File No: 2009-004 (nsh)

Dear Property Owner and/or Resident:

This is to notify you of upcoming construction in your area. As part of the Annual Local Street Resurfacing Program, we will be resurfacing Fair Oaks Parkway from Washtenaw Avenue to Norway. Funding for the Resurfacing Program is made possible by the Street Reconstruction Millage approved by voters in November 2006, and generally does not include additional costs for property owners.

As part of the construction, we will be removing some of curb and gutter, replacing sidewalk ramps at intersections, repairing the underlying road base where necessary, and removing and replacing the asphalt pavement. The work will be performed by Barrett Paving Materials of Ypsilanti, Michigan and their various subcontractors.

The construction is currently expected to begin the week of May 4th and last approximately 3 to 4 weeks. Construction staking and videotaping, trimming of low-hanging tree branches, minor utility repairs, and "Miss Dig" utility markings, are expected to occur prior to that time. We ask that you do not disturb the stakes and utility flags throughout the duration of the project, as they provide important information to the construction crews.

Local access for vehicular and pedestrian traffic will be maintained at all times, with the exception of several 1-2 hour time periods when vehicular traffic will be temporarily restricted due to paving operations. Garbage/recycling collection, utility service, and mail delivery will also be maintained throughout the project. Due to concrete work that may be performed in front of some driveways, access may be restricted to these driveways while the concrete cures (usually 3 days). One day before restricting access to a driveway, the contractor will leave a notice at your door. If, due to a special need, access to your driveway must be maintained during certain hours please contact me at 794-6410, ext. 43633 (or by e-mail at nhutchinson@a2gov.org) as early as possible.

As a result of the construction activities, it will be necessary for our contractor to post temporary "No Parking" signs so that work can proceed in a timely manner. On-street parking will still be available after working hours (8 p.m. to 7 a.m.). During periods of inactivity we may cover the "No Parking" signs, meaning that normal parking regulations are in effect.

When replacing curb and gutter, we generally need to excavate 1 to 2 feet behind the curb. This excavation is limited to remain within the public right-of-way. The contractor will then restore all damaged lawn areas as part of the project. If you have an underground sprinkler system, invisible fence, or any other buried feature(s) near the street, please contact me at 794-6410, ext. 43633 or at nhutchinson@a2gov.org. This will enable us to proceed with extra caution during our excavation. Please note however, that if we do damage your privately-owned

facilities that are buried in the public right-of-way (this is generally the area between the curb and the sidewalk), we may not be able to make repairs, nor are we generally able to reimburse owners for their repair costs.

While the resurfacing project is in your area, our concrete subcontractor, Doan Construction, will be available to perform concrete work on driveways and sidewalks for individual properties. While the City does not necessarily endorse the use of this contractor, having any such work done as part of the Resurfacing program while construction is already in your area anyway will result in a minimal amount of disruption to your property. If you think you may be interested in having your driveway and/or sidewalk replaced, see the enclosed document for prices and contact information. This work will be billed to property owners directly through Doan Construction.

Once construction is ready to begin, we will be sending out weekly e-mail updates to anyone interested in receiving them. If you would like to receive these weekly progress/schedule updates, please send an e-mail to alemmer@a2gov.org and you will be added to the list. Please indicate in the e-mail which street you are interested in receiving updates on.

Unfortunately, the construction will generate some dust and noise, and will cause some inconvenience. We would like to thank you in advance for your patience and cooperation during the project. If you have any questions or concerns feel free to contact me at 794-6410, ext. 43633 or at nhutchinson@a2gov.org. Our inspectors will also be on your street during the construction, and will be available to answer questions.

Very truly yours,

PROJECT MANAGEMENT SERVICES UNIT



Nicholas S. Hutchinson, P.E.
Project Engineer

Enclosures

cc: John Hieftje, Mayor (via e-mail)
Leigh Greden, City Council Representative (via e-mail)
Christopher Taylor, City Council Representative (via e-mail)
Roger Fraser, City Administrator (via e-mail)
Sue McCormick, Public Services Administrator (via e-mail)
Homayoon Pirooz, P.E., Project Management Manager (via e-mail)
Dave Clemons, Civil Engineering Specialist Supervisor (via e-mail)
Adam Ajam, Civil Engineering Specialist III (via e-mail)
Brian Nollar, Civil Engineering Specialist III (via e-mail)
Wanda Dwyer, Barrett Paving (via e-mail)
Bill Householder, Barrett Paving (via e-mail)
Randy Josey, Doan Construction (via e-mail)
Dave Thompson, Andrews Construction (via e-mail)
Mike Bergren, Field Services (via e-mail)



3670 Carpenter Road, Ypsilanti MI 48197
734-971.4678
734-971-4415 fax

Attention Homeowners,

Doan Construction will be working on several projects this year in The City of Ann Arbor. The majority of the work will be replacing existing curb and gutter, sidewalks and driveways. While we are in the area we will offer the following pricing to all property owners for repair or installation of driveways and sidewalks. We do not install backyard patios or garage floors.

Driveways

Remove existing drive, re-grade and install new 6" thick concrete drive per The City of Ann Arbor specifications. We offer a non negotiable price of: \$7.00 per square foot

Sidewalks

Remove existing sidewalk, re-grade and install new 4" thick concrete walk per The City of Ann Arbor specifications. We offer a non negotiable price of: \$7.00 per square foot

Driveway Approach

Remove existing drive approach and drop curb, re-grade and install new 6" thick concrete drive approach and new drop curb per The City of Ann Arbor specifications. We offer a non negotiable price of: \$12.00 per square foot.

If you are interested in contracting with us for the above mentioned work, please contact our Ann Arbor project manager, Shari Pettigrew at 734-320-3218

We will not be the least expensive, but we will provide you with quality service and workmanship.

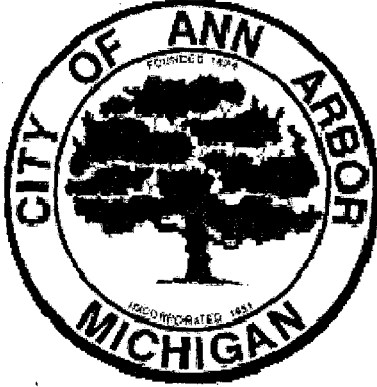
A quick summary of who we are

The Doan Company was incorporated in 1970 and has been a locally family owned business now for 36 years.

The Doan Companies operate several divisions in southeast Michigan focused on the concrete construction industry. Doan Construction operates seven individual installation crews, employing over 130 union members. Our crews have worked on multi-million dollar highway projects for The Department of Transportation, large new subdivision for local builders and have performed work for almost every local municipality in the area.

Our concrete supply division operates eight ready-mix plants in southeast Michigan with over 110 concrete trucks to serve our customers. We employ over 140 union employees and are one of the largest concrete suppliers in the area.

We are a strong union labor advocate and are immersed in the local community.



CITY OF ANN ARBOR, MICHIGAN

Project Management Services Unit

100 North Fifth Ave.

P.O. Box 8647, Ann Arbor, Michigan 48107

Phone: (734) 994-2744 Fax: (734) 994-1744

Web: www.a2gov.org

Printed on recycled paper

April 17, 2009

Re: 2009 Local Street Resurfacing Project
File No: 2009-004 (nsh)

Dear Property Owner and/or Resident:

This is to notify you of upcoming construction in your area. As part of the Annual Local Street Resurfacing Program, we will be resurfacing Lincoln Avenue from Cambridge Road to Wells Street. Funding for the Resurfacing Program is made possible by the Street Reconstruction Millage approved by voters in November 2006, and generally does not include additional costs for property owners.

As part of the construction, we will be removing and replacing the majority of curb and gutter, replacing sidewalk ramps at intersections, repairing the underlying road base where necessary, and removing and replacing the asphalt pavement. The work will be performed by Barrett Paving Materials of Ypsilanti, Michigan and their various subcontractors.

The construction is currently expected to begin the week of May 4th and last approximately 4 to 5 weeks. Construction staking and videotaping, trimming of low-hanging tree branches, minor utility repairs, and "Miss Dig" utility markings, are expected to occur prior to that time. We ask that you do not disturb the stakes and utility flags throughout the duration of the project, as they provide important information to the construction crews.

Local access for vehicular and pedestrian traffic will be maintained at all times, with the exception of several 1-2 hour time periods when vehicular traffic will be temporarily restricted due to paving operations. Garbage/recycling collection, utility service, and mail delivery will also be maintained throughout the project. When concrete work is performed on or in front of driveways, access will be temporarily restricted to these driveways while the concrete cures (usually 3 days). One day before restricting access to a driveway, the contractor will leave a notice at your door. If, due to a special need, access to your driveway must be maintained during certain hours please contact me at 794-6410, ext. 43633 (or by e-mail at nhutchinson@a2gov.org) as early as possible.

As a result of the construction activities, it will be necessary for our contractor to post temporary "No Parking" signs so that work can proceed in a timely manner. On-street parking will still be available after working hours (8 p.m. to 7 a.m.). During periods of inactivity we may cover the "No Parking" signs, meaning that normal parking regulations are in effect.

When replacing curb and gutter, we generally need to excavate 1 to 2 feet behind the curb. This excavation is limited to remain within the public right-of-way. The contractor will then restore all damaged lawn areas as part of the project. If you have an underground sprinkler system, invisible fence, or any other buried feature(s) near the street, please contact me at 794-6410, ext. 43633 or at nhutchinson@a2gov.org. This will enable us to proceed with extra caution during our excavation. Please note however, that if we do damage your privately-owned

facilities that are buried in the public right-of-way (this is generally the area between the curb and the sidewalk), we may not be able to make repairs, nor are we generally able to reimburse owners for their repair costs.

While the resurfacing project is in your area, our concrete subcontractor, Doan Construction, will be available to perform concrete work on driveways and sidewalks for individual properties. While the City does not necessarily endorse the use of this contractor, having any such work done as part of the Resurfacing program while construction is already in your area anyway will result in a minimal amount of disruption to your property. If you think you may be interested in having your driveway and/or sidewalk replaced, see the enclosed document for prices and contact information. This work will be billed to property owners directly through Doan Construction.

Once construction is ready to begin, we will be sending out weekly e-mail updates to anyone interested in receiving them. If you would like to receive these weekly progress/schedule updates, please send an e-mail to alemmer@a2gov.org and you will be added to the list. Please indicate in the e-mail which street you are interested in receiving updates on.

Unfortunately, the construction will generate some dust and noise, and will cause some inconvenience. We would like to thank you in advance for your patience and cooperation during the project. If you have any questions or concerns feel free to contact me at 794-6410, ext. 43633 or at nhutchinson@a2gov.org. Our inspectors will also be on your street during the construction, and will be available to answer questions.

Very truly yours,

PROJECT MANAGEMENT SERVICES UNIT



Nicholas S. Hutchinson, P.E.
Project Engineer

Enclosures

cc: John Hieftje, Mayor (via e-mail)
Leigh Greden, City Council Representative (via e-mail)
Christopher Taylor, City Council Representative (via e-mail)
Roger Fraser, City Administrator (via e-mail)
Sue McCormick, Public Services Administrator (via e-mail)
Homayoon Pirooz, P.E., Project Management Manager (via e-mail)
Dave Clemons, Civil Engineering Specialist Supervisor (via e-mail)
Adam Ajam, Civil Engineering Specialist III (via e-mail)
Brian Nollar, Civil Engineering Specialist III (via e-mail)
Wanda Dwyer, Barrett Paving (via e-mail)
Bill Householder, Barrett Paving (via e-mail)
Randy Josey, Doan Construction (via e-mail)
Dave Thompson, Andrews Construction (via e-mail)
Mike Bergren, Field Services (via e-mail)



3670 Carpenter Road, Ypsilanti MI 48197
734-971.4678
734-971-4415 fax

Attention Homeowners,

Doan Construction will be working on several projects this year in The City of Ann Arbor. The majority of the work will be replacing existing curb and gutter, sidewalks and driveways. While we are in the area we will offer the following pricing to all property owners for repair or installation of driveways and sidewalks. We do not install backyard patios or garage floors.

Driveways

Remove existing drive, re-grade and install new 6" thick concrete drive per The City of Ann Arbor specifications. We offer a non negotiable price of: \$7.00 per square foot

Sidewalks

Remove existing sidewalk, re-grade and install new 4" thick concrete walk per The City of Ann Arbor specifications. We offer a non negotiable price of: \$7.00 per square foot

Driveway Approach

Remove existing drive approach and drop curb, re-grade and install new 6" thick concrete drive approach and new drop curb per The City of Ann Arbor specifications. We offer a non negotiable price of: \$12.00 per square foot.

If you are interested in contracting with us for the above mentioned work, please contact our Ann Arbor project manager, Shari Pettigrew at 734-320-3218

We will not be the least expensive, but we will provide you with quality service and workmanship.

A quick summary of who we are

The Doan Company was incorporated in 1970 and has been a locally family owned business now for 36 years.

The Doan Companies operate several divisions in southeast Michigan focused on the concrete construction industry. Doan Construction operates seven individual installation crews, employing over 130 union members. Our crews have worked on multi-million dollar highway projects for The Department of Transportation, large new subdivision for local builders and have performed work for almost every local municipality in the area.

Our concrete supply division operates eight ready-mix plants in southeast Michigan with over 110 concrete trucks to serve our customers. We employ over 140 union employees and are one of the largest concrete suppliers in the area.

We are a strong union labor advocate and are immersed in the local community.

Wolford, Louise

From: Anglin, Mike
Sent: Monday, April 20, 2009 2:01 PM
To: Smith, Colin
Subject: Re: Dates of your interview?

Hello Colin,

I am writing something and I knew you would have this information at your finger tips. What were the dates that you interviewed for your present job? And how many days were involved...I thought 3?

Thanks you are younger and should have a better memory. Mike

Thank you
Mike Anglin
549 South First Street
Ann Arbor, Mi 48103
e-mail;
mikeanglin07@gmail.com

Wolford, Louise

From: Smith, Colin
Sent: Monday, April 20, 2009 2:13 PM
To: Anglin, Mike
Subject: RE: Re: Dates of your interview?

Monday, May 19 - Wednesday, May 21.

Let me know if you need anything else.

Thanks

Colin

-----Original Message-----

From: Anglin, Mike
Sent: Monday, April 20, 2009 2:01 PM
To: Smith, Colin
Subject: Re: Dates of your interview?

Hello Colin,

I am writing something and I knew you would have this information at your finger tips. What were the dates that you interviewed for your present job? And how many days were involved...I thought 3?

Thanks you are younger and should have a better memory. Mike

Thank you
Mike Anglin
549 South First Street
Ann Arbor, Mi 48103
e-mail:
mikeanglin07@gmail.com

Wolford, Louise

From: Kuras, Amy Beth
Sent: Monday, April 20, 2009 3:19 PM
Subject: West Park mtg minutes 4-14-09.doc
Attachments: West Park mtg minutes 4-14-09.doc

Hello to everyone who attended one or all of the three meetings to discuss the development of the West Park Master Plan. We received great feedback that will help guide the process as we develop detailed plans for the park and search for funding sources. We are hopeful that the stormwater element of the park development will help to make the project more attractive for funders. The master plan drawing will be posted on the Parks and Recreation website of the City of Ann Arbor. Thank you all for providing input and attending the meetings! Sincerely,
Amy Kuras



West Park Meeting Minutes

City of Ann Arbor

Public Meeting No. 3

Held April 14, 2009 at New Hope Baptist Church

The purpose of the third meeting was to present a concept plan based on input from the first two meetings and obtain final comments to move forward with detailed planning. Amy Kuras opened the meeting with introduction of the goals, introduced the consultants who are working on the storm water master plan, and reviewed the purpose of the previous meetings.

Amy presented the recreational components of the master plan, which include the following :

- Pathways to be realigned to be out of the floodway and improve circulation through the park, including a new pathway from the south entry at Seventh St.
- A series of swales and ponds will occupy the floodway area of the park, generally following the alignment of Allen Creek
- Basketball court to be relocated on higher ground near the parking lot using porous pavement if soils allow.
- Parking to be reconfigured to be more efficient without decreasing the number of spaces, also to be constructed of porous pavement.
- Baseball field and picnic area stay as is
- New restroom structure central to the park
- Native American trail restoration
- New creative playground including water features/naturalistic theme
- Community Garden
- Hillside seating with low retaining walls at amphitheater
- Playing field to be regraded to improve drainage
- Steps from Huron at western entry to be replaced
- Benches and picnic tables to be added along pathways and at tennis court
- Edible landscaping incorporated in planting through park
- Tennis court repaired including replacement of retaining wall on east side of courts
- Shuffle board courts renovated/replaced
- Interpretive signage for stormwater and historic features
- Boardwalk through wetland area
- Entry from Miller Manor to be studied to see if access can be improved

DonTilton, consultant working on the development of the Stormwater portion of the Master Plan, reviewed the concept plan for the proposed system:

- Goal to segregate standing water from recreational activities in park
- Recognize the natural wet spots and plant with appropriate plant materials
- Construct wetlands sized to collect and treat water from West Park
- Water feature in central area of park would be a functional element responsible for cleansing water.
- Swales would run length of park from Seventh to Chapin. It would capture water from 7th, traverse the front of the bandshell (more of a hard surfaced bottom with imbedded boulders) and then in to existing wetland, continue to the cattail area where a boardwalk would traverse the wet

area, and then south of the play area before it goes back under Chapin. A grassed swale would also run along the south part of the park from 7th until it intersected with the cattail area.

- Grassed swales/streams would be dry at times
- Benefits of stormwater plan include:
 - Improve quality of water
 - Capture water from 7th Street and treat it before it goes back in to the storm sewer
 - Treat first flush and remove 60-80% of phosphorous
 - Create great wildlife habitat, including amphibians (frogs and toads) and Song Birds.

Questions/input/concerns from meeting attendees were as follows:

- Explain water feature in front of amphitheater (response: this would be a more constructed/hard bottom of stone or concrete that would only carry water after a rain event).
- Have more boardwalks/nodes instead of dykes that cross wetland areas
- Create places where people can interact more closely with nature, having resting areas/boulders/pathways through tall grass and wetland areas
- Is the Allen Creek storm pipe being daylighted? (response: no, not until water quality improves, e-coli count is too high to be safe for public contact, but it may be a future feature)
- Glad that baseball is not being removed, most beautiful spot to play in region. Move bleachers so that they are closer to the field.
- To create loop pathway around baseball field, build retaining wall at bottom of hill. This comment was countered by others because that hill is used heavily for sledding in the winter.
- Was there thought about winter uses? (response: not specifically, but the pathways will be relocated to higher ground and out of wet areas so they don't collect water that freezes. Paths will continue to be plowed, sledding hill will remain, prairie vegetation beautiful in winter. Additionally, water features will function in winter)
- Will there be a problem with mosquitoes? (response: Should not be an issue as the stormwater areas will be designed to move water through the park within 24-48 hours as opposed to standing water so the life cycle of the mosquito can not be completed.)
- Restroom - one attendee did not want permanent restrooms, others did. (This will be a restroom with flush toilets and running water instead of the porta johns. Hopefully issues in park will be minimized as use of park increases)
- Would any of this planning preclude the Allen Creek Greenway concept (response: no, it would feed in to the concept by creating better linkages to the west)
- Will there still be lawn seating at the bandshell with the retaining walls? (response: yes, there would be approximately 30 feet between the walls, which would only be 18-24" tall - seat height, with flatter areas in between that would accommodate the audience bringing lawn chairs or sitting on the grass)
- Are soils good for a garden? (response: don't know as no soil tests have been completed, however, soil can be amended, and other conditions are good, including full sun, access to water)
- Like idea of porous pavement for parking lot, as well as interpretive signage

Next Steps:

- Refine plans incorporating comments from meeting
- Develop detailed construction plans for stormwater components
- Search for grant funding to implement project
- Future public meetings will be held to discuss design of the play area and other specific features of the master plan.

The concept master plan is being posted on the City of Ann Arbor website under Parks and Recreation.

Wolford, Louise

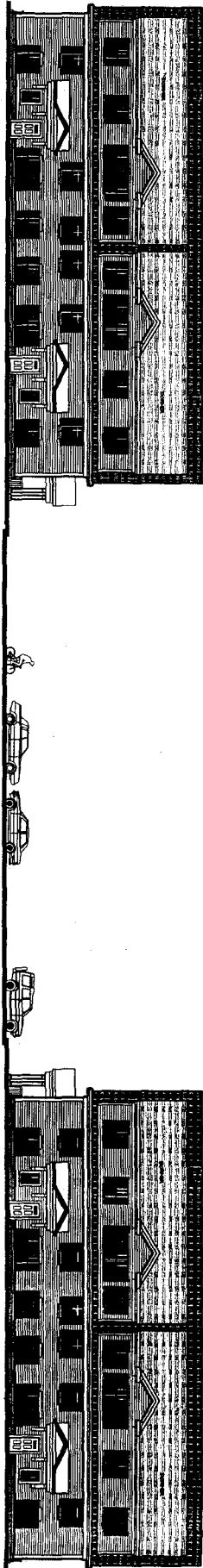
From: St. John, Jill
Sent: Monday, April 20, 2009 3:33 PM
To: Bona, Bonnie; Borum, Craig; Carlberg, Jean; Derezinski, Tony; Mahler, Eric; Potts, Ethel; Pratt, Evan; Westphal, Kirk; Woods, Wendy
Cc: Kahan, Jeffrey
Subject: FW: City Place
Importance: High
Attachments: A3.10B.pdf; A3.9Bpdf.pdf

Attached are the correct elevations for City Place. Please refer to these two pages instead of the elevations in the staff report you received on Friday.

*Jill St. John
Planning & Development Services
City of Ann Arbor
email: jstjohn@a2gov.org
(734) 794-6200 ext. 42665*

From: Kahan, Jeffrey
Sent: Monday, April 20, 2009 2:19 PM
To: St. John, Jill
Cc: Kahan, Jeffrey; Pulcifer, Connie
Subject: FW: City Place

Jill,
Please forward these City Place elevations to the Planning Commission and update the webpage.
The staff report included "alternative" elevations. These are the final proposed elevations.
Thanks.



ALT. B1 STREET ELEVATION-PITCHED ROOF
 SCALE: 3/32" = 1'-0"

Drawn by: ARTJ
 Date: 04/09/09
 sheet: A3.10B

job: 27106

revisions

J BRADLEY MOORE & ASSOCIATES
 4844 Jackson Road, #150 Ann Arbor, MI 48103 (734) 930-1500

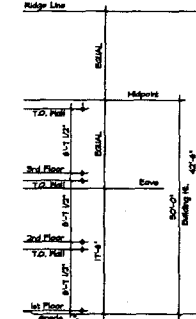
City Place
 M.O.R.
 Lap Sided Facade
 Overall Street Elevation

© Copyright 2008

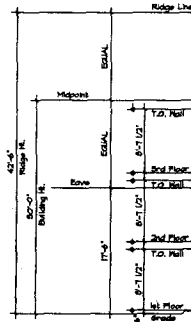
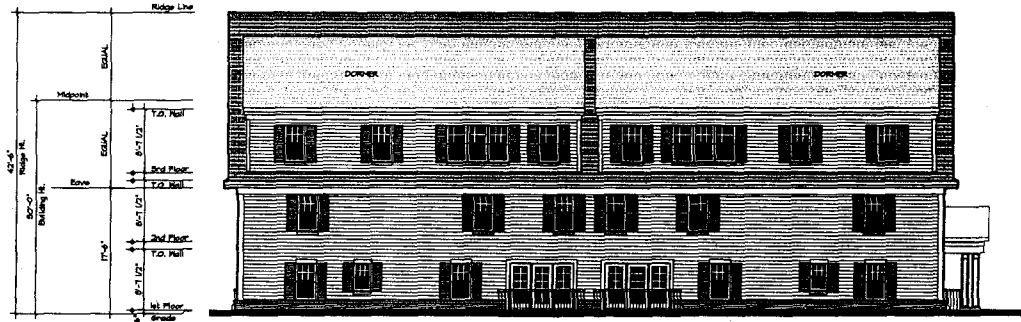




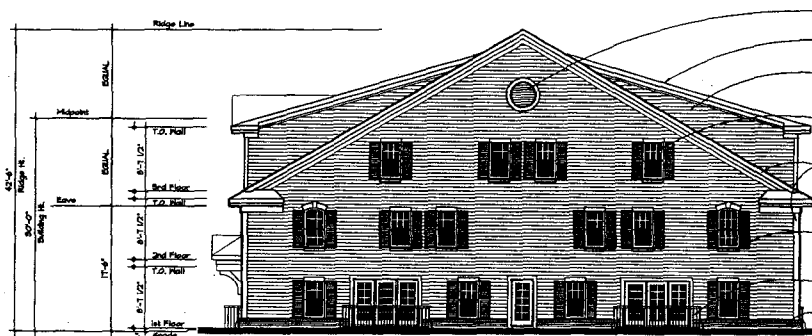
- ASPHALT SHINGLES-TYP.
- CLEAR LOW 1" DRIL. GLAZING WINDOW-TYP. EQUAL TO ANDERSON
- GENETIOUS HORIZONTAL LAP SIDING EQUAL TO HANDPLANK. COLOR TO BE DETERMINED BY OWNER.
- TRIM BOARD TO BE AZEK OR EQUAL-TYP.
- COMPOSITE SHUTTERS
- 10" DECORATIVE ROUND COLUMN
- 4" FACE BRICK W/ SOLIDER COURSE



ALT. 'BI' FRONT ELEVATION-WEST (south building) PITCHED ROOF
SCALE: 1/8" = 1'-0"



ALT. 'BI' REAR ELEVATION-EAST (south building) PITCHED ROOF
SCALE: 1/8" = 1'-0"



- LOAVERED ATTIC GABLE VENT
- DORMER BEYOND-TYP.
- GENETIOUS HORIZONTAL LAP SIDING EQUAL TO HANDPLANK. COLOR TO BE DETERMINED BY OWNER.
- CLEAR LOW 1" DRIL. GLAZING WINDOW-TYP. EQUAL TO ANDERSON
- TRIM BOARD TO BE AZEK OR EQUAL-TYP.
- COMPOSITE SHUTTERS
- 10" DECORATIVE ROUND COLUMN
- IRON RAILING AT BALCONY
- 4" FACE BRICK W/ SOLIDER COURSE

ALT. 'BI' RIGHT SIDE ELEVATION-SOUTH (south building) PITCHED ROOF
SCALE: 1/8" = 1'-0"



- LOAVERED ATTIC GABLE VENT
- DORMER BEYOND-TYP.
- CLEAR LOW 1" DRIL. GLAZING WINDOW-TYP. EQUAL TO ANDERSON
- GENETIOUS HORIZONTAL LAP SIDING EQUAL TO HANDPLANK. COLOR TO BE DETERMINED BY OWNER.
- TRIM BOARD TO BE AZEK OR EQUAL-TYP.
- COMPOSITE SHUTTERS
- 10" DECORATIVE ROUND COLUMN
- IRON RAILING AT BALCONY
- 4" FACE BRICK W/ SOLIDER COURSE

ALT. 'BI' LEFT SIDE ELEVATION-NORTH (south building) PITCHED ROOF
SCALE: 1/8" = 1'-0"



© Copyright 2008

City Place
M.O.R.
Lap Sided Facade

J BRADLEY MOORE
& ASSOCIATES
1844 Jackson Road, #150 Ann Arbor, MI 48103 (734) 930-1500

revisions

job 27106

drawn kwk/MTJ
date 04/09/09

sht A3.9B

Wolford, Louise

From: Anglin, Mike
Sent: Monday, April 20, 2009 4:05 PM
To: Smith, Colin
Subject: RE: Re: Dates of your interview?

Thank you. Mike

Thank you
Mike Anglin
549 South First Street
Ann Arbor, Mi 48103
e-mail:
mikeanglin07@gmail.com

-----Original Message-----

From: Smith, Colin
Sent: Monday, April 20, 2009 2:13 PM
To: Anglin, Mike
Subject: RE: Re: Dates of your interview?

Monday, May 19 - Wednesday, May 21.

Let me know if you need anything else.

Thanks

Colin

-----Original Message-----

From: Anglin, Mike
Sent: Monday, April 20, 2009 2:01 PM
To: Smith, Colin
Subject: Re: Dates of your interview?

Hello Colin,

I am writing something and I knew you would have this information at your finger tips. What were the dates that you interviewed for your present job? And how many days were involved...I thought 3?

Thanks you are younger and should have a better memory. Mike

Thank you
Mike Anglin
549 South First Street
Ann Arbor, Mi 48103
e-mail:
mikeanglin07@gmail.com

Wolford, Louise

From: St. John, Jill
Sent: Monday, April 20, 2009 4:34 PM
To: Bona, Bonnie; Borum, Craig; Carlberg, Jean; Dereziński, Tony; Mahler, Eric; Potts, Ethel; Pratt, Evan; Westphal, Kirk; Woods, Wendy
Cc: Kowalski, Matthew; Pulcifer, Connie
Subject: FW: Near North CPC items
Importance: High
Attachments: questions_2_spot_elevations.pdf; question_3_East and North Elevations.pdf; question_4_Commercial Perspective.jpg; 090420_memo_response.pdf; 08208EX1-SP2.pdf

CPC Members: The attached email has questions posed by CPC member Bona. The petitioner's responses are attached. Jill

Jill St. John
Planning & Development Services
City of Ann Arbor
email: jstjohn@a2gov.org
(734) 794-6200 ext. 42665

From: Dale Sanders [mailto:dsanders@dfdgonline.com]
Sent: Monday, April 20, 2009 4:19 PM
To: Kowalski, Matthew
Cc: St. John, Jill; Bill Godfrey; Damian Farrell; Matt Hubbard; mappel@avalonhousing.org
Subject: RE: Near North CPC items

Jill,
Here are the response items for distribution. Please let me know if you have any questions.

Thank You,

Dale Sanders

From: Kowalski, Matthew [mailto:MKowalski@a2gov.org]
Sent: Monday, April 20, 2009 1:58 PM
To: Dale Sanders
Cc: St. John, Jill
Subject: RE: Near North CPC items

Dale,

If you have material ready for distribution to the CPC today, please send to Jill St John (and cc me). We will do our best to distribute that information to the CPC today. Otherwise information will need to be presented at the meeting or handed out before the meeting begins.

Thanks!

From: Kowalski, Matthew
Sent: Monday, April 20, 2009 1:12 PM
To: 'Dale Sanders'; 'Damian Farrell'; 'Matt Hubbard'; 'Bill Godfrey'
Cc: Lloyd, Mark; Pulcifer, Connie

Subject: Near North CPC items

Hello all,

Below are some questions from a CPC member received this morning. Please prepare response and include copies for Planning staff. At this point in time, any materials and answers will need to be presented at the CPC meeting.

Thanks,
Matt

1. The larger site plan provided by the petitioner shows the flood lines, but the "draft floodplain" appears to cross over the "draft floodway" near Main Street - all the dots & dashes are confusing at this scale with all the other info. I think it would be helpful to Commission to have (even the smaller version) this with a little color showing the edges of the flood areas.
 2. I'm trying to get my arms around the apparent height of the building from the neighboring properties. It would be helpful if the petitioner could have the grade elevations along the east and south property lines with them at the meeting so I can inquire about the building height at various locations (the obvious ones closest to those property lines) relative to the grade at the adjacent property lines.
 3. It is not clear in the east elevation which portions of the building are closest to the property line (the end elevations of the 2 legs). Ask the petitioner if they would provide a copy of that elevation with the back wall of the courtyard differentiated with shadow or lighter/screened lines/colors.
 4. I'm interested in considering "massing standards" in the Supplemental Regulations. I'd like the petitioner to bring the dimensions/width of the various building elements (as can be identified & measured in plan) and be prepared to recommend a reasonable & simple requirement such as 1) width of element & 2) offset from the adjacent element, based on the design presented. These standards should relate to the scale of the buildings in the neighborhood.
- I'd also like to know the 1) square feet of window in each unit (as shown) 2) the size of the balconies/porches 3) the size of the roof top gardens & any area that's usable, and 4) the location of entries to the commercial space along with window area in the commercial space on the exterior faces (eyes on the street/parking/open space).

FLOOD PLAIN IMPACT

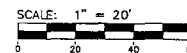
FLOOD PLAIN FILL = 501 CYDS
 FLOOD PLAIN CUT = 503 CYDS
 ADDITIONAL CAPACITY = 2 CYDS
 IN ADDITION, 0.5% OF CAPACITY IS AVAILABLE IN
 THE NORTH DETENTION TANK FOR ADDITIONAL
 FLOOD PLAIN VOLUME OF 2 1/2 CYDS

NOTES

1. ADD 700.00 TO ALL PROPOSED SPOT ELEVATIONS TO OBTAIN USGS DATUM.
2. ALL PROPOSED SPOT ELEVATIONS ARE EDGE OF METAL OR TOP OF PAVEMENT UNLESS OTHERWISE NOTED.

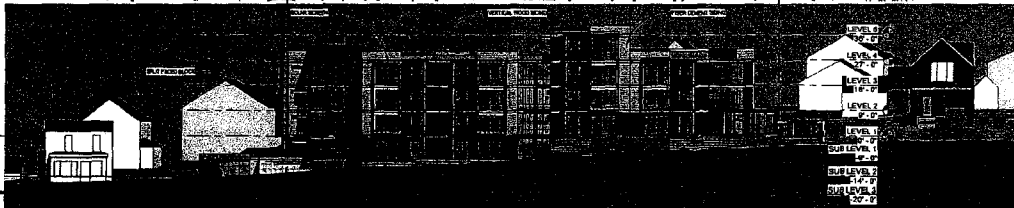
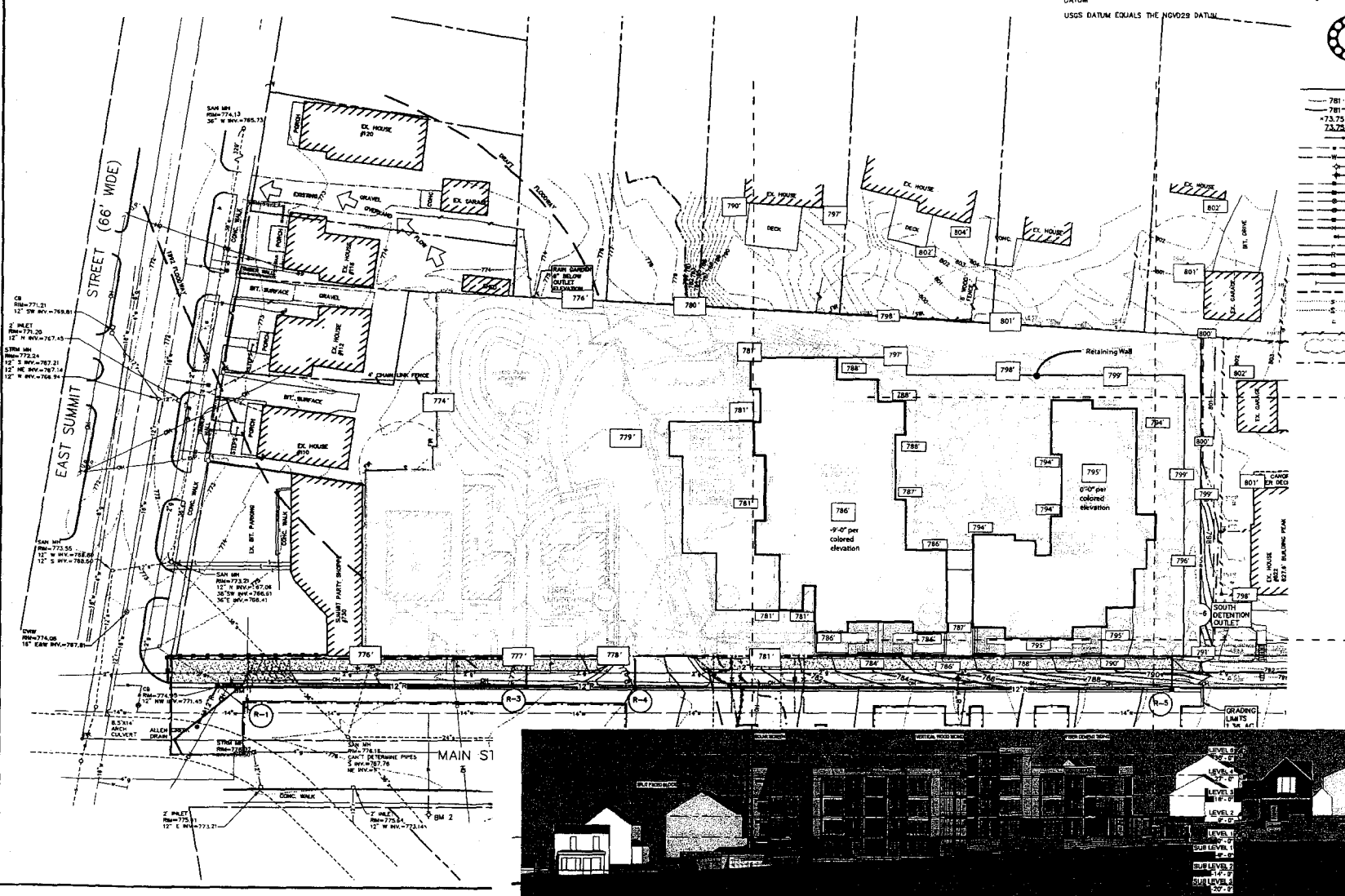
BENCH MARKS

1. SPIKE SET ON EAST SIDE OF POWER POLE LOCATED AT THE SOUTHEAST CORNER OF MAIN STREET AND SUMMIT STREET, ELEV.=776.43 USGS
 2. CITY OF ANN ARBOR BENCH MARK ON STEAMER VALVE OF HYDRANT LOCATED ON THE WEST SIDE OF MAIN STREET AT THE NORTH ENTRANCE OF DRIVE TO D.P.W. ELEV.=779.10 USGS
 3. SET SPIKE IN NORTH SIDE OF 3" WALNUT TREE LOCATED ON THE EAST SIDE OF MAIN STREET AT HOUSE #700. ELEV.=790.67 USGS
- SUBTRACT 0.27' FROM USGS DATUM TO ACHIEVE NAVD88 DATUM
 USGS DATUM EQUALS THE NAVD88 DATUM



LEGEND

- 781 --- EXIST. CONTOUR
- 781 --- PROP. CONTOUR
- 773.75 --- EXIST. SPOT ELEVATION
- 732.28 --- PROP. SPOT ELEVATION
- DRAINAGE DIRECTION
- EXIST. WATER MAIN
- PROP. WATER MAIN
- EXIST. HYDRANT
- PROP. HYDRANT
- EXIST. GATE VALVE IN BOX
- PROP. GATE VALVE IN BOX
- EXIST. GATE VALVE IN WELL
- PROP. GATE VALVE IN WELL
- EXIST. CURB STOP & BOX
- PROP. CURB STOP & BOX
- EXIST. BLOW-OFF
- PROP. BLOW-OFF
- EXIST. STORM SEWER
- PROP. STORM SEWER
- EXIST. CATCH BASIN OR INLET



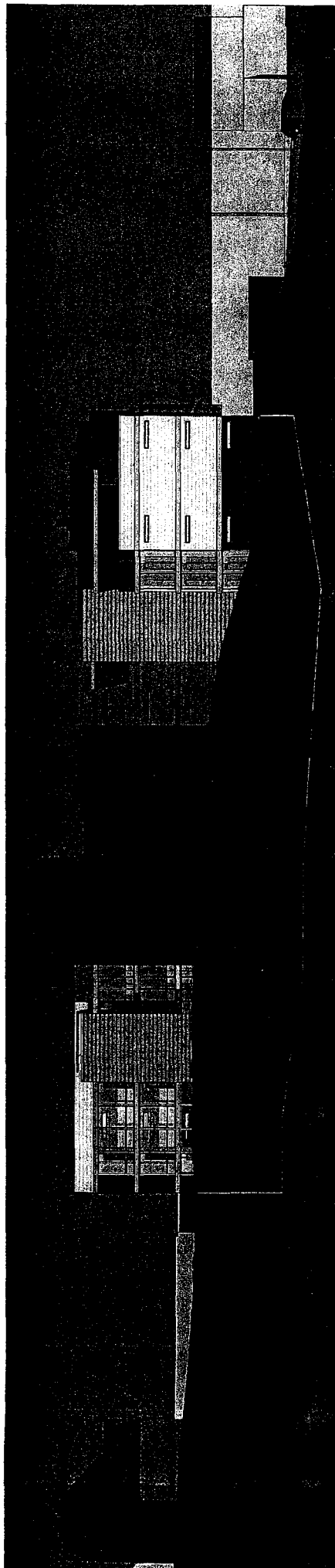
WEST ELEVATION MASSING
 11/10/10

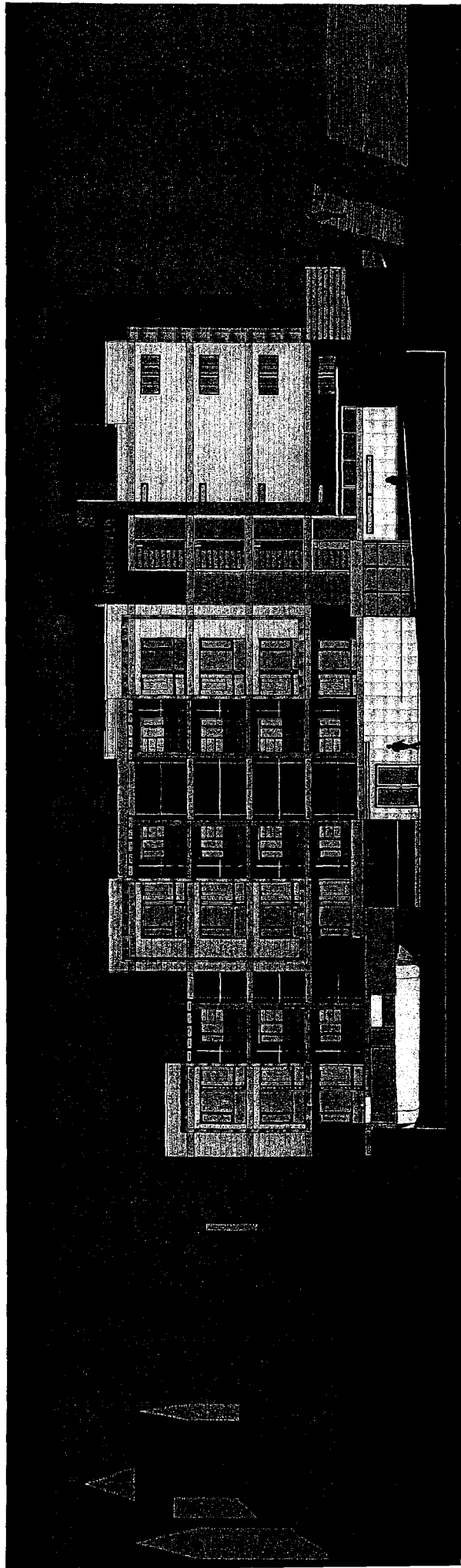
MIDWESTERN CONSULTING
 Civil, Environmental and Transportation Engineers
 Landscape Architects
 3815 Plaza Drive
 Ann Arbor, Michigan 48108
 Phone: 734.763.0800
 Fax: 734.763.0809

CLIENT
 TARA MORRIS LIMITED PARTNERSHIP
 808 PACKARD ST.
 ANN ARBOR, MI 48107-5007
 (734) 214-1800

REZONING AND SITE PLAN
 GRADING PLAN

JOB No. 08/
 REVISIONS
 1. 3-28-09
 2. 4-1-09
 3. 4-1-09
 4. 4-1-09
 5. 4-1-09





April 7, 2009

City of Ann Arbor
Planning Commission
City Hall
100 N. Fifth Avenue
Ann Arbor, MI 48104

**Re: Near North Affordable Housing and Mixed Use Development
North Main Interface Zone, Ann Arbor, Michigan**

In response to Planning Commissioner Questions:

1. The larger site plan provided by the petitioner shows the flood lines, but the "draft floodplain" appears to cross over the "draft floodway" near Main Street - all the dots & dashes are confusing at this scale with all the other info. I think it would be helpful to Commission to have (even the smaller version) this with a little color showing the edges of the flood areas.

THE DRAFT FLOODWAY AND THE FLOODPLAIN LINES DO IN FACT CROSS. THAT IS BECAUSE THE FLOODWAY LINE DOES NOT REFLECT THE ELEVATIONS OR TOPOGRAPHY OF THE SITE, AND DOES NOT TAKE STRUCTURES INTO CONSIDERATION. THAT LINE JUST PLOWS THROUGH EVERYTHING. THE FLOODPLAIN LINE IS ACTUALLY AN ELEVATION. ON THIS SITE, IT IS ESSENTIALLY THE 780 CONTOUR. AND THE FLOODPLAIN LINE RECOGNIZES STRUCTURES AND GOES AROUND THEM WHEN IT IS APPROPRIATE, AS AT #712 NORTH MAIN.

WE WILL TRY TO GET A COLOR PDF DONE IN THE NEXT HOUR OR SO FOR YOU TO EMAIL TO JILL SO THAT THE CITY CAN PLOT OUT A DOZEN OR SO COLOR COPIES OF THE EXISTING CONDITIONS PLAN WITH THE DRAFT FLOODWAY AND FLOODPLAIN LINES SHOWN IN COLOR.

2. I'm trying to get my arms around the apparent height of the building from the neighboring properties. It would be helpful if the petitioner could have the grade elevations along the east and south property lines with them at the meeting so I can inquire about the building height at various locations (the obvious ones closest to those property lines) relative to the grade at the adjacent property lines.

Please Review the Attached pdf containing spot elevations with respect to the finished floor levels and the surrounding buildings.

3. It is not clear in the east elevation which portions of the building are closest to the property line (the end elevations of the 2 legs). Ask the petitioner if they would provide a copy of that elevation with the back wall of the courtyard differentiated with shadow or lighter/screened lines/colors.

Please Review the Attached pdf containing the elevations with shading to show differentiation between the building parts.

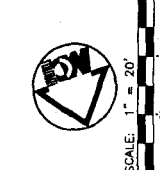
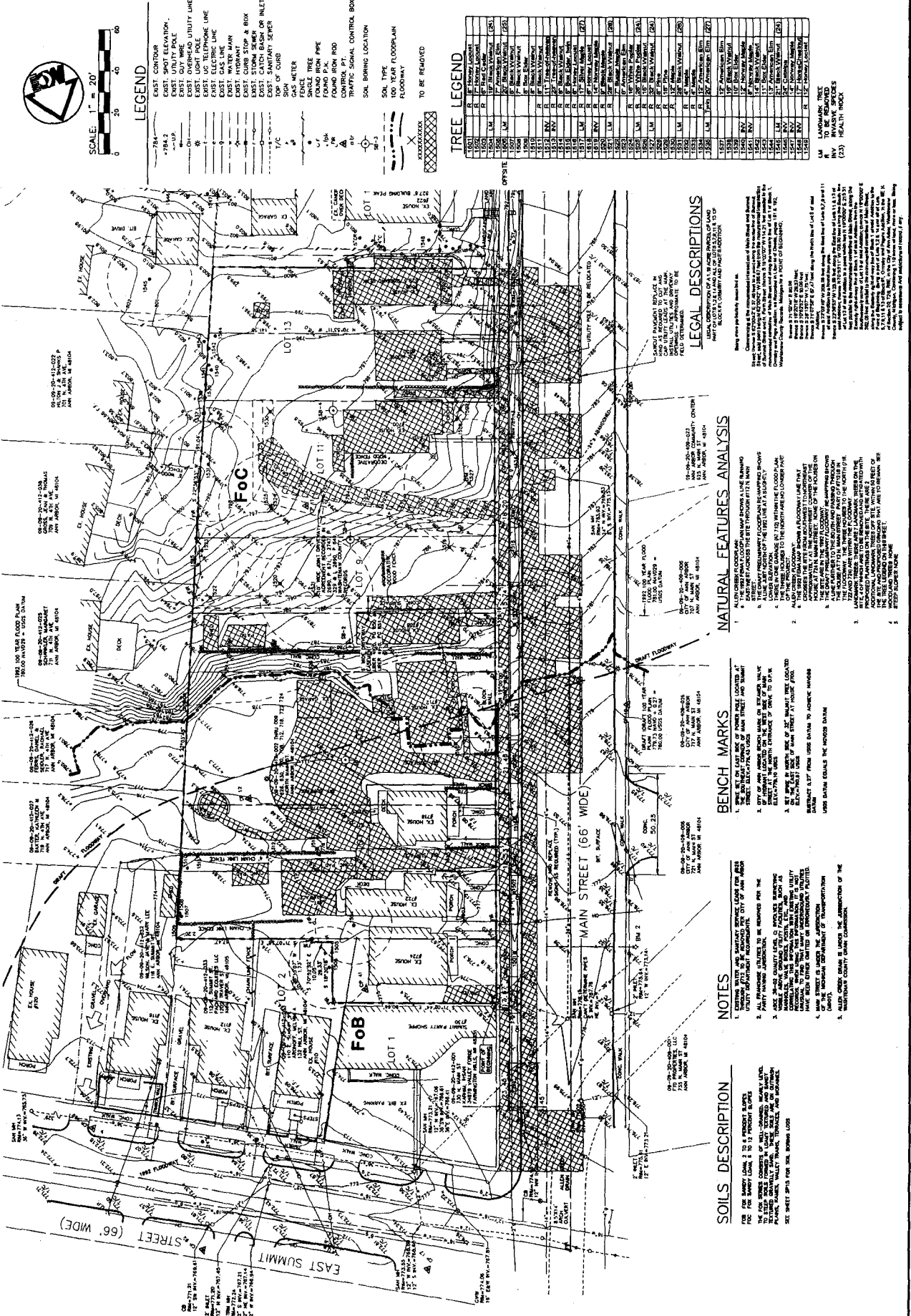
4. I'm interested in considering "massing standards" in the Supplemental Regulations. I'd like the petitioner to bring the dimensions/width of the various building elements (as can be identified & measured in plan) and be prepared to recommend a reasonable & simple requirement such as 1) width of element & 2) offset from the adjacent element, based on the design presented. These standards should relate to the scale of the buildings in the neighborhood.

We will provide this information to you as soon as possible.

I'd also like to know the 1) square feet of window in each unit (as shown) 2) the size of the balconies/porches 3) the size of the roof top gardens & any area that's usable, and 4) the location of entries to the commercial space along with window area in the commercial space on the exterior faces (eyes on the street/parking/open space).

We will provide this information to you as soon as possible.

Square Feet of window in each unit	aprox. 160 SF
Green roof garden at North East Corner	aprox 1000 SF
Green roof garden at South West Corner	aprox 811 SF
Courtyard area, as found in comparison chart	aprox 5444 SF
Size of balconies/porches 9' x 5'	aprox 54 SF each
Window area of Commercial Space attached.	aprox 290 SF, for location of entries please see image attached.



LEGEND

- EXIST. CONTOUR
- EXIST. SPOT ELEVATION
- EXIST. UTILITY POLE
- EXIST. OVERHEAD UTILITY LINE
- EXIST. LIGHT POLE
- EXIST. ELECTRIC LINE
- EXIST. GAS LINE
- EXIST. WATER MAIN
- EXIST. CUBS STOP & BOX
- EXIST. STORM SEWER OR INLET
- EXIST. SANITARY SEWER
- TOP OF CURB
- T/C
- GAS METER
- FENCE
- TRAFFIC SIGNAL CONTROL BOX
- SOIL TYPE
- 100 YEAR FLOODPLAIN
- FLOODWAY
- TO BE REMOVED

TREE LEGEND

1501	R	Red Maple
1502	R	Red Maple
1503	R	Red Maple
1504	R	Red Maple
1505	R	Red Maple
1506	R	Red Maple
1507	R	Red Maple
1508	R	Red Maple
1509	R	Red Maple
1510	R	Red Maple
1511	R	Red Maple
1512	R	Red Maple
1513	R	Red Maple
1514	R	Red Maple
1515	R	Red Maple
1516	R	Red Maple
1517	R	Red Maple
1518	R	Red Maple
1519	R	Red Maple
1520	R	Red Maple
1521	R	Red Maple
1522	R	Red Maple
1523	R	Red Maple
1524	R	Red Maple
1525	R	Red Maple
1526	R	Red Maple
1527	R	Red Maple
1528	R	Red Maple
1529	R	Red Maple
1530	R	Red Maple
1531	R	Red Maple
1532	R	Red Maple
1533	R	Red Maple
1534	R	Red Maple
1535	R	Red Maple
1536	R	Red Maple
1537	R	Red Maple
1538	R	Red Maple
1539	R	Red Maple
1540	R	Red Maple
1541	R	Red Maple
1542	R	Red Maple
1543	R	Red Maple
1544	R	Red Maple
1545	R	Red Maple
1546	R	Red Maple
1547	R	Red Maple
1548	R	Red Maple
1549	R	Red Maple
1550	R	Red Maple
1551	R	Red Maple
1552	R	Red Maple
1553	R	Red Maple
1554	R	Red Maple
1555	R	Red Maple
1556	R	Red Maple
1557	R	Red Maple
1558	R	Red Maple
1559	R	Red Maple
1560	R	Red Maple
1561	R	Red Maple
1562	R	Red Maple
1563	R	Red Maple
1564	R	Red Maple
1565	R	Red Maple
1566	R	Red Maple
1567	R	Red Maple
1568	R	Red Maple
1569	R	Red Maple
1570	R	Red Maple
1571	R	Red Maple
1572	R	Red Maple
1573	R	Red Maple
1574	R	Red Maple
1575	R	Red Maple
1576	R	Red Maple
1577	R	Red Maple
1578	R	Red Maple
1579	R	Red Maple
1580	R	Red Maple
1581	R	Red Maple
1582	R	Red Maple
1583	R	Red Maple
1584	R	Red Maple
1585	R	Red Maple
1586	R	Red Maple
1587	R	Red Maple
1588	R	Red Maple
1589	R	Red Maple
1590	R	Red Maple
1591	R	Red Maple
1592	R	Red Maple
1593	R	Red Maple
1594	R	Red Maple
1595	R	Red Maple
1596	R	Red Maple
1597	R	Red Maple
1598	R	Red Maple
1599	R	Red Maple
1600	R	Red Maple

LEGAL DESCRIPTIONS

RECORDS OF THE REGISTERED PLANS OF THE CITY OF ANN ARBOR, MICHIGAN, SHOWING THE LOCATION OF THE PROPERTY DESCRIBED IN THIS PLAN.

RECORDS OF THE REGISTERED PLANS OF THE CITY OF ANN ARBOR, MICHIGAN, SHOWING THE LOCATION OF THE PROPERTY DESCRIBED IN THIS PLAN.

NATURAL FEATURES ANALYSIS

1. ALL OPEN FLOODPLAIN AREAS ARE SHOWN IN SHADING.

2. THE CITY OF ANN ARBOR HAS A 100 YEAR FLOODPLAIN ZONING DISTRICT WHICH IS SHOWN IN SHADING.

3. THE CITY OF ANN ARBOR HAS A 100 YEAR FLOODPLAIN ZONING DISTRICT WHICH IS SHOWN IN SHADING.

4. THE CITY OF ANN ARBOR HAS A 100 YEAR FLOODPLAIN ZONING DISTRICT WHICH IS SHOWN IN SHADING.

5. THE CITY OF ANN ARBOR HAS A 100 YEAR FLOODPLAIN ZONING DISTRICT WHICH IS SHOWN IN SHADING.

BENCH MARKS

1. BENCH MARK AT EAST END OF POWER POLE LOCATED AT 100' FROM EAST END OF MAIN STREET AND 100' FROM 100' YEAR FLOODPLAIN.

2. CITY OF ANN ARBOR BENCH MARK AT INTERSECTION OF MAIN STREET AND 100' YEAR FLOODPLAIN.

3. BENCH MARK AT INTERSECTION OF MAIN STREET AND 100' YEAR FLOODPLAIN.

4. BENCH MARK AT INTERSECTION OF MAIN STREET AND 100' YEAR FLOODPLAIN.

5. BENCH MARK AT INTERSECTION OF MAIN STREET AND 100' YEAR FLOODPLAIN.

NOTES

1. EXISTING WATER AND SANITARY SERVICE LINES FOR LOT 1, LOT 2, LOT 9, LOT 11, AND LOT 13 ARE SHOWN IN SHADING.

2. ALL PROPOSED UTILITIES TO BE REMOVED FOR THE PUD ARE SHOWN IN SHADING.

3. THE CITY OF ANN ARBOR HAS A 100 YEAR FLOODPLAIN ZONING DISTRICT WHICH IS SHOWN IN SHADING.

4. THE CITY OF ANN ARBOR HAS A 100 YEAR FLOODPLAIN ZONING DISTRICT WHICH IS SHOWN IN SHADING.

5. THE CITY OF ANN ARBOR HAS A 100 YEAR FLOODPLAIN ZONING DISTRICT WHICH IS SHOWN IN SHADING.

SOILS DESCRIPTION

1. THE SOILS ARE CLASSIFIED AS A-1, A-2, AND A-3.

2. THE SOILS ARE CLASSIFIED AS A-1, A-2, AND A-3.

3. THE SOILS ARE CLASSIFIED AS A-1, A-2, AND A-3.

4. THE SOILS ARE CLASSIFIED AS A-1, A-2, AND A-3.

5. THE SOILS ARE CLASSIFIED AS A-1, A-2, AND A-3.

Wolford, Louise

From: Fraser, Roger
Sent: Monday, April 20, 2009 4:39 PM
To: Higgins, Marcia
Cc: McCormick, Sue; Beaudry, Jacqueline
Subject: Amendment to DS-7; Traffic Control Plan

Marcia:

Please consider the following to address the concern you raised about extenuating circumstances:

This amendment would be inserted before the last "Whereas":

Whereas, mitigating circumstances, presently unforeseen, may require modification or revocation of this traffic control plan, and,

*Roger Fraser
City Administrator
City of Ann Arbor
Office: (734) 794-6110
Fax: (734) 994-8297
E-mail: rfraser@a2gov.org*

Wolford, Louise

From: Higgins, Marcia
Sent: Monday, April 20, 2009 5:48 PM
To: Teall, Margie; Greden, Leigh
Subject: FW: Tomorrow

Could either one of you two make this event tomorrow morning?

-----Original Message-----

From: johnso11@aaps.k12.mi.us [mailto:johnso11@aaps.k12.mi.us]
Sent: Monday, April 20, 2009 4:13 PM
To: Higgins, Marcia
Subject: Tomorrow

SOS MARSHA SOS

**PLEASE, WE NEED YOU AT BRYANT ELEMENTARY SCHOOL AT 11:00 A.M. TUESDAY,
21ST, 2009**

WE ARE PLANTING A TREE FOR EARTH DAY

YOU MUST BE OUR " HONORED GUEST" FOR THE EVENT AND PHOTO OP.

THANK YOU,

DEE JOHNSON

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 6:47 PM
To: 'Janine Easter'
Cc: Taylor, Christopher (Council)
Subject: RE: Please vote for the Allen Creek Greenway

Hi Janine-

Thanks for writing. There are no votes scheduled anytime in the near future regarding the Greenway or any of the specific parcels of land identified by the Greenway Conservancy. The only parcel that has been discussed lately is the 415 W. Washington parcel, and the City Council voted long ago to set aside the flood portions of that land for the Greenway. In fact, it was that provision that killed the deal to convert the building on that site to use for non-profit groups: those groups were unable to find funding to help fund maintenance of the Greenway land.

-Leigh

From: Janine Easter [REDACTED]
Sent: Monday, April 20, 2009 1:30 PM
To: Hieftje, John; Smith, Sandi; Briere, Sabra; Rapundalo, Stephen; Derezsinski, Tony; Taylor, Christopher (Council); Greden, Leigh; Higgins, Marcia; Teall, Margie; Hohnke, Carsten; Anglin, Mike
Subject: Please vote for the Allen Creek Greenway

Dear Council members,

I recently became again very interested in the Greenway after learning that the time is now to designate 3 existing properties and commit them to the Greenway. This project is a long term vision for our city and like the great cathedrals of Europe will take a long time to build with stops and starts according to how much money can be raised and become available. I am confident that this project will enhance Ann Arbor greatly and believe in "where there is a will there is a way" to get anything done.

Please consider voting in favor of this project.

I have some ideas how funds could be raised, involving the residents of Ann Arbor. My husband Steve and I plan to join the Advisory Board on fundraising for the Allen Creek Greenway project. We will not live to see the project finished, but our grandchildren will. What a great legacy this will be for all Ann Arborites!

Janine Easter
 [REDACTED]

Ann Arbor, MI 48104
 [REDACTED]

Wolford, Louise

From: Crawford, Tom
Sent: Monday, April 20, 2009 6:49 PM
To: Higgins, Marcia
Subject: Fwd: Tios
Attachments: Tios Lease Amendment MemRes.doc; ATT16451575.htm; AMENDMENT NO 2 Tios.doc; ATT16451577.htm

Thanks,
Tom Crawford

Begin forwarded message:

From: "Fales, Mary Joan" <MFales@a2gov.org>
Date: April 20, 2009 6:21:09 PM EDT
To: "Crawford, Tom" <TCrawford@a2gov.org>
Subject: Tios

...Title

Resolution to Approve Amendment No. 2 to Lease Agreement between Panzada, Inc. and the City of Ann Arbor, Assignee to the Lease Agreement between Panzada, Inc. and Dean Zahn Properties, L.L.C. (8 votes required)

...Memorandum

When the City of Ann Arbor purchased the property located at 331 E. Huron in 2008, it accepted assignment of the existing lease as previously amended entered into by Dean Zahn Properties, L.L.C. and Panzada, Inc. (Tios). The term of lease expires June 30, 2009.

The City Administration and Panzada have negotiated an amendment to the lease which allow for an earlier termination date and other related provisions. The amendment is recommended for passage.

...Staff

Prepared by: Mary Joan Fales, Senior Assistant City Attorney

Reviewed by: Tom Crawford, Finance and Administrative Services Area Administrator/CFO

Approved by: Roger W. Fraser, City Administrator

...Body

Whereas, The City of Ann Arbor accepted assignment on September 11, 2008, of the existing lease for the property at 331 E. Huron as part of the purchase of the real property;

Whereas, The City Administration and the tenant, Panzada, Inc. (Tios) have negotiated certain amendments to the terms of the existing lease which will allow for an earlier termination date and related adjustments in the rental, tax and assessment fee payable by the Panzada, Inc. under the terms of the lease;

Whereas, The proposed amendment are mutually beneficiary to the City, as Landlord, and the tenant;

RESOLVED, That City Council approve Amendment No. 2 to the Lease Agreement with Panzada, Inc.;

RESOLVED, That the Mayor and City Clerk be authorized and directed to execute Amendment No. 2 to the Lease Agreement after approval as to substance by the City Administrator and approval as to form by the City Attorney; and

RESOLVED, That the City Administrator be authorized to take the necessary actions to implement this Resolution and enforce the terms of the Lease Agreement as amended.

AMENDMENT NO. 2 TO LEASE
BETWEEN PANZADA, INC. AND CITY OF ANN ARBOR

THIS AMENDMENT NO. 2 TO THE LEASE AGREEMENT, dated July 1, 2003, confirms and restates the agreement by and between Panzada, Inc. (the "Tenant") 331 E. Huron, Ann Arbor, MI and the City of Ann Arbor, as assignee under a certain Assignment of Lease, dated September 11, 2008 (the "Landlord"), 100 N. Fifth Ave., Ann Arbor, MI, and amends effective _____, 2009, the Lease Agreement between the parties to read as follows:

1. TERM. The term of this Lease shall be as follows: This Lease shall be for a period commencing on July 1, 2008 and ending on May 31, 2009.
2. RENT. The Tenant shall pay to the Landlord a Base Rent and such Additional Rent during the Term for the Leased Premises as follows:
 - (a) For the period July 1, 2008 through March 31, 2009, the Base Rent shall be \$22,275.00 payable in advance in monthly installments of \$2,475.00 on the first day of each month during the period.
 - (b) *For the period April 1, 2009 through May 31, 2009, the Base Rent shall be \$1,240.00 payable in advance in monthly installments of \$620.00 on the first day of each month during the period.*

Each monthly installment of Base Rent will be paid in advance, without any setoffs or deductions and without any prior demand therefore, on the first day of each and every month during the Term, at the office of the Landlord at the address first shown above, or at such other place as Landlord from time to time may designate in writing.

5. TAXES AND ASSESSMENTS.

- (a) The Tenant shall reimburse the Landlord for all taxes, assessments and other governmental impositions (collectively, the "Taxes and Assessments") which are assessed against and become due and payable with respect to the Leased premises *during the Term at a flat rate of \$620.00 payable in advance in monthly installments on the first day of each month for the period July 1, 2008 through March 31, 2009. The Tenant shall have no obligation to reimburse the Landlord for Taxes and Assessments for the period April 1, 2009 through May 31, 2009.*

6. INSURANCE

- (a) Premises Insurance. The Landlord shall secure and maintain at its expense insurance against damage to or destruction of the

leased premises and shall be the "loss payee" for such insurance. Such insurance may, at Landlord's discretion, provide coverage for loss of rents sufficient, as reasonably determined by Landlord, to cover the Base Rent, Additional Rent and all other charges which are the obligation of Tenant under this Lease for a 12-month period from the date of any insured physical loss. *Landlord agrees to pay the premiums for such insurance.*

16. LATE PAYMENT CHARGES/INTEREST/ATTORNEY FEES. If any installment of the Base Rent or Additional Rent payable under this Lease is not paid within five (5) days after its due date, then the Tenant shall be obligated to pay to the Landlord, on demand, a late charge equal to Five percent (5%) of such delinquent installment to reimburse the Landlord for its additional administrative costs of collection. *Notwithstanding the above, effective the date of this Amendment No. 2, Landlord waives and relinquishes any right to such late charge now due and payable for the period November 1, 2008 through the end of the Term so long as Tenant is current on all rent and additional rent for the period November 1, 2008 through March 31, 2009 and remains current during the remainder of the Term.* If any installment of the Base Rent or Additional Rent payable under this Lease is not paid within ten (10) days after its due date, then interest shall accrue and be payable by the Tenant on such delinquent installment from its due date to the date of payment at a rate of twelve percent (12%) per annum. *Notwithstanding the above, effective the date of this Amendment No. 2, Landlord waives and relinquishes any right to such interest now due and payable the period November 1, 2008 through March 31, 2009. Further interest shall not be applied to the period April 1, 2009 through the end of Term.* If the City incurs any attorney fees or legal expenses as a consequence of the breach by the Tenant of any payment or other obligation under this Lease, then the Tenant shall be obligated to reimburse the City on demand for such fees and expenses.

18. TERMINATION. Upon termination of this Lease, whether by reason of the expiration of the Term pursuant to Section 1 or the early Termination of this Lease pursuant to Section 17, then in addition to any other obligations imposed under the Section of this Lease causing or allowing such Termination or under applicable law, the Tenant shall comply with each of the following:

(a) Vacation. The Tenant shall vacate the Leased Premises and shall remove all of the Tenant's possessions on or before the effective date of the Termination. *Landlord agrees to allow Tenant to occupy the Leased Premises for a period of ten (10) days after Termination for the sole purpose of the orderly removal of its property from the Leased Premises to its new business location. Tenant shall not be charged Base Rent or any*

Additional Rent for this ten-day period. If the Tenant unlawfully holds over beyond the *end of this ten-day period*, the Tenant's occupancy shall be "at sufferance" and the Tenant shall pay Base Rent under this Lease at a rate equal to the *Base Rent specified in Section 1(b) for the month of June 2009*. *Tenant shall not be entitled to hold over under the terms of this Lease beyond June 30, 2009.* If Tenant unlawfully holds over beyond June 30, 2009, Landlord shall be entitled to commence eviction proceedings immediately to regain possession of the Leased Premises and recover damages and costs resulting from such termination, including attorney fees as specified in Section 16. If any of the Tenant's possessions remain in or on the leased premises upon expiration or termination of this Lease, Landlord shall have the right, without liability to the Tenant, to cause same to be removed and, at Landlord's option, discarded or stored at a storage facility, all at the cost and expense of Tenant. In the event Tenant shall not remove its property from the Leased Premises or any storage location within twenty (20) days after Tenant has vacated the Leased premises, then such property shall be deemed abandoned by Tenant and Landlord may dispose of the same without liability to Tenant.

Except as specifically provided above, all of the terms and conditions of the Lease, as originally signed by the Landlord and Tenant, remain in full force and effect.

PANZADA, INC.

By _____
G. Timothy Seaver, President

CITY OF ANN ARBOR

By _____
John Hieftje, Mayor

By _____
Jacqueline Beaudry, Clerk

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 6:49 PM
To: Higgins, Marcia; Teall, Margie
Subject: RE: Tomorrow

I'm scheduled to be at EMU Regents meeting, but I **should** be done by 10:15am. Since it's 3rd Ward, I'd like to go, but margie can you go if I'm running late? If not, I can ask Taylor.

-----Original Message-----

From: Higgins, Marcia
Sent: Monday, April 20, 2009 5:48 PM
To: Teall, Margie; Greden, Leigh
Subject: FW: Tomorrow

Could either one of you two make this event tomorrow morning?

-----Original Message-----

From: johnso11@aaps.k12.mi.us [mailto:johnso11@aaps.k12.mi.us]
Sent: Monday, April 20, 2009 4:13 PM
To: Higgins, Marcia
Subject: Tomorrow

SOS MARSHA SOS

**PLEASE, WE NEED YOU AT BRYANT ELEMENTARY SCHOOL AT 11:00 A.M. TUESDAY,
21ST,2009**

WE ARE PLANTING A TREE FOR EARTH DAY

YOU MUST BE OUR " HONORED GUEST" FOR THE EVENT AND PHOTO OP.

THANK YOU,

DEE JOHNSON

Wolford, Louise

From: Higgins, Marcia
Sent: Monday, April 20, 2009 7:04 PM
To: Beaudry, Jacqueline
Subject: FW: Tios
Attachments: Tios Lease Amendment MemRes.doc; ATT16451575.htm; AMENDMENT NO 2 Tios.doc; ATT16451577.htm

From: Crawford, Tom
Sent: Monday, April 20, 2009 6:49 PM
To: Higgins, Marcia
Subject: Fwd: Tios

Thanks,
Tom Crawford

Begin forwarded message:

From: "Fales, Mary Joan" <MFales@a2gov.org>
Date: April 20, 2009 6:21:09 PM EDT
To: "Crawford, Tom" <TCrawford@a2gov.org>
Subject: Tios

...Title

Resolution to Approve Amendment No. 2 to Lease Agreement between Panzada, Inc. and the City of Ann Arbor, Assignee to the Lease Agreement between Panzada, Inc. and Dean Zahn Properties, L.L.C. (8 votes required)

...Memorandum

When the City of Ann Arbor purchased the property located at 331 E. Huron in 2008, it accepted assignment of the existing lease as previously amended entered into by Dean Zahn Properties, L.L.C. and Panzada, Inc. (Tios). The term of lease expires June 30, 2009.

The City Administration and Panzada have negotiated an amendment to the lease which allow for an earlier termination date and other related provisions. The amendment is recommended for passage.

...Staff

Prepared by: Mary Joan Fales, Senior Assistant City Attorney

Reviewed by: Tom Crawford, Finance and Administrative Services Area Administrator/CFO

Approved by: Roger W. Fraser, City Administrator

...Body

Whereas, The City of Ann Arbor accepted assignment on September 11, 2008, of the existing lease for the property at 331 E. Huron as part of the purchase of the real property;

Whereas, The City Administration and the tenant, Panzada, Inc. (Tios) have negotiated certain amendments to the terms of the existing lease which will allow for an earlier termination date and related adjustments in the rental, tax and assessment fee payable by the Panzada, Inc. under the terms of the lease;

Whereas, The proposed amendment are mutually beneficiary to the City, as Landlord, and the tenant;

RESOLVED, That City Council approve Amendment No. 2 to the Lease Agreement with Panzada, Inc.;

RESOLVED, That the Mayor and City Clerk be authorized and directed to execute Amendment No. 2 to the Lease Agreement after approval as to substance by the City Administrator and approval as to form by the City Attorney; and

RESOLVED, That the City Administrator be authorized to take the necessary actions to implement this Resolution and enforce the terms of the Lease Agreement as amended.

AMENDMENT NO. 2 TO LEASE
BETWEEN PANZADA, INC. AND CITY OF ANN ARBOR

THIS AMENDMENT NO. 2 TO THE LEASE AGREEMENT, dated July 1, 2003, confirms and restates the agreement by and between Panzada, Inc. (the "Tenant") 331 E. Huron, Ann Arbor, MI and the City of Ann Arbor, as assignee under a certain Assignment of Lease, dated September 11, 2008 (the "Landlord"), 100 N. Fifth Ave., Ann Arbor, MI, and amends effective _____, 2009, the Lease Agreement between the parties to read as follows:

1. TERM. The term of this Lease shall be as follows: This Lease shall be for a period commencing on July 1, 2008 and ending on May 31, 2009.
2. RENT. The Tenant shall pay to the Landlord a Base Rent and such Additional Rent during the Term for the Leased Premises as follows:
 - (a) For the period July 1, 2008 through March 31, 2009, the Base Rent shall be \$22,275.00 payable in advance in monthly installments of \$2,475.00 on the first day of each month during the period.
 - (b) *For the period April 1, 2009 through May 31, 2009, the Base Rent shall be \$1,240.00 payable in advance in monthly installments of \$620.00 on the first day of each month during the period.*

Each monthly installment of Base Rent will be paid in advance, without any setoffs or deductions and without any prior demand therefore, on the first day of each and every month during the Term, at the office of the Landlord at the address first shown above, or at such other place as Landlord from time to time may designate in writing.

5. TAXES AND ASSESSMENTS.

- (a) The Tenant shall reimburse the Landlord for all taxes, assessments and other governmental impositions (collectively, the "Taxes and Assessments") which are assessed against and become due and payable with respect to the Leased premises *during the Term at a flat rate of \$620.00 payable in advance in monthly installments on the first day of each month for the period July 1, 2008 through March 31, 2009. The Tenant shall have no obligation to reimburse the Landlord for Taxes and Assessments for the period April 1, 2009 through May 31, 2009.*

6. INSURANCE

- (a) Premises Insurance. The Landlord shall secure and maintain at its expense insurance against damage to or destruction of the

leased premises and shall be the "loss payee" for such insurance. Such insurance may, at Landlord's discretion, provide coverage for loss of rents sufficient, as reasonably determined by Landlord, to cover the Base Rent, Additional Rent and all other charges which are the obligation of Tenant under this Lease for a 12-month period from the date of any insured physical loss. *Landlord agrees to pay the premiums for such insurance.*

16. LATE PAYMENT CHARGES/INTEREST/ATTORNEY FEES. If any installment of the Base Rent or Additional Rent payable under this Lease is not paid within five (5) days after its due date, then the Tenant shall be obligated to pay to the Landlord, on demand, a late charge equal to Five percent (5%) of such delinquent installment to reimburse the Landlord for its additional administrative costs of collection. *Notwithstanding the above, effective the date of this Amendment No. 2, Landlord waives and relinquishes any right to such late charge now due and payable for the period November 1, 2008 through the end of the Term so long as Tenant is current on all rent and additional rent for the period November 1, 2008 through March 31, 2009 and remains current during the remainder of the Term.* If any installment of the Base Rent or Additional Rent payable under this Lease is not paid within ten (10) days after its due date, then interest shall accrue and be payable by the Tenant on such delinquent installment from its due date to the date of payment at a rate of twelve percent (12%) per annum. *Notwithstanding the above, effective the date of this Amendment No. 2, Landlord waives and relinquishes any right to such interest now due and payable the period November 1, 2008 through March 31, 2009. Further interest shall not be applied to the period April 1, 2009 through the end of Term.* If the City incurs any attorney fees or legal expenses as a consequence of the breach by the Tenant of any payment or other obligation under this Lease, then the Tenant shall be obligated to reimburse the City on demand for such fees and expenses.

18. TERMINATION. Upon termination of this Lease, whether by reason of the expiration of the Term pursuant to Section 1 or the early Termination of this Lease pursuant to Section 17, then in addition to any other obligations imposed under the Section of this Lease causing or allowing such Termination or under applicable law, the Tenant shall comply with each of the following:

(a) Vacation. The Tenant shall vacate the Leased Premises and shall remove all of the Tenant's possessions on or before the effective date of the Termination. *Landlord agrees to allow Tenant to occupy the Leased Premises for a period of ten (10) days after Termination for the sole purpose of the orderly removal of its property from the Leased Premises to its new business location. Tenant shall not be charged Base Rent or any*

Additional Rent for this ten-day period. If the Tenant unlawfully holds over beyond the *end of this ten-day period*, the Tenant's occupancy shall be "at sufferance" and the Tenant shall pay Base Rent under this Lease at a rate equal to *the Base Rent specified in Section 1(b) for the month of June 2009.* Tenant shall not be entitled to hold over under the terms of this Lease beyond June 30, 2009. If Tenant unlawfully holds over beyond June 30, 2009, Landlord shall be entitled to commence eviction proceedings immediately to regain possession of the Leased Premises and recover damages and costs resulting from such termination, including attorney fees as specified in Section 16. If any of the Tenant's possessions remain in or on the leased premises upon expiration or termination of this Lease, Landlord shall have the right, without liability to the Tenant, to cause same to be removed and, at Landlord's option, discarded or stored at a storage facility, all at the cost and expense of Tenant. In the event Tenant shall not remove its property from the Leased Premises or any storage location within twenty (20) days after Tenant has vacated the Leased premises, then such property shall be deemed abandoned by Tenant and Landlord may dispose of the same without liability to Tenant.

Except as specifically provided above, all of the terms and conditions of the Lease, as originally signed by the Landlord and Tenant, remain in full force and effect.

PANZADA, INC.

By _____
G. Timothy Seaver, President

CITY OF ANN ARBOR

By _____
John Hieftje, Mayor

By _____
Jacqueline Beaudry, Clerk

Wolford, Louise

From: Beaudry, Jacqueline
Sent: Monday, April 20, 2009 7:05 PM
To: Bowden (King), Anissa
Cc: Anglin, Mike; Beaudry, Jacqueline; Briere, Sabra; Dempkowski, Angela A; Derezsinski, Tony; Fraser, Roger; Greden, Leigh; Hieftje, John; Higgins, Marcia; Hohnke, Carsten; Postema, Stephen; Rapundalo, Stephen; Schopieray, Christine; Smith, Sandi; Taylor, Christopher (Council); Teall, Margie
Subject: FW: Tios
Attachments: Tios Lease Amendment MemRes.doc; ATT16451575.htm; AMENDMENT NO 2 Tios.doc; ATT16451577.htm

Resolution to be added to agenda under DC – sponsored by Higgins, Teall, Rapundalo and Greden

Jacqueline Beaudry
City Clerk
City of Ann Arbor
Please note new phone number:
734-794-6140 (p)
734-994-8296 (f)

From: Higgins, Marcia
Sent: Monday, April 20, 2009 7:04 PM
To: Beaudry, Jacqueline
Subject: FW: Tios

From: Crawford, Tom
Sent: Monday, April 20, 2009 6:49 PM
To: Higgins, Marcia
Subject: Fwd: Tios

Thanks,
Tom Crawford

Begin forwarded message:

From: "Fales, Mary Joan" <MFales@a2gov.org>
Date: April 20, 2009 6:21:09 PM EDT
To: "Crawford, Tom" <TCrawford@a2gov.org>
Subject: Tios

...Title

Resolution to Approve Amendment No. 2 to Lease Agreement between Panzada, Inc. and the City of Ann Arbor, Assignee to the Lease Agreement between Panzada, Inc. and Dean Zahn Properties, L.L.C. (8 votes required)

...Memorandum

When the City of Ann Arbor purchased the property located at 331 E. Huron in 2008, it accepted assignment of the existing lease as previously amended entered into by Dean Zahn Properties, L.L.C. and Panzada, Inc. (Tios). The term of lease expires June 30, 2009.

The City Administration and Panzada have negotiated an amendment to the lease which allow for an earlier termination date and other related provisions. The amendment is recommended for passage.

...Staff

Prepared by: Mary Joan Fales, Senior Assistant City Attorney

Reviewed by: Tom Crawford, Finance and Administrative Services Area Administrator/CFO

Approved by: Roger W. Fraser, City Administrator

...Body

Whereas, The City of Ann Arbor accepted assignment on September 11, 2008, of the existing lease for the property at 331 E. Huron as part of the purchase of the real property;

Whereas, The City Administration and the tenant, Panzada, Inc. (Tios) have negotiated certain amendments to the terms of the existing lease which will allow for an earlier termination date and related adjustments in the rental, tax and assessment fee payable by the Panzada, Inc. under the terms of the lease;

Whereas, The proposed amendment are mutually beneficiary to the City, as Landlord, and the tenant;

RESOLVED, That City Council approve Amendment No. 2 to the Lease Agreement with Panzada, Inc.;

RESOLVED, That the Mayor and City Clerk be authorized and directed to execute Amendment No. 2 to the Lease Agreement after approval as to substance by the City Administrator and approval as to form by the City Attorney; and

RESOLVED, That the City Administrator be authorized to take the necessary actions to implement this Resolution and enforce the terms of the Lease Agreement as amended.

AMENDMENT NO. 2 TO LEASE
BETWEEN PANZADA, INC. AND CITY OF ANN ARBOR

THIS AMENDMENT NO. 2 TO THE LEASE AGREEMENT, dated July 1, 2003, confirms and restates the agreement by and between Panzada, Inc. (the "Tenant") 331 E. Huron, Ann Arbor, MI and the City of Ann Arbor, as assignee under a certain Assignment of Lease, dated September 11, 2008 (the "Landlord"), 100 N. Fifth Ave., Ann Arbor, MI, and amends effective _____, 2009, the Lease Agreement between the parties to read as follows:

1. TERM. The term of this Lease shall be as follows: This Lease shall be for a period commencing on July 1, 2008 and ending on May 31, 2009.
2. RENT. The Tenant shall pay to the Landlord a Base Rent and such Additional Rent during the Term for the Leased Premises as follows:

(a) For the period July 1, 2008 through March 31, 2009, the Base Rent shall be \$22,275.00 payable in advance in monthly installments of \$2,475.00 on the first day of each month during the period.

(b) *For the period April 1, 2009 through May 31, 2009, the Base Rent shall be \$1,240.00 payable in advance in monthly installments of \$620.00 on the first day of each month during the period.*

Each monthly installment of Base Rent will be paid in advance, without any setoffs or deductions and without any prior demand therefore, on the first day of each and every month during the Term, at the office of the Landlord at the address first shown above, or at such other place as Landlord from time to time may designate in writing.

5. TAXES AND ASSESSMENTS.

(a) The Tenant shall reimburse the Landlord for all taxes, assessments and other governmental impositions (collectively, the "Taxes and Assessments") which are assessed against and become due and payable with respect to the Leased premises *during the Term at a flat rate of \$620.00 payable in advance in monthly installments on the first day of each month for the period July 1, 2008 through March 31, 2009. The Tenant shall have no obligation to reimburse the Landlord for Taxes and Assessments for the period April 1, 2009 through May 31, 2009.*

6. INSURANCE

- (a) Premises Insurance. The Landlord shall secure and maintain at its expense insurance against damage to or destruction of the

leased premises and shall be the "loss payee" for such insurance. Such insurance may, at Landlord's discretion, provide coverage for loss of rents sufficient, as reasonably determined by Landlord, to cover the Base Rent, Additional Rent and all other charges which are the obligation of Tenant under this Lease for a 12-month period from the date of any insured physical loss. *Landlord agrees to pay the premiums for such insurance.*

16. LATE PAYMENT CHARGES/INTEREST/ATTORNEY FEES. If any installment of the Base Rent or Additional Rent payable under this Lease is not paid within five (5) days after its due date, then the Tenant shall be obligated to pay to the Landlord, on demand, a late charge equal to Five percent (5%) of such delinquent installment to reimburse the Landlord for its additional administrative costs of collection. *Notwithstanding the above, effective the date of this Amendment No. 2, Landlord waives and relinquishes any right to such late charge now due and payable for the period November 1, 2008 through the end of the Term so long as Tenant is current on all rent and additional rent for the period November 1, 2008 through March 31, 2009 and remains current during the remainder of the Term.* If any installment of the Base Rent or Additional Rent payable under this Lease is not paid within ten (10) days after its due date, then interest shall accrue and be payable by the Tenant on such delinquent installment from its due date to the date of payment at a rate of twelve percent (12%) per annum. *Notwithstanding the above, effective the date of this Amendment No. 2, Landlord waives and relinquishes any right to such interest now due and payable the period November 1, 2008 through March 31, 2009. Further interest shall not be applied to the period April 1, 2009 through the end of Term.* If the City incurs any attorney fees or legal expenses as a consequence of the breach by the Tenant of any payment or other obligation under this Lease, then the Tenant shall be obligated to reimburse the City on demand for such fees and expenses.

18. TERMINATION. Upon termination of this Lease, whether by reason of the expiration of the Term pursuant to Section 1 or the early Termination of this Lease pursuant to Section 17, then in addition to any other obligations imposed under the Section of this Lease causing or allowing such Termination or under applicable law, the Tenant shall comply with each of the following:

(a) Vacation. The Tenant shall vacate the Leased Premises and shall remove all of the Tenant's possessions on or before the effective date of the Termination. *Landlord agrees to allow Tenant to occupy the Leased Premises for a period of ten (10) days after Termination for the sole purpose of the orderly removal of its property from the Leased Premises to its new business location. Tenant shall not be charged Base Rent or any*

Additional Rent for this ten-day period. If the Tenant unlawfully holds over beyond the *end of this ten-day period*, the Tenant's occupancy shall be "at sufferance" and the Tenant shall pay Base Rent under this Lease at a rate equal to *the Base Rent specified in Section 1(b) for the month of June 2009.* *Tenant shall not be entitled to hold over under the terms of this Lease beyond June 30, 2009.* If Tenant unlawfully holds over beyond June 30, 2009, Landlord shall be entitled to commence eviction proceedings immediately to regain possession of the Leased Premises and recover damages and costs resulting from such termination, including attorney fees as specified in Section 16. If any of the Tenant's possessions remain in or on the leased premises upon expiration or termination of this Lease, Landlord shall have the right, without liability to the Tenant, to cause same to be removed and, at Landlord's option, discarded or stored at a storage facility, all at the cost and expense of Tenant. In the event Tenant shall not remove its property from the Leased Premises or any storage location within twenty (20) days after Tenant has vacated the Leased premises, then such property shall be deemed abandoned by Tenant and Landlord may dispose of the same without liability to Tenant.

Except as specifically provided above, all of the terms and conditions of the Lease, as originally signed by the Landlord and Tenant, remain in full force and effect.

PANZADA, INC.

By _____
G. Timothy Seaver, President

CITY OF ANN ARBOR

By _____
John Hieftje, Mayor

By _____
Jacqueline Beaudry, Clerk

Wolford, Louise

From: Rapundalo, Stephen
Sent: Monday, April 20, 2009 7:10 PM
To: Higgins, Marcia
Subject: LDFA Budget

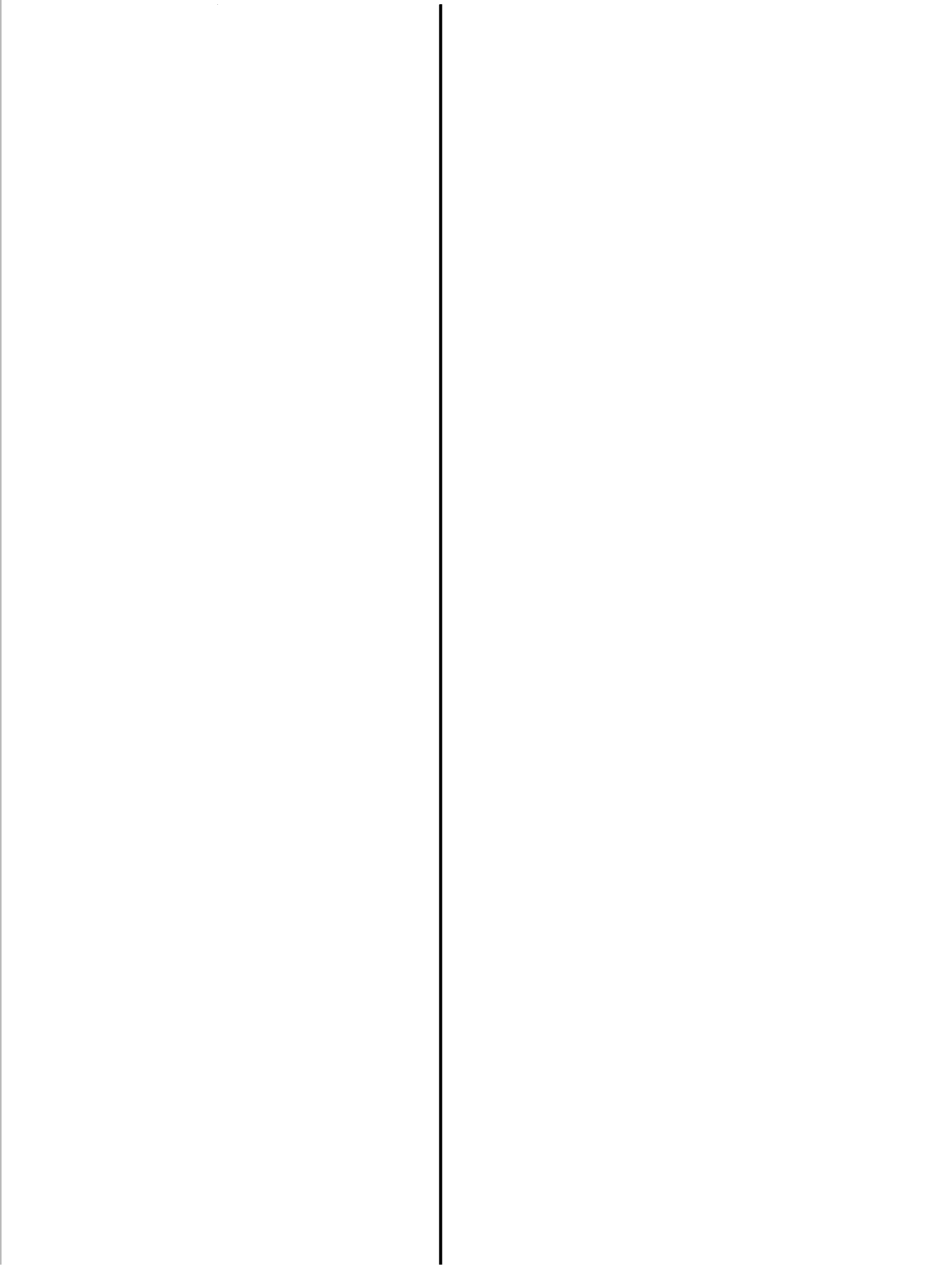
How about these:

1. What have the trends been for demand of entrepreneurial education and networking services?
2. What criteria are used for allocation of LDFA funding to eligible companies?
3. Do any other SmartZones support private investment groups with TIF or tax dollars?
4. What does the marketing budget go towards?
5. How many jobs has the LDFA funding supported and how are those tracked? Would any of those jobs have evolved in the absence of LDFA funding?
6. What TIF funding goes to support the Ypsilanti district?

Sincerely,

Stephen

Stephen Rapundalo
Councilmember - Ward 2
City of Ann Arbor
Mobile: (734) 476-0648
srapundalo@a2gov.org



Monday March 16, 2009. In past years the March Board of Review has adjourned on the Thursday following the third Monday in March or Thursday March 19, 2009. But, the 2009 March Board of Review continued to hear appeals until Wednesday March 25, 2009 and adjourned that afternoon. The Assessment Roll was delivered to the 2009 March Board of Review on Friday March 13, 2009. Section 9.8 of the City Charter requires this Assessment Roll by no later than Monday March 16, 2009.

From: Crawford, Tom
Sent: Friday, April 10, 2009 2:14 PM
To: Petrak, Dave
Cc: Courtney, Michael
Subject: FW: ISSUES

Please prepare response.

From: Fraser, Roger
Sent: Friday, April 10, 2009 1:27 PM
To: Crawford, Tom; McCormick, Sue
Cc: Dempkowski, Angela A; Higgins, Marcia; Teall, Margie
Subject: FW: ISSUES

Please check out these issues in your respective area and respond directly to Marcia and Margie.

Roger

734-794-6110

rfraser@a2gov.org

From: Higgins, Marcia
Sent: Friday, April 10, 2009 12:18 PM
To: Fraser, Roger
Cc: Higgins, Marcia; Teall, Margie
Subject: FW: ISSUES

Roger,

Could you direct this to the right person for a response and copy Margie and I?

Thanks,

Marcia

From: [REDACTED]
Sent: Friday, April 10, 2009 10:54 AM
To: Higgins, Marcia; Teall, Margie
Subject: ISSUES

Marcia Higgins (D)
1512 Marian Ave. 48103
734-662-0487
MHiggins@a2gov.

Margie Teall (D)
1208 Brooklyn Ave. 48104
734-213-5811
MTeall@a2gov.org

Hello-

I am writing because of two issues.

First- I am complaining about the notice and protocol for Property Assessment and Appeals.

This year the City of Ann Arbor mailed its notice of Assessments to property owners on FRIDAY March 6, 2009. These were received by the owners of record on Monday March 9.

The Assessor's office conducted appeal hearings on March 16, 17, 18 and 19-

It is my understanding that by state law, the assessment rolls must be completed by the first Monday in March and be available for review by the taxpayers.

This was not done.

Please provide me with instruction as to how the City of Ann Arbor can violate this law and deny taxpayers of their right to appeal.

Secondly;

At my home property on 671 WEMBLEY COURT, new footing drain sewer lines were installed and significant damage was done to the lawn areas on the area between the sidewalk and the street. My sprinkler system was damaged and the lawn areas were excavated and never repaired.

Please provide me with direction on how the city of Ann Arbor is planing on dealing with this.

Thank You

Mert N. Aksu

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

Access 350+ FREE radio stations anytime from anywhere on the web. Get the Radio Toolbar!

Wolford, Louise

From: Rapundalo, Stephen
Sent: Monday, April 20, 2009 7:12 PM
To: Higgins, Marcia
Subject: One More

How about something related to the audit, its findings and next steps for insuring that any compliance procedures are being followed?

Sincerely,

Stephen

Stephen Rapundalo
Councilmember - Ward 2
City of Ann Arbor
Mobile: (734) 476-0648
srapundalo@a2gov.org

6/22/2009

Wolford, Louise

From: Rapundalo, Stephen
Sent: Monday, April 20, 2009 7:17 PM
To: Crawford, Tom
Subject: LDFA Mtg

Tom,

Did next week's LDFA meeting get stretched to 3pm? or is still only till 12 pm?

Sincerely,

Stephen

Stephen Rapundalo
Councilmember - Ward 2
City of Ann Arbor
Mobile: (734) 476-0648
srapundalo@a2gov.org

Wolford, Louise

From: Bowden (King), Anissa
Sent: Monday, April 20, 2009 7:18 PM
To: Anglin, Mike; Beaudry, Jacqueline; Briere, Sabra; Dempkowski, Angela A; Derezinski, Tony; Fraser, Roger; Greden, Leigh; Hieftje, John; Higgins, Marcia; Hohnke, Carsten; Postema, Stephen; Rapundalo, Stephen; Schopieray, Christine; Smith, Sandi; Taylor, Christopher (Council); Teall, Margie
Subject: DC-2 Added
Attachments: image001.gif

DC-2 has been added to the council link and is ready for downloading

Anissa R. Bowden | Council Administrative Coordinator
abowden@a2gov.org
City of Ann Arbor, Michigan
Office of the City Clerk
100 N. Fifth Ave., Ann Arbor, Michigan 48104

PLEASE NOTE NEW PHONE NUMBER

Internal: ext. 41402
External: (734) 794-6144 ext. 41402

It is not that we do not think, but that we do not think hard enough. It is not that we are not wise, but that we are not wise enough. It is not that we do not know, but that we do not know enough.

x



Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 7:24 PM
To: Hieftje, John
Subject: RE: The Allen Creek Greenway deserves support

I noted the same thing to her re: no votes, and the fact that we've already set aside land at 415 W. Washington.

From: Hieftje, John
Sent: Monday, April 20, 2009 1:36 PM
To: 'Janine Easter'
Cc: Greden, Leigh; Higgins, Marcia; Teall, Margie
Subject: RE: The Allen Creek Greenway deserves support

Hi Janine:

Thanks for writing. You are using quite an old email for city council so you need to update to reach the rest. Only four of us are still around.

I don't think we have any votes coming up soon regarding the Allen Creek Greenway but as it is, the Greenway is in the plans. Note that we are still finishing up work on the beautiful Huron River Greenway.

Quite a bit of the land (over half as I recall) on two city owned parcels has been reserved for Greenway Parks, at 415 W. Washington and behind the Community Center on N. Main. The other parcel is at 1st and William where there is a surface parking lot now.

A couple of years ago I put in a request for federal funding for the pollution clean up at this site and we recently received notice that \$237,000 will be coming our way. Until the clean up is done the site cannot be turned into a Greenway Park because the pavement cap cannot be removed as that would release the pollution. This problem exists from the 1890's to 1920's era and the total cost of the clean up has been estimated at \$3 million. The \$237,000 is a good start.

Thanks for writing.

John Hieftje

From: Janine Easter [REDACTED]
Sent: Monday, April 20, 2009 12:35 PM
To: rjohnson@ci.ann-arbor.mi.us; jlowenstein@ci.ann-arbor.mi.us; mreid@ci.ann-arbor.mi.us; jcarlberg@ci.ann-arbor.mi.us; Greden, Leigh; Higgins, Marcia; Teall, Margie; ceasthope@ci.ann-arbor.mi.us; wwoods@ci.ann-arbor.mi.us; Hieftje, John
Subject: The Allen Creek Greenway deserves support

Dear Council members,

I recently became again very interested in the Greenway after learning that the time is now to designate 3 existing properties and commit them to the Greenway. This project is a long term vision for our city and like the great cathedrals of Europe will take a long time to build with stops and starts according to how much money can be raised and become available. I am confident that this project will enhance Ann Arbor greatly and believe in "where there is a will there is a way" to get anything done.

Please consider voting in favor of this project.

I have some ideas how funds could be raised, involving the residents of Ann Arbor. My husband Steve and I plan to join the Advisory Board on fundraising for the Allen Creek Greenway project. We will not live to see the project finished, but our grandchildren will.

What a great legacy this will be for all Ann Arborites!

Janine Easter

Wolford, Louise

From: Teall, Margie
Sent: Monday, April 20, 2009 7:27 PM
To: Higgins, Marcia; Crawford, Tom
Subject: RE: ISSUES

I agree. It's a reasonable issue. Is there anything we can do about it for him at this point? How can we go about allowing more time in upcoming years?

From: Higgins, Marcia
Sent: Monday, April 20, 2009 7:11 PM
To: Crawford, Tom
Cc: Teall, Margie; Higgins, Marcia
Subject: FW: ISSUES

He has a reasonable issue. Your thoughts?

From: mnaksu@aol.com [mailto:]
Sent: Monday, April 20, 2009 11:57 AM
To: Higgins, Marcia
Subject: Re: ISSUES

Don't you think that 10 days is inadequate notice in order to prepare an appeal and submit it to the Board? Perhaps as representative of CITY COUNCIL you should discuss this at a Council Meeting?

Mert N Aksu

In a message dated 4/19/2009 10:12:12 P.M. Eastern Daylight Time, MHiggins@a2gov.org writes:

Here is the response to your second question.

Regards,
 Marcia

From: Crawford, Tom
Sent: Thu 4/16/2009 6:25 AM
To: Teall, Margie; Higgins, Marcia
Cc: Dempkowski, Angela A; McCormick, Sue; Fraser, Roger; Petrak, Dave
Subject: FW: ISSUES

From: Courtney, Michael
Sent: Wednesday, April 15, 2009 11:49 AM
To: Crawford, Tom
Cc: Petrak, Dave
Subject: RE: ISSUES

I am not totally sure where the taxpayer is getting their information, but I suspect that it is from MCL 211.29 and it concerns Board of Review & probably townships.

The City has the authority to establish its own Board of Review meeting times & dates by MCL 211.28. The City of Ann Arbor March Board of Review is determined by Chapter 9 of the City Charter. Section 9.10 of the City Charter discusses the meeting dates and time for the March Board of Review. The City Charter indicates that the Board of Review shall convene on the third Monday in March. The 2009 March Board of Review the Board convened on

Monday March 16, 2009. In past years the March Board of Review has adjourned on the Thursday following the third Monday in March or Thursday March 19, 2009. But, the 2009 March Board of Review continued to hear appeals until Wednesday March 25, 2009 and adjourned that afternoon. The Assessment Roll was delivered to the 2009 March Board of Review on Friday March 13, 2009. Section 9.8 of the City Charter requires this Assessment Roll by no later than Monday March 16, 2009.

From: Crawford, Tom
Sent: Friday, April 10, 2009 2:14 PM
To: Petrak, Dave
Cc: Courtney, Michael
Subject: FW: ISSUES

Please prepare response.

From: Fraser, Roger
Sent: Friday, April 10, 2009 1:27 PM
To: Crawford, Tom; McCormick, Sue
Cc: Dempkowski, Angela A; Higgins, Marcia; Teall, Margie
Subject: FW: ISSUES

Please check out these issues in your respective area and respond directly to Marcia and Margie.

Roger

734-794-6110

rfraser@a2gov.org

From: Higgins, Marcia
Sent: Friday, April 10, 2009 12:18 PM
To: Fraser, Roger
Cc: Higgins, Marcia; Teall, Margie
Subject: FW: ISSUES

Roger,
Could you direct this to the right person for a response and copy Margie and I?
Thanks,
Marcia

From: [REDACTED]
Sent: Friday, April 10, 2009 10:54 AM
To: Higgins, Marcia; Teall, Margie
Subject: ISSUES

Marcia Higgins (D)
1512 Marian Ave. 48103
734-662-0487
MHiggins@a2gov.

Margie Teall (D)
1208 Brooklyn Ave. 48104
734-213-5811

MTeall@a2gov.org

Hello-

I am writing because of two issues.

First- I am complaining about the notice and protocol for Property Assessment and Appeals.

This year the City of Ann Arbor mailed its notice of Assessments to property owners on FRIDAY March 6, 2009. These were received by the owners of record on Monday March 9.

The Assessor's office conducted appeal hearings on March 16, 17, 18 and 19-

It is my understanding that by state law, the assessment rolls must be completed by the first Monday in March and be available for review by the taxpayers.

This was not done.

Please provide me with instruction as to how the City of Ann Arbor can violate this law and deny taxpayers of their right to appeal.

Secondly;

At my home property on 671 WEMBLEY COURT, new footing drain sewer lines were installed and significant damage was done to the lawn areas on the area between the sidewalk and the street. My sprinkler system was damaged and the lawn areas were excavated and never repaired.

Please provide me with direction on how the city of Ann Arbor is planing on dealing with this.

Thank You

Mert N. Aksu

A Good Credit Score is 700 or Above. [See yours in just 2 easy steps!](#)

Access 350+ FREE radio stations anytime from anywhere on the web. [Get the Radio Toolbar!](#)

Wolford, Louise

From: Rapundalo, Stephen
Sent: Monday, April 20, 2009 7:29 PM
To: Crawford, Tom
Subject: Caucus Questions re: LDFA Budget

Tom,

I'd like responses to the following questions (perhaps you might seek assistance from the MEDC on some or all of these):

1. Do any of the other SmartZones, through TIF funds, support private angel investment groups either for their organizational and logistical activities or more directly in investment activities?
2. What amount of TIF funds are generated within each of the other SmartZones? How are those funds allocated and for what purposes?
3. Do other SmartZones allocate any of their budgets for sponsorship at events external to Michigan, e.g., conferences, symposia, etc.

Thanks.

Sincerely,

Stephen

Stephen Rapundalo
Councilmember - Ward 2
City of Ann Arbor
Mobile: (734) 476-0648
srapundalo@a2gov.org

Wolford, Louise

From: Rapundalo, Stephen
Sent: Monday, April 20, 2009 7:30 PM
To: Higgins, Marcia
Subject: FW: Caucus Questions re: LDFA Budget

fyi - let me know if want additional ones.

Sincerely,

Stephen

Stephen Rapundalo
Councilmember - Ward 2
City of Ann Arbor
Mobile: (734) 476-0648
srapundalo@a2gov.org

From: Rapundalo, Stephen
Sent: Monday, April 20, 2009 7:29 PM
To: Crawford, Tom
Subject: Caucus Questions re: LDFA Budget

Tom,

I'd like responses to the following questions (perhaps you might seek assistance from the MEDC on some or all of these):

1. Do any of the other SmartZones, through TIF funds, support private angel investment groups either for their organizational and logistical activities or more directly in investment activities?
2. What amount of TIF funds are generated within each of the other SmartZones? How are those funds allocated and for what purposes?
3. Do other SmartZones allocate any of their budgets for sponsorship at events external to Michigan, e.g., conferences, symposia, etc.

Thanks.

Sincerely,

Stephen

Stephen Rapundalo
Councilmember - Ward 2
City of Ann Arbor
Mobile: (734) 476-0648
srapundalo@a2gov.org

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 7:30 PM
To: Miller, Jayne
Subject: Parks job application

Jayne- Desmond Mercer, the teenage son of CPC Vice-Chair Eric Mahler, is a student at Huron. He applied for the following jobs in Parks. Is this handled exclusively by the outside vendor, or can I put in a recommendation on his behalf? He's a good kid. He lived around the corner from me, and babysits for some of the neighbors.

Canoe Livery Attendant I - 09-0016

Golf Facility Worker I - 09-0024, 09-0011, 09-0012

Cashier - 09-0035, 09-10006

Wolford, Louise

From: Higgins, Marcia
Sent: Monday, April 20, 2009 7:31 PM
To: Rapundalo, Stephen
Subject: RE: LDFA Budget

How did I get to be the one talking?

From: Rapundalo, Stephen
Sent: Monday, April 20, 2009 7:10 PM
To: Higgins, Marcia
Subject: LDFA Budget

How about these:

1. What have the trends been for demand of entrepreneurial education and networking services?
2. What criteria are used for allocation of LDFA funding to eligible companies?
3. Do any other SmartZones support private investment groups with TIF or tax dollars?
4. What does the marketing budget go towards?
5. How many jobs has the LDFA funding supported and how are those tracked? Would any of those jobs have evolved in the absence of LDFA funding?
6. What TIF funding goes to support the Ypsilanti district?

Sincerely,

Stephen

Stephen Rapundalo
Councilmember - Ward 2
City of Ann Arbor
Mobile: (734) 476-0648
srapundalo@a2gov.org

6/22/2009

Wolford, Louise

From: Rapundalo, Stephen
Sent: Monday, April 20, 2009 7:31 PM
To: Crawford, Tom
Subject: RE: LDFA Mtg

good - i just don't want it going till 3 pm, which is what he wanted to do about a week ago. Has he developed a detailed agenda for the retreat, like we do for City Council? I suspect not - so I'm wondering how free-ranging the discussion will be.

Sincerely,

Stephen

Stephen Rapundalo
Councilmember - Ward 2
City of Ann Arbor
Mobile: (734) 476-0648
srapundalo@a2gov.org

From: Crawford, Tom
Sent: Monday, April 20, 2009 7:30 PM
To: Rapundalo, Stephen
Subject: Re: LDFA Mtg

Agenda went out at saying till 12. I told Richard if they ran long a little shouldn't be a problem. He was going to tell members it may run long but not republish agenda.

Thanks,
Tom Crawford

On Apr 20, 2009, at 7:16 PM, "Rapundalo, Stephen" <SRapundalo@a2gov.org> wrote:

Tom,

Did next week's LDFA meeting get stretched to 3pm? or is still only till 12 pm?

Sincerely,

Stephen

Stephen Rapundalo
Councilmember - Ward 2
City of Ann Arbor
Mobile: (734) 476-0648
srapundalo@a2gov.org

6/22/2009

Wolford, Louise

From: Rapundalo, Stephen
Sent: Monday, April 20, 2009 7:32 PM
To: Higgins, Marcia
Subject: RE: LDFA Budget

because no one else understands, or if you're Greden you think SPARK walks on water.

but you got Richard on a couple of things...his presentation was awful, simply awful.

Sincerely,

Stephen

Stephen Rapundalo
Councilmember - Ward 2
City of Ann Arbor
Mobile: (734) 476-0648
srapundalo@a2gov.org

From: Higgins, Marcia
Sent: Monday, April 20, 2009 7:31 PM
To: Rapundalo, Stephen
Subject: RE: LDFA Budget

How did I get to be the one talking?

From: Rapundalo, Stephen
Sent: Monday, April 20, 2009 7:10 PM
To: Higgins, Marcia
Subject: LDFA Budget

How about these:

1. What have the trends been for demand of entrepreneurial education and networking services?
2. What criteria are used for allocation of LDFA funding to eligible companies?
3. Do any other SmartZones support private investment groups with TIF or tax dollars?
4. What does the marketing budget go towards?
5. How many jobs has the LDFA funding supported and how are those tracked? Would any of those jobs have evolved in the absence of LDFA funding?
6. What TIF funding goes to support the Ypsilanti district?

Sincerely,

Stephen

Stephen Rapundalo
Councilmember - Ward 2
City of Ann Arbor
Mobile: (734) 476-0648
srapundalo@a2gov.org

6/22/2009

Wolford, Louise

From: Teall, Margie
Sent: Monday, April 20, 2009 7:37 PM
To: Greden, Leigh; Higgins, Marcia
Subject: RE: Tomorrow

I think you should go ahead and ask Christopher. I have a 9:00 appointment, and I also might have to get Gillian in to see the doctor. She's had a headache for the last 2 or 3 days.

-----Original Message-----

From: Greden, Leigh
Sent: Monday, April 20, 2009 6:49 PM
To: Higgins, Marcia; Teall, Margie
Subject: RE: Tomorrow

I'm scheduled to be at EMU Regents meeting, but I **should** be done by 10:15am. Since it's 3rd Ward, I'd like to go, but margie can you go if I'm running late? If not, I can ask Taylor.

-----Original Message-----

From: Higgins, Marcia
Sent: Monday, April 20, 2009 5:48 PM
To: Teall, Margie; Greden, Leigh
Subject: FW: Tomorrow

Could either one of you two make this event tomorrow morning?

-----Original Message-----

From: johnso11@aaps.k12.mi.us [mailto:johnso11@aaps.k12.mi.us]
Sent: Monday, April 20, 2009 4:13 PM
To: Higgins, Marcia
Subject: Tomorrow

SOS MARSHA SOS
PLEASE, WE NEED YOU AT BRYANT ELEMENTARY SCHOOL AT 11:00 A.M. TUESDAY,
21ST, 2009
WE ARE PLANTING A TREE FOR EARTH DAY
YOU MUST BE OUR " HONORED GUEST" FOR THE EVENT AND PHOTO OP.
THANK YOU,
DEE JOHNSON

Wolford, Louise

From: Higgins, Marcia
Sent: Monday, April 20, 2009 7:38 PM
To: 'johnso11@aaps.k12.mi.us'
Cc: Greden, Leigh; Teall, Margie; Taylor, Christopher (Council); Higgins, Marcia
Subject: RE: Tomorrow

Hi Dee,

Thanks for the invite, unfortunately I just started a new job today and won't be able to attend. I forwarded to Leigh Greden who is the 3rd Ward councilmember and I believe he is going to try and make, if not Margie Teall or Christopher Taylor could be attending. You will hear from one of them on who will make it.

I hope you are doing well and take care.

Marcia

-----Original Message-----

From: johnso11@aaps.k12.mi.us [mailto:johnso11@aaps.k12.mi.us]
Sent: Monday, April 20, 2009 4:13 PM
To: Higgins, Marcia
Subject: Tomorrow

SOS MARSHA SOS

PLEASE, WE NEED YOU AT BRYANT ELEMENTARY SCHOOL AT 11:00 A.M. TUESDAY,
21ST, 2009

WE ARE PLANTING A TREE FOR EARTH DAY

YOU MUST BE OUR " HONORED GUEST" FOR THE EVENT AND PHOTO OP.

THANK YOU,

DEE JOHNSON

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 7:38 PM
To: Taylor, Christopher (Council)
Subject: FW: Tomorrow

I might not be able to make this. Regardless, can you attend?

SOS MARSHA SOS

**PLEASE, WE NEED YOU AT BRYANT ELEMENTARY SCHOOL AT 11:00 A.M. TUESDAY,
21ST, 2009**

WE ARE PLANTING A TREE FOR EARTH DAY

YOU MUST BE OUR " HONORED GUEST" FOR THE EVENT AND PHOTO OP.

THANK YOU,

DEE JOHNSON

From: Greden, Leigh
Sent: Monday, April 20, 2009 7:39 PM
To: Hohnke, Carsten
Subject: Email

Did you see Chris' email? He hopes he didn't freak you out with it.

Wolford, Louise

From: Briere, Sabra
Sent: Monday, April 20, 2009 7:42 PM
To: Fraser, Roger
Cc: Crawford, Tom; *City Council Members (All)
Subject: parking meters on service drives

Dear Roger,

Over the weekend, I drove past the only service drive you easily identified (the one opposite Arborland, parallel to Washtenaw), that has the potential for the installation of parking meters.

This specific drive is adjacent to parking lots, and I imagine the number of cars that would be parked at meters – rather than at the free spaces in the parking lots – could be minimal.

What other service drives and public streets were identified as potential sites for parking meters? I would really like a list.

*Sabra Briere
First Ward Council member
995-3518 (home)
734-714-2237 (work)*

6/22/2009

Wolford, Louise

From: Rapundalo, Stephen

Sent: Monday, April 20, 2009 7:48 PM

To: Higgins, Marcia

Subject: And I forgot to have you ask about the added personnel he wants for next year.

Sincerely,

Stephen

Stephen Rapundalo
Councilmember - Ward 2
City of Ann Arbor
Mobile: (734) 476-0648
strapundalo@a2gov.org

6/22/2009

Wolford, Louise

From: Higgins, Marcia

Sent: Monday, April 20, 2009 7:49 PM

To: Greden, Leigh

Subject: RE: PRIVILEGED AND CONFIDENTIAL: 4/20 Agenda - Downtown Master Plan Amendments

Yes. Do you want to join in?

From: Greden, Leigh

Sent: Monday, April 20, 2009 7:26 PM

To: Higgins, Marcia

Subject: FW: PRIVILEGED AND CONFIDENTIAL: 4/20 Agenda - Downtown Master Plan Amendments

Are you going to move to reject the Plan with specific direction to CPC on what to change?

6/22/2009

Wolford, Louise

From: Higgins, Marcia

Sent: Monday, April 20, 2009 7:51 PM

To: Rapundalo, Stephen

Subject: RE: And I forgot to have you ask about the added personnel he wants for next year.

I don't think John would have allowed me to ask any more questions.

From: Rapundalo, Stephen

Sent: Monday, April 20, 2009 7:48 PM

To: Higgins, Marcia

Subject: And I forgot to have you ask about the added personnel he wants for next year.

Sincerely,

Stephen

Stephen Rapundalo
Councilmember - Ward 2
City of Ann Arbor
Mobile: (734) 476-0648
srapundalo@a2gov.org

6/22/2009

Wolford, Louise

From: Greden, Leigh

Sent: Monday, April 20, 2009 7:51 PM

To: Higgins, Marcia

Subject: RE: PRIVILEGED AND CONFIDENTIAL: 4/20 Agenda - Downtown Master Plan Amendments

You take the lead and I'll just second it.

From: Higgins, Marcia

Sent: Monday, April 20, 2009 7:49 PM

To: Greden, Leigh

Subject: RE: PRIVILEGED AND CONFIDENTIAL: 4/20 Agenda - Downtown Master Plan Amendments

Yes. Do you want to join in?

From: Greden, Leigh

Sent: Monday, April 20, 2009 7:26 PM

To: Higgins, Marcia

Subject: FW: PRIVILEGED AND CONFIDENTIAL: 4/20 Agenda - Downtown Master Plan Amendments

Are you going to move to reject the Plan with specific direction to CPC on what to change?

6/22/2009

Wolford, Louise

From: Higgins, Marcia

Sent: Monday, April 20, 2009 7:51 PM

To: Greden, Leigh

Subject: RE: PRIVILEGED AND CONFIDENTIAL: 4/20 Agenda - Downtown Master Plan Amendments

Oke Doke

From: Greden, Leigh

Sent: Monday, April 20, 2009 7:51 PM

To: Higgins, Marcia

Subject: RE: PRIVILEGED AND CONFIDENTIAL: 4/20 Agenda - Downtown Master Plan Amendments

You take the lead and I'll just second it.

From: Higgins, Marcia

Sent: Monday, April 20, 2009 7:49 PM

To: Greden, Leigh

Subject: RE: PRIVILEGED AND CONFIDENTIAL: 4/20 Agenda - Downtown Master Plan Amendments

Yes. Do you want to join in?

From: Greden, Leigh

Sent: Monday, April 20, 2009 7:26 PM

To: Higgins, Marcia

Subject: FW: PRIVILEGED AND CONFIDENTIAL: 4/20 Agenda - Downtown Master Plan Amendments

Are you going to move to reject the Plan with specific direction to CPC on what to change?

6/22/2009

Wolford, Louise

From: Teall, Margie

Sent: Monday, April 20, 2009 8:12 PM

To: Greden, Leigh

Subject: Arnold Goetzke

Lives around the corner from me, on Westminster...

6/22/2009

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:17 PM
To: Teall, Margie; Higgins, Marcia
Subject: FW: Re: At grade construction of Bridges over Stadium/State
Attachments: u of m no bridge option letter.pdf

I sent this to him. He's your constituent.

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:16 PM
To: [REDACTED]
Subject: FW: Re: At grade construction of Bridges over Stadium/State

Arnold-
Thank you for taking the time to comment tonight regarding this important topic. Below is an e-mail from one of the City's Senior Project Manager's to his boss, the City's Manager of Project Management. Also attached is a detailed letter analyzing the issue.
-Leigh Greden, Member of City Council

From: Nearing, Michael
Sent: Monday, March 16, 2009 10:03 PM
To: Pirooz, Homayoon
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Homayoon,

I'm not sure if you'd like to share this information with Council, but Les and I have performed a preliminary analysis that indicates that an at-grade crossing of E. Stadium Boulevard with the Ann Arbor Railroad tracks and E. Stadium Boulevard with S. State Street is not economically justified or even appears to be a feasible option. The No-bridge Option has very significant capital costs associated with removing the old bridges, hauling away all the existing embankment, building new storm sewers, constructing signalized intersections, signalized railroad crossings, and right-of-way impacts along E. Stadium Boulevard and S. State Street. I'm sure that there are other capital costs associated with the No-bridge Option that we have not mentioned here.

The at-grade intersection of S. State Street and E. Stadium Boulevard and an at-grade crossing of the Ann Arbor Railroad tracks will also create significant societal costs. The societal costs include an estimated nineteen crashes at the E. Stadium Boulevard/S. State Street intersection each year. The most optimistic railroad crash prediction model indicates that we could expect eight car/train incidents each year. Several of these crashes can be expected to be severe. While we are not stating that we believe there will be eight accidents at an at-grade crossing of E. Stadium and the Ann Arbor Railroad tracks each year, we do clearly believe that crashes will occur. The crash predictions are based on the current railroad traffic of two trains per day. We expect that any future vision of this area will include additional rail traffic through this area. This increase in rail traffic will only increase the probability of more car/train crashes. These types of crashes are virtually always severe and expensive in terms of both property damage and physical injury.

There are other societal costs also associated with at-grade intersections. These include include lost time associated with intersection delays, pollution, and extra fuel consumption. When these costs are capitalized over the expected life span of the bridges, they become of very significant as well. Finally, with the specific configuration of the railroad tracks with both E. Stadium Boulevard and S. State Street, a train as it passes through this particular section of town will almost assuredly block both E. Stadium Boulevard and S. State Street simultaneously. This will have significant impacts to traffic on both E. Stadium Boulevard and S. State Street. These delays will cause gridlock in this section of town for a significant amount of time after the train passes. This will cause user delays and additional costs that haven't been included in our analysis, but will clearly make an already unattractive option, much worse.

6/22/2009

In order to perform the needed study we would need to examine the issues you've elaborated and more. You can rest assured that this type of study would certainly cost more than \$25,000 if it were competently performed.

I am also attaching a copy of the letter that I wrote and sent to the University of Michigan in 2007 that outlined some of these issues.

If you would like additional information regarding this matter, please let me know.

Michael G. Nearing, P.E.
Senior Project Manager
Project Management Division

Please note our new phone number

Phone No. (734) **794-6410 ext. 43635**

Fax No. (734) 994-1744

E-mail: nearing@a2gov.org



CITY OF ANN ARBOR, MICHIGAN

100 North Fifth Avenue, P.O. Box 8647, Ann Arbor, Michigan 48107-8647
<http://www.ci.ann-arbor.mi.us>

Public Services Area
Project Management Unit
September 17, 2007

University of Michigan
Architecture, Engineering, and Construction
326 E. Hoover – Mailstop E
Ann Arbor, Michigan 48109

Attention: Susan J.D. Gott
University Planner

Re: E. Stadium Boulevard Bridges Replacement Project
Investigation of "No Bridge" Option
Our File No. 2006-045.16

Dear Ms. Gott:

We are writing to follow-up on the results of our investigation of the "No Bridge" Option that was suggested by a member of the U of M Staff at one of our recent City/U of M coordination meetings.

We have preliminarily reviewed the idea of removing one, or both, of the E. Stadium Boulevard Bridges as part of our planned improvements to the E. Stadium Boulevard corridor. There are three possibilities. They are:

- 1) Maintain the bridge over the Ann Arbor Railroad tracks and construct an at-grade crossing of S. State Street and E. Stadium Boulevard
- 2) Maintain the bridge over S. State Street and construct an at-grade crossing of the Ann Arbor Railroad
- 3) Eliminate both bridges and construct at-grade crossings at S. State Street and the Ann Arbor Railroad tracks

In reviewing Options 1 and 2, due to the proximity of the existing site features within the area (the Ann Arbor Railroad Tracks and S. State Street are separated by about 300 feet), it is not possible to construct one bridge without the other. It is impossible to maintain a roadway profile along S. State Street that could be compatible with the elevations of the existing private properties along S. State Street and still allow a longitudinal roadway profile along E. Stadium Boulevard that wouldn't be dangerous. The longitudinal road grades that will result along E.

University of Michigan
Architecture, Engineering, and Construction
Attention: Susan J.D. Gott
University Planner

Re: E. Stadium Boulevard Bridges Replacement Project
Investigation of "No Bridge" Option
Our File No. 2006-045.16

Page 2

Stadium Boulevard by eliminating either of the bridges will be unacceptably steep (well in excess of 7%). Also, we cannot provide the required site distance as defined by the AASHTO Standards. In looking at several different options, I believe that it would not be possible to even maintain the insufficient, existing, vertical clearance of E. Stadium Boulevard over S. State Street. As a result, Options 1 and 2 will not work.

Option 3, the at-grade crossing of the Ann Arbor Railroad Tracks and the at-grade crossing of S. State Street, proposes some operational difficulties that we do not believe are easily overcome. The proposed intersection of E. Stadium Boulevard and S. State Street would need to be signalized due to the expected volumes. As a result, we have used a SEMCOG Crash Prediction Model for signalized intersections and based on the anticipated traffic volumes that would be expected (approximately 45,700 vpd) it appears that about 19 crashes could be expected at this intersection each year; of the 19 crashes, six of them are expected to be injury-type accidents. Assuming that the six injury accidents are of the least severe variety (I do not believe that this is a prudent assumption, but will use it in this example) and the remaining 13 crashes are property-damage-only accidents (again, not a prudent assumption, but I'll use it here as a best-case scenario), the model would suggest that the societal cost of the at-grade intersection would be about \$250,000 per year. We have assumed that the life span of the bridges, and in turn the at-grade intersection, would be 75 years. We have also assumed a 3% rate of annual inflation. The resultant net present worth of this yearly expenditure would be about \$7,425,000 over the analysis period. We have also estimated the incremental increase in the cost of delay and fuel used if this intersection were to be constructed. Again, assuming a 75-year life span of the structure and a 3% rate of inflation, we believe that it will cost approximately \$500,000 annually to society in additional fuel used and delay costs associated with the construction of the at-grade intersection. The net present worth of this annual expenditure would be about \$14,841,000 over the analysis period. The sum of the societal cost of the crashes and the incremental costs of delay and increased fuel consumption is about \$22,266,000. This is about \$2,900,000 more than the currently estimated cost of \$19,355,000 to construct the two bridge structures, retaining walls, and roadway and utility improvements. This does not take into account the additional right-of-way costs that would be incurred if this option were studied further. These right-of-way costs would push the results further in the direction of constructing the bridges. Also, in order to signalize this intersection, improvements would need to be made to both E. Stadium Boulevard and S. State Street. E. Stadium Boulevard would need to be widened to 5 lanes throughout its length within the project corridor in order to allow left turns to be made onto S. State Street. Similarly, S. State would need to be widened to at least three lanes, and possibly even 5 lanes, in order to allow the needed connectivity with E. Stadium and to avoid significant congestion and operational problems with the Stimpson intersection located several hundred feet to the south. While we have not performed an operational or queuing analysis along E. Stadium Boulevard or S. State Street, based on our experience, we

University of Michigan
Architecture, Engineering, and Construction
Attention: Susan J.D. Gott
University Planner

Re: E. Stadium Boulevard Bridges Replacement Project
Investigation of "No Bridge" Option
Our File No. 2006-045.16

Page 3

believe that an intersection that functions at LOS D could be the best-case result we could achieve. The actual results would probably be worse.

In order to perform the necessary widening, right-of-way would certainly be required. Without performing a detailed analysis, it appears that at least eleven feet (one standard roadway lane) of additional land would be required. The affected properties would most probably be located along the west side of S. State Street, several hundred feet both north and south of E. Stadium Boulevard. The properties along the east side are residential with small front yards and any taking of more than a couple feet would most probably be considered a significant "taking" and the costs most assuredly would be large. Widening along E. Stadium Boulevard in the vicinity of the bridges would also be required. The University is realistically the only property owner in the area that could be expected to provide the needed land in order to effect the necessary changes. The properties that would be affected probably would include the Field Hockey/Soccer/Football complex north of E. Stadium and the Red Lot, and potentially the golf course, to the south. The golf course and the parking lot north of E. Stadium Boulevard would be impacted with any widening along E. Stadium as well. Based on our previous conversations, we would not expect that your organization would be very receptive to our requests for additional land. Finally, an at-grade intersection at this location would fundamentally change the traffic patterns within a large area of town that would need to be thoroughly studied. It would be our expectation that the public would ultimately not be receptive to the required changes.

The at-grade crossing of the Ann Arbor Railroad tracks provides similar results. We used three different crash prediction models. They are; Peabody-Dimmick; NCHRP 50; and, the New Hampshire Index. These models predict somewhat differing results. The Peabody-Dimmick model suggests that there will be 8 crashes during a five-year period. The NCHRP 50 Model suggests that 13 crashes per year will result with automatic gates and 106 crashes per year will result with other less protective devices used to regulate traffic through the intersection. The New Hampshire Index is a tool that measures the relative hazard presented by an at-grade railroad intersection. The index suggests that even with the installation of automatic flashing lights and gates that the hazard presented at this crossing will be about 50% higher than an actionable level, or that this at-grade crossing should be studied for additional protective measures. Based on these analyses, it appears that crashes will occur. As you can well imagine, car-train accidents are almost always serious and very expensive. While we are not attempting to suggest that there will be a multitude of accidents at this location, it is noted, however, during the anticipated life span of a bridge structure, there most certainly will be accidents due to the high volume of traffic using E. Stadium Boulevard. Note, we have not included a present worth analysis of the possible costs of the car-train accidents that could occur at the proposed at-grade intersection, but believe that they, too, will be significant. You may recall that we previously stated it is the goal of most agencies to eliminate at-grade railroad crossings, not construct them anew. We believe that the Ann Arbor Railroad and MDOT would oppose this option. It would

University of Michigan
Architecture, Engineering, and Construction
Attention: Susan J.D. Gott
University Planner

Re: E. Stadium Boulevard Bridges Replacement Project
Investigation of "No Bridge" Option
Our File No. 2006-045.16

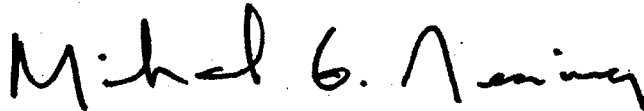
Page 4

be my recommendation to anyone within the City not to construct a new at-grade crossing at this location. While it is not possible to predict the future, the possibility of increased rail traffic along this corridor either in the form of passenger or freight service, is real. With all the above factors in mind, we do not believe that any potential savings in short-term costs can actually be realized by the removal of the bridge over the Ann Arbor Railroad tracks due to long-term costs that will be experienced at this location and the E. Stadium Boulevard/S. State intersection.

After having reviewed these concepts, we have concluded that there would be several obstacles that either couldn't be overcome, or would be difficult and equally expensive to overcome, in order to make this a viable option. As a result, it appears that the "No Bridge" Option is not feasible and recommend that it not be given further consideration.

Please forward this response onto the appropriate staff members within your organization. I am always willing to discuss these matters with you, or U of M Staff in more detail, if you wish.

Very Truly Yours,



Michael G. Nearing, P.E.
Senior Project Manager
Project Management Unit

MGN:mgn (uofm no bridge option response 070917.doc)

cc: Homayoon Pirooz, P.E., Project Management Manager
Craig Hupy, P.E., Systems Planning Manager
Eli Cooper, A.I.C.P., Transportation Program Manager
Wendy Rampson, Systems Planner
Les Sipowski, P.E., Senior Project Manager
Pat Cawley, P.E., P.T.O.E., Project Manager

Wolford, Louise

From: Beaudry, Jacqueline
Sent: Monday, April 20, 2009 8:28 PM
To: Higgins, Marcia
Subject: RE: Here they are.

Thanks.

Jacqueline Beaudry
City Clerk
City of Ann Arbor
Please note new phone number:
734-794-6140 (p)
734-994-8296 (f)

From: Higgins, Marcia
Sent: Monday, April 20, 2009 8:27 PM
To: Beaudry, Jacqueline
Subject: Here they are.

Add height limits to the Downtown Core district with a maximum height of between 14-18 stories.

Revise the South University area zoning outside of the DDA boundary to the Downtown Interface zoning district consistent with Council's Discussion held on April 6, 2009

Extend the Downtown Interface zoning district to include 332 E. Kinglsey

Divide the Huron Overlay District into two separate districts consistent with Council's discussion held on April 6, 2009

6/22/2009

Wolford, Louise

From: Higgins, Marcia

Sent: Monday, April 20, 2009 8:27 PM

To: Beaudry, Jacqueline

Subject: Here they are.

Add height limits to the Downtown Core district with a maximum height of between 14-18 stories.

Revise the South University area zoning outside of the DDA boundary to the Downtown Interface zoning district consistent with Council's Discussion held on April 6, 2009

Extend the Downtown Interface zoning district to include 332 E. Kinglsey

Divide the Huron Overlay District into two separate districts consistent with Council's discussion held on April 6, 2009

6/22/2009

Wolford, Louise

From: Teall, Margie
Sent: Monday, April 20, 2009 8:32 PM
To: Greden, Leigh; Higgins, Marcia
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Thank you. He's all yours now...

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:17 PM
To: Teall, Margie; Higgins, Marcia
Subject: FW: Re: At grade construction of Bridges over Stadium/State

I sent this to him. He's your constituent.

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:16 PM
To: [REDACTED]
Subject: FW: Re: At grade construction of Bridges over Stadium/State

Arnold-

Thank you for taking the time to comment tonight regarding this important topic. Below is an e-mail from one of the City's Senior Project Manager's to his boss, the City's Manager of Project Management. Also attached is a detailed letter analyzing the issue.

-Leigh Greden, Member of City Council

From: Nearing, Michael
Sent: Monday, March 16, 2009 10:03 PM
To: Pirooz, Homayoon
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Homayoon,

I'm not sure if you'd like to share this information with Council, but Les and I have performed a preliminary analysis that indicates that an at-grade crossing of E. Stadium Boulevard with the Ann Arbor Railroad tracks and E. Stadium Boulevard with S. State Street is not economically justified or even appears to be a feasible option. The No-bridge Option has very significant capital costs associated with removing the old bridges, hauling away all the existing embankment, building new storm sewers, constructing signalized intersections, signalized railroad crossings, and right-of-way impacts along E. Stadium Boulevard and S. State Street. I'm sure that there are other capital costs associated with the No-bridge Option that we have not mentioned here.

The at-grade intersection of S. State Street and E. Stadium Boulevard and an at-grade crossing of the Ann Arbor Railroad tracks will also create significant societal costs. The societal costs include an estimated nineteen crashes at the E. Stadium Boulevard/S. State Street intersection each year. The most optimistic railroad crash prediction model indicates that we could expect eight car/train incidents each year. Several of these crashes can be expected to be severe. While we are not stating that we believe there will be eight accidents at an at-grade crossing of E. Stadium and the Ann Arbor Railroad tracks each year, we do clearly believe that crashes will occur. The crash predictions are based on the current railroad traffic of two trains per day. We expect that any future vision of this area will include additional rail traffic through this area. This increase in rail traffic will only increase the probability of more car/train crashes. These types of crashes are virtually always severe and expensive in terms of both property damage and physical injury.

There are other societal costs also associated with at-grade intersections. These include include lost time associated with

6/22/2009

intersection delays, pollution, and extra fuel consumption. When these costs are capitalized over the expected life span of the bridges, they become of very significant as well. Finally, with the specific configuration of the railroad tracks with both E. Stadium Boulevard and S. State Street, a train as it passes through this particular section of town will almost assuredly block both E. Stadium Boulevard and S. State Street simultaneously. This will have significant impacts to traffic on both E. Stadium Boulevard and S. State Street. These delays will cause gridlock in this section of town for a significant amount of time after the train passes. This will cause user delays and additional costs that haven't been included in our analysis, but will clearly make an already unattractive option, much worse.

In order to perform the needed study we would need to examine the issues you've elaborated and more. You can rest assured that this type of study would certainly cost more than \$25,000 if it were competently performed.

I am also attaching a copy of the letter that I wrote and sent to the University of Michigan in 2007 that outlined some of these issues.

If you would like additional information regarding this matter, please let me know.

Michael G. Nearing, P.E.
Senior Project Manager
Project Management Division

Please note our new phone number

Phone No. (734) 794-6410 ext. 43635
Fax No. (734) 994-1744
E-mail: nearing@a2gov.org

Wolford, Louise

From: Higgins, Marcia
Sent: Monday, April 20, 2009 8:34 PM
To: Teall, Margie; Greden, Leigh
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Thanks Leigh. I agree with Margie

From: Teall, Margie
Sent: Monday, April 20, 2009 8:32 PM
To: Greden, Leigh; Higgins, Marcia
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Thank you. He's all yours now...

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:17 PM
To: Teall, Margie; Higgins, Marcia
Subject: FW: Re: At grade construction of Bridges over Stadium/State

I sent this to him. He's your constituent.

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:16 PM
To: [REDACTED]
Subject: FW: Re: At grade construction of Bridges over Stadium/State

Arnold-
Thank you for taking the time to comment tonight regarding this important topic. Below is an e-mail from one of the City's Senior Project Manager's to his boss, the City's Manager of Project Management. Also attached is a detailed letter analyzing the issue.
-Leigh Greden, Member of City Council

From: Nearing, Michael
Sent: Monday, March 16, 2009 10:03 PM
To: Pirooz, Homayoon
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Homayoon,

I'm not sure if you'd like to share this information with Council, but Les and I have performed a preliminary analysis that indicates that an at-grade crossing of E. Stadium Boulevard with the Ann Arbor Railroad tracks and E. Stadium Boulevard with S. State Street is not economically justified or even appears to be a feasible option. The No-bridge Option has very significant capital costs associated with removing the old bridges, hauling away all the existing embankment, building new storm sewers, constructing signalized intersections, signalized railroad crossings, and right-of-way impacts along E. Stadium Boulevard and S. State Street. I'm sure that there are other capital costs associated with the No-bridge Option that we have not mentioned here.

The at-grade intersection of S. State Street and E. Stadium Boulevard and an at-grade crossing of the Ann Arbor Railroad tracks will also create significant societal costs. The societal costs include an estimated nineteen crashes at the E. Stadium Boulevard/S. State Street intersection each year. The most optimistic railroad crash prediction model indicates that we could

6/22/2009

expect eight car/train incidents each year. Several of these crashes can be expected to be severe. While we are not stating that we believe there will be eight accidents at an at-grade crossing of E. Stadium and the Ann Arbor Railroad tracks each year, we do clearly believe that crashes will occur. The crash predictions are based on the current railroad traffic of two trains per day. We expect that any future vision of this area will include additional rail traffic through this area. This increase in rail traffic will only increase the probability of more car/train crashes. These types of crashes are virtually always severe and expensive in terms of both property damage and physical injury.

There are other societal costs also associated with at-grade intersections. These include include lost time associated with intersection delays, pollution, and extra fuel consumption. When these costs are capitalized over the expected life span of the bridges, they become of very significant as well. Finally, with the specific configuration of the railroad tracks with both E. Stadium Boulevard and S. State Street, a train as it passes through this particular section of town will almost assuredly block both E. Stadium Boulevard and S. State Street simultaneously. This will have significant impacts to traffic on both E. Stadium Boulevard and S. State Street. These delays will cause gridlock in this section of town for a significant amount of time after the train passes. This will cause user delays and additional costs that haven't been included in our analysis, but will clearly make an already unattractive option, much worse.

In order to perform the needed study we would need to examine the issues you've elaborated and more. You can rest assured that this type of study would certainly cost more than \$25,000 if it were competently performed.

I am also attaching a copy of the letter that I wrote and sent to the University of Michigan in 2007 that outlined some of these issues.

If you would like additional information regarding this matter, please let me know.

Michael G. Nearing, P.E.
Senior Project Manager
Project Management Division

Please note our new phone number

Phone No. (734) 794-6410 ext. 43635
Fax No. (734) 994-1744
E-mail: nearing@a2gov.org

6/22/2009

Wolford, Louise

From: Teall, Margie
Sent: Monday, April 20, 2009 8:37 PM
To: Higgins, Marcia; Greden, Leigh
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Ask Ned about him... I'd be curious.

From: Higgins, Marcia
Sent: Monday, April 20, 2009 8:34 PM
To: Teall, Margie; Greden, Leigh
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Thanks Leigh. I agree with Margie

From: Teall, Margie
Sent: Monday, April 20, 2009 8:32 PM
To: Greden, Leigh; Higgins, Marcia
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Thank you. He's all yours now...

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:17 PM
To: Teall, Margie; Higgins, Marcia
Subject: FW: Re: At grade construction of Bridges over Stadium/State

I sent this to him. He's your constituent.

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:16 PM
To: 'an [REDACTED]
Subject: FW: Re: At grade construction of Bridges over Stadium/State

Arnold-

Thank you for taking the time to comment tonight regarding this important topic. Below is an e-mail from one of the City's Senior Project Manager's to his boss, the City's Manager of Project Management. Also attached is a detailed letter analyzing the issue.

-Leigh Greden, Member of City Council

From: Nearing, Michael
Sent: Monday, March 16, 2009 10:03 PM
To: Pirooz, Homayoon
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Homayoon,

I'm not sure if you'd like to share this information with Council, but Les and I have performed a preliminary analysis that indicates that an at-grade crossing of E. Stadium Boulevard with the Ann Arbor Railroad tracks and E. Stadium Boulevard with S.

6/22/2009

State Street is not economically justified or even appears to be a feasible option. The No-bridge Option has very significant capital costs associated with removing the old bridges, hauling away all the existing embankment, building new storm sewers, constructing signalized intersections, signalized railroad crossings, and right-of-way impacts along E. Stadium Boulevard and S. State Street. I'm sure that there are other capital costs associated with the No-bridge Option that we have not mentioned here.

The at-grade intersection of S. State Street and E. Stadium Boulevard and an at-grade crossing of the Ann Arbor Railroad tracks will also create significant societal costs. The societal costs include an estimated nineteen crashes at the E. Stadium Boulevard/S. State Street intersection each year. The most optimistic railroad crash prediction model indicates that we could expect eight car/train incidents each year. Several of these crashes can be expected to be severe. While we are not stating that we believe there will be eight accidents at an at-grade crossing of E. Stadium and the Ann Arbor Railroad tracks each year, we do clearly believe that crashes will occur. The crash predictions are based on the current railroad traffic of two trains per day. We expect that any future vision of this area will include additional rail traffic through this area. This increase in rail traffic will only increase the probability of more car/train crashes. These types of crashes are virtually always severe and expensive in terms of both property damage and physical injury.

There are other societal costs also associated with at-grade intersections. These include lost time associated with intersection delays, pollution, and extra fuel consumption. When these costs are capitalized over the expected life span of the bridges, they become of very significant as well. Finally, with the specific configuration of the railroad tracks with both E. Stadium Boulevard and S. State Street, a train as it passes through this particular section of town will almost assuredly block both E. Stadium Boulevard and S. State Street simultaneously. This will have significant impacts to traffic on both E. Stadium Boulevard and S. State Street. These delays will cause gridlock in this section of town for a significant amount of time after the train passes. This will cause user delays and additional costs that haven't been included in our analysis, but will clearly make an already unattractive option, much worse.

In order to perform the needed study we would need to examine the issues you've elaborated and more. You can rest assured that this type of study would certainly cost more than \$25,000 if it were competently performed.

I am also attaching a copy of the letter that I wrote and sent to the University of Michigan in 2007 that outlined some of these issues.

If you would like additional information regarding this matter, please let me know.

Michael G. Nearing, P.E.
Senior Project Manager
Project Management Division

Please note our new phone number

Phone No. (734) 794-6410 ext. 43635
Fax No. (734) 994-1744
E-mail: nearing@a2gov.org

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:38 PM
To: Teall, Margie; Higgins, Marcia
Subject: RE: Re: At grade construction of Bridges over Stadium/State

He's already written me back. He's preparing his next speech and plans to refer to the report.

From: Teall, Margie
Sent: Monday, April 20, 2009 8:37 PM
To: Higgins, Marcia; Greden, Leigh
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Ask Ned about him... I'd be curious.

From: Higgins, Marcia
Sent: Monday, April 20, 2009 8:34 PM
To: Teall, Margie; Greden, Leigh
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Thanks Leigh. I agree with Margie

From: Teall, Margie
Sent: Monday, April 20, 2009 8:32 PM
To: Greden, Leigh; Higgins, Marcia
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Thank you. He's all yours now...

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:17 PM
To: Teall, Margie; Higgins, Marcia
Subject: FW: Re: At grade construction of Bridges over Stadium/State

I sent this to him. He's your constituent.

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:16 PM
To: [REDACTED]
Subject: FW: Re: At grade construction of Bridges over Stadium/State

Arnold-
Thank you for taking the time to comment tonight regarding this important topic. Below is an e-mail from one of the City's Senior Project Manager's to his boss, the City's Manager of Project Management. Also attached is a detailed letter analyzing the issue.
-Leigh Greden, Member of City Council

6/22/2009

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:45 PM
To: Hohnke, Carsten
Subject: Structure

Ok, I was a little off on my description I gave you today on the phone. I forgot that the same committee that reviews Urban County also reviews the City's GF dollars.

Wolford, Louise

From: Teall, Margie
Sent: Monday, April 20, 2009 8:49 PM
To: Greden, Leigh; Higgins, Marcia
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Yippee.

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:38 PM
To: Teall, Margie; Higgins, Marcia
Subject: RE: Re: At grade construction of Bridges over Stadium/State

He's already written me back. He's preparing his next speech and plans to refer to the report.

From: Teall, Margie
Sent: Monday, April 20, 2009 8:37 PM
To: Higgins, Marcia; Greden, Leigh
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Ask Ned about him... I'd be curious.

From: Higgins, Marcia
Sent: Monday, April 20, 2009 8:34 PM
To: Teall, Margie; Greden, Leigh
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Thanks Leigh. I agree with Margie

From: Teall, Margie
Sent: Monday, April 20, 2009 8:32 PM
To: Greden, Leigh; Higgins, Marcia
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Thank you. He's all yours now...

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:17 PM
To: Teall, Margie; Higgins, Marcia
Subject: FW: Re: At grade construction of Bridges over Stadium/State

I sent this to him. He's your constituent.

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:16 PM
To: [REDACTED]
Subject: FW: Re: At grade construction of Bridges over Stadium/State

6/22/2009

Arnold-
Thank you for taking the time to comment tonight regarding this important topic. Below is an e-mail from one of the City's Senior Project Manager's to his boss, the City's Manager of Project Management. Also attached is a detailed letter analyzing the issue.

-Leigh Greden, Member of City Council

From: Nearing, Michael
Sent: Monday, March 16, 2009 10:03 PM
To: Pirooz, Homayoon
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Homayoon,

I'm not sure if you'd like to share this information with Council, but Les and I have performed a preliminary analysis that indicates that an at-grade crossing of E. Stadium Boulevard with the Ann Arbor Railroad tracks and E. Stadium Boulevard with S. State Street is not economically justified or even appears to be a feasible option. The No-bridge Option has very significant capital costs associated with removing the old bridges, hauling away all the existing embankment, building new storm sewers, constructing signalized intersections, signalized railroad crossings, and right-of-way impacts along E. Stadium Boulevard and S. State Street. I'm sure that there are other capital costs associated with the No-bridge Option that we have not mentioned here.

The at-grade intersection of S. State Street and E. Stadium Boulevard and an at-grade crossing of the Ann Arbor Railroad tracks will also create significant societal costs. The societal costs include an estimated nineteen crashes at the E. Stadium Boulevard/S. State Street intersection each year. The most optimistic railroad crash prediction model indicates that we could expect eight car/train incidents each year. Several of these crashes can be expected to be severe. While we are not stating that we believe there will be eight accidents at an at-grade crossing of E. Stadium and the Ann Arbor Railroad tracks each year, we do clearly believe that crashes will occur. The crash predictions are based on the current railroad traffic of two trains per day. We expect that any future vision of this area will include additional rail traffic through this area. This increase in rail traffic will only increase the probability of more car/train crashes. These types of crashes are virtually always severe and expensive in terms of both property damage and physical injury.

There are other societal costs also associated with at-grade intersections. These include include lost time associated with intersection delays, pollution, and extra fuel consumption. When these costs are capitalized over the expected life span of the bridges, they become of very significant as well. Finally, with the specific configuration of the railroad tracks with both E. Stadium Boulevard and S. State Street, a train as it passes through this particular section of town will almost assuredly block both E. Stadium Boulevard and S. State Street simultaneously. This will have significant impacts to traffic on both E. Stadium Boulevard and S. State Street. These delays will cause gridlock in this section of town for a significant amount of time after the train passes. This will cause user delays and additional costs that haven't been included in our analysis, but will clearly make an already unattractive option, much worse.

In order to perform the needed study we would need to examine the issues you've elaborated and more. You can rest assured that this type of study would certainly cost more than \$25,000 if it were competently performed.

I am also attaching a copy of the letter that I wrote and sent to the University of Michigan in 2007 that outlined some of these issues.

If you would like additional information regarding this matter, please let me know.

Michael G. Nearing, P.E.
Senior Project Manager
Project Management Division

Please note our new phone number

Phone No. (734) 794-6410 ext. 43635

Fax No. (734) 994-1744

E-mail: nearing@a2gov.org

6/22/2009

Wolford, Louise

From: Briere, Sabra
Sent: Monday, April 20, 2009 8:51 PM
To: Fraser, Roger
Cc: Crawford, Tom; *City Council Members (All)
Subject: Human Services funding in the 2011 Budget

Dear Roger,

Please help me (and potentially, others) understand a few things about the budget for 2011.

Last year the City agreed to join the Urban County. This allowed a greater amount of funding to come into play, but altered the way money flows. For instance, as I recall, the money is administered jointly and no longer does a large amount of Federal money flow into the City's coffers for human services – that money now flows into the Urban County's coffers. It's still available for use (and slightly more money, we were told) but not money that is solely at play in Ann Arbor.

I imagine this situation will continue in 2011.

The budget for 2011 calls for cutting \$240K from Human Services. Please explain the source of these dollars, and the potential effect of this cut.

Thank you,

Sabra Briere
First Ward Council member
995-3518 (home)
734-714-2237 (work)

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:51 PM
To: Hohnke, Carsten
Subject: Detroit

We're looking for a date in mid-May (probably a Friday) to go to Detroit for dinner and some casino with KP and Chris. You in?

Wolford, Louise

From: Hohnke, Carsten
Sent: Monday, April 20, 2009 8:55 PM
To: Greden, Leigh
Subject: RE: Detroit

Hell, yes. Give me plenty of notice to work it with Heather and Oscar coverage.

Chris' email was great. Good for him. Just haven't had a chance to reply yet. Will.

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:51 PM
To: Hohnke, Carsten
Subject: Detroit

We're looking for a date in mid-May (probably a Friday) to go to Detroit for dinner and some casino with KP and Chris. You in?

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:55 PM
To: Briere, Sabra
Subject: RE: Human Services funding in the 2011 Budget

Hi Sabra- I can provide a brief summary, and Roger/Jayne/Mary Jo can provide more detail. You are correct that federal CDBG dollars come to the Urban County that formerly came directly to the City. Some of those dollars are used for human services. We supplement those dollars with our own General Fund dollars. It's a separate pot of money, although the same committee makes the decisions in order to ensure coordination of resource allocation. The \$240k is a cut ONLY to the City's General Fund supplement. The federal CDBG allowance is dictated solely by Washington, D.C. I believe it's a 15%+ cut in our General Fund supplement to human services.

From: Briere, Sabra
Sent: Monday, April 20, 2009 8:51 PM
To: Fraser, Roger
Cc: Crawford, Tom; *City Council Members (All)
Subject: Human Services funding in the 2011 Budget

Dear Roger,

Please help me (and potentially, others) understand a few things about the budget for 2011.

Last year the City agreed to join the Urban County. This allowed a greater amount of funding to come into play, but altered the way money flows. For instance, as I recall, the money is administered jointly and no longer does a large amount of Federal money flow into the City's coffers for human services – that money now flows into the Urban County's coffers. It's still available for use (and slightly more money, we were told) but not money that is solely at play in Ann Arbor.

I imagine this situation will continue in 2011.

The budget for 2011 calls for cutting \$240K from Human Services. Please explain the source of these dollars, and the potential effect of this cut.

Thank you,

*Sabra Briere
First Ward Council member
995-3518 (home)
734-714-2237 (work)*

6/22/2009

From: Greden, Leigh
Sent: Monday, April 20, 2009 9:06 PM
To: Rampson, Wendy
Cc: Miller, Jayne; Higgins, Marcia
Subject: Follow-up issues for A2D2

Wendy- I have the following questions from constituents re: A2D2--

1. Definition of Useable Floor Area. As currently written, the definition appears to go from wall to wall. I'm not sure why this more inclusive definition has been included: prior practice, generally, in calculating FAR excluded stairwells, elevators, mechanical cores, entrance overhangs, etc. Given the height limits that have been added, shouldn't the FAR definition exclude the ancillary stuff like stairwells, elevators and mechanical cores? What is the City's intent on this issue?
2. Interaction between types of premiums and caps on premiums. As currently written, it appears that there's .75 sq.ft premium for residential use for each square foot in the 400 FAR base. Given that there will be retail (or at least some other non-residential use on the street front on the first floor), this means approximately 650 to 680 FAR for a primarily residential development based solely on the residential premium. [Note to qualify for this premium, as well as the affordable premium, the developer must report energy efficiency worth 2 points toward LEED certification; as this doesn't appear to require all the costs and delays of LEED certification, I don't think there's any economic reason to change this requirement.] In addition, as currently written, there's a 50 FAR premium for LEED Silver Certification, 150 FAR premium for LEED Gold and 250 FAR premium for Platinum. What's less clear is whether there's a maximum cap on FAR for residential premiums plus Silver, Gold or Platinum certification of 700. There appears to be some confusion about this, some reading an overall cap of 700 for residential and LEED premiums, others reading the residential and LEED premiums as permitting adding the two premiums together without regard to any overall cap. Given the height limits, why wouldn't we encourage building of residential buildings with LEED features, without regard to any artificial cap of FAR?
3. Parking. As currently written, only the parking (1 space per each 1000 square feet increase from the base FAR for residential premium) is excluded from FAR. This means that any parking in the building for the base 400 FAR (a substantial portion of which is residential) gets included in FAR. Given the overall height limit, this doesn't make any market or environmental sense: the primary demand for downtown residential will come from persons who want to work-learn on campus, work-live downtown; and empty nesters who want to live/play/participate downtown. Each of these households will want a car parked conveniently in their building all day (they'll walk around downtown and campus to work, study and play, but each may well want a car for evening and weekends to get around the rest of the region, whether to visit friends, shop, play, recreate, whatever). Given the height limits, why not say that any on-site parking for residents (not at street level) is not included in FAR?

Wolford, Louise

From: Briere, Sabra
Sent: Monday, April 20, 2009 9:08 PM
To: Greden, Leigh
Subject: RE: Human Services funding in the 2011 Budget

Dear Leigh,

Can you extrapolate a 15% decrease in general fund supplement for human services? I cannot find a way to determine the impact on non-profits for next year.

*Sabra Briere
First Ward Council member
995-3518 (home)
734-714-2237 (work)*

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:55 PM
To: Briere, Sabra
Subject: RE: Human Services funding in the 2011 Budget

Hi Sabra- I can provide a brief summary, and Roger/Jayne/Mary Jo can provide more detail. You are correct that federal CDBG dollars come to the Urban County that formerly came directly to the City. Some of those dollars are used for human services. We supplement those dollars with our own General Fund dollars. It's a separate pot of money, although the same committee makes the decisions in order to ensure coordination of resource allocation. The \$240k is a cut ONLY to the City's General Fund supplement. The federal CDBG allowance is dictated solely by Washington, D.C. I believe it's a 15%+ cut in our General Fund supplement to human services.

From: Briere, Sabra
Sent: Monday, April 20, 2009 8:51 PM
To: Fraser, Roger
Cc: Crawford, Tom; *City Council Members (All)
Subject: Human Services funding in the 2011 Budget

Dear Roger,

Please help me (and potentially, others) understand a few things about the budget for 2011.

Last year the City agreed to join the Urban County. This allowed a greater amount of funding to come into play, but altered the way money flows. For instance, as I recall, the money is administered jointly and no longer does a large amount of Federal money flow into the City's coffers for human services – that money now flows into the Urban County's coffers. It's still available for use (and slightly more money, we were told) but not money that is solely at play in Ann Arbor.

I imagine this situation will continue in 2011.

The budget for 2011 calls for cutting \$240K from Human Services. Please explain the source of these dollars, and the potential effect of this cut.

Thank you,

*Sabra Briere
First Ward Council member
995-3518 (home)
734-714-2237 (work)*

6/22/2009

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 9:10 PM
To: Higgins, Marcia; Teall, Margie
Subject: FW: 4/24 Meeting Confirmation

Sisters- This meeting will be at the 7th Floor City Center conf room.

From: Greden, Leigh
Sent: Saturday, April 18, 2009 1:58 PM
To: Higgins, Marcia; Teall, Margie
Subject: FW: 4/24 Meeting Confirmation

Sisters- See below. Location TBA. LRG

-----Original Message-----

From: Lauryn English [mailto:english.l@gcsionline.com]
Sent: Friday, April 17, 2009 3:27 PM

Good Afternoon!

Based on everyone's availability, the meeting to discuss stadium bridges has been scheduled for Friday, April 24, at 4pm. The meeting will take place in Ann Arbor but the exact location has yet to be determined. Participants will include:

Andy Labarre – Office of Congressman Dingell
Terri Blackmore –Washtenaw Area Transportation Study
Carmine Palombo –SEMCOG (by phone)
Homayoon Pirooz – City of Ann Arbor
Leigh Greden – City of Ann Arbor
Mark Geib – Michigan Dept. of Transportation
Jim Kosteva – University of Michigan
Kirk Profit – GCSI

Please feel free to contact me should you have any questions. Have a great weekend!

Lauryn

 signature

6/22/2009

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 9:12 PM
To: Briere, Sabra
Subject: RE: Human Services funding in the 2011 Budget

That's a tougher analysis because the 15%+ cut applies only to our General Fund dollars. There is no projected decrease to the CDBG federal human service dollars. Accordingly, the TOTAL cut to City funding for human services (federal and City GF combined) would be less than 15%, but staff would have to do that analysis to get an exact figure. Even then, it would only be an estimate until we know the definitive change to federal CDBG funding.

From: Briere, Sabra
Sent: Monday, April 20, 2009 9:08 PM
To: Greden, Leigh
Subject: RE: Human Services funding in the 2011 Budget

Dear Leigh,

Can you extrapolate a 15% decrease in general fund supplement for human services? I cannot find a way to determine the impact on non-profits for next year.

Sabra Briere
First Ward Council member
995-3518 (home)
734-714-2237 (work)

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:55 PM
To: Briere, Sabra
Subject: RE: Human Services funding in the 2011 Budget

Hi Sabra- I can provide a brief summary, and Roger/Jayne/Mary Jo can provide more detail. You are correct that federal CDBG dollars come to the Urban County that formerly came directly to the City. Some of those dollars are used for human services. We supplement those dollars with our own General Fund dollars. It's a separate pot of money, although the same committee makes the decisions in order to ensure coordination of resource allocation. The \$240k is a cut ONLY to the City's General Fund supplement. The federal CDBG allowance is dictated solely by Washington, D.C. I believe it's a 15%+ cut in our General Fund supplement to human services.

From: Briere, Sabra
Sent: Monday, April 20, 2009 8:51 PM
To: Fraser, Roger
Cc: Crawford, Tom; *City Council Members (All)
Subject: Human Services funding in the 2011 Budget

Dear Roger,

Please help me (and potentially, others) understand a few things about the budget for 2011.

Last year the City agreed to join the Urban County. This allowed a greater amount of funding to come into play, but altered the way money flows. For instance, as I recall, the money is administered jointly and no longer does a large amount of Federal

6/22/2009

money flow into the City's coffers for human services – that money now flows into the Urban County's coffers. It's still available for use (and slightly more money, we were told) but not money that is solely at play in Ann Arbor.

I imagine this situation will continue in 2011.

The budget for 2011 calls for cutting \$240K from Human Services. Please explain the source of these dollars, and the potential effect of this cut.

Thank you,

Sabra Briere
First Ward Council member
995-3518 (home)
734-714-2237 (work)

6/22/2009

Wolford, Louise

From: Higgins, Marcia
Sent: Monday, April 20, 2009 9:21 PM
To: Greden, Leigh
Subject: RE: 4/24 Meeting Confirmation

I'll pop in around 5 p.m. Thanks for the invite.

From: Greden, Leigh
Sent: Monday, April 20, 2009 9:10 PM
To: Higgins, Marcia; Teall, Margie
Subject: FW: 4/24 Meeting Confirmation

Sisters- This meeting will be at the 7th Floor City Center conf room.

From: Greden, Leigh
Sent: Saturday, April 18, 2009 1:58 PM
To: Higgins, Marcia; Teall, Margie
Subject: FW: 4/24 Meeting Confirmation

Sisters- See below. Location TBA. LRG

-----Original Message-----

From: Lauryn English [mailto:english.l@gcsionline.com]
Sent: Friday, April 17, 2009 3:27 PM

Good Afternoon!

Based on everyone's availability, the meeting to discuss stadium bridges has been scheduled for Friday, April 24, at 4pm. The meeting will take place in Ann Arbor but the exact location has yet to be determined. Participants will include:

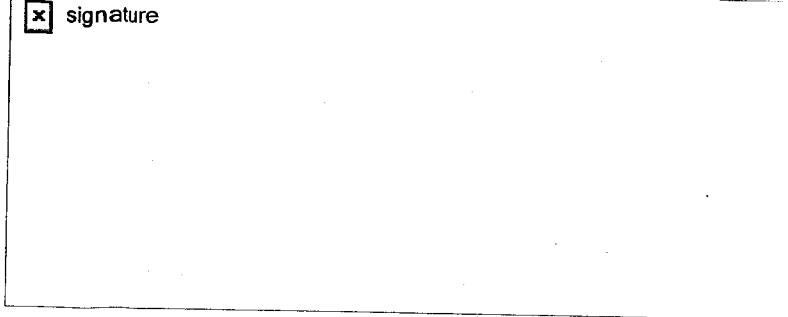
Andy Labarre – Office of Congressman Dingell
Terri Blackmore –Washtenaw Area Transportation Study
Carmine Palombo –SEMCOG (by phone)
Homayoon Pirooz – City of Ann Arbor
Leigh Greden – City of Ann Arbor
Mark Geib – Michigan Dept. of Transportation
Jim Kosteva – University of Michigan
Kirk Profit – GCSI

Please feel free to contact me should you have any questions. Have a great weekend!

Lauryn

6/22/2009

 signature



Wolford, Louise

From: Briere, Sabra
Sent: Monday, April 20, 2009 9:22 PM
To: Greden, Leigh
Subject: RE: Human Services funding in the 2011 Budget

Yes, that's what I imagined and why I asked Roger.

I figure I'll let him do that kind of heavy lifting.

Sabra Briere
First Ward Council member
995-3518 (home)
734-714-2237 (work)

From: Greden, Leigh
Sent: Monday, April 20, 2009 9:12 PM
To: Briere, Sabra
Subject: RE: Human Services funding in the 2011 Budget

That's a tougher analysis because the 15%+ cut applies only to our General Fund dollars. There is no projected decrease to the CDBG federal human service dollars. Accordingly, the TOTAL cut to City funding for human services (federal and City GF combined) would be less than 15%, but staff would have to do that analysis to get an exact figure. Even then, it would only be an estimate until we know the definitive change to federal CDBG funding.

From: Briere, Sabra
Sent: Monday, April 20, 2009 9:08 PM
To: Greden, Leigh
Subject: RE: Human Services funding in the 2011 Budget

Dear Leigh,

Can you extrapolate a 15% decrease in general fund supplement for human services? I cannot find a way to determine the impact on non-profits for next year.

Sabra Briere
First Ward Council member
995-3518 (home)
734-714-2237 (work)

From: Greden, Leigh
Sent: Monday, April 20, 2009 8:55 PM
To: Briere, Sabra
Subject: RE: Human Services funding in the 2011 Budget

Hi Sabra- I can provide a brief summary, and Roger/Jayne/Mary Jo can provide more detail. You are correct that federal CDBG dollars come to the Urban County that formerly came directly to the City. Some of those dollars are used for human services. We supplement those dollars with our own General Fund dollars. It's a separate pot of money, although the same committee makes the decisions in order to ensure coordination of resource allocation. The \$240k is a cut ONLY to the City's General Fund supplement. The federal CDBG allowance is dictated solely by Washington, D.C. I believe it's a 15%+ cut in our General Fund supplement to human services.

6/22/2009

From: Briere, Sabra
Sent: Monday, April 20, 2009 8:51 PM
To: Fraser, Roger
Cc: Crawford, Tom; *City Council Members (All)
Subject: Human Services funding in the 2011 Budget

Dear Roger,

Please help me (and potentially, others) understand a few things about the budget for 2011.

Last year the City agreed to join the Urban County. This allowed a greater amount of funding to come into play, but altered the way money flows. For instance, as I recall, the money is administered jointly and no longer does a large amount of Federal money flow into the City's coffers for human services – that money now flows into the Urban County's coffers. It's still available for use (and slightly more money, we were told) but not money that is solely at play in Ann Arbor.

I imagine this situation will continue in 2011.

The budget for 2011 calls for cutting \$240K from Human Services. Please explain the source of these dollars, and the potential effect of this cut.

Thank you,

Sabra Briere
First Ward Council member
995-3518 (home)
734-714-2237 (work)

6/22/2009

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 9:22 PM
To: Teall, Margie; Higgins, Marcia
Subject: FW: Re: At grade construction of Bridges over Stadium/State

Holy moly.

From: Arnold Goetzke [REDACTED]
Sent: Monday, April 20, 2009 9:20 PM
To: Greden, Leigh
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Leigh,

In my brief reading, that proposal presents a very biased view of keeping the bridges. I'll be back for the first monday to comment on it since it appears to be a public document.

- What is the true, brick and mortar cost to 1. Eliminate the bridge and put in a road vs. 2 Maintain the bridge? I don't see that anywhere in the study, with references to alternative quotes from 3 different contractors.
- Why does the study assume that traffic must turn from stadium to state, and vice versa? A straight shot, with no turns allowed, would eliminate any need to widen the roads as pointed out in the study.
- The study failed to take into account reduced accidents at other intersections - assuming traffic was allowed to turn at the "New" intersection. As in, less accidents at Stadium and Industrial, or at State next to the produce station I don't agree with them being in the study at all, but if they are going to list them as concerns, then they should also list the positives.
- I appreciate the reference to societal costs of intersections and at grade crossings, but our society has already deemed these to be part of living in our society and not true costs that should justify building bridges. Where is our bridge at Stadium and Jackson? Where is our bridge at Washtenaw and Huron? Where are the bridges at every rail crossing we have in Michigan or throughout the nation? These are values meant to inflate a "keep the bridge" proposal.

Again, what 3 contractors have provided an apples to apples quote - tear down the bridge vs. tear down the bridge and build a new bridge? And, has this been done in the recent economic climate? And I don't understand the comment below about hauling away material. It seems true in ANY proposal, as is the comment about removing the old bridge! Isn't that what is being replaced? Isn't that the whole reason for the exercise - because they need to be replaced and hauled away?

The American Road Builders Association states that 1 mile of road, 4 lanes, costs between \$3 and \$8 million dollars. Well, we have 1/2 a mile. I don't know how the city gathers quotes, but someone should lead a requote, with responses due by the end of May. This would leave June and July to get it done. Then, let the council determine if the societal costs should come into play instead of being told they should.

Frankly, that study seems very slanted in reaching a conclusion that someone would like to reach. It is not aggressive, makes broad assumptions, and does not reflect the society we live in today - one that does not have excess money sitting around to build bridges thus avoiding hypothetical societal costs. This is not what the spirit of traffic calming is about, and as I already stated, we don't have bridges at intersections with much more traffic flow. This bridge is not a true need - it is apparently somebody's want.

Thanks,

Arnold

-----Original Message-----

From: Greden, Leigh [mailto:LGreden@a2gov.org]
Sent: Monday, April 20, 2009 8:16 PM

6/22/2009

To: [REDACTED]
Subject: FW: Re: At grade construction of Bridges over Stadium/State

Arnold-

Thank you for taking the time to comment tonight regarding this important topic. Below is an e-mail from one of the City's Senior Project Manager's to his boss, the City's Manager of Project Management. Also attached is a detailed letter analyzing the issue.

-Leigh Greden, Member of City Council

From: Nearing, Michael
Sent: Monday, March 16, 2009 10:03 PM
To: Pirooz, Homayoon
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Homayoon,

I'm not sure if you'd like to share this information with Council, but Les and I have performed a preliminary analysis that indicates that an at-grade crossing of E. Stadium Boulevard with the Ann Arbor Railroad tracks and E. Stadium Boulevard with S. State Street is not economically justified or even appears to be a feasible option. The No-bridge Option has very significant capital costs associated with removing the old bridges, hauling away all the existing embankment, building new storm sewers, constructing signalized intersections, signalized railroad crossings, and right-of-way impacts along E. Stadium Boulevard and S. State Street. I'm sure that there are other capital costs associated with the No-bridge Option that we have not mentioned here.

The at-grade intersection of S. State Street and E. Stadium Boulevard and an at-grade crossing of the Ann Arbor Railroad tracks will also create significant societal costs. The societal costs include an estimated nineteen crashes at the E. Stadium Boulevard/S. State Street intersection each year. The most optimistic railroad crash prediction model indicates that we could expect eight car/train incidents each year. Several of these crashes can be expected to be severe. While we are not stating that we believe there will be eight accidents at an at-grade crossing of E. Stadium and the Ann Arbor Railroad tracks each year, we do clearly believe that crashes will occur. The crash predictions are based on the current railroad traffic of two trains per day. We expect that any future vision of this area will include additional rail traffic through this area. This increase in rail traffic will only increase the probability of more car/train crashes. These types of crashes are virtually always severe and expensive in terms of both property damage and physical injury.

There are other societal costs also associated with at-grade intersections. These include lost time associated with intersection delays, pollution, and extra fuel consumption. When these costs are capitalized over the expected life span of the bridges, they become of very significant as well. Finally, with the specific configuration of the railroad tracks with both E. Stadium Boulevard and S. State Street, a train as it passes through this particular section of town will almost assuredly block both E. Stadium Boulevard and S. State Street simultaneously. This will have significant impacts to traffic on both E. Stadium Boulevard and S. State Street. These delays will cause gridlock in this section of town for a significant amount of time after the train passes. This will cause user delays and additional costs that haven't been included in our analysis, but will clearly make an already unattractive option, much worse.

In order to perform the needed study we would need to examine the issues you've elaborated and more. You can rest assured that this type of study would certainly cost more than \$25,000 if it were competently performed.

I am also attaching a copy of the letter that I wrote and sent to the University of Michigan in 2007 that outlined some of these issues.

If you would like additional information regarding this matter, please let me know.

Michael G. Nearing, P.E.
Senior Project Manager
Project Management Division

Please note our new phone number

6/22/2009

Phone No. (734) 794-6410 ext. 43635

Fax No. (734) 994-1744

E-mail: nearing@a2gov.org

6/22/2009

Wolford, Louise

From: Higgins, Marcia
Sent: Monday, April 20, 2009 9:22 PM
To: Greden, Leigh; Teall, Margie
Subject: RE: Re: At grade construction of Bridges over Stadium/State

That's why he is all yours.

From: Greden, Leigh
Sent: Monday, April 20, 2009 9:22 PM
To: Teall, Margie; Higgins, Marcia
Subject: FW: Re: At grade construction of Bridges over Stadium/State

Holy moly.

From: Arnold Goetzke [mailto: [REDACTED]]
Sent: Monday, April 20, 2009 9:20 PM
To: Greden, Leigh
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Leigh,

In my brief reading, that proposal presents a very biased view of keeping the bridges. I'll be back for the first monday to comment on it since it appears to be a public document.

- What is the true, brick and mortar cost to 1. Eliminate the bridge and put in a road vs. 2 Maintain the bridge? I don't see that anywhere in the study, with references to alternative quotes from 3 different contractors.
- Why does the study assume that traffic must turn from stadium to state, and vice versa? A straight shot, with no turns allowed, would eliminate any need to widen the roads as pointed out in the study.
- The study failed to take into account reduced accidents at other intersections - assuming traffic was allowed to turn at the "New" intersection. As in, less accidents at Stadium and Industrial, or at State next to the produce station I don't agree with them being in the study at all, but if they are going to list them as concerns, then they should also list the positives.
- I appreciate the reference to societal costs of intersections and at grade crossings, but our society has already deemed these to be part of living in our society and not true costs that should justify building bridges. Where is our bridge at Stadium and Jackson? Where is our bridge at Washtenaw and Huron? Where are the bridges at every rail crossing we have in Michigan or throughout the nation? These are values meant to inflate a "keep the bridge" proposal.

Again, what 3 contractors have provided an apples to apples quote - tear down the bridge vs. tear down the bridge and build a new bridge? And, has this been done in the recent economic climate? And I don't understand the comment below about hauling away material. It seems true in ANY proposal, as is the comment about removing the old bridge! Isn't that what is being replaced? Isn't that the whole reason for the exercise - because they need to be replaced and hauled away?

The American Road Builders Association states that 1 mile of road, 4 lanes, costs between \$3 and \$8 million dollars. Well, we have 1/2 a mile. I don't know how the city gathers quotes, but someone should lead a requote, with responses due by the end of May. This would leave June and July to get it done. Then, let the council determine if the societal costs should come into play instead of being told they should.

Frankly, that study seems very slanted in reaching a conclusion that someone would like to reach. It is not aggressive, makes broad assumptions, and does not reflect the society we live in today - one that does not have excess money sitting around to build bridges thus avoiding hypothetical societal costs. This is not what the spirit of traffic calming is about, and as I already stated, we don't have bridges at intersections with much more traffic flow. This bridge is not a true need - it is apparently somebody's want.

6/22/2009

Thanks,

Arnold

-----Original Message-----

From: Greden, Leigh [mailto:LGreden@a2gov.org]
Sent: Monday, April 20, 2009 8:16 PM
To: [REDACTED]
Subject: FW: Re: At grade construction of Bridges over Stadium/State

Arnold-

Thank you for taking the time to comment tonight regarding this important topic. Below is an e-mail from one of the City's Senior Project Manager's to his boss, the City's Manager of Project Management. Also attached is a detailed letter analyzing the issue.

-Leigh Greden, Member of City Council

From: Nearing, Michael
Sent: Monday, March 16, 2009 10:03 PM
To: Pirooz, Homayoon
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Homayoon,

I'm not sure if you'd like to share this information with Council, but Les and I have performed a preliminary analysis that indicates that an at-grade crossing of E. Stadium Boulevard with the Ann Arbor Railroad tracks and E. Stadium Boulevard with S. State Street is not economically justified or even appears to be a feasible option. The No-bridge Option has very significant capital costs associated with removing the old bridges, hauling away all the existing embankment, building new storm sewers, constructing signalized intersections, signalized railroad crossings, and right-of-way impacts along E. Stadium Boulevard and S. State Street. I'm sure that there are other capital costs associated with the No-bridge Option that we have not mentioned here.

The at-grade intersection of S. State Street and E. Stadium Boulevard and an at-grade crossing of the Ann Arbor Railroad tracks will also create significant societal costs. The societal costs include an estimated nineteen crashes at the E. Stadium Boulevard/S. State Street intersection each year. The most optimistic railroad crash prediction model indicates that we could expect eight car/train incidents each year. Several of these crashes can be expected to be severe. While we are not stating that we believe there will be eight accidents at an at-grade crossing of E. Stadium and the Ann Arbor Railroad tracks each year, we do clearly believe that crashes will occur. The crash predictions are based on the current railroad traffic of two trains per day. We expect that any future vision of this area will include additional rail traffic through this area. This increase in rail traffic will only increase the probability of more car/train crashes. These types of crashes are virtually always severe and expensive in terms of both property damage and physical injury.

There are other societal costs also associated with at-grade intersections. These include include lost time associated with intersection delays, pollution, and extra fuel consumption. When these costs are capitalized over the expected life span of the bridges, they become of very significant as well. Finally, with the specific configuration of the railroad tracks with both E. Stadium Boulevard and S. State Street, a train as it passes through this particular section of town will almost assuredly block both E. Stadium Boulevard and S. State Street simultaneously. This will have significant impacts to traffic on both E. Stadium Boulevard and S. State Street. These delays will cause gridlock in this section of town for a significant amount of time after the train passes. This will cause user delays and additional costs that haven't been included in our analysis, but will clearly make an already unattractive option, much worse.

In order to perform the needed study we would need to examine the issues you've elaborated and more. You can rest assured that this type of study would certainly cost more than \$25,000 if it were competently performed.

I am also attaching a copy of the letter that I wrote and sent to the University of Michigan in 2007 that outlined some of these issues.

If you would like additional information regarding this matter, please let me know.

6/22/2009

Michael G. Nearing, P.E.
Senior Project Manager
Project Management Division

Please note our new phone number

Phone No. (734) 794-6410 ext. 43635

Fax No. (734) 994-1744

E-mail: nearing@a2gov.org

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 9:23 PM
To: Pirooz, Homayoon; Nearing, Michael
Cc: Taylor, Christopher (Council); McCormick, Sue; Fraser, Roger
Subject: FW: Re: At grade construction of Bridges over Stadium/State

Homayoon and Mike- No need to respond to this, but FYI, this is an e-mail exchange with the man who addressed Council tonight re: eliminating the bridge.

From: Arnold Goetzke [mailto: [REDACTED]]
Sent: Monday, April 20, 2009 9:20 PM
To: Greden, Leigh
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Leigh,

In my brief reading, that proposal presents a very biased view of keeping the bridges. I'll be back for the first monday to comment on it since it appears to be a public document.

- What is the true, brick and mortar cost to 1. Eliminate the bridge and put in a road vs. 2 Maintain the bridge? I don't see that anywhere in the study, with references to alternative quotes from 3 different contractors.
- Why does the study assume that traffic must turn from stadium to state, and vice versa? A straight shot, with no turns allowed, would eliminate any need to widen the roads as pointed out in the study.
- The study failed to take into account reduced accidents at other intersections - assuming traffic was allowed to turn at the "New" intersection. As in, less accidents at Stadium and Industrial, or at State next to the produce station. I don't agree with them being in the study at all, but if they are going to list them as concerns, then they should also list the positives.
- I appreciate the reference to societal costs of intersections and at grade crossings, but our society has already deemed these to be part of living in our society and not true costs that should justify building bridges. Where is our bridge at Stadium and Jackson? Where is our bridge at Washtenaw and Huron? Where are the bridges at every rail crossing we have in Michigan or throughout the nation? These are values meant to inflate a "keep the bridge" proposal.

Again, what 3 contractors have provided an apples to apples quote - tear down the bridge vs. tear down the bridge and build a new bridge? And, has this been done in the recent economic climate? And I don't understand the comment below about hauling away material. It seems true in ANY proposal, as is the comment about removing the old bridge! Isn't that what is being replaced? Isn't that the whole reason for the exercise - because they need to be replaced and hauled away?

The American Road Builders Association states that 1 mile of road, 4 lanes, costs between \$3 and \$8 million dollars. Well, we have 1/2 a mile. I don't know how the city gathers quotes, but someone should lead a requote, with responses due by the end of May. This would leave June and July to get it done. Then, let the council determine if the societal costs should come into play instead of being told they should.

Frankly, that study seems very slanted in reaching a conclusion that someone would like to reach. It is not aggressive, makes broad assumptions, and does not reflect the society we live in today - one that does not have excess money sitting around to build bridges thus avoiding hypothetical societal costs. This is not what the spirit of traffic calming is about, and as I already stated, we don't have bridges at intersections with much more traffic flow. This bridge is not a true need - it is apparently somebody's want.

Thanks,

Arnold

6/22/2009

-----Original Message-----

From: Greden, Leigh [mailto:LGreden@a2gov.org]

Sent: Monday, April 20, 2009 8:16 PM

To: [REDACTED]

Subject: FW: Re: At grade construction of Bridges over Stadium/State

Arnold-

Thank you for taking the time to comment tonight regarding this important topic. Below is an e-mail from one of the City's Senior Project Manager's to his boss, the City's Manager of Project Management. Also attached is a detailed letter analyzing the issue.

-Leigh Greden, Member of City Council

From: Nearing, Michael

Sent: Monday, March 16, 2009 10:03 PM

To: Pirooz, Homayoon

Subject: RE: Re: At grade construction of Bridges over Stadium/State

Homayoon,

I'm not sure if you'd like to share this information with Council, but Les and I have performed a preliminary analysis that indicates that an at-grade crossing of E. Stadium Boulevard with the Ann Arbor Railroad tracks and E. Stadium Boulevard with S. State Street is not economically justified or even appears to be a feasible option. The No-bridge Option has very significant capital costs associated with removing the old bridges, hauling away all the existing embankment, building new storm sewers, constructing signalized intersections, signalized railroad crossings, and right-of-way impacts along E. Stadium Boulevard and S. State Street. I'm sure that there are other capital costs associated with the No-bridge Option that we have not mentioned here.

The at-grade intersection of S. State Street and E. Stadium Boulevard and an at-grade crossing of the Ann Arbor Railroad tracks will also create significant societal costs. The societal costs include an estimated nineteen crashes at the E. Stadium Boulevard/S. State Street intersection each year. The most optimistic railroad crash prediction model indicates that we could expect eight car/train incidents each year. Several of these crashes can be expected to be severe. While we are not stating that we believe there will be eight accidents at an at-grade crossing of E. Stadium and the Ann Arbor Railroad tracks each year, we do clearly believe that crashes will occur. The crash predictions are based on the current railroad traffic of two trains per day. We expect that any future vision of this area will include additional rail traffic through this area. This increase in rail traffic will only increase the probability of more car/train crashes. These types of crashes are virtually always severe and expensive in terms of both property damage and physical injury.

There are other societal costs also associated with at-grade intersections. These include include lost time associated with intersection delays, pollution, and extra fuel consumption. When these costs are capitalized over the expected life span of the bridges, they become of very significant as well. Finally, with the specific configuration of the railroad tracks with both E. Stadium Boulevard and S. State Street, a train as it passes through this particular section of town will almost assuredly block both E. Stadium Boulevard and S. State Street simultaneously. This will have significant impacts to traffic on both E. Stadium Boulevard and S. State Street. These delays will cause gridlock in this section of town for a significant amount of time after the train passes. This will cause user delays and additional costs that haven't been included in our analysis, but will clearly make an already unattractive option, much worse.

In order to perform the needed study we would need to examine the issues you've elaborated and more. You can rest assured that this type of study would certainly cost more than \$25,000 if it were competently performed.

I am also attaching a copy of the letter that I wrote and sent to the University of Michigan in 2007 that outlined some of these issues.

If you would like additional information regarding this matter, please let me know.

Michael G. Nearing, P.E.
Senior Project Manager
Project Management Division

6/22/2009

Please note our new phone number

Phone No. (734) **794-6410** ext. 43635

Fax No. (734) 994-1744

E-mail: nearing@a2gov.org

6/22/2009

From: Nearing, Michael
Sent: Monday, March 16, 2009 10:03 PM
To: Pirooz, Homayoon
Subject: RE: Re: At grade construction of Bridges over Stadium/State

Homayoon,

I'm not sure if you'd like to share this information with Council, but Les and I have performed a preliminary analysis that indicates that an at-grade crossing of E. Stadium Boulevard with the Ann Arbor Railroad tracks and E. Stadium Boulevard with S. State Street is not economically justified or even appears to be a feasible option. The No-bridge Option has very significant capital costs associated with removing the old bridges, hauling away all the existing embankment, building new storm sewers, constructing signalized intersections, signalized railroad crossings, and right-of-way impacts along E. Stadium Boulevard and S. State Street. I'm sure that there are other capital costs associated with the No-bridge Option that we have not mentioned here.

The at-grade intersection of S. State Street and E. Stadium Boulevard and an at-grade crossing of the Ann Arbor Railroad tracks will also create significant societal costs. The societal costs include an estimated nineteen crashes at the E. Stadium Boulevard/S. State Street intersection each year. The most optimistic railroad crash prediction model indicates that we could expect eight car/train incidents each year. Several of these crashes can be expected to be severe. While we are not stating that we believe there will be eight accidents at an at-grade crossing of E. Stadium and the Ann Arbor Railroad tracks each year, we do clearly believe that crashes will occur. The crash predictions are based on the current railroad traffic of two trains per day. We expect that any future vision of this area will include additional rail traffic through this area. This increase in rail traffic will only increase the probability of more car/train crashes. These types of crashes are virtually always severe and expensive in terms of both property damage and physical injury.

There are other societal costs also associated with at-grade intersections. These include include lost time associated with intersection delays, pollution, and extra fuel consumption. When these costs are capitalized over the expected life span of the bridges, they become of very significant as well. Finally, with the specific configuration of the railroad tracks with both E. Stadium Boulevard and S. State Street, a train as it passes through this particular section of town will almost assuredly block both E. Stadium Boulevard and S. State Street simultaneously. This will have significant impacts to traffic on both E. Stadium Boulevard and S. State Street. These delays will cause gridlock in this section of town for a significant amount of time after the train passes. This will cause user delays and additional costs that haven't been included in our analysis, but will clearly make an already unattractive option, much worse.

In order to perform the needed study we would need to examine the issues you've elaborated and more. You can rest assured that this type of study would certainly cost more than \$25,000 if it were competently performed.

I am also attaching a copy of the letter that I wrote and sent to the University of Michigan in 2007 that outlined some of these issues.

If you would like additional information regarding this matter, please let me know.

Michael G. Nearing, P.E.
Senior Project Manager
Project Management Division

Please note our new phone number

Phone No. (734) 794-6410 ext. 43635
Fax No. (734) 994-1744
E-mail: nearing@a2gov.org

6/22/2009

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 10:11 PM
To: Miller, Jayne
Cc: Crawford, Tom
Subject: 2010 allocation for historic consultant

Can you send me the exact dollar amount in the FY10 budget for the historic consultant? Thanks.

Wolford, Louise

From: Greden, Leigh
Sent: Monday, April 20, 2009 11:08 PM
To: Higgins, Marcia; 'johnso11@aaps.k12.mi.us'
Cc: Teall, Margie; Taylor, Christopher (Council)
Subject: RE: Tomorrow

Dee- I plan to attend tomorrow at 11am. I need to be at my next event at 11:45am. Will that work?

Thanks!

-Leigh Greden, City Council

-----Original Message-----

From: Higgins, Marcia
Sent: Monday, April 20, 2009 7:38 PM
To: 'johnso11@aaps.k12.mi.us'
Cc: Greden, Leigh; Teall, Margie; Taylor, Christopher (Council); Higgins, Marcia
Subject: RE: Tomorrow

Hi Dee,

Thanks for the invite, unfortunately I just started a new job today and won't be able to attend. I forwarded to Leigh Greden who is the 3rd Ward councilmember and I believe he is going to try and make, if not Margie Teall or Christopher Taylor could be attending. You will hear from one of them on who will make it.

I hope you are doing well and take care.

Marcia

-----Original Message-----

From: johnso11@aaps.k12.mi.us [mailto:johnso11@aaps.k12.mi.us]
Sent: Monday, April 20, 2009 4:13 PM
To: Higgins, Marcia
Subject: Tomorrow

SOS MARSHA SOS

PLEASE, WE NEED YOU AT BRYANT ELEMENTARY SCHOOL AT 11:00 A.M. TUESDAY,
21ST,2009

WE ARE PLANTING A TREE FOR EARTH DAY

YOU MUST BE OUR " HONORED GUEST" FOR THE EVENT AND PHOTO OP.

THANK YOU,

DEE JOHNSON