

**MEMORANDUM TO THE MEMBERS OF THE PLANNING COMMISSION FOR THE CITY OF ANN ARBOR**

**Re: Rainbow Child Care (2600 Nixon; Files ## SP 17-005 and SEU 17-001.**

**From**

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Dear Members of the Planning Commission:

I have been asked to present, on behalf of some of the neighbors to Clague school, this Memorandum in opposition to the proposed project.

**Summary**

The proposed project would have ingress and ingress via an existing cut into the Nixon driveway for Clague School and would add 504 trips each weekday to existing traffic patterns. Existing traffic patterns are horrendous and should not be exacerbated. Such an increase in traffic is not only not sensible for traffic but is we believe an increased risk of injury to the children going to and from the school and walking in the neighborhood, especially along Nixon road and Bluett. Clague school is also a school of choice which means that parents from outside Clague's district are driving their kids over to the school, adding to the number of cars.

The nearby area includes Logan school (2 blocks away) and an existing day care, Gretchen's place just West of Logan. Very large subdivisions already exist along Traver, Green, and Nixon, including the Orion Northstar complex and Barclay Park.

Four new projects just up the street from Nixon are already under construction, with no road to travel other than Nixon: Northbrooke, The Annex, the North Oaks with development on both sides of Dhu Varren. I believe these will comprise 400 more condominiums and 300 more apartments. All of these will commute along Nixon road. Their double-tandem trucks and equipment trucks are already rumbling up and down Nixon. This would not be a good time to add 504 more vehicular trips to Nixon road, which is what the proposed project admits (page 2 of the Site Plan Package).

Rainbow is also building a day care center in Dexter. But that new Rainbow is on Dexter's main street, in a commercial area next to a bank and car dealer and is not next to a school (the nearest is two blocks away) and it has its own entrances – one on the main street and one on a side street. THIS one, proposed for Nixon road, is smack dab in a residential area with no commercial activity anywhere near and is immediately adjacent to a school and does not have its own entrances but must share one owned by the school!

### **Eyewitnesses vs. Statistics**

The data backing the proposal are entirely statistics and simulation models. And they do not even cover all the relevant areas. No eyewitnesses are quoted – it appears none were interviewed. But eyes on the ground are better than number crunching. The best eyewitnesses are those who live and work right there: James Moon of Nadia Court, Theresa and Randy Visintainer who live at the corner of Renfrew and Bluett. There is the principal of Clague school, there are the 67 persons who signed the “Petition against the Rainbow Childcare Center Development” who live in the neighborhood. See Exhibit 1. And there is one man whom should have been interviewed by the city but was not – the crossing guard, retired police officer Thurman Hunter.

I myself can testify on some points, since I travel that area often and have done so since when I lived on Traver in the 70's. I still travel the area weekly, sometimes 3 or more times. My observations are that the traffic has increased enormously on Traver, Dhu Varren, and Nixon and that the appetite for development seems insatiable. I have seen the additions of condo associations and apartment complexes – including Barclay Park and the enormous Orion Northstar just N of Clague. And I see the continued development of new housing in the four projects already noted and there are more, further north and northeast.

I have also noted that Nixon road is a gateway to Ann Arbor – to the UM North Campus, and to the offices, stores, and restaurants along Plymouth. This gateway's outreach goes to Pontiac Trail and beyond, all the way to Birmingham and West Bloomfield. I know because I have traveled that way since 1973. That is the reason there is a traffic sign along SW bound Pontiac Trail and Nixon notifying people to turn left and South onto Nixon road. And that route is becoming increasingly developed --- just look at the S. Lyon area: North of S Lyon are the Saddle Creek and Winding Creek developments and S. of S Lyon, in Washtenaw County, are Modena Farms, Turnberry Park, and 37 acres being offered for development at the SW intersection of Pontiac Trail and 7 Mile. And the route these new people will travel when they come to Ann Arbor will be Nixon.

The main witness on the ground, whose testimony is missing, is the crossing guard (retired police officer) at the crosswalk at Traver over Nixon to Clague. I am told he has told my clients that this addition to the traffic would not be safe – the situation is already bad as it is. My clients were told that the man could not be here to testify tonight

because he is a city employee. But he should have been interviewed by the planning or engineering staff before any report on this project could have credibility.

### **Traffic Congestion and Safety**

Let me expand on the safety issue, which is impacted by high vehicular traffic and congestion, and the impatience of drivers -all in high density collection of children who are 10 – 14 years old. They cannot be expected to have the experience, wisdom, and discretion of adults as they walk in the area of Clague school, both on the east side and the west side and coming from the south side as well. In fact, some of them may be more anti-authoritarian and impulsive than they were as elementary school children. So, it would be extremely imprudent to add to their vulnerability by increasing, at the very points where they would be walking, the number of cars going to and from the Clague school area and where adults may be found losing patience with traffic.

What are those points?

- 1) The cross walk at Traver over Nixon where the crossing guard there is already beleaguered – NOTE as if this place were not already crowded, there are two AATA bus stops there as well, one on either side of Nixon AND it is a place of entrance by the school buses as well.
- 2) the crosswalk over Bluett going North at the Bluett-Nixon intersection
- 3) the crosswalk over Nixon from the East Side of Nixon at Meade Court
- 4) the cross walk across Bluett from the East side of Clague to the sidewalk along the Thurston park
- 5) the cross walk across Bluett from Clague to the sidewalk between Shefman Terrace and Prairie
- 6) the unmarked crossing from Clague to the sidewalk at Prairie
- 7) the unmarked crosswalk from Clague to the sidewalk at Renfrew.

I wish to particularly add that Bluett is very much an issue here, since it is one of the routes by which cars are coming and going – and also the place where many parents wait in their cars to pick up and drop off their children attending Clague. Possibly, Rainbow day care parents might park their cars there to walk into the day care center when traffic is too heavy to let them drive conveniently into Nixon and then the Clague drive and then the day care's turnaround. Whether they will park there or just drive along the road, Bluett is already taxed to the max, as the photos below show, with cars parked along the road, car doors and trunks opening, waiting for pick up or to drop off children. Additional cars along that road to get to Nixon to access a day care center would be over the top.

The risk to children pedestrians who are taking any of the 7 crossings mentioned – as well as darting to get in and out of cars parked on Bluett or to cross at points other than marked --- is already significant and can only increase with another 90- 130 cars (and 504 trips a day). Already, Clague has 674 students, many of whom are attending because of the schools of choice program and thus are being driven to and from by parents from outside the formal school's district.

To elaborate further, going to the main entrance from Nixon road has all of the following travelers: 1) school buses, 2) parent cars, 3) children getting off the AATA buses, 4) children crossing from Traver, 5) children coming from South along Nixon. It would be less than prudent to add another double -layer of traffic: cars going into the day care center and, in a loop, to have the same cars going back by the same way they came in! The site plan estimates 504 additional trips per day at this already crowded choke point.

To compound the problem is the phenomenon of adult impatience. Just look at the sequence at photos 2 and 3 and 4, where a driver in a truck, waiting to make a right turn where the Nixon-Traver crossing guard is located. He runs out of patience and turns into the incoming lane of the Clague driveway, momentarily blocking ingress, and then turns left onto Nixon, momentarily blocking the northbound lane. What about a day care parent trying to exit the day care's loop and unable to make a left turn onto the Clague street driveway because of traffic both ways blocking him and others in? The petitioners' own traffic engineers noted this as a probability (a 5- minute wait).

I further note that the plans show no basement for the day care center --- what are their plans in the event of a tornado

### **The Easement to use the Clague driveway**

It is to be noted that the easement granted to the Lutheran Church was  
--for a church to use on Sundays, not weekdays (except for night meetings)  
--in 2006 when the traffic on Nixon was considerably less than it is today  
--and, I would surmise, with the expectation that if the church were to assign its rights, it would be to another church, since the building was already there.  
--I would substantially doubt that the drafters of the easement on either side contemplated the use sought here: the large-scale day care center using the driveway on week days -- at the same time as school buses and school parents are driving in and out and the same time that some children are walking to and from the school. Under the legal principle of Rebus Sic Stantibus ("things being the same") the AAPS could attempt to rescind the grant of the easement if it were to be used by this high intensity project under these changed circumstances. But it would not be necessary for the school district to do this if this Commission does what would be prudent by denying the SEU.

The AA Public Schools Superintendent has not weighed in on this yet, but I imagine that the AAPS is very concerned about the use of the same driveway to Clague school in a way that was never contemplated when it was given to the church for use on Sunday -- it was not contemplated that it would be used by a business on the same days the school uses it. The easement agreement arose out of the sale of the land by the AAPS to the church back in 1973 and it states, with respect to parking lots, that the original agreement was to give the right to use the parking lots of the other "so long as such use does not interfere with each property owner's use thereof."

## **The Traffic Report produced by Petitioner**

We are skeptical of the usefulness of the traffic report prepared by (I believe) a company hired and paid for by the developer using data collected in 2016 which we believe did not account for the new subdivisions to the north (still being completed) or the impact on Bluett road (which intersects with Nixon just S of the driveway to Clague) or the impact of the schools of choice program which added traffic from parents driving to Clague from outside Clague's territory.

The project was sent back to planning by the City Council after 1) an uproar by local residents (no one supports this project) and 2) the discovery that the application for the project contained a significant mis-statement as to there being a second access drive to the east (not so).

If you add the number of children at school in the area – it is c. 1400 if you include Clague, Logan, and Thurston; even more if you include Gretchen's and 130 more if you include this project. No mention in the report was made of this number of children.

Nor was there a mention of a traffic calming study (10 steps) for Bluett which is just being completed or of any study being done by the school district itself.

Despite its 175-page length, the Petitioner's traffic study is fully encapsulated in the narrative of its first 7 pages. These make it abundantly clear that this is a numbers approach to a human problem and that no boots were on the ground whatsoever. Further, its scope was limited to 6 intersections and it did not look further north on Nixon than Green Road nor did it look further east on Bluett than the intersection at Nixon. The first page notes "methodologies" and "software." What we have is simulation models presented as knowledge. There are no witnesses mentioned, despite the abundance of them as described above.

The study itself missed not one but two of the crosswalks involved: from Clague to Bluett east of Prairie and from Clague to the park at Thurston (e.g., see the study's failure to include them in its Figure 5).

The study relied on data that is over 2 years old from a previous study done by Ann Arbor that was not meant to be applied to a specific development site but for the future of a road (the Nixon Corridor Study of 2016). The study was honest enough to note at page 2 that four of the traffic patterns that it did study had – for EXISTING CONDITIONS – failing grades in terms of delays and levels of service at peak morning and afternoon hours (Nixon at Dhu Varren/Green north and south; and Bluett at Nixon going west in the AM and PM).

The study at page 3 also noted that the number of peak hour vehicle trips were based on data from another statistical collection, which included only 1 out of 67 day care

centers that was anywhere near as large as Rainbow. And at page 4 it notes “an *assumed* distribution of site traffic” –more number speculation. The important pattern of traffic going west on Bluett was not included – it was ignored in the site distribution chart.

But part of it was noted in Future Conditions as a failing pattern at the Nixon intersection in the AM and PM peaks – along with NB (PM) and SB (AM) Nixon at Dhu Varren/Green and Nixon and at the most critical intersection, Clague street (the driveway to the school) in the AM. In short, the study’s own statistics show failing grades for the most important intersections, just in terms of traffic.

The study attempts to lessen the importance of these failing grades by claiming that the waiting queues won’t last long and are only a few car lengths. It claims, for example, at page 7, that for 95% of the time, only 4 vehicles will be in line at the Bluett- Nixon intersection. But the eyes on the ground show more: not only are there more than 4 cars lining up in the road to drive West but there are also cars lined up for blocks at the side of the road, parked and waiting for children. See the photos taken by a resident – Theresa Visintainer. Exhibits 5 and 6 and 7. It will only get worse, not better, if the Daycare Center is added.

The study at page 5 notes that the route to and from the daycare center’s lot into the school’s driveway will itself be “blocked” for up to 5 minutes during peak periods. That is, those parents who use the daycare center will themselves be blocked in by traffic from Clague! That would not be a very acceptable outcome for the day care parents.

The study finally comes to the most important consideration of all: near the end of the report summary it devotes a total of ½ page to “Pedestrian Considerations.” The accompanying Figure 5 omits two crosswalks, as previously noted. Further, NOTHING is said about SAFETY issues during peak times (when the daycare drop-offs and pickups overlap with those of the school). It simply describes various devices and recommends no additional signage or devices. It totally fails to address the question of whether SAFETY will be reduced for the children of Clague School if the day care center is built and put into operation.

Would the 504 additional daily vehicle trips up and down Nixon, back and forth on Clague drive, and back and forth along Bluett be detrimental to the well-being of those students? No word whatsoever! See some other photos along Bluett – Exhibits 8 and 9. Notice the car on the S side, next to the crosswalk, with its trunk lid open, waiting for some child to cross the road and put some musical instrument in, while cars are streaming across the same cross walk? And the next photo – the children actually crossing while another car is pulling out and stopping before running into another child’s knee? BTW, this is one of the crossings that the study ignored and did not even note on its Figure 5.

And let’s look at Exhibits 10 and 11 and 12. This revealing set of photos at the Nixon entrance shows some of the traffic congestion at the beginning of the school day: buses

going in and out, construction trucks on Nixon road, and parents driving in and out of the Clague driveway at Nixon. The previously noted Exhibits 2 and 3 and 4 are a time set in the morning, showing students walking to school at Nixon and the Clague drive and the crossing guard for children crossing Nixon at that point and, most tellingly, the impatience generated by the line of traffic trying to turn right to go North on Nixon. That is where the crossing guard is holding forth to protect the children crossing from West to East to the school. See the same cars in the South bound lane of Nixon piled up in each picture waiting for the children to finish crossing? And now see the red truck trying to get out of the Clague drive, waiting in line to turn right in the first picture. Then in the second picture he decides he has had enough and starts going around the cars in front of him, turning to the left, and in the process blocking the ingress lane of the school drive. And finally, in the 3<sup>rd</sup> picture, we see him completing his left turn by crossing the northbound lane of Nixon.

It will only get worse by adding additional trips both in the AM and the PM (since each day care car will have to turn around and go back out the same way). The Site Plan package confirms this with the number of 504 trips per weekday (page 2 of Site Plan Package). These pictures show, I hope, both the folly of adding more and why the crossing guard is concerned about the safety of his charges. We also note the current construction at exactly the entrance to the school, apparently for a DTE line which will be constructed from that point all the way down Nixon to UM on Plymouth.

### **The Special Exception Use should NOT be granted**

The final report of the Planning staff was to be submitted and posted on eTrakit by 3 PM Friday, August 17. But as of this writing (Monday, August 20, 2018), I have not seen any such posting, so my remarks will be based on the previous submittal and the report of planning on 10/3/2017.

What is notable about the staff report is what is missing: the Petitioner's responses to each of the required standards is printed and then staff is entitled to put in its own comments in italics. There are NO comments in italics from staff. Only at the very end does staff simply say that the use is consistent with zoning, has not additional curb cuts to Nixon, and postcards were mailed out. And it adds, somewhat mysteriously, that this would be a "low intensity day car use" that somehow "increases the opportunity for nearby residents to walk or bike to the use." What is that all about? The nearby residents are OPPOSED to this "opportunity" and can see that traffic will be made more intense and, most importantly, the risk of injury to children will increase with the traffic.

I would suggest that some of the Petitioner's responses deserved a little bit more attention than that and such attention would reveal that the standards are not met. For example:

#3 says that "the structure it will replace, a church, is of similar activity and therefore will not introduce a new activity to the area." This is arrant nonsense – the church operated on Sundays, not weekdays, and any child care it did was tiny. By

contrast, this proposed use is a large *commercial* project operating every weekday and from dawn to dark.

#4 states that “The business only operates during peak business hours” which is not accurate, since it will be open for drop off and pick up at times other than the school’s peak business hours.

#6. “The roadway that will serve this site (Clague Street) is not an artery for residential traffic.” This statement is extremely disingenuous! In two ways: Of course, it is not a main artery for residential traffic – that artery is Nixon road which all traffic to the site will have to travel. Even more –Clague Street is the main artery for the school!

#7. The claim here of “two full size approaches onto Clague Street” is false and its falsity is one of the reasons this is now again before the planning commission. There will be only one entrance onto the Clague school driveway.

#8. This claims to make use of the Clague driveway as a “stacking area” that would be “minimizing traffic back up.” The photos attached here do not support this idea; this seems to claim to move traffic back up from Nixon onto Clague’s driveway, where buses go and school parents go in and out. This sentence does not make sense. Further, the paragraph claims “access to Bluett Drive” – which is clearly NOT the case – that is reserved to the school and for emergency use.

#9. Grammar and sense in the first two sentences of this paragraph are lacking. Further the answer ignores the heading’s inquiry: “*what is the intensity and character of traffic...on the site and in the general area.*” The true answer is that traffic in the general area is currently atrocious and this would only make it worse.

In short, the application is not straight-forward; honest answers to the questions posed by the standards would dictate that this proposed use should NOT get a special use exception.

Very Truly Yours,

  
Bob Magill, Jr.



Clague 994-1976 Carter's Daaps, K12, mi. us Iowa

**Petition against the Rainbow Childcare Center Development**

We, the neighbors of 2600 Nixon Road, have serious concerns about the proposed plans to demolish the 2600 Nixon Church and construct a new childcare center. We have the following concerns:

- **Traffic and safety:** The Nixon/Bluett/Clague area is already very congested area with serious vehicular and pedestrian safety issues.
- **Number of students:** The Rainbow Childcare Center is planning to have up to 130 kids. Please consider reducing the number of students.
- **Noise and privacy:** There will be significant noise and privacy concerns.
- **Size and character of the proposed development do not complement our neighborhood.**

Names	Address	Contact info	Signature
Provena Pomona	2831 Renfrew St	734-222-9808	<i>[Signature]</i>
Rock Taylor	2814 Renfrew	223-5656	<i>[Signature]</i>
Sarah Vallem	2837 Renfrew St.	734-709-3414	<i>[Signature]</i> S.A. Vallem
Elizabeth Morehead	2826 Renfrew St.	548-0629 734-821-6909	<i>[Signature]</i>
RAJEEV BATRA	2885 RENFREW	734-663-1874	<i>[Signature]</i>
PRISCILLA SPENCER	2885 RENFREW	734-663-1874	<i>[Signature]</i>
HOWARD SCHAFER	2913 RENFREW	734-662-4643	<i>[Signature]</i>
Russell Miller	2886 Renfrew St	734 945-6470	<i>[Signature]</i>
Heather Miller	2886 Renfrew St.	734-330-7473	<i>[Signature]</i>
Randel Visintainer	2813 Renfrew	313-354-2433	<i>[Signature]</i>
Michael Curtis	2605 Shofman Dr	734 417 4432	<i>[Signature]</i>
Shelley Castor Taylor	2814 Renfrew	734 223 7411	<i>[Signature]</i>
Theresa Visintainer	2813 Renfrew	734-996-9353	<i>[Signature]</i>
Christina Montague	28734 28734	734-662-9908	
Alba			

EXHIBIT 1

Joyce Spence Joyce Spencer  
734 995 1965

JoyINA2@SBCGLOBAL.NET

Nancy Ozturk

2372 Nixon

nanozturk@gmail.com

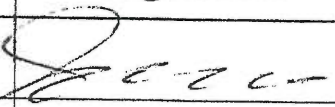

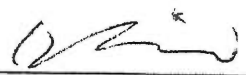

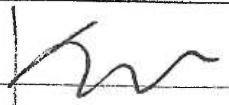
(Zarife Ozturk)

ANASTASIA SPENCER 2348 NIXON Rd. AZ, 48108

## Petition to adjust the plans for 2600 Nixon Rainbow Childcare Center

We, the residents of Nadia Court, have serious concerns about the proposed plans to demolish 2600 Nixon Church and construct a new childcare center. Because we live adjacent to the 2600 Nixon Church, the proposed plans would directly impact us. We have the following concerns:




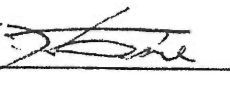
- **Number of students** in the childcare center: The Rainbow Childcare Center is planning to have up to 130 kids. The nearby Gretchen's House has only 50 kids on a daily basis. Please consider reducing the number of students.
- **Traffic:** It will significantly increase the number of vehicles coming in and out of Nixon/Bluette/Clague area every day. That is already a very congested area.
- **Noise and privacy:** There will be significant noise and privacy concerns during construction as well as after the Center becomes operational.
- **Size and height** of the proposed building: The current church is on average 10 ft tall. The roof line that they are proposing is greater than 25 ft (which is quite tall for one story building) and this building would be quite close to the houses on the North side of Nadia Court. It will be unsightly in our neighborhood.
- **Preserving the green area:** please consider covering the parking lot with more grass and moving the proposed playground areas further up north to mitigate noise and privacy issues. Please save the large tree (tree #18) in the playground area.
- **Property Value** - because of all these issues mentioned above, the proposed plans will reduce our property value and reduce attractiveness of our neighborhood.

Names	Address	Contact info	Signature
James Moon	2611 Nadia Ct.	734-730-7491	
Anamika Laddha	2607 Wadiad	734-734-8078	Anamika
SHASHI LADDHA	2607 Nadia Ct	734-996-7374	Shashi Laddha
Mike Zhang	2605 Nadia Ct	716-222-3458	Mike
Rino Srivastava	2606 Nadia Ct.	734-929-2677	Rino
Honglak Lee	2608 Nadia Ct	734-369-8680	
Yang Seon Jim	2609 Nadia Ct	734-332-1004	Yok
Geum Sub Jin	2609 Nadia Ct	734-660-4694	
Inmee Cheong	2610 Nadia Ct	734-589-7190	
Jonghyun Kim	2610 Nadia Ct	734-500-1308	

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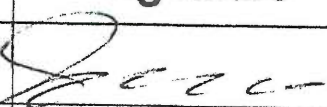




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Names	Address	Contact info	Signature
HONGLAK LEE	2608 NADIA COURT ANN ARBOR, MI 48105	honglak@umich.edu	
YOUNGJOO KIM	2608 NADIA COURT ANN ARBOR, MI 48105	yekim@umich.edu	
SOSOON KIM	2608 NADIA COURT Ann Arbor, MI 48105	yekimdds@gmail.com	
WONTAE KIM	2608 Nadia Court Ann Arbor, MI 48105	wintae.sosoon@gmail.com	

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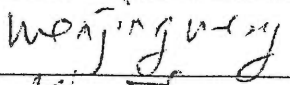
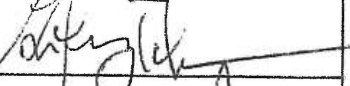
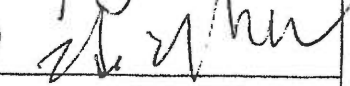
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Jonghyun Kim	2610 Nadia Ct	734-500-1308	

## Petition to adjust the plans for 2600 Nixon Rainbow Childcare Center

We, the residents of Nadia Court, have serious concerns about the proposed plans to demolish 2600 Nixon Church and construct a new childcare center. Because we live adjacent to the 2600 Nixon Church, the proposed plans would directly impact us. We have the following concerns:

- **Number of students** in the childcare center: The Rainbow Childcare Center is planning to have up to 130 kids. The nearby Gretchen's House has only 50 kids on a daily basis. Please consider reducing the number of students.
- **Traffic:** It will significantly increase the number of vehicles coming in and out of Nixon/Bluette/Clague area every day. That is already a very congested area.
- **Noise and privacy:** There will be significant noise and privacy concerns during construction as well as after the Center becomes operational.
- **Size and height** of the proposed building: The current church is on average 10 ft tall. The roof line that they are proposing is greater than 25 ft (which is quite tall for one story building) and this building would be quite close to the houses on the North side of Nadia Court. It will be unsightly in our neighborhood.
- **Preserving the green area:** please consider covering the parking lot with more grass and moving the proposed playground areas further up north to mitigate noise and privacy issues. Please save the large tree (tree #18) in the playground area.
- **Property Value** - because of all these issues mentioned above, the proposed plans will reduce our property value and reduce attractiveness of our neighborhood.

Names	Address	Contact info	Signature
Wenjing Weng	2603 Nadia Ct	wenjingweng@gmail.com	
Eri Tehun	2604 Nadia Ct	gtchun@yahoo.com	
Jihyun Kim	2611 Nadia Ct	musekjh@gmail.com	

# Memo

VIA EMAIL

**To:** Mr. Reed Fenton  
Ms. Amy Labadie  
Rainbow Rascals MI-Ann Arbor Nixon LLC

**From:** Michael J. Labadie, PE  
Brandon M. Hayes, PE, P.Eng.  
Fleis & VandenBrink

**Date:** April 18, 2017

**Re:** Proposed Childcare Facility  
City of Ann Arbor, Michigan  
Traffic Impact Study



*B. Hayes*

Brandon M. Hayes  
2017.04.18 17:09:36  
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## Introduction

This memorandum presents the results of a Traffic Impact Study (TIS) for the proposed Rainbow Rascals childcare facility in the City of Ann Arbor, Michigan. The proposed development plans include a new 10,782 square foot (SF) day care center. The day care center will have a capacity of 130 students. The project site is located on a site that currently includes a church that is proposed to be razed as part of this project. The existing parking lot and existing site access via two driveways to Clague Street will remain as part of this development project.

The project site is located on the east side of Nixon Road, south of Clague Street. Nixon Road, Green Road, Traver Boulevard, and Huron Parkway are under the jurisdiction of the Washtenaw County Road Commission (WCRC) and Dhu Varren Road, and Bluett Road are under the jurisdiction of the City of Ann Arbor. Clague Street is a private drive.

This study has been completed to identify the impacts (if any) of the proposed development on the following study intersections:

- Dhu Varren/Green Road & Nixon Road,
- Traver Blvd. & Nixon Road,
- Clague Street & Nixon Road,
- Bluett Road & Nixon Road,
- Huron Parkway & Nixon Road, and
- The proposed site access drives.

The scope of the study was developed based on Fleis & VandenBrink's (F&V) knowledge of the study area, understanding of the development program, accepted traffic engineering practice, and methodologies published by the Institute of Transportation Engineers (ITE). In addition, the City of Ann Arbor reviewed and approved the scope of work prior to study completion. The study analyses were completed using Synchro and SimTraffic (Version 10) traffic analysis software, in addition to RODEL roundabout analysis software.

## Data Collection

Existing weekday traffic volume data were collected by Traffic Data Collection, Inc. (TDC) on Tuesday, February 23, 2016 and additional pedestrian count data only was collected Tuesday May 24, 2016. Vehicular turning

27725 Stansbury Boulevard, Suite 150  
Farmington Hills, MI 48334  
P: 248.536.0080  
F: 248.536.0079  
www.fveng.com

## Petition against the Rainbow Childcare Center Development

We, the neighbors of 2600 Nixon Road, have serious concerns about the proposed plans to demolish the 2600 Nixon Church and construct a new childcare center. We have the following concerns:

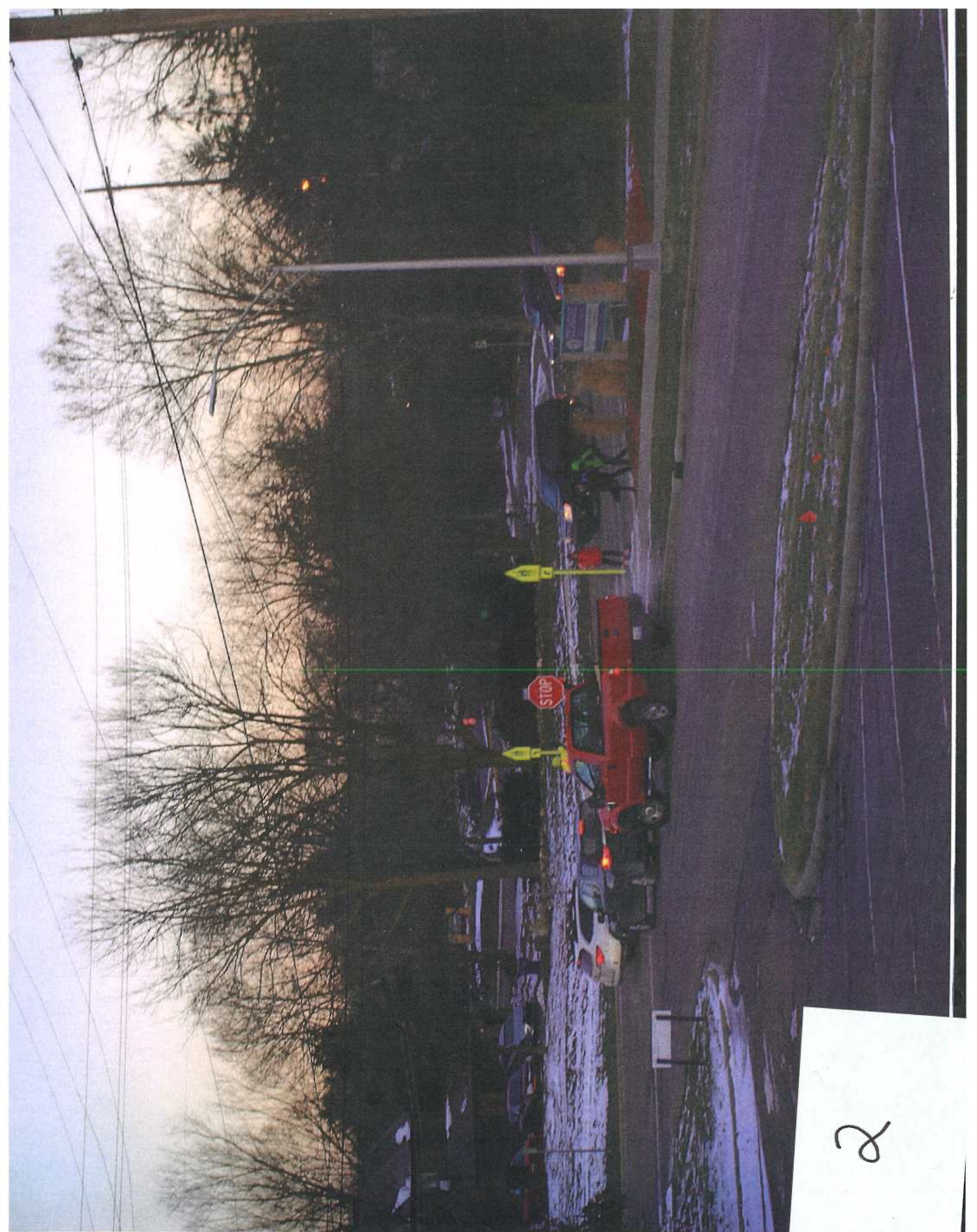
- **Traffic and safety:** The Nixon/Bluett/Clague area is already very congested area with serious vehicular and pedestrian safety issues.
- **Number of students:** The Rainbow Childcare Center is planning to have up to 130 kids. Please consider reducing the number of students.
- **Noise and privacy:** There will be significant noise and privacy concerns.
- **Size and character of the proposed development do not complement our neighborhood.**

Names	Address	Contact info	Signature
Kathleen F. Stroud	2271 Placid Way Ann Arbor MI 48105	cookre4880 @aol.com	<i>Kathleen F. Stroud</i>
LINDA H. GREEN	3439 YELLOWSTONE DR A-48105		<i>Linda H. Green</i>
Nick Green	3439 Yellowstone Dr A2 48105		<i>Nick Green</i>
Wanda Atman	3490 Stephanie	Ann 1086	<i>Wanda Atman</i>
Wanda Atman	3490 Stephanie	Ann 1086	<i>Wanda Atman</i>
Uri Lavi	2876 Burlington St.	Tel- 320-7915	<i>Uri Lavi</i>
Radha Sarma	3208 Kilburn Park	934-327-7916	<i>Radha Sarma</i>
LAKSHMI SRINIVAS	3202 KILBURN PARK	734 327 7916	<i>L. Srinivas</i>
Charlotte Yu	2527 Prairie	734-604-9561	<i>Charlotte Yu</i>
Andrew M. Howell	2715 Windwood Dr	386-846-3980	<i>Andrew M. Howell</i>
Chelsea Abshire	3085 whisperwood Dr.	513-252-1051	<i>Chelsea Abshire</i>
Alisha Wutkowski	2795 Windwood Drive Ann Arbor MI Apt # 48105	(248) 507-3313	<i>Alisha Wutkowski</i>
Crosby Beene	1 WESTBURY CT, A2	734-998-0200	<i>CROSBY BEENE</i>
Pinkie Beene		cbenejr@gmail.com	<i>Pinkie Beene</i>
USHA JINDAL		ujindal@hotmail.com	<i>Usha Jindal</i>

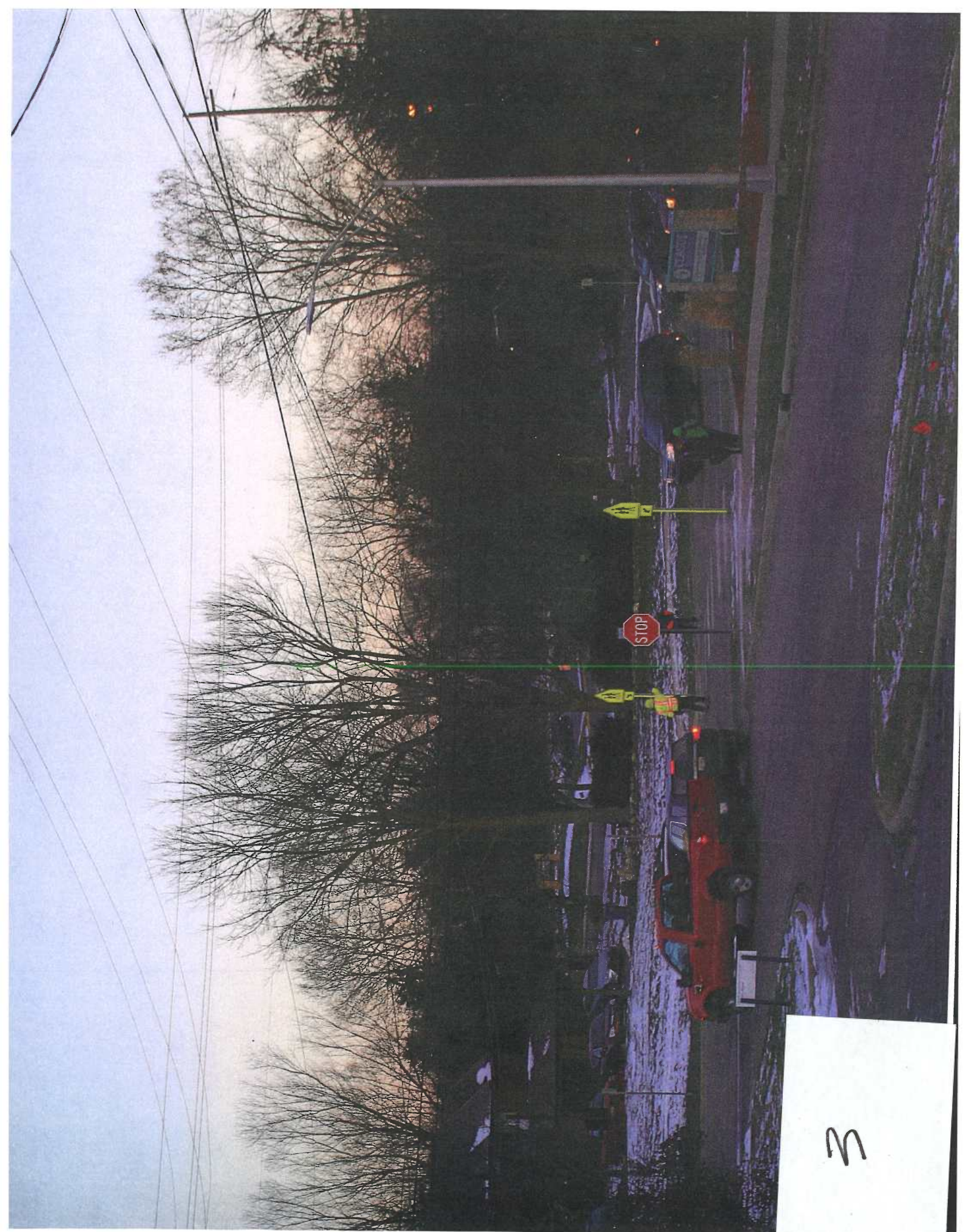
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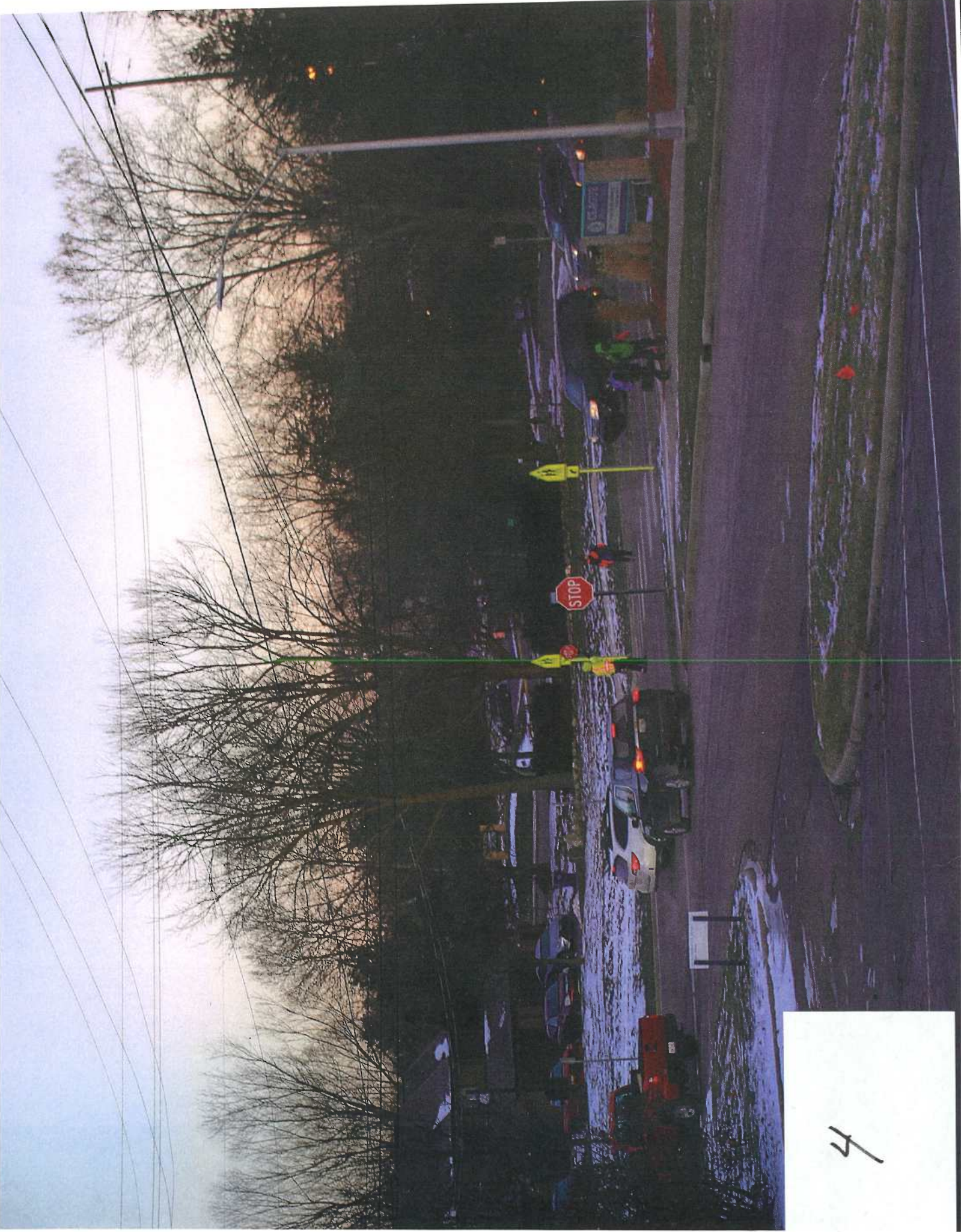




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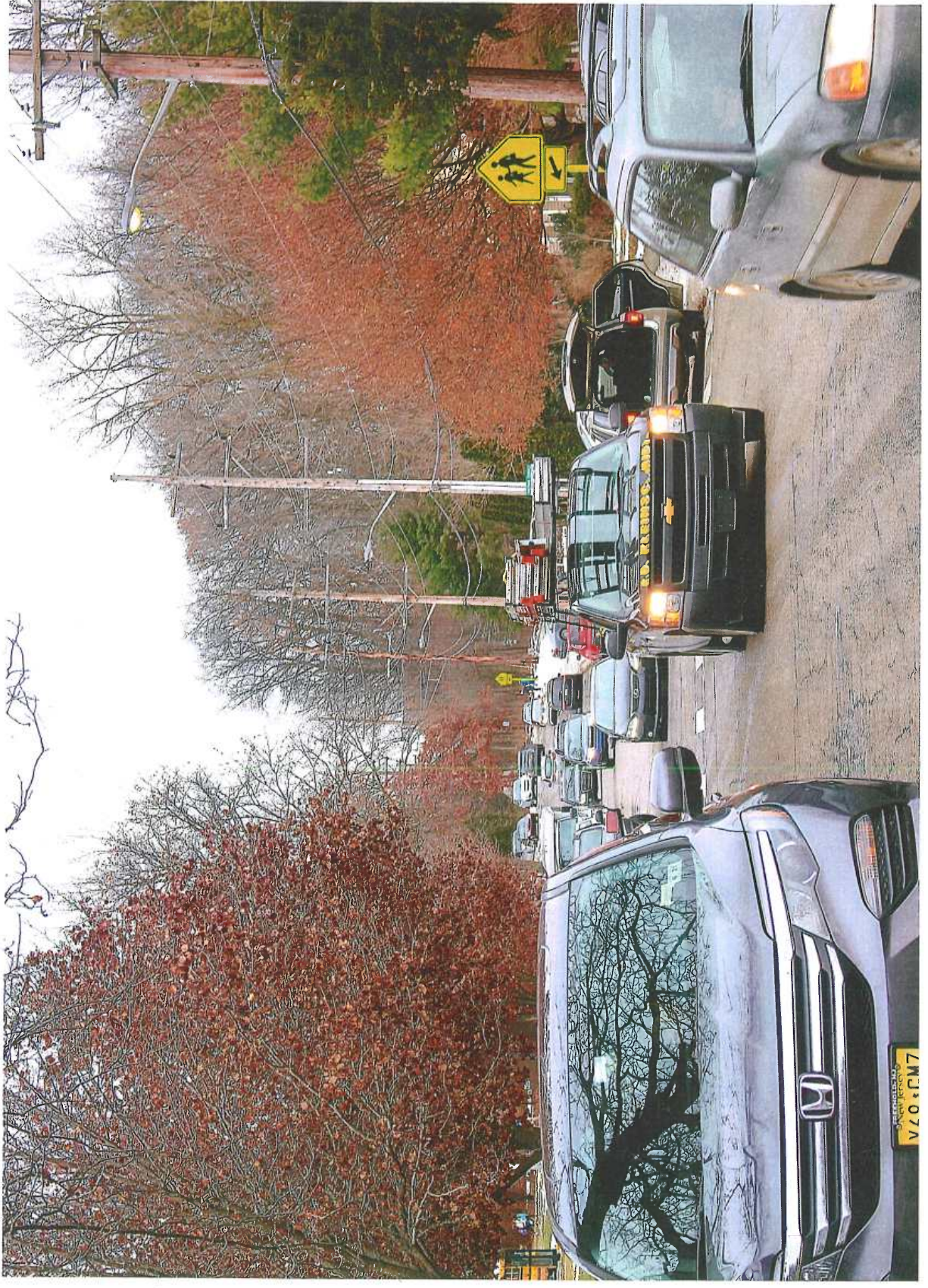


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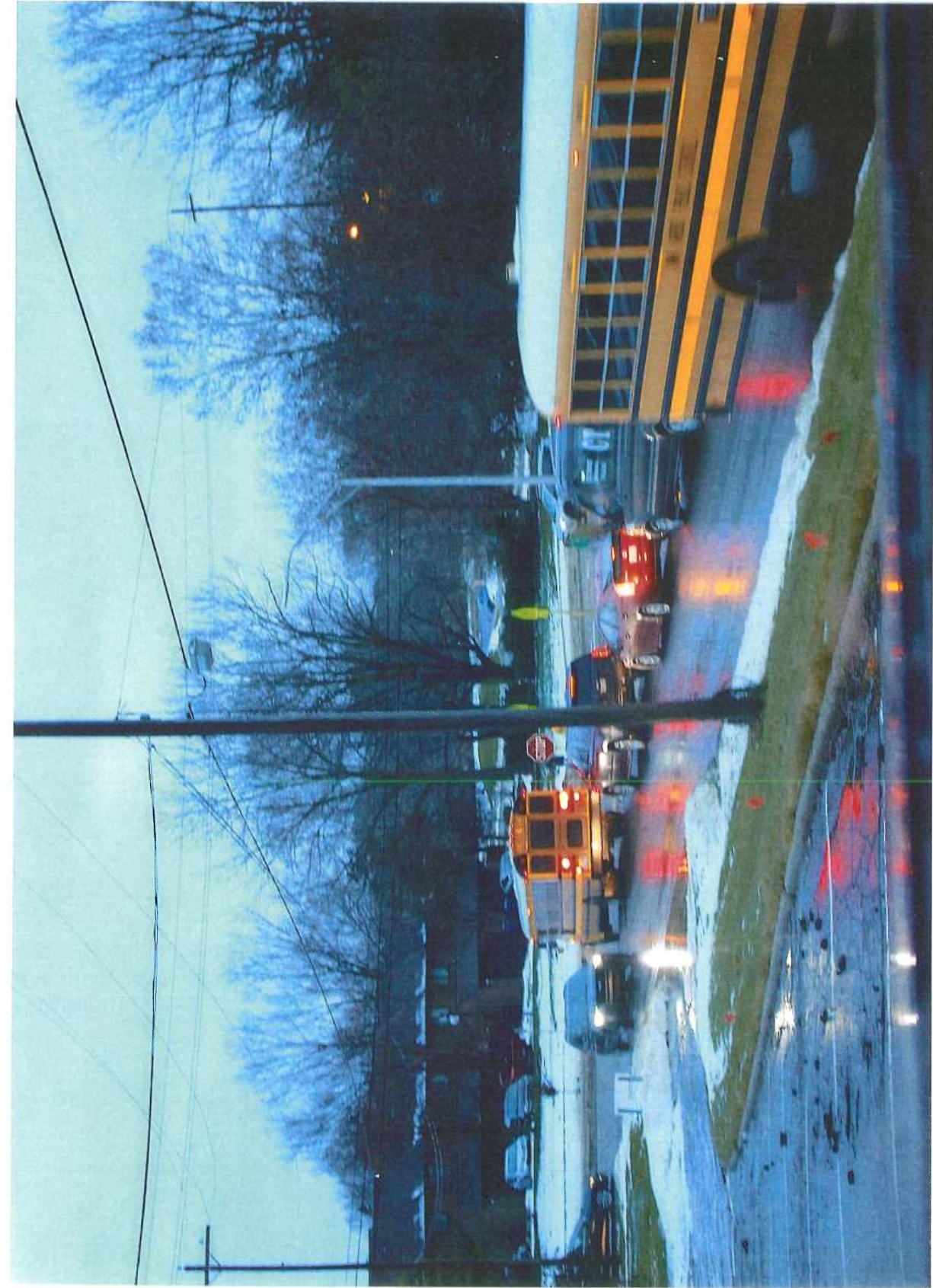


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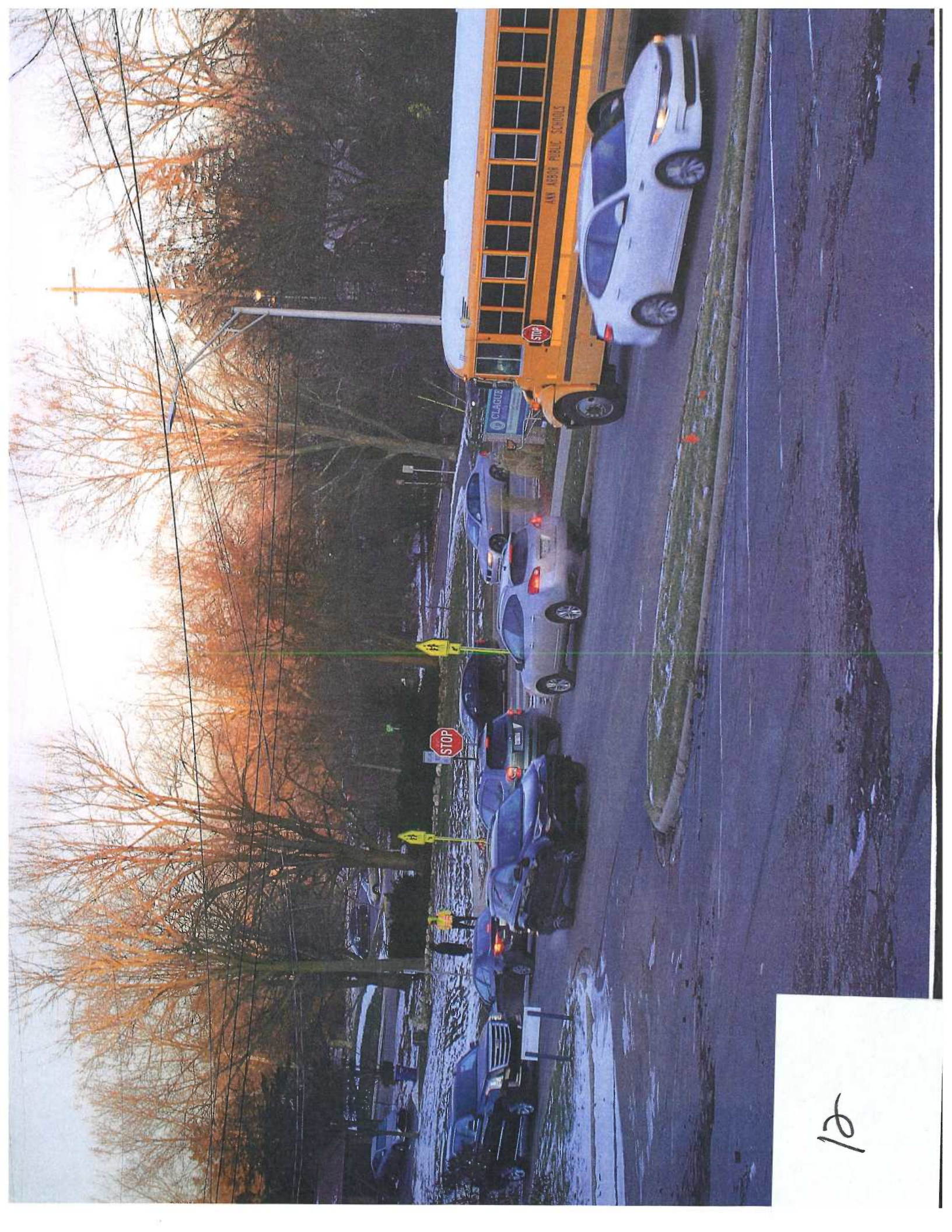


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