



## AGENDA

CHARTER TOWNSHIP OF  
MERIDIAN  
TOWNSHIP BOARD  
REGULAR MEETING  
February 2, 2016  
6:00 P.M.



1. CALL MEETING TO ORDER\*
2. PLEDGE OF ALLEGIANCE/INTRODUCTIONS
3. ROLL CALL
4. PRESENTATIONS
  - A. David Gard – BWL Community Solar Project
  - B. Clyde Dugan, ELMWSA Manager – Water Plant Testing and Quality Control
5. PUBLIC REMARKS\*
6. TOWNSHIP MANAGER REPORT
7. BOARD COMMENTS & REPORTS
8. APPROVAL OF AGENDA
9. CONSENT AGENDA (SALMON)
  - A. Communications
  - B. Bills
10. QUESTIONS FOR THE ATTORNEY
11. HEARINGS (CANARY)
12. ACTION ITEMS (PINK)

\*\*Public Comment

  - A. Zoning Amendment #15080 (Township Board) – Street Tree Ordinance – **Introduction**
  - B. Daniels Drain Improvements
  - C. Appointment to the Zoning Board of Appeals
  - D. Fire Services Agreement – Alaiedon Township
  - E. 2015 Assistance to Firefighters Grant Program
13. BOARD DISCUSSION ITEMS (ORCHID)

\*\*Public Comment

  - A. Haslett-Okemos Rotary Club Community Room – Use Policy
14. FINAL PUBLIC REMARKS\*
15. FINAL BOARD MEMBER COMMENT
16. ADJOURNMENT
17. POSTSCRIPT – BRETT DREYFUS

\*PUBLIC REMARKS (Any topic - 3 minutes per person)

\*\*PUBLIC COMMENT (Agenda item specific - 3 minutes per person)

*Individuals with disabilities requiring auxiliary aids or services should contact the Meridian Township Board by writing or calling the following:  
Township Manager Frank L. Walsh, 5151 Marsh Road, Okemos, MI 48864-1198 (517-853-4258) – Ten Day Notice is Required.*

*Meridian Charter Township: 5151 Marsh Road, Okemos, MI 48864-1198, (517) 853-4000 Township Hall Room;  
[www.meridian.mi.us](http://www.meridian.mi.us)*

+ Appointment of President Pro Tem and/or Temporary Clerk if necessary

*Meridian Township exists to create a sustainable community through the most effective use of available resources that achieve the highest quality of life.*

TOWNSHIP BOARD REGULAR MEETING COMMUNICATIONS, FEBRUARY 2, 2016

(1) Board Information (BI)

- BI-1 Cynthia Summers, 2607 Rockwood Drive, East Lansing; RE: Property Damage
- BI-2 Steve Vagnozzi, 2144 Woodfield Road, Okemos; RE: On-time Performance for Intercity Passenger Rail
- BI-3 Donna Rose, 6207 Cobblers Court, East Lansing; RE: Copy of paper titled "Inclusion in Action: Give Riders a Voice in Transportation Planning and Making Dialysis Less Stressful" by Eric Weakly, Program Specialist, Administration for Community Living and Rik Opstelten, Program Manager, Federal Transit Administration
- BI-4 Ari B. Adler, 1580 Hillside Drive, Okemos; RE: Frustration with the public hearing on January 26, 2016
- BI-5 Kathy DeVito and Rich Baum, 470 Chimney Oaks Drive, Okemos; RE: CATA/BRT
- BI-6 Bill and Chris Collette, 2373 Barnsbury Road, East Lansing; RE: Response to Treasurer Brixie's response dated January 19, 2016 concerning the CATA BRT Proposal
- BI-7 Treasurer Julie Brixie; RE: Response to Bill and Chris Collette concerning the CATA BRT Proposal
- BI-8 Sherry and Kirk Martin, 4137 Trillium Court, Okemos; RE: Proposed CATA/BRT Project
- BI-9 Treasurer Julie Brixie; RE: Response to Sherry and Kirk Martin concerning the proposed CATA/BRT Project
- BI-10 Mary Hoenshell, 2341 Barnsbury Road, East Lansing; RE: CATA Plans on Grand River Avenue
- BI-11 L.M. French, 105 Samuel Oaks Drive, Okemos; RE: Stop the Express Bus Route Now
- BI-12 Ronald W. Rowe, 6247 E Lake Drive, Haslett; RE: BRT System by CATA
- BI-13 Rita Peffers, 4932 Sioux Way, Okemos; RE: CATA BRT
- BI-14 Anne Woiwode, 5088 Powell Road, Okemos; RE: Thanks to the Township for Supporting CATA and Bus Rapid Transit
- BI-15 Ranji and Barbara Samaraweera, 430 Chimney Oaks Drive, Okemos; RE: CATA/BRT
- BI-16 Matt Rhodes, Owner, Dusty's Cellar, 1839 W. Grand River, Okemos; RE: Grand River Project
- BI-17 Louis Nigg, 3810 Hemmingway Drive, Okemos; RE: CATA express bus line
- BI-18 Virginia Perry, 1392 Stillman Road, Mason; RE: Proposed bus stop lane
- BI-19 Tom and Gerry Chirgwin, 4719 Rocky Hill Drive, Williamston; RE: Bus Plan
- BI-20 Rod Petersen, 1105 Robb Street, East Lansing; RE: Proposed CATA Grand River track
- BI-21 Tim Roth, 1671 Forest Hills Drive, Okemos; RE: New CATA Dedicated Bus Lane
- BI-22 Rhonda Bueche, 4126 Leeward Drive, Okemos; RE: CATA/BRT
- BI-23 Pam Fraker, 351 Newman Road, Okemos; RE: The incredible arrogance of CATA
- BI-24 Diane Levy, 125 Wind-n-Wood Drive, Okemos; RE: Proposed CATA/BRT Project
- BI-25 Shirley Decker Prescott, Owner, Mert's Specialty Meats, 1870 W. Grand River Avenue, Okemos; RE: BRT Project
- BI-26 Treasurer Julie Brixie; RE: Response to Shirley Decker Prescott concerning the BRT Project
- BI-27 Shirley Decker Prescott, Owner, Mert's Specialty Meats, 1870 W. Grand River Avenue, Okemos; RE: Response to Treasurer Brixie's response on the BRT Project
- BI-28 Treasurer Julie Brixie; RE: Continued response to Shirley Decker Prescott concerning the BRT Project

(3) On File in the Clerk's Office (OF)

Material handed out at the January 26, 2016 Board Meeting

Donald R. Isleib, 5400 Park Lake Road, East Lansing; RE: Opposition to the "The Square" Redevelopment Plan

Neil Bowlby, 6020 Beechwood Drive, Haslett; RE: Request to amend minutes of January 5, 2016 Township Board meeting

Eric Helzer, Advanced Redevelopment Solutions, PO Box 204, Eagle; RE: Revised Eligible Activity Costs for The Square Brownfield Redevelopment Plan

Material submitted at the January 26, 2016 Board Meeting

Petition signatures from 78 Residents of The Ponds Cooperative Homes; RE: Daniels Drain

Eckhart Dersch, Vice President, Liaison for Inter-Neighborhood Cooperation (LINC), PO Box 40, Okemos; RE: The Square on Grand River Brownfield Redevelopment Plan

Sandy Gower, Ingham County Brownfield Redevelopment Authority, PO Box 319, Mason; RE: Ingham County Brownfield Redevelopment Authority Project Review Worksheet

**CLERK'S OFFICE  
BOARD COMMUNICATIONS  
FEBRUARY 2, 2016**

**Board Information (BI)**

## Sandy Otto

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**From:** Cynthia <csummersunshine@sbcglobal.net>  
**Sent:** Monday, January 25, 2016 1:55 PM  
**To:** Board  
**Subject:** Property damage

The truck/tractor/vehicle used in the fall to trim bushes and trees from along the sidewalks in Meridian Township during the spring/summer/fall – must be the same vehicle used to plow the snow in the winter. And it is obviously different from what was used before.

The reason I say this is that it now has tread much like a tractor – certainly not like ordinary tires – and it also is large and heavy – which resulted in putting a large, long indentation in the area of grass between the sidewalk and road last summer, making it uneven and difficult to mow – and leaving deep tractor type tracks in that area of lawn.

So when it got cold out, I put out markers about a foot away from the edge of sidewalk and logs up to the sidewalk so that those who plowed the walk would know where the sidewalk left off and where my lawn began. It didn't help. The first snow came and though it was not very much and did not cover the logs, the tractor/vehicle/plow was not kept between the logs and instead – once again dug into my lawn. The ground was not frozen so the tread went quite deep.

Whoever is operating the vehicle has continued to go off the sidewalk on my lawn every time they clean the walk even though it's easy to see the sidewalk.

Not only that, someone recently threw the logs into the street and broke the tops off two of the markers, leaving the red plastic broken in the street. I can see the footsteps, I can see the tread marks. Whoever came down the sidewalk recently drove directly OVER the markers and broke three of them – right down by the ground – you can see the tread. It's not my imagination.

For years, a snowblower type vehicle threw all the snow at my fences and eventually destroyed them. I had to take them totally down and redo them. Now you're plowing (I think – instead of snow blowing) but my lawn is being destroyed (and also breaking my markers – on my property) from driving on it/them with a vehicle that is too heavy with tread like a tractor.

I have called on several occasions and spoken to the person that supervises the clearing of brush and snow from the sidewalks due to things mentioned above as well as branches etc. being left on the property after it is trimmed. They have had to come back and clean it up after I called. Perhaps these people are still working there and are angry at me for calling but it seems as though, since I pay taxes on my property and take good care of my property, I would hope that those doing the trimming/cleaning/snow removal. would respect me enough to do the same without hating me for the request. .

I would appreciate speaking to someone about the recent issues and I will be home the rest of the afternoon.

Thank you.

Cynthia Summers  
2607 Rockwood Drive (corner of Park Lake and Rockwood)  
517-332-2872

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**Sandy Otto**

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**From:** Steve Vagnozzi <svagnozzi@comcast.net>  
**Sent:** Tuesday, January 26, 2016 5:04 PM  
**To:** Board  
**Cc:** Frank Walsh  
**Subject:** RE: On-time Performance for Intercity Passenger Rail  
**Attachments:** STB Docket EP-726-0.pdf

As a township resident whose family regularly rides Amtrak out of East Lansing, I encourage the Township Board to submit a comment on The Surface Transportation Board (STB) proposal on how to define "On-Time Performance " (OTP) for intercity passenger trains. I have forwarded an email that provides an overview of their proposal along with attaching the comments that I personally submitted. I am available to provide more background either in person or by phone.

Sincerely,

**STEVE VAGNOZZI**

517-349-4889

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**From:** Dylan=JustBuildIt.org@mail.salsalabs.net [mailto:Dylan=JustBuildIt.org@mail.salsalabs.net] **On Behalf Of** Midwest High Speed Rail Assoc.

**Sent:** Tuesday, January 26, 2016 2:42 PM

**To:** svagnozzi@comcast.net

**Subject:** On-time Performance for Intercity Passenger Rail



**Midwest High Speed Rail Association**  
REINVENTING TRAVEL. REINVENTING THE MIDWEST.

Steven,

The Surface Transportation Board (STB) is currently accepting public comments on how to define "On-Time Performance " (OTP) for intercity passenger trains. This is an important definition to get right as intercity passenger train operators can file a complaint against the host railroad if their OTP falls below 80% for consecutive quarters.

[Click here to send a message to the Surface Transportation Board.](#)

The Midwest High Speed Rail Association believes the current proposal by the STB falls short as it only takes into account the final destination. Amtrak often adds a half-hour cushion for longer routes and 15 minutes for shorter routes. That means a train can be significantly late at intermediate stations but be counted as on time for the entire trip.

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It is important that the STB include tracking on-time performance at intermediate stations in their new definition. This would provide a clearer picture of train delays and what needs to be done to provide more reliable service.

[Click here to help raise the standards for on-time performance of intercity passenger rail.](#)

Dylan Hayward  
Midwest High Speed Rail Association  
4765 N. Lincoln Ave.  
Chicago, IL 60625  
773-334-6758

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Steve Vagnozzi  
2144 Woodfield Rd  
Okemos, MI 48864  
517-349-4889

## STB Docket EP-726-0

### My OTP Experience on Amtrak

Freight interference has been a regular occurrence on both my short and long distance Amtrak trips over the past 15 years. The vast majority of my trips would have been classified as late using the standards proposed by the Surface Transportation Board. An even bigger problem is that once it becomes unfeasible for a train to be on time at its final destination no further preference appears to be given to that train. I once had to quickly run between two platforms at Chicago Union Station to make my connecting train.

### Why is OTP important?

Tourism is Michigan's third largest industry after manufacturing and agriculture with well over 3 million out-of-state visitors last year. Michigan's three Amtrak routes accounted for 777,463 riders last year. The state has been engaged for years in a long term effort to increase train speeds, improve ride quality and improve safety by installing Incremental Train Control System, a form of Positive Train Control. As these improvements have come on line, ridership has responded positively. OTP problems especially between Porter, IN & Chicago Union Station negatively impact ridership on the *Blue Water* (Port Huron-Chicago) train I travel most often. Most local communities along this route do not have scheduled air service, leaving Amtrak service as their only intercity public transportation option. The communities along the Blue Water route have made significant investments in their stations to handle the increasing number of passengers.

### Examples:

- In East Lansing, home to Michigan State University, Amtrak moved to a new \$6.8 million intermodal station on 1/25/16. This move should eliminate the overcrowding that existed at the old station.
- Battle Creek has expanded its 1970's era station at a cost of \$3.6 million because it was getting overcrowded.
- Port Huron is also in the early stages of planning a new station because like the other stations, it is suffering from severe overcrowding.

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There is a direct correlation between OTP and ridership. Amtrak's OTP and ridership records will bear out that ridership trends follow OTP trends by about 60-90 days. My daughter will no longer ride Amtrak because of the delays she frequently encountered while traveling to college in the Chicago area between 2006 & 2010.

### **Suggested OTP Standard**

The STB's proposed mileage based OTP standard seems reasonable, but it needs to be applied at intermediate points not just the last station. Many intermediate stations have Amtrak Thruway (primarily bus) connections that need to be protected in the same manner as the final station.

There is the issue of passenger trains operating over more than one railroad. OTP needs to be separately measured for each host railroad. For example, the *Blue Water* operates for 159 miles from Port Huron to Battle Creek on Canadian National, then operates for 127 miles over State of Michigan and Amtrak-owned tracks to Porter, IN where it operates for 49 miles over Norfolk Southern into Chicago. The host railroads should be responsible for pro rata (< 1 minute late per 20 miles for the Blue Water) on-time delivery of the train to the next handover point.

The railroads have negotiated with Amtrak and have agreed to the schedules. Asking them to uphold their agreements does not seem to be an undue burden.

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## Sandy Otto

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**From:** Frank Walsh  
**Sent:** Sunday, January 24, 2016 9:53 AM  
**To:** Board  
**Subject:** Fwd: Please Pass Along to Board

FYI. From Donna Rose.

Frank

Sent from my iPhone

Begin forwarded message:

**From:** "Donna Rose" <[wild-rose@sbcglobal.net](mailto:wild-rose@sbcglobal.net)>  
**Date:** January 24, 2016 at 2:31:14 AM EST  
**To:** <[walsh@meridian.mi.us](mailto:walsh@meridian.mi.us)>  
**Subject:** **Please Pass Along to Board**  
**Reply-To:** <[wild-rose@sbcglobal.net](mailto:wild-rose@sbcglobal.net)>

Follow-up to Federal Transit Grant E-mail.

Donna Rose

\*\*\*\*\*

January 21, 2016

Inclusion in Action: Giving Riders a Voice in Transportation Planning and Making Dialysis Less Stressful

By Eric Weakly, Program Specialist, Administration for Community Living and Rik Opstelten, Program Manager, Federal Transit Administration

Dialysis patients generally receive treatment several times per week, and missing a session can have real health consequences. Unfortunately, getting to treatment can be a challenge, and programs that try to address the problem often do not understand the unique needs of these patients. This can create as many problems as the program seeks to resolve. For many dialysis patients, rides that do not show up and waiting hours to go home are familiar experiences.

As Troyce Crucchiola, a dialysis patient in Portland, OR describes it, "our lives are so much about hurrying up to wait."

Often the problem is a disconnect between those developing and running the program and the consumers who are using it.

"All of the people in transportation know that they move dialysis patients, they know that we go to and from treatment, the drivers know that they have people in their cars they bring home from dialysis that don't look good,

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that don't feel good, that just want to go home..." Crucchiola said in an interview with Portland Radio Project, "but as far as the process and what we go through and what is involved, they don't know that."

What if those developing and running the programs did know? What if transportation programs, like the ones used by many dialysis patients, were designed by and with the consumers using the service?

The Administration for Community Living and the Federal Transit Administration are working with the Community Transportation Association of America, Easter Seals, the National Association of Area Agencies on Aging, and Westat to find out.

Through our joint Transportation Research & Demonstration Program, we are supporting community teams to make transportation more responsive to the needs of people with disabilities and older adults by including these consumers in the design and implementation of coordinated transportation systems.

Ride Connection, a community team in Portland, is using their grant to make getting to and from dialysis treatment a less stressful process. While many service providers include riders in focus groups and advisory councils, Ride Connection is going further and including consumers on the program team with a say in every step of the program's development.

By giving dialysis patients the opportunity to actively shape the program from the beginning, Ride Connection was able to identify gaps and needs that were going unmet.

Among the changes that have come from consumer involvement are disability awareness and competency training for drivers and new scheduling procedures being piloted at a dialysis center to reduce transportation wait times. Patients also made a volunteer recruitment video highlighting the importance of reliable transportation.

While it is too early to know the long-term impact of giving riders a greater voice in the process, initial feedback from riders has been positive. In a survey of riders before the changes were made, 63% reported occasionally or frequently feeling stressed when thinking about transportation to and from dialysis. After changes were made based on the riders suggestions, just 4% of respondents reported this level of stress.

One of these riders is Crucchiola, who played an active role in developing the program and providing training for drivers.

"Involving patients affected by the problem directly and using their skills, observations, and input created a workable solution to a big problem in a short period of time," Crucchiola said.

Ride Connection is just one of seven community teams who have received grants for the last two years to make their transportation systems more

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inclusive and responsive.

This month, CTAA is announcing a new round of demonstration grants funded by ACL to support additional communities in achieving this important goal. There will be a conference call to answer questions about the demonstration grants on Wednesday, Jan. 27 and applications are due March 18.

Learn about the other teams participating in this program and how your organization can apply for the next round of demonstration grants at [www.transitplanning4all.org](http://www.transitplanning4all.org).

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## Sandy Otto

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**From:** Ari B. Adler <aribadler@gmail.com>  
**Sent:** Wednesday, January 27, 2016 3:48 PM  
**To:** Board  
**Subject:** Frustrated with public hearing on 1/26

To the Meridian Township Board:

I am writing to express my frustration with the public hearing regarding the Daniels Drain project that was held on Jan. 26. It was a waste of time for the residents who were lured there by a misleading and inaccurate official letter from the Township Clerk!

In the letter I received, it stated the Township Board would meet on Jan. 26 at 6 p.m. "for the purpose of discussing the proposed project for the Daniels Drain, to hear objections to the proposed special assessment district, to review the estimated cost of the the proposed project, and to address special assessments, fees, or charges, and to hear objections thereto. Alternate plans of financing the proposed project will also be on the meeting agenda as part of the public hearing."

Residents who attended because of the Clerk's letter had to wait over an hour before you started talking about the Daniels Drain. The meeting on Jan. 26 was a regular board meeting with the public hearing tacked on. That is NOT what the clerk's letter indicated.

Also, I did not see or hear any of this come up in any way at the meeting: "to review the estimated cost of the the proposed project, and to address special assessments, fees, or charges, and to hear objections thereto. Alternate plans of financing the proposed project will also be on the meeting agenda as part of the public hearing."

There was a woman who spoke who is opposed to the project on principle, so technically the part about hearing objections was addressed, but barely. The problem is that we, as residents, have nothing yet to object to. I'm not opposed on principle. I may be for the project or against it. I don't know yet because you have not yet provided me with any information to make an informed decision. I thought that's what the Jan. 26 meeting was going to offer, so I could provide you with my input.

Instead, you wasted a lot of people's time. Next time, please send a letter to residents that accurately describes what you plan on doing at the meeting. And, ideally, schedule a public hearing that is just a public hearing and not an item stuck into the middle of the board agenda like some kind of afterthought that allows you to later say you followed all the rules because you were able to check the box on holding a public "hearing."

Ari B. Adler  
1580 Hillside Drive  
Okemos, MI  
[aribadler@gmail.com](mailto:aribadler@gmail.com)  
517-749-7170

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## Brett Dreyfus

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**From:** kjdevito@comcast.net  
**Sent:** Thursday, January 21, 2016 3:20 AM  
**To:** Board  
**Cc:** tigerkatgrrrr@aol.com; K DeVito  
**Subject:** CATA/BRT

To the Meridian Township Board Members,

January 20, 2016

We were at the meeting on Thursday, January 14th, at the Township Hall. We were there representing our neighborhood, Chimney Oaks Subdivision, at a meeting regarding neighbor safety and security. During the meeting someone mentioned a meeting that was held earlier that afternoon regarding the CATA/BRT project. At that time we were informed of the plans CATA/BRT has for the near future in Meridian Township, East Lansing which continue on into Lansing to near the Capital. We were just two of the many that were at the meeting who were, not only surprised, but very disappointed and angry with the plans that CATA/BRT has for our area.

The public needs more information about this plan and having a meeting on a Thursday afternoon between 4:30-6:30 to discuss this matter seems a bit unusual to us because most people would not be able to attend a scheduled meeting at that time. It is our understanding only two people from the community were at this meeting.

We have talked to several people and business owners along Grand River who this will affect directly and NO ONE seems to be aware of the scope of this project. Most of the people we have talked are not happy and would like to come to the meeting but we all would like any additional information available before the meeting.

The information on your site, right now, looks like it describes the affected areas in legal description terms which may make some sense if the person reading it is a surveyor. We did find a scale map of the affected areas available at the township planning office and those maps were very helpful.

The scale map of the proposed CATA/BTR project for only Meridian Township consists of 9 pages (11" x 16"). When we take the time to put the scale map together it stretches out to almost eleven feet long. By doing this and studying everything that is proposed we were able to identify several trouble spots along the route.

What the CATA/BTR people are proposing is a large undertaking that would result in tearing up roadwork that was recently redone, and depending on whom you ask the approximate cost of this project is approaching 200 million dollars.

What is the big picture for this plan? Ridership is not heavy enough in this area for CATA. If this plan moves forward it will create a lot of chaos and potentially more incidents because it will disrupt the flow of traffic by forcing people to change where they enter and exit the many businesses along this route. By creating a designated bus lane traffic in some areas will be reduced to one lane after many years of having two lanes which allowed the traffic to move along smoothly and safely.

Since, Grand River is the most heavily traveled road through Meridian Township we feel that it should be kept free of center bus stations and designated bus lanes which will only hamper driving and create additional points for potential accidents.

One person at the meeting said that making these kinds of changes and spending this amount of money just so that the six or seven people riding that bus early in the morning does not make sense. We don't

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believe there is enough support in the community for this project especially when the expected cost of the CATA/BRT work is over 160 million dollars, or more of tax payer money.

Check your latest property tax bill and see how much you were taxed for the CATA bus system already. We know some people who pay as much as \$1200 a year and never ride the bus.

Whether it is 160 million or 200 million it's just way too much money to spend and too much road work that isn't necessary. Apparently the CATA people and some of the township people have forgotten that there are already real budget problems in Michigan and we think that any money, that is available, should go to more important projects, especially with the current water crisis in Flint.

There are several choke points that will slow auto and delivery vehicle traffic down just to enable a fast moving CATA bus with a few riders to get somewhere a little faster while two lanes of traffic are packed into one lane. This sounds like real trouble to us.

It seems there would be a greater concern of having pedestrians crossing to the center of Grand River to get to the raised platform bus stops to board the buses instead of waiting on either side of Grand River at the bus stops that are already there and have been there for many years.

We wonder if the elected township officials who will ultimately make this decision for us, realize the impact and the inconvenience this will have, not only on the businesses in the affected areas but on the members of the community, the voters, who elected them.

The plan actually eliminates left turns in a large and congested business area between Okemos Road and Marsh Road. Does anyone else see how that will hurt the businesses in that area?

Businesses that we have talked to said that they will not approve of the plan. We wonder if the Chick Fil A restaurant group had seen the scale map showing the left turn restrictions when they discussed putting a location on Grand River in front of Meijer?

We will be passing along the date and time of the meeting in hopes you will be getting input from the community. This is very important and should not be done without the community being properly informed.

**THE DATE OF THE MEETING IS TUESDAY, JANUARY 26<sup>TH</sup> AT 6:00 pm AT THE MERIDIAN TOWNSHIP HALL, 5151 MARSH ROAD, OKEMOS, MI.**

Please share this information with others ASAP and contact the Meridian Township Members by going online to [www.meridian.mi.us](http://www.meridian.mi.us). Email the board members by going to "Contact Us" then go to "Township Board" it will be the second line, hit that one and you will then be able to email all the board members at the same time. At the Thursday meeting, they said it is very important hear what the community had to say about this CATA/BRT project. You need to contact them with your thoughts and concerns before the next meeting which is Tuesday, January 26<sup>th</sup>. They are looking forward to hearing from the community.

**Our voices must be heard. If we act now, we can affect the outcome. Let's fill the room!**

Sincerely,

Kathy DeVito and Rich Baum  
Chimney Oaks Sub Division

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**Sandy Otto**

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**From:** Chris Collette <collettec1@gmail.com>  
**Sent:** Sunday, January 24, 2016 4:06 PM  
**To:** Julie Brixie  
**Cc:** Board; Frank Walsh; Ken Plaga; David Hall  
**Subject:** Re: CATA Brt Proposal

Dear Julie, Franks Walsh, Meridian Township Board:

Thank you for your response. Please let us know who was contracted and by what entity to develop the BRT Plan.

Watching the people who board and exit CATA buses, it's obvious that very few people ride CATA. We are already subsidizing CATA at \$20/rider, which is excessive. Having center turns lanes monopolized by CATA in Meridian Township will not be an asset to township residents or guests.

When you look at the Meridian Township Citizen's Survey responses residents support things like open space, police and fire and plans that redevelop downtown Haslett (including the vacant L & L grocery store), Carriage Hills and downtown Okemos. Please focus on what township residents are asking for and supporting. We encourage Township officials to take action now to adjust the timing of traffic lights for better traffic flow.

We do not support the CATA Plan and will not support township officials that do. Thank you for your interest and attention.

Bill and Chris Collette

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FEB 02 2016

## Sandy Otto

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**From:** Julie Brixie  
**Sent:** Monday, January 25, 2016 4:05 PM  
**To:** Chris Collette  
**Cc:** Board; Frank Walsh; Ken Plaga; David Hall; Sandy Draggoo (SDraggoo@cata.org); alexander, debbie (DWAlexander@cata.org)  
**Subject:** CATA BRT Proposal

Dear Judge and Chris Collette,

Thank you for continuing to seek information regarding the BRT.

I'm glad I have the opportunity to provide you with some important facts. CATA's cost for fixed route rides (along Grand River Ave) is roughly \$2.58 per rider. CATA provided 11,500,000 rides each year throughout the service area.

CATA's Spec Tran service- and Redi-Ride costs \$21.46 per rider.

Thank you for mentioning our citizen survey. It is helpful to me as a board member to guide some of our important decision-making. The areas you mentioned were important to our residents. Our survey was much more comprehensive than those items mentioned. We know from our recent citizen survey that 28% of respondents used public transportation instead of driving. We also know from our survey that 63 % of respondents either strongly supported or somewhat supported a property tax increase to fund new services for public transportation improvements. WE ARE NOT PROPOSING TAX INCREASES. This was simply a question on the survey.

CATA has worked diligently with the local community and, in fact, designed the BRT project based on public input received during the design charrettes and, more recently, public meetings held in East Lansing and Meridian Township.

CATA is conducting all the planning activities related to the BRT. Mead and Hunt are contracted to conduct the Environmental Assessment and AECOM is contracted to complete the other Project Development and Engineering activities.

Thank you again for your questions.

**Julie Brixie | Meridian Township Treasurer**  
**Charter Township of Meridian | 5151 Marsh Road | Okemos, MI 48864**  
**Direct Dial 517.853.4144 | Office 517.853.4140 | Fax 517.853.4251**  
**[brixie@meridian.mi.us](mailto:brixie@meridian.mi.us)**



FEB 02 2016

BI-7

FEB 02 2016

## Sandy Otto

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**From:** Sherry and Kirk Martin <sherryandkirk@gmail.com>  
**Sent:** Sunday, January 24, 2016 4:09 PM  
**To:** Mark Kieselbach; Peter Menser; Milton Scales; Monique Esser; brixis@meridian.mi.us; Gail Oranchak; Frank Walsh; Board  
**Subject:** PROPOSED CATA/BRT PROJECT

Dear Meridian Township Officials;

It has recently come to my attention that you are considering whether or not to support the CATA/BRT proposal. I am writing to express that my husband, myself, and my 3 voting age sons vehemently OPPOSE this project. This multi-million dollar project is laughable!!! It is a classic example of an quasi-governmental agency trying to push for a solution to a problem that simply does not exist. CATA currently provides extensive transportation services throughout the greater Lansing area. In fact, they currently provide excess capacity at great cost to taxpayers. All through the greater Lansing area, CATA buses run empty or nearly empty on a daily basis, with the exception of the narrow routes in the MSU Campus area and/a small area within downtown Lansing. I could fill my phone and computer hard drives with photos of empty/nearly empty CATA buses running around our capital cities night and day. There is absolutely no logical or economically feasible reason for more capacity, or for this BRT project.

This proposed project would choke the main throughways and business areas from Okemos and East Lansing and through downtown. According to public records, more than 23 small businesses opened their doors in Meridian Township in 2015 and at least 14 new businesses are making plans to locate in the township in 2016. Did you disclose to these hard working taxpayers that you are considering this project that will restrict access to their businesses and raise their taxes?

I ask you to please consider the following questions:

- Do you honestly think that the majority of citizens and taxpayers that you represent would be in favor of this project as it is laid out?
- Do you, and the citizens you represent realize what the cost of implementation and ongoing maintenance will be, and what it do to our taxes?
- Do the citizens understand that they will not be able to turn left into the many businesses they frequent today?
- Do all businesses understand that most people will not bother to make the protracted turns and "back tracks" required, and so they will shop & dine elsewhere?
- Do you think our citizens will appreciate the backups that will occur at the intersections due to these new left turn restrictions?
- Do you think they will thank you for reducing the traffic lanes in key areas just to accommodate bus lanes that service so few residents?
- Do you understand that these CATA customers currently have ample access to travel within the services provided today?
- Do you think our residents and voters will thank you for headaches related to a large road construction project they didn't ask for?

Our Federal, State and Local governments do not have the funds to support the roads, bridges, school and other basic projects and services needed today. We can't get these things done now. How can you support this over the top BRD project over these fundamental community essentials? We urge you to say "NO" to the CATA/BRT Project.

Sherry & Kirk Martin  
4137 Trillium Court  
Okemos, MI 48864  
517-582-0778

FEB 02 2016

BI-8

FEB 02 2016

## Sandy Otto

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**From:** Julie Brixie  
**Sent:** Monday, January 25, 2016 5:00 PM  
**To:** Sherry and Kirk Martin; Mark Kieselbach; Peter Menser; Milton Scales; Monique Esser; Gail Oranchak; Frank Walsh; Board  
**Cc:** Sandy Draggoo (SDraggoo@cata.org); alexander, debbie (DWAlexander@cata.org)  
**Subject:** RE: PROPOSED CATA/BRT PROJECT

Dear Sherry and Kirk,

Thank you for providing input to Meridian Township regarding the BRT project. CATA provides over 11,500,000 rides each year throughout the CATA service area. The BRT is focused on Route 1 which operates over capacity many times throughout the MSU School year. The cost of the fixed route service is \$2.58 per rider.

Ridership on CATA follows the flow of travel just as it does on the roads. It is possible to see a bus operating empty (or with a few riders) just as it is likely you will see a road without any cars on it during parts of the day. It is also possible that you are seeing a bus that was full just a few minutes before you saw it but all the customer got off at a popular destination (Meijer or Meridian Mall for example).

The BRT addresses many transportation issues facing this critical corridor. CATA could solve the need for more buses to add capacity without the BRT. However, the impact that would have on the roadway would be very undesirable because it would cause more traffic congestion. CATA, as a responsible member of the transportation community, wants to work to help the roadway work for all users and to enhance travel into the future for all modes. Removing the buses from the auto lanes add substantial capacity to the auto lanes and does the same for public transportation. If CATA adds for buses to the auto lanes which are needed to carry more customers, the auto lanes becomes virtually undesirable to the auto because they don't want to follow a bus which stops frequently along the road.

The business community along the BRT corridor has been involved in this project since the beginning. In addition to many public meetings, charrettes and open houses CATA has mailed two newsletters to all businesses within ½ miles of the corridor informing them about the project. Several developers with projects in the area have indicated that the potential BRT attracted them to a location along the BRT corridor.

A recent citizen survey showed that 63% of respondents either strongly supported or somewhat supported transportation improvements. Additionally, 28% of survey respondents used public transportation instead of driving.

CATA's current financial plan for the CATA BRT does not rely on increased local taxes. The operating funds for the BRT will come from existing operating funding sources. The capital funds to build the project come from a variety of sources none of which are new taxes. The majority of the funds for construction are federal funds, of which Michigan pays more in than we receive back from the federal government.

Adding the median to the roadway is a significant safety improvement. We have had fatalities of pedestrians along the corridor. The median and new lights will provide increased opportunities for pedestrians to safely cross. National studies done by the Department of Transportation show that the median reduces accidents by

over 40%. In addition, studies show that the businesses along the corridor saw increases in the number of customers per day and gross sales.

An in-depth traffic model was developed to test the anticipated traffic with and without the BRT during the first year of operation and 25-years from now. This model showed that 25 years from now with the BRT, traffic flow is about same as it is today, even with the projected increases in population, employment, and housing along the corridor of 8%. Meridian Township will maintain two lanes in each direction and the removal of left turns lanes along the roadway will actually make this a much safer corridor for all modes of transportation. According to an analysis of crash data in seven states, raised medians reduce crashes by over 40 percent in urban areas.

Meridian's section of the BRT will maintain two traffic lanes in each direction. Any reduction in the number of vehicular lanes has been studied using actual traffic count data and future growth projections provided by the Tri-County Regional Planning Commission and the local jurisdictions and have been found to maintain traffic flow patterns for the coming 25 years similar to those that exist today. The BRT will only increase overall person capacity in the Michigan Avenue/Grand River Avenue corridor, allowing more people to move through the corridor and supporting and be a catalyst for expanded economic development.

Route 1, which currently provides service along the proposed BRT route, is CATA's highest ridership route and provides roughly 1.7 million rides annually. Even with buses coming every 9-minutes in the peak hours on Route 1, they are sometimes full to capacity and have to leave customers waiting at bus stops because they cannot safely board more passengers. CATA could increase the frequency on this route, providing buses every 6-minutes to accommodate demand; however, this would only increase the number of buses stopping on the Avenue, further impeding automobile traffic as cars swerve to get out from behind stopped buses. Taking the buses out of the automobile lanes allows both to flow more freely.

The construction will be done in a phased approach to limit the impacts. Some areas along the corridor will require limited construction. Planned resurfacing of the corridor is being coordinated between MDOT and CATA so that it will only be under construction once. The end result will be an improved transportation network that will allow our community to grow into the future.

This project is being funded largely by a federal public transportation grants that is specifically for fixed-guideway projects such as BRT. That being said, this is a multi-modal transportation project. While this money could not be used for a standard road project, much of the cost of construction of the BRT project is for roadway improvements and reconstruction providing a dual benefit.

**Julie Brixie | Meridian Township Treasurer**  
**Charter Township of Meridian | 5151 Marsh Road | Okemos, MI 48864**  
**Direct Dial 517.853.4144 | Office 517.853.4140 | Fax 517.853.4251**  
**[brixie@meridian.mi.us](mailto:brixie@meridian.mi.us)**



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FEB 02 2016

**Sandy Otto**

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**From:** Mary Hoenshell <maryhoen@aol.com>  
**Sent:** Monday, January 25, 2016 10:43 AM  
**To:** Board  
**Subject:** CATA Plans on Grand River Avenue

Dear Ms. Brixie, Mr. Walsh, Meridian Township Trustees,

The Board Members of the Everett Woods Homeowners' Association were informed by Chris Collette that CATA has a proposal to install cement barriers to prevent left-hand turns off of Grand River, from Michigan Avenue in downtown Lansing to Grand River Avenue, up to Marsh Road in Okemos.

I go into Lansing quite a bit, and I would completely bypass this route. This is a horrible plan, and it would force drivers to turn right, circle a block, and drive down the street they wanted to turn left at. It is the most convoluted idea coming from CATA.

I am staunchly against this proposal. And the ugly look of cement barriers on these roads is the least of the problems this would cause.

Please reconsider this proposal. This is obviously a very self-serving idea from CATA.

Regards,

Mary Hoenshell  
2341 Barnsbury Road  
East Lansing, MI 48823  
517-575-0393

FEB 02 2016

BI - 10

FEB 02 2016

**Sandy Otto**

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**From:** lmfrench@earthlink.net  
**Sent:** Monday, January 25, 2016 4:02 PM  
**To:** Board  
**Cc:** lmfrench@earthlink.net  
**Subject:** STOP THE EXPRESS BUS ROUTE NOW

There is no need for a bus express lane to Meridian twp/mall since 99% of the people driving on Grand River use automobiles. The bus passengers will not be paying for it and we are told it will be the property owners who 99% of them do not use the bus services.

The doing away with LEFT TURNS on this route will cause a traffic problem. All the business in the area are against this plan as well as the tax payers. This plan must be stop now. We are over paying now for CATA . If they do not have the money for the cost , we the property owners don.t have the money either.

[lmfrench@earthlink.net](mailto:lmfrench@earthlink.net)  
EarthLink Revolves Around You.

FEB 0 2 2016

BI-11

FEB 0 2 2016

**Brett Dreyfus**

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**From:** rroweski@aol.com  
**Sent:** Monday, January 25, 2016 5:22 PM  
**To:** Board  
**Subject:** \$\$\$ BART \$\$\$

Unable to attend the 26 Jan 2016 meeting, that will be discussing the envisioned B R T system by CATA, I choose to express my opposition to this Plan. I DO NOT see the greatly over-blown claims of Economic Development really coming to fruition. LOOK ABOUT YOU, on a cruise about town. If New Businesses are so eager to locate along Grand River, - - why the many 'empty storefronts' almost in every direction?

A Center Running dedicated median/lane would make it exceedingly more difficult for Local Residents that already shop along the Grand River Corridor. I prefer to be able to make left-turns at the location of a chosen business: NOT down the road somewhere else & have to double-back. Don't make it too difficult for Local Meridian Residents to access merchants-of-choice. I for one, would begin to move my shopping patterns to Bath Meijers, McDonalds, Speedway & whatever continues to develop AWAY from the Grand River. I will take my \$\$\$ with me, out of Meridain Township .

I also OPPOSE the likely MILLAGE HIKE that will be asked for, to help finance this \$195,000,000 Brainchild of some Traffic Engineers @ CATA & whatever Consultants. They Design It & Propose It - - then come to the average residents to PAY FOR IT. It becomes the PET PROJECT of persons who likely will not actually be using it or be inconvenienced by the altered traffic patterns.

Route One is NOT utilized-to-the-max as it is now. Why add additional cost to EVERYONE, to benefit THE FEW? No Thanks.

Ronald W Rowe 6247 E Lake Drive Haslett

FEB 02 2016

B1-12

FEB 02 2016

**Sandy Otto**

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**From:** Rita Peffers <Rita.Peffers@hc.msu.edu>  
**Sent:** Monday, January 25, 2016 11:03 PM  
**To:** Board  
**Subject:** CATA BRT

Meridian Township Board,

After attending the neighborhood leaders meeting on Thursday, January 14, 2016 at which four of you were present, I would like to address the issue of the CATA BRT proposal that was brought up at the close of that meeting. Based on the provoked reactions of other community members, my guess is that you received a number of communications in opposition to the BRT proposal, and that opposition was largely focused on assumed impacts of left-turn channeling along the Grand River corridor. I, on the other hand, support improving and advancing public transportation in our community and urge you to do the same by taking this opportunity to positively, reasonably and collaboratively impact solutions to transit issues involving bus access, pedestrian safety, congestion, future development, and environmental impacts.

I live in Ottawa Hills which is located on the north side of Grand River just west of Okemos Road. A good public transportation system is a benefit to our neighborhood and is attractive to those who seek to live in an area where driving is not a necessity. There are a number of people in Ottawa Hills from high schoolers to senior citizens, who take the bus to jobs at MSU and elsewhere, to shopping locations, to medical appointments, and to classes at MSU and LCC. As is the trend among young people to drive less, my two children—one in high school, the other in college—use the bus to get where they need to go. As users of the system, the issues we hope improved transit will address are the demand for service (buses are crowded), the traffic congestion (unrelentingly worsening) and the ability to safely cross Grand River at bus access/drop off spots (extremely hazardous).

Thank you for your continued commitment to and foresight in advancing a public transport system that will address our community's needs and future trends.

Sincerely,

Rita Peffers

FEB 02 2016

BI-13

FEB 02 2016

## Sandy Otto

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**From:** Anne Woiwode <tawoiwode@gmail.com>  
**Sent:** Tuesday, January 26, 2016 10:54 AM  
**To:** Board  
**Subject:** Thanks to the Township for Supporting CATA and Bus Rapid Transit!

Dear Board members:

Recently, I was reminded in two different ways why Meridian Township and the Greater Lansing area as a whole benefits from an excellent public transit system.

A family friend, a woman in her early thirties who grew up in East Lansing, went to UM, but now lives in Washington, DC, was visiting. She explained that she keeps her personal car in a long term parking lot at the Ann Arbor Amtrak station because the public transportation in Washington is superb, but in Michigan she still needs to get around by automobile. She is typical of the "millennial generation", as pointed out by several authoritative sources, including this report on "Millennials and Mobility". Their key findings are here (emphasis added):

"Millennials are multimodal, they choose the best transportation mode (driving, transit, bike, or walk) based on the trip they are planning to take. **Communities that attract Millennials have a multitude of transportation choices**, as proven by Millennial hotspots, popular zip codes where residents have self-selected into a multi-modal lifestyle. **Public transportation options are considered the best for digital socializing and among the most likely to connect the user with their communities.** Transit also allows Millennials to work as they travel, a trend noted by 40% of those polled. These benefits of public transit need to be fully leveraged by the industry, as they provide a clear competitive advantage. Reasons and motivations for transportation choices are pragmatic, with 46% stating that a need to save money drives their choices; 46% also note convenience, 44% want exercise, and 35% say they live in a community where it just makes more sense to use transit."

The wisdom of a strong commitment to excellent public transit, in particular facilities like the BRT, shows that Meridian is preparing for the future, looking ahead to what our community needs to do to attract young families who will find Meridian attractive to raise their families in. We are not going to be a car dominated society in the future, and Meridian will be attractive as a place to live and shop if millennials are able to get to work at the Capitol, at Sparrow, at MSU, or wherever else on good transit so they can be a one or no-car family. CATA already makes that work with the Route 1 bus heading straight down Grand River and Michigan Avenue - the BRT will make it much more attractive.

The other reminder for me comes from my recent retirement after 31 years on staff with the Sierra Club. I have been a frequent user of CATA since our family moved to this region in 1980, and I feel very fortunate to have this great service that clearly is a critical part of this community. But in retirement, I am planning to further reduce my fossil fuel usage wherever I can. We just installed a solar array on our house and have made many energy savings investments in our home. Transportation is my next step. I've long enjoyed the ability to combine my use of CATA with bicycling, and with BRT I am already looking forward to the increased speed available to travel down our major corridor. As a township that has made commitments to be increasingly environmentally sound, the CATA system, and the BRT in particular, are the shining symbols of this commitment.

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I look forward to Meridian Township sending a strong message of support for getting the BRT in place quickly!

Thank you -

Anne Woiwode  
5088 Powell Road  
Okemos, MI 48864

FEB 02 2016

BI-14  
(page 2 of 2)

FEB 02 2016

## Sandy Otto

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**From:** Barbara Samaraweera <barb\_sam@hotmail.com>  
**Sent:** Tuesday, January 26, 2016 11:15 AM  
**To:** Board  
**Subject:** CATA/BRT

TO: MERIDIAN TOWNSHIP BOARD MEMBERS

DATE: JANUARY 24, 2016

Dear Members of the Board:

It has been brought to our attention that there are plans to develop the CATA system spanning from the Meridian Mall into downtown Lansing. We had never heard of this project. After reviewing some of the surveys and maps that we found online, we would like to inform you that we strongly **OPPOSE** the proposed CATA plans. We do not see how tearing up the roadways to make dedicated bus lanes will make a big enough difference in the ridership on CATA to justify the millions of dollars that will be spent to make this happen. One survey stated that the population along the bus route has a projected increase over the next 20 years of maybe 13,000 people. It also shows that the population in Meridian Township has been and will continue to decrease between now and 2035. It appears that Lansing and East Lansing have more to gain from developing the CATA /BRT than Meridian Township does but in order for this to work, they need Meridian Township to approve the project.

We don't believe a system such as the BRT was meant for a city like Okemos where each of the businesses along the route have driveways and parking lots that customers need to enter and exit. Turning into and coming out these businesses, especially the major ones like Meijer and Best Buy along Grand River, is already hazardous. By eliminating the left turn lane and forcing all vehicles needing to make that left turn to do so either at Marsh Road or Okemos Road will probably result in increased traffic accidents and traffic backups at each of those intersections, especially if the bus is to be given priority at each intersection. This plan will have a significant negative impact on the businesses already struggling in this economy.

The roads in our town are already in disrepair and it seems that funds would be better spent on fixing and upgrading these decaying roads. The current bus route that services our area seems to work well. Why doesn't CATA make improvements to the already existing system? No matter where I go, with the exception of the MSU area, most busses are running with just a handful of people and many of those busses are empty. It seems like it would cost more for the Township to maintain Grand River along this route if there is a raised hardscape or boulevard in the middle of the road, especially in the winter when it needs to be plowed. It will also create more work for our Police and Fire Departments. CATA says they need five acres for a bus terminal and park and ride facility near the intersection of Marsh and Grand River. Where is this land available?

We do not see how Meridian Township will benefit if this CATA project moves forward. How will this enhance our community and make it better? Most of the people I know who live in Okemos did not move here in hopes that the bus system would someday get better. When I talked to friends and asked if they would ride CATA if these changes were made, not one person said they would, meaning no one will be trading in their car for CATA. If we wanted to live in a town where we could leave our cars at home and use the transit system we would not have moved to Okemos.

Maybe it's time for Meridian Township to gather email addresses from all taxpayers, perhaps this information could be collected on the property tax bill, and start informing us of important changes that are being proposed and meetings that are taking place so we can let the board members know where we stand on the issues. Email surveys would be a good way for the board to get information out to the community and they would reach more people. It would also be helpful if important decision-making meetings were held at times when residents were able to attend, which usually isn't before 6pm. There has to be a better way for us to communicate unless this is a hidden agenda.

Again, as taxpayers in Meridian Township, we **DO NOT** support the CATA/BRT.

Ranji & Barbara Samaraweera  
430 Chimney Oaks Drive  
Okemos, MI 48864

FEB 0 2 2016

BI-15

FEB 0 2 2016

**Sandy Otto**

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**From:** Matt Rhodes <matt@dustyscellar.com>  
**Sent:** Tuesday, January 26, 2016 12:30 PM  
**To:** Board  
**Subject:** Grand River Project

Meridian Board Members.

I wish to offer my opinion on the Grand River proposal.

As a lifelong resident and a family business owner on Grand River since 1980 please do not approve this project. This will do damage to every single business on Grand River in our township and be a poor use of taxpayers money.

I will not go into detail at this time, should this get the past the first stages of being considered at that time I will provide the many reasons why this should not happen.

Thank you for serving on the board and for your consideration in this matter.

Matt Rhodes  
Dusty's Cellar

FEB 0 2 2016

BI-16

FEB 0 2 2016

## Sandy Otto

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**From:** Louis Nigg <lou@lknlaw.com>  
**Sent:** Tuesday, January 26, 2016 1:44 PM  
**To:** Board  
**Subject:** CATA express bus line

Dear Board –

I am a Meridian Township resident; my address is 3810 Hemmingway Drive, Okemos, MI.

I understand that you will be considering a proposal at a meeting at 6 pm this evening that would permit an express bus lane for CATA along Grand River Avenue. I cannot be at tonight's meeting and write to express my opposition to the express bus lane. As I understand it, the proposed express bus lane would eliminate the left hand turn lane (center lane) on Grand River Avenue. If that is true, I think it would create driving hazards and congestion, as well as adversely affecting the businesses along Grand River Avenue making it much more difficult to access them.

I urge you to take the safety and well-being of all travelers on Grand River Avenue; and the economic well-being of the businesses along Grand River Avenue into consideration; and not approve the CATA proposal.

Sincerely,

Lou Nigg

LOUIS K. NIGG, PLC  
3511 Coolidge Road, Ste. 200  
East Lansing, MI 48823

Telephone (517) 371-9823  
Facsimile (517) 371-9830  
Email [lou@lknlaw.com](mailto:lou@lknlaw.com)

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FEB 02 2016

BI-17

FEB 02 2016

**Sandy Otto**

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**From:** Ginnie Perry <ginnie@blohmcreative.com>  
**Sent:** Tuesday, January 26, 2016 1:56 PM  
**To:** Board  
**Subject:** Proposed bus stop lane

Dear Meridian Township board members,

It is my understanding that there is a proposal before the board that a dedicated bus stop median be constructed on Grand River avenue east of Marsh Road, eliminating the left turn lane for eastbound traffic. As a consumer who shops regularly in the shops on the north side of Grand River in that area, I wish to register my strong objections to this plan. This would make a left turn into or out of the plazas impossible for eastbound traffic, and will seriously impact—if not destroy—the businesses there.

Michigan's business community, especially small independent businesses, need support, not additional obstacles. This is an unreasonable infringement on the small businesses in that area. I would expect the township board to encourage successful businesses, not handicap them. I strongly urge you to vote against this plan.

Sincerely,

Virginia Perry  
1392 Stillman Rd.  
Mason MI 48854

FEB 02 2016

BI-18

FEB 02 2016

**Sandy Otto**

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**From:** Tom <tdchirgwin@gmail.com>  
**Sent:** Tuesday, January 26, 2016 2:35 PM  
**To:** Board  
**Subject:** Bus plan

Dear board.

A CATA bus route that reduces adequate traffic lanes on busy streets is not in the best interest of the citizens. Before a travel lane is removed/ compromised to allow for a bus stop, a serious reconsideration is in order. A bus route east of Marsh Road needs planning and funding so the bus stops will be made inserted in the shoulder of the roads so normal traffic can proceed in the lanes it's meant to be able to. The roads are already dealing with heavy traffic that doesn't need anything else to clog it, such as suddenly losing lane space and nowhere to go but back up traffic or zip into the next lane and cause accidents.

We appreciate that it is difficult for some citizens to have to rely on bus transportation. However, since the need is there, there needs to be thoughtful planning for the long-range.

Tom and Gerry Chitgwin

Sent from my iPad

FEB 02 2016

BI-19

FEB 02 2016

**Sandy Otto**

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**From:** Rodney Petersen <rodneypetersen350@gmail.com>  
**Sent:** Tuesday, January 26, 2016 2:47 PM  
**To:** Board  
**Subject:** Proposed CATA Grand River track...

As a frequent shopper at stores along Grand River I would be greatly put off by any restrictions on left turns off Grand River. Please keep that option open...Rod Petersen

FEB 02 2016

BI-20

FEB 02 2016

**Sandy Otto**

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**From:** Tim Roth <timothydroth@gmail.com>  
**Sent:** Tuesday, January 26, 2016 4:50 PM  
**To:** Board  
**Subject:** New CATA Dedicated Bus Lane

All Board Members,

I strongly oppose subject matter. I urge you to vote no. Removing the center turn lane would be a disaster for all of us living here!!!

Best Regards,

Tim Roth  
1671 Forest Hills Dr.  
48864

FEB 02 2016

BI-21

FEB 02 2016

## Sandy Otto

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**From:** Rhonda Bueche <rbueche@comcast.net>  
**Sent:** Tuesday, January 26, 2016 5:11 PM  
**To:** Board; legogg@meridian.mi.us; Brett Dreyfus; Julie Brixie; Milton Scales; John Veenstra; Frank Walsh  
**Subject:** CATA/BRT

Good Evening Meridian Township Board Members,

My name is Rhonda Bueche and I am a Okemos resident of #4126 Leeward Drive. I am a huge advocate for public transportation, but believe money should be invested in sound projects that are proven to work and improve transportation and accessibility for all.

I heard a representative from CATA speak on the subject of this project at a Lansing Torch Club meeting in 2015 and have read about it in the LSJ. I am in awe that CATA and our cities and Meridian Township officials are considering such an expensive venture when it does not increase access, destination points, ridership, or improve route distance. Neither does it reduce fares or overall operating expense. At present, CATA does not begin to service areas that hard working citizens pay to cover.

I lived in Pittsburgh, PA for 8 years and took the bus solely, every day, over the entire city. It is superb and has only improved, as I visit it each year.

Unfortunately there are no CATA operating expense reports that I can refer to on the internet. However, I can access the Pittsburgh Port Authority Fiscal Year End Report of 2014 and offer it to you as a comparison of what can be done with this substantial sum of money, and still have a balanced budget that is not dependent on the homeowners property taxes. In fact, the Pgh Port Authority is not supported by property taxes.

The Pittsburgh Port Authority services 214,000 riders daily. The Pittsburgh Port Authority services 10 counties, has 102 routes offered by 98 bus routes, 3 light rail and 1 incline. This includes the Amtrak passenger rail to NYC, Chicago and Washington daily. The bus routes are free within downtown and T zone, which provides 50% ridership of all those working downtown. Pgh Port Authority services Park and Ride Lots, which CATA does only on an emergency basis. A one way fare to the airport is \$3.75. The board is governed by an unpaid volunteer board of 11 members that hold open public meetings monthly.

In an ongoing effort to maintain a balanced budget and reduce operating expenses, a Pgh Port Authority study found that as fares increase, ridership decreases. All of this information can be found for Pgh and many other transportation systems in other cities across the U.S. I believe it is worthwhile to utilize the successes of those and not try to put a pretty bow on our dysfunctional CATA system, as that does not improve anything and only puts a financial burden on the citizen, township, city and state.

Furthermore, the federal government grant that will help support initiation of this project will reduce any further opportunity by the state to be considered for more important projects.

Thank you for your thoughtful consideration and vote to not support this project.

Regards,

Rhonda Bueche  
#4126 Leeward Dr  
Okemos, MI

FEB 02 2016

BI-22

FEB 02 2016

**Sandy Otto**

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**From:** Fraker, Pam <fraker@cns.msu.edu>  
**Sent:** Tuesday, January 26, 2016 6:21 PM  
**To:** Board  
**Subject:** The incredible arrogance of CATA

You bill me \$700 a year for a service that never enters the eastern parts of Okemos or Haslett. They want more customers then provide a direct route that runs up and down GR to MSU ! I can not believe they have the gall to ask for their own lane!!

<http://www.cata.org/RouteServiceDirectory/Route23/tabid/242/Default.aspx>

Sent from my iPad  
Pam Fraker  
University Distinguished Professor  
National Academy of Sciences  
Dept of Biochemistry  
Building 603  
Michigan State University  
E. Lansing ,Mi 48824  
Phone 517-353-3513

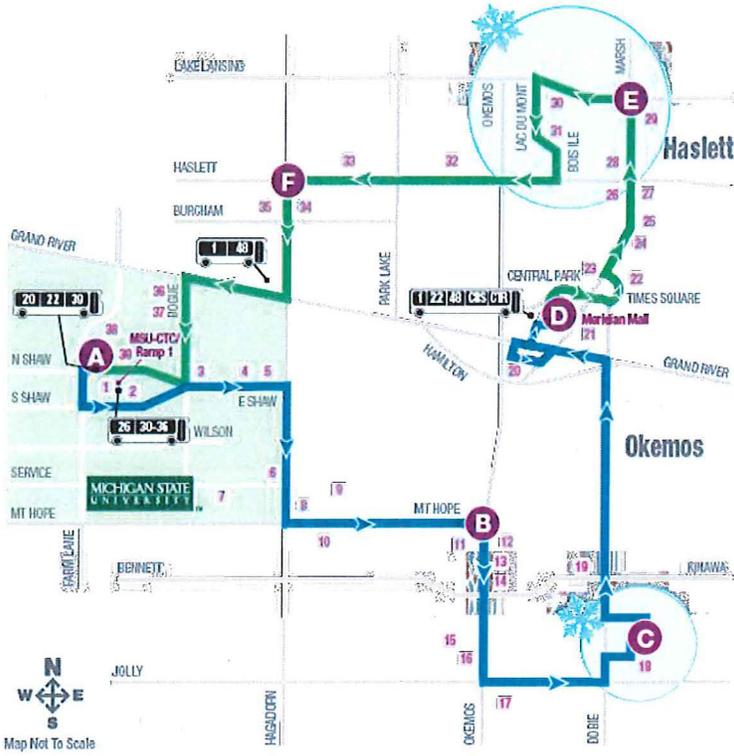
FEB 02 2016

BI-23

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**Route 23 MSU - Okemos - Haslett**

[Map & Timetables](#) | [Service Summary](#) | [Audio](#) | [Turn-by-Turn](#) | [Transfers](#) | [Locations Served](#) | [Snow Detour](#)



**Locations Served**

- |  |
|--|
| <ul style="list-style-type: none"> <li>1 MSU-CTC/Ramp 1</li> <li>2 College of Law</li> <li>3 Owen Graduate Center Residence Hall</li> <li>4 McDonald Residence Hall</li> <li>5 Holmes Residence Hall</li> <li>6 Lot 01</li> <li>7 Clinical Center</li> <li>8 Glenwood Apts.</li> <li>9 LOD East</li> <li>10 Berryessa Apts.</li> <li>11 Okemos Library</li> <li>12 Okemos Public Montessori at Central</li> <li>13 Cedar Creek Apts.</li> <li>14 Chippewa Middle School</li> <li>15 Club Meridian Apts.</li> <li>16 Knob Hill Apts.</li> <li>17 University Commerce Park</li> <li>18 Ingham County Medical Care Facility</li> <li>19 Kinross Middle School</li> <li>20 Majors, Okemos</li> <li>21 Meridian Town Center</li> <li>22 Walmart</li> <li>23 Meridian Township Hall</li> <li>24 Haslett High School</li> <li>25 Haslett Middle School</li> <li>26 Haslett Village Square Shopping Center</li> <li>27 Shoptown Plaza</li> <li>28 Benson Hills Apts.</li> <li>29 Lake Lansing Park, South</li> <li>30 Murphy Elementary School</li> <li>31 Lake O' The Hills Apts.</li> <li>32 Parkwood YMCA</li> <li>33 Deerpath Apts.</li> <li>34 MacDonald Middle School</li> <li>35 Marble Elementary School</li> <li>36 Mason/Ribbet Residence Halls</li> <li>37 Snyder/Thilipe Residence Halls</li> <li>38 Auditorium</li> <li>39 Shaw Residence Hall</li> </ul> |
|--|

**MAP LEGEND**

- Outbound (east)
- Inbound (west)
- Transfer Point to Indicated Route(s)  
CRS CATA Rural Service  
CIR Williamston/Webberville Connector
- Snow Route Detour area. Go to [cata.org](http://cata.org) Schedules & Maps for details.

**Spartan Service Timetables**

**Mon - Fri Eastbound**    **Mon - Fri Westbound**    **Saturday Eastbound**    **Saturday Westbound**

**Eastbound Monday - Friday,  
Shaw & Farm Boarding Area to Meridian Mall.**

Spartan Service operates only during MSU fall and spring semesters:  
Aug 31 - Dec 20, 2015; Jan 11 - Mar 6, 2016; Mar 14 - May 8, 2016.

On Friday, Nov 27, 2015 (the day after Thanksgiving) and Monday, Jan 18, 2016 (Martin Luther King, Jr. Day) buses will follow the MSU Breaks &

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Holidays Service schedule.

Shaw & Farm Boarding Area Bus stop #87	Okemos & Mt. Hope Bus stop #2866	Carriage Lane Apts. Bus stop #4138	Meridian Mall Bus stop #1
A	B	C	D
6:05am	6:12am	6:21am	6:40am
6:40am	6:47am	6:56am	7:15am
7:15am	7:22am	7:31am	7:50am
7:50am	7:57am	8:06am	8:25am
8:25am	8:32am	8:41am	9:00am
9:00am	9:07am	9:16am	9:35am
9:35am	9:42am	9:51am	10:10am
10:10am	10:18am	10:27am	10:45am
10:45am	10:53am	11:02am	11:20am
11:20am	11:28am	11:37am	11:55am
11:55am	12:03pm	12:12pm	12:30pm
12:30pm	12:38pm	12:47pm	1:05pm
1:05pm	1:13pm	1:22pm	1:40pm
1:40pm	1:48pm	1:57pm	2:15pm
2:05pm	2:13pm	2:22pm	2:40pm
2:30pm	2:38pm	2:47pm	3:05pm
2:55pm	3:03pm	3:12pm	3:30pm
3:20pm	3:28pm	3:37pm	3:55pm
3:45pm	3:53pm	4:02pm	4:20pm
4:10pm	4:18pm	4:27pm	4:45pm
4:35pm	4:44pm	4:53pm	5:10pm
5:00pm	5:09pm	5:18pm	5:35pm
5:25pm	5:34pm	5:43pm	6:00pm
6:30pm	6:38pm	6:47pm	7:05pm
7:40pm	7:48pm	7:57pm	8:15pm
8:50pm	8:58pm	9:07pm	9:25pm

MSU Breaks & Holidays Timetables

Mon - Fri Eastbound    Mon - Fri Westbound    Saturday Eastbound    Saturday Westbound

**Eastbound Monday - Friday,  
Shaw & Farm Boarding Area to Meridian Mall.**

Refer to the timetable below during these periods:  
Dec 21, 2015 - Jan 10, 2016; Mar 7 - Mar 13, 2016; May 9 - Aug 28, 2016

Shaw & Farm Boarding Area Bus stop #87	Okemos & Mt. Hope Bus stop #2866	Carriage Lane Apts. Bus stop #4138	Meridian Mall Bus stop #1
A	B	C	D
6:05am	6:12am	6:21am	6:40am
6:40am	6:47am	6:56am	7:15am
7:15am	7:22am	7:31am	7:50am
7:50am	7:57am	8:06am	8:25am
8:25am	8:32am	8:41am	9:00am
9:00am	9:07am	9:16am	9:35am
9:35am	9:42am	9:51am	10:10am
10:10am	10:18am	10:27am	10:45am
10:45am	10:53am	11:02am	11:20am
11:20am	11:28am	11:37am	11:55am
11:55am	12:03pm	12:12pm	12:30pm
12:30pm	12:38pm	12:47pm	1:05pm
1:05pm	1:13pm	1:22pm	1:40pm
1:40pm	1:48pm	1:57pm	2:15pm

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FEB 02 2016

Shaw & Farm Boarding Area Bus stop #87	Okemos & Mt. Hope Bus stop #2866	Carriage Lane Apts. Bus stop #4138	Meridian Mall Bus stop #1
A	B	C	D
2:15pm	2:23pm	2:32pm	2:50pm
2:50pm	2:58pm	3:07pm	3:25pm
3:25pm	3:33pm	3:42pm	4:00pm
4:00pm	4:08pm	4:17pm	4:35pm
4:35pm	4:44pm	4:53pm	5:10pm
5:20pm	5:29pm	5:38pm	5:55pm
6:30pm	6:38pm	6:47pm	7:05pm
7:40pm	7:48pm	7:57pm	8:15pm
8:50pm	8:58pm	9:07pm	9:25pm

*Times are estimated as a courtesy to our customers to assist in trip planning. Unexpected delays may occur due to circumstances beyond our control such as traffic, inclement weather, construction and event detours, etc. It is recommended that customers be at their stop at least 5 minutes prior to any published departure time.*

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 (page 4 of 4)  
 FEB 02 2016

**Sandy Otto**

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**From:** Diane Levy <levyiane27@gmail.com>  
**Sent:** Tuesday, January 26, 2016 10:52 PM  
**To:** Board  
**Subject:** Proposed CATA/BRT project

While I am in favor of improved public transportation in the region I urge you NOT to approve the CATA/BRT project as it is currently construed, in particular the plan to remove the center left-turn lane on Grand River Avenue from Cornell Road to the Capital building and create a bus lane. As an Okemos resident I travel on Grand River Avenue regularly and do not feel that the volume of traffic requires a dedicated bus lane, even if additional bus service were provided. Surely it would be much more cost-effective to simply construct pullovers at bus stops so that stopped buses would not impede the traffic flow.

More importantly, removing the center left turn lane would cause considerable inconvenience to shoppers and loss of business to business owners, particularly in the many stores and restaurants on both sides of Grand River between Central Park Dr. and Park Lake Rd.

This appears to be an expensive and ill-conceived project. Please consider less expensive and less disruptive alternatives to improve public transportation.

Sincerely,

Diane Levy  
125 Wind-n-Wood Dr.  
Okemos, MI 48864

FEB 02 2016

BI-24

FEB 02 2016

## Sandy Otto

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**From:** Shirley Decker <mertsmeats@gmail.com>  
**Sent:** Tuesday, January 26, 2016 5:32 PM  
**To:** Board  
**Subject:** BRT project

Good evening.

My name is Shirley Decker Prescott, one of the owners (me, my husband and son) of our family business, Mert's Specialty Meats at 1870 W Grand River, Okemos. There are 15 of us working for our small company, which began in June of 2011. I invested my life savings into this company. This BRT project scares me to death – will we lose everything because of a project that is more political than is necessary in this community?

Our customers have been good to us – this community has been good to us, but we are a retail store of convenience, not necessarily a destination store. If that convenience factor is gone because customers cannot easily get in and out of our complex parking lot, then we have lost that customer, no matter that we give great customer service and provide a quality product. Besides customer traffic issues, we have delivery traffic issues also. Semi trucks that have to get in and out of this complex – not only for our business but for several businesses in the complex – Jersey Giant, Goodwill, and Sherwin Williams, along with Granger trash and recycling pickup each week for all of us.

If the BRT project is approved, Mert's Meats' business will be compromised, along with every store and restaurant along the Grand River corridor. Mert's Meats will be unable to stay in this community if our customers cannot access our store – we cannot stay viable if we don't have any customers. What is the Township planning to do to help the existing businesses that will be compromised if this project is approved?

We all pay for CATA, whether we live in Lansing or in Meridian Township. How many in this community ride the bus – how many Meridian Township board members ride the bus? How many in this community plan on riding the bus if this project is approved – how many board members will ride the bus? Meridian Township is not a bus community. When I come through Okemos at 6:30 am, there are maybe 3 to 6 people, at most, on the bus coming off Marsh Road going west on Grand River, coming from Meijer. In East Lansing and Lansing the buses are full . . . but only in the winter. In the summer the East Lansing buses have no more people on them than the Okemos buses do. So a rapid bus line is being built to accommodate only 6 months out of the year in East Lansing, when the students are here; in Okemos 3 to 6 people year around. Downtown Lansing is the only place that I witness full buses year around, but with that being said, CATA did away with the New Year's eve buses even in Lansing because nobody was riding them anymore. I drive the whole corridor several times a day between our two stores and this is what I observe – it is not guessing, this is what I observe.

I strongly encourage the board to consider the impact on the traffic issues, the businesses that will be compromised, and the residents that will bear the brunt of raised taxes and torn up roads for years. Before the CATA BRT project is even completed, the road construction will compromise many of the small businesses in this area and they will close before the buses can even come down through here. I've seen this happen in Lansing when streets were closed for months and long term and viable businesses had to close their doors because of road construction. Please don't allow this to happen in Meridian Township.

FEB 02 2016

BI-25

Shirley Decker Prescott  
Owner, Mert's Specialty meats  
517-574-5014

FEB 02 2016

**From:** Julie Brixie  
**Sent:** Tuesday, January 26, 2016 5:40 PM  
**To:** Shirley Decker  
**Subject:** RE: BRT project

Hi Shirley,

Thanks for the note. I love your business and love that you located here. I don't know where you got your information, but the BRT has no plans to be in front of Mert's Meats. There will be no medians on that section of Grand River. They stop at Okemos. I heard from another business that you may have been sent a letter. Sadly it looks like it contained a lot of false information. We also don't have it on our agenda as it is under CATA's authority.

**Julie Brixie | Meridian Township Treasurer**  
**Charter Township of Meridian | 5151 Marsh Road | Okemos, MI 48864**  
**Direct Dial 517.853.4144 | Office 517.853.4140 | Fax 517.853.4251**  
**[brixie@meridian.mi.us](mailto:brixie@meridian.mi.us)**

FEB 02 2016

BI-26

FEB 02 2016

## Sandy Otto

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**From:** Shirley Decker <mertsmeats@gmail.com>  
**Sent:** Wednesday, January 27, 2016 9:17 AM  
**To:** Board  
**Cc:** grand center framers edge-leeann buckingham; grand center meridian cleaners-mike ma  
**Subject:** BRT project response

Ms. Brixie,

thank you for your prompt response and kind words.

We did not send out a letter, but were informing our customers when they came in yesterday as to what is going on with Grand River as many of our customers use the Grand River corridor between East Lansing and Okemos. I don't believe that the facts in the information that was handed out were entirely false, just changed – it seems that CATA is a moving target in this project. I talked to an employee of CATA, whom is in a top management position, in December and was told it would come all the way through here. While last night the CATA representative indicated that the project would end at Okemos road, a Meridian Township staffer told me that the buses would turn around at Meridian Mall. So it doesn't really stop at Okemos road logistically, does it? We have many business friends that have stores west of Okemos road that this will impact – last night I concentrated on our location, but this affects more than just us – it impacts the entire community of businesses west of Okemos road (currently that's CATA's stance) and the residents of Okemos that use Grand River to shop, dine, and travel to East Lansing. I will stand by my statement last night that Okemos is not a bus line community. The destination for the buses at this time in this area is Meijer and they can already get there the way it is now – right to their front door – that won't change. So we jeopardize businesses and tearing up the road, which will impact our businesses even more while they do the construction, for a handful of people that shop at Meijer. Ask any of these businesses down through here if we get anybody off the bus line shopping at our stores and you will find that 99% of them will say no. Most of the people that use the bus line currently are from other communities coming into Okemos to shop at Meijer. And while we're talking about where the BRT will stop, how will it traverse the bridge east of Park Lake road? It seems only logical for the medians to stop at Park Lake road. There are a lot of questions that need to be answered.

As far as not having this project on the agenda because it is under CATA's authority causes Meridian Township's residents to be uninformed, which is the case. There are people that shopped with us yesterday that have lived here for decades that had no idea this is going on. That is not fair to the residents, nor the businesses. Whether it is under CATA's authority or not, it should be discussed at township meetings. Who runs our township, the board, or CATA? Brian Jones (of Playmakers) and I were also told last night that letters or some kind of notification were sent out to businesses west of Marsh road about the meeting last week. I can see why Mert's was not included, but Playmakers is west of Marsh road and knew nothing about that meeting nor the project until I contacted him Monday evening. Last night you told several of our immediate business neighbors that the project was not on the agenda and that the medians stop at Marsh road and they could go home. They did, before all of this came out in the public comment and the CATA representative's comments – so even though they were there to get some information about this, they were told they could go home because there would be no information available. I don't understand you sending away township business people from a township meeting where they could get some information about an important project

– you had to have known that CATA was there – we all did, and that there would be comments from board members regarding all of this. What is the motivation to keeping these business people uninformed?

We look forward to getting more information and being included in anything having to do with this project in the future.

Shirley Decker  
Mert's Meats  
517-574-5014

FEB 02 2016  
BI-27  
(page 2 of 2)  
FEB 02 2016

**Sandy Otto**

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**From:** Julie Brixie  
**Sent:** Thursday, January 28, 2016 9:29 AM  
**To:** Shirley Decker; Board  
**Cc:** grand center framers edge-leeann buckingham; grand center meridian cleaners-mike ma  
**Subject:** RE: BRT project response

Dear Shirley,

Thank you for your continued response.

The Bus Rapid Transit runs from the Capitol to Meridian Mall. The project includes medians, dedicated bus lanes, and two lanes in each direction for regular traffic in Meridian Township from Brookfield to Okemos Road with the exception of going over the bridge near Park Lake Road. The *medians* stop at Okemos Road, but the bus route continues into Meijer and then across the street to Meridian Mall, effectively ending at Marsh Road.

I did not send any business people away from our meeting. Contrary to your accusation, my motivation is to provide people with factual information when asked. I answered some direct factual questions before the meeting from my fellow Rotarian and friend Mike Ma regarding median locations for the BRT.

We are planning to arrange an informational meeting to provide you and others factual information regarding this complex project in the future. I look forward to and value your continued input,

Sincerely,

Sincerely,

**Julie Brixie | Meridian Township Treasurer**  
**Charter Township of Meridian | 5151 Marsh Road | Okemos, MI 48864**  
**Direct Dial 517.853.4144 | Office 517.853.4140 | Fax 517.853.4251**  
**[brixie@meridian.mi.us](mailto:brixie@meridian.mi.us)**



FEB 02 2016

BI-28

FEB 02 2016

**Sandy Otto**

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**From:** Deb Hamilton <deb.hamilton@okemosk12.net>  
**Sent:** Friday, January 29, 2016 11:08 AM  
**To:** Board  
**Subject:** CATA Dedicated Bus Lane

Dear Township Board,

It is my understanding that a dedicated bus lane has been proposed by CATA for both Michigan Avenue and Grand River. If my information is correct, this would mean that a left turn lane would no longer exist on either of these roads in most places between the Capitol and Meridian Mall.

I'm very concerned about the impact this may have on many of our local, small businesses. Any traffic pattern that makes it more difficult for motorists to access these establishments will likely have a negative impact on these businesses' revenue. In today's economic climate, which continually favors 'big box stores,' I'm dismayed to think that any new plans would be put in place that may cause difficulty for our small business owners.

As a resident of the township, and a customer of many of the wonderful small business in the area, I hope the Meridian Township Board will consider these concerns and act in the best interest of their constituency.

Sincerely,

Debra Chamberlain-Hamilton

FEB 02 2016

BI-29

FEB 02 2016

**CLERK'S OFFICE  
BOARD COMMUNICATIONS  
FEBRUARY 2, 2016**

**Staff Communications (SC)**

**DEPARTMENT OF COMMUNITY PLANNING AND DEVELOPMENT**

**SITE PLAN REVIEW DECISIONS**

**Site Plan Review Approvals (as of 1/26/16):**

**#15-08 (AutoZone Development, LLC)**

Request to redevelop 2649 Grand River Avenue (Kildea Kar Kare) and construct an approximate 6,134 square AutoZone store, East Lansing.

Approved: 1/5/16

**#15-11 (Meridian Investment Group)**

Request to redevelop Executive Office Park at 5000 Northwind Drive and construct a MUPUD (Red Cedar Flats) with 1 mixed use building and 3 apartment buildings, totaling approximately 125,000 square feet, with 112 dwelling units, East Lansing.

Approved: 1/14/16

**#16-01 (Okemos Road, LLC)**

Request to construct an 8-unit townhouse building, approximately 7,644 square feet in size, at 3698 Okemos Road, Okemos.

Approved: 1/21/16

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FEB 02 2016

SC-1

FEB 02 2016

GGOM

**Charter Township of Meridian  
Board Meeting  
2/2/2016**

MOVED THAT THE TOWNSHIP BOARD APPROVE THE MANAGER'S  
BILLS AS FOLLOWS:

COMMON CASH	326,305.77
PUBLIC WORKS	162,860.94
TRUST & AGENCY	3,117.25
PAYROLL CHECKS	<u>12,020.85</u>
TOTAL CHECKS:	\$ 504,304.81
CREDIT CARD TRANSACTIONS (January 21 to January 27)	10,748.11
TOTAL PURCHASES:	<u>\$ 515,052.92</u>
ACH PAYMENTS	<u>\$ 382,852.60</u>

01/28/2016 12:49 PM  
User: hudecek  
DB: Meridian

INVOICE APPROVAL BY INVOICE REPORT FOR CHARTER TOWNSHIP OF MERIDIAN  
EXP CHECK RUN DATES 02/02/2016 - 02/02/2016  
BOTH JOURNALIZED AND UNJOURNALIZED OPEN AND PAID  
BANK CODE: GF

Vendor Name	Description	Amount	Check #
1. AFFORDABLE TIRE			
	TIRES 2016 (STATE CONTRACT PRICING)	830.90	
2. ALLGRAPHICS CORP			
	HYRA BASKETBALL TSHIRTS FOR PARTICIPANTS AND VOLUN	972.10	
	50'S FITNESS T-SHIRTS	148.00	
	TOTAL	1,120.10	
3. ANDREWS HOOPER PAVLIK PLC			
	PRELIMINARY WORK FOR 2016 - JANUARY	7,480.00	
4. ANGELA WILSON			
	REIMB FOR EXP @ MTA CONFERENCE	96.04	
5. ASCAP			
	2016 ANNUAL LICENSE - L MAISNER	336.00	
6. BARLETT PLUMBING			
	REFUND OVERPM'T ANNUAL FEE #PP16-0013	15.00	
7. BECKS PROPANE			
	PROPANE FOR HNC	204.53	
8. CBI INC			
	DEC PHOTOCOPIER CHG - HNC	20.90	
	PHOTOCOPIER MAINT CONTRACT FOR HNC	20.55	
	TOTAL	41.45	
9. CDW			
	SIERRA AIRLINK GX450 4G LTE CELL GW	677.00	
10. CINTAS CORPORATION #725			
	WORK UNIFORMS FRANK/PUNG	25.70	
	WORK UNIFORMS FRANK/PUNG	25.70	
	TOTAL	51.40	
11. CITY OF EAST LANSING			
	HASLETT BASKETBALL TEAM LEAGUE REGISTRATIONS	825.00	
	4TH QTR 2015 MEP FEES	57,704.60	
	TOTAL	58,529.60	
12. CITY PULSE			
	TWP NOTICES	304.22	
13. COMCAST CABLE			
	CABLE TV & INTERNET CHGS	197.03	91506
	CABLE TV & INTERNET CHGS	187.52	
	INTERNET & DIGITAL VOICE	174.50	91507
	TOTAL	559.05	
14. CUMMINS BRIDGEWAY LLC			
	PERFORM STARTUP ON TRANSFER SWITCH	1,250.00	
15. DBI			
	MISC SUPPLIES - OFFICE	114.29	
16. DELTA DENTAL			
	FEB - PREMIUM	12,727.04	
17. DRURY'S LAWN CARE			
	FOOTBALL FIELD MAINT FOR WILLIAMSTON	200.00	
18. EAST LANSING POLICE DEPT			
	3RD QTR OHSP SEATBELT GRANT	598.00	
19. FIRST ADVANTAGE LNS OCC HEALTH			
	MDOT RANDOM DRUG TESTING - CLINIC COLLECTION	19.21	
20. FRONT LINE APPRAISAL INC			
	PROPERTY APPRAISAL HANNAH LOFTS	8,500.00	
21. HALT FIRE INC			
	ENGINE OIL	65.33	
22. HOSFORD BROTHERS			
	MISC CONCRETE WORK	13,292.00	

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Vendor Name	Description	Amount	Check #
23. INGHAM COUNTY HEALTH DEPT	POLLUTION PREVENTION-CATEGORY 3 REPORTING FEE	220.00	
	POLLUTION PREVENTION-CATEGORY 1 REPORTING FEE	215.00	
	TOTAL	435.00	
24. INGHAM COUNTY SHERIFF'S OFFICE	3RD QTR OHSP SEATBELT GRANT	598.00	
25. INK OASIS	MULTIPLE PRINTER INKS/TONERS	751.02	
26. JEROME J GALLAGHER PH.D.	PROF SERVICE - 10/25/15 TO 12/18/15	315.79	
	PROF SERVICE - 1/8/16	84.21	
	TOTAL	400.00	
27. JI EUN LEE	FILMING @ TWP BOARD & ENVIRONMENTAL MEETINGS	59.50	91508
28. LANSING POLICE DEPARTMENT	3RD QTR OHSP SEATBLET GRANT	603.00	
29. LANSING SANITARY SUPPLY INC	SERVICE/ HANDLING CHG	8.25	
	HAND SOAP	52.55	
	TOTAL	60.80	
30. MARCUS WOURMAN	K-1ST GRADE BASKETBALL CLINIC	1,080.00	
31. MERIDIAN TOWNSHIP ECONOMIC	REIMB CC PAYMENT PAID TWICE CK'S #1424 & #1429	101.53	
32. MICHIGAN NATOA	ANNUAL MEMBERSHIP - D GUTHRIE	100.00	
33. MICHIGAN PAVING	HMA PAVING PROJECT AT TOWNHALL, SERVICE CENTER AND	153,113.57	
34. MICHIGAN RUNNING FOUNDATION	TIME KEEPER FOR POLAR BEAR RUN	818.00	
35. MICHIGAN STATE UNIVERSITY	STAFF & COMMAND SCHOOL FOR SGT. E BESONEN	3,000.00	
36. MICRO SOURCE INC	CRADLEPOINT AER1600 MODEM AND AT&T MODEM	1,083.00	
37. MSU POLICE DEPT	3RD QTR OHSP SEATBELT GRANT	606.00	
38. MUZZALL GRAPHICS	BUSINESS CARDS - BOLEK, GMAZEL & ESSER	105.00	
	RECRUITMENT BROCHURE	143.17	
	TOTAL	248.17	
39. OKEMOS MARATHON	TOW TO MERIDIAN COMMUNITY CENTER	81.00	
40. OVERHEAD DOOR OF LANSING	LABOR ON DOOR #7	170.00	
	EMERGENCY OVERHEAD DOOR REPAIR - SERVICE CENTER	1,680.64	
	TOTAL	1,850.64	
41. POSTMASTER	PARKING TICKETS/VOTER REGISTRATION RETURN CARDS	700.00	
	BRM PERMIT #90045000	225.00	
	TOTAL	925.00	
42. PROFESSIONAL BENEFITS SERVICES INC	FLEX ADMIN - FEBRUARY 2016	128.00	
	FEBRUARY PREMIUM	9,623.80	
	TOTAL	9,751.80	
43. PROGRESSIVE AE	2015 PROFESSIONAL ENGINEERING SERVICES FOR LAKE LA	1,403.00	

01/28/2016 12:49 PM  
User: hudecek  
DB: Meridian

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BANK CODE: GF

Vendor Name	Description	Amount	Check #
44. RED CEDAR SPORTS ENTERTAINMENT LLC	16 TEAMS OF YOUTH BASKETBALL LEAGUE TOURNAMENT FEE	2,500.00	
45. REFPAY TRUST ACCOUNT	7 & 8TH GRADE BASKETBALL REFEREE PAY	600.00	
46. RESERVE ACCOUNT	TWP MONTHLY POSTAGE 2016 - FEBRUARY	3,000.00	
47. RM ELECTRIC INC	KINAWA DRIVE RFB PROJECT	3,995.10	
48. RUSTY PLUMMER	FARM MARKET - VENDOR	11.00	
49. SME	PROF SERV 8/24/15 TO 9/20/15	3,275.75	
	PROF SERV FROM 9/21/15 TO 10/25/15	4,903.77	
	PROF SERVICE 11/23/15 TO 12/20/15	613.00	
	TOTAL	8,792.52	
50. STANDARD ELECTRIC CO	LIGHTS - LESS CREDIT \$13.67 /INV#8128417-00	400.20	
51. SUPREME SANITATION	PORTABLE TOILET RENTAL	80.00	
52. THE HARKNESS LAW FIRM PLLC	LEGAL FEES-UTC	7,122.42	
53. THE LINCOLN NAT'L LIFE INS CO	FEBRUARY - PREMIUM	3,619.34	
54. TITUS FARM LLC	FARM MARKET VENDOR	123.00	
55. TOWNSHIP SUITES BY MARRIOTT	REFUND OVERPM'T 2016 ANNUAL INSP FEE - CR150300	216.00	
56. US BANK EQUIPMENT FINANCE	COPIER LEASE PAYMENT - FEBRUARY 2016	954.00	
57. VISION TECHNOLOGY SOLUTIONS, LLC	DESIGN FOR NEW TOWNSHIP WEBSITE	10,812.00	
TOTAL - ALL VENDORS		326,305.77	

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INVOICE APPROVAL BY INVOICE REPORT FOR CHARTER TOWNSHIP OF MERIDIAN  
EXP CHECK RUN DATES 02/02/2016 - 02/02/2016  
BOTH JOURNALIZED AND UNJOURNALIZED OPEN AND PAID  
BANK CODE: PW

Vendor Name	Description	Amount	Check #
1. ANDREWS HOOPER PAVLIK PLC	PRELIMINARY WORK FOR 2016 - JANUARY	2,520.00	
2. CHAMPION WOODS, LLC	FEBRUARY - FINAL SETTLEMENT PAYMENT	4,100.00	
3. CITY OF EAST LANSING	SEMI ANNUAL SEWER FOR JAN 2016	146,667.00	
4. CURTIS TYLER	REFUND OVPM'T FINAL #RABY-002112-0000-04	64.40	
5. DELTA DENTAL	FEBRUARY - PREMIUM	1,410.95	
6. HOSFORD BROTHERS	MISC CONCRETE WORK	6,702.00	
7. KENNEDY INDUSTRIES INC	FIELD SERVICE - TOWER GARDENS	283.00	
	FIELD SERVICE - MONTGOMERY CT	225.50	
	TOTAL	508.50	
8. SME	PROF SERVICE 9/21/15 TO 10/25/15	98.98	
	PROF SERV 10/26/15 TO 11/22/15	359.25	
	TOTAL	458.23	
9. THE LINCOLN NAT'L LIFE INS CO	FEBRUARY - PREMIUM	429.86	
TOTAL - ALL VENDORS		162,860.94	

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DB: Meridian

INVOICE APPROVAL BY INVOICE REPORT FOR CHARTER TOWNSHIP OF MERIDIAN  
EXP CHECK RUN DATES 02/02/2016 - 02/02/2016  
BOTH JOURNALIZED AND UNJOURNALIZED OPEN AND PAID  
BANK CODE: TA

Vendor Name	Description	Amount	Check #
1. DAVID WOLTZ	REFUND TAX TRIBUNAL #33-02-02-28-305-013/2418 GRAY	65.16	11734
2. HAVEN PARTNERS INC	REFUND PROPERTY TAX #33-02-02-06-477-035/3052 LAKE	3,052.09	11735
TOTAL - ALL VENDORS		3,117.25	

01/28/2016

Check Register Report For Meridian Charter Township  
For Check Dates 01/21/2016 to 01/27/2016

Check Date	Bank	Check Number	Name	Physical Check Amount
01/22/2016	PR	30675	RANDOLPH, SHIRLEY	275.17
01/22/2016	PR	30676	ZAMENSKY, BRYANT	103.44
01/22/2016	PR	30677	AFLAC	2,516.28
01/22/2016	PR	30678	AFSCME COUNCIL 25	1,640.52
01/22/2016	PR	30679	MERIDIAN PROFESSIONAL FIREFIGHTERS	2,170.00
01/22/2016	PR	30680	FRATERNAL ORDER OF POLICE, LABOR PROGRAM	483.98
01/22/2016	PR	30681	MERIDIAN TWP POLICE SUPERVISORY UNIT	45.00
01/22/2016	PR	30682	CITY OF LANSING	846.16
01/22/2016	PR	30683	MICHIGAN STATE DISBURSEMENT UNIT	1,723.91
01/22/2016	PR	30684	POLICE OFFICERS ASSOCIATION OF MICHIGAN	1,454.76
01/22/2016	PR	30685	POLICE OFFICERS ASSOCIATION OF MI	216.00
01/22/2016	PR	30686	UNUM LIFE INSURANCE CO. OF AMERICA	386.26
01/22/2016	PR	30687	UNUM LIFE INSURANCE CO. OF AMERICA	159.37
Totals:				12,020.85

Credit Card Transactions

January 21, 2016 to January 27, 2016

<u>Date</u>	<u>Merchant Name</u>	<u>Amount</u>	<u>Name</u>
2016/01/25	ADOBE	\$63.58	DARKUS BEASLEY
2016/01/25	AMAZON.COM AMZN.COM/BILL	(\$30.00)	WADE PRESTONISE
2016/01/21	AMAZON.COM AMZN.COM/BILL	\$33.08	CHRISTOPHER DOMEYER
2016/01/26	AMAZON.COM AMZN.COM/BILL	\$25.30	CHRISTOPHER DOMEYER
2016/01/22	APS, A TRIMBLE CO	\$1,886.40	STEPHEN GEBES
2016/01/25	BANNASCH WELDING	\$37.95	ROBERT STACY
2016/01/25	BED BATH & BEYOND #369	\$141.92	WILLIAM PRIESE
2016/01/25	BFT,L.P.	\$222.99	DENNIS ANTONE
2016/01/22	BIGGBY COFFEE 225	\$5.19	DEBORAH GUTHRIE
2016/01/22	CMP DISTRIBUTORS INC	\$135.00	CHRISTOPHER DOMEYER
2016/01/22	COMCAST OF LANSING	\$12.81	KRISTI SCHAEDING
2016/01/26	CROWN AWARDS INC	\$125.14	DARCIE WEIGAND
2016/01/22	D J*WALL-ST-JOURNAL	\$98.97	JULIE BRIXIE
2016/01/26	DIGILINK COMPUTERS RETAI	\$115.91	WADE PRESTONISE
2016/01/26	DISCOUNT ONE HOUR SIGNS	\$56.00	DENNIS ANTONE
2016/01/22	ELLIOTT FOOD EQUIPMENT L	\$43.36	WILLIAM PRIESE
2016/01/22	FAMILY FARMHOME 8	\$154.97	KYLE WILKINS
2016/01/21	FAMILY FARMHOME 8	\$165.94	ROBERT MACKENZIE
2016/01/22	FEDEX OFFICE 00000828	\$92.22	DEBORAH GUTHRIE
2016/01/25	HARBOR FREIGHT TOOLS 157	\$79.97	LAWRENCE BOBB
2016/01/21	HASLETT TRUE VALUE HDW	\$11.94	CHRISTOPHER DOMEYER
2016/01/26	HASLETT TRUE VALUE HDW	\$22.86	TODD FRANK
2016/01/26	HUNGRY HOWIE'S #10	\$36.32	DARKUS BEASLEY
2016/01/21	IACP	\$25.00	DAVID HALL
2016/01/24	KROGER #793	\$16.51	ROBIN FAUST
2016/01/24	KROGER #793	\$23.95	ROBIN FAUST
2016/01/22	LARRY CUSHION TROPHIES	\$40.00	DARCIE WEIGAND
2016/01/23	MARRIOTT DETROIT DTOWN	\$27.46	BRETT DREYFUS
2016/01/23	MARRIOTT DETROIT DTOWN	\$64.00	CAROL HASSE
2016/01/22	MEIJER INC #025 Q01	\$130.62	DARCIE WEIGAND
2016/01/21	MI ASSOC OF BROADCASTERS	\$342.00	DEBORAH GUTHRIE
2016/01/26	MICHIGAN MUNICIPAL LEAGUE	\$600.00	CAROL HASSE
2016/01/22	MICHIGAN MUNICIPAL TRE	\$50.00	JULIE BRIXIE
2016/01/22	MICHIGAN WATER ENVIORNMEN	\$200.00	PETER VASILION
2016/01/25	MIDWEST POWER EQUIPMEN	\$185.97	LAWRENCE BOBB
2016/01/26	NATL ASSOC FOR INTERPRET	\$290.00	CATHERINE ADAMS
2016/01/26	NATL ASSOC FOR INTERPRET	\$305.00	KATHERINE RICH
2016/01/21	NATOA	\$680.00	DEBORAH GUTHRIE
2016/01/21	OFFICEMAX/OFFICEDEPOT #61	\$105.97	ROBIN FAUST
2016/01/22	OKEMOS HARDWARE INC	\$8.98	TOM OXENDER
2016/01/26	OKEMOS HARDWARE INC	\$10.00	KENNITH PHINNEY
2016/01/25	OPENYARDCOM	\$122.43	MICHAEL DEVLIN
2016/01/25	PAYPAL *CRIMESTOPPE	\$40.00	CAROL HASSE
2016/01/26	PAYPAL *MEDA	\$450.00	PETER MENSER
2016/01/21	POLICE EXECUTIVE RESEARCH	\$200.00	DAVID HALL
2016/01/22	PORT ATWATER PARKING	\$60.00	BRETT DREYFUS
2016/01/24	QUALITY DAIRY 31280027	\$31.63	DARCIE WEIGAND
2016/01/22	SNAPON TOOLS	\$71.95	TODD FRANK
2016/01/25	SOLDAN'S FEEDS & PET S	\$8.94	CATHERINE ADAMS
2016/01/26	SPARTANCHASSIS (APA)	\$302.10	TODD FRANK
2016/01/22	STAMP-RITE INC	\$15.00	CHRISTOPHER DOMEYER

Credit Card Transactions

January 21, 2016 to January 27, 2016

2016/01/26	SVSU CASHIERS OFFICE	\$200.00	ANDREA SMILEY
2016/01/23	TARGET 00003657	\$87.23	MARK VROMAN
2016/01/21	TARGET 00003657	\$289.97	KENNITH PHINNEY
2016/01/22	THE HOME DEPOT 2723	\$109.10	KEN PUNG
2016/01/25	THE HOME DEPOT 2723	\$141.36	WILLIAM RICHARDSON
2016/01/21	THE HOME DEPOT 2723	\$8.45	PETER VASILION
2016/01/23	THE HOME DEPOT 2723	\$22.98	MARK VROMAN
2016/01/21	THE HOME DEPOT 2723	\$962.52	WILLIAM PRIESE
2016/01/25	THE HOME DEPOT 2723	\$139.16	WILLIAM PRIESE
2016/01/25	THE HOME DEPOT 2723	\$28.83	KEITH HEWITT
2016/01/27	ULINE *SHIP SUPPLIES	\$718.33	WILLIAM PRIESE
2016/01/26	WAL-MART #2866	\$94.85	ROBERT STACY
		<u>\$10,748.11</u>	

ACH Transactions

<u>Date</u>	<u>Payee</u>	<u>Amount</u>	<u>Purpose</u>
01/21/16	Various Financial Institutions	252,371.56	Direct Deposit 1/22 Payroll
01/21/16	ICMA	32,570.93	Payroll Deductions
01/21/16	IRS	97,316.37	Payroll Taxes
01/25/16	MCT - PW	591.50	P'mt of Twp Water/Sewer Bills
01/21/16	Consumers	<u>2.24</u>	P'mt of Twp Utility Bill
	<b>Total ACH Payments</b>	<u><u>382,852.60</u></u>	

**MEMORANDUM****TO:** Township Board**FROM:**   
Mark Kieselbach  
Director of Community Planning and Development  
Gail Oranchak, AICP  
Principal Planner**DATE:** January 28, 2016**RE:** Zoning Amendment #15080 (Township Board) – Street Tree Ordinance

---

The Township Board recently discussed the Planning Commission's recommendation to amend Section 86-473 Street Trees. The purpose is to continue to require the installation of street trees for all nonresidential and multiple-family projects; extend the requirement to planned unit developments; and preserve, when feasible, existing trees located in road rights-of-way. The attached resolution is consistent with the Planning Commission's recommendation.

**Township Board Options**

The Township Board may approve, deny, or amend the proposed text. If the Board amends the proposed text, it may be referred to the Planning Commission. A resolution to approve is attached.

**Attachments**

1. Resolution

**RESOLUTION TO APPROVE**

**Zoning Amendment #15080  
(Township Board)  
INTRODUCTION**

**RESOLUTION**

At the regular meeting of the Township Board of the Charter Township of Meridian, Ingham County, Michigan, held at the Meridian Municipal Building, in said Township on the 2nd day of February 2016, at 6:00 p.m., Local Time.

PRESENT: \_\_\_\_\_  
\_\_\_\_\_

ABSENT: \_\_\_\_\_

The following resolution was offered by \_\_\_\_\_ and supported by \_\_\_\_\_.

WHEREAS, a zoning amendment (ZA #15080) was initiated to amend Section 86-473 Street Trees to continue to require the installation of new street trees and to expand the ordinance to consider preservation of existing street trees along and within the rights-of-way of public streets in Meridian Township; and

WHEREAS, the Planning Commission held a public hearing on the proposed zoning amendment on November 9, 2015, and reviewed staff material forwarded under cover memoranda dated November 5, 2015, December 10, 2015, and December 17, 2015; and

WHEREAS, the Planning Commission at its meeting on December 21, 2015 voted to recommend approval of the zoning amendment; and

WHEREAS, the amendment to Section 86-473 Street Trees continues to require the planting of street trees along public streets for the purpose of improving public health, safety and general welfare; and

WHEREAS, the amendment promotes the retention of existing street trees within public road rights-of-way to further preserve the township's natural assets and environment by allowing existing trees to substitute for required street trees; and

WHEREAS, the amendment provides a mechanism for evaluating existing street trees prior to removal to determine viability for preservation by considering tree species, size, form, age, location and physical condition; and

WHEREAS, the amendment is consistent with Goal 3, Objective E, Strategy 3 of the 2005 Master Plan to initiate and maintain a program of tree planting along the Township's major thoroughfares; and

WHEREAS, the amendment is consistent with a 2015 Township Board goal to update the street tree ordinance.

**RESOLUTION TO APPROVE - INTRODUCTION**

**ZA #15080 (Township Board)**

**Page 2**

NOW THEREFORE BE IT RESOLVED THE TOWNSHIP BOARD OF THE CHARTER TOWNSHIP OF MERIDIAN, hereby **INTRODUCES FOR PUBLICATION AND SUBSEQUENT ADOPTION** Ordinance No. \_\_\_\_\_, entitled "Ordinance Amending the Code of the Charter Township of Meridian, Ingham County, Michigan, Chapter 86, Article V, DIVISION 1, by amending Section 86-473 Street trees.

BE IT FURTHER RESOLVED the Clerk of the Charter Township of Meridian is directed to publish the Ordinance in the form in which it is introduced at least once prior to the next regular meeting of the Township Board.

ADOPTED: YEAS: \_\_\_\_\_

\_\_\_\_\_

NAYS: \_\_\_\_\_

STATE OF MICHIGAN        )  
  ) ss  
COUNTY OF INGHAM        )

I, the undersigned, the duly qualified and acting Clerk of the Charter Township of Meridian, Ingham County, Michigan, DO HEREBY CERTIFY that the foregoing is a true and a complete copy of a resolution adopted at a regular meeting of the Township Board on the 2nd day of February 2016.

\_\_\_\_\_  
Brett Dreyfus CMMC  
Township Clerk

ORDINANCE NO. \_\_\_\_\_

ORDINANCE AMENDING THE CODE OF THE CHARTER TOWNSHIP  
OF MERIDIAN, INGHAM COUNTY, MICHIGAN,  
CHAPTER 86, ARTICLE V, Division 1 BY AMENDING SECTION 86-473

THE CHARTER TOWNSHIP OF MERIDIAN ORDAINS:

Section 1.

- A. Amendment to Section 86-473 of Article V Supplementary Regulations. Section 86-473 entitled Street trees of the Code of the Charter Township of Meridian, Ingham County, Michigan, is hereby amended to read as follows:

**Sec. 86-473 Street trees.**

The purpose of this section is to protect, preserve and provide trees along and near streets within the Township; to provide for public health, safety, and general welfare gained from the visual aesthetics, air purification, and traffic calming benefits of trees; to promote and retain the Township's natural beauty; and to identify, address mitigate and resolve concerns regarding trees during the design phase of projects.

- A. New street trees. New street trees shall be planted as part of any nonresidential or multiple-family developments, planned unit developments (PUD), mixed use planned unit developments (MUPUD), and commercial planned unit developments (CPUD), using the following minimum standards:

(1) Location of new street trees shall be determined by street classifications found in Section 86-367.

a. Arterial streets: New street trees shall be planted in a manner determined appropriate by the Director of Community Planning and Development with input from the Ingham County Road Department and the Michigan Department of Transportation, as applicable.

b. Collector and local streets: Street trees shall be planted between the curb line and edge of pavement and the right of way line of the street provided site visibility shall be maintained in a manner consistent with Section 86-474. The Director of Community Planning and Development with input from the Ingham County Road Department or Michigan Department of Transportation, as applicable shall determine the appropriateness of the final location of proposed street trees.

c. In those cases where a street tree is planted less than five feet from the curb line or a sidewalk/pathway, materials shall be installed with the tree(s) which prevent heaving by deflecting the roots away from growing directly under the curb, street or sidewalk/pathway.

(2) Tree size. New street trees shall be at least two inches in caliper when planted. Any tree which dies within two years after planting shall be replaced by the developer.

- B. Existing trees. In an effort to preserve viable existing trees and in lieu of planting new street trees, existing trees located in the right of way of all street classifications may be preserved and used as street trees subject to the approval of the Director of Community Planning and Development with input from the Ingham County Road Department or Michigan Department of Transportation, as applicable. The following minimum standards shall be utilized for all existing trees located within the right of way:
- (1) Existing trees shall be identified by species and diameter at breast height (dbh) on plans submitted with applications for special use permits, planned unit developments (PUD), mixed use planned unit developments (MUPUD), commercial planned unit developments (CPUD), and site plans if one or both of the following are proposed:
    - a. An applicant proposes to retain an existing street tree in lieu of planting a new tree.
    - b. An applicant proposes to remove one or more existing street trees located in the right of way abutting a development site and demonstrates the lack of feasible or prudent alternatives without causing undue hardship.
  - (2) Evaluation of existing street trees for either substitution for a new street tree or for preservation shall be based on the following criteria: desirability of the existing tree's species, form, size, age, location and physical condition.
  - (3) The preservation of individual existing trees meeting the criteria above should have priority over the design and location of proposed streets, access drives, and infrastructure when there are other practical alternatives to removing the tree(s).
  - (4) The Township may impose conditions on the method and extent of the proposed activities in the right of way, as necessary, to ensure they will be conducted in a manner which will minimize damage, encroachment, or interference with the health and well-being of the tree(s).
  - (5) Tree protection measures identified in Section 22-179 of the code of ordinances may be required to assure the health and well-being of each existing tree to be preserved. Activities should not be conducted within the drip line of the tree, including but not limited to placing solvents, material, machinery, vehicles, or soil.
  - (6) One replacement deciduous tree shall be planted for each preserved existing tree that dies within two years after completion of the project. Tree species and planting locations are subject to the approval of the Director of Community Planning and Development. Trees shall be a minimum of two inches in diameter.

Section 2. Validity and Severability. The provisions of this Ordinance are severable and the invalidity of any phrase, clause or part of this Ordinance shall not affect the validity or effectiveness of the remainder of the Ordinance.

Section 3. Repealer Clause. All ordinances or parts of ordinances in conflict therewith are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

Section 4. Savings Clause. This Ordinance does not affect rights and duties matured, penalties that were incurred, and proceedings that were begun, before its effective date.

Section 5. Effective Date. This Ordinance shall be effective seven (7) days after its publication or upon such later date as may be required under Section 402 Michigan Zoning Enabling Act (MCL 125.3402) after filing of a notice of intent to file a petition for a referendum.

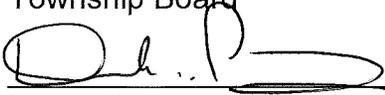
\_\_\_\_\_  
Elizabeth LeGoff, Township Supervisor

\_\_\_\_\_  
Brett Dreyfus, CMMC, Township Clerk

\_\_\_\_\_  
Steven O. Schultz, Township Attorney

## MEMORANDUM

TO: Township Board

FROM:   
Derek N. Perry, Assistant Township Manager  
Director of Public Works & Engineering

DATE: February 1, 2016

RE: Daniels Drain

---

The Daniels Drain is a Chapter 20 intra-county drain that is located on West Grand River Avenue between Central Park Drive/Dobie Road and Cornell Road. The storm water system, including the retention pond, primarily serves all or some of the following neighborhoods: Chief Okemos, Navajo Ridge, Forest Hills, East and West Ponds, Cornell Woods North, Whispering Oaks and Cornell Woods (map attached).

The Chapter 20 drain is maintained by the Ingham County Drain Commissioner (ICDC), but is fully funded by direct assessments on three public entities including Meridian Township, Ingham County Road Department (ICRD), and the Michigan Department of Transportation (MDOT).

In the spring of 2015 the Board of Directors of the Ponds Cooperative Homes, Inc. (PCH or The Ponds) formally requested that Meridian Township submit a petition under Chapter 20 of the Michigan Drain Code of 1956 to make needed improvements to the drain and retention pond. The primary purpose of the request was to reduce the frequency of flooding, remove sediments from the pond, improve overall water quality and repair and replace broken pipes and appurtenances in the system.

To address the request from The Ponds, the Township Board held a Special Meeting (neighborhood meeting) on September 29, 2015 and sent out invitations to property owners in the drainage district to discuss the project, its purpose, and potential funding. At that meeting, representatives of the ICDC and The Ponds and their environmental consultant, GEI Consultants, presented history, current deficiencies and potential solutions for the drain and associated pond.

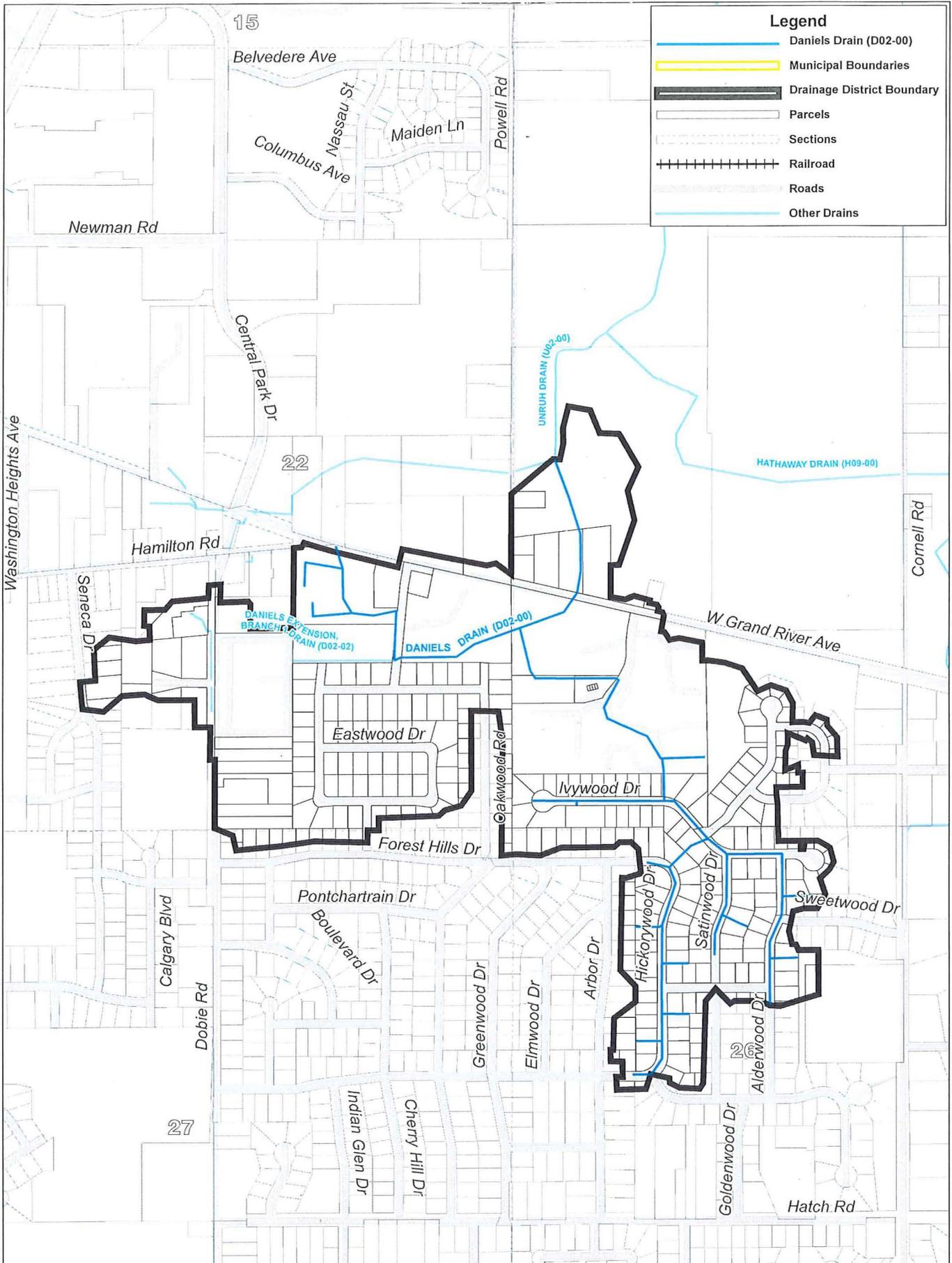
Following the September 29, 2015 special meeting, Township staff met with the ICDC to develop a preliminary assessment roll based on a single assessment factor (run-off coefficient) to assist in the determination of potential individual property assessments. As with all infrastructure improvements, costs are a primary driver for support of a

project and if the Township determines to proceed with a project and fund it wholly or partially using assessments, this information would be beneficial for everyone involved.

The preliminary roll that was developed and presented at multiple meetings is attached for your review again, but it has been modified to show a column for a project cost of \$2,000,000. I would be remiss if I did not reiterate that the true costs of the project are unknown, and can't be determined until the project is approved and detail investigation, design, engineering and ultimate construction occurs. Although we have stated a potential project cost of \$2,000,000 it is only a best guess at this time.

If the project is approved to proceed, the Township Board may fund the project via assessments to the individual property owners in the drainage district. The Township Board will have discretion on those assessments similar to how we fund other utility improvements in the Township using the assessment process. Once we have final costs, the actual assessments would be developed using benefit derived methodology and then approved by the Township Board.

The Notice of Intent to File Petition has been received by the Ingham County Drain Commissioner (approved by Board action on November 3, 2015) and the required Public Hearing held on January 26, 2016. If the Township Board is prepared to move forward with the Daniels Drain project the next step is to formally Petition the Ingham County Drain Commissioner. A Township Resolution authorizing the filing of the petition and the actual petition are included for your use.



**Legend**

- Daniels Drain (D02-00)
- Municipal Boundaries
- Drainage District Boundary
- Parcels
- Sections
- Railroad
- Roads
- Other Drains

SHEET 1 OF 1

D02-00

DANIELS DRAIN DRAINAGE DISTRICT  
 DRAINAGE DISTRICT BOUNDARY  
 MERIDIAN TOWNSHIP  
 INGHAM COUNTY, MICHIGAN



707 BUHL AVENUE  
 P.O. BOX 220  
 MASON, MI 48854  
 PHONE: (517) 676-8395  
 FAX: (517) 676-8364

**MERIDIAN CHARTER TOWNSHIP**

**RESOLUTION AUTHORIZING THE FILING OF A PETITION WITH THE COUNTY  
DRAIN COMMISSIONER  
DANIELS DRAIN**

At a regular meeting of the Township Board of the Charter Township of Meridian, Ingham County, Michigan, held at the Meridian Municipal Building in said Township on the \_\_\_\_\_ day of January, 2016, at \_\_\_\_\_ p.m., local time.

PRESENT: \_\_\_\_\_  
\_\_\_\_\_

ABSENT: \_\_\_\_\_  
\_\_\_\_\_

The following resolution was offered by \_\_\_\_\_ and seconded by \_\_\_\_\_.

**WHEREAS**, the Township Board has determined that the public improvements described hereto and made part hereof (the "Project"): The construction, furnishing and equipping of maintenance and improvements to the Daniels Drain, consisting generally of cleaning out, relocating, widening, deepening, straightening, tiling, extending, or relocating along a highway, or required structures or mechanical devices that will properly purify or improve the flow of the Daniels Drain or pumping equipment necessary to assist or relieve the flow of the Daniels Drain, together with all the necessary interests in land, appurtenances and attachments thereto are necessary for the public health, safety, and welfare; and

**WHEREAS**, the Township desires to file a petition with the Ingham County Drain Commissioner pursuant to Chapter 20 of the Drain Code, Act 40, Public Acts of Michigan, 1956, as amended ("Drain Code"), for the construction, furnishing and equipping of maintenance and improvements to the Daniels Drain, consisting generally of cleaning out, relocating, widening, deepening, straightening, tiling, extending, or relocating along a highway, or required structures or mechanical devices that will properly purify or improve the flow of the Daniels Drain or pumping equipment necessary to assist or relieve the flow of the Daniels Drain, together with all the necessary interests in land, appurtenances and attachments thereto, wholly located and established in the Charter Township of Meridian in the County of Ingham, State of Michigan to facilitate implementation of the Project; and

**WHEREAS**, the Township Board has declared the lots and parcels of land more particularly described in Exhibit A attached hereto and made a part hereof as the area to be serviced by the Daniels Drain, and these parcels will be especially benefited by the Project and that a special assessment, fee, or charge may be levied by the Township against benefited parcels pursuant to Chapter 20 of the Drain Code and the Public Improvement Act, Act 188, Public Acts of Michigan, 1954, as amended ("Act 188"); and

**WHEREAS**, the Township Board, after due and legal notice, held a public hearing to hear objections to the proposed Project and special assessments, fees, or charges to be levied, as required by Section 489a of the Drain Code.

**NOW, THEREFORE BE IT RESOLVED** by the Township Board of Meridian Charter Township, Ingham County, Michigan, as follows:

1. The Township Clerk is hereby authorized and directed to execute and send the Petition substantially in the form attached hereto, as Exhibit B, to the Ingham County Drain Commissioner by registered mail.
2. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution be and the same are hereby rescinded.

Yeas:

Nays:

Abstain:

Absent:

**Resolution No.**

I, the undersigned, being duly qualified and acting Clerk of Meridian Charter Township, do hereby certify that the foregoing is a true and complete copy of certain proceedings taken by the Township Board for the Meridian Charter Township at a \_\_\_\_\_ meeting held on the \_\_\_\_\_ day of January 2016.

\_\_\_\_\_  
Brett Dreyfus, CMMC, Clerk  
Meridian Charter Township

\_\_\_\_\_  
Date

# Exhibit A

## DANIELS DRAIN DRAINAGE DISTRICT BOUNDARY

Sections 22-23 & 26-27; T.4 N.-R.1 W.,  
Meridian Charter Township, Ingham County, Michigan

Beginning at a point on the South line of Section 22, T.4 N.-R.1 W., Meridian Charter Township, Ingham County, Michigan; which is 640.79 feet, S.89°-56'-33"E., of the Southwest Corner of said Section 22; thence N.68°-05'-29"W., 13.03 feet; thence N.00°-00'-00"E., 462.24 feet; thence S.89°-18'-28"W., 33.87 feet; thence N.01°-01'-50"E., 217.91 feet; thence N.89°-18'-05"W., 106.78 feet; thence N.00°-24'-33"W., 182.30 feet; thence S.89°-59'-55"W., 247.40 feet; thence N.65°-29'-33"W., 97.31 feet; thence S.86°-05'-18"W., 152.70 feet; thence S.49°-13'-00"W., 162.47 feet; thence N.82°-41'-53"W., 145.16 feet; thence N.05°-11'-43"W., 183.10 feet; thence N.84°-42'-37"E., 104.66 feet; thence N.02°-33'-19"W., 208.39 feet; thence N.51°-25'-37"E., 131.80 feet; thence S.81°-25'-20"E., 180.14 feet; thence N.85°-05'-52"E., 95.24 feet; thence N.01°-48'-08"W., 91.69 feet; thence N.82°-31'-23"W., 35.70 feet; thence N.00°-38'-55"E., 105.08 feet; thence N.89°-10'-49"E., 137.20 feet; thence N.42°-40'-43"E., 75.99 feet; thence N.84°-55'-05"E., 244.68 feet; thence N.01°-29'-09"E., 86.07 feet; thence N.85°-53'-21"E., 79.31 feet; thence S.00°-56'-57"W., 121.82 feet; thence N.88°-04'-23"E., 188.28 feet; thence S.41°-05'-57"E., 24.33 feet; thence S.00°-00'-00"W., 164.06 feet; thence N.89°-13'-17"E., 289.69 feet; thence N.00°-30'-57"E., 538.13 feet; thence N.85°-11'-58"E., 52.13 feet; thence N.29°-27'-05"E., 34.56 feet; thence S.72°-36'-49"E., 103.52 feet; thence S.74°-28'-33"E., 97.30 feet; thence S.76°-02'-00"E., 455.57 feet; thence N.13°-39'-01"E., 125.06 feet; thence S.79°-00'-34"E., 585.09 feet; thence N.76°-15'-18"E., 62.11 feet; thence S.53°-45'-06"E., 127.72 feet; thence N.00°-10'-21"E., 137.30 feet to a point on the East line of said Section 22, which is 796.75 feet, S.00°-18'-57"E., of the East 1/4 Corner of said Section 22; thence continuing N.00°-10'-21"E., entering Section 23, 404.95 feet; thence N.50°-22'-42"E., 363.44 feet; thence S.88°-27'-06"E., 48.19 feet; thence N.11°-42'-45"E., 109.04 feet; thence N.01°-27'-01"W., 102.90 feet; thence N.13°-26'-17"E., 151.28 feet; thence S.79°-57'-47"E., 149.42 feet; thence S.22°-47'-26"E., 168.07 feet; thence S.87°-45'-15"E., 132.91 feet; thence S.30°-20'-46"E., 258.55 feet; thence S.24°-17'-22"W., 176.00 feet; thence S.13°-08'-54"E., 203.78 feet; thence S.19°-07'-15"W., 316.42 feet; thence S.87°-09'-15"W., 56.38 feet; thence S.00°-00'-00"W., 214.41 feet; thence S.80°-01'-47"E., 99.06 feet; thence N.68°-11'-55"E., 64.51 feet; thence S.74°-47'-31"E., 111.19 feet; thence S.09°-30'-13"W., 19.58 feet; thence S.77°-50'-48"E., 52.06 feet; thence S.35°-16'-38"E., 20.43 feet; thence S.13°-09'-13"W., 27.26 feet; thence S.76°-54'-44"E., 32.23 feet; thence S.24°-45'-09"E., 23.59 feet; thence S.09°-54'-21"W., 110.48 feet; thence S.77°-54'-19"E., 24.40 feet; thence S.33°-41'-24"E., 61.97 feet; thence N.79°-24'-30"E., 65.17 feet; thence S.79°-01'-20"E., 158.63 feet; thence S.00°-44'-16"E., 121.36 feet; thence N.88°-28'-21"E., 39.08 feet; thence S.81°-56'-44"E., 111.52 feet; thence S.72°-23'-28"E., 125.68 feet; thence S.33°-09'-09"E., 184.76 feet; thence N.67°-06'-34"E., 101.76 feet; thence S.71°-28'-40"E., 108.21 feet; thence S.28°-03'-17"E., 98.56 feet; thence S.01°-09'-04"W., 128.45 feet; thence N.89°-14'-26"E., 76.37 feet; thence S.81°-18'-23"E., 37.89 feet; thence N.38°-07'-22"E., 65.65 feet; thence S.68°-22'-28"E., 83.56 feet; thence S.03°-37'-19"E., 40.12 feet; thence S.41°-29'-17"E., 102.21 feet; thence S.02°-02'-43"E., 131.33 feet; thence N.86°-29'-34"W., 161.76 feet; thence N.08°-13'-36"W., 87.36 feet; thence N.51°-52'-12"W., 41.16 feet; thence S.38°-39'-51"W., 16.54 feet; thence N.68°-07'-46"W., 132.81 feet; thence S.00°-29'-23"E., 75.27 feet; thence S.18°-13'-01"W., 43.32 feet; thence S.01°-47'-49"W., 132.88 feet; thence N.68°-22'-27"E., 94.69 feet; thence S.01°-14'-08"E., 52.72 feet; thence N.89°-32'-34"E., 30.63 feet; thence S.00°-37'-35"W., 94.94 feet; thence S.89°-24'-50"W., 178.57 feet; thence S.00°-40'-20"E., 54.08 feet; thence S.07°-28'-55"E., 60.28 feet; thence S.00°-40'-19"E., 150.03 feet to a point on the South line of said Section 23, which is 853.25 feet, S.89°-47'-01"W., of the Southeast Corner of said Section 23; thence continuing S.00°-40'-19"E., entering Section 26, 1.07 feet; thence S.02°-47'-23"E., 97.93 feet; thence N.89°-46'-37"E., 150.16 feet; thence S.00°-47'-05"E., 54.75 feet;

DANIELS DRAIN  
DRAINAGE DISTRICT BOUNDARY  
EXHIBIT "A" (Cont'd.)  
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thence N.89°-49'-25"E., 20.13 feet; thence N.09°-09'-50"E., 55.51 feet; thence N.89°-46'-37"E., 87.82 feet; thence S.60°-58'-36"E., 92.32 feet; thence S.15°-24'-44"E., 99.95 feet; thence S.29°-44'-42"W., 58.79 feet; thence S.47°-51'-45"W., 88.50 feet; thence S.18°-50'-46"E., 112.81 feet; thence S.29°-33'-00"W., 109.86 feet; thence S.89°-40'-27"W., 89.80 feet; thence S.75°-48'-18"W., 75.50 feet; thence S.12°-32'-22"W., 135.78 feet; thence S.13°-43'-51"E., 91.37 feet; thence S.85°-20'-52"E., 26.93 feet; thence S.24°-02'-20"E., 41.55 feet; thence N.89°-39'-22"E., 133.06 feet; thence S.00°-22'-35"E., 298.13 feet; thence S.73°-24'-23"W., 271.03 feet; thence N.86°-49'-13"W., 70.42 feet; thence N.64°-23'-52"W., 69.30 feet; thence N.89°-34'-32"W., 175.79 feet; thence S.59°-25'-14"W., 33.27 feet; thence N.45°-00'-00"W., 139.95 feet; thence S.39°-32'-10"W., 106.37 feet; thence S.01°-45'-07"W., 553.64 feet; thence S.32°-44'-06"W., 43.34 feet; thence N.86°-43'-46"W., 136.94 feet; thence N.64°-11'-54"W., 73.94 feet; thence N.03°-05'-39"W., 32.16 feet; thence N.77°-22'-27"W., 130.35 feet; thence S.17°-49'-42"W., 105.68 feet; thence S.88°-42'-00"W., 196.63 feet; thence N.01°-55'-05"W., 86.56 feet; thence S.88°-10'-55"E., 43.77 feet; thence N.01°-08'-17"W., 104.88 feet; thence N.89°-00'-13"W., 79.87 feet; thence N.01°-29'-11"W., 75.86 feet; thence S.89°-58'-26"E., 18.73 feet; thence N.01°-49'-58"E., 215.16 feet; thence N.52°-57'-52"E., 182.12 feet; thence N.00°-25'-47"W., 104.10 feet; thence N.43°-18'-44"W., 148.78 feet; thence N.01°-03'-15"E., 619.08 feet; thence S.86°-38'-48"E., 23.73 feet; thence N.72°-51'-49"E., 109.01 feet; thence N.06°-22'-25"W., 164.21 feet; thence N.46°-32'-53"W., 68.16 feet; thence S.89°-20'-56"W., 76.39 feet; thence S.49°-22'-42"W., 48.03 feet; thence S.89°-20'-47"W., 330.18 feet; thence S.89°-57'-19"W., 28.65 feet; thence S.69°-40'-30"W., 149.96 feet; thence N.86°-46'-08"W., 161.72 feet; thence S.85°-37'-01"W., 27.30 feet to a point on the West line of said Section 26, which is 176.21 feet, S.00°-00'-46"W., of the Northwest Corner of said Section 26; thence continuing S.85°-37'-01"W., entering Section 27, 74.56 feet; thence N.00°-40'-25"E., 181.99 feet to a point on the North line of said Section 27, which is 72.24 feet, N.89°-56'-33"W., of the Northeast Corner of said Section 27; thence continuing N.00°-40'-25"E., entering Section 22, 579.41 feet; thence N.08°-08'-03"W., 210.44 feet; thence N.88°-29'-03"W., 182.70 feet; thence S.00°-14'-58"E., 538.71 feet; thence S.34°-54'-41"W., 121.81 feet; thence S.74°-13'-59"W., 115.00 feet; thence S.48°-48'-51"W., 55.37 feet; thence S.87°-59'-14"W., 407.80 feet; thence S.00°-26'-51"E., 71.07 feet to a point on the South line of said Section 22, which is 904.55 feet, N.89°-56'-33"W., of the Southeast Corner of said Section 22; thence continuing S.00°-26'-51"E., entering Section 27, 11.50 feet; thence N.89°-06'-48"W., 75.40 feet; thence S.01°-52'-08"W., 83.20 feet; thence N.88°-28'-45"W., 362.77 feet; thence S.82°-03'-24"W., 226.13 feet; thence S.84°-50'-44"W., 304.62 feet; thence N.13°-09'-27"W., 102.96 feet; thence N.68°-05'-29"W., 116.08 feet to the point of beginning, containing 208.89 acres, more or less.

# EXHIBIT B

**PETITION FOR CLEANING OUT, RELOCATING, WIDENING, DEEPENING,  
STRAIGHTENING, TILING, EXTENDING, ADDING BRANCHES, RELOCATING  
ALONG A HIGHWAY AND/OR INSTALLING DEVICES TO PURIFY THE FLOW OF  
THE DANIELS DRAIN PURSUANT TO CHAPTER 20 OF ACT 40 OF THE PUBLIC  
ACTS OF 1956, AS AMENDED  
DANIELS DRAIN**

TO THE INGHAM COUNTY DRAIN COMMISSIONER:

The undersigned public corporation in the State of Michigan, namely the Charter Township of Meridian, hereby petitions for the construction, furnishing and equipping of maintenance and improvements to the Daniels Drain, consisting generally of cleaning out, relocating, widening, deepening, straightening, tiling, extending, or relocating along a highway, or required structures or mechanical devices that will properly purify or improve the flow of the Daniels Drain or pumping equipment necessary to assist or relieve the flow of the Daniels Drain, together with all the necessary interests in land, appurtenances and attachments thereto, wholly located and established in the Charter Township of Meridian in the County of Ingham, State of Michigan.

The construction, furnishing and equipping of maintenance and improvements to the Daniels Drain, consisting generally of cleaning out, relocating, widening, deepening, straightening, tiling, extending, or relocating along a highway, or required structures or mechanical devices that will properly purify or improve the flow of the Daniels Drain or pumping equipment necessary to assist or relieve the flow of the Daniels Drain, together with all the necessary interests in land, appurtenances and attachments thereto is necessary for the public health, and is required at this time due to pollution, siltation, and other impairment of the Daniels Drain resulting in pollution and impairment of the waters of the State and damage and impairment to the natural resources in or near the Daniels Drain District.

This petition has been authorized by this petitioner's governing body, as evidenced by the attached resolution.

This petition is filed pursuant to the provisions of Chapter 20 of Act No. 40 of the Public Acts of 1956, as amended.

It is understood that the cost of said project is to be wholly assessed against public corporations, including this petitioner. The Charter Township of Meridian may levy a special assessment, charge or fee for all or a portion of the cost of this project against benefitting properties under MCL 280.490 and conducted a hearing on January 26, 2016, as prescribed in MCL 280.489a for this purpose.

A certified copy of the Resolution of the governing body of the Charter Township of Meridian authorizing the execution of the Petition is hereby attached.

CHARTER TOWNSHIP OF MERIDIAN

\_\_\_\_\_  
Brett Dreyfus, CMMC, Clerk  
Meridian Charter Township

\_\_\_\_\_  
Date

Project Name: DANIELS CH. 20 ROLL

Parcel Number	Owner Name	Assessed Acres	Runoff Factor (Factor 1)	Property Benefit Percent if:		Benefit Percent (Percent of Total Assessment)	MRD %				
				MRD 0%	MRD 5%		MRD 10%	MRD 20%	\$1,000,000	\$2,000,000	\$5,000,000
33-02-02-22-453-002	1705 CHIEF OKEMOS LLC	0.6986	0.90	0.6287	0.49925821	0.47184452	0.44443082	0.38960343	4,992.58	9,985.16	24,962.91
33-02-02-22-451-003	1710 CHIEF OKEMOS LLC	1.1376	0.90	1.0238	0.81299190	0.76835145	0.72371100	0.63443009	8,129.92	16,259.84	40,649.59
33-02-02-22-451-002	1720 ASSOCIATES	1.1094	0.90	0.9985	0.79283862	0.74930476	0.70577090	0.61870319	7,928.39	15,856.77	39,641.93
33-02-02-22-452-011	1741 CHIEF OKEMOS CIRCLE	0.3662	0.90	0.3296	0.26170678	0.24733676	0.23296674	0.20422671	2,617.07	5,234.14	13,085.34
33-02-02-23-379-017	ABDULLAH ASHRAF &	0.3249	0.40	0.1300	0.10319623	0.09752984	0.09186346	0.08053068	1,031.96	2,063.92	5,159.81
33-02-02-22-427-006	ADLER ARI BEN	0.4639	0.40	0.1856	0.14734605	0.13925544	0.13116484	0.11498364	1,473.46	2,946.92	7,367.30
33-02-02-26-130-001	ALBRITTON MARSHA E &	0.2473	0.40	0.0989	0.07854856	0.07423555	0.06992254	0.06129652	785.49	1,570.97	3,927.43
33-02-02-26-107-014	ALLEN RICHARD J & SARAH I	0.3165	0.40	0.1266	0.10052818	0.09500830	0.08948841	0.07844863	1,005.28	2,010.56	5,026.41
33-02-02-26-107-001	ALZUBAYDI JOHN & DOROTI	0.4073	0.40	0.1629	0.12936850	0.12226502	0.11516154	0.10095459	1,293.68	2,587.37	6,468.42
33-02-02-22-476-009	ANDERSON KRISTIN K	0.3467	0.40	0.1387	0.11012045	0.10407386	0.09802727	0.08593410	1,101.20	2,202.41	5,506.02
33-02-02-22-476-010	ANDREWS VINCENT P &	0.3432	0.40	0.1373	0.10900876	0.10302321	0.09703767	0.08506658	1,090.09	2,180.18	5,450.44
33-02-02-26-105-004	ARMSTRONG WARREN B	0.2163	0.40	0.0865	0.06870220	0.06492984	0.06115748	0.05361276	687.02	1,374.04	3,435.11
33-02-02-26-105-013	ARMSTRONG WARREN B	0.1073	0.40	0.0429	0.03408112	0.03220976	0.03033841	0.02659570	340.81	681.62	1,704.06
33-02-02-26-107-005	ASMARE ELSABETH	0.3322	0.40	0.1329	0.10551489	0.09972119	0.09392749	0.08234008	1,055.15	2,110.30	5,275.74
33-02-02-26-128-010	BAEK SEUNGK & JYOUNG	0.2856	0.40	0.1142	0.09071358	0.08573260	0.08075163	0.07078967	907.14	1,814.27	4,535.68
33-02-02-26-107-012	BAINBRIDGE KENT L & SANC	0.3332	0.40	0.1333	0.10583251	0.10002137	0.09421023	0.08258795	1,058.33	2,116.65	5,291.63
33-02-02-22-477-029	BAKKERARKEMA F W & PAU	0.2105	0.40	0.0842	0.06685998	0.06318877	0.05951757	0.05217516	668.60	1,337.20	3,343.00
33-02-02-26-128-013	BARONDESS DAVID A & MAI	0.3257	0.40	0.1303	0.10345033	0.09776999	0.09208965	0.08072897	1,034.50	2,069.01	5,172.52
33-02-02-22-478-005	BEADERSTADT RICHARD E &	0.1669	0.40	0.0668	0.05301154	0.05010074	0.04718994	0.04136833	530.12	1,060.23	2,650.58
33-02-02-26-154-008	BEAL MATTHEW W	0.2870	0.40	0.1148	0.09115826	0.08615286	0.08114747	0.07113668	911.58	1,823.17	4,557.91
33-02-02-23-301-003	BECKETT JR FREDERICK W	0.4519	0.40	0.1808	0.14353455	0.13565323	0.12777192	0.11200928	1,435.35	2,870.69	7,176.73
33-02-02-22-428-003	BEECH TIMOTHY L & BARBA	0.3957	0.40	0.1583	0.12568405	0.11878288	0.11188172	0.09807938	1,256.84	2,513.68	6,284.20
33-02-02-23-353-025	BEERS KIMVAN T	0.7056	0.40	0.2822	0.22411591	0.21180996	0.20415042	0.17489212	2,241.16	4,482.32	11,205.80
33-02-02-26-106-009	BEHNKE DONALD R & SHERI	0.3051	0.40	0.1220	0.09690726	0.09158620	0.08626513	0.07562300	969.07	1,938.15	4,845.36
33-02-02-26-107-011	BENEDICT JOHN C & NICOLE	0.3178	0.40	0.1271	0.10094109	0.09539853	0.08985598	0.07877086	1,009.41	2,018.82	5,047.05
33-02-02-26-106-008	BENNETT III MILFORD & KAF	0.2703	0.40	0.1081	0.08585393	0.08113979	0.07642565	0.06699736	858.54	1,717.08	4,292.70
33-02-02-26-105-012	BENNETT TRUST HUGH F & I	0.3816	0.40	0.1526	0.12120554	0.11455029	0.10789503	0.09458451	1,212.06	2,424.11	6,060.28
33-02-02-27-202-010	BERNABEI JOSEPH D	0.1896	0.40	0.0758	0.06022162	0.05691492	0.05360822	0.04699482	602.22	1,204.43	3,011.08
33-02-02-22-477-007	BINDER TECLA E &	0.4140	0.40	0.1656	0.13149658	0.12427625	0.11705593	0.10261528	1,314.97	2,629.93	6,574.83
33-02-02-23-378-001	BISWAS SUBIR K & KOVUM	0.4096	0.40	0.1638	0.13009903	0.12295544	0.11581186	0.10152468	1,300.99	2,601.98	6,504.95
33-02-02-26-154-012	BLANCHARD GERALD W & S	0.2235	0.40	0.0894	0.07098910	0.06709117	0.06319324	0.05539738	709.89	1,419.78	3,549.45
33-02-02-23-378-004	BOMMARITO MICHAEL J &	0.0000	0.40	0.0000	0.00000000	0.00000000	0.00000000	0.00000000	-	-	-
33-02-02-22-476-011	BOUTNI LAURA C	0.3484	0.40	0.1394	0.11066041	0.10458417	0.09850794	0.08635546	1,106.60	2,213.21	5,533.02
33-02-02-26-128-014	BREHM WILLIAM L & AMY L	0.2928	0.40	0.1171	0.09300048	0.08789393	0.08278738	0.07257428	930.00	1,860.01	4,650.02
33-02-02-22-477-027	BRONSON ALLAN G & JANET	0.2323	0.40	0.0929	0.07378419	0.06973279	0.06568138	0.05757857	737.84	1,475.68	3,689.21
33-02-02-26-129-001	BROOKS ROGER I & LANETTI	0.1238	0.40	0.0495	0.03932192	0.03716280	0.03500368	0.03068544	393.22	786.44	1,966.10
33-02-02-22-456-010	BROWN LAUREN M & TRHIL	0.5943	0.40	0.2377	0.18876429	0.17839946	0.16803463	0.14730497	1,887.64	3,775.29	9,438.21
33-02-02-22-477-030	BRYDE TRUST EVELYN S	0.2103	0.40	0.0841	0.06679645	0.06312873	0.05946102	0.05212559	667.96	1,335.93	3,339.82
33-02-02-23-301-007	BUEHLER FRIEDRICH A	2.0684	0.90	1.8616	1.47819308	1.39702719	1.31586131	1.15352954	14,781.93	29,563.86	73,909.65
33-02-02-23-379-013	BURAK KRISTOPHER M & NC	0.2487	0.40	0.0995	0.07899324	0.07465581	0.07031838	0.06164352	789.93	1,579.86	3,949.66
33-02-02-23-380-010	BURGESS GARY J & CHRISTIN	0.2498	0.40	0.0999	0.07934262	0.07498601	0.07062940	0.06191617	793.43	1,586.85	3,967.13
33-02-02-26-130-005	BURZYCH MARK J & KIMBER	0.3750	0.40	0.1500	0.11910922	0.11256907	0.10602892	0.09294862	1,191.09	2,382.18	5,955.46
33-02-02-26-128-016	CAMERON LORRAINE L & LA	0.3779	0.40	0.1512	0.12003033	0.11343960	0.10684888	0.09366742	1,200.30	2,400.61	6,001.52
33-02-02-23-353-010	CAMPBELL BRUCE B & SULIN	0.4990	0.40	0.1996	0.15849467	0.14979191	0.14108915	0.12368363	1,584.95	3,169.89	7,924.73
33-02-02-22-404-003	CAPITAL AREA SCHOOL EMP	0.0003	0.90	0.0003	0.00021440	0.00020262	0.00019085	0.00016731	2.14	4.29	10.72
33-02-02-23-380-003	CARR GARY & SUSAN M	0.1957	0.40	0.0783	0.06215913	0.05874605	0.05533296	0.04850679	621.59	1,243.18	3,107.96
33-02-02-22-428-001	CAWOOD BUILDING CO	0.5092	0.90	0.4583	0.36390249	0.34392102	0.32393956	0.28397662	3,639.02	7,278.05	18,195.12
33-02-02-22-478-002	CHALLA ANU R	0.3554	0.40	0.1422	0.11288378	0.10668546	0.10048714	0.08809050	1,128.84	2,257.68	5,644.19
33-02-02-23-380-002	CHASE STEVEN & JOY	0.1964	0.40	0.0786	0.06238147	0.05895617	0.05553088	0.04868029	623.81	1,247.63	3,119.07
33-02-02-23-353-004	CHEN JIN &	0.2674	0.40	0.1070	0.08493282	0.08026925	0.07560569	0.06627856	849.33	1,698.66	4,246.64

Parcel Number	Owner Name	Assessed Acres	Runoff Factor (Factor 1)	Adjusted Acres (Assessed acres x FACTOR 1)	Benefit Percent (Percent of Total Assessment)	\$1,000,000	\$2,000,000	\$5,000,000			
33-02-02-26-106-006	CHEN LIANGBIAO &	0.3222	0.40	0.1289	0.10233864	0.09671935	0.09110005	0.07986145	1,023.39	2,046.77	5,116.93
33-02-02-26-107-010	CHEN MICHAEL & LAN	0.3157	0.40	0.1263	0.10027408	0.09476815	0.08926221	0.07825034	1,002.74	2,005.48	5,013.70
33-02-02-22-476-014	CHEN SHU I	0.3589	0.40	0.1436	0.11399547	0.10773611	0.10147675	0.08895802	1,139.95	2,279.91	5,699.77
33-02-02-22-453-001	CHIEF OKEMOS APARTMENT	0.2987	0.90	0.2688	0.21346755	0.20174629	0.19002503	0.16658251	2,134.68	4,269.35	10,673.38
33-02-02-23-380-008	CHOI JONGEUN	0.2282	0.40	0.0913	0.07248193	0.06850203	0.06452213	0.05656233	724.82	1,449.64	3,624.10
33-02-02-22-451-001	CHOPP DENNIS J	1.3738	0.90	1.2364	0.98179349	0.92788433	0.87397518	0.76615688	9,817.93	19,635.87	49,089.67
33-02-02-23-353-024	CHOWDHURY JAHANGIR & T	0.5490	0.40	0.2196	0.17437590	0.16480112	0.15522634	0.13607678	1,743.76	3,487.52	8,718.79
33-02-02-26-106-014	CHURCH RICHARD L & JANE	0.2648	0.40	0.1059	0.08410699	0.07948877	0.07487055	0.06563412	841.07	1,682.14	4,205.35
33-02-02-26-127-011	CICHY TRUST SHELLEY G	0.3970	0.40	0.1588	0.12609696	0.11917312	0.11224928	0.09840160	1,260.97	2,521.94	6,304.85
33-02-02-22-477-020	CIMMERER MARK & AMY	0.4267	0.40	0.1707	0.13553041	0.12808859	0.12064677	0.10576314	1,355.30	2,710.61	6,776.52
33-02-02-22-477-021	CLAUSEN MARY L	0.2279	0.40	0.0912	0.07238664	0.06841198	0.06443731	0.05648797	723.87	1,447.73	3,619.33
33-02-02-26-154-010	CLIMES GARY & THERESA	0.1325	0.40	0.0530	0.04208526	0.03977440	0.03746355	0.03284185	420.85	841.71	2,104.26
33-02-02-27-202-009	COLE GRACE L	0.1843	0.40	0.0737	0.05853821	0.05532395	0.05210968	0.04568115	585.38	1,170.76	2,926.91
33-02-02-26-129-002	COLEMAN LANCE C & KRIST	0.1171	0.40	0.0468	0.03719384	0.03515157	0.03310930	0.02902476	371.94	743.88	1,859.69
33-02-02-27-226-001	CONVERY SUSAN P	0.0169	0.40	0.0068	0.0053786	0.00507311	0.00477837	0.00418888	53.68	107.36	268.39
33-02-02-26-101-002	CORDILL TODD Y & HOLLY J	0.4187	0.40	0.1675	0.13298942	0.12568712	0.11838482	0.10378023	1,329.89	2,659.79	6,649.47
33-02-02-22-379-010	CORKIN HELEN S &	0.3029	0.40	0.1212	0.09620849	0.09092579	0.08564309	0.07507770	962.08	1,924.17	4,810.42
33-02-02-23-353-023	CORNELL WOODS ASSOCIAT	0.0329	0.40	0.0132	0.01044985	0.00987606	0.00930227	0.00815469	104.50	209.00	522.49
33-02-02-26-130-006	CORNELL WOODS ASSOCIAT	0.0298	0.40	0.0119	0.00945621	0.00894549	0.00842576	0.00738632	94.65	189.30	473.26
33-02-02-22-405-001	COUNTY OF INGHAM	0.0002	0.00	0.0000	0.00000000	0.00000000	0.00000000	0.00000000	-	-	-
33-02-02-22-477-012	CRICHTON CHRISTIE L	0.3449	0.40	0.1380	0.10954872	0.10353353	0.09751833	0.08548794	1,095.49	2,190.97	5,477.44
33-02-02-23-301-010	CROSSROADS INVESTMENT	1.3512	0.90	1.2161	0.96564228	0.91261997	0.85959766	0.75355304	9,656.42	19,312.85	48,282.11
33-02-02-23-301-011	CROSSROADS INVESTMENT	1.5124	0.90	1.3612	1.08084472	1.02149677	0.96214883	0.84345295	10,808.45	21,616.89	54,042.24
33-02-02-23-379-009	DAHNIKE KARA M	0.1969	0.40	0.0788	0.06254028	0.05910627	0.05567225	0.04880422	625.40	1,250.81	3,127.01
33-02-02-26-105-011	DALIMONTE KIM	0.3680	0.40	0.1472	0.11688585	0.11046778	0.10404971	0.09121358	1,168.86	2,337.72	5,844.29
33-02-02-23-352-001	DAVENPORT BEVERLY	0.8963	0.40	0.3585	0.28468692	0.26905509	0.25342326	0.22215959	2,846.87	5,693.74	14,234.35
33-02-02-26-101-003	DAVIDSON CARLA C &	0.3728	0.40	0.1491	0.11841045	0.11190867	0.10540688	0.09240332	1,184.10	2,368.21	5,920.52
33-02-02-23-379-010	DAVIS ANITA V	0.3740	0.40	0.1496	0.11879160	0.11226889	0.10574618	0.09270076	1,187.92	2,375.83	5,939.58
33-02-02-22-456-012	DAVIS KRISTIN M &	0.3506	0.40	0.1402	0.11135918	0.10524458	0.09912997	0.08690076	1,113.59	2,227.18	5,567.96
33-02-02-26-154-011	DE LOYE COREY ALLEN	0.2138	0.40	0.0855	0.06790814	0.06417938	0.06045062	0.05299311	679.08	1,358.16	3,395.41
33-02-02-23-379-008	DEGAN SHANNON T & KRIST	0.1470	0.40	0.0588	0.04669081	0.04412708	0.04156334	0.03643586	466.91	933.82	2,334.54
33-02-02-26-107-007	DEPPONG GREGORY J & TAM	0.3221	0.40	0.1288	0.10230688	0.09668933	0.09107177	0.07983667	1,023.07	2,046.14	5,115.34
33-02-02-22-476-002	DUNCAN KATHLEEN H	0.3467	0.40	0.1387	0.11012045	0.10407386	0.09802727	0.08593410	1,101.20	2,202.41	5,506.02
33-02-02-22-477-006	EARLEY ROBERT D & JEAN E	0.4140	0.40	0.1656	0.13149658	0.12427625	0.11705593	0.10261528	1,314.97	2,629.93	6,574.83
33-02-02-22-426-005	EDWARD W SPARROW HOSI	0.0097	0.00	0.0000	0.00000000	0.00000000	0.00000000	0.00000000	-	-	-
33-02-02-26-101-008	ELAHMAD SAMIR S & HIKM/	0.2967	0.40	0.1187	0.09423922	0.08906465	0.08389008	0.07354095	942.39	1,884.78	4,711.96
33-02-02-26-105-003	ELIAS MARY L	0.2114	0.40	0.0846	0.06714584	0.06345894	0.05977204	0.05239823	671.46	1,342.92	3,357.29
33-02-02-23-379-006	ENGAN KAREN E	0.2162	0.40	0.0865	0.06867044	0.06489982	0.06112921	0.05358798	686.70	1,373.41	3,433.52
33-02-02-26-127-001	ESCHELBACH MICHELLE	0.4009	0.40	0.1604	0.12733570	0.12034384	0.11335198	0.09936827	1,273.36	2,546.71	6,366.78
33-02-02-22-455-004	FAGAN PATSY J	0.9854	0.40	0.3942	0.31298727	0.29580150	0.27861573	0.24424418	3,129.87	6,259.75	15,649.36
33-02-02-23-353-022	FAROOQ UMAR	0.2482	0.40	0.0993	0.07883442	0.07450572	0.07017701	0.06151959	788.34	1,576.69	3,941.72
33-02-02-23-379-018	FARRIS RICHARD C & MARY	0.4341	0.40	0.1736	0.13788083	0.13030996	0.12273908	0.10759732	1,378.81	2,757.62	6,894.04
33-02-02-26-106-005	FERRY JR JOHN D & RUTH	0.3886	0.40	0.1554	0.12342892	0.11665158	0.10987424	0.09631956	1,234.29	2,468.58	6,171.45
33-02-02-26-107-009	FISHEL ROBERT C & RHOND/	0.3131	0.40	0.1252	0.09944826	0.09398767	0.08852708	0.07760590	994.48	1,988.97	4,972.41
33-02-02-22-477-026	FITCH CHARLES W & JANE A	0.3506	0.40	0.1402	0.11135918	0.10524458	0.09912997	0.08690076	1,113.59	2,227.18	5,567.96
33-02-02-26-128-003	FLANDERS RONALD D & SAR	0.3641	0.40	0.1456	0.11564711	0.10929706	0.10294701	0.09024691	1,156.47	2,312.94	5,782.36
33-02-02-22-476-005	FLEMING II RAYMOND J & G	0.3467	0.40	0.1387	0.11012045	0.10407386	0.09802727	0.08593410	1,101.20	2,202.41	5,506.02
33-02-02-26-127-009	FLOYD TIMOTHY J & MARY J	0.1276	0.40	0.0510	0.04052890	0.03830350	0.03607811	0.03162732	405.29	810.58	2,026.44
33-02-02-26-107-018	FOLLAND ROGER A & BARB/	0.3162	0.40	0.1265	0.10043290	0.09491824	0.08940359	0.07837428	1,004.33	2,008.66	5,021.64
33-02-02-26-106-007	FRAAS THOMAS E & TRICIA ,	0.2740	0.40	0.1096	0.08702914	0.08225047	0.07747180	0.06791446	870.29	1,740.58	4,351.46
33-02-02-26-128-001	FURSETH KRISTEN M	0.3385	0.40	0.1354	0.10751592	0.10161235	0.09570877	0.08390162	1,075.16	2,150.32	5,375.80
33-02-02-23-353-015	GARCIA GIOVA J & ERIKA M	0.2787	0.40	0.1115	0.08852197	0.08366133	0.07880069	0.06907941	885.22	1,770.44	4,426.10

Parcel Number	Owner Name	Assessed Acres	Runoff Factor (Factor 1)	Adjusted Acres (Assessed acres x FACTOR 1)	Benefit Percent (Percent of Total Assessment)	\$1,000,000	\$2,000,000	\$5,000,000			
33-02-02-26-128-009	GEBARA RANI & MARY	0.2784	0.40	0.1114	0.08842669	0.08357128	0.07871587	0.06900505	884.27	1,768.53	4,421.33
33-02-02-22-476-006	GESKE JOHN G & BARBARA I	0.3449	0.40	0.1380	0.10954872	0.10353353	0.09751833	0.08548794	1,095.49	2,190.97	5,477.44
33-02-02-23-380-007	GEVA PINHAS & DALIA	0.2020	0.40	0.0808	0.06416017	0.06063721	0.05711424	0.05006832	641.60	1,283.20	3,208.01
33-02-02-22-478-006	GILBERT KARL &	0.1464	0.40	0.0586	0.04650024	0.04394697	0.04139369	0.03628714	465.00	930.00	2,325.01
33-02-02-22-428-004	GLEASON CRYSTAL MARIE	0.3793	0.40	0.1517	0.12047501	0.11385986	0.10724472	0.09401443	1,204.75	2,409.50	6,023.75
33-02-02-22-427-009	GOFF FAMILY REAL ESTATE I	6.4756	0.90	5.8280	4.62782203	4.37371364	4.11960525	3.61138846	46,278.22	92,556.44	231,391.10
33-02-02-23-301-004	GOLF STORE HOME LLC	0.6066	0.90	0.5459	0.43350992	0.40970639	0.38590286	0.33829579	4,335.10	8,670.20	21,675.50
33-02-02-23-378-002	GOOD SHAWN DOUGLAS &	0.3773	0.40	0.1509	0.11983976	0.11325949	0.10667923	0.09351870	1,198.40	2,396.80	5,991.99
33-02-02-26-106-013	GORDON BRIAN P & LOUISE	0.3000	0.40	0.1200	0.09528738	0.09005526	0.08482314	0.07435890	952.87	1,905.75	4,764.37
33-02-02-26-128-011	GOULD P BRIAN	0.3322	0.40	0.1329	0.10551489	0.09972119	0.09392749	0.08234008	1,055.15	2,110.30	5,275.74
33-02-02-22-477-009	GROSSMAN GLENN R	0.3889	0.40	0.1556	0.12352420	0.11674163	0.10995906	0.09639391	1,235.24	2,470.48	6,176.21
33-02-02-27-202-001	GUINS FAMILY TRUST	0.1884	0.40	0.0754	0.05984047	0.05655470	0.05326893	0.04669739	598.40	1,196.81	2,992.02
33-02-02-26-128-007	HALL THOMAS R	0.3397	0.40	0.1359	0.10789707	0.10197257	0.09604806	0.08419906	1,078.97	2,157.94	5,394.85
33-02-02-26-106-001	HAMILTON WILLIAM D & JA	0.2633	0.40	0.1053	0.08363055	0.07903850	0.07444644	0.06526232	836.31	1,672.61	4,181.53
33-02-02-26-154-013	HARKEMA JACK R & LAURIE	0.2325	0.40	0.0930	0.07384772	0.06979282	0.06573793	0.05762814	738.48	1,476.95	3,692.39
33-02-02-22-456-011	HARPER GARY L AND LAI W	0.4408	0.40	0.1763	0.14000892	0.13232119	0.12463346	0.10925800	1,400.09	2,800.18	7,000.45
33-02-02-26-106-012	HARTWICK EDWARD F &	0.2684	0.40	0.1074	0.08525044	0.08056944	0.07588843	0.06652642	852.50	1,705.01	4,262.52
33-02-02-22-476-007	HAWLEY FREDERICK J & SAR	0.3583	0.40	0.1433	0.11380489	0.10755599	0.10130710	0.08880931	1,138.05	2,276.10	5,690.24
33-02-02-22-477-018	HAYES TIMOTHY J	0.4137	0.40	0.1655	0.13140129	0.12418620	0.11697110	0.10254092	1,314.01	2,628.03	6,570.06
33-02-02-26-128-018	HAYWARD KENNETH L & NA	0.3286	0.40	0.1314	0.10437144	0.09864052	0.09290961	0.08144778	1,043.71	2,087.43	5,218.57
33-02-02-23-352-005	HDI BUILDERS INC	0.0143	0.40	0.0057	0.00454203	0.00429263	0.00404324	0.00354444	45.42	90.84	227.10
33-02-02-23-352-006	HDI BUILDERS INC	0.0143	0.40	0.0057	0.00454203	0.00429263	0.00404324	0.00354444	45.42	90.84	227.10
33-02-02-23-352-007	HDI BUILDERS INC	0.0143	0.40	0.0057	0.00454203	0.00429263	0.00404324	0.00354444	45.42	90.84	227.10
33-02-02-23-352-008	HDI BUILDERS INC	0.0143	0.40	0.0057	0.00454203	0.00429263	0.00404324	0.00354444	45.42	90.84	227.10
33-02-02-23-351-006	HDI TREETOPS	1.8168	0.90	1.6351	1.29838580	1.22709292	1.15580005	1.01321431	12,983.86	25,967.72	64,919.29
33-02-02-26-155-001	HEBERT KARA K &	0.1061	0.40	0.0424	0.03369997	0.03184954	0.02999912	0.02629826	337.00	674.00	1,685.00
33-02-02-26-154-004	HEIM NATHANIEL &	0.3172	0.40	0.1269	0.10075052	0.09521842	0.08968633	0.07862214	1,007.51	2,015.01	5,037.53
33-02-02-22-379-009	HENKEL LOUIS G	0.7894	0.40	0.3158	0.25073285	0.23696540	0.22319795	0.19566304	2,507.33	5,014.66	12,536.64
33-02-02-26-127-014	HEPWORTH CHRISTOPHER I	0.2931	0.40	0.1172	0.09309577	0.08798399	0.08287220	0.07264864	930.96	1,861.92	4,654.79
33-02-02-22-477-024	HETTIGER PATRICIA A	0.1837	0.40	0.0735	0.05834764	0.05514384	0.05194003	0.04553243	583.48	1,166.95	2,917.38
33-02-02-26-128-005	HICKS SCOTT A & JUNE L	0.3413	0.40	0.1365	0.10840527	0.10245286	0.09650045	0.08459564	1,084.05	2,168.11	5,420.26
33-02-02-22-455-005	HILLIKER KEVIN T & LAUREL	1.0034	0.40	0.4014	0.31870451	0.30120481	0.28370512	0.24870572	3,187.05	6,374.09	15,935.23
33-02-02-22-477-001	HOWARD DAN & CHRISTINE	0.4140	0.40	0.1656	0.13149658	0.12427625	0.11705593	0.10261528	1,314.97	2,629.93	6,574.83
33-02-02-23-353-009	HU HU YI	0.6700	0.40	0.2680	0.21280847	0.20112341	0.18943834	0.16606820	2,128.08	4,256.17	10,640.42
33-02-02-22-478-011	HUGHES PATRICIA D	0.1589	0.40	0.0636	0.05047055	0.04769927	0.04492799	0.03938543	504.71	1,009.41	2,523.53
33-02-02-27-202-008	HUNTER TERESA	0.1809	0.40	0.0724	0.05745829	0.05430332	0.05114835	0.04483841	574.58	1,149.17	2,872.91
33-02-02-23-379-012	HUTNIK GARY P & JULIA K	0.3777	0.40	0.1511	0.11996681	0.11337957	0.10679233	0.09361785	1,199.67	2,399.34	5,998.34
33-02-02-26-154-002	IACOBONI DANIELA &	0.2897	0.40	0.1159	0.09201584	0.08696336	0.08191088	0.07180591	920.16	1,840.32	4,600.79
33-02-02-26-107-002	JAAKSI DOUGLAS G & JANE I	0.4813	0.40	0.1925	0.15287271	0.14447865	0.13608458	0.11929645	1,528.73	3,057.45	7,643.64
33-02-02-26-127-003	JACOBS MELANIE B	0.3164	0.40	0.1266	0.10049642	0.09497828	0.08946013	0.07842385	1,004.96	2,009.93	5,024.82
33-02-02-23-353-011	JAMIESON KRISTINA	0.4571	0.40	0.1828	0.14518620	0.13721419	0.12924218	0.11329817	1,451.86	2,903.72	7,259.31
33-02-02-23-353-017	JEONG SANGHYUP	0.2796	0.40	0.1118	0.08880784	0.08393150	0.07905516	0.06930249	888.08	1,776.16	4,440.39
33-02-02-22-428-005	JIANG DANIEL &	0.3466	0.40	0.1386	0.11008868	0.10404384	0.09799900	0.08590931	1,100.89	2,201.77	5,504.43
33-02-02-22-477-033	JOHNSON BRANT	0.0458	0.40	0.0183	0.01454721	0.01374844	0.01294967	0.01135212	145.47	290.94	727.36
33-02-02-22-478-004	JOHNSON ZACHARY Q & KA	0.2176	0.40	0.0870	0.06911511	0.06532008	0.06152505	0.05393499	691.15	1,382.30	3,455.76
33-02-02-23-352-002	KABEER AHMAD & SAJEDA	0.0143	0.40	0.0057	0.00454203	0.00429263	0.00404324	0.00354444	45.42	90.84	227.10
33-02-02-26-128-017	KACZMAREK MARK W & MA	0.3153	0.40	0.1261	0.10014703	0.09464807	0.08914912	0.07815120	1,001.47	2,002.94	5,007.35
33-02-02-26-107-023	KAVASSERI KRISHNAMOORTI	0.3463	0.40	0.1385	0.10999340	0.10395378	0.09791417	0.08583495	1,099.93	2,199.87	5,499.67
33-02-02-26-154-009	KAZMIERSKI PHILIP & JO ELL	0.2145	0.40	0.0858	0.06813047	0.06438951	0.06064854	0.05316661	681.30	1,362.61	3,406.52
33-02-02-22-478-009	KEITH DANNY C & JENNIFER	0.1541	0.40	0.0616	0.04894595	0.04625838	0.04357082	0.03819569	489.46	978.92	2,447.30
33-02-02-26-127-005	KERNS EDWARD M & LYNDA	0.1756	0.40	0.0702	0.05577488	0.05271234	0.04964981	0.04352474	557.75	1,115.50	2,788.74
33-02-02-23-379-004	KING MICHAEL J & KIMBERL	0.1219	0.40	0.0488	0.03871844	0.03659245	0.03446647	0.03021450	387.18	774.37	1,935.92

Parcel Number	Owner Name	Assessed Acres	Runoff Factor (Factor 1)	Adjusted Acres (Assessed acres x FACTOR 1)	Benefit Percent (Percent of Total Assessment)	\$1,000,000	\$2,000,000	\$5,000,000			
33-02-02-26-130-003	KOHLER JOHN O & SUZANNI	0.3362	0.40	0.1345	0.10678539	0.10092192	0.09505846	0.08333154	1,067.85	2,135.71	5,339.27
33-02-02-23-353-016	KORKMAZ SINEM	0.2791	0.40	0.1116	0.08864902	0.08378141	0.07891379	0.06917856	886.49	1,772.98	4,432.45
33-02-02-22-456-004	LAETZ RANDALL P	0.3380	0.40	0.1352	0.10735711	0.10146226	0.09556720	0.08377769	1,073.57	2,147.14	5,367.86
33-02-02-23-352-004	LAING ALAN R	0.0143	0.40	0.0057	0.00454203	0.00429263	0.00404324	0.00354444	45.42	90.84	227.10
33-02-02-22-478-008	LAMMERS DONALD & GIOV.	0.1563	0.40	0.0625	0.04964472	0.04691879	0.04419285	0.03874098	496.45	992.89	2,482.24
33-02-02-23-379-014	LAPHAM KIRK A & KIMBERL	0.3081	0.40	0.1232	0.09786014	0.09248675	0.08711336	0.07636659	978.60	1,957.20	4,893.01
33-02-02-26-154-007	LATHAM KEITH E & LISA B	0.3844	0.40	0.1538	0.12209489	0.11539080	0.10868671	0.09527853	1,220.95	2,441.90	6,104.74
33-02-02-22-456-003	LAVIRE RANDALL & KAREN	0.4057	0.40	0.1623	0.12886030	0.12178473	0.11470915	0.10055801	1,288.60	2,577.21	6,443.01
33-02-02-26-105-001	LAWLER CHARLES A & KARE	0.0703	0.40	0.0281	0.02232901	0.02110295	0.01987689	0.01742477	223.29	446.58	1,116.45
33-02-02-26-107-004	LEE LIK CHUAN &	0.3342	0.40	0.1337	0.10615014	0.10032156	0.09449297	0.08283581	1,061.50	2,123.00	5,307.51
33-02-02-23-353-006	LEE SUNG KI & HYUN JIN	0.2690	0.40	0.1076	0.08544101	0.08074955	0.07605808	0.06667514	854.41	1,708.82	4,272.05
33-02-02-22-455-006	LEONE JOHN	1.0007	0.40	0.4003	0.31784693	0.30039432	0.28294171	0.24803649	3,178.47	6,356.94	15,892.35
33-02-02-22-427-003	LEPESCHKIN LUDMILLA F	0.3743	0.40	0.1497	0.11888688	0.11235894	0.10583100	0.09277511	1,188.87	2,377.74	5,944.34
33-02-02-23-353-002	LI HAIRONG &	0.3336	0.40	0.1334	0.10595956	0.10014145	0.09432333	0.08268709	1,059.60	2,119.19	5,297.98
33-02-02-23-353-013	LI XIAOPING & HONG YANG	0.2509	0.40	0.1004	0.07969201	0.07531621	0.07094042	0.06218882	796.92	1,593.84	3,984.60
33-02-02-27-202-006	LIPPERT MATTHEW L & SON	0.2256	0.40	0.0902	0.07165611	0.06772155	0.06378700	0.05591789	716.56	1,433.12	3,582.81
33-02-02-23-380-001	LIU HUI &	0.3478	0.40	0.1391	0.11046983	0.10440406	0.09833829	0.08620675	1,104.70	2,209.40	5,523.49
33-02-02-26-132-002	LIU TAOSHENG &	0.0599	0.40	0.0240	0.01902571	0.01798103	0.01693635	0.01484699	190.26	380.51	951.29
33-02-02-23-353-021	LIU XIANGYANG ALEXANDEF	0.2814	0.40	0.1126	0.08937956	0.08447183	0.07956410	0.06974864	893.80	1,787.59	4,468.98
33-02-02-26-131-002	LLANO GONZALO G & CHER	0.0000	0.40	0.0000	0.00000000	0.00000000	0.00000000	0.00000000	-	-	-
33-02-02-26-130-007	LOTHAMER JESSE I & AMY N	0.0372	0.40	0.0149	0.01181563	0.01116685	0.01051807	0.00922050	118.16	236.31	590.78
33-02-02-22-456-007	LOWE CURT & ANNA	0.3403	0.40	0.1361	0.10808765	0.10215268	0.09621771	0.08434777	1,080.88	2,161.75	5,404.38
33-02-02-22-427-008	LTG NORTHVIEW LLC	1.1955	0.90	1.0760	0.85437044	0.80745794	0.76054544	0.66672044	8,543.70	17,087.41	42,718.52
33-02-02-26-129-003	LU DENGSHENG &	0.1409	0.40	0.0564	0.04475330	0.04229595	0.03983860	0.03492389	447.53	895.07	2,237.67
33-02-02-22-477-025	LUTER FRANK A & RUTH A	0.2732	0.40	0.1093	0.08677504	0.08201032	0.07724560	0.06771617	867.75	1,735.50	4,338.75
33-02-02-23-379-003	MA HUIBO HEIDI &	0.1124	0.40	0.0450	0.03570100	0.03374070	0.03178040	0.02785980	357.01	714.02	1,785.05
33-02-02-23-353-007	MAALI MANOUC &	0.2698	0.40	0.1079	0.08098969	0.08098969	0.07628427	0.06687343	856.95	1,713.90	4,284.76
33-02-02-22-405-002	MALY RAYMOND J & CAROL	0.0000	0.90	0.0000	0.00000000	0.00000000	0.00000000	0.00000000	-	-	-
33-02-02-22-456-005	MANTURUK EDWARD P	0.3380	0.40	0.1352	0.10735711	0.10146226	0.09556740	0.08377769	1,073.57	2,147.14	5,367.86
33-02-02-26-101-005	MARINEZ DYLAN R & ANNE	0.3042	0.40	0.1217	0.09662140	0.09131603	0.08601066	0.07539992	966.21	1,932.43	4,831.07
33-02-02-22-477-002	MARLETT MARK E & LESLIE	0.4160	0.40	0.1664	0.13213183	0.12487662	0.11762142	0.10311100	1,321.32	2,642.64	6,606.59
33-02-02-26-127-010	MARR BRET R & JENNA W	0.1109	0.40	0.0444	0.03522457	0.03329043	0.03135629	0.02748800	352.25	704.49	1,761.23
33-02-02-26-105-005	MARSHALL KRISTINA M	0.2212	0.40	0.0885	0.07025856	0.06640074	0.06254293	0.05482729	702.59	1,405.17	3,512.93
33-02-02-23-379-002	MASSA GERALD R & MARILY	0.1275	0.40	0.0510	0.04049714	0.03827348	0.03604983	0.03160253	404.97	809.94	2,024.86
33-02-02-26-127-008	MASTEN SUSAN &	0.1240	0.40	0.0496	0.03938545	0.03722284	0.03506023	0.03073501	393.85	787.71	1,969.27
33-02-02-23-379-011	MC ALVEY DAVID G & LISA J	0.3817	0.40	0.1527	0.12123731	0.11458030	0.10792330	0.09460930	1,212.37	2,424.75	6,061.87
33-02-02-23-353-008	MC ALVEY MICHAEL K & LIN	0.9026	0.40	0.3610	0.28668795	0.27094625	0.25520454	0.22372113	2,866.88	5,733.76	14,334.40
33-02-02-22-428-007	MC CARTHY KRISTY K	0.4155	0.40	0.1662	0.13197302	0.12472653	0.11748004	0.10298707	1,319.73	2,639.46	6,598.65
33-02-02-23-380-006	MC CARTHY SAMUEL	0.0482	0.40	0.0193	0.01530951	0.01446888	0.01362825	0.01194700	153.10	306.19	765.48
33-02-02-22-477-008	MC DANIEL CARL D	0.4781	0.40	0.1912	0.15185632	0.14351806	0.13517980	0.11850329	1,518.56	3,037.13	7,592.82
33-02-02-22-477-016	MC DOUGALL GEORGE & CA	0.4840	0.40	0.1936	0.15373030	0.14528915	0.13684799	0.11996568	1,537.30	3,074.61	7,686.52
33-02-02-26-127-006	MENG MING	0.1131	0.40	0.0452	0.03592334	0.03395083	0.03197832	0.02803330	359.23	718.47	1,796.17
33-02-02-27-202-011	MENG STANLEY	0.1992	0.40	0.0797	0.06327082	0.05979669	0.05632256	0.04937431	632.71	1,265.42	3,163.54
33-02-02-22-427-010	MERIDIAN CHARTER TOWN	4.0794	0.00	0.0000	0.00000000	0.00000000	0.00000000	0.00000000	-	-	-
33-02-02-23-351-002	MERIDIAN MEADOWS LLC	21.1457	0.90	19.0311	15.11188713	14.28211077	13.45233440	11.79278168	151,118.87	302,237.74	755,594.36
33-02-02-23-353-012	MEYER JONATHAN S & CHEF	0.3748	0.40	0.1499	0.11904570	0.11250903	0.10597237	0.09289905	1,190.46	2,380.91	5,952.28
33-02-02-22-405-006	MICHIGAN BELL TELEPHONE	1.3884	0.90	1.2496	0.99222745	0.93774539	0.88326332	0.77429918	9,922.27	19,844.55	49,611.37
33-02-02-22-455-010	MICHIGAN TREE APARTMEN	8.4567	0.90	7.6110	6.04362570	5.71177715	5.37992861	4.71623152	60,436.26	120,872.51	302,181.28
33-02-02-22-455-011	MISTRY KEKI & PHYLLIS	1.1661	0.40	0.4664	0.37038203	0.35004478	0.32970753	0.28903303	3,703.82	7,407.64	18,519.10
33-02-02-22-455-012	MISTRY KEKI & PHYLLIS	1.3356	0.40	0.5342	0.42421940	0.40092600	0.37763260	0.33104580	4,242.19	8,484.39	21,210.97
33-02-02-22-428-006	MOFFETT THOMAS	0.3448	0.40	0.1379	0.10951696	0.10350351	0.09749006	0.08546316	1,095.17	2,190.34	5,475.85
33-02-02-22-477-015	MONROE VICKI LYNN	0.3467	0.40	0.1387	0.11012045	0.10407386	0.09802727	0.08593410	1,101.20	2,202.41	5,506.02

Parcel Number	Owner Name	Assessed Acres	Runoff Factor (Factor 1)	Adjusted Acres (Assessed acres x FACTOR 1)	Benefit Percent (Percent of Total Assessment)	\$1,000,000	\$2,000,000	\$5,000,000			
33-02-02-22-477-005	MORSE JEFFERY E	0.4140	0.40	0.1656	0.13149658	0.12427625	0.11705593	0.10261528	1,314.97	2,629.93	6,574.83
33-02-02-26-106-004	MOTSCHENBACHER GARTH	0.4281	0.40	0.1712	0.13597509	0.12850885	0.12104262	0.10611014	1,359.75	2,719.50	6,798.75
33-02-02-26-105-006	MOTT FAMILY REVOCABLE T	0.2263	0.40	0.0905	0.07187844	0.06398492	0.06398492	0.05609139	718.78	1,437.57	3,593.92
33-02-02-26-101-004	MURLEY DAVID &	0.3103	0.40	0.1241	0.09855891	0.09314715	0.08773540	0.07691188	985.59	1,971.18	4,927.95
33-02-02-23-353-019	NGUYEN PHU H	0.2805	0.40	0.1122	0.08909370	0.08420166	0.07930963	0.06952557	890.94	1,781.87	4,454.68
33-02-02-26-106-016	NIOWAVE PROPERTIES LLC	0.3176	0.40	0.1270	0.10087757	0.09533850	0.08979943	0.07872128	1,008.78	2,017.55	5,043.88
33-02-02-26-105-010	NJONKOU AGATHE E & ACH	0.1704	0.40	0.0682	0.05412323	0.05115139	0.04817954	0.04223585	541.23	1,082.46	2,706.16
33-02-02-22-476-001	NOVOTNY MILDRED	0.3450	0.40	0.1380	0.10958048	0.10356354	0.09754661	0.08551273	1,095.80	2,191.61	5,479.02
33-02-02-26-107-016	NOWICKI THOMAS P & KATI	0.3256	0.40	0.1302	0.10341857	0.09773997	0.09206138	0.08070419	1,034.19	2,068.37	5,170.93
33-02-02-23-380-009	NUGENT CHRISTOPHER & L/	0.1227	0.40	0.0491	0.03897254	0.03683260	0.03469266	0.03041279	389.73	779.45	1,948.63
33-02-02-26-107-025	NYQUIST SUSAN H	0.3239	0.40	0.1296	0.10298760	0.09722966	0.09158071	0.08028282	1,028.79	2,057.57	5,143.93
33-02-02-22-477-004	OBERG KEITH	0.4160	0.40	0.1664	0.13213183	0.12487662	0.11762142	0.10311100	1,321.32	2,642.64	6,606.59
33-02-02-22-477-022	O'FARRELL PAMELA A	0.1672	0.40	0.0669	0.05310683	0.05019080	0.04727476	0.04144269	531.07	1,062.14	2,655.34
33-02-02-26-126-002	OKEMOS PUBLIC SCHOOLS	0.4283	0.00	0.0000	0.00000000	0.00000000	0.00000000	0.00000000	-	-	-
33-02-02-26-126-004	OKEMOS PUBLIC SCHOOLS	0.5460	0.00	0.0000	0.00000000	0.00000000	0.00000000	0.00000000	-	-	-
33-02-02-26-101-001	OSBORN MICHAEL S & MAR	0.4070	0.40	0.1628	0.12927321	0.12217496	0.11507672	0.10088023	1,292.73	2,585.46	6,463.66
33-02-02-26-106-011	OWCZARZAK RICK M	0.2691	0.40	0.1076	0.08547278	0.08077957	0.07608635	0.06669993	854.73	1,709.46	4,273.64
33-02-02-26-106-015	PAVLICK MICHAEL J & KARIN	0.3035	0.40	0.1214	0.09639906	0.09110590	0.08581274	0.07522642	963.99	1,927.98	4,819.95
33-02-02-26-127-007	PAWAR MILIND S &	0.0816	0.40	0.0326	0.02591817	0.02449503	0.02307189	0.02022562	259.18	518.36	1,295.91
33-02-02-22-427-004	PAYNE DENNIS & JANICE (TF	0.3449	0.40	0.1380	0.10954872	0.10353353	0.09751833	0.08548794	1,095.49	2,190.97	5,477.44
33-02-02-26-105-009	PEMBLE MICHAEL & LYNETT	0.0000	0.40	0.0000	0.00000000	0.00000000	0.00000000	0.00000000	-	-	-
33-02-02-23-301-002	PERNA GAETANO	11.0402	0.90	9.9362	7.88993773	7.45671031	7.02348290	6.15702806	78,899.38	157,798.75	394,496.89
33-02-02-23-301-008	PERNA GAETANO	0.1061	0.90	0.0955	0.07582493	0.07166147	0.06749801	0.05917109	758.25	1,516.50	3,791.25
33-02-02-26-107-017	PERRY SAMUEL	0.3414	0.40	0.1366	0.10843703	0.10248288	0.09652873	0.08462042	1,084.37	2,168.74	5,421.85
33-02-02-26-107-019	PERSICO JEFFREY E & JULIE F	0.3186	0.40	0.1274	0.10119519	0.09563868	0.09008217	0.07896915	1,011.95	2,023.90	5,059.76
33-02-02-22-478-007	PETERS SUSAN J	0.1496	0.40	0.0598	0.04751664	0.04490755	0.04229847	0.03708030	475.17	950.33	2,375.83
33-02-02-22-477-010	PETERSON JOHN R & DENISI	0.3467	0.40	0.1387	0.11012045	0.10407386	0.09802727	0.08593410	1,101.20	2,202.41	5,506.02
33-02-02-23-378-003	PETERSON ROBERT H & GAIL	0.3555	0.40	0.1422	0.11291554	0.10671548	0.10051542	0.08811529	1,129.16	2,258.31	5,645.78
33-02-02-26-107-008	PLAEHN SCOTT A & THERESI	0.2960	0.40	0.1184	0.09401688	0.08885452	0.08369216	0.07336744	940.17	1,880.34	4,700.84
33-02-02-22-476-013	POSSANZA JEFFREY & ROSEI	0.3449	0.40	0.1380	0.10954872	0.10353353	0.09751833	0.08548794	1,095.49	2,190.97	5,477.44
33-02-02-27-227-002	PRINCE JEFFREY L & SARA L	0.1320	0.40	0.0528	0.04192645	0.03962431	0.03732218	0.03271791	419.26	838.53	2,096.32
33-02-02-26-130-004	PRYGOSKI PHILIP J & MARY	0.3747	0.40	0.1499	0.11901393	0.11247902	0.10594410	0.09287426	1,190.14	2,380.28	5,950.70
33-02-02-26-107-022	PUNCH JERRY L & SUSAN M	0.3061	0.40	0.1224	0.09722489	0.09188638	0.08654787	0.07587086	972.25	1,944.50	4,861.24
33-02-02-27-202-004	PYLE RALPH E &	0.2643	0.40	0.1057	0.08394818	0.07933868	0.07472918	0.06551019	839.48	1,678.96	4,197.41
33-02-02-23-353-026	QJ JIAGUO &	0.4472	0.40	0.1789	0.14204172	0.13424237	0.12644302	0.11084433	1,420.42	2,840.83	7,102.09
33-02-02-22-379-007	RAO DINESH K & SHANTHER	0.4177	0.40	0.1671	0.13267179	0.12538694	0.11810208	0.10353237	1,326.72	2,653.44	6,633.59
33-02-02-26-107-006	RASMUSSEN JOHN & CAROL	0.3419	0.40	0.1368	0.10859585	0.10263297	0.09667010	0.08474435	1,085.96	2,171.92	5,429.79
33-02-02-22-405-003	RASSEL LINDA A & (TRUSTEE	0.0625	0.90	0.0563	0.04466596	0.04221340	0.03976085	0.03485573	446.66	893.32	2,233.30
33-02-02-26-101-007	REED LINDA M	0.2994	0.40	0.1198	0.09509680	0.08987515	0.08465349	0.07421018	950.97	1,901.94	4,754.84
33-02-02-22-477-014	RENWASSER LOUIS B &	0.3449	0.40	0.1380	0.10954872	0.10353353	0.09751833	0.08548794	1,095.49	2,190.97	5,477.44
33-02-02-22-456-008	RODRIQUEZ TONYA LYNN	0.3414	0.40	0.1366	0.10843703	0.10248288	0.09652873	0.08462042	1,084.37	2,168.74	5,421.85
33-02-02-26-154-014	RONEY MARVIN G & LAUREI	0.2413	0.40	0.0965	0.07664281	0.07243444	0.06822608	0.05980934	766.43	1,532.86	3,832.14
33-02-02-26-128-004	RUPPERT DAVID & CHARLOT	0.3712	0.40	0.1485	0.11142837	0.10495449	0.09200674	0.08020674	1,179.02	2,358.04	5,895.11
33-02-02-22-477-031	SALEHI HABIB & JOAN	0.2091	0.40	0.0836	0.06641530	0.06276851	0.05912173	0.05182815	664.15	1,328.31	3,320.77
33-02-02-26-107-020	SAMMARTINO MARY LYNN	0.2995	0.40	0.1198	0.09512856	0.08990516	0.08468176	0.07423496	951.29	1,902.57	4,756.43
33-02-02-22-477-017	SANTONE ANTOINETTE M	0.6843	0.40	0.2737	0.21735051	0.20541604	0.19348157	0.16961264	2,173.51	4,347.01	10,867.53
33-02-02-23-353-018	SCARPONE NICHOLAS C & C	0.2800	0.40	0.1120	0.08893489	0.08405157	0.07916826	0.06940164	889.35	1,778.70	4,446.74
33-02-02-22-477-023	SCHENKER PENNY L	0.1759	0.40	0.0704	0.05587017	0.05280240	0.04973463	0.04359910	558.70	1,117.40	2,793.51
33-02-02-27-227-001	SCHULTZ BLAINE S & LAURA	0.1646	0.40	0.0658	0.05228101	0.04941032	0.04653963	0.04079825	522.81	1,045.62	2,614.05
33-02-02-22-478-003	SCOFES GEORGE STEPHEN	0.3530	0.40	0.1412	0.11212148	0.10596502	0.09980856	0.08749563	1,121.21	2,242.43	5,606.07
33-02-02-22-456-001	SEGGERSON TIMOTHY	0.4076	0.40	0.1630	0.12946378	0.12235508	0.11524637	0.10102895	1,294.64	2,589.28	6,473.19
33-02-02-27-202-007	SEIBOLD JACK & DIANNE	0.1999	0.40	0.0800	0.06349316	0.06000682	0.05652048	0.04954781	634.93	1,269.86	3,174.66

Parcel Number	Owner Name	Assessed Acres	Runoff Factor (Factor 1)	Adjusted Acres (Assessed acres x FACTOR 1)	Benefit Percent (Percent of Total Assessment)	\$1,000,000	\$2,000,000	\$5,000,000			
33-02-02-22-456-006	SELOVER HOWARD B &	0.3392	0.40	0.1357	0.10773826	0.10182248	0.09590669	0.08407512	1,077.38	2,154.77	5,386.91
33-02-02-23-301-001	SEM JUEN	0.5775	0.40	0.2310	0.18342820	0.17335637	0.16328454	0.14314087	1,834.28	3,668.56	9,171.41
33-02-02-23-379-007	SERGEANT DARLENE K	0.1492	0.40	0.0597	0.04789599	0.04218537	0.04218537	0.03698116	473.90	947.79	2,369.48
33-02-02-22-456-002	SESNAK CHARLES R & JENN	0.3495	0.40	0.1398	0.11100979	0.10491437	0.09881895	0.08662811	1,110.10	2,220.20	5,550.49
33-02-02-22-427-005	SHAHEEN CAROL A	0.3467	0.40	0.1387	0.11012045	0.10407386	0.09802727	0.08593410	1,101.20	2,202.41	5,506.02
33-02-02-23-380-005	SHAPIRO ERIK M & KAREN C	0.0000	0.40	0.0000	0.00000000	0.00000000	0.00000000	0.00000000	-	-	-
33-02-02-22-455-009	SHAW BRADLEY T & ESTHER	1.0060	0.40	0.4024	0.31953034	0.30198529	0.28444025	0.24935016	3,195.30	6,390.61	15,976.52
33-02-02-26-128-015	SHERRILL BRADLEY M & CAF	0.3084	0.40	0.1234	0.09795542	0.09257680	0.08719818	0.07644094	979.55	1,959.11	4,897.77
33-02-02-26-154-005	SHI WENJUN &	0.3102	0.40	0.1241	0.09852715	0.09311714	0.08770712	0.07688710	985.27	1,970.54	4,926.36
33-02-02-26-101-006	SHIM KYUNGSIK I &	0.3021	0.40	0.1208	0.09595439	0.09068564	0.08541690	0.07487941	959.54	1,919.09	4,797.72
33-02-02-26-127-012	SIMS RICHARD J & CAROLYN	0.3653	0.40	0.1461	0.11602826	0.10965728	0.10328631	0.09054435	1,160.28	2,320.57	5,801.41
33-02-02-26-105-008	SKUSA ERIC W & MARY M	0.1160	0.40	0.0464	0.03684445	0.03482137	0.03279828	0.02875211	368.44	736.89	1,842.22
33-02-02-26-105-002	SNEERINGER JEAN	0.1854	0.40	0.0742	0.05888760	0.05565415	0.05242070	0.04595380	588.88	1,177.75	2,944.38
33-02-02-22-404-009	SP INVESTMENTS LTD PTNR:	0.2165	0.90	0.1949	0.15472288	0.14622722	0.13773157	0.12074026	1,547.23	3,094.46	7,736.14
33-02-02-22-404-010	SP INVESTMENTS LTD PTNR:	1.0153	0.90	0.9138	0.72558955	0.68574826	0.64590697	0.56622440	7,255.90	14,511.79	36,279.48
33-02-02-22-404-011	SP INVESTMENTS LTD PTNR:	0.9507	0.90	0.8556	0.67942282	0.64211649	0.60481017	0.53019751	6,794.23	13,588.46	33,971.14
33-02-02-26-107-013	SRKALOVIC GORDAN & VESI	0.2735	0.40	0.1094	0.08687033	0.08210038	0.07733043	0.06779053	868.70	1,737.41	4,343.52
33-02-02-22-478-010	STEBBINS BONNIE J	0.1573	0.40	0.0629	0.04996235	0.04721897	0.04447560	0.03898885	499.62	999.25	2,498.12
33-02-02-26-106-005	STECOVICH RYAN P & BETH/	0.3463	0.40	0.1385	0.10999340	0.10395378	0.09791417	0.08583495	1,099.93	2,199.87	5,499.67
33-02-02-22-477-032	STEFFEL ANDREW & SUSAN	0.1889	0.40	0.0756	0.05999928	0.05670479	0.05341030	0.04682132	599.99	1,199.99	2,999.96
33-02-02-22-477-013	STEVENS A DENISE	0.3467	0.40	0.1387	0.11012045	0.10407386	0.09802727	0.08593410	1,101.20	2,202.41	5,506.02
33-02-02-23-352-003	STOCK MICHAEL J	0.0143	0.40	0.0057	0.00454203	0.00429263	0.00404324	0.00354444	45.42	90.84	227.10
33-02-02-22-476-008	STORY DONN L & QUENDA	0.3393	0.40	0.1357	0.10777002	0.10185250	0.09593497	0.08409991	1,077.70	2,155.40	5,388.50
33-02-02-22-476-012	STOW GARY W & BRENDA L	0.3449	0.40	0.1380	0.10954872	0.10353353	0.09751833	0.08548794	1,095.49	2,190.97	5,477.44
33-02-02-26-107-021	SUTHERLAND BRUCE A & TE	0.2982	0.40	0.1193	0.09471565	0.08951492	0.08431420	0.07391274	947.16	1,894.31	4,735.78
33-02-02-22-456-013	SWITZER DAVID A & JEANET	0.3484	0.40	0.1394	0.11066041	0.10458417	0.09850794	0.08635546	1,106.60	2,213.21	5,533.02
33-02-02-22-426-006	T S & P LLC	0.8411	0.90	0.7570	0.60109659	0.56809107	0.53508555	0.46907450	6,010.97	12,021.93	30,054.83
33-02-02-22-426-007	T S & P LLC	0.7388	0.90	0.6649	0.52798736	0.49899618	0.47000500	0.41202264	5,279.87	10,559.75	26,399.37
33-02-02-26-154-001	TANAY DAVID E & STACEY N	0.3379	0.40	0.1352	0.10732535	0.10143224	0.09553913	0.08375290	1,073.25	2,146.51	5,366.27
33-02-02-26-106-010	TANIMOTO HIROSHI & KINL	0.3047	0.40	0.1219	0.09678021	0.09146612	0.08615203	0.07552385	967.80	1,935.60	4,839.01
33-02-02-22-477-011	TELFER MARY K	0.3449	0.40	0.1380	0.10954872	0.10353353	0.09751833	0.08548794	1,095.49	2,190.97	5,477.44
33-02-02-22-478-001	TERRY KENNETH &	0.3921	0.40	0.1568	0.12454060	0.11770222	0.11086384	0.09718708	1,245.41	2,490.81	6,227.03
33-02-02-22-428-002	THE PONDS COOPERATIVE F	9.1549	0.90	8.2394	6.54259805	6.18335150	5.82410496	5.10561187	65,425.98	130,851.96	327,129.90
33-02-02-23-351-005	THE PONDS COOPERATIVE F	9.2326	0.90	8.3093	6.59812676	6.23583120	5.87353564	5.14894452	65,981.27	131,962.54	329,906.34
33-02-02-27-202-002	THOMAS BERNARD D & EILE	0.0629	0.40	0.0252	0.01997859	0.01888159	0.01778458	0.01559058	199.79	399.57	998.93
33-02-02-23-353-005	THOMAS ROBERT M & CARC	0.2682	0.40	0.1073	0.08518691	0.08050940	0.07583188	0.06647685	851.87	1,703.74	4,259.35
33-02-02-26-154-006	THOMPSON MARYAM A & E	0.3101	0.40	0.1240	0.09849539	0.09308712	0.08767885	0.07686231	984.95	1,969.91	4,924.77
33-02-02-22-477-003	THRUSH JOHN J & DIANA	0.4140	0.40	0.1656	0.13149658	0.12427625	0.11705593	0.10261528	1,314.97	2,629.93	6,574.83
33-02-02-26-131-001	TONS SUSAN P	0.0001	0.40	0.0000	0.00003176	0.00003002	0.00002827	0.00002479	0.32	0.64	1.59
33-02-02-27-202-003	TROTTER LARRY C & MARIA	0.2807	0.40	0.1123	0.08915722	0.08426170	0.07936618	0.06957514	891.57	1,783.14	4,457.86
33-02-02-23-353-003	VAIL LUCY & ROGER	0.2657	0.40	0.1063	0.08439285	0.07975894	0.07512502	0.06585719	843.93	1,687.86	4,219.64
33-02-02-23-353-020	VANSTEEL ERIC C & LAUREN	0.2809	0.40	0.1124	0.08922075	0.08432174	0.07942273	0.06962471	892.21	1,784.41	4,461.04
33-02-02-22-456-009	VEITH JOHN P & KATHLEEN	0.3370	0.40	0.1348	0.10703949	0.10116207	0.09528466	0.08352983	1,070.39	2,140.79	5,351.97
33-02-02-23-379-015	VIJ PANKAJ &	0.3100	0.40	0.1240	0.09846362	0.09305710	0.08765057	0.07683753	984.64	1,969.27	4,923.18
33-02-02-23-379-001	VIVENTI CAROL M & JAMES	0.0640	0.40	0.0256	0.02032797	0.01921179	0.01809560	0.01586323	203.28	406.56	1,016.40
33-02-02-26-107-015	VOLKER MARTIN A &	0.3246	0.40	0.1298	0.10310094	0.09743979	0.09177863	0.08045632	1,031.01	2,062.02	5,155.05
33-02-02-26-107-003	WAGAW WALELIGN G &	0.3852	0.40	0.1541	0.12234899	0.11563095	0.10891291	0.09547682	1,223.49	2,446.98	6,117.45
33-02-02-26-105-014	WAGER SCOTT & JUDITH	0.3303	0.40	0.1321	0.10491140	0.09915084	0.09339027	0.08186914	1,049.11	2,098.23	5,245.57
33-02-02-26-128-002	WAGNER JAMES G & MIZUE	0.3311	0.40	0.1324	0.10516550	0.09939098	0.09361647	0.08206743	1,051.66	2,103.31	5,258.28
33-02-02-26-128-008	WAHI SUNIL K	0.3233	0.40	0.1293	0.10268803	0.09704955	0.09141107	0.08013410	1,026.88	2,053.76	5,134.40
33-02-02-23-353-014	WAKEMAN JONATHAN E &	0.2807	0.40	0.1123	0.08915722	0.08426170	0.07936618	0.06957514	891.57	1,783.14	4,457.86
33-02-02-22-477-019	WALDMAN EVELYN	0.3743	0.40	0.1497	0.11888688	0.11235894	0.10583100	0.09277511	1,188.87	2,377.74	5,944.34

Parcel Number	Owner Name	Assessed Acres	Runoff Factor (Factor 1)	Adjusted Acres (Assessed acres x FACTOR 1)	Benefit Percent (Percent of Total Assessment)	\$1,000,000	\$2,000,000	\$5,000,000			
33-02-02-26-130-002	WALLACE JACK & JANELLE	0.3464	0.40	0.1386	0.11002516	0.10398380	0.09794245	0.08585974	1,100.25	2,200.50	5,501.26
33-02-02-23-353-001	WALLACE JACK E & HIEU L	0.2898	0.40	0.1159	0.09204761	0.08699338	0.08193915	0.07183069	920.48	1,840.95	4,602.38
33-02-02-26-128-006	WARD TIMOTHY R &	0.3380	0.40	0.1352	0.10735711	0.10146226	0.09556740	0.08377769	1,073.57	2,147.14	5,367.86
33-02-02-22-477-028	WATRALL ETHAN C &	0.2107	0.40	0.0843	0.06692350	0.06324881	0.05957412	0.05222473	669.24	1,338.47	3,346.18
33-02-02-22-379-006	WEAVER FAMILY TRUST	0.1394	0.40	0.0558	0.04427687	0.04184568	0.03941448	0.03455210	442.77	885.54	2,213.84
33-02-02-22-379-008	WEISS CHRISTOPHER R & TH	0.4122	0.40	0.1649	0.13092486	0.12373592	0.11654699	0.10216912	1,309.25	2,618.50	6,546.24
33-02-02-22-476-003	WELCH CLAUDE &	0.3432	0.40	0.1373	0.10900876	0.10302321	0.09703767	0.08506658	1,090.09	2,180.18	5,450.44
33-02-02-26-127-013	WENG JOHN JUYANG & MIN	0.3546	0.40	0.1418	0.11262968	0.10644531	0.10026095	0.08789221	1,126.30	2,252.59	5,631.48
33-02-02-22-379-011	WESTRATE III ROBERT B &	0.0078	0.40	0.0031	0.00247747	0.00234144	0.00220540	0.00193333	24.77	49.55	123.87
33-02-02-23-379-005	WHISPERING OAKS ASSOCIA	4.4561	0.40	1.7824	1.41536693	1.33765076	1.25993459	1.10450224	14,153.67	28,307.34	70,768.35
33-02-02-26-127-004	WHITE DAVID E & GAIL F	0.3157	0.40	0.1263	0.10027408	0.09476815	0.08926221	0.07825034	1,002.74	2,005.48	5,013.70
33-02-02-26-154-003	WHITE JOHN & LEONE	0.2393	0.40	0.0957	0.07600756	0.07183408	0.06766059	0.05931361	760.08	1,520.15	3,800.38
33-02-02-26-153-001	WILLIAMS JAMES & LYNDA	0.1578	0.40	0.0631	0.05012116	0.04736906	0.04461697	0.03911278	501.21	1,002.42	2,506.06
33-02-02-26-105-007	WILLIAMS ROBERT A & BETT	0.2401	0.40	0.0960	0.07626166	0.07207422	0.06788678	0.05951190	762.62	1,525.23	3,813.08
33-02-02-27-202-005	WITTEN THOMAS J & DELPH	0.2478	0.40	0.0991	0.07870737	0.07438564	0.07006391	0.06142045	787.07	1,574.15	3,935.37
33-02-02-22-476-004	WOLFE ADAM & MARISSA	0.3467	0.40	0.1387	0.11012045	0.10407386	0.09802727	0.08593410	1,101.20	2,202.41	5,506.02
33-02-02-26-128-012	WU FELICIA & (TRUSTEES)	0.3256	0.40	0.1302	0.10341857	0.09773997	0.09206138	0.08070419	1,034.19	2,068.37	5,170.93
33-02-02-22-455-008	YONKE LOUIS L & JEAN MUL	1.0008	0.40	0.4003	0.31787869	0.30042434	0.28296998	0.24806127	3,178.79	6,357.57	15,893.93
33-02-02-26-106-002	ZAMBIASI ROBERT J & JENNI	0.4101	0.40	0.1640	0.13025784	0.12310554	0.11595323	0.10164861	1,302.58	2,605.16	6,512.89
33-02-02-26-127-002	ZAVADIL MICHAEL F & CYNT	0.3172	0.40	0.1269	0.10075052	0.09521842	0.08968633	0.07862214	1,007.51	2,015.01	5,037.53
33-02-02-26-132-001	ZHENG YONG HUI &	0.1899	0.40	0.0760	0.06031691	0.05700498	0.05369305	0.04706918	603.17	1,206.34	3,015.85
33-02-02-23-379-016	ZHOU ZHENG FANG &	0.3081	0.40	0.1232	0.0979	0.0925	0.08711336	0.0764	978.60	1,957.20	4,893.01
		185.6670		114.6763	91.0600	86.0600	81.0600	71.0600			
	Ingham County:				5.00	5.00	5.00	5.00			
	Michigan Department of Trans				3.94	3.94	3.94	3.94			
	Meridian Township:				0.00	5.00	10.00	20.00			
	<b>Total At-Large:</b>				8.94	13.94	18.94	28.94			
	<b>Total:</b>				100.00	100.00	100.00	100.00			

**MEMORANDUM**

**TO:** Township Board

**FROM:**   
Mark Kieselbach  
Director of Community Planning and Development

  
Martha K. Wyatt  
Associate Planner/Landscape Architect

**DATE:** January 28, 2016

**RE:** Appointment to the Zoning Board of Appeals

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Recently Jim Hershiser submitted a letter of resignation from his position as a regular member on the Zoning Board of Appeals (ZBA), as he is changing his residency from Michigan to Florida. Mr. Hershiser has served on the ZBA for 20 years and his current term would have ended on December 31, 2017. Staff appreciates his dedication to the ZBA and his thoughtful deliberations on hundreds of variance cases over his 20-year tenure.

The position is now vacant and staff contacted both of the ZBA alternates to verify their interest in serving as a regular member. Henry Kwok (Alternate #1) and Kenneth Lane (Alternate #2) have served on the ZBA as alternates since June 2015. Mr. Kwok is not able to serve as a regular member at this time but Mr. Lane is willing to serve.

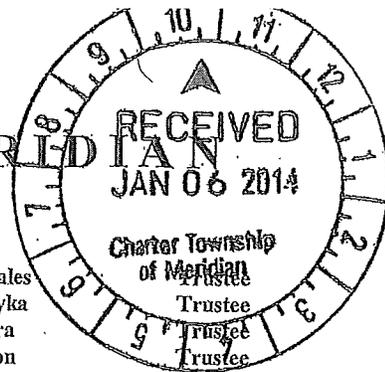
Mr. Lane has attended three ZBA meetings as an alternate since his appointment in June. A copy of Mr. Lane's public service application is attached. A motion to appoint Mr. Lane to the ZBA has been provided for the Board's consideration.

**MOTION TO APPOINT KENNETH LANE TO SERVE AS A MEMBER OF THE ZONING BOARD OF APPEALS TO FILL THE VACANT TERM ENDING ON DECEMBER 31, 2017.**

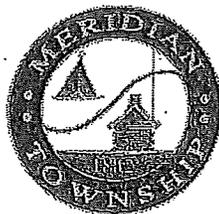
**Attachment**

1. Application for Public Service (Kenneth Lane)

# CHARTER TOWNSHIP OF MERIDIAN



Elizabeth Ann LeGoff      Supervisor  
 Brett Dreyfus              Clerk  
 Julie Brixie                 Treasurer  
 Frank L. Walsh             Manager



Milton L. Scales  
 Ronald J. Styka  
 John Veenstra  
 Angela Wilson

## APPLICATION FOR PUBLIC SERVICE

I am interested in service on one or more of the following public bodies as checked below:

- |  |  |
|--|--|
| <input type="checkbox"/> Assessing Board of Review*  | <input type="checkbox"/> Elected Officials Compensation Commission*            |
| <input type="checkbox"/> Board of Water and Light Representative*                                      | <input checked="" type="checkbox"/> Environmental Commission                   |
| <input checked="" type="checkbox"/> Building and/or Fire Board of Appeals and Building Hearing Officer | <input checked="" type="checkbox"/> Land Preservation Advisory Board           |
| <input type="checkbox"/> Cable Communications Commission*  | <input type="checkbox"/> Park Commission (elected/appointed)                   |
| <input checked="" type="checkbox"/> Capital Area Transportation Authority (C.A.T.A.)                   | <input type="checkbox"/> Pension Trustees                                      |
| <input checked="" type="checkbox"/> Community Resources Commission                                     | <input checked="" type="checkbox"/> Planning Commission                        |
| <input checked="" type="checkbox"/> Downtown Development Authority*                                    | <input type="checkbox"/> Township Board (elected/appointed)                    |
| <input type="checkbox"/> East Lansing-Meridian Water & Sewer Authority                                 | <input checked="" type="checkbox"/> Zoning Board of Appeals                    |
| <input checked="" type="checkbox"/> Economic Development Corporation                                   | <input checked="" type="checkbox"/> Lake Lansing Watershed Advisory Committee* |
|  | <input type="checkbox"/> Other   |

(\*Special conditions restrict eligibility for appointment)

Indicate areas not included above which may warrant special attention or study that are of interest to you:

Summarize your reasons for applying for this type of public service:

*I WANT TO USE MY SKILLS AS A MUNICIPAL ATTORNEY FOR THE BETTERMENT OF THE COMMUNITY.*

Describe education, experience or training which will assist you if appointed. (Attach resume if available)

*I HAVE PRACTICED MUNICIPAL LAW FOR 10+ YEARS REPRESENTING TOWNSHIPS, CITIES AND VILLAGES ACROSS THE STATE.*

Name: KEN LANE

Occupation: ATTORNEY Place of Employment: CLARK HILL PLC

Home Address: 540 JUNE BERRY LANE OKEMOS, MI 48864

Phone: (days) (517) 318-3062 (evenings) (616) 295-6041 E-mail KLANE@CLARKHILL.COM

Signature: [Signature] Date 12/31/14

Other than the Downtown Development Authority Board, persons appointed to Meridian Township boards and commissions must be a resident and elector (if of voting age) of the Township during the term of office. Excessive absences may be cause for review of appointment.

(PLEASE USE BACK IF NEEDED)

The policy for appointment of candidates to the various public service positions is based on the following criteria: desire to serve, experience, expertise, availability of time to serve, and maintenance of equitable geographic representation. In most instances it will be desirable to develop further information through a personal interview. This application will be retained in township files for two years. Please return this form to the Office of the Clerk, Charter Township of Meridian.

FOR OFFICE USE ONLY			
Date Received	<u>1.6.15</u>	Distro: <u>EL, MK, DJ</u>	Application # <u>BBA 1501, LPAB 1501, PC 1501</u>
Registered Voter:	<u>Y/N</u>	<u>FW, RE, JG</u>	<u>CATA 1501, CRC 1501, ZBA 1501</u>
Date Appointed:	<u>6.16.15</u>	<u>BD MEMBERS</u>	<u>DDA 1501, EDC 1501, EC 1501</u>

Revised: November 24, 2014

5151 MARSH ROAD, OKEMOS, MICHIGAN 48864-1198 (517) 853-4000

www.meridian.mi.us



## Lansing, Michigan

**Senior Attorney**

Phone: 517.318.3052

Fax: 517.318.3078

klane@clarkhill.com

**Areas of Practice**

- Economic Development & Tax Services
- Education
- Litigation
- Municipal
- Eminent Domain
- Planning & Zoning
- Public Pension Law

**Bar Admissions**

Admitted to practice in Michigan

**Education**

J.D., Michigan State University

College of Law

B.A., Western Michigan University

**Memberships**

- State Bar of Michigan
- Grand Rapids Bar Association
- Michigan Association of Municipal Attorneys
- Michigan Association of Public Employee Retirement Systems

**KENNETH P. LANE**

Kenneth P. Lane is a senior attorney in Clark Hill's Lansing office in the Education and Municipal Law Practice Group where he concentrates his practice in the areas of municipal law, municipal litigation, planning and zoning, public pension law and condemnation law.

Kenneth serves as general and special counsel to cities, townships, villages and counties across the state. Kenneth also has extensive experience in representing planning commissions, zoning boards, drain commissioners and drainage districts, brownfield authorities, and other municipal public bodies and entities. Additionally, Kenneth has a broad range of experience in various complex investment transactions and serves as general counsel for two large public employee pension systems.

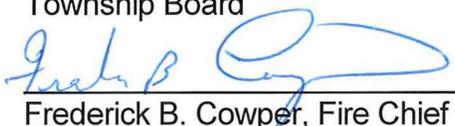
Kenneth has spoken at numerous conferences and seminars on such topics as legislation affecting local governments, open meetings and freedom of information issues, zoning, planning and land use, ordinance enforcement and public pension regulation.

Prior to joining Clark Hill, Kenneth served as the Assistant Township Manager for Delta Charter Township where he focused on economic development and land use. Prior to that, Kenneth worked for the City of Lansing in the Office of the City Attorney focusing on planning and zoning, ordinance prosecution and civil matters pertaining to housing and neighborhood issues.

Kenneth received his B.A. in History from Western Michigan University. He received his J.D. from Michigan State University College of Law and is a member of the Michigan Bar Association.

## MEMORANDUM

TO: Township Board

FROM:   
Frederick B. Cowper, Fire Chief

DATE: January 28, 2016

RE: **Fire Services Agreement – Alaiedon Township**

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Attached for review and approval is a renewal Agreement between Delhi Charter Township and Meridian Charter Township to provide fire and rescue services to a portion of Alaiedon Township. The only change in the agreement is a 9% increase in the standby fee.

The following motion is proposed for Board consideration:

**MOVE TO APPROVE THE AGREEMENT BETWEEN DELHI CHARTER TOWNSHIP AND MERIDIAN CHARTER TOWNSHIP FOR FIRE AND RESCUE SERVICES WITHIN ALAIEDON TOWNSHIP AND AUTHORIZE THE TOWNSHIP MANAGER AND FIRE CHIEF TO SIGN THE AGREEMENT.**

**MEMORANDUM OF UNDERSTANDING BETWEEN  
DELHI CHARTER TOWNSHIP AND MERIDIAN TOWNSHIP  
FOR FIRE SERVICES WITHIN  
ALAIEDON TOWNSHIP**

THIS AGREEMENT, made and entered into as of the 1<sup>st</sup> day of January 2016, by and between the Charter Township of Delhi, whose address is 2074 Aurelius Road, Holt, Michigan 48842 (hereinafter referred to as "Delhi") and Meridian Charter Township, whose address is 5151 Marsh Road, Okemos, Michigan 48864 (hereinafter referred to as "Meridian").

The Charter Township of Delhi provides contract fire protection to Alaiedon Township and, in order to provide the best delivery of services, Meridian hereby agrees to provide mutual aid fire response and services to Delhi within Alaiedon Township per the following policy.

1. **Fire Protection and Rescue Service.** All fire and rescue calls dispatched by Ingham County 911 Center in Alaiedon Township for properties located along and north of Sandhill Road, including I-96 from College Road to Meridian Road, all of Stillman Road, and all streets and roads north of I-96 will be served by Meridian. Meridian will make available for such purpose all equipment and personnel available at said time, consistent with prudent reserves for fire protection and rescue needs elsewhere. Equipment utilization and staffing shall be within the sole discretion of authorized Meridian Charter Township officers. On I-96, response will be provided to only those calls wherein fire or extrication is needed. This agreement shall not include any ambulance or EMS service within the boundaries of Alaiedon Township.

2. **Compensation.** Compensation to Meridian for each category of service shall be paid by Delhi as follows:

2A. **Standby and Administrative Fee.** An annual standby and administrative fee shall be paid by Delhi to Meridian during the term of this Agreement in the amount of Twelve Thousand dollars and no cents (\$12,000.00) Payment shall be made in equal monthly installments of One Thousand dollars and no cents (\$1000.00), commencing on the first day of January 2016 and continuing on the first day of each month thereafter through the end of the term of this agreement. This annual fee may be modified in the following manner based on the annual contract price between Delhi and Alaiedon Township.

A party proposing to modify this annual fee may do so by giving the other written notice of such, and such modified annual fee becomes the new annual fee, unless within 60 days after receipt of such notice, the other party objects in writing to such a modified fee.

If not objected to, the modified fee shall be the new annual fee 60 days after the initial notice and shall be paid in monthly installments over the remaining term of the agreement, unless the parties agree otherwise. The modified annual fee and monthly payments shall be noted in an attached Exhibit A to the agreement, but the failure to attach or update Exhibit A shall not mean that the fee has not been modified.

**B. Fire Run Charge.**

1. **All Fire and Rescue Calls:** \$600 per call
2. **All Additional Hours after the 1<sup>st</sup> hour:** \$400 per hour for each hour after the initial hour. Hours will be measured from time of alarm until all units and personnel have completed all tasks associated with the call. Additional hours shall be measured in quarter hour increments.
3. **Cancelled Calls:** Calls which are cancelled prior to any unit leaving the station will not be charged.

**C. Reporting / Invoicing Required**

1. **Reports:** Copies of NFIRS Incident reports for all incidents which Meridian covers within Alaiedon Township during any month will be provided to Delhi no later than the 5<sup>th</sup> of the following month. Reports will include the name, address and phone number of those persons who received the fire and/or rescue service.
2. **Invoice:** An invoice will be provided to Delhi along with the NFIRS copies. Invoices will indicate date, time, address, total hours and total fee due for each call.

Payment for fire services rendered pursuant to subparagraphs B and C above shall be made within sixty (60) days of billing.

6. **Employee Protection.** Meridian shall maintain all required insurance coverage pertaining to its fire fighting personnel and equipment, which coverage shall be in the same amount and equally applicable to losses which may be incurred while providing fire fighting services to Alaiedon Township required herein.

7. **Non-Discrimination.** The parties agree that neither shall discriminate against an employee or applicant for employment with respect to hire, tenure, terms, conditions or privileges of employment, or a matter directly or indirectly related to employment, because of race, color, religion, national origin, age, sex, height, weight, or marital status. Breach of this covenant may be regarded as a material breach of this contract which allows the non-discriminatory party to immediately terminate this agreement.

8. **Term.** This agreement shall commence at 12:01 a.m. on January 1, 2016 and shall continue until midnight December 31, 2016. This agreement may be renewed, extended or modified upon the mutual consent of both parties. In the event of renewal, the then-current annual standby and administrative fee under paragraph 2A shall continue for another year.

a. Notwithstanding anything in this paragraph to the contrary, either party to this agreement may terminate it upon 60-days' written notice to the other.

IN WITNESS WHEREOF, the parties have set their hands and seals as of the date above first written

***THE CHARTER TOWNSHIP OF MERIDIAN***

By: \_\_\_\_\_  
***Frank Walsh***  
Its: ***Manager***

By: \_\_\_\_\_  
***Frederick Cowper***  
Its: ***Fire Chief***

*And.*

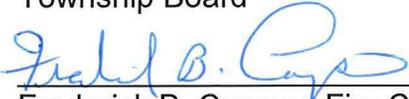
***THE CHARTER TOWNSHIP OF DELHI***

By: \_\_\_\_\_  
***John Elsinga***  
Its: ***Manager***

By: \_\_\_\_\_  
***Brian J. Ball***  
Its: ***Fire Chief***

## MEMORANDUM

TO: Township Board

FROM:   
Frederick B. Cowper, Fire Chief

DATE: January 28, 2016

RE: **2015 Assistance to Firefighters Grant Program**

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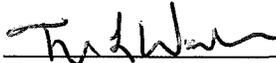
The Fire Department is proposing that Meridian Township participate in the Department of Homeland Security's 2015 Assistance to Firefighters Grant Program. The Fire Department has been successful in past efforts to obtain funding and desires to continue those efforts. The proposal includes replacing three types of currently owned, outdated equipment. First, new cardiac monitors with improved technology for wireless transmission capabilities as well as carbon monoxide patient monitoring. Also included are new air monitors that are more cost effective and easier to maintain. Finally, new thermal imaging cameras which will expand the number of cameras to allow for one on each apparatus.

The total cost of this grant request is \$238,600.00. The Meridian Township share would be 10% (\$21,960.00). We are proposing to fund the \$21,960.00 from the 2016 general fund.

**MOVE TO AUTHORIZE THE FIRE DEPARTMENT TO APPLY FOR AND ACCEPT AN ASSISTANCE TO FIREFIGHTERS GRANT THROUGH THE DEPARTMENT OF HOMELAND SECURITY IN THE AMOUNT OF \$238,600.00 WITH THE TOWNSHIP'S 10% SHARE BEING \$21,960.00 COMING FROM THE 2016 GENERAL FUND.**

**MEMORANDUM**

**TO:** Township Board

**FROM:**   
Frank L. Walsh, Township Manager

**DATE:** January 28, 2016

**RE:** **Haslett-Okemos Rotary Club Community Room – Use Policy**

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As we celebrate the opening of the new Central Fire Station and the Haslett-Okemos Rotary Club Community Room, there is bound to be a plethora of requests for the meeting space. On Tuesday evening, we will continue the discussion regarding how you wish to handle the multitude of groups wanting to experience the room.

Do you want to limit the use of the room to established Meridian Township neighborhoods? Is there a fee to use the room? What about groups outside of the Township? There are many things to ponder when you consider how we manage the incoming requests. Who has final authority to grant use of the room?

The only standing meeting is the weekly Rotary Club meeting. The Rotary Club meets on most Tuesdays at noon. The room seats approximately 54.

We look forward to your direction on how you wish to proceed with the policy.

**Attachment:**

Example – Service Center Meeting Room Policy

## Meridian Township Service Center

# Meeting Room Policy



1. The Meeting Room maximum is **50** people (this number may vary according to number of chairs available for seating)
2. The Meeting Room is available Monday through Friday from 5:30-9:30 pm and weekends from 8 am to 9:30 pm.
3. This room is in use throughout each day. Please return the room to its original setup when finished. *Four (4) long tables in the middle of the room setup in a square; One (1) round table close to the door; and two (2) round tables by the window wall. There are **approximately 40-50 chairs available for use.** Cleaning supplies for spills or soiled areas and a vacuum, if needed, are available under the sink or in the closet. *Please notify the Township of the spill by leaving a note or by calling and leaving a message at (517) 853-4608. Your cooperation in this matter is greatly appreciated.**
4. Room reservation time should include the time required to set up and clean up for your event.
5. The television is available for your use. *Please do not disconnect any wires or cables or move the television.*
6. The kitchen area is available for use. You will need to bring your own coffee, cups, cream and sugar. You may use our coffee machine, but please clean after use. Items in the cupboards and refrigerator are personal property of Township employees and are **NOT** for public use. ***If you bring in any food products, also bring trash bags and take the trash with you when you leave.***
7. Alcohol is not allowed on the premises.
8. By State Law, smoking is prohibited in all public buildings.
9. If an individual in the meeting group damages and/or breaks any item in the room, this incident must be immediately reported to the office either by leaving a note in the drop box or by phoning the next work day to (517) 853-4608.
10. The building key must be picked up before 4 pm the day of use, Friday before the weekend event or day before if the office is going to be closed such as for a holiday.
11. The key **must be returned** by placing in drop box to left of front door upon departure.
12. Receipt of a refundable deposit check is required at the time the reservation application is submitted. Payment is due 30 days prior to event. For those groups who wish to reserve the meeting room for more than one date during the calendar year, payment is due 30 days prior to the event
13. In case of room cancellation, a refund will be given with two (2) weeks notice.
14. If you have a medical emergency, dial 9 (for an outside line)-911. For all other emergencies, call the Police Non-Emergency number: 9 (for an outside line)-332.6526.

Questions, call 517-853-4608

**Meridian Charter Township Service Center Meeting Room  
RESERVATION APPLICATION**



**Service Center Meeting Room Information:**

Maximum **50** people (may vary to number of chairs available to room)  
 Building key must be picked up before 4 pm the day of use (or day before if it is a holiday).  
 Room is available Monday through Friday from 5:30-9:30 pm. and weekends from 8 am to 9:30 pm  
 Reservation time must include room set up and clean up time.  
 Key must be returned by placing in drop box to left of front door upon departure.  
*See Meeting Room Policy for additional information.*  
 Questions, call 853-4608.  
 Location Address: 2100 Gaylord C. Smith Court, Haslett, MI 48840

Date(s) Facility is requested	Beginning time	am/pm
	Ending time	am/pm
Name of organization	Resident	____ YES    ____ NO
	Non-Profit	____ YES    ____ NO
Name of applicant		
Address, City, State, Zip	Phone No.	
Applicant's signature	E-Mail address	

**MEETING ROOM FEE SCHEDULE**

*When reserving the room time, include room setup and cleanup time*

Residents and/or civic, charitable, non-profit organizations with resident affiliation or membership	\$35/hr 2 hour minimum
All others and non-residents	\$60/hr 2 hour minimum

A \$50 Refundable Deposit is required.

DATE DEPOSIT RECEIVED \_\_\_\_\_ DATE DEPOSIT RETURNED \_\_\_\_\_