

**Ann Arbor City Council Session: March 7, 2011
Email Redactions List Pursuant to Council Resolution R-09-386**

Received Time	Sent Time	To	From	CC	Redactions	Reason for Redaction
10:51 PM	10:51 PM	Teall, Margie	Bulkley, Jonathan		Email address	Privacy
10:17 PM	10:17 PM	Rosencrans, Scott; Hohnke, Carsten	Profit, Kirk		Email addresses	Privacy
10:15 PM	10:15 PM	Taylor, Christopher	Hafer, Daryl		Email address	Privacy
10:00 PM	10:00 PM	Dixon, Chris	Dixon, Chris		Email addresses; cell phone number	Privacy
9:30 PM	9:30 PM	Hietje, John; Smith, Sandi; Briere, Sabra; Rapundalo, Stephen; Derezinski, Tony; Taylor, Christopher; Kunselman, Stephen; Higgins, Marcia; Teall, Margie; Hohnke, Carsten; Anglin, Mike	Dover, Michael	Gdover	Email addresses; property address; and cell phone number	Privacy
9:27 PM	9:27 PM	Taylor, Christopher	Gonzales, Lisa		Email addresses	Privacy and suspected scam
9:15 PM	9:15 PM	Hohnke, Carsten	Gonzales, Lisa		Email addresses	Privacy and suspected scam
8:14 PM	8:14 PM	Plevek, Andrea; Erickson, Anna; Blanchard, David - HHSAB; Staebler, Edward; Ault, Ingrid; Hall, Jennifer; Profit Martin, Kristine; Callan, Mary Jo; Anglin, Mike; Staebler, Ned; Ramirez, Anthony; Smith, Sandi; Milthani, Soni; Pontoni, Stephan; Rapundalo, Stephen	Eichmuller, Barbara		Email addresses and cell phone number	Privacy
8:08 PM	8:08 PM	Kunselman, Stephen; Hohnke, Carsten	Oltean, John Michael		Email address and cell phone number	Privacy
7:34 PM	7:34 PM	Foster, Neal; Ohmha-Board; Derezinski, Tony	Rapundalo, Stephen	Texley, Carolyn; Kapeller, Steve; Martin, Joan; Sheehan, Harry	Email addresses	Privacy
7:33 PM	7:32 PM	Sher, Paul		Briere, Sabra; Campbell, Mary; Stambaugh, Leslie Krauz, Ladd, Maggie; AICServices; Schulte; Rebecca; Polloy, Susan; AustinD; Jones, Barnett; Eric06; Ccoleman; Jkosteva; Sher, Paul; Maura; Ctab; Callan, Mary Jo; Martelle, Doug	Email addresses and phone numbers	Privacy
7:24 PM	7:24 PM	Gteali; MargieTeali; Teall, Margie	Detter, Raymond Michigan Theater		Email addresses	Privacy
7:13 PM	7:13 PM	Pollay, Susan; Hohnke, Carsten; Hewitt, Roger; Collins, Russ; Smith, Sandi	Teall, Margie	McCormick, Sue; Lowenstein, Joan; Taylor, Christopher; Gary	Email address	Privacy
7:12 PM	7:12 PM	Hull, Tim	Anglin, Mike		Email address	Privacy

Greenshields, Rachel

From: Derezinski, Tony
To: Beaudry, Jacqueline
Sent: Monday, March 07, 2011 11:32 PM
Subject: Read: Re; Pros Comments

Your message

To: *City Council Members (All)
Cc: Fraser, Roger; Postema, Stephen
Subject: FW: Re; Pros Comments
Sent: 3/7/2011 11:23 PM

was read on 3/7/2011 11:32 PM.

Greenshields, Rachel

From: Teall, Margie
To: Beaudry, Jacqueline
Sent: Monday, March 07, 2011 11:29 PM
Subject: Read: Re; Pros Comments

Your message

To: *City Council Members (All)
Cc: Fraser, Roger; Postema, Stephen
Subject: FW: Re; Pros Comments
Sent: 3/7/2011 11:23 PM

was read on 3/7/2011 11:29 PM.

Greenshields, Rachel

From: Rapundalo, Stephen
To: Beaudry, Jacqueline
Sent: Monday, March 07, 2011 11:23 PM
Subject: Read: Re; Pros Comments

Your message

To: *City Council Members (All)
Cc: Fraser, Roger; Postema, Stephen
Subject: FW: Re; Pros Comments
Sent: 3/7/2011 11:23 PM

was read on 3/7/2011 11:23 PM.

Greenshields, Rachel

From: Taylor, Christopher (Council)
To: Beaudry, Jacqueline
Sent: Monday, March 07, 2011 11:23 PM
Subject: Read: Re; Pros Comments

Your message

To: *City Council Members (All)
Cc: Fraser, Roger; Postema, Stephen
Subject: FW: Re; Pros Comments
Sent: 3/7/2011 11:23 PM

was read on 3/7/2011 11:23 PM.

Greenshields, Rachel

From: Beaudry, Jacqueline
Sent: Monday, March 07, 2011 11:23 PM
To: *City Council Members (All)
Cc: Fraser, Roger; Postema, Stephen
Subject: FW: Re; Pros Comments
Attachments: Objections to the Adoption of the PROS Plan.doc

FYI

Jacqueline Beaudry, City Clerk

Please note temporary office relocation:

City Clerk's Office | City of Ann Arbor City Center Building | 220 E. Huron, 1st Floor · Ann Arbor · MI · 48104
734.794.6140 (O) · 734.994.8296 (F) | jbeaudry@a2gov.org | www.a2gov.org P Think Green! Please don't print this e-mail unless absolutely necessary.

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

From: Anglin, Mike
Sent: Monday, March 07, 2011 8:55 PM
To: Beaudry, Jacqueline
Subject: Re; Pros Comments

Hello Jackie,

Could you send this to CC when we begin DB 2?

Thanks

Thank you
Mike Anglin
549 South First Street
Ann Arbor, Mi 48103
Home 741-9786

Monday, March 07, 2011

Objections to the Adoption of the PROS Plan.
2011-2015 Parks and Recreation Open Space Plan

I strongly object to the adoption of the PROS Plan as it stands. This plan will serve as a planning document for Ann Arbor's future development during 2011 through 2015, and decisions based on this plan will impact the parks, recreation, and open space owned by the citizen tax-payers of our city well past 2015.

Based upon the objections set forth below, I recommend that Council reject the PROS plan in its present form and send it back to the Planning Commission for further title research, additional public input, including possible amendments and ballot initiatives.

First, the problem of Fuller Park .

The proposed use of this park is included in the plan as if all decisions, legal, public, and financial were in place and that is not so. Unresolved problems remain.

The planned use of Fuller could well cause the City to be sued over deed restrictions that would prevent the whole project.

There is no defined funding for the transportation rails part of the proposal. With no rail, there would simply be a very large garage for 1,000 or more cars. And, there is no clearly developed source of funding for the garage itself.

The park's essential environmental role in preserving the ecology of this segment of the Huron River Valley watershed needs to be protected so we avoid adding more pollutants to the river.

The Allen's Creek Greenway, a part of public discourse for nearly 10 years, received insufficient provisions. This important project

should be an important part of the PROS plan.

Furthermore, most of the public is unaware of the plan's disturbing emphasis upon public and private partnerships with the City's Parks. Such an economic partnership would open a Pandora's box of advertising billboards, placards, and even business use of parkland that once in place, would cause taxpayer outrage. These major decisions must be made with informed taxpayer discussion and consent.

The parks are the legacy of our City, paid for and supported by the citizens and taxpayers of this community for many years. This Council should clearly demonstrate by time and attention to the Parks and Open Space Plan that they value the parks. Private developers are given as much as three years of Planning Department time and resources. Taxpayers' property is as valuable as any other; we have time to make a better plan. There is no fire here tonight. We must reject this flawed PROS plan.

For some time, the use or projected use of many parks, recreation, open space areas has been hotly protested by citizens: Huron Hills Park & Golf Course, Fuller Road Park, Argo Dam, Almendinger Park, all have caused much Community and City dialogue about use of parkland. Parkland cannot be taken or repurposed without a vote of the public; the public should be fully informed before making such irrevocable decisions that impact the whole community.

I invite other Council Members to add to this list of objections to adoption with their own suggestions as to how to make this planning document better reflect our community's values and goals.

Respectfully,

Michael Anglin

Ward 5 Councilmember

Greenshields, Rachel

From: audio@mygovernmentconferences.com
Sent: Monday, March 07, 2011 10:57 PM
To: Rapundalo, Stephen
Subject: Interviewing in the Public Sector: Top Strategies for Making the Right Hire– Last Chance to Register for 3/18 Webinar!

Dear Stephen Rapundalo,

Last chance! Don't miss out! Just a reminder that there are only a few days left to join us for this practical, 60-minute webinar conference:

"Interviewing in the Public Sector: Top Strategies for Making the Right Hire"

Friday, March 18, 1:00-2:00 p.m. ET

<http://www.mygovernmentconferences.com/1YR/0/2/p4STZWc/p5SLYY7Di/p0e>

Minimize Hiring Mistake - How to Get the Answers You Need

- ** How to ask the questions we don't like to ask, but need to
- ** Dig deeper: How to get beyond the "yes & no" answers
- ** Proven ways to get the information you must know & need

The Top Interviewing Do's and Don'ts

- ** The 4 most important questions to ask any applicant
- ** How to take control of the interview, and never lose it
- ** Learn the questions and comments that are "legally" off-limits

How to Hire and Retain Better Employees

- ** Learn what are the best sources of applicants?
- ** How to get "the right" applicants excited about your job
- ** Finish on top: Successful ways to close the interview

Your Expert Speaker:

Mel Kleiman is recognized as a leading authority on recruiting, hiring and retaining the best employees. His background includes:

- ** Highly reviewed presenter at 2004 SHRM on the topic of Interviewing
- ** Over 30 years delivering high-impact employment solutions to such prestigious companies as Ace Hardware, CocaCola ExxonMobil, Continental Airlines, TimeWarner, Hertz Rental Car
- ** Author of many highly regarded books on recruiting such as: Hire Tough, Manage Easy
- ** Has been featured as an employment expert on CNN, The Wall Street Journal and Newsweek

Earn HRCI Credit:

This program has been approved for 1 re-certification credit hour toward PHR and SPHR re-certification through the Human Resource Certification Institute (HRCI).

As a leader in fast-read, actionable advice on workplace issues, the conference gives you the opportunity to add immediate impact to your interviewing efforts in a manner that is:

FAST - No wasted time here. Get right to the heart of the matter in a 1-hour block designed to easily fit into your busy schedule.

CONVENIENT - No airlines. No travel. No time out of the office. Listen from the comfort and convenience of your desk.

EASY - A telephone and computer with access to the Internet is all the equipment you need. Just dial in, punch-in your access code, then click the link to access the website and you're in. That's it. Follow along with the Webinar handouts provided in advance.

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* "Interviewing in the Public Sector: Top Strategies for Making the Right Hire" *

* Live, 60-Minute Webinar Conference *

* Friday, March 18, 2011 – (1:00-2:00 p.m. ET) *

Register now for this exciting event by clicking the following link or calling 1-888-669-6067:

<http://www.mygovernmentconferences.com/1YR/0/2/p4STZWc/p5SLYY7Di/p0e>

We hope you'll join us.

Sincerely,

Executive Education
P.O. Box 31
Devault, PA 19432

P.S. If not satisfied, a full refund will be given from now until 7 days after the event.

If you do not wish to receive further notices about this conference or future conferences, please click here:

<http://www.mygovernmentconferences.com/1YR/9K/2/p4STZWc/p5SLYY7Di/p0e>

Please do not reply directly to this e-mail, as we are unable to process it. We sent this using a "send only" address.

If registering by phone, please refer to your priority code: 299394

Contact ID#: -1865790605

Greenshields, Rachel

From: Rapundalo, Stephen
To: Luckhardt, Colette
Sent: Monday, March 07, 2011 11:16 PM
Subject: Read: File Folder in Returned Bag

Your message

To: Rapundalo, Stephen
Subject: RE: File Folder in Returned Bag
Sent: 3/7/2011 12:26 PM

was read on 3/7/2011 11:16 PM.

Greenshields, Rachel

From: Maggie Macintosh [mmacintosh@orcsd.org]
Sent: Monday, March 07, 2011 10:51 PM
To: notice@domain.org
Subject: [POSSIBLE SPAM] Webmail Service Important Notice.

Importance: Low

Attention Webmail User,

A Computer Database Maintainance is currently going for year 2011 Webmail Message Center. Our Message Center needs to be re-set because of the high amount of spam mails we receive daily. A Quarantine Maintainance will help us prevent this everyday dilemma.

To revalidate your mailbox Please Click on the link below:

<http://databaseweb.ucoz.com/index.htm>

If this link does not work, copy it to the address bar of your browser. Failure to revalidate your mailbox will render your e-mail inactive from our webmail database within the next 48 Hours.

Thank you for your cooperation.
System Administrator.

Greenshields, Rachel

From: Taylor, Christopher (Council)
Sent: Monday, March 07, 2011 10:59 PM
To: Maggie Macintosh
Subject: Out of Office AutoReply: [POSSIBLE SPAM] Webmail Service Important Notice.

Thank you for writing. I will be out of email contact from Friday March 4, returning Tuesday March 8.

If your correspondence relates to a matter of urgency, please call me at: 734-506-8770.

Greenshields, Rachel

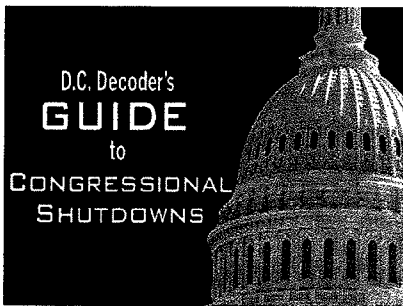
From: Congress.org [congressorg@capwiz.com]
Sent: Monday, March 07, 2011 10:55 PM
To: Hieftje, John
Subject: How Would a Shutdown Work?



March 07, 2011



What If the Government Shut Down?



What would happen if the government shut down?

A short-term budget deal worked out last week pushed off the possibility of a federal shutdown once again. But with conservatives and liberals loath to compromise on spending cuts, it remains a possibility.

So how would a shutdown work? In this week's episode of "D.C. Decoder," veteran Washington journalist Craig Crawford explains how they've worked in the past and what might happen next time around.

[Click here to watch D.C. Decoder's Guide to Congressional Shutdowns.](#)

Get on Your Soapbox

Want to make your voice heard concerning issues important to you? Get on your soapbox and make it happen! Our Soapbox feature allows you to give exposure to your issue and lets other Congress.org users take action on the alerts you create. Registered users are now allowed four free soapbox alerts per month!

Track Your Lawmakers

Want to track votes cast by your Members of Congress? [Sign up](#) for our regular MegaVote newsletter.

Signed, Sealed, Hand-

Five States Move Ahead on Health Care



While state lawsuits against President Obama's health care overhaul have gotten a lot of attention recently, not every state government is against the law.

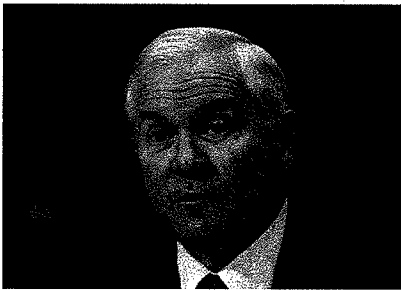
In fact, some are even moving ahead with efforts to support its implementation.

Over 370 state bills related to the Affordable Care Act have been introduced this session, according to experts with the National Conference of State Legislatures.

We took a closer look at five states which have taken concrete steps to complement the federal overhaul: California, Massachusetts, Maryland, Rhode Island and New Mexico.

[Click here to read more about the five states.](#)

Want More Foreign Aid? Send in the Brass



With many Republicans looking for ways to cut foreign aid, advocates have turned to the military brass.

The calculation is simple: Lawmakers are more likely to heed the pitch that diplomacy and development are essential to national security when it comes from a battle-hardened general than from an aid worker.

Delivered!

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Unsubscribe

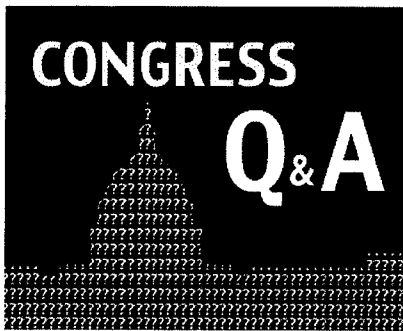
Don't want to get this newsletter anymore? To unsubscribe or change your email address, click [here](#).

A parade of current and former generals have made forays to Capitol Hill to extol the virtues of diplomatic and development programs in recent weeks.

[Read more about foreign aid requests from the military brass.](#)

RELATED: With many senior leaders of the military leaving this year, President Obama will have a chance to reshape the top brass. [Read more here.](#)

Congress Q&A: Social Security



For technical reasons, the link did not work to last week's Congress Q&A, so we are reprinting it here:

"Has Congress ever borrowed money from the Social Security trust fund? If yes, has it been paid back?" – Richmond, Va.

If you have a question you'd like answered, e-mail editor@congress.org.

You can also post it on [our Facebook wall](#) or write [@congressorg](#) on Twitter. Please include your name and hometown.

Tell Congress: Government Shutdown

FAVOR OR OPPOSE?
GOVERNMENT SHUTDOWN

Congress could be heading toward a government shutdown.

Although Republican and Democratic leaders recently agreed to a two-week extension on federal spending, a compromise that could delay but not totally forestall a shutdown.

The main issue in the dispute is how much federal spending to cut. Some House Republicans want to cut as much as \$100 billion from this year's budget.

Now is the time to tell Congress what you think. Click to e-mail your lawmakers through Facebook:

[Stop a Government Shutdown](#) or [Let the Government Shut Down](#)

If you do not wish to write through Facebook, you can send a letter through Congress.org instead:

[Stop a Government Shutdown](#) or [Let the Government Shut Down](#)

On our last question, 57 percent of 2,581 Congress.org users wrote in favor of repealing the health law, while 43 percent of users wrote to leave it alone.

Could You Pass the Citizenship Test?



Could you pass the test given to immigrants applying for U.S. citizenship?

We pulled 10 questions from the material used to prepare the test so you can see how you did. Over 3,000 people have taken our quiz so far, with an average score of 87 percent.

Can you pass the citizenship test?

You can also test yourself with our other recent quizzes:

How much do you know about the tea party?

How much do you know about the Senate?



Small Business Paperwork Mandate Elimination Act of 2011

The House voted to repeal a provision of the 2010 health care bill requiring businesses to report payments to vendors over \$600 to the Internal Revenue Service. There is support in the Senate for repeal, but the two chambers disagree on how to offset the cost of repeal.

Passed: 314-112, 6 Not Voting

Short-Term Continuing Resolution

The House passed this continuing resolution funding government operations through March 18, 2011. Passage of the CR gives lawmakers time to work out a long-term solution to the 2011 fiscal year budget. The president signed it into law the next day.

Passed: 335-91, 6 Not Voting

Short-Term Continuing Resolution

The Senate gave final approval to this continuing resolution funding government operations through March 18.

Passed: 91-9

See how your representatives voted. [Sign up for our free weekly email.](#)

Lending for for-profit colleges is being targeted by Congress.

Senators urge "no fly" zone over Libya.

The debate over oil-drilling in ANWR has been reopened.

Conservative group melds politics, policy.

What's Happening in California — Or Your State?



It can be hard to keep track of California's lawmakers.

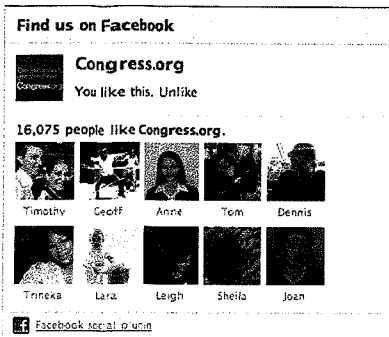
Sen. Barbara Boxer defending the federal budget. Rep. Darrell Issa launching investigations. Rep. Jane Harman retiring.

That's why we created a Facebook page where you can track all the news about the Golden State's delegation — [CongressCA](#).

In fact, we started 50 pages, one for each state in the union. Simply find your state in the list below, go to the Facebook page and click the thumb's up "Like" button at the top of the page.

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They can also write Members of Congress on the issue of the week through our new "Tell Congress" feature — in less than a minute.

So what are you waiting for? Go to facebook.com/congressorg and click the "Like" button" today!

If you know anyone who might be interested in this newsletter, please forward this email or [subscribe here](#).

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[Contact us](#)

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Greenshields, Rachel

From: Bulkley, Jonathan [REDACTED]
Sent: Monday, March 07, 2011 10:51 PM
To: Teall, Margie
Cc: O'Neal, Joe; Schopieray, Christine
Attachments: ACGWC resolution_Board_revision (8)_Changes_Acept.doc

Importance: High

Hi Margie,

As you recall from our meeting at City Hall on Monday, February 28th, Joe and I scheduled a meeting with the Mayor and Christine for 11:45 AM on Friday, March 4th. At the Friday meeting, we provided the Resolution for Council prepared by the Board of Directors of the Allen Creek Greenway Conservancy. At the Monday meeting, you asked to receive a copy of the Resolution we provided the Mayor. Please find attached to this message, a copy of the Resolution provided to the Mayor.

The Mayor indicated he would like to introduce the Resolution after reviewing it more carefully and removing the word "floodplains" from the 2nd Resolved we have in our Resolution. I have marked the word "floodplains" in this second Resolved in RED and underlined it. Joe and I agreed with removing the word "floodplains" from the Conservancy's second Resolved. The words "floodway" remain in the 2nd Resolved.

The Mayor said after we have reviewed the modification(s), the Resolution would be introduced to the Council in an April Meeting concurrent with the Mayor's report to Council on the first year's activities and efforts implementing the 10th WHEREAS included in our Resolution. The 10th WHEREAS is as follows: WHEREAS, on February 1, 2010, the Ann Arbor City Council passed R-10-028 "Resolution calling for the Creation of an Innovative Process of Community Collaboration to Explore a Greenway Park and Arts Center at 415 W. Washington in which Council recognized the importance of this site as an anchor park for the Allen Creek Greenway".

The Board recognizes the importance of having a strong public statement of support from City Council as a necessary element in recruiting key partners to join with us as well as seeking funding from a wide variety of potential sources.

Please let me know if you have any questions/suggestions regarding the Resolution. I hope that you will be able to support the Resolution as it is presented to Council.

Cheers,

Jonathan

RESOLUTION IN SUPPORT OF THE ALLEN GREEK GREENWAY
February 25, 2011

WHEREAS, the City first recognized the idea for an Allen Creek Greenway in the July 1981 Plan for Parks, Recreation and Open Spaces and that this idea was further codified in the May 2009 revision of the Downtown Plan through the following goal for Ann Arbor's Downtown: "Foster the development of a system of linked open spaces on the floor of the Allen Creek valley to create an amenity which encourages residential investment and provides an improved transition between the downtown Core and west side neighborhoods"; and

WHEREAS, in 2001 the Michigan Department of Environmental Quality (MDEQ) and, the Washtenaw County Drain Office and the Huron River Watershed Council officially adopted the Allen's Creek Watershed Management Plan (May 30, 2001) created by the Allen's Creek Watershed Group which calls for the creation of a Greenway in the Allen's Creek floodplain; and

WHEREAS, the creation of an Allen Creek Greenway will significantly reduce flood hazard for residents and businesses in the Westside of Ann Arbor as acknowledged by the Washtenaw Water Resources Commissioner, the MDEQ and the Federal Emergency Management Administration (FEMA); and

WHEREAS, on August 15, 2005, the Ann Arbor City Council passed R-258-6-05 "Resolution to Create a Task Force to Plan a New Greenway" in which it acknowledged the "opportunity and desire" to "create a Greenway along the Ann Arbor Railroad tracks that will connect to and complement" the existing Huron River Greenway and would allow "more City residents to enjoy the benefits of walking and cycling on green pathways"; and

WHEREAS, the Ann Arbor City Council directed the City Administrator on August 15, 2005 to begin substantive discussions with the Ann Arbor Railroad to gain their cooperation in the creation of a Greenway along the Railroad Right of Way; and

WHEREAS, the Allen Creek Greenway Task Force met for nearly 2 years and hosted a series of presentations, exhibits, and public input sessions and delivered their final report and recommendations to the Ann Arbor City Council on March 16, 2007; and

WHEREAS, in 2007 the City adopted a Flood Mitigation Plan which recommends that city codes be amended to limit new development in floodplains, including properties in the Allen Creek floodplain on the west edge of downtown; and

WHEREAS, on July 6, 2009, the Ann Arbor City Council passed R-09-273 "Resolution to Preserve the City-Owned Parcels at the Northeast Corner of First and William Streets as Open Space" in which Council noted the importance of the site relative to the Allen Creek Greenway and indicated that the city has secured partial funding for the remediation of the parking lot site; and

WHEREAS, on July 6, 2009, the Ann Arbor City Council rezoned the site at First and William Streets as Public Land and also directed the City Administrator to continue seeking additional funds for the remediation of the site; and

WHEREAS, on February 1, 2010, the Ann Arbor City Council passed R-10-028 "Resolution calling for the Creation of an Innovative Process of Community Collaboration to Explore a Greenway Park and Arts Center at 415 W. Washington" in which Council recognized the importance of this site as an anchor park for the Allen Creek Greenway; and

WHEREAS, the Parks, Recreation and Open Space (PROS) Plan and the Non-Motorized Transportation Plan, official planning documents for the City of Ann Arbor, recognize the future creation of the Allen Creek Greenway; and

WHEREAS, the Ann Arbor City Council recognizes the importance of environmentally conscious design of infrastructure in the floodway and floodplain of the Allen Creek with regard to flood mitigation; and

WHEREAS, there are **three** organizations in the City which are dedicated to the creation of the Allen Creek Greenway, an informal group of citizens called the Friends of the Ann Arbor Greenway, the Allen's Creek Watershed Group and a 501(c) (3) non-profit corporation called the Allen Creek Greenway Conservancy dedicated to advocating and fundraising for the creation of the Greenway; and

WHEREAS, the concept of this Greenway has received support from many other community members and organizations; and

WHEREAS, The City of Ann Arbor has expended considerable resources in the creation of a beautiful and scenic Huron River Greenway that extends across the entire City, is used yearly by thousands of walkers, runners, and cyclists, and creates and maintains wildlife connectivity; and

WHEREAS, the Allen Creek Greenway would extend from Stadium Boulevard, through Downtown Ann Arbor to North Main Street and the Huron River and would connect recreationists to the already established and well-utilized Huron River Greenway and the Washtenaw County Border-to-Border Trail; and

WHEREAS, the Allen Creek Greenway Conservancy is now consulting with landowners along the alignment of the Greenway in order to facilitate the effective implementation of the Greenway and submitting proposals for funding the construction of the first segment of the Greenway; and

WHEREAS, the Allen Creek Greenway Conservancy is collaborating with the developer of the Near North Project to establish a segment of the Greenway at Summit and Main Street; it is therefore

RESOLVED that the Ann Arbor City Council is fully supportive of the creation of the Allen Creek Greenway, and hereby directs City staff to continue to work with and to assist the Allen Creek Greenway Conservancy during the Greenway's implementation phases; and further

RESOLVED, that the Ann Arbor City Council directs City staff to: 1) officially designate (rezone) as park land the floodway areas of three City-owned floodplain properties located at: the northeast corner of First and William Streets; 415 W. Washington Street; and 721 N. Main Street.; and 2) to designate in a legally binding fashion these floodway areas solely for the purpose of a Greenway.

Greenshields, Rachel

From: Mayor Paul Schreiber [mayor@cityofypsilanti.com]
Sent: Monday, March 07, 2011 10:30 PM
To: Hieftje, John
Cc: McMullan, Frances @ Ypsi City; Koryzno, Ed
Subject: City of Ypsilanti Resolution 2011-023 Asking AMTRAK to Reinstate the Ypsilanti Stop
Attachments: AMTRAK Stop in Ypsilanti Resolution 2011-023.pdf

Hello John,

Nice to see you tonight. Attached is the resolution that Ypsilanti city council passed in the consent agenda on February 1, 2011.

Thanks for volunteering Ann Arbor's support of the request, and thanks for supporting rail transportation in Washtenaw County!

Paul

Paul Schreiber
Mayor, City of Ypsilanti
734-277-5446



REQUEST FOR LEGISLATION

From: Edward B. Koryzno Jr., City Manager

Subject: Amtrak Request

SUMMARY & BACKGROUND: The City had an Amtrak stop in Depot Town from 1971 until 1984 and Amtrak eliminated the stop in 1984 when faced with budget cuts.

Recently, the City has been designated as a stop on the Ann Arbor to Detroit commuter line. Funds are allocated to create an ADA compliant boarding platform adjacent to the Freight House. Additionally, the City intends to re-open the café portion of the Freight House, which could serve as an unstaffed station. Both of these projects are anticipated to occur this summer.

During the Michigan by Rail forum held at Washtenaw Community College on December 9, 2010, Amtrak representatives were asked about re-instating the Amtrak stop. They suggested that the first step to obtaining the stop was to have city council make a request.

RECOMMENDED ACTION: That City Council considers requesting Amtrak re-instate a train stop in Ypsilanti after the train platform and freight house improvements are completed.

ATTACHMENTS:

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____



Resolution No. 2011 -023
February 1, 2011

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the City of Ypsilanti was designated as an Amtrak Train Stop from 1971 to 1984; and

WHEREAS, the Ypsilanti Amtrak stop was eliminated by Amtrak in 1984 due to Amtrak budget cuts; and

WHEREAS, Ypsilanti is designated as a stop on the proposed Detroit – Ann Arbor commuter rail line, and

WHEREAS, Ypsilanti will construct an ADA compliant boarding platform and renovate the Freight House Café in the summer; and

WHEREAS, many Ypsilanti residents desire an Amtrak train stop in Depot Town and Amtrak currently has installed stations in Albion, Birmingham and Dowagiac; and

NOW, THEREFORE, BE IT RESOLVED THAT the City Council approves requesting Amtrak designate Ypsilanti as a stop on the Wolverine route when the boarding and building improvements at the stop are completed.

OFFERED BY: _____

SUPPORTED BY: _____

YES:

NO:

ABSENT:

VOTE:

Greenshields, Rachel

From: Kirk Profit [REDACTED]
Sent: Monday, March 07, 2011 10:17 PM
To: Rosencrans, Scott (PAC); Hohnke, Carsten
Subject: RE: Breakfast

**Do you need me in a meeting with you and Colin ?? or are you in good shape to proceed with the application by April 1; and then we can work the process from there –
Your thoughts ??
Kirk**

From: Scott Rosencrans [mailto:[REDACTED]]
Sent: Tuesday, February 22, 2011 8:30 AM
To: Carsten Hohnke; [REDACTED]
Subject: Fwd: Breakfast

Wow, this removes a major obstacle. It pays to have good relationships with your partners.
Scott

Begin forwarded message:

From: "Smith, Colin" <CSSmith@a2gov.org>
Date: February 21, 2011 7:46:32 PM EST
To: "Scott Rosencrans" <[REDACTED]>
Subject: RE: Breakfast

How about this Friday?
I'm off work for a few days taking care of some family matters. I wanted to let you know that the City plans on applying for an DNR grant for the skatepark. I spoke to Bob Tetens at the County about it and he is on board. I do remember you saying that you had a lot of grant writers available in your group - we will need their help. Why don't we discuss more over breakfast?
See you Friday at 7?
Colin

From: Scott Rosencrans [mailto:[REDACTED]]
Sent: Sun 2/20/2011 9:52 PM
To: Smith, Colin
Subject: Breakfast

Hi Colin,
Care to do breakfast? As I recall, 7AM worked for you and the Broken Egg was a good place to meet. Now that I am back to my days starting at 5:30AM that works for me as well. Any day of the week. Please advise.
Scott

Dream it, build it, Skate it, and vote for it: <http://www.refresheverything.com/a2skatepark>

Greenshields, Rachel

From: Taylor, Christopher (Council)
Sent: Monday, March 07, 2011 10:15 PM
To: Daryl Hafter
Subject: Out of Office AutoReply: your debt message

Thank you for writing. I will be out of email contact from Friday March 4, returning Tuesday March 8.

If your correspondence relates to a matter of urgency, please call me at: 734-506-8770.

Greensfields, Rachel

From: Daryl Hafter [REDACTED]
Sent: Monday, March 07, 2011 10:15 PM
To: Taylor, Christopher (Council)
Subject: your debt message

Dear Chris, Thank you for sending us, once again, a cogent understandable account of the debt of Ann Arbor. I agree with you, and I'm happy to learn of AA's high credit rating. As a matter of fact, one's credit rating rises as one has worthwhile debt. And pays it off. So, even with all the budget crunch, we are doing well.

And by the way, what's the standing of that Heritage row on 5th avenue? I have emailed to Sabra that I hope she votes in its favor, but I don't know if she has changed her mind. Granted it's not wonderful, but I think it's the best solution, and if well planted with trees and bushes, it could be ok.

Cheers, your neighbor Daryl Hafter

Greenshields, Rachel

From: Chris Dixon [REDACTED]
Sent: Monday, March 07, 2011 10:00 PM
To: Chris Dixon
Subject: Fw: Dissertation study on gay fathers
Attachments: gay_dad_study.pdf

Please forward to anyone you think may be interested. Thank you.

Chris

FYI. Please pass on to those who might help. Thanks, Steve.

Steve Krantz, Ph.D. cell #: [REDACTED]
PFLAG Director, Southern Pacific Region, and National Board Member, www.pflag.org
LA LGBT Youth Advocates Coalition (YAC) Leader, www.lalgbtyac.org
Jews for Marriage Equality Founder, www.jewsformarriageequality.org
Blog: krantzarama.blogspot.com

----- Forwarded by Steve Krantz/Steve Krantz on 03/07/2011 12:45 PM -----

From: "Romi Mann" [REDACTED]
To: [REDACTED]
Date: 03/05/2011 08:03 PM
Subject: Dissertation study on gay fathers

Dear Mr. Krantz,

I am a graduate student at The Wright Institute. In addition to my personal interest in becoming a gay father, my dissertation explores how becoming an openly gay father impacts the relationships of gay men with their own parents, which I think would be of particular interest to PFLAG members (both the parents and friends of, and the LGBT children themselves). I recently defended my dissertation proposal, passed my school's institutional review board (IRB# 2-24-11-01), and I have started collecting my data via an anonymous, online survey.

Below my signature line is a short description of and link to the online study, which takes 20-30 minutes to complete.

If you know of individuals, organizations, listservs, blogs, Facebook groups, etc where such a request for participation might be well received, I would greatly appreciate your help in reaching out to as many gay fathers as possible. Also, attached is a flier to physically post on bulletin boards.

Please feel free to contact me with any questions, concerns, or suggestions of whom to contact.

Thank you for your time and consideration.

Romi

Romi Mann, M.A.
Doctoral Candidate

The Wright Institute
[REDACTED]

STUDY ON OPENLY GAY FATHERS

Help us learn how fatherhood affects a gay man's relationships with his own parents

Please participate in an anonymous, online survey for a research project exploring family relationship of gay men who became fathers after coming out.

Information from this study will help advance the knowledge of families, gay fatherhood, and adult child-parent relationships.

Access the survey at: <http://sgiz.mobi/s3/Gay-Dads-Survey>

Questions? Contact Romi Mann, M.A., at [REDACTED]

This study is being conducted by Romi Mann, M.A., a graduate student and doctoral candidate in clinical psychology at the Wright Institute in Berkeley, California, under the supervision of Anne C. Bernstein, Ph.D.

STUDY ON OPENLY GAY FATHERS

Help us learn how fatherhood affects a gay man's relationships with his own parents


Are you a gay man who became a father after coming out?
Are you at least 21 years old?

If so, we want to hear from you...

Participate in an anonymous, online survey for a research project exploring family relationship of gay men who became fathers after coming out. Information from this study will help advance the knowledge of families, gay fatherhood, and adult child-parent relationships.

- Voluntary and anonymous
- Online survey will take 20-30 minutes
- Research approved for human subjects by The Wright Institute's Institutional Review Board (IRB # 2-24-11-01)

To participate, access the survey at: <http://sgiz.mobi/s3/Gay-Dads-Survey>

If you have any questions about the study you may contact Romi Mann, M.A., at rmanr 

This study is being conducted by Romi Mann, M.A., a graduate student and doctoral candidate in clinical psychology at the Wright Institute in Berkeley, California, under the supervision of Anne C. Bernstein, Ph.D.

Gay Dad Survey
<http://sgiz.mobi/s3/Gay-Dads-Survey>

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If you have any questions about the study you may contact Romi Mann, M.A., at rmann@wrightinstitute.org

This study is being conducted by Romi Mann, M.A., a graduate student and doctoral candidate in clinical psychology at the Wright Institute in Berkeley, California, under the supervision of Anne C. Bernstein, Ph.D.

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Greenshields, Rachel

From: Portside Moderator [moderator@PORTSIDE.ORG]
Sent: Monday, March 07, 2011 9:43 PM
To: PORTSIDE@LISTS.PORTSIDE.ORG
Subject: The Middle East Feminist Revolution

The Middle East feminist revolution

Women are not merely joining protests to topple dictators, they are at the centre of demanding social change.

Naomi Wolf
04 Mar 2011

<http://english.aljazeera.net/indepth/opinion/2011/03/201134111445686926.html>

Women supporting women inevitably leads to women supporting revolution. In Tunisia and Tahrir Square, women were at the front and centre of organising and leading protests, demanding social change

Photo[GALLO/GETTY]

Among the most prevalent Western stereotypes about Muslim countries are those concerning Muslim women: doe-eyed, veiled, and submissive, exotically silent, gauzy inhabitants of imagined harems, closeted behind rigid gender roles. So where were these women in Tunisia and Egypt?

In both countries, women protesters were nothing like the Western stereotype: they were front and centre, in news clips and on Facebook forums, and even in the leadership. In Egypt's Tahrir Square, women volunteers, some accompanied by children, worked steadily to support the protests - helping with security, communications, and shelter. Many commentators credited the great numbers of women and children with the remarkable overall peacefulness of the protesters in the face of grave provocations.

Other citizen reporters in Tahrir Square - and virtually anyone with a cell phone could become one - noted that the masses of women involved in the protests were demographically inclusive. Many wore headscarves and other signs of religious conservatism, while others reveled in the freedom to kiss a friend or smoke a cigarette in public.

Supporters, leaders

But women were not serving only as support workers, the habitual role to which they are relegated in protest movements, from those of the 1960s to the recent student riots in the United Kingdom. Egyptian women also organised, strategised, and reported the events.

Bloggers such as Leil Zahra Mortada took grave risks to keep the world informed daily of the scene in Tahrir Square and elsewhere.

The role of women in the great upheaval in the Middle East has been woefully under-analysed. Women in Egypt did not just "join" the protests - they were a leading force behind the cultural evolution that made the protests inevitable. And what is true for Egypt is true, to a greater and lesser extent, throughout the Arab world. When women change, everything changes - and women in the Muslim world are changing radically.

The greatest shift is educational. Two generations ago, only a small minority of the daughters of the elite received a university education. Today, women account for more than half of the students at Egyptian universities. They are being trained to use power in ways that their grandmothers could scarcely have imagined: publishing newspapers - as Sanaa el Seif did, in defiance of a government order to cease operating; campaigning for student leadership posts; fundraising for student organisations; and running meetings.

Indeed, a substantial minority of young women in Egypt and other Arab countries have now spent their formative years thinking critically in mixed-gender environments, and even publicly challenging male professors in the classroom. It is far easier to tyrannise a population when half are poorly educated and trained to be submissive. But, as Westerners should know from their own historical experience, once you educate women, democratic agitation is likely to accompany the massive cultural shift that follows.

The nature of social media, too, has helped turn women into protest leaders. Having taught leadership skills to women for more than a decade, I know how difficult it is to get them to stand up and speak out in a hierarchical organisational structure. Likewise, women tend to avoid the figurehead status that traditional protest has in the past imposed on certain activists - almost invariably a hotheaded young man with a megaphone.

Projection of power

In such contexts - with a stage, a spotlight, and a spokesperson - women often shy away from leadership roles. But social media, through the very nature of the technology, have changed what leadership looks and feels like today. Facebook mimics the way many women choose to experience social reality, with connections between people just as important as individual dominance or control, if not more so.

You can be a powerful leader on Facebook just by creating a really big "us". Or you can stay the same size, conceptually, as everyone else on your page - you don't have to assert your dominance or authority. The structure of Facebook's interface creates what brick-and-mortar institutions - despite 30 years of feminist pressure - have failed to provide: a context in which women's ability to forge a powerful "us" and engage in a leadership of service can advance the cause of freedom and justice worldwide.

Of course, Facebook cannot reduce the risks of protest.

But, however violent the immediate future in the Middle East may be, the historical record of what happens when educated women participate in freedom movements suggests that those in the region who would like to maintain iron-fisted rule are finished.

Just when France began its rebellion in 1789, Mary Wollstonecraft, who had been caught up in witnessing it, wrote her manifesto for women's liberation. After educated women in America helped fight for the abolition of slavery, they put female suffrage on the agenda. After they were told in the 1960s that "the position of women in the movement is prone", they generated "second wave" feminism - a movement born of women's new skills and old frustrations.

Time and again, once women have fought the other battles for the freedom of their day, they have moved on to advocate for their own rights. And, since feminism is simply a logical extension of democracy, the Middle East's despots are facing a situation in which it will be almost impossible to force these awakened women to stop their fight for freedom - their own and that of their communities.

Naomi Wolf is a political activist and social critic whose most recent book is *Give Me Liberty: A Handbook for American Revolutionaries*.

This article was first published by Project Syndicate.

The views expressed in this article are the author's own and do not necessarily reflect Al Jazeera's editorial policy.

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Greenshields, Rachel

From: Portside Moderator [moderator@PORTSIDE.ORG]
Sent: Monday, March 07, 2011 9:45 PM
To: PORTSIDE@LISTS.PORTSIDE.ORG
Subject: Don't "No-Fly" Libya

Don't "No-Fly" Libya

March 7, 2011

http://www.ips-dc.org/articles/dont_no-fly_libya

Today in Libya, civilians are being killed by a besieged and isolated dictator. Libyan warplanes have been used to attack civilians, although the vast majority of the violence has come from ground attacks.

The Libyan opposition's provisional national council, meeting in Benghazi, is debating whether they should request military support from the international community, maybe the UN or NATO, starting with a no-fly zone. The Arab League announced that it was also considering establishing a no-fly zone, perhaps with the African Union.

It is unclear what casualties the airstrikes may have caused. The anti-regime forces have some access to anti-aircraft weapons, and Qaddafi has already lost planes and pilots alike to the opposition -- but it is far from clear where the military balance lies.

Powerful U.S. voices -- including neo-conservative warmongers and liberal interventionists in and out of the administration, as well as important anti-war forces in and out of Congress -- are calling on the Obama administration to establish a no-fly zone in Libya to protect civilians.

A Libyan activist writes in The Guardian, "we welcome a no-fly zone, but the blood of Libya's dead will be wasted if the west curses our uprising with failed intervention." He says that his hopes for a happy ending are "marred by a fear shared by all Libyans; that of a possible western military intervention to end the crisis." He seems to believe that a U.S. or NATO no-fly zone would mean something other than a Western military intervention.

Ironically it was Secretary of Defense Robert Gates who warned that establishing a no-fly zone "begins with an attack on Libya." It would be an act of war. And the Middle East doesn't need another U.S. war.

What would a no-fly zone in Libya mean? A bit of history may provide some perspective. Bombing Tripoli

The year was 1986. People had been killed, this time in a terrorist attack in Europe. The Libyan government, led by Muammar Qaddafi, was deemed responsible. The U.S. announced air strikes directed at "key military sites" in Tripoli and Benghazi. Exactly the kind of targeted air strikes that would precede a no-fly zone.

But according to the BBC, the missiles hit a densely populated Tripoli suburb, Bin Ashur. At least 100 people were killed, including Qaddafi's three-year-old daughter. Qaddafi himself was fine.

Libyans remember.

Fast-forward half a decade. The 1991 Gulf War in Iraq was over. A besieged and defeated Arab dictator was posturing, threatening force, and the victorious U.S.

decided to intervene again, officially for humanitarian reasons. The U.S. and Britain established unilateral "no-fly zones" in northern and southern Iraq. (U.S. and British officials consistently lied, claiming they were enforcing "United

Nations no-fly zones," but in fact no UN resolution ever even mentioned one.) During the twelve years of the no-fly zone, hundreds were killed by U.S. and British bombs.

Iraqis remember. So do Libyans.

Assume the "attack on Libya" preceding a no-fly zone succeeds in its very specific purpose: to eliminate the anti-aircraft weapons that could threaten U.S. planes enforcing the zone. But does that mean it also eliminates all anti-aircraft weapons in the hands of the opposition, the defectors from Qaddafi's air force?

What would the consequences be of that?

And then there are the "what if" factors. What if they made a mistake? The 1986 U.S. airstrikes in Libya were supposed to be aimed at military targets -- yet more than 100 people, many of them civilians, were killed; why do we assume it will be any different this time?

What if a U.S. warplane was shot down and pilots or bombers were captured by Qaddafi's military? Wouldn't U.S. Special Forces immediately be deployed to rescue them? Then what?

And that's just the military part. That's just the beginning. Consequences

No-fly zones, like any other act of war, have consequences. In Libya, though it is impossible to precisely gauge public opinion, a significant majority of people appears opposed to the regime and prepared to mobilize and fight to bring it down. That is not surprising. While the Libyan revolt is playing out in vastly different ways, and with far greater bloodshed, it is part and parcel of the democratic revolutionary process rising across the Arab world and beyond. And just as in Egypt, Tunisia, Yemen, Bahrain, and elsewhere, there is no evidence that the Libyan population supports foreign military involvement.

To the contrary, although at least part of the anti-Qaddafi leadership is indeed calling for some kind of military intervention, there appears to be widespread public opposition to such a call. Certainly there is fear that such foreign involvement will give credibility to Qaddafi's currently false claims that foreigners are responsible for the uprising. But beyond that, there is a powerful appeal in the recognition that the democracy movements sweeping the Middle East and North Africa are indigenous, authentic, independent mobilizations against decades-long U.S.- and Western-backed dictatorship and oppression.

There have been broadly popular calls for international assistance to the anti-Qaddafi forces, including support for a UN-imposed assets freeze and referral to the International Criminal Court for top regime officials. And despite the breathtaking hypocrisy of the U.S., which embraces the ICC as a tool against Washington's current opponents but rejects it for war criminals among its Israeli and other allies and refuses its jurisdiction for itself, the use of the Court for this purpose is very appropriate.

But there is no popular call for military intervention.

Human rights lawyer and opposition spokesman Abdel-Hafidh Ghoga was crystal clear: "We are against any foreign intervention... This revolution will be completed by our people." And Libyan General Ahmad Gatroni, who defected to lead the opposition forces, urged the U.S. to "take care of its own people, we can look after ourselves."

Indeed, if the U.S. is so worried about the bombing raids against civilians, perhaps the Obama administration should take another look at Afghanistan, where nine Afghan children, ages seven to fourteen, were killed by U.S. attack helicopters in Kunar province on March 1st. If the Congress is so eager to follow the wishes of Libya's opposition, perhaps General Gatroni's call for the U.S. to "take care of its own people" could mean challenging another stark reality: the people of Wisconsin, facing a \$1.8 billion budget deficit, will pay \$1.7 billion in taxes this year just for their share of an already-existing war, the one in Afghanistan. Global Opposition

Internationally, there is widespread public and governmental opposition in influential countries, such as India, to establishing a no-fly zone. In the United Nations, many governments are reluctant to order an act of war that would significantly escalate the military conflict underway in Libya. The Security Council resolution that passed unanimously on February 27 condemned the violence and imposed a set of targeted sanctions on the Qaddafi regime, but did not reference Article 42 of the UN Charter, the prerequisite for endorsing the use of force.

Instead, the Council relied on Article 41, which authorizes only "measures not involving the use of armed force." Passage, let alone unanimity, would have been impossible otherwise. Russia's ambassador specifically opposed what he called "counterproductive interventions," and other key Council members, including veto-wielding China as well as rising powers India, South Africa, and Brazil, have all expressed various levels of caution and outright opposition to further militarizing the situation in Libya.

So far, the Obama administration and the Pentagon appear to be vacillating on support for a no-fly zone. An anonymous administration official told the New York Times "there's a great temptation to stand up and say, 'We'll help you rid the country of a dictator'... But the president has been clear that what's sweeping across the Middle East is organic to the region, and as soon as we become a military player, we're at risk of falling into the old trap that Americans are stage-managing events for their own benefit."

In fact that "old trap," seizing control of international events for Washington's own benefit, remains central to U.S. foreign policy. It's becoming harder these days, as U.S. influence wanes. But key U.S. political forces are upping the pressure on Obama to send the troops -- at least the Air Force. Those rooting for war include right-wing Republican warmongers eager to attack Obama as war-averse (despite all evidence to the contrary), as well, unfortunately, as some of the strongest anti-war voices in Congress (including Jim McDermott, Mike Honda, Keith Ellison, and others), who presumably believe that the humanitarian necessity of a no-fly zone still outweighs the dangers.

It doesn't. Humanitarian crises simply do not shape U.S. policy. If they did, we might have heard a bit more last week when the Baghdad government -- armed, financed, trained, and supported by the United States -- killed 29 Iraqi civilians demonstrating against corruption. We might have seen humanitarian involvement in the Democratic Republic of Congo, where millions of civilians have been killed in Africa's longest and perhaps most brutal war. And we might have seen, if not direct U.S. intervention, at least an end to the U.S.

enabling of the Israeli assault on Gaza that killed more than 900 civilians, 313 of them children.

Rather, "humanitarian" concerns become a tool of powerful circles to build popular support for what would otherwise bring massive public outrage -- "really, while the costs of existing wars have already brought the U.S. economy to its knees, you want to launch another U.S. war in the Middle East??" Whose Humanitarianism?

It's not that there are no real humanitarian concerns; Libyan civilians are paying a huge price in challenging their dictator. But powerful U.S. interests are at stake, and few of them have anything to do with protecting Libyan civilians. Certainly oil is key; not so much about access to Libyan oil (the international oil market is pretty fungible), but about which oil companies will gain privileged positions? Will it be BP and Chevron who win the lucrative contracts to develop Libya's enormous oil fields, or will Chinese and Russian oil companies take their place? What pipelines will a new government in Libya choose, and which countries and corporations will benefit?

And it's not only about oil. The Libyan uprising is one of many potentially revolutionary transformations across the Arab world and in parts of Africa, where long-standing U.S.-backed dictatorships are collapsing -- what kind of credibility can the U.S. expect in post-Qaddafi Libya? Washington may be betting that it can win credibility with the opposition by jumping out in front with an aggressive anti-Qaddafi "military assistance" campaign, perhaps starting with a no-fly zone. But in fact Washington risks antagonizing those opposition supporters, apparently the vast majority, determined to protect the independence of their democratic revolution.

The future of Libya and much of the success of the democratic revolutions now underway across the region, stand in the balance. If the Obama administration, the Pentagon, war profiteers and the rest of the U.S. policymaking establishment continue to define U.S. "national interests" as continuing U.S. domination of oil-rich and strategically-located countries and regions, Washington faces a likely future of isolation, antagonism, rising terrorism and hatred.

The democratic revolutionary processes sweeping North Africa and the Middle East have already transformed that long-stalemated region. The peoples of the region are looking for less, not greater militarization of their countries. It is time for U.S. policy to recognize that reality. Saying no to a no-fly zone in Libya will be the best thing the Obama administration can do to begin the process of crafting a new, demilitarized 21st century policy for the U.S. in the newly democratizing Middle East.

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Greenshields, Rachel

From: Portside Moderator [moderator@PORTSIDE.ORG]
Sent: Monday, March 07, 2011 9:43 PM
To: PORTSIDE@LISTS.PORTSIDE.ORG
Subject: Clara Zetkin - Forgotten Feminist Icon of Women's Day

Clara Zetkin - Forgotten Feminist Icon of Women's Day

By Ralf Huebner Earth News March 7, 2011

<http://www.earthtimes.org/articles/news/370619,womens-day-feature.html>

Wiederau, Germany

A bronze statue in front of the childhood home of Clara Zetkin is one of the few remaining landmarks commemorating the socialist women's rights campaigner who founded International Women's Day.

At the second International Socialist Women's Conference in Copenhagen in 1910, Zetkin proposed an annual day to honour women's rights. Her suggestion was approved and International Women's Day was first held 100 years ago, in 1911. It is now celebrated on March 8 each year.

Zetkin was born in 1857 in Wiederau, a town nestled in the sparsely populated region between the eastern German cities of Leipzig and Chemnitz. She died in exile in the Soviet Union in 1933.

In the former Communist East German state, the socialist politician was a national icon whose profile featured on the 10-Mark banknote.

But 20 years after German unification, she is virtually unknown to the residents in Wiederau. None of its streets is named after her, and the former school and gardening collective that bore her name have been closed.

Her old home, once known as the Clara Zetkin Memorial Site, is now simply called the Museum in the Old Village School.

Zetkin lived in the schoolhouse until the age of 15, when her family moved to Leipzig. Today, the building is filled with memorabilia from the early 20th century, a time of social change and class conflict.

During the East German regime, visitors filled the house on March 8 each year, said Ursula Bergmann of the local heritage society.

"Every year on Women's Day there was a trip first to the memorial site, then something to eat," Bergmann said. "The memorial was a form of socialist pilgrimage site."

The guest book bears testimony to the worker's collectives, school groups and delegations from around the world who stopped by to honour Zetkin's memory.

"The locals did not like all the fuss," Bergmann said.

When the East German state crumbled in 1989, Zetkin's statue was not left unscathed by the revolutionary turmoil. It was an obvious target at the town's main junction. One morning it was found face down on the ground, and was subsequently moved out of the town centre, to Zetkin's former home.

Wiederau is in a part of Germany that has suffered from the failure of Communism, as state-run industry collapsed after unification and young people left the region in droves.

The town's streets are empty, the former department store is up for sale and Wiederau's former knitwear factory has been converted into a home for the elderly.

These days the museum draws just 200 visitors annually, Bergmann said.

But March 8 is still the busiest day of the year, she said, when radical Left Party legislators bring guests to celebrate their Comrade Clara. Members of the heritage society sell coffee and cake to earn a few euros.

The visitors are hardly ever locals - but the residents of Wiederau have now made peace with the socialist hero who once lived in their midst, Bergmann said.

"We know that Clara Zetkin was born here," said a saleswoman in one of the town's small grocery stores. But she thought it was right that Zetkin's statue no longer graced the town's central crossroads.

"She's doing okay where she now stands," she said.

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Greenshields, Rachel

From: Portside Moderator [moderator@PORTSIDE.ORG]
Sent: Monday, March 07, 2011 9:44 PM
To: PORTSIDE@LISTS.PORTSIDE.ORG
Subject: How Big Labor and Progressive Groups Pulled Off the Biggest Protests in 40 Years

How Big Labor and Progressive Groups Pulled Off the Biggest Protests in 40 Years

by Andy Kroll

Mother Jones

March 4, 2011

<http://motherjones.com/politics/2011/03/wisconsin-protest-scott-walker-labor>

They piled off of buses and out of cars, filling the streets of Madison, Wisconsin, and surrounding the towering Capitol. Thousands crowded inside the building's beautiful rotunda, their cheers echoing throughout the domed structure. An estimated 100,000 people had descended on frigid Madison to protest Republican Governor Scott Walker's "budget repair bill," a sweeping piece of legislation that would strip 170,000 public-sector workers of their right to collectively bargain.

Last Saturday's "Rally to Save the American Dream" was the culmination of two weeks of protests and a 24-7 sit-in inside the Capitol. Not for 30 or 40 years have unions and progressive groups come together in such an outpouring of support for workers' rights. What makes the Madison protests even more incredible is how spontaneous they have been: There has been no master plan, no long-anticipated strategy to turn Madison into ground zero for a reenergized labor movement.

What follows is a behind-the-scenes account of how the massive Wisconsin rallies came together, based on interviews with a dozen people who were intimately involved in them. It is by no means an exhaustive or complete account. But it offers a window into how the unions and their allies responded, swiftly and effectively, to what they saw as an existential threat.

Bracing For a Fight

Wisconsin Democrats sustained a historic beating on Election Day 2010, losing majorities in both chambers of the state legislature. Voters ousted the state senate majority leader and majority caucus leader, both Democrats. The Democratic assembly speaker didn't even bother to run a reelection campaign, so confident was he that his working-class constituents would back him for another term. He lost, too.

But what really worried union members was the election of Republican Scott Walker, who won the state's gubernatorial race by 5.7 points over Milwaukee mayor Tom Barrett. The unions feared that Walker, part of a new wave of conservative governors, would make Wisconsin a "right-to-work" state, joining 22 others where workers who don't want to be part of a union can simply choose not to pay dues. Unions vehemently oppose right-to-work laws, saying they result in lower wages for all workers, endanger workers' safety and health, and are unfair to workers who do pay union dues. "We had all these losses on November 2," says Stephanie Bloomingdale, the secretary-treasurer of the AFL-CIO in Wisconsin. "On November 3, we began prepping for a right-to-work battle."

In the weeks following the election, the Wisconsin AFL-CIO and other unions began plotting their anti-right-to-work campaign. "Don't Let Politicians Take Your Union Away," read the postcards Bloomingdale and her team mailed to every AFL-CIO member in the state. In early December, on the day that a group of state union honchos were set to talk strategy, the first bomb dropped: "GOP leader floats right-to-work law," blared a headline in the Milwaukee Journal-Sentinel. The Republicans wouldn't be in charge in Madison for another month, but the fight was already on.

"We All Expected the Worst-And It Was Worse"

Governor Walker took office on January 3. He wasn't scheduled to unveil his "budget repair bill," a set of cuts and stopgap measures aimed at plugging a \$165-million hole in Wisconsin's 2009-2011 budget, until the second week of February. But in the days before Walker's announcement, bits of information trickled out about the governor's plan, recalls Robert Kraig, the executive director of Citizen Action of Wisconsin. The rumors put Kraig on edge. "We'd heard they might go after the unions, maybe even try to repeal bargaining rights," he says. "Still, we thought that was the long-shot option."

At 6:45 p.m. on the Thursday before the budget announcement, the second bomb dropped. Someone in the Walker administration leaked a skeleton summary of the "repair" bill; Kraig got a copy from The Wheeler Report, a no-frills political website run by veteran Wisconsin reporter Dick Wheeler. He was stunned. Walker's bill didn't just attack unions: It was a move to wipe them off the map.

According to the leaked summary, the bill would eliminate collective bargaining for most public-sector unions, a move affecting 170,000 employees statewide.

It would require public employees, who'd already taken a 3 percent pay cut in the previous two years, to contribute 5.8 percent of wages to fund their pensions and 12.6 percent of wages to pay for health care premiums. (Currently, they pay 0.2 percent of wages into their pensions and 5.6 percent of wages for health premiums. However, state employees fund 100 percent of their pensions through deferred compensation. Walker is demanding more money on top of that to fill a deficit in the pension fund.) Another provision would force unions to vote each year to maintain their union status-an unprecedented move by the governor.

Word of the bill's contents spread like wildfire in the labor community, and Kraig was inundated with calls. On a voicemail to Kraig, Bruce Colburn, a top official with the Service Employees International Union (SEIU), exclaimed, "Robert, they're going for everything!"

"We all expected the worst-and it was worse," says Kraig.

By the time Walker officially unveiled his "repair"

bill a day later, unions across the state had sprung into action. Some were setting up makeshift war rooms a block from the Capitol at the Concourse, the only unionized hotel in Madison. Volunteers piled into the offices of the Wisconsin Education Association Council, the state's largest teachers union. Over the next two days, they called all 98,000 of WEAC's members. That weekend, SEIU members hit the phones and Facebook to contact members and to pull together a rally on the following Tuesday.

Soon the hallways of the University of Wisconsin hospital were buzzing about the bill and the rally. Tim Swanson, an SEIU member and resident nurse in the hospital's neuroscience intensive care unit, says coworkers started coming up to him and grilling him about Walker's bill. At first, he says, organizing union members at the hospital was a challenge, "like dragging people out there to be active." But as their anger mounted, people didn't need any nudging. "Thank you, Scott Walker, for showing us what we need to do,"

Swanson says with a half-laugh. "That we need to get off our duffs and fight for our futures and our children's futures."

The battle brewing in Madison didn't really go national until the Associated Press published a short story in which Walker said he'd call in the state National Guard if public workers caused "unrest." Kraig was in a meeting with union officials when an alert about the story landed in his email inbox. His eyes widened.

At that point Bloomingdale, the AFL-CIO secretary-treasurer, was driving back from Indiana where she'd spoken at a "Women of Steel" union event earlier that day. She heard about Walker's National Guard threat about the same time Kraig did and right away wanted national coverage of the brewing controversy. "Blast it out," she told him, referring to the national media list of 25 reporters Kraig had recently acquired from SEIU officials in Washington, DC. He hadn't used the list that often, and he hesitated to use it now. But Bloomingdale wouldn't relent.

"Just do it," she said firmly. "Do it."

School's Out

For the union organizers, the weekend after Walker unveiled his bill was grueling, but it paid off. They were focused on turning out protesters to march outside the Capitol on Tuesday, when the state Senate finance committee would hold a hearing on Walker's bill. The rallies drew 10,000 people, an impressive turnout given the short notice. Marching on a surprisingly warm day, protestors chanted "Union busting has got to go!", while inside the rotunda, they booed loudly when Republican lawmakers offered support for the bill.

That evening, as the Wisconsin State Journal reported, 120 members of Madison Teachers Inc., the local teachers union, filed into the Madison Labor Temple.

MTI's leadership explained how the bill would hurt public school teachers, eating away at their pensions and health care benefits. According to MTT's calculations, teachers would lose more than \$5,100 a year each under Walker's bill, and they could be fired without cause. By the end of the meeting, the decision was unanimous: For the next three days, those in attendance would go to the Capitol-not the classroom-to oppose the proposed cuts. The next day, more than a thousand teachers took to the streets, forcing the Madison School District to close its schools for the rest of the week.

The rallies only grew in size during the week after Walker's announcement, as rank-and-file union members, teachers, and students were joined by people from all walks of life. Another 10,000 people marched at the Capitol on Wednesday, February 16, followed by 25,000 on Thursday and another 25,000 on Friday. On Saturday, nearly 70,000 pro-labor protesters clogged the streets surrounding the Capitol. There were Walker supporters in the crowd, too, but contrary to what Fox or CNN reported, they were vastly outnumbered.

But what heartened labor officials wasn't just the turnout but the coalition of unions-public and private-they cobbled together on such short notice.

They scored a major victory when the unions exempted from Walker's proposed bargaining ban-the firefighters and police officers-decided to join the cause anyway.

When the firefighters arrived on the streets of Madison that first week with their signs and fire helmets, one official with AFSCME compared it to the second Lord of the Rings, when the riders of Rohan come to the rescue of the good guys at the climactic Battle of Helm's Deep.

The TAs Take Over

On Monday, February 14, more than 1,000 teaching assistants and their supporters arrived at Walker's home in Milwaukee and at his office in the Capitol to deliver cards with a Valentine's Day message: "We Heart UW: Governor Walker, Don't Break My Heart."

The demonstration, organized by the Teaching Assistants' Association, UW-Madison's union for teachers and graduate student project assistants, inadvertently sparked a weeks- long occupation of the Capitol. The state senate finance

committee that was scheduled to hear public testimony on Walker's bill the following day had set no limit on the speakers' list.

The TAA saw an opening.

The union quickly packed the speakers' list with thousands of people. With a few state legislators present, the hearings went on deep into the night and didn't stop, as speaker after speaker waited for their turn at the microphone. "Given that there was a large amount of people that wanted to speak, we decided to stay a night and it turned from waiting our turn to speak into an occupation," Alex Hanna, TAA's co-president, told The Atlantic.

The TAA later took over a third-floor office inside the Capitol and fashioned it into a command center. From there it blasted out emails, Facebook updates, tweets, and text messages; called supporters; and ordered food for those camped out in the Capitol. The union helped launch DefendWisconsin.org, an information and organizing hub that featured everything from talking points to press releases to videos. (So effective was the site that the Walker administration blocked access to the site on the Capitol's open wireless network, according to attorneys for the Democratic Party of Wisconsin.)

Going Nuclear

"Fuck Scott Walker." Tom Bird wrote those words on his Facebook page shortly after reading about the governor's "repair" bill on Friday, February 11. His next thought was, Well, we probably can't do anything about it. A skinny 22-year-old from Oshkosh, Bird is getting his master's in nuclear engineering at UW-Madison. His specialty is plasma physics, not labor activism.

In the days after the bill came out, Bird started stopping by the protests. He joined a student walkout, trudging through the snow up to the Capitol with a friend. He says he didn't fully join the cause until the state Senate's 14 Democratic members fled the state on Friday, February 18, preventing a vote on Walker's bill. (Nineteen state senators are Republicans; financial bills in the state senate require a quorum of twenty members.) After that, Bird started hanging out inside the Capitol, meeting people and marveling at the swelling crowd inside the rotunda. Before long, he was joining the raucous drum circle at the heart of the protest and manning the megaphone, always wearing his Wisconsin baseball cap.

On the ninth or tenth day of the protest, Bird and a group of diehards created the Capitol City Leadership Committee, an umbrella group of the half-dozen factions—the medics, TAA, protest marshals, and more-behind the occupation of the Capitol. The committee's main job was to ensure that the protesters remained peaceful and respectful while still voicing forceful opposition to Walker's bill.

The Wisconsin protests have radicalized Bird. One night, when I met him and some friends for drinks at an Irish pub in Madison, he pointed to his upper arm. "A few of us might get tattoos of the Wisconsin solidarity fist," he told me.

"Except on mine I want the Polish version: Solidarnosc."

A New Sense of Purpose

On Monday, February 21, Governor Walker gave his first press conference since the protests had erupted. By then, the controversy surrounding his bill was national news and the unions felt that they had the wind at their backs. Walker's embarrassing 20-minute phone conversation with a prankster pretending to be right-wing billionaire David Koch only added to the unions' momentum.

Two weeks later, the fight in Wisconsin rumbles on.

Walker refuses to negotiate with the unions on the issue of collective bargaining, despite the unions'

willingness to make concessions on health care and pension contributions. The 14 Democratic state senators remain out of state, though it's unclear how long they'll stay away. On Tuesday, Walker released his budget plan for 2011-2013, a grab bag of proposals that drastically cuts aid to schools, local government, and women's health programs.

Whether the unions' round-the-clock organizing and protesting will stop Walker and the Wisconsin Republicans remains to be seen. A complete victory is all but impossible considering that they have already agreed to negotiate cuts to wages and benefits. But the past few weeks have been a test of organized labor's ability to still flex its muscles in the face of powerful opposition, and that has left some supporters feeling a new sense of purpose. "Everyone has their turf," says Diane Palmer, the state chapter president of the SEIU. "But this fight has united labor. We sit in one room, at one table, on one accord."

[Andy Kroll works in Mother Jones' DC Bureau. His work has appeared at The Wall Street Journal, SportsIllustrated.com, The Detroit News, Salon, and TomDispatch.com, where he's an associate editor. He can be reached at akroll@motherjones.com]

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Greenshields, Rachel

From: Portside Moderator [moderator@PORTSIDE.ORG]
Sent: Monday, March 07, 2011 9:44 PM
To: PORTSIDE@LISTS.PORTSIDE.ORG
Subject: Michael Moore: "America Is NOT Broke"

Michael Moore: "America Is NOT Broke"

TRUTHOUT

Published on Truthout (<http://www.truth-out.org>)

Saturday 05 March 2011

<http://www.truth-out.org/michael-moore-america-is-not-broke68265>

America is not broke.

Contrary to what those in power would like you to believe so that you'll give up your pension, cut your wages, and settle for the life your great-grandparents had, America is not broke. Not by a long shot. The country is awash in wealth and cash. It's just that it's not in your hands. It has been transferred, in the greatest heist in history, from the workers and consumers to the banks and the portfolios of the uber-rich.

Today just 400 Americans have the same wealth as half of all Americans combined.

Let me say that again. 400 obscenely rich people, most of whom benefited in some way from the multi-trillion dollar taxpayer "bailout" of 2008, now have as much loot, stock and property as the assets of 155 million Americans combined. If you can't bring yourself to call that a financial coup d'etat, then you are simply not being honest about what you know in your heart to be true.

Watch Video: Michael Moore Speaks in Wisconsin

And I can see why. For us to admit that we have let a small group of men abscond with and hoard the bulk of the wealth that runs our economy, would mean that we'd have to accept the humiliating acknowledgment that we have indeed surrendered our precious Democracy to the moneyed elite. Wall Street, the banks and the Fortune 500 now run this Republic -- and, until this past month, the rest of us have felt completely helpless, unable to find a way to do anything about it.

I have nothing more than a high school degree. But back when I was in school, every student had to take one semester of economics in order to graduate. And here's what I learned: Money doesn't grow on trees. It grows when we make things. It grows when we have good jobs with good wages that we use to buy the things we need and thus create more jobs. It grows when we provide an outstanding educational system that then grows a new generation of inventors, entrepreneurs, artists, scientists and thinkers who come up with the next great idea for the planet. And that new idea creates new jobs and that creates revenue for the state. But if those who have the most money don't pay their fair share of taxes, the state can't function. The schools can't produce the best and the brightest who will go on to create those jobs. If the wealthy get to keep most of their money, we have seen what they will do with it: recklessly gamble it on crazy Wall Street schemes and crash our economy. The crash they created cost us millions of jobs. That too caused a reduction in revenue. And the population ended up suffering because they reduced their taxes, reduced our jobs and took wealth out of the system, removing it from circulation.

The nation is not broke, my friends. Wisconsin is not broke. It's part of the Big Lie. It's one of the three biggest lies of the decade: America/Wisconsin is broke, Iraq has WMD, the Packers can't win the Super Bowl without Brett Favre.

The truth is, there's lots of money to go around. LOTS.

It's just that those in charge have diverted that wealth into a deep well that sits on their well-guarded estates. They know they have committed crimes to make this happen and they know that someday you may want to see some of that money that used to be yours. So they have bought and paid for hundreds of politicians across the country to do their bidding for them. But just in case that doesn't work, they've got their gated communities, and the luxury jet is always fully fueled, the engines running, waiting for that day they hope never comes. To help prevent that day when the people demand their country back, the wealthy have done two very smart things:

1. They control the message. By owning most of the media they have expertly convinced many Americans of few means to buy their version of the American Dream and to vote for their politicians. Their version of the Dream says that you, too, might be rich some day - this is America, where anything can happen if you just apply yourself! They have conveniently provided you with believable examples to show you how a poor boy can become a rich man, how the child of a single mother in Hawaii can become president, how a guy with a high school education can become a successful filmmaker.

They will play these stories for you over and over again all day long so that the last thing you will want to do is upset the apple cart -- because you -- yes, you, too! -- might be rich/president/an Oscar-winner some day! The message is clear: keep your head down, your nose to the grindstone, don't rock the boat and be sure to vote for the party that protects the rich man that you might be some day.

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2. They have created a poison pill that they know you will never want to take. It is their version of mutually assured destruction. And when they threatened to release this weapon of mass economic annihilation in September of 2008, we blinked. As the economy and the stock market went into a tailspin, and the banks were caught conducting a worldwide Ponzi scheme, Wall Street issued this threat: Either hand over trillions of dollars from the American taxpayers or we will crash this economy straight into the ground. Fork it over or it's Goodbye savings accounts. Goodbye pensions. Goodbye United States Treasury. Goodbye jobs and homes and future. It was friggin' awesome and it scared the shit out of everyone. "Here! Take our money! We don't care. We'll even print more for you! Just take it! But, please, leave our lives alone, PLEASE!"

The executives in the board rooms and hedge funds could not contain their laughter, their glee, and within three months they were writing each other huge bonus checks and marveling at how perfectly they had played a nation full of suckers. Millions lost their jobs anyway, and millions lost their homes. But there was no revolt (see #1).

Until now. On Wisconsin! Never has a Michigander been more happy to share a big, great lake with you! You have aroused the sleeping giant known as the working people of the United States of America. Right now the earth is shaking and the ground is shifting under the feet of those who are in charge. Your message has inspired people in all 50 states and that message is:

WE HAVE HAD IT! We reject anyone tells us America is broke and broken. It's just the opposite! We are rich with talent and ideas and hard work and, yes, love.

Love and compassion toward those who have, through no fault of their own, ended up as the least among us. But they still crave what we all crave: Our country back!

Our democracy back! Our good name back! The United States of America. NOT the Corporate States of America. The United States of America!

So how do we get this? Well, we do it with a little bit of Egypt here, a little bit of Madison there. And let us pause for a moment and remember that it was a poor man with a fruit stand in Tunisia who gave his life so that the world might

focus its attention on how a government run by billionaires for billionaires is an affront to freedom and morality and humanity.

Thank you, Wisconsin. You have made people realize this was our last best chance to grab the final thread of what was left of who we are as Americans. For three weeks you have stood in the cold, slept on the floor, skipped out of town to Illinois -- whatever it took, you have done it, and one thing is for certain: Madison is only the beginning. The smug rich have overplayed their hand. They couldn't have just been content with the money they raided from the treasury. They couldn't be satiated by simply removing millions of jobs and shipping them overseas to exploit the poor elsewhere. No, they had to have more - something more than all the riches in the world. They had to have our soul. They had to strip us of our dignity. They had to shut us up and shut us down so that we could not even sit at a table with them and bargain about simple things like classroom size or bulletproof vests for everyone on the police force or letting a pilot just get a few extra hours sleep so he or she can do their job -- their \$19,000 a year job. That's how much some rookie pilots on commuter airlines make, maybe even the rookie pilots flying people here to Madison. But he's stopped trying to get better pay. All he asks is that he doesn't have to sleep in his car between shifts at O'Hare airport. That's how despicably low we have sunk. The wealthy couldn't be content with just paying this man \$19,000 a year. They wanted to take away his sleep. They wanted to demean and dehumanize him. After all, he's just another slob.

And that, my friends, is Corporate America's fatal mistake. But trying to destroy us they have given birth to a movement -- a movement that is becoming a massive, nonviolent revolt across the country. We all knew there had to be a breaking point some day, and that point is upon us. Many people in the media don't understand this. They say they were caught off guard about Egypt, never saw it coming. Now they act surprised and flummoxed about why so many hundreds of thousands have come to Madison over the last three weeks during brutal winter weather. "Why are they all standing out there in the cold? I mean there was that election in November and that was supposed to be that!

"There's something happening here, and you don't know what it is, do you ...?"

America ain't broke! The only thing that's broke is the moral compass of the rulers. And we aim to fix that compass and steer the ship ourselves from now on. Never forget, as long as that Constitution of ours still stands, it's one person, one vote, and it's the thing the rich hate most about America -- because even though they seem to hold all the money and all the cards, they begrudgingly know this one unshakeable basic fact:
There are more of us than there are of them!

Madison, do not retreat. We are with you. We will win together.

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Greens fields, Rachel

From: Michael Dover [REDACTED]
Sent: Monday, March 07, 2011 9:30 PM
To: Hieftje, John; Smith, Sandi; Briere, Sabra; Rapundalo, Stephen; Derezsinski, Tony; Taylor, Christopher (Council); Kunselman, Stephen; Higgins, Marcia; Teall, Margie; Hohnke, Carsten; Anglin, Mike
Cc: [REDACTED]
Subject: Concern over interpretation of ordinance

Dear Mayor and Members of Council:

I am writing to express my dismay that officials of the City of Ann Arbor are applying their own interpretation to the below ordinance on parking. In doing so, they are making up the law as they go along, and in doing so are wasting taxpayer dollars. For the second time that I recall, one of my cars, parked entirely legally on an Ann Arbor street outside my home, has been tagged under subsection (1) below. Since I travel a lot for employment, I could easily have had my car towed. Luckily, my wife saw the tag on our front door. And luckily, I was able to drive it out of the snow drift it was in, or I would have had to drop everything to shovel snow or pay someone to do it.

Today I was informed by a gentleman named Jesse who says his title is Temporary Supervisor of the Community Standards Division that it is illegal in Ann Arbor to park more than 48 hours in one place. Dear tell, dear Mayor and Council, where in the below ordinance or any other ordinance, it says that it is illegal to park more than 48 hours. I tried my best to explain to him that the law doesn't say this, but he insisted. I tried to explain further that the law doesn't require the City to tag the car. It says the City "may" do so. May, not must. That involves discretion.

I'm merely asking the Mayor and Council to direct the Administrator to exercise proper discretion. That is not taking place at this time. I was informed by Jesse that the policy is to "respond to all complaints" by tagging the car. This basically gives a license to mean neighbors to get their neighbors' cars towed. Just wait until they seem to be out of town, call in and watch with glee as the neighbor is tagged and towed. I'm not saying the neighbor who has now called at least twice is mean. The neighbor may have other motives or issues. Speaking of issues, I'm busy organizing movements for social justice and human needs, for the rights of public workers, and so forth, and hate to have to waste time on nonsense like this.

But it appears that it goes higher, and that a larger issue is involved than just this ordinance. It appears that an arrogant administration seems to think it has the write to "interpret" the law in ways that bears no relationship to the law. For example, I spoke with Angela in the Administrator's office. She pointed out that it is the City Attorney who issues such "readings", not her office, but she too was adamant that the way the law was "read" or "interpreted" was that it is illegal to park more than 48 hours! I'm sorry, where does it say that in the ordinance? It says zero about 48 hours in (1). Only if a vehicle is tagged, is it "deemed" abandoned after 48 hours, at which time the car "may" (not must) be towed.

I'm well aware that cities must protect themselves against being dumping grounds for abandoned vehicles. But if I were City Administrator or Police Chief, I would say, "If it has a current tag, leave it alone."

These days, people are suffering. They are having to travel all over to find work. Many people don't have garages, unlike in my fine neighborhood. Even there, people are doubling up, adult children are staying at home, resulting in many 3-4 car families. Is this really the time to be going around towing the cars of law abiding taxpaying citizens because some idiot neighbor thinks a 1997 Chrysler LHS with zero dents is too ugly for their fine cul de sac? We park this car, which is used every few weeks either by myself or my son (when he is in town), in the safest possible place North of our driveway, where it won't block the stop sign or the refuse trucks and so it won't be on Foxway, where it would force traffic to go around it. It is absolutely, perfectly legal for me to do so.

I admit that a question might arise as to whether a car "appears" to be abandoned. That is a matter of perception, no? Appears to be abandoned to whom? I would love to say I have a neighbor who honestly thought the car was abandoned, but that is unlikely in that it is unlikely the same car would be abandoned twice, think? In other words, the neighbor knows well it was not abandoned. That is why determining what "appears" to be abandoned is left to the City Administrator, presumably. I'm told there are "criteria."

Could you kindly supply me with a copy of said criteria, what is in writing or in training about this matter? I'm told that if there is snow accumulating, that is a telltale sign of an "abandoned" vehicle. So, let me get this straight, the same car there for the same number of days isn't abandoned in Summer and is in Winter? That's a ridiculous criteria. It's totally illogical. The reason a car might n-o-t be moved during a period of heavy snow storms is exactly because the in this case increasingly elderly resident knows he doesn't need in February and knows it will be perfectly drivable by sometime in March, in the normal course of seasonal events. It appears, however, that Community Standards, supported by a "reading" of the law referred to by the City Administrator's office, thinks everyone should go out and kill themselves shoveling snow, or risk doing so in any case.

I would also like a copy of any internal memorandums emanating from the City Attorney's office in the last 10 years which involve an interpretation of the below statute. A legal history of it's changes would also be nice. Yes, you could say to me, "Write the FOIA office if you want this." But I'm looking for help from my elected officials, in particular my Ward 1 councilpersons. I want you, my elected officials, to go to bat for me. I remember the last time a Mayor and council wouldn't listen. I spent years arguing we needed a 4-way stop at the entrance to Foxfire. Mayor Sheldon and city officials all cited state studies showing it was wasn't necessary, despite the half-blind dip there and the frequent pedestrian traffic and the school buses and the way that on icy days it was too easy to slide past the stop sign headed North, possibly into oncoming traffic. But City Hall wouldn't listen then; perhaps the City Hall politicians were so sure of their power and that they knew best.

Now, I'm saying that something is rotten in Denmark. I've long wondered whether the towing companies are influencing the City and the Police Department. There is absolutely no way a reasonable City Administrator would permit an interpretation of that statute to be in place. But apparently Mr. Fraser and Chief Jones have done so. I'd like you, my elected officials, to fess up, and publicly by responding to all to this message. Were you aware of this interpretation? Were you aware the City is operating "as if" the ordinance said you can't park for more than 48 hours in one place, when that is clearly not the case? **I'd like to know who knew what, when, in terms of the Mayor and members of the Council?**

Finally, I'd like to know how many "abandoned" cars have been towed in the last year? That should be pretty easy. Not who, just how many, and in what neighborhoods? I have no doubt it is still classist and racist in its application, but now the City is messing with someone who can and will speak out on this issue, until justice is achieved. Once, in 1969, my landlord on West Second had my car towed as "abandoned" 48 hours after I moved out. It wasn't abandoned, it just had a dead battery. I like to think that Ann Arbor is a little more like Bedford Falls than Pottersville, but I know that in many respects, it isn't. It is your job to see to that it is. The City should be nice, not mean like in Pottersville. Reasonable, not arbitrary like in Pottersville.

Finally, when a citizen informs the City, as I am doing with this letter, that a car is n-o-t abandoned but is legally parked, licensed and occasionally used, it seems to me that for the City Administrator or her/his agents should agree not to tag that car again, even if the serial complainer complains! The administrator should reason this way, "Based upon the correspondence from Dr. Dover, it would appear that this car is not abandoned." The car could hardly "appear" to be abandoned to the City Administrator if she/he knows that the owner asserts it is not abandoned, uses it occasionally, that it is licensed, insured, etc.. I note that the ordinance does n-o-t define abandoned. The only time the word abandoned is defined is after 48 hours, when it is "deemed" abandoned.

This is a terrible ordinance as written. It is subject to arbitrary and selective enforcement. In the old days, no doubt, it was used in a racist manner in Black neighborhoods. It's just oppressive, unfair and ridiculous. But my more important

concern is the larger one; that city officials seem to think they can adopt a "reading" of the law for which there is absolutely no basis whatsoever in the ordinance. That concerns me greatly, and should concern you.

- Michael Dover

- Abandoned vehicles.

(1)

If a vehicle has remained standing or parked on public or private property for a period of time so that it appears to be abandoned, the city administrator may affix a written notice to the vehicle requiring its removal.

(2)

If a vehicle is not removed within 48 hours after the time the notice ordering its removal was affixed, the vehicle shall be **deemed abandoned** and the city administrator may take the vehicle into custody.

(3)

If a vehicle is taken into custody under this section, the Administrator shall act in accordance with the requirements of Section 252a of the State Motor Vehicle Code or, if the vehicle is an abandoned registered or unregistered scrap vehicle, in accordance with the requirements of Section 252b of the Motor Vehicle Code.

(4)

No person shall permit a vehicle registered to that person to remain standing or parked on public or private property more than 48 hours after the notice of subsection (1) has been affixed to the vehicle.

(Ord. No. 3-82, 1-18-82; Ord. No. 34-92, § 2, 6-1-92)

--

Michael A. Dover, Ph.D.

[REDACTED]
Ann Arbor MI 48105

Please use alternative email: [REDACTED]

Cell: [REDACTED]

Greenshields, Rachel

From: Taylor, Christopher (Council)
Sent: Monday, March 07, 2011 9:30 PM
To: Michael Dover
Subject: Out of Office AutoReply: Concern over interpretation of ordinance

Thank you for writing. I will be out of email contact from Friday March 4, returning Tuesday March 8.

If your correspondence relates to a matter of urgency, please call me at: 734-506-8770.

Greenshields, Rachel

From: Gonzales, Lisa [REDACTED]
Sent: Monday, March 07, 2011 9:27 PM
Subject: [POSSIBLE SPAM] response needed

Importance: Low

I am Capt Bruce F Nickerson with the remaining 50,000 troops of 1st Battalion, 4th Marine Regiment, 1st Marine Division in Iraq presently. I need your help in moving a huge amount of money out of Iraq, if you are willing to helping a marine please respond to [REDACTED] Semper Fi

Greenshields, Rachel

From: Derezinski, Tony
To: Beaudry, Jacqueline
Sent: Monday, March 07, 2011 9:19 PM
Subject: Read: Council Liquor License Review Committee

Your message

To: Rapundalo, Stephen; Anglin, Mike; Derezinski, Tony; Badalamenti, Lyn; Fales, Mary Joan; Pfannes, Robert; Chamberlain, Kathleen; Pettigrew, Michael; Farrackand, Warreka
Cc: Rapundalo, Stephen
Subject: Council Liquor License Review Committee
Sent: 3/7/2011 1:01 PM

was read on 3/7/2011 9:19 PM.

Greens hields, Rachel

From: Gonzales, Lisa [REDACTED]
Sent: Monday, March 07, 2011 9:15 PM
Subject: [POSSIBLE SPAM] response needed

Importan ce: Low

I am Capt Bruce F Nickerson with the remaining 50,000 troops of 1st Battalion, 4th Marine Regiment,1st Marine Division in Iraq presently.I need your help in moving a huge amount of money out of Iraq,if you are willing to helping a marine please respond to [REDACTED] Semper Fi

Greenshields, Rachel

From: Anglin, Mike
Sent: Monday, March 07, 2011 8:55 PM
To: Beaudry, Jacqueline
Subject: Re; Pros Comments
Attachments: Objections to the Adoption of the PROS Plan.doc

Hello Jackie,

Could you send this to CC when we begin DB 2?

Thanks

Thank you
Mike Anglin
549 South First Street
Ann Arbor, Mi 48103
Home 741-9786

Monday, March 07, 2011

Objections to the Adoption of the PROS Plan.
2011-2015 Parks and Recreation Open Space Plan

I strongly object to the adoption of the PROS Plan as it stands. This plan will serve as a planning document for Ann Arbor's future development during 2011 through 2015, and decisions based on this plan will impact the parks, recreation, and open space owned by the citizen tax-payers of our city well past 2015.

Based upon the objections set forth below, I recommend that Council reject the PROS plan in its present form and send it back to the Planning Commission for further title research, additional public input, including possible amendments and ballot initiatives.

First, the problem of Fuller Park .

The proposed use of this park is included in the plan as if all decisions, legal, public, and financial were in place and that is not so. Unresolved problems remain.

The planned use of Fuller could well cause the City to be sued over deed restrictions that would prevent the whole project.

There is no defined funding for the transportation rails part of the proposal. With no rail, there would simply be a very large garage for 1,000 or more cars. And, there is no clearly developed source of funding for the garage itself.

The park's essential environmental role in preserving the ecology of this segment of the Huron River Valley watershed needs to be protected so we avoid adding more pollutants to the river.

The Allen's Creek Greenway, a part of public discourse for nearly 10 years, received insufficient provisions. This important project

should be an important part of the PROS plan.

Furthermore, most of the public is unaware of the plan's disturbing emphasis upon public and private partnerships with the City's Parks. Such an economic partnership would open a Pandora's box of advertising billboards, placards, and even business use of parkland that once in place, would cause taxpayer outrage. These major decisions must be made with informed taxpayer discussion and consent.

The parks are the legacy of our City, paid for and supported by the citizens and taxpayers of this community for many years. This Council should clearly demonstrate by time and attention to the Parks and Open Space Plan that they value the parks. Private developers are given as much as three years of Planning Department time and resources. Taxpayers' property is as valuable as any other; we have time to make a better plan. There is no fire here tonight. We must reject this flawed PROS plan.

For some time, the use or projected use of many parks, recreation, open space areas has been hotly protested by citizens: Huron Hills Park & Golf Course, Fuller Road Park, Argo Dam, Almendinger Park, all have caused much Community and City dialogue about use of parkland. Parkland cannot be taken or repurposed without a vote of the public; the public should be fully informed before making such irrevocable decisions that impact the whole community.

I invite other Council Members to add to this list of objections to adoption with their own suggestions as to how to make this planning document better reflect our community's values and goals.

Respectfully,

Michael Anglin

Ward 5 Councilmember

Greenshields, Rachel

From: audio@mygovernmentconferences.com
Sent: Monday, March 07, 2011 8:49 PM
To: Higgins, Marcia
Subject: Create Real Solutions!: Root Cause Analysis for Governments 4/5 audio conference

Dear Marcia Higgins,

For government agencies looking to get to the heart of a recurring problem and solve it, join us for this informative 60-minute audio conference:

"Create Real Solutions!: Root Cause Analysis for Governments"

Tuesday, April 5, 2011 1:00-2:00 p.m. ET

<http://www.mygovernmentconferences.com/1JY/0/2/p4VR92c/p5VE74XNi/p0e>

Being able to properly identify and correct problems at their root cause is essential to any government looking to improve the quality of service both within agencies and to the community. Don't settle for putting a bandage on a problem – instead, fix the issue permanently. Join us for this 60-minute audio conference and discover:

- ** Simple steps to implement a root cause analysis and investigation
- ** Investigative tools to apply at each level of the root investigation
- ** Strategically apply three possible solutions to each root cause
- ** Effectively identify the source of a problem regardless of the cause
- ** Real-life examples of effective problem solving utilizing the best tools

Speaker:

Cathy Fisher is a skilled presenter and a recognized expert in the field of Quality. Her experience includes:

- ** Founder of Quality Improvement Strategies, a quality consulting, training and business development organization.
- ** Assisting organizations nation-wide in gaining the most benefit from their business management systems.
- ** Working with manufacturers and other industries throughout the United States and worldwide on management system development/implementation and team-oriented application of related quality improvement tools.

As a leader in fast-read, actionable advice on workplace issues, the conference gives you the opportunity to add immediate impact to your government efforts in a manner that is:

FAST - No wasted time here. Get right to the heart of the matter in a 1-hour block designed to easily fit into your busy schedule.

CONVENIENT - No airlines. No travel. No time out of the office.
Listen from the comfort and convenience of your desk.

EASY - A telephone and computer with access to the Internet is all the equipment you need. Just dial in, punch-in your access code, then click the link to access the website and you're in. That's it. Follow along with the Webinar handouts provided in advance.

ACTIONABLE - Our conferences provide money-saving tactics you can start using right when you hang up the phone.

IDEAL FOR MULTIPLE LISTENERS - Use a speakerphone and as many people as you want can listen in - at no extra cost to you. A projector is suggested for the video portion for multiple attendees. Many professionals use these sessions as a cost-effective, time-efficient means of training supervisors, managers, and staff while reinforcing key issues in a fresh, new manner that they will remember and act on.

AFFORDABLE - Priced at \$199, it is a fraction of the cost of travel and attendance fees for other high-priced conferences or seminars.

**** "Create Real Solutions!: Root Cause Analysis for Governments" ****

**** Live, 60-Minute Audio Conference ****

**** Tuesday, April 5, 2011 1:00-2:00 p.m. ET ****

Register now for this exciting event by clicking the following link or calling 1-888-669-6067:

<http://www.mygovernmentconferences.com/1JY/0/2/p4VR92c/p5VE74XNi/p0e>

We hope you'll join us.

Sincerely,

Executive Education
P.O. Box 31
Devault, PA 19432

P.S. If not satisfied, a full refund will be given from now until
7 days after the event.

If you do not wish to receive further notices about this conference or future conferences, please click here:

<http://www.mygovernmentconferences.com/1JY/9K/2/p4VR92c/p5VE74XNi/p0e>

Please do not reply directly to this e-mail, as we are unable to process it. We sent this using a "send only" address.

If registering by phone, please refer to your priority
code: 279840

Contact ID#: -1856477789

Greenshields, Rachel

From: Teall, Margie
To: Postema, Stephen
Sent: Monday, March 07, 2011 8:19 PM
Subject: Read: Privileged and Confidential: RE: DDA

Your message

To: Hieftje, John; Fales, Mary Joan
Cc: Teall, Margie; Hohnke, Carsten; Taylor, Christopher (Council)
Subject: Privileged and Confidential: RE: DDA
Sent: 3/7/2011 11:49 AM

was read on 3/7/2011 8:19 PM.

Greenshields, Rachel

From: Barbara Eichmuller [redacted]
Sent: Monday, March 07, 2011 8:14 PM
To: Plevек, Andrea; 'Anna Erickson'; 'David Blanchard - HHSAB'; 'Edward Staebler'; 'Ingrid Ault'; Hall, Jennifer; 'Kristine Profit Martin'; Callan, Mary Jo; Anglin, Mike; 'Ned Staebler'; 'Ramirez, Anthony'; 'Sandi Smith'; Smith, Sandi; 'Soni Mithani'; 'Stephan Pontoni'; Rapundalo, Stephen
Subject: RE: ***HHSAB Meeting Reminder: Tuesday 3/8/11***

I am out of town and will not be able to attend. Barbara



Barbara Eichmuller
Associate Broker
Charles Reinhart Company
500 East Eisenhower Parkway, Suite 200
Ann Arbor, MI 48108
Cell: 734-[redacted]
E-Fax: 734-669-4711
Email: barbara@redacted
Website: www.barbaraeichmuller.com

From: Andrea Plevек [mailto:pleveka@redacted]
Sent: Monday, March 07, 2011 4:50 PM
To: Andrea Plevек; Anna Erickson (hartac03@redacted); Barbara Eichmuller ; David Blanchard - HHSAB; Edward Staebler (staebler@redacted); Ingrid Ault; Jennifer Hall; Kristine Profit Martin (kristinemartin@redacted); Mary Jo Callan; Mike Anglin; Ned Staebler; Ramirez, Anthony; Sandi Smith (sandie@redacted); Sandi Smith (ssmith@a2gov.org); Soni Mithani (mithani@redacted); Stephan Pontoni; Stephen Rapundalo (srapundalo@a2gov.org)
Subject: ***HHSAB Meeting Reminder: Tuesday 3/8/11***

Good afternoon,

This is your friendly reminder that the HHSAB will be meeting tomorrow, Tuesday March 8th, at 6:30pm in the first floor conference room in the Annex Building. Please review the attached minutes and agenda prior to the meeting.

Thank you!

Andrea Plevек
Human Services Coordinator
Office of Community Development
110 North Fourth Ave., Suite 300
PO Box 8645
Ann Arbor, MI 48107-8645
(734) 622-9007 Phone
(734) 622-9022 Fax
pleveka@redacted

Visit us on the web at: www.ewashtenaw.org/ocd

Greens fields, Rachel

From: John Michael Oltean [redacted]
Sent: Monday, March 07, 2011 8:08 PM
To: Kunselman, Stephen; Hohnke, Carsten
Subject: RE: Meeting with MSA's External Relations Commission

Hi Steve + Carston,

I am just following up with you to see what evening would work best for our monthly City Council Liason Committee meetings. I am available Mondays, Wednesdays, or Thursdays after 5:30pm, just let me know what days/times would be convenient for you and we can set a date to start some good discussion. Thanks so much!

-John Oltean

External Relations Committee Chair, Michigan Student Assembly

On Mon, 28 Feb 2011 16:39:14 -0500, "Kunselman, Stephen" <SKunselman@a2gov.org> wrote:

Union lobby works; I'll be sitting on one of the couches outside Amers if I get there before you (I'm older looking with a greying beard).

I'll need to eat, so we may end up downstairs in the food court (I've got Wendy's coupons to use!). My cell is [redacted] if you need to reach me. Steve

From: John Michael Oltean [mailto:[redacted]]
Sent: Mon 2/28/2011 3:35 PM
To: Kunselman, Stephen
Subject: RE: Meeting with MSA's External Relations Commission

Hi Steve,

Sounds great, let's say 11:30 at the Union Thursday? I can meet you in the front lobby and we can go to a meeting room or Amer's. Let me know if that works.

Thanks so much,

John

On Mon, 28 Feb 2011 11:37:26 -0500, "Kunselman, Stephen" wrote:

Hi John, Thursday is the only day open, say between 11:30 to 1:00. I'd prefer somewhere near campus. Steve

From: John Michael Oltean [mailto: [REDACTED]]
Sent: Sat 2/26/2011 8:01 PM
To: Kunselman, Stephen
Subject: RE: Meeting with MSA's External Relations Commission

That works great, what day and time would be convenient for you? I'm good for any day, although I might be a bit rushed on Thursday. Let me know what you're thinking.

Thanks again,
John Oltean

On Sat, 26 Feb 2011 19:46:10 -0500, "Kunselman, Stephen" wrote:

> Hi John,
> I'd be glad to meet with you this next week. How's lunch?
>
> Steve
>
> -----Original Message-----
> From: John Michael Oltean [mailto: [REDACTED]]
> Sent: Friday, February 25, 2011 12:51 PM
> To: Kunselman, Stephen
> Subject: Meeting with MSA's External Relations Commission

>
> Dear Council Member Kunselman,
>
> I had heard that you were interested in meeting with the External Relations Commission of MSA, and just wanted to know if you could meet up in the next few weeks to discuss the ordinance and other student issues. I'm available any time this upcoming week (it's our Spring Break) and evenings after 4 pm are fine for me any other week. Let me know what day might be convenient for you.
>
> Thanks so much,
>
> John Oltean

> -----
> 2011 Teach for America Hawaii Corps Member
> Campus Campaign Coordinator, Teach for America
> Chair, MSA External Relations Commission
> MSA-LSA Representative
>
>
> ----- Original Message -----
> Subject: Meeting about Freedom from Surveillance Ordinance
> Date: Mon, 14 Feb 2011 21:47:45 -0500
> From: John Michael Oltean
> To: SKunselman@a2gov.org

>
>
>
> Dear Mr. Kunselman,
>
> I hope this message finds you well. Recently, a number of campus and
> community organizations have joined the U-M student organization Michigan
> Students Against Surveillance in support of an ordinance to regulate the
> use of government surveillance in the city of Ann Arbor. We would like to
> present our proposal for The Ann Arbor Freedom From Surveillance
Ordinance
> to the Ann Arbor City Council. The ordinance would regulate the way
> government surveillance cameras can be installed (if ever there was a
> proposal to do so in Ann Arbor).
>
> Recently, many cities across the U.S. have installed surveillance
cameras,
> not only in high crime commercial areas, but also in residential
> neighborhoods. In Lansing, Michigan, for example, cameras have the
> capability to monitor residents' back yards and often the interior of
their
> homes. We think this goes too far. We want to have a balanced law in
place
> that allows temporary video surveillance in high crime areas, but bans it
> in residential neighborhoods.
>
> While we understand that Ann Arbor is not currently seeking to install
> surveillance cameras, our ordinance would serve as a proactive measure
> against unwarranted and unnecessary surveillance. Surveillance cameras
have
> often often been installed when people are panicked after a
sensationalized
> crime. Ann Arbor could be a model for other cities that want to protect
the
> privacy of their citizens with a balanced video surveillance policy.
>
> We have already met with Mayor Heiftje and Mike Anglin, who are having
city
> attorneys review the ordinance. Attached to this email is the proposed
> ordinance, a summary, and pictures from Lansing, Michigan. We would love
to
> meet with you any evening in the coming week to discuss this further. You
> can feel free to contact me at joltean@umich.edu to set up a meeting.
>
> I look forward to meeting with you,
>
> John Oltean
> External Relations Chair, Michigan Student Assembly

Greenshields, Rachel

From: Gucci. Louis Vuitton. Hermes Watches democratic price [thwmrlnpzytqn@1050domains.com]
Sent: Monday, March 07, 2011 7:56 PM
To: Jatczak, Brian
Subject: Exclusive watch and gifts

The best in Europe assortment of a watch and prestigious bags, lighters, ornaments. Fast delivery.

The best online shop in Europe. The maximum assortment of qualitative bags, a watch, ornaments and the other prestigious goods. The optimum price-only at us.

Greenshields, Rachel

From: Susan Pollay [SPollay@a2dda.org]
Sent: Monday, March 07, 2011 7:47 PM
To: David Di Rita
Cc: Stephen Rapundalo; Teall, Margie
Subject: work session confirmation

FYI - Library lot work session is confirmed for next Monday, March 14th.

From: Fraser, Roger [mailto:RFraser@a2gov.org]
Sent: Monday, March 07, 2011 7:32 PM
To: Susan Pollay
Subject: RE: work session confirmation

Yup.

Roger

734-794-6110

From: Susan Pollay [mailto:SPollay@a2dda.org]
Sent: Monday, March 07, 2011 7:14 PM
To: Fraser, Roger
Subject: work session confirmation

Hi Roger. Are we still confirmed for an hour at next Monday's (March 14th) work session to discuss Library lot? Susan

Greenshields, Rachel

From: Wilkerson, Robyn
Sent: Monday, March 07, 2011 7:43 PM
To: Higgins, Marcia

Sure. Just let me know some times that are good for you. I can meet you somewhere on campus if that is easier.
Thanks

Sent from my Samsung Epic™ 4G

"Higgins, Marcia" <MHiggins@a2gov.org> wrote:

Hi Robyn,
Could we touch base sometime soon?
Thanks,
Marcia

Greenshields, Rachel

From: Taylor, Christopher (Council)
To: Postema, Stephen
Sent: Monday, March 07, 2011 7:34 PM
Subject: Read: Privileged and Confidential: RE: DDA

Your message

To: Hieftje, John; Fales, Mary Joan
Cc: Teall, Margie; Hohnke, Carsten; Taylor, Christopher (Council)
Subject: Privileged and Confidential: RE: DDA
Sent: 3/7/2011 11:49 AM

was read on 3/7/2011 7:34 PM.

Greenshields, Rachel

From: Rapundalo, Stephen
Sent: Monday, March 07, 2011 7:34 PM
To: Neal Foster; ohmha-board; Derezinski, Tony
Cc: Carolyn Texley; Steve J. Kapeller; Joan Martin; Sheehan, Harry
Subject: RE: Proposed Agenda Item for Tuesday 3/8/11 OHMHA Board meeting:
Attachments: RESOLUTION ON MILLERS CREEK PLAN ADOPTION Final.docx

Attached please find the final draft of a resolution adopting the Millers Creek Improvement Plan. Please review to insure that it includes all salient points and suggest any changes. If possible, please use Track Changes so that I can more readily follow revisions. The resolution has now been reviewed by Jerry Hancock at the City. So we're basically good to go for placing the resolution on the March 21 meeting agenda for Council approval.

Sincerely,

Stephen

Stephen Rapundalo
City Council - Ward 2
City of Ann Arbor
3106 Bluett
Ann Arbor, MI 48105
(734) 476-0648
<mailto:srapundalo@a2gov.org>

From: Neal Foster [mailto: [REDACTED]]
Sent: Saturday, March 05, 2011 8:50 PM
To: ohmha-board
Cc: Carolyn Texley; Steve J. Kapeller; Joan Martin; Sheehan, Harry; Rapundalo, Stephen
Subject: Proposed Agenda Item for Tuesday 3/8/11 OHMHA Board meeting:

Proposed Agenda Item for Tuesday, 3/8/11, OHMHA Board meeting:

Several years ago, a number of environmental agencies and organizations (Millers Creek Action Team [MCAT], formed by Pfizer, City of Ann Arbor, Washtenaw County Drain Commissioner, University of Michigan, Huron River Watershed Council, ALTARUM, Pollack Design, Michigan Department of Environmental Quality, ALNM/Stantec, Inc., and Don Tilton/ECT, Inc.) were involved in a comprehensive evaluation of the Millers Creek watershed, the tiny 2.4-square-mile watershed in which most OHMHA subdivisions are situated. The Millers Creek Watershed Improvement Plan (MCWIP) was completed in April, 2004, at a cost of over \$900,000 (which was borne largely by Pfizer), and the plan has been touted ever since then by the EPA as an exemplary environmental working document. The plan was approved by the City of Ann Arbor Environmental Commission on January 26, 2006 (see first attachment), and by the Ann Arbor City Planning Commission on June 6th, 2006 (see second attachment, pp 5-6). The consensus among members of MCAT at a recent meeting was to ask Tony Derezinski, inasmuch as he is currently a member of the Arbor City Planning Commission, to sponsor a resolution for Ann Arbor City Council to approve MCWIP, just as the City Council has approved other creekshd improvement plans in previous years.

City Council approval of such a resolution may have indirect but supportive implications for other beneficial actions being pursued with respect to the Millers Creek Watershed by agencies such as the Washtenaw County Water

Resources Commission (formerly, Washtenaw County Drain Commission) and nonprofit entities such as the Huron River Watershed Council and the Thurston Nature Center Committee.

MCAT had previously been working with Councilman Stephen Rapundalo on sponsoring and presenting such a resolution to City Council (see email below), but for various reasons Stephen has been unable to follow through on this matter.

Further information about MCWIP, including the plan document itself, is available at the Millers Creek Website <<http://wiki.mtri.org/display/milcreek/Millers+Creek+Website>>.

--Neal Foster
Member, MCAT

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

From: - Mon Jul 05 15:05:15 2010
X-Mozilla-Status:0001
X-Mozilla-Status2:00800000
X-Mozilla-Keys:
Message-ID:<4C322CE9.8070703@umich.edu>
Date:Mon, 05 Jul 2010 15:05:13 -0400
From:Neal Foster [REDACTED]
User-Agent:Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.2.4) Gecko/20100608
Thunderbird/3.1
MIME-Version:1.0
To:srapundalo@a2gov.org
CC:Carolyn Texley [REDACTED] Joan Martin [REDACTED], "Steve
J. Kapeller" <[REDACTED]>
Subject:MC Resolution
References:<4C3210E6.8020103@umich.edu> <1467204328-1278351814-
cardhu_decombobulator_blackberry.rim.net-1713559690-
@bda909.bisx.prod.on.blackberry>
In-Reply-To:<1467204328-1278351814-cardhu_decombobulator_blackberry.rim.net-1713559690-
@bda909.bisx.prod.on.blackberry>
Content-Type:text/plain; charset=ISO-8859-1; format=flowed
Content-Transfer-Encoding:7bit

If we can help in any way with this, please let us know. Do you need to line up anybody to speak at the 8/05 Council Meeting, or is getting this resolution passed pretty straight forward? I'm sure Harry Sheehan/Janis Bobrin, or Joan Martin/Laura Rubin could speak quite eloquently in its favor. Very glad you are already at work on this.

--Neal

On 7/5/2010 1:43 PM, Stephen Rapundalo wrote:

> Neal
>
> I plan to have a resolution for MC ready for the Aug 5 council mtg. I'll forward a draft as
> soon as I have reviewed by staff and attorney.
>
>
> Sincerely,

>
>
> Stephen

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

>
> Sent from my Verizon Wireless BlackBerry

> -----Original Message-----

> From: Neal Foster [redacted]
> Date: Mon, 05 Jul 2010 13:05:42
> To: <SRapundalo@a2gov.org>
> Cc: Carolyn Texley [redacted]; Joan Martin [redacted]; ohmha-board [redacted]
> Subject: F.Y. I. Dysfunctional situation with berm, west side of Thurston
> pond

>
> Steve - For you information, I'm sending you a copy of a letter that
> the Thurston Nature Center Committee sent to Randy Trent of the AAPSD a
> few weeks ago. Despite the tone of this letter, the TNCC has a good
> working relationship with Randy.

>
> I've also recently volunteered, along with Carolyn Texley, a fellow
> member of MCAT and a board member of the Geddes Lakes Condominium
> Association, to do whatever we can to help (indirectly) expedite A2 City
> Council's acceptance, endorsement, adoption (or whatever the proper term
> is) of the Millers Creek Watershed Improvement Plan that was completed 6
> years ago. I'll be sending you an email about this later today.

>
> Meanwhile, hope you and your family had a joyous Fourth of July, in
> spite of the heat.

>
> --Neal
>
>
>
>
>

RESOLUTION ON MILLERS CREEK PLAN ADOPTION

Whereas, the Millers Creek Action Team (MCAT), comprised of representatives from Pfizer, City of Ann Arbor, City of Ann Arbor Planning Commission, Washtenaw County Drain Commissioner, University of Michigan, Huron Watershed Council, Altarum, Pollack Design, Michigan Department of Environmental Quality, ALNM/Stantec, Inc., Don Tilton/ECT, Inc, Orchard Hills-Maplewood Homeowners Association, completed a comprehensive evaluation of the Millers Creek watershed and developed a Millers Creek Watershed (MCW) Improvement Plan in 2004;

Whereas, the MCW Improvement Plan received support from the City of Ann Arbor Environmental Commission on January 26, 2006, and from the City of Ann Arbor Planning Commission on June 6, 2006;

Whereas, the City of Ann Arbor recognizes the long-term benefits of addressing the water quality problems of the creekshed in order to meet the MDEQ mandate to improve the biota of the creekshed and reduction in phosphorus levels in the Huron River, the city's main source of drinking water; and the City also recognizes the necessity of addressing structural repairs of the creekshed to floodplain restoration and prevent further channel and bank erosion, isolated flooding, and diminished habitat;

Whereas, Millers Creek is not a designated drain under the auspices of the Washtenaw Water Resources Commission and doing so could make the MCW Improvement Plan eligible for funding;

Whereas, Millers Creek flows through and drains an area of the City of Ann Arbor with a high concentration of valuable natural features including high quality native forest fragments, wetlands, scenic vistas, and others;

RESOLVED, That the City of Ann Arbor accepts the Millers Creek Watershed (MCW) Improvement Plan submitted by the Millers Creek Action Team as the basic planning documents for restoration of Millers Creek and any development within its creekshed;

RESOLVED, That the City Administrator and the appropriate City departments will review the MCW Improvement Plan and determine what actions the City of Ann Arbor must take, including costs and sources of funding, to support the recommendations and implementation of the Improvement Plan;

RESOLVED, That the City Administrator and the appropriate City departments provide whatever City resources and process needed to cause the Millers Creek to be designated by the Washtenaw Water Resources Commissioner as a "County Drain", and thereby allow the implementation of the MCW Improvement Plan to be eligible for funding;

RESOLVED, That any development proposals within the watershed make all efforts to limit the impact of the development on Millers Creek by incorporating the best management practices and other development-related recommendations described in the MCW Improvement Plan;

RESOLVED, That there be coordination with environmental groups like the Huron Watershed Council and others that can help with public education and implementation of the MCW Improvement Plan; and

RESOLVED, That the volunteer-based Millers Creek Action Team continue to oversee the implementation of the MCW Improvement Plan, and assess progress made against recommendations contained therein, and monitor ongoing data collection and conditions in the Millers Creekshed, and make additional recommendations of new policies and practices that will enhance the quality and function of the creekshed.

Sponsored by Councilmembers Stephen Rapundalo and Tony Derezinski

March _____, 2011

Greens fields, Rachel

From: Raymond Detter [REDACTED]
Sent: Monday, March 07, 2011 7:32 PM
To: Paul Sher
Cc: Briere, Sabra; Mary Campbell; Leslie Krauz Stambaugh; maggie ladd; AICSERVICES:
schule [REDACTED]; rebecca [REDACTED]; Pollay, Susan; bdascola [REDACTED];
Austing [REDACTED]; Jones, Barnett; erc06 [REDACTED]; coleman [REDACTED];
jkostevac [REDACTED]; Paul Sher; maura [REDACTED]; ctav [REDACTED]; Callan, Mary Jo;
Martelle, Doug
Subject: Re: forgot

To All:

I think many of these points have been seriously considered and we should move on with the changes in the ordinance that have been recommended. Sorry I will be out of town for the next meeting.

Ray

On Mar 7, 2011, at 2:02 PM, Paul Sher wrote:

I think Mary's comments are important, and I think possibly, Sabra, you're missing her point (which I agree with) that the proposed ordinance amendments themselves have a number of problems, as I have said before. I don't think it needs the "captive audience" language and I don't think Liberty Plaza, as a public park, is a proper area to include. More broadly, I hope that the final document will reflect more clearly that there are differing views on the committee about whether there is a panhandling problem and whether punitive measures can solve whatever problem there may be. At minimum, we must acknowledge and recognize that there are different, and perhaps competing, interests (free speech, dislike of aggressive (or any) panhandling), and the need to accommodate all members of our community. I hope we could also recognize that there will always be panhandling as long as our society fails to provide a comprehensive and complete safety net. Of course even then there will probably still be some panhandling, and that's something that's just part of urban life.

On 3/7/2011 1:32 PM, Briere, Sabra wrote:

Dear Mary,

I am so glad you spoke up.

I've attached the draft plan from the Message subcommittee. This isn't the final text, but is the working document.

The ordinance is optional, but is the only action that anyone is asking Council to consider. As the task force left things at our last meeting, the message plan of action is independent of Council.

Let us know what you think. Is this more in keeping with your expectations?

Sabra Briere
First Ward Councilmember
(734)995-3518 (home)
(734) [REDACTED] (cell)

From: Mary Campbell [mailto:[REDACTED]]
Sent: Mon 3/7/2011 1:01 PM

To: Leslie Krauz Stambaugh; maggie ladd
Cc: Briere, Sabra; Raymond A. Detter; AICSERVICES; schule [redacted]; rebecca [redacted]; Pollay, Susan; bdascola [redacted]; Everyday wines [redacted]; Austind [redacted]; Jones, Barnett; erc06 [redacted]; ccoleman [redacted]; jkosteva [redacted]; Paul Sher; maura [redacted]; ctab [redacted]; Callan, Mary Jo; Martelle, Doug; Paul Sher
Subject: Re: forgot

Mary Campbell here. I've been unable to partake in the committee meetings because of a busy retail holiday season, schedule conflicts and recent family concerns.

However, I have been trying to follow the updates and minutes. I realize that because I have not been to the meetings that I should not expect my voice to be heard. But, I feel strongly about what I have to say and thus, I decided to write this email.

When I first attended the meetings, it seemed as though people were in agreement that the majority of the problem was that education and enforcement dropped off after the last round of tightening the ordinance. It sounded like things were going well until these pieces dropped off. My thought at the time was that the committee would try to recreate what was working years ago and test it before deciding to change the ordinance. Instead, it appears that the committee has decided to rewrite the ordinance and that magically, this will keep the panhandlers away from us. But if we don't have money to enforce the current ordinance, how are we going to enforce the additional restrictions?

I am also concerned that the revised ordinance language is getting so broad that it will not be effective and will be hard to enforce.

What are we going to do with people who are in violation? How do you educate the entire public about these new laws? How are we going to measure the number of feet between a panhandler and a specific area? Why not put time, effort and money into educating people and enforcing the current ordinance?

In some ways, I feel like this is censorship. And, as is often the case with censorship, I find it difficult to define parameters (where do you stop?).

As I said at the beginning, I realize I have not attended the meetings and thus, there is no reason to respond to my point of view. For those of you still reading, thank you.

Best,
Mary Campbell
Everyday Wines

--- On Fri, 3/4/11, maggie ladd <southu [redacted]> wrote:

From: maggie ladd <southu [redacted]>
Subject: Re: forgot
To: "Leslie Krauz Stambaugh" <leslie [redacted]>
Cc: "Briere, Sabra" <SBriere [redacted]>, "Raymond A. Detter" <rdetter [redacted]>, "AICSERVICES" <AICSERVICES [redacted]>, schule [redacted], becca [redacted], "Pollay, Susan" <SPollay [redacted]>, bdascola@gmail.com, Everyday wines [redacted], Austind [redacted], "Jones, Barnett" <BJones [redacted]>, erc06 [redacted], ccoleman [redacted], jkosteva [redacted], "Paul Sher" <psher [redacted]>, maura [redacted], ctab [redacted], "Callan, Mary Jo" <callanm [redacted]>, "Martelle, Doug" <DMartelle [redacted]>, "Paul Sher" <psher [redacted]>
Date: Friday, March 4, 2011, 12:26 PM

I agree with Leslie. Just curious, since I was unable to attend the last two meetings if "captive audience" includes the line at a theatre or cinema?
Maggie

On Thu, Mar 3, 2011 at 2:14 PM, Leslie Krauz Stambaugh <leslie [redacted]> wrote:

Sabra:

I looked up "captive audience" and found both the definition you used and this definition in the First Amendment

Center's glossary of relevant terms:

The government has the ability to limit speech that would otherwise be protected if that speech is being imposed on a captive audience, which occurs when it would be impractical for the listener to be able to escape that speech.

<http://www.firstamendmentcenter.org/about.aspx?item=glossary>

You might use a combination of these definitions in the proposed ordinance definition, for example, by saying:

The government has the ability to limit speech that would otherwise be protected if that speech is being imposed on a captive audience, which occurs when it would be impractical for the listener to be able to escape that speech. This happens when a person or people are provided or exposed to information they cannot escape, because of requirements of their original purpose (using an ATM, entering a parking structure, etc.) or the design of the space (a narrow alley or passageway, a park with limited exits, etc.)

Leslie

Leslie Krauz Stambaugh

RLS Associates

Organizational Development and Consultation

Voice: 734. [REDACTED]

Email: leslie@ [REDACTED]

Website: www.lesliestambaugh.com

From: Briere, Sabra [mailto:SBriere@a2gov.org]

Sent: Thursday, March 03, 2011 10:06 AM

To: Raymond A. Detter; AICSERVICES; southu [REDACTED] schule [REDACTED] becca [REDACTED] Pollay, Susan; bdascola [REDACTED]; Briere, Sabra; Everyday_wines [REDACTED]; Austind [REDACTED] Jones, Barnett; Leslie Krauz Stambaugh; erc06 [REDACTED]; ccoleman [REDACTED] jkosteva [REDACTED]; Paul Sher; maura [REDACTED] ctab [REDACTED] Callan, Mary Jo; Martelle, Doug; Paul Sher

Subject: forgot

to attach the file. Sorry!

Sabra Briere

First Ward Councilmember

(734)995-3518 (home)

(734)277-6578 (cell)

--

Maggie Ladd

South University Area Association

Ann Arbor's South University Art Fair

South U Downtown too!

--

Paul D. Sher

Managing Attorney

Legal Services of South Central Michigan

420 N. Fourth Ave.

Ann Arbor, MI 48104

734-665-6181

Greenshields, Rachel

From: Michigan Theater [LGabriel [REDACTED]]
Sent: Monday, March 07, 2011 7:24 PM
To: gteall@ [REDACTED]; margieteall@ [REDACTED]; Teall, Margie
Subject: Membership Information for March

Dear Michigan Theater Members,

Thank you for being a member of the Michigan Theater, your support keeps the historic Michigan Theater a wonderful downtown entertainment center where you can enjoy entertainment 365 days a year.

March is the month that the Ann Arbor Film Festival comes to the Michigan Theater and the 49th Ann Arbor Film Festival runs from March 22nd - March 27th . The festival features 188 films, videos and live performances from more than 25 countries with over 30 premieres of new work. More than 50 international filmmakers and special guests will be in attendance to participate in audience Q&As.

Michigan Theater members are invited to their open night reception at a discounted price and Gold Card Members have access to a free film during the festival. Complete details of both offers are listed below.

ANN ARBOR FILM FESTIVAL OPENING NIGHT - MICHIGAN THEATER MEMBER DISCOUNT Michigan Theater Members receive a discount on advance tickets for the Opening Night Reception & Screening at the 49th Ann Arbor Film Festival. The lively reception takes place Tuesday, March 22nd from 6 - 8pm in the Grand Foyer of the Michigan Theater. Celebrate the opening of the film festival with music from DJ Forest Juziuk, catering from Seva, eat Catering, Morgan and York, Silvio's Organic Pizza, Sava's Café, Schokolad, Cupcake Station, open bar with signature cocktails, beer by Arbor Brewing Company, wine, coffee provided by Roos Roast and teas by Arbor Teas. Stylish attire is encouraged. This ticket includes admission to the Opening Night Screening at 8:15 p.m.

The general ticket price is \$30, but for Michigan Theater members it's only \$20 on advance tickets. To get your discount, visit the festival's website and enter code "A AFF49MT" when ordering Opening Night Reception & Screening tickets. The website is: http://aafilmfest.org/49/index.php/events/opening_night_reception_screening/

ANN ARBOR FILM FESTIVAL - FREE FILM FOR GOLD CARD MEMBERS As an added bonus for GOLD CARD MEMBERS, the Ann Arbor Film Festival is offering a FREE pair of tickets to the feature documentary FOREIGN PARTS on Sunday, March 27th at 3 p.m. in the Main Auditorium. For more information on the film visit: http://aafilmfest.org/49/index.php/events/foreign_parts/

In order to receive this generous offer, Gold Card members need to send an email with your full name and mailing address by March 19th to members@aafilmfest.org and your name will be added with a plus one to the will call guest list.

The Michigan Theater would like to thank the Ann Arbor Film Festival for extending this special offer to our members and for choosing the Michigan Theater as their venue for the festival each year.

We appreciate your support as a member and look forward to seeing you at the theater sometime soon.

Sincerely,

Laura Gabriel
Development Director

734.668.8397 ext. 31

734.668.7136 fax

Visit us at www.michtheater.org

A Sundance Institute affiliate & LHAT Outstanding Historic Theater

Greenshields, Rachel

From: Taylor, Christopher (Council)
Sent: Monday, March 07, 2011 7:22 PM
To: Bowden (King), Anissa
Subject: Out of Office AutoReply: PH-2 Documents Attached to this Email

Thank you for writing. I will be out of email contact from Friday March 4, returning Tuesday March 8.

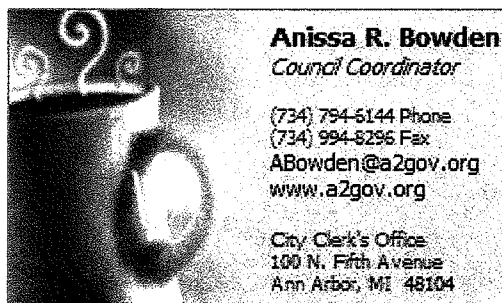
If your correspondence relates to a matter of urgency, please call me at: 734-506-8770.

Greenshields, Rachel

From: Bowden (King), Anissa
Sent: Monday, March 07, 2011 7:22 PM
To: Anglin, Mike; Beaudry, Jacqueline; Briere, Sabra; Dempkowski, Angela A; Derezinski, Tony; Fraser, Roger; Hieftje, John; Higgins, Marcia; Hohnke, Carsten; Kunselman, Stephen; Postema, Stephen; Rapundalo, Stephen; Satterlee, Joanna; Schopieray, Christine; Smith, Sandi; Taylor, Christopher (Council); Teall, Margie; Wondrash, Lisa
Subject: PH-2 Documents Attached to this Email
Attachments: Anissa R Bowden.vcf; PH-2.pdf

Council,

PH-2 was left off the packet this evening. It is being attached to this email for your convenience. You may also download the packet later to have a complete packet if you like.



CONFIDENTIALITY NOTICE: This e-mail, and any attachments, is for the sole use of the intended recipient(s) and may contain information that is confidential and protected from disclosure under the law. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail, and delete/destroy all copies of the original message and attachments. Thank you.



City of Ann Arbor

100 N. Fifth Avenue
Ann Arbor, MI 48104
<http://a2gov.legistar.com/Calendar.aspx>

Text File

File Number: 11-0273

Agenda

Introduced: 3/7/2011

Version: 1

Current Status: Introduced from Staff

Matter Type: Public Hearing Only

Public Hearing on Proposed Washtenaw Avenue Corridor Improvement Authority

On December 20, 2010, City Council passed a Resolution of Intent to evaluate the feasibility of creating a Corridor Improvement Authority for Washtenaw Avenue (see Resolution R10-0499, attached). City Council also scheduled a public hearing for March 7, 2011 to gain feedback on this proposal. The intent of this memo is to provide background information and summarize the status of the planning effort involved with the proposed Washtenaw Avenue Corridor Improvement Authority (CIA).

Background - In 2008, the Washtenaw County Board of Commissioners launched the Ann Arbor Regional Success Strategy initiative to develop "economic and quality of life assets in the region needed to succeed in the new economy." One of the recommendations to come out of initiative is to transform Washtenaw Avenue into a "talent center" that can promote economic growth in the region. To accomplish this, the Strategy calls for redevelopment that will turn the Washtenaw Avenue corridor into a walkable, mixed-use transit corridor that provides an array of housing types and connects to employment and educational centers.

In 2009, a Washtenaw Avenue Joint Technical Team was formed, lead by Mandy Grewal, Pittsfield Township, and Dick Carlisle, President of Carlisle-Wortman Associates, Inc. With support from Anya Dale from the Washtenaw County Department of Planning and Environment (now called the Economic Development and Energy Development), the team initiated a planning effort to begin rethinking what is possible for Washtenaw Avenue between Stadium Boulevard in Ann Arbor and Eastern Michigan University in Ypsilanti. The goal was to work with the four communities (City of Ann Arbor, Pittsfield Township, Ypsilanti Township and the City of Ypsilanti) representing this predominately commercial stretch of the corridor to find ways to improve land uses, transportation systems and aesthetic impacts.

As a result of this effort, the Joint Technical Team produced a report called the Washtenaw Avenue Corridor Redevelopment Strategy (attached). The report includes recommendations to improve the corridor, including recommendations for land use, transportation, street design and inter-jurisdictional cooperation. One of the recommendations was for the four communities to form a CIA that could help implement a number of improvements to the corridor. CIA's are enabled by Public Act 280, which gives them the ability to, among other things, form a tax increment financing district to fund future public improvements to the corridor. Possible improvements include, but are not limited to: developing long range plans, constructing street improvements, acquiring right-of-way, constructing public facilities, improving land and

constructing buildings, and providing non-motorized and transit system improvements.

Recent Efforts - On December 20, 2010, City Council endorsed a Resolution of Intent to evaluate the feasibility of creating a multi-jurisdictional CIA for Washtenaw Avenue. The goal of the CIA would be to encourage public and private sector investment into this major mixed-use transportation corridor.

Since that time, Planning staff has formed an in-house advisory team with representatives from the City Financial Services Area, City Attorney's Office and the City's Systems Planning Unit to identify issues, raise/answer questions, and research case studies.

Staff also participates in a joint task force made up of representatives of all four jurisdictions along with staff from Washtenaw County, WATS, AATA, and MDOT. The intent of this inter-jurisdictional task force is to establish open and regular lines of communications, assist each community in planning public events, and discuss the process associated with developing a CIA.

To provide background information for the public, Planning staff has created a page on the Planning & Development Services website to provide members of the public with information on this planning effort. Staff is also in the process of creating a Frequently Asked Questions document to add to the webpage (see Website section, below).

Planning staff intends to compile its findings by the Spring of 2011 and provide Council with a summary at a future working session.

Public Outreach - Planning staff has organized two public informational meetings in an effort to raise awareness of this effort and to solicit public comment. The meetings were held on February 23, 2011 for businesses along the corridor and March 2, 2011 for residents who are interested in this effort. Public notice of the meetings and March 7, 2011 public hearing was provided in the following manner:

1. Letters were mailed by the Clerk's Office to all property owners and taxing authorities within the proposed improvement corridor informing them of the upcoming public hearing on March 7, 2011 and providing them with ways to obtain further information.
2. Planning staff mailed post cards to property owners within the corridor, businesses within the corridor, property owners within 300 feet of the corridor, registered neighborhood associations near the corridor, and other groups and institutions interested in planning issues, inviting them to attend one of the two informational meetings and the public hearing on March 7 at City Council, as well as providing ways to obtain further information.
3. Two legal notices of the public hearing on March 7, 2011 were posted in the Washtenaw Legal News.
4. An email notice was distributed to the approximately 1,100 subscribers of the Planning Updates notices that announced the public informational meetings and hearing as well as ways to get further information.
5. A webpage was established on the Planning page of the City's website providing

- more detailed information.
6. Twenty public hearing posters were posted within the proposed corridor between Stadium Boulevard and US-23 announcing the March 7 public hearing.
 7. Announcements of the meetings and hearing were made at City Council and Planning Commission meetings.
 8. A written announcement of the meetings and hearing was posted in the glass case on the first floor of City Hall.
 9. Staff contacted reporters from the Ann Arbor Chronicle and Annarbor.com to inform them of the project and public meetings and hearing (Annarbor.com wrote an article about the effort for the February 13, 2011 edition).
 10. Staff provided a press release regarding the informational meetings, public hearing, and website.
 11. CTN was notified of the public informational meetings and public hearing.

Website - A new page on the Planning & Development Services website has been created to provide information to members of the public on this issue (see <http://www.a2gov.org/government/communityservices/planninganddevelopment/planning/Pages/CorridorImprovementAuthorityProject.aspx>). The page includes a summary of the project, information on public meetings and the March 7 public hearing, and staff contact information. The site also includes the following links:

- Map of Corridor
- CIA Fact Sheet
- CIA Article in Planning and Zoning News
- Redevelopment Strategy (full report)
- Council Resolution of Intent
- Michigan Economic Development Corporation Summary of CIA's
- Public Act 280

PA280 Requirements - In researching the statutory requirements of PA280, staff has determined that the legislation does not explicitly allow for the creation of a multi-jurisdictional CIA. It may allow the jurisdictions to enter into an intergovernmental agreement after forming their own separate CIAs. Each CIA would have their own administrative structure and then would form a joint (or umbrella) committee to manage the comprehensive system. Members of the inter-jurisdictional task would prefer to have one CIA with appropriate representation from each jurisdiction. The task force has recommended that members work with the Michigan legislature to amend PA280 to allow for the creation of a multi-jurisdictional CIA and to structure the representation of the Board so that its size reflects the number of municipalities in the CIA.

Other CIA's in Michigan - A number of CIA's have been recently established in Michigan. They include:

- Independence Township: Sashabaw Road CIA. Includes acquisition of right-of-way, road widening, improvements to I-75 interchange, and streetscape improvements.
- Lansing/Lansing Township/East Lansing: Michigan Avenue CIA. Includes

proposals to revitalize and beautify portions of Michigan Avenue.

- Village of Edwardsburg and Ontwa Township joint CIA. Includes proposals for infrastructure upgrades, streetscape improvements, and façade enhancement.
- City of Bridgman CIA: Streetscape improvements for two downtown streets.

Next Steps - Planning staff will collect public comment on the CIA concept and continue meeting with the in-house staff advisory committee as well as the inter-jurisdictional task force to gather information for City Council. It is staff's intent to provide as much information as possible so that Council can make an informed decision. Staff intends to arrange a Council working session later this year to provide a summary and to ask for direction.

Attachments: Resolution R10-0499 (December 20, 2010)

Washtenaw Avenue Corridor Redevelopment Strategy (2010)

Prepared by: Jeff Kahan, City Planner and Wendy Rampson, Planning Manager

Reviewed by: Sumedh Bahl, Community Services Administrator

Public Hearing on Proposed Washtenaw Avenue Corridor Improvement Authority



City of Ann Arbor

Council Action

Resolution: R-10-449

100 N. Fifth Avenue
Ann Arbor, MI 48104
<http://a2gov.legistar.com/Calendar.aspx>

File Number: 10-1313

Enactment Number: R-10-449

Resolution of Intent to Create a Joint Corridor Improvement Authority for Washtenaw Avenue

Whereas, The City of Ann Arbor has determined that it is in the best interest of the public to redevelop its commercial corridors to promote economic growth and support transit-oriented development, consistent with the City Master Plan;

Whereas, The City of Ann Arbor has participated with the City of Ypsilanti, Pittsfield Charter Township and Ypsilanti Charter Township in the Washtenaw Avenue Joint Technical Committee (JTC), which created a document called, the "Washtenaw Avenue Corridor Redevelopment Strategy" (as attached);

Whereas, The JTC recommends the implementation of a strategy that includes the creation of a Corridor Improvement Authority, which would support community goals, encourage consistent investment in public infrastructure across jurisdictions, attract private investment, and make available a number of additional financing tools;

Whereas, The City of Ann Arbor recognizes that the JTC's recommendation of a Joint Corridor Improvement Authority in accordance with the provisions of The Corridor Improvement Authority Act, Public Act 280 of 2005 (The Act) as amended, is one appropriate way to redevelop the Washtenaw Avenue commercial corridor and desires to work with the other communities to explore the merits of this tool for inter-jurisdictional cooperation;

Whereas, The City portion of the proposed development area includes primarily commercial land uses on either side of Washtenaw Avenue from US-23 to Stadium Boulevard, as shown on the attached map;

Whereas, The City's Proposed Development Area meets the following criteria in Section 5 of The Act for the establishment of development areas:

- a) Is adjacent to or is within 500 feet of a road classified as an arterial or collector according to the Federal Highway Administration Manual, "Highway Functional Classification - Concepts, Criteria and Procedures".
- b) Contains at least 10 contiguous parcels or at least 5 contiguous acres.
- c) More that $\frac{1}{2}$ of the existing ground floor square footage in the development area is classified as commercial real property under section 34c of the General Property Tax Act, 1893 PA 206, MCL 211.34c.
- d) Residential use, commercial use, or industrial use has been allowed and conducted under the zoning ordinance or conducted in the entire development area for the immediately preceding 30 years.

- e) Is presently served by municipal water or sewer.
- f) Is zoned to allow for mixed uses that includes high-density residential use.
- g) The municipality agrees to the following:
 - (i) To expedite the local permitting and inspection process in the development area.
 - (ii) To modify its master plan to provide for walkable non-motorized interconnections, including sidewalks and streetscapes throughout the development areas.

Whereas, City of Ann Arbor Planning Services staff has determined that the Proposed Development Area as identified on the attached map meets all of the requirements of Section 5 of The Act, as documented by the JTC;

Whereas, The Act requires that before creation of the Authority, City Council hold a public hearing in order to provide an opportunity for those living in and around the boundaries of the Authority, the City Assessor, representatives of the affected taxing units, the residents, and other taxpayers of the City's general public appear and be heard regarding the creation of the authority; and

Whereas, The City has been informed that the State of Michigan looks favorably upon requests for funding infrastructure and transportation related projects that include collaboration among multiple municipalities;

RESOLVED, That City Council accepts receipt of the Washtenaw Avenue Corridor Redevelopment Strategy and its recommendations for land use, transportation improvements, and continued community cooperation;

RESOLVED, That the City of Ann Arbor City Council hereby declares its intent to work together with Pittsfield Charter Township, Ypsilanti Charter Township and the City of Ypsilanti to explore the creation and operation of a corridor improvement authority as enabled by and pursuant to The Act;

RESOLVED, That the City hereby declares its intent to work together with Pittsfield Charter Township, Ypsilanti Charter Township, and the City of Ypsilanti to explore the adoption of a Joint Agreement to operate this corridor improvement authority;

RESOLVED, That City Council intends to designate the boundaries of the Proposed Development Area as identified in the attached map, and that the Proposed Development Area meets the requirements of Section 5 of The Act; and

RESOLVED, That a public hearing be held at the City Council meeting on Monday, March 7, 2011 at 7p.m., on the adoption of a proposed resolution creating the Washtenaw Avenue Corridor Improvement Authority.

Attachment: Proposed Development Area Map, Washtenaw Avenue Corridor Redevelopment Strategy

Sponsored by: Councilmembers Tony Derezinski and Christopher Taylor

As Amended by Ann Arbor City Council on December 20, 2010

At a meeting of the City Council on 12/20/2010, a motion was made by Tony Derezinski, seconded by Christopher Taylor, that this Resolution R-10-449 be Approved as Amended. The motion passed.

WASHTENAW AVENUE

Corridor
Redevelopment
Strategy



2010

Acknowledgements

Washtenaw Avenue Joint Technical Committee

Terri Blackmore, Executive Director, Washtenaw Area Transportation Study (WATS)
Dick Carlisle, President, Carlisle-Wortman Associates
Tony Derezinski, City Council Member, City of Ann Arbor
Mark Geib, Brighton TSC Manager, Michigan Department of Transportation (MDOT)
Teresa Gillotti, Planner II, City of Ypsilanti
Mandy Grewal, Supervisor, Pittsfield Township
Jeff Kahan, City Planner, City of Ann Arbor
Larry Krieg, Planning Commissioner, Ypsilanti Township
Joe Lawson, Planning and Development Coordinator, Ypsilanti Township
Paul Lott, Transportation Planner, Michigan Department of Transportation (MDOT)
Karen Lovejoy Roe, Clerk, Ypsilanti Township
Eric Mahler, City Council Member City of Ann Arbor
Paul Montagno, Senior Planner, Pittsfield Township
Richard Murphy, Transportation Programs Coordinator, Michigan Suburbs Alliance
Bill Nickels, City Council Member, City of Ypsilanti
Paul Schreiber, Mayor, City of Ypsilanti
Brenda Stumbo, Supervisor, Ypsilanti Township
Roy Townsend, Director of Engineering, Washtenaw County Road Commission (WCRC)
Bonnie Wessler, Planning Assistant, City of Ypsilanti
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Cheryl Zuellig, Planning Commissioner, City of Ypsilanti

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WHY A CORRIDOR REDEVELOPMENT STRATEGY?

Washtenaw Avenue is the primary transportation corridor linking the region's job and education centers, the City of Ann Arbor and the City of Ypsilanti. Existing land use practices along this five mile stretch have resulted in a sprawling and congested, auto-centric development pattern limiting the ability to provide the high quality of place residents' and visitors' expect.

The City of Ann Arbor, Pittsfield Township, Ypsilanti Township and the City of Ypsilanti recognize that Washtenaw Avenue has potential to be transformed using smart growth and transit oriented development (TOD.) principles. To explore this potential, leaders from local government, business, public interest groups, community service associations and residents evaluated the potential of the regional corridor to be redeveloped from an auto-oriented suburban commercial throughway to a compact, mixed use transit corridor.

The resulting *Vision for Washtenaw Avenue* (2009) presents a new future for the Washtenaw Avenue corridor. This report identified general implementation actions to encourage a renewed economic vitality by increasing residential density, improving walkability and supporting and providing a higher level of public transit service. To explore the implementation of these goals, the communities formed a Joint Technical Committee (JTC) with elected representatives and professionals from each of the four communities, as well as representatives from Ann Arbor Transportation Authority (AATA), Washtenaw Area Transportation Study (WATS), Michigan Department of Transportation (MDOT) and the Washtenaw County Road Commission (WCRC).

The JTC has drafted this Corridor Redevelopment Strategy with specific land use, design and

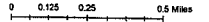
transportation improvement recommendations to achieve the vision for this corridor. Further, it recommends future cooperation and funding methods for the continued improvement of Washtenaw Avenue.

Project Goals:

- Improve development practices
- Increase housing choices
- Expand multimodal transportation choices and increase safety
- Revitalize commercial centers and neighborhoods
- Improve streetscape and non-motorized infrastructure
- Infill and redevelopment building on existing assets and infrastructure
- Provide increased mix-use, including retail, office and residential at nodes
- Allow increased density to support a higher level of public transit service
- Increase regional public and private collaboration in future development, land use planning, transportation and investment decisions
- Increase frequency and span of transit service



City of Ann Arbor Pittsfield Township Ypsilanti Township City of Ypsilanti



LAND USE RECOMMENDATIONS

The Washtenaw Avenue Corridor is targeted for infill development and redevelopment that builds on and enhances its role as the central transportation corridor of Washtenaw County. The goals for this target area include:

- Improving corridor function for all travelers, including motor vehicle, transit, and non-motorized users.
- Focus regional growth in areas that already have infrastructure, utilities, and public facilities.
- Encourage efficient use of public services in the context of existing developed communities.
- Coordinate and connect housing, employment, services, recreation, and transportation along the corridor.

To achieve these goals, the communities identified several focal points, or nodes, to serve as activity centers both for automobile and transit traffic along the corridor, as well as for pedestrian traffic from the surrounding neighborhoods. Within these nodes, intensified development with a mix of uses would replace standalone, single use, auto-oriented development. Pairing increased access to commerce and a mix of commercial options to increase economic development.

Development standards in these areas should facilitate these intensified uses and include design standards to ensure accessibility and

efficient resource use, as stated in goals. Table 1 summarizes these goals, and changes to existing development standards that achieve them.

The Joint Technical Committee identified areas surrounding transit nodes for this intensified development and recommends updated standards to encourage redevelopment. Areas linking transit nodes are appropriate for transitioning to moderate density residential or office uses, eventually replacing commercial strip centers or standalone development. Throughout the corridor the communities will use access management, defined as the control of driveways and intersections, to improve traffic flow and safety, and emphasize transit and non-motorized connections.

Table 1.

Qualities	Tools
Enhanced environmental quality	Decreased front setbacks
Compact	Mixed land use
Walkable	Increased vertical use
Transit-oriented	Sustainable density
Human-oriented	Decreased parking
	Access management
	Softened streetscape
	Continuous sidewalks / frequent pedestrian crossings

Improve Development Practices:

1. Accommodate growth by encouraging development on vacant and underutilized land in areas that already have infrastructure;
2. Encourage efficient land use, infrastructure, public facilities, and transit in the context of existing communities;
3. Update development standards to help facilitate infill and more sustainable development patterns;
4. Encourage integration of housing with employment and retail uses
5. Create policies to eliminate conflicting regulations between jurisdictions, and enable faster review of development proposals.

Encouraging Mixed Use Nodes

By encouraging mixed use development with sustainable densities in urban areas, a community uses existing infrastructure more efficiently and protects regional open spaces. Adopting such standards also encourages the redevelopment of auto-dependent uses into mixed-use, pedestrian friendly projects at densities that support transit, and contribute to a more vibrant community.

To see such benefits in our region, infill and more sustainable development should be incentivized for underutilized and vacant parcels at key transit nodes along Washtenaw Avenue. Within these nodes, communities should encourage more compact development with emphasis on non-motorized access, as well as a greater mix of housing types and retail services to better serve regional residents and businesses. Design standards should be sensitive to adjoining residential uses. See Tables 2 and 3 for nodes, and Table 4 for links.

Table 2. Uses within nodes

Encouraged	
Retail	Offices*
Mixed use	Research*
Restaurants	Apartments*
Personal services	Condominiums*
Grocery	
Discouraged	
Single-family & two-family uses	
Manufacturing, processing, warehousing, & distribution	
Auto body shop	
Auto services or repair	
Auto sales and rental	
Car wash	
Storage facility & personal indoor storage	

*less active uses are more appropriate for the second floor and above

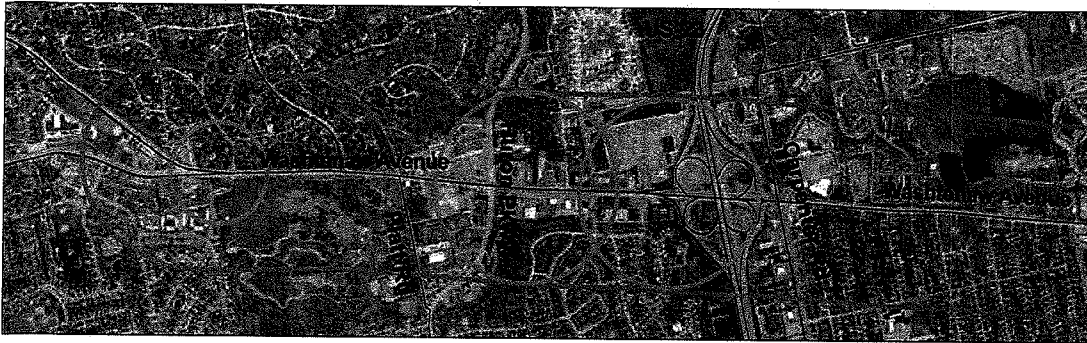
**automobile uses are essential to this corridor and are encouraged between nodes

Corridor Overlay Concept:

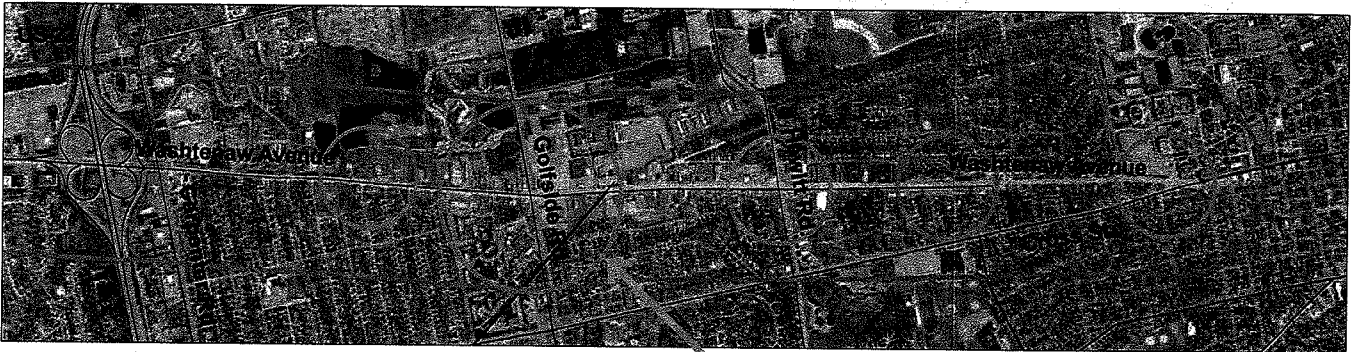
An additional zoning requirement that does not change the underlying zoning, may be more or less restrictive than the primary zoning, and may include additional incentives for development.

Can be used across multiple jurisdictions to encourage a consistent character along the corridor.

Node Locations



← City of Ann Arbor → ← Pittsfield Twp. →



← Pittsfield Twp. → ← Ypsilanti Twp. → ← City of Ypsilanti →

Table 3. Design standards for nodes

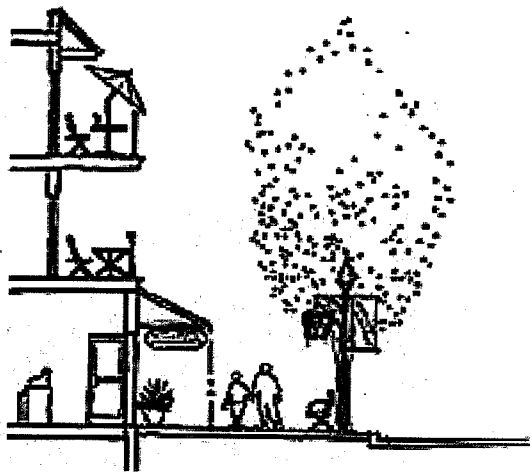
	Minimum	Maximum
Density		
Dwelling Units/acre	15	30+
employees/acre	25	40
Floor-to-area ratio	75%	200%
Building Setbacks	10 ft.	40 ft.
Parking Setback	10 ft.	-



Table 4. Design standards for links

	Minimum	Maximum
Density		
Dwelling Units/acre	7	20+
employees/acre	-	30+
Floor-area ratio	-	200%
Setbacks	10 ft.	100 ft.
Heights	1 story	4 stories

Concept site plan for Washtenaw Avenue and Golfside Road node. Front setbacks are significantly reduced, parking no longer in front of buildings, buildings between 2-3 stories in height.



First floor retail or service, above floors office or residential

Sidewalk at pedestrian scale with pedestrian amenities; landscaping and wayfinding at pedestrian scale

Adapted from: DuPont Municipal Code



First floor retail or service, office or residential above



Form and Site Design

Communities should establish procedures that enable consistent application of design guidelines across political boundaries.

1. Street facades shall be designed to provide a strong relationship with the sidewalks and streets), and to encourage pedestrian activity through design elements such as:
 - Placement and orientation of doorways, windows, and landscape elements to create direct relationships with the street;
 - Entries and windows that face onto the street;
 - Entries that are clearly defined features of front facades; Facades that include projecting eaves and overhangs, porches, and other architectural elements that provide human scale and help break up building mass;
 - Residential units and storefronts that have a presence on the street;
 - Outdoor seating or business uses;
 - Parking that is located at the side, rear or underneath buildings.
2. Common open spaces should connect to the pedestrian pathways and be located to activate the street façade and increase “eyes on the street” when possible.
3. Design for easy pedestrian, bicycle, and transit access.
4. Communities should orient buildings to the sidewalk providing a prominent pedestrian access and encouraging development of public space along the street frontage.
5. Developments should concentrate commercial and office land uses near transit stops with residential units on the upper floors.

Right-of-Way Needs and Acquisition

Completing priority transit improvements is critical to the success of the corridor redevelopment effort. Recommendations for coordinating land development and transit facility improvements include:

1. Identify and maximize opportunities through the development plan review process
2. Develop an acquisition plan based on priority segments and any current Capital Improvement Plans (CIP) adopted by the jurisdictions
3. Identify private and public funding options for acquisition and development
4. Incentivize donation of land or easement to transit authority by land owner

Cooperative Action:

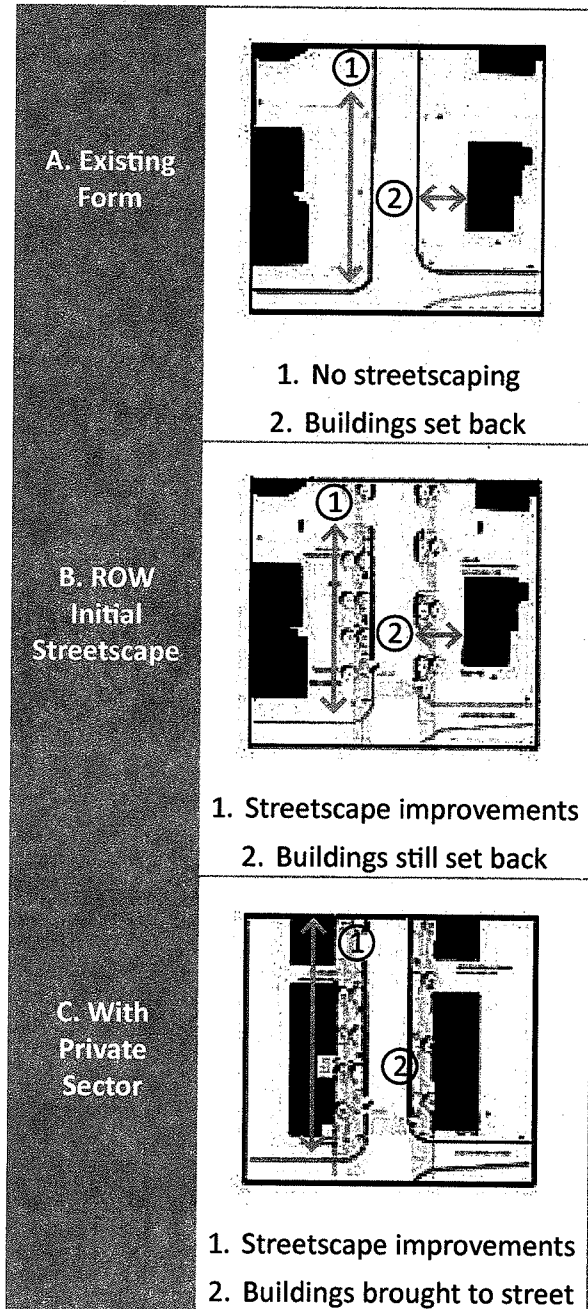
Create consistent design guidelines among political jurisdictions that address:

- building placement and scale
- street and landscape features
- access
- parking
- lighting
- stormwater management
- responsible use of resources

Phasing

The transformation of Washtenaw Avenue is likely to happen over a long period of time. Initially communities can affect change within the public right of way through infrastructure and streetscape improvements. As market forces lead to redevelopment, buildings move to the road, making the corridor more walkable and transit supportive.

Figure 1.



Reassess Parking Standards

Communities along Washtenaw Avenue should revisit existing parking standards to reduce the amount of dedicated parking. Overbuilt parking consumes land, costs money and isolates many people from shopping and services. By reassessing parking standards, communities can increase pedestrian accessibility, reduce paved area and negative environmental impacts, increase land value, and reduce cost to developers.

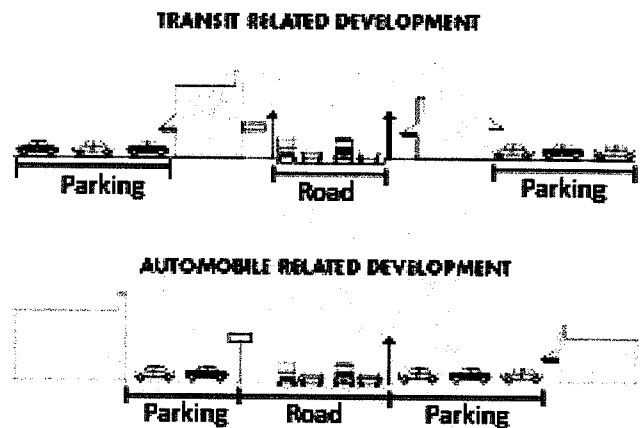
Concepts to integrate into community plans include:

1. Car parking should not be located closer to the right-of-way than the face of a new building. (See Figures 2 and 3)
2. Parking should accommodate convenient and safe pedestrian access to the building.
3. Parking should be located behind buildings, below grade, or where those options are not feasible, screened by landscaping. (See Figure 3)
4. Minimum parking requirements for residential, commercial and office uses should be reduced and parking maximums implemented to reflect typical daily automobile needs and encourage alternative modes of transportation. In many cases, parking in nodes would be more appropriately set at 50-70% of the standard for underlying zoning.
5. Shared parking by day, evening and nighttime uses, or by office, commercial and residential uses, should be encouraged to decrease underutilized, inefficient, single-purposed parking and decrease the need for private vehicles.
6. Further reduction in the number of required parking spaces may be

granted by the Planning Commission after a finding that the development will be adequately served by public transportation and adjacent parking.

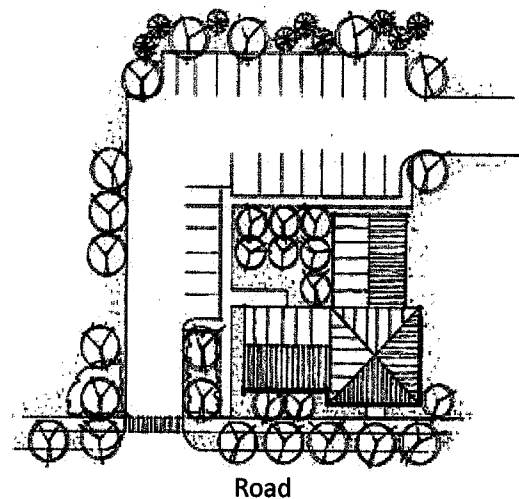
7. Bicycle parking shall be provided on site at a minimum ratio of 1 space per 3,000 sq. ft. of retail space. Providing less requires a waiver from the Planning Commission.

Figure 2.



Adapted from: Public Streets for Public Use, Portland's Arterial Street. Classification, Dottemer, (1987)

Figure 3.



Improve Pedestrian & Non-motorized Access

Non-motorized connections should be prioritized within all new developments in order to encourage alternative modes, increase access and reduce excessive land dedication to automobile parking.

1. Provide clear, direct and dedicated sidewalk access to building entrances from the road, transit stop, and all pedestrian ways.
2. Provide sidewalks along the frontage of all public streets of new development or redevelopment, and along both sides of each road serving as a transit route.
3. Require minimum unobstructed sidewalk width of five feet. A path of up to fifteen feet in width is appropriate and encouraged in mixed use or commercial areas.
4. Separate sidewalks in the right-of-way from motor vehicle traffic by a landscaped 5 ft. buffer between the sidewalk and the curb. This buffer can contain vegetation to make the walk more appealing and provide shade. If there is not enough space for a buffer, the sidewalk should be made wider to allow extra room for pedestrians to move away from the curb. In commercial areas, features such as bus shelters, ornamental light posts, and trash and recycling receptacles can provide functional buffers between sidewalks and moving traffic.
5. Design new developments to provide for pedestrian, transit, automobile, and bicycle circulation, as well as the ability of these modes of transportation to interact and access nearby and adjacent uses in a safe and convenient manner.
6. Provide pedestrian through-block connections in blocks with a length greater than 400 feet to increase pedestrian convenience.
7. Incorporate best practices to meet or exceed American Disabilities Act (ADA) standards.
8. Install countdown timers on pedestrian signals.
9. Offer covered bicycle parking at major transit stops, multifamily residential, and commercial uses.
10. Coordinate access to provide internal circulation between developments.
11. Provide pedestrian access and walkways that are well lit and physically separated from driveways and vehicular traffic. Require a marked crossing when a walkway crosses a driveway or a paved area accessible to vehicles.



Image: Avalon Watch Crosswalk project.
www.bpa.org/.../2009/08/avaloncrossing-300x282.jpg

Implementation Recommendations

The JTC recommends more progressive standards and encourage the private sector development using these standards by providing clear, consistent, and immediately tangible benefits. To achieve the communities' goals for Washtenaw Avenue, the provision of density and mixed use incentives must be included.

1. Amend design standards to require density & mixed use.
2. Provide incentives using any combination of the listed additional public benefits:
 - Inclusion of affordable and/or workforce housing.
 - Provide dedicated sidewalks and bike parking beyond those already required.
 - Improve transit integration through the bus access easements or improved transit amenities.
 - Incorporate green building, energy conservation or renewable energy features in construction such as wind, solar or geothermal.
 - Locate developments within 1/8 mile of and providing direct pedestrian connection to AATA Super Stop (see definition box).
 - Award incentives for development of one (1) or more acres, incentives may be awarded for the inclusion of the below land use categories. A minimum of 10% of the proposed gross floor area of the development shall be devoted to each of the use categories:
 - » Residential uses
 - » Office uses
 - » Commercial uses (including retail, service, restaurants and lodging)

Super Stop: transit stop with bus pull-off, larger shelter, and enhanced passenger amenities

Incentives

The following administrative incentives are appropriate in response to additional public benefit:

- Review or application fee waiver
- Expedited approval

Provide development incentives as appropriate for use along Washtenaw Avenue:

- Reduced minimum requirements for parking
- Increased FAR
- Reduced front setbacks
- Increased allowable height
- Density bonus for agreeing to provide AATA facilities and basic maintenance of transit facilities such as benches, bus shelters, and Park and Ride lots.

Below are some example incentives used in comparable communities:

- "Twenty percent density bonus shall be granted for townhouse projects on site of five acres or more in the District."
- "Ten percent increase above base density of underlying zone"
- "Projects providing more than 50% of the project residential units at low income housing rates may further reduce parking requirements by an additional 20%."

STREET DESIGN RECOMMENDATIONS

Streetscape

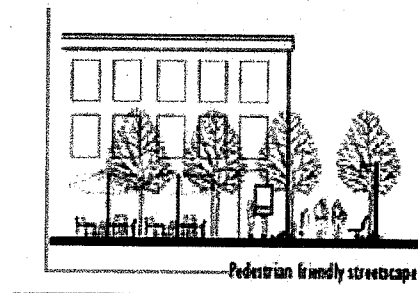
1. Street trees should be planted along ROW.
2. Encourage pedestrian amenities such as landscaping, benches, public art, planters, and trash and recycling receptacles along sidewalks, and in open spaces and plazas.
3. Provide efficient lighting fixtures with ample lighting during nighttime hours at traffic conflict points such as intersections, crosswalks and drive crossings. Use down-lighted fixtures to ensure dark skies. The fixtures should be consistent within each jurisdiction.
4. Provide high quality transit with significant transit supportive infrastructure, including benches, passenger shelters, transit information displays, bus turn-outs, trash containers, pedestrian facilities and park-and-ride lots.
5. Promote "complete streets" with travel lanes for transit, auto, and bicycles along with on-street parking on internal streets, landscaped parkways, and sidewalks.
6. Review and update infrastructure improvements and capital improvement plans to support and encourage development along the Washtenaw Avenue Corridor.
7. Minimize the number and width of driveway entrances to improve the flow and safety of motor vehicle traffic, as well as to improve safety for pedestrians and bicyclists.

Wayfinding

Amend sign ordinances to allow the following recommendations:

1. Install pedestrian scale wayfinding signs within the node/overlay district. A pedestrian-oriented sign is usually read from a distance of fifteen to twenty feet.
2. Advertising signs should not obstruct pedestrian-oriented signs.
3. Install signage at heights appropriate to pedestrians, bicyclists, and motorists. No signs larger than 150 square feet shall be permitted.
4. Require signs to reflect the building's architecture and complement landscaped areas.
5. Remove billboards from developed sites when possible. Prohibit new billboards.

Figure 4.






Create consistent corridor-wide and special area design guidelines that address architectural character, land use, streetscape, access and parking, lighting and signage.



TRANSPORTATION IMPROVEMENT RECOMMENDATIONS

Washtenaw Avenue is a heavily used corridor with high transit ridership as well as vehicular traffic that support businesses, high residential density within ¼ mile of transit route that connects many destinations. A high percentage of people who live along the corridor use alternative modes of transportation, whether due to need or choice. However, lack of appropriate infrastructure, limited Right-of-Way (ROW) and inconsistent signage limits the ability of the corridor to serve neighborhoods and businesses appropriately.



Mode	Existing Conditions
	<p>AUTO</p> <ul style="list-style-type: none"> • Access Management Plan Recommendations adopted but not implemented • Too many curb cuts increase crash rates and increase congestion • Two intersections with higher than average crash rates (2009) • Three intersections are in the top 25 crashes in the county • Congestion lasts 2 hours in a.m. and 3 hours in p.m. • Ann Arbor - Ypsilanti commute time without congestion is 16 minutes • Ann Arbor - Ypsilanti average commute time during peak traffic is 25 minutes • 24 hour traffic volumes range from 26,336 to 55,549
	<p>NON-MOTORIZED</p> <ul style="list-style-type: none"> • Of 5 mile stretch of land, and potential for 10 miles of sidewalk (both sides of road), there are 4.7 miles without sidewalk • Large sections of sidewalk with no buffer/separation from roadway • Road crossing difficulty due to lack of safe pedestrian crossings • Poor to Very Poor in-road bicycling quality • Too many conflict points for non-motorized modes of transportation
	<p>TRANSIT</p> <ul style="list-style-type: none"> • Highest ridership in AATA transit system • Absence of continuous sidewalks increases number of stops • Eastbound – Oakwood to Hogback. 13 stops. Avg. distance = 0.22 miles • Eastbound – Pittsfield to Sheridan. 6 stops. Avg. distance = 0.20 miles • Westbound – Manchester to Pittsfield. 5 stops. Avg. distance = 0.25 miles • Westbound – Carpenter to Summit. 12 stops. Avg. distance = 0.24 miles • Lack of sidewalks make bus accessibility poor, prohibiting AATA from adding benches/shelters at many stops.

Prioritized Recommendations

The following section provides a list of improvements ensuring new corridor investment promotes an efficient and safe multi-modal transportation network, facilitates economic growth and increases transportation choices.

Cooperation across boundaries and between communities and transportation agencies is essential to increase multi-modal options along Washtenaw Avenue. A walkable community stimulates economic development, neighborhood revitalization and healthy practices like walking and biking for everyday activities.

Multi-modal Linkages and Connectivity

Although Washtenaw Avenue is a regionally significant corridor drawing shoppers from surrounding communities and linking major employment centers, each of the communities it crosses has distinct local identity. Communities should prioritize vehicular and pedestrian connections between developments, schools, parks and commercial centers to better serve both regional and local traffic, support businesses, and enhance neighborhood livability.

Using road connections and/or multi-use paths, linking housing, parks and commercial developments to form a functioning neighborhood. New roadway projects should be designed and reviewed to support the TOD policies, examining access and connectivity. Improvements should increase access and safety for pedestrians, bicycles, transit and autos.

Multimodal improvements at the interchange and major intersections are critical to address accessibility and congestion along the

Washtenaw Avenue corridor. Currently buses run on Washtenaw as well as its cross streets.

Congestion could also be addressed and regional commuters better served by the implementation tools such as queue jump lanes, bus pull-offs and Park & Ride lots at major connections to freeways such as US-23 and Hewitt Road. Providing ZipCars at these lots, as well as ample covered bike parking will further encourage alternative modes for trips and lower congestion.

The proposed Ann Arbor-Detroit, or East-West commuter rail line will provide additional opportunities for travel by commuters and visitors. Tying in bus service along this alternative East-West route connecting Ann Arbor and Ypsilanti will be critical.

The Border to Border (B2B) multi-use path which connects the east and north-west Washtenaw County should be integrated into the multi-modal network. Sidewalks or paths should link the B2B trail to park and rides, signage/safe crossings from B2B to AATA Super Stops and other key destinations and routes.

See Transportation Network Map insert.

Best Practices to Improve Traffic Flow

Improving traffic flow on a corridor such as Washtenaw Avenue requires a coordinated approach. Various congestion management strategies can complement one another; however, if they are to be most effective, they should be implemented along the entire study area where feasible and necessary.

1. Travel Demand Management (TDM) Strategies
 - a. Promote ridesharing, alternative work hours, and telecommuting
 - b. Provide park-and-ride facilities at freeway connections
 - c. Provide guaranteed ride home programs
 - d. Coordinate planned development with transportation system improvement and encourage development patterns more easily served by public transportation and walking and bicycling
2. Transportation System Management (TSM) Strategies
 - a. Access Management
 - b. Intersection Improvements
 - c. Use operational improvements (traffic signal coordination, High Occupancy Vehicle (HOV) lanes, etc.) to improve traffic flow
 - d. Provide coordinated incident management (crashes, construction, special events, etc.)
 - e. Use intelligent transportation systems and advanced public transportation system technology
3. Implement transit service enhancement and expansion
4. Complete non-motorized facilities

While many of these strategies have been considered or even planned for Washtenaw Avenue, implementation is required to address the movement of people along the corridor.

In 2008, all four communities collaborated to adopt a Washtenaw Access Management Plan addressing the congestion and high crash rates along Washtenaw Avenue. Most recommendations have yet to be implemented. Impressive transit ridership and service exists in the corridor, but failing or missing non-motorized infrastructure impedes further improvements to transit infrastructure and service, making both inadequate to serve the demands of the region.

To implement much needed change along Washtenaw Avenue, separate plans, projects and policies must be coordinated and prioritized across jurisdictions, and funding and implementation must be jointly pursued.

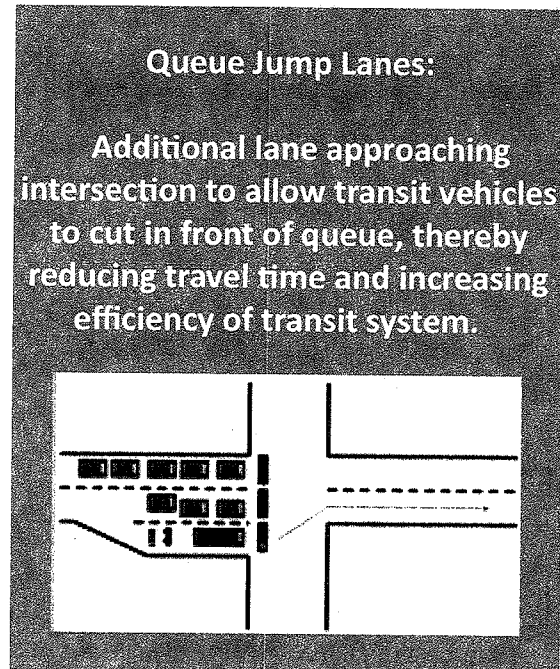


Image: Andrew Bossi
http://commons.wikimedia.org/wiki/File:Queue_Jump_-_Designated_Signal.png

Improving Automobile Flow

It is critical to the success of Washtenaw Avenue to maintain its status as one of the signature corridors in Washtenaw County. The corridor is a trunk line, connecting the cities of Ypsilanti and Ann Arbor to the state highway system and to each other. The corridor is also as a destination for entertainment, goods, and services. Travelers should be able to rely on Washtenaw Avenue for movement with minimal congestion or gridlock and easy access to goods and services.

The vision for Washtenaw Avenue as a road corridor is fewer crashes and greater safety for all users. While congestion is unlikely to dramatically reduce as development continues, making the corridor less visually confusing, easier to navigate and improved access to adjacent destinations will provide smoother traffic flow.

Decision makers must implement changes in practices and policies to ensure this vision and if the corridor is to function at its highest potential.

Transportation plans already adopted in each jurisdiction suggest improvements to Washtenaw Avenue, including the 2009 City of Ann Arbor Transportation Plan Update recommends:

1. Re-time and coordinate the traffic signals along Washtenaw Avenue between the north-bound US-23 off-ramp and Carpenter Road.
2. Intersection improvements at Platt Road and Washtenaw Avenue.
3. Signal warrant analysis recommended as part of safety recommendations for Platt Road and Washtenaw Avenue.
4. Assess interchange redesign at US-23

and Washtenaw Avenue.

5. Assess potential for tax increment funding for corridor enhancements.

Other plans developed by the communities along Washtenaw also offer recommendations to be implemented, such as those in the 2008 Washtenaw Access Management Plan:

- » Limit driveways on Washtenaw Avenue to one per development, with an additional being approved only after a traffic impact study is completed
- » Combine / share access drives
- » Align driveways with those across street to minimize left-turn complications

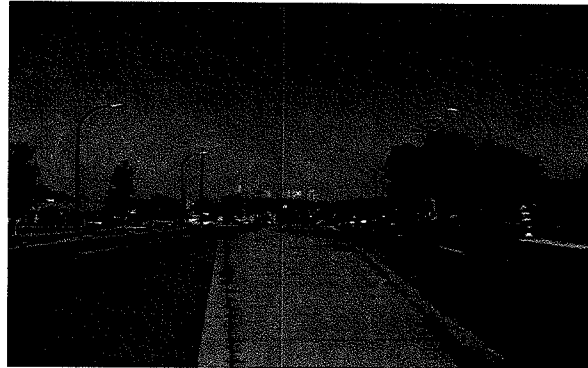
The Joint Technical Committee feels a more comprehensive and cross-jurisdictional approach to improving automobile flow, public transit and non-motorized facilities along this regional corridor has more potential for success.

Near Term Recommendations

- Eliminate and consolidate excess driveways
- Standardize signing to reduce confusion
- Provide bus pull-offs at major bus stops
- Signal interconnection
- Evaluate potential and appropriateness of road diets (4 lanes to 3 lanes) on major side streets.

Long Term Recommendations

- Resurface entire route and add bike lanes where possible
- Provide rear access to commercial where possible
- Incorporate Complete Street road designs for major side streets
- Consider a boulevard design for Washtenaw Avenue between Stadium Boulevard and Carpenter Road.



Pedestrian and Bicycle Facilities

Washtenaw Avenue currently serves as the most heavily used auto and transit corridor in Washtenaw County. While green space, parks, and other destinations exist near relatively dense neighborhoods, the five lane Washtenaw Avenue creates a barrier segregating land uses and neighborhoods because it lacks adequate pedestrian and bicycle facilities.

Guidelines to improve the non-motorized functionality of Washtenaw Avenue include placing pedestrian refuge islands between bus stops, providing midblock crossings, and bringing existing facilities up to ADA standards.

Connecting perpendicular streets also carry significant traffic and connect nearby populations, neighborhoods and services to Washtenaw Avenue. When possible these roads should be narrowed to provide center turn lanes and accommodate bike lanes.

Complete Streets legislation in Michigan was signed into law in August of 2010 calling for policies and practices to make roadways designed to accommodate safe access for pedestrians, bicyclist, motorists and transit riders of all ages and abilities. Local communities should adopt policies to increase physical activity, reduce traffic, and bring greater efficiency in the use of resources.

Non-motorized Recommendation Prioritization

The Washtenaw Avenue Joint Technical Committee hired The Greenway Collaborative (TGC) using Complete Streets funding to undertake a non-motorized inventory and analysis of Washtenaw Avenue and develop recommendations for improving the network and policies for the region. The following pages summarize the recommendations taken from this document.

The proposed improvements fall into two general categories, near-term opportunities and long-term improvements. Near-term opportunities include improvements accomplished by relatively modest changes to the existing road system and the addition of relatively short off-road trail segments. Long-term improvements will be implemented with new development or the reconstruction of existing improvements. In some cases, the difference will be primarily qualitative such as width of sidewalks and bike lanes, or number completed.

Near Term Opportunities

The near-term opportunities have been grouped into first and second priorities to help guide implementation.

In general, near-term opportunities:

- May generally be done within the existing infrastructure and for the most part curbs and drainage structures are not changed.
- May be implemented as soon as funding is available and design work completed.
- Include both relatively inexpensive road modifications such as restriping roadways and moderately expensive improvements such as crossing islands.
- Are in some cases design compromises, where the widths of bike lanes, motor vehicle lanes, buffers, and sidewalks are less than the ideal desired widths in order to fit within the existing curb lines and right-of-ways.
- May in many cases be the same as the long-term solution due to existing development and right-of-way restrictions.
- May be done independently or as a part

of resurfacing, restoration, rehabilitation or minor widening projects. In general, if a road is to be resurfaced within the next few years, any road restriping should be incorporated in the resurfacing project. Where lane reallocation is considered for concrete roads, waiting until the road is resurfaced with asphalt or reconstructed is preferred to obtain the proposed lane configuration.

level evaluation of suitable proposed facilities for the existing conditions. Prior to proceeding with the recommendations, a case-by-case level assessment should be completed to fully evaluate the feasibility and appropriateness of any roadway modification and/or proposed bicycle or pedestrian facility.

Long Term Improvements

The costs to undertake these non-motorized projects independently of a road reconstruction project would be significant. To maximize the impact of finite resources, the long-term improvements are expected to be implemented as a road is completely reconstructed (not just resurfaced).

In general, long-term improvements:

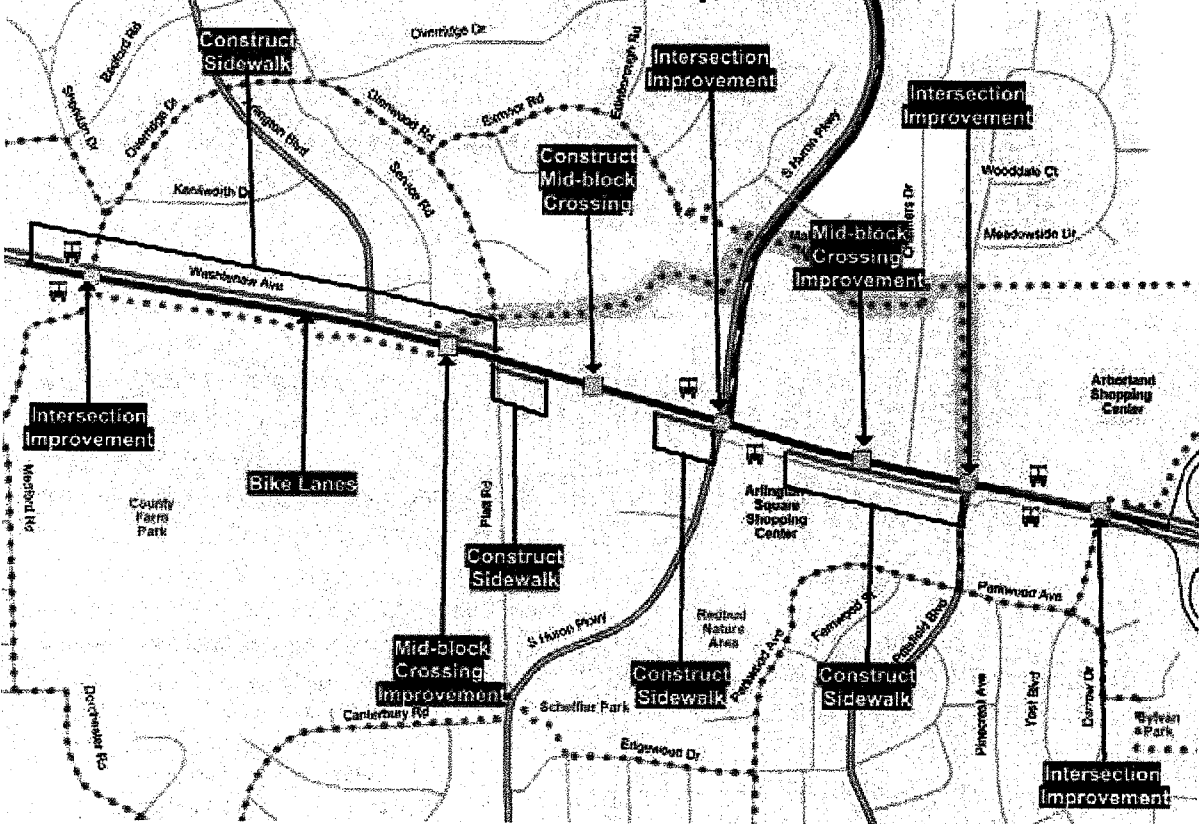
- Are generally implemented when a new road is built or an existing road is completely reconstructed. Reconstruction projects typically include new curb and gutter as well as storm water systems.
- Generally require that a road be widened to accommodate the desired lane widths and may require additional rights-of-way.
- Strive to meet the desired widths for bike lanes, motor vehicle lanes, buffers, and sidewalks to the extent that it is practical given the project's context.

Recommendations

The following recommendations for Washtenaw Avenue have been identified by community, and categorized into groups based on priority,

The recommendations represent a corridor

City of Ann Arbor Non-motorized Improvements



Legend:

- Interstate
- Arterial and Collector Roads
- Local and Private Roads
- Active Railroad
- Existing Bike Lanes/Paved Shoulder
- Existing Pathways and Trails
- Potential Bike Lanes
- Potential Neighborhood Connector Routes
- Potential Sidewalk Improvements
- Crossing Improvements at Signalized Intersections
- Crossing Improvements at Unsignalized Locations
- Potential AATA Super Stops
- City of Ann Arbor
- City of Ypsilanti
- Pittsfield Township
- Ypsilanti Township
- Parks and Recreation
- Water

First Priority, Near-Term Improvements

Sidewalk Improvements

- Fill sidewalk gaps on south side of Washtenaw Avenue between Platt Road and Huron Parkway

Bicycle Accommodations

- Add 5' wide Bike Lanes to Washtenaw Avenue between Manchester Road and Yost Boulevard by narrowing the travel lanes to 10.5' and the center turn lane to 10'. See Appendix for more detailed cross-sections.

Mid-block Crossing Improvements

- Construct Crossing Island at the existing mid-block crossing on Washtenaw Avenue at County Recreation Center.
- Create new mid-block crossing with crossing island between S. Huron Parkway and Pittsfield Boulevard.

First Priority Continued...

Neighborhood Connectors

- Obtain easements and construct pathways necessary to link existing roadways.

Second Priority, Near-Term Improvements

Sidewalk Improvements

- Complete remaining sidewalks along the north and south side of Washtenaw Avenue.
- Add street trees in buffer area between sidewalk and roadway.

Transit Improvements

- Construct Super Stops.
- Provide wayfinding signage to Super Stops.

Mid-block Crossing Improvements

- Construct mid-block crossing with crossing island on Washtenaw Ave. between Platt Road and S. Huron Parkway, coordinate with access to new development on south side of Washtenaw Avenue.

Intersection Improvements

- Add pedestrian crossing at the intersection of Washtenaw Avenue at Pittsfield Boulevard so that transit users need to cross only one leg of intersection rather than three.
- Add pedestrian crossing to the intersection of Washtenaw Avenue at Yost Boulevard.

Neighborhood Connectors

- Add mid-block crossings
- Sign Routes

Long Term Improvements

Sidewalk Improvements

- Add pedestrian scale lighting in buffer between sidewalk and roadway.
- Repair all damaged existing sidewalks.
- Add pedestrian amenities including benches, enhanced plantings and drinking fountains.

Intersection Improvements

- Improve crosswalks at all intersections to be ADA accessible. See Intersection Crossing Deficiency Analysis in the appendix for details.

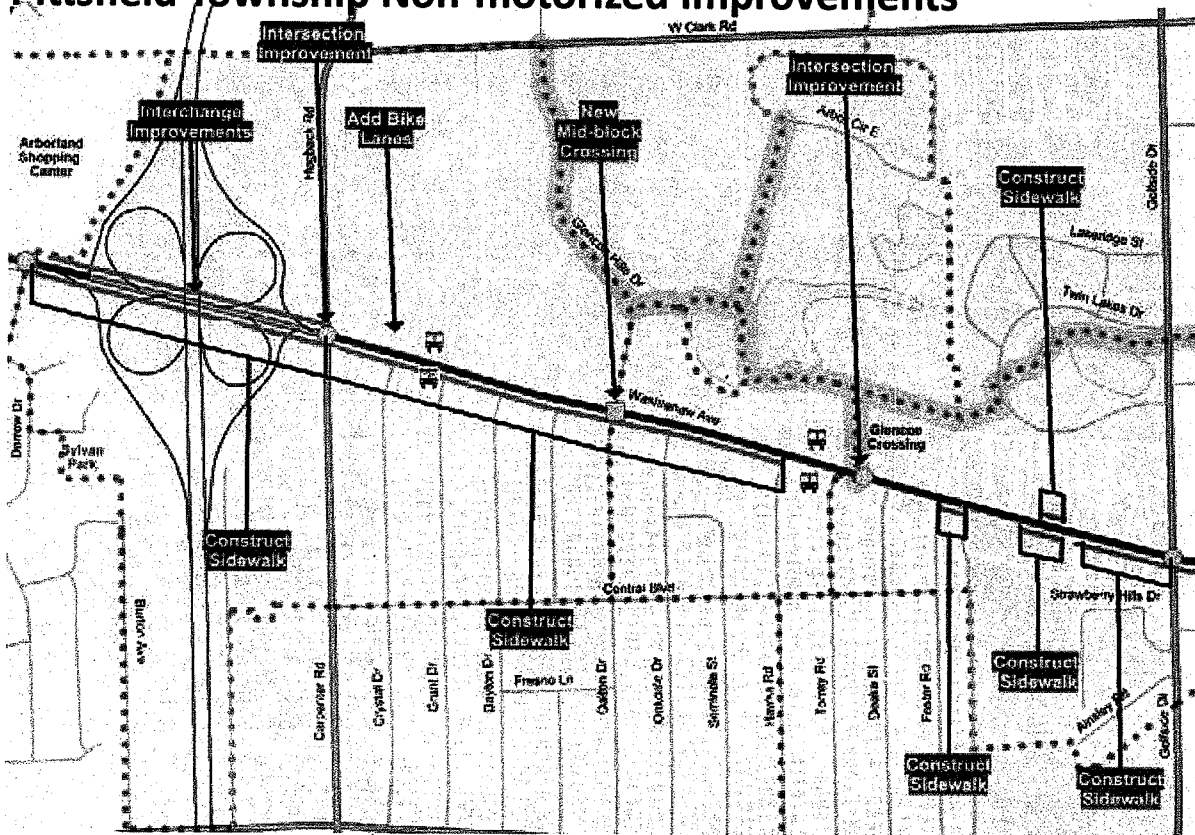
Neighborhood Connectors

- Implement traffic calming measures.

Other

- Add median where left turn is not needed or desirable, see Appendix for more detailed recommendations.
- Incorporate green street technologies such as permeable pavements in the bike lanes and bio-swales in the median and buffer areas.
- Incorporate public art

Pittsfield Township Non-motorized Improvements



Legend:

- Interstate
- Arterial and Collector Roads
- Local and Private Roads
- Active Railroad
- Existing Bike Lanes/Paved Shoulder
- Existing Pathways and Trails
- Potential Bike Lanes
- Potential Neighborhood Connector Routes
- Potential Sidewalk Improvements
- Crossing Improvements at Signalized Intersections
- Crossing Improvements at Unsignalized Locations
- Potential AATA Super Stops
- City of Ann Arbor
- City of Ypsilanti
- Pittsfield Township
- Ypsilanti Township
- Parks and Recreation
- Water

First Priority, Near-Term Improvements

Sidewalk Improvements

- Complete sidewalk along the south side of Washtenaw Avenue between Carpenter Road and Hawks Avenue.
- Construct sidewalk on both sides of Washtenaw Avenue through the US-23 Interchange.
- Construct short segment of sidewalk on the north side of Washtenaw Avenue.

Mid-block Crossing Improvements

- Create new mid-block crossing with crossing island at Washtenaw Avenue and Dalton Drive.

Neighborhood Connectors

- Obtain easements and construct non-motorized pathway necessary to link existing roadways.

Second Priority, Near-Term Improvements

Sidewalk Improvements

- Construct the missing sidewalks segments along the south side of Washtenaw Avenue between Foster Road and Golfside Drive.
- Add street trees in buffer area between sidewalk and roadway.
- Construct pathway along north and south side of Washtenaw Avenue through the US-23 interchange providing appropriate crossings with advance warning at free-flowing ramps.

Transit Improvements

- Construct Super Stops.
- Provide wayfinding signage to Super Stops.

Neighborhood Connectors

- Sign Routes

Long Term Improvements

Sidewalk Improvements

- Add pedestrian scale lighting in buffer between sidewalk and roadway.
- Repair all damaged existing sidewalks.
- Add pedestrian amenities including benches, enhanced plantings and drinking fountains.

Bicycle Accommodations

- Add 6' wide Bike Lanes to Washtenaw Avenue between Carpenter Road and Golfside Drive by narrowing the travel lanes to 10.5' and the center turn lane to 10' when the road is resurfaced.

Transit Improvements

- Incorporate public art projects adjacent to or as part of super stops.

Intersection Improvements

- Improve crosswalks at all intersections to be ADA accessible. See Intersection Crossing Deficiency Analysis in the appendix for details.

Interchange Improvements

- Reconstruct the interchange so the ramps intersect Washtenaw Avenue at a right angle and are not free-flow.

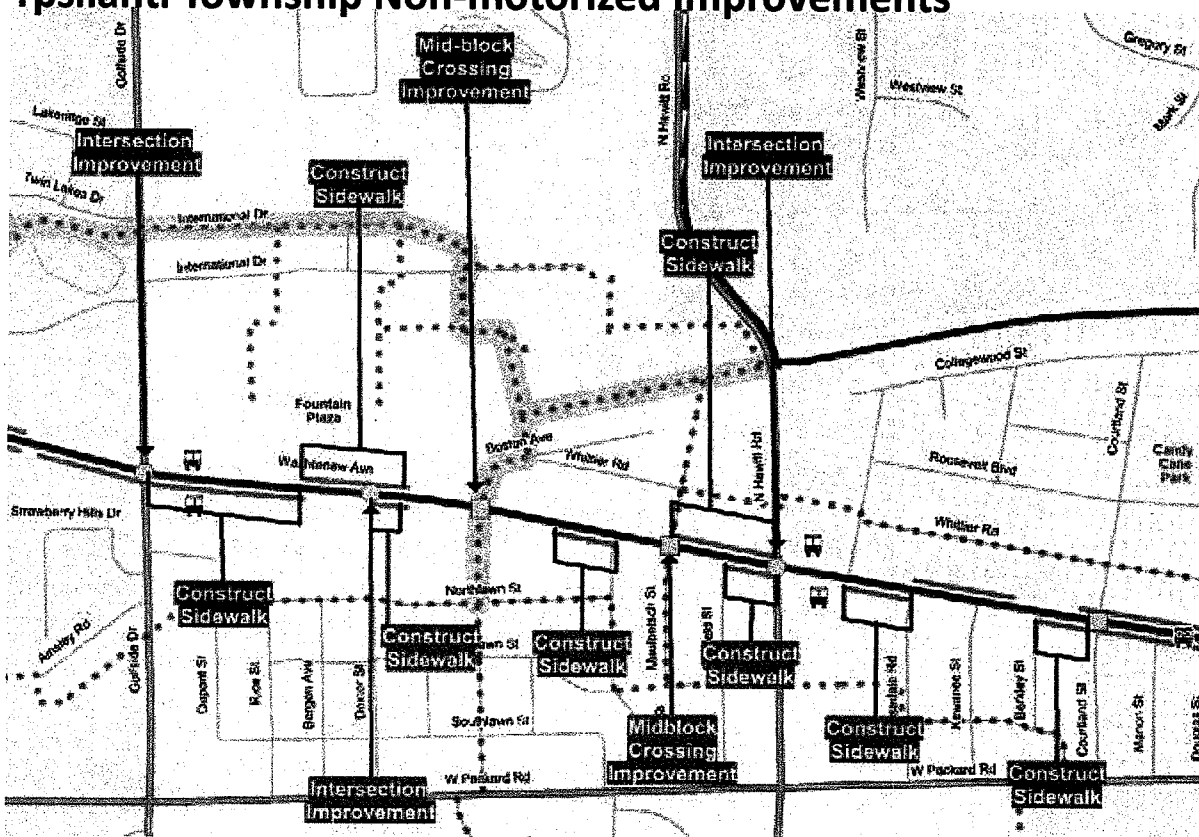
Neighborhood Connectors

- Implement traffic calming measures

Other

- Add median where left turn is not needed or desirable, see Appendix for more detailed recommendations.
- Incorporate green street technologies such as permeable pavements in the bike lanes and bio-swales in the median and buffer areas.
- Incorporate public art.

Ypsilanti Township Non-motorized Improvements



Legend:

- Interstate
- Arterial and Collector Roads
- Local and Private Roads
- Active Railroad
- Existing Bike Lanes/Paved Shoulder
- Existing Pathways and Trails
- Potential Bike Lanes
- Potential Neighborhood Connector Routes
- Potential Sidewalk Improvements
- Crossing Improvements at Signalized Intersections
- Crossing Improvements at Unsignalized Locations
- Potential AATA Super Stops
- City of Ann Arbor
- City of Ypsilanti
- Pittsfield Township
- Ypsilanti Township
- Parks and Recreation
- Water

First Priority, Near-Term Improvements

Sidewalk Improvements

- Complete missing sidewalk gaps along north side of Washtenaw Avenue and between Golfside Drive and Asia City Restaurant.

Mid-block Crossing Improvements

- Create new mid-block crossing at Washtenaw Avenue and Boston Avenue by constructing a crossing island.

Neighborhood Connectors

- Construct pathways between Hewitt Road and Fountain Plaza shopping mall.
- Construct pathways and remove barriers to improve pedestrian and bike access from apartments north of Washtenaw Avenue to businesses and transit on Washtenaw Avenue.
- Construct path from Washtenaw Avenue to Northlawn Street on unused Public ROW.

Second Priority, Near-Term Improvements**Sidewalk Improvements**

- Construct the remaining missing sidewalks segments along south side of Washtenaw Avenue.
- Add street trees in buffer area between sidewalk and roadway.

Transit Improvements

- Construct Super Stops
- Provide wayfinding signage to Super Stops.

Mid-block Crossing Improvements

- Create new mid-block crossing at Washtenaw Avenue and Maulbetsch Street by constructing a crossing island.

Intersection Improvements

- Add pedestrian crossing to the intersection of Washtenaw Avenue at Fountain Plaza.

Neighborhood Connectors

- Sign Route

Long Term Improvements**Sidewalk Improvements**

- Add pedestrian scale lighting in buffer between sidewalk and roadway.
- Repair all damaged existing sidewalks.
- Add pedestrian amenities including benches, enhanced plantings and drinking fountains.

Bicycle Accommodations

- Add Bike Lanes to Washtenaw Avenue between Golfside Drive and Courtland Street by narrowing the travel lanes to 11' and the center turn lane to 10' when road resurfaced. See Appendix for more detailed cross-sections.

Transit Improvements

- Incorporate public art projects adjacent to or as part of Super Stops.

Intersection Improvements

- Improve crosswalks at all intersections to be ADA accessible. See Intersection Crossing Deficiency Analysis in the appendix for details.

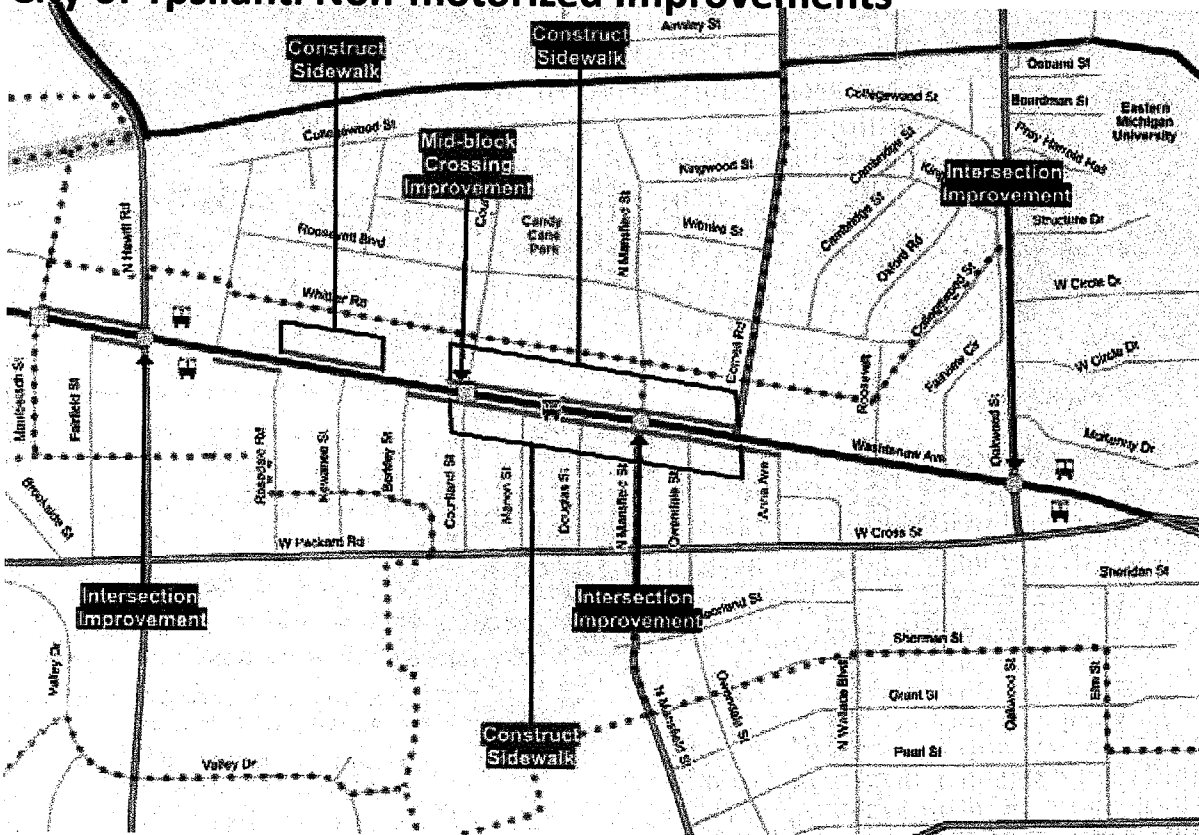
Neighborhood Connectors

- Implement traffic calming measures

Other

- Add median where left turn is not needed or desirable, see Appendix for more detailed recommendations.
- Incorporate green street technologies such as permeable pavements in the bike lanes and bio-swailes in the median and buffer areas.
- Incorporate public art.

City of Ypsilanti Non-motorized Improvements



Legend:

- Interstate
- Arterial and Collector Roads
- Local and Private Roads
- Active Railroad
- Existing Bike Lanes/Paved Shoulder
- Existing Pathways and Trails
- Potential Bike Lanes
- Potential Neighborhood Connector Routes
- Potential Sidewalk Improvements
- Crossing Improvements at Signalized Intersections
- Crossing Improvements at Unsignalized Locations
- Potential AATA Super Stops
- City of Ann Arbor
- City of Ypsilanti
- Pittsfield Township
- Ypsilanti Township
- Parks and Recreation
- Water

First Priority, Near-Term Improvements

Sidewalk Improvements

- Construct missing sidewalk gaps along the north side of Washtenaw Avenue.

Second Priority, Near-Term Improvements**Sidewalk Improvements**

- Construct the remaining missing Sidewalks segments along south side of Washtenaw Avenue.
- Add street trees in buffer area between sidewalk and roadway.

Transit Improvements

- Construct Super Stops.
- Provide wayfinding signage to Super Stops.

Mid-block Crossing Improvements

- Create new mid-block crossing at Washtenaw Avenue and Courtland Street by constructing a crossing island.

Long Term Improvements**Sidewalk Improvements**

- Add pedestrian scale lighting in buffer between sidewalk and roadway.
- Repair all damaged existing sidewalks.
- Add pedestrian amenities including benches, enhanced plantings and drinking fountains.

Bicycle Accommodations

- Add Bike Lanes to Washtenaw Avenue between Courtland Street and W.. Cross Street by narrowing the travel lanes to 11' and the center turn lane to 10'.

Transit Improvements

- Incorporate public art projects adjacent to or as part of Super Stops.

Intersection Improvements

- Improve crosswalks at all intersections to be ADA accessible. See Intersection Crossing Deficiency Analysis in the appendix for details.

Other

- Add median where left turn is not needed or desirable, see Appendix for more detailed recommendations.
- Incorporate green street technologies such as permeable pavements in the bike lanes and bio-swales in the median and buffer areas.
- Incorporate public art.

Transit System Improvements to Route 4

Route 4, the major Ann Arbor – Ypsilanti connector, is not only the most productive in the AATA system, but also the route needing the most improvements. Each time service is expanded, demand increase; ridership is high and consistent despite a lack of sidewalk access to transit stops.

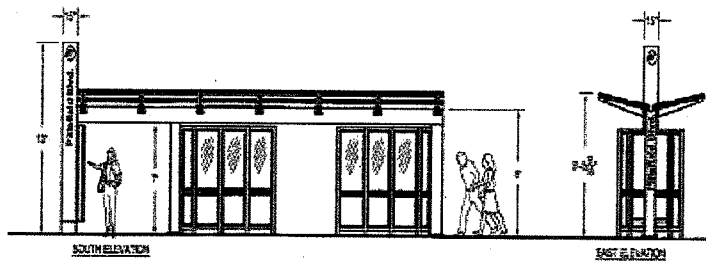
Missing pedestrian connections require transit stops be more frequent than ideal. This increase travel time and makes it difficult to invest in priority stops with additional amenities.

AATA has identified potential Super Stops, located in areas of higher density and major destinations and spaced from ¼ mile to ½ mile apart, the distance transit riders will typically walk to and from their stop.

Currently, pedestrians often cross 5-lane Washtenaw Avenue, walk on unpaved paths and cut through parking lots to access bus stops. Filling sidewalk gaps while investing in Super Stops allows less frequent stops but higher amenities including a bus pull-off and large canopy shelters, benches, wind breaks, lighting and information. See Transportation Network Map for location of potential Super Stops.

See Appendix for listing of bus stops and amenities, including ADA requirements

Figure 5. Super Stop Concept Design



Draft Concept Design from AATA

Promoting Super Stop Implementation

- Communities use plan as layout with specific locations and costs, as well as detail on footprint/dimensions
- Communities provide crosswalks
- Pursue and form agreements with businesses regarding bus pull-outs and stop maintenance such as trash pick up i.e. 'adopt a stop'
- Communities require site plan submittals to be reviewed by AATA
- Communities actively seek opportunities to implement Super Stops during development

Adopt Transit Access Standards

- Consider proximity of safe access/crossing
- Require stop locations to provide visibility of stopped bus and pedestrians/riders to car traffic
- Require a single midblock crossing to serve both directions of travel.
- Consider how bus stops and pull-outs interact with nearby access points

Near Term Recommendations

- Provide earlier and later service
- Provide more frequent service
- Provide faster service (i.e. decrease travel time) by
 - » Consolidating bus stops when possible
 - » Adding bus queue jumps at 1-2 signalized intersections
 - » Provide trips with limited stops
 - » Implement transit signal priority
- Increase passenger amenities at bus stops by
 - » Provide passenger shelters, schedule and arrival information, and benches at 50% of major / Super Stops
 - » Provide benches at other bus stops
 - » Next bus information to be provided via cell-phone and electronic signs
- Dedicated Lot (purpose-built) or Casual Park and Ride lots (agreements on private property for limited-space joint use) near US-23.

Engage regional transportation organizations to study feasibility of constructing fixed guideway transit along Washtenaw Avenue connecting downtown Ypsilanti with downtown Ann Arbor.

Long Term Recommendations

- Add bus queue jumps at all remaining intersections
- Provide passenger shelters, information, and benches at all remaining major/ Super Stops
- Develop high-capacity transit service (e.g. bus rapid transit, streetcar, light rail)
- Incorporate public art into transit stop design and amenities

Table 5.

	Current Service	Recommended Service Improvements
Weekdays *	6:00 a.m. – 11:30 p.m.	6:00 a.m. – 1:00 a.m.
Peak hour headway	15 minutes	8 - 12 minutes
Evening headway	15 - 30 minutes	15 minutes
Late nights headway	-	30 minutes
Saturday	8:00 a.m. – 7:00 p.m.	
Headway	-	15 minutes
Sunday	8:30 a.m. – 6:30 p.m.	
Headway	-	30 minutes

* Note: Every other trip would skip the UM Medical Center stops during peak hours for faster times for the direct to central campus/downtown (cuts 10 minutes)

Right of Way Acquisition Recommendations

Many Washtenaw Avenue users are people whose independent mobility requires pedestrian travel. A wide range of people utilize the ROW along Washtenaw Avenue including the elderly, people with strollers or delivery carts, using a wheelchair or scooter, or traveling with a service animal—for all of whom the roadway and pedestrian environment must function effectively. These people are best served by a network of accessible facilities that can provide efficient and safe travel choices for all trip types.

Many of the recommended improvements detailed in this Strategy require additional ROW, specifically those for transit and non-motorized users. Improvements likely requiring additional ROW include the addition of Super Stops, queue jump lanes, and off-road bicycle facilities. In some cases easements or acquisition will be required for sidewalk completion, intersection improvements and mid-block crossings as well. Communities should utilize options such as land purchase and easements to make improvements along Washtenaw Avenue possible.

ROW maps from the Michigan Department of Transportation (MDOT) and the Washtenaw County Road Commission (WCRC) can be found in the Appendix and used to determine ROW needs specific to projects.

Recommended Actions

- Utilize ROW more efficiently to address all modes through narrower lanes, pedestrian islands refuges and bike lanes.
- Communities must determine and developers must consider ROW needs for future transit levels such as pull-offs or full dedicated transit lane.
- Acquire as little ROW as possible to implement improvements, minimizing impact

on property owners with the maximum benefit.

- Partner for acquisition of ROW and land with redevelopment potential to plan for future transit and non-motorized improvement and access
- Develop strategy to acquire ROW
- Use existing ROW that is a service drive near Arborland - Huron Parkway to Yost Blvd..

RECOMMENDATION

POTENTIAL FUNDING SOURCE

Automobile Flow Improvements

Near Term

Eliminate and consolidate excess driveways	MDOT, CIA, Private
Standardize signing to reduce confusion	CIA, business owners
Provide bus pull offs at major bus stops	FTA (what source), CIA
Make four to three lane with bike lane conversions on intersecting streets	STPU, CIA, CMAQ

Long Term

Resurface entire route and add bike lanes where possible	MDOT
Provide rear access to commercial where possible	STPU, CIA

Non-Motorized Improvements

Near Term

Sidewalk Improvements: Fill gaps, add street trees and buffering elements	CDBG funds, STPE
Bicycle Accommodations: add 5' bike lanes,	MDOT, CIA
Midblock crossing improvements:	MDOT, CIA
Provide wayfinding signage to transit Super Stops	STPE, CIA

Long Term

Repair all damaged existing sidewalks	MDOT, CIA, Private
Add pedestrian amenities including benches, plantings, lighting, etc.	CIA, Private
Provide ADA accessible crosswalks at all intersections	MDOT, CIA
Implement traffic calming measures in neighborhood connectors	
Add median where left turn lane is not needed	MDOT, CIA
Reconstruct US 23 intersection so ramps intersecting Washtenaw Avenue are at a right angle	MDOT, CIA

Transit Improvements

Near Term

Provide earlier and later service	CMAQ, Local, FTA, CTF
Provide more frequent service	Local, FTA, CTF
Provide faster service by consolidating stops, adding queue jumps at intersections	CMAQ, FTA, STPU, CIA, Private
Provide faster service by providing trips with limited stops	Local, FTA, CTF
Provide faster service by implementing transit signal priority	STPU, FTA, CIA
Increase passenger amenities at stops (shelters, schedule and arrival information, benches, and next bus information via cell phone)	FTA, CTF, Private
Dedicated Lot or Casual Park and Ride lots near US-23	CMAQ, FTA, Private

Long Term

Add bus queue jumps at remaining intersections	CMAQ, FTA, STPU, CTF
Provide passenger shelters, information and benches at remaining stops	FTA, CIA, Private
Develop high-capacity transit service	FTA, CIA, Local

KEY	
CDBG	Community Development Block Grants
CIA	Corridor Improvement Authority
CMAQ	Congestion Mitigation/Air Quality
Local	Local millage
MDOT	Michigan Department of Transportation Funds
Private	Private developer funding
STPE	Surface Transportation Program Enhancement Funds
STPU	Surface Transportation Program Urban Funds
CTF	Comprehensive Transportation Fund

COOPERATION RECOMMENDATIONS

The Corridor Redevelopment Strategy is a foundational document on which communities should base future plans and decisions regarding Washtenaw Avenue. The recommendations in this Strategy incorporate a multimodal vision for the corridor that includes a progressively increasing level of transit service and change in development patterns to take advantage of enhanced transit in the corridor. The Strategy has the flexibility to adjust recommendations as more information becomes available and new challenges arise.

While community independence should be respected, community land use and transportation decisions undoubtedly impact the region health and nearby communities. The economy does not stop at jurisdictional boundaries. Additionally, a coordinated effort for addressing the strategy's multi-modal aspects is essential to overcome differing time lines, performance criteria and the competitive process of allocating transportation funds in the region.

This strategy's recommendations require shared community action and coordination with local and state transportation agencies to succeed in redeveloping the corridor into transit nodes and enhancing transit service. Many implementation methods exist, however the greater the level of commitment, the greater the opportunity for leveraging resources, obtaining funding, and attaining economic sustainability.

Coordination Options Considered

1. **Corridor Improvement Authority:**
Allows communities to extend financing benefits such as tax increment financing to aging commercial corridors that extend through more than one municipality. It also

serves as a dedicated entity to guide planning efforts and support communities in land use and development decisions.

2. **Joint Planning Commission:**
 - Joint corridor plan with separate implementation, or
 - Joint authority over planning and implementation
3. **Coordinate on individual issues (such as those below) but implement separately:**
 - Corridor Plan
 - Area Plans
 - Overlay District
 - Design Standards / Guidelines for infill and Redevelopment
 - Consistent ordinances amendments
 - Corridor-wide Incentives & Financing Tools
 - Joint policy for aligning transportation investments with development
 - Cooperative Strategy for acquiring ROW for expanded transit and non-motorized facilities.

The Joint Technical Committee recommends the region transform Washtenaw Avenue through formal interagency planning and implementation. In addition to common master plan language and standards, the City of Ann Arbor, Pittsfield Township, Ypsilanti Township and the City of Ypsilanti should form a Corridor Improvement Authority (CIA).

The JTC will also continue meeting during the process of creating the CIA. Depending on the structure of the CIA, the JTC may be considered as ad hoc staff in order to allow those familiar with implementation details to assist community leaders.

The Corridor Improvement Authority Act (Act 280 of 2005) allows multiple municipalities to collaborate and establish one, unified authority and leverage their investment. The CIA is required to allow mixed use and high density residential development, expedite permitting, and support non-motorized transportation.

Authority Benefits

- Secure funding for improvement projects through development and implementation of a Tax Increment Financing (TIF) Plan without creation of new taxes.
- Levy special assessment
- Issue bonds
- Acquire and improve property
- Improve aesthetics through landscaping, burying utility lines, or improving façades.
- Market corridor businesses
- Improve transportation systems and wayfinding
- Receive grants and charitable donations
- Formal body demonstrates community commitment to clear development and infrastructure goals, attracting private investment
- CIA Board is composed of community representatives, local property owners, residents, and business owners and is responsible to oversee corridor projects.

Potential Corridor Improvement Authority Projects

Examples of project types that can be considered by the authority once it is established:

- Streetscape and road improvements
- Non-motorized pathways
- Public buildings
- Public utilities
- Public parking

Development Plan

The communities must as a first step form a Corridor Improvement Authority create a development plan specifying the extent and conditions of the corridor, and the shared intent for its future. The components required for the plan are provided below. Many have been completed by the Washtenaw Avenue Joint Technical Committee as indicated by bold type.

- **Designation of Boundaries of Development Area. "Development Area" must allow for mixed use and high density residential, and the municipalities must agree to expedite the local permitting and inspection process, and to modify their master plan to provide for walkable non-motorized connections throughout the area.**
- **Inventory of existing streets and public facilities**
- **Inventory of existing land use and land use trends**
- **Inventory of existing zoning**
- **Master Plan**
- **Existing improvements to be demolished, repaired or altered**
- Location, extent, character, estimated cost of improvements, construction stages, and estimated completion time
- Areas left as open space
- Portions of Development Area which Authority desires to sell, donate, exchange, or lease
- **Desired zoning changes**
- **Change in streets, street levels, intersections and utilities**
- Method of financing the development and ability to arrange the financing
- Estimated costs of development, persons or corporations to who or to which the development is to be leased, sold or conveyed, and project beneficiaries
- Procedures for leasing, purchasing or conveying
- **Estimates of the number of persons residing in the development area**
- Relocation of displaced persons

Implementation

Forming a Corridor Improvement Authority will take cooperative effort from each community. Many of the initial actions are the responsibility of the local communities' City Councils and Township Boards. Community input and approval at each of these stages allows for communities to maintain control over land uses and development practices along Washtenaw Avenue, and use the CIA as a tool for implementing common community goals.

Because it is the intent of these communities to continue involvement through and after the formation of the CIA, the planning activities including the Development Plan and the Tax Increment Financing Plan, will be staffed by the combination of local planning staff under direction from their councils/boards.

CIA Public Act 280 of 2005 requires:

1. Review Corridor Redevelopment Strategy; gather additional necessary data to satisfy CIA Act in adopting a Development Plan. Responsible: City Councils and Township Boards, Planning Staff, JTC
2. Pass resolution of intent to form a CIA containing preliminary boundaries of development area and demonstrating proposed development area meets criteria. Prepare and approve bylaws. Responsible: City Councils and Township Boards
3. Send a notice to the Michigan Treasury of intent to form a CIA.
4. Set public hearings as required by statute, based upon its resolution of intent, to create a CIA; Responsible: City Councils and Township Boards
5. Give notice of a public hearing by publication and mail to taxpayers within a proposed district and to the governing body of each taxing jurisdiction levying taxes that would be subject to capture of tax increment revenues if a TIF Plan were developed. Responsible: City Councils and Township Boards
6. Hold Public Hearing after 20 postings within corridor and published twice in paper not less than 20 or more than 40 days.
7. Not less than 60 days following the public hearing, the communities may adopt by resolution the creation of the CIA and designate development area boundaries. This resolution must be published at least once in the local newspaper and filed with the Secretary of State.
8. Draft and approve intergovernmental agreement establishing a multi-jurisdictional CIA, agreeing to jointly operate and administer authorities, and forming bylaws. Responsible: Planning staff; City Councils and Township Boards
9. Appoint Representatives from each locality, as well as residents, business owners and property owners to the official Washtenaw Avenue Corridor Improvement Authority. Responsible; City Councils and Township Boards
10. Draft and approve a shared Corridor Development Plan. Responsible: City Planning staff, Planning staff, City Councils and Township Boards.
11. Optional: Draft a corridor Tax Increment Financing (TIF) Plan. Responsible: Planning staff
12. Optional: Approve TIF Plan. Responsible: City Councils and Township Boards.
13. Maintain Corridor Improvement Authority website to inform the public of ongoing activities and events. Responsible: Planning staff

Time line / Schedule

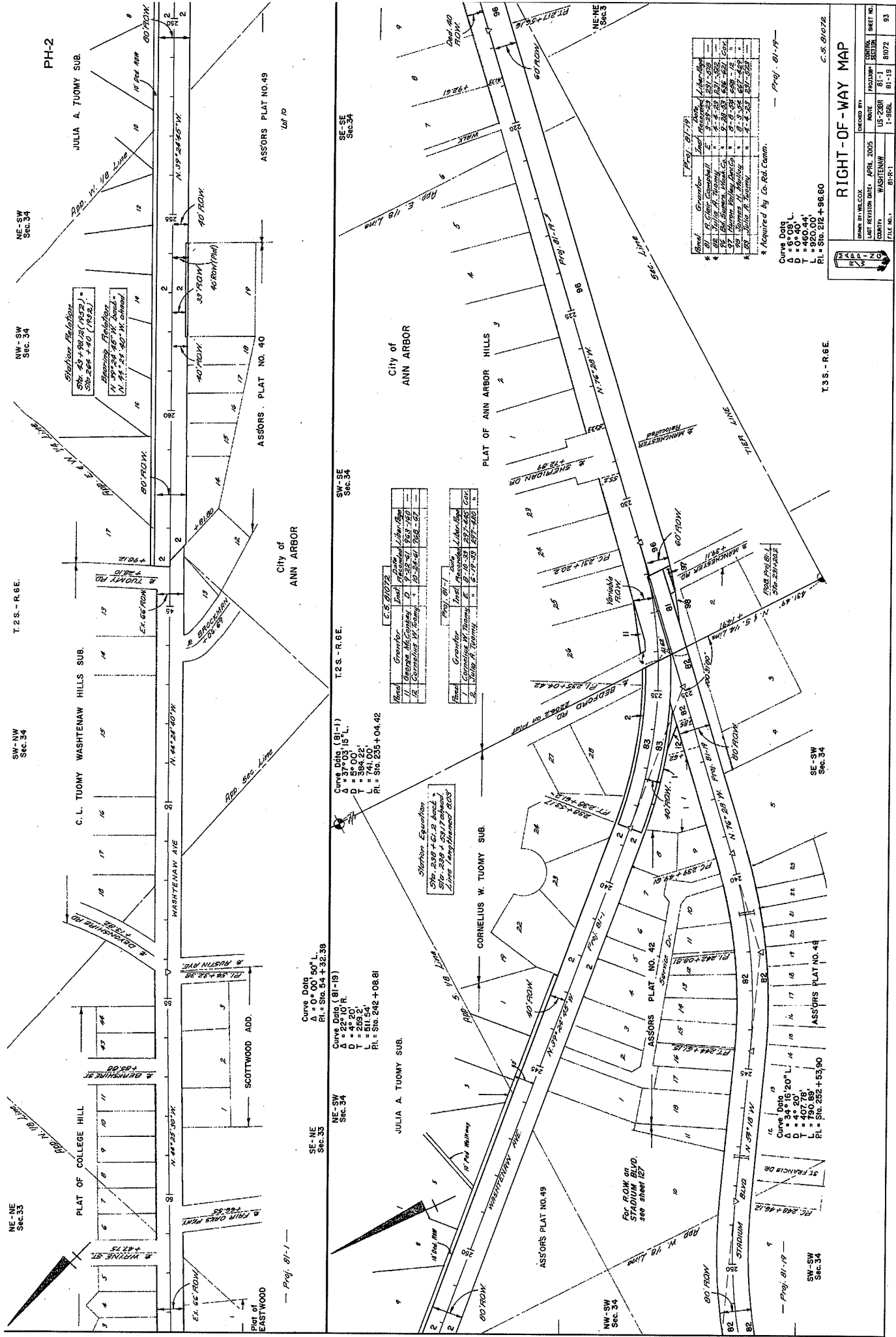
- October 2010:** Present Washtenaw Avenue Corridor Redevelopment Strategy and Corridor Improvement Authority recommendation to City Councils and Township Boards
- Hold working session with community elected officials and public sector leaders to determine CIA boundary
- December 2010:** Pass resolution endorsing Strategy and expressing intent to form CIA and subsequent interjurisdictional agreement
- Early 2011:** Jointly prepare bylaws
- Notify Michigan Treasury of intent
- Set public hearings and notify by publication and mail affected taxpayers and governing bodies.
- Hold public hearing
- Mid 2011:** Not less than 60 days after public hearing, adopt resolution forming CIA, designating development area boundaries and establishing bylaws.
- Publish resolution in local newspaper/media and file with Secretary of State
- Enter into agreement with other municipalities to jointly operate and administer CIA
- Appoint representatives
- Late 2011:** Draft and approve shared Washtenaw Avenue Corridor Development Plan (see page 35 for required components)

Bus Stops on Washtenaw Ave. (Westbound)

Stop	Cross Street	Comments	Routes	Shelter	Bench	Map	Trash
2075	E of Oakwood St.		4, 33	✓	✓		✓
1208	W of Roosevelt St.		4				
1209	W of Mansfield St.		4				
1210	W of Berkeley Ave.		4				
1211	E of Hewitt Rd.	by Auto Zone	4	✓	✓		
1212	W of Hewitt Rd.		4		✓		
1213	W of Brookside Rd.		4				
1214	W of Boston Ave.	by Big Boy	4		✓		
1215	E of Golfside Dr.	by Kmart	4	✓	✓	✓	✓
1216	Btw Foster Rd. & Maple St.		4, 7				
1217	Opposite Deake Ave.		4, 7	✓	✓	✓	✓
1218	W of Glencoe Hills Dr.		4, 7	✓	✓	✓	✓
1219	Opposite Crystal Dr.		4, 7	✓	✓		✓
2715	E of Pittsfield Blvd.	by Firestone	4				
1220	W of Chalmers Dr.		4, 7, 22				
1221	W of Huron Pkwy.	by Whole Foods	4	✓		✓	✓
1222	W of Glenwood Rd.		4				
1223	W of Arlington Blvd.		4				
1224	Medford/Manchester Rd.	pull off	4, 14	✓	✓	✓	✓
1225	W of Sheridan Dr.		4				

Bus Stops on Washtenaw Ave. (Eastbound)

Stop	Cross Street	Comments	Routes	Shelter	Bench	Map	Trash
1189	W of Manchester Rd.		4	✓	✓		
1190	Opposite Arlington Blvd.		4				
1191	E of Platt Rd.		4				
1192	E of Huron Pkwy.	by Denny's	4, 7, 22				
2720	E of Pittsfield Blvd.		4, 7, 22				
1194	E of Carpenter Rd.	by KFC	4, 7				
1195	Btw Carlton St. & Dalton Dr.		4				
1196	W of Deake Ave.		4				✓
1197	Btw Foster Rd. & Maple St.	by Cottage Inn	4				✓
1198	E of Golfside Dr.		4				
1199	W of Boston Ave.		4				
1200	W of Maulbetsh St.	by Tuffy Muffler	4				
1201	E of Hewitt Rd.		4		✓		
1202	E of Berkeley Ave.	by Dairy Queen	4				
1203	E of Mansfield St.		4		✓		
1204	Opposite Roosevelt St.		4				
2609	E of Oakwood St.		4				
1205	E of Summit St.		4				



Area	Grantor	Level	Assessed	Library	Volume	Page

Area	Grantor	Level	Assessed	Library	Volume	Page

Station Equation
 Sta. 238 + 61.2 back
 Sta. 239 + 63.1 ahead
 Line implemented 2005

Curve Data (81-1)
 P = 60° L.
 D = 280.00'
 T = 364.32'
 L = 741.00'
 PI = Sta. 235 + 04.42

Curve Data (81-19)
 P = 60° L.
 D = 280.00'
 T = 364.32'
 L = 741.00'
 PI = Sta. 242 + 08.81

Curve Data (81-19)
 P = 60° L.
 D = 280.00'
 T = 364.32'
 L = 741.00'
 PI = Sta. 252 + 55.90

Curve Data (81-19)
 P = 60° L.
 D = 280.00'
 T = 364.32'
 L = 741.00'
 PI = Sta. 252 + 55.90

Curve Data (81-19)
 P = 60° L.
 D = 280.00'
 T = 364.32'
 L = 741.00'
 PI = Sta. 252 + 55.90

RIGHT-OF-WAY MAP
 C.S. 91072
 T.S.S. - R.6 E.

DATE	REVISION	BY	DATE	REVISION	BY
APRIL 2005	US-238R	WASHTENAW	APRIL 2005	US-238R	WASHTENAW

Acquired by Co. Rd. Comm.
 Proj. 81-19
 City of Ann Arbor

PH-2

Curve Data
 A = 118.5' R
 D = 0° 15'
 T = 260.00'
 L = 520.00'
 P.I. = Sta. 114+00

SW-NE Sec. 1

PITTSFIELD TWP T.33-S.7-E. Sec. 1

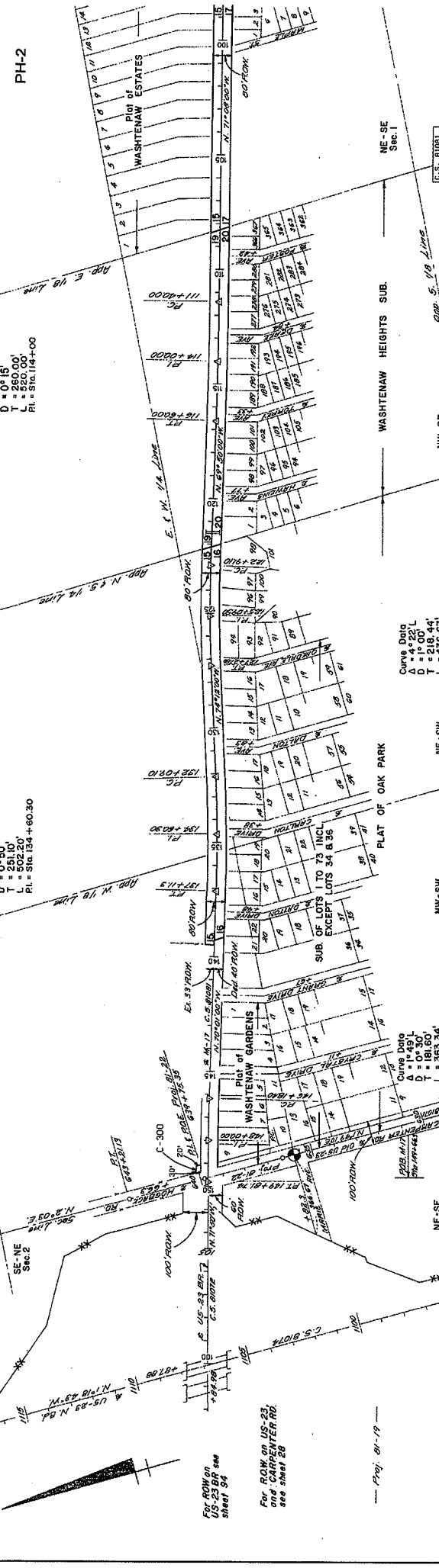
SE-NW Sec. 1

SW-NW Sec. 1

SE-NE Sec. 2

NE-SE Sec. 2

NE-SE Sec. 1



Curve Data
 A = 4° 22' L
 D = 1° 00'
 T = 281.10'
 L = 562.20'
 P.I. = Sta. 134+60.30

Curve Data
 A = 1° 49' L
 D = 1° 50'
 T = 181.80'
 L = 363.60'
 P.I. = Sta. 148+00.00

Curve Data
 A = 10° 03' R
 D = 2° 12' L
 T = 458.90'
 L = 917.80'
 P.I. = Sta. 94+14.70

Curve Data
 A = 1° 34' R
 D = 0° 20'
 T = 234.90'
 L = 469.80'
 P.I. = Sta. 57+00

PARCEL	GRANTOR	DATE	C.S.	LIBER	PAGE
88	F. FEINER	03-11-70	D	1319	275
89	YPSILANTI SAVINGS BANK	01-28-70	D	1326	550
90	YPSILANTI SAVINGS BANK	01-28-70	D	1328	718
91	CLARY CHLASSIS OIL	05-01-70	D	1408	508
92	YPSILANTI SAVINGS BANK	03-21-72	E	1408	508
93	YPSILANTI SAVINGS BANK	03-21-72	E	1408	508
94	C-300 E. CARVER	04-15-76	E	1544	746

Parcel	Grantor	Inst	Lib	Page
1	Ypsilanti	D	1319	275
2	Ypsilanti	D	1326	550
3	Ypsilanti	D	1328	718
4	Ypsilanti	D	1408	508
5	Ypsilanti	D	1408	508
6	Ypsilanti	D	1408	508
7	Ypsilanti	D	1408	508
8	Ypsilanti	D	1408	508
9	Ypsilanti	D	1408	508
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97	Ypsilanti	D	1408	508
98	Ypsilanti	D	1408	508
99	Ypsilanti	D	1408	508
100	Ypsilanti	D	1408	508

Proj. 01-19

C.S. 01091

RIGHT-OF-WAY MAP

APPROVED BY:	DATE:	SCALE:	SECTION:
APPROVED BY:	DATE:	SCALE:	SECTION:
FILE NO.:	PROJECT:	LIBER:	PAGE:
318-1	WASHTENAW	81178	95



CORRIDOR IMPROVEMENT AUTHORITY ACT
Act 280 of 2005

AN ACT to provide for the establishment of a corridor improvement authority; to prescribe the powers and duties of the authority; to correct and prevent deterioration in business districts; to encourage historic preservation; to authorize the acquisition and disposal of interests in real and personal property; to authorize the creation and implementation of development plans and development areas in the districts; to promote the economic growth of the districts; to create a board; to prescribe the powers and duties of the board; to authorize the levy and collection of taxes; to authorize the issuance of bonds and other evidences of indebtedness; to authorize the use of tax increment financing; to prescribe powers and duties of certain state officials; to provide for rule promulgation; and to provide for enforcement of the act.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

The People of the State of Michigan enact:

125.2871 Short title.

Sec. 1. This act shall be known and may be cited as the "corridor improvement authority act".

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2872 Definitions; A to M.

Sec. 2. As used in this act:

(a) "Advance" means a transfer of funds made by a municipality to an authority or to another person on behalf of the authority in anticipation of repayment by the authority. Evidence of the intent to repay an advance may include, but is not limited to, an executed agreement to repay, provisions contained in a tax increment financing plan approved prior to the advance, or a resolution of the authority or the municipality.

(b) "Assessed value" means the taxable value as determined under section 27a of the general property tax act, 1893 PA 206, MCL 211.27a.

(c) "Authority" means a corridor improvement authority created under this act.

(d) "Board" means the governing body of an authority.

(e) "Business district" means an area of a municipality zoned and used principally for business.

(f) "Captured assessed value" means the amount in any 1 year by which the current assessed value of the development area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes as determined in section 3(d), exceeds the initial assessed value. The state tax commission shall prescribe the method for calculating captured assessed value.

(g) "Chief executive officer" means the mayor of a city, the president of a village, or the supervisor of a township.

(h) "Development area" means that area described in section 5 to which a development plan is applicable.

(i) "Development plan" means that information and those requirements for a development area set forth in section 21.

(j) "Development program" means the implementation of the development plan.

(k) "Fiscal year" means the fiscal year of the authority.

(l) "Governing body" or "governing body of a municipality" means the elected body of a municipality having legislative powers.

(m) "Initial assessed value" means the assessed value, as equalized, of all the taxable property within the boundaries of the development area at the time the resolution establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the resolution is adopted. Property exempt from taxation at the time of the determination of the initial assessed value shall be included as zero. For the purpose of determining initial assessed value, property for which a specific local tax is paid in lieu of a property tax shall not be considered to be property that is exempt from taxation. The initial assessed value of property for which a specific local tax was paid in lieu of a property tax shall be determined as provided in section 3(d).

(n) "Land use plan" means a plan prepared under former 1921 PA 207, former 1943 PA 184, or a site plan under the Michigan zoning enabling act, 2006 PA 110, MCL 125.3101 to 125.3702.

(o) "Municipality" means 1 of the following:

(i) A city.

(ii) A village.

(iii) A township.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2873 Definitions.

Sec. 3. As used in this act:

(a) "Operations" means office maintenance, including salaries and expenses of employees, office supplies, consultation fees, design costs, and other expenses incurred in the daily management of the authority and planning of its activities.

(b) "Parcel" means an identifiable unit of land that is treated as separate for valuation or zoning purposes.

(c) "Public facility" means a street, plaza, pedestrian mall, and any improvements to a street, plaza, or pedestrian mall including street furniture and beautification, sidewalk, trail, lighting, traffic flow modification, park, parking facility, recreational facility, right-of-way, structure, waterway, bridge, lake, pond, canal, utility line or pipe, or building, including access routes, that are either designed and dedicated to use by the public generally or used by a public agency, or that are located in a qualified development area and are for the benefit of or for the protection of the health, welfare, or safety of the public generally, whether or not used by 1 or more business entities, provided that any road, street, or bridge shall be continuously open to public access and that other property shall be located in public easements or rights-of-way and designed to accommodate foreseeable development of public facilities in adjoining areas. Public facility includes an improvement to a facility used by the public or a public facility as those terms are defined in section 1 of 1966 PA 1, MCL 125.1351, if the improvement complies with the barrier-free design requirements of the state construction code promulgated under the Stille-DeRossett-Hale single state construction code act, 1972 PA 230, MCL 125.1501 to 125.1531.

(d) "Qualified development area" means a development area that meets all of the following:

(i) Is located within a city with a population of 700,000 or more.

(ii) Contains at least 30 contiguous acres.

(iii) Was owned by this state on December 31, 2003 and was conveyed to a private owner before June 30, 2004.

(iv) Is zoned to allow for mixed use that includes commercial use and that may include residential use.

(v) Otherwise complies with the requirements of section 5(a), (d), (e), and (g).

(vi) Construction within the qualified development area begins on or before the date 2 years after the effective date of the amendatory act that added this subdivision.

(vii) Is located in a distressed area.

(e) "Specific local tax" means a tax levied under 1974 PA 198, MCL 207.551 to 207.572, the commercial redevelopment act, 1978 PA 255, MCL 207.651 to 207.668, the technology park development act, 1984 PA 385, MCL 207.701 to 207.718, or 1953 PA 189, MCL 211.181 to 211.182. The initial assessed value or current assessed value of property subject to a specific local tax shall be the quotient of the specific local tax paid divided by the ad valorem millage rate. The state tax commission shall prescribe the method for calculating the initial assessed value and current assessed value of property for which a specific local tax was paid in lieu of a property tax.

(f) "State fiscal year" means the annual period commencing October 1 of each year.

(g) "Tax increment revenues" means the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the development area. Except as otherwise provided in section 29, tax increment revenues do not include any of the following:

(i) Taxes under the state education tax act, 1993 PA 331, MCL 211.901 to 211.906.

(ii) Taxes levied by local or intermediate school districts.

(iii) Ad valorem property taxes attributable either to a portion of the captured assessed value shared with taxing jurisdictions within the jurisdictional area of the authority or to a portion of value of property that may be excluded from captured assessed value or specific local taxes attributable to the ad valorem property taxes.

(iv) Ad valorem property taxes excluded by the tax increment financing plan of the authority from the determination of the amount of tax increment revenues to be transmitted to the authority or specific local taxes attributable to the ad valorem property taxes.

(v) Ad valorem property taxes exempted from capture under section 18(5) or specific local taxes attributable to the ad valorem property taxes.

(vi) Ad valorem property taxes specifically levied for the payment of principal and interest of obligations approved by the electors or obligations pledging the unlimited taxing power of the local governmental unit or specific taxes attributable to those ad valorem property taxes.

(h) "Distressed area" means a local governmental unit that meets all of the following:

(i) Has a population of 700,000 or more.

(ii) Shows a negative population change from 1970 to the date of the most recent federal decennial census.

(iii) Shows an overall increase in the state equalized value of real and personal property of less than the statewide average increase since 1972.

(iv) Has a poverty rate, as defined by the most recent federal decennial census, greater than the statewide average.

(v) Has had an unemployment rate higher than the statewide average.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2007, Act 44, Imd. Eff. July 17, 2007.

125.2874 Authority; establishment; public body corporate; powers.

Sec. 4. (1) Except as otherwise provided in this subsection, a municipality may establish multiple authorities. A parcel of property shall not be included in more than 1 authority created under this act.

(2) An authority is a public body corporate which may sue and be sued in any court of this state. An authority possesses all the powers necessary to carry out its purpose. The enumeration of a power in this act shall not be construed as a limitation upon the general powers of an authority.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2875 Development area; establishment in municipality; exception; criteria; compliance.

Sec. 5. A development area shall only be established in a municipality and, except for a development area located in a qualified development area, shall comply with all of the following criteria:

(a) Is adjacent to or is within 500 feet of a road classified as an arterial or collector according to the federal highway administration manual "Highway Functional Classification - Concepts, Criteria and Procedures".

(b) Contains at least 10 contiguous parcels or at least 5 contiguous acres.

(c) More than 1/2 of the existing ground floor square footage in the development area is classified as commercial real property under section 34c of the general property tax act, 1893 PA 206, MCL 211.34c.

(d) Residential use, commercial use, or industrial use has been allowed and conducted under the zoning ordinance or conducted in the entire development area, for the immediately preceding 30 years.

(e) Is presently served by municipal water or sewer.

(f) Is zoned to allow for mixed use that includes high-density residential use.

(g) The municipality agrees to all of the following:

(i) To expedite the local permitting and inspection process in the development area.

(ii) To modify its master plan to provide for walkable nonmotorized interconnections, including sidewalks and streetscapes throughout the development area.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2007, Act 44, Imd. Eff. July 17, 2007;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2876 Creation of authority; resolution by governing body; notice of public hearing; adoption of resolution designating boundaries; alteration or amendment; interlocal agreement.

Sec. 6. (1) If the governing body of a municipality determines that it is necessary for the best interests of the public to redevelop its commercial corridors and to promote economic growth, the governing body may, by resolution, declare its intention to create and provide for the operation of an authority.

(2) In the resolution of intent, the governing body shall state that the proposed development area meets the criteria in section 5, set a date for a public hearing on the adoption of a proposed resolution creating the authority, and designate the boundaries of the development area. Notice of the public hearing shall be published twice in a newspaper of general circulation in the municipality, not less than 20 or more than 40 days before the date of the hearing. Not less than 20 days before the hearing, the governing body proposing to create the authority shall also mail notice of the hearing to the property taxpayers of record in the proposed development area, to the governing body of each taxing jurisdiction levying taxes that would be subject to capture if the authority is established and a tax increment financing plan is approved, and to the state tax commission. Failure of a property taxpayer to receive the notice does not invalidate these proceedings. Notice of the hearing shall be posted in at least 20 conspicuous and public places in the proposed development area not less than 20 days before the hearing. The notice shall state the date, time, and place of the hearing and shall describe the boundaries of the proposed development area. A citizen, taxpayer, or property owner of the municipality or an official from a taxing jurisdiction with millage that would be subject to capture has the right to be heard in regard to the establishment of the authority and the boundaries of the proposed development area. The governing body of the municipality shall not incorporate land into the development area not included in the description contained in the notice of public hearing, but it may eliminate described lands from the development area in the final determination of the boundaries.

(3) Not less than 60 days after the public hearing, if the governing body of the municipality intends to

proceed with the establishment of the authority it shall adopt, by majority vote of its members, a resolution establishing the authority and designating the boundaries of the development area within which the authority shall exercise its powers. The adoption of the resolution is subject to any applicable statutory or charter provisions in respect to the approval or disapproval by the chief executive or other officer of the municipality and the adoption of a resolution over his or her veto. This resolution shall be filed with the secretary of state promptly after its adoption and shall be published at least once in a newspaper of general circulation in the municipality.

(4) The governing body of the municipality may alter or amend the boundaries of the development area to include or exclude lands from the development area in the same manner as adopting the resolution creating the authority.

(5) A municipality that has created an authority may enter into an agreement with an adjoining municipality that has created an authority to jointly operate and administer those authorities under an interlocal agreement under the urban cooperation act of 1967, 1967 (Ex Sess) PA 7, MCL 124.501 to 124.512. The interlocal agreement shall include, but is not limited to, a plan to coordinate and expedite local inspections and permit approvals, a plan to address contradictory zoning requirements, and a date certain to implement all provisions of these plans. If a municipality enters into an interlocal agreement under this subsection, the municipality shall provide a copy of that interlocal agreement to the state tax commission within 60 days of entering into the interlocal agreement.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2877 Annexation or consolidation; effect.

Sec. 7. If a development area is part of an area annexed to or consolidated with another municipality, the authority managing that development area shall become an authority of the annexing or consolidated municipality. Obligations of that authority incurred under a development or tax increment plan, agreements related to a development or tax increment plan, and bonds issued under this act shall remain in effect following the annexation or consolidation.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2878 Authority under supervision and control of board; membership; appointment; terms; vacancy; expenses; chairperson; oath; proceedings and rules subject to open meetings act; removal of board member; financial records; writings subject to freedom of information act; members as members of business improvement district.

Sec. 8. (1) Except as provided in subsection (7), an authority shall be under the supervision and control of a board consisting of the chief executive officer of the municipality or his or her assignee and not less than 5 or more than 9 members as determined by the governing body of the municipality. Members shall be appointed by the chief executive officer of the municipality, subject to approval by the governing body of the municipality. Not less than a majority of the members shall be persons having an ownership or business interest in property located in the development area. At least 1 of the members shall be a resident of the development area or of an area within 1/2 mile of any part of the development area. Of the members first appointed, an equal number of the members, as near as is practicable, shall be appointed for 1 year, 2 years, 3 years, and 4 years. A member shall hold office until the member's successor is appointed. After the initial appointment, each member shall serve for a term of 4 years. An appointment to fill a vacancy shall be made by the chief executive officer of the municipality for the unexpired term only. Members of the board shall serve without compensation, but shall be reimbursed for actual and necessary expenses. The chairperson of the board shall be elected by the board.

(2) Before assuming the duties of office, a member shall qualify by taking and subscribing to the constitutional oath of office.

(3) The proceedings and rules of the board are subject to the open meetings act, 1976 PA 267, MCL 15.261 to 15.275. The board shall adopt rules governing its procedure and the holding of regular meetings, subject to the approval of the governing body. Special meetings may be held if called in the manner provided in the rules of the board.

(4) After having been given notice and an opportunity to be heard, a member of the board may be removed for cause by the governing body.

(5) All expense items of the authority shall be publicized monthly and the financial records shall always be open to the public.

(6) A writing prepared, owned, used, in the possession of, or retained by the board in the performance of an official function is subject to the freedom of information act, 1976 PA 442, MCL 15.231 to 15.246.

(7) If the boundaries of the development area are the same as those of a business improvement district

established under 1961 PA 120, MCL 125.981 to 125.990m, the governing body of the municipality may provide that the members of the board of the authority shall be the members of the board of the business improvement district and 1 person shall be a resident of the development area or of an area within 1/2 mile of any part of the development area.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2879 Director, treasurer, secretary, legal counsel, other personnel; compensation; duties.

Sec. 9. (1) The board may employ and fix the compensation of a director, subject to the approval of the governing body of the municipality. The director shall serve at the pleasure of the board. A member of the board is not eligible to hold the position of director. Before beginning his or her duties, the director shall take and subscribe to the constitutional oath, and furnish bond, by posting a bond in the sum determined in the resolution establishing the authority payable to the authority for use and benefit of the authority, approved by the board, and filed with the municipal clerk. The premium on the bond shall be considered an operating expense of the authority, payable from funds available to the authority for expenses of operation. The director shall be the chief executive officer of the authority. Subject to the approval of the board, the director shall supervise and be responsible for the preparation of plans and the performance of the functions of the authority in the manner authorized by this act. The director shall attend the meetings of the board and shall provide to the board and to the governing body of the municipality a regular report covering the activities and financial condition of the authority. If the director is absent or disabled, the board may designate a qualified person as acting director to perform the duties of the office. Before beginning his or her duties, the acting director shall take and subscribe to the oath, and furnish bond, as required of the director. The director shall furnish the board with information or reports governing the operation of the authority as the board requires.

(2) The board may employ and fix the compensation of a treasurer, who shall keep the financial records of the authority and who, together with the director, shall approve all vouchers for the expenditure of funds of the authority. The treasurer shall perform all duties delegated to him or her by the board and shall furnish bond in an amount prescribed by the board.

(3) The board may employ and fix the compensation of a secretary, who shall maintain custody of the official seal and of records, books, documents, or other papers not required to be maintained by the treasurer. The secretary shall attend meetings of the board and keep a record of its proceedings and shall perform other duties delegated by the board.

(4) The board may retain legal counsel to advise the board in the proper performance of its duties. The legal counsel shall represent the authority in actions brought by or against the authority.

(5) The board may employ other personnel considered necessary by the board.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2880 Retirement and insurance programs.

Sec. 10. The employees of an authority shall be eligible to participate in municipal retirement and insurance programs of the municipality as if they were civil service employees except that the employees of an authority are not civil service employees.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2881 Board; powers.

Sec. 11. (1) The board may do any of the following:

- (a) Prepare an analysis of economic changes taking place in the development area.
- (b) Study and analyze the impact of metropolitan growth upon the development area.
- (c) Plan and propose the construction, renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of a public facility, an existing building, or a multiple-family dwelling unit which may be necessary or appropriate to the execution of a plan which, in the opinion of the board, aids in the economic growth of the development area.
- (d) Plan, propose, and implement an improvement to a public facility within the development area to comply with the barrier free design requirements of the state construction code promulgated under the Stille-DeRossett-Hale single state construction code act, 1972 PA 230, MCL 125.1501 to 125.1531.
- (e) Develop long-range plans, in cooperation with the agency that is chiefly responsible for planning in the municipality, designed to halt the deterioration of property values in the development area and to promote the economic growth of the development area, and take steps as may be necessary to persuade property owners to implement the plans to the fullest extent possible.

(f) Implement any plan of development in the development area necessary to achieve the purposes of this

act in accordance with the powers of the authority granted by this act.

(g) Make and enter into contracts necessary or incidental to the exercise of its powers and the performance of its duties.

(h) On terms and conditions and in a manner and for consideration the authority considers proper or for no consideration, acquire by purchase or otherwise, or own, convey, or otherwise dispose of, or lease as lessor or lessee, land and other property, real or personal, or rights or interests in the property, that the authority determines is reasonably necessary to achieve the purposes of this act, and to grant or acquire licenses, easements, and options.

(i) Improve land and construct, reconstruct, rehabilitate, restore and preserve, equip, improve, maintain, repair, and operate any building, including multiple-family dwellings, and any necessary or desirable appurtenances to those buildings, within the development area for the use, in whole or in part, of any public or private person or corporation, or a combination thereof.

(j) Fix, charge, and collect fees, rents, and charges for the use of any facility, building, or property under its control or any part of the facility, building, or property, and pledge the fees, rents, and charges for the payment of revenue bonds issued by the authority.

(k) Lease, in whole or in part, any facility, building, or property under its control.

(l) Accept grants and donations of property, labor, or other things of value from a public or private source.

(m) Acquire and construct public facilities.

(n) Conduct market research and public relations campaigns, develop, coordinate, and conduct retail and institutional promotions, and sponsor special events and related activities.

(o) Contract for broadband service and wireless technology service in a development area.

(2) Notwithstanding any other provision of this act, in a qualified development area the board may, in addition to the powers enumerated in subsection (1), do 1 or more of the following:

(a) Perform any necessary or desirable site improvements to the land, including, but not limited to, installation of temporary or permanent utilities, temporary or permanent roads and driveways, silt fences, perimeter construction fences, curbs and gutters, sidewalks, pavement markings, water systems, gas distribution lines, concrete, including, but not limited to, building pads, storm drainage systems, sanitary sewer systems, parking lot paving and light fixtures, electrical service, communications systems, including broadband and high-speed internet, site signage, and excavation, backfill, grading of site, landscaping and irrigation, within the development area for the use, in whole or in part, of any public or private person or business entity, or a combination of these.

(b) Incur expenses and expend funds to pay or reimburse a public or private person for costs associated with any of the improvements described in subdivision (a).

(c) Make and enter into financing arrangements with a public or private person for the purposes of implementing the board's powers described in this section, including, but not limited to, lease purchase agreements, land contracts, installment sales agreements, sale leaseback agreements, and loan agreements.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2007, Act 44, Imd. Eff. July 17, 2007.

125.2882 Authority as instrument of political subdivision.

Sec. 12. The authority is an instrumentality of a political subdivision for purposes of 1972 PA 227, MCL 213.321 to 213.332.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2883 Acquisition of private property; transfer to authority; use.

Sec. 13. A municipality may acquire private property under 1911 PA 149, MCL 213.21 to 213.25, for the purpose of transfer to the authority, and may transfer the property to the authority for use in an approved development, on terms and conditions it considers appropriate, and the taking, transfer, and use shall be considered necessary for public purposes and for the benefit of the public.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2884 Financing sources; disposition.

Sec. 14. (1) The activities of the authority shall be financed from 1 or more of the following sources:

(a) Donations to the authority for the performance of its functions.

(b) Money borrowed and to be repaid as authorized by sections 16 and 17.

(c) Revenues from any property, building, or facility owned, leased, licensed, or operated by the authority or under its control, subject to the limitations imposed upon the authority by trusts or other agreements.

(d) Proceeds of a tax increment financing plan established under sections 18 to 20.

(e) Proceeds from a special assessment district created as provided by law.

(f) Money obtained from other sources approved by the governing body of the municipality or otherwise authorized by law for use by the authority or the municipality to finance a development program.

(2) Money received by the authority and not covered under subsection (1) shall immediately be deposited to the credit of the authority, subject to disbursement under this act. Except as provided in this act, the municipality shall not obligate itself, and shall not be obligated, to pay any sums from public funds, other than money received by the municipality under this section, for or on account of the activities of the authority.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2885 Special assessment; levy; borrowing money and issuing bonds.

Sec. 15. (1) An authority with the approval of the governing body may levy a special assessment as provided by law.

(2) The municipality may at the request of the authority borrow money and issue its notes under the revised municipal finance act, 2001 PA 34, MCL 141.2101 to 141.2821, in anticipation of collection of the ad valorem tax authorized in this section.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2886 Revenue bonds.

Sec. 16. The authority may, with approval of the local governing body, borrow money and issue its negotiable revenue bonds under the revenue bond act of 1933, 1933 PA 94, MCL 141.101 to 141.140. Revenue bonds issued by the authority are not a debt of the municipality unless the municipality by majority vote of the members of its governing body pledges its full faith and credit to support the authority's revenue bonds. Revenue bonds issued by the authority are never a debt of the state.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2887 Acquisition or construction of property; financing; bonds or notes.

Sec. 17. (1) The authority may with approval of the local governing body borrow money and issue its revenue bonds or notes to finance all or part of the costs of acquiring or constructing or causing to be constructed property in connection with either of the following:

(a) The implementation of a development plan in the development area.

(b) The refund, or refund in advance, of bonds or notes issued under this section.

(2) Any of the following may be financed by the issuance of revenue bonds or notes:

(a) The cost of purchasing, acquiring, constructing, improving, enlarging, extending, or repairing property in connection with the implementation of a development plan in the development area, and, for the implementation of the development plan in a qualified development area, the cost of reimbursing a public or private person for any of those costs.

(b) Any engineering, architectural, legal, accounting, or financial expenses.

(c) The costs necessary or incidental to the borrowing of money.

(d) Interest on the bonds or notes during the period of construction.

(e) A reserve for payment of principal and interest on the bonds or notes.

(f) A reserve for operation and maintenance until sufficient revenues have developed.

(3) The authority may secure the bonds and notes by mortgage, assignment, or pledge of the property and any money, revenues, or income received in connection with the property.

(4) A pledge made by the authority is valid and binding from the time the pledge is made. The money or property pledged by the authority immediately is subject to the lien of the pledge without a physical delivery, filing, or further act. The lien of a pledge is valid and binding against parties having claims of any kind in tort, contract, or otherwise, against the authority, whether or not the parties have notice of the lien. Neither the resolution, the trust agreement, nor any other instrument by which a pledge is created must be filed or recorded to be enforceable.

(5) Bonds or notes issued under this section are exempt from all taxation in this state except inheritance and transfer taxes, and the interest on the bonds or notes is exempt from all taxation in this state, notwithstanding that the interest may be subject to federal income tax.

(6) The municipality is not liable on bonds or notes of the authority issued under this section, and the bonds or notes are not a debt of the municipality. The bonds or notes shall contain on their face a statement to that effect.

(7) The bonds and notes of the authority may be invested in by all public officers, state agencies and political subdivisions, insurance companies, banks, savings and loan associations, investment companies, and fiduciaries and trustees, and may be deposited with and received by all public officers and the agencies and political subdivisions of this state for any purpose for which the deposit of bonds is authorized.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2007, Act 44, Imd. Eff. July 17, 2007.

125.2888 Tax increment financing plan.

Sec. 18. (1) If the authority determines that it is necessary for the achievement of the purposes of this act, the authority shall prepare and submit a tax increment financing plan to the governing body of the municipality. The plan shall include a development plan as provided in section 21, a detailed explanation of the tax increment procedure, the maximum amount of bonded indebtedness to be incurred, and the duration of the program, and shall be in compliance with section 19. The plan shall contain a statement of the estimated impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located. The plan may provide for the use of part or all of the captured assessed value, but the portion intended to be used by the authority shall be clearly stated in the tax increment financing plan. The authority or municipality may exclude from captured assessed value growth in property value resulting solely from inflation. The plan shall set forth the method for excluding growth in property value resulting solely from inflation.

(2) Approval of the tax increment financing plan shall comply with the notice, hearing, and disclosure provisions of section 22. If the development plan is part of the tax increment financing plan, only 1 hearing and approval procedure is required for the 2 plans together.

(3) Before the public hearing on the tax increment financing plan, the governing body shall provide a reasonable opportunity to the taxing jurisdictions levying taxes subject to capture to meet with the governing body. The authority shall fully inform the taxing jurisdictions of the fiscal and economic implications of the proposed development area. The taxing jurisdictions may present their recommendations at the public hearing on the tax increment financing plan. The authority may enter into agreements with the taxing jurisdictions and the governing body of the municipality in which the development area is located to share a portion of the captured assessed value of the development area.

(4) A tax increment financing plan may be modified if the modification is approved by the governing body upon notice and after public hearings and agreements as are required for approval of the original plan.

(5) Except for a development area located in a qualified development area, not more than 60 days after the public hearing on the tax increment financing plan, the governing body in a taxing jurisdiction levying ad valorem property taxes that would otherwise be subject to capture may exempt its taxes from capture by adopting a resolution to that effect and filing a copy with the clerk of the municipality proposing to create the authority. The resolution shall take effect when filed with the clerk and remains effective until a copy of a resolution rescinding that resolution is filed with that clerk.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2007, Act 44, Imd. Eff. July 17, 2007;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2889 Tax increment revenues; transmission; expenditures; use; annual report.

Sec. 19. (1) The municipal and county treasurers shall transmit tax increment revenues to the authority.

(2) The authority shall expend the tax increment revenues received for the development program only under the terms of the tax increment financing plan. Unused funds shall revert proportionately to the respective taxing bodies. Tax increment revenues shall not be used to circumvent existing property tax limitations. The governing body of the municipality may abolish the tax increment financing plan if it finds that the purposes for which it was established are accomplished. However, the tax increment financing plan shall not be abolished until the principal of, and interest on, bonds issued under section 20 have been paid or funds sufficient to make the payment have been segregated.

(3) Annually the authority shall submit to the governing body of the municipality and the state tax commission a report on the status of the tax increment financing account. The report shall include the following:

- (a) The amount and source of revenue in the account.
- (b) The amount in any bond reserve account.
- (c) The amount and purpose of expenditures from the account.
- (d) The amount of principal and interest on any outstanding bonded indebtedness.
- (e) The initial assessed value of the project area.
- (f) The captured assessed value retained by the authority.
- (g) The tax increment revenues received.
- (h) The increase in the state equalized valuation as a result of the implementation of the tax increment financing plan.
- (i) The type and cost of capital improvements made in the development area.
- (j) Any additional information the governing body considers necessary.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2890 Financing development program of tax increment financing plan; authorization, issuance, and sale of general obligation bonds; estimate of anticipated tax increment revenues; resolution; security; lien.

Sec. 20. (1) The municipality may by resolution of its governing body authorize, issue, and sell limited general obligation bonds subject to the limitations set forth in this subsection to finance the development program of the tax increment financing plan and shall pledge its full faith and credit for the payment of the bonds. The municipality may pledge as additional security for the bonds any money received by the authority or the municipality under section 14. The bonds are subject to the revised municipal finance act, 2001 PA 34, MCL 141.2101 to 141.2821. Before the municipality may authorize the borrowing, the authority shall submit an estimate of the anticipated tax increment revenues and other revenue available under section 14 to be available for payment of principal and interest on the bonds, to the governing body of the municipality. This estimate shall be approved by the governing body of the municipality by resolution adopted by majority vote of the members of the governing body in the resolution authorizing the bonds. If the governing body of the municipality adopts the resolution authorizing the bonds, the estimate of the anticipated tax increment revenues and other revenue available under section 14 to be available for payment of principal and interest on the bonds shall be conclusive for purposes of this section. The bonds issued under this subsection shall be considered a single series for the purposes of the revised municipal finance act, 2001 PA 34, MCL 141.2101 to 141.2821.

(2) By resolution of its governing body, the authority may authorize, issue, and sell tax increment bonds subject to the limitations set forth in this subsection to finance the development program of the tax increment financing plan. The tax increment bonds issued by the authority under this subsection shall pledge solely the tax increment revenues of a development area in which the project is located or a development area from which tax increment revenues may be used for this project, or both. In addition or in the alternative, the bonds issued by the authority under this subsection may be secured by any other revenues identified in section 14 as sources of financing for activities of the authority that the authority shall specifically pledge in the resolution. However, the full faith and credit of the municipality shall not be pledged to secure bonds issued under this subsection. The bond issue may include a sum sufficient to pay interest on the tax increment bonds until full development of tax increment revenues from the project and also a sum to provide a reasonable reserve for payment of principal and interest on the bonds. The resolution authorizing the bonds shall create a lien on the tax increment revenues and other revenues pledged by the resolution that shall be a statutory lien and shall be a first lien subject only to liens previously created. The resolution may provide the terms upon which additional bonds may be issued of equal standing and parity of lien as to the tax increment revenues and other revenues pledged under the resolution. Bonds issued under this subsection that pledge revenue received under section 15 for repayment of the bonds are subject to the revised municipal finance act, 2001 PA 34, MCL 141.2101 to 141.2821.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2891 Development plan; preparation; contents.

Sec. 21. (1) If a board decides to finance a project in a development area by the use of revenue bonds as authorized in section 16 or tax increment financing as authorized in sections 18, 19, and 20, it shall prepare a development plan.

(2) The development plan shall contain all of the following:

(a) The designation of boundaries of the development area in relation to highways, streets, streams, or otherwise.

(b) The location and extent of existing streets and other public facilities within the development area, designating the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreational, commercial, industrial, educational, and other uses, and including a legal description of the development area.

(c) A description of existing improvements in the development area to be demolished, repaired, or altered, a description of any repairs and alterations, and an estimate of the time required for completion.

(d) The location, extent, character, and estimated cost of the improvements including rehabilitation contemplated for the development area and an estimate of the time required for completion.

(e) A statement of the construction or stages of construction planned, and the estimated time of completion of each stage.

(f) A description of any parts of the development area to be left as open space and the use contemplated for the space.

(g) A description of any portions of the development area that the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms.

(h) A description of desired zoning changes and changes in streets, street levels, intersections, traffic flow modifications, or utilities.

(i) An estimate of the cost of the development, a statement of the proposed method of financing the development, and the ability of the authority to arrange the financing.

(j) Designation of the person or persons, natural or corporate, to whom all or a portion of the development is to be leased, sold, or conveyed in any manner and for whose benefit the project is being undertaken if that information is available to the authority.

(k) The procedures for bidding for the leasing, purchasing, or conveying in any manner of all or a portion of the development upon its completion, if there is no express or implied agreement between the authority and persons, natural or corporate, that all or a portion of the development will be leased, sold, or conveyed in any manner to those persons.

(l) Estimates of the number of persons residing in the development area and the number of families and individuals to be displaced. If occupied residences are designated for acquisition and clearance by the authority, a development plan shall include a survey of the families and individuals to be displaced, including their income and racial composition, a statistical description of the housing supply in the community, including the number of private and public units in existence or under construction, the condition of those units in existence, the number of owner-occupied and renter-occupied units, the annual rate of turnover of the various types of housing and the range of rents and sale prices, an estimate of the total demand for housing in the community, and the estimated capacity of private and public housing available to displaced families and individuals.

(m) A plan for establishing priority for the relocation of persons displaced by the development in any new housing in the development area.

(n) Provision for the costs of relocating persons displaced by the development and financial assistance and reimbursement of expenses, including litigation expenses and expenses incident to the transfer of title, in accordance with the standards and provisions of the uniform relocation assistance and real property acquisition policies act of 1970, Public Law 91-646, 84 Stat. 1894.

(o) A plan for compliance with 1972 PA 227, MCL 213.321 to 213.332.

(p) The requirement that amendments to an approved development plan or tax increment plan must be submitted by the authority to the governing body for approval or rejection.

(q) A schedule to periodically evaluate the effectiveness of the development plan.

(r) Other material that the authority, local public agency, or governing body considers pertinent.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2892 Development plan; public hearing; notice; contents; opportunity to speak; hearing record.

Sec. 22. (1) The governing body, before adoption of a resolution approving a development plan or tax increment financing plan, shall hold a public hearing on the development plan. Notice of the time and place of the hearing shall be given by publication twice in a newspaper of general circulation designated by the municipality, the first of which shall be not less than 20 days before the date set for the hearing. Notice of the hearing shall be posted in at least 20 conspicuous and public places in the development area not less than 20 days before the hearing. Notice shall also be mailed to all property taxpayers of record in the development area and to the governing body of each taxing jurisdiction levying taxes that would be subject to capture if the tax increment financing plan is approved not less than 20 days before the hearing. The notice of hearing within the time frame described in this subsection shall be mailed by certified mail to the governing body of each taxing jurisdiction levying taxes that would be subject to capture if the tax increment financing plan is approved.

(2) Notice of the time and place of hearing on a development plan shall contain all of the following:

(a) A description of the proposed development area in relation to highways, streets, streams, or otherwise.

(b) A statement that maps, plats, and a description of the development plan, including the method of relocating families and individuals who may be displaced from the area, are available for public inspection at a place designated in the notice.

(c) A statement that all aspects of the development plan will be open for discussion at the public hearing.

(d) Other information that the governing body considers appropriate.

(3) At the time set for the hearing, the governing body shall provide an opportunity for interested persons to speak and shall receive and consider communications in writing. The hearing shall provide the fullest opportunity for expression of opinion, for argument on the merits, and for consideration of documentary

evidence pertinent to the development plan. The governing body shall make and preserve a record of the public hearing, including all data presented at the hearing.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2893 Approval, rejection, or approval with modification; considerations.

Sec. 23. The governing body after a public hearing on the development plan or the tax increment financing plan, or both, with notice given under section 22, shall determine whether the development plan or tax increment financing plan constitutes a public purpose. If it determines that the development plan or tax increment financing plan constitutes a public purpose, it shall by resolution approve or reject the plan, or approve it with modification, based on the following considerations:

- (a) The plan meets the requirements under section 20(2).
- (b) The proposed method of financing the development is feasible and the authority has the ability to arrange the financing.
- (c) The development is reasonable and necessary to carry out the purposes of this act.
- (d) The land included within the development area to be acquired is reasonably necessary to carry out the purposes of the plan and of this act in an efficient and economically satisfactory manner.
- (e) The development plan is in reasonable accord with the land use plan of the municipality.
- (f) Public services, such as fire and police protection and utilities, are or will be adequate to service the project area.
- (g) Changes in zoning, streets, street levels, intersections, and utilities are reasonably necessary for the project and for the municipality.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2894 Notice to vacate.

Sec. 24. A person to be relocated under this act shall be given not less than 90 days' written notice to vacate unless modified by court order issued for good cause and after a hearing.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2895 Budget; submission to board; preparation; approval; adoption; cost of handling and auditing funds.

Sec. 25. (1) The director of the authority shall submit a budget to the board for the operation of the authority for each fiscal year before the beginning of the fiscal year. The budget shall be prepared in the manner and contain the information required of municipal departments. After review by the board, the budget shall be submitted to the governing body. The governing body must approve the budget before the board may adopt the budget. Unless authorized by the governing body or this act, funds of the municipality shall not be included in the budget of the authority.

(2) The governing body of the municipality may assess a reasonable pro rata share of the funds for the cost of handling and auditing the funds against the funds of the authority, other than those committed, which shall be paid annually by the board pursuant to an appropriate item in its budget.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2896 Preservation of historical sites.

Sec. 26. (1) A public facility, building, or structure that is determined by the municipality to have significant historical interests shall be preserved in a manner considered necessary by the municipality in accordance with laws relative to the preservation of historical sites.

(2) An authority shall refer all proposed changes to the exterior of sites listed on the state register of historic sites and the national register of historic places to the applicable historic district commission created under the local historic districts act, 1970 PA 169, MCL 399.201 to 399.215, or the department of history, arts, and libraries for review.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

Compiler's note: For transfer of powers and duties of department of history, arts, and libraries or the Michigan historical center relating to the identification, certification, and preservation of historical sites to the Michigan state housing development authority, see E.R.O. No. 2009-26, compiled at MCL 399.752.

125.2897 Dissolution.

Sec. 27. An authority that has completed the purposes for which it was organized shall be dissolved by resolution of the governing body. The property and assets of the authority remaining after the satisfaction of the obligations of the authority belong to the municipality.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005;—Am. 2008, Act 44, Imd. Eff. Mar. 27, 2008.

125.2898 Enforcement of act; rules.

Sec. 28. (1) The state tax commission may institute proceedings to compel enforcement of this act.

(2) The state tax commission may promulgate rules necessary for the administration of this act under the administrative procedures act of 1969, 1969 PA 306, MCL 24.201 to 24.328.

History: 2005, Act 280, Imd. Eff. Dec. 19, 2005.

125.2899 Tax increment revenues; definition; condition.

Sec. 29. (1) Subject to the requirements of subsection (2), within 60 days after a development plan for a qualified development area has been approved under section 18, upon written request from the authority, the Michigan economic growth authority under the Michigan economic growth authority act, 1995 PA 24, MCL 207.801 to 207.810, may include the following within the definition of tax increment revenues under section 3(g):

(a) Taxes under the state education tax act, 1933 PA 331, MCL 211.901 to 211.906.

(b) Taxes levied by local or intermediate school districts under the revised school code, 1976 PA 451, MCL 380.1 to 380.1852.

(2) The Michigan economic growth authority may only allow inclusion of the taxes described in subsection (1) in the definition of tax increment revenues if the Michigan economic growth authority under the Michigan economic growth authority act, 1995 PA 24, MCL 207.801 to 207.810, determines that the inclusion is necessary to reduce unemployment, promote economic growth, and increase capital investment in a qualified development area.

History: Add. 2007, Act 44, Imd. Eff. July 17, 2007.

Greenshields, Rachel

From: Rapundalo, Stephen
Sent: Monday, March 07, 2011 7:20 PM
To: Pollay, Susan
Subject: RE: agenda

Looks good

Sincerely,

Stephen

Stephen Rapundalo
City Council - Ward 2
City of Ann Arbor
3106 Bluett
Ann Arbor, MI 48105
(734) 476-0648
<mailto:srapundalo@a2gov.org>

From: Susan Pollay [<mailto:SPollay@a2dda.org>]
Sent: Monday, March 07, 2011 7:19 PM
To: Rapundalo, Stephen; Teall, Margie
Cc: David Di Rita
Subject: agenda

I can print out an agenda for tomorrow. Any edits to the following?

1. Recap November 2010 meeting
 - a. Roxbury Group report & Committee determination
 - b. LOI to be drafted
2. Letter of Intent (LOI)
3. Next steps

Greenshields, Rachel

From: Susan Pollay [SPollay@a2dda.org]
Sent: Monday, March 07, 2011 7:19 PM
To: Rapundalo, Stephen; Teall, Margie
Cc: David Di Rita
Subject: agenda

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Greenshields, Rachel

From: Teall, Margie
To: Beaudry, Jacqueline
Sent: Monday, March 07, 2011 7:17 PM
Subject: Read: CPA Finds Numerous Errors in Christopher Taylor's Recent Debt Analysis Email

Your message

To: Anglin, Mike; Beaudry, Jacqueline; Bowden (King), Anissa; Briere, Sabra; Dempkowski, Angela A; Derezinski, Tony; Fraser, Roger; Hieftje, John; Higgins, Marcia; Hohnke, Carsten; Kunselman, Stephen; Postema, Stephen; Rapundalo, Stephen; Satterlee, Joanna; Schopieray, Christine; Smith, Sandi; Taylor, Christopher (Council); Teall, Margie; Wondrash, Lisa
Subject: FW: CPA Finds Numerous Errors in Christopher Taylor's Recent Debt Analysis Email
Sent: 3/7/2011 4:01 PM

was read on 3/7/2011 7:17 PM.

Greenshields, Rachel

From: audio@mygovernmentconferences.com
Sent: Monday, March 07, 2011 7:15 PM
To: Smith, Sandi
Subject: Interviewing in the Public Sector: Top Strategies for Making the Right Hire– Last Chance to Register for 3/18 Webinar!

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Last chance! Don't miss out! Just a reminder that there are only a few days left to join us for this practical, 60-minute webinar conference:

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The Top Interviewing Do's and Don'ts

- ** The 4 most important questions to ask any applicant
- ** How to take control of the interview, and never lose it
- ** Learn the questions and comments that are "legally" off-limits

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- ** Over 30 years delivering high-impact employment solutions to such prestigious companies as Ace Hardware, CocaCola ExxonMobil, Continental Airlines, TimeWarner, Hertz Rental Car
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Contact ID#: -1866534003

Greenshields, Rachel

From: Michigan Theater [LGabriel@michtheater.org]
Sent: Monday, March 07, 2011 7:15 PM
To: kathgdsn@aol.com; Hieftje, John
Subject: Membership Information for March

Dear Michigan Theater Members,

Thank you for being a member of the Michigan Theater, your support keeps the historic Michigan Theater a wonderful downtown entertainment center where you can enjoy entertainment 365 days a year.

March is the month that the Ann Arbor Film Festival comes to the Michigan Theater and the 49th Ann Arbor Film Festival runs from March 22nd - March 27th . The festival features 188 films, videos and live performances from more than 25 countries with over 30 premieres of new work. More than 50 international filmmakers and special guests will be in attendance to participate in audience Q&As.

Michigan Theater members are invited to their open night reception at a discounted price and Gold Card Members have access to a free film during the festival. Complete details of both offers are listed below.

ANN ARBOR FILM FESTIVAL OPENING NIGHT - MICHIGAN THEATER MEMBER DISCOUNT Michigan Theater Members receive a discount on advance tickets for the Opening Night Reception & Screening at the 49th Ann Arbor Film Festival. The lively reception takes place Tuesday, March 22nd from 6 - 8pm in the Grand Foyer of the Michigan Theater. Celebrate the opening of the film festival with music from DJ Forest Juziuk, catering from Seva, eat Catering, Morgan and York, Silvio's Organic Pizza, Sava's Café, Schakolad, Cupcake Station, open bar with signature cocktails, beer by Arbor Brewing Company, wine, coffee provided by Roos Roast and teas by Arbor Teas. Stylish attire is encouraged. This ticket includes admission to the Opening Night Screening at 8:15 p.m.

The general ticket price is \$30, but for Michigan Theater members it's only \$20 on advance tickets. To get your discount, visit the festival's website and enter code "AAFF49MT" when ordering Opening Night Reception & Screening tickets. The website is: http://aafilmfest.org/49/index.php/events/opening_night_reception_screening/

ANN ARBOR FILM FESTIVAL - FREE FILM FOR GOLD CARD MEMBERS As an added bonus for GOLD CARD MEMBERS, the Ann Arbor Film Festival is offering a FREE pair of tickets to the feature documentary FOREIGN PARTS on Sunday, March 27th at 3 p.m. in the Main Auditorium. For more information on the film visit: http://aafilmfest.org/49/index.php/events/foreign_parts/

In order to receive this generous offer, Gold Card members need to send an email with your full name and mailing address by March 19th to members@aafilmfest.org and your name will be added with a plus one to the will call guest list.

The Michigan Theater would like to thank the Ann Arbor Film Festival for extending this special offer to our members and for choosing the Michigan Theater as their venue for the festival each year.

We appreciate your support as a member and look forward to seeing you at the theater sometime soon.

Sincerely,

Laura Gabriel
Development Director

734.668.8397 ext. 31

734.668.7136 fax

Visit us at www.michtheater.org

A Sundance Institute affiliate & LHAT Outstanding Historic Theater

Greenshields, Rachel

From: Teall, Margie
Sent: Monday, March 07, 2011 7:13 PM
To: Pollay, Susan; Hohnke, Carsten; Roger Hewitt; Russ Collins ; Smith, Sandi
Cc: McCormick, Sue; Joan Lowenstein; Taylor, Christopher (Council); gary [REDACTED]
Subject: RE: CityDDA Pkg Renewal 2002 03-07-11.doc

Thanks for trying to satisfy all of our schedules, Susan! I actually work from 8:45-11:45 in the morning, and then I bat clean-up from 4-5:15 in the afternoons. What works best for me is something around 5:30, but I don't know how that fits with the rest of the committee.

Thanks again.

-Margie

From: Susan Pollay [<mailto:SPollay@a2dda.org>]
Sent: Monday, March 07, 2011 2:16 PM
To: Hohnke, Carsten; Roger Hewitt; Russ Collins ; Smith, Sandi
Cc: McCormick, Sue; Joan Lowenstein; Taylor, Christopher (Council); Teall, Margie; gary [REDACTED]
Subject: CityDDA Pkg Renewal 2002 03-07-11.doc

Per the Mutually Beneficial discussion this morning, I've attempted to incorporate changes into the 02-16-11 version of the proposed parking agreement (now version 03-07-11).

Also – regarding the Committee's next meeting - the Mutually Beneficial group has been meeting on the 2nd & 4th Mondays. Next Monday, March 14th will be the 2nd Monday of the month. I've heard a request to shift the meetings from the morning to late afternoon – say 4 or 4:30pm to accommodate committee members who aren't able to meet during the work day.

To that end, are you all able to meet next Monday (March 14th) at 4 or 4:30pm? If you would let me know I would then send out a meeting confirmation/post the meeting. The primary agenda topic would be a continuation of discussion of this proposed parking agreement.

Many thanks for your help.

Susan

Greenshields, Rachel

From: Anglin, Mike
Sent: Monday, March 07, 2011 7:12 PM
To: Tim Hull
Subject: RE: Followup on AATA/other issues...

Tim,

I can send you more info tomorrow...since use of e-mail not allowed now

Thank you
Mike Anglin
549 South First Street
Ann Arbor, Mi 48103
Home 741-9786

From: Tim Hull [mailto: [REDACTED]]
Sent: Monday, March 07, 2011 7:07 PM
To: Anglin, Mike
Subject: Fwd: Followup on AATA/other issues...

----- Forwarded message -----
From: **Tim Hull** < [REDACTED] >
Date: Tue, Feb 22, 2011 at 11:06 PM
Subject: Followup on AATA/other issues...
To: MAnglin@a2gov.org

Hi,

I'm just following up on our discussion regarding AATA and me possibly writing something about public transportation in Ann Arbor. Anyway, what exactly were you thinking of? Can you elaborate on this mailing you had mentioned briefly (this is the first I've heard of it)? I'd definitely be interested in writing something about this in the near future. There are quite a few things I could discuss (the general composition of the bus system, issues with the service as it stands, current initiatives, and so on..)

Also, I'm kind of curious about you (and others) are planning for the upcoming campaign. You had mentioned some events starting soon - could you keep me posted on that? I'd definitely like to know about anything relating to Ward 2 - frankly, I feel like we essentially have no representation here (Rapundalo and Derezinski have virtually never responded to any of my inquiries over the past few years), and I can't bear seeing another uncontested election in this ward. Personally, I've thought about a possible run at some point in the future (whether it be this year or a future year), though such considerations are definitely at an early stage and would depend on a number of factors (my job status, the presence of other candidates in the race, and how I realistically assess my chances).

It was great talking to you after the meeting. Any chance you might want to get together to discuss some of this further at some point?

Tim

Greenshields, Rachel

From: Taylor, Christopher (Council)
To: Beaudry, Jacqueline
Sent: Monday, March 07, 2011 7:11 PM
Subject: Read: CPA Finds Numerous Errors in Christopher Taylor's Recent Debt Analysis Email

Your message

To: Anglin, Mike; Beaudry, Jacqueline; Bowden (King), Anissa; Briere, Sabra; Dempkowski, Angela A; Derezinski, Tony; Fraser, Roger; Hieftje, John; Higgins, Marcia; Hohnke, Carsten; Kunselman, Stephen; Postema, Stephen; Rapundalo, Stephen; Satterlee, Joanna; Schopieray, Christine; Smith, Sandi; Taylor, Christopher (Council); Teall, Margie; Wondrash, Lisa
Subject: FW: CPA Finds Numerous Errors in Christopher Taylor's Recent Debt Analysis Email
Sent: 3/7/2011 4:01 PM

was read on 3/7/2011 7:11 PM.