

October 15, 2017

Ward 2 Neighbors and Friends,

Hello again. I hope this finds you well and enjoying the Fall. What follows is an update on a few upcoming key items in the 2nd Ward and city-wide.

- [Updates on 2nd Ward Projects](#)
 - Plymouth/Green, Hill St., Truck Traffic on Arlington Blvd. and Huron Parkway/Plymouth Rd. by-pass, Nixon Rd.
 - Bluett Rd. Traffic Calming
 - Dover Place/Riverview Sewer Project
 - Proposed New Child Care Facility on Nixon Rd.
- [Inglis House Historic District](#)
- [Pedestrian Safety concerns on Nixon Rd. and at Thurston School](#)
- [City Ordinance on Solar Panels/Arrays in Front Yards](#)
- [Broadway / Lower Town Proposed Development](#)
- [Ann Arbor Train Station](#)
- [Deer Management](#)

Upcoming Public Events/Meetings

Coffee with Jane - Every Thursday Morning 8:00 - 9:30AM

- Plum Market ([3601 Plymouth Rd.](#)) - NEW LOCATION

After Work with Jane - First Thursday of Month 5:00-7:00PM

- Rappourt Brew & Chew ([2721 Plymouth Road](#))

City Council Meeting - Monday, October 16

- 7:00 PM, Council Chambers, Larcom City Hall

- Agenda includes Ordinance on Solar Panels/Arrays in Front Yards and Deer

management-related contract

Traffic Calming Program Orientation Meeting - Tuesday, October 17

- 6:30-8:00PM, Basement Conference Room, Larcom City Hall

- Informational meeting on process/how to initiate requests

Inglis House Study Committee Report - Public Hearing - Wednesday, October 18

- 5:30PM, City Council Chambers, Larcom City Hall

Ann Arbor Train Station - Last Day for Written Public Comment - Thursday, November 2

- Environmental Assessment Report Recommends Fuller Park Location

- Comments can be made by email ecooper@a2gov.org or by mail to Eli Cooper, [301 E. Huron St.](#), 4th Floor, PO Box 8647, Ann Arbor MI 48107

City Council Meeting - Thursday, November 9

- 7:00 PM, Council Chambers, Larcom City Hall

- Agenda expected to include Broadway/ Lower Town Proposed Development

Please let me know if you have any comments or questions on these topics or anything else that may be on your mind. ***Join me for coffee at Plum Market ([3601 Plymouth Rd.](#))***

any Thursday from 8:00AM to 9:30 AM OR after-work at Rappourt Brew & Chew ([2721 Plymouth](#)) from 5:00PM to

7:00PM the first Thursday of each month. Alternatively, you can email me at jlumm@a2gov.org or call [734-677-4010](tel:734-677-4010). As always, I'd love to hear from you!

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Second Ward Projects

Plymouth & Green - As mentioned in the last update, once the final paving of the Plymouth-Green intersection occurs (which occurred September 23), the contractor would be moving to phase 2 of the water main replacement project with construction taking place west of Green on the north side of Plymouth. Replacement of the water main from Green to Georgetown had been planned for 2019/2020, but was expedited to coordinate with the Plymouth-Green project and because the water mains in the area were identified as high risk for additional failures.

During this phase 2, the water mains are being re-lined, and the existing pavement, curb and sidewalk ramps replaced. Two lanes of traffic are being maintained in each direction on Plymouth, but left turns from eastbound Plymouth to northbound Green continue to be detoured through Commonwealth Boulevard.

There also are traffic flow changes on Georgetown in the block closest to Plymouth, but two-way access will be maintained. City staff have indicated to me that the temporary traffic control on Georgetown will be in effect until the end of October.

Because of the severity of the water main issues, this whole project has taken longer than expected and your patience in putting up with all of the disruption and inconvenience is very much appreciated. **Final completion of the project is expected in November.**

For additional information and updates from the city on the project, please visit the city's website at

<https://www.a2gov.org/departments/engineering/Pages/Plymouth-and-Green-Water-Main-Replacement-Project.aspx>

Hill Street - the resurfacing of Hill Street (from Onondaga to

Geddes) was completed and two-way traffic has been restored. As mentioned in my last update, once traffic is stabilized again, the city will study whether the intersections (Hill/Onondaga and Hill/Oswego) meet the warrants for placement of additional stop signs. As soon as I have any information on that, I'll let you know.

Truck Traffic on Huron Parkway North of Plymouth (Plymouth Rd. by-pass) and on Arlington Boulevard - one issue that has come up recently is heavy truck traffic on Huron Parkway north of Plymouth (the Plymouth Road by-pass) and the resulting noise/vibrations experienced by the immediate neighbors in that stretch. At one time, truck traffic was prohibited on the by-pass and I have asked city staff to investigate restoring that restriction. A similar problem has arisen on Arlington Blvd. where there has been an increase in heavy truck cut through traffic since the resurfacing. Arlington is not a designated truck route and staff indicated to me the City will be posting "no through truck" signage on Arlington in the next week or so. I've indicated to staff that in the future, residents will be contacting the City with the names of the companies so the city can follow-up to redirect these vehicles to approved truck routes.

Nixon Road (DTE Transmission Line Project/Corridor Traffic Improvements) - in past updates, I've mentioned DTE's plan to build a new electrical substation at the corner of Huron Parkway and Hubbard and connect it to the existing substation on DhuVarren via underground transmission lines along Nixon Road. The good news is the new substation will improve service reliability in NE Ann Arbor; the bad news is that it is another construction project on Nixon Road.

On October 5th, DTE held a public meeting to review the project with neighbors, but unfortunately the meeting was not well attended by neighbors. Although DTE has not yet finalized their plan, construction is tentatively scheduled to begin in April/May of 2018

and to be completed by the end of 2018. Traffic control measures (temporary road closures etc.) have not been determined yet although in response to my question, the DTE representatives indicated that there would need to be a road cut across Huron Parkway at some point in the project. Anyway, as soon as firm plans are available for this transmission line project, I'll pass them along.

You also may recall from my prior updates that there is a Nixon Corridor Traffic Improvement Project in the planning stages as well. The Corridor Traffic Improvement project is based on the recommendations of the Nixon Corridor Traffic Study conducted by the city which concluded the best way to improve traffic flow on the corridor would be a series of five roundabouts. The roundabouts are recommended at:

- Nixon and Sandalwood Circle/Aurora St
- Nixon and Meade Court/Bluett Dr.
- Nixon and Traver Blvd.
- Nixon and Argonne Dr.
- Nixon and Barclay Way

The preliminary cost estimate for the roundabouts and other improvements is \$8M for construction and \$1.2M for design. In order to ensure these corridor traffic improvements were not delayed, I proposed (and City Council approved) a budget amendment in May to add the \$1.2M in design costs to the city's FY18 capital budget.

The city has now completed an RFP process for the Corridor project design services and the design contract recommendation is on the agenda for Council's Oct. 16th meeting. If it's approved, design would begin in November and city staff have indicated the design phase will include a public engagement component and will take approximately a year to complete. Staff also indicated the corridor will likely require extensive storm water and water main replacement. Stay tuned on this one as well, and if you're interested

in looking at the Nixon Corridor study, you can find it on the City's website at the following link:

<http://www.a2gov.org/departments/engineering/Documents/Final%20Report%202017-05-19.pdf>

Bluett Road (Georgetown to Burbank) Traffic Calming -

neighbors have submitted a petition for traffic calming measures on Bluett (from Georgetown to Burbank) The city's traffic calming program process calls for a traffic study conducted by the City after the petition is received. For Bluett, it's expected the study will be conducted yet this Fall.

The City is holding a **traffic calming orientation meeting Tuesday, October 17 from 6:30-8:00PM**. The meeting is being held in the basement conference room at Larcom City Hall ([301 E. Huron Street](#)) and **Bluett neighbors are invited to attend**. The meeting will cover the traffic calming program tools and process in detail.

The primary city contact for the Bluett request (and for the traffic calming program generally) is Cynthia Redinger. If you have comments or questions, you can contact me or Cynthia directly at credinger@a2gov.org or [734-794-6410](tel:734-794-6410) (ext. 43632).

Dover Place-Riverview Sewer Project - the City's Capital Improvement Plan (CIP) includes \$600K for the Dover Place-Riverview Sanitary Sewer Project (project UT-SN-08-02), The project will extend sanitary sewer service to homes currently on septic systems.

In response to a resident inquiry about the project, city staff indicated that while they do not have a specific start date for the project, the design work has begun and it is expected construction will commence sometime next Spring and once begun, will take about three months to complete.

Proposed New Child Care Facility on Nixon Road (North of

Bluett) - on October 3rd, the City Planning Commission recommended that City Council approve a development proposal to construct a single-story, 10,800 sq. ft. building to be used as a day care facility for children. The 2 acre site is on the east side of Nixon, just north of Bluett, and is currently zoned R1C (single-family district). The existing building on the site (former church) would be demolished and replaced with the proposed Rainbow Child Care facility.

The city's zoning ordinances allow certain "special exception uses" in single-family zoned districts and child care centers are one of those permitted "special exception uses." In this case, if approved by City Council, the "special exception use" would limit the number of children to a maximum of 130. The facility would be utilized primarily Monday-Friday from 7AM to 6 PM.

City staff recommend approval of the proposal indicating in their report to the Planning Commission that the proposal was compatible with the neighborhood, would not be inconvenient to the neighborhood, and would not unduly conflict with the normal traffic in the neighborhood. The City Planning Commission agreed, recommending that the proposal be approved by City Council.

I have heard from neighbors, however, who are concerned about the project. They recognize that child care is needed in the area, but suggest a better location would be further out of town on Nixon. The neighbors' concerns are reasonable and primarily related to the additional traffic generated and its potential risk to the safety of children and families who are dropping off their children in the area at both Clague and Thurston. They are also concerned about a loss of greenspace.

It is not clear when the proposal will be presented to City Council for consideration and I will let you know as soon as the date is known. If you are interested in reviewing the proposal that was approved by the Planning Commission, it can be found at the following link:

<http://a2gov.legistar.com/LegislationDetail.aspx?ID=3177302&GUID=CB3176F8-3F99-433E-876C-7649A3401AEA&Options=&Search=>

If you would like to share your views on the proposal publicly, there will be a public hearing during the Council meeting when the proposal is on the agenda. And of course, you can contact me (or all of City Council) at any time.

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Inglis House Historic District

As mentioned in my last update, the University changed its plan to sell Inglis House and all of the 9.1 acre site, announcing in August that 4.6 acres will remain as University property and part of the Arboretum. That was great news and largely the result of the strong pushback and input received by UM from neighbors as well as concerned University folks. The University communication stated that "the new listing is intended to attract buyers who have an interest in maintaining the home as a single-family residence without the cost and responsibility of all 9.1 acres."

You also may recall that an Inglis House Historic District study committee was established by City Council in May (thanks to the great work by city staff, especially Jill Thacher) and the appointments to the committee were made in early June. The Committee issued its draft report July 21st concluding "*The Inglis House Historic District is significant under National Register Criterion A for its association with the University of Michigan; B for its association with James and Elizabeth Inglis; and Criterion C as an example of the French Eclectic style of architecture and*

representative of a landscape design by Elizabeth Inglis, an accomplished gardener and recognized horticulturist."

A public hearing on the draft report will be held Wednesday, October 18 at 5:30PM in the City Council Chambers at Larcom City Hall. At a public hearing, you do not need to sign-up in advance -- you can just show up and speak. If you are interested in reading the draft report, it can be found at the following link:

www.a2gov.org/hdc

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Pedestrian Safety Concerns On Nixon Rd. and at Thurston School

In the last couple of weeks, I've been contacted by concerned neighbors regarding pedestrian safety concerns on Nixon Rd. (at the Westbury Ct. entrance) and at Thurston school.

For Thurston, the traffic along Prairie and adjacent streets has increased, presumably as a result of the increased student enrollment, and recently, a child on a bicycle was struck by a car (thankfully, the child is OK). I contacted the City Administrator inquiring about adding school zone signage, crosswalk improvements, and traffic enforcement and/or crossing guards. The City Administrator responded that the City has been working with the school and safe routes committee on potential improvements, which will be coordinated through the AAPS Transportation Safety Committee. I'll push on implementing these improvements expeditiously as I believe this is one of the school areas in the City that needs immediate attention.

The concern related to Nixon/Westbury Ct. is that to catch the AAATA bus heading south on Nixon, residents must cross Nixon at a point where the sight distance is poor and traffic is heavy and traveling fast. In response to my inquiry on this one, the City

Administrator indicated that while this will ultimately be addressed through the Nixon Corridor improvement project, city staff will review the location (perhaps add signage) and work with AAATA to see if anything can be done to improve the situation from AAATA's end.

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City Ordinance on Solar Panels/Arrays in Front Yards

On August 15th, the City Planning Commission recommended that City Council approve zoning changes that expressly permit ground-mounted solar panels/arrays on residential properties as long as standards related to height, setback, and screening are met. **City Council will be considering first reading of the ordinance on Monday, October 16th.** (Ordinances require two approvals/readings by City Council and a public hearing is held in conjunction with second reading, tentatively scheduled for November 20.)

Specifically, the ordinance will allow solar panels/arrays in residential areas with the following standards:

- Height maximum - 6 feet in front yard; 21 feet in rear or side yard
- Solar panels in front yards must be screened (e.g. fencing, wall, berm, evergreen vegetation or combination) with at least 80% opacity
- Panels/arrays permitted only in the area of a front yard that's not part of the required front setback and size of panel/array can't exceed 35% of the front-yard area.

I certainly support solar energy systems in commercial/non-residential settings and have supported efforts by the DDA to use parking structures to place arrays. I am very concerned, however, about the potential adverse impacts of this ordinance to neighborhood character, aesthetics, and safety. I've heard from several residents who share these concerns.

I am also troubled that there is has been virtually no public education or community conversation about this. I plan to propose at the October 16th meeting that Council postpone any action until there has been significantly more public education and discussion and the level of community awareness is much higher.

Over the years, I've learned that anytime there is something that could impact the character, aesthetics or safety of residential neighborhoods, the level of interest is understandably very high. Given that, it's essential that residents are made aware of what is being proposed, and that they have the opportunity to provide feedback and input publicly before the decision is made.

If you'd like to read the proposed ordinance Council will be considering, please use the following link:

<http://a2gov.legistar.com/LegislationDetail.aspx?ID=3186917&GUID=64EA0A20-BFCF-4F6C-B71A-2D25B1855B05&Options=&Search=>

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Broadway/Lower Town Development

On October 2nd, City Council approved at first reading the zoning for a proposed large, new development on the 6.4 acre site at the corner of Broadway and Maiden Lane.

The site has been vacant for over 15 years and was formerly a Kroger's. The site also formerly housed a dry cleaner and is contaminated. It's expected that second reading of the zoning and consideration of the site plan proposal and brownfield clean-up proposal will be on the agenda for Council's November 9th meeting. There will also be a public hearing on the proposal at that meeting.

The proposal is to construct three mid-rise buildings (4 and 8 stories) and a parking structure. The buildings total 813,000 sq. ft. and include 610 residential units and 4,500 sq. ft. of commercial/retail space. The parking structure will be 573 spaces (635 spaces are the minimum required, but the Zoning Board of Appeals has approved the variance).

For me, the decision on this proposal is a difficult one - there are significant pros and cons. On the positive side, the proposal results in clean-up of the contaminated site, it adds to Ann Arbor's housing stock, and finally develops a key, cornerstone site that has been vacant for 15 years. The area has been stagnant since the vacancy and I believe the development will ultimately lead to more development in the area.

The concerns I have about the proposal are that its size (both height and mass) is not compatible with the surrounding areas (some are residential), that it's not really mixed use (just 1% is retail/commercial - it is essentially a residential project - and what is most desired by existing residents is a larger retail component), and that the parking capacity provided is not adequate to meet the demand the project generates. The neighborhood streets in the area are already crowded and the concern is that the situation will become much worse with the project.

Please let me know if you have thoughts on this project - I'd appreciate your input. If you're interested, more information on the proposal can be found using this link:

<http://a2gov.legistar.com/LegislationDetail.aspx?ID=3159855&GUID=C3C7329B-F169-4357-AD71-93D2A2D1279E&Options=&Search=>

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Ann Arbor Train Station

As you probably know, studies on a potential new Ann Arbor Train station have been in process for several years now. The City has been working with the Federal Railroad Administration (FRA) and the Michigan Department of Transportation (MDOT), and on September 19, the Environmental Assessment Report was finally completed and released to the public. **A written public comment period on the Report is now underway and ends Thursday, November 2nd.** You can provide your comments via email ecooper@a2gov.org or by mail to Eli Cooper, [301 E. Huron St.](#), 4th Floor, PO Box 8647, Ann Arbor MI 48107.

If you'd like more information including the Environmental Assessment Report itself, please visit the city's website at the following link:

<https://www.a2gov.org/departments/systems-planning/planning-areas/transportation/Pages/Ann-Arbor-Station.aspx>

The "city's preferred alternative" identified in the Report that was accepted by the FRA is to locate the new station at Fuller Park, next to UM hospital. I put "city's preferred alternative" in quotes because while it was the preferred location publicly indicated by former Mayor Heiftje and Mayor Taylor, there has never been a Council vote on a preferred alternative. Also, there has never been any Council endorsement of (or any discussion for that matter on) the key assumption made that the city would own and operate the new station. (AMTRAK currently owns and operates the station).

The two location options studied in detail were the existing station site on Depot and the Fuller Park location next to UM hospital. For both locations, the assumptions for the station itself and for parking are the same:

- 8,500 sq ft station (6 to 7 stories) with 1,170 parking spaces

- Construction in Two phases:
 - Phase 1 - supports demand thru 2025 (6 daily round trips) - 485 parking spaces
 - Phase 2 - full build-out for 2035 (10 round trips) - 1,170 parking spaces

It's important to understand that the current station is 3,200 sq.ft. and the assumption that a station more than 2½ times that size (with over 1,000 parking spaces!) is necessary is based on ridership estimates that are six years old and in my view, wildly optimistic. The size of the station was determined based on 969,000 boardings/de-boardings by 2035 which is 7½ times - yes that's right, 7½ times - the current ridership of 129,000. For context, over the last decade, ridership levels have been essentially flat at around 125,000 so to assume 750% growth does not, in my view, pass a sanity test.

The reason these volume/ridership data are important is that they call into question the assumed need for a much larger, new station. I believe the alternative of a much smaller expansion/renovation at the existing site should have been studied, but given the city's questionable volume assumptions, it wasn't looked at.

The construction cost estimate of the Fuller location station is \$81M and the estimate for the existing Depot site location is \$94M. While the station cost itself is about \$500K less at Depot, the projections reflect \$6M for roadway improvements near Depot (including widening Broadway Bridge) and \$8M for right-of-way acquisitions with the Depot alternative. On the roadway improvements, the necessity to widen the bridge on the Depot alternative is based on a traffic study that assumed the 969,000 passengers referenced above AND another 395,000 passengers for commuter rail. The right-of-way acquisition costs for Depot would be reduced significantly if Amtrak retained ownership of the station.

My views have not changed - I have not, and will not, support

spending more local tax dollars on these train station studies until the need/demand for a new station AND the likelihood of federal funding of the station construction are both much more clearly demonstrated. I covered the need above, and in terms of funding, the City has assumed all along the federal government would fund 80% (\$64.8M) and local dollars would pay 20% (\$16.2M). There is no federal commitment and the federal train budget has been cut; and even if there were to be federal funding available, the TIGER grant program is now funding 60% not 80%. Locally, there is no plan on how we would come up with \$16.2M (20%) to \$32,4M (40%) to pay the local share of the capital costs and importantly, no plan to pay for the operating cost subsidy that will be required.

I also question why the City should own/operate the new station rather than continuing Amtrak ownership. Does the City really want to be or need to be in the train station business? I don't think so.

In terms of a preferred location, I've always believed working with the existing site made more sense and that we should not permanently re-purpose parkland (which Fuller does - 4.7 acres) unless there was no viable alternative. In this case, there very much is a viable alternative. I also agree with those (including Susan Polly, DDA Director) who maintain that the Depot location has far more potential as a stimulus for further economic development and because it's closer to downtown, it also offers more connectivity potential as well.

Next Steps - as mentioned above, the public comment period continues through November 2nd. Following that, the comments are evaluated and integrated into a decision document. Typically, that's when a recommended alternative is advanced to the Preliminary Engineering and Design (PE) phase, but in our case, the PE phase actually began in May because the federal grant paying 80% of the study cost was expiring September 30 (it was a five year grant awarded in 2012).

The PE phase work was then suspended at the end of June and city staff indicated it would not be resumed until the EA phase was completed, meaning the decision document and recommended alternative were finalized. The original federal grant was expected to pay 80% of both the EA and PE phases so what's not clear now is - since the federal grant has expired - whether the local dollars budgeted for the EA and PE studies (\$1.4M in total) will be sufficient to complete PE or if additional local dollars will be requested from Council.

Finally, and importantly, the good news - voters will have an opportunity to weigh-in on this decision. In October 2012, City Council passed a resolution stating that no train station "construction shall proceed unless approved by a majority vote." The timing of the vote was "anticipated to occur after the preferred alternative is identified and PE is completed, and at or before the completion of final station design." So stay tuned, there's much more to come on this one.

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Deer Management

The upcoming Winter will be the third year of the City's four year deer management program. Last year, the program (both the cull and the non-lethal surgical sterilization) was conducted by White Buffalo Inc. in late January/early February and was completed safely and without incident. UM partnered with the City in last year's program through a financial contribution and by allowing sharpshooters on certain University properties.

The FY18 city budget adopted in May included \$260K for the deer management program. White Buffalo will again lead this year's program and in July, City Council approved three contracts related to the 2018 deer management program (1) contract with White

Buffalo, Inc. for deer management program services \$170K (2) contract with Nature Write, LLC for monitoring and assessment of deer impacts in Ann Arbor natural areas - \$33K and (3) contract with MSU Office for Survey Research to conduct deer management survey.

On October 2nd, city staff notified City Council that after conversations with Dr. DeNicola of White Buffalo, the recommended plan for this upcoming Winter would likely reflect culling of 250-350 deer in Wards 1 and 2 and continuation of the non-lethal sterilization program with about 40 does sterilized. The 250-350 deer culled represents an increase over the 2017 levels, but as indicated by staff and Dr. DeNicola "culling more upfront will result in less culled over time." City staff also stated that "removing this many will not eliminate the deer population, but will reduce browse impacts and deer-vehicle collisions to closer to objective levels."

The October 2 memo from city staff indicated that they anticipated using private property in this year's cull. The State has removed the restriction (for professional culls) that firearm use was prohibited within 450 feet of a private residence. White Buffalo has substantial experience conducting culls inside a 450 foot zone without incident and City staff will be contacting potential property owners to seek their permission.

City staff also indicated on October 2nd that they would be coming to City Council for approval of additional FY18 funding to reflect the higher cull levels. **The council agenda for Monday, October 16th includes a resolution to increase the White Buffalo contract amount by \$36K to a not-to-exceed amount of \$206K and to increase the FY18 deer management budget to \$370K.**

Line item detail for the \$370K budget proposal was provided for the meeting and includes \$172K for the cull, \$92K for the non-lethal

sterilization, \$66K for data collection, \$25K for community education, and \$15K for site visits.

My past updates have covered in detail the reasons why experts tell us the City needs to stay the course on the deer management program, so I won't repeat them all here. At the top of the list though (and worth repeating) is the browse damage caused by deer overpopulation that already threatens forest regeneration in our nature areas and ecological balance in our city. Deer-vehicle collisions and damage to private property are also significant concerns.

No one likes culling or having to spend money on it, and everyone recognizes it is an emotional issue. The experts remind us, however, that the negative impacts of deer over-population are real, they're significant, and they won't disappear on their own. The unfortunate reality is that scaling back the program (or abandoning it) will only result in the adverse impacts getting worse.

If you are interested in reviewing the deer management-related material for the October 16 Council meeting, you can find it at this link:

<http://a2gov.legistar.com/LegislationDetail.aspx?ID=3184556&GUID=E1636216-0F5A-4470-B829-4A90F21FC902&Options=&Search=>

And if you're interested in learning more about the deer management program, the city's website contains a good deal of data and information and it can be accessed at www.a2gov.org/deermanagement

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My apologies for another long update. There's a lot going on and hopefully, you find these updates informative.

As always, please let me know what's on your mind. **Join me for coffee at Plum Market ([3601 Plymouth Rd.](#)) any Thursday from 8:00AM to 9:30 AM OR after-work at Rappourt Brew & Chew ([2721 Plymouth](#)) from 5:00PM to 7:00PM the first Thursday of each month OR email me at jlumm@a2gov.org OR call [734-677-4010](tel:734-677-4010).**

I'd love to hear from you!

Jane Lumm

Ann Arbor City Council - Ward 2

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