

1. Agenda

Documents: [01- PLANNING COMMISSION AGENDA 10 .PDF](#)

2. Packet 1

Documents: [10-16-13 PACKET PART 1 .PDF](#)

3. Packet 2

Documents: [10-16-13 PACKET PART 2 .PDF](#)

4. Packet 3

Documents: [10-16-13 PACKET PART 3 .PDF](#)

5. Engineering Addendum

Documents: [ENGINEERING-ADDENDUM .PDF](#)

**Agenda
Planning Commission
Council Chambers
Wednesday, 16 October 2013 - 7:00 P.M.**

I. Call to Order

II. Roll Call

Roderick Johnson, Chair	P	A
Anthony Bedogne	P	A
Mark Bullard	P	A
Gary Clark	P	A
Phil Hollifield	P	A
Heidi Jugenitz	P	A
Brett Lenart	P	A
Richard Murphy	P	A
Cheryl Zuellig	P	A

III. Approval of Minutes

- 18 September 2013

IV. Audience Participation

Open for general public comment to Planning Commission on items for which a public hearing is not scheduled.

V. Public Hearing Items

- Master Plan Adoption
- 333 S Prospect: church expansion (BW)
- 212-216 N Lincoln: auto sales and repair (BW)
- 834 Railroad: medical marijuana grow facility (BW)

VI. Old Business

- 615 E Michigan: motel expansion (BW)

VII. New Business

VIII. Committee Reports

- Nonmotorized committee

IX. Future Business Discussion / Updates

X. Adjournment

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**PLANNING COMMISSION
MEETING MINUTES
September 18, 2013
CITY COUNCIL CHAMBER
7:30 P.M.**

I. CALL TO ORDER

The meeting was called to order at 7:01 p.m.

II. ROLL CALL

Present: R Johnson, G. Clark, M. Bullard, P. Hollifield, C. Zuellig, M. Bullard, A. Bedogne

Absent: B. Lenart (excused) R. Murphy (excused)

Staff: Teresa Gillotti, Community Development Director
Bonnie Wessler, Planner I
Nan Schuette, Executive Secretary

Chairman Johnson stated that going forward; board members should address the chair when they want to interact with other board members.

III. APPROVAL OF MINUTES – August 21 and August 28, 2013

Commissioner Hollifield moved to approve the minutes of August 21, 2013 (Support: A. Bedogne) and the motion carried unanimously. Commissioner Bedogne moved to approve the minutes of August 28, 2013 (Support: C. Zuellig) and the motion carried unanimously.

IV. AUDIENCE PARTICIPATION

Heidi Jugenitz introduced herself stating that she had been nominated to join the Planning Commission and looked forward to joining the group.

Mayor Paul Schreiber, 922 Pleasant – stated that he was pleased to nominate Ms. Jugenitz adding that she had recently moved to Ypsilanti and would bring an added dimension of someone living outside of the city. He also added that the City Council would like the Thompson Block to be successful and appreciates the help of the board in that process.

V. PUBLIC HEARING ITEMS

None

VI. OLD BUSINESS

1. Family Dollar Rezoning & PUD Plan

Commissioner Clark moved to remove this item from the table (Support: M. Bullard) and carried unanimously.

Ms. Gillotti, Director of Community Development, went through the highlights of changes from the meeting held on August 28th. The board spent much time discussing the 10' sidewalk and she has ensured that it extends all the way from Park to Lincoln. Also, she discussed the interface between the street, sidewalk and parking area. We now have a 20' sidewalk with landscaping and knee wall between that and the parking spaces, which will be 29 spaces. Signage was discussed – they are looking at three signs, one being a pole sign and two wall signs. Three smaller windows will be clear glass with a tinted film will be added along the Lincoln Street frontage. She referred to street trees adding that there will be three on Lincoln side, six in front on Michigan Avenue and also two in the bump-out on Park Street.

All conditions have been met significantly and the building setbacks are now noted on the site plan. Lighting will be taken care of with photo metrics later on in the process. There are three parking lot lights, one of which, Ms. Gillotti would like to see relocated. She stated that staff recommends approval with various conditions and items being addressed administratively by Planning staff prior to review by City Council.

Some discussion was held by board members on the signage and it was the consensus to not allow either pole signs or the monument sign, maintaining B3 requirements.

Commissioner Clark moved that the Planning Commission approve the Planned Unit Development (PUD) plan and rezoning to PUD based on the following findings:

Findings:

1. The proposed use is consistent with the PUD concept of providing zoning flexibility in return for material community benefits.
2. The project will develop an acre of the 38 acre city-owned Water Street redevelopment area with retail more urban than suburban in form, and with careful consideration of vehicular and pedestrian access to help accommodate future adjacent development.
3. The proposed use will be consistent with all surrounding uses, in particular to the east.
4. The proposed use will not have an adverse impact on traffic or other public services and infrastructure.
5. The proposed redevelopment meets numerous Master Plan and DDA goals.
6. Two exemptions are recommended:
 - Provide exemption to zoning ordinance reducing parking spaces to a maximum of 29 based on zoning guidelines.

- Provide exemption to Entryway Overlay District requirements due to the Master Plan desire for a more urban form and treatment.
7. 10' sidewalk on Michigan Avenue should extend to Lincoln Street.

The approval of the PUD plan is conditioned on the following items being addressed and reviewed administratively by Planning and Development staff before review by City Council:

Conditions:

1. Provide dimensions for wall signage and elevation re-evaluating the presence of a monument sign with staff to confirm it meets zoning requirements.
2. Move "tags" on site plan to match relocation of barrier-free parking and ramp.
3. All items from engineering letter dated Sept 13, 2013.
4. Consider relocating proposed light pole on south side out of easement location.
5. Indicate locations for parking lot lighting along with photometric plan per Sec. 122-641 and Sec 122-834(9).
6. Final plans to be submitted to MDOT for approval.

The following waivers are requested under Sec 122-713:

Waivers:

1. Waiver from 3 foot berm requirement between Michigan Avenue and parking lot, to maintain urban form and/or request different treatment.
2. Waiver from foundation shrub and tree planting requirements along Michigan and foundation tree plantings on Lincoln Street due to street tree requirement. Relocate required 2 trees on Park street side elsewhere on the site.

The motion was supported by Commissioner Hollifield. A roll call vote was taken and carried unanimously.

2. Thompson Block Rezoning & PUD Plan

Commissioner Bullard moved to remove this item from the table (Support: G. Clark) and the motion carried unanimously.

Ms. Gillotti provided the staff report stating that this item was reviewed for site plan approval and PUD zoning at the August 28, 2013 meeting and it was agreed that it should be postponed awaiting some revisions, which included changes to parking lot layout, pedestrian access, etc. to its adjacent neighbors.

She proceeded to review the various changes beginning on the River Street side. Their architect did some grade changes on the frontage, which was quite steep. They plan to extend out from the building to the outdoor café section and re-route the sidewalk going north with a ramp up to where the outdoor café will be. There will be street trees between the on-street parking and the sidewalk and then raised outdoor café with railing around the edges with stair entrance on south side and ramp entrance on north side. The loading zone will be on River St on the south end with 2 on-street parking

spaces. Going north, there will be a metal gate with walkway, which is the entrance for upper storey residents.

Commissioner Bedogne asked the width of sidewalk on north side and Mr. Beal responded approximately 6-8'. Commissioner Zuellig referred to landscape and grading plan on Cross St, which appears to be different than the architectural site plan. She noted there was no landscaping on east side and the west side has 3' plants. It is her opinion that these plants don't fit and wonder if they could be eliminated.

Stewart Beal, owner – stated that he had reviewed the 14 items listed on the on-line version of the report and reviewed all with his comments. Overall, he appreciated staff's feedback.

After further comments and questions by commissioners, Commissioner Bedogne moved that the Planning Commission approve the Planned Unit Development plan and rezoning to PUD based on the following findings:

Findings:

1. The application substantially complies with Sec 122-127 and Sec 122-576.
2. The proposed use is consistent with the PUD concept of providing zoning flexibility in return for material community benefit.
3. The project will restore a historically significant building to productive use and serve as a good example of redevelopment of existing structure. It will also provide improvements within the right of way that will enhance and complement the existing Depot Town streetscape.
3. The proposed use will be consistent with all surrounding uses
4. The proposed use will not have an adverse impact on traffic or other public services and infrastructure.
5. The proposed redevelopment meets numerous Master Plan and DDA goals including encouraging the rehabilitation of historic structures, rehabilitation of upper stories for loft housing, and revitalization efforts for Depot Town.
6. A single exemption is requested, from the requirements of Sec 122-394.

Conditions:

The approval of the PUD plan is conditioned on the following items being addressed and reviewed administratively by Planning and Development staff before review by City Council:

1. Install fencing in accordance with Sec 122-703 along north side of structure in cooperation with adjacent owners
2. Detailed grading plans shall demonstrate how ADA requirements are met on River and Cross intersection
3. Sidewalk on Cross Street shall continue through drive at 6 feet width
4. Update required percentage to reflect entire project area and confirm calculation
5. Add bicycle parking
6. Consider a metal gate on the east side of the pedestrian access on north side of the building
7. All items from engineering review letter dated 9-13-13

8. A list of plantings for the bioswales should be provided.
9. Provide a maintenance plan for bioswales,
10. Provide height for all pole lights
11. All fixtures on north side of building shall be down-directed and full cutoff.
12. Add one additional tree to parking area
13. Note all exemptions from zoning basis on the site plan.
14. HDC approval is required for all exterior work.
15. Applicant will work with staff on appropriate landscaping on south side of parking area.

The following waivers are requested under 122-713:

1. Waiver requested to permit installation of landscaping and wall for off-street parking landscaping in lieu of berm to satisfy the requirements of 122-704(c)(2).
2. Waiver from foundation plantings requirement of 122-706 due to lack of setbacks and need to integrate pedestrian access to all building frontages.
3. Request waiver from 122-712 to omit provision of a sprinkler system; applicant shall note alternate means of keeping landscaping watered.

The motion was supported by Commissioner Zuellig. A roll call vote was taken and carried unanimously.

3. Reimagine Washtenaw Right-of-Way Update

Ms. Gillotti stated that this is a presentation by both Nathan Voght, Community & Economic Development at Washtenaw County and Commissioner Cheryl Zuellig (SmithGroupJJR).

Mr. Voght gave some background information stating that this effort was started by a planner in the County who reached out to different communities along the stretch between Ann Arbor and Ypsilanti realizing that there was a lot of potential for developing the corridor of the 4-5 mile stretch of Washtenaw Avenue. A lot of interest developed, which has now turned into a large effort to transform this corridor; a realization of potential because of traffic volumes already there; potential because of high transit ridership and potential because of infrastructure already there. The four communities got together and formed the JTC in 2009 to get stakeholders together and in 2010 an actual strategic document was adopted to focus on sidewalks, bike lanes, transportation. We are now in the implementation stage. There are various active partners, i.e. MDOT, AATA, etc with subcommittees consisting of various people.

Commissioner Zuellig presented an overview highlighting the various cross sections for the corridor. Three public meetings have been held as well as an on-line survey noting issues that were important, i.e pedestrian crossings, bike lanes, add more street trees, better lighting. They came up with three scenarios along the corridor and although one cross section does not fit all, the current five lane cross section which includes bike lanes, landscape buffers and consistent sidewalks does fit but additional ROW would be needed.

This is a vision of how this corridor could be transformed in the next 15-20 years.

She showed the various renderings of how each cross section would look with the traffic lanes and wider boulevard to Hogback, and a slightly narrower boulevard from there to Ypsilanti,

which is a transition from 4 lanes of traffic to approximately three lanes that would continue to Cross Street. This whole vision is predicated on people using more buses and bikes as well as walking, which would be a considerable shift from vehicles towards transit.

Commissioner Zuellig stated that the next step is to finalize public access requirements, develop super stops for buses and mid-block crossing concepts, and develop phasing strategy and final community meeting.

Board members were very receptive of this presentation. Commissioner Clark asked if consideration could be made regarding the super stops, i.e. include information areas on various activities on art exhibits, messaging centers, etc.

VII. NEW BUSINESS

1. 615 E. Michigan

Ms. Wessler, Planner I, stated that this item had been presented at a previous meeting where they received a variance. They are proposing to expand connecting the two existing buildings in the corner and are now requesting site plan approval. Her initial concern with this site plan was the landscaping since this property is located in the Entryway Overlay District which has stringent landscaping requirements. They have included two bike spaces in the revised plan located at the far east of the lot; no photometric plan was included and site safety is a concern expressed by many members of the public as well as lack of clarity on signage. They have removed the shed from the site plan and they are no longer showing pedestrian access from the sidewalk. Engineering was able to review the plans and was confident that any concerns could be handled by the Building Department.

Some concerns were brought up by board members, regarding number of parking spaces, location of bike spaces, and addition of trees in front of office, as well as the photometric plan. The engineer representing the applicant agreed that they will make all the necessary changes as requested.

Commissioner Bullard moved to postpone action on the site plan for the Harmony House Expansion at 615 E. Michigan with the following conditions outlined in the staff report dated September 13, 2013:

1. Provide a complete landscape plan that conforms with the landscaping ordinance, in particular the minimum area requirements; greenbelt dimensions and layout, and parking layout. Ensure it addresses all other issues raised in this review.
2. Eliminate the three parallel and three perpendicular spaces adjacent to the frontage; meet the requirements of Sec 122-704, and ensure that garbage trucks have a clear path of entry and exit from the site.
3. Clarify signage type(s) and location(s). Note that all new or altered signage must conform to the ordinance.
4. Continue to restrict access to the rear of the buildings. Monitor those areas.
5. Show relocated shed on site plan, if shed is to remain.
6. Remove concrete post/footing in front of perpendicular building.
7. Ensure pedestrian access from public sidewalk is ADA compliant.

8. Submit photometric plan that conforms to the provisions of Sec 122-641.
9. Engineering conditions as outlined in forthcoming engineering letter.

The motion was supported by Commissioner Zuellig and carried unanimously.

VIII. COMMITTEE REPORTS

Non-Motorized Committee

A copy of the minutes from the August 1, 2013 meeting was included in the packet.

VII. FUTURE BUSINESS DISCUSSION/UPDATES

834 Railroad
333 S. Prospect
Master Plan
212/216 N. Huron
615 E. Michigan

VIII. ADJOURNMENT

Since there was no further business, Commissioner Bullard moved to adjourn the meeting (Support: A. Bedogne) and the motion carried unanimously. The meeting adjourned at 9:10 p.m.



Memo

To: Planning Commission
From: Teresa Gillotti, Director Community and Economic Development
Date: October 11, 2013

Subject: Shape Ypsi Master Plan public hearing, discussion and adoption

The formal public comment period has ended. Staff received formal comment from Washtenaw Area Transportation Study (WATS) but no other formal agencies or adjacent jurisdictions. Staff did receive comment from residents, property owners, Commissioners, Steering Committee and others. Staff consolidated many comments and noted edits for the planning team. All text edits in the master plan have been noted in **boldface**, with a different font.

Areas with larger text edits include:

- The transportation section in reference to the City's relationship with the Ann Arbor Area Transportation Authority (The Ride) and other transportation issues (25-29).
- A more thorough explanation of the Reimage Washtenaw as well is provided on pages 37-38 also page 60.
- Clarification on Central Neighborhoods (page 54). Discussions during the Zoning Charrette as well as further parcel analysis indicate that there are three types of neighborhoods within this classification with their own character.
- Eco-district text was clarified and the map removed (page 55).

A few small changes were made to the redevelopment areas and transportation map:

- **Transportation map** (page 37) – more clarification on off-road non-motorized trail north-south through the city
- **Depot Town** (page 48) – The sketch extends the festival street along Cross street, effectively wrapping the Depot parcel
- **Reconfiguration of Cross & Washtenaw** (page 50) – This segment was sketched out to match the style of the other redevelopment drawings while providing improved context.
- **Ford/Visteon parking lot** (page 76) – reorienting some buildings toward the I-94 frontage.

As well, further attention has been paid to the framework map (page 33). In particular, during the week of the zoning charrette, staff and the planning team were able to revisit certain areas,

Speak with residents and otherwise further test out the classifications that were applied. As a result, the framework map has changed. Staff will be providing a presentation that will include a reviewing the changes from the previous to current versions.

Shape Ypsilanti



PUBLIC HEARING DRAFT OCTOBER 11, 2013

Acknowledgements

A special thanks to all who gave their time, energy and input to make this plan possible, especially

SHAPE YPSILANTI STEERING COMMITTEE

Rod Johnson, Planning Commission Chair
Richard Murphy, Planning Commission Vice-Chair
Phil Hollifield, Planning Commissioner
Pete Murdock, City Council Member, Ward 3
Ricky Jefferson, City Council Member, Ward 1
Anne Stevenson, Historic District Commission, Ward 2
D'Real Graham, Recreation Commission
Leigh Greden, DDA Chair & Eastern Leaders' Group Co-Chair
Bee Roll, Owner of Beezy's Cafe, resident
Teresa Gillotti, City Planner at City of Ypsilanti
Desmond Miller, EMU student & Student Council President

YPSILANTI CITY COUNCIL

Paul Schreiber, Mayor
Lois Richardson, Mayor Pro-Tem, Ward 1
Ricky Jefferson, Ward 1
Susan Moeller, Ward 2
Daniel Vogt, Ward 2
Peter Murdock, Ward 3
Brian Robb, Ward 3

CITY OF YPSILANTI PLANNING COMMISSION

Rod Johnson, Chair
Richard Murphy, Vice-Chair
Mark Bullard
Phil Hollifield
Kelly Weger
Gary Clark
Brett Lenart
Cherly Zuellig
Daniel Lautenbach
Anthony Bedogne

CITY STAFF

Ralph Lange, City Manager
Nan Schuette, Executive Secretary
Teresa Gillotti, City Planner at City of Ypsilanti
Bonnie Wessler, Planner I
Emily Baxter, Planning Assistant

ALL WHO PARTICIPATED

Over **400** focus group and charrette participants
1,397 people who like Shape Ypsi on Facebook
128 twitter followers
1,387 people who visited ShapeYpsi.com
155 e-mail newsletter subscribers
All the people who shared in this plan in thought, word and deed

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Chapter 1: Small City, Unique History, New Plan

“After careful review of many recent local plans, the City requests that respondents set aside existing templates and consider instead new approaches to a hybrid policy/land-use plan for the City of Ypsilanti.”

–Request for Proposal, City of Ypsilanti, July 2012

The City of Ypsilanti is a small city of 4.3 square miles in southeastern Michigan. Located in Washtenaw County, it is within 15 miles of Detroit Metro Airport, 10 miles of Ann Arbor and 35 miles from Detroit. A distinctly urban place, its population density is one of the highest in Washtenaw County, at roughly 6.4 people per acre.

Ypsilanti is a historic community. It was the second city to incorporate in the State of Michigan, and has the fifth largest historic district in the state. Eastern Michigan University (EMU) was founded there in 1849. Transportation features prominently in Ypsilanti’s history, with the Chicago Road and Michigan Central Railroad driving the growth of the city’s various industries through the 19th and early 20th century. In the mid-20th century, the Willow Run plant and airport, I-94 and US-23 continued the city’s location advantages, while automotive plants in and around the city tied the city’s manufacturing economy to transportation as well.

EMU continues to be a major employer and economic driver. **It** is the largest land owner in the City and the largest taxpayers are now rental property owners.

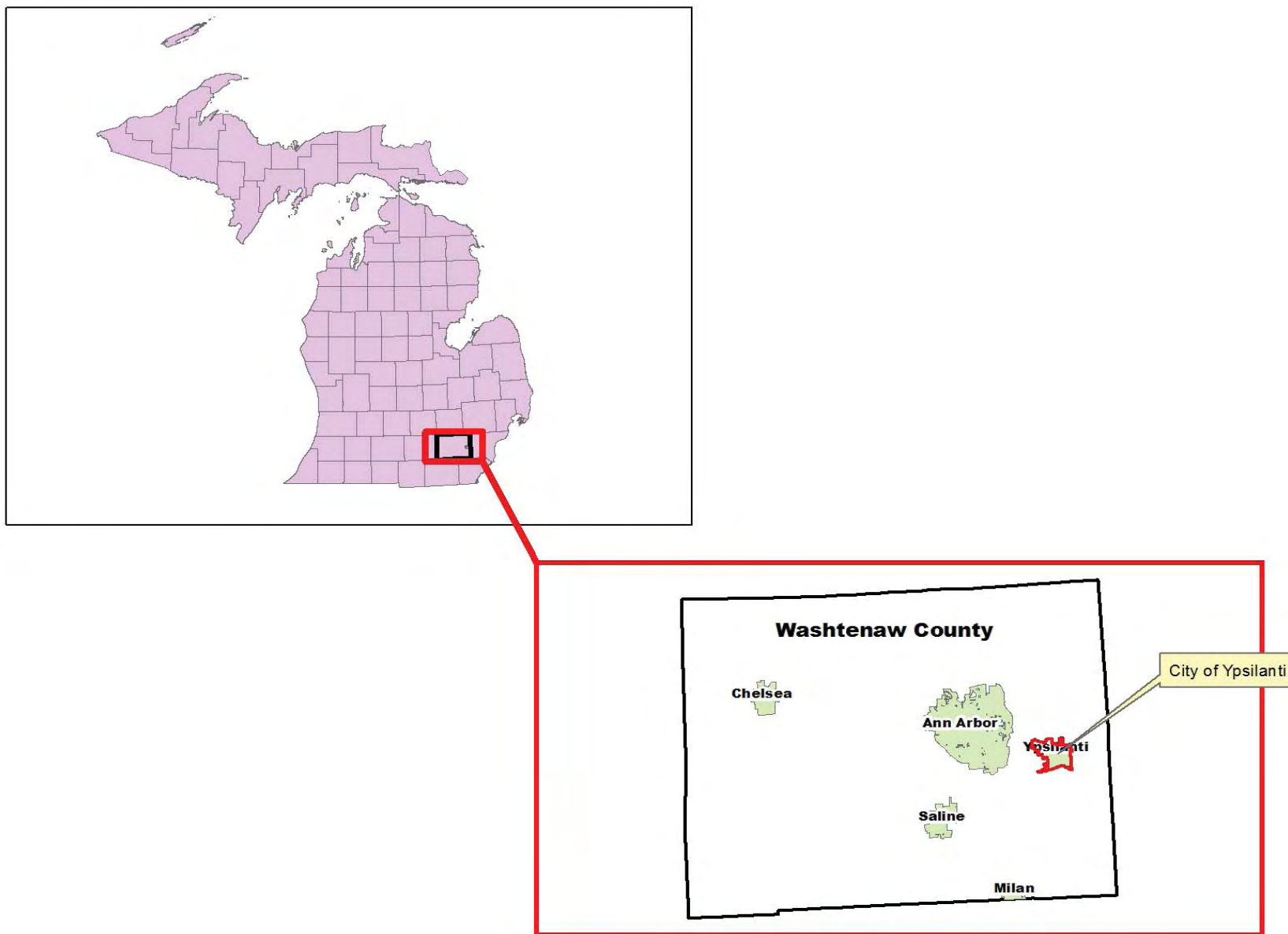
However, the City’s economy has fundamentally changed with the decline of the automotive industry and manufacturing. Since 2001, Ypsilanti has lost close to 1,600 manufacturing jobs. This economic shift has caused both a reduction in real and personal property tax revenue, and an increase in vacant or underutilized industrial spaces. No single industry has emerged to replace the jobs and taxes generated by the automobile industry.

Instead, several sectors have potential to bring new vitality – small manufacturing and craft production, creative economy, renewable energy and food. Summer events are a regional draw, and more recent efforts such as the Krampus Festival, Mittenfest and the revamped Heritage Festival foster the growing arts and music communities. Solar Ypsi and other groups support renewable energy efforts. The Historic District has adopted guidelines for solar panels. A growing reputation among foodies also has helped Ypsilanti secure its place in the region for both every day and destination restaurants. Growing food in the City is supported by non-profits like Growing Hope and permaculture groups.

The City prides itself on its diversity. Ypsilanti has been a leader in civil rights, as the first City in Michigan to pass a living wage ordinance and an ordinance banning discrimination in housing, employment and public accommodation based on sexual orientation, gender identity/transgender status, or body weight. The U.S. Census analysis of 2010 population data ranked Ypsilanti as one of the top 5 Michigan Cities for gay couples.

At the same time, the City faces challenges. Approximately 40% of the City’s land area is used by **tax exempt owners, limiting the tax base of the City**. The building stock, while historic and often a selling point for the community, can decline in value without upkeep. The foreclosure crisis and great recession of 2008 hit Ypsilanti, like many Michigan cities, with the loss of jobs and home values. The City has one of higher unemployment rates in Washtenaw County. **The first year for the merged Ypsilanti Community School District was 2013**. Until the district is on its feet, the quality of schools will not

Map 1: Regional Context, City of Ypsilanti, Michigan



have a positive impact on housing values. Finally, the City must pay about 10% of its current budget on bonds for the previous acquisition, building demolition, and environmental cleanup of Water Street, a redevelopment site assembled by the City over a decade ago.

The last Master Plan **prepared** in 1998 assumed that industrial users would remain. The **economic shifts and the housing crisis** that have taken place since have changed that assumption. This plan assumes growth on a micro-economic level. It concentrates on the assets of the people, businesses, buildings, and infrastructure. It uses these assets to set the framework for future development, redevelopment and preservation in the community. The plan also lays the groundwork for form-based zoning in Ypsilanti, **where regulation is by street type, building typology as well as use.**

THE PROCESS & THE PLAN

In 2012, the City of Ypsilanti received funding to draft a master plan and zoning ordinance as part of the U.S. Housing and Urban Development Sustainable Community Challenge Grant given to Washtenaw County. While the City of Ypsilanti has a long history of planning (**see list on this page**), the last Master Plan was over a decade old. Due to the challenges facing the City, staff, elected and appointed officials requested that this process and resulting plan recognize both the good and the bad, set realistic goals, and emphasize policy as well as land use.

After selecting a consultant team to assist in the process, the City launched a community-driven process, called “Shape Ypsilanti”, to create the Master Plan in January 2013. The process utilized social media and a website separate from the City’s own to engage, educate and empower. Feedback from on-line sources was used as fodder for discussions and decisions at a series of events, varying in size from interviews to two rounds of focus groups to community-wide, 4-day charrettes in March and April 2013. Events were attended by over 300 individuals.

The following document is the resulting Master Plan, grounded in real

PREVIOUS PLANS REVIEWED FOR THIS PROCESS

- **Olmsted Brothers Park Plan (Pre-World War II)**
- **1971 Ypsilanti I, II, III**
- **1993 Blueprints for Downtown**
- **1996 Comprehensive Economic Development Strategy Plan**
- **1998 City Master Plan**
- **2001 Cross Street Neighborhood Improvement Plan**
- **2008 Recreation Plan**
- **2008 Downtown Blueprint**
- **2010 Non-Motorized Plan**
- **2012 Climate Action Plan**
- **Washtenaw County Consolidated Plan**
- **Washtenaw County Affordable Housing Needs Assessment**
- **Ypsilanti 2020 Task Force Report**
- **ReImagine Washtenaw Avenue Plan**
- **SEMCOG & Washtenaw County Community Economic Development Plan**
- **South of Michigan Community Needs Assessment**

challenges and opportunities. The plan is divided into the following chapters:

Chapter 2 – Guiding Values

Chapter 3 – Ypsilanti Now

Chapter 4 – City Framework

Chapter 5 – Transportation

Chapter 6 – Centers

Chapter 7 – Neighborhoods

Chapter 8 – Corridors

Chapter 9 – Districts

Chapter 10 - Redevelopment Areas

Chapter 11 - Implementation

The solutions were created by the community for the community. However, many of the requests brought forth - more police, cameras in high-crime areas, recreation and programs for youth, street maintenance and repair, better public schools - are not within the scope of this plan, as prescribed by State Law. These pressing issues can, and perhaps should, take precedence in allocating scant municipal resources over many of the projects and plans laid out in this document.

Chapter 2: Guiding Values

“What would you whisper into the ears of decision makers, like City Council?”

-Instructions to participants in Guiding Values Focus Groups

Appointed and elected officials use the City’s Master Plan as a guide when making decisions with limited resources about land use, housing, transportation, equity, quality of life and sustainability. Traditionally, decision-makers reference the Master Plan when deciding what uses should be allowed on a parcel of land, whether and how a building can be constructed or an older building renovated; and how bicycle routes and streets are laid out. The City of Ypsilanti requested the guiding values for this Master Plan go beyond the usual scope of a land use plan and apply to budget decisions, allocation of resources and general policy for the City. This chapter provides a list of guiding values from the community and a decision-making rubric for City leaders, not only for land use but for overarching policy.

These guiding values are based on focus group sessions held in January and February 2013 and then presented to the public in the Discover Charrette in March of the same year. The sessions were held in different locations across the city. The over 50 participants represented Eastern Michigan students, business groups, historic preservation groups, real estate developers, arts groups, event organizers, churches, youth groups and residents from neighborhoods South of Michigan and on the west side of Ypsilanti. Two Saturday sessions were also held at a downtown restaurant for the general public.

The following ten values were mentioned by all the groups when they were asked what the guiding values should be for the City:

Safety comes first

The City is dedicated to being a secure place to live, study, work, visit

and play. While budgets for safety services are separate from the Master Plan, decisions about land use, housing, transportation, equity and sustainability should protect and enhance safety.

Diversity is our strength

Ypsilanti is a multicultural city with people from different races, sexual orientations, incomes, and walks of life. The ability to be who you are attracts people to Ypsilanti. In decisions, the City will ask how actions welcome, provide opportunity for and sustain its diverse population.

Ypsilanti is sustainable

Every decision should foster the future, while replenishing resources – natural, economic and social. Efforts to make the city an environmentally sustainable place will continue. The financial viability of the city in 20 years should factor into decisions. Equity for everyone in Ypsilanti should also be considered.

Communication is key

Information, especially from the City, should be shared with all neighborhoods and groups in the manner that will reach them, be that on the web, in the mail or via flyers. Programs should reach out to all, giving everyone a chance.

Anyone, no matter what age or income, can find a place to call home in Ypsilanti

Housing options should match the needs of the people. Those needs will change as residents age and move. The need for safe, **quality**, affordable homes for all will be factored into decisions.

Anyone can easily walk, bike, drive or take transit from anywhere in Ypsilanti and to anywhere else in Ypsilanti and beyond

The citizens of Ypsilanti want a complete transportation system with room on the roads for cars, buses, bicycles, and pedestrians, including those in wheelchairs or with strollers. The City is committed to integration into the emerging regional transit system while enhancing the walkability of the community.

Ypsilanti is a great place to do business, especially the green and creative kind

The City of Ypsilanti will create a business environment that fosters the creativity and energy personified by City's best known businesses, while attracting new businesses and fostering locally grown enterprises. Green and sustainable businesses, like those that have already developed in Ypsilanti, will be encouraged.

Everyone in the region knows Ypsilanti has great things to do in great places that are in great shape!

Ypsilanti has a wealth of beautiful places, historic buildings, and fun activities. These assets will be built upon and shouted from the rooftops. Ypsilanti's image should match its vibrancy. Vibrancy comes from preserving, using, and enriching all places. While permanent uses may not be found for vacant buildings immediately, temporary or pop-up activities should be options.

Ypsilanti is an asset of Eastern Michigan University, and Eastern Michigan University is an asset of Ypsilanti

The futures of Ypsilanti and Eastern Michigan University are entwined. The City will plan and develop policies for Ypsilanti to be a home for the university itself, as well as its students, faculty and staff. The physical planning of the community and university should be coordinated, as well as efforts to welcome and integrate Ypsilanti as treasured part of the EMU experience.

We can only achieve our vision by building a community amongst ourselves and with our neighbors

Relationships are the key to success. While each group and neighborhood needs space for themselves, the City thrives when we work together. The community includes not only those who live in the City, but those who work and study here and own businesses as well as Ypsilanti Community Schools, neighboring municipalities, the City of Ann Arbor and Washtenaw County.

The table on the following pages is a decision-making rubric for elected and appointed officials, with questions and measures for each guiding value. The chapter following the decision rubric explores the current state of the City in terms of safety, diversity and sustainability, the core values to which all of the others relate.

DECISION MAKING RUBRIC

When making decisions, City of Ypsilanti officials, staff and citizens will ask if the option chosen furthers at least one, if not several of the values below, while not damaging the others.

Guiding Value	Questions	Measures
Safety comes first	Does this action protect or enhance safety? Is natural surveillance, where people can see what is going on in public places from private ones, created? Are public spaces, private spaces and semi-public spaces easily known, so the average person knows where the street ends and someone's property begins? Are public spaces (parks, streets, parking lots) well lit? Do regulations allow for, if not encourage, activity in public spaces? Are the places for emergency vehicles clear, accessible, and placed to best help first responders do their job?	• Trend in crime rates (up or down and location) • Ordinances require natural surveillance • % of functioning street lights • Enforcement of parking lot lighting requirements • Response time of emergency services • # of pedestrians in centers and public spaces
Diversity is our strength	Does this action welcome and/or sustain Ypsilanti's diverse population? Does this action welcome new groups to Ypsilanti? Does this action reward or privileged one group over another? Are policies flexible enough to allow and encourage diversity? Does this action create/maintain/improve the diversity of the business mix?	• Changes in ethnic mix, city-wide and by neighborhood • Changes in diversity of ages • # of public facilities and/or buildings with universal design (accessibility measure) • Trends in business types (number and % of tax base)

Guiding Value	Questions	Measures
Ypsilanti is sustainable	Does this action replenish resources? Does this action make Ypsilanti a more environmentally sustainable place? Does this action improve the financial viability of the city in 20 years? Does this action create job opportunities for all residents? Does this action sustain equity?	• Trend in greenhouse gas emissions • # of kilowatts produced by renewable energy installations • Trend in budget deficits • Trend in unemployment rate • Policies for abatements for environmental efforts, living wage jobs and sustainability
Communication is key	Does this action help communicate with everyone in the community? Were all members of the community told about deliberation of this action in an accessible way? How will the results of this action be shared with the community in an accessible way? Is communication infrastructure maintained and enhanced? Is the City maintaining relationships to communicate to groups throughout the City?	• Trends in attendance by the public at meetings • Budget devoted to communication including printing, mailing, social media participation and website update. • # of website hits • # of active neighborhood associations • Increase in voter participation by ward
Anyone, no matter what age or income, can find a place to call home in Ypsilanti	Does this action preserve, improve and/or create viable, safe, affordable homes? Does this action preserve/create variety in housing units in terms of size (square footage and/or # of bedrooms) and ownership/rental type? Will this action result in the continued maintenance and care of existing residences? Do residents, especially young adults and seniors, have the ability and/or resources to maintain their homes? Will this action preserve or create housing that is needed?	• Changes in mix of types of housing • Trends in the # residential building permits by building type (single-family, 2-5 unit, 5+ unit) • Trends in building permits by geographic area within the City • Trends in seniors aging in their homes or moving to other appropriate housing within Ypsilanti • Trends in young professionals and pre-family households

Guiding Value	Questions	Measures
Easily walk, bike, drive or take transit from anywhere	Does this action preserve or create a complete transportation system with room on the roads for cars, buses, bicycles and pedestrians? Does this action reward those taking a short trip within the City, rather than those passing through? Does this action help Ypsilanti be part of the regional transportation network?	# of miles of bicycle paths and sidewalks created to complete system - Restoration of two-way traffic to Hamilton, Huron, Cross and Washtenaw # of pedestrian, bicycle and vehicle crashes - Time and budget dollars for maintenance of streets, on-street parking, crosswalk, multi-use paths, and sidewalks - Budget and staff time towards securing commuter rail stop in Depot Town, improved transit as as member of “The Ride” and other regional transit
Great place to do business, especially green and creative	Does this action create a business environment that fosters creativity? Does this action attract new and/or retain existing businesses? Does this action foster locally grown enterprises? Does this action reward green and sustainable businesses?	- Trends in growth of businesses (tax dollars, # of employees) # of new and expanded businesses - Increase in revenue of locally grown businesses # of green/sustainable businesses
Everyone in the region knows Ypsilanti has great things to do in great places that are in great shape!	Does this action preserve, use and/or enrich all places? Does this action enhance Ypsilanti’s reputation as a great place? Does this action bring people to visit great places in Ypsilanti?	- Volunteer hours/personnel hours/budget devoted to maintenance of facilities - Volunteer hours/personnel hours/budget devoted to marketing Ypsilanti to the region - Trends in numbers and types of visitors
Ypsilanti is an asset of Eastern Michigan University, and Eastern Michigan University is an asset of Ypsilanti	Does this action help Ypsilanti be a home for the university itself, as well as its students, faculty and staff? Does this action integrate Ypsilanti as part of the EMU experience? Does this action support EMU’s integration into the City?	- Continuation or increase in joint programs between the City and EMU - Synergy or differences in landscaping and style of buildings at border of City and EMU - Trends of # of students, faculty and staff living in the City

Guiding Value	Questions	Measures
Build a community amongst ourselves and with our neighbors	Does this action build community within the City? Does this action foster relationships with school districts, neighboring municipalities, the City of Ann Arbor and Washtenaw County? Does this action and/or communication celebrate successes within the City as a community?	• # of joint meetings between government bodies, community groups, etc. • Continuation or increase in joint programs with groups, Ypsilanti Community Schools and/or other municipalities • # of local groups and institutions working together to support each other's efforts • Vehicle, like COPAC, functions effectively for inter-neighborhood communication

Chapter 3 - Ypsilanti Now

“There are three sides to every story in Ypsilanti.”

– unsolicited advice e-mailed to the Consultant Team from a former City resident

The following chapter lays out the latest facts about the City of Ypsilanti - the people, the buildings, the economy and the transportation network (roads, buses, bicycle lanes and sidewalks). Each section ends with policy implications that have influenced the Master Plan and should be factored into future decisions.

POPULATION

Like many of Michigan’s older industrial towns, Ypsilanti saw rapid mid-century population growth, followed by more recent declines (Figure 1). The city has a sizable African-American population, though as you can see in Map 3, it is relatively segregated by neighborhood. This industrial heritage has also left the city’s population vulnerable to the past decades of deindustrialization, with pockets of the high poverty and unemployment.

The historic core of Ypsilanti was a mature industrial town of nearly 7,500 people by the beginning of the 20th century, with population changing only modestly over the next 30 years. However, the industrial mobilization of World War II and the auto industry’s post-war boom were reflected in population growth, with the census reporting a peak of 29,538 residents in 1970.

Since that time, the city’s population has shrunk to 19,435 in 2010—only slightly higher than the city’s 1950 population. Population forecasts by Southeast Michigan Council of Governments show the city’s total population remaining steady at around 22,000 for the next quarter century.

Ypsilanti, like the nation as a whole, has seen household sizes

decline over time. Societal trends, including delaying marriage and childbearing, have led to more householders living alone or as married couples without children. In Ypsilanti, the household size has declined from 2.38 in 1990 to 2.29 in 2000 to 2.06 in 2010. Rental households had fewer average residents than owner-occupied households: 1.96 compared to 2.28.

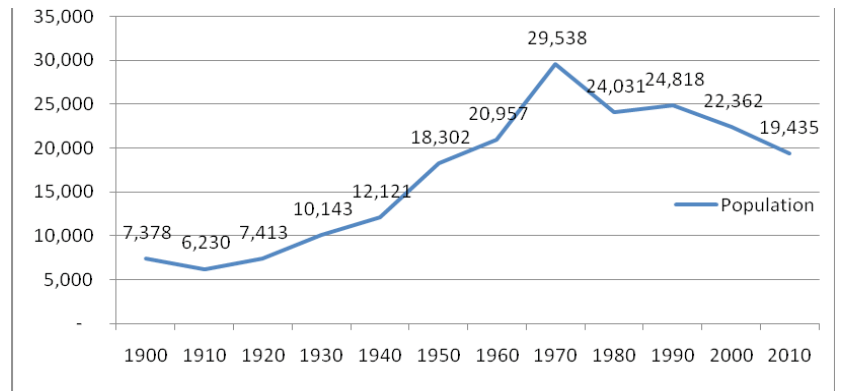
While a declining total population is popularly attributed to migration, this trend in reduced household size can explain some of the change in total population. For the 8,026 occupied housing units in 2010, the drop in average household size from 1990’s 2.38 residents to 2010’s 2.06 residents would account for a population loss of 2,568 residents. This number accounts for 48% of the actual reported drop in population of 5,383 residents in that time. A continued trend of reduced household size will mean a continued loss of population, even while the number of housing units remains the same.

Age, Educational Attainment & University Influence

When analyzed at a City level, the City of Ypsilanti has a younger population (see figure 3) than its neighbors, the region and the state of Michigan overall. However, when broken down by census tract, younger populations are clustered around the Eastern Michigan campus (Map 2). The enrollment numbers of Eastern Michigan University have increased (see Figure 2) since 1960, with a few dips.

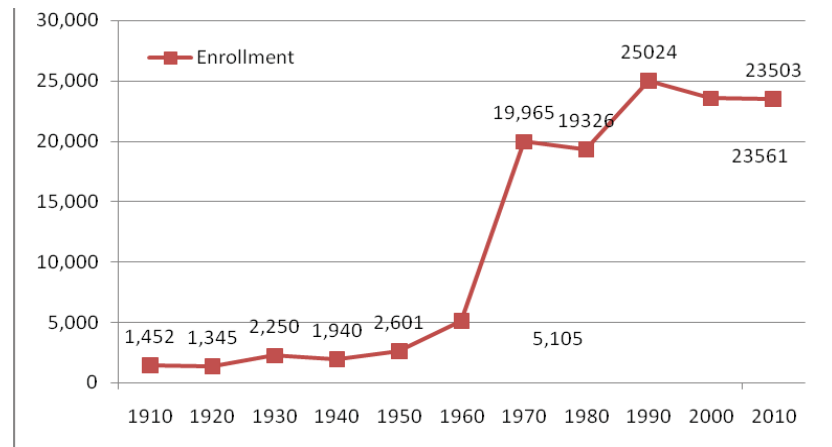
The same pattern emerges for educational attainment. Ypsilanti’s population overall has a relatively high level of educational attainment, especially compared to the region and state. However, Maps 3-11 show a large geographic disparity, with residents holding a college

Figure 1: Total Population, Ypsilanti City 1910-2010



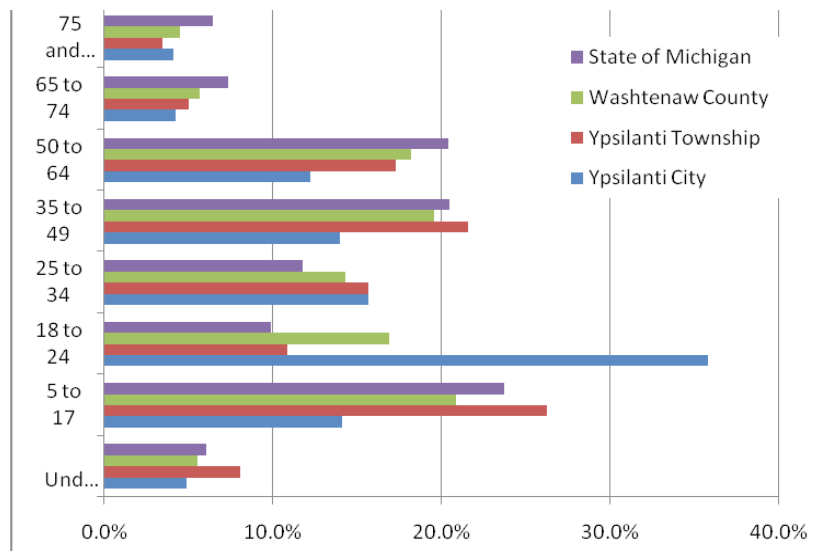
Source: U.S. Census

Figure 2: Eastern Michigan Enrollment, 1910-2010



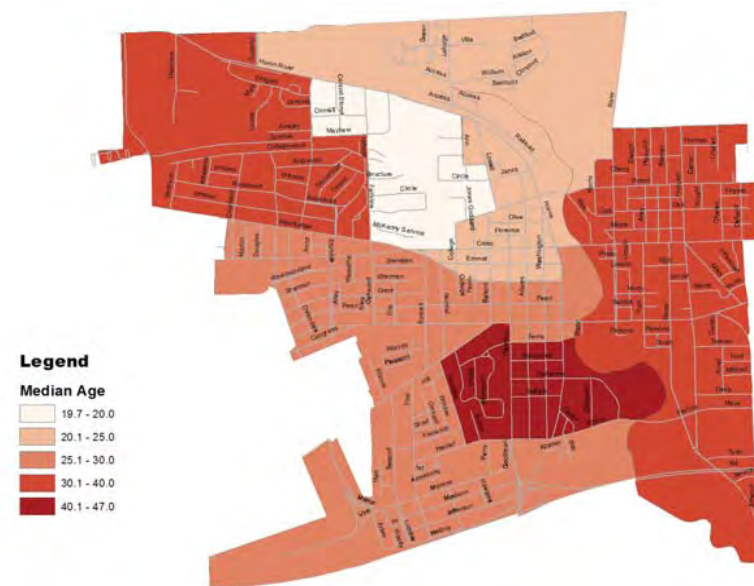
Source: Eastern Michigan University

Figure 3: Age, Ypsilanti City & Adjacent Communities 2010



Source: U.S. Census

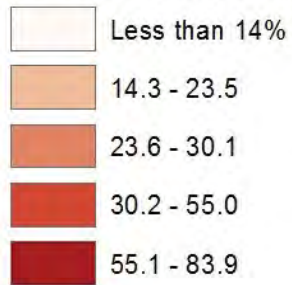
Map 2: City of Ypsilanti Median Age, 2010



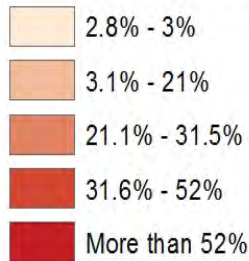
Source: U.S. Census 2010, Last Updated: 5/29/2013

Maps 3-11: Minority, Education & Income, Michigan, Census Tracts of Ypsilanti & Neighboring Municipalities

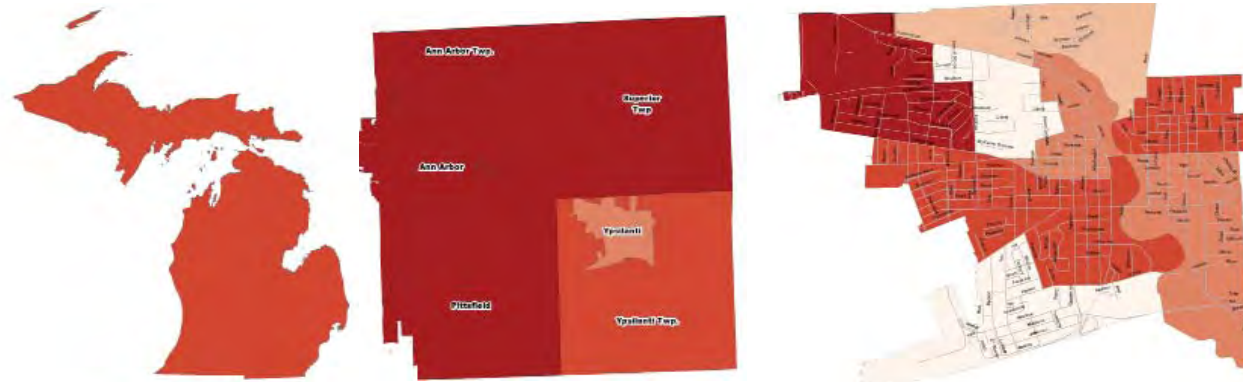
Percent Minority



Percent With 4-Year Degree



Per Capita Income



Source: U.S. Census 2010
Last Updated: 5/29/2013

degree ranging from 53.28% in the northern part of the city to 2.8% in the southwest portion. With the current emphasis on education as the key to individual and community prosperity, this education gap has troubling implications for the city's ability to fully participate in the **knowledge economy**.

The University presence appears to counter the declining industrial sector, when the city is viewed as a whole. However, these two trends have impacted different parts of the population: the educational influence in some ways masks, rather than mitigates, the impacts of deindustrialization.

Equity, Race, Ethnicity & Income

Ypsilanti is a diverse community in terms of race, ethnicity and disability. The City prides itself on its reputation as welcoming to all.

The city has a sizable African-American population, comprising about 31.9% of the city's population as of the 2010 Census. Approximately 3.9% of residents identified as Hispanic and 4.3% Asian according to the 2010 Census—while these numbers are relatively small, they have grown somewhat from the 2.5% Hispanic and 3.9% Asian in the 2000 Census.

African-American residents predominantly live in the southwestern portion of the city—Census 2010 data shows around 80% of residents in this area to be African-American, though this level is down from 90% in 2000. When combined with the data showing this area to have substantially lower educational attainment level and household income, the City needs to focus on ensuring these residents receive a sufficient share of public resources to maintain equity.

As a whole, the per capita income for the City is \$21,084 which is less than the state as a whole at \$25,482. In comparison, Washtenaw County's per capita income is \$32,529. Only 3 census tracts in the City are above the state per capita levels, with two of the City's tracts showing less than half of the state per capita income: the far southwestern tract and the census tract that includes Eastern

Michigan University's campus and its lower-earning student population (see per capita income maps on opposite page).

The maps 3-11 tell three stories:

- Compared to the State of Michigan overall, Ypsilanti is a racially diverse city, with an educated population and a range of incomes. It should be poised to take advantage of the knowledge economy of the 21st century.
- **The City of Ypsilanti is as racially diverse as its neighbors. However, its per capita income is lower than the adjoining municipalities and only Ypsilanti Township has a lower educational attainment. In attracting knowledge economy firms, the City competes regionally with its neighbors.** Ann Arbor, to the west, is home to the University of Michigan and has similar diversity but more residents with college degrees and higher incomes.
- Within the City itself, race, income and educational attainment and location are interconnected. The differences in educational attainment and income mean that one size cannot fit all in terms of policy for the entire City. When implementing policies to achieve safety, diversity and sustainability for the City, the needs and assets of each neighborhood must be taken into account because they are different.

HOUSING

Ypsilanti has strong, stable neighborhoods, historic architecture, and a ratio of rental to owner occupancy higher than the national average, but typical of a college town. As of the 2010 Census, 66.8% of occupied dwelling units were renter-occupied and 33.2% owner-occupied. This split is nearly opposite the national owner-occupancy rate, of 66.1% and the Washtenaw County owner-occupancy rate of 60.9%. However, it is similar to other college towns in the region, as shown in figure 4.

Only about 41% of dwelling units in the city are detached single-

Map 12: Rental & Owner-Occupied Housing, 2012

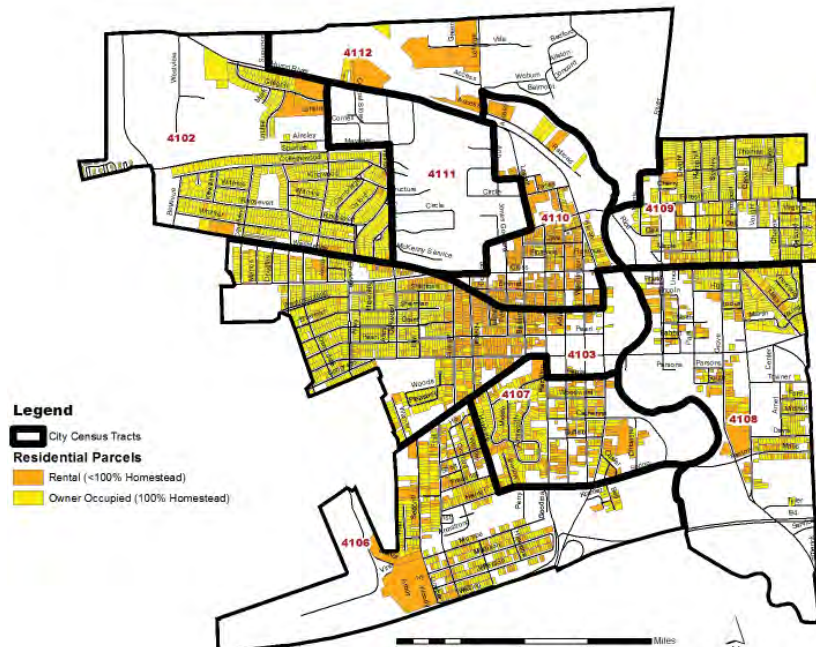


Figure 4: Housing Tenure for University Towns

City	Occupied housing units (2010)	Percentage Rental (2010)
Athens, Ohio	6,903	72.5%
Oxford, OH	6,622	69.4%
Ypsilanti	8,026	66.8%
East Lansing	14,774	66.5%
Mt. Pleasant	8,376	65.3%
Bowling Green, OH	11,288	60.1%
Kalamazoo	29,141	56.3%
Ann Arbor	47,060	55.2%
Marquette	8,321	52.0%
Muncie, IN	31,958	48.6%
Sault Sainte Marie	6,534	44.8%

Source: U.S. Census

family structures – 36% of units are in structures that contain more than 5 dwelling units, and 14% of units are in structures that contain 20 or more units. By comparison, Washtenaw County as a whole has 56% of total dwelling units found in detached single-family family structures, 26% in structures with at least 5 units, and only 7% in structures with at least 20 units.

These two factors are strongly related, as shown in maps 12 and 13. While the city does have some single-family rental housing and some owner-occupied units in multi-unit structures, 87.6 percent of detached single-family homes in the city are owner-occupied, according to 2012 assessment data.

The clustering of rental units in large on-campus and near-campus student apartments complexes, and a few other large multi-family properties compared to the owner-occupied dominance of single family homes means that focusing only on the percentage of units that are rental-occupied may exaggerate the impact of rental housing on Ypsilanti neighborhoods: when measured on a parcel basis, rather than by dwelling units, 66.7% of Ypsilanti's residential properties were owner-occupied residences in 2010, and an additional 2.6% partially owner-occupied (e.g. multi-unit houses with the owner living on-site). On a land area basis, single-family homes make up 64.4% of the city's residential property area.

The extent of rental housing in the City is also strongly related to the city's relatively young population, including student households: 18% of households in the city are headed by a householder aged 15-24; of these households, 98% rent their homes. Another 30% of households are headed by a 25- to 34-year-old householder; of these households, 65% rent their homes.

Ypsilanti has a historic core of neighborhoods built before 1900. Built before the advent of the automobile, **they were designed for pedestrians with parks, business districts and the community in comfortable walking distance from housing.** Over the years, many of the homes were subdivided for worker housing during World War II

Map 13: Type of Housing Units, 2012

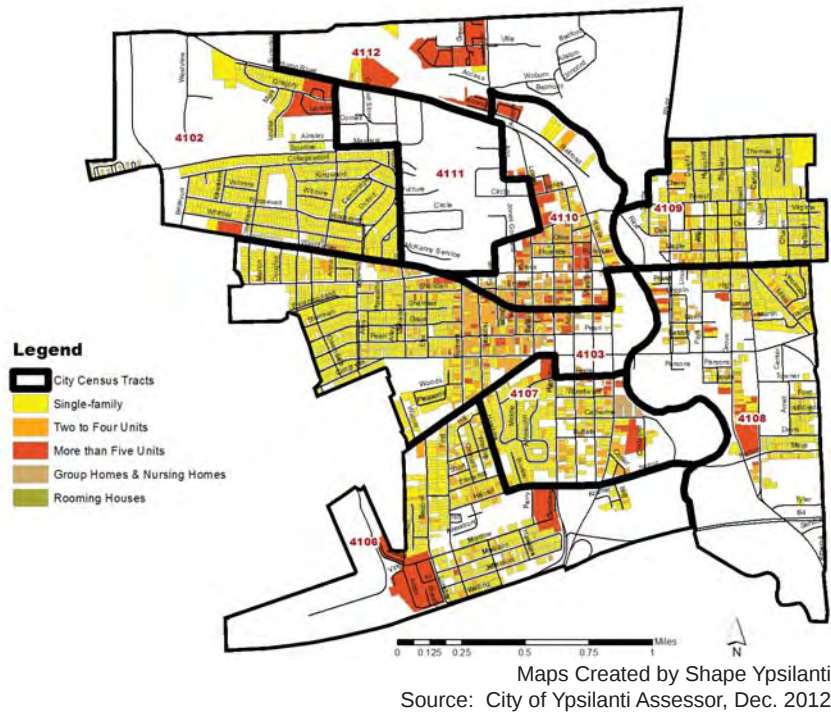
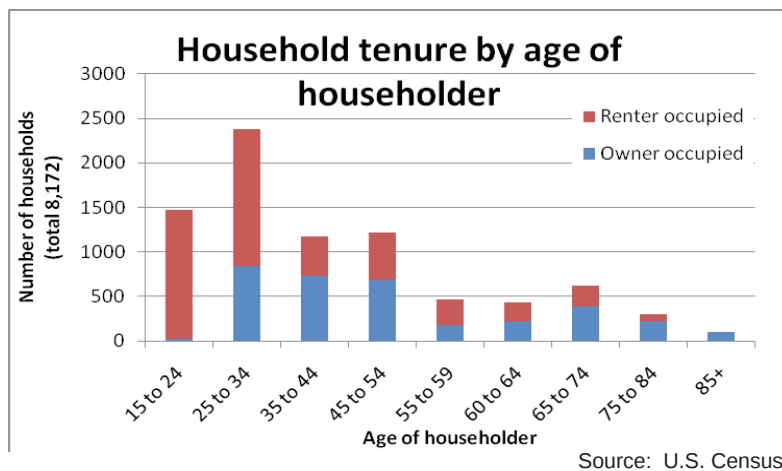


Figure 5: City of Ypsilanti 2010



or later as student housing.

The early 2000s saw the greatest change in the city's housing stock since the 1970s, with building permit data showing a nearly 5% increase in housing units in the first half of the decade. Most of this was multi-family construction, though of diverse types.

Housing Data Summary

The following factors are key to the Master Plan:

- The majority of housing units are leased, rather than owner-occupied, which tracks with the housing mix in other college towns.
- **Census data shows concentrations of renters in the same tracts with a higher percentage of younger adults, under the age of 24, indicating the influence of EMU students on the housing market.**
- Most single-family homes are owner-occupied.
- Neighborhoods near EMU and the historic downtown were built, earlier, have a mix of rental and owner-occupied units as well as larger houses
- Housing built post-World War II is smaller, either mostly rentals or mostly owner-occupied and has fewer conversions to multiple-family and other uses.
- Census tracts 4102 and 4109 have aging populations, which means they will need services to stay in their homes or they will move to a different residence within the next 10-20 years.
- **EMU will continue to bring residents - students to the Midtown and Riverside neighborhoods, and faculty/staff to the College Heights and Normal Park neighborhoods. However, both groups reside in all areas of the City.**
- Rail service at Depot Town will increase housing values and demand for housing within a 10-minute walk, **approximately a half-mile radius, of the stop.**

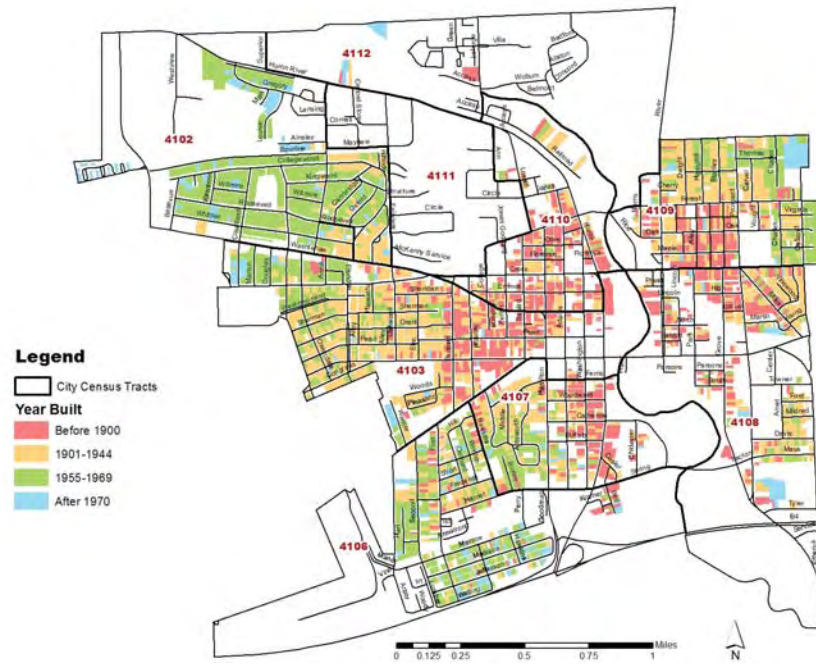
Figure 6: Housing Market Analysis

Tract	Neighborhoods	Housing Statistics	Market Prediction	Guiding Value Questions
4102	College Heights Stadium Meadows	Mostly single-family homes built post-WWII** Housing value: \$61,359** 45% dwelling units rental, 55% owner occupied* Median Household income: \$59,688* 42% between the ages of 45 and 75 years*	Consistent draw for faculty at EMU, but higher home prices than other neighborhoods Older population means neighborhood will transition to different owners in 10-20 years	Older population may need services to stay in their homes or a different type of housing. How can the City help seniors to still call Ypsilanti home? New EMU faculty and other first-time homebuyers may find this area out of their price range. What programs to assist them should continue or be expanded?
4103	Midtown	Built before 1900s up to the 1990's** Housing value: \$60,087** 61% dwelling units rental, 39% owner occupied* Median Household income: \$40,195* 15% under the age of 15*	Demand for student housing will continue Residential buildings near downtown could be adaptively re-used for commercial or office Housing opportunity for retired adults seeking to reside close to EMU Opportunity for student style loft housing in combination with mixed-use commercial along the Washtenaw Avenue corridor	How does the City and EMU become symbiotic assets with the housing mix in this area? How is diversity encouraged in this area with a high demand for student rentals? How is safety guaranteed?
	Normal Park Woods Road		Single-family housing will hold its value	What services - transportation, recreation, etc. - do families in these neighborhoods need?
4106	Heritage Park Worden Gardens Kramer Bell	Built post-WWII, single-family homes, apartments and townhouses** Housing value: \$39,475** 68% dwelling units rental, 32% owner occupied* Median Household income: \$18,828* 27% increase in residents ages 20-24 from 2000-2010*	Viable option for first time home buyers or individuals looking to downsize in their home and expenses Opportunity for investors wanting to acquire income property Opportunity for multi-family townhomes for younger lower income community	What policies will guarantee safety in this area? Should owner-occupancy rather than rental be encouraged? Should areas near environmental contamination, like Kramer Bell, be planned for uses other than residential in terms of safety and sustainability?

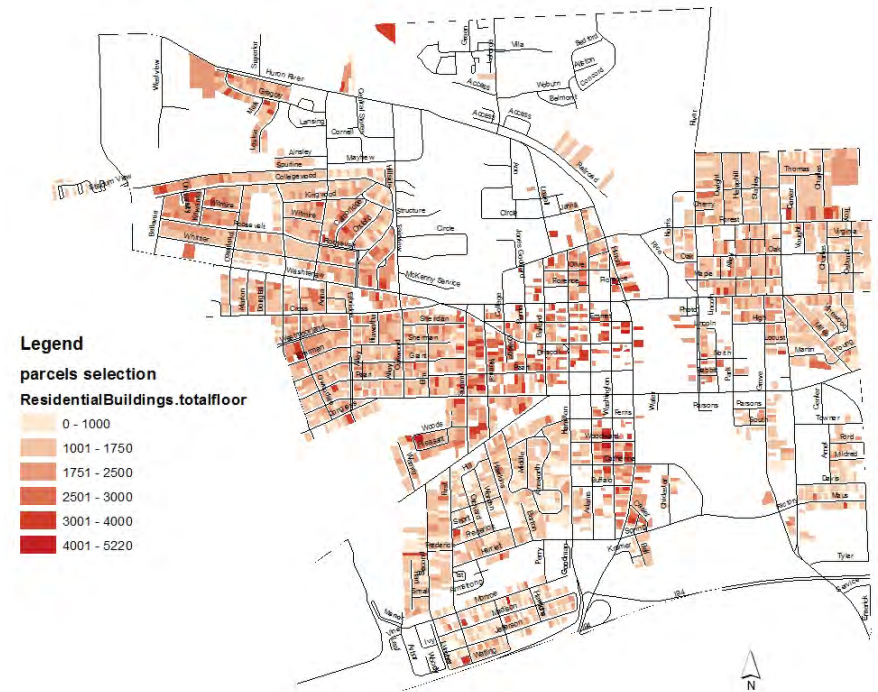
Data Sources: 2010 U.S. Census* & City Assessment Data 2012**
Market Analysis by Zachary & Associates

Tract	Neighborhoods	Housing Statistics	Market Prediction	Guiding Value Questions
4107	Ainsworth	Built before 1900s up to the 1970's** Housing value: \$34,119** 70% dwelling units rental, 30% owner occupied* (Ainsworth single-family, Historic South Side single-family and estate homes split in 2-4 units, includes two low-income high-rises) Median Household income: \$66,619* 17% under the age of 15 and 12% over 75*	Housing will hold its value	How is safety and diversity maintained in this neighborhood?
	Historic South Side		Residential buildings could be adaptively reused to accommodate small businesses Opportunity to develop vacant lots into multi-family housing outside of the historic district	How is safety guaranteed in this area? What policies will encourage sustainable investment in this neighborhood? What services are needed for equitable access?
4108	Depot Town Historic East Side	Built before 1900s up to the 1970's** Housing value: \$52,126** 65% dwelling units rental, 35% owner occupied* (Depot Town & Historic East Side single-family and estate homes split in 2-4 units, Prospect Gardens single family and apartment complexes) Median Household income: \$31,285* 22% under the age of 19*	Rail service will increase values and demand for residential, including multiple-family within walking distance Opportunity for senior housing	How are the needs of existing residents balanced with those of the future?
	Prospect Gardens		Water Street, when developed, will affect the values of this neighborhood Opportunity for employment centers on southern formerly industrial properties	How is safety and diversity maintained in this neighborhood? What services - transportation, recreation, etc. - do the families in this neighborhood need?
4109	Depot Town Prospect Park Historic East Side East Prospect Park	Built before 1900s up to the 1970's** Housing value: \$42,860** 25% dwelling units rental, 75% owner occupied (single-family and estate homes with up to 4 units) Median Household income: \$41,763* Population over 45 increased from 30% in 2000 to 37% in 2010*	Rail service will increase values and demand for residential, including multiple-family within walking distance Neighborhood may transition to different owners in 20 years Opportunity for younger or first-time home buyers	How are the needs of existing residents balanced with those of the future? How is safety and diversity maintained in this neighborhood? What services do residents in this neighborhood need?
4110	Riverside	Built before 1900s mostly** Housing value: \$71,653** 95% dwelling units rental, 5% owner occupied (mostly estate homes, 3 to 5+ units and single-family) Median Household income: \$30,492* 58% population ages 15-24*	High demand for rental student housing will remain stable Opportunity along river for large-scale, mixed use, multi-family housing geared toward the existing student population, new graduates or upper income population	How does the City and EMU become symbiotic assets with the housing mix in this area? How is diversity encouraged in this area with a high demand for student rentals? How is safety guaranteed?

Map 14: Year Built of Houses

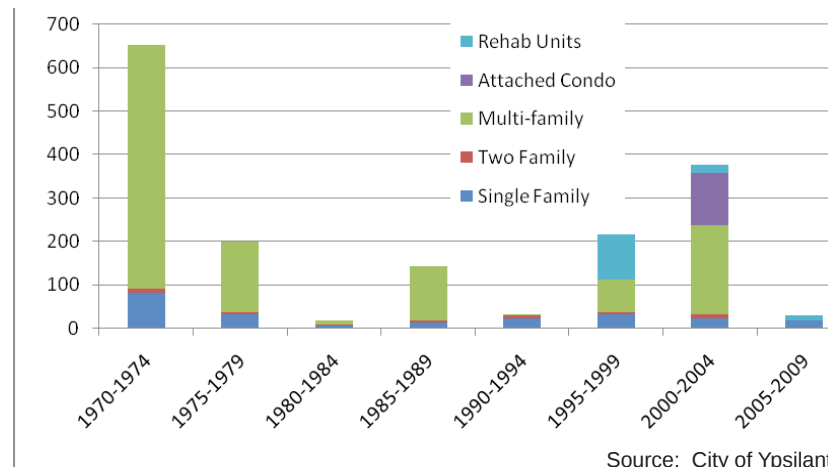


Map 15: Size of Dwelling Units, 2012



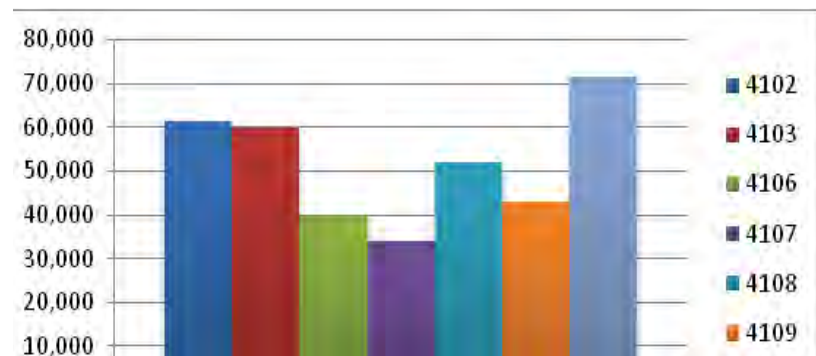
Maps Created by Shape Ypsilanti
Source: City of Ypsilanti Assessor, Dec. 2012

Figure 6: New Housing Units by Type, 1970-2009



Source: City of Ypsilanti

Figure 7: Taxable Market Value by Census Tract, 2012



Data Source: City Assesment Data 2012

- Heritage Park and Worden Gardens are where first time home buyers and income property purchasers are most likely to purchase houses.
- Well-maintained, historic neighborhoods have continued to hold their value and will in the future.

ECONOMY

The decline of manufacturing's prominence has changed the list of major employers in the area. The current list of the top 20 major employers (defined as having at least 500 employees in the Washtenaw County) along with the list in the City's 1998 Master Plan shows an absence of manufacturing firms. Instead, educational and medical employers dominate the list, with three of the six largest located in or adjacent to the City, and most within the Ann Arbor - Ypsilanti urban portion of the County (see Figure 8).

While many jobs are still located in or relatively close to Ypsilanti, those jobs may require a much higher level of education on average than the previous manufacturing jobs. This trend is a concern because, as noted previously, parts of the City have extremely low educational attainment rates. These parts of the community are at-risk for being left behind by the changing character of the job market and the shift from manufacturing to a knowledge economy.

Commercial Assessment

The commercial assessment found in the appendix of this document estimates that \$59,687,099 of potential sales leaves the City, accounting for 55% of the total sales potential for the Ypsilanti market area. The following commercial markets were identified for potential growth:

- *The Ypsilanti Competitive Market:* In 2013 focus groups, residents expressed a fierce devotion to local businesses. Also, many wanted to be able to walk or bike to get daily items. Frustration was continually expressed about the lack of a full-line grocery

Figure 8: Top 20 Washtenaw County Employers

Company	Location (Primary)	# of employees		
		2013	2010	1998
University of Michigan	Ann Arbor	16143	26241	11118
University Health Systems	Ann Arbor	12000	19614	6742
St. Joseph Mercy Hospital	Superior Twp	5304	5670	3698
Ann Arbor Public Schools	Ann Arbor	3578	2659	
Eastern Michigan University	Ypsilanti	1976	1950	1991
Washtenaw Community College	Superior Twp	1559	2773	
Toyota Technical Center	York Township	1500	1036	
Washtenaw County	Ann Arbor	1339	1345	1200
Veteran's Administration Medical Center	Ann Arbor	1230	1600	
Thomson Reuters	Ann Arbor	1100	1800	
United States post office	Various	923		
Truven Health Analytics (formerly of Thomson Reuters)	Ann Arbor	900		
Citigroup	Ann Arbor	850	700	
Ford Motor Company	Ypsilanti	823	800	1200
Faurecia	Saline	800		
City of Ann Arbor	Ann Arbor	710	766	951
JAC	Saline	675		
Ypsilanti Public Schools	Ypsilanti	640		
Saline Public Schools	Saline	613	536	
Terumo Heart	Scio Twp	600	510	

Data Source: 2013 figures - Ann Arbor Spark, 2010 - Draft AATA Transit Audit Needs Assessment, 1998 - Washtenaw Economic Development Council

store and specialty food markets in the City limits.

- *Underestimated College Student Market:* EMU students are a recession-proof market. However, their spending patterns are different than non-student households with similar incomes. **They tend to spend a greater percentage of their money on electronics, food away from home and consumer items, than family households in the same earning classification.**
- *Neighboring Medical Center Market:* The St. Joseph Mercy Ann Arbor Hospital is located in Superior Township, near the City's border. The staff, estimated to exceed 5,000 people, and the visitors to the complex are an untapped market for the City's retail businesses, **including restaurants and entertainment.**

Emerging Sectors

While no one sector has replaced the manufacturing jobs lost in the City, several sectors have emerged: small manufacturing and craft production, creative economy, renewable energy and food. Each of these sectors are rooted in companies that have started in Ypsilanti.

Small and craft manufacturing has been a part of the City's economy since the beginning of the automobile industry. Small craft shops clustered around the larger manufacturing facilities supplying parts and prototypes. Marsh Plating was founded over forty years ago, located near the downtown, is an example of an automobile supplier in the City. Michigan Ladder is another example of a small manufacturing facility in the City. The 111-year old company has recently expanded its manufacturing space, where wood and fiberglass ladders are assembled and hopes to add 6 new jobs to its workforce between 2013 and 2015. The challenge for the City is to make these industries operation and expansion possible while meeting the values of the community.

The creative economy - defined as advertising, architecture, art, crafts, design, fashion, film, music, performing arts, publishing, research and development, software, toys and games, television and radio, and video games - has gained a foothold in Ypsilanti. Various businesses

have started in or relocated to Ypsilanti, such as VGKids. VGKids is a screen printing company that has consolidated operations in the City, after closing a manufacturing facility in California. The company also provides studio space to small creative economy businesses. While these types of businesses can generally use many types of buildings, the current zoning ordinance is often not flexible enough to allow them to go into spaces easily. Also, mid-size facilities for growing companies to move into - either office or small manufacturing - are difficult to find.

While no privately held renewable energy company is operating in Ypsilanti, the efforts of individuals and groups have given the City of Ypsilanti a reputation as a leader in sustainable energy. An example of the momentum within the City is SolarYpsi, a volunteer effort to bring solar energy generation to the City of Ypsilanti. The group has helped win grants to fund and/or help install four solar facilities in the City and maintains a website that reports in real time the amount of energy being generated by solar installations in and around the City. City government can use this effort and others as a marketing tool to attract renewable energy manufacturers or installation companies to the City. When revising ordinances, the City should try to make the application process and rules for installation of renewable energy structures clear and efficient.

A number food-based businesses have opened in Ypsilanti in the past five years. Multiple new restaurants have opened in the Historic Downtown. Farmers markets have been established in the Depot Town and the Historic Downtown. Many vendors are Ypsilanti residents who produce value-added products, like baked goods and jams, out of their home kitchens under the Michigan Cottage Food Law. Also, more residents are growing and/or raising their own food. Growing Hope, an Ypsilanti-based non-profit, is a leader in the local food movement in the region and provides technical support to beginning and experienced gardeners as well as children. Like the creative economy businesses, food-based businesses have challenges when they expand in scale. Home entrepreneurs reach a point where

Figure 9: Major Taxpayers, 1999-2013

Major Taxpayers	2013			2009			1999		
	Taxable Value (in 1,000s)	City Rank	% of total	Taxable Value (in 1,000s)	City Rank	% of total	Taxable Value (in 1,000s)	City Rank	% of total
LeForge station	\$8,249	1	2.84%	\$9,148	3	2.27%			
DTE (formerly Detroit Edison)	\$3,360	2	1.16%	9,537	2	2.37%	\$4,265	2	1.54%
River Drive Apartments	\$2,921	3	1.01%	3,400	5	0.84%	\$3,267	5	1.18%
Barnes & Barnes Apartments	\$2,918	4	1.01%	\$3,046	7	0.76%	-		
Mich Con Utility	\$2,900	5	1.00%	-			\$3,641	4	1.31%
Forest Knoll Apt.	\$1,849	6	0.64%						
Asad Khailany	\$1,811	7	0.62%	\$1,811	9	0.45%	\$1,413	10	0.51%
Forest Health Medical (formerly Beyer Hospital)	\$2,369	8	0.82%	3,304	6	0.82%	\$1,904	9	0.69%
Beal Properties	\$1,587	9	0.55%						
Huron View Apartments	\$1,460	10	0.50%	\$1,706	10	0.42%	-		
Angstrom USA, LLC (formerly Visteon)	\$862			28,266	1	7.02%	\$42,470	1	15.33%
River Rain Apartments	\$1,334		0.46%	\$2,232	8	0.55%	\$1,939	8	0.70%
Exemplar Manufacturing	-			-			\$4,151	3	1.50%
Crown Paper Company Manufac-turing	-			-			\$2,935	6	1.06%
Eastern Village Apartments			0.00%				\$1,261	7	0.46%
Total of top ten taxpayers	\$18,766		6.47%	\$66,262		16.45%	\$67,246		24.28%

Data Source: City Assessor

a commercial kitchen is needed. Restaurants need a larger space. Growers need either more land or buildings, such as hoop houses, to grow year-round. The City can foster growth of food-based businesses by allowing the uses and buildings needed and also working with economic development and local food groups to create intermediate facilities, such as an incubator kitchen or a cooperative.

The City should align its policies and regulations to give each of these emerging sectors physical space and economic incentives to start or locate and then grow in the City. Zoning should allow these uses in various sizes and formats, while being cognizant of impacts on neighbors. Economic incentives, such as tax abatements, should be used to continue the growth of these sectors.

City Budget

Over the last decade, the city's industrial tax base in the city has declined, both in total dollar value and in share of the total, with residential property making up a greater portion of the tax base. The foreclosure crisis in turn contributed to a substantial loss of residential taxable value, beginning in 1998. In inflation-adjusted dollars, the city's taxable value is at its lowest point in over a decade.

The character of the city's tax base has shifted towards residential rental property, with seven of the city's top 10 taxpayers in 2009 being rental companies, as compared to a decade before (see Figure 9). The top ten taxpayers represent less than 9% of the city's tax base. In 1999, the top ten represented almost a quarter of the City's tax base.

In addition, payment on bonds for the acquisition and remediation of the Waater Street property, begun in the late 1990's, now account for 10% of the City's budget. According to the City Manager's 2012-2017 Recovery Plan, the City can pay for few capital expenditure in the next 5 years unless additional, new sources of funds can be found. Meanwhile, the City needs to sell property in the Water Street area and see development there as well as in the underutilized industrial property in the southeast portion of the City.

Economics Summary

The following factors are key to the Master Plan:

- The economy of the City of Ypsilanti has fundamentally shifted in the past decade, shifting the economy from industrial to housing and knowledge-based.
- Portions of the City, **both** property and population, have been left behind due to economic change. Instead of working in factories, residents with lower educational attainment work in retail or service sector jobs, often outside the City. Many need bus or transit to get to work.
- The commercial market is underserved, showing a need not only for more businesses but also for marketing of the community as a place to shop to the larger region and targeted nearby populations, EMU students and staff and visitors to St. Joseph Ann Arbor Hospital.
- Several sectors are building momentum in the City of Ypsilanti - small manufacturing, creative economy, renewable energy and local food. Each one has the potential to create dozens of jobs, not the hundreds in manufacturing previously. However, these are local entities with a commitment to the City. The policy challenge is to create an environment where they can grow within the City boundaries.
- The City budget has suffered due to the economic shift and ongoing debt.

TRANSPORTATION

The street and park structure of the City today was laid out in the early 20th century. However, the function of streets changed in the mid 20th century with the creation of one-way streets when an interchange for Ypsilanti was constructed **at Interstate 94 and Huron**. At the time, a large workforce commuted to the factories in the southern end of the City quickly in and out. Today, those factories either no longer exist or employ a small percentage of the workers

than in the past.

In addition, the transportation options available within Ypsilanti are changing. Washtenaw County is planning for rapid bus service along Washtenaw Avenue, increasing the speed and capacity of the most heavily travelled bus line for The Ride. Twice a day commuter rail service connecting Detroit to Ann Arbor is anticipated to begin in 2015 or 2016. Bicycle paths and lanes, including the Border-to-Border trail spanning Washtenaw County, have been constructed or are on the drawing board, to provide safe routes for commuters and recreational cyclists.

Non-Motorized Network

Ypsilanti's historically compact core and existing sidewalk network make the city generally friendly to non-motorized traffic like bicycles, pedestrians, and wheelchair users. Over the past decade, this has been improved upon by several efforts:

- The City has participated in the County's Greenway Advisory Committee and regional "Border to Border Trail" (**B2B**) effort.
- Bike lanes have been added to several streets during resurfacing projects.
- Sidewalk curb ramps are being upgraded to ADA standards throughout the city.
- Bike racks have been installed in Depot Town, the Historic Downtown, and West Cross.

The 2006 Washtenaw Area Transportation Systems (WATS) Non-motorized Plan quantified the city's non-motorized accessibility to be over 80% of the city's roadway miles. That plan concluded that the City provided for pedestrians adequately, but that a much higher portion of bicycle needs were not met (see Figure 10).

Many of the City's efforts, while positive, have been done on an ad hoc, disconnected basis, occasionally leading to problems. Bike lanes on First Avenue, for example, were created during a

Figure 10: Non-Motorized Deficiencies

	Sidewalk	Bike facility	
		Off-roadway	Roadway
Existing miles	98.49	5.55	3.71
Deficient miles	23.37	n/a	39.33
Deficient %	19.2%		

Data Source: Washtenaw Area Transportation Study

resurfacing project without ample coordination with other projects or communication with the residents, leading to their later removal in favor of a parking lane.

In 2010, the City adopted a non-motorized plan with a more comprehensive treatment of non-motorized transportation policies and infrastructure – including the incorporation of deficiencies identified in the county-wide non-motorized plan developed by WATS – and the Planning Commission created a Non-Motorized Transportation Subcommittee to guide its implementation. In 2011, the City passed a Complete Streets Ordinance, which requires non-motorized components be considered as part of any road project.

Transit & Regional Transportation

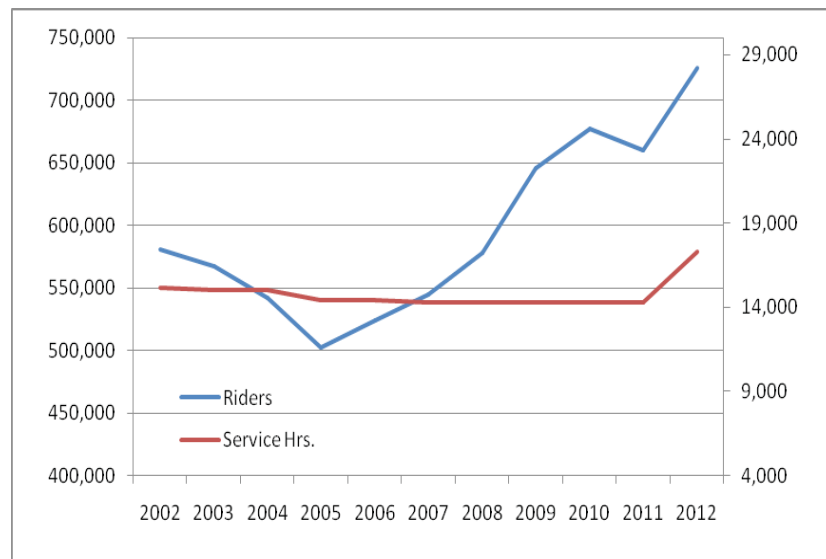
Due to the high percentage of renters, young population and recent trends from automobile use either by choice or economic need, regional transportation is essential to the long-term stability, growth and prosperity of Ypsilanti. Be it rail or bus, Ypsilanti is a leader in participation and further development of a regional transportation system within Washtenaw County and the Detroit metropolitan area.

The City has long been a user of public transit, in past years purchasing service from the Ann Arbor Transit Authority (AATA), and more recently becoming a member of the Authority, now called The Ride. Prior to 2013, the City operated under a purchased

of service agreement. In 2010, in response to budget pressures, the City passed a voter-approved charter amendment to dedicate funding to the purchase of transit service. In 2013 the City was added as a charter member. As a new member of The Ride, no purchase agreement is required with the dedicated millage being passed along to The Ride.

The Ride has conducted long-range planning for the county beginning with a 30 year plan drafted in 2010. A 5 year urban-Urban Core Service Program is proposed to expand service in the City of Ypsilanti as well as in other service areas. As of 2013, four routes run between Ann Arbor and the downtown Ypsilanti Transit Center; three more run east from downtown into Ypsilanti Township. Eastern Michigan University additionally contracts with

Figure 11: The Ride Data for City of Ypsilanti Routes



Data Source: The Ride

The Ride for a circulator shuttle around the main campus and to the business school in the Historic Downtown. EMU uses a separate transportation provider to provide shuttle service from a west-side parking lot on Hewitt to the main campus.

This portion of The Ride’s system has seen a 10% increase in ridership from 2002 to 2009 (see Figure 11). However, service hours, the number of hours buses are in the city limits as part of a service route, have declined by 6% in the same period. This decrease has led to high “productivity”, as measured by riders per service hour, within Ypsilanti – around 45 riders/service hour, relative to the system-wide level of around 30 riders/service hour.

This increase is consistent with The Ride’s system-wide ridership trends, but also reflects state-wide and national trends of growing local and inter-city transit use. These trends, based on cost-consciousness around rising fuel prices, increased environmental awareness, and other factors, have contributed to interest in new modes of transportation. In the near term, Ypsilanti and the other communities along Washtenaw Avenue are considering improved transit service along that corridor, beginning with additional bus service and potentially growing into bus rapid transit or light rail service.

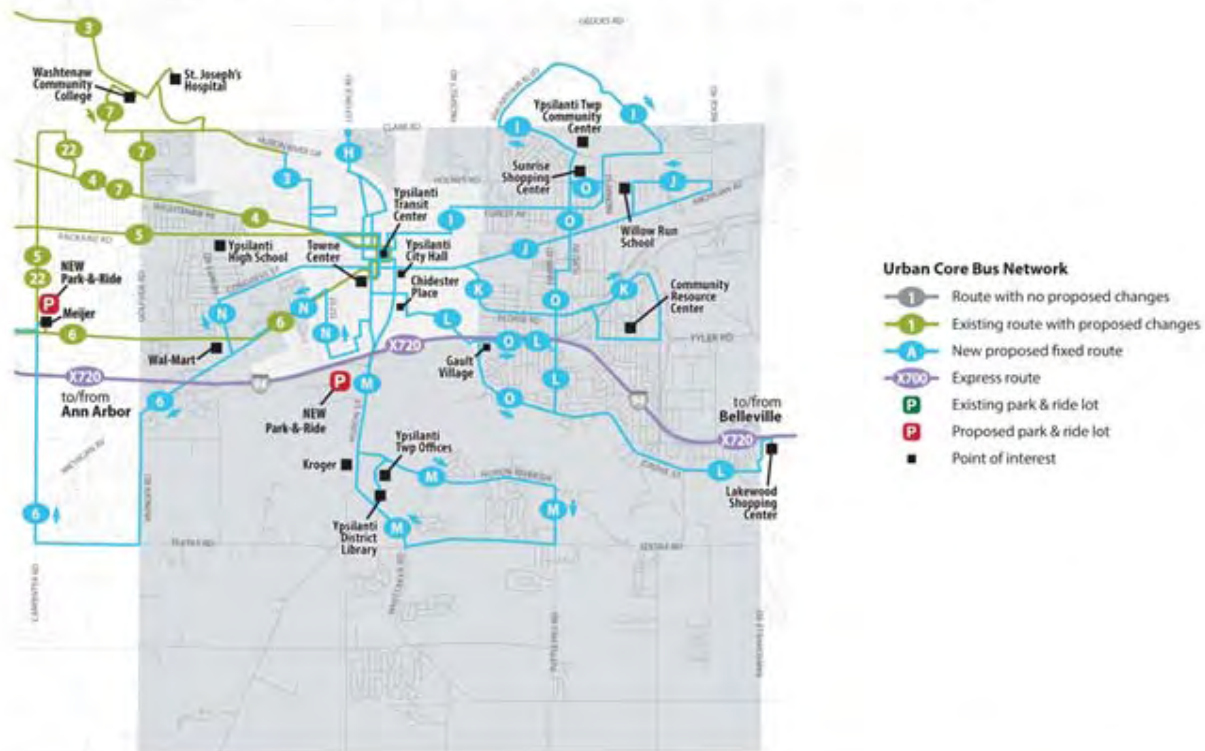
While Ypsilanti has not had passenger rail service since the 1980s, work is underway on Ann Arbor to Detroit commuter rail service that would have a stop in Depot Town, along with service to Detroit Metro Airport and Dearborn. The system would also provide access from Ypsilanti to Amtrak service on the Chicago-Detroit-Pontiac line, which is planned for improvements as part of the Midwest High-Speed Rail Initiative. An environmental review is still needed and a new platform will need to be constructed, pushing operation to 2016.

Cars, Trucks and Streets

Ypsilanti has seen an overall increase in traffic over the past decade, due in large part to major industrial employers downsizing or closing. The exception is the northern part of the City, where

Map 17: The Ride Draft 5-year Urban Core Transit Plan

City of Ypsilanti & Ypsilanti Township



Five-Year Transit Improvement Program



Figure 12: Intersection Traffic Volumes

Street	Location	Year	Daily Volume	Comparison Year	% change	Annual % change
Michigan Avenue	East of Huron	2010	21,325	1992	-36%	-2.0%
	East of Hamilton (downtown)	2009	22,484	1992	-16%	-0.9%
	West of Congress	2006	12,585	1994	-20%	-1.7%
Washtenaw Avenue	NW of Mansfield	2007	26,783	1992	-10%	-0.7%
	NW of Oakwood	2004	26,336	1992	-12%	-1.0%
Prospect Street	South of Maus/Spring	2005	9,913	1998	-15%	-2.1%
	South of Holmes	2005	8,325	1994	1%	0.1%
Cross Street	West of River (Depot Town)	2006	10,246	1994	20%	1.7%
	West of Wallace	2006	8,180	1994	-16%	-1.3%
Harriet / Spring	East of Hawkins	2005	4,850	1996	-14%	-1.6%
	West of Catherine	2006	13,619	1994	-17%	-1.4%
Hamilton	South of Harriet	2009	15,511	2000	-11%	-1.2%
Huron	South of Harriet	2009	16,059	2001	-11%	-1.4%
Leforge	North of Huron River Drive	2006	12,906	1999	66%	9.4%
Huron River Drive	East of Hewitt	2008	16,519	2003	12%	2.4%
River	North of Michigan	2004	4,095	1994	-14%	-1.4%
Mansfield	South of Cross	2004	3,907	1994	14%	1.4%
First	South of Michigan	2004	4,600	1999	-2%	-0.4%
Grove	North of Spring	2004	2,702	1994	-37%	-3.7%

Italicized cells indicate that base year is approximate, between 1991-1996

Source: Washtenaw Area Transportation Study

Figure 13: Annual Crash Rate, 2009-2011

City Rank	County Rank	Intersection	Crash Rate
1	6	Washtenaw at N. Hewitt	1.7
2	7	Huron at Michigan Ave.	1.9
3	10	W. Michigan Ave at S. Hamilton	2.0
4	11	Oakwood at N. Huron River Drive	2.5
5	19	W. Michigan Ave. at N. Congress	2.7

Crash rate per 1,000,000 cars

Data Source: Washtenaw Area Transportation Study

growth on the EMU and St. Joseph Mercy Hospital campuses has contributed to increased traffic. The County and Region have experienced a decrease in Vehicle Miles Travel (VMT) since 2002. The VMT may have increased slightly recently, however, as of 2013, there has been a decrease, and the numbers are not near the peak of 2002. Long-range modeling done as part of the WATS 2035 Regional Transportation Plan forecasts an increase in traffic and congestion over the next quarter century: 43% of the city's major streets, by mile, are forecast to be congested in 2035, relative to 20% in 2005.

While traffic counts are done sporadically and are individually difficult to draw conclusions from, a sampling of recent and past counts from around the city shows that traffic volumes have been stagnant or declining somewhat over the 1990s and 2000s (see Figure 12). As noted, increases in traffic are largely attributed to the main traffic generators in the area, primarily Eastern Michigan University but also Washtenaw Community College and St. Joseph's hospital. Washtenaw County, as part of the Reimagine Washtenaw effort, is working with these institutions and others in the area to look at Traffic Demand Management practices that could further reduce vehicle miles through programmatic changes and behavioral shifts to car-pooling, transit usage, walking, biking, etc.

In recent years, traffic safety in Ypsilanti has improved both on in

terms of number of crashes at major intersections and relative to the Washtenaw County region. Some of this may be attributed to flat or declining traffic volumes in the city, compared to growing volumes elsewhere in the County.

As shown in Figure 14, the City had 5 of Washtenaw County's highest-ranked intersections for crashes in the early 1990s, but only 3 in the late 2000s. Of those intersections where crash data is available for both periods, overall number of crashes decreased significantly. In general, the city's high-crash intersections are located on the high-volume State trunklines, around campus, along Washtenaw Avenue, along Michigan Avenue, and near the I-94 access ramps (see Figure 13). These one-way streets no longer handle the same volume of traffic. The 1998 City Master Plan recommended these streets be returned to two-way.

Transportation Summary

The following transportation factors have implications for policies in the Master Plan:

- The non-motorized network has a number of deficiencies. Public input during the process asked for better bicycle lanes and access throughout the City.
- More transit riders are using The Ride bus routes in the City. **The City should continue and if possible, expand the service.**
- **The City should implement designs for streets to be safe and comfortable for pedestrians.**
- Daily train service, while the timeline is uncertain and likely several years off, would have major positive impacts for Ypsilanti's core. More demand for housing would be expected within a quarter mile radius, an easy 10-minute walk, of the train depot.
- The volume of vehicle traffic and the number of crashes has decreased. Improvements should continue to make streets safer but also should recognize that cyclists and pedestrians use the roadways as well.

- Crashes are concentrated on the one-way streets. The speed limit of some of those streets were recently raised **by the State of Michigan**. The past Master Plan recommended these streets return to two-way traffic.

Chapter 4 - City Framework

“We are not the suburbs.”

-Proposed Guiding Value at Focus Group

This Master Plan is a fundamental shift to view the City as an urban system with a framework of interconnected parts, shown on the Framework Map (Map 17). The map, taking the place of a future land use map in a traditional plan, also provides guidance to the community and developers to the context of the built environment. The Framework Map will set the design context and guide the development form of the city through form based regulations. It has centers, corridors, districts and neighborhoods that include unique building forms within the City of Ypsilanti summarized below:

- **Centers** are the heart beats of the City – downtown, Depot Town and Cross Street adjacent to the EMU campus. Each area has buildings built up to the sidewalk and a variety of uses - retail, restaurants, services, office, civic, and residential. They are places where people walk, gather, shop, exchange and meet.

The plan proposes to build on the strengths and improve the weaknesses of these areas to make them great places. Hamilton, Huron, Cross Street and Washtenaw Avenue are proposed to become two-way streets, putting pedestrians and cyclists on even footing with automobiles. Future ordinances will preserve the architecture of these areas, while requiring natural surveillance to improve safety. Policies will also enable the continued re-use and redevelopment of buildings, increasing their sustainability. Specific plans for each area are shown in Chapter 6, including design plans for Depot Town to prepare for the planned commuter rail station. **A redevelopment concept plan and design standards for the Water Street area are in Chapter 10.**

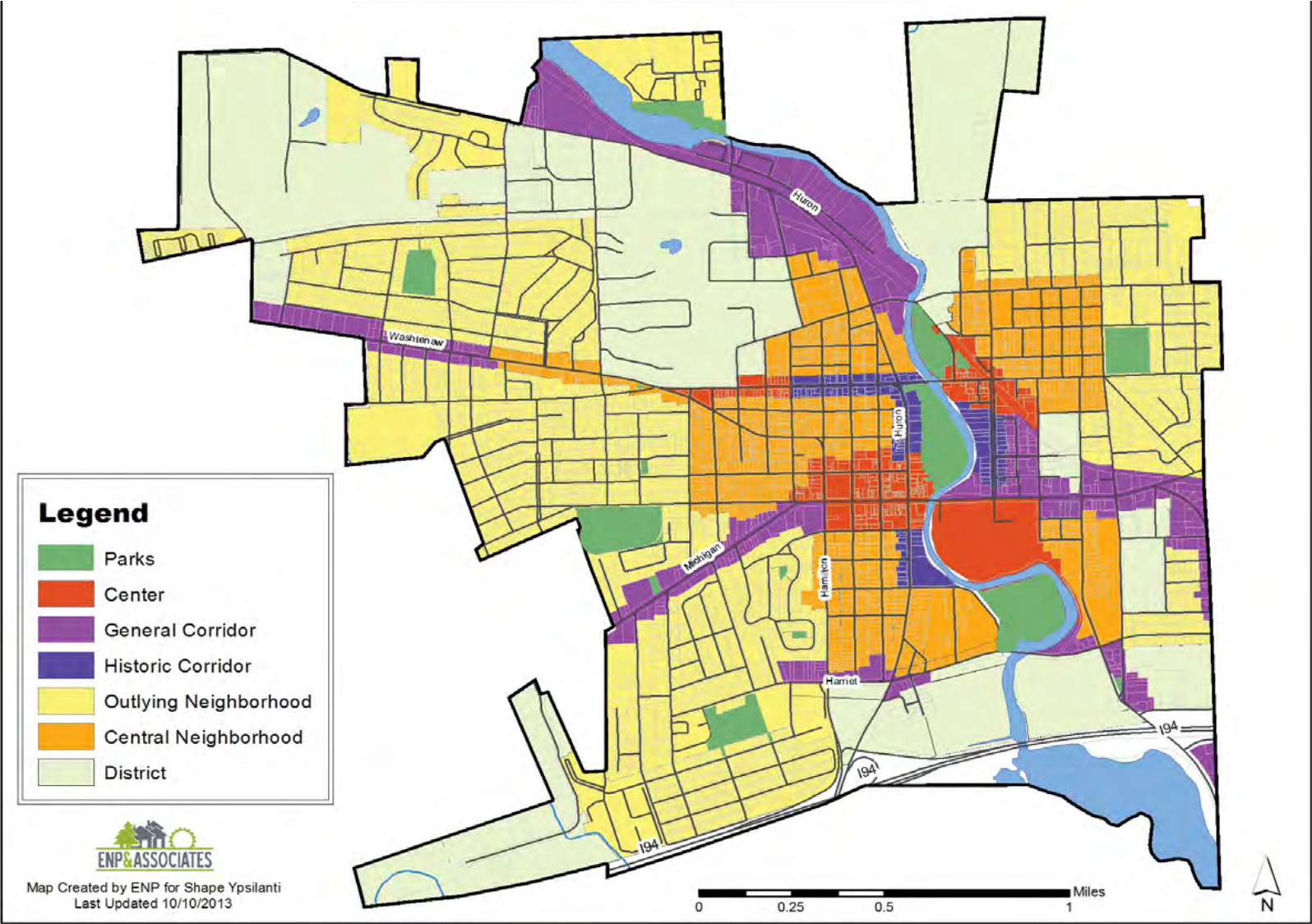
- **Neighborhoods** are where homes are clustered together, along with small-scale other uses that serve the people that live there (such as a corner store, a school, church or library). Each of the dozens of neighborhoods in Ypsilanti has its own character, influenced by the size and architecture of the buildings, the layout of the streets, parks and the people who live there. Neighborhoods fall into two categories, discussed in Chapter 7:

Central Neighborhoods are among the oldest in Ypsilanti. Initially oriented on the Huron River, they are built on a grid street network connected to the adjacent business districts. They border downtown, Depot Town and EMU. These neighborhoods have a range of residential building types, with churches, schools, stores and gas stations intermixed. Around the railroad, industrial uses are mixed into the neighborhood.

Under this plan, **the mix of uses will follow the pattern of current zoning.** However, the building’s form would be regulated, including those outside of the historic district, to maintain the character of the area. Regulations for two-family and multiple-family options would be collapsed into clear rules based on the number of housing units- with categories for duplexes, group living arrangements, 2-4 units and 5 or more units. When developing the form-based code zoning, **the building types, uses and setbacks will be calibrated to preserve the character of these neighborhoods.**

Outlying Neighborhoods were built in the middle or later part

Map 17: Framework Map for City of Ypsilanti



of the 20th century and were designed as areas for a single type of housing, either single-family or multi-family. These neighborhoods are adjacent to a corridor but the street network is designed to carry traffic into the neighborhood, not through it. Any non-residential uses, other than schools or parks, are located at the edges, not embedded within the neighborhood.

These neighborhoods will have uses limited to the type of residential for which they were built. In some areas, like the Heritage Park neighborhood in the southwest part of the City, zoning would be changed so that duplexes and group homes would no longer be allowed by right. As many of these areas have aging populations, the City needs to be concerned about the **stability** of these neighborhoods as **demographics shift**.

- **Corridors** are the streets that connect the City together, and sometimes divide it. They are the arteries of transportation into, around and through the City. Two types of corridors exist in Ypsilanti:

Historic Corridors connect the centers of the City with each other and the surrounding neighborhoods. They are dominated by large, historic homes now used in a variety of ways – residences, office, retail. Houses of worship and other civic buildings also line these corridors, interspersed with smaller homes. The transportation plan sees restoration of two-way traffic to the one-way historic corridors of Huron, Hamilton and Cross. It also proposes the extension of River Street through the Water Street redevelopment area to Factory in the next twenty years. Uses will remain flexible allowing the historic buildings to accommodate changing markets and traffic patterns.

General Corridors are streets that connect the City to neighboring municipalities and the centers. Many of the corridors – Ecorse, East Michigan, West Michigan and Washtenaw – are primarily suburban in form and are currently

appeal to auto-oriented commercial uses. The shallow lots along many of these corridors no longer accommodate the larger 21st century footprint of suburban style buildings with parking in front and lawns on all sides. The new pattern proposed in this Plan will allow parking on the street and require buildings to be closer to the street; with minimal yards, lots will have more buildable area for residential, commercial and office uses mixed throughout.

Other corridors – Huron River Drive and Harriet – have one type of building on one side of the street and a distinctly different situation on the other side of the street. Future regulations would require, where possible, the two sides of the street mirror one another. In twenty years, the dignity of Harriet Street should be restored to a walkable shopping district for the adjoining neighborhoods. Huron River Drive should become a point of integration between the campus of Eastern Michigan and the City. Addition of sidewalks, crosswalks and bicycle lanes are essential to transitioning this street from a dividing line geared only to move vehicles to a place where the City and campus meet seamlessly. Chapter 8 provides more detail for each of these areas.

- **Districts** are parts of the city dedicated to a single type of activity, like Eastern Michigan University, the office and medical area on Towner, and the industrial areas of the City in the south. The challenge is to use the street network design to integrate them into the City while assuring that students, faculty, workers and suppliers can reach their destinations easily.

Eastern Michigan University's campus, which is not within the regulatory jurisdiction of the City, will be preserved and improved by joint planning and cooperation between the City and EMU, **as part of a Campus master plan process**. The confusing confluence of Cross and Washtenaw is proposed to become the front door for the EMU campus.

The office and medical area clustered on Towner in the eastern part of the City is also an asset that can be better integrated into the physical environment. Future policies will aim to preserve and enhance the buildings, while making walking, biking and taking transit to these offices easier.

The cemetery in the northern part of the City will be preserved.

The industrial areas in the south of the City represent the best hopes for a revitalized employment area. The industrial park in the southwest corner of the city has no vacancies, but could be reconfigured to accommodate additional businesses. The industrial property in the southeast corner is vacant or underutilized. The former Motorwheel site is also a potential job center. Industrial areas around the railroad provide jobs and could be places for additional workshops. Chapter 10 details plans and options to attract job centers to these properties.

ZONING – FORM-BASED CODE

The chief mechanism for implementing the Master Plan in Michigan is the Zoning Ordinance. With this Master Plan, the City of Ypsilanti is advocating a new approach to zoning, one that is based on the framework presented in this chapter. The table on this page compares the current code to the advantages of a form-based code.

Ypsilanti's form-based code will emphasize the physical character of development (its form) while also regulating land uses. The Master Plan typically regulates land use with a broad stroke, with the Zoning Ordinance further refining the categories that are centered around specific permitted uses. In contrast to the existing zoning ordinance, Ypsilanti's form-based code will focus on how development relates to the context of the surrounding community, especially the relationships between buildings and the street, pedestrians and vehicles, and public and private spaces. The code will address these concerns by regulating site design, circulation, and overall building form.

Figure 14: Code Comparison

Shortcomings of the current code:	Advantages of a form-based code:
Design requirements do not take into account street and open space patterns.	Design standards require functional street, block and open space patterns.
Development that does not fit the character and context of the surrounding area.	Design standards are keyed to Design Districts, -areas having similar form.
Forced separation of land uses can result in an inefficient, sprawling pattern of development.	More mixed use is allowed and more connections are created between uses.
Provides no assurance of good design.	Design standards include building typologies to address proper building orientation, parking location, and basic architectural treatment.
Proscriptive rules tell the developers what they can't do.	Prescriptive rules tell the developers what they should do.
Lots of written rules make the code difficult to understand and administer.	More illustrations and tables make the code more user-friendly.

The current regulatory framework for the City ignores the many of the most desirable attributes of the actual built environment in the City. Many cities are faced with this issue because the regulations were often put in place after the existing fabric of the community was designed and built.

In creating a form-based code, the context and design of the built environment serves as the foundation for the regulations. Building typologies, street sections and parks are all included in a form-based code. These elements will be designed to integrate into the existing environment, providing surety for the community and developers.

How people move through the City is the blood flow for the framework of centers, neighborhoods, corridors and districts. The following chapter lays out the transportation system for Ypsilanti.

Chapter 5 - Transportation

“Reward the short trip”

—Consultant Team member during Discover Charrette

The streets of the City were laid out in **the late 19th** and early 20th century. The transportation structure changed in the mid 20th century with the creation of one-way streets **with the interchange with Interstate 94 and Huron**. A large workforce moved in and out of the City daily at that time. Today, the streets do not handle the same type or volume of traffic. Meanwhile, the one-way streets are among the most dangerous in Ypsilanti and Washtenaw County.

In addition, the transportation within Ypsilanti is changing. Washtenaw County is planning for rapid bus service along Washtenaw Avenue, increasing the speed and capacity of the most heavily travelled bus line for Ann Arbor Transportation Authority, called The Ride. Twice-a-day commuter rail service connecting Detroit to Ann Arbor is anticipated to begin in 2016. Several bicycle paths and lanes, including the Border-to-Border trail spanning Washtenaw County, have been constructed or are on the drawing board, to provide safe routes for cyclists.

TRANSPORTATION PLAN

Map 18 shows the proposed transportation improvements for the City. These changes were developed during the two Charrettes held in the Spring of 2013 and then refined through focus groups in the summer of that year. They represent a twenty-year vision for the transportation network of the City.

PRIORITIES

Street changes or improvements are usually expensive and time-consuming. The transportation changes proposed here are daunting for a small city with fiscal challenges. With that in mind, the

following values should guide prioritization of funds and staff time for transportation efforts:

Reward the short trip

Any street network change should facilitate the walk between neighborhoods, bike to work in the City or bus trip or car ride across town. It should not help regional through-travelers to the detriment of those traveling within the city.

Follow the money, and be ready for opportunities

Funding is usually available for on-going initiatives, such as resurfacing, underground utility work that digs up the street, development projects, etc. **The City should pursue grant funding with match requirements within its budget as well as creative partnerships to advance the goals of this plan. If funding is available for one project or idea but not another, the City should be flexible to advance its goals and projects within the spirit of this plan.**

Make the streets better, not wider

City resources should not be used to add turn lanes, widen roads, or other means of conventionally fighting congestion in the City, when other options are available. Instead, spend City money, grants, State and Federal money on adding value to the place, the walkability, the aesthetics and making the streets safe. **A possible exception to this rule is the addition of a turn lane with the conversion of a 4-lane road to three lanes.**

If car-carrying capacity is needed, it can be achieved by:

Map 18: Transportation Project Map

Guiding Values

Safety comes first

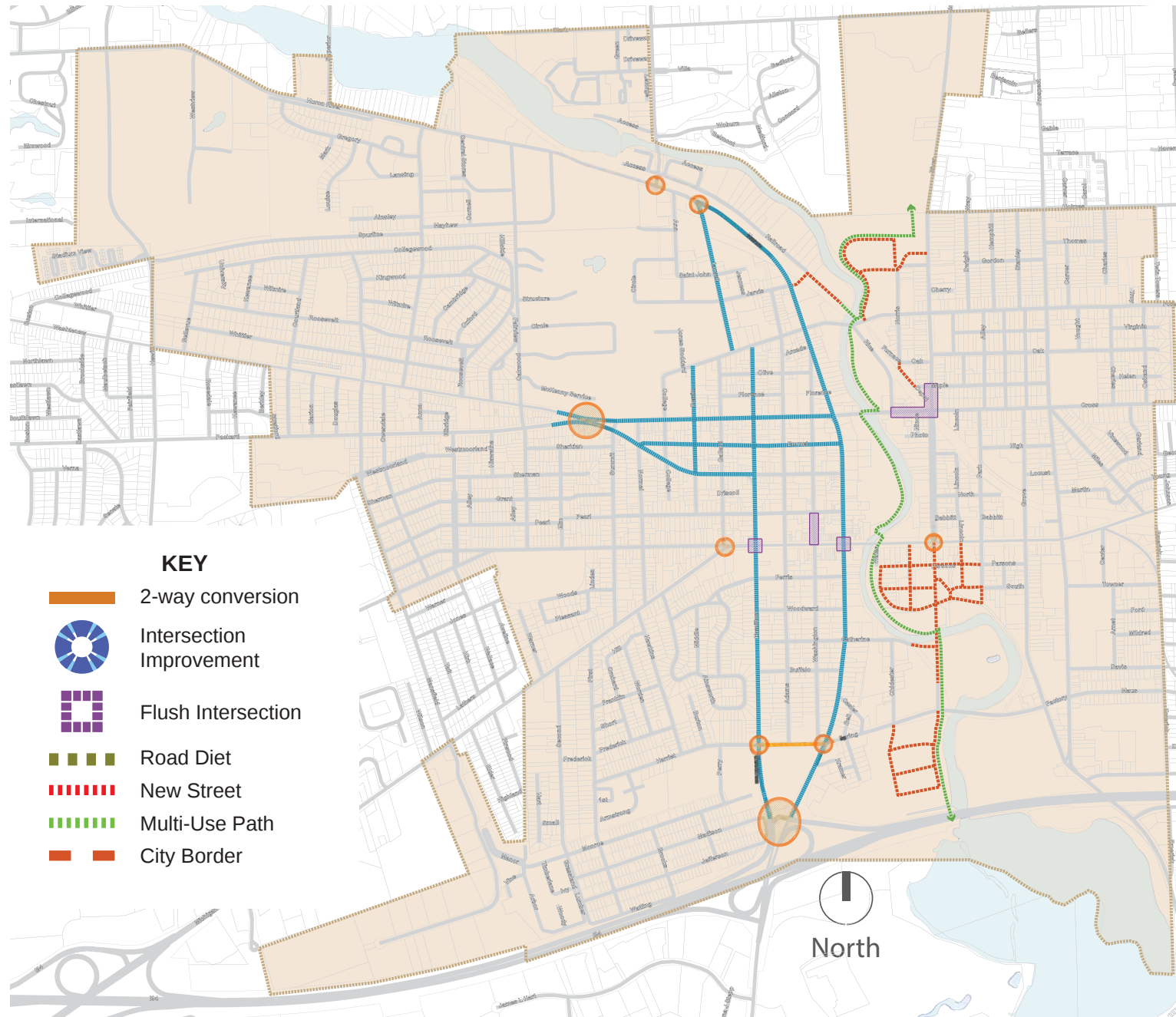
Ypsilanti is sustainable

Anyone can easily walk, bike, drive or take transit from anywhere in Ypsilanti and to anywhere else in Ypsilanti and beyond

Ypsilanti is an asset of Eastern Michigan University, and Eastern Michigan University is an asset of Ypsilanti

Everyone in the region knows Ypsilanti has great things to do in great places that are in great shape!

We can only achieve our vision by building a community amongst ourselves and with our neighbors



- adding new, two-lane, two-way streets to the network;
- making connections in the network that were previously severed;
- shortening trip lengths by reducing circuitous routing (i.e., restoring two-way operation, removing turn prohibitions, breaking up super-blocks);
- shortening trip lengths by adding density and rich mix of land uses in the downtown and centers; and converting automobile trips into walking, cycling, and transit trips by all of the means above plus traffic calming, **building regulations that make a comfortable environment for people as well as cars**, and building complete streets that are comfortable for **vehicular and non-automobile** modes of transportation.

Design with the community, not for it

When a project has been funded and is on the drawing board, the engineers and designers should talk with the community about options and suggestions before the design is final. The people using the streets everyday have valuable insight and should be included early on in the process, **as mandated by the City's Complete Streets Ordinance. The public engagement process should be updated with lessons learned by each project.**

TRANSPORTATION PROJECTS

The projects shown on Map 18 were developed during the two charrettes held in March and April of 2013. The projects were later vetted by the community through postings on Facebook and focus groups. These projects are described in detail below. The suggested phasing is based on a combination of expert advice and community backing. They fall into five categories: city-initiated projects, Historic Downtown projects, projects built as part of new developments, and street policy changes.

CITY-INITIATED PROJECTS

The City will decide through its Capital Improvement Plan (CIP), required by the State of Michigan, what project to move forward first.

Projects for the next five years are listed below with description in order of priority, as suggested by the consultant team and then advised by community input:

Coordination of WATS plans for pedestrian-bike connection across the I-94 interchanges at Huron and Hamilton

MDOT is **facilitating partner communities and stakeholders working together to formalize** plans for a pedestrian-bike connection across the highway. City staff should coordinate with those efforts to ensure that they are compatible with and without the proposed roundabout at Harriet to facilitate the return to two-way function of Huron and Hamilton. During the Summer 2013 focus groups, residents felt a pedestrian connection over I-94 was a priority for completion in the next five years. Many walk **or bike** to the shopping, parks and other facilities in Ypsilanti Township and find the trip treacherous.

Separation of Cross Street and Washtenaw as part of the Re-Imagine Washtenaw Plan

The confluence of the one-way streets of Cross Street and Washtenaw Avenue at the southern edge of the EMU campus is one of the most confusing intersections in Ypsilanti. **Due to the wide crossing, pedestrian crossing is dangerous.** In order to create a safer, more appealing place, the transportation plan recommends the separation of the two streets and returning **each** to two-way function (see Figure 19 in the next chapter). While generally supportive, residents expressed concern about how the traffic would disperse through the adjacent neighborhoods. Therefore community involvement should be a higher priority than usual for this project. The property in between Cross and Washtenaw, currently a parking lot, would be converted into a park and perhaps housing or a mixed-use development. The same number of parking spaces would be available as on-street parking.

Reimagine Washtenaw is a cooperative planning and transportation effort between four jurisdictions and multiple transportation agencies to transform the Washtenaw Corridor between Ann Arbor and Ypsilanti by improving mass transportation, providing safe bicycle and pedestrian networks, rethinking land use, and creating coordinated standards that transform the corridor from a necessary but unpleasant experience, to a desirable, safe, and useful one. The incremental results of this work will not only create a highly-functioning, multi-modal corridor, with sense of place, but also facilitate public investment, thereby increasing property values over time by attracting new private investment.

Each local jurisdiction, Ypsilanti, Ann Arbor, Ypsilanti Township, and Pittsfield Township, is looking to make changes within their planning documents and zoning ordinances to that effect, keeping in consideration the unique community identity and variation along the corridor, while working toward some uniform standards in regard to providing sidewalks, bicycle lanes, on-street parking where appropriate, and related land use standards that will put redevelopment on a pedestrian scale, with pedestrian facilities. The transportation agencies, The Ride, Michigan Department of Transportation, Washtenaw County Road Commission, and Washtenaw Area Transportation Study (WATS) are working together on a long-term concept for road design and right-of-way requirements that will allow for the bicycle and pedestrian improvements, on-street parking where appropriate, with the potential for a dedicated transit lane or light-rail in the long term.

As part of the 2013 Right-of Way study facilitated by Washtenaw County on behalf of the local jurisdictions, preferred street segments are being developed for the entire corridor. Future use scenarios were also determined, and many recommendations are based on traffic volume reductions that are expected to be gained through land use changes, traffic demand management practices to be adopted by major area employers such as EMU, U of M, WCC and St. Joseph's hospital, among others, and related transportation

mode shifts. Throughout the entire corridor, innovative stormwater management systems, beautification and landscaping, sidewalks, and bicycle lanes are planned.

For the segment in the Ypsilanti limits (from west to east) a narrow landscaped median is recommended from Hewitt to approximately the Courtland intersection to provide refuge for pedestrian crossings, improve aesthetics, and slow traffic. East of that a transition is recommended to reduce from four travel lanes to two, adding on-street parking on both sides of the street, until east of Oakland. At that point, with the separation of Cross and Washtenaw and a change from one-way to two-way traffic, on-street parking may only fit on one side of the new streets. It is suggested that it stay on the north side of the street by EMU, to provide easy parking for administrators and students.

Return One-Way to Two-Way Streets, especially Huron and Hamilton

These streets are not friendly to pedestrians due to the high speed of vehicles. The one-way streets are also difficult to navigate and create longer trips for pedestrians, cyclists, transit riders and motorists.

Returning the two-way functions of these streets will support the urban framework of the City. The studies and physical changes are expensive and most likely not possible for the City to complete in a 5-year window, especially in the City's current fiscal situation. A 10-year window is more realistic. However, staff time should be dedicated in the next year to work with the Michigan Department of Transportation (MDOT) to get their support for two-way function of those City streets shown on the transportation plan, especially Huron and Hamilton. A roundabout **or other mechanism** near the I-94 interchange to downtown may be needed to accommodate the conversion to two-way traffic. The appendix contains more information on the process and data recommended.

Figure 15: Roundabout for 2-Way Conversion



The drawing above shows a roundabout to facilitate 2-way conversions of Huron and Hamilton, while maintaining safe access to Interstate-94. In this instance, cooperation with the existing warehousing facility would be needed. Based on on-line and in person feedback, the Ypsilanti community has a love/hate relationship with roundabouts. Other design options exist and should be explored with community input when plans are being developed.

Drawing by: AECOM

HISTORIC DOWNTOWN PROJECTS

Several of the transportation projects are located in the Historic Downtown. These projects could be carried out in conjunction with the Downtown Development Authority (DDA) and should be included in any updates of the DDA Development and Tax Increment Financing Plan:

Raised intersections at Huron & Michigan Avenue and Hamilton & Michigan Avenue

Raised or flush intersections at these locations would bracket the Historic Downtown as entry features slowing traffic as it enters the area (see figure 16). **For pedestrians, there would be no ramp or “step down” into the street. For vehicles, the intersection would be a “table top” with a gentle incline to the raised crosswalk and a ramp down. The goal is to make pedestrian crossing easier and slow traffic. If this type of treatment is not possible on arterials, another mechanism which achieves those goals should be explored.**

Washington Street as a flush festival street

Washington Street, between Pearl Street and Michigan Avenue, is often closed to traffic for concerts. The evening of the surfaces as a curbless street would create more pedestrian friendly event space (see figure 17).

Roundabouts at Michigan Avenue & Congress/Ballard and Michigan Avenue & River Street

The downtown’s desired speeds and attractiveness would be supported by the two roundabouts, starting with the one at the three-way intersection at Congress. The roundabout at River Street could be completed in conjunction with development of the Water Street area.

NEW DEVELOPMENT

Many of these projects should be wrapped into anticipated development in adjacent areas, both private and public:

Cross Street and River Street in Depot Town as flush festival streets

With a new train stop near the intersection of Cross Street and River Street, more pedestrian and event activity is expected in Depot Town. Cross Street is already often used for events. Curbless streets will help pedestrians navigate and ease of events. **Drivers of vehicles know where the traffic lanes and pedestrian areas are by different types of materials, both color and texture, as well as bollards or other street furniture.** The cost and design should be coordinated with the new train stop and incorporated into the DDA TIF plan.

Vehicular Bridge and extension of River Street to Factory

One of the most expensive proposals in the transportation plan is to extend River Street from Michigan Avenue across the Huron River to Factory Street, in coordination with the Water Street redevelopment. The extension would connect the Water Street redevelopment area to the highway but also link the neighborhoods in the southeastern part of the City with the Historic Downtown. Grant opportunities, coordination with developers and other funding resources should be explored.

New Streets in Redevelopment Areas

New streets are shown in several redevelopment areas. These streets should be built by the developer but in accordance with a structure and design that meets the community's guiding value of walkability. The Water Street area is owned by the City, which could dictate street design as a condition of sale. For the other areas, zoning and design requirements should be updated to mandate a walkable street grid that connects and completes the existing streets.

Multi-Use Paths

Multi-use paths are shown connecting Railroad Street and the cemetery in the northern part of the city to Frog Island Park. Both areas are underutilized and could redevelop in the next ten years, especially when rail service begins. **The completions of the Border to Border Trail is also shown on the transportation plan. Regulations should be updated to require easements for, if not the building of these paths as part of development of those areas.**

Figure 16: Raised Intersection Example



Source: AECOM

Figure 17: Curbless "Festival" Street Example



Source: AECOM

STREET POLICY CHANGES

Two areas of the City are proposed for overall changes to the streets to make them more accessible to everyone:

Harriet Street Road Diet

Harriet, from Huron to Perry, should become a two-lane street with on-street parking and sidewalks separated from the roadway. The City should change the design standards for Harriet. **The City may want to consider a road diet contiuing east on Harriet/Spring/Factory/Maus but maintaining the ability of trucks to access the job districts.**

Leforge Road and Huron River Drive Reconfiguration

The intersection at Leforge and Huron River Drive is challenging to pedestrian but is where many EMU students live and walk to campus. **Within a ten-minute walk are some of the largest multiple-family complexes in the City, a city park and EMU campus.** The City should **make it a high priority** work with EMU to create a vision for this area as an interconnection between the City and the University. Both the University and the City should then update their plans and policies for the area accordingly. The level of detail, coordination and community input warrant a planning process for this area specifically. If funding is available, an intense design process should be part of the five-year update to this plan.

PROGRAMS

Two programs are part of the master plan to increase the ability of people to use any modes of transportation they choose anywhere in the City:

- Expand car sharing program in the Historic Downtown.
- Create and publish maps with bicycle and walking routes in the City

The following chapters detail the elements of the City Framework: Neighborhoods, Centers, Corridors and Districts.

Chapter 6 - Centers

“The heartbeat of any community are places to gather, especially on a social level.”

-Facebook comment about post asking how to strengthen centers

There are three centers within the City of Ypsilanti – the Historic Downtown, Depot Town and Cross Street. **They are active, synergistic places where people come together. Their historic buildings are the calling cards of the City. These are the places where people shop, go to school, live, come to work, visit, drop by City Hall, eat, gather and have fun. They host events which bring thousands of visitors each year and bring the City together as a community.** All three centers are in the City’s Downtown Development Authority (DDA), supported by the tax increment revenue generated from the DDA.

PAST POLICIES

In adjusting to the shift from a manufacturing economy, Ypsilanti has focused on small business development, especially within the centers. The City has worked to maintain low barriers of entry for new businesses, and encourages entrepreneurs to start up businesses. However, new construction **is limited due to physical constraints of the City, among other factors.**

The City has successfully encouraged conversion of upper stories in the Historic Downtown and Depot Town into housing. The units brought onto the market in the past decade have been rented or sold quickly.

More recent economic development efforts have focused on placemaking as **well as absorbing existing commercial and residential** vacancies. Walkability, regional public transit, and work toward securing commuter train service on the Ann Arbor to Detroit Line are current transportation goals.

PUBLIC INPUT

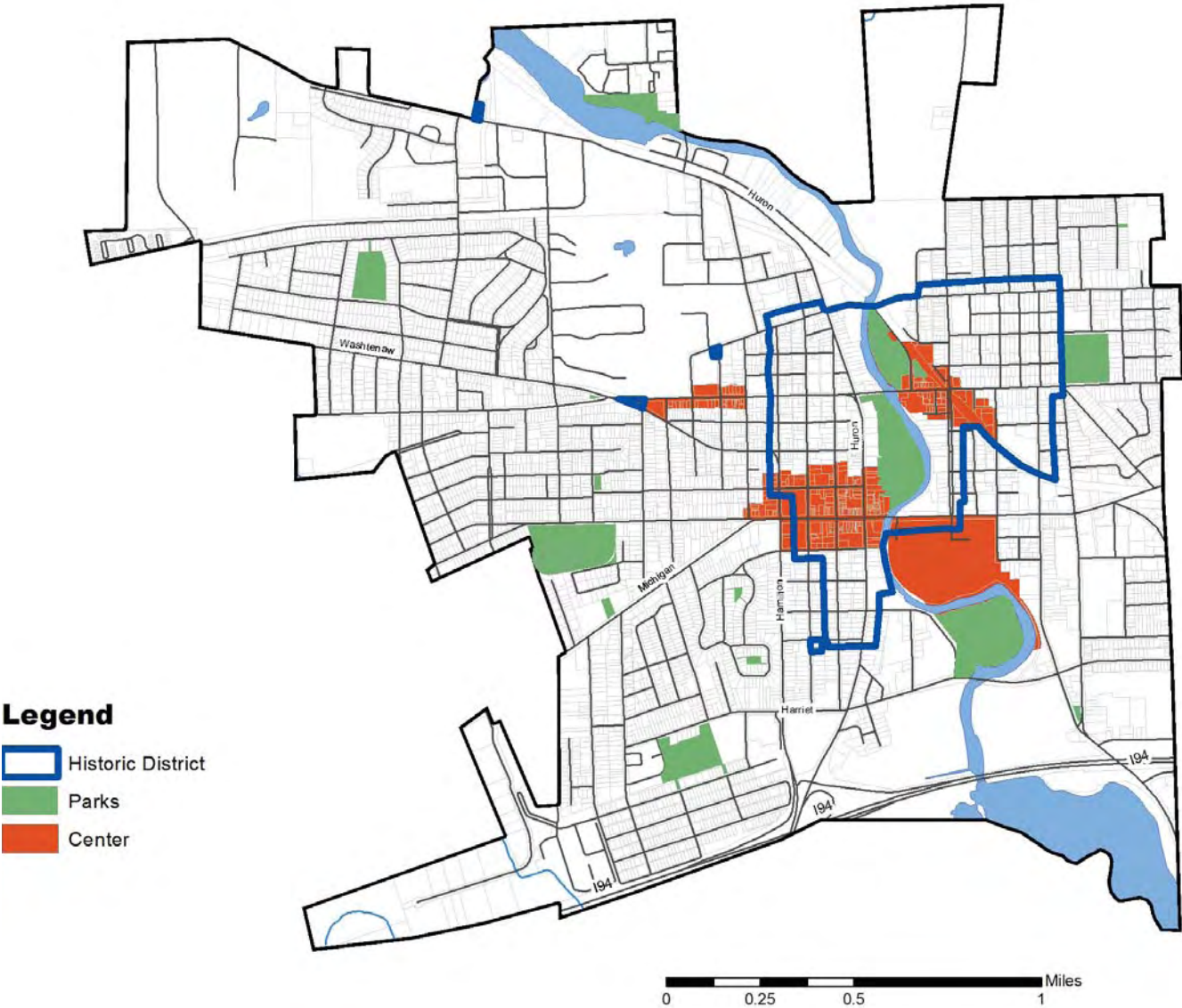
Input about the centers was gathered in focus groups, the 4-day long Discover Charrette and through social media. Across the board, participants felt the centers **were great places that** should be preserved but could be improved in terms of cleanliness, safety and walkability.

Public input was positive about the Historic Downtown, with emphasis on preservation of the historic buildings. Participants felt the walkability and safety of the area could be improved, as well as the cleanliness of the streets and parking lots. Many participants felt there were too many bars and restaurants while others wanted these types of gathering place. The adult club was also a source of tension, with many wanting it to be removed and others saying it should be left alone.

Depot Town was continually cited as an asset of Ypsilanti, to be built upon and improved. Many supported the opening of daily commuter rail service in Depot Town, with a few citing safety concerns **such as how to accomodate long-term parking and improved bicycle and pedestrian connections.**

The Cross Street area was generally seen as positive, with much improvement in the past five to seven years. The focus group with EMU students requested that stores be open later at night, when they are most likely to use them. The intersection of Cross and Washtenaw as well as the one-way streets was seen as a barrier to pedestrians and vehicles easily navigating the area.

Map 19: Centers Map for City of Ypsilanti



Guiding Values

- Safety comes first
- Ypsilanti is sustainable
- Anyone can easily walk, bike, drive or take transit from anywhere in Ypsilanti and to anywhere else in Ypsilanti and beyond
- Ypsilanti is a great place to do business, especially the green and creative kind
- Ypsilanti is an asset of Eastern Michigan University, and Eastern Michigan University is an asset of Ypsilanti
- Everyone in the region knows Ypsilanti has great things to do in great places that are in great shape!
- We can only achieve our vision by building a community amongst ourselves and with our neighbors

DATA

According to the commercial analysis for this project, the centers are three strong commercial anchor locations that provide a wide range of specialty goods and services. The devoted resident base and healthy EMU market provide a strong customer base for these businesses. Market analysis completed for these areas by Hyett Palma in 2009 concluded that the Ypsilanti DDA area captures approximately 10%, or about \$121 million of the estimated region's demand at \$1.1 billion annual demand.

These locations have limitations to growth, due to the historic building stock. Focus group participants described these as ideal locations for small to mid-sized operations that could fit a first-floor foot print of 2,000 – 4,000 square feet. Some businesses have been successful at expanding into neighboring storefronts, but the reality of growth is fairly limited for a major food store, entertainment complex or larger footprint a national clothing retailer would require. A few buildings with larger footprints are available - the Thompson Block in Depot Town as well as the Smith Furniture Building and the Pub 13 building in the Historic Downtown.

POLICY & PLANS FOR ALL CENTERS

Certain actions will apply to all three centers, in particular the form-based zoning. The following are expected in the Historic Downtown, Depot Town and Cross Street:

Create building standards for centers that preserve their architecture

All three centers have unique, historic buildings that have been protected by the regulations of the historic district. The anticipated form-based zoning code will require building location, story height, front door and window location to match the existing architecture, reinforcing existing patterns and the historic district regulations.

Finish Upper Stories

Upper story conversions in the Historic Downtown and Depot

Town have been successful, bringing new residents. The City should continue policies and assistance to convert upper stories in centers into active use.

Allow renewable energy facilities on all buildings

The City **has several buildings in the centers with solar panels and geo-thermal facilities, such as City Hall and the Corner Brewery.** The zoning should allow for solar panels, geo-thermal facilities and other renewable energy facilities to be placed on buildings, **supporting the guidelines created by the Historic District Commission.**

Draft a business attraction plan for the centers

The City, SBTDC, SPARK and the DDA should work together to create a process to guide business attraction for Downtown, Depot Town and Cross Street.

Encourage activity during the day and evening

A number of participants, especially EMU students and other youth, expressed a desire for opportunity in the City's centers during the evening as well as the day. Many felt there was not much available after hours except for bars. The DDA and the City should work together with existing businesses to expand their hours and factor the need for evening uses that are friendly to people of all ages into the business attraction plan.

Continue and expand the number, type and location of festivals and events

Events, such as the Color Run, and annual festivals, like the Heritage Festival, bring thousands of visitors and residents alike to the centers of Ypsilanti. If it can, the DDA and Ypsilanti Convention and Visitor's Bureau, supported by the City, should increase the number of events and make sure they occur across the City centers and in all four seasons. **Options could include the use of College Place, other areas in and around EMU's campus, Frog Island and other large City parks as well as downtown streets.**

Create a marketing campaign for the City of Ypsilanti

Throughout the public engagement process, participants felt that the City had an undeserved reputation in the region as an unsafe place with not much to do. A marketing campaign, in conjunction with the Ypsilanti Visitors and Convention Bureau, was suggested as a five-year goal.

Install a way-finding system

The DDA and the Ypsilanti Convention and Visitor's Bureau is currently exploring a process for designing and installing a series of signs, known as a way finding system, to help travel to destinations in the City. This effort should be done in conjunction with proposed changes to the street system and coordinated with EMU's way-finding signs.

The following sections detail specific plans and policies for each center.

HISTORIC DOWNTOWN

Historic Downtown Ypsilanti is located at the intersection of M-12, the old Chicago Road, and the Huron River. The plan for downtown is to make it safer, maintain its diversity and sustainability. These following items, except for zoning changes, should be included as part of the update of the DDA's Tax Increment Financing Plan and pursued in conjunction with consensus of the business community downtown:

Increase walkability

The return of Huron and Hamilton to two-way streets will increase the walkability of the Historic Downtown by slowing traffic. The raised intersections on Michigan at Huron and Hamilton will also slow traffic and making crossing these intersections easier for pedestrians.

Build curbless "festival" street on Washington

A curbless street on Washington, between Michigan Avenue and Pearl, would make set up and operation of outdoor concerts already

occurring there easier. Most likely, more events could be help there, increasing the diversity of events and visitors to the downtown.

Use vacant storefronts for temporary retail uses

Any number of vacant storefronts diminish the vibrancy of downtown. Also, many entrepreneurs cannot afford to open a full scale operation. By **defining a process** to allow a "pop-up" store in vacant storefront, the City and the DDA could bring small businesses on line while filling vacant storefronts. Pop-Up Hood in Oakland, California and the Southwest Detroit Business Association have similar programs.

Maintain and expand transportation options, including improvements to the Ypsilanti Transit Center

Bus service to the downtown should continue as well as the expansion of the car sharing service. The bus center should be treated as a hub of the downtown, with signs and street furniture to make coming to the center an enjoyable experience as any other in the downtown.

Locate home for Downtown Farmer's Market

The downtown farmer's market supplies food, including fresh produce. The market has moved several times. The DDA and the City should work in conjunction with the market to find a permanent home with high traffic counts to capture passers-by **as customers**.

DEPOT TOWN

Depot Town grew up around the intersection of the regional and inter-urban railroads and the Huron River. Similar to downtown in the size and age of buildings as well as land use, Depot Town is a smaller area. It is a regional draw due to the restaurants and festivals held in the adjacent parks. When train service is secured, the area is expected to have more activity from commuters on foot, bicycle and car as well more development pressure. The Ride plans a connector bus route to the stop as well. The plan, shown on the following page is a transit-oriented design to integrate the train stop and increased activity into the fabric of Depot Town.

Figure 18: Concept TOD Plan for Depot Town

The concept plan to the right was developed to meet community values when daily train service starts.

The plan features a plaza, shown in red, which could be used for a farmers' market and other events. The Freight House is preserved. The portions of River and Cross Streets in pink is shown as a curbless "festival" street - making crossings easier for pedestrians on a daily basis while helping the accessibility of the events in Depot Town. A small park space is proposed between River Street and the tracks.

Parking is away from the street to the west of the railroad tracks. The design of access to Frog Island park will need to be coordinated with previous designs in the final plans.



Drawing by: AECOM

Maintain Depot Town as a place for the pedestrian first

Depot Town is a safe, walkable place in Upsilon. A curbside street is proposed on River Street to ease access for pedestrians, including those in wheelchairs or with baby strollers. Parking lots should be away from the street front, as shown in the concept plan.

Create a public space at new train station

A plaza is shown in the concept plan as part of the new train station. Public spaces allow a diversity of temporary uses to happen (festivals to farmers' markets) and gives opportunity for people of all types to come together.

Locate permanent year-round home for Depot Town Farmer's Market

The market is currently located in market plaza of the Freight House in Depot Town. As plans are developed for the train depot, a permanent year-round location for the farmer's market should be included in the design. The concept plan shows preservation of the Freight House and the creation of a plaza where the market could be held during the summer months.

CROSS STREET

Cross Street is the interface between the campus of Eastern Michigan University and the City. It serves as a commercial center for both Eastern Michigan students and the adjacent neighborhoods. The plan improves the function of the roads for all while integrating Cross Street with EMU. All of these projects should be pursued in conjunction with EMU and the DDA, using a mixture of staff and funding.

Separate Cross Street and Washtenaw Avenue

As shown in the concept plan in Figure 19, Cross Street and Washtenaw Avenue can be separated and made two-way streets. The separation would improve the safety of this high-crash intersection by calming traffic, creating safer pedestrian crossings and better navigation for all modes of transportation.

Create a "front door" for EMU by reconfiguration of Cross Street and Washtenaw

During the Design Charrette, EMU officials agreed that the campus needs an entrance and the land created by the pulling apart of the two roads could create a mixed use area with a gathering area and possibly housing.

The centers host a variety of events and land uses in distinctly urban places. The DDA should use its ability to attract and assist businesses to maintain a vibrant business mix, while the City should use its policies to maintain the building form. The table on the following page shows the time frame for each action detailed in this chapter and how it meets the City's primary guiding values of safety, diversity and sustainability.

Figure 19: Reconfiguration of Cross & Washtenaw

The concept plan below is a scheme to separate Washtenaw Avenue and Cross Street. The proposal is to pull the two roads apart, eliminating the existing convergence and creating public and developable space, shown in green. The existing statues and the water tower will be linked with a public space that will also give refuge to pedestrians crossing the streets. A developable area will be created to the east of the water tower. Student housing and parking were discussed as possible uses with EMU.

Drawing by: AECOM



Figure 20: Centers Implementation Matrix

Action	Time Frame	Location	Safety	Diversity	Sustainability		
					Equity	Environment	Economy
Building standards for centers that preserve the architecture	Form-based code	All centers	x	x	x		x
Allow renewable energy facilities on all buildings	Form-based code	All centers				x	x
Continue and expand the number, type and location of festivals and events	Ongoing	All centers		x			x
Finish upper stories	Ongoing	All centers		x	x	x	x
Maintain and expand transportation options	Ongoing	Downtown	x		x	x	x
Draft a business attraction plan for Downtown, Depot Town and Cross Street	1-5 years	All centers		x			x
Encourage business and event activity during the day and evening	1-5 years	All centers	x	x	x		x
Marketing campaign for the City of Ypsilanti	1-5 years	All centers					x
Curbless “festival” street on Washington	1-5 years	Downtown	x		x		x
Use vacant storefronts for temporary retail uses	1-5 years	Downtown	x		x		x
Permanent year-round home for Downtown Farmer’s Market	1-5 years	Downtown	x	x	x	x	x
Permanent year-round home for Depot Town Farmer’s Market	1-5 years	Depot Town	x	x	x	x	x
Install a way-finding system	1-10 years	All centers	x		x		x
Increase walkability (2-way streets & raised intersections)	1-10 years	Downtown	x		x		x
Curbless “festival” street on River Street	1-10 years	Depot Town	x		x		x
Create a public space at new train station	1-10 years	Depot Town	x		x		x
Separate Cross and Washtenaw	1-10 years	Cross Street	x			x	x
Create a “front door” for EMU with reconfiguration of Cross and Washtenaw	1-10 years	Cross Street	x	x			x

Chapter 7 - Neighborhoods

“Charming neighborhoods”

-Sticky note on what to preserve, submitted during the Discover Charrette

Ypsilanti has a wide variety of neighborhoods, some built over a century ago and others just decades old. The residents, street and architecture create distinct communities with the 4.3 square miles of Ypsilanti. However, when looking at public comment and data on the age, size and types of housing, the neighborhoods fell into two framework categories: Central Neighborhoods and Outlying Neighborhoods, as shown on Map 19.

PAST POLICIES

The City of Ypsilanti’s housing policy efforts have been in response to the following themes:

- The sizable population of college students and lower income families, along with large supply of multi-family housing, has meant that nearly 2/3 of households rent, rather than own, their homes.
- The large share of pre-war and mid-century structures creates code enforcement challenges while also drawing residents to historic neighborhoods.
- The “landlocked” and nearly built-out city has lacked the vacant land to participate in the construction of new housing seen in surrounding municipalities.

In 1978, the City created a Historic District and in 1983 began rental housing inspections. These two programs are generally considered to have been successful in stabilizing and maintaining the city’s housing stock and neighborhoods. In 2003, the City enacted a dangerous buildings ordinance provided an additional tool for addressing the

worst nuisance properties and stabilizing surrounding neighborhoods.

The City began implementation in 2009, when foreclosure activity led to fears of increasing numbers of abandoned buildings, but at that time quickly proved effective in spurring removal or rehabilitation of long-vacant buildings.

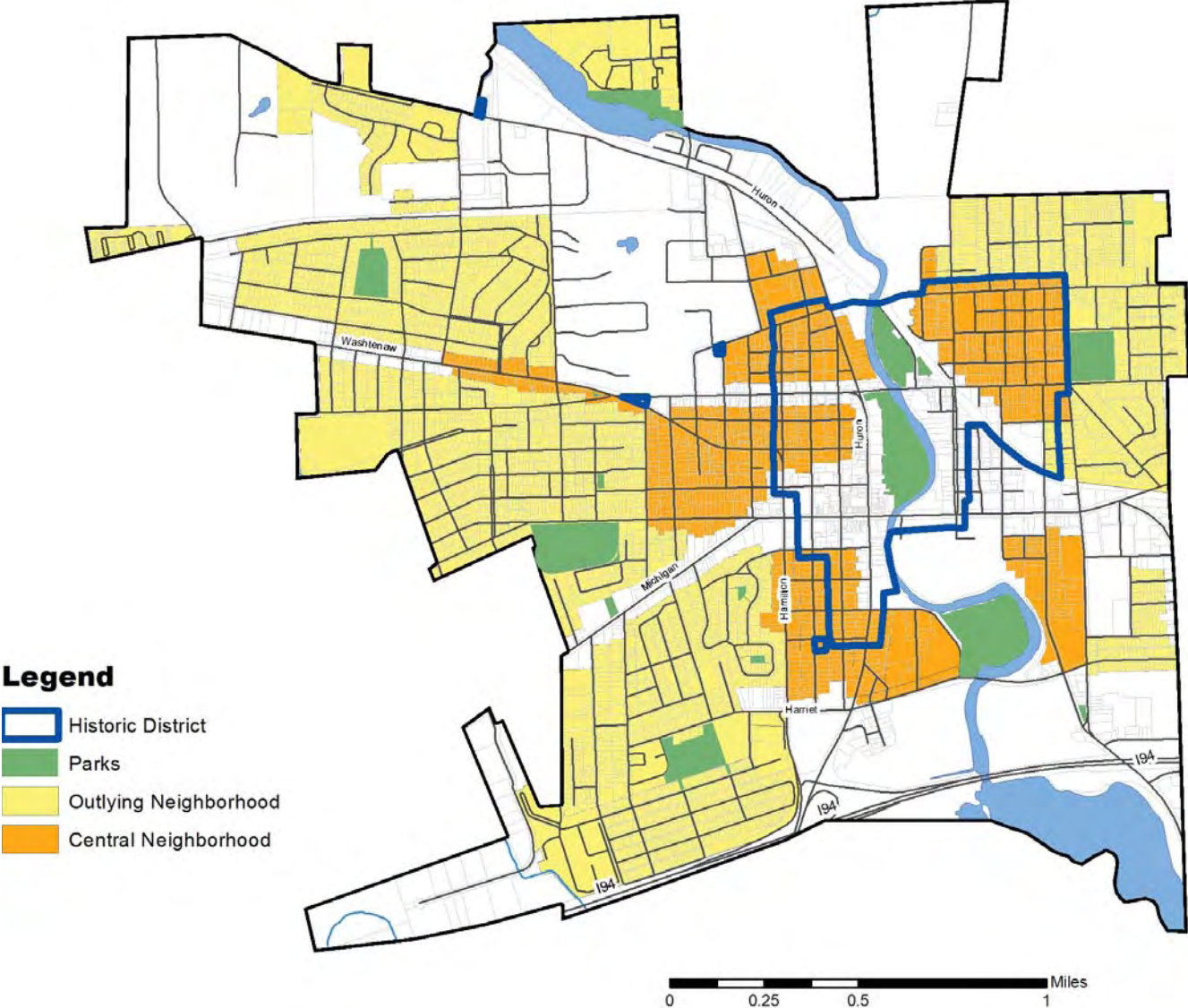
The City has also “downzoned” residential areas in an effort to encourage home ownership, most successfully in the Historic Eastside. The most recent occurrence was in 2006 when around 800 residential parcels in the Cross Street neighborhood were rezoned to reduce maximum permitted density, as laid out in the 2001 Cross Street Neighborhood Improvement Plan. This effort had mixed success since the fall of the housing market in the mid-2000’s resulted in lower prices for housing and the high conversion costs to single-family or a smaller number of units were not financially viable in that market.

The zoning ordinance also defines a range of different multiple-family living uses – rooming house, fraternity, etc. – each with different regulations drafted for those uses at the time of their inclusion in the zoning. The result is confusing regulations that are not flexible for innovations.

PUBLIC INPUT

In every focus group at the beginning of the Master Plan process, participants felt the the City of Ypsilanti should have housing for people of all ages, races, incomes and abilities in the City as a guiding value. Residents across the City expressed pride in their neighborhoods.

Map 20: Neighborhoods Map for City of Ypsilanti



Guiding Values

- Safety comes first
- Diversity is our strength
- Ypsilanti is sustainable
- Anyone, no matter what age or income, can find a place to call home in Ypsilanti
- Ypsilanti is an asset of Eastern Michigan University, and Eastern Michigan University is an asset of Ypsilanti
- Build a community amongst ourselves and with our neighbors

Tension about the location of rental housing – whether townhouses, multiple-family dwellings or large houses converted multiple dwelling units emerged during the charrettes and implementation focus groups. Many participants expressed concerns about rental housing, particularly EMU student housing, expanding into neighborhoods and degrading its value. **Others saw the need for student housing in a college town.** Meanwhile, some residents expressed the need for housing with little maintenance, such as a condominium or a rental, but suitable for seniors or young professionals.

DATA

As shown in Chapter 3, the neighborhoods have distinct patterns in terms of age, size, number of units and homeownership/rental status. Closer to the Historic Downtown and EMU's southern border are clustered large houses built before World War II with a variety of numbers of dwelling units and a mix of owner-occupied units and rentals. Neighborhoods nearer to the borders of the City were built in the later part of the twentieth century and are either single-family houses or multiple-family buildings. With the exception of the Heritage Park area, the majority of the single-family houses are owner-occupied. Multiple-family is almost exclusively rental, except for condominiums built near EMU's western border and along Washtenaw near EMU and the Historic Downtown. However, overall, most single-family dwellings are owner-occupied.

In the central neighborhoods, the Historic Eastside has a higher percentage of homeownership and a unique lot mix with many deep lots. Due to the down-zoning decades ago, this neighborhood has a higher rate of homeownership than other neighborhoods built around the same time. The Historic South Side neighborhoods have a range of building types - with some apartment buildings but mostly four units or less - and standard sized lots. The Midtown and Riverside neighborhoods have the widest variety of building types - from cottages to large apartment houses along with other group living arrangements, as well as a large range of lot sizes.

Despite the distinct differences, over two-thirds of the housing units in Ypsilanti are rented. Other college towns have a similar housing mix, including Ann Arbor where 55% of the housing units are rented.

POLICY AND PLANS FOR ALL NEIGHBORHOODS

The following actions apply to all neighborhoods:

Continue and increase rental inspections and enforcement

Rental inspection and enforcement of code violations are vital to maintaining safe rental housing. City budget dedicated to rental inspection and enforcement should be maintained, if not increased.

Streamline multiple-family living arrangements into categories based on number of units and form

Living arrangements for multiple-family situations should be collapsed in the form-based code into building forms – duplexes, estate houses, townhouses and apartment buildings – with categories of number of units matching those in the State Building Code – 2-units, 2-4 units and 5 or more units. Group living arrangements, such as rooming houses and fraternities, will continue to be allowed in estate houses but with regulations for that general use, not tailored for each instance.

Assist continuation and expansion of EMU Live Ypsi program

Eastern Michigan University, with staff assistance from the City, offers a guaranteed loan program for faculty and staff purchasing a home in the City of Ypsilanti. The City will continue its support of this program.

Plan and zone for range of housing typologies for the needs of all ages and abilities

Due to demographic shifts, several neighborhoods have increasing numbers of senior citizens, who may or may not choose to stay in their homes. Similarly, young professionals and families are looking for homes integrated into the community. Neighborhoods

should be planned to provide a diversity of housing types within neighborhoods for all stages of life.

Create “Eco-Districts” in neighborhood parks

Residents suggested that demonstration projects of community gardens with hoop houses, rain collection systems and renewable energy projects be clustered in eco-districts in neighborhood parks, in the Historic Downtown and other areas. Temporary events were also suggested in these areas. **An existing example of a demonstration project is Luna Lake rain garden.** While the City cannot take on development of these, partnerships with educational institutions may provide resources to establish them. **The City should welcome these opportunities but also evaluate them with the following guidelines:**

- The proposal be in the proper location of the park to complement existing activities, both active (sports areas and play grounds) and passive (walking or sitting areas)
- The proposal should be located in an area with appropriate lighting and visibility to assure safety of users and enough natural surveillance to be kept watch over by neighbors.
- Proposals should be part of an adopt a park effort
- Policies will need to be developed to ensure maintenance, both short and long term.

Continue Home-Based Entrepreneurship

The City encourages home-based businesses through clear regulation. The updated zoning should continue to allow businesses within homes using the current regulatory scheme for uses.

Regulate the form of buildings to preserve the character of neighborhoods

Using the building types existing within the neighborhoods, the zoning regulations should preserve the architectural patterns.

CENTRAL NEIGHBORHOODS

These neighborhoods are some of the oldest in Ypsilanti. Initially

oriented on the Huron River, they are built on a grid street network connected to the adjacent business districts. They border downtown, Depot Town and EMU. These neighborhoods have a range of residential building types, with churches, schools, stores and gas stations intermixed. Around the railroad, industrial uses are mixed into the neighborhood.

The following policies and actions aim to preserve the form of these neighborhoods while enabling the sustainability of all the buildings:

Preserve the character of the area by using regulations on street type, building type as well as use

A form-based code zoning will be developed based on existing streets, lot sizes, building types and uses to preserve the context of each area. The goal is to eliminate regulations that need exceptions to preserve existing context by creating rules based on the context.

Regulations of the variety of housing types, uses and lot sizes will be calibrated to the existing patterns.

Central neighborhoods do not all look alike so the regulations will reflect the differences with appropriate gradations in the variety of uses and building types based on existing patterns. Three different zoning districts are anticipated.

OUTLYING NEIGHBORHOODS

These neighborhoods, constructed during or after World War II, are almost exclusively residential uses, with single-family and multiple-family uses separated. Single-family residences are usually smaller than those in the central neighborhoods. The zoning changes below are designed to stabilize these neighborhoods:

Limit uses to predominantly single-family residential uses in areas with small houses, suited for only single-family

Several neighborhoods - Heritage Park, Worden Garden, Prospect Gardens, Miles neighborhoods and the houses on River Street from Holmes to the north to Cherry – are currently zoned for two-family

residential use. Very few structures are two-family or have the floor area to accommodate two dwelling units.

The matrix in figure 21 shows the time frame for each item and if it meets the goals of safety, diversity and sustainability.

Figure 21: Neighborhoods Implementation Matrix

Action	Time Frame	Location	Safety	Diversity	Sustainability		
					Equity	Environment	Economy
Continue and increase rental inspections and enforcement	Ongoing	All neighborhoods	x		x	x	x
Assist continuation and expansion of EMU Live Ypsi program	Ongoing	All neighborhoods		x			x
Plan and zone for range of housing typologies for the needs of all ages and abilities	Ongoing	All neighborhoods	x	x			x
Streamline multiple-family living arrangements into categories based on number of units and form, instead of use	Form-based code	All neighborhoods		x	x		x
Continue home-based entrepreneurship	Form-based code	All neighborhoods		x	x		x
Regulate the form of buildings to preserve the character of neighborhoods	Form-based code	All neighborhoods		x	x		x
Preserve the character of the area by using regulations on street type, building type as well as use	Form-based code	Central neighborhoods	x	x	x	x	x
Regulations of the variety of housing types, uses and lot sizes will be calibrated to the existing patterns.	Form-based code	Central neighborhoods		x			x
Limit uses to predominantly single-family residential uses in areas with small houses, suited for only single-family use	Form-based code	Outlying Neighborhoods	x	x			x
Create “Eco-Districts” in neighborhood parks	1-10 years	All neighborhoods		x		x	

Chapter 8 - Corridors

“They should connect cities, not be primary destinations.”

-Comment on main roads, like Washtenaw, submitted on the website, shapeypsi.com

There are two types of corridors located in Ypsilanti. One is a general corridor which contains a variety of medium to smaller parcels and is adjacent to both types of neighborhoods, such as College Heights and Midtown. General corridors are home to predominantly commercial establishments, restaurants and businesses that are geared toward automobile traffic. The land pattern is typically linear in fashion and provides predominately commercial and office uses that are adjacent to residential neighborhoods. Usually a physical barrier is created to “protect” one use from another by way of a wall or heavy landscaping.

The second type is a historic corridor, which differs slightly from the general corridor in scale and building type. The historic corridors are characterized by smaller commercial establishments and offices mixed with large historic structures (such as historic homes that are now being used for a variety of purposes). Historic corridors generally have a more seamless integration with the surrounding neighborhoods.

PAST POLICIES

The current zoning ordinance regulates the use of the land primarily, linking a certain number of related land uses to individual parcels of land. In corridors, these zoning districts have laid out in strips, usually commercial but also office, civic and multiple and single family. The resulting zoning maps are a patchwork of districts down the corridors. However, the uses cannot freely flow down the corridors due to the use classifications. Rezonings are often required.

In general corridors, the landscaping regulations required by the zoning districts and overlays are suburban in nature. The entrance

overlay on all general corridors at the borders of the City requires a 10-foot greenbelt around the entire parcel. Since these lots are generally smaller than suburban counterparts, the required setbacks and landscaping either do not fit on the parcels when redeveloped or limit the building size to a footprint only compatible with uses needing a small square footage. The result has been vacant or underutilized buildings along the general corridors or approvals that waive requirements. The current zoning does not encourage improvements due to the complexity of applying the standards.

The regulations of the Historic District have maintained the integrity of the buildings along the historic corridors. The high speeds of the one-way streets on the historic corridors of Cross, Huron and Hamilton, however, make the street itself a hostile environment, lessening the value of some of the buildings.

PUBLIC INPUT

During the charrettes, participants often spoke about the difficulties of walking or cycling in the corridors of the City. They also expressed disappointment about the number of vacant or underutilized stores.

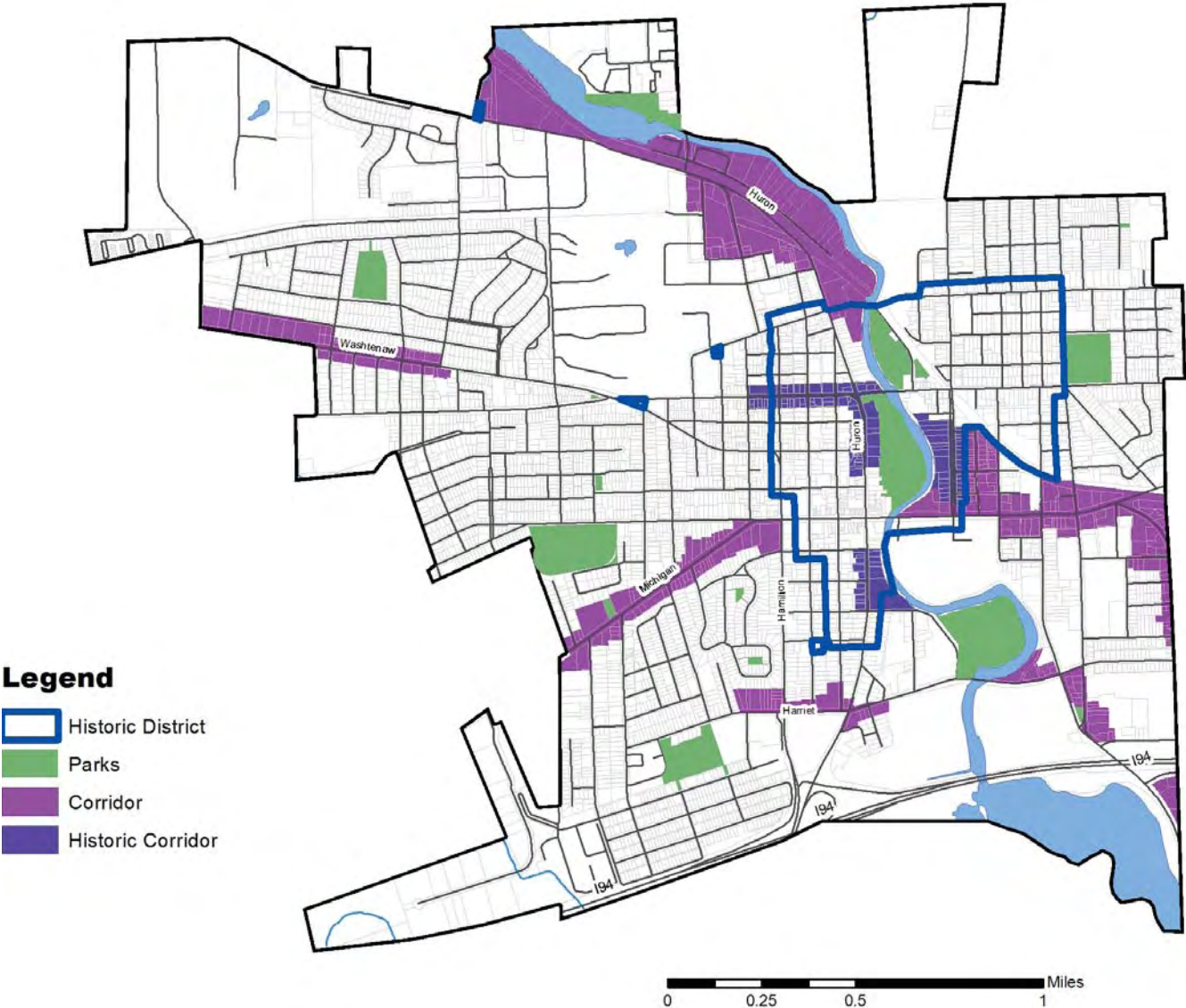
POLICY AND PLANS FOR ALL CORRIDORS

The following items apply to all types of corridors:

Designate the appropriate building form for each corridor

The form-based code will designate types of buildings to match the existing patterns within the corridor and, if applicable, the change envisioned by the community for that area.

Map 21: Corridors Map for City of Ypsilanti



Guiding Values

- Safety comes first
- Diversity is our strength
- Ypsilanti is sustainable
- Anyone, no matter what age or income, can find a place to call home in Ypsilanti
- Easily walk, bike, drive or take transit from anywhere
- Great place to do business, especially green and creative
- Everyone in the region knows Ypsilanti has great things to do in great places that are in great shape!
- Ypsilanti is an asset of Eastern Michigan University, and Eastern Michigan University is an asset of Ypsilanti
- Build a community amongst ourselves and with our neighbors

Retain the mix of existing uses within each corridor but allow them throughout the corridor

The form-based code would allow all the current uses with a corridor area to remain, but also to be anywhere throughout that area. For instance, a vacant lot now zoned commercial instead would be zoned general or historic corridor and all of uses, such as multiple-family, commercial or office within that segment of the street happen without a rezoning. During the development of the form-based code, some of the uses currently allowed in a corridor may be eliminated, such as on Washtenaw Avenue. The general commercial designation allows a variety of commercial uses that would not fit the vision for the area, community values or are possible given the size and shape of parcels. In those instances, the allowed uses would be trimmed.

HISTORIC CORRIDORS

Historic corridors are located along Cross Street, Huron Street, Hamilton Street and River Street. The following actions will help to preserve and enhance the vitality of these areas:

Reinforce preservation of historic buildings

The form-based code will require the elements of the historic buildings along these corridors be incorporated into any new development or rebuilding.

Restore two-way function to Historic Corridors

As outlined in the transportation chapter of this plan, two-way function of these streets will increase safety and make navigation by foot, bicycle, bus or car easier.

Maintain River Street as a historic boulevard

River Street between Cross Street and Michigan Avenue is a boulevard lined by historic buildings with a variety of uses. The form-based code should attune design standards for this corridor to the street form of a boulevard.

GENERAL CORRIDORS

General corridors are designated along Washtenaw Ave and Cross

Streets, East Michigan Ave & Ecorse, Huron River Drive, Leforge and Railroad Street, Harriet Street and West Michigan Avenue.

Coordinate Washtenaw Avenue with the Re-Imagine Washtenaw Plan

The City has been an important partner in the ReImagine Washtenaw coalition. While larger redevelopment sites are available in areas outside the City, many of the place-making, transit-oriented and mixed-use development concepts can be employed on the smaller City lots. A diversity of land uses are contemplated for the corridor, but additional land designated for commercial land uses is not envisioned. Rather, as sites are redeveloped, particularly in retail nodes at Hewitt, Mansfield/Cornell, and Cross Street, special emphasis should be placed on incorporating walkable and mixed-use elements in the site redesign.

The form-based code in the node areas will look to have redevelopment move closer to the street, provide improved pedestrian access and generally orient more to the pedestrian than to the vehicle.

Require a pedestrian-friendly building form while allowing a mix of uses for both students and residents along Huron River Drive, Leforge & Railroad corridors

These corridors are borders with the EMU campus that currently divide it from the City due to the width of the roads and barriers of the Huron River and railroad tracks. In the form-based code, the regulations should be changed to create a walkable environment with appropriate uses that integrates the City and the EMU campus. A design process for this area should be part of the 5-year update to this plan.

Restore Harriet Street as the Main Street of adjacent neighborhoods

The same mixture of uses would be allowed along Harriet, from Hamilton to Perry, but the urban form on the north side of the road

would be required for any redevelopment of the south side. In order to create a walkable environment, the number of lanes for vehicles would be decreased to two lanes, creating room for on-street parking and pedestrian areas. The reconfiguration of the road would most likely on be possible when Huron and Hamilton are converted to two-

way.

The matrix details the phasing of the plans and policies discussed above and how they meet the City's goals of safety, diversity and sustainability.

Figure 22: Corridors Implementation Matrix

Action	Time Frame	Location	Safety	Diversity	Sustainability		
					Equity	Environment	Economy
Designate the appropriate building form for each corridor based on existing patterns and vision for that corridor	Form-based code	All corridors	x	x	x		x
Retain the mix of uses within each corridor but allow them throughout the area	Form-based code	All corridors		x	x		x
Reinforce preservation of historic buildings	Form-based code	Historic corridors		x			x
Maintain River Street as a historic boulevard	Form-based code	Historic Corridors	x	x			x
Require a pedestrian-friendly building form while allowing a mix of uses for both students and residents along Huron River Drive, Leforge & Railroad corridors	Form-based code	General Corridors	x	x	x		x
Coordinate regulations for Washtenaw Avenue with the Washtenaw County Re-Imagine Washtenaw Plan	Form-based code	General Corridors	x	x	x		x
Restore Harriet Street as the Main Street of adjacent neighborhoods	Form-based code 1-10 years for street improvements	General Corridors	x	x	x		x
Restore two-way function to Cross, Huron and Hamilton Streets	1-10 years	Historic corridors	x		x	x	x

Chapter 9 - Districts

“Stable, diverse local economy”

- Sticky note on what to create, from the Discover Charrette

Districts accommodate major economic development, employment centers or universities or unique entities, like the cemetery. The range of districts within Ypsilanti includes Eastern Michigan University, the social service and medical offices clustered on Towner and several industrial areas which provide employment and stability to the community.

PAST POLICIES

The City has established partnerships with the anchors of each of these districts. The City, DDA and EMU work together through the Eastern Leaders group. The City also regularly meets with the owners of the industrial properties in the southern part of the City. Zoning policies have been consistent for these areas and are less to blame for any vacancy than the recent economic downturn, a legacy of environmental contamination, and the shift away from a manufacturing economy.

PUBLIC INPUT

Participants views of the districts varied based each area. Very little was said about Highland Cemetery during the process. Much was said about Eastern Michigan University and the need for better town-gown relationships. A true symbiotic relationship between the City and the University was seen as key. The office, social service, and medical buildings on Towner in the eastern part of the City were not mentioned during the process, even by heads of social service agencies in focus groups.

Almost all participants felt new jobs **within the City for current City residents of all education levels** were imperative. They felt **large**

job centers should be located in southern industrial areas or “jobs districts” . **Overall, the vision articulated was that jobs and industry are needed for the economic and equitable sustainability of the City.**

DATA

Since the last Master Plan in 1998, the City of Ypsilanti has experienced a fundamental shift in its local economy. The manufacturing base that once sustained the City is almost entirely gone. It has lost close to 1,600 manufacturing jobs since 2001. The largest tax payers are now apartment property owners, instead of manufacturing facilities.

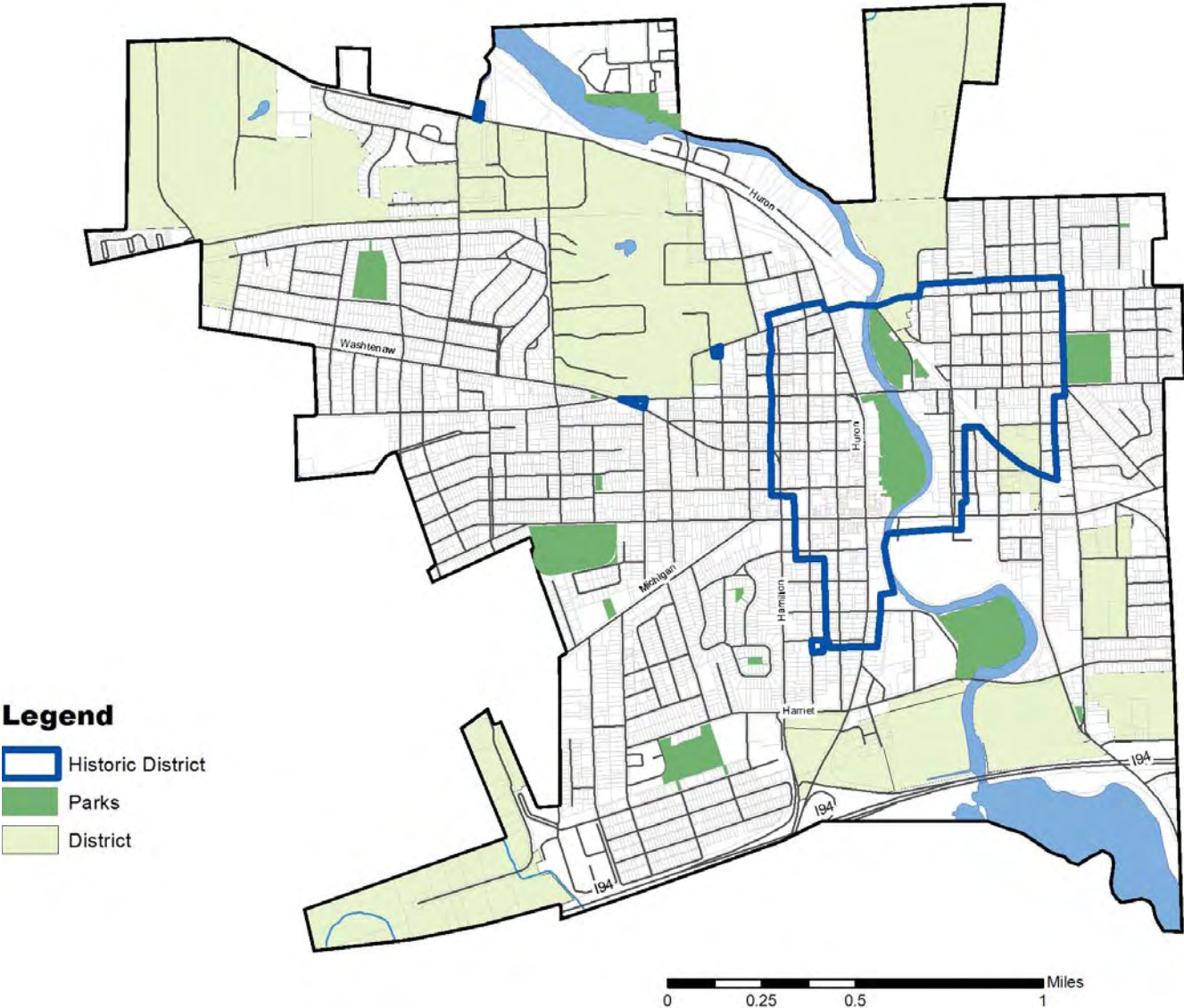
Eastern Michigan University remains an economic driver in the City, as one of the largest employers. The student enrollment is increasing and dozens of new faculty hires are anticipated in the next decade.

The industrial park in the southwest corner of the City has been mostly built out. Meanwhile larger facilities, like the Angstrom property, have been difficult to re-commission.

EASTERN MICHIGAN UNIVERSITY

Due to state law, the City has no jurisdiction over the built environment within EMU’s campus. However, a guiding value for the City is Ypsilanti is an asset for EMU and vice versa. The City can continue to work with the University to create integrated **functions** between the City and Eastern, as well as programmatic steps:

Map 22: Districts Map for City of Ypsilanti



Guiding Values

- Safety comes first
- Diversity is our strength
- Ypsilanti is sustainable
- Communication is key
- Great place to do business, especially green and creative
- Everyone in the region knows Ypsilanti has great things to do in great places that are in great shape!
- Ypsilanti is an asset of Eastern Michigan University, and Eastern Michigan University is an asset of Ypsilanti
- Build a community amongst ourselves and with our neighbors

Update regulations to create walkable areas at the border of the City and Campus

The form-based code should require walkable streets with building forms that complement the campus of EMU at the borders of campus. Further details on proposals for Leforge, Railroad and Huron River Drive are in the chapter on corridors.

Create a “front door” for EMU with the reconfiguration of Cross Street and Washtenaw

As discussed in the chapter on Centers, the confluence of Cross Street and Washtenaw should be eliminated by pulling the two roads apart, creating a mixed use area with a gathering area and possibly housing. **The pedestrian mix and form should create a coordinated street scape between campus and city borders, both here and in the Huron River Drive corridor discussed in Chapter 8.**

Create “Welcome to Ypsilanti” packages for new EMU students, including a web version

The City should bring together EMU administration and the Visitors and Convention Bureau to create welcome packages for all new students for the Fall of 2014.

HUMAN AND HEALTH SERVICES DISTRICT

The area on either side of Towner between Prospect and Arnet Streets is home to the Washtenaw County Service Center to the north and a medical facility to the south. Both provide services for the City and the County. The facilities’ layouts are suburban in form. The following policies or actions should be taken in this district:

Create regulations that support the existing building form but assure access by all modes of transportation

The service center and medical facility are suburban style buildings but are accessed by car, transit, bicycle and pedestrians. The form-based code should support the current style of building but require pathways, parking and loading facilities for all types of transportation.

Encourage use or redevelopment of unused parking lots

The parking lot for the medical facility is often empty. The city should work with the owners of the facility to see if a temporary use **is possible to bring more activity. If redevelopment occurs, the existing street grid should be reconnected and a more urban form required.**

JOB DISTRICTS IN SOUTHERN PART OF CITY

The industrial park, large Angstrom property and other assorted industrial properties in the southern part of the City are well-suited for facilities that require easy highway access and roadways for trucks. These districts should be called “job districts” where the following plans or policies should occur:

Allow renewable energy facilities, such as solar panels

Most participants in the implementation focus groups felt that renewable energy facilities should be allowed as part of development in Job Districts, but displace the possibility of new facilities being built. During the process of rewriting the zoning ordinance, the City could explore whether large-scale renewable energy facilities could be allowed as the primary use as long as they would be incorporated into later development. These types of facilities would be in line with the City’s guiding values of Ypsilanti being sustainable and a great place to do business, especially the green and creative.

Reduce minimum lot size and width in the industrial park

The industrial park was laid out in a suburban style with large lots. The two smallest lots along Mansfield are approximately 125 feet wide. If that were to be made the new minimum lot width, approximately 10 new, developable industrial lots could be created by splitting off undeveloped land from existing parcels, subtracting area along streams and wetlands. The minimum lot area could be established at 60,000 square foot., which is the approximate area of the smallest existing parcel. Property owners would decide whether to split and sell land. Additional jobs and industry is vital to the City’s fiscal sustainability.

Encourage development of vacant parking areas

The City should work with the owners of the Angstrom property to bring development to the large parking lot associated with their facility that is no longer needed. A concept plan for the site is in the following chapter. Again, jobs and industry are needed for the economic and equitable sustainability of the City.

RAILROAD AREA SOUTHEAST OF DEPOT TOWN

The area along the railroad, to the southeast of Depot Town, has long-standing businesses in the community. However, these uses are often at odds with the adjoining residential uses. The areas shown as district should be allowed to transition from neighborhoods to job areas, when owners petition for approvals. **The corridor area to the west on Lincoln will have a mixture of less intensive uses in an urban form to act as transition between this area and the historic neighborhoods and centers nearby.**

ECONOMIC DEVELOPMENT POLICIES

In this effort, the City has identified the following emerging sectors as industries aligned with its Guiding Values and the needs of its residents: small manufacturing and craft production, creative economy, renewable energy, and food. Economic incentives, such as tax abatements, should be used to continue the growth of these sectors.

HIGHLAND CEMETERY

A historic part of Ypsilanti, the cemetery should be preserved and current policies left in place.

The matrix at the end of this chapter shows how each of the proposals above enhances safety, diversity and sustainability in the City, as well as phasing.

Figure 23: Districts Implementation Matrix

Action	Time Frame	Location	Safety	Diversity	Sustainability		
					Equity	Environment	Economy
Update regulations to create walkable areas at the border of the City and Campus	Form-based code	EMU	x	x	x		x
Create regulations that support the existing building form but assure access by all modes of transportation	Form-based code	Towner	x	x	x	x	
Allow renewable energy facilities, such as solar panels, on industrial land	Form-based code	Job Districts				x	x
Reduce minimum lot size and width in the industrial park to create more opportunity	Form-based code	Job Districts		x			x
Align economic development incentives and programs to encourage emerging sectors that align with the Guiding Values and the employment potential of residents	1-5 years	Human & Health Services, Job Districts					
Create “Welcome to Ypsilanti” packages for new EMU students, including web version	1-5 years	EMU		x	x		x
Encourage use or redevelopment of unused parking lots	1-5 years	Human & Health Services		x		x	x
Encourage development of vacant parking areas	1-5 years	Job Districts					x
Create a “front door” for EMU in the area created by the reconfiguration of Cross Street and Washtenaw	1-10 years	EMU	x	x		x	x

Chapter 10 - Redevelopment Areas

“Space not being utilized”

-Sticky note on what to change, submitted during the Discover Charrette

Ypsilanti has three former industrial sites which could be redeveloped in the next 20 years. Each area is discussed in detail below and design concepts for the three sites are shown in this chapter. These drawings are concepts only, which mean they will not be duplicated detail by detail exactly as presented. All of the sites hold the promise of additional tax revenue, jobs and residents, as well as the challenges of environmental contamination and competing in a depressed regional market.

WATER STREET

Beginning around 1980, the City looked to this area of former and underutilized industrial land as a target for redevelopment. At that time, the City had little to no vacant developable land. Between 1998 and 2001, the 38-acre area was targeted for redevelopment as an urban neighborhood of primarily owner-occupied condominiums, increasing both the new-construction housing options available and the number of owner-occupied households in the City. While the City acquired the land and completed most of the demolition and brownfield remediation necessary, the intended development failed to occur. The land – and its accompanying \$31 million debt – remains a major **fiscal challenge**.

Two developers had options on the land and were intending to purchase the entire site and develop it. For different financial reasons, both developers pulled out of agreements. In 2008, the City decided that looking for a master developer, one entity that would take on the entire site, was no longer feasible due to the national economic downturn. Rather, it would sell smaller pieces of the parcel to

interested parties as they came forward.

Three different proposals have been put to the City Council since that time. One, for a drive-through restaurant, was rejected. Another, for a County Recreation Center, was tentatively accepted through a Memorandum of Understanding. The third, for a discount retailer, was accepted after several rounds of negotiations.

Although each had a different result, each proposal was closely followed in the press and generated much public comment. During the charrettes for this Master Plan, many people expressed a range of visions for the property – from a permaculture forest to mixed-use mid-rise development. Almost everyone also expressed the urgency to use the property soon.

Given this political climate, the City Council will face a challenge with any development proposal that comes before them for Water Street. The Water Street redevelopment concept plan shown on the opposite page was developed based on community input during the charrettes held for this process in the Spring of 2013. The plan shows items consistently requested by the community: a formal community gathering space and a linear park along the riverfront.

The concept plan includes two structures not in previous plans for Water Street. The first is a stormwater facility in the floodplain to service the entire site, in keeping with the community's values of creating an urban space but using environmental systems. As portions of the site are sold, the storm water facility will need to be built, some portions ahead of the actual development. Second,

Figure 24: Water Street Concept Plan



The drawing to the left is based on community input during the charrettes and urban design principles. It is a 20-year vision for the Water Street area. When developed, the site may differ from this exact layout.

The street layout is a continuation of the existing street system, drawing the value of the river through the community. A vehicular bridge is proposed extending River Street to Factory. A stormwater facility for the entire site is shown just north of the river.

The plan includes a formal park, ringed in red, and a linear park along the Huron. The property south of the river is shown as recreation use. This area is mostly floodplain. The building shown south of the river is a concept footprint that would need further study.

Drawing by: AECOM

a vehicular bridge extending River Street across the Huron River and south to Factory Street is shown. The extension of River Street would complete a missing portion of the street grid, giving the neighborhoods near Spring and Factory Street easier access to the resources in the downtown and would create an easy traffic route from the highway to Water Street. The bridge and street extension are long term projects, perhaps ten to twenty years in future.

Approval Process and Standards

The concept plan is based upon common urban design standards which will be incorporated into the form-based code for the City. These are the standards by which the City Council should determine whether the City should sell a portion of Water Street for a proposed development. The standards do not talk about the use. Rather, they dictate the design of the street, what is on the street and the design of the buildings for multiple uses over the long-term. If and only if all of these standards are met, should the City Council consider sale of property on Water Street:

Respect right-of-ways & blocks

The street layout should connect to existing streets – River, Lincoln and Park across Michigan Avenue to the north, as well as Parsons and South to the east. The new streets should continue the same width and design. Also, the blocks, as laid out in the sketch, pull the value of the view of Huron River through the entire site to the rest of city, by ending streets into parkland along the river's edge. All proposed development should abide by this general layout.

Block perimeter should be less than 1,200 feet, like the other blocks in the City

Every block in Water Street, the area of land bounded on four sides by streets, should be less than 1,200 feet in perimeter. Blocks larger than this length, the average block perimeter in the adjacent Historic Downtown, will cut off access and value from the site to the rest of the City.

Figure 25: Water Street “A” and “B” Streets



“A” Streets are shown in yellow and “B” streets in blue

Figure 26: Sidewalk with Furnishing Zones



Source: ENP & Associates

Figure 27: Driveway Apron Example



Source: AECOM

All streets have on-street parking

Parallel parking should be required on all streets and count towards any zoning parking requirements. The on-street parking slows traffic, makes a walkable environment and provides parking in front of buildings.

All streets have sidewalks

To assure a walkable space, all streets must have sidewalks on both sides, including the side of the street nearest to the park fronting the Huron River.

All streets have space for trees and other stuff

New streets in the Water Street area should have designated areas for trees between the road edge and the sidewalk, while street furniture – benches, trash receptacles and outdoor seating – should be placed in the same place along the sidewalk. The photograph on the opposite page shows an example zones for trees, outdoor seating and pedestrian in Depot Town.

All driveway aprons have the same design

Driveway aprons, the portion of the curb cut that slopes down to meet the street, should be consistent throughout the development. Moreover, they should be made of different materials than the sidewalk to show where vehicles enter and exit to pedestrians, as shown in the photograph on the opposite page. They should also be gradually sloped for ease of pedestrian crossing.

All buildings are built for multiple uses over time

All building should be built for eventual re-use, specifically through regulation of the height of floor. The ground floor, from floor to ceiling should be a minimum of 12 feet with a maximum of 14 feet. Upper floors should be 10 feet.

New development has “A” & “B” streets, similar to the Historic Downtown (see Figure 25)

Buildings which front “A” streets must have parking on the street and behind the building. “A” street design, with no curb cuts, is required

on Michigan Avenue, River Street as it is continued through the site and Park Street as well as the street fronting the park adjacent to the Huron River. The “A” street design must incorporate the elements and dimensions of the cross section on this page (see figure 28).

“B” streets (see figure 29) allow curb cuts and parking lots to front the street. “B” streets are allowed for the continuation of Parson, South and Lincoln Streets as well as other internal streets. “B” streets must contain the dimensions and aspects shown in cross section on this page.

All buildings on “A” streets should be friendly to the street.

Buildings on “A” streets should be friendly to pedestrians by following these urban design rules:

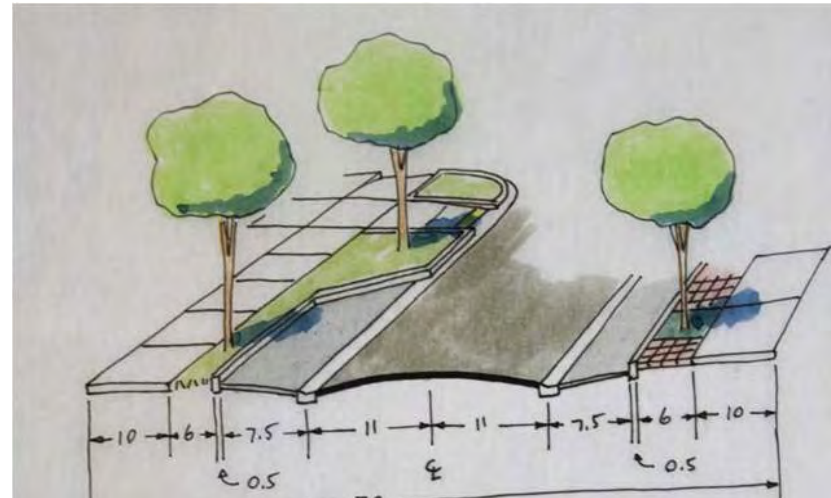
- 90-100% of the building faces the “A” street
- It is built one to five feet from street right of way
- 60% of the front of the first floor is transparent windows or glazing
- The primary building entrance faces “A” street
- The first floor of buildings should have active uses - stores, restaurants, services - where people come and go often.

Market Considerations

The vacant property on Water Street offers developers an opportunity to build from the ground up, with little or no environmental remediation. All other development opportunities in the City involve the re-use of existing buildings, which require specialized design, or probable demolition and environmental clean-up.

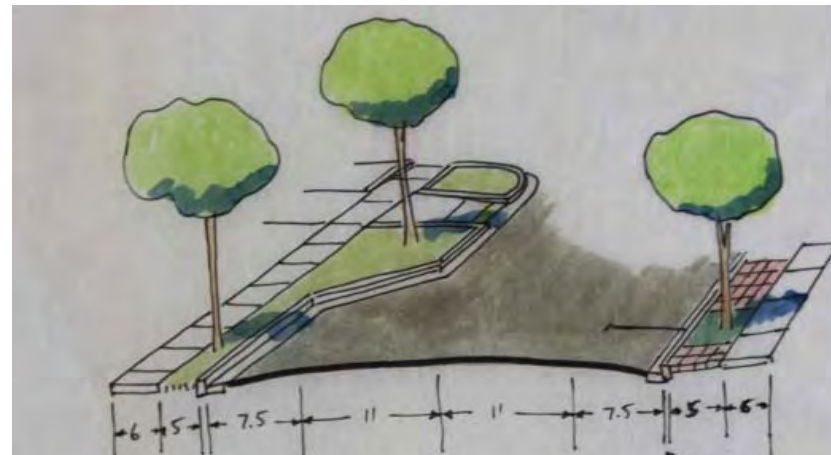
Because of these advantages, the Water Street development site offers opportunities for larger stores and national retailers to locate in the City. With the coming recreation center, this site can be attractive for businesses such as a sporting goods store, but also is a marketable site for a hardware store, major grocery store, pharmacy,

Figure 28: Water Street “A” Street Cross Section



Source: AECOM

Figure 29: Water Street “B” Street Cross Section



Source: AECOM

and neighborhood types of goods and services. A full-service grocery store has been requested by residents **for many years and was** throughout the Master Plan process.

Housing has always been part of the vision for the redevelopment of Water Street and the site offers a central location near goods and services. Upper story housing in nearby Depot Town and the Historic Downtown have waiting lists and were easily leased, even in tough economic times in the late 2000's. During the charrettes, residents expressed the need for attached or multiple family housing for seniors and for young professionals.

The market will most likely dictate the height of the buildings. The site is more likely to be filled in a shorter amount of time if the buildings are one to two stories. If the buildings are 3-4 stories, complete development of the site will take longer, probably with a first building, a period of 3-5 years with little to no activity and then a flurry of development. **In the form-based code, buildings with two or more stories may be required on "A" streets.**

If train service comes to Depot Town, the market situation for Water Street will change as the site is within a 10-15 minute walk from the location of the train station. Most cities have seen market pressure for attached or multiple-family housing within walking distance of new transit stations.

No matter what use is most marketable at the time, the buildings should abide by the urban design standards detailed previously. The City will continue to work with real estate professionals to market and develop the site. A consistent and coherent marketing and development process will attract investment interest.

BAY LOGISTICS SITE (FORMER MOTOR WHEEL)

This property, just east of the railroad and Huron River north of Forest, has a long history of industrial activity. Currently, the 30-acre site is a warehousing and distribution facility. Due to the history of the site, any use other than industrial would most likely require

environmental remediation. The upcoming form-based code should allow the current form and use to continue.

The City Framework and the concept plan on this page shows the site as a central neighborhood. The site is within a 10-minute walk of the anticipated train station in Depot Town just to the south. As with the Water Street site, demand for attached or multiple-family housing is anticipated within walking distance of daily commuter train service. Also, the site is within walking distance to EMU's campus, attractive to EMU students, faculty and staff. **The extent of any environmental contamination is not known and the cost and level of clean-up, the highest of which residential as required by the State of Michigan, will influence redevelopment costs.**

Market analysis for this Master Plan concluded this site may be marketable as a larger scale mixed use development. It could incorporate many of the unmet shopping needs for students and professionals within a new rental housing complex that shares a parking structure with EMU, residents and shoppers. The concept plan for the site, shown in figure 30, is a rendering of what a larger scale mixed use development could be. The plan is based on the urban design principles outlined for Water Street, continuing the existing street grid through the site. Two multi-use paths are shown, connecting the site to Eastern Michigan University to the west and Depot Town to the south.

When the form-based code is developed, the site will likely be zoned as a district, allowing the use and integrating the form into the surrounding neighborhood if redeveloped. However, redevelopment of the site as a core neighborhood with attached and multiple-family housing units as well as retail should be considered if brought forward by an applicant to rezone and redevelop the site.

Figure 30: Bay Logistics Concept Plan

The concept plan to the right shows a possible redevelopment layout for the Bay Logistics site. The plan assumes an increased market for housing and retail, possibly driven by daily rail service in Depot Town. **Environmental remediation costs are unknown and will influence the redevelopment of the site.** The commercial study done for this process suggested this site would be marketable as a mixed-use development with shopping on the first-floor and residential above.

The plan shows a new community park in the northeast corner, public green space bordering the cemetery and the Huron River and a new pedestrian bridge crossing the River.

The plan also shows possible redevelopment along Railroad and Lowell, with a new pedestrian path over the railroad. All redevelopment would be at the initiative of the owners of the property.



Drawing by: AECOM

ANGSTROM PROPERTY (FORD/VISTEON)

This property has been home to industrial manufacturing since the early 1900's. For many years, it was the highest property tax payer in the City. The site has two components separated by the Huron River – a large factory on a 35.7-acre parcel and a 25.5-acre parking lot. Environmental contamination has been remediated on **sections of factory side** of the site. The parking lot, no longer used, has always been used for parking.

Presently, the property is owned by the Angstrom USA LLC, which is not manufacturing within the factory as originally planned. They owners indicated to the City that they are open to selling the parking lot portion of the site. The site is well-suited as a job site due to the size of the property and easy access to I-94. Through the public engagement process, participants repeatedly expressed the need for jobs in the City.

The concept plan for the site in figure 31 shows a series of additional buildings on the parking lot area laid out in block pattern based on that of the City. In terms of the form-based zoning, the City should treat this area as a district with similar form and allowed uses as the industrial park in the southwest portion of the City. The City or other economic development entities, such as SPARK East, could pursue a certain sector for the site. The Northwest Council of Governments of Michigan has developed a Food Innovation District Guide which could help Ypsilanti bring food industries, from production to consumption, to the site. The site may also be a natural place to cluster sustainable energy companies, building on the green and permaculture movements within Ypsilanti.

The following chapter lays out implementation steps for the Master Plan.

Figure 31: Angstrom Property Concept Plan



The concept plan to the left is a possible redevelopment layout for the parking lot portion of the Angstrom property.

The street layout continues the existing street network and block pattern. Buildings are placed in an urban setting, with parking pooled behind the buildings.

The trail network, shown in brown, is continued on either side of the property.

This area is intended to remain a jobs district. Redvelopment would be at the initiative of the property owners.

Drawing by: AECOM

Chapter 11 - Implementation

“Enough planning, now doing”

– Favorite phrase of Master Plan Steering Committee Member

The previous chapters provide the guiding values for the City, a snapshot of it in 2013, the framework for the future and the vision of the next twenty years. Many of the projects, such as the bridge over the Huron River extending Water Street, are ambitious. Others are changes in process or regulation. This chapter consolidates the Master Plan into a policy roadmap.

THREE FUNDAMENTAL STEPS

The City of Ypsilanti will invest resources – staff time and budget, if available – in the following fundamental steps to implement the Master Plan:

Form-Based Code

The current zoning ordinance is use-based and not well-equipped to implement this plan due to reasons outlined in Chapter 3. A form-based code will create a coherent regulatory system to create a safe, diverse, sustainable city.

Process for Water Street Sale Approval based on Urban Design Standards

Water Street must become an asset to the City rather than a source of controversy. The urban design standards laid out in the previous chapter guarantee an urban form like the Historic Downtown and Depot Town, areas that have been sustained for over a century.

Conversion of One-Way Streets to Two-Way Streets

The conversion of Huron, Hamilton, Cross and Washtenaw have to two-way streets have been in several previous plans by the City. The conversions will only happen with cooperation from MDOT

and investment of time and money. **WATS should be utilized as a resource for data, research, scheduling, and facilitation.** The City must invest staff time to discuss process with MDOT and search for money to fund these conversions. Partnerships with Eastern Michigan University, Washtenaw County and other actors must be used as well.

COMMUNITY BUILDING

To that end, the City must build community relationship as part of the implementation of this plan. The following steps should be undertaken and integrated as part of everyday operations, if they have not been already:

Establish partnership with merged school district

The newly formed Ypsilanti Community Schools will influence the lives of Ypsilanti residents and their property values. The City should establish a regular means of communication, be it a standing meeting between the mayor and the School Board Chair, **superintendent, manager**, or a committee to talk about cooperation. The City should also reach out to the school district to find out if they will sell any land within the city limits.

Continue and expand project-based learning

Participants felt activities for youth were essential. The eco-districts in City parks would be a natural place for project-based learning in partnership with local educational institutions - Ypsilanti Community Schools, Eastern Michigan University, University of Michigan and Washtenaw Community College.

Engage with joint projects with neighboring communities

Neighboring municipalities share many of the challenges as the City. Joint projects - such as road improvements, **plans, and economic development initiatives** - should be pursued.

Build community with neighborhoods

Participants frequently expressed pride in their neighborhoods. Festivals and gatherings in parks were often key to that feeling of community. The City can facilitate community building within neighborhoods by maintaining safe, clean parks and offering services to help with events, such as trash pick up.

Encourage cooperation between neighborhoods

During the first round of focus groups, participants expressed disappointment or frustration that neighborhoods were often at odds with one another. The City can use structures in place, such as the Community Policing Action Council (CoPAC), to bring neighborhood representatives together. However, some the responsibility also lies with neighborhood associations to extend warm invitations to those across the street to join them in an effort or activity.

Celebrate each other's successes

Participants often were frustrate how people in Ypsilanti operate in their own silos. The City can set a tone to break down silos by celebrating the successes of all Ypsilanti residents and businesses, as well as those of neighboring municipalities.

ZONING PLAN - FORM-BASED CODE

In the Fall of 2013, the City of Ypsilanti is scheduled to undertake a rewrite of its Zoning Ordinance to a form-based code. Many pieces of the City's current code can be preserved and integrated while introducing a form-based code approach. The goal is to retain what is working, while providing new standards that improve areas and also allow for the distinct districts to maintain the current fabric of the area or provide new context for undeveloped land. The vision,

guiding values and plans documented in this Master Plan will guide the formation of the form-based code.

Per the requirements of section 33 (2) (d) of the Michigan Planning Enabling Act (Act 33 of 2008), the Zoning Plan on the following pages describes the relationship between categories on the Framework Map in Chapter 4 and the zoning districts in the City.

Each of the framework districts in the form based code would include:

- Circulation, how streets have been designed and how future streets can be designed by context,
- Building Form, determines the best building envelope for the context by developing a range of building types that are already found in Ypsilanti that best meet compatibility with the surrounding context being regulated, and
- Open Space and Parks, identifies the types of parks and open space in the city and what types are appropriate and how buildings and streets relate to both open space and parks.

The zoning ordinance will also include regulations that continue the guiding values of the community such as:

- Easy to follow procedures and standards for renewable energy facilities, including solar panels, on all buildings throughout the City
- Creation of a no building zone for steep slopes along Huron River for safety and environmental preservation.
- Alignment and streamlining of City processes for planning, renovation & construction
- Historic preservation regulation allow re-use in 21st century economy, especially for houses of worship
- Permit process for food trucks beyond temporary event, possibly in limited locations to be determined during the zoning ordinance process

Figure 32: Zoning Plan

Framework Category	Form-Based Zoning District(s)	Description of character and uses	Notes
Center	Center	The intent of these zones is to maintain and expand the pedestrian oriented character of the downtown, central business district, and other centers of activity. The physical form is of an urban character with uses that promote retail and entertainment venues with upper story residential uses permitted.	Includes the Downtown, Depot Town, Water Street area and Cross Street area adjacent to EMU
General Corridor	General Corridor, Neighborhood Corridor	Primarily suburban in form and are currently limited to auto-oriented commercial and office uses that are adjacent to residential neighborhoods. Corridors contain a variety of medium to smaller parcels and are adjacent to many both types of neighborhoods. They will allow parking on the street and require buildings to be closer to the street; with minimal yards, lots will have more buildable area for residential, commercial and office uses mixed throughout.	Includes large portions of Washtenaw Ave., Michigan Ave., Harriet St. and Huron River Drive.
Historic Corridor	Historic Corridor	Dominated by large, historic homes now used in a variety of ways – residences, office, and retail. Houses of worship and other civic buildings also line these corridors.	Includes areas adjacent to Central Neighborhoods and Centers
Central Neighborhood	Neighborhood Core (3 Districts)	The physical form of structures shifts to a residential character with flexibility in use. Live/work housing, personal services, corner retail and small offices are evident in this district. Buildings are spaced closely, but are separated by setbacks.	Most of the City's historic neighborhoods, and some others with strong grid structures, are included in this area. The residential buildings types and uses vary on a spectrum with the historic East side with the least variety and near campus areas with the most. Three zoning designations are anticipated to preserve the existing character ranging from single-family to a large variety.
Outlying Neighborhood	Outlying Neighborhood, Multiple-Family	Low density suburban-style residential areas, consisting of predominately detached housing types, with some two-family houses throughout the area or higher-density, suburban style apartment buildings. These neighborhoods will have uses largely limited to the type of residential for which they were built. In some areas, like the Heritage Park neighborhood in the southwest part of the City, zoning would be changed so that duplexes and group homes would no longer be allowed by right.	Neighborhoods built in the middle or later part of the 20th century and include a single type of housing, adjacent to a corridor but the street network is designed to carry traffic into the neighborhood, not through it.
District	SD Special Districts	Areas of the city dedicated to a single type of activity. Special zoning districts will be developed for each of these areas	Includes EMU, Highland Cemetery, the human and health services area on Towner, the area around the railroad tracks and the industrial areas of the City in the south

- Expansion of food producing plants as part of landscaping

ROLE OF CITY STAFF

If the City staff is doing their job well, no one should notice. They are the stage managers for the thousands of details required in the daily municipal functions that facilitate safe development within the City. Staff, particularly those in the Planning, Building and Public Service Departments, need the capacity and time to address the following everyday:

- Existing small business development and expansion through phone calls, meetings and knowledge of appropriate places for expansion
- Quick and streamlined approval processes
- Attraction of new building to redevelopment areas, as well as other available land within the City
- Improvements to pedestrian connections
- Completion of the bicycle network
- Installation of ADA ramps at all intersections
- Rehabilitation of existing structures by working with the owners of those properties to leverage private/public funds
- Stabilization of neighborhoods through consistent code enforcement, community policing and communication.

FIVE-YEAR MASTER PLAN UPDATE

Per the Michigan Planning Enabling Act, the City of Ypsilanti must revisit this master plan every five years after its adoption to assess whether an update is needed. The City should use the implementation matrix in the appendix to track progress. If milestones have not been met, the City needs to re-evaluate its commitment to those items and change the Master Plan.

At the very least, the City should analyze neighborhoods to see if and how they have changed. Using data regularly collected and updated

by the City, the data portion of the process should analyze trends in homeownership and rental dwellings, the type of dwellings in terms of numbers of units, and the amount of investment in homes by building permits. These numbers should be then focused through the lenses of safety, diversity and sustainability. Sometimes, those goals might be at odds with one another. For instance, if a neighborhood experiences gentrification, with a wave of more well-off homeowners moving in, the diversity of a neighborhood and sustainable equity may be threatened. With that knowledge, the City would then engage the residents in a process to decide priorities and next steps.

If progress is happening and staff time or budget is available, the following items warrant attention that was not possible in this process:

Leforge and Huron River Drive Reconfiguration

This intersection not only between roads but between the City and the University does not function well for pedestrians and acts as a barrier. An intense design process, like a charrette, for this area is needed to find fixes to the existing infrastructure. At the very least, this intersection should be examined as part of an update on the two-way conversion of streets.

Financing for sustainable energy and energy efficiency

An implementation step in the City's Climate Action Plan, focus groups for this process designated a financing program a 5 to 20 year priority.

Food Access

Throughout the process, residents asked for better food access in the City, specifically a full-line grocery store. While full-line grocery stores are located within a ten-minute drive of every residence in the City, the industry standard for location of those businesses, many residents can only reach them by bus. In focus groups at the senior high-rise downtown and the Chisdester apartments, residents spoke about how buses ran infrequently between their homes grocery stores located outside the City or not at all.

Congress and Ballard

Due to the intersection of three streets, this entrance to the Historic Downtown warrants in depth study to create a safety and preserve the context.

CONCLUSION

This plan is rooted in the facts and people of Ypsilanti today. Both will change with time, but the principles of safety, diversity and sustainability hopefully will be guiding values for tomorrow.

Appendix

CONSULTANT TEAM

ENP & Associates (Lead Firm): Erin N. Perdu, Principal; Megan A. Masson-Minock, Planner; Emily Lake, Intern

AECOM (Transportation & Urban Design): Ian Lockwood, Principal; Addie Weber, Urban Designer

Zachary & Associates (Housing & Economic Analysis): Diane Van Buren, President; Alexander Zachary, Planning & Development, Christine Peltier, Intern

PlanActive Studio (Form-Based Code): Tara Salmieri, Principal

Crash Data for Roads in City of Ypsilanti with ranking in Washtenaw County

Intersection	1991-1994		2005-2009			% change in annual crashes
	Annual crashes	Combined rank	Annual crashes	Crash Rate	Combined rank	
Michigan Avenue at Hamilton	37	1	18.8	4.04	3	-49%
Washtenaw Avenue at Hewitt	35.5	9	22.2			-37%
Michigan Avenue at Huron	31	13	22			-29%
Huron at Harriet	17	18	14.6			-14%
Ballard at Cross	14	23	6.8			-51%
Michigan at Prospect			17.2	1.73	21	
Michigan at Congress			8	2.13	25	

Combined rank is a combination of total crashes and crash rate

Source: Washtenaw Area Transportation

Implementation Matrix

Action	Time Frame	Location	Actions underway	Completion date
Continue and increase rental inspections and enforcement	Ongoing	All neighborhoods		
Assist continuation and expansion of EMU Live Ypsi program	Ongoing	All neighborhoods		
Continue and expand the number, type and location of festivals and events	Ongoing	All centers		
Maintain and expand transportation options	Ongoing	Downtown		
Create “Welcome to Ypsilanti” packages for new EMU students, including web version	1-5 years	EMU		
Encourage use or redevelopment of unused parking lots	1-5 years	Towner		
Encourage development of vacant parking areas	1-5 years	Job Districts		
Establish “Aging in Place” Programs	1-5 years	All neighborhoods		
Draft a business attraction plan for Downtown, Depot Town and Cross Street	1-5 years	All centers		
Encourage business and event activity during the day and evening	1-5 years	All centers		
Create a marketing campaign for the City of Ypsilanti	1-5 years	All centers		
Build curbless “festival” street on Washington	1-5 years	Downtown		
Use vacant storefronts for temporary retail uses	1-5 years	Downtown		
Permanent year-round home for Downtown Farmer’s Market	1-5 years	Downtown		
Permanent year-round home for Depot Town Farmer’s Market	1-5 years	Depot Town		

Implementation Matrix continued

Action	Time Frame	Location	Actions underway	Completion date
Separate Cross Street and Washtenaw Avenue	1-10 years	Cross Street		
Create a “front door” for EMU in the area created by the reconfiguration of Cross Street and Washtenaw	1-10 years	EMU		
Restore two-way function to Cross, Huron and Hamilton Streets	1-10 years	Historic corridors		
Restore Harriet Street as the Main Street of adjacent neighborhoods	1-10 years	General Corridors		
Create “Eco-Districts” in neighborhood parks	1-10 years	All neighborhoods		
Install a way-finding system	1-10 years	All centers		
Increase walkability (2-way streets & raised intersections)	1-10 years	Downtown		
Build curbless “festival” street on River Street	1-10 years	Depot Town		
Create a public space at new train station	1-10 years	Depot Town		

Phasing and Approach on Two-Way Street Conversion

Express the City's intent to the MDOT to restore two-way operations on the streets within the City and the transfer of the streets' jurisdiction to the City in the City's official plan and in direct communications with the MDOT.

Review the City's transportation plan with the MDOT so they understand the overall concept.

Review the key reasons with MDOT about why the changes to the streets makes sense.

- a. Benefits of being bicycle-friendly and pedestrian-friendly.
- b. Benefits of direct routing for motorists and cyclists.
- c. Safety benefits of slower speeds, less weaving/speeding, and roundabouts.
- d. Economic development and property value benefits.
- e. City identity and aesthetic benefits.
- f. Way-finding and legibility benefits.
- g. Quality of life benefits.

Make the case for MDOT to fund the project:

- a. The bottom line is that, at the end of the day, MDOT will have these streets "off of their books" and the City will have some "20-year" streets.
- b. The streets involved have long lost their state role.
- c. The City does not want to incur the maintenance costs of the streets while the streets are in their current state.
- d. The streets are in their current state due to the state's past

needs/values for accommodating through traffic and high levels of service for motorists through the City; a condition that is no longer exists. The future for the streets, as per the City's plans, are now in the best interest of the City and the area.

e. The idea is that once the streets are restored to a condition (i.e., a 20-year street), then it makes sense for the City to assume the jurisdiction of the streets, and then the jurisdictional transfer should take place. The changes include the two-way restorations, cross-section changes, and underground utility work; according to the City's specifications.

f. Note that the above was written under the assumption that there is no need for the MDOT to keep jurisdiction over any of the affected streets. If there is a need to keep a route under MDOT's jurisdiction, the route should be Huron and Cross. However, it's hoped that this does not occur.

g. Have the MDOT fund a the implementation plan (i.e., traffic study, the surface design/ traffic control changes, utility assessment and changes, staging, etc.)

h. Implement the project.

i. Transfer the jurisdiction.

Phases:

- a. Lowell TW-6; Huron TW-2 north of Cross; Hamilton TW-1 north of Cross; Perrin TW-5 north of Cross
- b. Cross TW-3; Emmet TW-4; Washtenaw TW-7; Hamilton TW-1 north of Washtenaw; Perrin TW-5 north of Washtenaw
- c. Remainder of Hamilton TW-1; remainder of Huron TW-2; I-1; I-2; I-3; Harriet PD-1



08 October 2013

Staff Review of Site Plan & Special Use Permit Application
Ypsilanti Community Church
333 S Prospect Street

GENERAL INFORMATION

Applicant:	Ken Moody Ypsilanti Community Church 333 South Prospect Street Ypsilanti, MI 48198
Project:	Ypsilanti Community Church Expansion
Application Date:	04 October 2011 reapplication 19 Sept 2013
Location:	East side of Prospect, between Grove and Maus
Zoning:	B2, Community Business
Action Requested:	Site plan & special use permit approval for expansion of building and paving 52-space parking lot.
Staff Recommendation:	Approval with conditions

PROJECT AND SITE DESCRIPTION

The parcel is 0.75 acres in size, fronting on South Prospect Street. There is an existing ~3,700 square foot building (~2,750 sq ft footprint) and 16-space parking lot; the applicant is proposing to expand the building to a 7,767 sq ft footprint and the parking area to 52 spaces.

The property is zoned **B2 – Community Business**, which allows religious facilities as a Special Use, subject to the specific requirements in §122-780. This use received a special use permit in 1997. The applicant initially applied for expansion in late 2011/early 2012, which was approved by Planning Commission. Due to financing issues, the applicant was unable to proceed with the project at that time and the approval expired. This is a revised resubmission for the same project; revisions are largely to satisfy conditions of approval placed on the previous submission, but also include a phasing of the project.

The proposed renovations primarily comprise a new sanctuary and office space. The former sanctuary will be used as a fellowship hall, and the second-story residence will be largely unchanged.

Figure 1: Subject Site Location

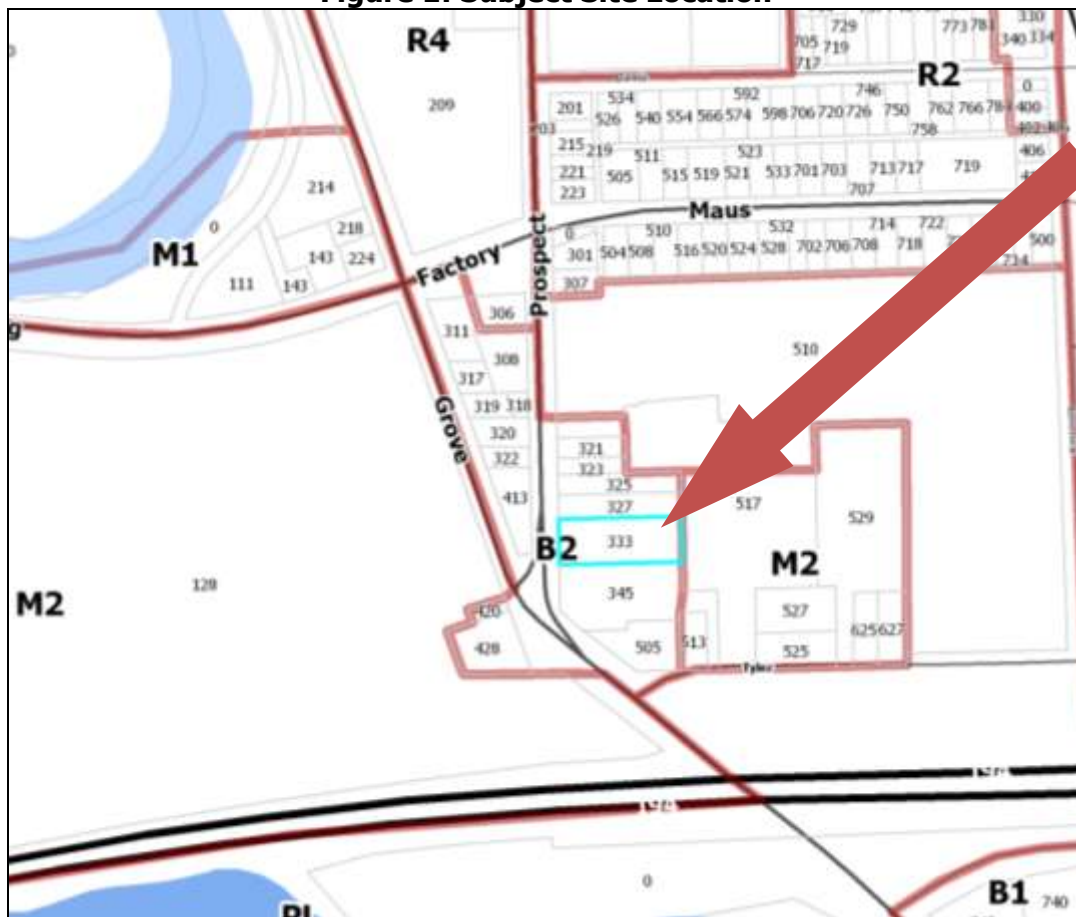


Figure 2: Site Aerial (2010)



Figure 2: Land Use and Zoning of Surrounding Area

	LAND USE	ZONING
NORTH	single-family	B2
EAST	industrial – self-storage	M2
SOUTH	construction offices	B2
WEST	Haab Brothers Park	B2

SPECIAL USE: CRITERIA AND REVIEW

§122-165(b)

- (1) *The location, scale, and intensity of the proposed use shall be compatible with adjacent uses and the zoning of the land.*

COMMENTS: The proposed scale and intensity is compatible with its surroundings and zoning.

- (2) *The proposed use shall promote the use of land in a socially and economically desirable manner and shall not be detrimental, hazardous, or disturbing to existing or future neighboring uses, persons, property, or public welfare.*

COMMENTS: The proposed expansion of the use, a community church, would be considered socially acceptable, and shall not be detrimental to its surrounds.

- (3) *The proposed special land use shall be designed, constructed, operated, and maintained to assure long-term compatibility with surrounding land uses. Consideration shall be given to the placement, bulk, and height of structures; materials used in construction; location and screening of parking areas, driveways, outdoor storage areas, outdoor activity areas, and mechanical equipment; nature of landscaping and fencing; and hours of operation.*

COMMENTS: The building is located close to the street, similar to adjacent properties. However, the primary entrance to the building is from the rear parking area.. The building is different in character, materials, and landscaping from its immediate neighbors; however, there is quite a bit of variation in the neighborhood, due to the variety of land uses. The large parking area is well-screened from the public right-of-way.

- (4) *The proposed special land use shall not present unreasonable adverse impacts on traffic circulation. Consideration shall be given to the estimated traffic generated by such use, proximity to major thoroughfares, and proximity to intersections, required vehicular turning movements, and provisions for pedestrian traffic.*

COMMENTS: The project is at a challenging location for vehicles travelling south; 333 S Prospect is at the intersection of Prospect and Grove, which handles high volumes of traffic daily. Vehicles turning right into the project may do so with ease, and bicycle and pedestrian access to the site- although not the building- is adequate. Access to the building is covered under site plan review.

- (5) *The proposed use shall not create additional requirements at public cost for public facilities and services that will be detrimental to the economic welfare of the community.*

COMMENTS: The project will not create additional public services or costs.

- (6) *The location of the proposed use shall not result in a small residential area being substantially surrounded by nonresidential development, nor a small nonresidential area being substantially surrounded by incompatible uses.*

COMMENTS: The project will not result in isolated islands of uses.

Items to be addressed: None.

SITE PLAN: CRITERIA AND REVIEW**§122-127****STANDING****§122-127(1)**

The applicant is legally eligible to apply for site plan review, and all required information has been provided.

REQUIREMENTS**§122-127(2)****Figure 3: Requirements**

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
B2: LOT AREA §122-374	Determined by setbacks, screening and parking requirements.	36,246 sqft	unchanged
LOT WIDTH	45' min	110'	unchanged
LOT COVERAGE (buildings or structures)	Not more than 45%	2,750 sqft 7.6%	7,969 sqft 22.0%
SETBACKS			
front	20' or 14' (not less than setback established by other buildings in same block face & zoning district)	8'	8' (existing building footprint remaining) and 14' (expansion)
side	0' if fire-retardant; 3' otherwise	North: 21'	unchanged
		South: ~27'	3'
rear	25' min	217'	unchanged
B2: HEIGHT §122-375	Lesser of four stories or 50'; exceptions in §122-640	~18.5'	37' at roof peak; cross embellishment exempt per §122-640
§122-647 SIDEWALKS	provide a sidewalk or shared-use path	sidewalk in good condition	unchanged
§122-707 LANDSCAPING	10%		3,654 sq ft 10.1%
§122-836 PARKING	1 per 5 seats (or 1 per 10' pew space) in main room of worship 600' of pews 60 spaces 2 of which barrier-free	16 spaces	52 spaces, 6 of which barrier-free (14% fewer spaces than required)

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
§122-861 SIGNAGE et seq	- Building Mounted: max of 3 sq ft per ft of frontage - Ground: max of 40 sq ft, 10' tall; must be ≥3' from front property line; ≥10' from side or rear.	one banner (hung on the building) and one ground sign.	none shown
§122-780 USE-SPECIFIC	parking, height, use reqs	n/a	n/a

Items to be Addressed:

1. Planning Commission waiver requested for 20% reduction in the required parking, due to site dimensional constraints.

BUILDING LOCATION AND SITE ARRANGEMENT

§122-127(3)

There is currently one building on the west portion of the site. Parking is located east of the building. There is one access drive. Building entrances are located to the north side (adjacent to access drive) and rear; access to the second-story residence is from the front of the building.

The planned addition will build off the existing building to the south and east, adding approximately 5,587 square feet of building footprint. A new dumpster enclosure is proposed at the south east corner of the building.

There is an Ameritech/SBC utility cabinet on the southeast corner of the site; Ameritech/SBC holds an easement. Access is being maintained.

Items to be Addressed: None.

SITE ACCESS, TRAFFIC, AND PARKING

§122-127(4)

The site is accessed from South Prospect Street. The driveway is approximately 16' wide; another 16' wide driveway abuts it to the north (one curbcut is shared between them). The project is within walking distance of AATA route #11. The Border-to-Border Trail runs along neighboring South Grove. The sidewalk is approximately 6' wide.

Fifty-two parking spaces are proposed, 6 of which are barrier-free. No bicycle parking is proposed; best practices suggest that an amount approximately equivalent to 5% of otherwise required parking be provided for bicycles. It appears that a new secondary entrance is being proposed at the front, for pedestrians. Signage is being proposed in the drive to warn car traffic of foot/bicycle traffic.

Items to be Addressed:

- 1) Planning Commission waiver for 20% of the required parking requested, due to site constraints.
- 2) Applicant to consider adding bicycle parking.

ENGINEERING & STORMWATER

§122-127(5), §122-127(6)

The proposed construction is not in a floodplain or floodway. The plan does propose the addition of impervious surface and new connections to the storm sewer.

Items to be Addressed: Pending engineer approval.

SCREENING**§122-127(7)****Figure 4: Screening**

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
§122-641 Lighting	• down-directed and shielded • not >0.5 fc @ lot line • not >16'in height • not < 0.3 fc	one pole light, north side of lot	4 new pole lights shown in parking lot (no details) 6 wall lights are noted on the north and rear of the building; types are not shown.
§122-703 Screening Between Land Uses	visual buffer of at least 80% opacity and 6' height along north boundary	shared/0' setback drives for ~40' of north boundary	6' wood privacy fence provided on north boundary
§122-704 Off-Street Parking Landscaping	1 tree per 8 spaces (52/8 = 6)	--	landscaping shown, but no key provided.
	landscape island per 16 continuous spaces	n/a	n/a
	ends of all aisles and corners protected	--	all aisle ends protected
	minimum distance of 3' from curb backside to landscaping	--	wheel stops provided
	must be screened per 122-703 if conflicting land use	conflicting land use to north	6' high wood privacy fence proposed on north border.
	must be screened from public ROW	n/a	n/a
	prevent vehicular encroachment into landscaping, structures		fully curbed
§122-705 Greenbelt Landscaping	not required	--	--
§122-706 Foundation Landscaping	screen buildings from parking areas/ ROWs 1 ornamental tree and 6 shrubs per 30' • rear parking: 80' ○ 16 shrubs ○ 3 trees • front ROW: 80' ○ 16 shrubs ○ 3 trees	--	landscaping shown, but no key provided.
§122-650, §122-709 Refuse Containers	masonry enclosure 1' taller than dumpster (no less than 6'), in rear yard, 80% opaque swing door, on a concrete pad	--	CMU dumpster enclosure shown. Show detail to confirm compliance.

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
§122-710 Exterior Electrical	when visible from ROW screen	existing Ameritech substation is at far rear of property	n/a
§122-712 Maintenance	install underground sprinkler system		None proposed
§122-714 Fencing, hedges, walls, berms	no taller than 10' in side/rear yard	Existing chain-link fence (neighbor's) on south lot line.	none proposed.

Items to be Addressed:

- 1) Applicant to submit further detail regarding parking lot and entrance lighting, subject to administrative approval.
- 2) Planning Commission waiver requested to accept proposed foundation landscaping.
- 3) Applicant to submit full landscape plan, subject to administrative approval.
- 4) Planning Commission waiver required to omit in-ground irrigation.

STAFF RECOMMENDATIONS: SPECIAL USE

Staff recommends the Planning Commission **approve** the Special Use Permit expansion for the Ypsilanti Community Church at 333 S Prospect with the following findings and conditions:

Findings: The application is substantially in compliance with §122-165(b).

Conditions: Special use approval shall be subject to approval of site plan.

STAFF RECOMMENDATIONS: SITE PLAN

Staff recommends the Planning Commission **approve** the Site Plan for the Ypsilanti Community Church at 333 S Prospect with the following findings, waivers, and conditions:

Findings

1. The application substantially complies with §122-127.

Waivers

1. For 20% reduction in the required parking, due to site dimensional constraints.
2. To accept modified foundation landscaping, with the finding that the public benefit intended to be secured by such landscaping is secured by the decorative elements of the building itself.
3. To omit in-ground irrigation, with the finding that the public benefit intended to be secured by such a provision is ensured by the hardy nature of the landscaping materials proposed.
4. To omit 40' of required screening along north lot line, from front lot line eastward, due to shared drive constraints, with the finding that the public benefit intended to be secured by such screening is assured by the proposed building layout.

Conditions

1. Engineering approval.
2. Applicant to submit further detail regarding:
 - a. parking lot and entrance lighting, subject to administrative approval
 - b. Applicant to submit full landscape plan, subject to administrative approval.

Bonnie Wessler
Planner I, Community and Economic Development Department

Proposed Expansion Program

Ypsilanti Community Church

333 South Prospect Ave.

Ypsilanti, Michigan

Design & Zoning Approval Package

Client

Ypsilanti Community Church

333 South Prospect Ave.
Ypsilanti, Michigan

Pastor M. Robinson

Building & Service Expansion Program

Design & Zoning Approval Package

Architect

FTA & KM Consulting

Architects & Construction Consulting
17245 Woodbine St.
Detroit, Michigan 48219

PROJECT DATA

Site: Ypsilanti

Site Area: 35,900 Sq. Ft.

Building Data

Existing Two Story Masonry Structure
Existing Church w/2nd Floor Residence
Existing Building: 1st Floor Area: 2,750 Sq. Ft.
Proposed Building: 1st Floor Area: 7,969 Sq. Ft.
(Brick Veneer Exterior Walls, Wood Framed Structure)

INDEX OF DRAWINGS

<u>Cover</u>	Project Title Sheet
-	Site Survey (Existing Site Plan)
A0.1	Proposed Overall Site Plan
A0.2	Partial Site Plan
A0.3	Site Details
A2.0	Existing Building Floor Plans
A2.1	Proposed Floor Plans
A2.2	Ceiling Plans - 1st & 2nd Floors
A3.1	Proposed Exterior Elevations
A3.2	Proposed Exterior Elevations

Re-submittal - Prior Approval Expired

September 19, 2013

DESIGN PACKAGE

SIGNATURE BLOCK

IDENTIFICATION	SIGNATURE	INITIALS	DATE
OWNER APPROVAL:	_____	_____	_____
ARCHITECT	_____	_____	_____
ZONING APPROVAL DATE:	_____	_____	_____

NOTES:

YPSILANTI COMMUNITY CHURCH
BUILDING EXPANSION
333 SOUTH PROSPECT AVE
YPSILANTI, Michigan

NO.	DESCRIPTION	DATE
3	REV. 2	9/19/13
2	City Review Revision	10/19/11
1	City Review	5/6/11

ISSUED FOR:

PROJECT TITLE

New Building
333 South Prospect
YCC

Ypsilanti, Michigan

DRAWN KM

CHECKED -

APPROVED -

SHEET TITLE

Proposed Addition
Overall Site Plan

PROJECT NO.

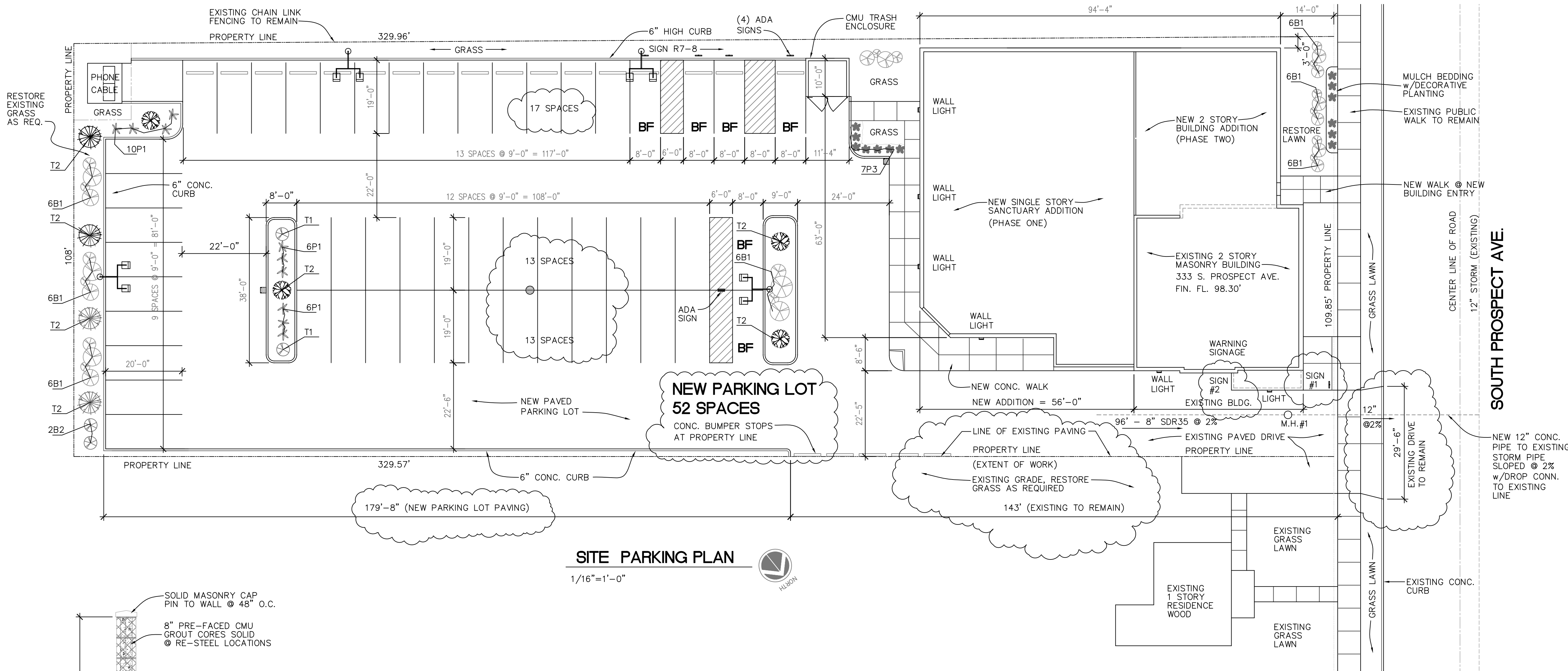
11.13.00

DATE

5/6/11

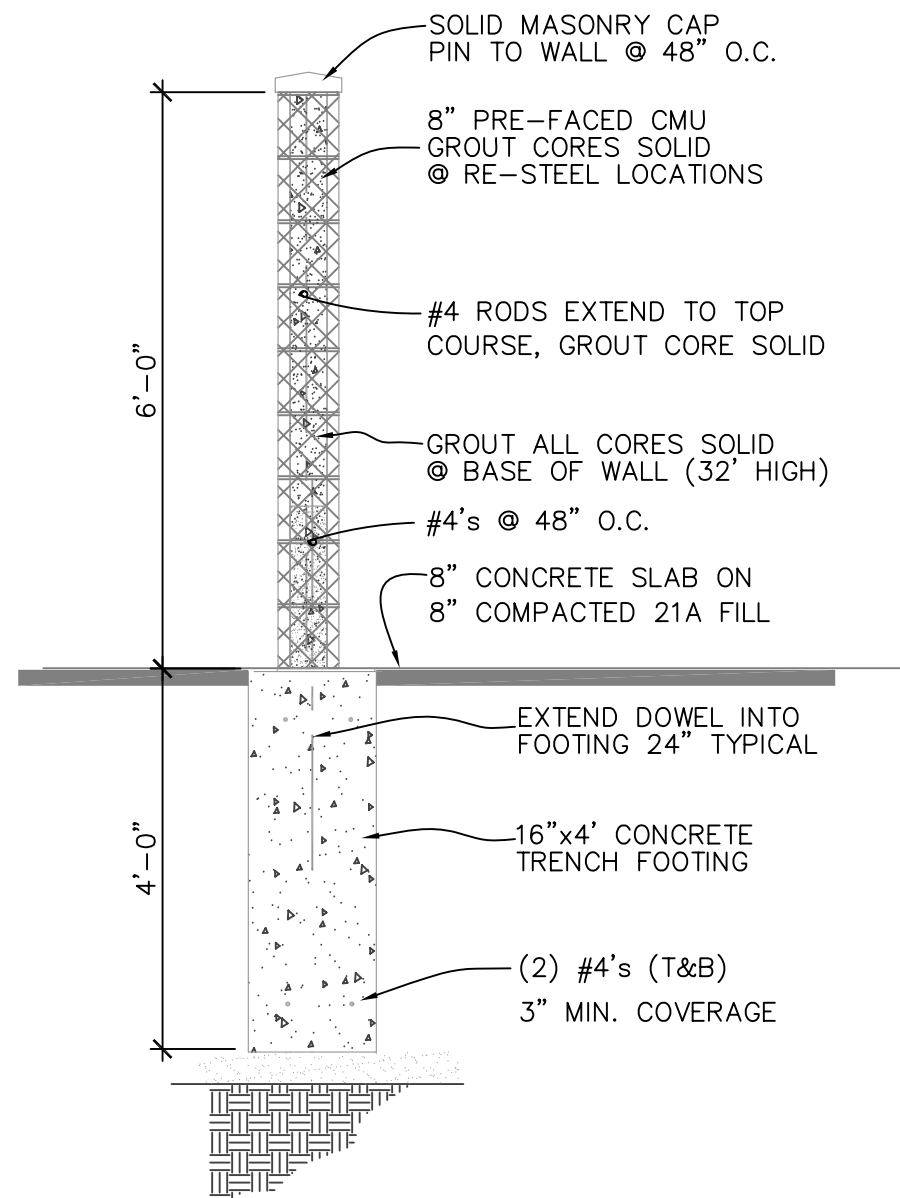
SHEET NO.

A0.1



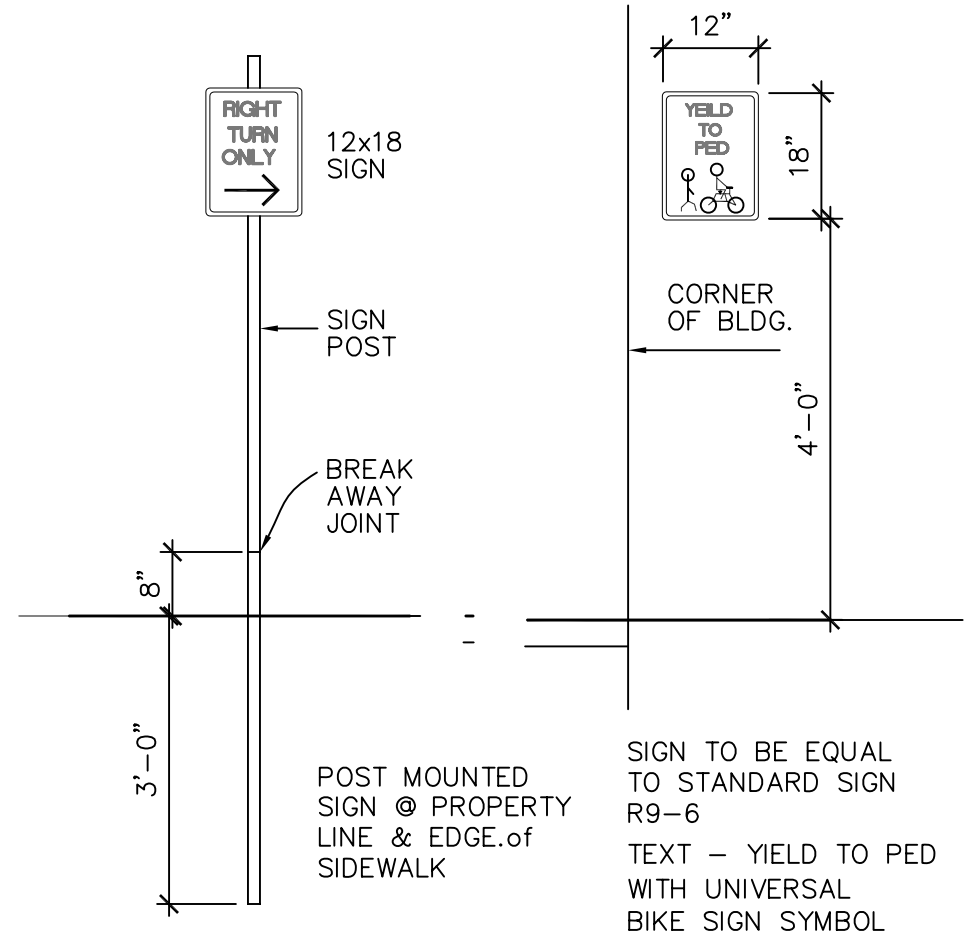
SITE PARKING PLAN

1/16"=1'-0"



PROPOSED SCREEN WALL

SCALE: 1/2"=1'-0"



NEW SIGN #1

NO SCALE:

NEW SIGN #2

NO SCALE:

BUILDING DATA:

EXISTING 1ST FLOOR AREA: 2,392 SQUARE FEET
EXISTING 2ND FLOOR AREA: 1,435 SQUARE FEET
PROPOSED BUILDING AREA: 11,469 SQUARE FEET
PROPOSED 1ST FLOOR AREA: 7,969 SQUARE FEET
PROPOSED 2ND FLOOR AREA: 3,702 SQUARE FEET

NEW SANCTUARY AREA: 3,879 SQUARE FEET
SANCTUARY CAPACITY: 600 L.F. OF PEWS

ONE PARKING SPACE PER 10 L.F. OF PEW
REQUIRED PARKING 600 / 10 = 60 CARS
PARKING PROVIDED: 52 SPACES

NUMBER OF EXITS:
SANCTUARY: 3 EXITS
FELLOWSHIP HALL: 3 EXITS

BUILDING ADDITION: FIRE SUPPRESSION SYSTEM

SITE DATA:

SITE AREA: 35,900 SQUARE FEET
EXISTING BUILDING 1st FL. AREA: 2,392 SQUARE FEET
PROPOSED BUILDING 1st. FL. AREA: 7,969 SQUARE FEET
EXISTING PARKING: 15 SPACES
PROPOSED PARKING: 52 SPACES (TOTAL)
HANDICAPPED SPACES: 6 (PROPOSED)
STORM SYSTEM - NEW CONNECTION
WATER SERVICE & SANITARY - EXISTING
NEW PAVED SURFACE AREA: 20,878 SQ. FT.

LANDSCAPED / GREEN AREAS:

PARKING LOT GREEN SPACE AREA:
TRASH AREA: 30'-0" x 18'-0" = 540 S.F.
EAST AREA: 103'-0" x 7'-9" = 798 S.F.
SOUTH LINE: 4' (+/-) x 202'-0" = 808 S.F.

INTERIOR LOT ISLANDS:
ISLAND ONE: 9'-0" x 38'-0" = 342 S.F.
ISLAND TWO: 8'-0" x 38'-0" = 304 S.F.

STREET (P. R. of W. LANDSCAPING):
BUILDING FRONTAGE: 15' x 36'-6" = 547 S.F.
BUILDING FRONTAGE: 9' x 35'-0" = 315 S.F.

(TOTAL GREEN SPACE AREA = 3,654 S.F.)



YPSILANTI COMMUNITY CHURCH
BUILDING EXPANSION
333 SOUTH PROSPECT AVE
YPSILANTI, Michigan

2	City Approval	4/19/13
1	REVISION #1	10/15/11
NO.	DESCRIPTION	DATE

Ypsilanti, Michigan

DRAWN	KM	
CHECKED	—	
APPROVED	—	

A0.2

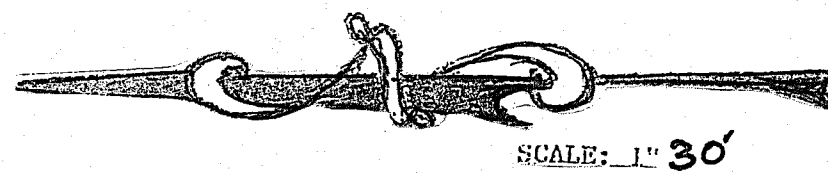
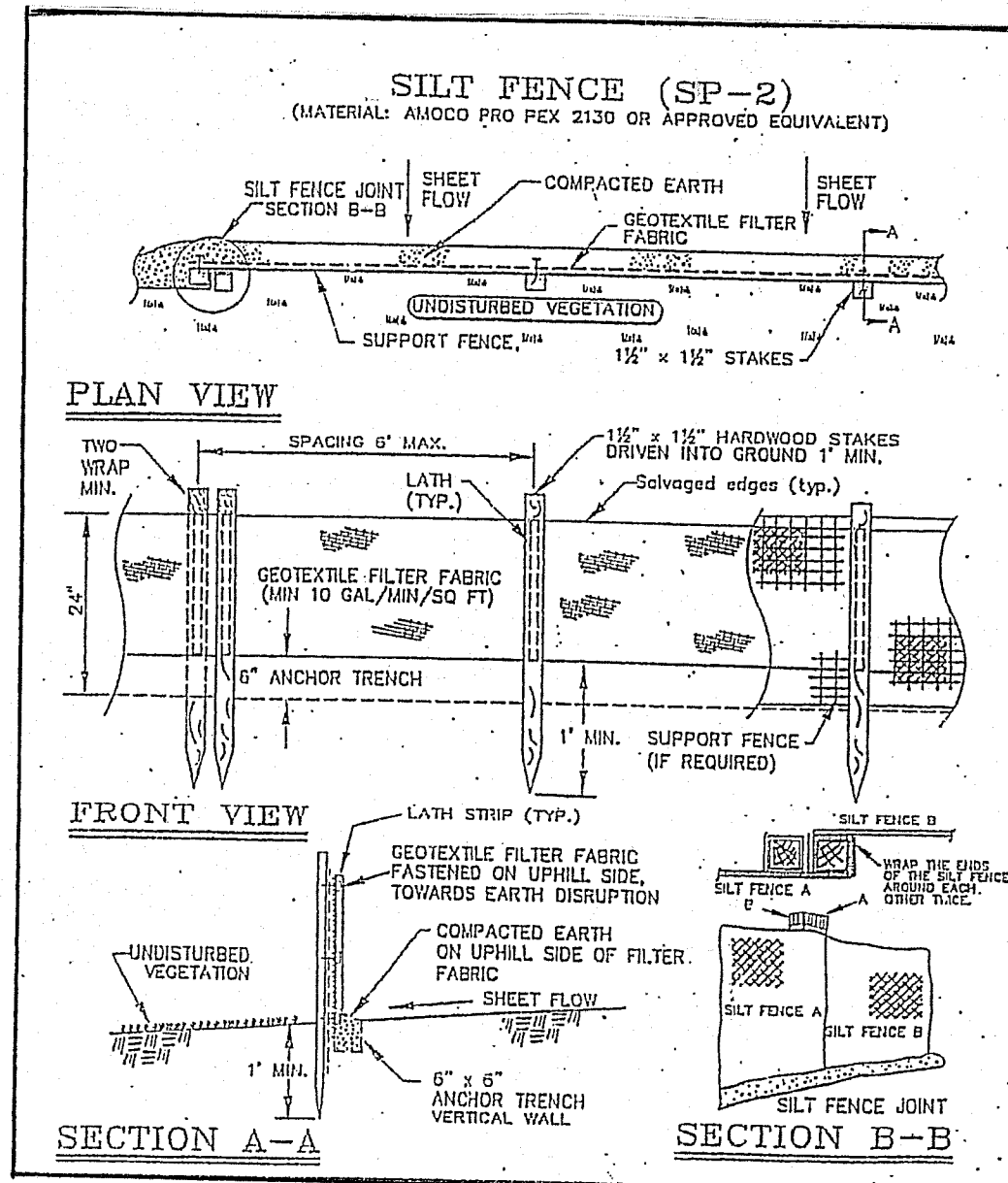


LEGEND

○	PROPERTY CORNER
⊙	FOUND MONUMENT (AS NOTED)
R&M	RECORD AND MEASURED DIMENSION
(R)	RECORD DIMENSION
(M)	MEASURED DIMENSION
⊕	GROUND POINT
⊕	ELECTRIC METER
P.P.	POWER POLE
⊕	GAS METER
⊕	SANITARY MANHOLE
⊕	ROUND CATCH BASIN
⊕	SQUARE CATCH BASIN
⊕	STORM DRAIN MANHOLE
⊕	FIRE HYDRANT
⊕	WATER BATE MANHOLE
⊕	WATER VALVE
⊕	BOLLARD
L.P.	LIGHTPOST/LAMP POST
⊕	SINGLE POST SIGN
ENCR.	ENCROACHMENT (AS SHOWN)
---	PARCEL BOUNDARY LINE
---	PLATTED LOT LINE
---	EASEMENT (AS NOTED)
---	EASEMENT CENTERLINE
---	BUILDING
---	BUILDING OVERHANG
---	CONCRETE CURB (AS SHOWN)
---	EDGE OF CONCRETE (CONC.)
---	EDGE OF ASPHALT (ASPH.)
---	EDGE OF GRAVEL
x	FENCE (AS NOTED)
---	WALL (AS NOTED)
---	OVERHEAD WIRE
---	GAS LINE
---	SANITARY LINE
---	STORM LINE
---	WATER LINE
---	PROPOSED ELEV
---	EXISTING ELEV
---	ETAL ELEV
---	WATER FLOW
F.I.	FOUND IRON
S.I.	SET IRON
(I)	IRON
---	TREE
B.M.	BENCH MARK
S&B.M.	SITE BENCH MARK

GENERAL NOTES:

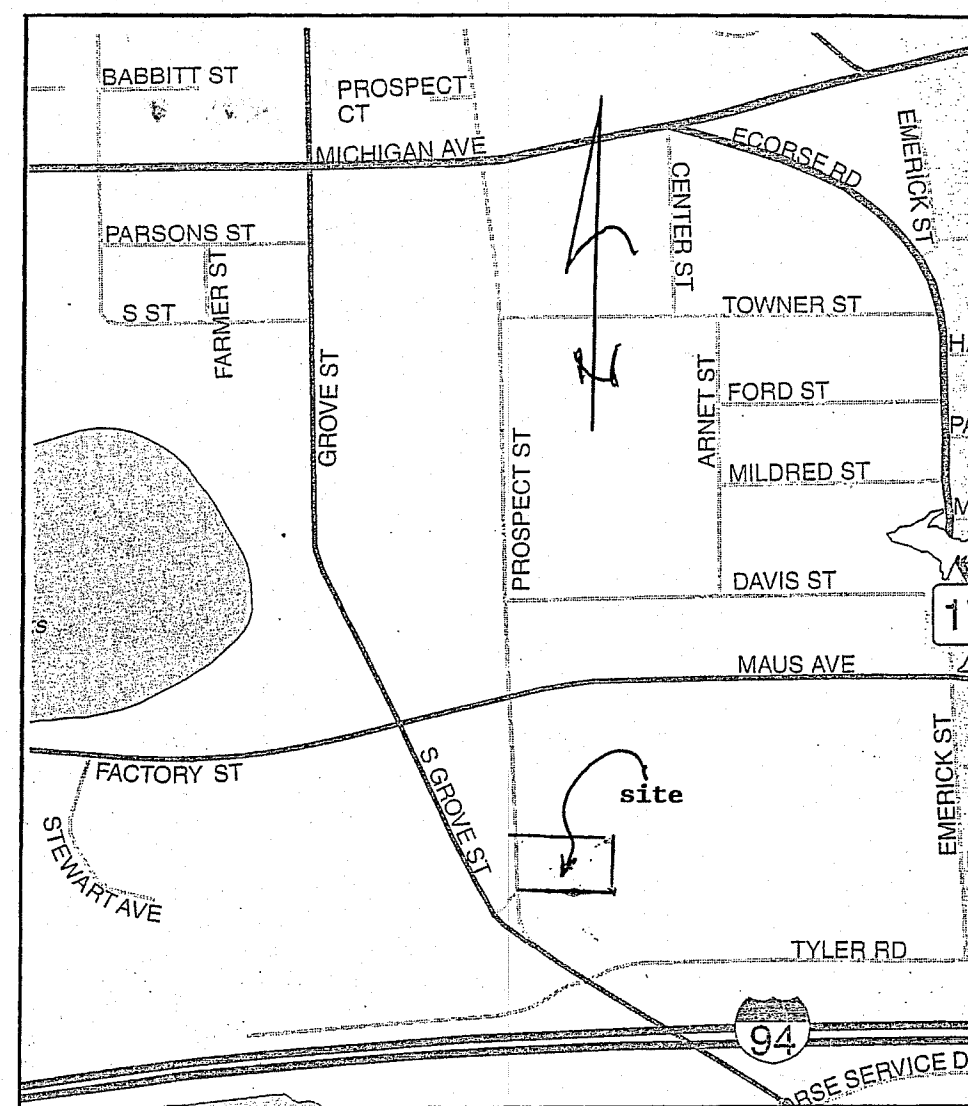
1. ALL WORK SHALL BE IN FULL COMPLIANCE WITH APPLICABLE NATIONAL, STATE AND LOCAL CODES.
2. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF COMPLIANCE WITH CODES AND ORDINANCES APPLICABLE TO ALL PHASES OF THE WORK.
3. GENERAL CONTRACTOR TO VERIFY EXISTING CONSTRUCTION AND DIMENSIONS AND NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCIES PRIOR TO COMMENCING WITH WORK.
4. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND FURNISHING ALL REQUIRED PERMITS AND INSPECTIONS.
5. GENERAL CONTRACTOR SHALL MAINTAIN ALL REQUIRED EGRESS ROUTES FREE OF CONSTRUCTION MATERIALS AND DEBRIS. PROVIDE TEMPORARY ENCLOSURES OF ALL OPENINGS INTO THE REQUIRED EGRESS ROUTES OF EQUAL FIRE RATED CONSTRUCTION.
6. GENERAL CONTRACTOR IS RESPONSIBLE FOR THE LOCATION OF ALL UNDERGROUND UTILITIES, PUBLIC OR PRIVATE, IN THE AREAS OF WORK PRIOR TO START OF WORK. ALL UTILITIES SHALL BE PROTECTED FROM DAMAGE DURING THE COMPLETION OF WORK.
7. ALL WORK SHALL BE PERFORMED AND COMPLETED IN ACCORDANCE WITH THE CONSTRUCTION DRAWINGS APPROVED BY AUTHORITIES HAVING JURISDICTION OVER THE PROJECT.
8. GENERAL CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL REQUIRED ENGINEERING AND TESTING SERVICES REQUIRED BY THE MICHIGAN BUILDING CODE AND/OR THE OWNER. ENGINEERING AND TESTING SHALL BE PROVIDED FOR FOUNDATION EXCAVATION, SUB-GRADE SUPPORTING BUILDING AND PAVEMENT AREAS, FILL AND BACKFILL MATERIALS, GRANULAR BASE.
9. ALL WORK, APPARATUS, FIXTURES SHALL BE AT ALL TIMES PROTECTED FROM WEATHER, FIRE, DUST, DIRT OR DEBRIS. GENERAL CONTRACTOR SHALL CLEAN UP WORK AND PLACE IN CONTAINERS ON DAILY BASES.
10. GENERAL CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES AT THE ONSET OF THE PROJECT TO ASSURE UTILITIES ARE AVAILABLE.
11. GENERAL CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH ALL TENANT RELATED WORK AND ASSIST TENANT'S CONTRACTOR WITH SCHEDULE RELATED ISSUES.



SITE DATA	
*PROPERTY SQUARE FEET:	= 36,246.10 SQ. FT.
*BUILDING SQUARE FEET:	= 2,750.00 SQ. FT. (FIRST FLOOR)
*UNDISTURBED AREA:	= 33,496.10 SQ. FT.
*TOTAL PARKING SPACES:	= 15
*HANDICAP SPACES:	= 3

NOTE: (UTILITIES)

1. EXISTING 10" SANITARY MAIN.
 2. EXISTING 12" STORM MAIN.
 3. 6" WATERMAIN.
 4. EXISTING GAS MAIN.
- (WEST OF THE RIGHT OF WAY IN ROAD).



LOCATION MAP
(NOT TO SCALE)

NOTE:
ZONING AND SETBACK REQUIREMENT INFORMATION
WAS PROVIDED BY THE MUNICIPALITY, IT IS THE
RESPONSIBILITY OF THE CLIENT TO INSURE THAT
THIS INFORMATION IS CORRECT.

*THIS PROPERTY IS ZONED AS:
(B-2) COMMUNITY BUSINESS DISTRICT.

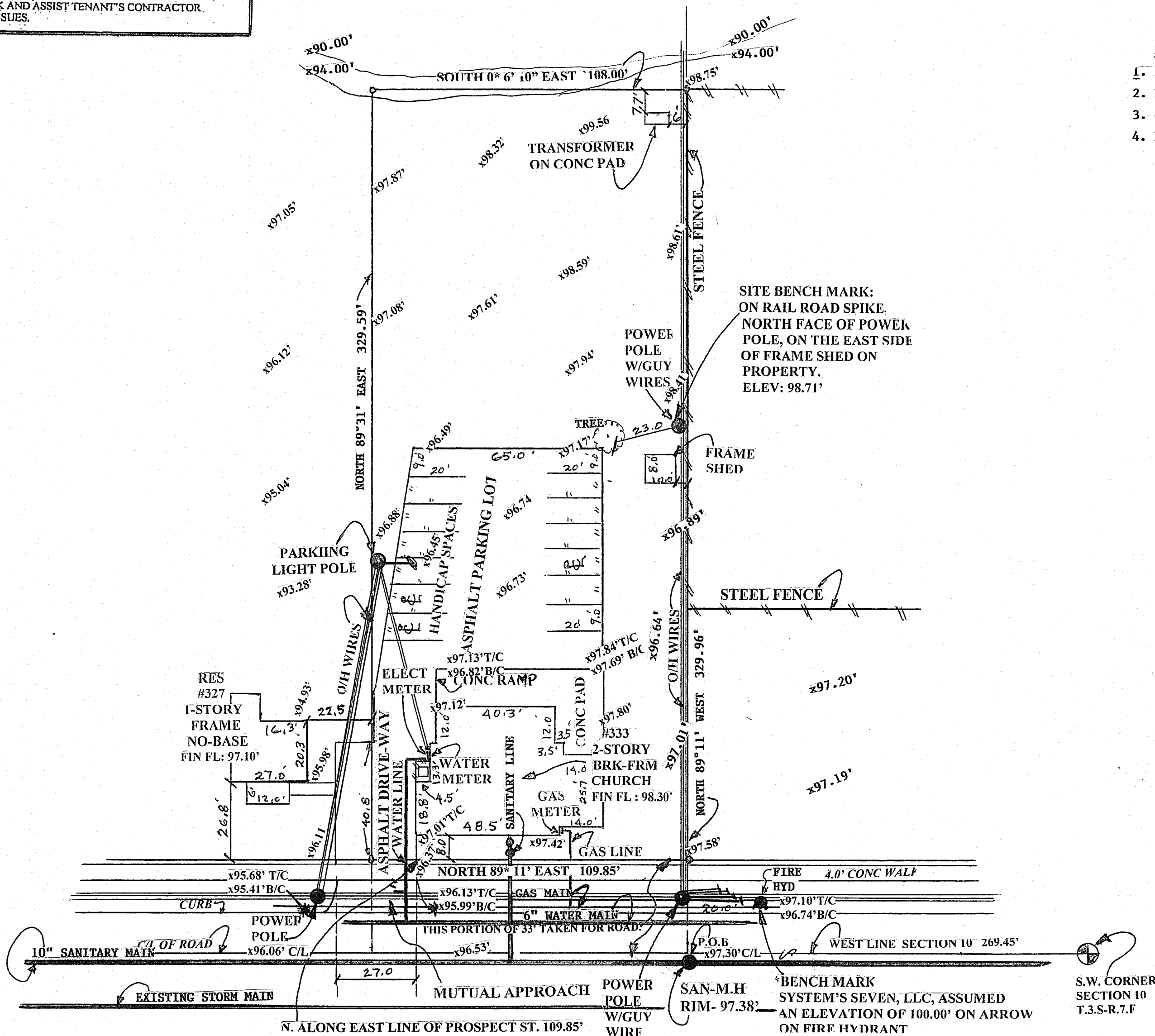
*NOTE:
EXPANSION OR RE-BUILDING WOULD REQUIRE
SPECIAL USES/SITE PLAN APPROVAL.

- FRONT YARD ----- 20.0' MIN
- SIDE YARD NOT REQUIRED ALONG THE INTERSIDE LOT LINES IF BUILDING WALLS ARE BUILT OF FIRE-RETARDANT CONSTRUCTION, EXCEPT AS OTHERWISE SPECIFIED IN THE BUILDING CODE. IF WALLS OF STRUCTURES, FACING SUCH INTERIOR SIDE LOT LINES, CERTAIN WINDOWS OR OTHER OPENINGS, SIDE YARDS OF NOT LES THAN THREE FEET SHALL BE PROVIDED.

- REAR YARD ----- 10.0' MIN
- PARKING: 1 FOR EVERY 5 SEATS OR 10 FEET OF LINEAR PEW SPACE BASED ON MAXIMUM CAPACITY IN MAIN WORSHIP ARE.

NOTE:
UTILITY LOCATIONS WAS OBTAINED FROM THE
MUNICIPAL OFFICIALS, NO GUARANTEE CAN BE
MADE TO THE COMPLETENESS OR EXACTNESS
OF THOSE RECORDS.

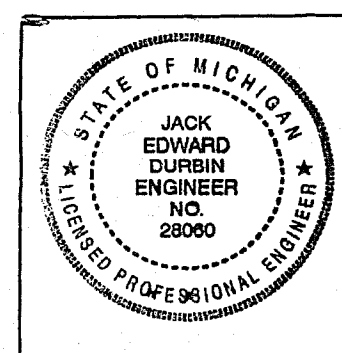
*NOTE: UTILITY LOCATIONS WERE OBTAINED
FROM THE MUNICIPAL OFFICIALS AND RECORDS
OF THE UTILITY COMPANIES, AND NO GUARANTEE
CAN BE MADE TO THE COMPLETENESS OR EXACTNESS
OF THOSE RECORDS.



SOUTH PROSPECT ST (66.0' WD)
(WIDTH VARIES)

LEGAL DESCRIPTION (333 S. PROSPECT ST)

EAST 175 FEET OF NORTH 109.85 FEET OF SOUTH 379.3 FEET OF A PARCEL OF LAND, COMMENCING AT THE SOUTHWEST CORNER OF SECTION 10, TOWN 3 SOUTH; RANGE 7 EAST, CITY OF YPSILANTI, WASHTENAW COUNTY, MICHIGAN, THENCE NORTH ALONG THE WEST LINE OF SECTION 10, 269.45 FEET, THENCE NORTH 89 DEGREES 11 MINUTES EAST 33 FEET TO THE EAST LINE OF PROSPECT STREET TO THE POINT OF BEGINNING; THENCE NORTH ALONG THE EAST LINE OF PROSPECT 109.85 FEET; THENCE NORTH 89 DEGREES 31 MINUTES EAST 329.59 FEET; THENCE SOUTH 0 DEGREES 6 MINUTES 10 SECONDS EAST 108.00 FEET; THENCE NORTH 89 DEGREES 11 MINUTES WEST 329.96 FEET TO THE POINT OF BEGINNING, EXCEPT THE WEST 33 FEET TAKEN ROAD AND PUBLIC UTILITY PURPOSES. PARCEL I.D.#11-11-10-360-007.



JACK EDWARD DURBIN P.E. #28060

LAND 1563 WOODGATE DRIVE TROY, MICHIGAN 48063		ENGINEERING: PH: (248) 250-6902 FAX: (248) 250-9493 sys7survey@yahoo.com
CHECKED BY J.E.D. DRAFTED BY S.K.	EXISTING SITE CONDITION FOR YPSILANTI COMMUNITY CHURCH OF OUR LORD JESUS CHRIST. #333 SOUTH PROSPECT AVE YPSILANTI, WASHTENAW COUNTY JOBA-01-2011-0015 -A CLIENT KM CONSULTING 313/727-8941 17245 WOODBINE ST, DETROIT, MI 48219	REVISION S.K. 1-25-11
APPROVED S.K.		DATE 1-25-11



27 September 2013

**Staff Review of Site Plan & Special Use Application
212 & 216 N Lincoln**

Applicant: Ali Wahab
212 & 216 N Lincoln
Ypsilanti, MI 48198

Project: Proposed Auto Sales & Auto Repair facility

Application Date: 18 September 2013

Location: On the east side of North Lincoln, south of the railroad and north of North Street. North-east of the intersection of River and Michigan.

Zoning: B4, General Commercial

Action Requested: Site plan and special use approval for an auto sales facility with auto repairs.

Staff Recommendation: Approval with conditions

PROJECT AND SITE DESCRIPTION

The project currently spans two parcels, which the applicant proposed to combine into one 0.35 acre parcel. There is a platted alley to the rear of the project, exiting onto North Street. The project's main entrance is on Lincoln, off the north parcel. The applicant is proposing to re-use the existing buildings on the site; the southern building as offices and the northern building as the auto repair facility. The site is located within a groundwater recharge area, but not a wellhead or sourcewater protection area. Improvements are being proposed to site landscaping, lighting, parking/maneuvering, and drainage.

The property is zoned **B4 – General Business**, which allows "automobile service stations and automobile repair garages, standing alone or in combination with an automobile sales outlet, which provide major or minor repairs" a Special Use, subject to the specific requirements in §122-776. The site has not had any previous approvals for this or a similar use.

Figure 1: Subject Site Location

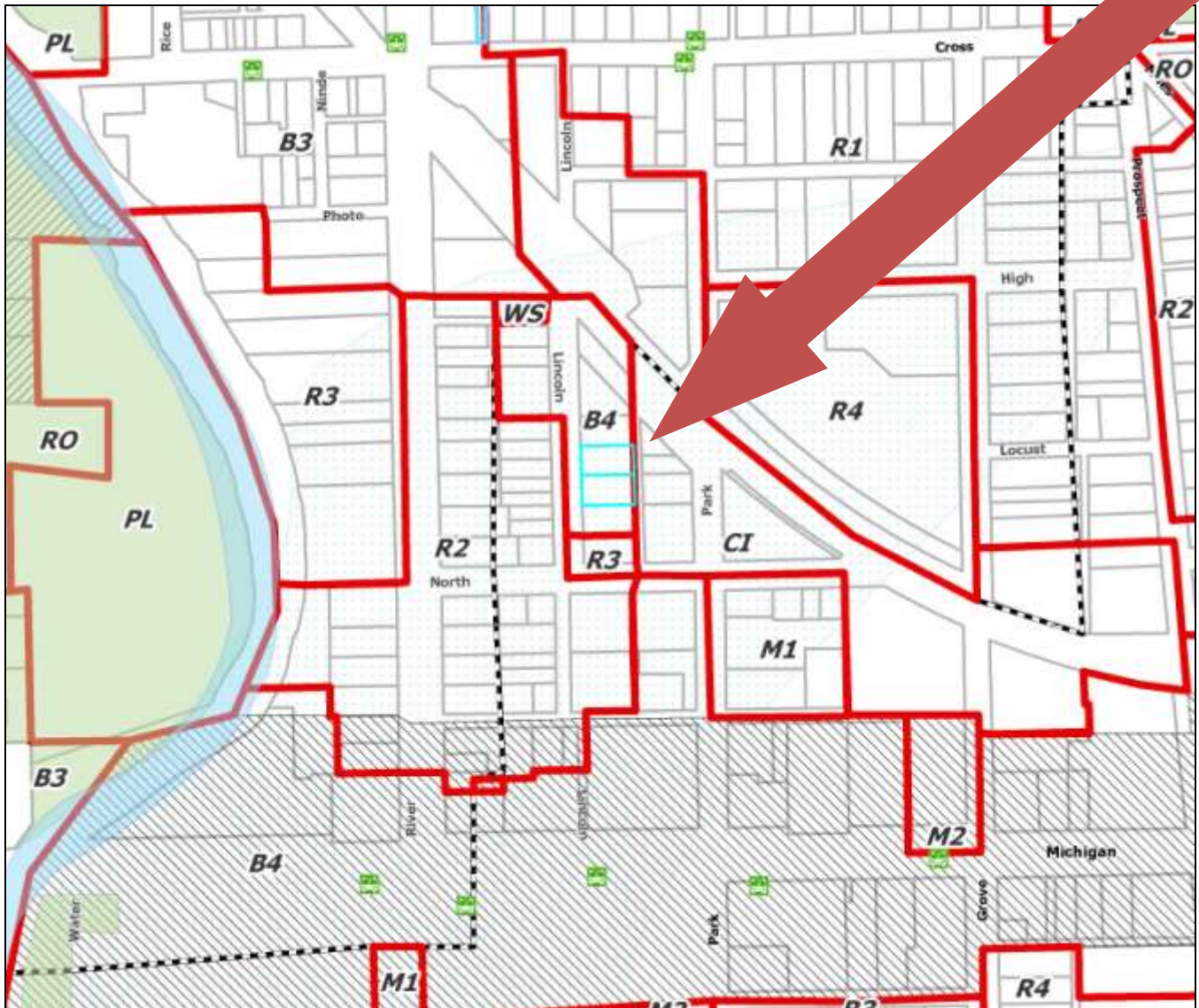


Figure 2: Site Aerial (2010)



Figure 3: Land Use and Zoning of Surrounding Area

	LAND USE	ZONING
NORTH	2-family, office, warehouse	B4
EAST	Single fam, vacant land, 2-family,	CI
SOUTH	arch./const. offices, vacant lot, single family	CI, R3, B4
WEST	tow yard, single-family	R2

SPECIAL USE: CRITERIA AND REVIEW

§122-165(b)

- (1) *The location, scale, and intensity of the proposed use shall be compatible with adjacent uses and the zoning of the land.*

COMMENTS: The area around Lincoln Street hosts a wide array of very diverse uses, ranging from single-family to heavy industrial (Marsh Plating). As many of these uses have been there for quite some time, the zoning is similarly diverse. The auto sales proposed will be primarily serving destination customers, not drive-by traffic, and the auto service is proposed to be a minor component of the business. Thus, the use is not out of line with other nearby uses; negative impacts from traffic and noise can be mitigated, and both uses proposed are consistent with permitted uses in the B4, General Commercial district.

- (2) *The proposed use shall promote the use of land in a socially and economically desirable manner and shall not be detrimental, hazardous, or disturbing to existing or future neighboring uses, persons, property, or public welfare.*

COMMENTS: With adequate groundwater protection and screening, which the applicant proposes and is required under the ordinance, the use does not appear as though it will be detrimental, hazardous, or disturbing to existing or future neighbors.

- (3) *The proposed special land use shall be designed, constructed, operated, and maintained to assure long-term compatibility with surrounding land uses. Consideration shall be given to the placement, bulk, and height of structures; materials used in construction; location and screening of parking areas, driveways, outdoor storage areas, outdoor activity areas, and mechanical equipment; nature of landscaping and fencing; and hours of operation.*

COMMENTS: Structures proposed are to remain, although their initial construction had been without benefit of an approved site plan, in the 1990s-2000s. The applicant and current owner is proposing significant renovations of the site to make it more compliant with the ordinance and compatible with the neighborhood in the long-term.

- (4) *The proposed special land use shall not present unreasonable adverse impacts on traffic circulation. Consideration shall be given to the estimated traffic generated by such use, proximity to major thoroughfares, and proximity to intersections, required vehicular turning movements, and provisions for pedestrian traffic.*

COMMENTS: The applicant has stated that traffic generated is anticipated to be minimal.

- (5) *The proposed use shall not create additional requirements at public cost for public facilities and services that will be detrimental to the economic welfare of the community.*

COMMENTS: No additional requirements for public services are anticipated at this time.

- (6) *The location of the proposed use shall not result in a small residential area being substantially surrounded by nonresidential development, nor a small nonresidential area being substantially surrounded by incompatible uses.*

COMMENTS: As mentioned before, the uses in this area are very diverse. By land area, it would be difficult to say whether non-residential or residential uses were dominant. Although this use is surrounded on three sides by residential uses, they in turn are surrounded by commercial/industrial uses. The north half of the property has been used commercially for quite some time (appears in 1960 aerial), the south half used to have a residential structure, being used as office space, until the mid-1990s, when it was demolished and replaced with the current two-story cinderblock office building.

Items to be addressed: Due to the diverse land uses in this neighborhood, special attention should be paid to the integration of the site into the neighborhood.

SITE PLAN: CRITERIA AND REVIEW**§122-127****STANDING****§122-127(1)**

The applicant is legally eligible to apply for site plan review, and all required information has been provided.

REQUIREMENTS**§122-127(2)****Figure 4: Requirements**

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
B4: §122-414 LOT AREA, WIDTH, COVERAGE	Determined by setbacks, screening and parking requirements.	14,425 sqft .35 ac	unchanged
LOT WIDTH	Determined by setbacks, screening and parking requirements.	132.52'	unchanged
LOT COVERAGE (buildings or structures)	Determined by setbacks, screening and parking requirements.	3,281 sqft 22.7%	3,295 sqft (add dumpster enclosure) 22.8%
SETBACKS			
front	30'	9.73'	unchanged
side	0' if fire-retardant; 3' otherwise	North: 1.81' South: 4.89'	unchanged
rear	10' min, from the centerline of the alley	9.96'	unchanged
B4: §122-415 HEIGHT	Lesser of six stories or 75'; exceptions in §122-640	2 storeys/ 20'8" office 1 storey/ 20' garage	unchanged
§122-647 SIDEWALKS	provide a sidewalk or shared-use path	sidewalk present	unchanged; repair as needed
§122-707 LANDSCAPING	10%	minimal – front lawn area only	3,125 sq ft 21.6%

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
§122-836 PARKING	Motor vehicle sales: • 1 per 200sf sales room (429 sf = 2.1) • 1 per 500sq outdoor sales area (900 sf = 1.8) • 1 per service stall (3 = 3) • 1 per employee (6 = 6) • total: 12.9 = 13 • sales spaces proposed: 5	n/a, unmarked spaces	17 spaces, 5 of which for vehicles for sale waiver requested for 1 parking space
§122-861 et seq SIGNAGE	• Building Mounted: max of 3 sq ft per ft of frontage • Ground: max of 40 sq ft, 10' tall; must be ≥3' from front property line; ≥10' from side or rear.	one banner (hung on the building) for former business,	none shown; sign permits to be pulled for all future signage
§122-776 USE-SPECIFIC	1- curb cuts: • no less than 25' from intersection • no less than 20' wide, nor wider than 30' • no more than one drive per 75' frontage 2- paving: entire lot, excluding landscaping & buildings, shall be hard-surfaced w/concrete or bituminous curbs at least 6" in height installed around all paved areas drainage in accordance w/ 122-835 3- all lubrication, hoists, and pits shall be enclosed entirely within a building. 4, 5, 6- (n/a) 7- comply with 122-641.	1 curb cut, approx 20-25' not near intersection	1- conditions met 2- conditions met 3- conditions met 7 – conditions met

Items to be Addressed: Planning Commission waiver requested for 8% reduction in the required parking, due to site dimensional constraints.

BUILDING LOCATION AND SITE ARRANGEMENT

§122-127(3)

There are two buildings on this site: a large garage space to the north and a smaller office building to the south, both constructed of concrete masonry block; one building on each existing parcel.

The current building arrangement will remain largely unchanged, with the addition of a dumpster enclosure towards the south east corner and closing the alley access.

Items to be Addressed: *Combine parcels.*

SITE ACCESS, TRAFFIC, AND PARKING

§122-127(4)

There is one access drive from Lincoln, and another from the alley/parcel to the south. The office building has two entrances on its north side, and the garage has three bay doors (two on the south and one on the west) and one man door on the south. The existing driveway and parking area is largely graveled. Parking spaces are currently not delineated. The site is within walking distance of Michigan Ave and Depot Town. There is a sidewalk along the Lincoln frontage. Pedestrians can access the site from a man gate in the fence north of the office building, currently inoperable, connected to the building's entrance via a sidewalk.

Seventeen parking spaces are proposed; twelve of which for customers/employees and five for display of vehicles for sale. One will be barrier-free. A bicycle hoop is proposed to the south-west corner of the garage building. The man-gate will be restored to operation. The alley access will be discontinued; although the gate will remain the access will be landscaped and curbed.

Items to be Addressed: *None.*

ENGINEERING & STORMWATER

§122-127(5), §122-127(6)

The proposed construction is not in a floodplain or floodway. However, as the site is currently a graveled surface, it must be paved, contributing runoff into the storm system. Two new catchbasins are proposed, with a new connection to the storm sewer.

Items to be Addressed: *See engineer's letter.*

SCREENING

§122-127(7)

Figure 5: Screening

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
§122-641 Lighting	• down-directed and shielded • not >0.5 fc @ lot line • not >16'in height • not < 0.3 fc	unshielded wall-packs; small lights at office man-doors.	lights to be replaced with compliant fixtures/bulbs. small area at south-east of the site to be lit less than 0.3 fc; explore adding a small fixture at SE corner of site.

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
§122-703 Screening Between Land Uses	visual buffer of at least 80% opacity and 6' height along north and east boundaries	overgrown 6' chain-link fence with barbed wire along all boundaries	barbed wire to be removed, privacy slats to be added to meet opacity.
§122-704 Off-Street Parking Landscaping	1 tree per 8 spaces (17/8 = 2)	5 existing trees	5 new trees; 5 existing to remain
	landscape island per 16 continuous spaces	--	n/a
	ends of all aisles and corners protected	--	one aisle-end not protected at east end of site, waiver requested
	minimum distance of 3' from curb backside to landscaping	--	curbing provided; one space may require wheelstop (northernmost space south of landscape island)
	must be screened per 122-703 if conflicting land use	conflicting land use to north and east	screening provided.
	must be screened from public ROW	n/a	screening provided.
	prevent vehicular encroachment into landscaping, structures		fully curbed
§122-705 Greenbelt Landscaping	not required	--	--

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
§122-706 Foundation Landscaping	screen buildings from parking areas/ ROWs 1 ornamental tree and 6 shrubs per 30' OFFICE • north parking: 40' ○ 8 shrubs ○ 1 trees • front ROW: 22' ○ 4 shrubs ○ 1 trees • East parking: 22' ○ 4 shrubs ○ 1 trees GARAGE • ROW/parking: 40' ○ 8 shrubs ○ 1 trees • South: 60' ○ 16 shrubs ○ 2 trees	no landscaping evident.	OFFICE • north parking: 40' ○ 7 shrubs ○ 1 trees ○ Note: between parking and sidewalk, not sidewalk and building. • front ROW: 22' ○ 6 shrubs ○ 1 trees • East parking: 22' ○ 5 shrubs ○ 0 trees GARAGE • ROW/parking: 40' ○ 3 shrubs ○ 1 trees ○ 1 bay door for vehicle access • South: 60' ○ 0 shrubs ○ 0 trees ○ 2 bay doors for vehicle access Waiver requested due to limited space for landscaping and presence of bay doors.
§122-650, §122-709 Refuse Containers	masonry enclosure 1' taller than dumpster (no less than 6'), in rear yard, 80% opaque swing door, on a concrete pad	--	CMU dumpster enclosure shown.
§122-710 Exterior Electrical	when visible from ROW screen	n/a	n/a
§122-712 Maintenance	install underground sprinkler system		None proposed, waiver requested
§122-714 Fencing, hedges, walls, berms	no taller than 10' in side/rear yard	Existing 6' chain-link fence around perimeter	barbed wire to be removed, privacy slats to be added.

Items to be Addressed:

- 1- Explore options for lighting small area of parking at south east corner of site, currently lit to less than 0.3 footcandles.
- 2- Waiver requested from aisle-end protection at north end of easternmost parking, due to presence of loading space.
- 3- Add wheelstop at northernmost parking space south of landscaped island in center of site.
- 4- Waiver requested to accept proposed foundation landscaping due to limited space for landscaping and presence of bay doors.
- 5- Waiver requested to omit in-ground irrigation.

OTHER DEPARTMENT AND AGENCY APPROVALS

DEPARTMENT OF PUBLIC SERVICES

The applicant is responsible for obtaining permits from the Department of Public Services before beginning work on any portion of the City right-of-way, including the curb cut on N Lincoln.

STAFF RECOMMENDATIONS: SPECIAL USE

Staff recommends the Planning Commission **approve** the Special Use Permit for the North Lincoln auto sales and repair facility at 212 & 216 N Lincoln with the following findings and conditions:

Findings: The application is substantially in compliance with §122-165(b).

Conditions: Special use approval shall be subject to approval of site plan.

STAFF RECOMMENDATIONS: SITE PLAN

Staff recommends the Planning Commission **approve** the Site Plan for the North Lincoln auto sales and repair facility at 212 & 216 N Lincoln with the following findings, waivers, and conditions:

Findings

1. The application substantially complies with §122-127.

Waivers

- 1- Planning Commission waiver requested for 8% reduction in the required parking due to site dimensional constraints.
- 2- To accept proposed foundation landscaping, with the finding that the benefit intended to be secured by §122-706 will exist with less than the required landscaping or screening.
- 3- To accept aisle-end protection as shown, with the finding that the benefit intended to be secured by §122-704 will exist with less than the required landscaping or screening.
- 4- To accept proposed in-ground irrigation, with the finding that the benefit intended to be secured by §122-712 will exist without it.

Conditions

- 1- Applicant to combine 212 N Lincoln and 216 N Lincoln into one parcel.
- 2- Engineering approval.
- 3- Explore options for lighting small area of parking at south east corner of site, currently lit to less than 0.3 footcandles.
- 4- Add wheelstop at northernmost parking space south of landscaped island in center of site.

Bonnie Wessler
Planner I, Planning & Development Dept.

CC File
 Applicant

212 & 216 LINCOLN

YPSILANTI, MI

SHEET INDEX	
SHEET NO.	SHEET TITLE
1	SHEET INDEX, SITE PLAN, ZONING INFORMATION
2	LANDSCAPE & SITE LIGHTING PLAN
3	SITE DETAILS
4	EXISTING SURVEY
5	FLOOR PLANS
6	BUILDING ELEVATIONS

LEGAL DESCRIPTION: LOTS 82 & 83 OF HUNTERS ADDITION TO THE VILLAGE OF YPSILANTI, WASHTENAW COUNTY, MI AS RECORDED IN THE PLAT THEREOF, RECORDED IN LIBER 2, P. 166-167 OF WASHTENAW COUNTY RECORDS

PROPERTY OWNER: ALI WAHAB (313) 523-1806
NEXT GENERATION LAND HOLDINGS, LLC
836 N. ELIZABETH ST
DEARBORN, MI 48128

PROJECT DESCRIPTION: NEW CURBS, PAVEMENT, STRIPING, DRAINAGE SYSTEM, AND LANDSCAPING. THE EXISTING BUILDINGS WILL REMAIN, EXCEPT FOR THE REMOVAL OF THE WOODEN SHED ON THE EAST SIDE OF THE GARAGE. FOUR BUILDING-MOUNTED LIGHTS WILL BE INSTALLED OR MAINTAINED. THE EXISTING 6FT CHAINLINK FENCE WILL REMAIN.

GENERAL SITE PLAN NOTES

1. A SPECIAL USE PERMIT IS REQUIRED FOR THIS SITE TO OPERATE AS AN "AUTO REPAIR SERVICE STATION ORO AUTOMOBILE REPAIR GARAGE STANDING ALONE, OR IN COMBINATION WITH AN AUTOMOBILE SALES OUTLET".
2. NO OUTDOOR STORAGE AREAS ARE PROPOSED, EXCEPT FOR STORAGE OF SALES VEHICLES. NO ABOVE OR BELOW GROUND STORAGE IS PROPOSED FOR ANY CHEMICALS, FLAMMABLE MATERIALS, OR HAZARDOUS MATERIALS. NO CONTAMINATION STRUTURES OR CLEAR ZONES ARE PROPOSED, OR REQUIRED.
3. ALL PROPOSED SITE CONSTRUCTION WILL OCCUR AT ONE TIME.
4. NO UTILITY WORK IS PROPOSED ON THIS SITE, EXCEPT FOR STORM DRAINAGE OF THE PARKING LOT
5. THE BUILDING HEIGHT OR THE OFFICE IS 10'-0" THE BUILDING HEIGHT OF THE GARAGE IS 20'-0" (MIDPOINT OF HIGHEST SLOPED ROOF.)

KEYED SITE PLAN NOTES

1. NEW 6" CURB
2. NEW CATCH BASIN WITH OIL-WATER SEPARATOR
3. EXISTING 6FT HIGH CHAIN-LINK FENCE TO REMAIN. REMOVE BARBED WIRE, ADJ. PRIVACY SLATS TO CREATE MIN 80% OPACITY.
4. EXISTING CONCRETE TO REMAIN
5. PROPOSED 4" CONCRETE WALK
6. NEW ASPHALT PAVING
 - 1. NEW BIKE LOOK BOLT-LED TO CONCRETE
8. NEW 6" THINK CRISWYWAY APPROACH
9. REMOVE EXISTING WOOD SHED. CONCRETE PAVEMENT WILL REMAIN.

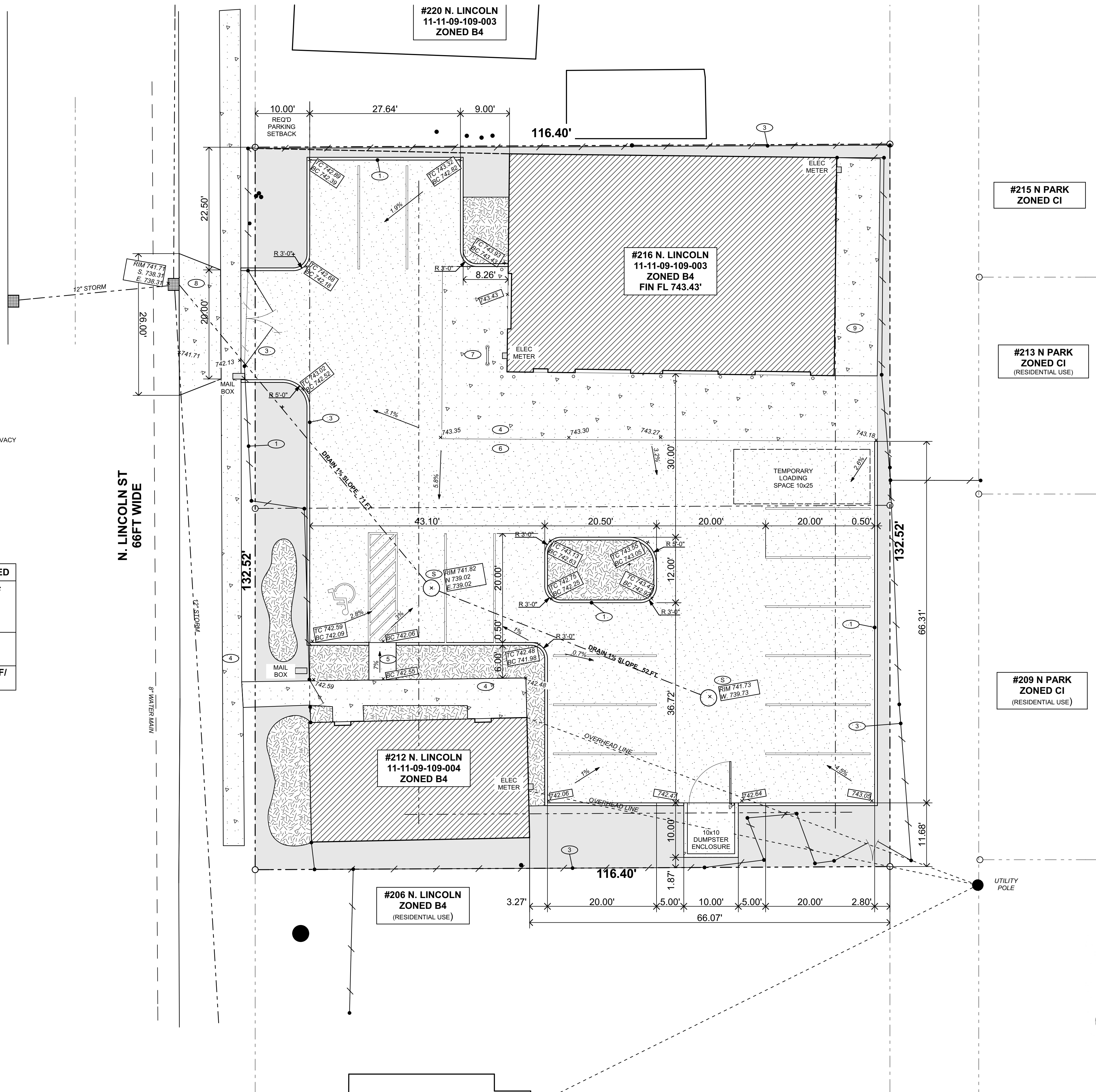
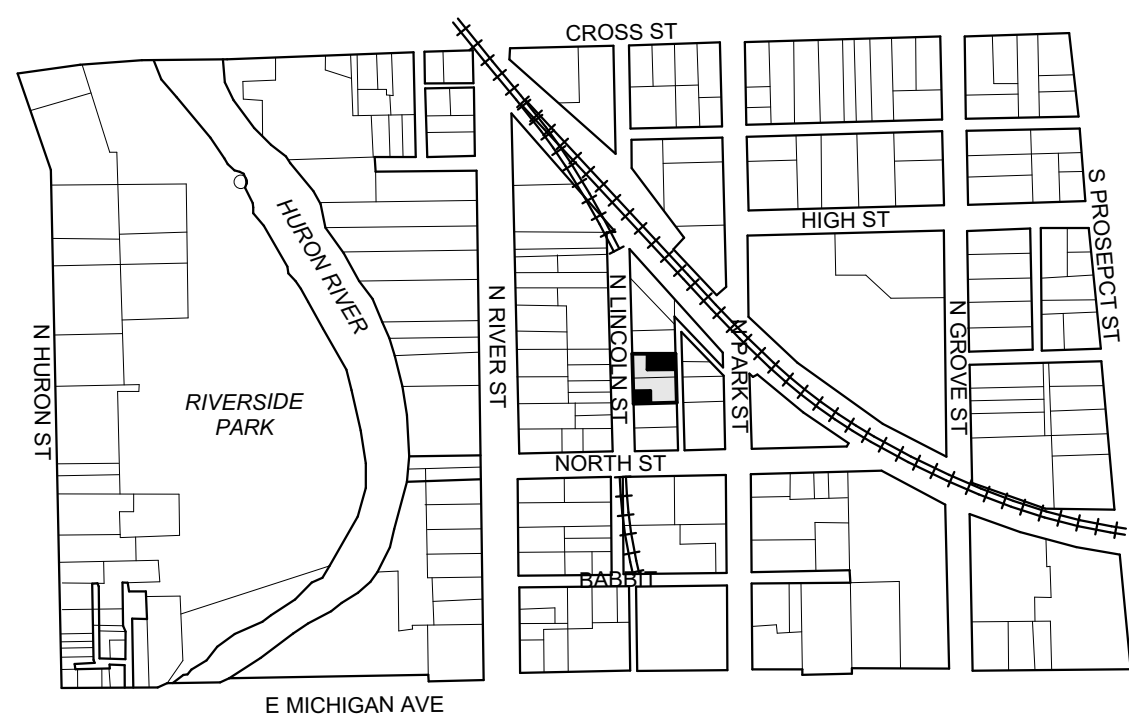
AREAS WITH PROPERTY LINES	EXISTING	CHANGE	PROPOSED
IMPERVIOUS AREAS	5,079 SF	-7,221 SF	12,300 SF
BUILDING AREA	3,281 SF	+ 14.56"	3,295 SF
ASPHALT	1,798 SF	+6,895 SF	6,895 SF
FLAT CONCRETE	0 SF	+117 SF	1,915 SF
CURBS	0 SF	+195 SF	195 SF
PERVIOUS AREAS	10,346 SF	-7,221 SF	3,125 SF
GRAVEL*	4,759 SF ±	-4,759 SF	0 SF
LANDSCAPE/ GRASS*	5,587 SF ±	-2,462 SF	3,125 SF
SITE AREA	14,425 ACRES/ .35 ACRES		14,425 SF/ .35 ACRES

* AREA IS APPROXIMATE SINCE EX. GRAVEL IS OVERGROWN WITH GRASS
** DUMPSTER ENCLOSURE

PROJECT MATERIAL QUANTITIES

NEW CURBS- 397 LF, 198 SF
FLAT CONCRETE (WALK, DUMPSTER, DRIVE APPROACH) = 2,091 SF
ASPHALT- 6,947 SF
EX. FENCE = 502 LF, 3,012 SF @ 6FT HIGH

VEHICLES FOR SALE			5
CAR SALES OFFICE			7
1 PER 200SF OF USEABLE SALES OFFICE 450 (200SF) / 2000 = 2.14 SPACES	2.1		
1 FOR EVERY 500 SF. OF OUTDOOR SALES AREA. 5 PARKING SPACES = 900SF/ 500 = 1.8 SPACES	1.8	0	
1 FOR EVERY SERVICE BAY		1	
1 FOR EVERY EMPLOYEE (3 OFFICES, MAX 3 EMPLOYEES)	3		
AUTO SERVICE GARAGE			9
2 FOR EACH SERVICE BAY (3 BAYS)	6		
1 FOR EACH EMPLOYEE	3		
TOTAL PARKING REQUIRED			21
PARKING PROPOSED			17



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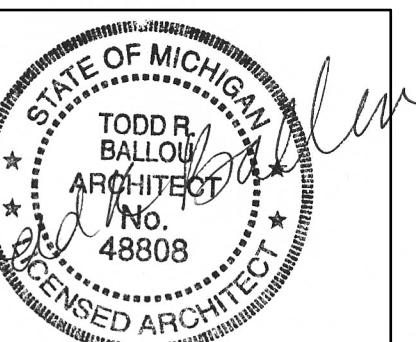
SITE PLAN REVIEW	17 SEP 2013
REVIEW	13 SEP 2013
SITE CONCEPT	5 SEP 2013

focus / design
Todd Ballou, Registered Architect
(734) 276-2110
www.focusdesign.us
focusdesign@comcast.net
3300 Berry Rd, Ypsilanti, MI 48198

PROJECT:
212 & 216 LINCOLN
212 & 216 LINCOLN ST
YPSILANTI, MI

TITLE: SITE PLAN

JOB NO:
325



SHEET NO.

1



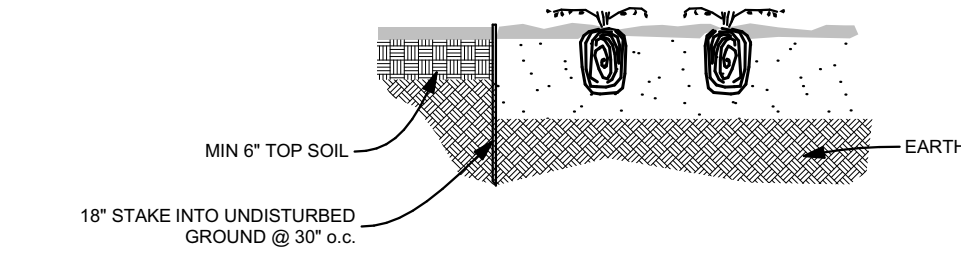
PROXIMITY MAP

1" = 500'



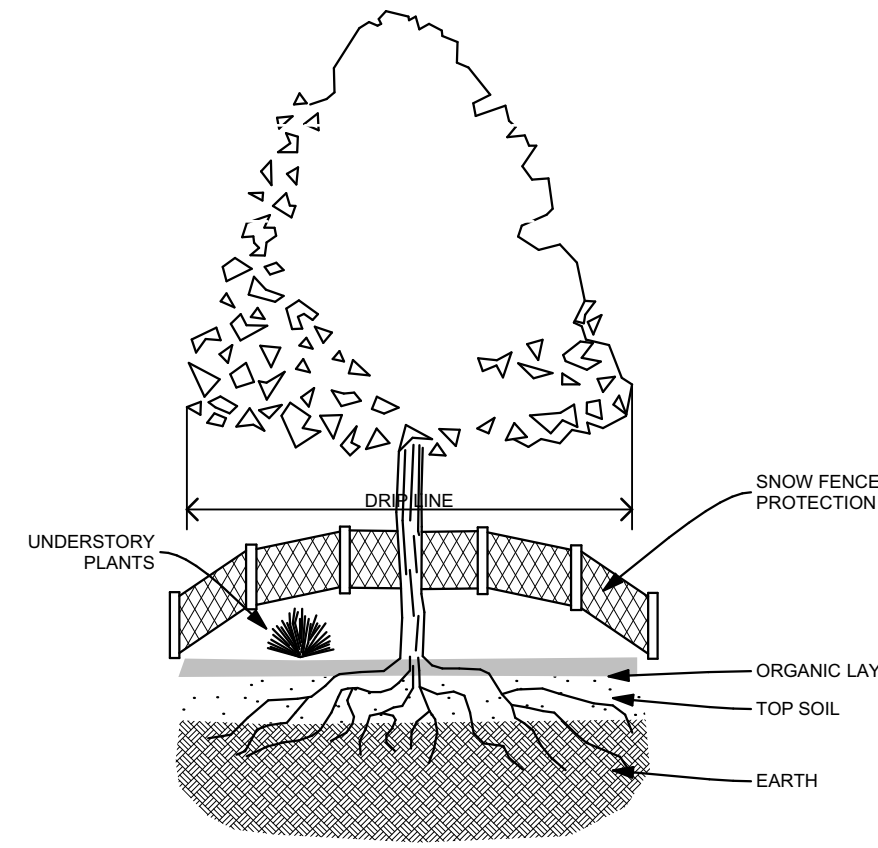
SITE PLAN

$$1'' = 10'$$



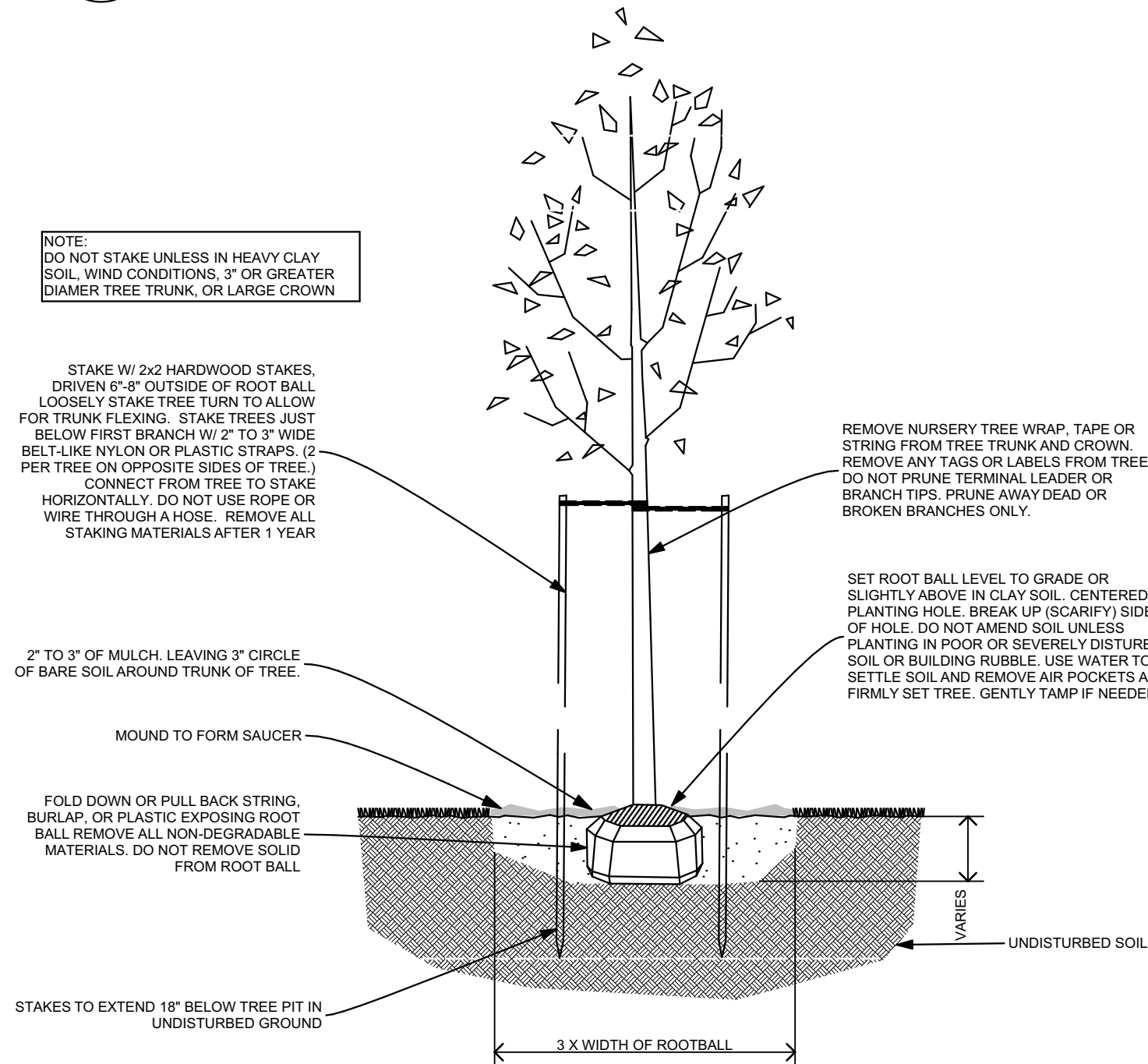
GROUND COVER / PERENNIAL

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2 Scale 1/8" = 1' - 0"



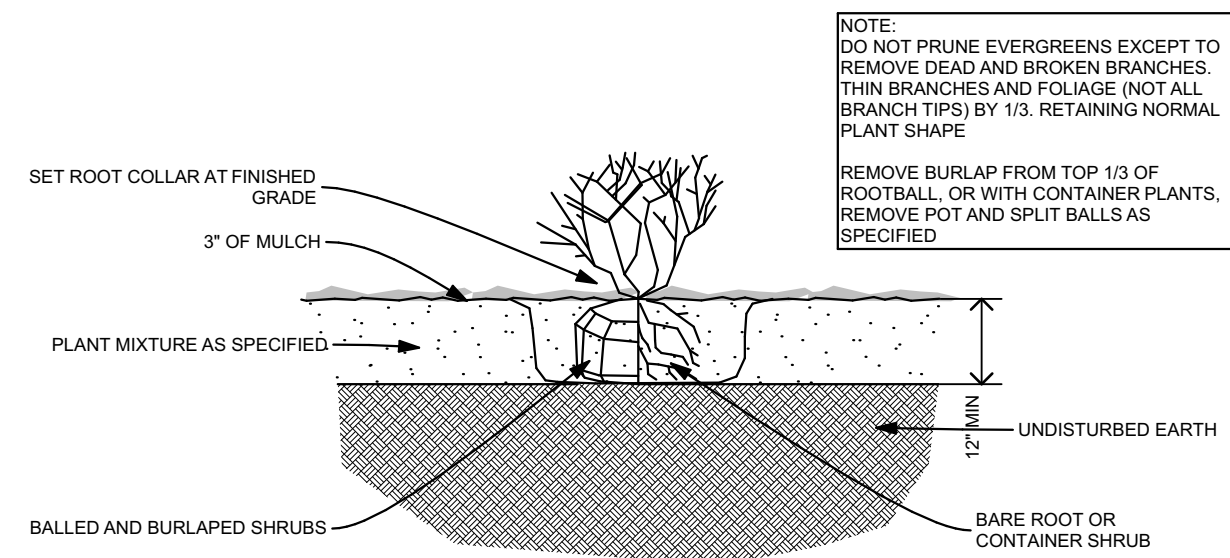
TREE PROTECTION DETAIL

1
2 Scale 1/8" = 1' - 0"



DECIDUOUS TREE PLANTING

3
8 Not to Scale



SHRUB PLANTING- BED

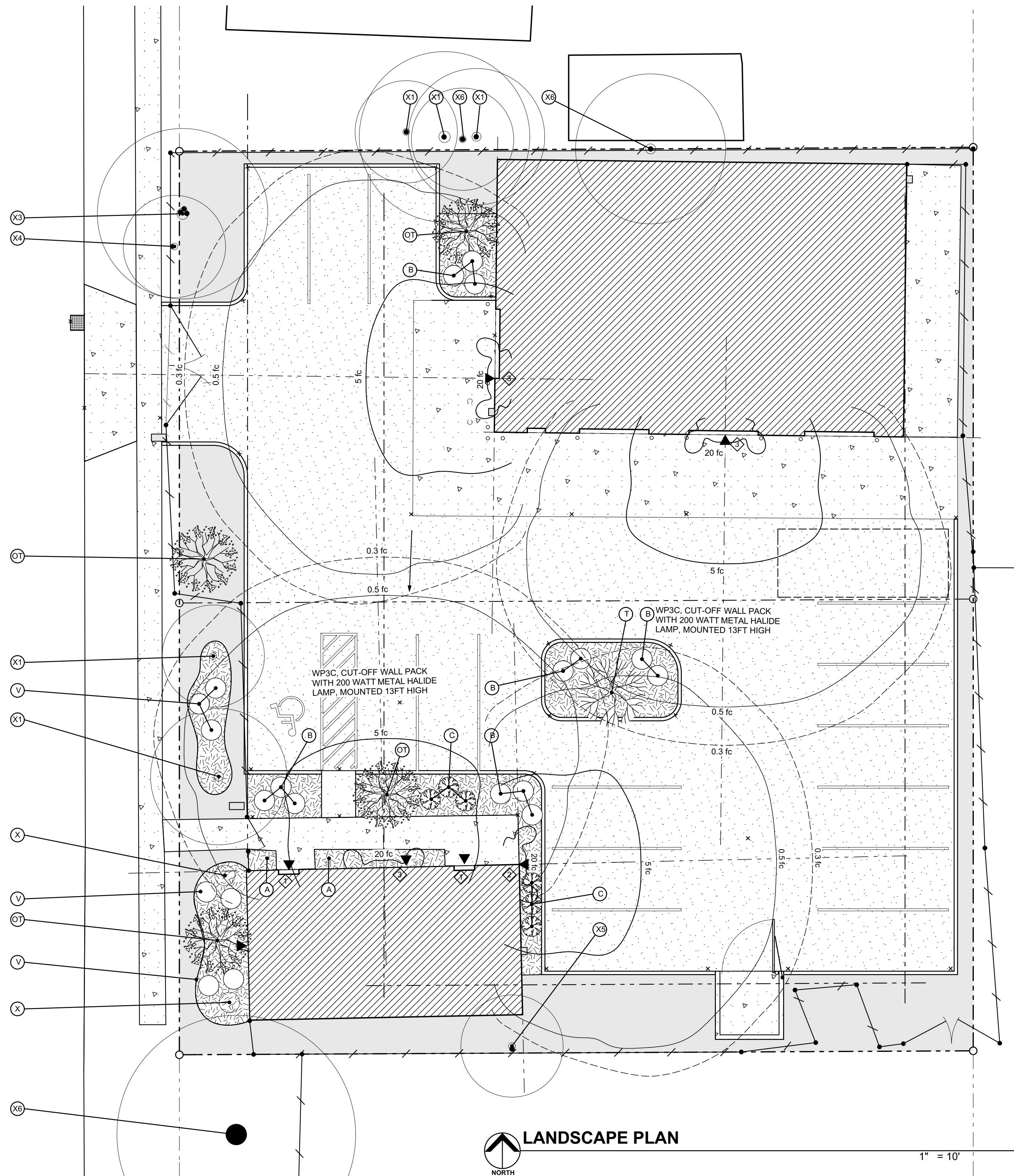
2
8 Not to Scale

LANDSCAPING REQUIREMENTS

		TREES	SHRUBS
122-704	OFF STREET PARKING REQUIRES 1 TREE FOR EVERY 8 PARKING SPACES 17 SPACES/ 8 = 2.1 TREES	2	
122-704	SCREENING IS REQUIRED TO SHIELD PARKING FROM LINCOLN ST. PROPOSE NEW OPAQUE FENCE WITH PLANTINGS		--
122-706	FOUNDATION PLANTING FOR STREET & PARKING LOT FACADES- 1 ORN. TREE + 6 SHRUBS PER 30 FT OFFICE BUILDING - 61FT/ 30 = 2 TREES, 12 SHRUBS GARAGE= 100FT/30 = 3.33 TREES, 20 SHRUBS	5	32
122-706	FRONT GREENBELT ALONG CATHERINE ST NOT REQUIRED IN B-4 DISTRICT	--	
122-707	10% SITE LANDSCAPING IS REQUIRED. THE SITE IS 15,245 SF, REQUIRING 1,525 SF OF LANDSCAPED AREA. THE SHADED LANDSCAPED AREAS TOTAL 3,125 SF, OR 20.4% OF THE SITE		

SITE LIGHTING SCHEDULE

ID	FIXTURE	MOUNTING HEIGHT
1	EXISTING COMPACT FLUORESCENT FIXTURE (LAMP TO BE REPLACED WITH 13W LAMP)	8 FT
2	WP3C, CUT-OFF WALL PACK WITH 200 WATT METAL HALIDE LAMP, MOUNTED 10FT HIGH	11 FT
3	WP3C, CUT-OFF WALL PACK WITH 200 WATT METAL HALIDE LAMP, MOUNTED 13FT HIGH	13 FT
4	(NOT USED)	



ID	COMMON NAME	FORMAL NAME	LOCATION/ TYPE	MIN SIZE	QTY
A	VARIOUS ANNUALS		DECORATIVE FLOWERS	--	1
B	CRISP LEAF SPIREA	SPIRAEA X BUMALDA 'CRISPA'	FOUNDATION SHRUBS	18-24"	13
C	DWARF DENSE YEW	TAXUS X MEDIA DENSIFORMIS	FOUNDATION SHRUBS	18-24"	6
OT	FLOWERING DOGWOOD	CORNUS FLORIDA	ORNAMENTAL FOUNDATION TREE	1.75" CALIPER	4
T	LITTLELEAF LINDEN	TILIA CODATA	FOUNDATION TREES	2.5" CALIPER	1
V	NEW BURNING BUSH	EUONYMUS ALATUS	FOUNDATION SHRUBS	18-24"	7
X1	EXISTING TREE	EX. POPLAR	NOT ON THIS PROPERTY		3
X2	EX. SUGAR MAPLE	ACER SACCHARUM	EX. PARKING LOT TREES		2
X3	EX. AMERICAN HORNBEAM	CARPINUS CAROLINIANA	EX. PARKING LOT TREES		1
X4	EX. GREEN ASH	FRAXINUS PENNSYLVANICA	EX. PARKING LOT TREES		1
X5	EXISTING TREE	UNIDENTIFIED DECIDUOUS TREE	EX. PARKING LOT TREES		1
X6	EXISTING TREE	UNIDENTIFIED DECIDUOUS TREE	NOT ON THIS PROPERTY		1
X7	EX. 36" SUGAR MAPLE	ACER SACCHARUM	NOT ON THIS PROPERTY		2
XB	EXISTING BURNING BUSH	EUONYMUS ALATUS	FOUNDATION SHRUBS	EXISTING	2

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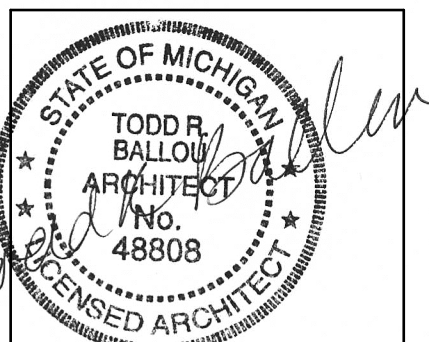
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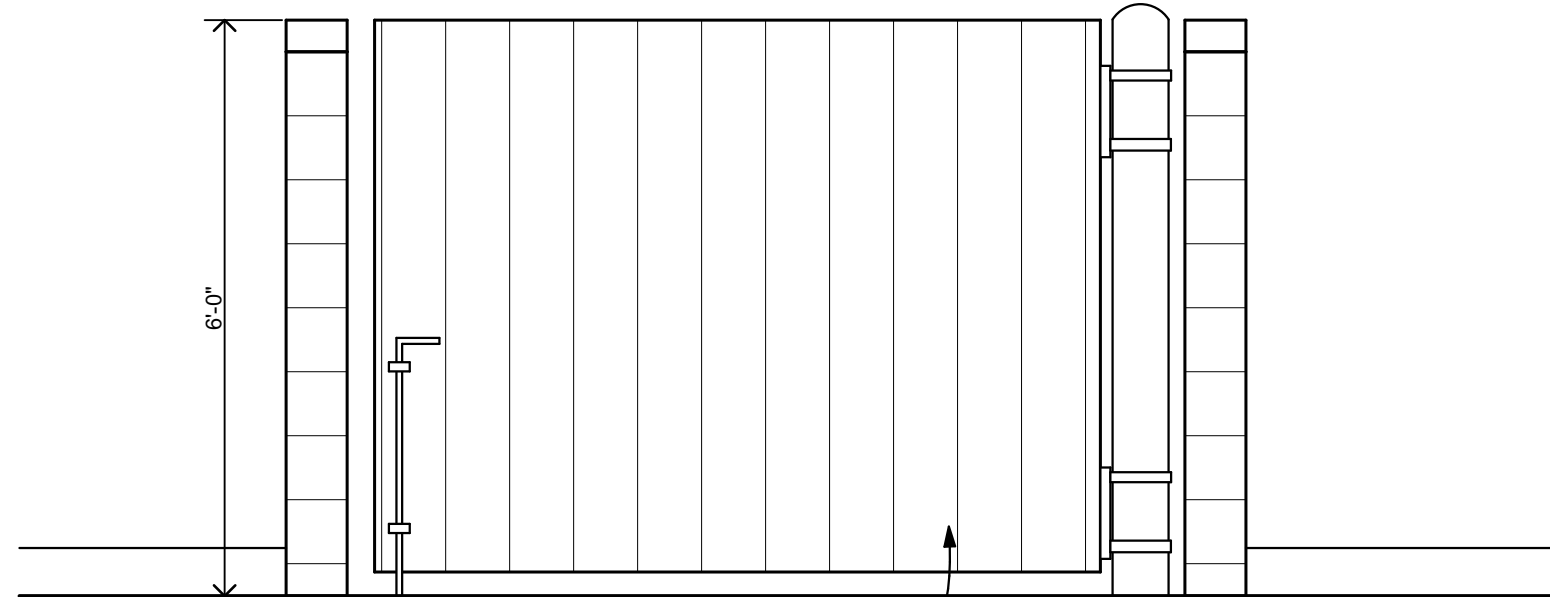
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JOB NO:
1325

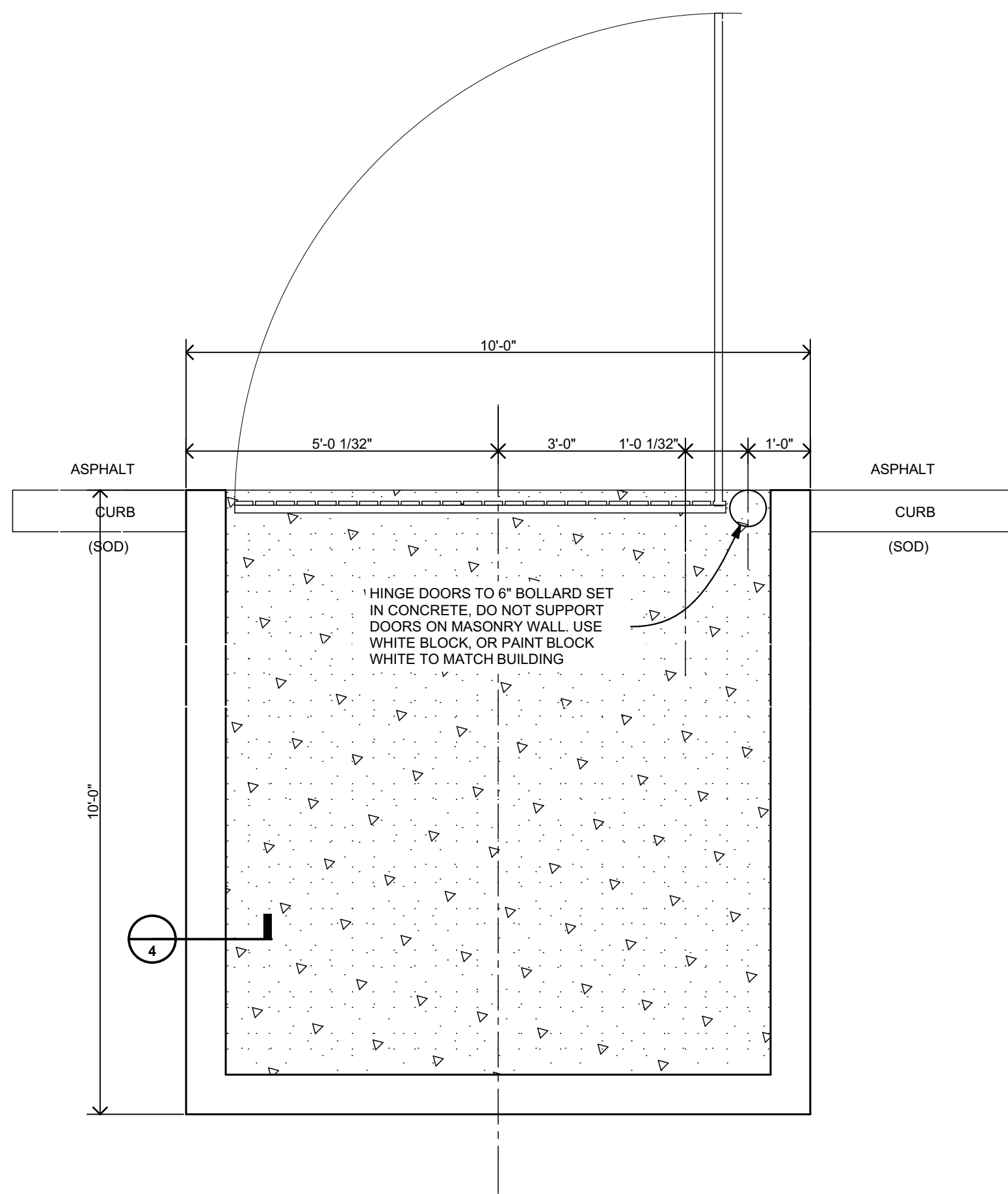


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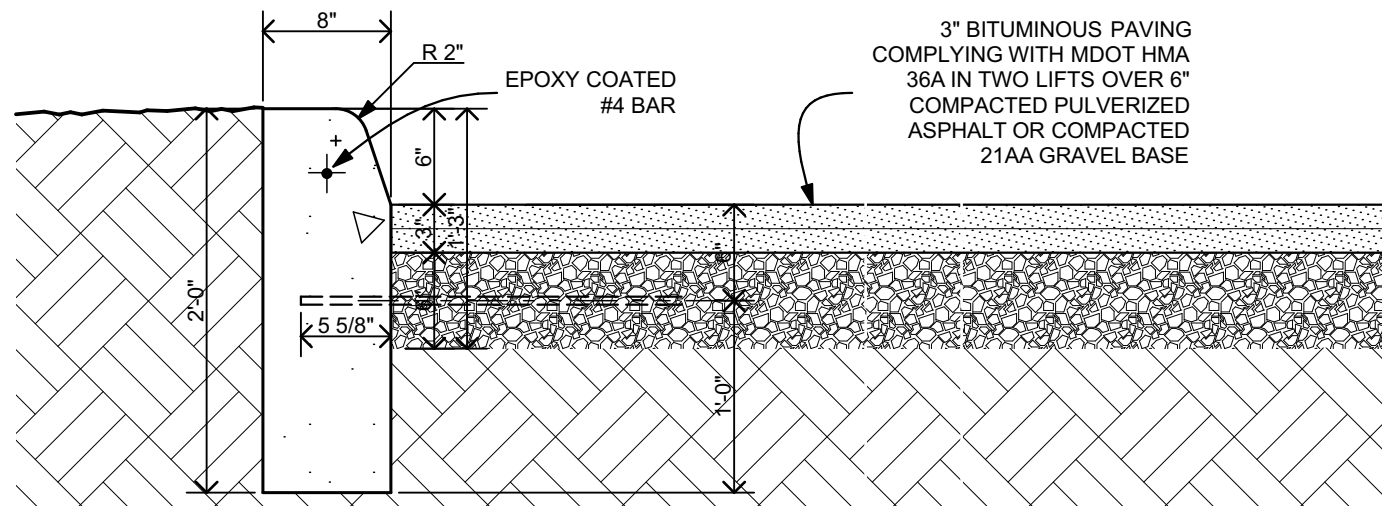


WOOD GATE ON METAL FRAME,
PAINT DK BROWN TO MATCH
BRICK



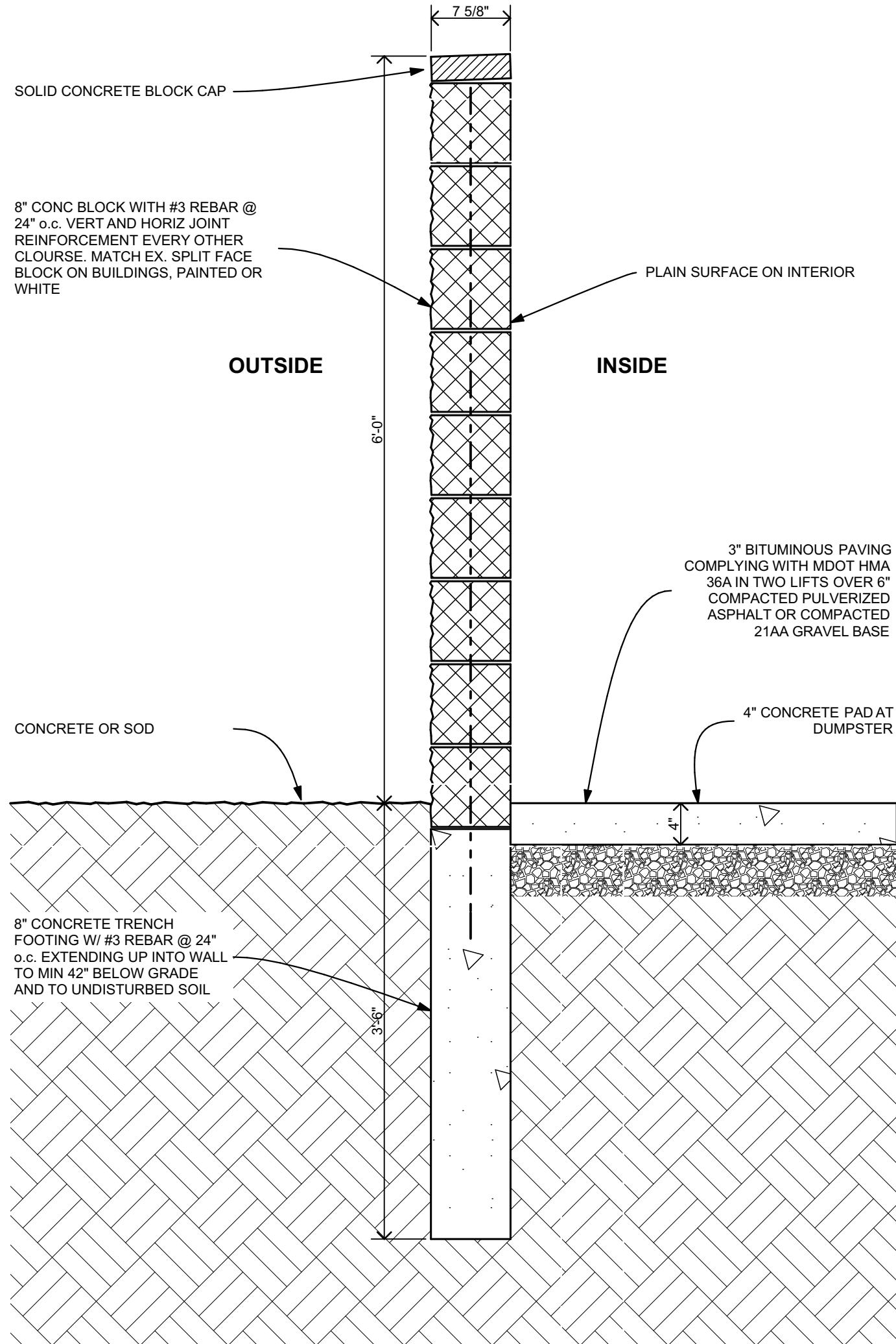
DUMPSTER ENCLOSURE

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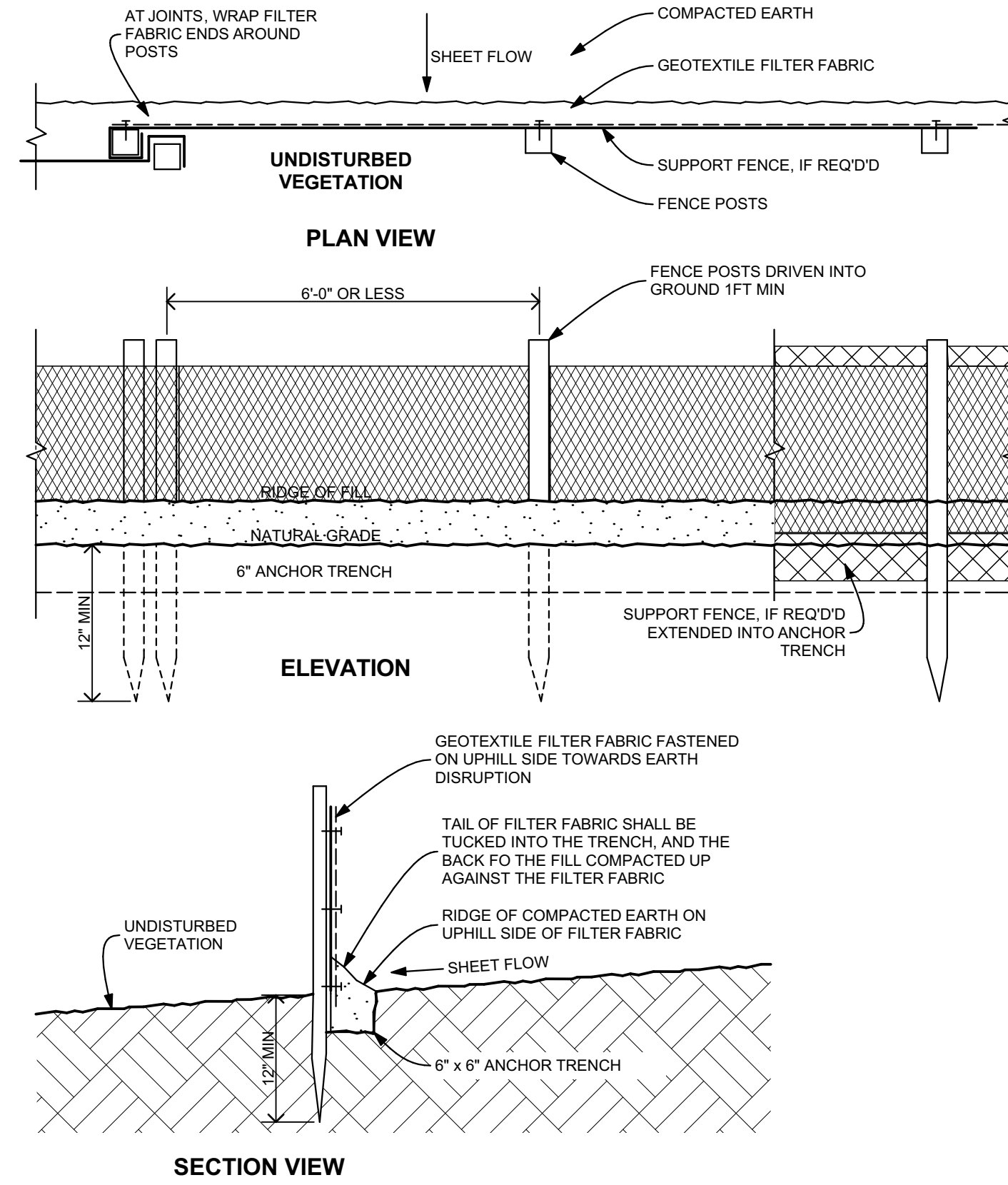
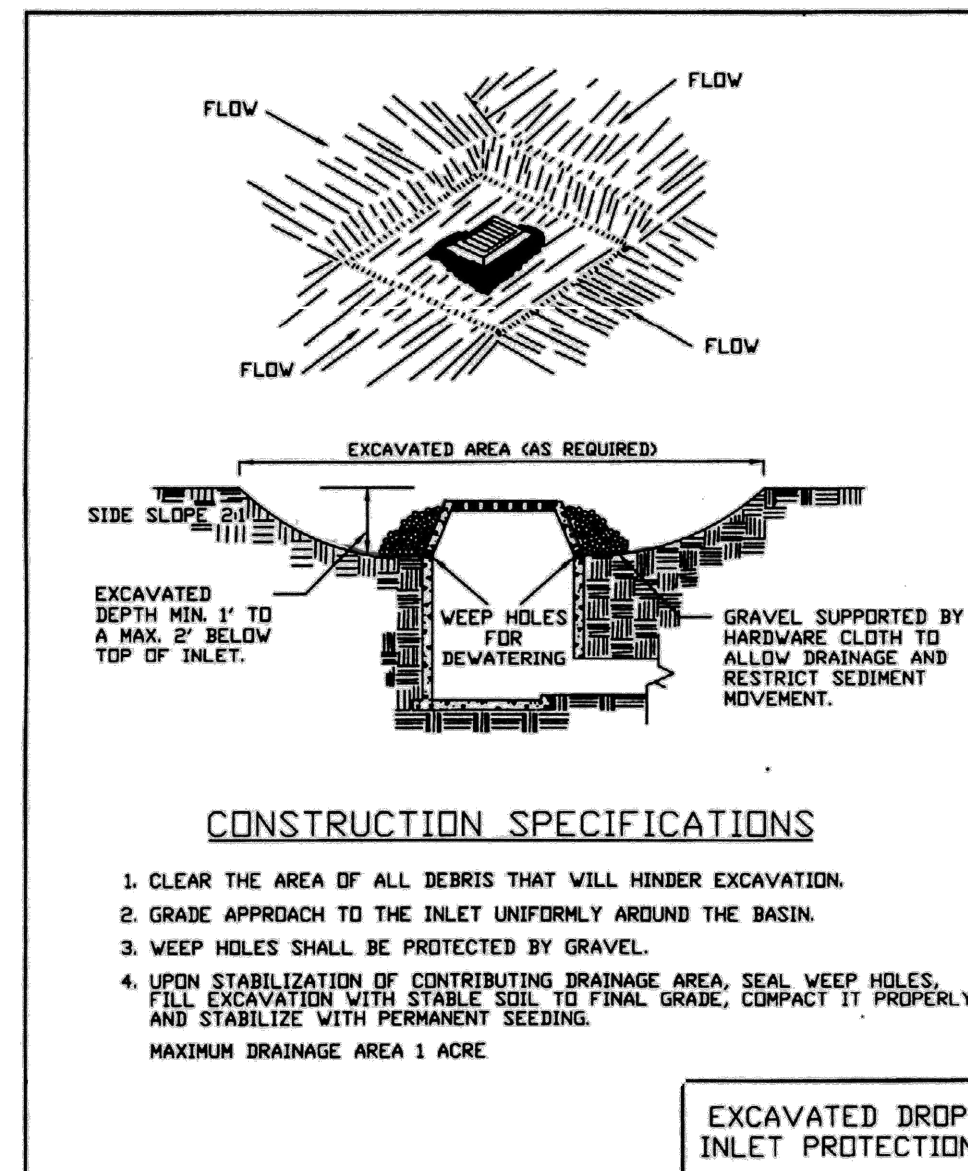
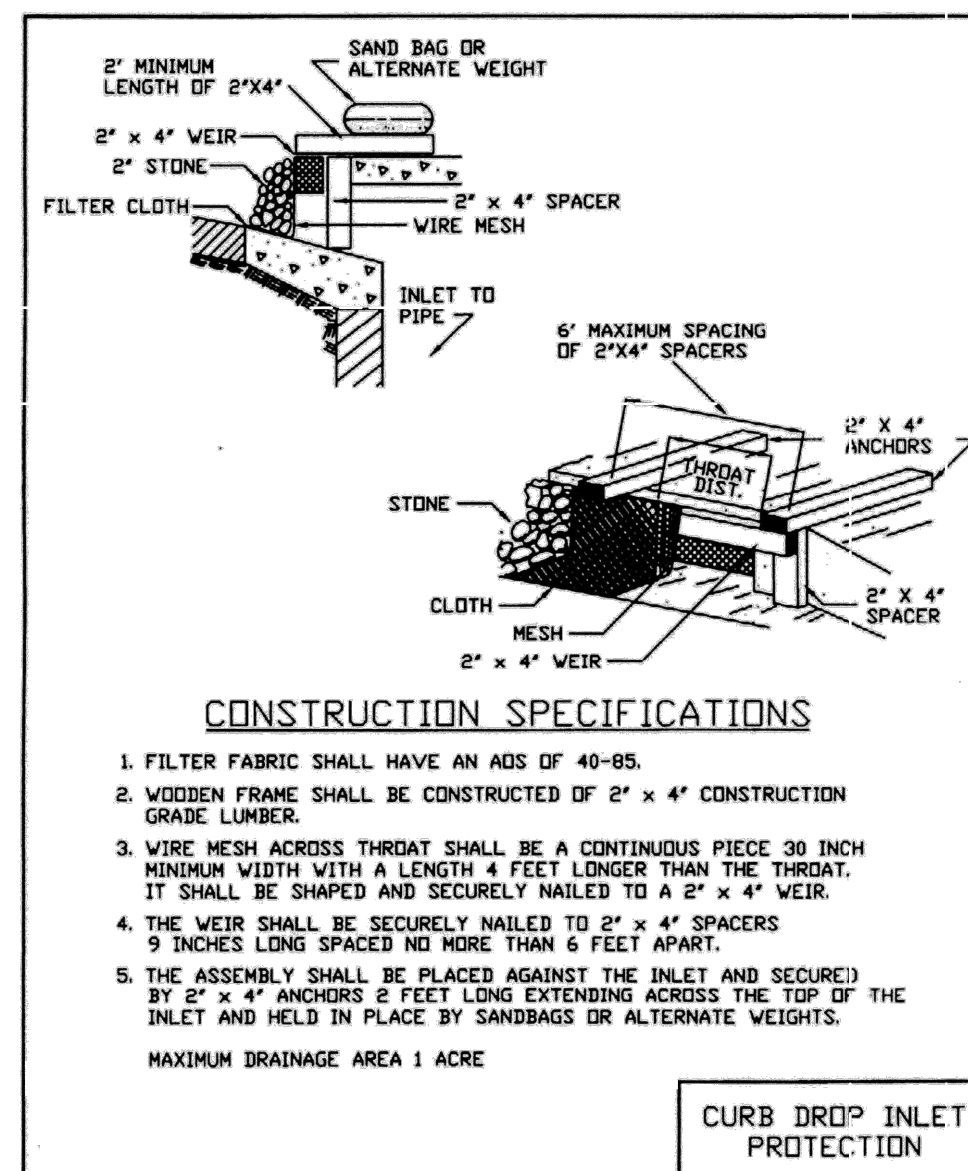
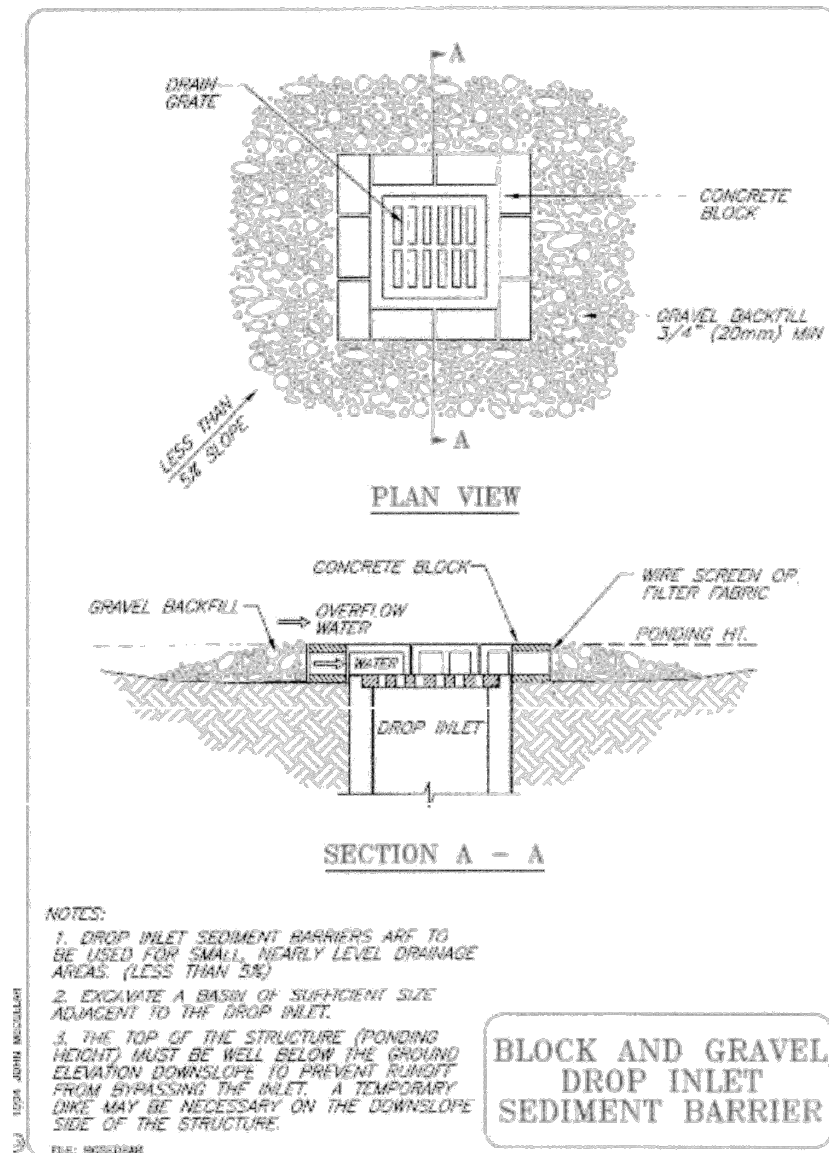
MDOT TYPE E CURB

Scale 1" = 1' - 0"



DUMPSTER ENCLOSURE

Scale 1" = 1' - 0"



SILT FENCE DETAIL

Scale 1" = 1' - 0"

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SITE PLAN REVIEW 17 SEP 2013
REVIEW 13 SEP 2013
SITE CONCEPT 5 SEP 2013

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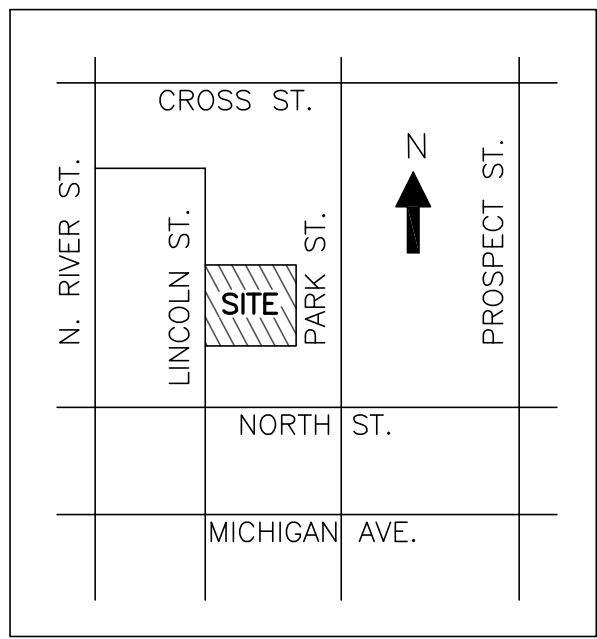
TITLE: SITE DETAILS

JOB NO:
1325

STATE OF MICHIGAN
TODD R. BALLOU
ARCHITECT
No. 48808
LICENSED ARCHITECT

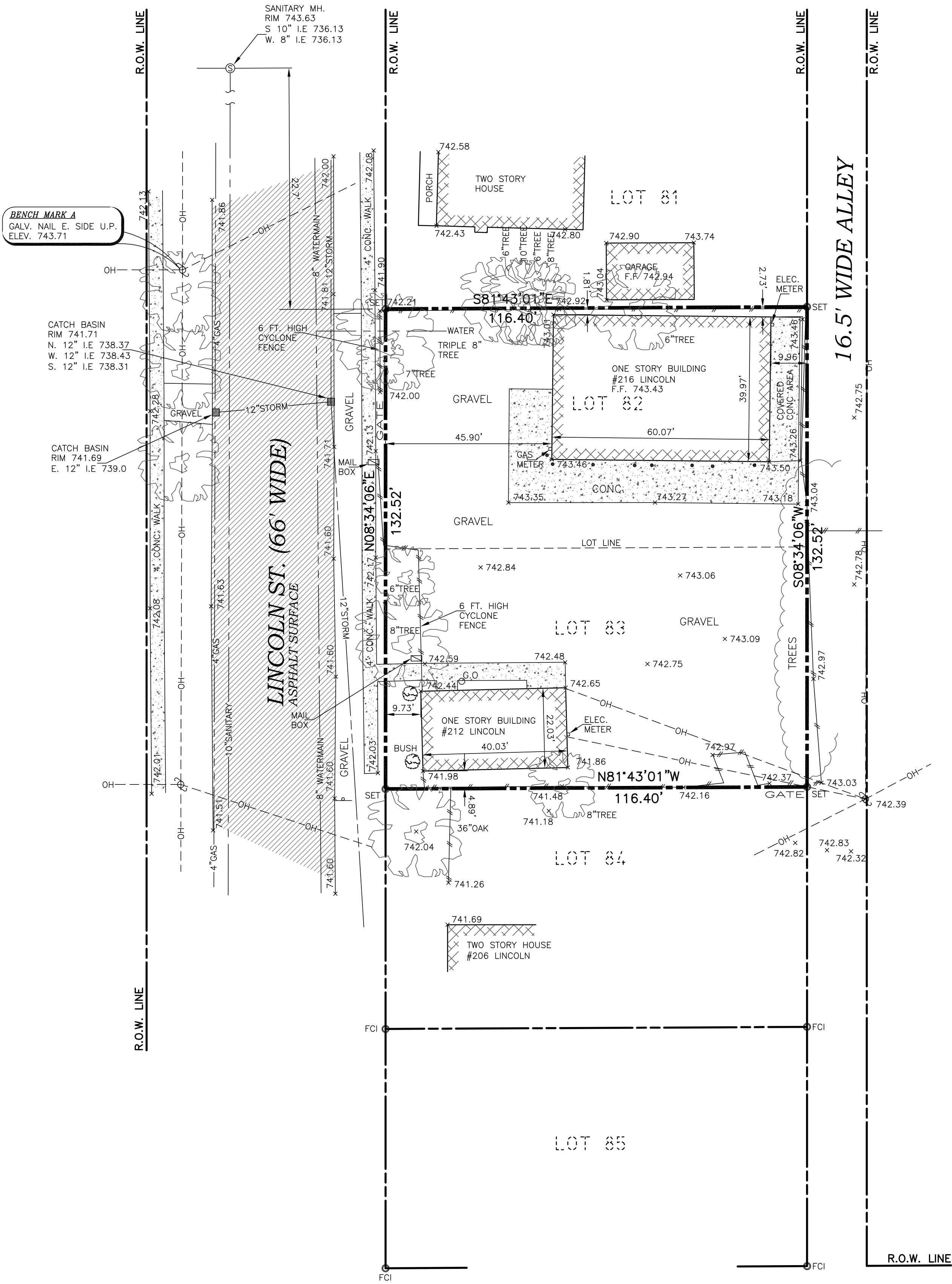
SHEET NO.

3



VICINITY MAP
NO SCALE

- LEGEND:**
- OH --- BOUNDARY LINE
 - OH --- OVERHEAD LINES
 - HYDRANT
 - UTILITY POLE
 - LIGHT POLE
 - GUY WIRE
 - CYCLONE FENCE
 - FOUND IRON PIPE
 - FOUND IRON ROD
 - FOUND CAPPED IRON ROD
 - FOUND PK/MAG. NAIL
 - SET SURVEY MARKET
 - SIGN
 - CATCH BASIN
 - SEWER MANHOLE
 - STORM MANHOLE
 - GAS VALVE
 - WATER GATE VALVE IN WELL
 - WATER VALVE IN BOX
 - WATER SHUTOFF VALVE
 - TRANSFORMER
 - CONCRETE PAVEMENT
 - BITUMINOUS PAVEMENT
 - TREE



LEGAL DESCRIPTION:
(PER TAX RECORDS)

LOTS 82 AND 83 OF HUNTERS ADDITION TO THE VILLAGE OF YPSILANTI, WASHTENAW COUNTY, MI, AS RECORDED IN THE PLAT THEREOF RECORDED IN LIBER 2, PAGES 166 AND 167, WASHTENAW COUNTY RECORDS.

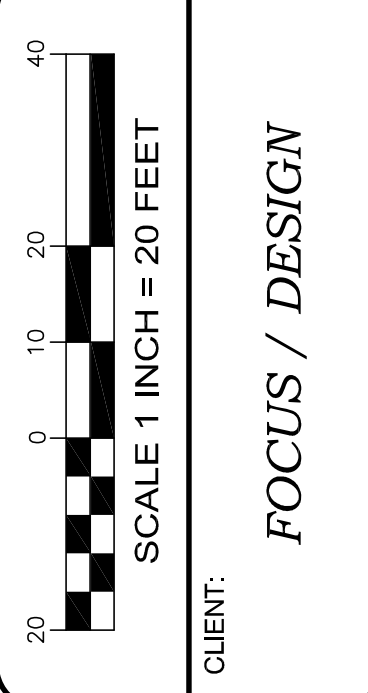
FLOOD NOTE:

THIS PROPERTY IS NOT WITHIN FLOOD HAZARD ZONE AS INDICATED BY FLOOD INSURANCE RATE MAP NO. 26161C0426E, WASHTENAW COUNTY, MICHIGAN; AS PREPARED BY THE NATIONAL FLOOD INSURANCE PROGRAM, FEDERAL EMERGENCY MANAGEMENT AGENCY. EFFECTIVE DATE: APRIL 3, 2012

Landwise
Inc.
Civil Engineers - Land Surveyors
P.O. Box 1952, Dearborn, MI 48121
Tel: 248-257-5700, Fax: 248-257-5555
email: info@landwiseinc.com

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DATE	REMARKS
9/10/2013	ORIGINAL ISSUE



TOPOGRAPHIC & BOUNDARY SURVEY
PROJECT: 212 & 216 N. LINCOLN ST.
YPSILANTI, MICHIGAN

DRN: A.S.	CHKD: A.S.
FILE NO.	13-162TS01.dwg
SHEET NO.	TS - 1

3 FULL WORKING DAYS
BEFORE YOU DIG CALL

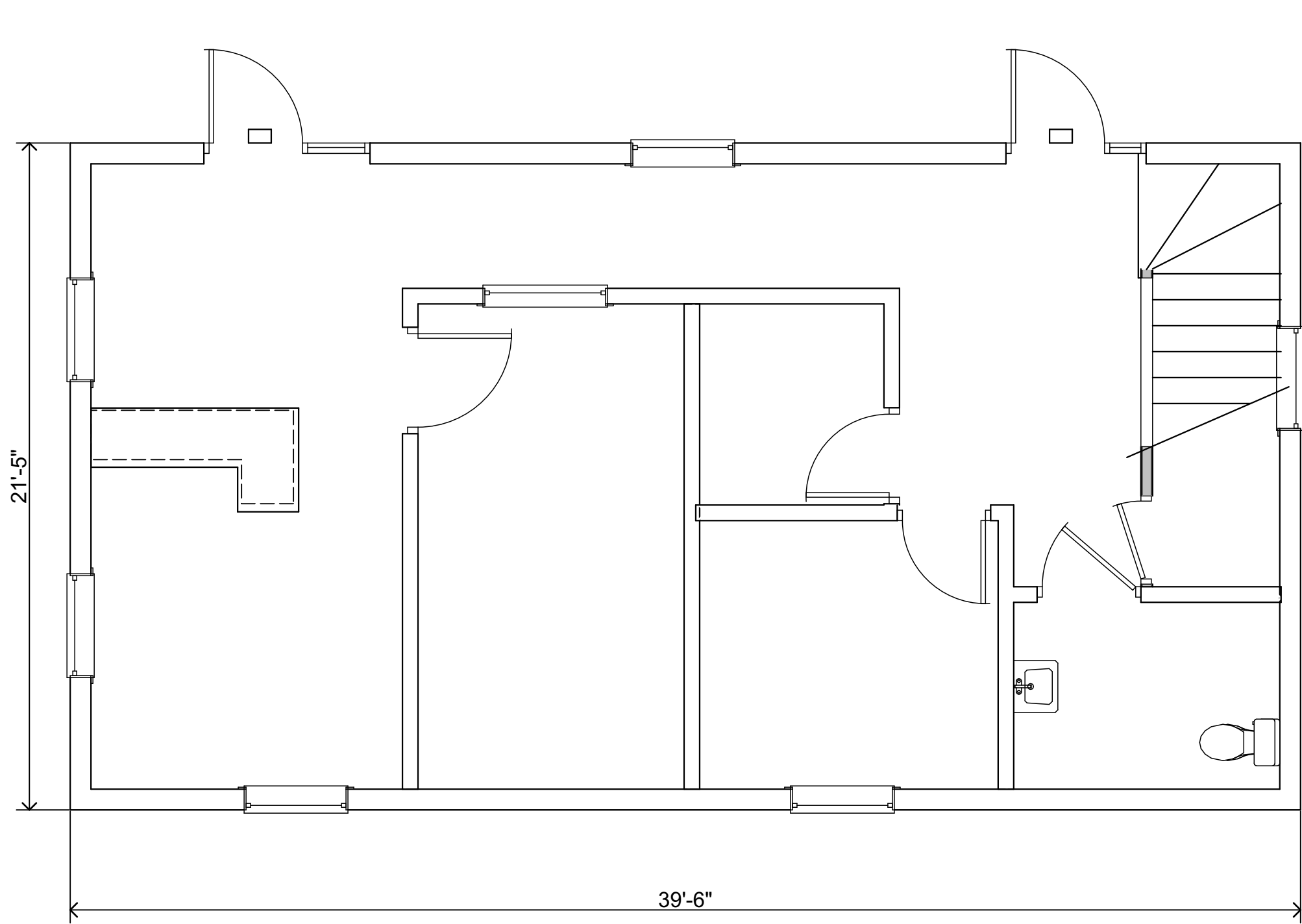


Know what's below
Call before you dig
Miss DIG System, Inc.

1-800-482-7171 www.missdig.net

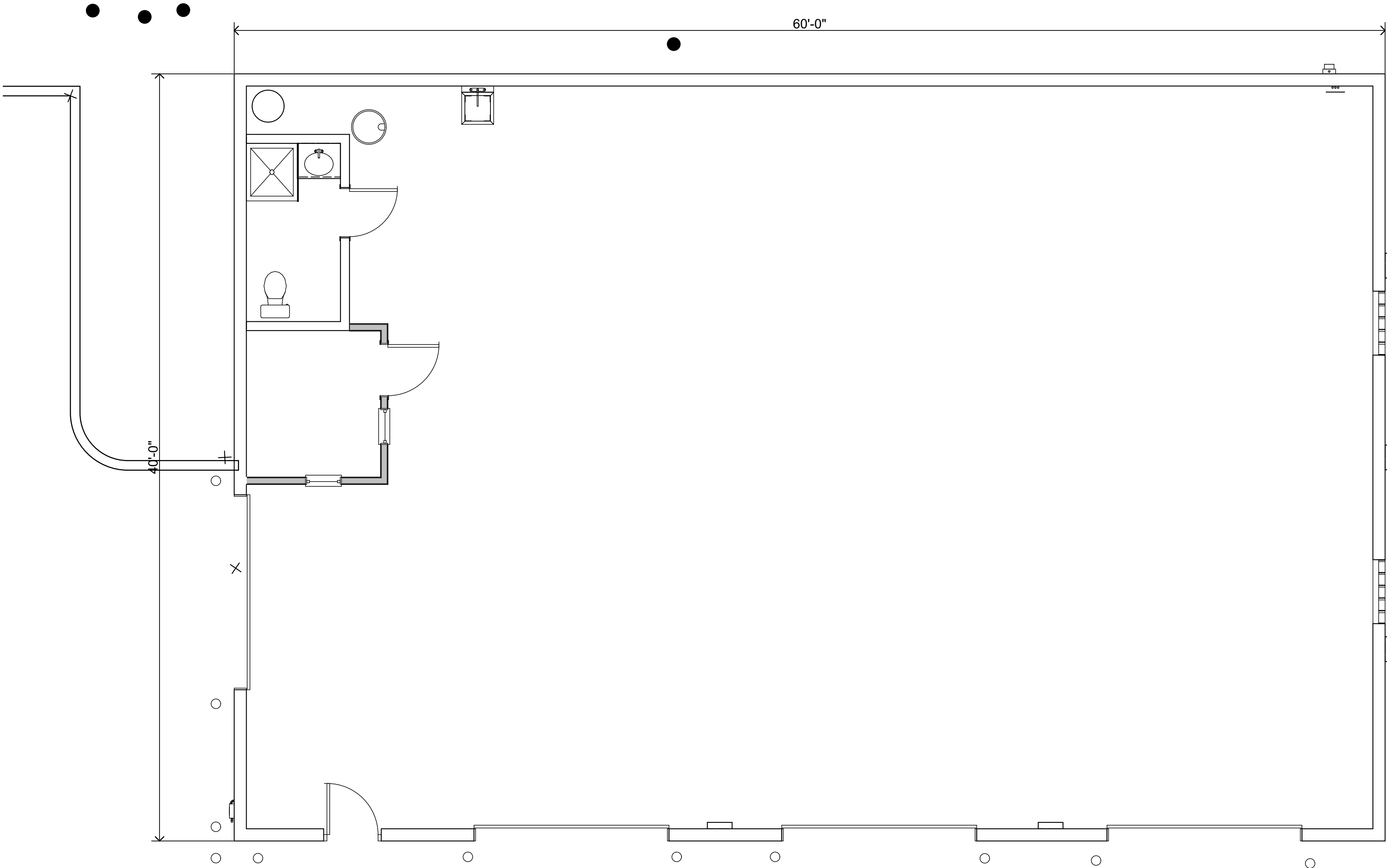
SAFETY NOTE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT LIMITED TO NORMAL WORKING HOURS.

UTILITIES NOTE:
THE LOCATION AND ELEVATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS PLAN ARE ONLY APPROXIMATE. THEY ARE SHOWN PER INFORMATION DISCLOSED BY AVAILABLE PUBLIC RECORDS, AND BY FIELD DATA WHENEVER POSSIBLE. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES IN THE FIELD BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF A CONFLICT IS APPARENT.



1ST FLOOR PLAN

1/4" = 1'-0"



1ST FLOOR PLAN

1/4" = 1'-0"

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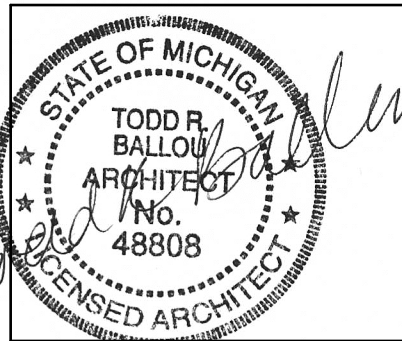
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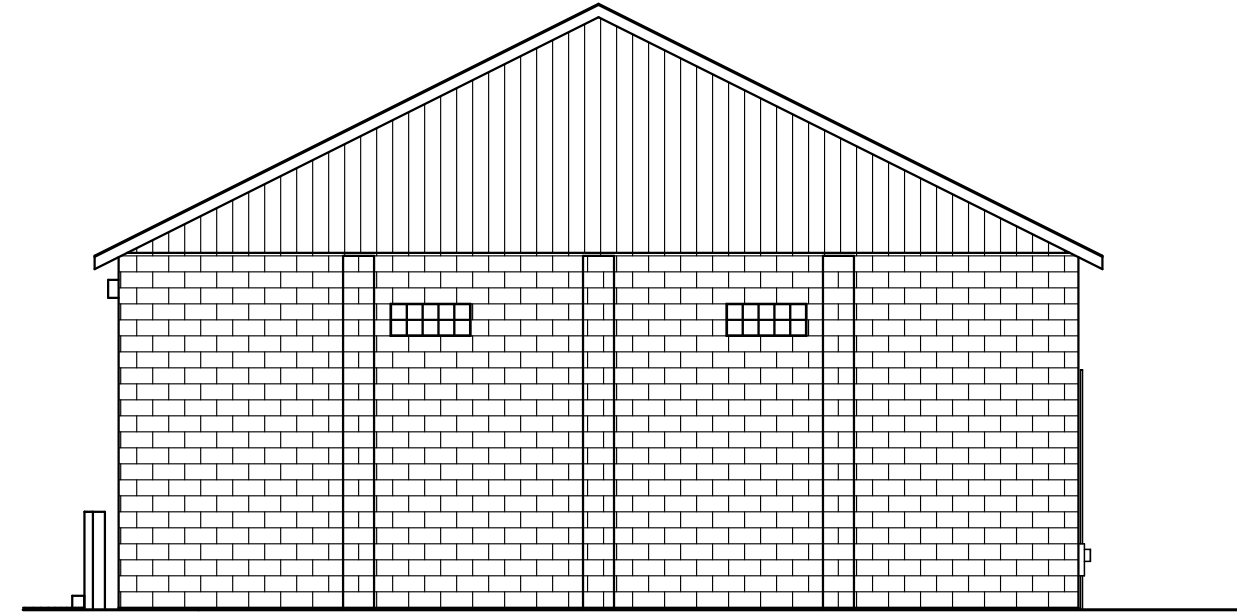
PROJECT:
212 & 216 LINCOLN
212 & 216 LINCOLN ST
YPSILANTI, MI

TITLE: **FLOOR PLAN**

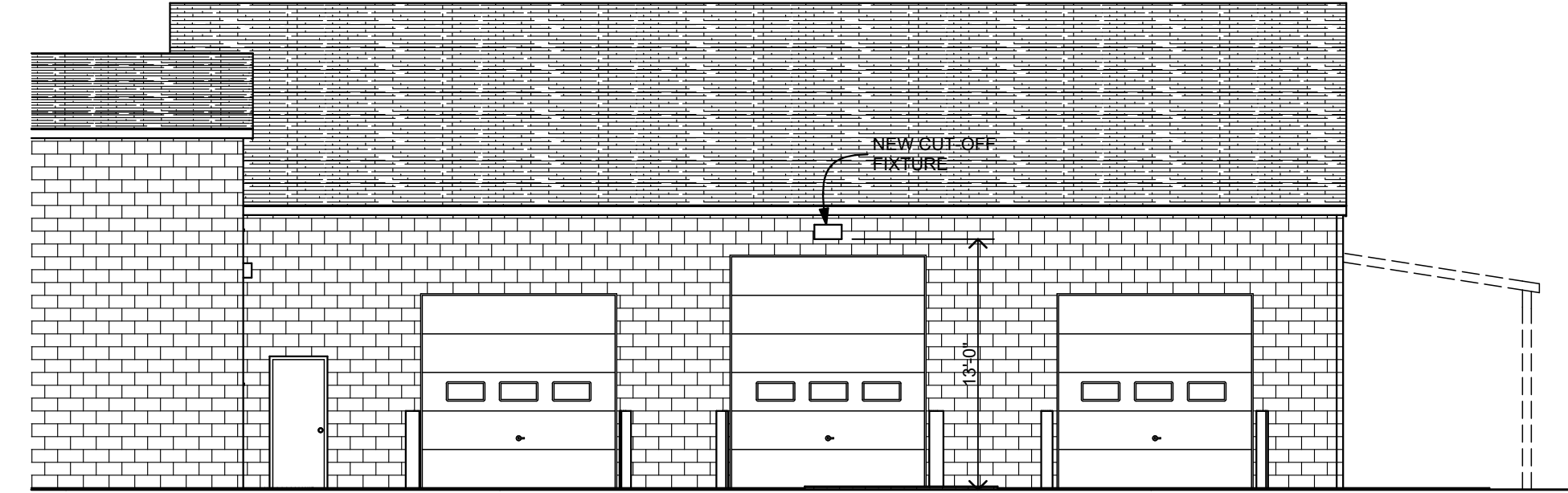
JOB NO:
1325



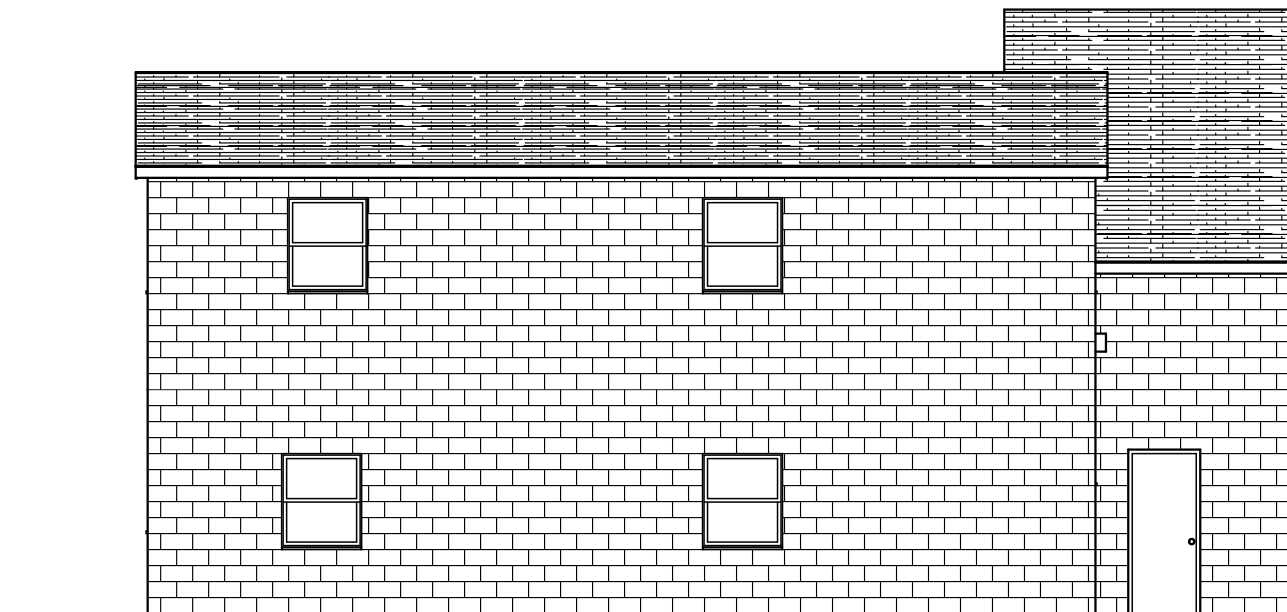
SHEET NO.
5



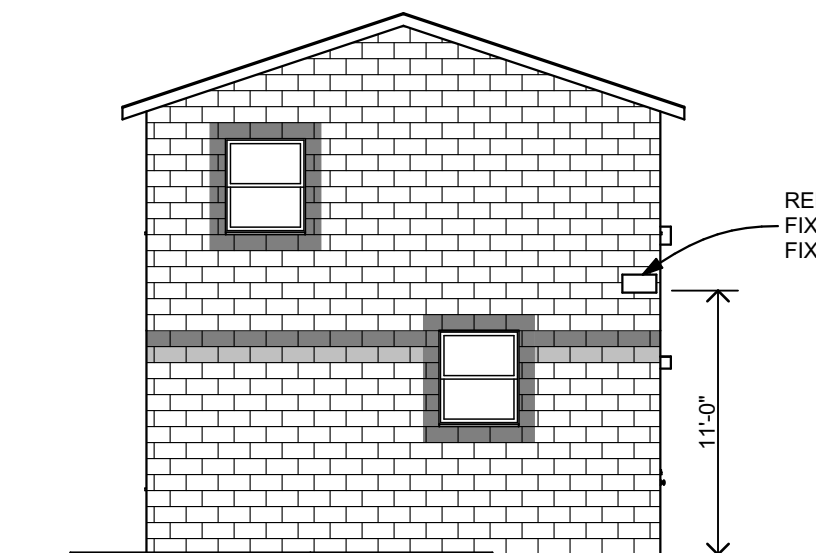
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6 REAR ELEVATION
1/8" = 1'-0"



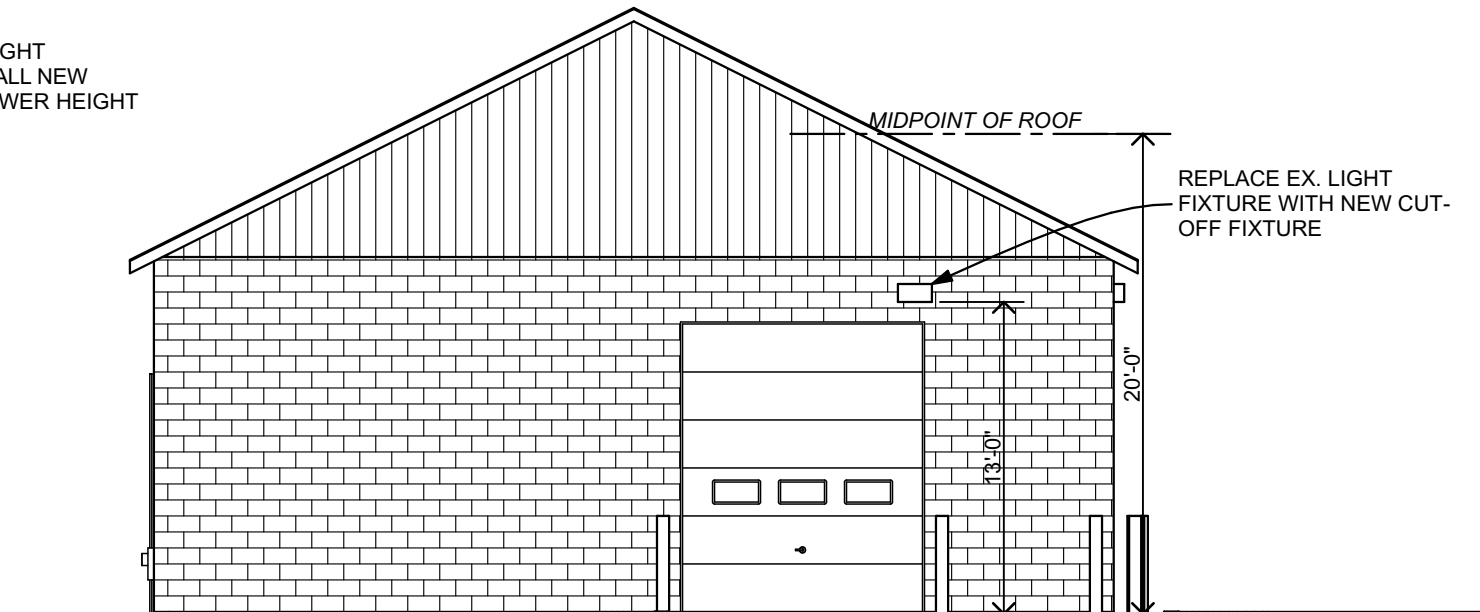
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6 RIGHT ELEVATION
1/8" = 1'-0"



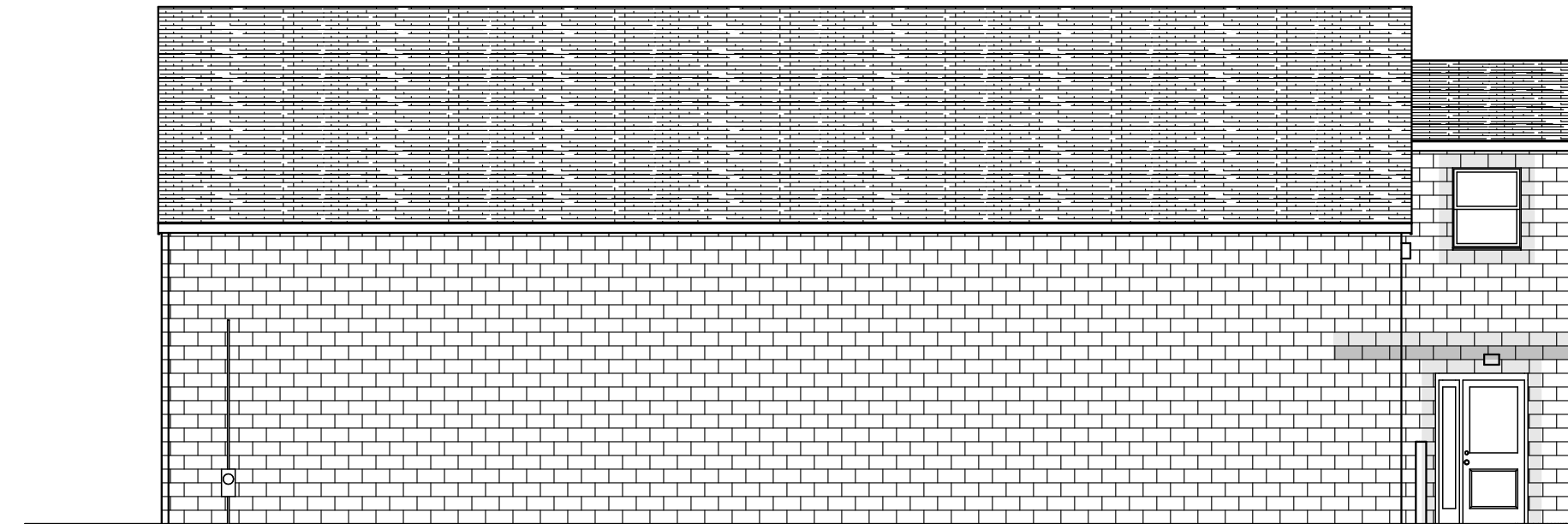
6
6 RIGHT ELEVATION
1/8" = 1'-0"



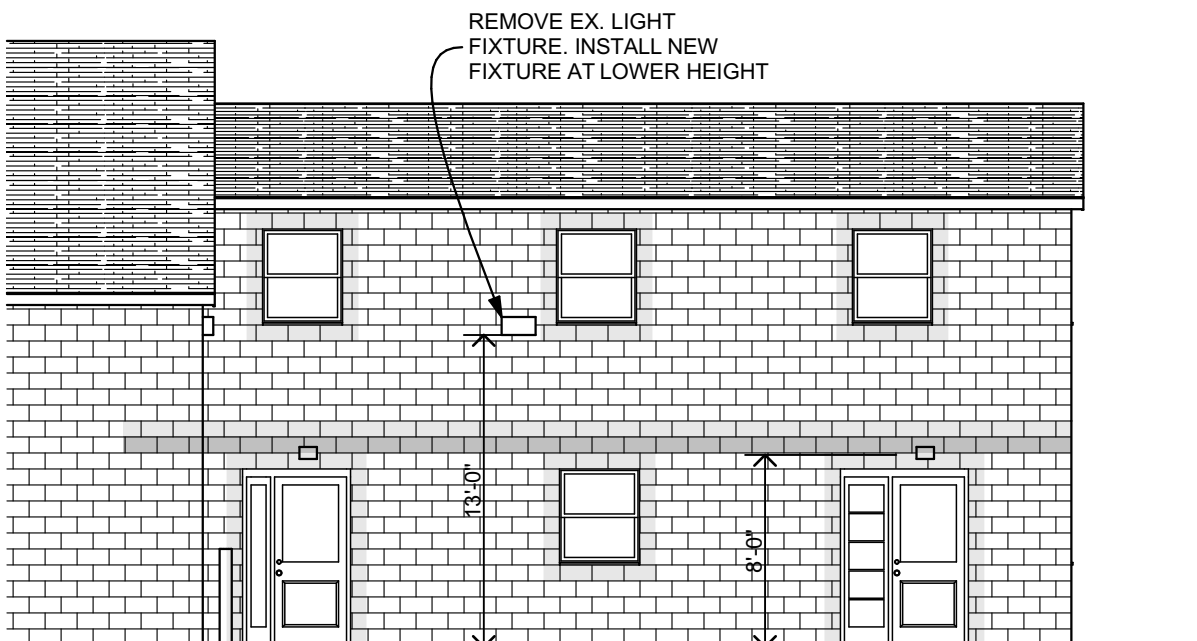
8
6 REAR ELEVATION
1/8" = 1'-0"



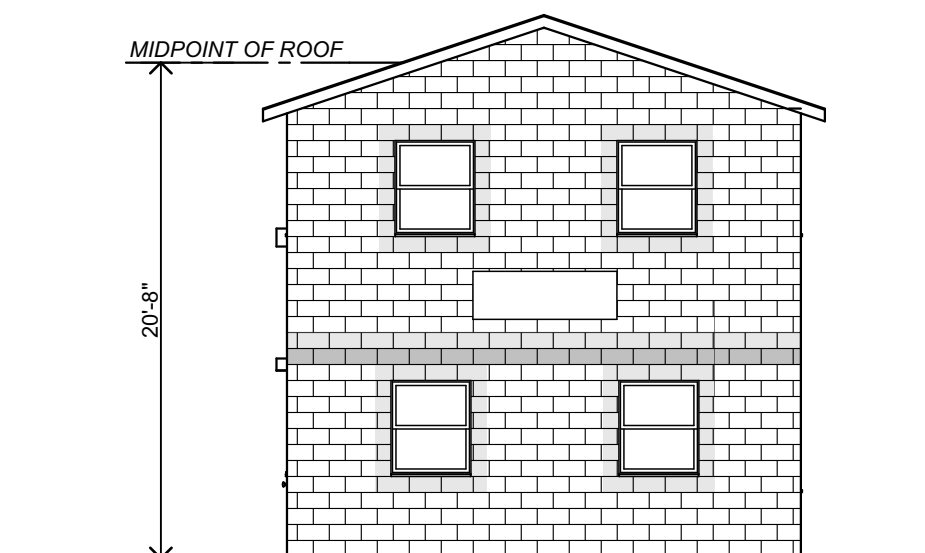
4
6 FRONT ELEVATION
1/8" = 1'-0"



1
6 LEFT ELEVATION
1/8" = 1'-0"



7
6 LEFT ELEVATION
1/8" = 1'-0"



5
6 FRONT ELEVATION
1/8" = 1'-0"



08 October 2013

**Staff Review of Site Plan & Special Use Application
Railroad Cultivation Facility
834 Railroad St**

Applicant: Mo Chammout
MRH
834 Railroad
Ypsilanti, MI 48197

Project: Railroad Cultivation Facility

Application Date: 15 August 2013

Location: North side of Railroad, west of Leforge

Zoning: M2, General Manufacturing

Action Requested: Approval of site plan and special use for medical marijuana cultivation facility and associated office to occupy existing occupied multitenant industrial facility

Staff Recommendation: Approval, with conditions.

PROJECT AND SITE DESCRIPTION

This project first came before Planning Commission in December 2012, where it was tabled due to sidewalk, landscaping, and parking deficiencies, as well as to allow time to pursue a conservation easement at the rear of the property. It was then approved by Planning Commission in early 2013. However, that applicant was unable to fulfill the required conditions, and withdrew the application prior to final approval. This is a new applicant for the same use at the same address.

The property is zoned **M2 – General Manufacturing**, which allows medical marijuana cultivation as a Special Use, subject to the specific requirements in §122-815. There is minimal history on this parcel prior to approximately 1998. There are minimal site renovations proposed; the applicant proposes only to occupy one “bay” of a three-bay industrial building and the office portion of the building. A pole barn is located on the property to the rear; the applicant is not proposing any operations in that portion of the site. The applicant will be leasing the property. Note that the zoning ordinance requires the site to be reviewed as a whole.

The site is approximately 0.9 acres; it fronts onto Railroad Street and backs on to the Huron River. A portion of the rear of the site is floodplain; no buildings or other alterations to the site are proposed there.

Figure 1: Subject Site Location

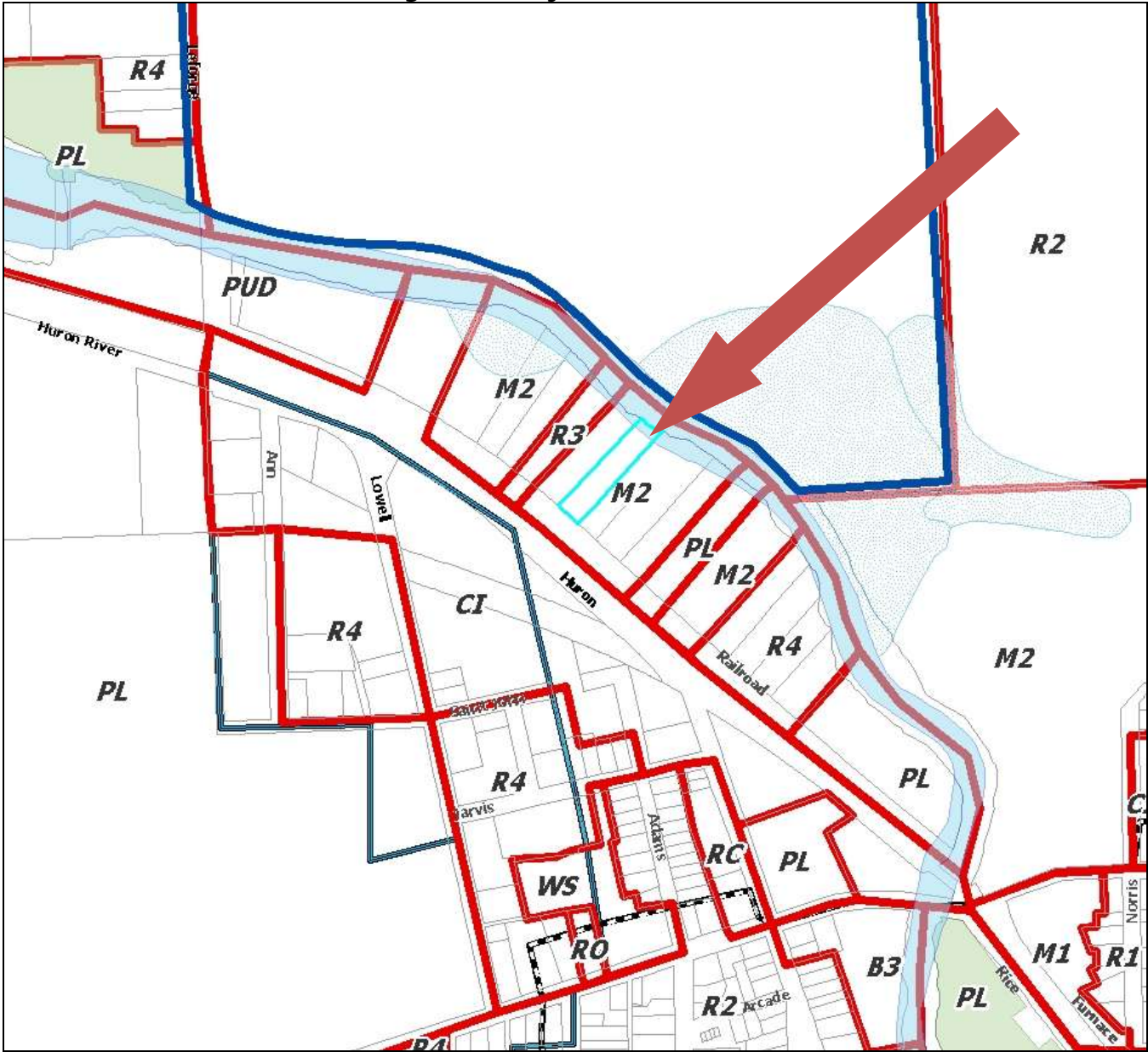


Figure 2: Site Aerial (2010)



Figure 3: Close-Up of Property (note: parcel boundaries shown are skewed north-west)



Figure 4: Land Use and Zoning of Surrounding Area

	LAND USE	ZONING
NORTH	Huron River, vacant land (twp)	RM-2, Multifamily residential (twp)
EAST	Single-family residential & tow yard	M2, General Manufacturing
SOUTH	Railroad ROW, industrial storage	CI, Commercial Industrial
WEST	Single-family, two-family, tow storage	M2, General manufacturing

Figure 5: 45° Google Map imagery (late 2012)



SPECIAL USE: CRITERIA AND REVIEW

§122-165(b)

- (1) *The location, scale, and intensity of the proposed use shall be compatible with adjacent uses and the zoning of the land.*

COMMENTS: As a small-scale industrial growing and processing facility, the intensity and scale are appropriate and compatible with the zoning and adjacent uses.

- (2) *The proposed use shall promote the use of land in a socially and economically desirable manner and shall not be detrimental, hazardous, or disturbing to existing or future neighboring uses, persons, property, or public welfare.*

COMMENTS: Medical marijuana has been recognized, through the recent State Act, zoning text amendment, and licensing process, as a potentially economically and socially desirable use of land.

- (3) *The proposed special land use shall be designed, constructed, operated, and maintained to assure long-term compatibility with surrounding land uses. Consideration shall be given to the placement, bulk, and height of structures; materials used in construction; location and screening of parking areas, driveways, outdoor storage areas, outdoor activity areas, and mechanical equipment; nature of landscaping and fencing; and hours of operation.*

COMMENTS: The physical design and construction of the use is covered separately below, in the site plan review. No alterations to existing structures or on-site traffic circulation are being proposed.

- (4) *The proposed special land use shall not present unreasonable adverse impacts on traffic circulation. Consideration shall be given to the estimated traffic generated by such use, proximity to major thoroughfares, and proximity to intersections, required vehicular turning movements, and provisions for pedestrian traffic.*

COMMENTS: The use is not anticipated to cause a significant change to existing traffic patterns. The use being proposed is likely to generate significantly less traffic than the previous occupant, Rainbow Rehabilitation, although will be more seasonal in nature due to the growth/harvest cycle.

- (5) *The proposed use shall not create additional requirements at public cost for public facilities and services that will be detrimental to the economic welfare of the community.*

COMMENTS: No additional requirements for public services are anticipated at this time.

- (6) *The location of the proposed use shall not result in a small residential area being substantially surrounded by nonresidential development, nor a small nonresidential area being substantially surrounded by incompatible uses.*

COMMENTS: The proposed land use will not result in isolated or incompatible uses.

Items to be addressed: None.

SITE PLAN: CRITERIA AND REVIEW §122-127

STANDING §122-127(1)

The applicant is legally eligible to apply for site plan review.

REQUIREMENTS §122-127(2)

Figure 6: Requirements

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
M2: LOT AREA & WIDTH §122-474	Determined by setbacks, screening, and parking requirements. No width requirements. No lot coverage reqs.	39,910 sqft ~95' wide	unchanged
SETBACKS			
front	25'	15'	unchanged
side	15' if abut a business district (n/a), otherwise: 0' if fire-retardant; 3' otherwise	North: 10' South: ~45'	unchanged unchanged
rear	30' min	~190'	unchanged
M2: HEIGHT §122-475	Not to exceed 100'; if > 30' then add'l foot setback all sides for each foot >30'; exceptions in §122-640	~25'	unchanged

M2: §122-476 DEVELOPMENT STANDARDS	(a) <i>Deleterious operations.</i> No activity, operation, or use shall be permitted on any property in the M2 general manufacturing district which by reason of the emission of odor, fumes, smoke, vibration, radiation, heat, glare, dust, soot, noise, or disposal of waste is deleterious to other permitted activities in the zoning district or is obnoxious or offensive to uses permitted in neighboring districts, or is harmful to the general health, safety, or welfare, of the community. (b) <i>Enclosed buildings.</i> All manufacturing, compounding, assembling, processing, packaging, or other industrial or business activity in the M2 general manufacturing district shall be conducted within a completely enclosed building, except as otherwise specified. (c) <i>Outside storage.</i> Outside storage which is clearly accessory to a permitted use in the M2 general manufacturing district shall allowed be subject to the provisions of section 122-801.		(a) Applicant to ensure that odor is strictly controlled. (b) Met. (c) n/a
§122-647 SIDEWALKS	provide a sidewalk or shared-use path	No sidewalk on this or any parcels on Railroad.	sidewalk shown.
§122-707 LANDSCAPING	10%		~12500 sq ft to remain in lawn & natural state 31%
§122-836 PARKING	Wholesale or warehouse establishments: ○ 5 + 1 for every employee in largest shift OR ○ 1 per 1700 sq ft gross floor (7048) = 4, + 1 per 300 sq ft office (900 sq ft) = 3 ○ 7 required for full site.	None currently marked; parking is in/along driveways.	7 shown, 1 of which barrier-free.
§122-861 et seq SIGNAGE	• Building Mounted: max of 3 sq ft per ft of frontage • Ground: max of 100 sq ft, 35' tall; must be ≥3' from front property line; ≥10' from side or rear.		Master Sign plan to be submitted should any signage be proposed

§122-815	USE-SPECIFIC	1. Not located w/in 1000 feet of a school 2. Not located w/in 500 feet of another medical marijuana dispensary or growing facility 3. Use of medical marijuana on the site shall be prohibited 4. All activity shall be done indoors 5. Premises shall be open for inspection by the City 6. Logbook/database tracking by date and producer the amount of medical marijuana on-site; confidentiality shall be maintained 7. If the facility ceases operation for a period of 60 days, the Special Use Permit shall expire 8. Drive-through facilities are prohibited 9. All medical marijuana shall be contained in the building in a closed, locked facility 10. All necessary building, electrical, plumbing, and mechanical permits shall be obtained 11. Area where chemicals such as herbicides, pesticides, and fertilizers are stored shall be subject to inspection & approval in accordance with the Michigan Fire Protection Code 12. The facility shall not operate without a valid Medical Marijuana Growing/Manufacturing Facility License 13. Dispensing of medical marijuana on-site is prohibited	n/a	These conditions have been noted on the site plan.
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Items to be Addressed:

1. Master Sign plan to be submitted at time of any sign application for any occupant or use of the site.

BUILDING LOCATION AND SITE ARRANGEMENT

§122-127(3)

There are currently two buildings on the site. One is an industrial space containing three separate bays and an office; another is a pole barn to the rear. An access drive and parallel parking are located to the south. There is a small single-space "driveway" to the north providing access to and parking for the office space. No changes are being proposed.

Items to be Addressed: None.

SITE ACCESS, TRAFFIC, AND PARKING**§122-127(4)**

The site is accessed from Railroad. The north driveway is approximately 16' wide and 40' long, used as a parking area for the office. The south driveway is approximately 25' at the entrance, and extends approximately 235'. At the terminus to the drive, behind the pole barn, there is a 70' x 60' graveled turnaround area.

Seven parking spaces are shown on the site plan, one of which is barrier-free, all located in the driveway to the south. The driveway on the north side of the building is not shown as parking on the site plan. The buildings are entered from the south. There is bicycle parking proposed to the south of the office area. A new sidewalk is being proposed on the Railroad frontage.

Items to be Addressed: *None.*

ENGINEERING & STORMWATER**§122-127(5), §122-127(6)**

There is no proposed construction nor addition of impervious surfaces. Stormwater sheet flows over the pervious lawn surface at the rear of the site into the Huron River. No changes are proposed.

Items to be Addressed: *None.*

SCREENING**§122-127(7)****Figure 7: Screening**

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
§122-641 Lighting	• down-directed and shielded • not >0.5 fc @ lot line • not >16'in height • not < 0.3 fc	Building-mounted lighting	Seven wallpacks on the south side of the building are to be replaced with full-cutoff fixtures in compliance with the ordinance.
§122-703 Screening Between Land Uses	visual buffer of at least 80% opacity and 6' height along north and south boundary	<i>North:</i> Chainlink fence in place from rear end of front building to rear of site. Building has no openings (windows, doors, etc) on this face. <i>South:</i> No fence adjacent to single-family use; chainlink fence in place along tow yard boundary.	No changes to north boundary. Row of screening shrubs proposed: flame bush and arborvitae.
§122-704 Off-Street Parking Landscaping	1 tree per 8 spaces (7/8 = 1)	One tree on site	Four trees shown along rear of property, plus one towards rear of row of screening shrubs
	landscape island per 16 continuous spaces	n/a	n/a

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
	ends of all aisles and corners protected	--	parking aisle not defined / protected by aisle-ends.
	minimum distance of 3' from curb backside to landscaping	--	Parallel parking, n/a.
	must be screened per 122-703 if conflicting land use	Conflicting land use to south.	screening shrubs provided.
	must be screened from public ROW	No screening.	Unchanged; minimal visibility from ROW
	prevent vehicular encroachment into landscaping, structures		No curbs or wheelstops provided.
§122-705 Greenbelt Landscaping	not required	--	--
§122-706 Foundation Landscaping	screen buildings from general public parking areas/ ROWs 1 ornamental tree and 6 shrubs per 30' • South access & parking: no "general public" or drop-in traffic anticipated, no landscaping required • front ROW: 50 ○ 10 shrubs ○ 2 trees	No landscaping	7 shrubs (3 short) 0 trees (2 short) <i>Waiver requested.</i>
§122-650, §122-709 Refuse Containers	masonry enclosure 1' taller than dumpster (no less than 6'), in rear yard, 80% opaque swing door, on a concrete pad	No dumpster on site	unchanged
§122-710 Exterior Electrical	when visible from ROW screen	n/a	n/a
§122-712 Maintenance	install underground sprinkler system		None proposed, waiver requested due to proximity to river.
§122-714 Fencing, hedges, walls, berms	no taller than 10' in side/rear yard	n/a	None proposed.

Items to be Addressed:

1. Planning Commission waivers requested from:
 - a. §122-704, parking aisle protection
 - b. §122-704, parking screening.
 - c. §122-706, foundation landscaping.
 - d. §122-712, underground sprinkler system

MASTER PLAN CONSIDERATIONS

HURON RIVER

The 1998 City of Ypsilanti Master Plan calls out special considerations for properties with river frontage, with intent to “preserve the Huron River frontage for both environmental reasons, and to allow for the future integration with a continuous greenway system along the Huron River” (p 70).

As the parcel in question is intended for continued industrial use and lacks sidewalks along the street frontage, staff recommends a conservation and access easement of no less than 30 feet from the rear property line abutting the Huron River be deeded to the City of Ypsilanti. Funds set aside for construction of a sidewalk on the site may be applied to construction of a shared-use path in said easement.

Items to be Addressed: *Consider deeding to the City of Ypsilanti a conservation and access easement along the Huron River frontage. Note that access by the public to said easement from the unburdened portion of the parcel could be restricted by the landowner.*

STAFF RECOMMENDATIONS: SPECIAL USE

Staff recommends the Planning Commission **approve** the Special Use Permit for the Railroad Cultivation Facility at 834 Railroad Street with the following findings and conditions:

Conditions:

1. Special use approval shall be subject to approval of site plan.
2. Special use permit shall expire and be of no effect if the use ceases operations for a period of 60 days or more, per §122-815(9).

STAFF RECOMMENDATIONS: SITE PLAN

Staff recommends the Planning Commission **approve** the Site Plan for the Railroad Cultivation Facility at 834 Railroad Street with the following findings, waivers, and conditions:

Waivers

1. To accept proposed screening between land uses, with the finding that the benefit to be secured by §122-703, Screening Between Land Uses, will exist with less than the required screening; and significant benefits shall be accrued by locating plant material in an amount equal to the deficiency to the rear of the site.
2. To omit parking aisle protection, with the finding that the benefit to be secured by §122-704(b)(2), will exist without them.
3. To accept proposed foundation landscaping, with the finding that the benefit to be secured by §122-706, Foundation Landscaping, will exist with less than the required amount of plant material, and significant benefits shall be accrued by locating plant material in an amount equal to the deficiency to the rear of the site.
4. To omit in-ground irrigation, with the finding that the benefit to be secured by §122-712(e) shall exist without it.

Conditions

1. A Master Sign plan shall be submitted, should any change in signage on the site be proposed.
2. Note the Medical Marijuana conditions as outlined in §122-815 on the site plan and maintain compliance at all times.
3. Provide to the City of Ypsilanti a conservation and access easement along the Huron River frontage, in accordance with the goals outlined in the City's Master Plan.

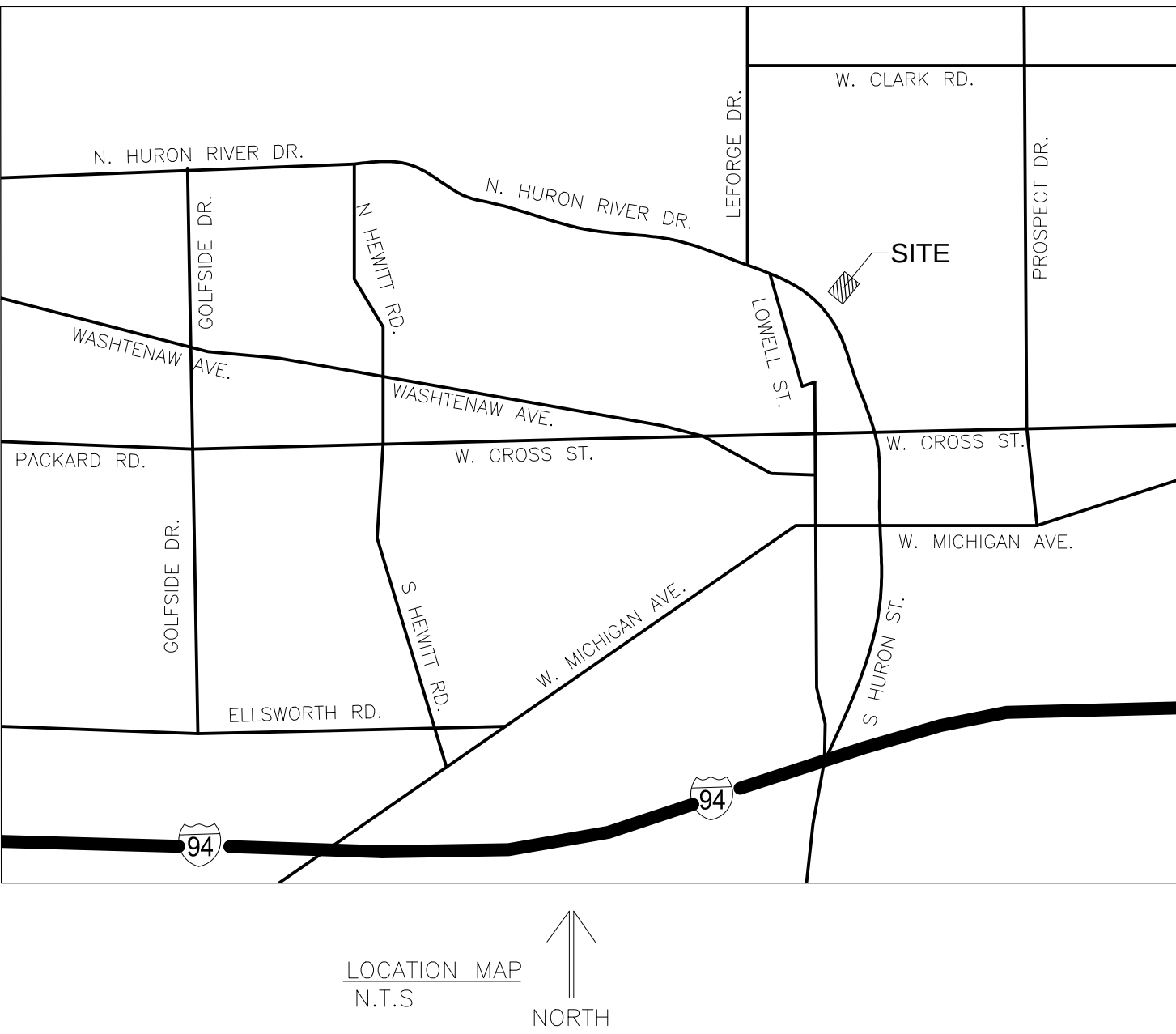
Bonnie Wessler
Planner I, Community Development Division

PROJECT:

PROPOSED RAILROAD
CULTIVATION FACILITY

LOCATION:

834 RAILROAD ST.,
YPSILANTI, MI 48197



PROJECT:
PROPOSED RAILROAD
CULTIVATION FACILITY

OWNER'S NAME

OWNER: NABIL SALAMIE,
816 RAILROAD ST.,
YPSILANTI, MI 48197
TEL: 734-369-3673 ALT
TEL: CELL 734-355-0003-
(DARREL MYNES)

LOCATION:

834 RAILROAD ST.,
YPSILANTI, MI 48197

REVISIONS:

DATE:

07/09/2013

ARCHITECT/ENGINEER

A&M
CONSULTANTS

13746 MICHIGAN AVE.
DEARBORN, MI 48126
PH:(313)582-0022
FAX:(313)582-0028

SITE DATA

LEGAL DESCRIPTION 11-11-04-210-012 OLD 11-11-448-581--00 734-433 - YP CITY 45W-12E 90 FT. OF LOT 581
SITE DATA AREA OF THE PROPERTY = 43995.6 SQFT. = 1.01 ACRE FRONT BUILDING AREA = 5900 SQFT. WAREHOUSE BUILDING AREA = 2048 SQFT. TOTAL BUILDINGS AREA = 5900 + 2048 = 7948 SQFT.
I- ZONING: EXISTING M2 GENERAL MANUFACTURING USE: MEDICAL PLANT GROWTH (MARIJUANA) SPECIAL USE REQUIRED
THERE IS NO PLAN TO ADD ANY IMPERVIOUS SURFACE TO THE SITE. EXISTING GAS, ELECTRICITY, SANITARY WILL BE REUSED. DRAWINGS WILL BE PREPARED FOR APPROVAL BY THE BLDG. DEPT. IF REQUIRED FOR ANY CHANGES TO OR INFO. ABOUT THE BUILDING.

Drawing Index

SHEET	TITLE
-	COVER SHEET
SP-1	SITE PLAN
SP-2	LIGHTING AND LANDSCAPING PLAN EXISTING FRONT ELEVATION



08 October 2013

**Staff Review of Site Plan Application
Harmony House Motel Expansion
615 E Michigan**

GENERAL INFORMATION

Applicant: Kulwinder Singh
Harmony Singhs
615 E Michigan
Ypsilanti, MI 48198

Project: Harmony House Motel Expansion

Application Date: 19 August 2013

Location: North side of Michigan Ave at Ecorse

Zoning: B4, General Business; EO, Entryway Overlay

Action Requested: Site plan approval

Staff Recommendation: Approval with conditions.

PROJECT AND SITE DESCRIPTION

The parcel is approximately one acre in size (per GIS; per Assessing is ~0.632 ac; undetermined per survey), fronting on Michigan Ave and backing onto an active rail right-of-way. There are three existing buildings: one approximately 3810 square foot, one approximately 2410 square feet, and a small shed. The parking lot holds approximately 25-space. At the moment, the applicant is still working to complete a project begun in 2009. There is only one outstanding item from that project, the dumpster enclosure location, which will be addressed and relocated regardless of the outcome of this project. The planned expansion will join the two existing buildings and have a footprint of approximately 2400 square feet; it will contain an improved and expanded office, central reception area, living quarters (no kitchen), and laundry area in line with more modern facilities. Note that as the applicant uses the 0.632 acre size, so shall staff in our analysis; the provided survey does not note an area nor does it note the length of three sides of the property.

The property is zoned **B4 – General Business**, which allows hotels and motels as a permitted use. Setbacks and landscaping are determined by **EO – Entryway Overlay**. Hotels and motels, by definition, rent lodgings for no less than one day at a time; renting in hourly increments is a violation of the ordinance.

Figure 1: Subject Site Location

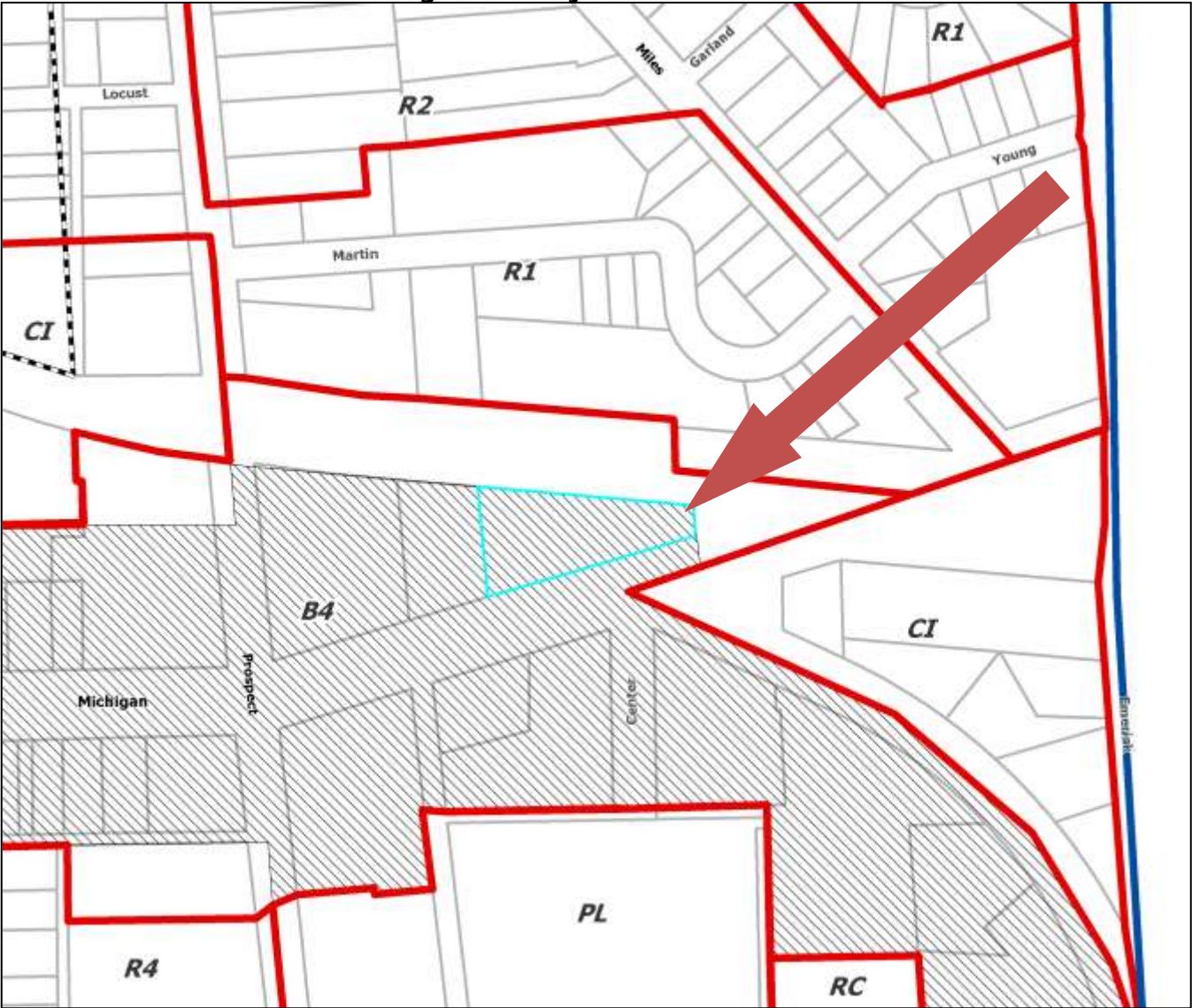


Figure 2: Site Aerial (2010)



Figure 3: Land Use and Zoning of Surrounding Area

	LAND USE	ZONING
NORTH	Rail ROW, single-family home	B4, R1
EAST	Rail & road ROW commercial garages	B4 & CI CI
SOUTH	Fast-food w/drive-through, retail/services strip, quick oil change	B4/EO
WEST	Retail (vacant), gas station	B4/EO

SITE PLAN: CRITERIA AND REVIEW**§122-127****STANDING****§122-127(1)**

The applicant is legally eligible to apply for site plan review, and all required information has been provided.

REQUIREMENTS**§122-127(2)****Figure 4: Requirements**

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
B4: LOT AREA §122-414	Determined by setbacks, screening, and parking requirements.	27,529 sqft 0.632 ac	unchanged
LOT WIDTH	Determined by setbacks, screening, and parking requirements.	297'	unchanged
EO: LOT COVERAGE §122-559 (buildings or structures)	Not more than 40%	6,251 sqft 22.7%	8948.31 sqft 32.5%
SETBACKS			
front	10'	22.7'	unchanged
B4: side §122-414	0' if fire-retardant; 3' otherwise	West: 16'	Unchanged dimension, expanded footprint
		East: ~76'	unchanged
EO: rear §122-559	35' min	15'	Variance granted from 122-206(b) in 8/2013 to expand the building along the existing nonconforming 15' rear setback
EO: HEIGHT §122-560	Lesser of 3 stories or 40'; exceptions in §122-640	23'1"	31.5' at center of expansion (new entrance); to match existing elsewhere.
§122-647 SIDEWALKS	provide a sidewalk or shared-use path	sidewalk exists	Unchanged sidewalk to be maintained
§122-707 LANDSCAPING	10%	Not shown.	~2900 sq ft ~10%

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
§122-836 PARKING	1 per occupancy unit plus 1 per employee on largest shift, plus extra spaces for dining rooms, ballrooms, or meeting rooms as required • 34 rooms • 2 employees on largest shift • No add'l function rooms • = 36 spaces required • (29 spaces required w/20% waiver)	Not shown; ~30 striped.	29 spaces, 2 of which barrier-free. Waiver requested.
§122-861 SIGNAGE et seq	• Building Mounted: max of 3 sq ft per ft of frontage • Ground: max of 40 sq ft, 10' tall; must be ≥3' from front property line; ≥10' from side or rear. Pole signs prohibited in EO; roof signs prohibited in City.	• Not shown. • Nonconforming roof sign (building perpendicular to street, "motel") • Nonconforming pole sign (center of parking lot, "harmony house motel") • wall sign 1 (building perpendicular to street, "motel") • wall sign 2 (building parallel to rail, east end, "motel")	Pole sign to be removed Wall-mounted clock on entrance to be installed. No new or existing signage (excepting pole sign) shown on site plan. <i>Planning Commission may request that existing nonconforming signs be removed to reduce overall nonconformity.</i>

Items to be Addressed:

1. Note on the site plan that the applicant will apply for a sign permit and submit a master sign plan for any new or changed signage on the site.

BUILDING LOCATION AND SITE ARRANGEMENT**§122-127(3)**

There are three buildings on the site: one containing rooms and the office, at the west end of the site perpendicular to Michigan Ave; another parallel to and near the rear property line, containing rooms and the laundry facilities; and small shed. Parking is in front of the buildings and to the east end of the site. Rooms on the first floor exit directly outside; access to second-floor rooms are limited by access to the open staircases; each building has one staircase at each end. Neither building has windows in the rear. There is a chain-link fence in place that obstructs access to the rear of the rear building from the east, and another that obstructs access to the rear of the building perpendicular to the street. A similar chain link fence is in place at the rear of the property, which is also the top of a steep slope to the railbed. There are also fences along the east and west property lines, and a decorative post-and-chain fence limits access to the vehicle turn-in and a sidewalk that nominally connects the sidewalk at the front of the perpendicular building to the public sidewalk along the frontage. There is an old concrete post/footing in place in front of the perpendicular building.

The planned addition will connect the two primary buildings; the two staircases at the north and west ends of the buildings will be replaced with one stairway. The main office/reception area will be in the expansion area. Basic parking layout is the same- parking spaces in front of the building- with the addition of spaces adjacent to the

frontage. The existing shed will be removed. Access to the rear of the site will be controlled via gates. The current paved path between the sidewalk and the westernmost building will remain for pedestrian access.

Items to be Addressed:

1. Remove concrete post/footing in front of perpendicular building.
2. Ensure pedestrian access from public sidewalk is ADA-compliant.

SITE ACCESS, TRAFFIC, AND PARKING

§122-127(4)

The site is accessed from East Michigan Ave. The driveway is right-in right-out; signage has been damaged and not replaced. Each leg is approximately 20' wide, but is not marked or otherwise dimensioned on the plan. The project is immediately adjacent to a stop along AATA route #20, which runs from 6:30am to 8:15pm Monday through Friday, with no weekend service. The sidewalk is undimensioned, but appears approximately 5' wide.

Twenty-nine parking spaces are proposed, 2 of which are barrier-free. Three bicycle hoops are proposed near the main entrance/office area. The pedestrian link to the public sidewalk is a mix of narrow sidewalk, asphalt in front of wheelstops, and the sidewalk in the front of the perpendicular building.

Items to be Addressed:

1. Dimension driveway and sidewalks.

SCREENING

§122-127(7)

Figure 5: Screening

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
§122-641 Lighting	• down-directed and shielded • not >0.5 fc @ lot line • not < 0.3 fc	Several unshielded wall-packs.	Twelve fully shielded wallpacks will replace existing wallpacks. Four pole lights are proposed. The photometric complies with standards.
§122-704 Off-Street Parking Landscaping	1 tree per 8 spaces (29/8 = 4)	--	12 deciduous and 6 evergreen trees proposed
	landscape island per 16 continuous spaces	n/a	n/a
	ends of all aisles and corners protected	Aisle-ends unprotected	all aisle-ends protected
	minimum distance of 3' from curb backside to landscaping	--	wheel stops provided.
	must be screened per 122-703 if conflicting land use	n/a	n/a
	must be screened from public ROW with a berm or alternate, at PC discretion	Landscaping provided	Waiver from berm requested

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
	prevent vehicular encroachment into landscaping, structures	Mix of curbing and wheelstops.	wheelstops provided at ends of parking spaces; curbing provided along landscaped areas.
§122-705 Greenbelt Landscaping	1 tree per 30 ft of frontage remainder landscaped in shrubs, ground cover, grasses, and other natural landscape materials 295'/30' = 10 trees	Not evaluated	10 deciduous proposed; 6 arborvitae proposed.
§122-706 Foundation Landscaping	screen buildings from parking areas/ ROWs 1 ornamental tree and 6 shrubs per 30' - Building frontage: 61' ft new, 195' old - New: 2 trees, 12 shrubs - Old: 7 trees, 39 shrubs	No foundation landscaping; existing hardscaping.	New: many perennials shown; no shrubs or trees. Old: no shrubs or trees shown. Waiver requested.
§122-650, §122-709 Refuse Containers	masonry enclosure 1' taller than dumpster (no less than 6'), in rear yard, 80% opaque swing door, on a concrete pad	Dumpster enclosure between buildings	CMU dumpster enclosure shown.
§122-712 Maintenance	install underground sprinkler system		None proposed; waiver requested.
§122-714 Fencing, hedges, walls, berms	no taller than 10' in side/rear yard	Existing chain-link fence on east and north lot lines; mix of fencing types to west.	additional gates/fences to be installed limiting access to rear of buildings.

Items to be Addressed:

1. *Waivers requested for:*
 - a. *In-ground irrigation system*
 - b. *Foundation landscaping*
 - c. *Landscaping in lieu of berm to screen parking from right of way.*

STAFF RECOMMENDATIONS: SITE PLAN

Staff recommends the Planning Commission **approve** the Site Plan for the Harmony House Expansion at 615 E Michigan with the following findings, waivers, and conditions:

Waivers

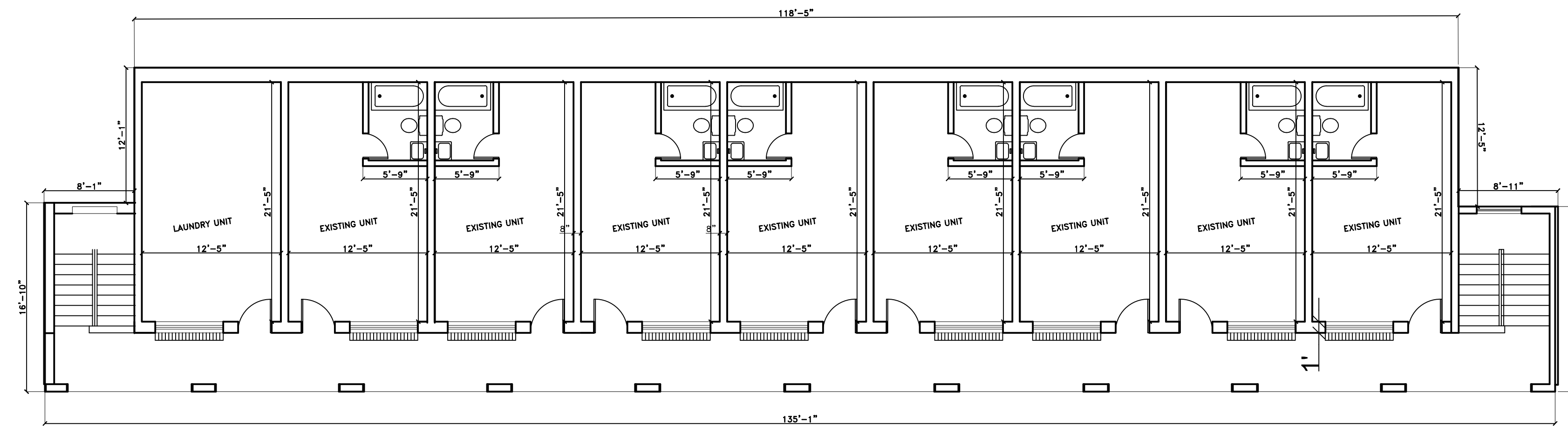
1. To permit a reduction in required parking by up to 20%, due to the site's dimensional challenges.
2. To accept the proposed foundation landscaping.
3. To omit in-ground irrigation.
4. To permit landscaping in lieu of a landscaped berm.

Conditions

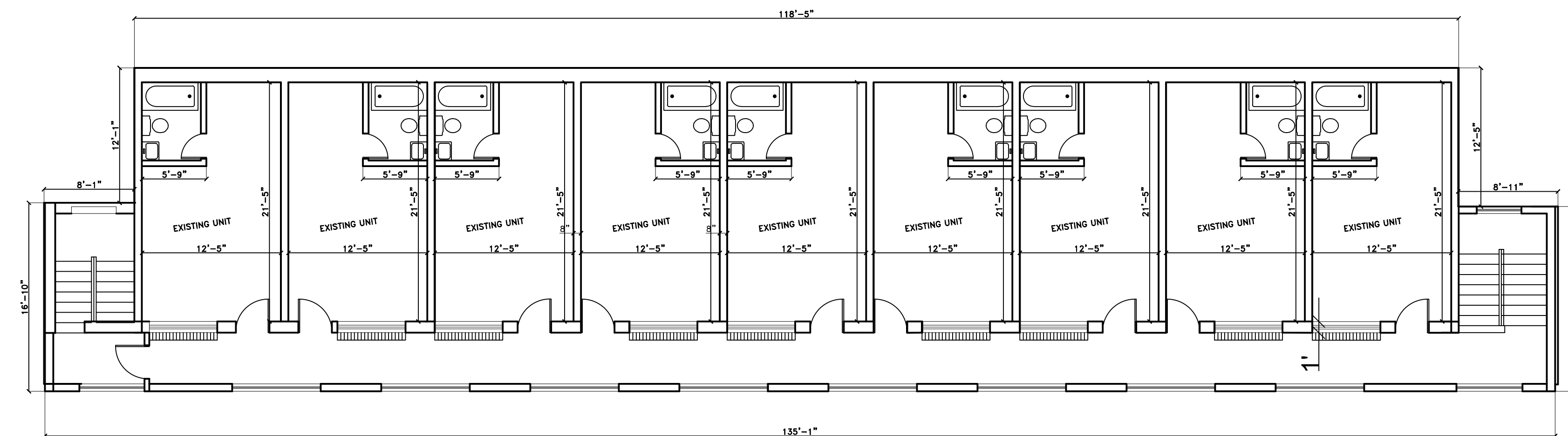
1. Dimension driveway and sidewalks.
2. Note on the site plan that the applicant will apply for a sign permit and submit a master sign plan for any new or changed signage on the site
3. Remove concrete post/footing in front of perpendicular building.
4. Ensure pedestrian access from public sidewalk is ADA-compliant.

Bonnie Wessler
Planner I, Planning & Development Dept.

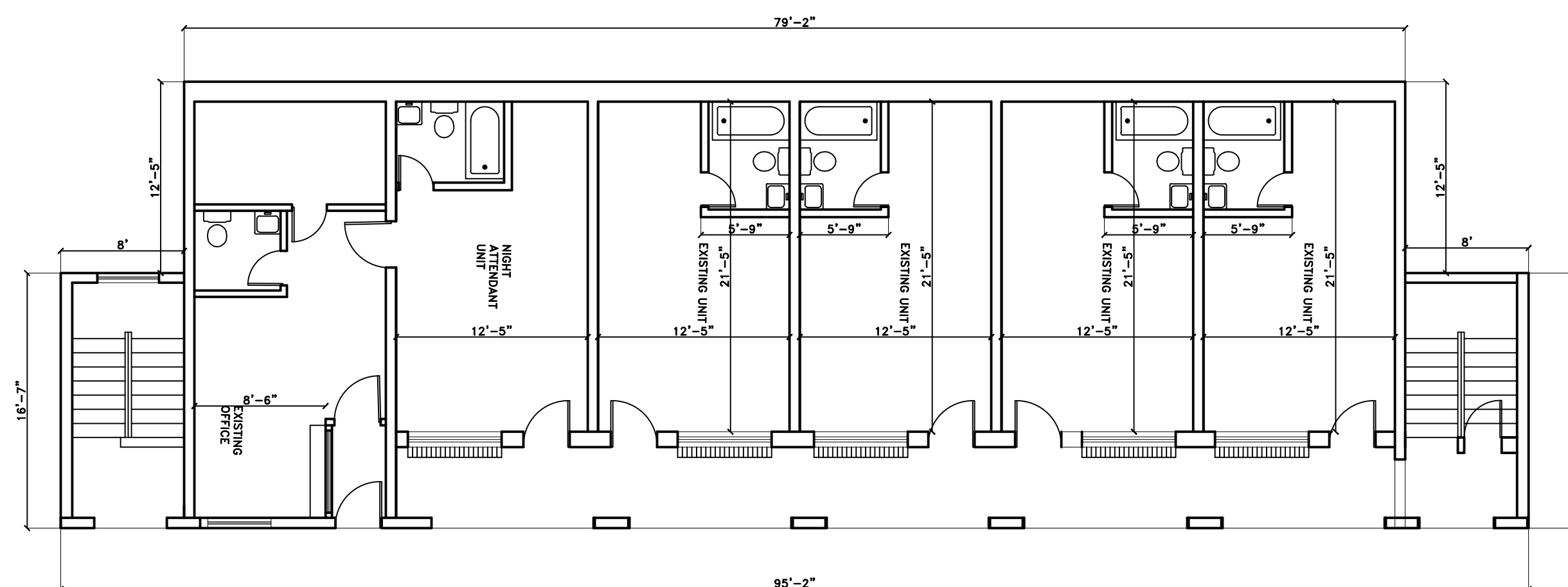
CC File
 Applicant



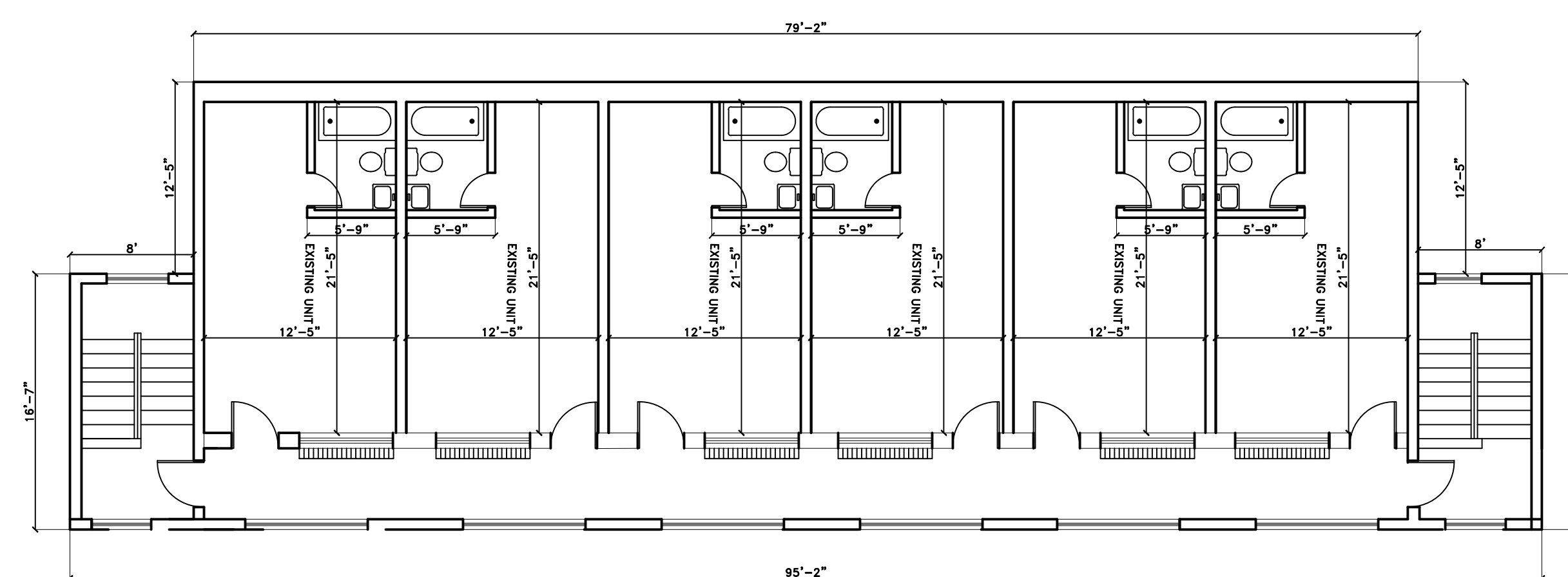
BUILDING (A) EXISTING 1ST FL. FLOOR PLAN
SCALE 1/8" = 1'



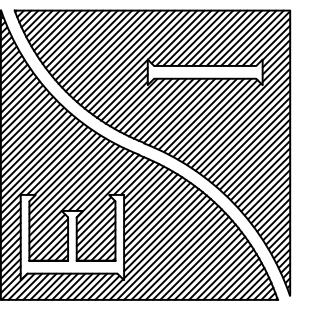
BUILDING (A) EXISTING 2ND FL. FLOOR PLAN
SCALE 1/8" = 1'



BUILDING (B) EXISTING 1ST FL. FLOOR PLAN
SCALE 1/8" = 1'



BUILDING (B) EXISTING 2ND FL. FLOOR PLAN
SCALE 1/8" = 1'



ENGINEERING CONSULTANTS ENGINEERS INC.
SERVICES,
INC.
32323 SCHOOLCRAFT ROAD
LIVONIA, MICHIGAN 48150
PH # (734) 525-7330
FAX # (734) 525-7255

CIVIL ARCHITECTURE
ENVIRONMENTAL, GEOTECH, SURVEYING,

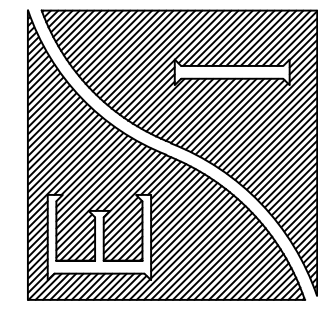
CIVIL, ARCHITECTURE
ENVIRONMENTAL, GEOTECH, SURVEYING.

TITLE : HARMONY HOUSE MOTEL
615 E. MICHIGAN AVE.
YPSILANTI, MICHIGAN 48198

PROJ. NO.	SCALE	NOTED	APPROVED BY	DATE
				06-15-13
DRAWING NO.			A-01	

EXISTING FLOOR PLAN

S/N	DATE	DESCRIPTION	BY	APP'D
	9/17/13			



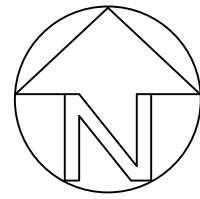
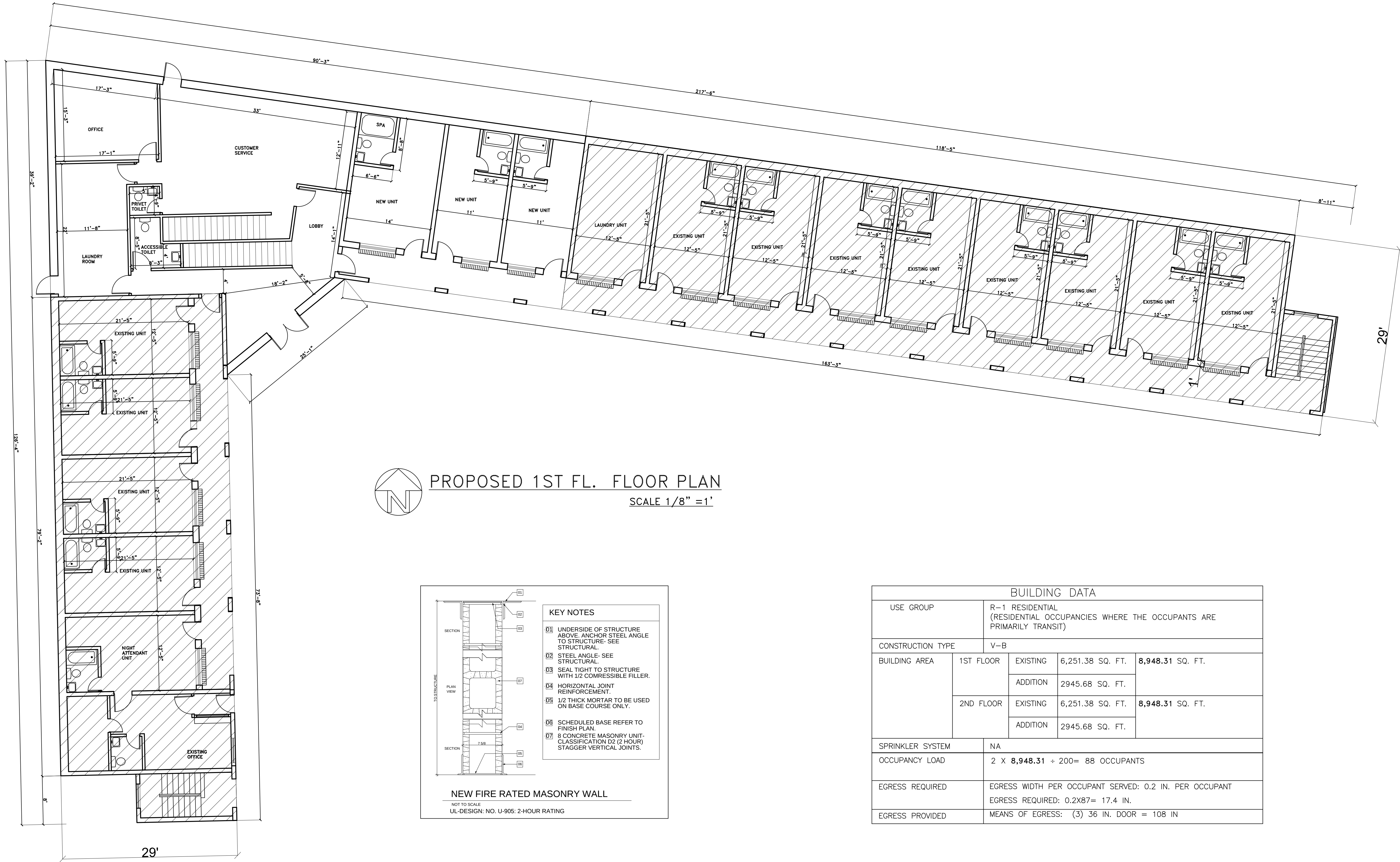
ENGINEERING CONSULTING ENGINEERS, INC.
SERVICES,
INC.
32232 SCHOOLCRAFT ROAD
LIVONIA, MICHIGAN 48150
Ph # (734) 925-7330
Fax # (734) 925-7255
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ENVIRONMENTAL, GEOTECH, SURVEYING

TITLE : HARMONY HOUSE MOTEL
615 E. MICHIGAN AVE.
YPSILANTI, MICHIGAN 48198
PROJ. NO. SCALE NOTED DRAWN BY SE HS
DATE 06-15-13 DRAWING NO. A-03

PROPOSED 1ST FL FLOOR PLAN

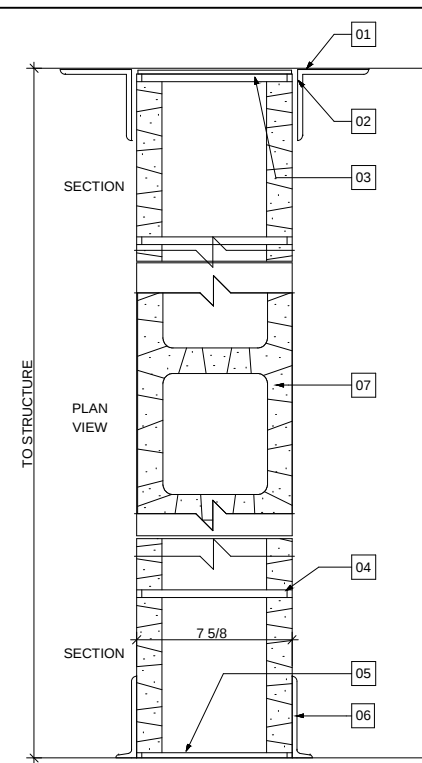
REVISIONS

SYM	DATE	DESCRIPTION	BY	APP'D
	9/17/13			



PROPOSED 1ST FL. FLOOR PLAN

SCALE 1/8" = 1'



NEW FIRE RATED MASONRY WALL

NOT TO SCALE
UL-DESIGN: NO. U-905; 2-HOUR RATING

KEY NOTES

- 01 UNDERSIDE OF STRUCTURE ABOVE ANCHOR STEEL ANGLE TO STRUCTURE- SEE STRUCTURAL.
- 02 STEEL ANGLE- SEE STRUCTURAL.
- 03 SEAL TIGHT TO STRUCTURE WITH 1/2 COMPRESSIBLE FILLER.
- 04 HORIZONTAL JOINT REINFORCEMENT.
- 05 1/2 THICK MORTAR TO BE USED ON BASE COURSE ONLY.
- 06 SCHEDULED BASE REFER TO FINISH PLAN.
- 07 8 CONCRETE MASONRY UNIT- CLASSIFICATION D2 (2 HOUR) STAGGER VERTICAL JOINTS.

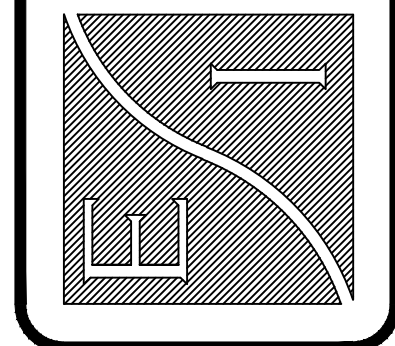
BUILDING DATA

BUILDING DATA					
USE GROUP		R-1 RESIDENTIAL (RESIDENTIAL OCCUPANCIES WHERE THE OCCUPANTS ARE PRIMARILY TRANSIT)			
CONSTRUCTION TYPE		V-B			
BUILDING AREA	1ST FLOOR	EXISTING	6,251.38 SQ. FT.	8,948.31 SQ. FT.	
		ADDITION	2945.68 SQ. FT.		
	2ND FLOOR	EXISTING	6,251.38 SQ. FT.	8,948.31 SQ. FT.	
		ADDITION	2945.68 SQ. FT.		
SPRINKLER SYSTEM		NA			
OCCUPANCY LOAD		2 X 8,948.31 ÷ 200= 88 OCCUPANTS			
EGRESS REQUIRED		EGRESS WIDTH PER OCCUPANT SERVED: 0.2 IN. PER OCCUPANT EGRESS REQUIRED: 0.2X87= 17.4 IN.			
EGRESS PROVIDED		MEANS OF EGRESS: (3) 36 IN. DOOR = 108 IN			

[illegible]

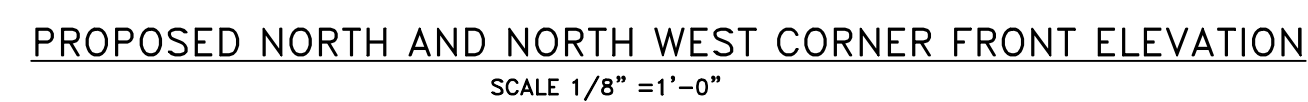
EXISTING ELEVATION

TITLE : HARMONY HOUSE MOTEL		DATE 06-15-13	
615 E. MICHIGAN AVE.		DRAWING NO. A-02	
YPSILANTI, MICHIGAN 48198			
PROJ. NO.	SCALE	NOTED	SE
			HS
		APPROVED BY	



ENGINEERING CONSULTING ENGINEERS INC.
32323 SCHOOLCRAFT ROAD
LIVONIA, MICHIGAN 48150
Ph # (734) 525-7350
Fax # (734) 525-7255

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ENVIRONMENTAL, GEOTECH, SURVEYING.**

[illegible]

PROPOSED ELEVATION

TITLE : HARMONY HOUSE MOTEL

615 E. MICHIGAN AVE.

YPSILANTI, MICHIGAN 48198	SCALE	DRAWN BY
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A-5

NOTED	ING NO.
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DATE 06-15-13

A-5

NOTED	ING NO.
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DATE 06-15-13

ENGINEERING CONSULTING ENGINEERS INC.
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32232 SCHOOLCRAFT ROAD
LIVONIA, MICHIGAN 48150
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ARCHITECTS. ENGINEERS. PLANNERS.

October 14, 2013

City of Ypsilanti
Planning and Development Department
One South Huron Street
Ypsilanti, Michigan 48197

Attention: Ms. Teresa Gillotti
Regarding: 212 & 216 Lincoln Street
Site Plan Review No. 1
OHM Job No. 0094-13-1061

Dear Ms. Gillotti:

The applicant is requesting site plan approval for a parking lot and associated site improvements for 212 & 216 Lincoln Street. The site plan is dated September 17, 2013. We have reviewed the plans and recommend site plan approval from an engineering standpoint. The applicant must address the comments below prior to submitting detail engineering plans:

1. The storm sewer design shall conform to the Rules of the Washtenaw County Water Resources Commissioner.
2. The type and size of proposed storm sewer shall be provided.
3. It appears that there is no water or sewer work proposed on this project. A note shall be added to the plan.

If you have any questions please contact me at (734) 522-6711

Sincerely,
OHM Advisors

A handwritten signature in blue ink, appearing to read "Marcus J. McNamara".

Marcus J. McNamara

CC: Stan Kirton, Department of Public Works, One South Huron Street, Ypsilanti, MI 48197
Scott Westover, P.E., YCUA, 2777 State Street, Ypsilanti, MI 48198
File

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ARCHITECTS. ENGINEERS. PLANNERS.

October 14, 2013

City of Ypsilanti
Planning and Development Department
One South Huron Street
Ypsilanti, Michigan 48197

Attention: Ms. Teresa Gillotti

Regarding: Ypsilanti Community Church
333 S. Prospect Avenue
Site Plan Review No. 2
OHM Job No. 0094-11-1111

Dear Ms. Gillotti:

The applicant is requesting site plan approval for site improvements to the existing church located on the east side of Prospect Avenue north of Grove. We have reviewed the plans and do not recommend approval from an engineering standpoint. The applicant must address the comments below prior to resubmitting plans for review.

1. Plan completion date with most recent revision dates shall be shown on plans.
2. It appears that grading is proposed offsite. Grading and/or construction easements are required for any work beyond the subject property boundaries.
3. All proposed storm sewers are required to be concrete material and a minimum of 12" in diameter.
4. Storm water runoff collected from the site is required to be detained and treated. All calculations shall be shown on the plans and must meet Washtenaw County Standards.
5. The proposed storm sewer must tap the existing sewer at a manhole. Blind taps are not permitted.

If you have any question please contact me at (734) 522-6711.

Sincerely,
OHM Advisors

A handwritten signature in blue ink, appearing to read "Marcus J. McNamara". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Marcus J. McNamara

CC: Stan Kirton, Department of Public Works, One South Huron Street, Ypsilanti, MI 48197
Scott Westover, P.E., YCUA, 2777 State Street, Ypsilanti, MI 48198
File

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