

**DOWNTOWN DEVELOPMENT AUTHORITY
PARKING SUBCOMMITTEE AGENDA**

October 3, 2019, 11:00 a.m.

2nd Floor Committee Room

Governmental Center, 400 Boardman Ave, Traverse City

www.downtowntc.com

Information and minutes are available from the DDA CEO, 303 East State Street, Suite C, Traverse City, MI 49684, (231) 922-2050. If you are planning to attend the meeting and are handicapped requiring special assistance; please notify the DDA CEO as soon as possible. Any interested person or group may address the DDA Board on any agenda item when recognized by the presiding officer or upon request of any DDA Board member. Also, any interested person or group may address the DDA Board on any matter concerning the DDA not on the Agenda during the agenda item designated Public Comment. The comment of any member of the public or any special interest group may be limited in time. Such limitation shall not be less than five minutes unless otherwise explained by the presiding officer, subject to appeal by the DDA Board.

1. Roll Call
2. Consideration of minutes of the June 6, 2019 and August 1, 2019 Subcommittee Meetings (Approval recommended)
3. Old Business
 - a. Seasonal Park-n-ride Locations (Pages 2-6)
 - b. Bus Shelters (Page 2)
4. New Business
 - a. Parking Leases (Page 7)
 - b. Storage – Winter and Year-round (Pages 7-8)
5. TDM: 3 Yr Plan
 - a. Review Completed Items (Pages 9-10)
 - b. Revised 3 Year Plan (Pages 10-12)
 - c. Residential Parking Program (Pages 13-21)
6. Transportation Committee Update
 - a. New On-street Metered Parking – 200 Boardman & 100 Railroad (Pages 22-23)
7. Public Comment
8. Adjournment

The Traverse City Downtown Development Authority does not discriminate on the basis of disability in the admission or access to, or treatment or employment in, its programs or activities. The DDA CEO has been designated to coordinate compliance with the non-discrimination requirements contained in Section 35.107 of the Department of Justice regulations. Information concerning the provisions of the Americans with Disabilities Act, and the rights provided thereunder, are available from the DDA office.



Memorandum

To: Parking Subcommittee
From: Nicole VanNess, Parking Director
Re: September 30, 2019
Date: Old Business

Seasonal Park-n-ride Locations

Tyler Bevier of BATA has provided the attached ridership data for the stop at Front and Milliken. Our staff periodically reviewed usage over the summer and reported that usage of the lots was low. However, we know the overall usage of the Bayline is up. This location is an ideal solution for a park-n-ride for downtown, and we plan to continue this partnership with NMC and TCAPS. In the spring, we will work with them on temporary signage that may help the public easily identify the lots and bus stop.

Bus Shelters

The bus shelters have been delivered to BATA. Of the six purchased, we have identified locations for five. If we are unable to install the sixth before the winter, it will be installed in the spring. We are waiting for the easement agreements to be signed before one final review by the Traffic Committee. Once complete, the shelters will be installed. A ribbon cutting is being planned, and we will notify you of the date.

Ridership : Memorial Day -> Labor Day 2019

Front & Milliken Bayline Stop

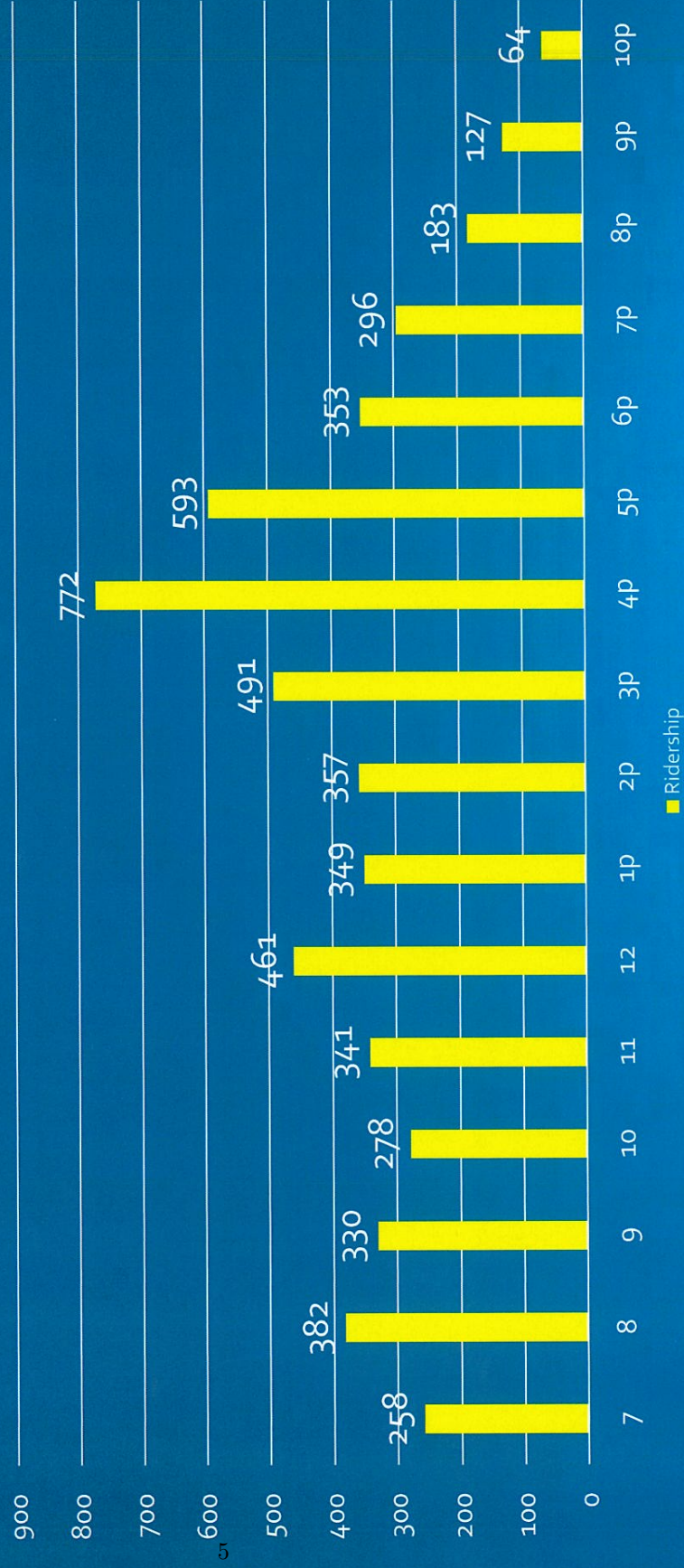
Total Ridership

- 5,637 Boardings at Front & Milliken from Memorial Day to Labor Day
- 4,338 Boardings on weekdays only
- Averaging 68 boardings a day



Ridership by Hour

Ridership



Ridership by Day

Ridership at Front & Milliken





Memorandum

To: Parking Subcommittee
From: Nicole VanNess, Parking Director
Re: September 30, 2019
Date: New Business

Parking Leases

We will be reviewing all of our parking lot leases many of which were executed decades ago. The purpose of this exercise is to create some consistency since some of the lots have had reduced the number of spaces used for public parking, revenue share percentages vary, and maintenance requirements vary. Amending and restating each lease is an opportunity to reconnect with the property owner; reevaluate the lease terms; ensure each property has been reviewed; and review if the conditions for which the lot was first leased still apply.

Storage Winter and Year-round

Historically, there has never been a method for vetting and verifying applicant information for purchasing a downtown permit. The program was originally designed for downtown employees, but as our downtown has changed, the program has morphed to include residents, savvy tourists, and storage.

The past couple of years, we have noticed an increase in permits purchased for the parking garages for the purpose of storing vehicles. They have identified that it is more cost effective to store their car in one of the garages versus a winter storage facility. While we see increased storage in the winter, it is not uncommon to drive through the garages, and see covered vehicles in the summer. Our office fields short-term storage questions from travelers who have determined it is cheaper to purchase a one month permit than pay to park at the airport for one week.

The current ordinance prohibits storing vehicles in City parking lots, and storage is defined as 48 hours. We would like to request the ordinance be amended to include parking garages. We acknowledge that downtown residents may not move their vehicles daily, and will work with them on a case-by-case basis.

Recommended Ordinance Amendment:

480.03(a) *Parking prohibited*: Unless otherwise allowed by the City Manager, no person shall park or place a vehicle, boat or any other object in any City parking lot or City parking garage

for the principal purpose of displaying such vehicle for sale, for storage, or for advertising purposes.

RECOMMENDED MOTION: The Parking Subcommittee recommends the DDA Board approve the amended ordinance to prohibit vehicle storage in City parking garages.



Memorandum

To: Parking Subcommittee
From: Nicole VanNess, Parking Director
Re: September 30, 2019
Date: Transportation Demand Management – 3 Year Plan

Committee Review of Revised Transportation Demand Management 3 Year Plan

- ✓ Goal: Promote better land use and increase development in the DDA District by reducing our need to build parking.
- ✓ Year 1: Decrease parking demand by a minimal percent.
- ✓ Year 2: Redistribute demand from highly constrained areas to underutilized areas.
- ✓ Year 3: Evaluate and adjust

Year 1 Completed Items

Destination Downtown Program: March 1, 2019, we entered into an agreement with Bay Area Transportation Authority to continue the Destination Downtown Program. The program allows participating downtown businesses in the district to designate a coordinator to manage their employee's bus cards. We receive monthly updates from BATA on usage. Currently, the usage is lower than the pilot program which is as expected due to implementing the coordinator requirement. A second component included our commitment to contribute funds to the Bayline route which provide fare-free rides for all commuters between Meijer and Woodland Creek. Additionally, we shared the cost of bus shelters to add amenities to stops within the Downtown area.

Evaluate Public Valet Program: The pilot usage was evaluated and an ordinance overview was sent to the Traffic Committee for review. The Committee shared concerns specific to the amount of spaces needed to operate a valet, location of the valet and signage. The Committee did not want to proceed with establishing an ordinance until there was an active request from a participating business. This item was taken to the Merchant meetings held in February, and was a low priority item for those who attended. There is not a current request or funding source for the program, so we tabled this item and did not move it forward. The preliminary work is complete, and can be reengaged at any time.

Gather Occupancy Count Data: We continue to gather occupancy counts with the License Plate Recognition Software. We are still having difficulty with the data showing utilization in areas with pull-through and back-in parkers since Michigan does not require front plates. We are

working on consistency of gathering data with our existing staff. This has been difficult since occupancy counts should be gathered at nearly the same location at the same time in order to show accurate usage and counts are usually gathered after work assignments are complete.

Residential Parking Permits – Resident: On Monday, October 7, 2019 we anticipate the City Commission will implement phase one of a residential parking program which includes a solution for residents to park past posted time restricted limits.

Add 3 New Lots: We did not complete this item. As you are all familiar with downtown, parking lots are a coveted asset to property owners. With additional developments downtown and needs for parking, we have not yet identified a property owner to enter into an agreement for public parking. This item will be moved to the Ongoing section of the revised 3 Year Plan. We will be reviewing all of our parking lot leases over the next year to bring them up-to-date and define some consistency. This will help us determine what we are offering to property owners when we engage in discussions to lease their property.

Revised 3 Year Plan

Parking Rates: Over the course of the year, we will review all of the rates in the parking system; meters, parking garage hourly, and permit. Some of the parking violations may be reviewed based on the increase of these rates. The purpose of reviewing the rates is to establish a structure that we can implement when we define high and low demand zones.

Loading Zones: Currently, a loading zone is loading zone. In reviewing this item, we will establish defined times when the space is used for loading activities and when it can be used for parking. This will create a more efficient use of the spaces.

Bike Share Programs: These programs go hand-in-hand with our park once initiative. When individuals are downtown and they park, we want them to stay parked. Providing bike or scooter share programs give parkers a means to get between meetings and run errands without using their vehicle.

Residential Parking - Overnight: We will continue to evaluate the residential subtopics presented earlier this year. Overnight parking continues to come up from the public and has been requested to be reviewed from the City Commission.

RECOMMENDED MOTION: The Parking Subcommittee recommends moving forward with the revised TDM 3 year plan.

Year 1

- ~~• Establish The Destination Downtown Program~~
- ~~• Add 3 New Private Lots for Permit and Evening Parking Shared-use~~
- ~~• Gather Occupancy Counts Data~~
- ~~• Evaluate Public Valet Pilot~~
- Parking Rates
- Loading Zones
- Bike Share Programs
- Residential – Overnight Parking

Year 2

- ~~• Review The Destination Downtown Statistics for Increases in: ridership, employer participation, and employee satisfaction~~
- ~~• Revise Shared-use to offer Pay-by-phone~~
- Develop zones based on demand
- Implement Performance Based Pricing Based on OC Data
- Evaluate OC Data for Residential Permits

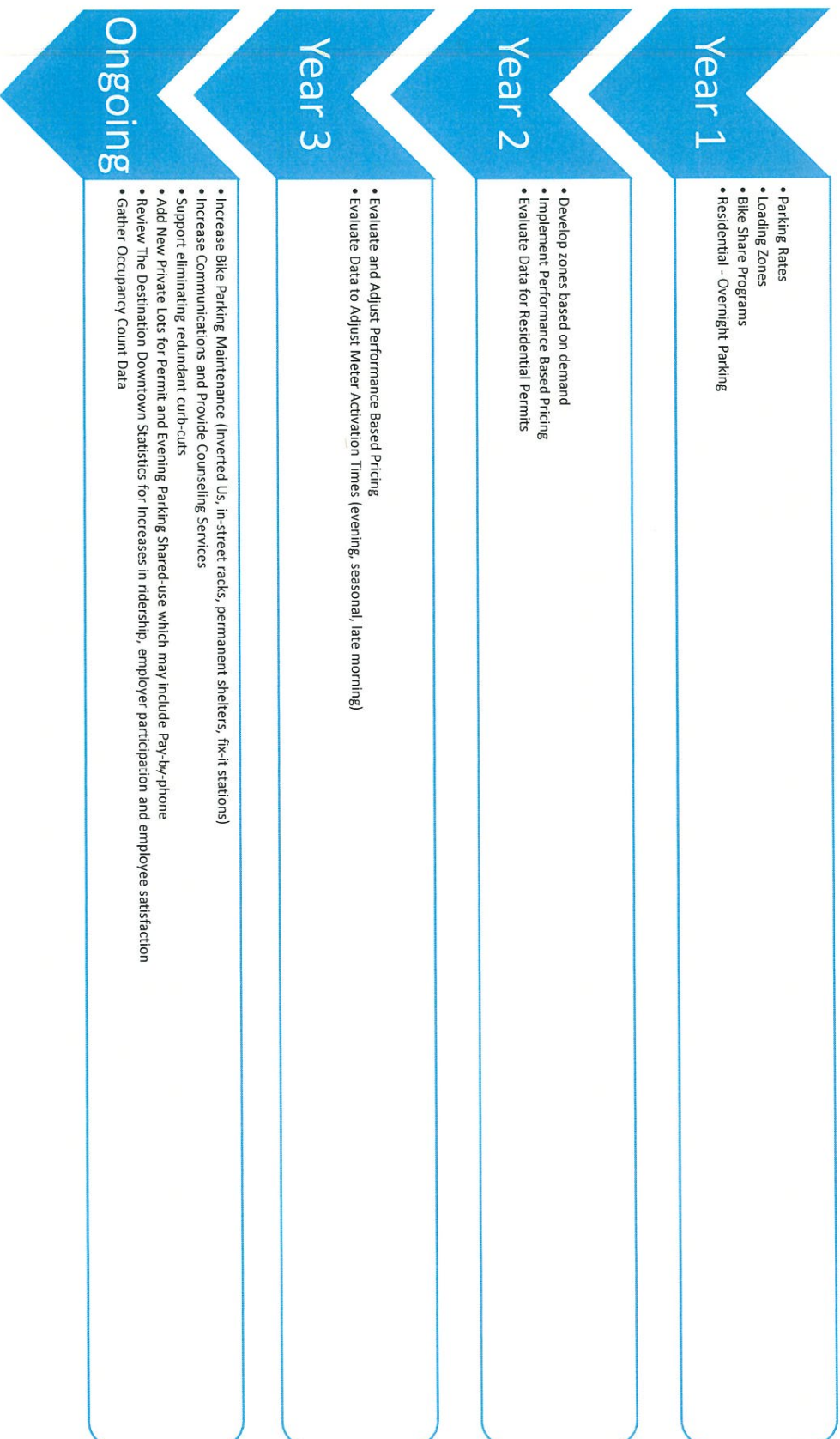
Year 3

- Evaluate and Adjust Performance Based Pricing based on OC Data
- Evaluate OC Data to Adjust Meter Activation Times (evening, seasonal, late morning)

Ongoing

- Increase Bike Parking Maintenance (Inverted Us, in-street racks, permanent shelters, fix-it stations)
- ~~• Support BATA's Bayliner route~~
- ~~• Revise Loading Zone Restrictions~~
- Increase Communications and Provide Counseling Services
- Support eliminating redundant curb-cuts
- Add New Private Lots for Permit and Evening Parking Shared-use which may include Pay-by-phone
- Gather Occupancy Count Data

Transportation Demand Management 3 Year Implementation Plan Revised October 2019





Downtown Development Authority
303 E. State Street
Traverse City, MI 49684
jean@downtowntc.com
231-922-2050

Memorandum

TO: City Commission
Martin Colburn, City Manager

FROM: Jean Derenzy, DDA CEO
Nicole VanNess, Parking Director

CC: Lauren Tribble-Laucht, City Attorney

DATE: September 26, 2019

SUBJECT: Ordinance Amendment – Residential Parking

Based on City Commission feedback at your September 12th meeting, modifications have been made to the ordinance to reflect the appropriate changes. We believe these edits provide clarity for the overall residential program. The changes from your September 12th version are as follows:

Definitions

1. Better define the difference between area (block) and zone (currently neighborhood).
2. Add a definition for residential parking program (RPP).

Generally

1. Better clarify why Parking Services is managing the RPP (tied to permit that is handled by Parking).
2. Better define residential parking effective start and expiration dates, and includes a renewal process for non-expiring (historical or other) registrations.

Establishment

1. Add the TCO requirements for creating zones. This will create boundaries and establish where permits are allowed to park. This will allow boundaries to be revised which will reassign where permits are allowed.
2. Add the TCO requirements for creating areas. This process currently exists when requests are made for timed restrictions, and we are including it into the RPP process.

Information Needed

Remove proof of residency requirements since permits are assigned to registered vehicles.

Violations

Better clarify that a permit must park in the assigned zone. Permits do not allow access to all residential areas.

Penalty

No change as the language is consistent with other penalty sections throughout chapter 4.

This is our first formal process with residential parking permits. The RPP will be reviewed after one year. Over this time, we will collect complaints, suggestions and praises to see where we can improve and provide a summary back to the DDA Board and City Commission.

Enc. Residential Parking Program Procedure Overview
Residential Parking FAQ

Chapter 483 PARKING BY PERMIT FOR RESIDENTIAL PARKING

483.01 DEFINITIONS

For the purpose of this chapter, the words and phrases shall have the following meanings:

1. *Residential Parking Permits* means any parking permits issued which are valid for a specified date range, time, and location as indicated for the type of permit to allow the permit holder of a Residential Lot to exceed the posted restricted time limits in a residential parking zone. The physical type of permit issued and may include; hangtags, decals, virtual, proximity, printable or other media.
2. *Residential Parking Area* means a non-metered residential block that has restricted time limit. Metered residential blocks may not be included in a residential parking zone.
3. *Residential Parking Zone* means one or more residential parking areas that require a valid residential parking permit to park for a length of time exceeding the posted restricted time limits.
4. *Residential Parking Program (RPP)* means a process residents may use to request restricted time limits for on-street parking in residential parking areas to obtain a residential parking permit.

483.02 RESIDENTIAL PARKING PERMITS GENERALLY

1. In accordance with the Parking Operation and Management Agreement, Traverse City Parking Services is authorized to issue and administer the residential parking program.
2. The residential parking program is intended to supplement resident parking needs on a temporary or as-needed basis. The program does not eliminate on-street parking for public use.
3. Residential parking permits are available for motor vehicles registered to a residential lot in residential parking area. Residential parking permits shall not be issued for RV/Motorhomes, Boat/Tool Trailers, or other oversized vehicles.
4. Residential parking permits allow residents to park and exceed posted restricted time limits on City streets in residential parking areas near their residence.
5. Residential parking permits do not allow overnight parking where otherwise prohibited.
6. Residential parking permit effective start and expiration dates will coincide with MISOS motor vehicle registration. If MISOS motor vehicle registration does not expire, the permit will expire annually on the registered owner's date of birth.

483.03 ESTABLISHMENT OF RESIDENTIAL PARKING

1. Residential parking areas and residential parking zones may be established by traffic control orders issued as provided in the Uniform Traffic Code for Cities, Townships, and Villages, as adopted in Section 410.01.
2. The traffic control order shall specify the signage necessary.
3. The traffic control order shall designate the boundaries of the residential parking zone.
4. The traffic control order shall designate the residential parking area and the time of regulation. Residential parking areas are assigned to the residential parking zone in which they reside.

483.04 REQUIRED INFORMATION FOR OBTAINING RESIDENTIAL PARKING PERMIT

In order to be eligible for a residential parking permit, the following shall be supplied by the resident/registered vehicle owner:

1. Motor Vehicle Registration issued by the State of Michigan Secretary of State's Office, which coincides with the property address for the residential lot shown in the proof of residence.
2. Other relevant information requested to verify eligibility.

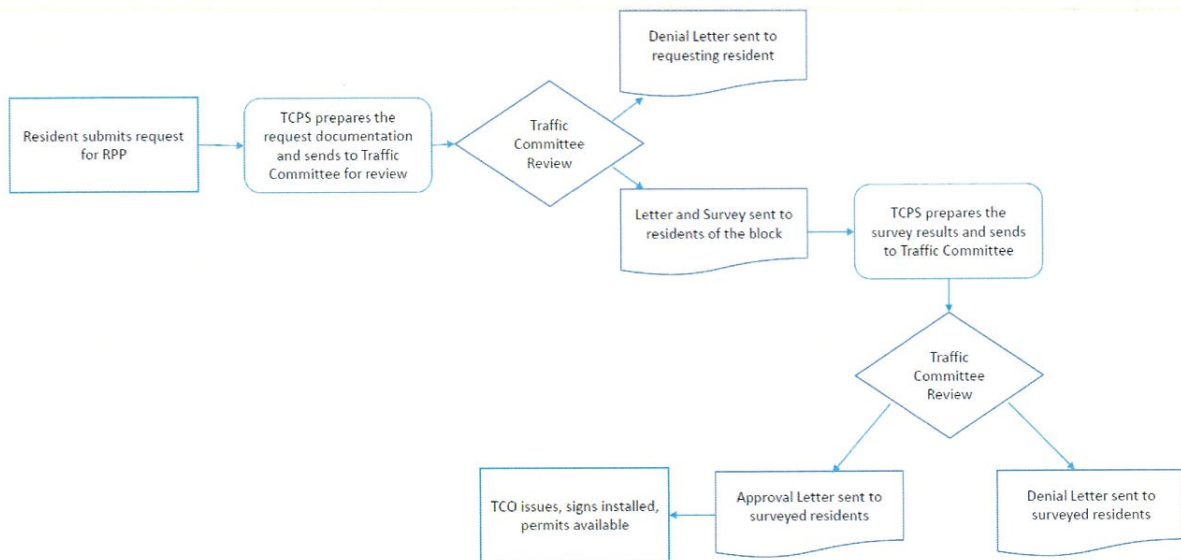
483.05 VIOLATIONS

1. It shall be a violation of this ordinance for a person to:
 - a. park a vehicle in a residential parking area longer than the posted restricted time limit unless a valid residential parking permit is displayed;
 - b. park a vehicle displaying a residential parking permit in a residential parking area assigned to an invalid residential parking zone;
 - c. make any false, untrue, or misleading statement on any application for a residential parking permit or renewal thereof, or to willfully withhold information or make incomplete disclosure concerning any matter required to be furnished in connection with any such residential parking permit;
 - d. fail to report a change of residence or vehicle ownership upon which facts a residential parking permit is issued;
 - e. alter, tamper or transfer the residential parking permit to another person or vehicle.

483.99 PENALTY.

Whoever violates any provisions of this chapter is responsible for a civil infraction and shall be assessed a civil fine of not more than one hundred dollars \$100.00, provided, however that the offense may be disposed of as provided in Section 488.06 if it is an offense listed as disposable under such section and if the civil fine is paid within the periods stipulated therein.

Residential Parking Program Procedure Overview



1. Any resident may submit a request to rpp@downtowntc.com. This group email will notify Traverse City Parking Services (TCPS), Engineering Department designee, and Traffic Committee chairperson. If the requestor does not have access to email, a letter is to be submitted to Parking Services. If a letter request is submitted, Parking Services will scan and submit via email. The purpose of the email notification is to provide a trackable form of the process and begin a timeline.
2. TCPS will submit a memo to the Traffic Committee to review the request to verify if a block qualifies for residential parking and utilization that warrants restricted time limits. The purpose of the RPP program is to provide residents who live in areas that have increased parking utilization an opportunity to request restricted time limits and have access to a permit that will provide an exemption from the restriction. If a block is underutilized or has a circumstance that does not warrant the request, they would be denied.
3. TCPS will notify residents of the outcome of the Traffic Committee's decision, with documentation of when notification is sent.
 - a. If the Traffic Committee denies the request, the letter will inform them that their block does not qualify and the reasoning why and they can request another survey if desired in one year.
 - b. If the Traffic Committee approves the request, the letter will inform them that their block does qualify and a survey is provided.
4. TCPS will tabulate survey results, and provided to the Traffic Committee for verification. TCPS will track due dates for surveys, when surveys are received, and if surveys are unable to be delivered.
5. If favorable, the Traffic Committee will issue necessary TCOs, make signage requests to DPS, and approve notification to residents TCPS will work with the Traffic Committee to follow the process and requirements for establishing time restricted zones.
6. TCPS will notify residents of the results of the surveys,

- a. If survey results were in favor, the process is underway and residents may begin to obtain permits.
- b. If survey results did not show support, no permits can be issued with communication identifying that another request can be made in one year.

Residential Parking for City of Traverse City Residents

Frequently Asked Questions

The Residential Permit Program (RPP) is intended to supplement resident parking needs on a temporary or as-needed basis. The program does not eliminate on-street parking for public use, but aims to limit use by non-residents by enforcing posted time limits.

Why is the DDA involved in residential parking?

The City of Traverse City approached the Traverse City Parking Services to implement a residential parking program (RPP) based on information gathered over the course of the pilot which was initiated in 2001. The Operation and Management Contract between the City and DDA was amended on July 1, 2014 to include, "16. Residential Permits. The DDA shall administer the residential parking permit program on behalf of the City."

What areas/blocks are eligible for Residential Parking Program (RPP)?

Any non-metered residential block that has a restricted time limit is eligible to obtain RPP permits.

Who is eligible to be surveyed?

Surveys will be sent to residential property owners. Businesses, schools, medical facilities, etc. will not be surveyed.

How do we request to be surveyed?

Anyone interested, should contact Traverse City Parking Services at (231) 922-0241, or email rpp@downtowntc.com. The request will be submitted to the City of Traverse City Transportation Committee to verify the block is eligible for a RPP. Once the block has been verified, surveys will be sent to the residents.

What does it mean for my block to be verified?

Emergency routes, mail drive-up routes, and other factors will be used to verify the block is eligible.

How is 51% calculated?

Surveys will be sent to each property owner of the block requesting. The surveys will be sent to the address on file with the City Assessor's Office. Residents will have a minimum of two weeks to respond. 51% is calculated as the amount of responses in favor over those not in favor and those who did not respond.

Example 1: The block has 10 residences and 10 surveys were sent. Survey results: 3 yes, 2 no, 5 no response would calculate as $3/10 = 30\%$ Yes, $7/10 = 70\%$ No. RPP would not pass for this block.

Example 2: The block has 10 residences and 10 surveys were sent. Survey results: 5 yes, 5 no would calculate as $5/10 = 50\%$ Yes, $5/10 = 50\%$ No. RPP would not pass for this block.

If our block did not show support in a previous survey, how long do we have to wait to request another survey?

A block may request to be surveyed no more than one (1) time in a 12 month period.

If the residents of my block show a 51% interest in RPP, what happens next?

Restricted parking signage will be installed on the RPP block. Residents may request residential permits through an RPP application once the signs have been installed.

How are permits assigned?

The intent of the permits are to allow residents to park within a reasonable distance of their house. However, permits will be assigned by neighborhood. Permits are valid on any block that has RPP within the neighborhood.

Example: Both the 300 block of Seventh and the 400 block of Thirteenth Street reside in Central Neighborhood. Both blocks have elected to participate in the RPP and may obtain a Central Neighborhood Permit. Posted signs for Seventh Street are 2 Hour Limit and Thirteenth Street are No Parking 8 AM-3 PM School Days. Residents from the 400 block of Thirteenth may park on the 300 block of Seventh or vice versa with their Central Neighborhood Residential Permit. Residents in the 500 block of Tenth Street have not elected to participate, therefore, are not eligible to obtain a Central Neighborhood permit.

Who is eligible to obtain a residential permit?

Only residents on blocks approved for RPP are eligible to obtain a permit. There is no limit to the number of permits. The resident must provide proof of vehicle registration that the vehicle must be registered to an address on the RPP block.

If I am a Traverse City resident, but my vehicle is registered in another city or State, am I eligible to obtain a residential permit?

No. Michigan Secretary of State Vehicle registration must indicate that the vehicle is registered to an address on the on the RPP block.

My block has a RPP, am I required to obtain a residential permit?

No. Residents may elect to obtain a permit to park past the posted restrictions, but residents are not required to have a permit.

Does my permit allow overnight parking?

No. Residential permits are valid for daytime hours only for the purpose of parking past posted time limits. Overnight parking will be enforced as stated in the current ordinance 410.04(c).

Am I able to obtain a permit for my boat trailer or motorhome?

No. Permits are available for passenger vehicles only and are not intended for use with trailers or motorhomes.

I live in the DDA District, am I eligible for a RPP?

No. Only neighborhoods outside of the DDA District are eligible for a RPP. Both Hardy and Old Town Garages offer 24 hour access for daytime and overnight parking through the downtown permit program.

My block has meters, is my block eligible for a RPP?

No. RPP permits are not valid in metered spaces.

I own a business on a RPP block, am I eligible to purchase permits for my employees?

No. RPP permits are only offered to residents who reside on the RPP block.

I own two properties in Traverse City, one in Traverse Heights and one in Central Neighborhood. My personal vehicle is registered to my residence in Traverse Heights, am I able to obtain a permit to park in Central Neighborhood?

No. You are eligible for a RPP permit for the neighborhood that corresponds to the address in which your vehicle is registered.

I own a business, and my vehicle is registered to my business. I also own a home in Old Town Neighborhood. Am I able to obtain a permit to park in Old Town Neighborhood?

No. You are eligible for a RPP permit for the neighborhood that corresponds to the address in which your vehicle is registered.

I have a vehicle that has Dealer Plates, a loaner vehicle or company issued vehicle. Am I eligible to obtain a permit?

No. The license plate must be registered to a property in the RPP zone.

What should I do if I do not agree with time restrictions on my block?

You may request to have your block surveyed to remove time restrictions. 51% in favor is required in order to pass. Once passed, any permits issued to properties on the block will be deactivated.



Memorandum

To: Parking Subcommittee
From: Nicole VanNess, Parking Director
Re: September 30, 2019
Date: Traffic Committee Update

The following is an overview of items that are currently under review or in-progress by the Traffic Committee. The purpose is to provide an update on parking related items that the Traffic Committee is working on in order to communicate between the two committees.

On-Street Metered Parking – 200 Boardman & 100 Railroad

In May, the Traffic Committee approved the request for a temporary 90 day TCO to install meters on 200 Boardman Avenue and 100 Railroad Avenue. The meters were installed on July 3, 2019. Over the summer, some residents requested the meters be removed. We had intended to review this item at our October 3rd Parking Subcommittee meeting, but the TCO was rescinded by the City Manager at the September 16th City Commission meeting. The posts have not been removed and we are evaluating if we will leave them in place. The trial period had not completed the full 90 days. While we understand there were some concerns, our department was not included in fully vetting the concerns, and the Parking Subcommittee was not provided an opportunity to review. Moving forward it is important that we have an opportunity to review prior to final recommendations.

STATE STREET COMMONS CONDOMINIUM ASSOCIATION

STATE STREET AND RAILROAD AVENUE
TRAVERSE CITY, MI 49686

August 14, 2019

Traverse City DDA Parking Subcommittee,

I am reaching out to you on the behalf of our association with regards to the new parking meters that were recently installed on Railroad Avenue. Our owners were very surprised that suddenly parking meters appeared in front of our 151 Railroad building without any notification whatsoever.

We are all aware that there is most definitely a parking issue within the downtown area of our city. It's our understanding that these meters were installed partially because of the closure of the Pine Street lot on Front Street.

With that being said...it does not make any sense for someone that was parking at the Pine St. lot to now start parking almost seven blocks away on Railroad Ave.

It seems as if it would be more logical to install parking meters on the east side of Wadsworth Street and south of 5th Street since there are not any residential homes on that side of the street. Also, in the 500 block of south Union St. where there is only one residence and the balance being businesses. Which seems to be a more appropriate vicinity to install meters and much closer to the Pine St. lot that was closed.

We currently do not have ample parking for our owners and their guests. Now with the parking meters installed on Railroad this creates additional parking problems for all of us. Since the non-owners that were once parking on Railroad have now moved to the 700 block of State Street in front of our three buildings.

The metered spots on Railroad Ave. are not being utilized. Which you should also be able to evaluate by the amount of revenue that the individual meters are generating.

The attached pictures are in reference to the two previous paragraphs and were taken on August 14th at 3:00 p.m.

We do not feel that there should be parking meters in a residential area and really are not sure what the next steps are in the overall process. But as an association would like to see the meters removed since it is an inconvenience to our entire association.

Kind regards,



Fritz Richter
President...State Street Commons
517.881.0248
Email: gogreen_1954@yahoo.com