



TO: Mayor and Council

FROM: Howard S. Lazarus, City Administrator

CC: Josh Baron, Applications Delivery Manager
Jackie Beaudry, City Clerk
Tom Crawford, CFO
Derek Delacourt, Community Services Area Administrator
Craig Hupy, Public Services Area Administrator
Matt Kulhanek, Fleet and Facilities Manager
Molly Maciejewski, Public Works Manager
Colin Smith, Parks and Recreation Manager
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Brian Steglitz, Water Treatment Plant Manager
Missy Stults, Sustainability & Innovations Manager

SUBJECT: Council Agenda Responses

DATE: November 19, 2018

CA-1 – Resolution to Approve Amendment No. 1 to Professional Services Agreement with Varnum LLP, for Legal Services Relative to MPSC Case No. U-18091 (\$6,300.00) and to Appropriate Funds (\$6,300.00) (8 Votes Required)

Question: Regarding CA-1, do we have a sense of when case U-18091 will be decided and can you please remind us of what the implications to the City are if this case (and the other DTE case referenced in the cover memo) are decided in DTE's favor? (Councilmember Lumm)

Response: The following information, which describes the implications to the City of Case No. U-18091, was provided to City Council in December 2016 when the original contract with Varnum LLP was presented and approved:

By contracts entered into with The Detroit Edison Company (DTE) in 1984, the City became and is the owner and operator of two hydroelectric plants at Barton

and Superior Dams, committed to sell all the net electrical output to DTE, and DTE committed to purchase all net electrical output. The generation of electricity started in 1986, and the contracts run for 50 years, until 2036.

Under the federal Public Utility Regulatory Policy Act (PURPA) both plants are Qualifying Facilities (QFs), defined as qualifying cogeneration facilities or qualifying small power production facilities, that have a right to sell to the electric utility of the City's choosing at a cost that does not exceed "the incremental cost to the electric utility of alternate electric energy." This is also referred to as a "must purchase" obligation on the part of the electric utility. As background, PURPA was enacted to further energy independence at a national level, and to try to solve the country's energy crisis.

In Michigan Public Services Commission (MPSC) Case No. U-18091, DTE has filed a proposal in which DTE seeks among other things a change in how its incremental cost is calculated for purpose of its purchases of electricity from QFs, and possibly to avoid its obligation to purchase electricity from QFs such as the City notwithstanding the requirements of PURPA. Although the City's contracts with DTE run until 2036, the City is concerned not only with what will happen after 2036, but also with possible impacts on DTE's exiting contractual obligations.

The City has made significant investments in the hydroelectric plants at both Barton and Superior Dams, starting with the \$3.2 million in hydroelectric bond funds approved to be issued by the voters in early 1983, and continuing since then. Funding for improvements at Barton Dam not exclusive to power production are split between the Water Supply Fund and the General Fund; improvements solely related to power production are funded entirely from the General Fund. Improvements at Superior Dam are funded entirely from the General Fund.

The City is planning a ten year rebuild of the Barton turbine in 2017 and will be planning a similar rebuild of the Superior plant within the next 5 years. The cost of these improvements is estimated to be about \$400,000 each. In addition, the Federal Energy Regulatory Commission (FERC) has identified some safety improvements that are required at Barton dam, which will need to be implemented within the next five years. The investment associated with these improvements is anticipated to be approximately \$2,000,000. The City also plans to repair deteriorated concrete and replace protective coatings for the structural steel at both dams within the next five years, at an estimated cost of approximately \$2,900,000.

The City relies on revenues from the City's two power purchase contracts with DTE to pay back the capital investments to the hydro facilities at both dams. Reduction of those payment amounts, or the possibility that DTE could avoid its purchase obligations, jeopardizes the financial viability of the hydro facilities.

Revenues from DTE for power supplied from both hydro facilities is approximately \$500,000.00 per year.

Case No. U-18419 involved a plant DTE proposed to build. The relevance of the case to Case No. U-18091 was the extent to which the Public Service Commission would be recognizing PURPA facilities such as the City's hydro dams, in its analysis of DTE's claims regarding its need for all of the power capacity it proposed for the new plant. In addition, the issue of the avoided costs for generating renewable energy was an issue that overlapped both cases.

At this time, we do not have a projected date for decision in Case No, U-18091.

CA-3 - Resolution to Approve a Purchase Order to Granicus, Inc. for Annual Software Maintenance and Support for FY2019 (\$50,578.23)

Question: Attached for your review and action is a resolution approving a purchase order to Granicus, Inc. in the amount of \$50,578.23 for maintenance and support of the following software systems for FY2019:

- Legistar - the City's Legislative Management System
- Boards and Commissions - the City's platform to manage the appointment process of various boards and commissions
- eComment - the City's platform to allow public comment on published agendas
- Communications Cloud - the City's Communication platform for content delivery

Is the City reviewing its use of this software and comparing it to other products?
(Councilmember Eaton)

Response: As part of our Applications best practices, we review apps every few years to see if they are still meeting our needs from a functionality perspective and ensuring that the costs are competitive. Last year we compared Legistar to other products in the Legislative management space and found a product provided by Accela to be the closest offering to Legistar from a functionality perspective. During the time we were reviewing the Accela product, they were actually purchased by Granicus and thus removed the chief competition to the Legistar product. In addition, the Communications Cloud platform was formally provided by a different vendor – Gov Delivery. During the past year, Granicus also purchased Gov Delivery. We will continue to review the Legistar application, as we do all our applications, to see if there are new, viable competitors in the space.

CA-4 - Resolution to Appropriate Fund Balance from the Water Supply System to Fund the Remainder of the University of Michigan's Efforts on the Water Research Foundation's Grant Funded Research Project Entitled "Optimizing Filter Backwashing Procedures to Reduce Selection for Opportunistic Pathogens in Drinking Water" (\$109,056.00) (8 Votes Required)

Question: “The project was authorized and funded in FY18 by Resolution 17-296. The effort with the University of Michigan is to span two fiscal years, and the budget appropriation, and corresponding 8 votes, were not received in the initial resolution brought before Council. This resolution will satisfy the 8 votes requirement and allow the appropriation of funding and the completion of the project in FY19 by the University of Michigan.” Why wasn’t this expenditure included in the FY 2019 budget?
(Councilmember Eaton)

Response: Not including this in the FY 2019 budget was an oversight for which this Resolution’s intent is to remedy.

Question: Regarding CA-4, the cover memo indicates this payment to UM was not budgeted in FY19 -- was there a reason it was not budgeted or just an oversight?
(Councilmember Lumm)

Response: Please see the response above.

CA-5 - Resolution to Amend the Fleet and Facility Unit FY 2019 Budget by Appropriating Funds and to Authorize the Purchase of Four Automated Side Loading Refuse Trucks from Fredrickson Supply, LLC. (Sourcewell - \$1,351,501.28) (8 Votes Required)

Question: “These trucks would normally be included in the FY 20 Fleet Services Operations and Maintenance Budget but they are being ordered in FY 19 because of the condition of the trucks and the long lead-time for delivery that requires the budget amendment.” During a meeting with the Sustainability Manager, I thought I understood her to say that she was seeking to buy two cleaner vehicles rather than these four trucks. Is this purchase consistent with our clean fleet policy? (Councilmember Eaton)

Response: The Green Fleets Team, which includes the Sustainability Manager, met on October 24th to discuss the replacement of these vehicles. The replacement of two trucks instead of four would not allow the City to maintain the solid waste routes that we currently operate. The Team looked at a number of options to provide a “greener” truck but they were not practical at this time. CNG vehicles are now more common in the heavy truck realm but the Ann Arbor area lacks fueling infrastructure for this type of engine. Electric refuse trucks are just beginning to reach the market but are approximately two times the cost of diesel trucks. Major truck manufacturers are not yet in the market so there is no service or warranty infrastructure in place for electric refuse trucks.

Since there are additional refuse trucks to purchase over the next two fiscal years, the Team will continue to monitor the progress of electric refuse trucks reaching the market to determine when the City should enter the electric refuse truck field. With the current

market, the recommended purchase of four refuse trucks is consistent with the Green Fleet Policy.

Question: Why is a budget amendment being brought forward at this time? (Councilmember Bannister)

Response: The refuse trucks in the proposed resolution are replacements for City operated refuse trucks and not those operated by Recycle Ann Arbor (RAA). The budget amendment is a procedural need to get the trucks on order. Replacement of these trucks was scheduled for the FY20 Fleet Budget. Since the trucks take approximately nine months to build and deliver, ordering them now results in a FY20 delivery. The proposed budget amendment is necessary to allow encumbrance of the funds, which is required to order the refuse trucks; but the trucks will actually be paid for in FY20 as originally scheduled.

Question: Please send more detail on the contract with Recycle Ann Arbor (RAA) and how it was determined that the City would pay for these trucks, rather than other options, such as RAA leasing the trucks from the City, and/or other options. (Councilmember Bannister)

Response: The contract with Recycle Ann Arbor (RAA) for *Municipal Resource Recovery Services* for collection of recycling material was approved by City Council on December 15, 2003 and *Article IX – Obligations of the City*, in the contract states that “The City agrees to give the Contractor full and prompt access to staff and City owned properties and equipment, including collection trucks, fuel and recycling containers...” As none of the staff who were involved in developing this contract are with the City, and with the limited time available staff has been unable to find documentation on how this arrangement was determined.

Question: Is the City paying \$10M to RAA for picking up the recyclable material, and how does this dovetail with the \$200K/month the City spends to transport the material to Ohio? (Councilmember Bannister)

Response: The City is paying RAA to perform collections of recyclables under the multi-year *Municipal Resource Recovery Services* contract mentioned in the preceding response that began in mid-FY2004. The total payment in FY18 under this contract was \$1,887,716, and over the life of the contract to date the payments have exceeded \$10M.

The City has a separate contract with RAA for *Interim Operations of the Ann Arbor Material Recovery Facility (MRF)*, which includes the transport of material to their subcontractor Rumpke in Cincinnati, Ohio which began in FY18. The monthly cost of this contract for the Interim Operations of the MRF and processing of recyclables has ranged from \$145,998 to \$211,177, with the average monthly cost over the first 15 months of the contract being \$178,413.

CA-6 - Resolution to Authorize a Professional Services Agreements with Orchard, Hiltz & McCliment, Inc. (OHM) for the Lower Town Area Mobility Study (RFP No. 18-21) (\$662,922.00) and Appropriate Funding from the Major Street Fund Balance (\$732,992.00) (8 Votes Required)

Question: What were the prices bid by each of the companies who responded to the RFP? (Councilmember Eaton)

Response: The City used a request for proposals (RFP) selection process to identify the preferred consultant and not a bid process. Criteria in the areas of professional qualifications, past involvement with similar projects and proposed work plan were used by the evaluation team to score the proposals, prior to opening the priced proposal.

The RFP process generated three proposals, which are attached to Legislative [File 18-1331](#).

If the OHM price was not the lowest bid, what aspect of their proposal warranted selecting them rather than the lowest bid? (Councilmember Eaton)

Response: The team lead by OHM (Orchard, Hiltz & McCliment) was selected; as it rated highest based on qualifications, experience and proposed work plan.

The team led by HRC (Hubbell, Roth & Clark) was rated second. Fee Proposal was \$402,164.30.

The team led by Bergmann was rated third. Their Fee Proposal was not opened due to concerns over team qualifications and past experience.

Question: Q1. Can you please provide a summary of the scope of the study (both the specific area to be studied and the transportation modes) as well as the key deliverables. Also, what is the expected duration of the study and when will it commence? (Councilmember Lumm)

Response: Pages 10-14 of the document "psa.ohm.lower.town.area.mobility.pdf" attached to the file in Legistar include the scope of the study. Page 19 includes map of the study area. Transportation modes in the study include pedestrians, bicyclists, transit riders, and vehicular traffic. The expected duration of the study is 24 months. The study will commence shortly after contract execution.

Question: Q2. The cover memo indicates that Major Street Fund is not typically a funding source for studies like this and using the dollars here will result in funding being redirected away from the activities typically funded out of the Major Street Fund (e.g, snow plowing, pothole filling, signals, pavement capital maintenance). What is the current unrestricted balance in the Major Street fund and the projection for the fiscal year-end and can you please provide some texture on the specific impacts you see (if any) on these operational/maintenance activities in the next year or two? Also can you

please remind me what the funding source was for the Nixon Corridor Traffic Improvement Study? (Councilmember Lumm)

Response: As of June 30, 2018, the Major Street Unrestricted Fund Balance is \$13,109,904. The projected Major Street Unrestricted Fund Balance for June 30, 2019 is estimated to be \$8.0M. Detailed impacts are still being determined as part of the upcoming budget cycle. In general, use of the fund balance hinders our ability to leverage funding for unanticipated/unbudgeted events such as harsh winters and limits our ability to provide matching dollars for state and federal aid projects.

The Nixon Corridor Traffic Improvement Study was funded out of the General Fund.

Question: Q3. I recognize that OHM is recommended based on a number of factors including cost, but can you please provide information comparing OHM's fee proposal with the fee proposal of the other firm that was interviewed? (Councilmember Lumm)

Response: Two teams were interviewed. One team was led by OHM (Orchard, Hiltz & McCliment), and the second team was led by HRC (Hubbell, Roth & Clark). The OHM team proposal totaled of 4,334 hours of work, with consultant cost at \$662,992. The HRC team proposes a total of 3,317 hours of work, cost at \$402,164.30. With the OHM team, the primary firm possesses the qualifications and plans to conduct the majority of the work. The primary firm's cost is \$371,060, about 56%, of the proposed total consultant cost. The team's proposal is more focused on transportation safety and includes road safety audits. WSP, previously known as Parsons Brinckerhoff, is on the team for traffic modeling support. The City currently uses consulting services from WSP for complex modeling tasks involving active modes of transportation, and is satisfied with their work. With the HRC team, the primary firm's cost is \$158,376, about 39% of the proposal total consultant cost. The primary firm does not have as much effort proposed in key components of the study, including transit analysis and active modes of transportation. One key personnel in one of the support firms also has recently left the firm.

Question: Do we have information on other bids? (Councilmember Bannister)

Response: Please see response to Councilmember Eaton's question above.

Question: How did this study become to be so expensive? Should we revise the RFP and circulate again? (Councilmember Bannister)

Response: The cost is based on the scope of work and estimated effort for tasks. This work is fairly technical in nature and will require a fair amount of modeling and simulation - which tends to be specialized work and thus costly. The Transportation Commission reviewed the study scope in early 2018, following Resolution 17-2063 requesting staff review of mobility in the Lower Town Area. Recommendations from the Transportation Commission have been incorporated in the current scope.

CA – 8 - Resolution to Approve Amendment No. 1 to Professional Services Agreement with CTI and Associates, Inc. to provide for additional construction material testing services for the Scio Church Road Improvements Project (\$32,779.00)

Question: Regarding CA-8, the cover memo indicates the added cost is due to a couple of factors including the general contractor being behind schedule. Given that, is there any opportunity to recoup some of the added costs here from the contractor? (Councilmember Lumm)

Response: Yes. Staff intends to pursue the assessment of liquidated damages (\$1,300 per calendar day) for all work performed past the amended intermediate and final contract completion date(s).

CA-9 - Resolution to Adopt an Updated Traffic Calming Program

Question: Q1. Can you please clarify if specific traffic calming program actions will come to city council for approval or not? The reason I ask is that the 4th resolved clause of the resolution states that “The City Administrator has authority to manage and maintain the program including implementation of individual traffic calming projects”, but similar language that had been included in the prior (October 1st) version of Attachment A has been eliminated. (Councilmember Lumm)

Response: The proposed update would allow the administrator to implement traffic calming projects based on the policy defined by City Council. The proposed update would not require City Council approval of individual projects. This change would be consistent with the general practices that City Council is not involved with review and approval of individual projects. The language denoting this has been moved from Attachment A to the resolution. The resolution is a more appropriate fit for this policy matter related to program implementation; the Attachments are more appropriate for technical aspects of the Program itself. If Council chooses to maintain authority for individual project approval, the second and third resolved clauses should be modified to read as follows:

RESOLVED, That City Council maintains authority over Traffic Calming Program updates and approval, and approval of individual project plans before construction;

RESOLVED, That the City Administrator has authority to manage and maintain the program including implementation of individual traffic calming projects, after City Council approval;

Question: Q2. The new version of Attachment A includes added language on examples where specific safety-related improvement actions in the traffic calming area could be considered “outside” the Traffic Calming program. Can you please elaborate

on specific types of examples where this could occur and can you please indicate how the Bluett/Antietam bumpout action would be handled under this new criteria?
(Councilmember Lumm)

Response: The Traffic Calming program addresses safety concerns directly related to speed and speed management. Safety concerns that would need to be addressed outside of the traffic calming program are items that are not directly related to speed management. The following provides an elaboration on specific examples of where safety concerns could occur:

- Documented crash pattern: This occurs where there is history of crashes in the same area over a period of time. This could include vehicle to vehicle crashes, vehicle to pedestrian crashes, etc.
- Critical sight distance problem: Sight distance defines a driver's ability to see ahead on a street, identify obstructions or conflicts, and ability to perceive and react to conflict. Maintaining stopping and/or intersection sight distance is a basic safety need.
- Non-motorized travel need: Non-motorized travel needs are often gaps in the transportation system. Examples of these gaps may include crosswalks without ADA compliant ramps, short sidewalk gap to a major trip generator, and positive contrast street lighting.
- Sensitive travel population: Sometimes designs need to be modified to accommodate a known sensitive travel population's needs. Sensitive travel populations include residents with known mobility constraints, e.g. low vision or gross-motor skills, youth, e.g. pre-school and school children, or elderly.

The Bluett and Antietam bumpout is considered a safety concern warranting consideration outside of the Traffic Calming Program because a crosswalk at this location would not meet minimum stopping sight distance.

Staff has learned from the experiences with the Bluett and Antietam bumpout about the level of community interest in safety concerns that may arise from the Traffic Calming Program. If the Bluett and Antietam concern had arisen as part of the proposed revised Traffic Calming Program, staff would have determined an appropriate public engagement strategy, using the Community Engagement Toolkit, upon identifying the safety concern. Notification would have been sent to all addresses within the Bluett Traffic Calming project limits, explaining the safety concern – an explanation of the issue and the need for pursuing countermeasures outside of the Traffic Calming Program, as well as identifying next steps in the engagement strategy and the opportunities for input. The same notification would have been sent to any email addresses that had expressed interest in the project area or attended any public meetings for the project area.

An engagement strategy would have been executed for the safety concern. Input opportunities would have been made available. Public engagement strategies differ depending on the unique conditions of each project. Often, public meetings are included in addition to direct contact to immediately adjacent property owners.

Separate from the safety concern at Bluett and Antietam, the traffic calming process for the remainder of Bluett would continue, setting aside discussion of the safety location.

Question: Q3. Also regarding potential actions in the traffic calming area that could be considered “outside” the Traffic Calming program itself, can you please explain when and how the participants in an ongoing Traffic Calming program will be informed of the action? (Councilmember Lumm)

Response: As stated in Attachment A, the participants of an ongoing Traffic Calming project area will be informed of a safety concern being pursued outside of the Traffic Calming Program once the safety concern is identified, and an appropriate public engagement strategy is determined.

Regarding how participants will be notified, a direct mailing will be sent to addresses within the identified Traffic Calming project as well as an email notification to any contacts that have expressed interest in the particular project area and/or attended meetings as part of the traffic calming process for the project area.

Question: Q4. In the footnote on page 2 of Attachment A, it states that “Public engagement and communications will be essential components; however, safety improvements must not be left entirely to community polling.” While that’s reasonable, it also suggests that input will be sought – can you confirm that would be the plan? (Councilmember Lumm)

Response: Yes, the footnote also states “public engagement and communications will be essential components.” That language is included to clarify that input will be sought.

Question: Q5. As you know, much of the discussion and concern expressed by council at the October 1st meeting related to the multiple processes the City has to implement road improvement actions and the fact that some may not involve public discussion or neighborhood input. That notion seems to be perpetuated with the inclusion of the language in the footnote saying “Eligible funding sources for capital improvement projects and/or maintenance work associated with a safety concern could differ from the Traffic Calming Program funding.” Can you please speak to that and what plans staff has to address this broader issue? (Councilmember Lumm)

Response: Routine safety concerns are addressed by staff on a regular basis, whether they arise from resident feedback, the review of capital improvement projects, or an annual review of crash data. The responses to these concerns are quite varied and can consist of such things as:

- Low cost devices installed under existing budgets (e.g. pavement markings, signs, or pedestrian gateway treatments).

- Capital improvements that are installed as part of existing programs (e.g. sidewalk stair removal or ADA sidewalk ramp installation as part of the City's sidewalk program).
- Major capital investments that are supported through federal grants (e.g. installing a high friction roadway surface on a curve that experiences run-off-the-road crashes with serious injuries).

When a work item creates a major change in the way transportation system users interact with a street, then public engagement will be conducted at a higher level. As references in the footnote, the funding source for such improvement may vary depending on the type of improvement and how it is implemented.

CA-10 – Resolution No. 2 - Northside STEAM Safe Routes to School Sidewalk Gap Project - Sidewalk Special Assessment

Question: Q1. At the first public meeting there was concern expressed about tree removal. With the revised plan/design, is that still an issue and if so, can you please provide detail/additional information? (Councilmember Lumm)

Response: At the first public meeting, only a preliminary design was discussed, placing the sidewalks at the edge of the right-of-way as is standard in the City if no obstructions are encountered. Since then, staff has modified the sidewalk path to meander within the right-of-way in order to avoid as many trees as possible and limit tree removals. In some cases, curb lines are being moved inward to create more space for the new sidewalk. Some tree removals are still unavoidable, but staff has eliminated the removal of trees to the extent feasible. Design staff has coordinated with the City's Urban Forestry and Natural Resources Planning Coordinator on the project, and protection of existing trees to remain has been incorporated into the plans to the extent possible. Trees scheduled to remain and any roots exposed will be evaluated during construction to determine if the work will have any adverse impacts.

Question: Q2. The cover memo indicates that if the city does not continue with this grant, we would be "penalized" for SRTS and other TAP grants for two years. Does penalized mean we would not be eligible at all (or some other sort of penalty) and do we have a sense of other SRTS or TAP applications that we were planning to submit in the next two years? (Councilmember Lumm)

Response: Safe Routes to School (SRTS) and other Transportation Alternatives Program (TAP) grant applications are competitive grants. All grant applications received into the program are scored according to the program scoring as established by the Michigan Department of Transportation (MDOT) as part of their facilitation of these grants for the Federal Highway Transportation Administration (FHWA). It is City Staff's understanding that delaying a conditionally approved grant by one fiscal year would incur some amount of penalty points and that returning the grant money (failure to complete the project) would have a higher penalty. These penalties would greatly reduce the likelihood of being selected for future grants during the penalty period.

Safe Routes to School (SRTS) grants are a set-aside of the Transportation Alternatives Program (TAP) funding. Historically the City has used TAP funding for a wide variety of projects. Examples of TAP funded projects include the Gallup Park shared use path reconstruction, non-motorized facilities constructed as part of the Broadway Bridges project, the Washtenaw Avenue non-motorized path, and the non-motorized tunnel for the Allen Creek Berm Opening Project.

The SRTS process requires the grant process to be initiated by the school applying for funding; at this time, no other schools have contacted the City regarding an interest in applying for a major infrastructure SRTS grant. Currently the City has no TAP applications submitted. City staff have identified several eligible projects from current planning documents. These projects include the Barton to Bandemer non-motorized under the railroad tracks, low-stress bicycle network citywide signage program, the Gallup Park to Nichols Arboretum non-motorized connection under the railroad, and the Huron River non-motorized crossing west of Maiden Lane.

Question: Q3. The cover memo indicated there was opposition expressed at the second public meeting (after the changes/reduced assessments). Can you please provide a sense of the number (or proportion) of neighbors/impacted properties who are opposed to the sidewalks? (Councilmember Lumm)

Response: The purpose of the public meetings was to meet with residents, obtain their feedback, and address concerns that they expressed in the design to the extent feasible. A tally of residents for or against the project has not been created. In total, there are 26 properties affected by the assessments. Petitions were received from property owners or residents from 8 of the properties on Traver. The petitions requested that no sidewalk be installed on the "easement" on the north or south side of the 1600 block of Traver Road. However, in portions of this segment of the project, the City is moving the curbs to create space to construct the new sidewalk such that it will have minimal impact on the space between the back of the existing curb and the property lines.

Question: Which/how many potentially impacted residents have had meetings (in-person and/or by phone) with staff to discuss their specific properties? (Councilmember Bannister)

Response: Of the 26 properties affected, the City's project manager has spoken to (by phone or in person) 6 property owners representing 7 properties in the Special Assessment District outside of the public meetings. Correspondence by email regarding property impacts included an additional 8 property owners. Every property owner was sent a site plan of the proposed sidewalk adjacent to their parcel and an individual letter regarding the impacts to their property.

Question: Do we have any surveys, data, or even anecdotal evidence on whether their concerns or suggestions were satisfactorily addressed? (Councilmember Bannister)

Response: Surveys were taken at the June 26 public meeting, and were also available to be completed online with a requested submittal date of August 31, 2018. Of the streets remaining in the project limits, 33% of Brookside, 67% of Barton, 17% of Traver property owners responded. Based on answers received, Staff re-evaluated the project limits to reduce the cost of individual assessments, reduced the number of tree removals by moving the path of the sidewalk around trees, redesigned curbs and eliminated parking on portions of Traver to reduce the need to affect existing parcel grades and vegetation, designed an intersection improvement at the Baron/Starwick intersection (for a future project to address safety concerns), and updated the signage at the Barton/Starwick intersection. Staff has not heard from property owners that made specific requests as to whether they are currently satisfied with the revisions.

Question: Please send a packet of the actual communications (letters, postcards, etc) that were sent to potentially impacted neighbors. Please include the dates that communications were sent. (Councilmember Bannister)

Response: Please see attached PDF packet of all communications that went out. The letters are dated, indicating when they were sent.

Question: When does the grant funding expire, and does it continue into future years, or is the funding exhausted if we don't act by a certain deadline? (Councilmember Bannister)

Response: The SRTS funding has to be obligated this fiscal year (October 1, 2018 to September 30, 2019). Obligation comes after final plans, specifications, and estimates are approved by MDOT. It is possible that the project could be obligated in the current fiscal year, and built the following fiscal year.

Question: What feedback does staff have on how the timeline for the grant funding was organized, i.e. does staff have any feedback for MDOT on the process? (Councilmember Bannister)

Response: Yes, City Staff has feedback that will be shared with the MDOT Safe Routes to School staff upon completion of the current process. The feedback will likely include comments on how these projects are initiated, the overly onerous requirements for the grant application, and requirements/restrictions around how the public is engaged.

Question: How has the Office of Sustainability & Innovation, the Climate Action Plan, the Urban Forestry Plan, and other areas of city government been engaged in this SRTS project? (Councilmember Bannister)

Response: The project incorporates aspects of the 2012 Climate Action Plan, as the project helps students walk to school rather than being driven, thus reducing the overall community-wide emissions. Design staff have also discussed the impacts to trees

within the project with the Urban Forestry and Natural Resource Planning Coordinator and incorporated her suggestions and direction based on the City of Ann Arbor Urban & Community Forest Management Plan into the project. As far as the Office of Sustainability & Innovation, this project was scored for the CIP using the new sustainability criteria. The project had marks for Climate and Energy (Moderate- Energy Conservation), Community (Significant- Safe Community, Moderate- Active Living and Learning, Moderate- Economic Vitality), Land Use and Access (Significant- Transportation Options, Moderate- Sustainable Systems, Moderate- Integrated Land Use), and Resource Management (Moderate- Clean Air and Water).

Question: When might Council and the impacted neighbors see a Tree Schedule of impacted trees and shrubbery? (Councilmember Bannister)

Response: Tree and shrubbery removals are indicated in the color project boards shown at the October 4 public meeting and can be provided for the November 28th meeting. The plan's pay items include sidewalk grading (which clears the path of the sidewalk path of smaller vegetation) and stump removal.

Question: Has any consideration been given to the toad migration and impact on the herptiles and wildlife, including on the 1600 block of Traver? (Councilmember Bannister)

Response: With all Federal Aid projects (such as this one), an Endangered Species Review must be submitted through the U.S. Fish & Wildlife Service Information for Planning and Consultation (IPaC). Staff has not received any specific information about a toad migration. Data received from the US Fish & Wildlife Service indicates that the only reptile or amphibian on the department's official species list is the Eastern Massasauga rattlesnake (which is listed as threatened). However, this area is not shown as a critical habitat for this species, therefore not impacts are anticipated.

Question: Is staff able to coordinate with the AAPS, including the new Freeman Environmental Education Center, to consider the 1600 block of Traver for an educational field trip for Northside STEAM students? (Councilmember Bannister)

Response: Staff will pass this suggestion on to AAPS for their consideration.

C-1 – An Ordinance to Amend Section 2:22a of Chapter 27 (Water) and Section 2:42.2 of Chapter 28 (Sanitary Sewer) of Title II of the Code of the City of Ann Arbor (Connection Requirements)

Question: Q1. Can you please confirm that this ordinance change does not impact the costs property owners pay the city to connect to city water and sewer systems or the period over which property owners pay the city the connection fees? (Councilmember Lumm)

Response: This ordinance affects only the timing of when a newly annexed property would be obligated to connect and does not affect the amount of, or period in which to pay, capital cost recovery charges and other fees that are required when the property does connect. Those fees may change in the future, but not because of this ordinance.

Question: Q2. Have we done any benchmarking of how other cities (in Michigan or other states) handle annexations of township islands in terms of their timing requirements for connection or terms of payment? If so, can you please share that information and if not, can you please conduct some research on the matter (at least prior to second reading)? (Councilmember Lumm)

Response: We can do the research to see what we can find before second reading.

Question: Q3. Can you please provide data on how many township island properties there have been that have connected to city water and sewer systems over the last 10 years and how many of them were by city petition or mutual resolutions (I had requested similar data in my November 7th email to Messrs. Lazarus, Hupy, Postema, Crawford)? Also, in those instances, were there requests for connection timing delays and if so, were any of them accommodated? (Councilmember Lumm)

Response: We read your question to ask how many township parcels have been required to connect to city water and/or sewer in conjunction with or as a consequence of annexation into the city, and how many of those parcels were annexed by city petition or mutual resolutions.

No parcel has been annexed by mutual resolutions in the last 10 years, and we do not believe any parcel has been annexed by mutual resolutions before then.

One set of city petitions for annexation, covering 20 parcels (the Round 1 annexations), has been submitted to the State Boundary Commission in the last 10 years. Those petitions were approved by City Council on June 15, 2015.

No utility connections were required as a result of the Round 1 annexations. All 20 parcels were either already connected to city utilities at the time of annexation, were vacant parcels, or were parcels with structures that did not use water or discharge sewage.

Question: Q4. On October 1st, council postponed action on the resolution to petition the state for annexation of township parcels and it was to come back to council by December 3rd. Assuming the plan is to bring the item back at the December 3rd meeting, will there be any staff recommended changes? Also, have there been any recent discussions with the Townships or individual property owners and if so, can you please provide a summary of those discussions? (Councilmember Lumm)

Response: Staff is not recommending any changes. There have been discussions with some of the property owners to address concerns and questions. Staff has not had discussions with any of the Townships.

Question: Q5. The cover memo indicates that the 18-month delay before sending the 90-day notice is similar to the Michigan Public Health Code requirement that properties connect to a public sanitary sewer system within 18 months after a line is built. Assuming that's not a new Michigan Public Health requirement, why did we previously conclude that consistency with that requirement wasn't appropriate or necessary? (Councilmember Lumm)

Response: The Michigan Public Health Code provides for local jurisdictions to set their own requirements for connections to public sanitary sewer, so there wasn't and isn't a need to conform the city's requirements. The Michigan Public Health Code requires properties to connect to a public sanitary sewer within 18 months after publication of a notice that the sewer line was built, but would require immediate connection if a new structure that would generate sewage was built after the public line was in place. It does not address connections to public water systems. Although the provisions are not the same, the proposed amendments echo the 18-month time period. A longer delay would be inconsistent.

Question: Q6. Attachment 2 to the packet is a one-pager titled *Annexation to Eliminate Free Standing Islands*. What is that document - is that something prepared by city staff and can you please confirm that it's describing the current process/requirements (and not what is proposed)? (Councilmember Lumm)

Response: First, an apology for not explaining the attachment. It was attached as background regarding the two types of annexations to which the ordinance amendments would apply. It sets out both the process for city-initiated petitions for annexations, and the process for city-township boundary adjustment by mutual resolutions.

DC – 1 – Resolution to Direct the City Administrator to Evaluate the Feasibility for Participation in the AARP Age Friendly Communities Program

Question: Is there an estimated timeline for when we might receive an evaluation from staff about feasibility of the AARP Age Friendly Communities Program (DC-1)? (Councilmember Nelson)

Response: A: 90 – 120 days. Staff is meeting with local AARP staff to determine a path forward. Currently staff is investigating incorporating the process into the upcoming Master Plan update.

DC – 2 – Resolution Directing the City Administrator to Develop Recommendations for a Citizen Tree Planting Program

Question: Is there an estimated timeline for recommendation from staff about the citizen tree planting program (DC-2)? (Councilmember Nelson)

Response: City staff plan to have citizen tree planting recommendations to City Council by December 31, 2018.

DC-3 - Resolution to Waive the Fee Requirement for Freedom of Information Act Request 1636

Question: It is my understanding that the original FOIA fee for request 1636 was nearly \$700. What changed about the request that reduced the fee to \$401? (Councilmember Eaton)

Response: Due to a miscommunication about which staff member would need to gather the records, the City initially estimated the total fee to be \$667.94. This estimate was based on the hourly rate of the manager of the department where the work would be done rather than the hourly rate of the lowest paid employee capable of performing the work. The requestor questioned this, and the City corrected the mistake and sent a revised estimate of \$409.71.

Question: Regarding DC-3, my recollection is that council has waived FOIA fees in the past, but I may be wrong on that. Has council waived the fees previously and if so, can you please provide a bit on information – how many times we have, what the issues were and who the FOIA requesters were? (Councilmember Lumm)

Response: Staff is not aware of any other time Council has considered waiving a fee for a specific request.

DC-4 - Resolution to Fund Pilot of Net Zero Energy Affordable Housing Initiative and Electric Vehicle Chargers (8 Votes Required)

Question: The staff request for sustainability funding (agenda item DS-2) included funds for staff salary increases and additional staffing (hiring two interns) The Sustainability Manager indicated to me that an intern was hired two weeks ago using funds from “a portion of the funds remaining from 0100 - 029 - 1300 – 7023.” Can you inform me what “0100 - 029 - 1300 – 7023” refers to? (Councilmember Eaton)

Response: Fund 0100-029-1300-7023 refers to the portion of the County Mental Health and Safety rebate set aside for climate programs in FY 19 (The \$75,000 budgeted by Council).

Question: Q1 In response to my question on October 15th about the AAHC Broadway investment, the responses indicated the investment was primarily for solar, but also referenced “64 kw of solar capacity on the site” which suggests there are already solar panels/equipment there. I must be missing something so can you please clarify and provide any additional line item detail that’s available backing up the \$200K?
(Councilmember Lumm)

Response: The proposed amendment will cover energy efficiency upgrades and solar on the Broadway affordable housing site slated for renovation. In the previous response we wanted to relay that there is 64kw of solar potential (or potential solar capacity) on site. No solar has currently been installed on site. If approved, the budget amendment will help us fund the efficiency and the solar. Sorry about the confusion.

Question: Q2 One response related to Broadway stated that “powering the facility with renewable energy either entirely or mostly, means that the AAHC will reduce its operating expenses and, therefore, have more resources to invest in new units and/or upgrading existing units.” Can you please provide a sense of the amount of operating savings we might expect from powering the facility with renewable energy and what that may translate into in terms of additional upgrades or units? (Councilmember Lumm)

Response: During the summer months, the efficiency upgrades and the solar installation will offset 100% of the energy costs for the building. This will also be true in the winter if we use some battery storage (which we are looking into). Overall, we anticipate at least \$6,000 saved every year in annual operating costs just at this site. In conversation with AAHC, they indicated that this additional savings could do things such as increase support services to tenants by 4-5 hours/week.

DB -1 –Resolution of Support for Governor Snyder's Recycling Funding Initiative

Question: Regarding DB-1, is this resolution coming from (and endorsed by) city staff?
(Councilmember Lumm)

Response: This resolution is coming from the Environmental Commission. City staff have not endorsed the Resolution nor have they taken an official position on it. City staff support efforts to increase recycling and diversion rates in Michigan. However, only a portion of the fee would be used for activities to increase recycling rates. Additionally, the fee will have an impact on the City’s solid waste fund and the revenue generated from the fee will not be directly returned to Ann Arbor.

DS – 1 - Resolution No. 1 - Prepare Plans and Specifications for the Fuller Road Sidewalk - Sidewalk Special Assessment Project

Question: Regarding DS-1, can you please provide the updated Road Safety Audit that has been mentioned and also provide the minutes/feedback from the two meetings held since this was postponed in September -- (1) October 17th meeting with Huron High students and (2) November 1st public meeting held at Huron. (Councilmember Lumm)

Response: The following documents have been recently added to the project website:

- Summary of the feedback received from the October 17th Huron High School engagement effort ([click here](#)).
- The November 1st meeting summary information ([click here](#)).
- The 2019 Road Safety Audit Summary ([click here](#)).

Question: Also on DS-1, the cover memo references other issues that had surfaced at prior meetings ‘such as road alignment that could warrant continued further study and could enhance safety, but these issues are not part of the current project.’ Can you please elaborate on those items including when they may be evaluated and why it does not make more sense to develop a comprehensive plan and implement all of the improvements at one time rather than piece meal? (Councilmember Lumm)

Response: The proposed crosswalk relocation and sidewalk extension is a stand-alone project independent of other long range and more extensive changes that may be evaluated for future implementation on Fuller Road. Such changes could include altering road alignment and road width, and lane configuration. While staff as not estimated the costs of such changes in any detail at this time, any of these types of changes would come at a substantial cost.

DS-2 - Resolution to Amend the Office of Sustainability and Innovations FY 2019 Budget and Appropriate Funds for New and the Scaling-Up of Existing Climate and Sustainability Programs in the City of Ann Arbor (8 Votes Required)

Question: As early as fiscal year 2015 (perhaps earlier) Council has funded Community-Facing Climate Action Programs. For example the budget was increased by \$75,000 funded by a one-time use of fund balance to support Community-Facing Climate Action Programs for FY 2015 and increased by \$165,000 funded by a one-time use of fund balance to support the effort of a sustainability associate FTE (\$80,000) and Community-Facing Climate Action Programs (\$85,000), while alternative funding is being obtained. Please provide a history of funding for the sustainability staff and the community-facing climate action programs. Please provide a brief description of the accomplishments made by the sustainability staff and the community-facing climate action programs for each year, including an expression of the estimated impact on

energy consumption and carbon reduction achieved for each year. (Councilmember Eaton)

Response: . Historically the Sustainability Staff only included the Environmental Coordinator and the Energy Programs Analyst – and the majority of their work was focused on internal environmental and energy programs. There was some work exploring how to build community-facing climate programs (especially when grants were available, which have grown sparser over time) but there was never significant resources dedicated to building and sustaining these community facing programs or the staff to support them. Instead, the limited money we did allocate for community-facing programs was nearly always passed on to community partners. The attached document provides a summary of supplemental funding for sustainability programs over the last several years as well as a list of accomplishments by year.

Question: Q3. Finally (on DS-2), the October 15th response on the “Green Rental housing” program indicated that it is heavily modeled on Boulder’s program. In the Boulder program, how much time were/are property owners given to meet the minimum efficiency standard? Also, are we aware of any other cities with similar programs? (Councilmember Lumm)

Response: In Boulder, this program was ramped up over several years (roughly 6 years), giving the City and landlords a chance to work together to design the program and make the requisite adjustments. We anticipate doing something similar in which we launch a pilot of the program, in partnership with interested landlords, to discover what works and what needs modification. Once we pilot, we’ll make revisions and then slowly roll out the program over several years until we get to 100% adoption. And, other than Boulder, we aren’t aware of any other City that has a program such as this fully operational – although many others are looking to implement such a program (e.g., Cambridge, MA; Columbia, MO; Dearborn, MI; Seattle, WA; Denver, CO; Somerville, MA) and have reached out to learn more about our work in this area.

Question: During orientation last week, we were told by the Sustainability and Innovations manager that 20% of that department’s work has a national focus. I wonder: how would the department characterize the seven core areas in terms of local versus national focus? (Councilmember Nelson)

Response: Roughly 15-20% of the Manager’s time (not the Office’s) has been slated to work on national-level initiatives which provide value for the City of Ann Arbor. As a side note, the Manager has brought a number of grants with her to help cover part of this work for the coming year.

In terms of nationally-relevant work, this could be initiatives that bring in new ideas of relevance for Ann Arbor or initiatives that allow us to share the work Ann Arbor is doing with others around the nation. In terms of the Department’s budget amendment presented in item DS-2, all of the initiatives are focused on Ann Arbor and enhancing local sustainability and/or reducing local greenhouse gas emissions. The Net Zero

Energy Affordable Housing Program and the Resilience Hubs are two of the programs, however, which, once implemented, will allow us to share our lessons learned and successes with peer communities for hopeful replication in other communities. The same can be said for our Municipal Clean and Renewable Strategy work – but we still have quite a ways to go before we reach our target of generating 100% of our municipal operations from clean and renewable energy.



Northside STEAM SRTS Sidewalk Gap Project

Do you live at one of the 50 affected parcel is the Special Assessment District? (Circle One)

Own and Reside

Own, but do NOT reside

Rent

Live in Neighborhood

Live outside Neighborhood

1. Sidewalks are known to enhance safety and accessibility of a corridor by providing a designated space for pedestrians. Are you generally in favor of filling sidewalk gaps?

Circle one: YES NO MAYBE/UNDECIDED

2. If there were no special assessment, would you support filling the sidewalk gap within the project?

Circle one: YES NO MAYBE/UNDECIDED

3. Taking the special assessment into consideration, do you support filling the sidewalk gap within the project?

Circle one: YES NO MAYBE/UNDECIDED

4. Do you feel the terms of payment (amount and timeframe) for the special assessment are reasonable?

- a. Yes, the terms are reasonable.
- b. No, MORE TIME is needed to pay back the assessment.
- c. No, the special assessment amount is TOO HIGH.
- d. No, the special assessment AMOUNT and TIMEFRAME for payment are both unreasonable.
- e. Maybe/Undecided

Name: _____

Phone: _____ Email: _____

Address _____

A. Do you have specific concerns about your property and the location of the proposed sidewalk that the design team should know about? (Circle all that apply)

- a. I have an underground sprinkler system within the right-of-way.
- b. I have an invisible fence within the right-of-way
- c. I have landscape features within the right-of-way
- d. I have landmark trees within the right-of-way
- e. No, I have no concerns about the location of the sidewalk
- f. Other: _____

B. Are you willing to provide a permanent easement to place the sidewalk behind the Right-of-Way (private property) if Landscape Features or Trees could be saved?

Circle one: YES NO MAYBE/UNDECIDED

C. Are you willing to give up on-street parking in order to narrow the road and place the new sidewalk where current on-street parking exists now? (Applicable on some streets with existing on-street parking)

Circle one: YES NO MAYBE/UNDECIDED



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Phone: (734) 794-6410 Fax: (734) 994-1744
Web: www.a2gov.org

August 28, 2017

Dear Resident/Property Owner,

The City of Ann Arbor has been working in partnership with Northside STEAM School on a Safe Routes to School program. The goal of the partnership is to promote the safety of children walking to and from school.

The City has worked with the school's safety committee to submit an application to address some of the safety concerns identified during the walking and bicycling safety assessments, including the installation of new sidewalks. If the application is successful, the City will be able to install new sidewalks in the identified areas with the assistance of MDOT's Safe Routes to School program. It is our hope that the new sidewalks will promote a safer walking environment for children.

If the grant is successful, construction of the new sidewalk adjacent to your property will likely commence during the summer of 2019. All sidewalks are planned to be constructed in the public right-of-way, similar to other areas within the City that have sidewalks. MDOT notification regarding grant award should occur late this fall. Should the grant be awarded for this project, the City will conduct a public meeting to discuss the project in more detail and you will be contacted again in advance of the meeting.

Please accept this letter and map as a notice of this potential project. If you have any questions or comments, please feel free to contact me at 734-794-6410 x 43632 or via e-mail at credinger@a2gov.org.

Very truly yours,
City of Ann Arbor Engineering

A handwritten signature in cursive script that reads "Cynthia R. Redinger".

Cynthia R. Redinger, PE, PTOE
Traffic Engineer

cc: MI SRTS



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Phone: 734.794.6410
a2gov.org

Printed on recycled paper

June 4, 2018

Re: Northside STEAM Safe Routes to School Sidewalk Gap Project
Special Assessment Public Administrative Hearing
File No: 2018-024

Dear property owner:

The City of Ann Arbor, in collaboration with Ann Arbor Public Schools, is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school.

Construction of new sidewalk would occur adjacent to your parcel in the City right-of-way. Per City Code, construction of new sidewalk is specially assessed to the adjacent property owners. This assessment will be estimated based on historical construction costs for sidewalk construction.

The Ann Arbor STEAM Safe Routes to School (SRTS) committee received a grant from the State of Michigan to provide technical assistance in the completion of a grant which can contribute up to \$400,000 of the construction costs, and therefore offset some of the assessment.

The City plans to construct new sidewalk along the following locations:

- Brookside Dr., between Delafield Dr. and Pontiac Trl.
- Barton Dr, west of Starwick Dr.
- Traver Rd, between Barton Dr. and John A Woods
- John A Woods, east of Pontiac St.
- Pear St, between John A Woods and Traver St.
- Apple Street

An administrative hearing has been scheduled for **Tuesday, June 26, 2018 from 6:00 p.m. to 7:30 p.m., in the Council Chambers on the 2nd floor of the Guy C. Larcom Jr. City Hall Building, 301 E Huron St, Ann Arbor.** More information on the proposed project and the special assessment process will be presented along with time for questions and answers.

Please contact me at 734.794.6410 ext. 43678 or by e-mail at jallen2@a2gov.org for further questions or visit the project webpage at www.a2gov.org/STEAM.

Very truly yours,
City of Ann Arbor Engineering

Jane K Allen, P.E.
Project Manager



CITY OF ANN ARBOR MEETING NOTICE

NOTICE OF SPECIAL OR NONREGULARLY SCHEDULED MEETING

Northside STEAM Safe Routes to School (SRTS) Sidewalk Gap Special Assessment Administrative Hearing

The City of Ann Arbor Engineering Unit will hold a public meeting from 6:00 p.m. to 7:30 p.m. in the Council Chambers on the 2nd Floor of the Guy C. Larcom Jr. City Hall Building, 301 E. Huron St., on Tuesday, June 26. This meeting will include discussion of the proposed sidewalk gap filling project in the neighborhood around the Northside STEAM School, including the proposed sidewalk gap plans and the special assessment process. Staff will be available to gather feedback from meeting participants.

Jane Allen, P.E.
City of Ann Arbor Engineering
301 E. Huron St. Ann Arbor, MI 48107
734-794-6410 ext.43678
JAllen2@a2gov.org
Posted: 05/18/2018

All persons are encouraged to participate in public meetings. Accommodations, including sign language interpreters, may be arranged by contacting the City Clerk's office at 734.794.6140; via email to: cityclerk@a2gov.org; or by written request addressed and mailed or delivered to:

City Clerk's Office
301 E. Huron St.
Ann Arbor, MI 48104

Requests made with less than two business days notice may not be able to be accommodated.



CITY OF ANN ARBOR, MICHIGAN

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Web: www.a2gov.org

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July 25, 2018

Re: Northside STEAM Safe Routes to School Sidewalk Gap Project
Special Assessment District Limits and Temporary Grading Permits
File No: 2018-024

Dear property owner:

As stated in a previous letter, dated June 4, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. The Ann Arbor STEAM Safe Routes to School (SRTS) committee received technical assistance from Michigan State University to select infrastructure improvements and apply for a grant from the State of Michigan, which can contribute up to \$400,000 of the construction costs of those infrastructure improvements.

Construction of new sidewalk would occur adjacent to your parcel in the City right-of-way. Per City Code, construction of new sidewalk is specially assessed to the adjacent property owners. The funds from the Grant will be able to reduce the cost of individual special assessments.

The City of Ann Arbor held a public meeting June 26, 2018 for affected property owners to discuss the proposed project, the special assessment process, and receive feedback from the owners. A summary of feedback and other documents from that meeting can be found at the project website www.a2gov.org/steam.

As a result of that meeting, City staff and the Northside STEAM SRTS committee met to re-evaluate the prioritized infrastructure improvements proposed in the action plans, with the goal of reducing the overall project cost so that individual assessments would be reduced and the Grant funding would be most effectively utilized. These discussions led to the removal of Apple Street and Pear Street from the project limits. With the overall project cost being reduced, a greater percent of the Grant funding can be spent on the remaining sidewalk gap construction, thus reducing the estimated individual special assessment from approximately \$89/ft to \$48/ft. This is a preliminary estimated cost, as final plans have not been completed.

Following this change in scope, the City is continuing to prepare plans for the construction of new sidewalk along the following locations:

- Brookside Dr., between Delafield Dr. and Pontiac Trl.
- Barton Dr., west of Starwick Dr.
- Starwick Dr., north of Barton Dr.

- Traver Rd., between Barton Dr. and John A Woods
- John A Woods, east of Pontiac St.

The City may need to request temporary grading permits from property owners in the special assessment district to accommodate related grading work on a portion of parcels adjacent to the City right-of-way. This is not a permanent grant, and the sidewalk will not be constructed on private property. The temporary grading permit will be used for grading purposes to blend the grade of private yards into the new sidewalk, after which any disturbed grass, pavement, or landscaping will be restored. The City is will offer fair value in exchange for temporary grading permits, which can be used to further offset some of the cost of the special assessment. By October, we will know if a temporary grading permit is needed from your property, and a future letter will outline the details and the offering.

Once the plans are complete, they will be placed on the project website, www.a2gov.org/steam. A more precise cost estimate will also be made available, along with updated special assessment costs.

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions.

Very truly yours,
City of Ann Arbor Engineering



Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\37 - Special Assessments\Special Assessment Notification Letter 3 Updated Limits OWNERS.docx)

cc: File



CITY OF ANN ARBOR, MICHIGAN

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Web: www.a2gov.org

Printed on recycled paper

July 25, 2018

Re: Northside STEAM Safe Routes to School Sidewalk Gap Project
File No: 2018-024

Dear Resident:

As stated in a previous letter, dated June 4, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. The Ann Arbor STEAM Safe Routes to School (SRTS) committee received technical assistance from Michigan State University to select infrastructure improvements and apply for a grant from the State of Michigan, which can contribute up to \$400,000 of the construction costs of those infrastructure improvements.

The City of Ann Arbor held a public meeting June 26, 2018 for affected property owners and residents to discuss the proposed project, the special assessment process, and receive feedback from the owners and residents. A summary of feedback and other documents from that meeting can be found at the project website www.a2gov.org/steam.

As a result of that meeting, City staff and the Northside STEAM SRTS committee met to re-evaluate the prioritized infrastructure improvements proposed in the action plans, with the goal of reducing the overall project cost so that individual assessments would be reduced and the Grant funding would be most effectively utilized. These discussions led to the removal of Apple Street and Pear Street from the project limits. With the overall project cost being reduced, a greater percent of the Grant funding can be spent on the remaining sidewalk gap construction, thus reducing the estimated individual special assessment charged to the property owners.

Following this change in scope, the City is continuing to prepare plans for the construction of new sidewalk along the following locations:

- Brookside Dr., between Delafield Dr. and Pontiac Trl.
- Barton Dr., west of Starwick Dr.
- Starwick Dr., north of Barton Dr.
- Traver Rd., between Barton Dr. and John A Woods
- John A Woods, east of Pontiac St.

Once the plans are complete, they will be placed on the project website, www.a2gov.org/steam.

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions.

Very truly yours,
City of Ann Arbor Engineering

A handwritten signature in black ink, appearing to read "Jane K Allen", with a long horizontal flourish extending to the right.

Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\37 - Special Assessments\Special Assessment Notification Letter 3 Updated Limits RESIDENTS.docx)

cc: File



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering

301 E. Huron Street, P.O. Box 8647

Ann Arbor, Michigan 48107

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Web: www.a2gov.org

Printed on recycled paper

July 25, 2018

Re: Northside STEAM Safe Routes to School Sidewalk Gap Project
Special Assessment District Limits
File No: 2018-024

Dear property owner or resident:

The Ann Arbor STEAM Safe Routes to School (SRTS) committee received a grant from SRTS Michigan to provide technical assistance in the completion of the SRTS process, develop action plans, and ultimately submit a grant application for proposed infrastructure improvements that include filling sidewalk gaps in your neighborhood.

The City of Ann Arbor held a public meeting June 26, 2018 for affected property owners and residents to discuss the proposed project, the special assessment process, and receive feedback from the owners and residents. A summary of feedback and other documents from that meeting can be found at the project website www.a2gov.org/steam.

As a result of that meeting, City staff and the Northside STEAM SRTS committee met to re-evaluate the prioritized infrastructure improvements proposed in the action plans, with the goal of reducing the overall project cost so that individual assessments would go down and the Grant funding (up to \$400,000) would be most effectively utilized. These discussions led to the removal Apple Street and Pear Street from the project limits. Therefore, your property is no longer a part of the Special Assessment District, and sidewalk will not be constructed adjacent to the property.

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions.

Very truly yours,
City of Ann Arbor Engineering

Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\37 - Special Assessments\Special Assessment Notification Letter 3 Updated Limits Removed Parcels.docx)

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CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Phone: 734.794.6410
a2gov.org

Printed on recycled paper

September 17, 2018

Re: Northside STEAM Safe Routes to School Sidewalk Gap Project
Special Assessment Public Meeting
File No: 2018-024

Dear property owner:

The City of Ann Arbor, in collaboration with Ann Arbor Public Schools and the Ann Arbor STEAM Safe Routes to School (SRTS) committee, is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. Construction of new sidewalk would occur adjacent to your parcel in the City right-of-way.

We held a Public Administration Hearing on Tuesday, June 26, 2018 to discuss the proposed project and the special assessment process. Now, we like to meet again to discuss the design considerations along the following streets in the Special Assessment District and Project Limits:

- Brookside Dr., between Delafield Dr. and Pontiac Trl.
- Barton Dr, west of Starwick Dr.
- Traver Rd, between Barton Dr. and John A Woods
- John A Woods, east of Pontiac St.

The Public Meeting has been scheduled for **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.** See reverse for parking and directions. More information on the proposed project design will be presented along with time for questions and answers.

Please contact me at 734.794.6410 ext. 43678 or by e-mail at jallen2@a2gov.org for further questions or visit the project webpage at www.a2gov.org/STEAM.

Very truly yours,
City of Ann Arbor Engineering

Jane K Allen, P.E.
Project Manager

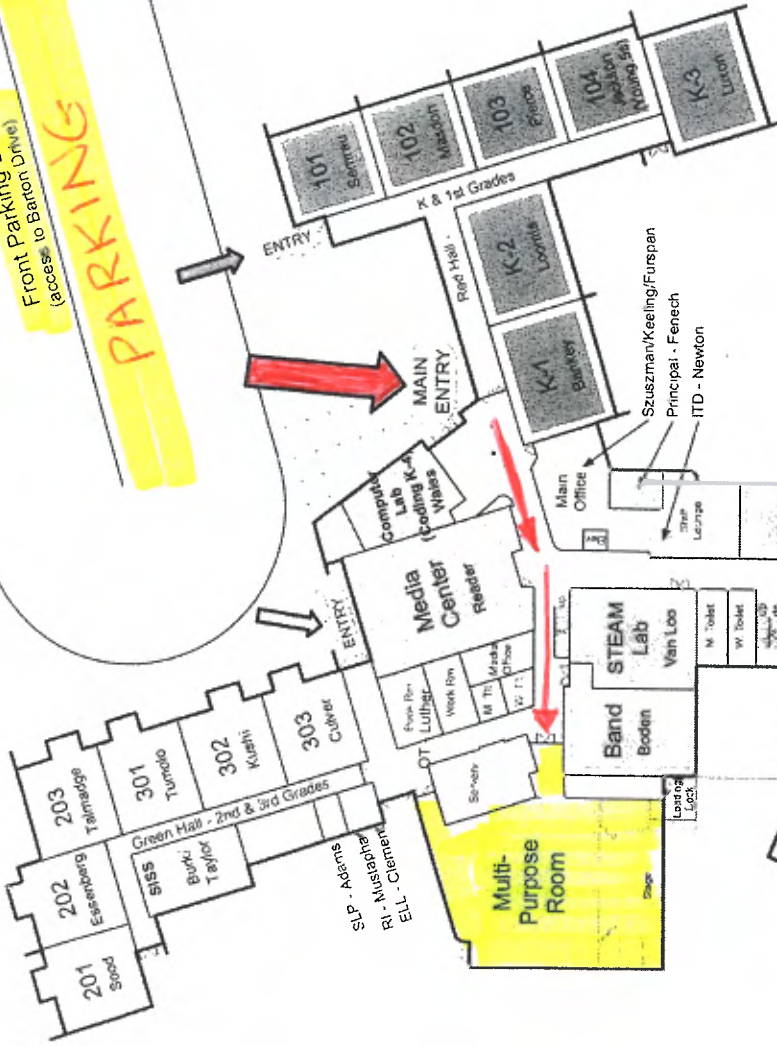
JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\43 - Informational Letters, Public Notices, Mailing Lists\Special Assessment Notification Letter 3.docx)

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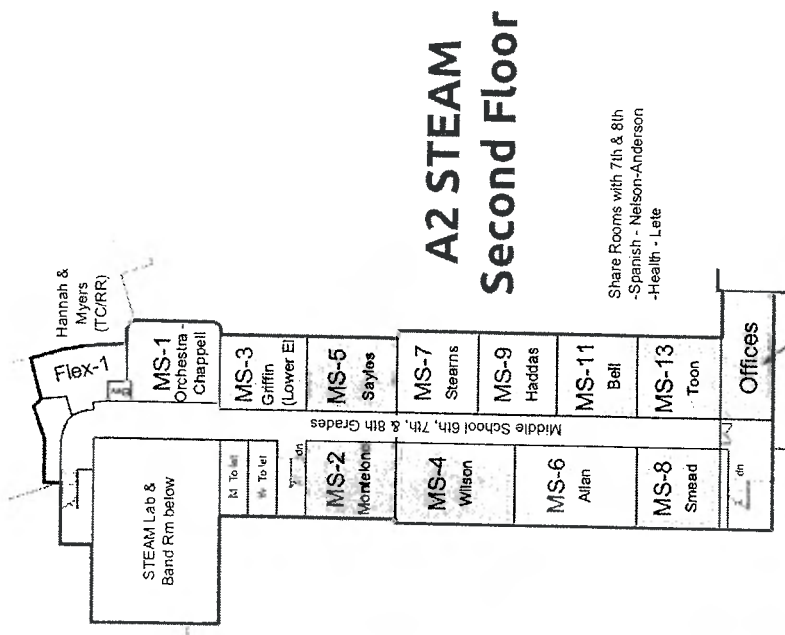
A2 STEAM Floor Plan 2018-2019

Front Parking Lot
(access to Baron Drive)

PARKING



A2 STEAM First Floor



A2 STEAM Second Floor

Share Rooms with 7th & 8th
-Spanish - Nelson-Anderson
-Health - Lete

Assist Principal - Stidham
PBL Coordinator - Hat
SSW - Hite & Herrick
Psychologist - Loveland
Counselor - Paines



CITY OF ANN ARBOR MEETING NOTICE

NOTICE OF SPECIAL OR NONREGULARLY SCHEDULED MEETING

Northside STEAM SRTS Sidewalk Gap Project

The City of Ann Arbor Northside STEAM SRTS Sidewalk Gap Project members will meet at 6:30 p.m. to 8:00 p.m. in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr., on Thursday, October 4, 2018, for the purpose of discussing design considerations of the sidewalk gaps and any other business that the body deems necessary.

Jane Allen
Engineering
301 E. Huron St, Ann Arbor MI 48104
(734) 794-6410 x43678
Jallen2@a2gov.org
Posted: September 17, 2018

All persons are encouraged to participate in public meetings. Accommodations, including sign language interpreters, may be arranged by contacting the City Clerk's office at 734.794.6140; via email to: cityclerk@a2gov.org; or by written request addressed and mailed or delivered to:

City Clerk's Office
301 E. Huron St.
Ann Arbor, MI 48104

Requests made with less than two business days notice may not be able to be accommodated.



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Phone: (734) 794-6410 Fax: (734) 994-1744
Web: www.a2gov.org

Printed on recycled paper

September 21, 2018

HOLLOWAY SAMUEL & JANET
701 Brookside
Ann Arbor, MI 48105

Re: 701 Brookside, Parcel 09-09-16-306-002
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design and Temporary Grading Permit

Dear Mr. and Mrs. Holloway:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we have a proposed location for the sidewalk at 701 Brookside.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. In order to transition the back of the sidewalk to your yard and driveway smoothly, the City is requesting a Temporary Grading Permit.

A Temporary Grading Permit is not a permanent grant, and the sidewalk will not be constructed on your property. The temporary grading permit will be used for grading purposes to blend the grade of your yard into the new sidewalk, after which any disturbed grass, pavement, or landscaping will be restored. The City is prepared to offer you about \$481 in exchange for agreeing to this temporary grading permit, which you can use to offset the cost of the special assessment.

If you are in agreement, an official contract will be sent or delivered to you, which must be returned to the City by October 31, 2018. I could also bring it to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

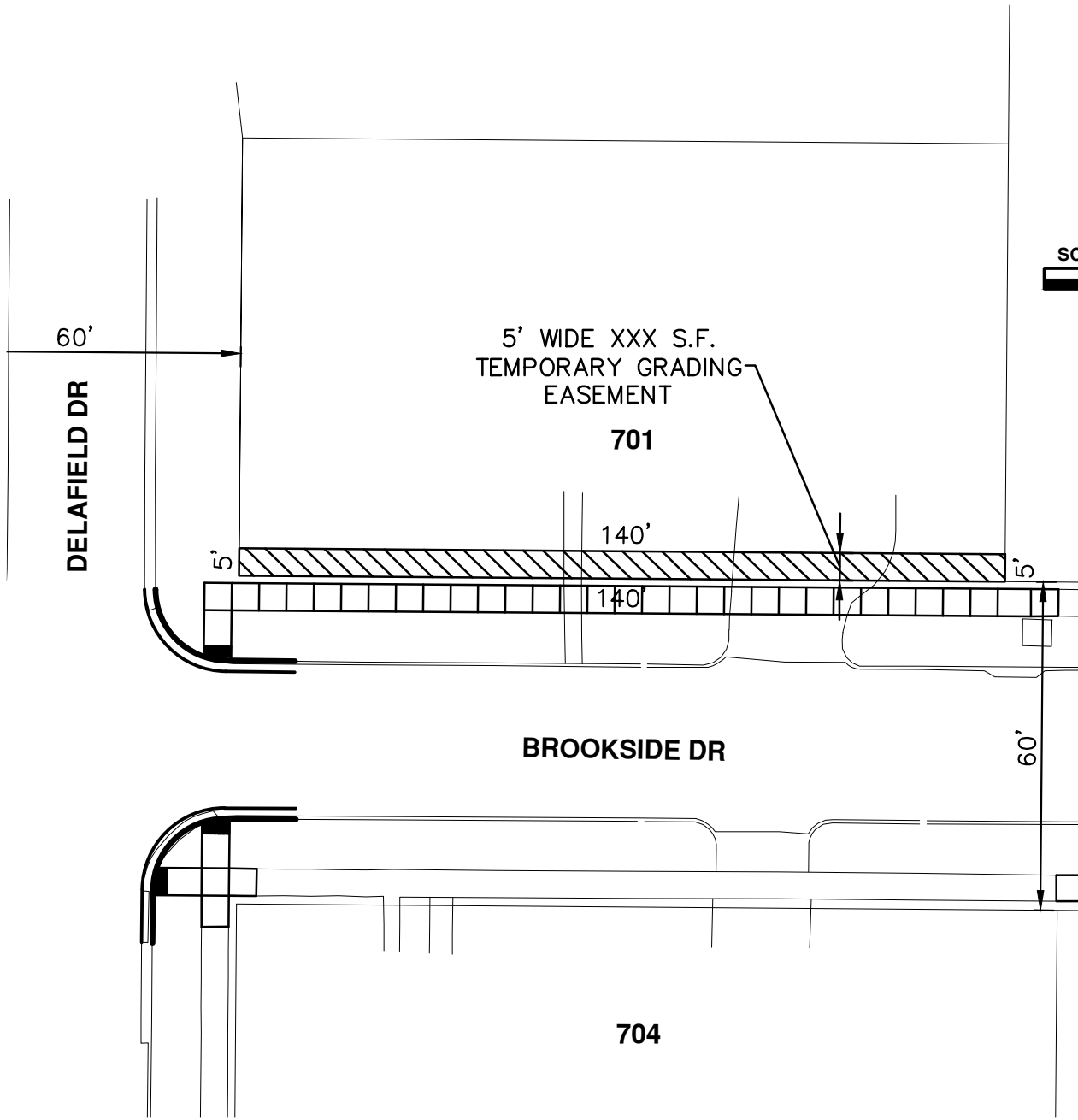

Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\701 Brookside\701 Brookside Design and TGP.docx)

cc: File



SCALE: 1" = 30'



DESCRIPTION OF TEMPORARY GRADING EASEMENT

XXX SQ. FT. OF A PARCEL WITH TAX ID 09-09-16-306-002, OF WASHTENAW COUNTY RECORDS.



**CITY OF ANN ARBOR
PUBLIC SERVICE**
 301 EAST HURON STREET
 P.O. BOX 8647
 ANN ARBOR, MI 48107-8647
 734-794-6410
 www.a2gov.org

**NORTHSIDE STEAM SAFE ROUTES TO SCHOOL
GRADING EASEMENT**

BROOKSIDE 701
ANN ARBOR, MICHIGAN

PROJ.#: 2018024

DATE: 8/14/2018

DRAWING NO.

DB: DPF

FILE: BROOKSIDE 701

2018024-EA6



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Phone: (734) 794-6410 Fax: (734) 994-1744
Web: www.a2gov.org

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August 22, 2018

William P Borgstadt
9735 Willis Rd
Willis, MI 48191

Re: 729 Brookside
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment and Temporary Grading Permits

Dear Mr. Borgstadt:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progresses, a question came up regarding your property at 729 Brookside Drive.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. But, in doing so at 729 Brookside, that would have necessitated the removal of the 54" diameter tree in the SE corner of the lot. Although the tree is in the right-of-way, we would like to remove as few trees as possible for this project. Therefore, we propose to go around the tree, and place the 5 foot wide sidewalk right behind the curb.

However, with the sidewalk right behind the curb, there is no lawn extension to stockpile snow in the winter. This may cause you, or your tenant, to shovel repeatedly after a snow event if the City's snowplows push snow onto the sidewalk.

We would like to know your preference to the design alternatives. Enclosed is a drawing of the option in which saves the tree. The alternative would place the sidewalk parallel to the right-of-way line all the way to the Pontiac Trail sidewalk. This second option may also require a temporary grading permit because of the grade changes at the right-of-way line.

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or to schedule a site meeting to discuss this.

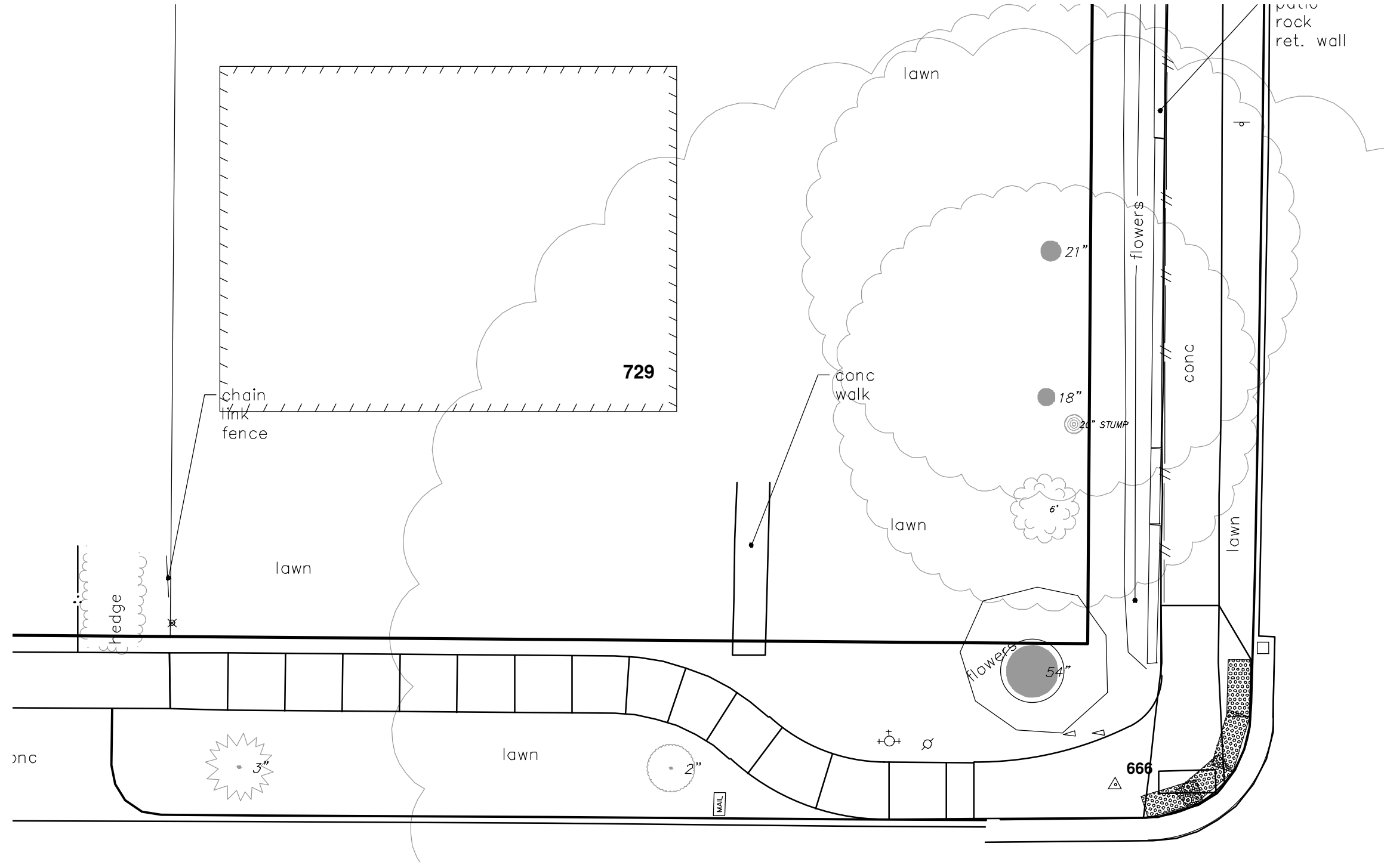
Very truly yours,
City of Ann Arbor Engineering

Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\729 Brookside\729 Brookside Design Alternatives.docx)

cc: File

R:\2018024 Northside STEAM SRTS\References\DWG\Brookside Rlay.dwg Dwg Created: 17-Aug-18 - _a2_standard bw.stb - Plot Date: 17-Aug-18



729 BROOKSIDE DRIVE		CITY OF ANN ARBOR	
PROPOSED SIDEWALK		PUBLIC SERVICES	
SHEET No.		301 EAST HURON STREET	
1 OF 1		ANN ARBOR, MI 48107-8647	
REV. NO.	00	DATE	August 17, 2018
DRAWN BY	KMB	CHECKED BY	
SCALE 1" = 10'		DATE	17-Aug-18
DRAWING NO.		www.a2gov.org	



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Phone: (734) 794-6410 Fax: (734) 994-1744
Web: www.a2gov.org

Printed on recycled paper

September 21, 2018

BORGSTADT WILLIAM P
9735 Willis Rd
Willis, MI 48191

Re: 729 Brookside, Parcel 09-09-16-306-004
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design and Temporary Grading Permit

Dear Mr. Borgstadt:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 729 Brookside, which you've already agreed to.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. We've discussed being closer to the road in your SE corner, but we'll match your neighbor's sidewalk at the ROW in your SW corner. In order to transition the back of the sidewalk to your yard smoothly, the City is requesting a Temporary Grading Permit.

A Temporary Grading Permit is not a permanent grant, and the sidewalk will not be constructed on your property. The temporary grading permit will be used for grading purposes to blend the grade of your yard into the new sidewalk, after which any disturbed grass, pavement, or landscaping will be restored. The City is prepared to offer you about \$250 in exchange for agreeing to this temporary grading permit, which you can use to offset the cost of the special assessment.

If you are in agreement, an official contract will be sent or delivered to you, which must be returned to the City by October 31, 2018. I could also bring it to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

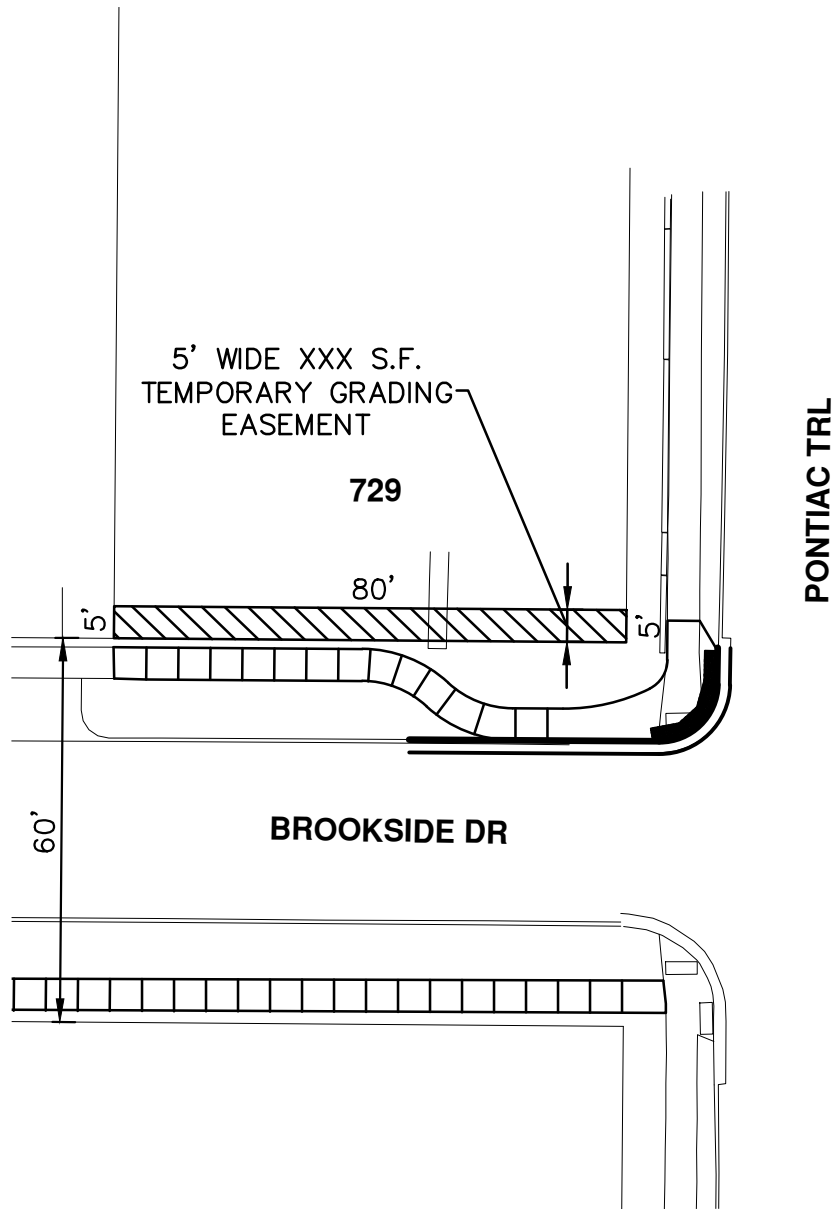

Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\729 Brookside\729 Brookside Design and TGP.docx)

cc: File



SCALE: 1" = 30'



DESCRIPTION OF TEMPORARY GRADING EASEMENT

XXX SQ. FT. OF A PARCEL WITH TAX ID 09-09-16-306-004, OF WASHTENAW COUNTY RECORDS.



**CITY OF ANN ARBOR
PUBLIC SERVICE**
301 EAST HURON STREET
P.O. BOX 8647
ANN ARBOR, MI 48107-8647
734-794-6410
www.a2gov.org

NORTHSIDE STEAM SAFE ROUTES TO SCHOOL GRADING EASEMENT

BROOKSIDE 729
ANN ARBOR, MICHIGAN

PROJ.#: 2018024

DATE: 8/14/2018

DRAWING NO.

DB: DPF

FILE: BROOKSIDE 729

2018024-EA7



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Phone: (734) 794-6410 Fax: (734) 994-1744
Web: www.a2gov.org

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September 11, 2018

MACOMBER BRIGIT D
815 Barton Dr
Ann Arbor, MI 48105

Re: 815 Barton
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Ms. Macomber:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progresses, a question came up regarding your property 815 Barton Drive.

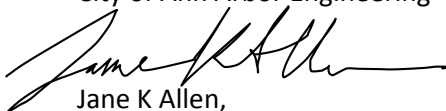
As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. But, in doing so at 815 Barton, that would have necessitated the removal of a large 20 inch diameter tree in the SE corner. Although the tree is in the right-of-way, we would like to save as many trees as possible. Therefore, we propose to go around the features, and place the 5 foot wide sidewalk 3 feet behind the curb.

However, with the sidewalk closer to the curb, there is limited lawn extension to stockpile snow in the winter. This may cause you to shovel repeatedly after a snow event if the City's snowplows push snow onto the sidewalk.

We would like to know your preference to the design alternatives. Enclosed is a drawing of the option in which saves the tree. The alternative would place the sidewalk parallel to the right-of-way line. This second option may also require a temporary grading permit because of the grade changes at the right-of-way line.

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or to schedule a site meeting to discuss this.

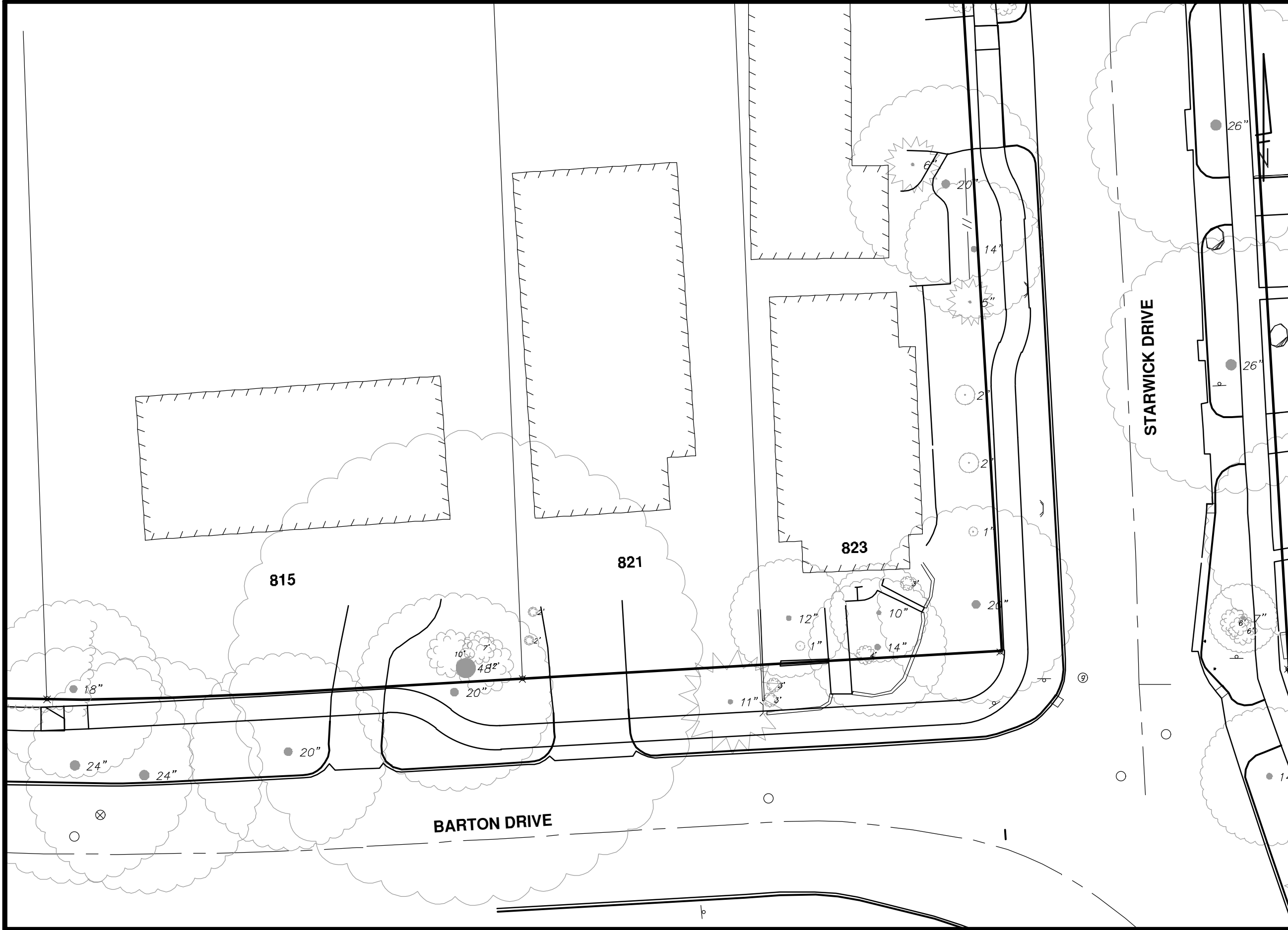
Very truly yours,
City of Ann Arbor Engineering



Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\815 Barton\815 Barton Design Alternatives.docx)

cc: File

R:\2018024 Northside STEAM SRTS\References\DWG\barton_18.dwg Dwg Created: 6-Sep-18 --_a2 standard bw.stb -- Plot Date: 6-Sep-18



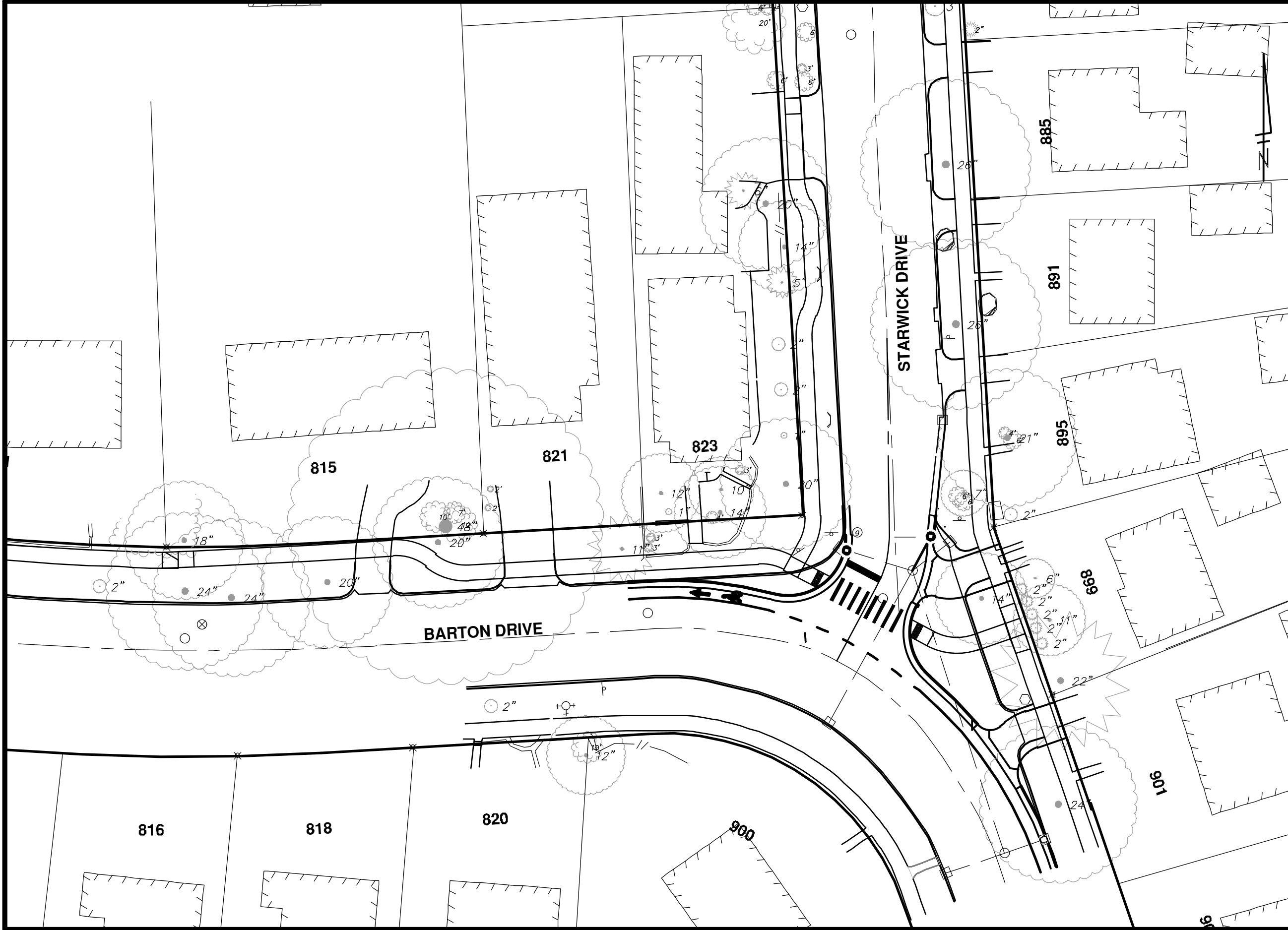
		CITY OF ANN ARBOR PUBLIC SERVICES 301 EAST HURON STREET ANN ARBOR, MI 48107-8647 734-794-6410 www.a2gov.org	
00	09/06/2018	DRAWN BY KMB	BY JKA
REV. NO.	DATE	DRAWN BY	CHECKED BY
SCALE 1" = 20'		DATE 6-Sep-18	
DRAWING NO.			

NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

BARTON - STARWICK SIDEWALK ONLY

SHEET No. **1 OF 2**

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00	09/06/2018	09/06/2018	BY JKA
REV. NO.	DATE	DATE	CHECKED BY
		DATE	DRAWING NO.
SCALE 1" = 30'		DATE 6-Sep-18	

CITY OF ANN ARBOR
PUBLIC SERVICES
 301 EAST HURON STREET
 ANN ARBOR, MI 48107-8647
 P.O. BOX 8647
 734-794-6410
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NORTHSIDE STEAM
SAFE ROUTES TO
SCHOOL
BARTON - STARWICK
FINAL

SHEET No.
2 OF 2



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Phone: (734) 794-6410 Fax: (734) 994-1744
Web: www.a2gov.org

Printed on recycled paper

September 21, 2018

MACOMBER BRIGIT D
815 Barton Dr
Ann Arbor, MI 48105

Re: 815 Barton Dr, Parcel 09-09-21-206-022
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design and Temporary Grading Permit

Dear Ms. Macomber:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we have a proposed location for the sidewalk at 815 Barton Dr.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. Although we would like to install the sidewalk closer to the road to avoid removing trees in the SE corner, we do intend to place the sidewalk near the ROW to match your neighbor's sidewalk in the SW corner. In order to transition the back of the sidewalk to your yard and driveway smoothly, the City is requesting a Temporary Grading Permit.

A Temporary Grading Permit is not a permanent grant, and the sidewalk will not be constructed on your property. The temporary grading permit will be used for grading purposes to blend the grade of your yard into the new sidewalk, after which any disturbed grass, pavement, or landscaping will be restored. The City is prepared to offer you about \$300 in exchange for agreeing to this temporary grading permit, which you can use to offset the cost of the special assessment.

If you are in agreement, an official contract will be sent or delivered to you, which must be returned to the City by October 31, 2018. I could also bring it to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

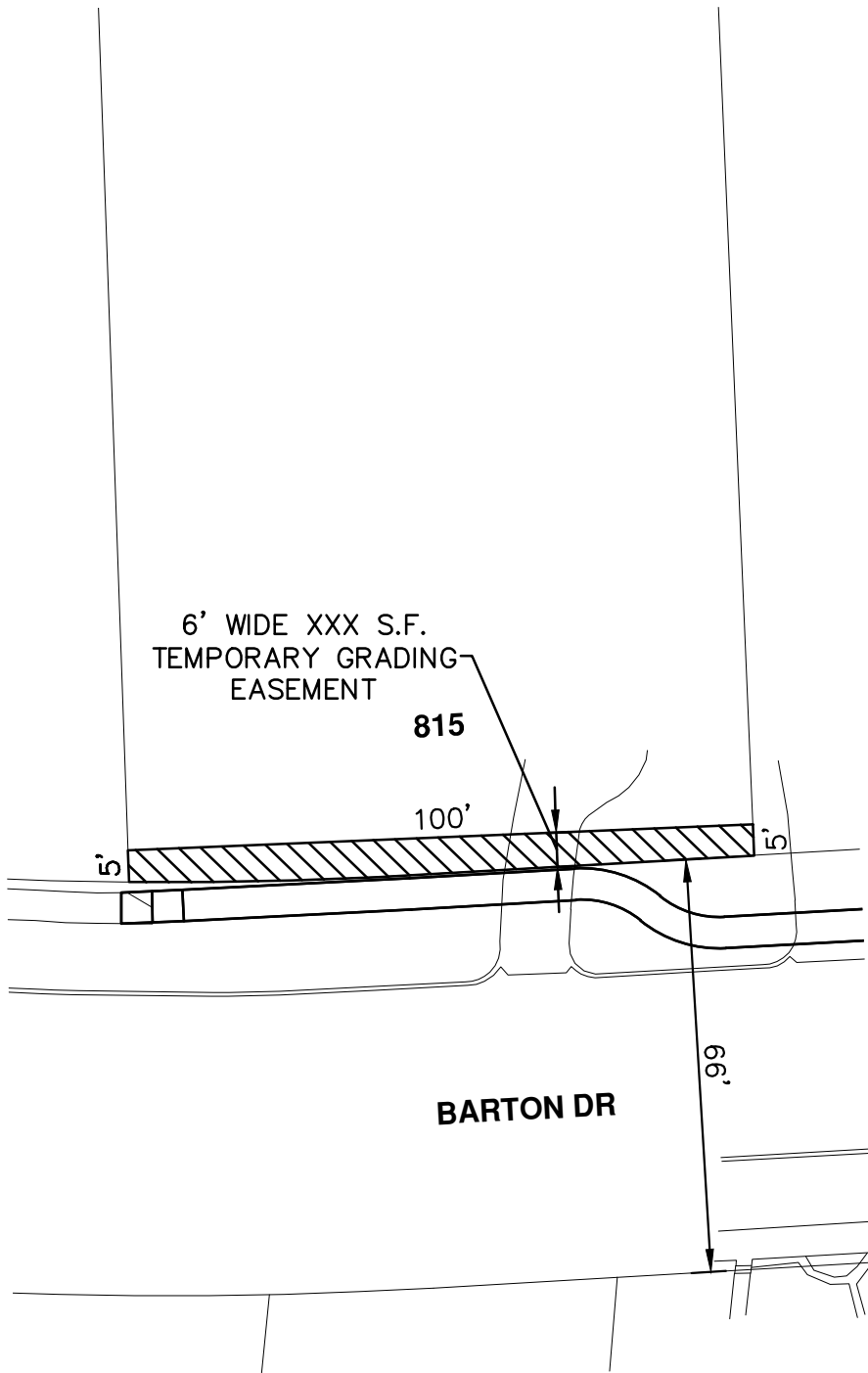

Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\815 Barton\815 Barton Design and TGP.docx)

cc: File



SCALE: 1" = 30'



DESCRIPTION OF TEMPORARY GRADING EASEMENT

XXX SQ. FT. OF A PARCEL WITH TAX ID
09-09-21-206-022, OF WASHTENAW COUNTY RECORDS.



**CITY OF ANN ARBOR
PUBLIC SERVICE**
301 EAST HURON STREET
P.O. BOX 8647
ANN ARBOR, MI 48107-8647
734-794-6410
www.a2gov.org

NORTHSIDE STEAM SAFE ROUTES TO SCHOOL GRADING EASEMENT

BARTON 815
ANN ARBOR, MICHIGAN

PROJ.#: 2018024

DATE: 8/14/2018

DRAWING NO.

DB: DPF

FILE: BARTON 815

2018024-EA3



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Phone: (734) 794-6410 Fax: (734) 994-1744
Web: www.a2gov.org

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September 11, 2018

BROWNELL STEPHEN & CAROLYN
821 Barton Dr
Ann Arbor, MI 48105

Re: 821 Barton Dr.
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Stephen and Carolyn Brownell:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progresses, a question came up regarding your property 821 Barton Drive.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. But, in doing so at 821 Barton, that would have necessitated the removal of your 11 inch diameter pine tree. Although this tree is in the right-of-way, we would like save as many trees as possible. Therefore, we propose to go around the tree, and place the 5 foot wide sidewalk 3 feet behind the curb.

However, with the sidewalk closer to the curb, there is limited lawn extension to stockpile snow in the winter. This may cause you to shovel repeatedly after a snow event if the City's snowplows push snow onto the sidewalk. Also, this puts pedestrians closer to the travelling public. Your decision with Kimberly Marie Brownell regarding 823 Barton will impact the changes we can make at 821 Barton Dr.

We would like to know your preference to the design alternatives. Enclosed is a drawing of the option in which saves the tree. The alternative would place the sidewalk parallel to the right-of-way line. This second option may also require a temporary grading permit because of the grade changes at the right-of-way line.

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or to schedule a site meeting to discuss this.

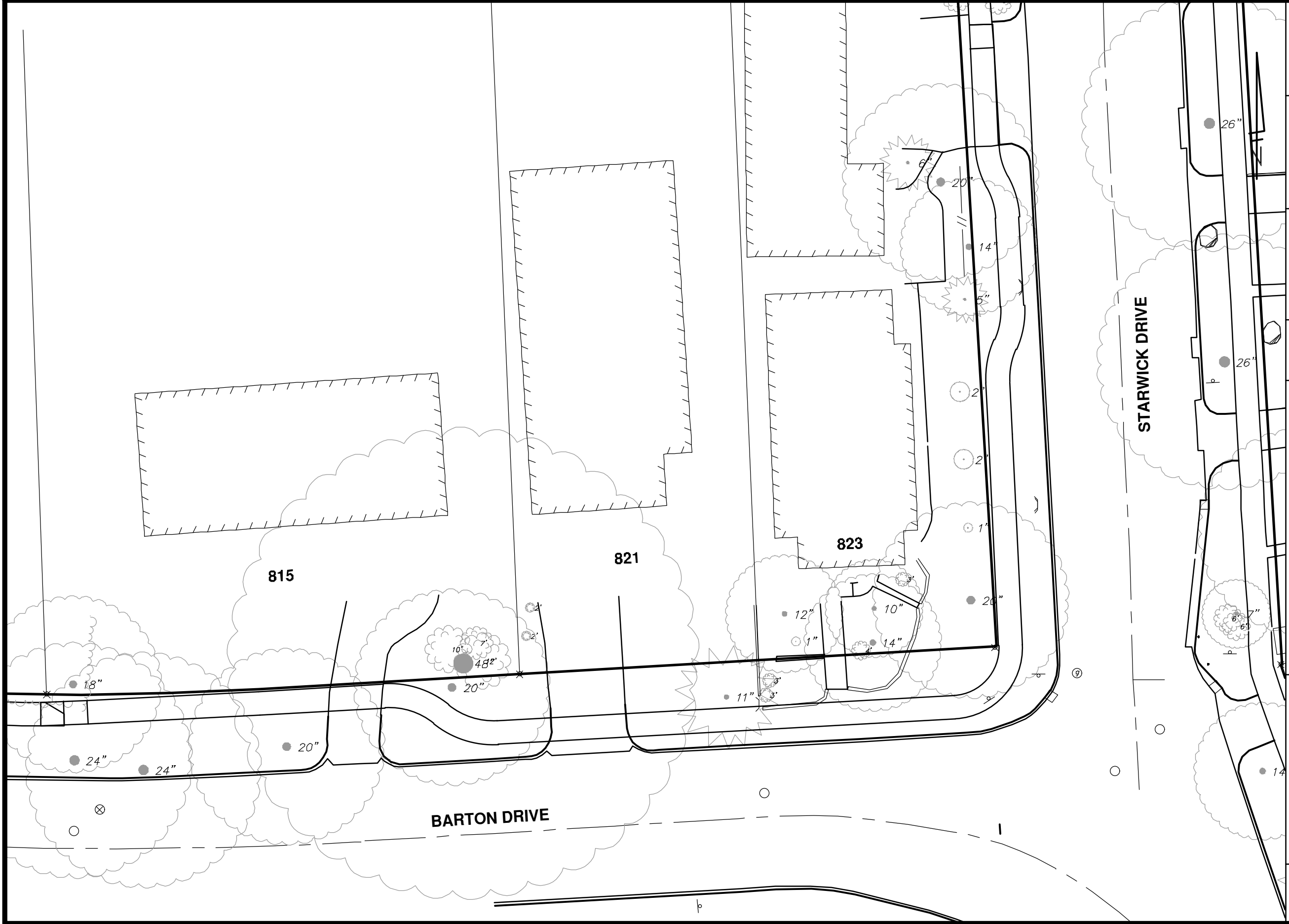
Very truly yours,
City of Ann Arbor Engineering


Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\821 Barton\821 Barton Design Alternatives.docx)

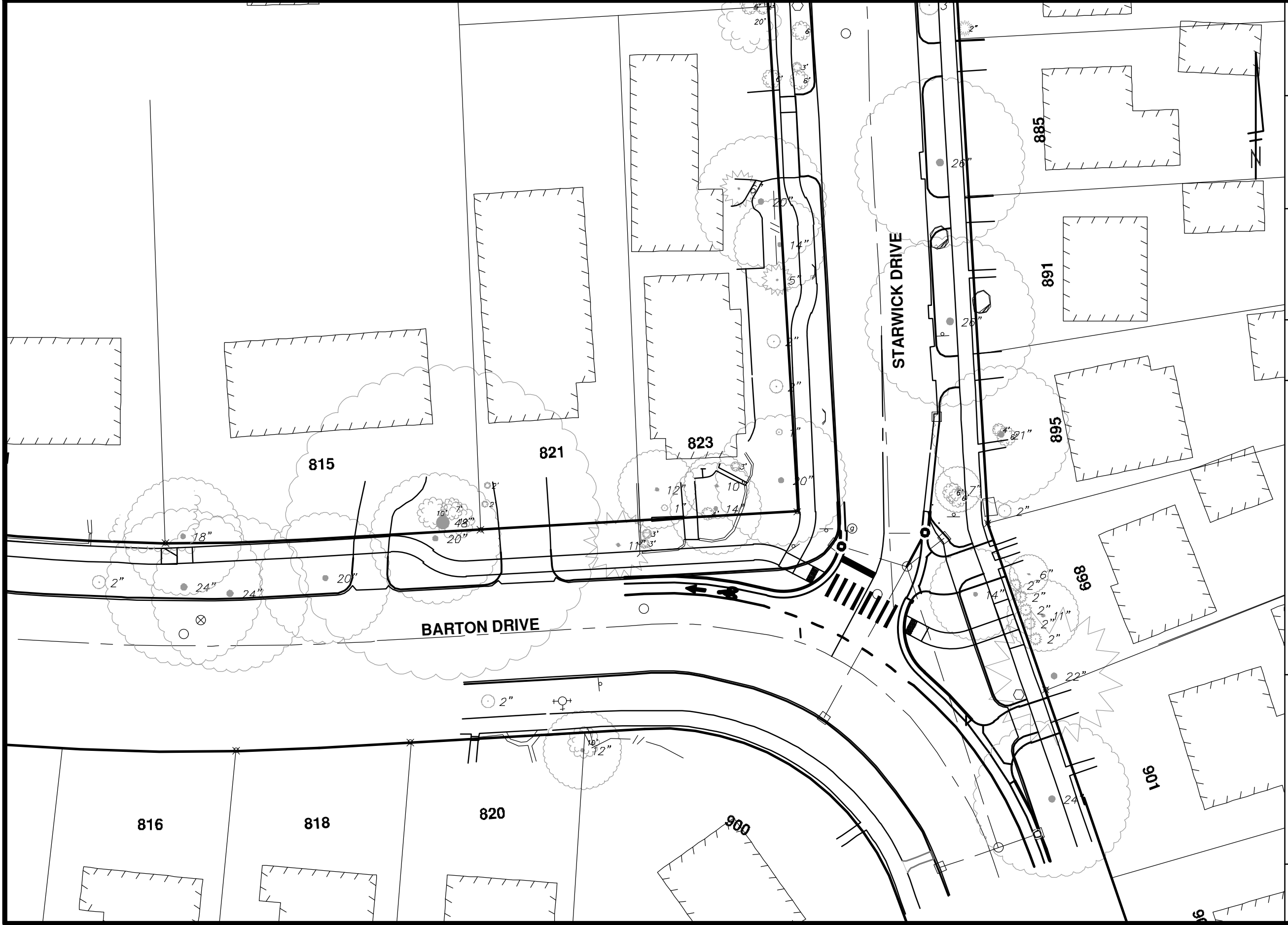
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R:\2018024 Northside STEAM SRTS\References\DWG\barton_1ay.dwg Dwg Created: 6-Sep-18 --_a2 standard bw.stb -- Plot Date: 6-Sep-18



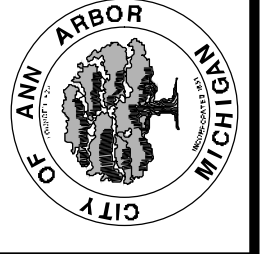
<p>CITY OF ANN ARBOR PUBLIC SERVICES 301 EAST HURON STREET ANN ARBOR, MI 48107-8647 734-794-6410 www.a2gov.org</p>		<p>00 REV. NO.</p>	<p>09/06/2018 DATE</p>	<p>DRAWN BY KMB DRAWN BY</p>	<p>BY JKA CHECKED BY</p>
<p>NORTHSIDE STEAM SAFE ROUTES TO SCHOOL</p>		<p>SCALE 1" = 20'</p>		<p>DATE 6-Sep-18 DRAWING NO.</p>	
<p>SHEET No. 1 OF 2</p>		<p>BARTON - STARWICK SIDEWALK ONLY</p>			

R:\2018024 Northside STEAM SRTS\References\DWG\barton_road.dwg Dwg Created: 6-Sep-18 --_a2 standard bw.stb -- Plot Date: 6-Sep-18



SHEET No.
2 OF 2

**NORTHSIDE STEAM
SAFE ROUTES TO
SCHOOL
BARTON - STARWICK
FINAL**



**CITY OF ANN ARBOR
PUBLIC SERVICES
301 EAST HURON STREET
ANN ARBOR, MI 48107-8647
734-794-6410
www.a2gov.org**

00	09/06/2018	DRAWN BY KMB	BY JKA
REV. NO.	DATE	DRAWN BY	CHECKED BY
SCALE 1" = 30'		DATE 6-Sep-18	
DRAWING NO.			



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Phone: (734) 794-6410 Fax: (734) 994-1744
Web: www.a2gov.org

Printed on recycled paper

September 27, 2018

BROWNELL STEPHEN & CAROLYN
821 Barton Dr
Ann Arbor, MI 48105

Re: 821 Barton Dr, Parcel 09-09-21-206-007
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Temporary Grading Permit

Dear Stephen & Carolyn Brownell:

As stated in a previous letter dated September 11, 2018, the City of Ann Arbor would like save as many trees as possible and install the proposed sidewalk 3 feet behind the curb at your property. We are still awaiting your decision on this design alternative.

If we place the sidewalk at the right-of-way, I stated we may need a temporary grading permit. However, based on the grading plans, we would need a small Temporary Grading Permit to transition your driveway to the back of sidewalk anyway to make a smooth ride.

A Temporary Grading Permit is not a permanent grant, and the sidewalk will not be constructed on your property. The temporary grading permit will be used for grading purposes to blend the grade of your yard into the new sidewalk, after which any disturbed grass, pavement, or landscaping will be restored. The City is prepared to offer you about \$250 in exchange for agreeing to this temporary grading permit, which you can use to offset the cost of the special assessment.

If you are in agreement, an official contract will be sent or delivered to you, which must be returned to the City by October 31, 2018. I could also bring it to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

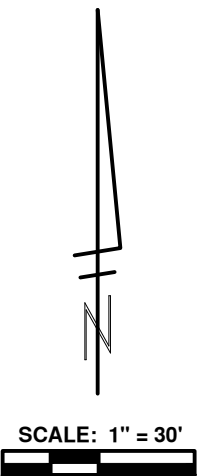
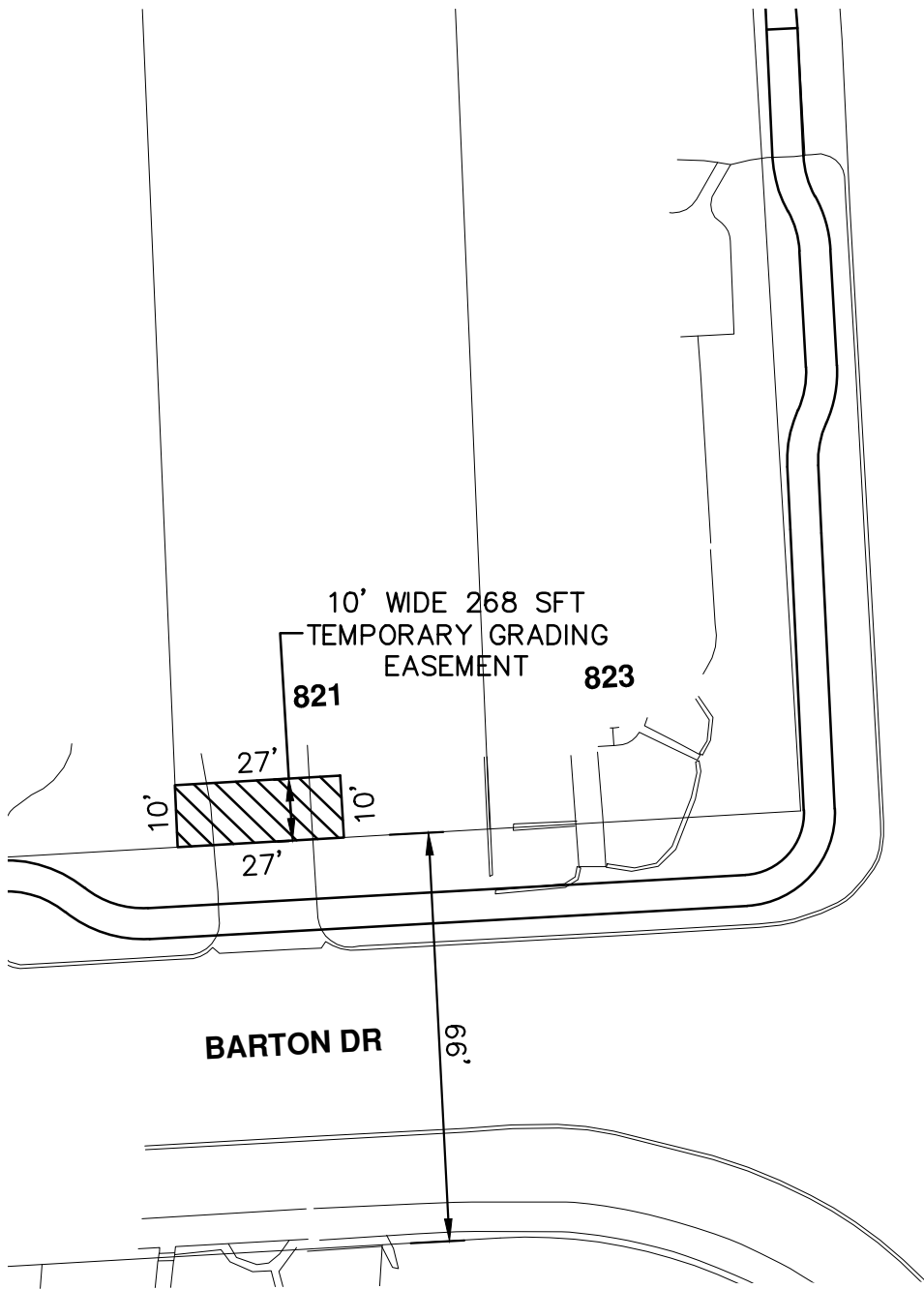
Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering


Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\821 Barton\821 Barton TGP..docx)

cc: File



DESCRIPTION OF TEMPORARY GRADING EASEMENT

268 SQ. FT. OF A PARCEL WITH TAX ID
09-09-21-206-007, OF WASHTENAW COUNTY RECORDS.



**CITY OF ANN ARBOR
PUBLIC SERVICE**
301 EAST HURON STREET
P.O. BOX 8647
ANN ARBOR, MI 48107-8647
734-794-6410
www.a2gov.org

NORTHSIDE STEAM SAFE ROUTES TO SCHOOL
GRADING EASEMENT

BARTON 821
ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: BARTON 821	2018024-EA1



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Phone: (734) 794-6410 Fax: (734) 994-1744
Web: www.a2gov.org

Printed on recycled paper

September 11, 2018

BROWNELL STEPHEN B & CAROLYN J & BROWNELL KIMBERLY MARIE
823 Barton Dr
Ann Arbor, MI 48105

Re: 823 Barton Dr.
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Brownells:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progresses, a question came up regarding your property 823 Barton Drive.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. But, in doing so at 823 Barton, that would have necessitated the removal trees, landscaping, and sidewalk in the south edge of the lot. Although these features are in the right-of-way, we would like to accommodate the property owner's wishes as well. Therefore, we propose to go around the features, and place the 5 foot wide sidewalk 3 feet behind the curb.

However, with the sidewalk closer to the curb, there is limited lawn extension to stockpile snow in the winter. This may cause you to shovel repeatedly after a snow event if the City's snowplows push snow onto the sidewalk. Also, this puts pedestrians closer to the travelling public. However, we have a plan to improve the intersection of Starwick and Barton after this SRTS project is complete.

We would like to know your preference to the design alternatives. Enclosed is a drawing of the option in which saves the landscaping. The alternative would place the sidewalk parallel to the right-of-way line. This second option may also require a temporary grading permit because of the grade changes at the right-of-way line.

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or to schedule a site meeting to discuss this.

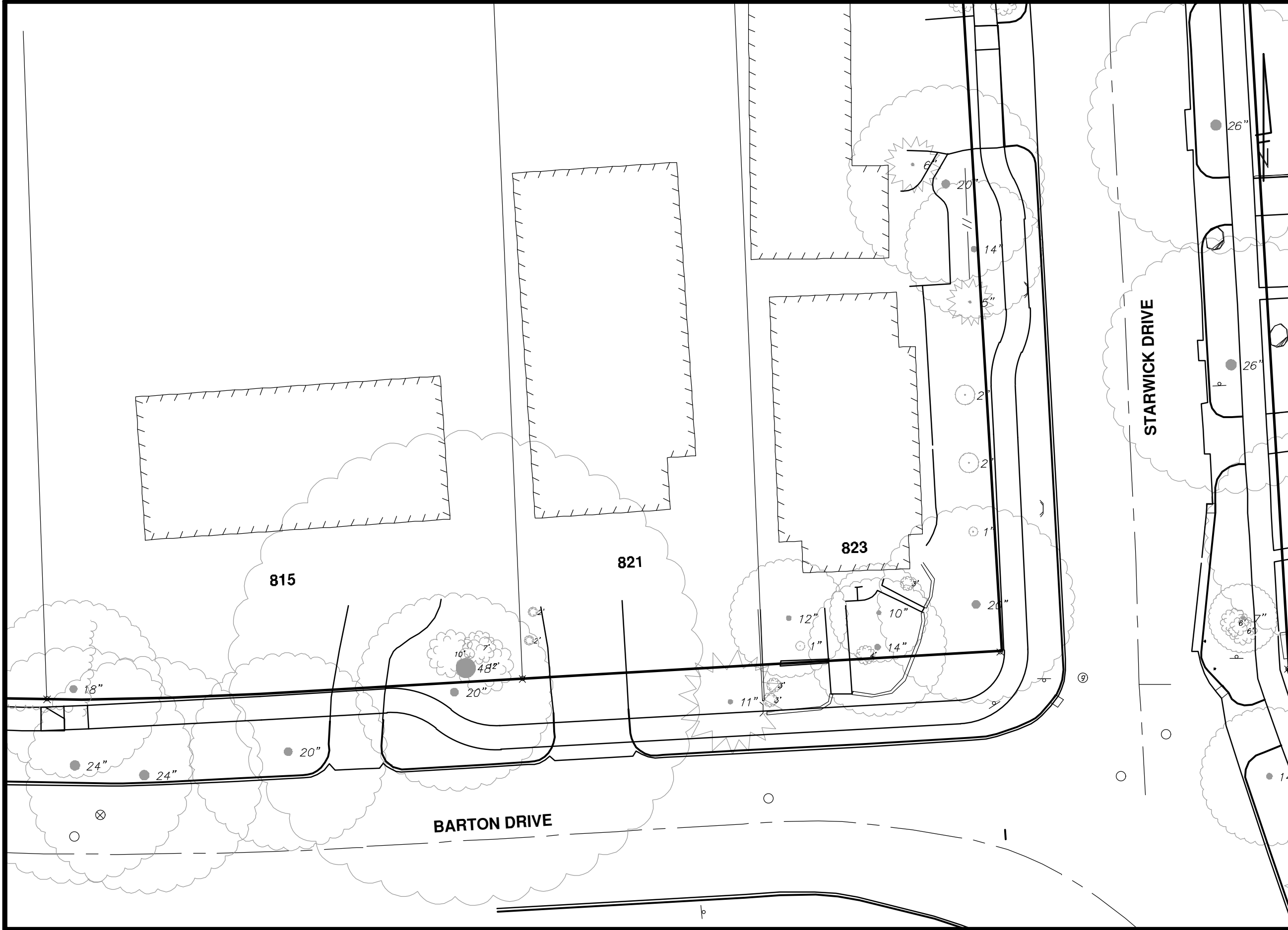
Very truly yours,
City of Ann Arbor Engineering




Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\823 Barton\823 Barton Design Alternatives.docx)

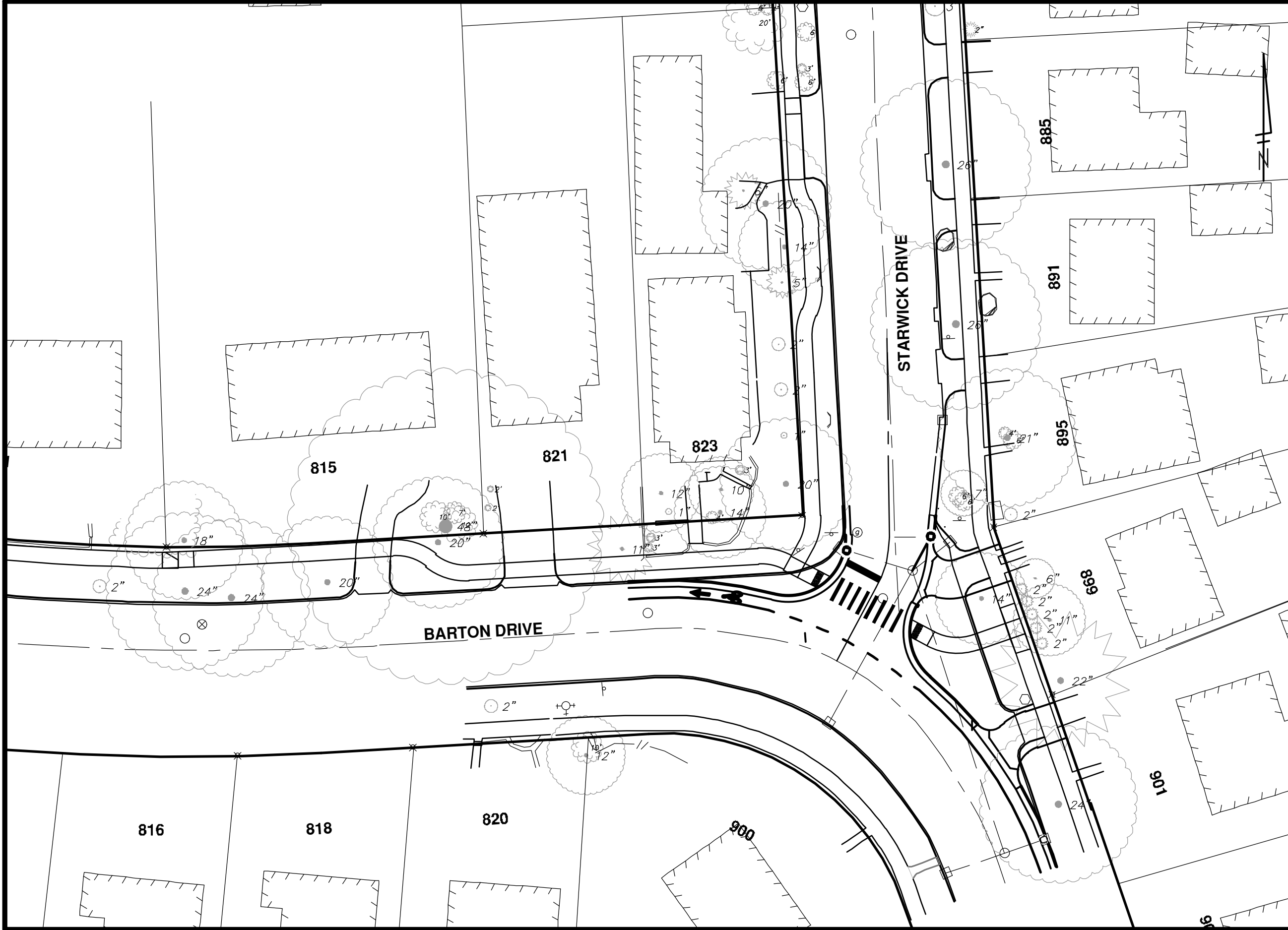
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R:\2018024 Northside STEAM SRTS\References\DWG\barton_1ay.dwg Dwg Created: 6-Sep-18 --_a2 standard bw.stb -- Plot Date: 6-Sep-18




		CITY OF ANN ARBOR PUBLIC SERVICES 301 EAST HURON STREET ANN ARBOR, MI 48107-8647 734-794-6410 www.a2gov.org	
00	09/06/2018	DRAWN BY KMB	BY JKA
REV. NO.	DATE	DRAWN BY	CHECKED BY
		SCALE 1" = 20'	
SHEET No. 1 OF 2		DATE 6-Sep-18 DRAWING NO.	
NORTHSIDE STEAM SAFE ROUTES TO SCHOOL		BARTON - STARWICK SIDEWALK ONLY	

R:\2018024 Northside STEAM SRTS\References\DWG\barton_road.dwg Dwg Created: 6-Sep-18 --_a2 standard bw.stb -- Plot Date: 6-Sep-18



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REV. NO.	DATE	DRAWN BY	CHECKED BY
SCALE 1" = 30'		DATE 6-Sep-18	
DRAWING NO.			

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**NORTHSIDE STEAM
 SAFE ROUTES TO
 SCHOOL**

**BARTON - STARWICK
 FINAL**



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
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Web: www.a2gov.org

Printed on recycled paper

September 21, 2018

BROWNELL STEPHEN B & CAROLYN J & BROWNELL KIMBERLY MARIE
823 Barton Dr
Ann Arbor, MI 48105

Re: 823 Barton Dr, Parcel 09-09-21-206-008, Starwick Side
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design and Temporary Grading Permit

Dear Brownells:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we have a proposed location for the sidewalk on the Barton Dr side and the Starwick side of 823 Barton Dr.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. Although we would like to install the sidewalk closer to the road to avoid removing landscaping on Barton, we do intend to place the sidewalk near the ROW along Starwick. In order to transition the back of the sidewalk to your yard and driveway smoothly, the City is requesting a Temporary Grading Permit.

A Temporary Grading Permit is not a permanent grant, and the sidewalk will not be constructed on your property. The temporary grading permit will be used for grading purposes to blend the grade of your yard into the new sidewalk, after which any disturbed grass, pavement, or landscaping will be restored. The City is prepared to offer you about \$620 in exchange for agreeing to this temporary grading permit, which you can use to offset the cost of the special assessment.

If you are in agreement, an official contract will be sent or delivered to you, which must be returned to the City by October 31, 2018. I could also bring it to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

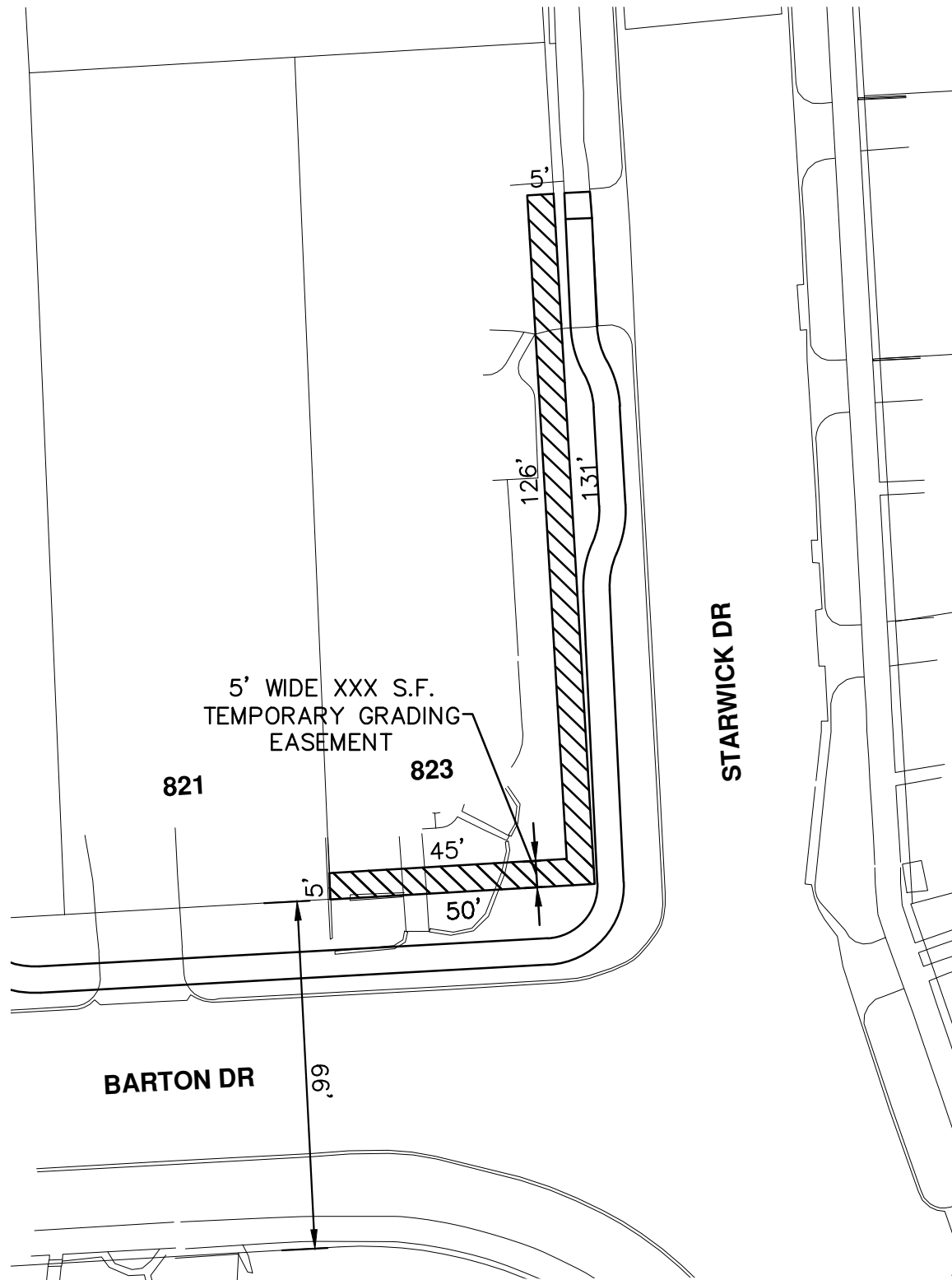
Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering


Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\823 Barton\823 Barton Design and TGP.docx)

cc: File



DESCRIPTION OF TEMPORARY GRADING EASEMENT

XXX SQ. FT. OF A PARCEL WITH TAX ID
09-09-21-206-008, OF WASHTENAW COUNTY RECORDS.



**CITY OF ANN ARBOR
PUBLIC SERVICE**
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ANN ARBOR, MI 48107-8647
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**NORTHSIDE STEAM SAFE ROUTES TO SCHOOL
GRADING EASEMENT**

BARTON 823
ANN ARBOR, MICHIGAN

PROJ.#: 2018024

DATE: 8/14/2018

DRAWING NO.

DB: DPF

FILE: BARTON 823

2018024-EA5



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Phone: (734) 794-6410 Fax: (734) 994-1744
Web: www.a2gov.org

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September 21, 2018

HAMPTON WILLIAM & ESTHER
1184 Wendy Rd
Ann Arbor, MI 48103

Re: 909 John A Woods, Parcel 09-09-21-207-032, Traver side
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design and Temporary Grading Permit

Dear Ms. Mr. & Mrs. Hampton:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we have a proposed location for the sidewalk along Traver at 909 John A Woods.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. Although we would like to install the sidewalk closer to the road to avoid removing trees, this is something we can talk about. However, it may become necessary to transition the back of the sidewalk to your yard and driveway smoothly, and the City might request a Temporary Grading Permit.

A Temporary Grading Permit is not a permanent grant, and the sidewalk will not be constructed on your property. The temporary grading permit will be used for grading purposes to blend the grade of your yard into the new sidewalk, after which any disturbed grass, pavement, or landscaping will be restored. The City might offer you about \$450 in exchange for agreeing to a possible temporary grading permit, which you can use to offset the cost of the special assessment.

If we decide we need it, and you are in agreement, an official contract will be sent or delivered to you, which must be returned to the City by October 31, 2018. Please bring questions to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

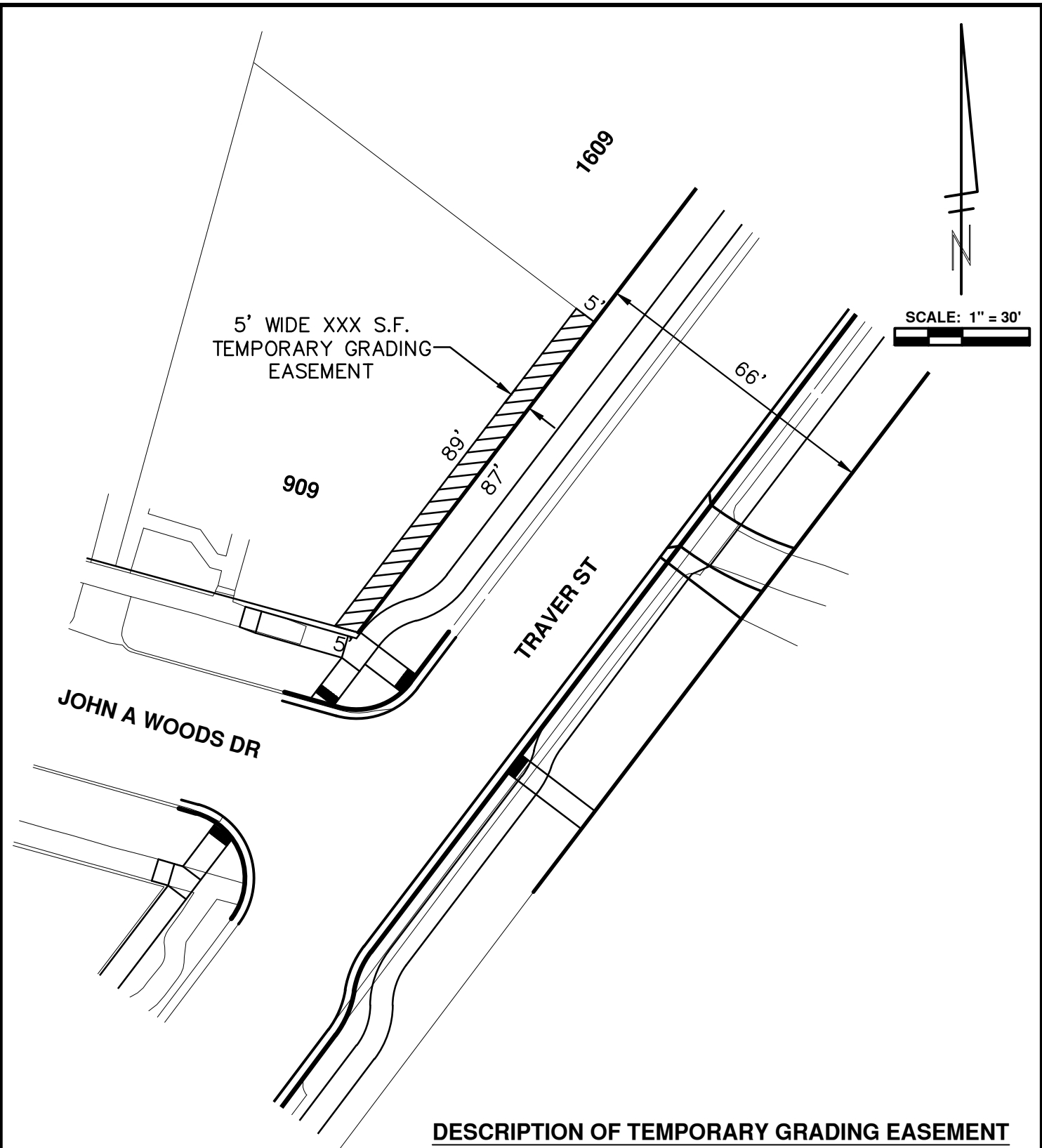
Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering


Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\909 John A Woods - Traver SW\909 John A Woods Design and TGP.docx)

cc: File



5' WIDE XXX S.F.
TEMPORARY GRADING
EASEMENT

SCALE: 1" = 30'

DESCRIPTION OF TEMPORARY GRADING EASEMENT

XXX SQ. FT. OF A PARCEL WITH TAX ID
09-09-21-207-032, OF WASHTENAW COUNTY RECORDS.



**CITY OF ANN ARBOR
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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL
GRADING EASEMENT

JOHN A WOODS 909
ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: JOHN A WOODS 909	2018024-EA26



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
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September 11, 2018

MILLER JOSEPH III
1529 Pear St
Ann Arbor, MI 48105

Re: 1529 Pear St, John A Woods side
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Mr. Miller:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progresses, a question came up regarding your property at 1529 Peat St.

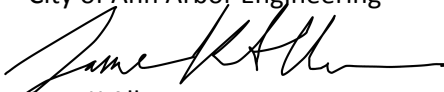
As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. But, in doing so on the John A Woods side of 1529 Pear St, that would have necessitated the removal of 3 large diameter trees on the north side of the property. Although the trees are in the right-of-way, we would like to save as many trees as possible. Therefore, we propose to go around the trees, and place the 5 foot wide sidewalk 2-3 feet behind the curb.

However, with the sidewalk closer to the curb, there is limited lawn extension to stockpile snow in the winter. This may cause you to shovel repeatedly after a snow event if the City's snowplows push snow onto the sidewalk.

We would like to know your preference to the design alternatives. Enclosed is a drawing of the option in which saves the trees. The alternative would place the sidewalk parallel to the right-of-way line. This second option may also require a temporary grading permit because of the grade changes at the right-of-way line.

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or to schedule a site meeting to discuss this.

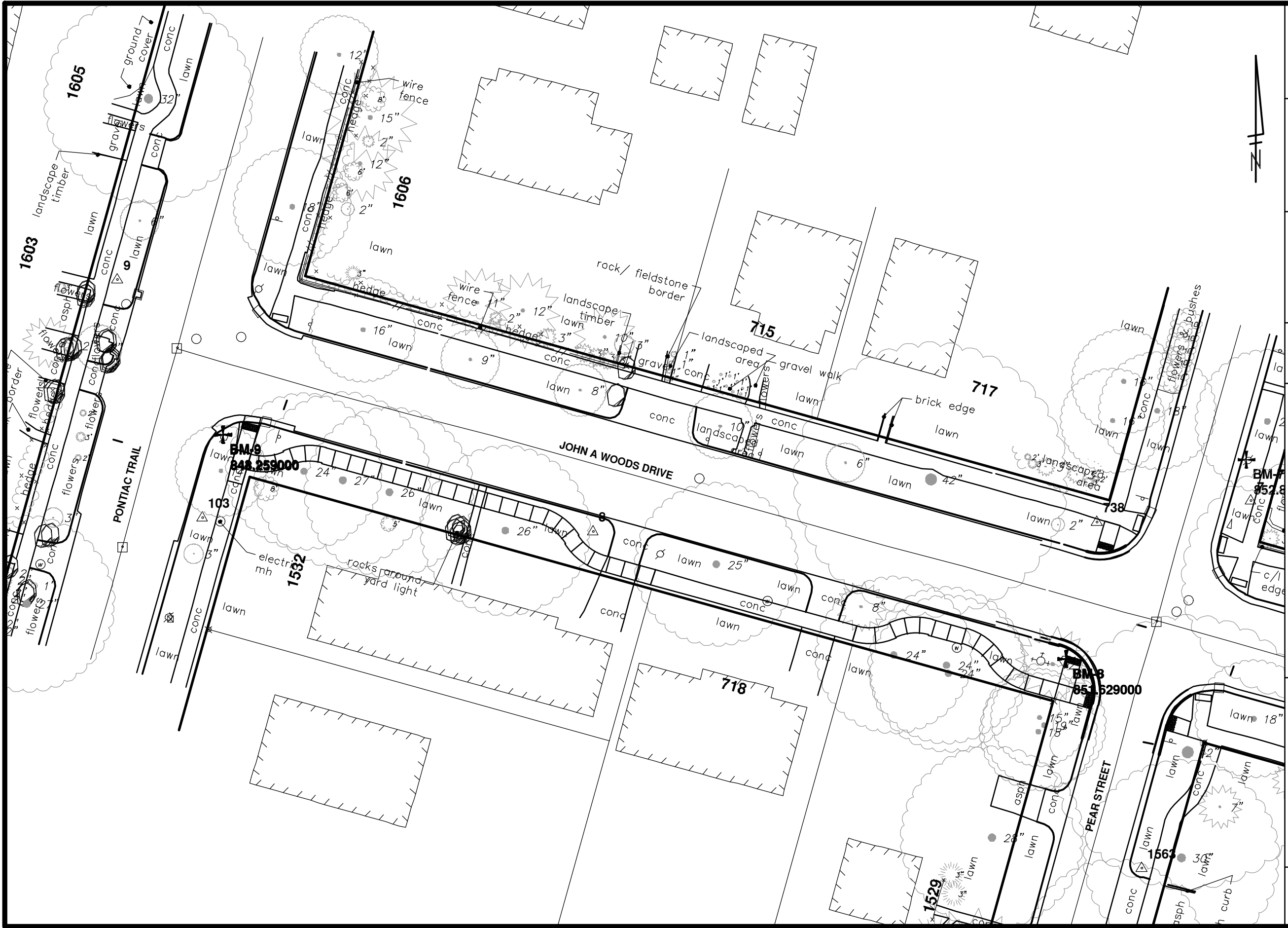
Very truly yours,
City of Ann Arbor Engineering


Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1529 Pear - John A Woods SW\1529 Pear St Design Alternatives.docx)

cc: File

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REV. NO.	DATE	DRAWN BY	CHECKED BY
SCALE 1" = 30'		DATE	DRAWING NO.
CITY OF ANN ARBOR PUBLIC SERVICES 301 EAST HURON STREET ANN ARBOR, MI 48107-8647 P.O. BOX 8647 734-794-6410 www.a2gov.org		DATE	DRAWING NO.
NORTHSIDE STEAM SAFE ROUTES TO SCHOOL		DATE	DRAWING NO.
JOHN A WOODS DRIVE		DATE	DRAWING NO.
SHEET No. 1 OF 1		DATE	DRAWING NO.



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
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September 11, 2018

SHELTON LUCINDIA
1532 Pontiac Trl
Ann Arbor, MI 48105

Re: 1532 Pontiac Trl, John A Woods side
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Ms. Shelton:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progresses, a question came up regarding your property at 1532 Pontiac Trl.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. But, in doing so on the John A Woods side of 1532 Pontiac, that would have necessitated the removal of 4 large diameter trees on the north side of the property. Although the trees are in the right-of-way, we would like to save as many trees as possible. Therefore, we propose to go around the trees, and place the 5 foot wide sidewalk 2-3 feet behind the curb.

However, with the sidewalk closer to the curb, there is limited lawn extension to stockpile snow in the winter. This may cause you to shovel repeatedly after a snow event if the City's snowplows push snow onto the sidewalk.

We would like to know your preference to the design alternatives. Enclosed is a drawing of the option in which saves the trees. The alternative would place the sidewalk parallel to the right-of-way line. This second option may also require a temporary grading permit because of the grade changes at the right-of-way line.

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or to schedule a site meeting to discuss this.

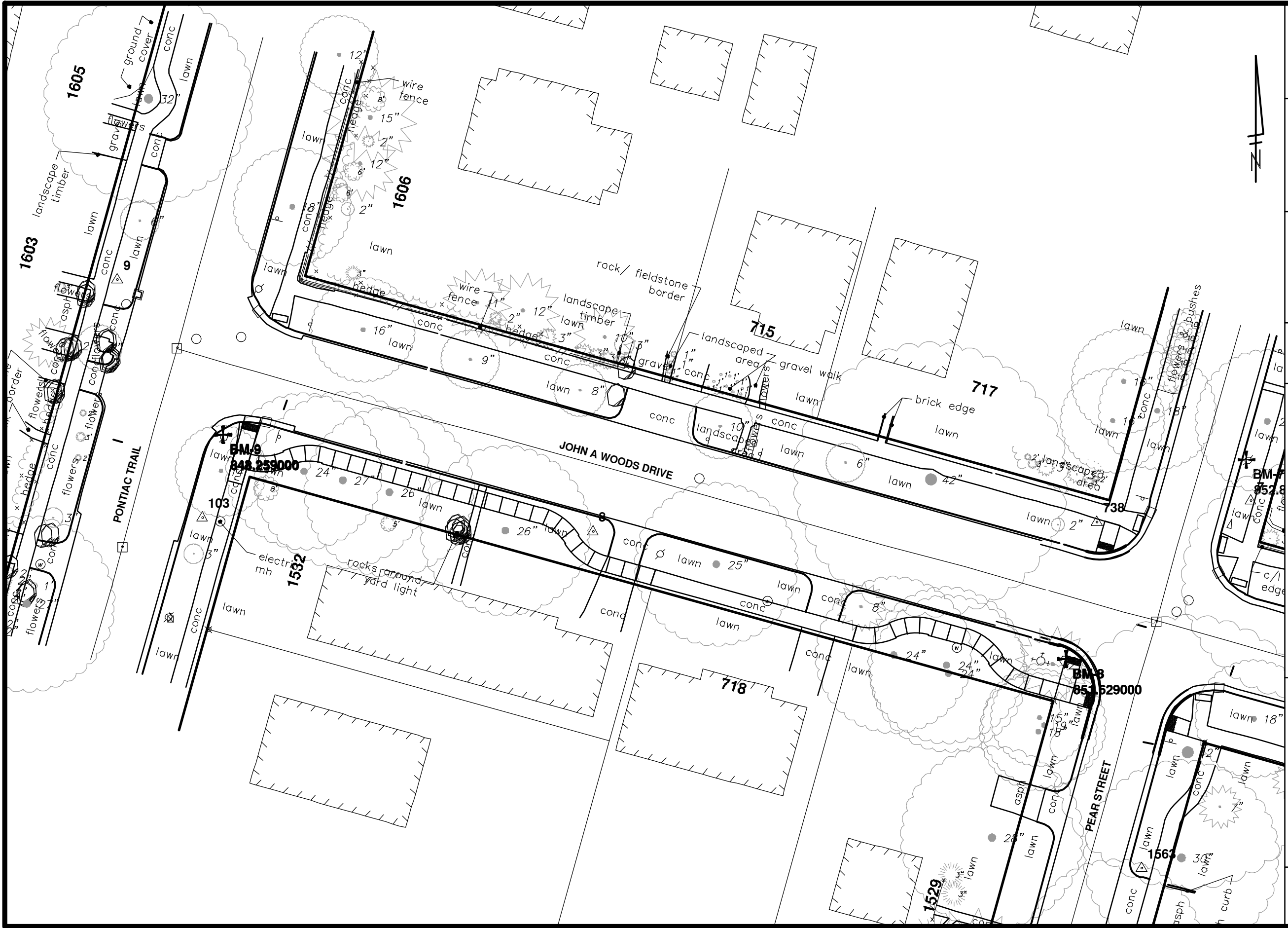
Very truly yours,
City of Ann Arbor Engineering


Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1532 Pontiac - John A Woods SW\1532 Pontiac Trl Design Alternatives.docx)

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REV. NO.	DATE	DRAWN BY	CHECKED BY
SCALE 1" = 30'		DATE	DRAWING NO.
		6-Sep-18	

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PUBLIC SERVICES
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NORTHSIDE STEAM
SAFE ROUTES TO
SCHOOL
JOHN A WOODS DRIVE

SHEET No.
1 OF 1



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
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Web: www.a2gov.org

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September 27, 2018

WICKBRIDGE TRAVER, LLC
230 Huron View Blvd
Ann Arbor, MI 48104

Re: 1600 Traver St, Ann Arbor Parcel 09-09-21-208-014
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear WICKBRIDGE TRAVER, LLC Representative:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1600 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. We've proposed being closer to the road, in fact we would like to relocate the curb line in front of your property in order to save trees and landscaping. This relocation would eliminate on-street parking in front of your parcel, but being at an intersection, parking was not legal to begin with. Further, this would limit the snow storage area and the sidewalk may need to be shoveled again after plows come through.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

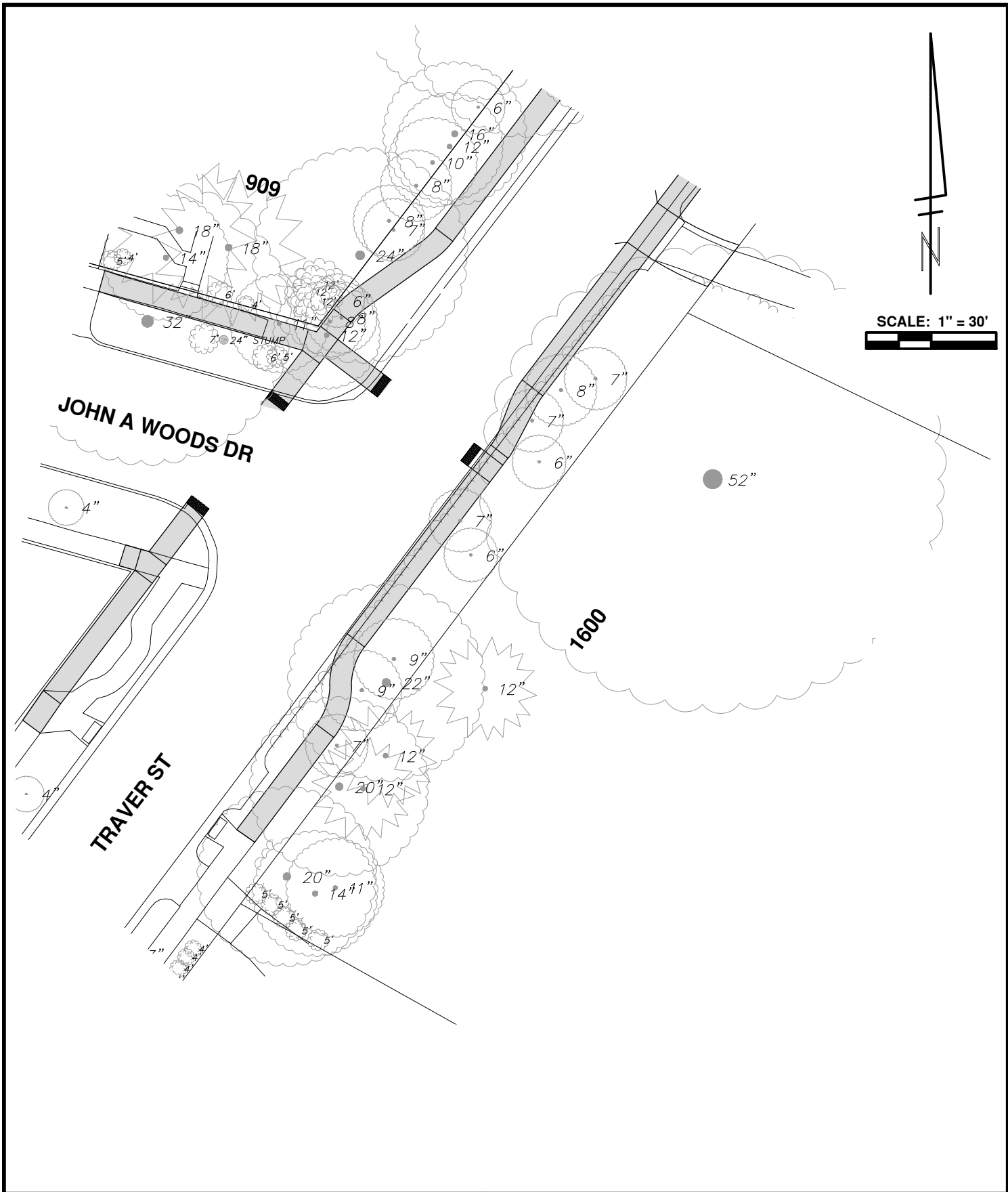
Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1600 Traver\1600 Traver Design.docx)

cc: File



JOHN A WOODS DR

TRAVER ST

1600

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 734-794-6410
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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1600
 ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: TRAVER 1600	2018024-1





CITY OF ANN ARBOR, MICHIGAN

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301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
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Web: www.a2gov.org

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September 27, 2018

MARSHALL-FOSTER REVOCABLE TRUST
1602 Traver St
Ann Arbor, MI 48105

Re: 1602 Traver St, Ann Arbor Parcel 09-09-21-208-013
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Marshall-Foster Trust Representative:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1602 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. We've proposed being closer to the road, in fact we would like to relocate the curb line in front of your property in order to save trees and landscaping. However, this relocation would eliminate on-street parking in front of your house. Further, this would limit the snow storage area and the sidewalk may need to be shoveled again after plows come through.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

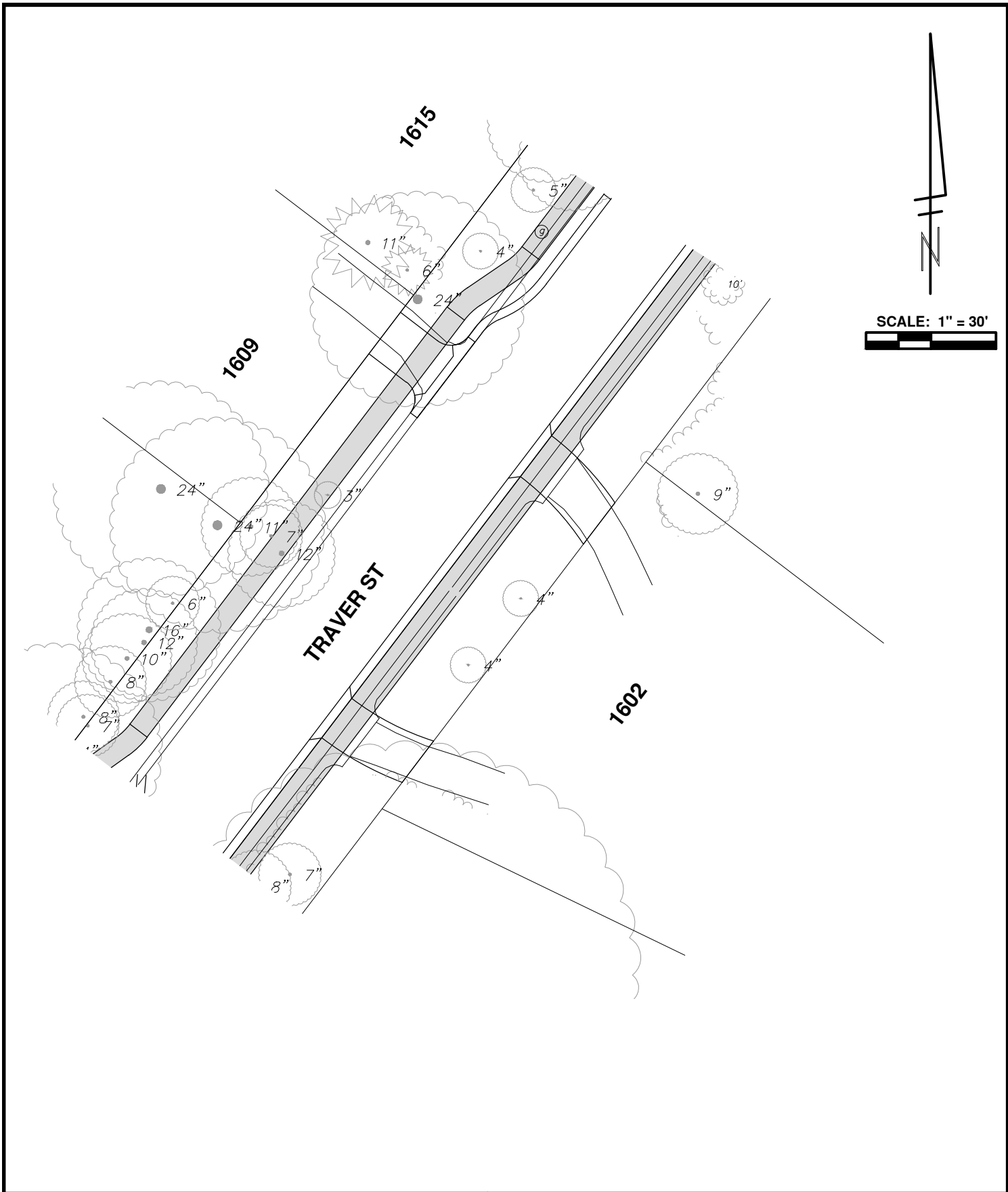
Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1602 Traver\1602 Traver Design.docx)

cc: File



**CITY OF ANN ARBOR
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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1602
ANN ARBOR, MICHIGAN

PROJ.#: 2018024

DATE: 8/14/2018

DRAWING NO.

DB: DPF

FILE: TRAVER 1602

2018024-1



CITY OF ANN ARBOR, MICHIGAN

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Ann Arbor, Michigan 48107-8647
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Web: www.a2gov.org

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September 27, 2018

WENDLER LIVING TRUST 1994
2936 N Brighton St
Burbank, CA 91504

Re: 1609 Traver St, Ann Arbor Parcel 09-09-21-207-033
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Wendler Living Trust Representative:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1609 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. We've proposed being closer to the road, three feet behind the existing curb, in order to save trees and landscaping, and limit the need for temporary grading permits.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

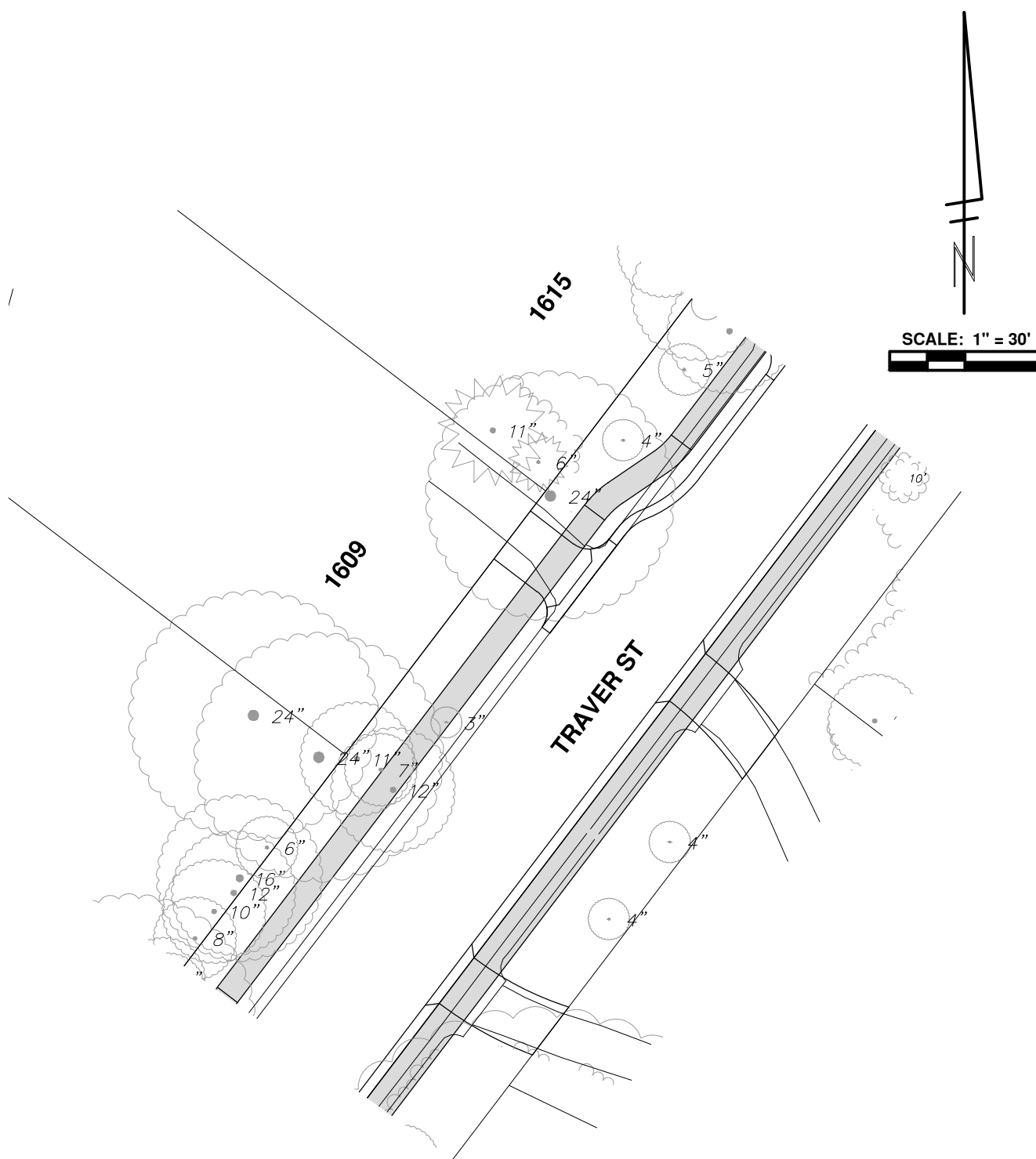
Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1609 Traver\1609 Traver Design.docx)

cc: File



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PUBLIC SERVICE**
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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1609
ANN ARBOR, MICHIGAN

PROJ.#: 2018024

DATE: 8/14/2018

DRAWING NO.

DB: DPF

FILE: TRAVER 1609

2018024-1



CITY OF ANN ARBOR, MICHIGAN

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Ann Arbor, Michigan 48107-8647
Phone: (734) 794-6410 Fax: (734) 994-1744
Web: www.a2gov.org

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September 27, 2018

BEYER ROBERT & ONG BOON NEO J
1615 Traver St
Ann Arbor, MI 48105

Re: 1615 Traver St, Ann Arbor Parcel 09-09-21-207-034
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Robert Beyer and Boon Neo Ong:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1615 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. We've proposed being closer to the road, in fact we would like to relocate the curb line in front of part your property in order to save trees and landscaping. This relocation would eliminate on-street parking in front of your house. The snow storage area would be three feet between the sidewalk and the curb, but the sidewalk may need to be shoveled again after plows come through.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

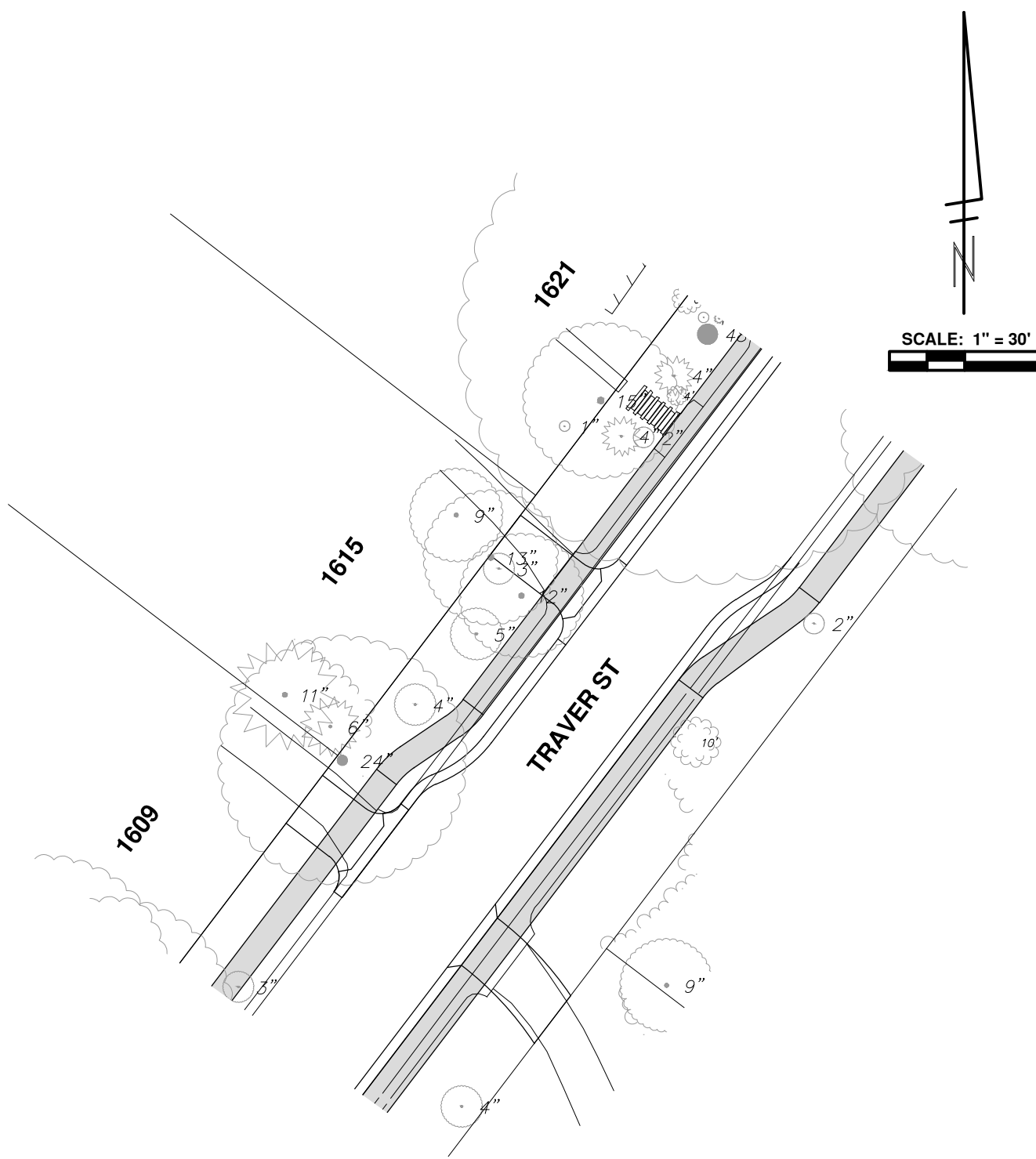
Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1615 Traver\1615 Traver Design.docx)

cc: File



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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1615
ANN ARBOR, MICHIGAN

PROJ.#: 2018024

DATE: 8/14/2018

DRAWING NO.

DB: DPF

FILE: TRAVER 1615

2018024-1



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
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September 27, 2018

Susan Wright
1616 Traver St
Ann Arbor, MI 48105

Re: 1616 Traver St, Ann Arbor Parcel 09-09-21-208-025
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Ms. Wright:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1616 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way (ROW) line. We've proposed being closer to the road, in fact we would like to relocate the curb line in front of part your property in order to save trees and landscaping. This relocation would eliminate on-street parking in front of your house. The snow storage area would range from zero to nine feet between the sidewalk and the curb, so the sidewalk may need to be shoveled again after plows come through. Where the sidewalk is near the ROW, we may need a temporary grading permit to transition the back of the sidewalk to your yard and driveway smoothly.

A Temporary Grading Permit is not a permanent grant, and the sidewalk will not be constructed on your property. The temporary grading permit will be used for grading purposes to blend the grade of your yard into the new sidewalk, after which any disturbed grass, pavement, or landscaping will be restored. The City would be prepared to offer you money in exchange for agreeing to this temporary grading permit, which you can use to offset the cost of the special assessment. Once grading plans are complete, we will have a better idea of the area we may need, and an official offer will be made.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

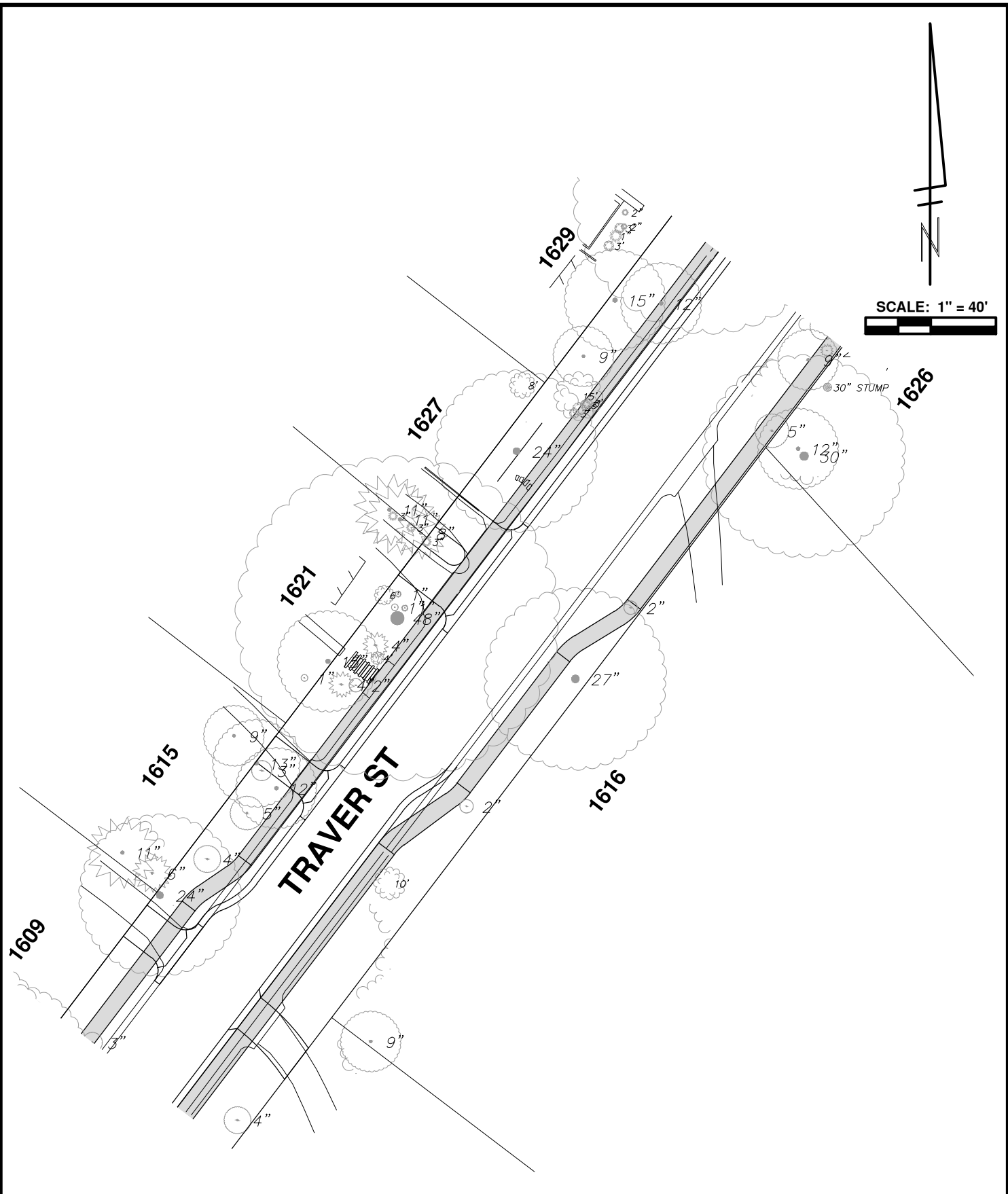
Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering


Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1616 Traver Design.docx)

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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAYER 1616
ANN ARBOR, MICHIGAN

PROJ.#: 2018024

DATE: 8/14/2018

DRAWING NO.

DB: DPF

FILE: TRAYER 1616

2018024-EA11



CITY OF ANN ARBOR, MICHIGAN

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September 27, 2018

Scott Newell
1621 Traver St
Ann Arbor, MI 48105

Re: 1621 Traver St, Ann Arbor Parcel 09-09-21-207-044
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Mr. Newell:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1621 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way (ROW) line. We've proposed being closer to the road, in fact we would like to relocate the curb line in front of part your property in order to save trees and landscaping. This relocation would eliminate parking in front of your house. The snow storage area would be about three feet between the sidewalk and the curb, so the sidewalk may need to be shoveled again after plows come through.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this. Also, please share with David Wak, as he wrote our Mayor indicating his concerns as a resident at 1621 Traver St.

Very truly yours,
City of Ann Arbor Engineering

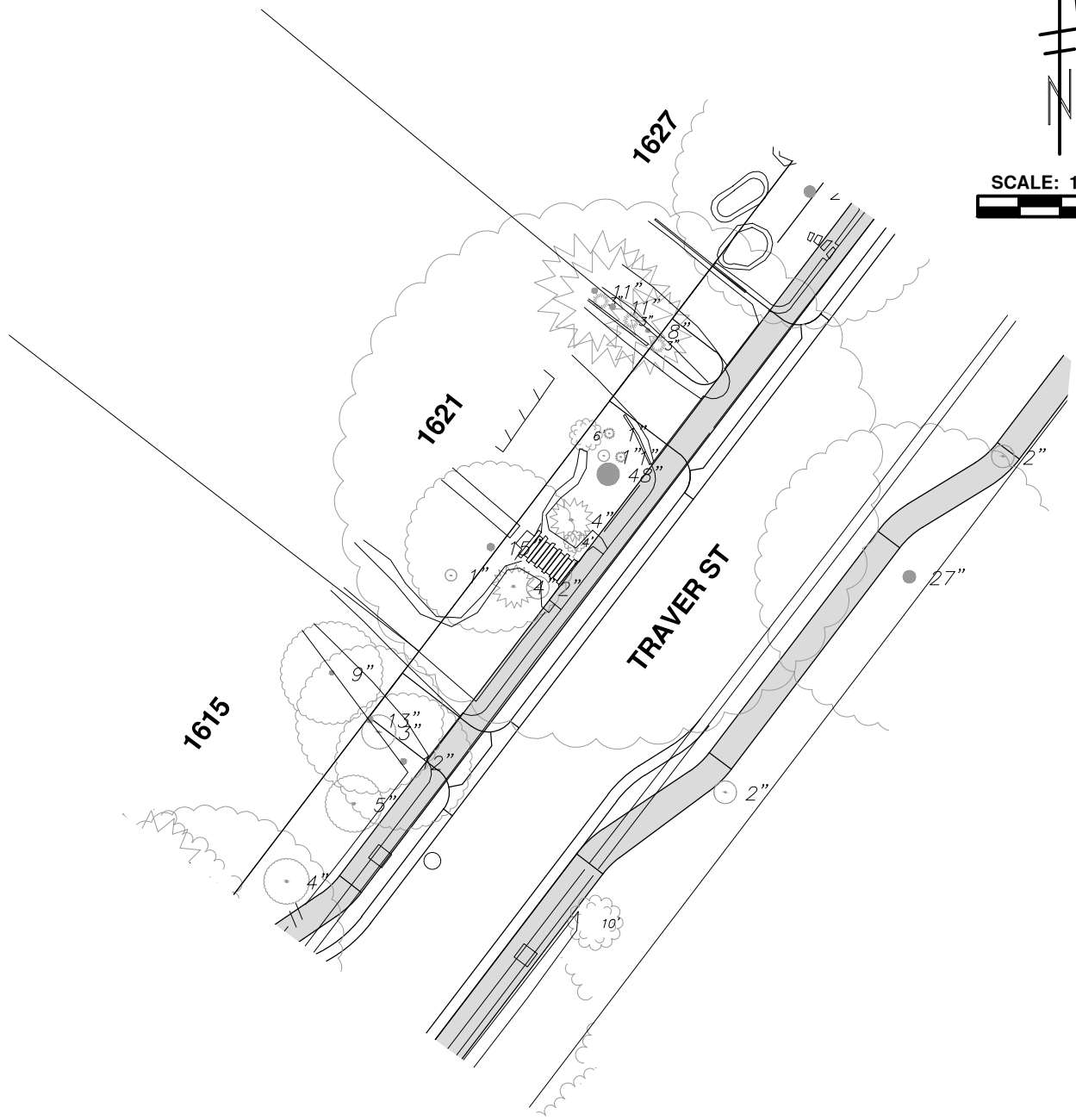
Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1621 Traver\1621 Traver Design.docx)

cc: File



SCALE: 1" = 30'



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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1621
ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: TRAVER 1621	2018024



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September 27, 2018

MAGUIRE SUSANNE M TRUST
1626 Traver St
Ann Arbor, MI 48105

Re: 1626 Traver St, Ann Arbor Parcel 09-09-21-208-011
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Susanne Maguire Trust Representative:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1626 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way (ROW) line. Where the sidewalk is near the ROW, we may need a temporary grading permit to transition the back of the sidewalk to your yard and driveway smoothly.

A Temporary Grading Permit is not a permanent grant, and the sidewalk will not be constructed on your property. The temporary grading permit will be used for grading purposes to blend the grade of your yard into the new sidewalk, after which any disturbed grass, pavement, or landscaping will be restored. The City would be prepared to offer you money in exchange for agreeing to this temporary grading permit, which you can use to offset the cost of the special assessment. Once grading plans are complete, we will have a better idea of the area we may need, and an official offer will be made.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

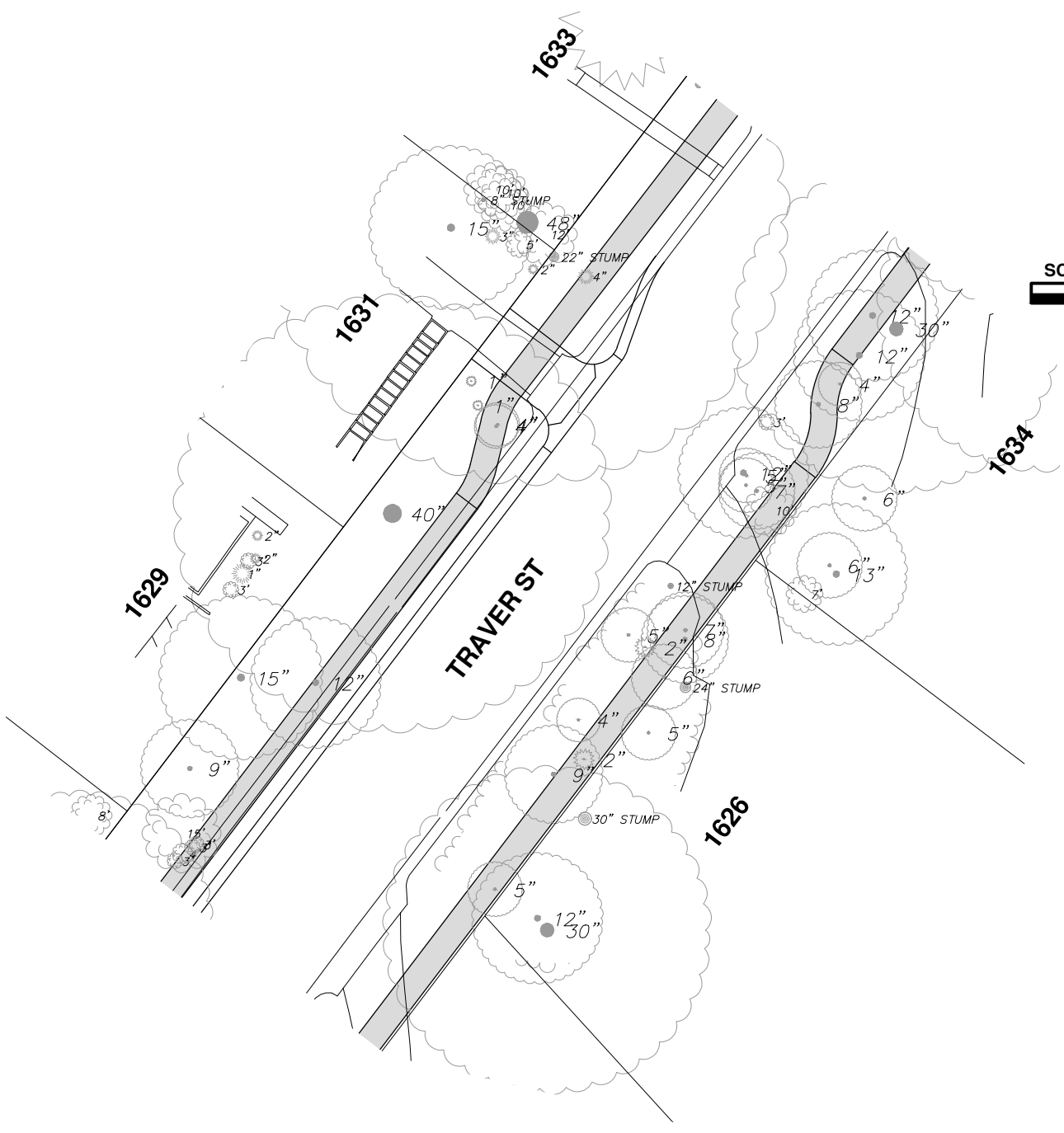
Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1626 Traver\1626 Traver Design.docx)

cc: File



SCALE: 1" = 30'



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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1626
ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: TRAVER 1626	2018024-1



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September 27, 2018

BRUSH MARK T & TOM ANDREA R
1627 Traver St
Ann Arbor, MI 48105

Re: 1627 Traver St, Ann Arbor Parcel 09-09-21-207-045
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Mark Brush and Andrea Tom:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1627 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way (ROW) line. We've proposed being closer to the road, in fact we would like to relocate the curb line in front of part your property in order to save trees and landscaping. This relocation would eliminate parking in front of your house. The snow storage area would be about three feet between the sidewalk and the curb, so the sidewalk may need to be shoveled again after plows come through.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

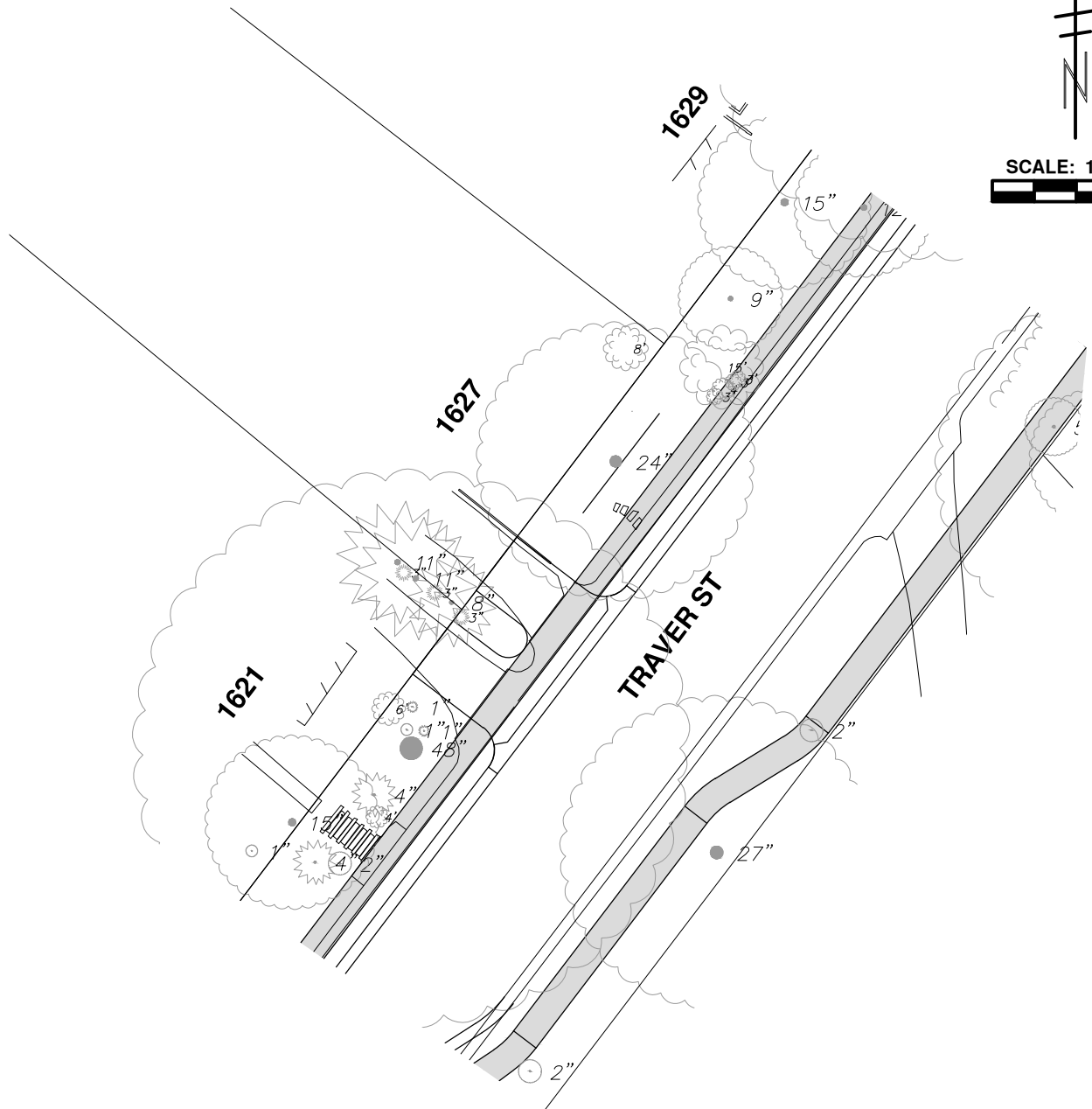
Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1627 Traver\1627 Traver Design.docx)

cc: File



SCALE: 1" = 30'



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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1627
ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: TRAVER 1627	2018024-1



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September 27, 2018

ARMSTRONG EVERETT W
1629 Traver St
Ann Arbor, MI 48105

Re: 1629 & 1631 Traver St, Ann Arbor Parcel 09-09-21-207-037 and 09-09-21-207-038
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Everett Armstrong:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1629 & 1631 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way (ROW) line. We've proposed being closer to the road, in fact we would like to relocate the curb line in front of part your properties in order to save trees and landscaping. This relocation would eliminate parking in front of your parcels. The snow storage area would be about three feet between the sidewalk and the curb on most of the frontage, so the sidewalk may need to be shoveled again after plows come through.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

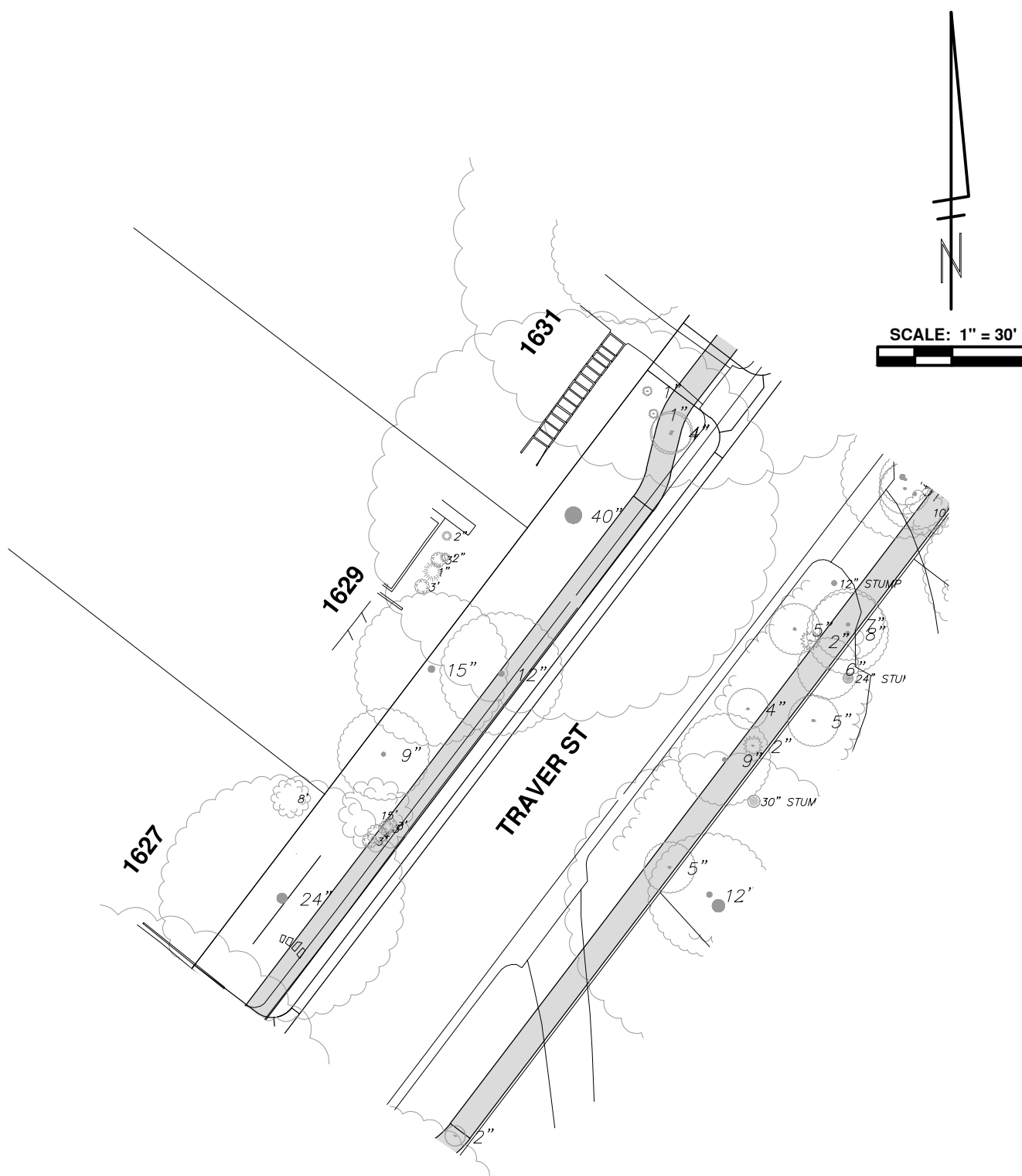
Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1629 and 1631 Traver\1629 and 1631 Traver Design.docx)

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SCALE: 1" = 30'



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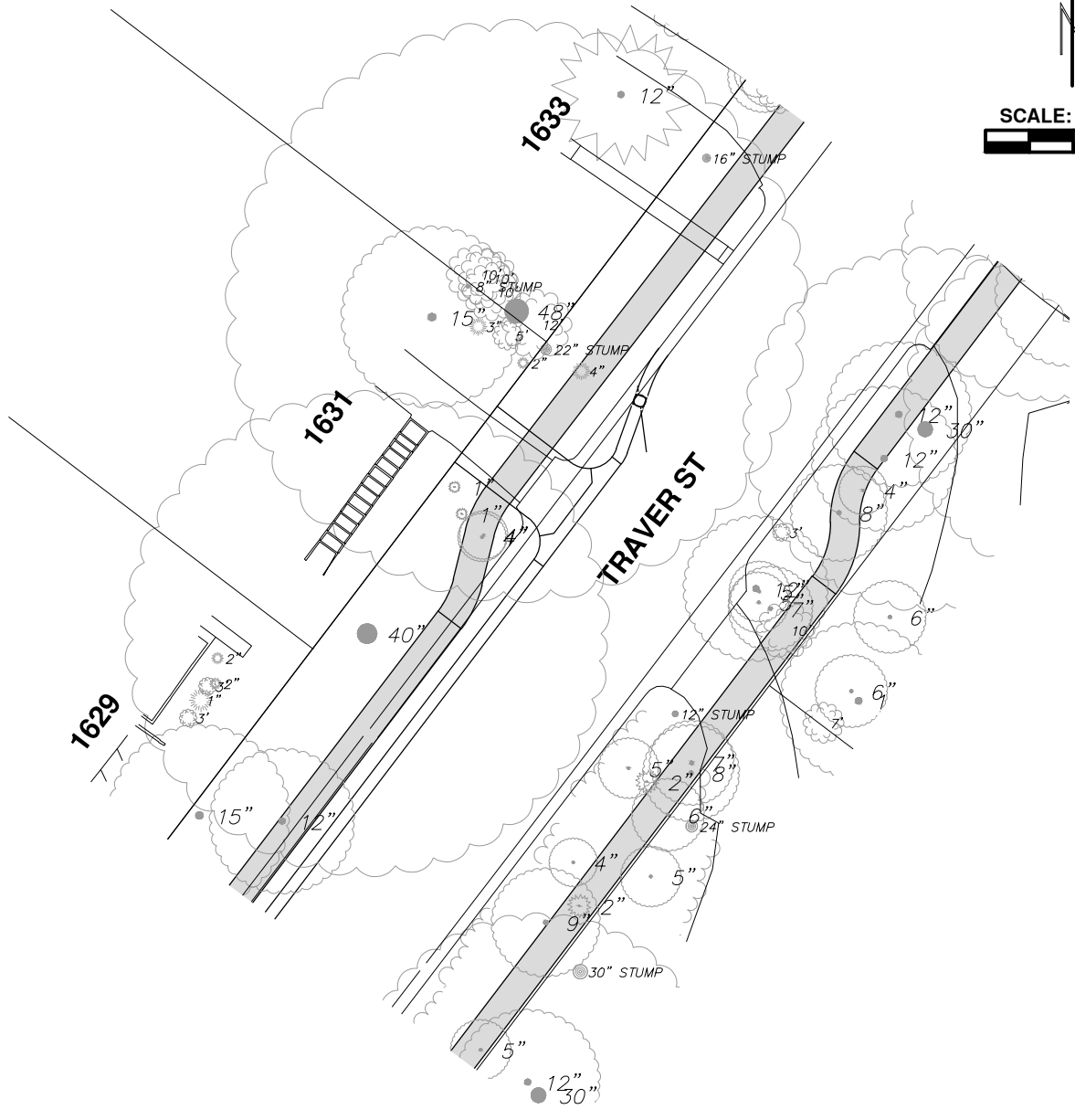
NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1629
ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: TRAVER 1629	2018024-1



SCALE: 1" = 30'



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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1631
ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: TRAVER 1631	2018024-1



CITY OF ANN ARBOR, MICHIGAN

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September 27, 2018

CHAVASSE AMY
1633 Traver St
Ann Arbor, MI 48105

Re: 1633 Traver St, Ann Arbor Parcel 09-09-21-207-040
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Amy Chavasse:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1633 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way (ROW) line. We've proposed being closer to the road in order to save trees and landscaping. The snow storage area would be about three feet between the sidewalk and the curb on most of the frontage, so the sidewalk may need to be shoveled again after plows come through.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

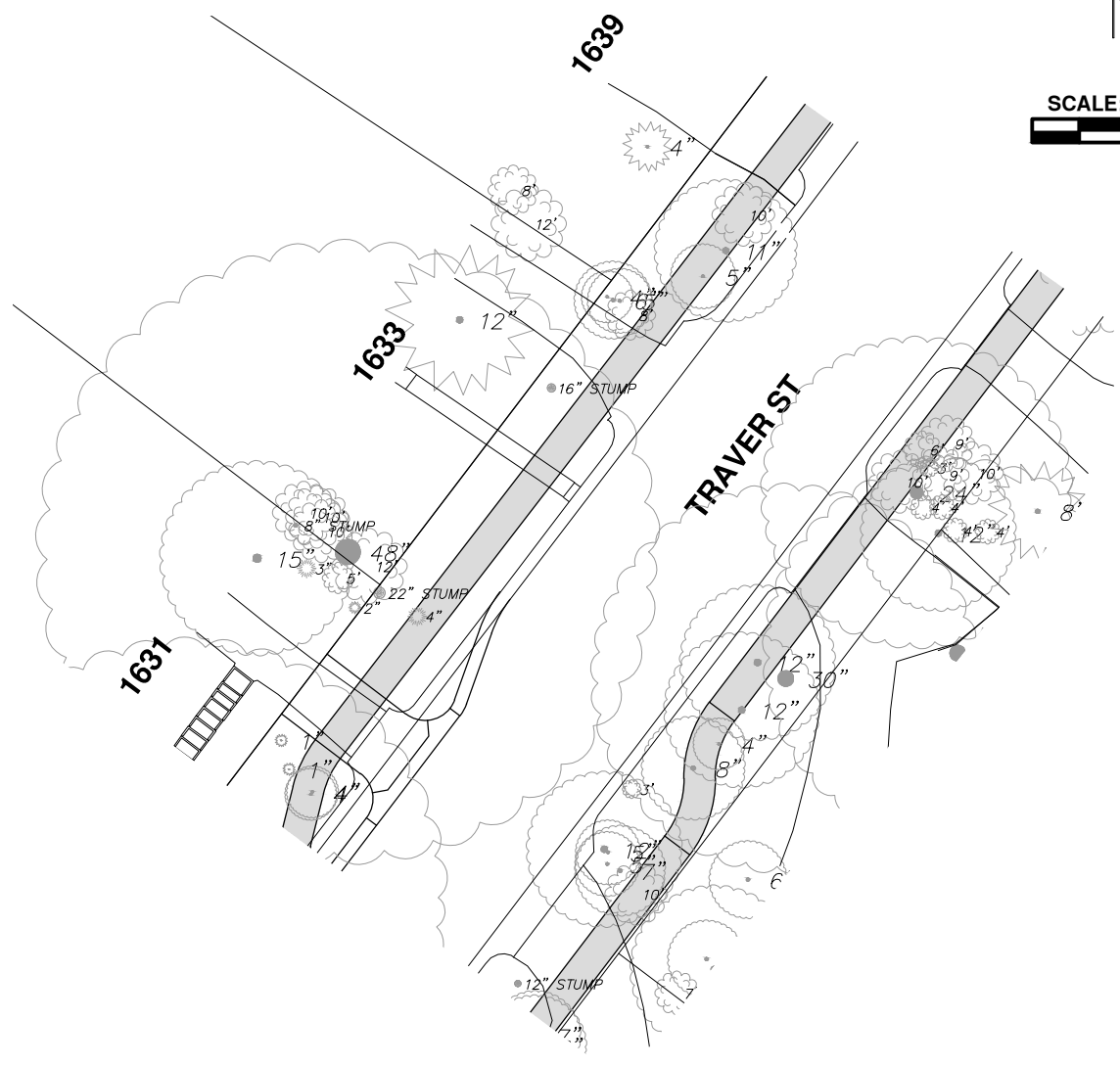
Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1633 Traver\1633 Traver Design.docx)

cc: File



SCALE: 1" = 30'



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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1633
 ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: TRAVER 1633	2018024-1



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September 27, 2018

BROOKS ELIZABETH C & DODD AARON A
1634 Traver St
Ann Arbor, MI 48105

Re: 1634 Traver St, Ann Arbor Parcel 09-09-21-208-010
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Elizabeth Brooks and Aaron Dodd:

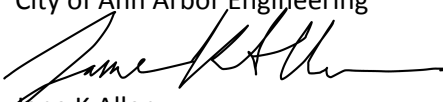
As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1634 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way (ROW) line. We've proposed being closer to the road in order to save trees and landscaping on the north half of your property. The snow storage area would be about three feet between the sidewalk and the curb at that location, so the sidewalk may need to be shoveled again after plows come through. Where the sidewalk is near the ROW, we may need a temporary grading permit to transition the back of the sidewalk to your yard smoothly.

A Temporary Grading Permit is not a permanent grant, and the sidewalk will not be constructed on your property. The temporary grading permit will be used for grading purposes to blend the grade of your yard into the new sidewalk, after which any disturbed grass, pavement, or landscaping will be restored. The City would be prepared to offer you money in exchange for agreeing to this temporary grading permit, which you can use to offset the cost of the special assessment. Once grading plans are complete, we will have a better idea of the area we may need, and an official offer will be made.

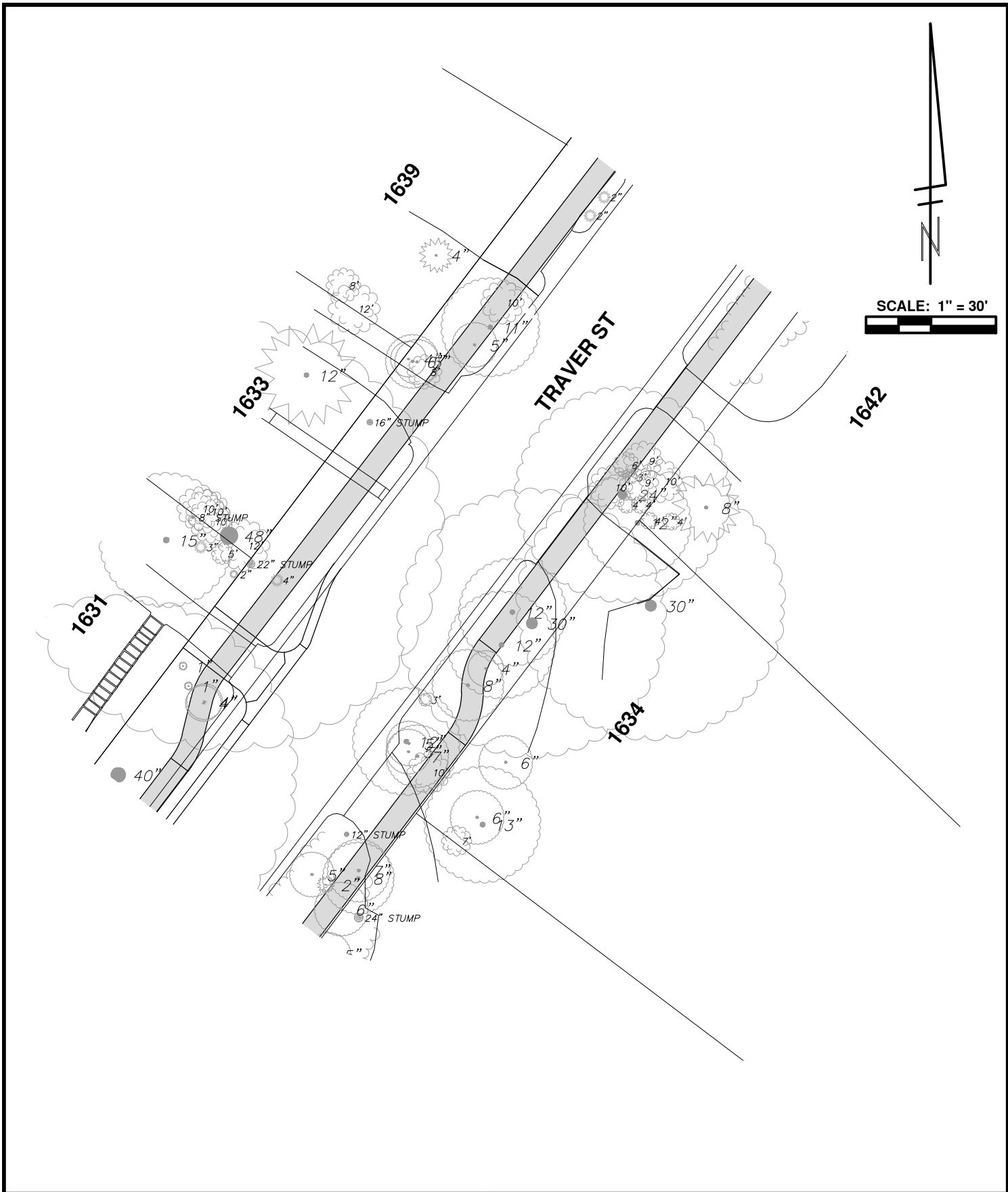
Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.** Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering


Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1634 Traver\1634 Traver Design.docx)

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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1634
ANN ARBOR, MICHIGAN

PROJ.#: 2018024

DATE: 8/14/2018

DRAWING NO.

DB: DPF

FILE: TRAVER 1634

2018024-1



CITY OF ANN ARBOR, MICHIGAN

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September 27, 2018

KRIZ IGOR & HU PO
1639 Traver St
Ann Arbor, MI 48105

Re: 1639 Traver St, Ann Arbor Parcel 09-09-21-207-041
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Igor Kriz and Po Hu:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1639 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way (ROW) line. We've proposed being closer to the road in order to save trees and landscaping. The snow storage area would be about three feet between the sidewalk and the curb, so the sidewalk may need to be shoveled again after plows come through.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

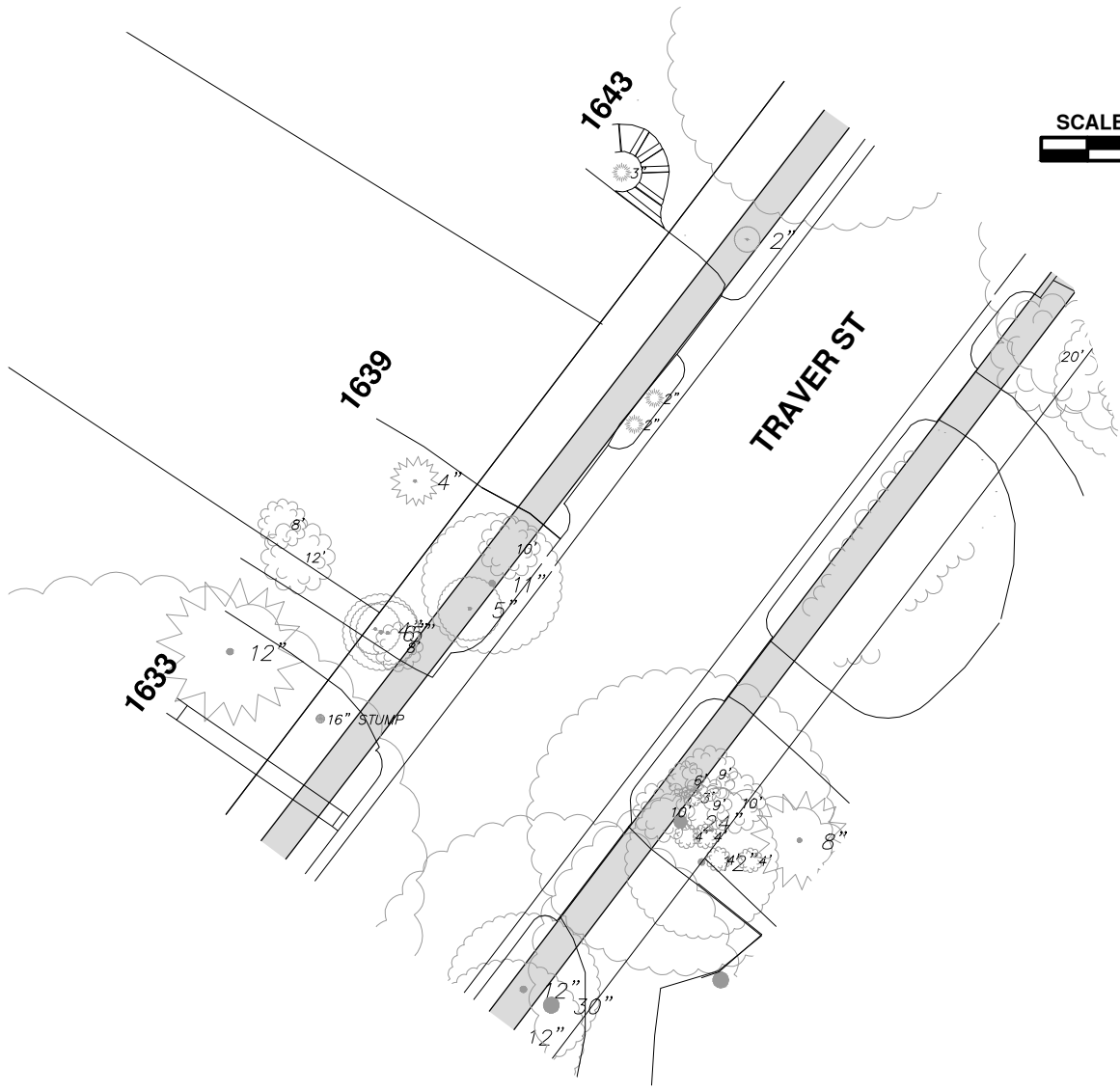
Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1639 Traver\1639 Traver Design.docx)

cc: File



SCALE: 1" = 30'



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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1639
ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: TRAVER 1639	2018024-1



CITY OF ANN ARBOR, MICHIGAN

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301 E. Huron Street, P.O. Box 8647
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September 27, 2018

WYBORN Y LESTER II & TAMMY BABBITT
1642 Traver St
Ann Arbor, MI 48105

Re: 1642 Traver St, Ann Arbor Parcel 09-09-21-208-009
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Lester Wyborny & Tammy Babbitt:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1642 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way (ROW) line. We've proposed being closer to the road in order to save trees and landscaping. The snow storage area would be about three feet between the sidewalk and the curb, so the sidewalk may need to be shoveled again after plows come through.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

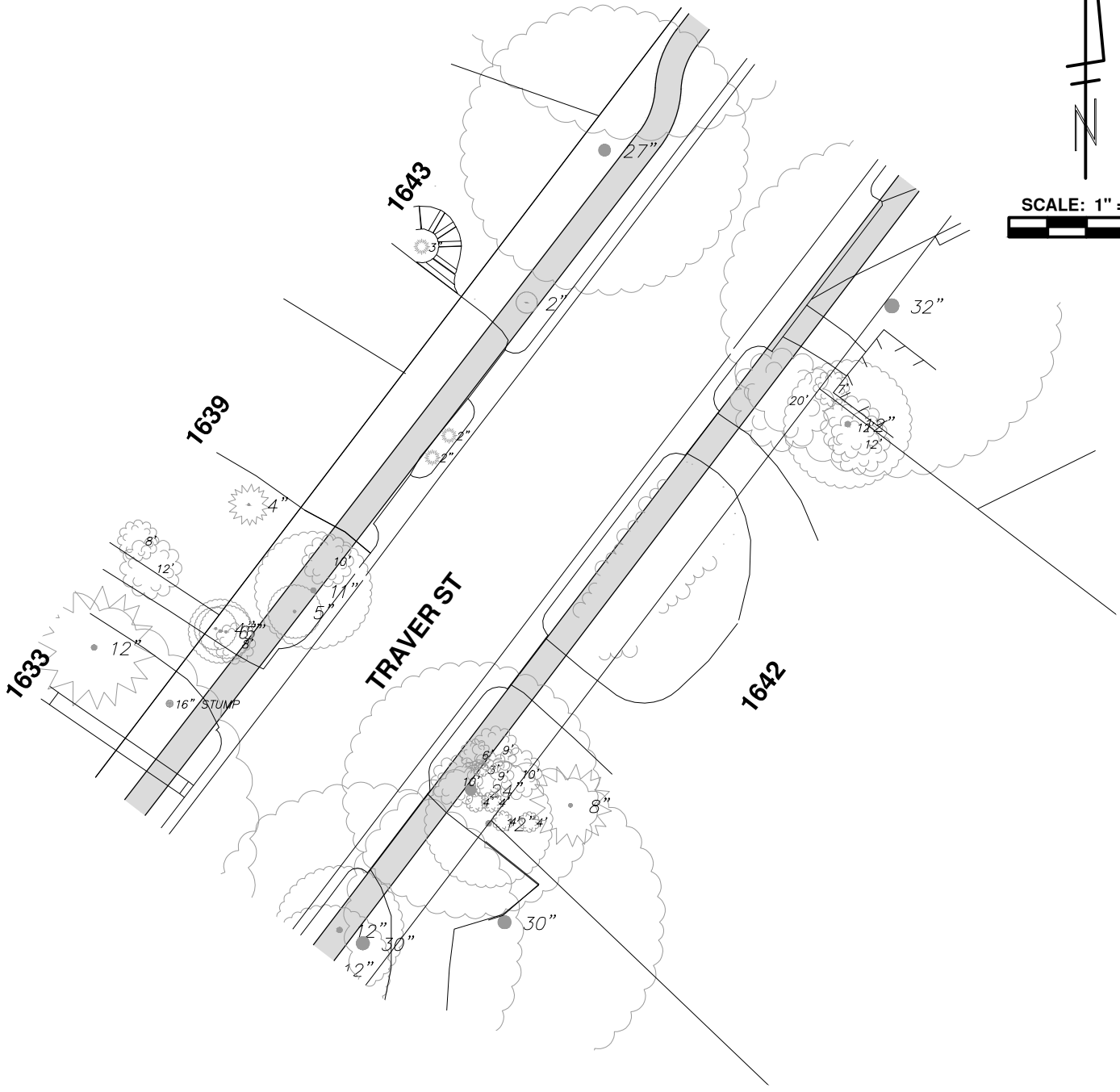
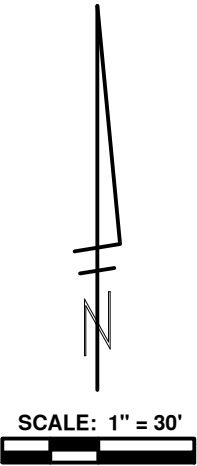
Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1642 Trvaer\1642 Traver Design.docx)

cc: File



**CITY OF ANN ARBOR
 PUBLIC SERVICE**
 301 EAST HURON STREET
 P.O. BOX 8647
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 734-794-6410
 www.a2gov.org

NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1642
 ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: TRAVER 1642	2018024-1



CITY OF ANN ARBOR, MICHIGAN

Public Services Area / Engineering
301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Phone: (734) 794-6410 Fax: (734) 994-1744
Web: www.a2gov.org

Printed on recycled paper

September 27, 2018

WHITED JOSEPH L & TOON RACHEL
1643 Traver St
Ann Arbor, MI 48105

Re: 1643 Traver St, Ann Arbor Parcel 09-09-21-207-047
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Joseph Whited and Rachel Toon:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1643 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way (ROW) line. We've proposed being closer to the road in order to save trees and landscaping. The snow storage area would be about three feet between the sidewalk and the curb, so the sidewalk may need to be shoveled again after plows come through.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

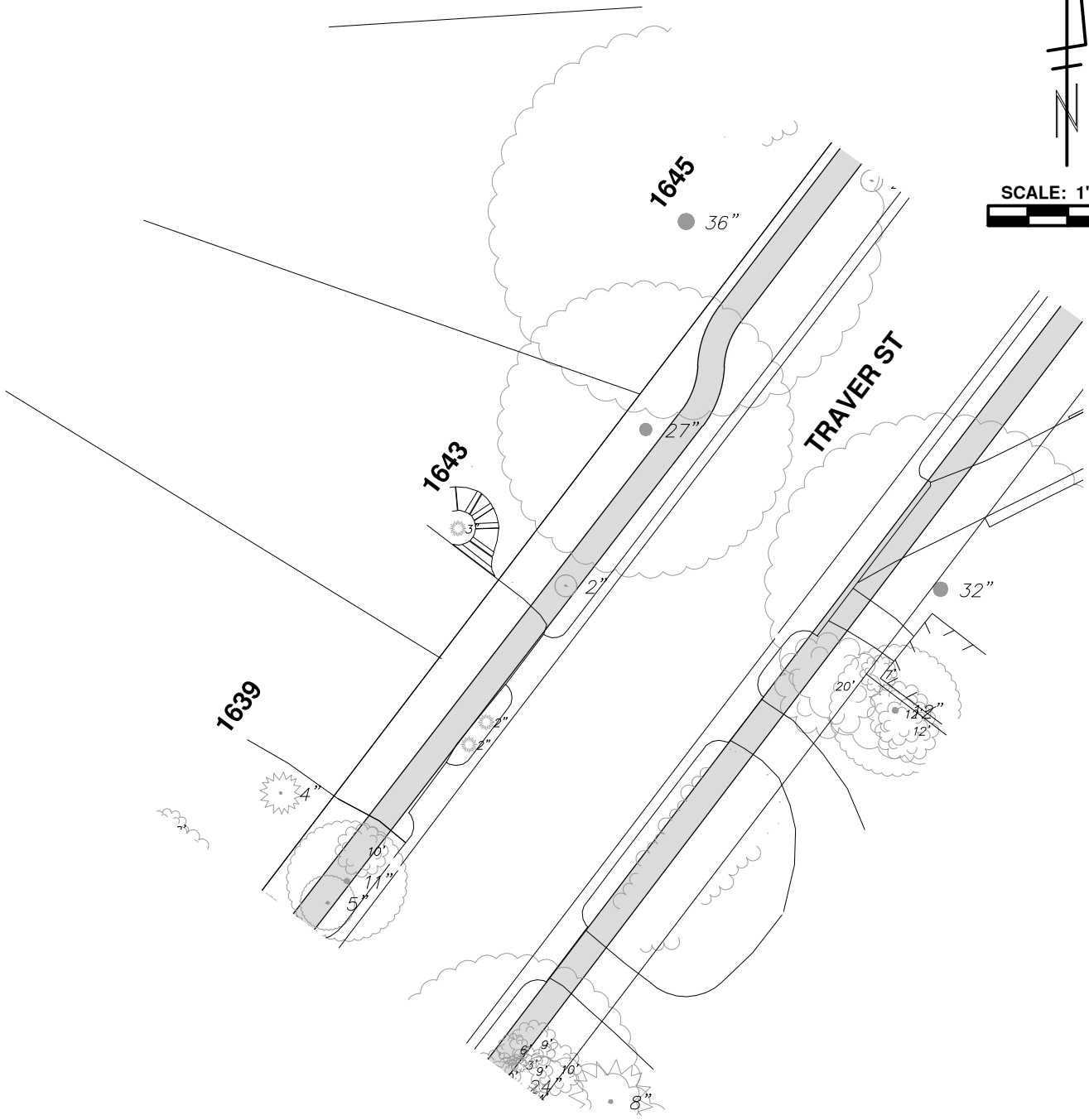
Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1643 Traver\1643 Traver Design.docx)

cc: File



SCALE: 1" = 30'



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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1643
 ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: TRAVER 1643	2018024-1



CITY OF ANN ARBOR, MICHIGAN

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Ann Arbor, Michigan 48107-8647
Phone: (734) 794-6410 Fax: (734) 994-1744
Web: www.a2gov.org

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September 27, 2018

WHITED JOSEPH L
1643 Traver St
Ann Arbor, MI 48105

Re: 1645 Traver St, Ann Arbor Parcel 09-09-21-207-048
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear Joseph Whited:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1645 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way (ROW) line. Where the sidewalk is near the ROW, we may need a temporary grading permit to transition the back of the sidewalk to your yard and driveway smoothly.

A Temporary Grading Permit is not a permanent grant, and the sidewalk will not be constructed on your property. The temporary grading permit will be used for grading purposes to blend the grade of your yard into the new sidewalk, after which any disturbed grass, pavement, or landscaping will be restored. The City would be prepared to offer you money in exchange for agreeing to this temporary grading permit, which you can use to offset the cost of the special assessment. Once grading plans are complete, we will have a better idea of the area we may need, and an official offer will be made.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

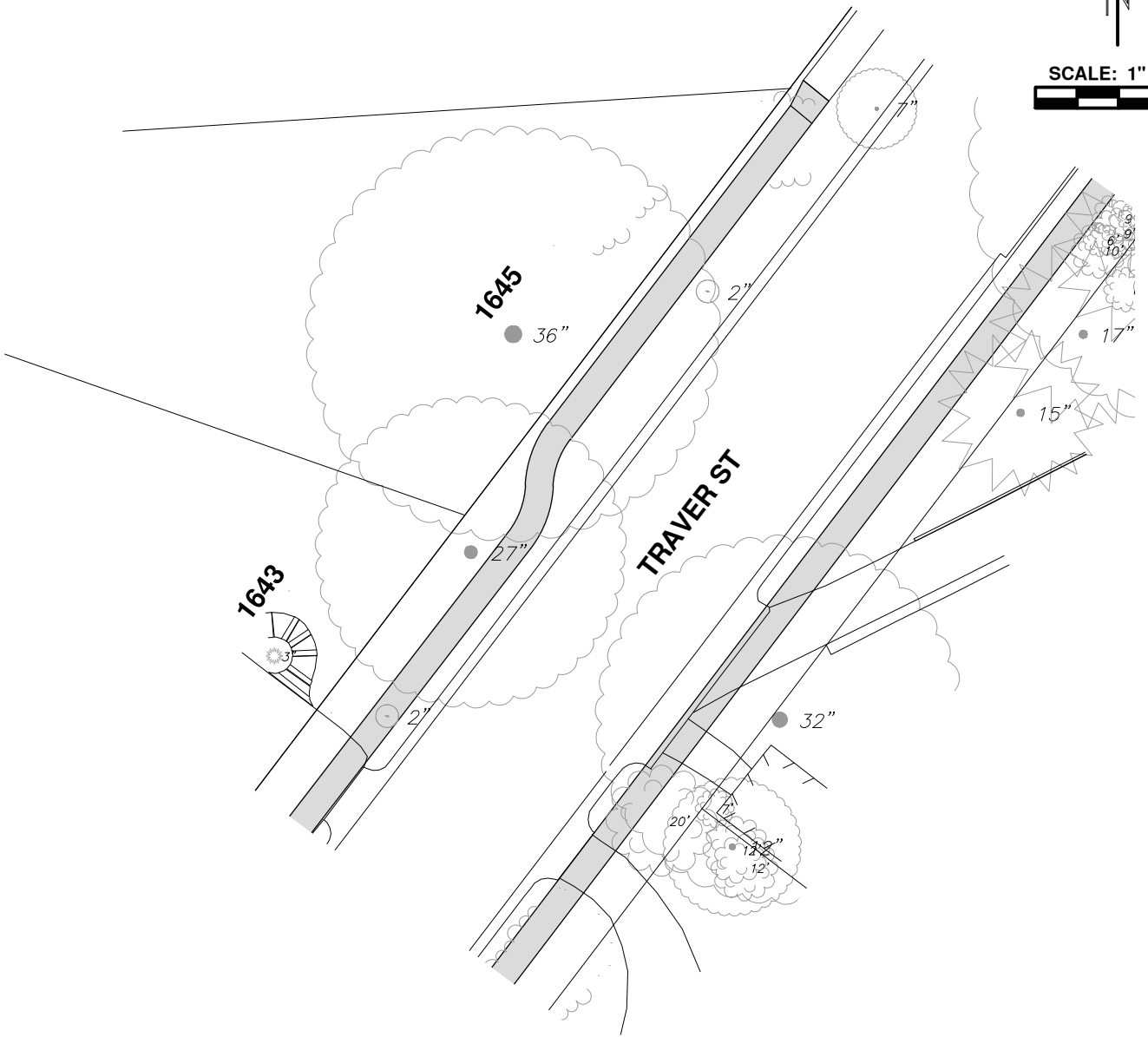
Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1645 Traver\1645 Traver Design.docx)

cc: File



SCALE: 1" = 30'



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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1645
ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: TRAVER 1645	2018024-1



CITY OF ANN ARBOR, MICHIGAN

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Ann Arbor, Michigan 48107-8647
Phone: (734) 794-6410 Fax: (734) 994-1744
Web: www.a2gov.org

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September 27, 2018

KINSOLVING MAY
1650 Traver St
Ann Arbor, MI 48105

Re: 1650 Traver St, Ann Arbor Parcel 09-09-21-208-008
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design

Dear May Kinsolving:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we had a proposed location for the sidewalk at 1650 Traver St.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way (ROW) line. We've proposed being closer to the road in order to save trees and landscaping for most of the frontage. The snow storage area would be about three feet between the sidewalk and the curb, so the sidewalk may need to be shoveled again after plows come through.

Please bring questions or concerns to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

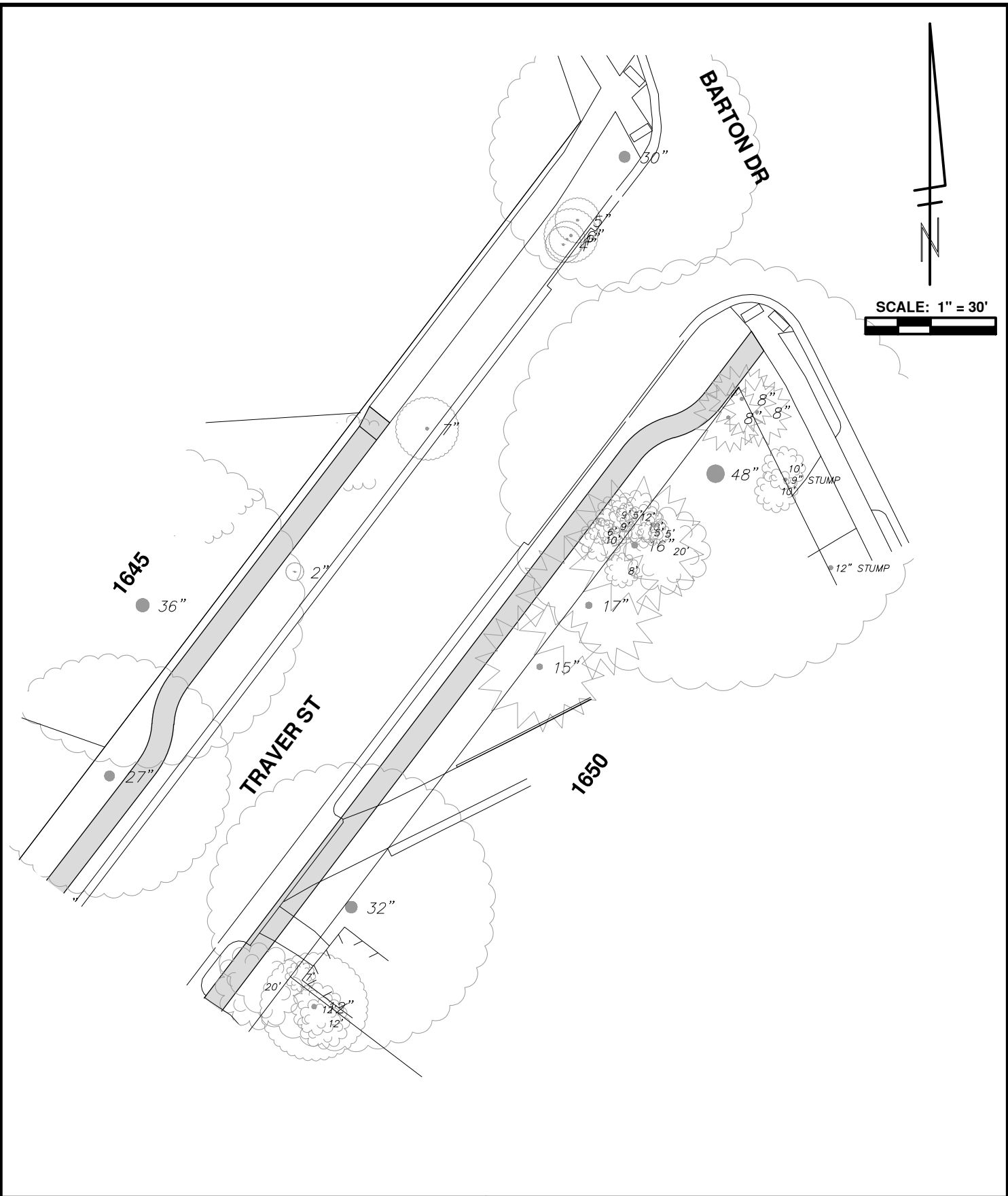
Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering

Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\1650 Traver\1650 Traver Design.docx)

cc: File



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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

TRAVER 1650
ANN ARBOR, MICHIGAN

PROJ.#: 2018024

DATE: 8/14/2018

DRAWING NO.

DB: DPF

FILE: TRAVER 1650

2018024-1



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Web: www.a2gov.org

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September 21, 2018

WILLIAMSON BRUCE
2055 Pontiac Trl
Ann Arbor, MI 48105

Re: 2055 Pontiac Trl, Parcel 09-09-16-305-013, Brookside Side
Northside STEAM Safe Routes to School Sidewalk Gap Project, File No: 2018-024
Special Assessment Design and Temporary Grading Permit

Dear Mr. Williamson:

As stated in previous letters, dated June 4, 2018 and July 25, 2018, the City of Ann Arbor is planning construction to fill sidewalk gaps in your area to create a better walking environment for students making their way to school. As the design progressed, we have a proposed location for the sidewalk on the Brookside side of 2055 Pontiac Trl.

As discussed at the public meeting held June 26, 2018 for affected property owners (a summary of documents from that meeting can be found at the project website www.a2gov.org/steam), the City of Ann Arbor generally designs sidewalks to be located 0.5 to 1.0 feet from the right-of-way line. In order to transition the back of the sidewalk to your yard smoothly, the City is requesting a Temporary Grading Permit.

A Temporary Grading Permit is not a permanent grant, and the sidewalk will not be constructed on your property. The temporary grading permit will be used for grading purposes to blend the grade of your yard into the new sidewalk, after which any disturbed grass, pavement, or landscaping will be restored. The City is prepared to offer you about \$540 in exchange for agreeing to this temporary grading permit, which you can use to offset the cost of the special assessment.

If you are in agreement, an official contract will be sent or delivered to you, which must be returned to the City by October 31, 2018. I could also bring it to the Public Meeting **Thursday, October 4, 2018 from 6:30 p.m. to 8:00 p.m., in the Multi-Purpose Room at the Ann Arbor STEAM at Northside School, 912 Barton Dr, Ann Arbor.**

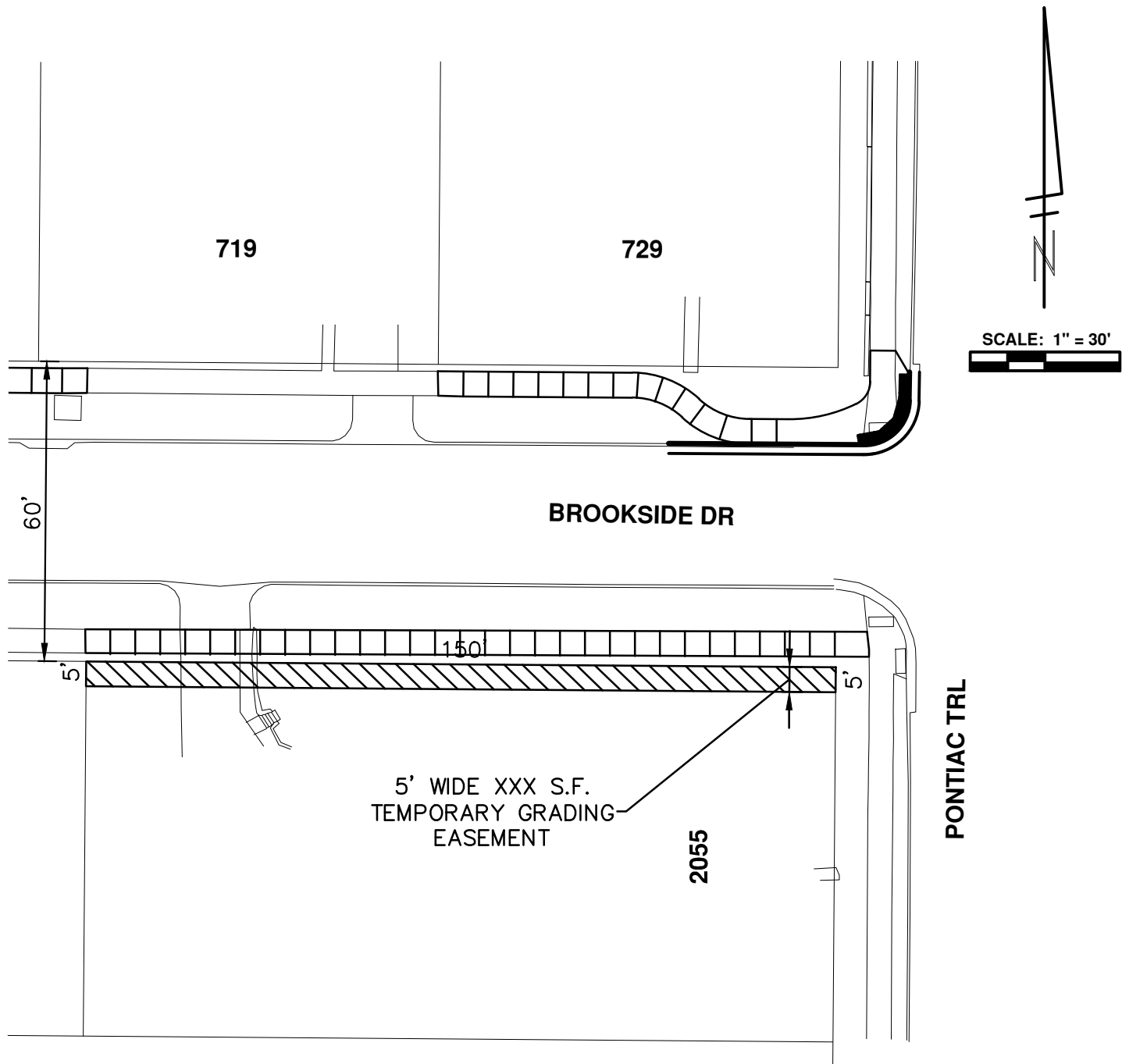
Please contact me at (734) 794-6410 extension 43678 or by e-mail at jallen2@a2gov.org for further questions, or if you cannot attend the meeting, to discuss this.

Very truly yours,
City of Ann Arbor Engineering


Jane K Allen,
Project Manager

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\18- Correspondance Outside\Property Owners\2055 Pontiac - Brookside SW\2055 Pontiac Trl Design and TGP.docx)

cc: File



DESCRIPTION OF TEMPORARY GRADING EASEMENT

XXX SQ. FT. OF A PARCEL WITH TAX ID
09-09-16-305-013, OF WASHTENAW COUNTY RECORDS.

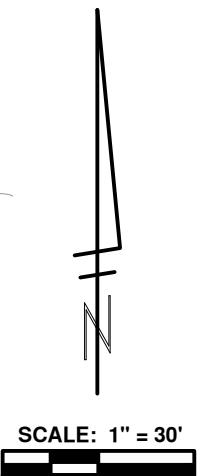
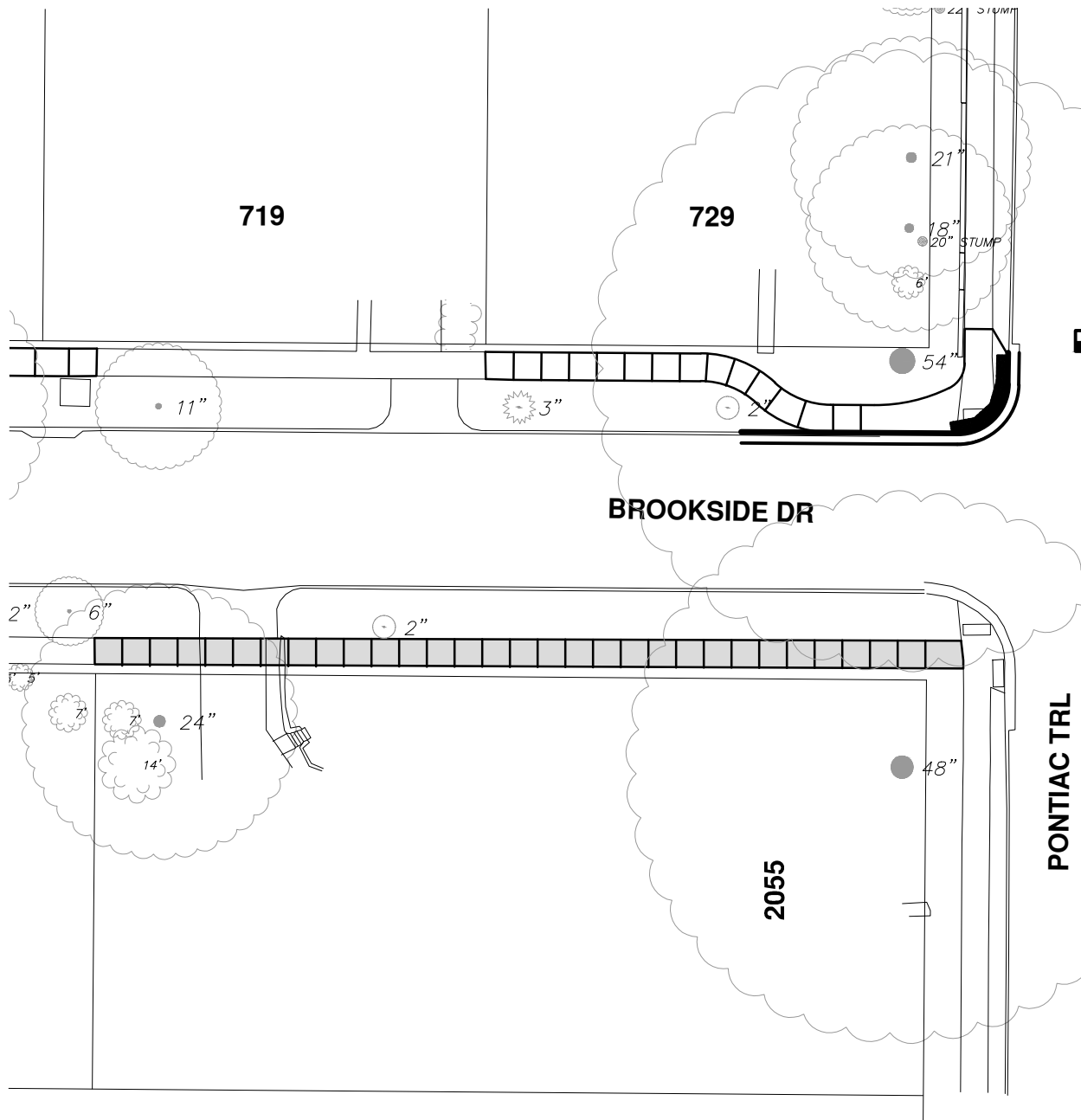


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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL
GRADING EASEMENT

PONTIAC TRAIL 2055
ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: PONTIAC TRAIL 2055	2018024-EA8



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NORTHSIDE STEAM SAFE ROUTES TO SCHOOL

PONTIAC TRAIL 2055
ANN ARBOR, MICHIGAN

PROJ.#: 2018024	DATE: 8/14/2018	DRAWING NO.
DB: DPF	FILE: PONTIAC TRAIL 2055	2018024-EA1



CITY OF ANN ARBOR, MICHIGAN

301 E. Huron Street, P.O. Box 8647
Ann Arbor, Michigan 48107-8647
Phone: 734.794.6410
a2gov.org

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November 19, 2018

Re: Northside STEAM Safe Routes to School Sidewalk Gap Project
Public Meeting
File No: 2018-024

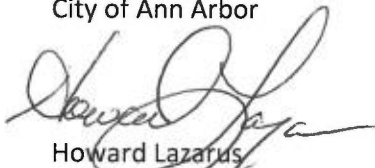
Dear property owner or resident:

Councilmember Anne Bannister and Councilmember Jeff Hayner of Ann Arbor's Ward 1 would like to hear your thoughts on the proposed sidewalk construction project to fill sidewalk gaps. The intention of this proposed project is to create a better walking environment for students. This is a project of Ann Arbor Public Schools and the Ann Arbor STEAM Safe Routes to School (SRTS), which was developed in collaboration with the City of Ann Arbor.

The meeting will be hosted by Councilmember Bannister and is scheduled for **Wednesday, November 28, 2018 from 7:00 p.m. to 9:00 p.m., at Northside STEAM Elementary School, 912 Barton Drive, Ann Arbor.**

For background information on the project, past meetings, submittals, and costs, please visit the project website at www.a2gov.org/STEAM.

Very truly yours,
City of Ann Arbor



Howard Lazarus
City Administrator

JKA (S:\Engineering\General\2018-024 Northside STEAM SRTS Sidewalk Gaps\28 - Meeting Agendas_Notes\November 28 2018 Public Meeting\Nov. 28 Public Meeting Notification Letter_HS.docx)

cc: File

Summary of Recent Supplemental Funding Support for Community Sustainability

Funding Source	Project (see highlights below)	Grant Funds	Council Appropriated Funds
Home Depot Foundation (2011)	Sustainability Framework Development	\$95,000	
Housing and Urban Development (2011)	Rental Housing energy efficiency (funding to support Sustainability Analyst Jamie Kidwell for 3-years)	\$256,000	
Partners for Places and local family foundations (2013)	Ann Arbor Climate Partnership (pass through funding)	\$110,000	
Great Lakes Climate Adaptation Assessment – Cities (2014)	Climate Adaptation videos	\$12,500	
Dow and Graham Sustainability Institute (2014)	Revolving Loan Fund for Rental Housing	\$40,000	
TOTAL:		\$513,500	
City Council (FY15)	Temporary Staffing Community Facing Climate Project Support (For partners working on PACE and solar programs in the community)		\$40,000 \$85,000
City Council (FY16)	Temporary Staffing Community Facing Climate Project Support (For partners working on energy efficiency and renewable energy programs in the community and to support the A2 Climate Partnership)		\$80,000 \$85,000
City Council (FY17)	Temporary Staffing Community Facing Climate Project Support (for partners working on solar programs in the community)		\$122,750 \$42,250
City Council (FY18)	Transitioning Temporary Staff to Full-Time Staff		\$165,000
City Council (FY19)	Office of Sustainability and Innovations Work Planning		\$75,000
TOTAL:			\$695,000

Sustainability-Related Accomplishments

Non-recurring funding has been budgeted by City Council for Community-Facing Climate Action Programs in FY15, FY16, and FY17. For FY18 this was budgeted as recurring funds to support community-facing climate action programs and was used to transition temporary employees to full-time employees.

FY 15

- Established UM Dow fellow funded energy efficiency rental housing loan fund for landlords.
- Closed out the HUD green rental housing grant opportunities, including surveys with rental properties and rental inspection unit.
- Facilitated DTE multi-family pilot sweep of 32 properties reaching 98 units.
- Provided Energy Efficiency brochures and info magnets for rental housing residents.
- Supported the restart the City's PACE program and CERL loan program.
- Researched benchmarking on Commercial Building ordinances.
- Developed community solar model project for non-profit community solar.
- Held the fourth season of Sustainability Forums in partnership with the Ann Arbor District Library in January, February, March, and April – reaching between 50-100 residents at each forum.
- Assisted with managing City energy bills and analysis.
- Maintained the City's A2Energy.org website.
- Provided staff support for community events (e.g., Earth Day, Green Fair, and Huron River Day).
- Provided staff support for Energy and Environmental Commissions.

FY 16

- Held the fifth season of Sustainability Forums. Topics included: Climate and Energy; Resource Management; Land Use and Access; and, Looking to the Future: Ann Arbor in 2025.
- Supported development and implementation of the anti-idling and coal tar ordinances.
- Supported fiscal year Council Priority updates through the City Administrator's Office.
- Conducted local market research and surveyed Ann Arbor-area solar installers.
- Supported metric reporting to MML leading to Ann Arbor achieving "gold" status with the Michigan Green Communities program.
- Supported analysis for successful intervention on DTE rate case involving the City's streetlight program.
- Supported the City's PACE program and CERL loan program.
- Worked on Solar Workshop with USDOE Sunshot program to raise awareness with residents regarding solar installations.
- Supported development of Climate Action Plan update report.
- Assisted with managing city energy bills and analysis.
- Maintained the city A2Energy.org website.
- Provided staff support for community events (e.g., Earth Day, Green Fair, and Huron River Day).
- Provided staff support for Energy and Environmental Commissions.

FY17

- Performed background research and analysis to support a resolution committing the City to use 100% Clean and Renewable Energy for all City operations by 2035.
- Performed background research and analysis for a new green building policy which requires LEED Silver minimum standards and a solar potential analysis for any new City facility construction and for major renovations of any City-owned building.

Sustainability Funding Examples

Boulder (Pop. 97,000) Climate Action Tax - \$1.8 million

Minneapolis (Pop. 400,000) Franchise Fee - \$26 million

Palo Alto (Pop. 64,000) General Fund - \$500,000

Per a 2016 survey of urban sustainability directors, the average City Sustainability Office has a \$1.3 million budget

- Performed background research and analysis for the revised City Green Fleets policy.
- Provided support for reporting on Mayors Compact with the Carbon Disclosure Project to track GHG emissions, Climate planning, and Climate Adaptation Vulnerability and Risk Assessments.
- Provided research and analysis to update community-wide GHG emissions.
- Worked across multiple City agencies and community organizations to identify data for 508 metrics under the STAR (Sustainability Tools for Assessing and Rating) Community Index, in which the City achieved certification as a 4-star STAR Community in June. Ann Arbor is the first Michigan city to be rated under STAR.
- As part of the Department of Energy's SolSmart project, worked to streamline the City's permit processing for new, small-scale solar and waived the associated building permit fees for residential solar systems.
- Developed improvements to energy- and environmental-related Sustainability Framework Dashboard indicators published on a2gov.org.
- Initiated the Solar Faithful project works to evaluate and develop sustainable funding models to assist local houses of worship to install solar. Solar Faithful is a partnership with the Michigan chapter of Interfaith Power and Light. The project was accepted into the US Department of Energy's Solar in Your Community Challenge.
- Initiated a microgrid/solar feasibility project with the University of Michigan Energy Institute. UM students presented their findings to staff and the Energy Commission.
- Supported RFP process for energy audits for 14 of the City's buildings.
- Completed preliminary solar assessments on all of the City's buildings.
- Participated in the Ann Arbor Climate Partnership.
- Drafted a community Electric Vehicle Strategy Paper.
- Worked with Washtenaw County to advertise their low-income weatherization services to Ann Arbor homeowners, including bill-insert mailers.
- Held the sixth season of Sustainability Forums in partnership with the Ann Arbor District Library that attracted 228 attendees. Topics included: Green your Home DIY; Driverless Vehicles Coming Down the Pike; Sustainable Kids; and Grow Your Own.
- Conducted community sustainability outreach at the Ann Arbor downtown Farmer's Market.
- Supported a project through the Urban Sustainability Director's Network to develop hazard mitigation plans that incorporate climate adaptability.
- Supported metric reporting to MML leading to Ann Arbor again achieving "gold" status with the Michigan Green Communities program.
- Supported development of draft Zero Waste event policies.
- Partnered with DTE to promote adoption of the DTE Energy Efficiency Services and Insight app by Ann Arbor residents through the Power Together contest. The Bryant Community Center is receiving \$15,000 to fund solar panels as a result of this project.
- Supported development of the Ann Arbor 2030 District to help community energy data benchmarking and resources to aid commercial building owners in improving their facilities.
- Assisted with managing City energy bills and analysis.
- Maintained the city A2Energy.org website
- Provided staff support for community events (e.g., Earth Day, Green Fair, and Huron River Day).
- Provided staff support for Energy and Environmental Commissions.

FY19

- Banned Coal Tar Sealants – developed registration program and mailed notices to applicators within 40 miles of Ann Arbor
- Idling Ordinance implementation – 48 large magnetic signs designed and installed on metal alley doors. No Idling Zone signs designed and being created for 5 priority locations
- Full support for Environmental and Energy commissions including meeting postings and staff support
- Participate in organizing earth day and green fair
- Tabling at Earth Day, Green Fair, and Huron River day.

- Sustainability Forums in January, February, March and April of 2017 and 2018 (7th year)
- Developed Energy Fund project to fund solar on new Farmers Market enclosure (enclosure on hold)
- DTE Power Together - \$15,000 grant to Bryant Community Center for planned solar installation and on-site renewable energy education
- Based on DTE partnerships, developed on-street EV fast charging project for DDA project to rebuild Fifth and Detroit
- Assisted EV charging project for canopied parking spaces at Catherine parking lot with DDA
- Completed Biodigester feasibility study for wastewater treatment plant material and community feedstock sources. ROI showed biodigester currently not recommended
- Energy audits of 14 key city facilities to include solar feasibility and net zero, aligning with new LEED Silver building policy (contractor: Honeywell)
- 100% renewable city operations energy resolution
- Implementation beginning for revised Green Fleets policy promoting electrification
- Working to help establish a new municipal consortium to contest and intervene on future DTE rates cases affecting costs, and ability to implement accelerated energy efficiency and renewable projects at the local level (result of successful rate intervention against DTE streetlight tariffs affecting LEDs, with Ann Arbor as a lead)
- Developing City Streetlight Asset Management Plan by close of FY18
- Coordinating with DDA upgrade of LED globe streetlights in Kerrytown and South University; incorporating new 'dark sky friendly' elements
- Part of MPSC intervention to prevent DTE undermining of future hydro dam contract extensions and revenue guarantees through PURPA
- Carbon Disclosure Project reporting of GHG emissions as part of Mayor's Climate Compact; first update to greenhouse gas emissions inventory since passage of Climate Action Plan showing 18% reduction community-wide and the likely ability to meet mid-term target of 25% reductions by 2025
- Solar Faithful project – linking solar projects with houses of worship with US Department of Energy backing; two events with nearly 100 in attendance. Received technical assistance equivalent to \$10,000 to help overcome obstacles to non-profit solar uptake
- In coordination with Community Services, waived the fees for residential solar permits and working to streamline process and turnaround times
- Helped support, with bus ads and water bill inserts, promotional content for Washtenaw County low-income energy weatherization. Led to rise in program inquiries within Ann Arbor
- Participant in now launched Ann Arbor 2030 District
- OCTOBER 2017 - New drinking water clean-up criteria set for 1,4 Dioxane at 7.2
- Attend monthly CARD meetings
- Attend public meetings by elected officials and USEPA
- Developing Teach-out with UM on Gelman site
- Supported GALA case study on Gelman site for Michigan Sustainability Cases
- Represent the city as part of the WCBRA – Reappointed in 2017
- Support MDEQ and USEPA emergency response at Armen Cleaner and 628 S Ashley and additional MDEQ sampling in the block of Armen Cleaners
- 1040 Broadway brownfield completed with remediation and permeable reactive barrier to reduce public health exposure
- \$200,000 grant to AAHC for demo at White Henry Project
- Discussed Brownfield with South University developer (no application to date)