

1. PC Agenda

Documents:

[01-19APRIL2017 AGENDA.PDF](#)

1.1. PC Packet

Documents:

[05- COMPLETE STREETS BINDER.PDF](#)
[06- NONMOTORIZED MDOT BINDER.PDF](#)
[07- NMAC MEETING MINUTES - APRIL 2017.PDF](#)
[02-3-15-17 DRAFT PLANNING MEETING MINUTES \(2\).PDF](#)
[03-3-16-17 JOINT MEETING MINUTES FINAL DOC.PDF](#)
[04-206-210 N WASHINGTON.PDF](#)

Agenda
Planning Commission
Council Chambers
Wednesday, 19 April 2017 – 7:00 P.M.

I. Call to Order

II. Roll Call

Heidi Jugenitz, Chair	P	A
Cheryl Zuellig, Vice Chair	P	A
Anthony Bedogne	P	A
Liz Dahl MacGregor	P	A
Toi Dennis	P	A
Matt Dunwoodie	P	A
Phil Hollifield	P	A
Chris Madigan	P	A
Jared Talaga	P	A

III. Approval of Minutes

- March 15, 2017
- March 16, 2017-Joint HDC, PC, ZBA Meeting Minutes

IV. Audience Participation

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

V. Presentations and Public Hearing Items

- Special Use and Site Plan Review: 206-210 N Washington St.
Public Hearing

VI. New Business

- Complete Streets Staff Report
- Non-motorized Staff Report
- Student Presentations

VII. Old Business

- 539 S Huron
Site Plan Review

VIII. Future Business Discussion / Updates

- 2100 Washtenaw-update

IX. Committee Reports

- Non-motorized Advisory Committee: April Minutes

X. Adjournment

COMPLETE STREETS REVIEW

Courtesy review of 2017 Road Program including portions of Summit, Congress, and Hamilton.

- Program overview sheet
- Hamilton:
 - Planning Staff Memo
 - Engineer worksheet
 - Detail plans for project area
- Congress:
 - Planning Staff Memo
 - Engineer worksheet
 - Detail plans for project area
- Summit:
 - Planning Staff Memo
 - Engineer worksheet
 - Detail plans for project area
- Typical details for project as a whole

THE CITY OF YPSILANTI IN COOPERATION WITH THE MICHIGAN DEPARTMENT OF TRANSPORTATION & THE FEDERAL HIGHWAY ADMINISTRATION 2017 MAJOR ROAD PROGRAM

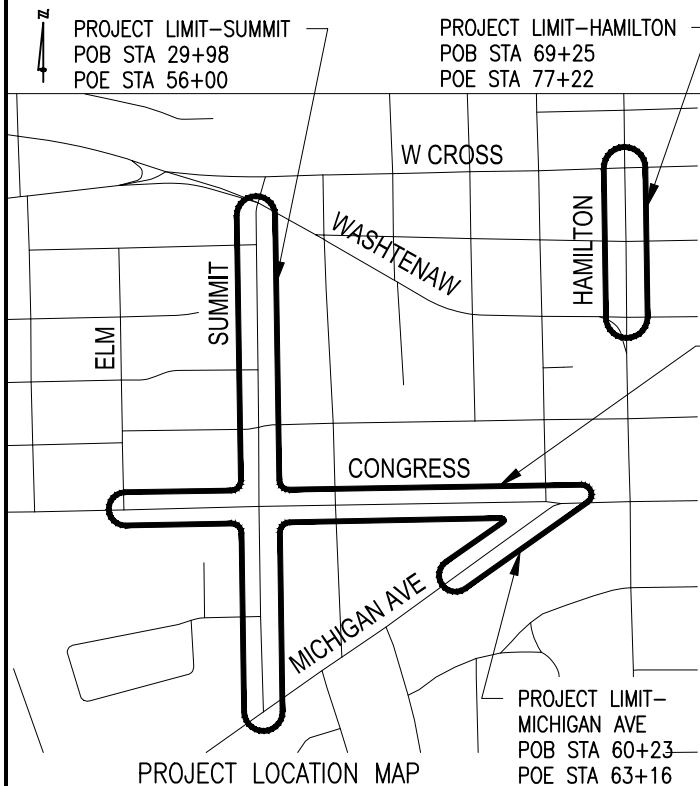
MDOT STANDARD PLANS AND DETAILS

R-1-G	COVER D
R-28-J	SIDEWALK RAMP AND DETECTABLE WARNING DETAILS
R-29-I	DRIVEWAY OPENINGS & APPROACHES AND CONCRETE SIDEWALKS
R-30-G	CONCRETE CURB AND CONCRETE CURB & GUTTER
R-83	ISOLATION JOINT DETAILS
R-96-E	SOIL EROSION & SEDIMENTATION CONTROL MEASURES
SIGN-120-D	ROADSIDE SIGN LOCATIONS AND SUPPORT SPACING
SIGN-200-D	STEEL POSTS
WZD-125-E	TEMPORARY TRAFFIC CONTROL DEVICES

MICHIGAN PROJECT

JOB NUMBER	- 132695
CONTROL SECTION	- STU 81000
FEDERAL ITEM NO.	-
FEDERAL PROJECT NO.	-

Design Guidelines:	Summit	Congress	Hamilton	Michigan
Posted Speed: (MPH)	25	25	25	35
Design Speed: (MPH)	30	30	30	40
Present ADT:	2,537	1,870	5,761	14,288
% Commercial:	5	5	5	10
Future ADT:	3,099	2,284	7,037	17,451
% Commercial:	5	5	5	10
Calendar Year:	2027	2027	2027	2027



GENERAL PROVISIONS

THE IMPROVEMENTS COVERED BY THIS LOG SHALL BE DONE IN ACCORDANCE WITH THE PROPOSAL AND ACCOMPANYING SPECIFICATIONS FOR THIS PROJECT INCLUDING THE 2012 MICHIGAN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION AND HAVE BEEN DESIGNED IN ACCORDANCE WITH THE MICHIGAN DEPARTMENT OF TRANSPORTATION LOCAL AGENCY PROGRAMS GUIDELINES FOR GEOMETRICS, DATED MARCH 4, 2014.

TRAFFIC CONTROL SHALL CONFORM TO THE LATEST VERSION OF THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

NOTICE SHALL BE GIVEN TO MISS DIG PRIOR TO UNDERGROUND WORK IF PERFORMED IN ACCORDANCE WITH THIS CONTRACT, PHONE (800) 482-7171 OR 811. UTILITY SERVICE CONNECTIONS ARE NOT SHOWN IN THE LOG AND ARE NOT THE RESPONSIBILITY OF THE CITY.

CONTRACT FOR:

CITY OF YPSILANTI APPROVAL

DARWIN D.P. MCCLARY

Date

PREPARED UNDER THE SUPERVISION OF:

KENT EARLY

Registration No.

Date

REVISIONS

FEDERAL NUMBERS ADDED: (DATE)

PROJECT NO.

0094-16-0050

SHEET NO.

1



34000 Plymouth Road | Livonia, MI 48150
p (734) 522-6711 | f (734) 522-6427



Memo

To: Planning Commission

From: Bonnie Wessler, City Planner

Date: 13 April 2017

Subject: Hamilton mill & overlay, Cross to Washtenaw, complete streets courtesy review

The Complete Streets ordinance requires a full review for projects that are considered to be a “reconstruction” of the roadway. This is generally a project in which a road is taken down to its base, and rebuilt, such as the recent Prospect project. This project is a mill and overlay, with patching as needed; it is not a full reconstruction. However, it does provide an opportunity to make improvements to the roadway, and has been submitted to us for review.

Hamilton at this location is a one-way local road that begins at Forest and continues to its intersection with Huron. Within the project bounds, it intersects Cross (full intersection; Cross is one-way westbound), Emmet (full intersection; Emmet is one-way eastbound), and Washtenaw (full intersection; Washtenaw is one-way eastbound). There are no bike facilities on this road, and the AAATA routes 3 and 41 travel the project area, but do not stop. Hamilton has a moderate amount of daily traffic- approximately 6,000 vehicles- and a posted speed of 25mph. It is regularly used by pedestrians and drivers; bicyclists are less-frequently seen, but no formal bicyclist count has been taken on this or any Ypsilanti roadway. There are no sidewalk gaps in the project area, and ADA ramps are present, to varying degrees, at all intersections, and will be updated as needed. On-street parking is available on the west side of the street in the project area, and is part of the residential permit program.

Pedestrian traffic is particularly heavy during the warmer portions of the school year. The on-street parking is heavily used, and appears directly correlated to housing density.

Currently, the City DPS & Engineers are proposing the addition of bumpouts on the west side of the street at the intersection with Emmet. There are no bumpouts proposed for Cross or changes at Washtenaw; note that both locations border or include MDOT right-of-way. Additional, bike-friendly signage is proposed but unspecified; planning staff suggests “Bikes May Use Full Lane” at Cross and Washtenaw.

(1) Inventory the proposed geographical extent of the project.

- Functional Classification: **Principal Arterial**
- **Hamilton-Cross to Wahtenaw**
- Right of Way width: **66'**
- Traffic lanes: **2, one-way travel**
- ON-street parking: **Yes, west side of road**
- Existing vehicular ADT: **5761**
- Projected vehicular ADT: **7037**
- Speed limit: **25 MPH**
- Percent heavy vehicles: **5%**
- Center turn lane: **No**
- Transit facilities: **AATA bus stop for routes #3 (Monday-Friday only) and #41 (Monday-Friday only during EMU school year)**
- Bicycle facilities: **None.**
- Sidewalks: **Both sides of road, full length of project. All ramps to be ADA-compliant.**
- Landscaping w/in ROW: **All disturbed areas to be restored with topsoil, seed, and mulch. Trees to be removed only if necessary. Not anticipated**
- Lighting: **Existing lights on wood poles. No anticipated street light work.**

(2) Check for consistency with adopted plans & City legal obligations:

- Master Plan: **goals**
- Non-Motorized Transportation Plan
 - Does the plan note any deficiencies in the area under consideration? Please list & cite page numbers.
 - **None noted.**
- ADA settlement/ADA compliance plan
 - Does the proposed project contain any locations slated for upgrade in the ADA compliance plan?
 - **All ramps within the project limits are to be compliant to the most current ADA standards.**
 - **Note that all corners have to be ramped, include the diagrams from latest settlement.**

(3) Motor Vehicle Facilities (non-freight)

- Major Street: **<10,000 ADT**
 - **Hamilton is a Principal Arterial per NFC classification**
 - **2 travel lanes + 1 parking lane**
 - **11' proposed traffic lanes**
 - **Posted speed limit 25 MPH**
- On-street parking: does it exist, where, what type (permit, unrestricted), and how wide the lane?
 - **On street parking located on west side only. Parking is restricted and signed "residential permit only".**

(4) Transit facilities

- Bus
 - Consult with AAATA on all capital improvement projects w/in 100' of a stop or on a bus route.
 - **Feedback from AAATA goes here**

- o When a bus stop is located within the geographic scope of a capital improvement (ex, a bus stop on a street), ensure that the bus stop will be ADA-compliant (add concrete pad) and the stop will not be blocked by on-street parking (“no parking, bus stop” markings) and that any bike lanes in the area are appropriately marked by broken lines & other MUTCD-compliant symbols as necessary.

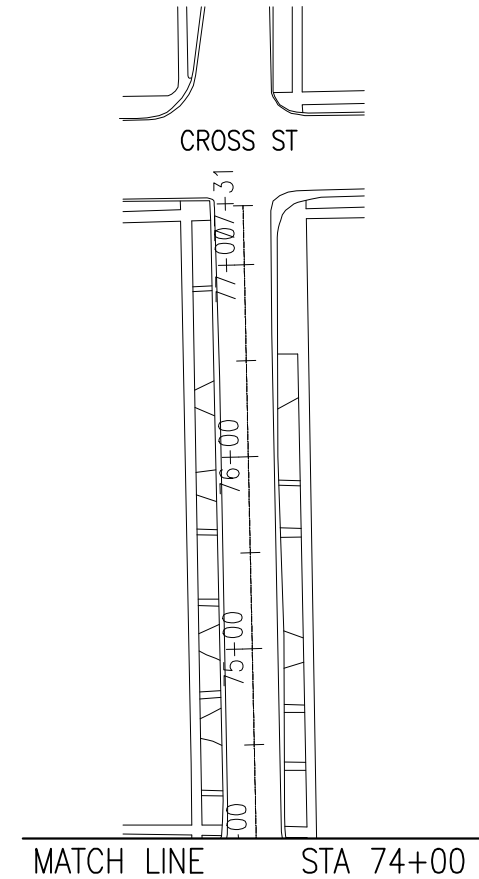
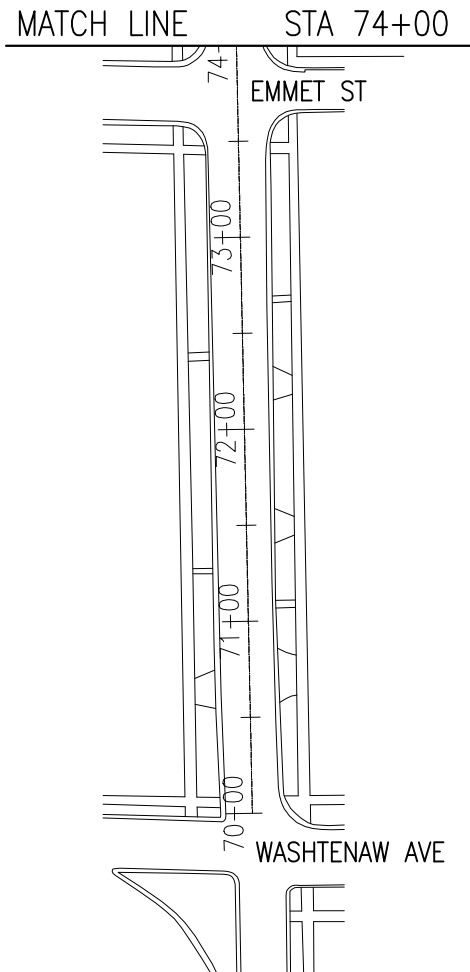
(5) Check for bike facilities

- Transitions- at intersections, not mid-block
 - o If Bike lane to no-bikelane: signage per MUTCD (bike lane ends, share the road signage, sharrow), & ensure there is a receiving xwalk ramp nearby
 - o If No-bikelane to bikelane: signage per MUTCD (bike lane pavement markings, bike lane begins signage; placement at intersections, not mid-block)
- Lanes of travel
 - o Bike lanes
 - o Required on:
 - Major Streets: all.
 - **No existing bike lanes. Insufficient roadway/ROW width for new bike lanes on proposed roadway. Road functions as collector street, medium volume, low speed**
 - Local Streets: where ADT $\geq 10,000$
 - o 4' wide minimum, exclusive of gutter pan
 - o Wider by 1', max of 10', for
 - each 5 mph above a 25mph speed limit (ex: 35mph = 6', exclusive of gutter pan) OR
 - for each 5,000 by which ADT exceeds 10,000,
 - o Pavement markings (bike lane decal) every block, in addition to 6" lane marking
 - o Sharrows & other signage
 - o Major Streets: Required wherever the ROW is too narrow for bike lanes (ex, Michigan Ave downtown) – “bikes may use full lane,” etc
 - o Local streets: at “entrances” to neighborhoods (ex. Perry Street south of Harriet; First south of Harriet; Mansfield north of Washtenaw)- where traffic would be turning/transitioning from a Major Street to a Local Street.
 - o **Propose sharrows?**
- Parking
 - o Major Streets: ROW parking for bicycles recommended in commercial/mixed-use areas where on-street car parking is provided (ex: downtown, depot town)
 - o Placed on-street (seasonal racks) or in sidewalk buffer area
 - o If overnight or long-term car facilities are in place, then also place overnight/long-term bike facilities.

(6) Check for pedestrian facilities

- Crosswalks
 - o ADA compliant- all corners
 - o **All 4 quadrants at Emmet & Hamilton and all 4 quadrants at Washtenaw & Hamilton including new ramp in SW quadrant.**
 - o Striping/markings
 - o Major Streets: Longitudinal (“piano keys”)

- If crosswalk is less than 6' wide, enclose longitudinal with transverse for visibility
- o Local Streets: longitudinal preferred, transverse permitted
- o If alternate paving materials or texturizing is used on crosswalks- ex, stamped concrete- enclose with transverse markings for visibility.
- o Lighting: required on all Major Streets; recommended on Local Streets
- o Bumpouts on all Major Streets where on-street parking is provided
 - o **Crossing markings currently set up as longitudinal at non-signalized to stop controlled intersections. Mid-block cross walks are set up as continental striping.**
 - o **Bump outs are proposed at the NW & SW quadrants of Emmet & Hamilton only. Washtenaw & Hamilton is stop controlled and has insufficient road width for bump outs.**
- Sidewalks
 - o **All sidewalks are to remain as-is. Trip hazard slabs will be replaced.**
 - o ADA compliant- grading, width, materials
 - o Major Streets in commercial/mixed-use:
 - o aim for 10' wide, 6' min
 - o 5' buffer between sidewalk and street
 - o Lighted
 - o Major Streets in residential-only:
 - o 5'-10' wide (context-sensitive)
 - o 10'-6' buffer
 - o Lighted
 - o Local Streets:
 - o min of 5' wide
 - o min 6' buffer.



NORTH HAMILTON STREET



Engineering Advisors

34000 Plymouth Road | Livonia, MI 48150
p (734) 522-6711 | f (734) 522-6427

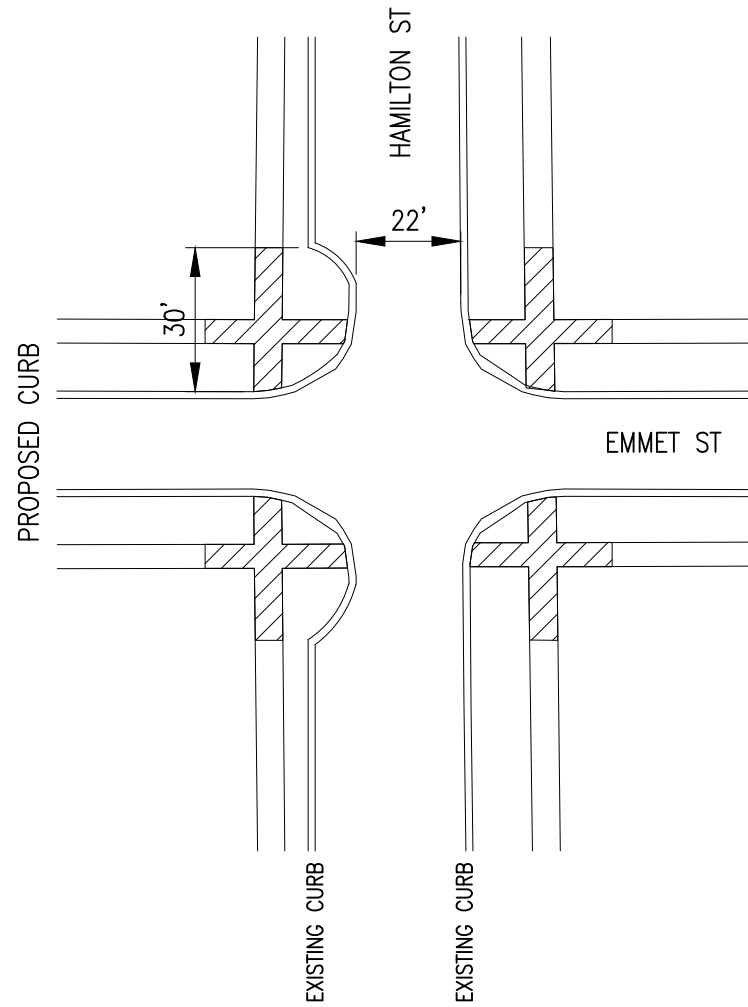
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4/3/2017

CLIENT
CITY OF YPSILANTI

OHM JOB
0094-16-0050

SHEET NO.:
10



LOCATIONS OF DETAIL
NW & SW CORNERS OF
HAMILTON & EMMET



PROPOSED CURB BUMP OUT



Engineering Advisors

34000 Plymouth Road | Livonia, MI 48150
p (734) 522-6711 | f (734) 522-6427

SCALE:
N.T.S.

DATE:
4/3/2017

CLIENT
CITY OF YPSILANTI

OHM JOB
0094-16-0050

SHEET NO.:
15



Memo

To: Planning Commission

From: Bonnie Wessler, City Planner

Date: 13 April 2017

Subject: Congress mill & overlay, Elm to Ballard, complete streets courtesy review

The Complete Streets ordinance requires a full review for projects that are considered to be a “reconstruction” of the roadway. This is generally a project in which a road is taken down to its base, and rebuilt, such as the recent Prospect project. This project is a mill and overlay, with patching as needed; it is not a full reconstruction. However, it does provide an opportunity to make improvements to the roadway, and has been submitted to us for review.

Congress is a two-way local road that begins west of the City at Hewitt, and continues to its intersection with Michigan. Within the project bounds, it intersects Elm (T from the north), Summit (signalized intersection, 4-way), Normal (4-way), and Ballard/Michigan (4-way offset). There are no bike facilities on this road, and the AAATA route 6B currently has 4 stops within the project area (Ballard and Congress). It is a well-travelled east-west connector for the neighborhood, regularly used by pedestrians, bicyclists, and drivers. There are no sidewalk gaps in the project area, and ADA ramps are present at all intersections, but will be updated as needed. On-street parking is available on the north side of the street in the project area, and is unrestricted.

Pedestrian and bicyclist traffic is particularly heavy during the summer due to the presence of Recreation Park on Congress at the west end of the project bounds. The on-street parking is heavily used east of Summit, and more lightly used west of Summit (outside of the pool/park season); it appears directly correlated to housing density. Parking along the north side of the streets is heavily used during the pool's open season.

Currently, the City DPS & Engineers are proposing the addition of bumpouts on the north side of the street at the intersections with Elm and Normal. There are no bumpouts proposed for Summit, or changes at Ballard. Additional, bike-friendly signage is proposed but unspecified; planning staff suggests “Bikes May Use Full Lane” at Summit and Ballard.

(1) Inventory the proposed geographical extent of the project.

- Functional Classification: **Major Collector**
- **Congress-Michigan to Oakwood**
- Right of Way width: **66'**
- Traffic lanes: **2**
- ON-street parking: **Yes, north side of road**
- Existing vehicular ADT: **1870, per WATS counts for 2005**
- Projected vehicular ADT: **2284**
- Speed limit: **25 MPH**
- Percent heavy vehicles: **5%**
- Center turn lane: **No**
- Transit facilities: **AAATA bus stop for routes #6B (Monday-Saturday only): @ Oakwood NE, @ Summit NW & SE; @ Ballard NW**
- Bicycle facilities: **None.**
- Sidewalks: **Both sides of road, full length of project. All ramps to be ADA-compliant.**
- Landscaping w/in ROW: **All disturbed areas to be restored with topsoil, seed, and mulch. Trees to be removed only if necessary. Not anticipated**
- Lighting: **Existing lighting on wood poles. No improvements proposed.**

(2) Check for consistency with adopted plans & City legal obligations:

- Master Plan: **goals**
- Non-Motorized Transportation Plan
 - Does the plan note any deficiencies in the area under consideration? Please list & cite page numbers.
 - **None noted.**
- ADA settlement/ADA compliance plan
 - Does the proposed project contain any locations slated for upgrade in the ADA compliance plan?
All ramps within the project limits are to be compliant to the most current ADA standards.
Note that all corners have to be ramped at non-jogged intersections. There are no jogged intersections within the project bounds.

(3) Motor Vehicle Facilities (non-freight)

- Major Street: **<10,000 ADT**
Congress is a Major Collector Road per NFC classification
 - **2 travel lanes + 1 parking lane**
 - **Proposed 11' travel lanes;**
 - **Posted speed limit 25 MPH**
- On-street parking: does it exist, where, what type (permit, unrestricted), and how wide the lane?
 - **Parking on north side of road, 7.5' parking lane, unrestricted parking**

(4) Transit facilities

- Bus
 - Consult with AAATA on all capital improvement projects w/in 100' of a stop or on a bus route.
 - **Feedback from AAATA goes here**

- When a bus stop is located within the geographic scope of a capital improvement (ex, a bus stop on a street), ensure that the bus stop will be ADA-compliant (add concrete pad) and the stop will not be blocked by on-street parking (“no parking, bus stop” markings) and that any bike lanes in the area are appropriately marked by broken lines & other MUTCD-compliant symbols as necessary.

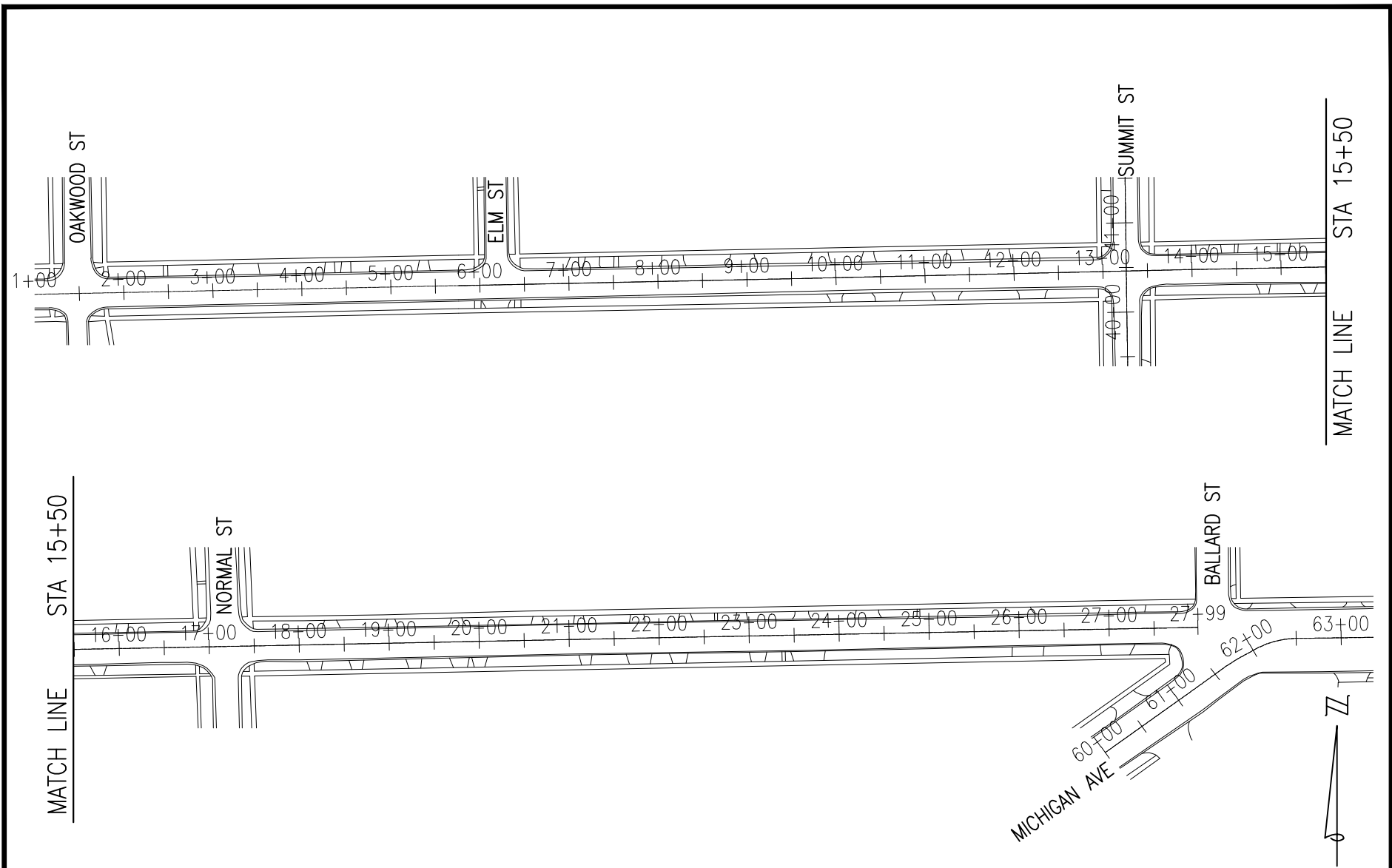
(5) Check for bike facilities

- Transitions- at intersections, not mid-block
 - If Bike lane to no-bikelane: signage per MUTCD (bike lane ends, share the road signage, sharrow), & ensure there is a receiving xwalk ramp nearby
 - If No-bikelane to bikelane: signage per MUTCD (bike lane pavement markings, bike lane begins signage; placement at intersections, not mid-block)
- Lanes of travel
 - Bike lanes
 - Required on:
 - Major Streets: all.
 - **No existing bike lanes. Insufficient road width for new bike lanes on proposed roadway. Road functions as neighborhood Street, low volume, low speed. Standard practice is to not stripe bike lanes in this condition.**
 - Local Streets: where ADT $\geq 10,000$
 - 4' wide minimum, exclusive of gutter pan
 - Wider by 1', max of 10', for
 - each 5 mph above a 25mph speed limit (ex: 35mph = 6', exclusive of gutter pan) OR
 - for each 5,000 by which ADT exceeds 10,000,
 - Pavement markings (bike lane decal) every block, in addition to 6" lane marking
 - Sharrows & other signage
 - Major Streets: Required wherever the ROW is too narrow for bike lanes (ex, Michigan Ave downtown) – “bikes may use full lane,” etc
 - Local streets: at “entrances” to neighborhoods (ex. Perry Street south of Harriet; First south of Harriet; Mansfield north of Washtenaw)- where traffic would be turning/transitioning from a Major Street to a Local Street.
 - **Install sharrow at Michigan?**
- Parking
 - Major Streets: ROW parking for bicycles recommended in commercial/mixed-use areas where on-street car parking is provided (ex: downtown, depot town)
 - Placed on-street (seasonal racks) or in sidewalk buffer area
 - If overnight or long-term car facilities are in place, then also place overnight/long-term bike facilities.

(6) Check for pedestrian facilities

- Crosswalks
 - ADA compliant- all corners
 - **NE, NW, SW quadrants of Ballard & Congress, All quadrants at Normal & Congress, All quadrants at Summit & Congress, All quadrants at Elm & Congress, All quadrants at Oakwood & Congress.**

- o Striping/marketing
 - Major Streets: Longitudinal (“piano keys”)
 - If crosswalk is less than 6’ wide, enclose longitudinal with transverse for visibility
 - Local Streets: longitudinal preferred, transverse permitted
 - If alternate paving materials or texturizing is used on crosswalks- ex, stamped concrete- enclose with transverse markings for visibility.
- o Lighting: required on all Major Streets; recommended on Local Streets
- o Bump outs on all Major Streets where on-street parking is provided
 - **Crossing markings currently set up as longitudinal at signalized or stop controlled intersections. Uncontrolled crosswalks to be continental style.**
 - **Bump outs proposed at NE & NW corner of Normal & Congress, at NE & NW corner of Elm & Congress and at NE & NW corner of Oakwood & Congress. No bump outs proposed at signalized intersections. No bump outs proposed on south side of road due lack of lane with.**
- Sidewalks
 - o **All sidewalks are to remain as-is. Trip hazard slabs will be replaced.**
 - o ADA compliant- grading, width, materials
 - o Major Streets in commercial/mixed-use:
 - aim for 10’ wide, 6’ min
 - 5’ buffer between sidewalk and street
 - Lighted
 - o Major Streets in residential-only:
 - 5’-10’ wide (context-sensitive)
 - 10’-6’ buffer
 - Lighted
 - o Local Streets:
 - min of 5’ wide
 - min 6’ buffer.



CONGRESS STREET



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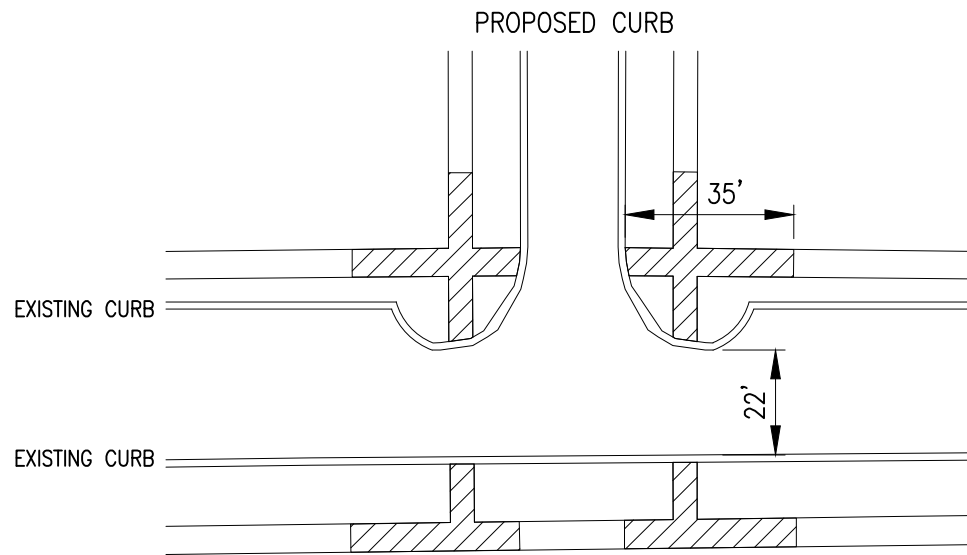
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 0094-16-0050

SHEET NO.:
 8



LOCATIONS OF DETAIL
NW & NE CORNERS OF
CONGRESS & NORMAL
CONGRESS & ELM

PROPOSED CURB BUMP OUT



Engineering Advisors

34000 Plymouth Road | Livonia, MI 48150
p (734) 522-6711 | f (734) 522-6427

SCALE:

N.T.S.

DATE:

4/3/2017

CLIENT

CITY OF YPSILANTI

OHM JOB

0094-16-0050

SHEET NO.:

11



Memo

To: Planning Commission

From: Bonnie Wessler, City Planner

Date: 13 April 2017

Subject: Summit mill & overlay, Washtenaw to Michigan, complete streets courtesy review

The Complete Streets ordinance requires a full review for projects that are considered to be a “reconstruction” of the roadway. This is generally a project in which a road is taken down to its base, and rebuilt, such as the recent Prospect project. This project is a mill and overlay, with patching as needed; it is not a full reconstruction. However, it does provide an opportunity to make improvements to the roadway, and has been submitted to us for review.

Summit is a two-way local road that begins south of Washtenaw, intersects Sheridan (T from the west), Grant (T from the west), Pearl (slight jog, full crossing), Congress (signalized intersection), Woods (T from the west) and terminates into West Michigan. There are no bike facilities on this road, and no bus routes currently traverse it. It is, however, a well-travelled north-south connector between Michigan and Washtenaw; nearby alternatives providing that route are Mansfield, approximately 0.7 miles to the west, Oakwood, about two blocks to the west; and Normal, one block east. There are no sidewalk gaps in the project area, and ADA ramps are present at all intersections, but will be updated as needed. On-street parking is available on the east side for its extent (Washtenaw to Michigan), and on the west side for the block between Washtenaw and Sheridan.

Pedestrian traffic is heavy on Summit, and bike traffic is present but generally light. Parking is lightly used south of Sheridan; this may be a result of the lower density of housing, the residential permit parking system, or the lack of protection for such parking in combination with the relatively high incidence of speeding on that roadway (speed limit 25mph).

Currently, the City DPS & Engineers are proposing the addition of bumpouts on the east side of the street at the intersections with Sheridan, Grant, and Woods. There are no bumpouts proposed for Pearl, Congress, or Michigan. Additional, bike-friendly signage is proposed but unspecified; planning staff suggests “Bikes May Use Full Lane” at Michigan, Congress, and Washtenaw.

(1) Inventory the proposed geographical extent of the project.

- Functional Classification: **Major Collector**
- **Summit-Michigan to Washtenaw**
- Right of Way width: **66'**
- Traffic lanes: **2**
- ON-street parking: **Yes, east side of road between Michigan and Sheridan, both sides between Sheridan and Washtenaw.**
- Existing vehicular ADT: **2537**
- Projected vehicular ADT: **3099**
- Speed limit: **25 MPH**
- Percent heavy vehicles: **5%**
- Center turn lane: **No**
- Transit facilities: **None**
- Bicycle facilities: **None.**
- Sidewalks: **Both sides of road, full length of project. All ramps to be ADA-compliant.**
- Landscaping w/in ROW: **All disturbed areas to be restored with topsoil, seed, and mulch. Trees to be removed only if necessary. One tree anticipated to be removed at SE corner of Grant & Summit to install new ADA ramp.**
- Lighting: **Street lights on wood poles. No anticipated changes.**

(2) Check for consistency with adopted plans & City legal obligations:

- Master Plan: **goals**
- Non-Motorized Transportation Plan
 - Does the plan note any deficiencies in the area under consideration? Please list & cite page numbers.
 - **None noted.**
- ADA settlement/ADA compliance plan
 - Does the proposed project contain any locations slated for upgrade in the ADA compliance plan?
All ramps within the project limits are to be compliant to the most current ADA standards.
Note that all corners have to be ramped, include the diagrams from latest settlement.

(3) Motor Vehicle Facilities (non-freight)

- Major Street: **<10,000 ADT**
N Summit & Summit are a Major Collector Road per NFC classification
 - **2 travel lanes + 1 parking lane**
 - **Proposed 11' travel lanes**
 - **Posted speed limit 25 MPH**
- On-street parking: does it exist, where, what type (permit, unrestricted), and how wide the lane?
 - **On street parking is on the east side of road between Michigan and Sheridan and both sides between Sheridan and Washtenaw. Parking is unrestricted south of Congress and restricted "permit residential parking" north of Congress.**

(4) Transit facilities

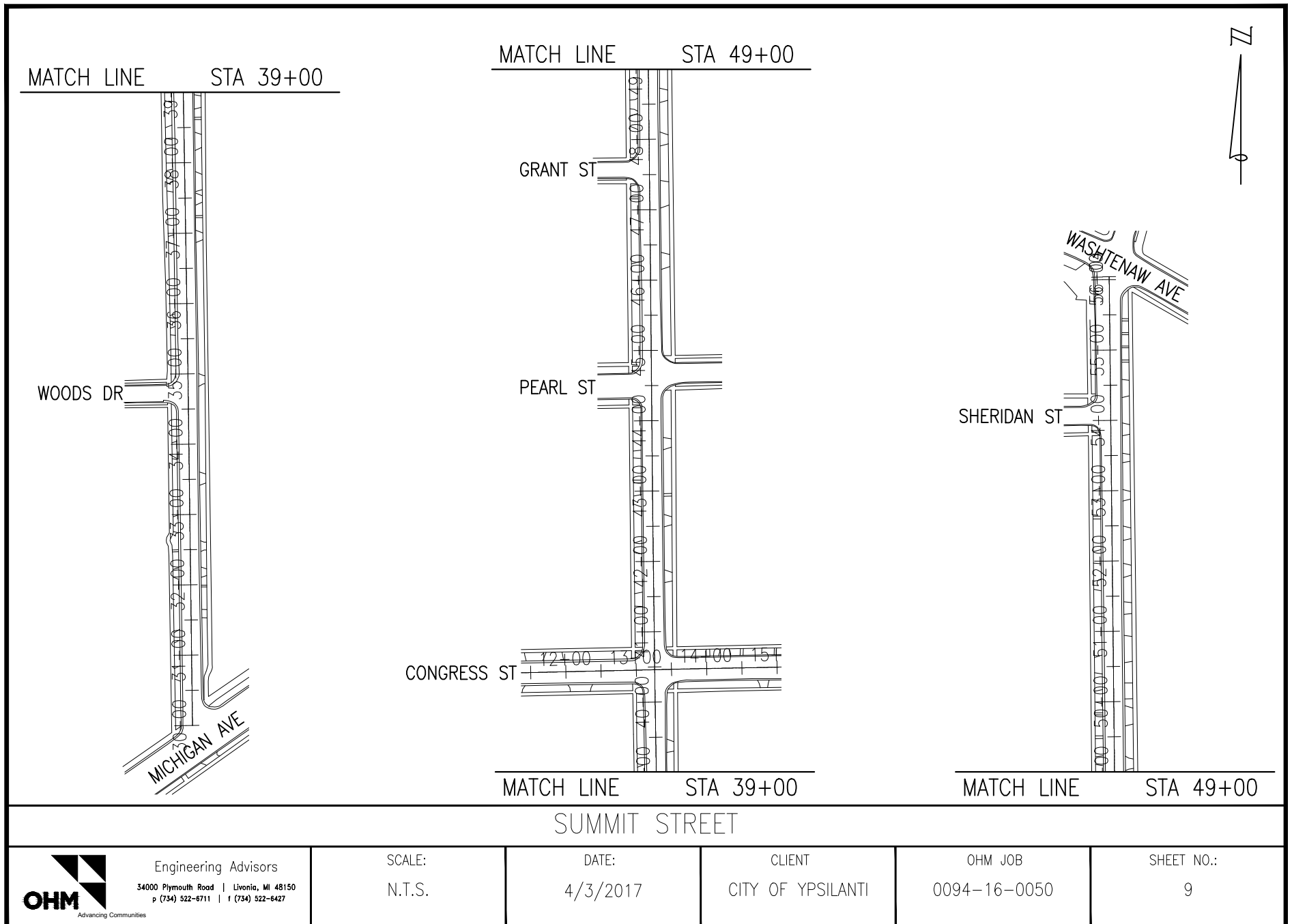
- Bus
 - Consult with AAATA on all capital improvement projects w/in 100' of a stop or on a bus route.
 - **Feedback from AAATA goes here**
 - When a bus stop is located within the geographic scope of a capital improvement (ex, a bus stop on a street), ensure that the bus stop will be ADA-compliant (add concrete pad) and the stop will not be blocked by on-street parking (“no parking, bus stop” markings) and that any bike lanes in the area are appropriately marked by broken lines & other MUTCD-compliant symbols as necessary.

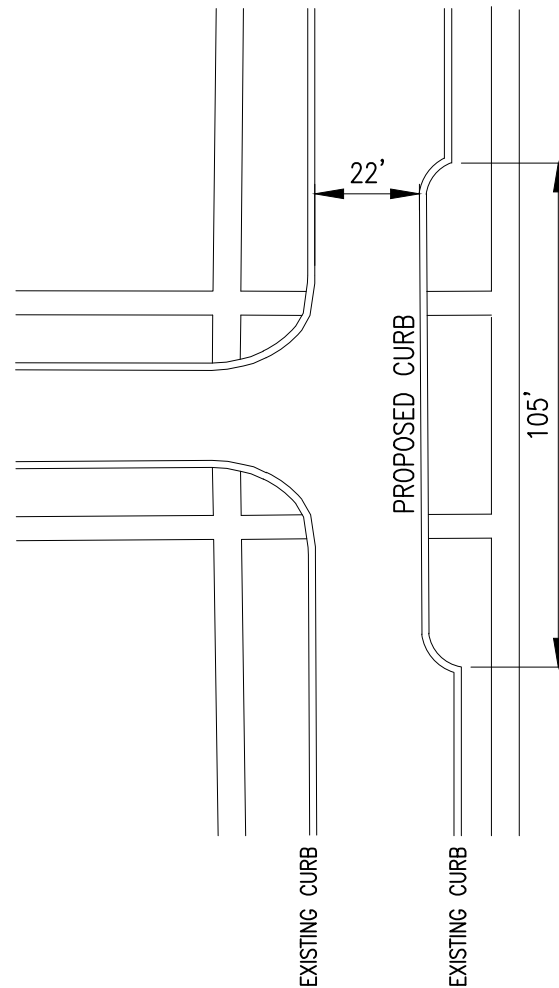
(5) Check for bike facilities

- Transitions- at intersections, not mid-block
 - If Bike lane to no-bikelane: signage per MUTCD (bike lane ends, share the road signage, sharrow), & ensure there is a receiving xwalk ramp nearby
 - If No-bikelane to bikelane: signage per MUTCD (bike lane pavement markings, bike lane begins signage; placement at intersections, not mid-block)
- Lanes of travel
 - Bike lanes
 - Required on:
 - Major Streets: all.
 - **No existing bike lanes. Insufficient road/ROW width for new bike lanes on proposed roadway. Road functions as neighborhood street, low volume, low speed. Standard practice is to not stripe bike lanes in this condition.**
 - Local Streets: where ADT $\geq 10,000$
 - 4' wide minimum, exclusive of gutter pan
 - Wider by 1', max of 10', for
 - each 5 mph above a 25mph speed limit (ex: 35mph = 6', exclusive of gutter pan) OR
 - for each 5,000 by which ADT exceeds 10,000,
 - Pavement markings (bike lane decal) every block, in addition to 6" lane marking
 - Sharrows & other signage
 - Major Streets: Required wherever the ROW is too narrow for bike lanes (ex, Michigan Ave downtown) – “bikes may use full lane,” etc
 - Local streets: at “entrances” to neighborhoods (ex. Perry Street south of Harriet; First south of Harriet; Mansfield north of Washtenaw)- where traffic would be turning/transitioning from a Major Street to a Local Street.
 - **Propose sharrows?**
- Parking
 - Major Streets: ROW parking for bicycles recommended in commercial/mixed-use areas where on-street car parking is provided (ex: downtown, depot town)
 - Placed on-street (seasonal racks) or in sidewalk buffer area
 - If overnight or long-term car facilities are in place, then also place overnight/long-term bike facilities.

(6) Check for pedestrian facilities

- Crosswalks
 - ADA compliant- all corners
 - **NE & NW quadrants of Michigan & Summit, all four quadrants of Woods & Summit, all four quadrants of Congress & Summit, all four quadrants of Pearl & Summit, all four quadrants of Grant & Summit and all four quadrants of Sheridan & Summit.**
 - Striping/marketing
 - Major Streets: Longitudinal (“piano keys”)
 - If crosswalk is less than 6’ wide, enclose longitudinal with transverse for visibility
 - Local Streets: longitudinal preferred, transverse permitted
 - If alternate paving materials or texturizing is used on crosswalks- ex, stamped concrete- enclose with transverse markings for visibility.
 - Lighting: required on all Major Streets; recommended on Local Streets
 - Bumpouts on all Major Streets where on-street parking is provided
 - **Crossing markings currently set up as longitudinal at the signalized and stop controlled intersections. Continental markings will be installed at mid-block crossings.**
 - **Bump outs are being proposed at NE & NW corners of Woods & Summit, NE & NW corners of Grant & Summit and NE & NW corners of Sheridan & Summit.**
- Sidewalks
 - **All sidewalks are to remain as-is. Trip hazard slabs will be replaced.**
 - ADA compliant- grading, width, materials
 - Major Streets in commercial/mixed-use:
 - aim for 10’ wide, 6’ min
 - 5’ buffer between sidewalk and street
 - Lighted
 - Major Streets in residential-only:
 - 5’-10’ wide (context-sensitive)
 - 10’-6’ buffer
 - Lighted
 - Local Streets:
 - min of 5’ wide
 - min 6’ buffer.





LOCATIONS OF DETAIL
NE & SE CORNERS OF
GRANT & SUMMIT

PROPOSED CURB BUMP OUT



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34000 Plymouth Road | Livonia, MI 48150
p (734) 522-6711 | f (734) 522-6427

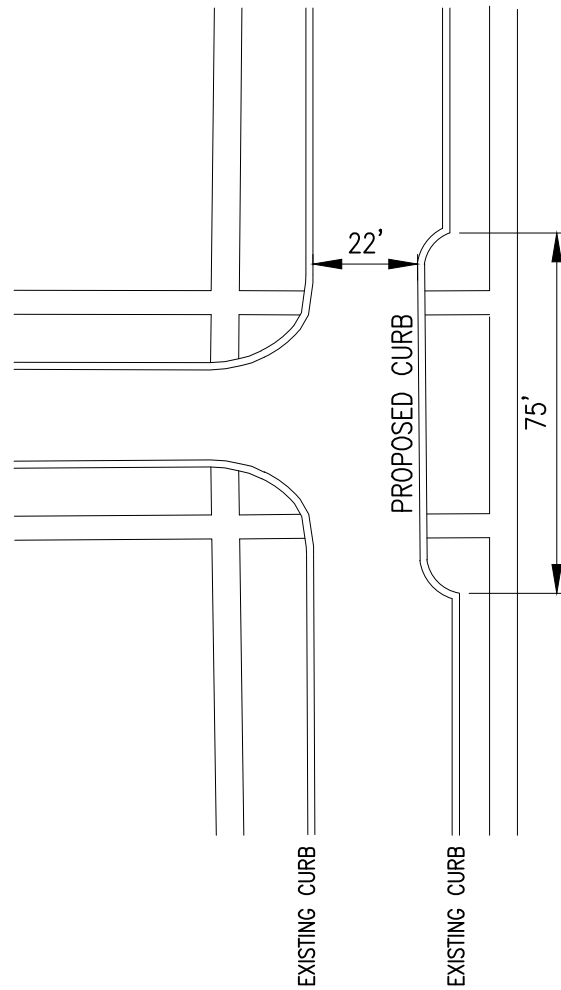
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DATE:
4/3/2017

CLIENT
CITY OF YPSILANTI

OHM JOB
0094-16-0050

SHEET NO.:
12



LOCATIONS OF DETAIL
NE & SE CORNERS OF
WOODS & SUMMIT

PROPOSED CURB BUMP OUT



Engineering Advisors
34000 Plymouth Road | Livonia, MI 48150
p (734) 522-6711 | f (734) 522-6427

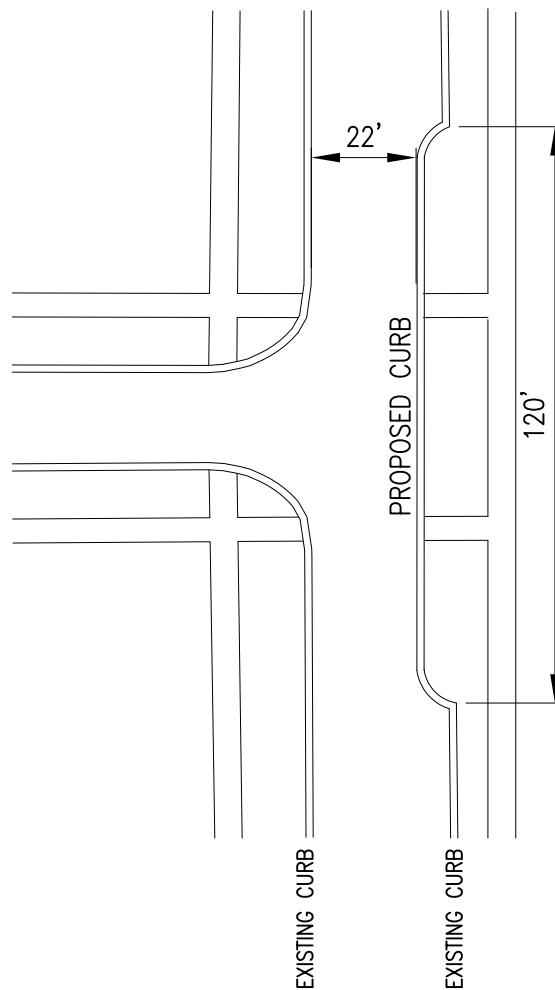
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0094-16-0050

SHEET NO.:
13



LOCATIONS OF DETAIL
NE & SE CORNERS OF
SHERIDAN & SUMMIT

PROPOSED CURB BUMP OUT



Engineering Advisors
34000 Plymouth Road | Livonia, MI 48150
p (734) 522-6711 | f (734) 522-6427

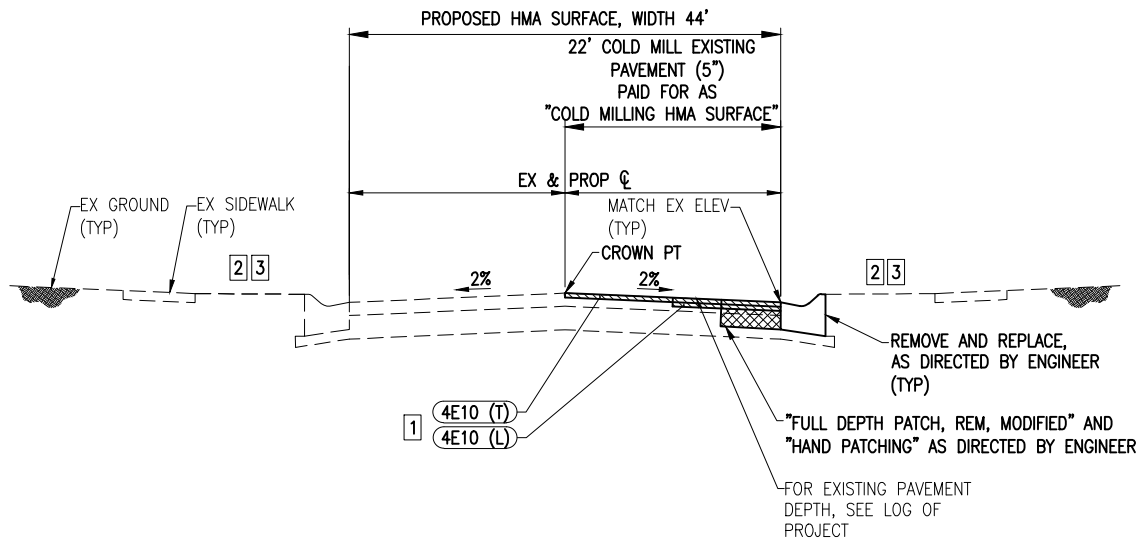
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CITY OF YPSILANTI

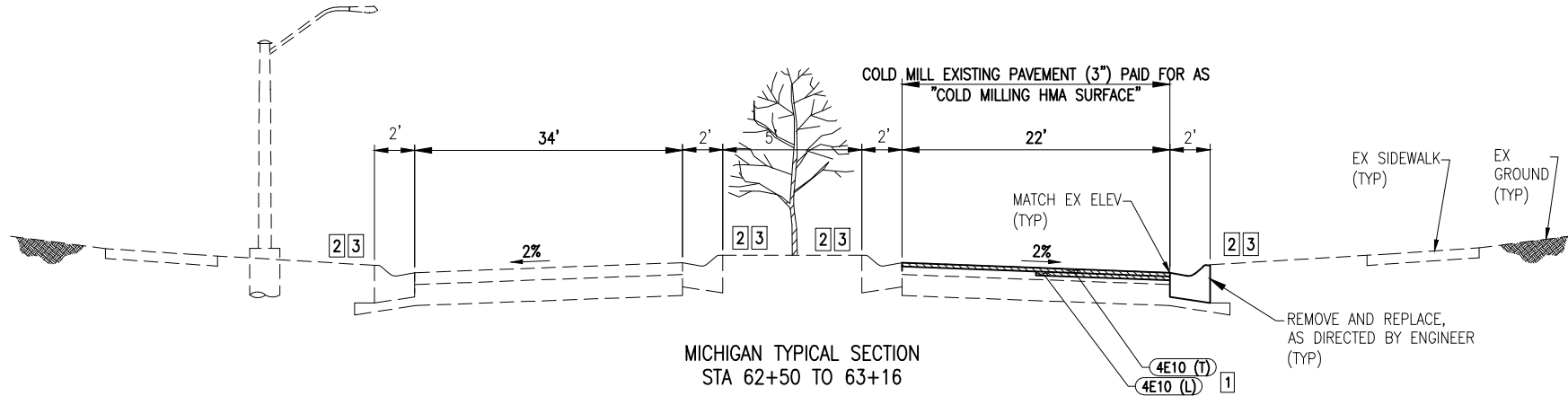
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0094-16-0050

SHEET NO.:
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MICHIGAN TYPICAL SECTION STA 60+23 TO STA 62+50

- 1 HMA LAYER THICKNESSES: 4E10(T)-1: 2"
4E10(L)-1: 2.5"
- 2 ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED WITH "SURFACE RESTORATION, MODIFIED".
- 3 REFER TO "SOIL EROSION AND SEDIMENTATION CONTROL" SPECIAL PROVISION FOR PROPER SEQUENCING OF ALL WORK ITEMS.



MICHIGAN TYPICAL SECTION STA 62+50 TO 63+16

MICHIGAN TYPICAL CROSS SECTION (MILL AND FILL)



34000 Plymouth Road | Livonia, MI 48150
p (734) 522-6711 | f (734) 522-6427

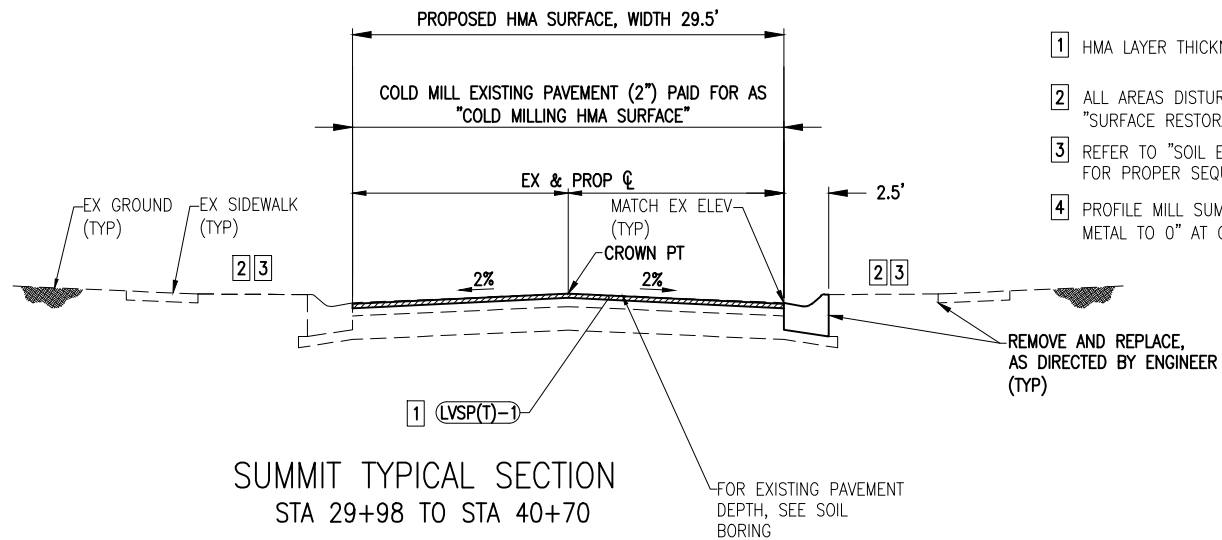
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3/15/17

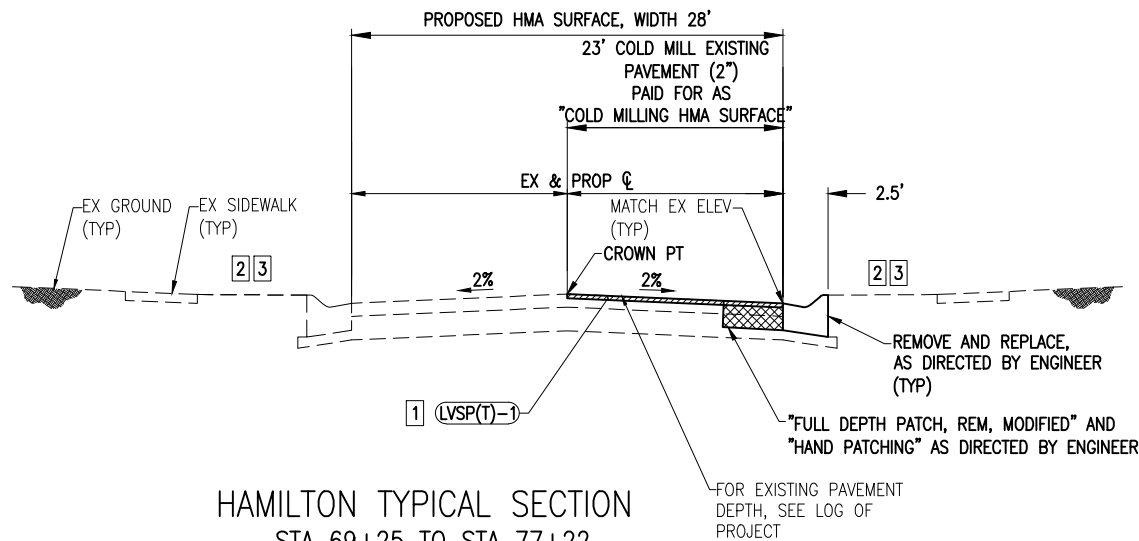
CLIENT
CITY OF YPSILANTI

OHM JOB
0094-16-0050

SHEET NO.:
1



- 1 HMA LAYER THICKNESS: LVSP(T)-1: 2"
- 2 ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED WITH "SURFACE RESTORATION, MODIFIED".
- 3 REFER TO "SOIL EROSION AND SEDIMENTATION CONTROL" SPECIAL PROVISION FOR PROPER SEQUENCING OF ALL WORK ITEMS.
- 4 PROFILE MILL SUMMIT FROM STA 29+98 TO STA 40+70 WITH 1.5" AT EDGE OF METAL TO 0" AT CENTERLINE.



SUMMIT TYPICAL CROSS SECTION (MILL AND HMA OVERLAY)



34000 Plymouth Road | Livonia, MI 48150
p (734) 522-6711 | f (734) 522-6427

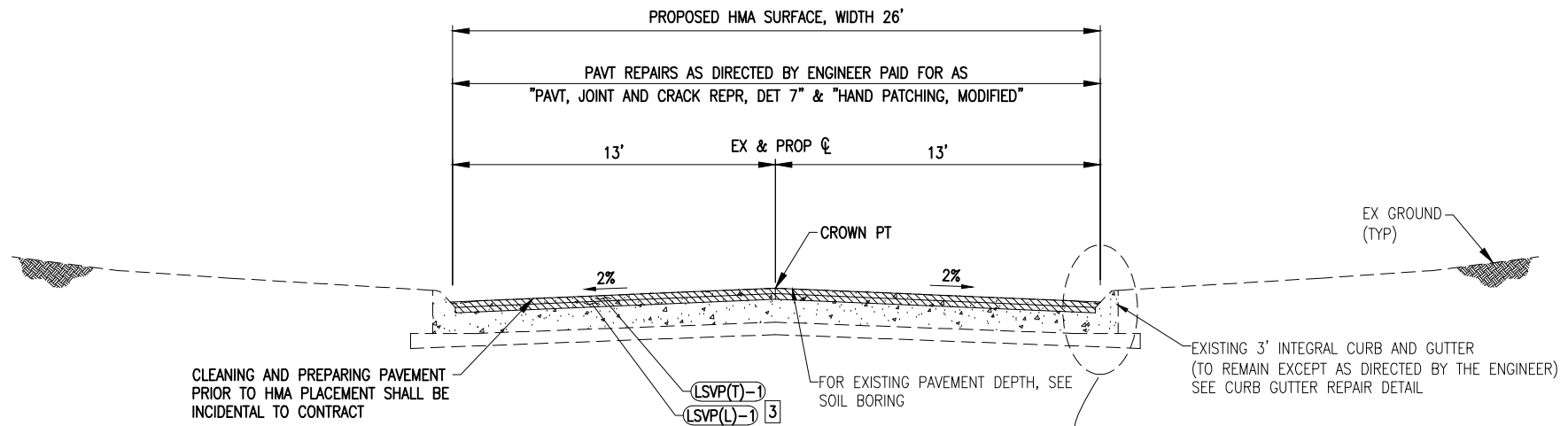
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CITY OF YPSILANTI

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0094-16-0050

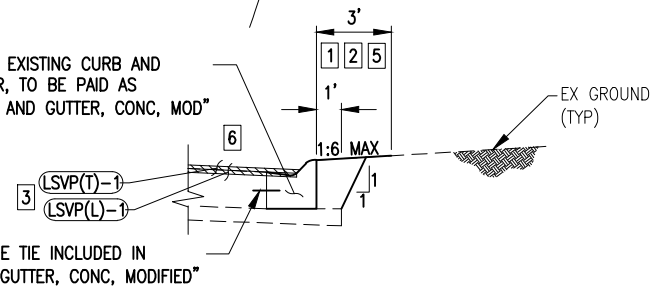
SHEET NO.:
2



SUMMIT TYPICAL SECTION
STA 40+70 TO STA 54+25

- 1 ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED WITH "SURFACE RESTORATION, MODIFIED".
- 2 LIMITS OF EARTHWORK. PAYMENT FOR EMBANKMENT AND EXCAVATION WILL BE INCLUDED IN "CURB AND GUTTER, CONC, MODIFIED."
- 3 HMA LAYER THICKNESSES:
LVSP(T)-1: 1.5"
LVSP(L)-1: 2"
- 4 PROPOSED CURB AND GUTTER TYPE TO MATCH EXISTING.
- 5 REFER TO "SOIL EROSION AND SEDIMENTATION CONTROL" SPECIAL PROVISION FOR PROPER SEQUENCING OF ALL WORK ITEMS.
- 6 ANY PAVEMENT REMOVED TO FACILITATE CURB AND GUTTER REPAIR WILL BE PLACED TO ITS ORIGINAL DEPTH. COST OF PAVEMENT REMOVAL AND REPLACEMENT IS INCLUDED IN "CURB AND GUTTER, CONC, MOD".

- 4 MATCH EXISTING CURB AND GUTTER, TO BE PAID AS "CURB AND GUTTER, CONC, MOD"



NOTE: EXISTING CURB TO BE REMOVED,
PAID FOR AS "CURB AND GUTTER, REM"

CURB AND GUTTER REPAIR DETAIL
AS DIRECTED BY ENGINEER

SUMMIT TYPICAL CROSS SECTION (MILL AND HMA OVERLAY)



34000 Plymouth Road | Livonia, MI 48150
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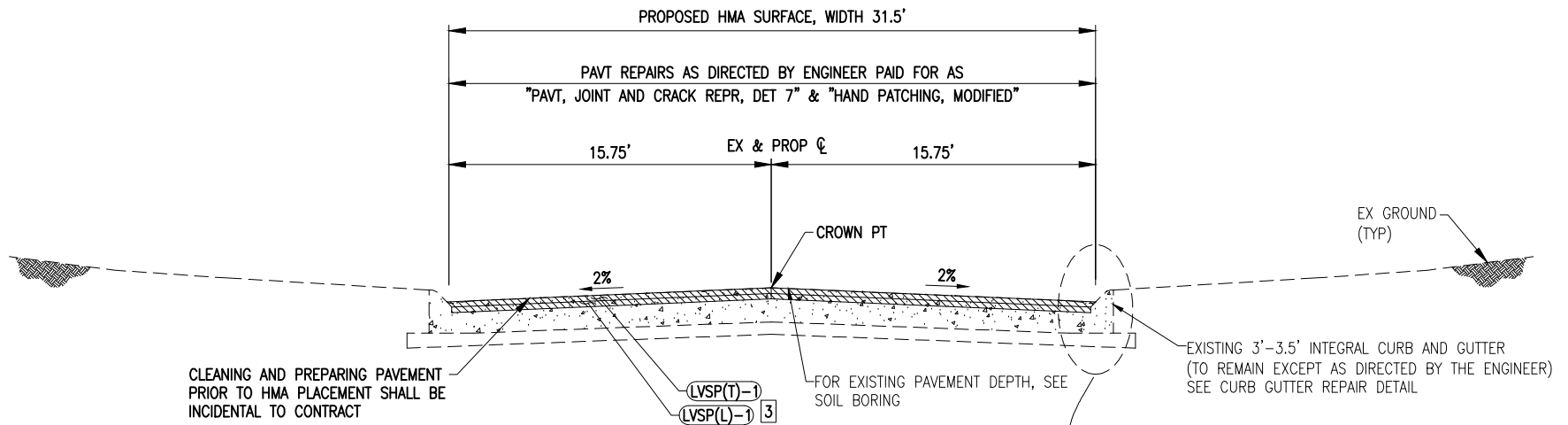
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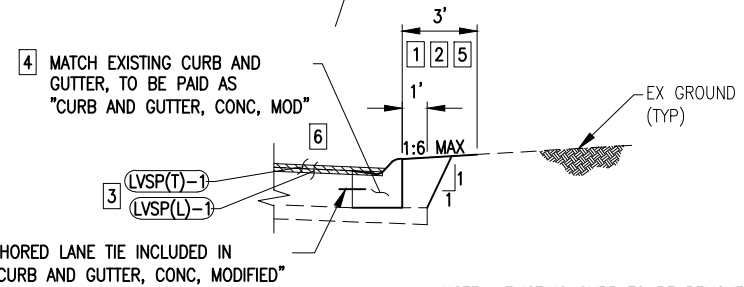
OHM JOB
0094-16-0050

SHEET NO.:
3



SUMMIT TYPICAL SECTION
STA 54+25 TO STA 56+00

- 1 ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED WITH "SURFACE RESTORATION, MODIFIED".
- 2 LIMITS OF EARTHWORK. PAYMENT FOR EMBANKMENT AND EXCAVATION WILL BE INCLUDED IN "CURB AND GUTTER, 24 INCH."
- 3 HMA LAYER THICKNESSES:
LVSP(T)-1: 1.5"
LVSP(L)-1: 2"
- 4 PROPOSED CURB AND GUTTER TYPE TO MATCH EXISTING.
- 5 REFER TO "SOIL EROSION AND SEDIMENTATION CONTROL" SPECIAL PROVISION FOR PROPER SEQUENCING OF ALL WORK ITEMS.
- 6 ANY PAVEMENT REMOVED TO FACILITATE CURB AND GUTTER REPAIR WILL BE PLACED TO ITS ORIGINAL DEPTH. COST OF PAVEMENT REMOVAL AND REPLACEMENT IS INCLUDED IN "CURB AND GUTTER, CONC, MOD".



NOTE: EXISTING CURB TO BE REMOVED,
PAID FOR AS "CURB AND GUTTER, REM"

CURB AND GUTTER REPAIR DETAIL
AS DIRECTED BY ENGINEER

SUMMIT TYPICAL CROSS SECTION (MILL AND HMA OVERLAY)



34000 Plymouth Road | Livonia, MI 48150
p (734) 522-6711 | f (734) 522-6427

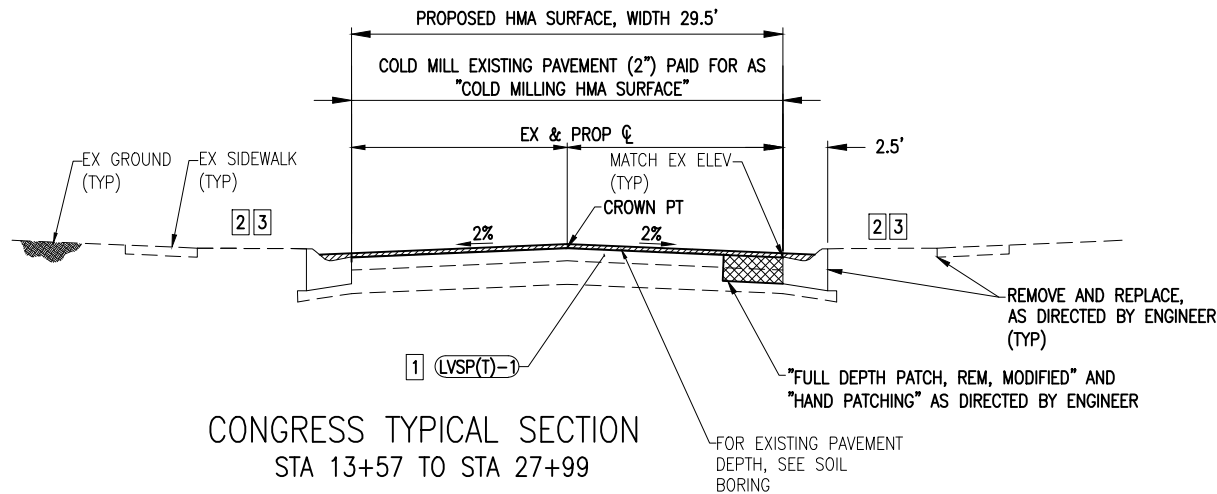
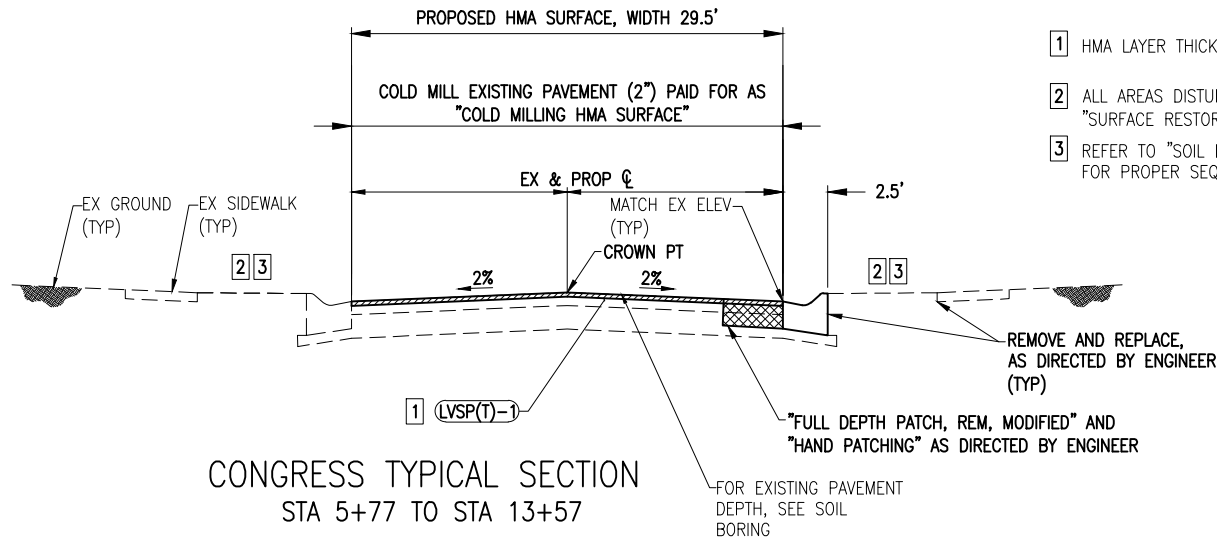
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CITY OF YPSILANTI

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0094-16-0050

SHEET NO.:
4



CONGRESS TYPICAL CROSS SECTION (MILL AND FILL)



34000 Plymouth Road | Livonia, MI 48150
p (734) 522-6711 | f (734) 522-6427

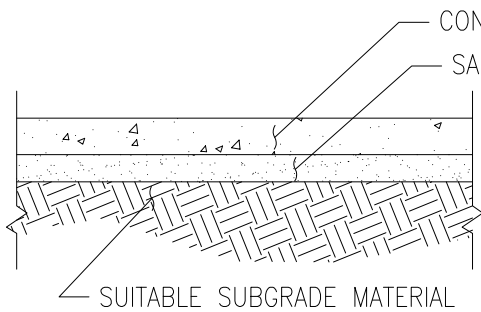
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3/15/17

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CITY OF YPSILANTI

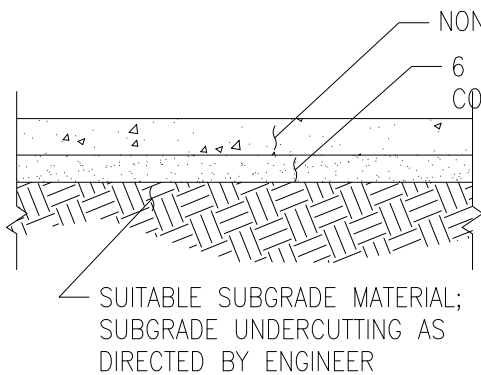
OHM JOB
0094-16-0050

SHEET NO.:
5

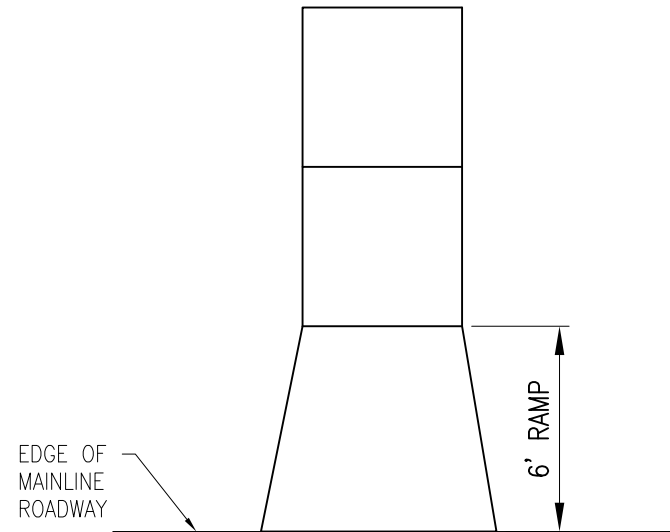


- NOTES;
1. CONCRETE THICKNESS SHALL BE INCREASED TO 6 INCH IN DRIVEWAY CROSSINGS AND RAMPS.
 2. RAMPS TO HAVE 4 INCH 21AA LIMESTONE TO BE PAID AS "AGGREGATE BASE, 4 INCH, MODIFIED"
 3. SAND SHALL BE INCIDENTAL TO SIDEWALK CONSTRUCTION.

CONCRETE SIDEWALK CROSS-SECTION



RESIDENTIAL CONCRETE DRIVEWAY CROSS-SECTION



- NOTES;
1. FOR RAMPS OVER *FT IN LENGTH ONLY THE BOTTOM OVER 6 FT WILL BE PAID FOR AS "SIDEWALK RAMP, 6 INCH, ADA MODIFIED" AND THE REMAINDER WILL BE PAID AS "SIDEWALK, CONC, 4 INCH"



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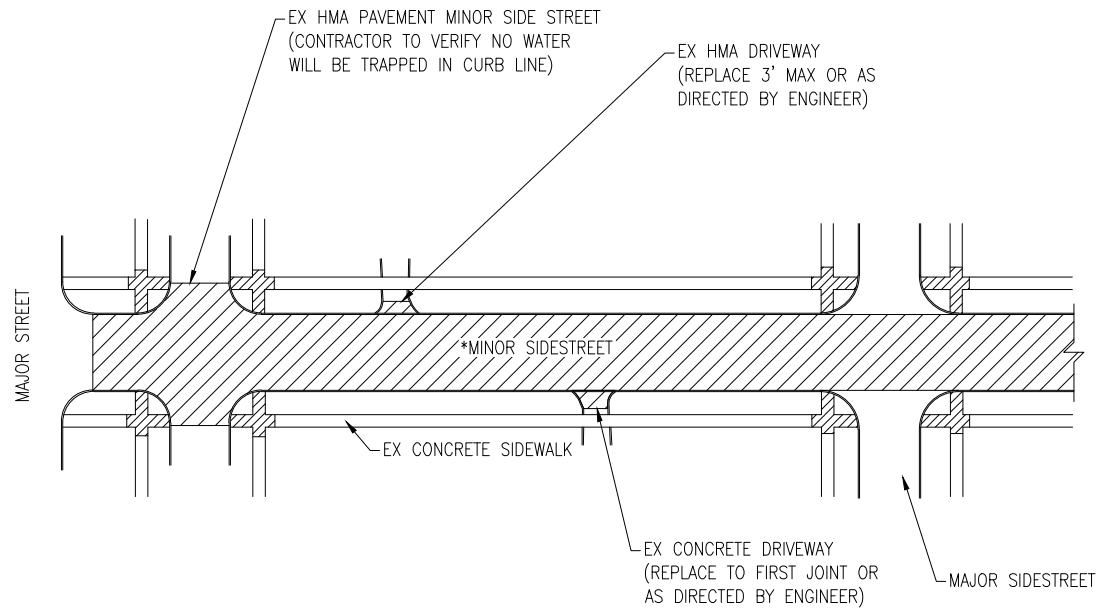
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0094-16-0050

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6



NOTE:

(*) AS SPECIFIED IN LOG OF PROJECT

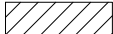
THE LIMITS OF WORK AS SHOWN ARE FOR INFORMATION PURPOSES ONLY.

THE EXACT LIMITS ARE TO BE DETERMINED BY THE ENGINEER PRIOR TO
THE MILLING OR PAVEMENT REMOVAL OPERATION.

AT MAJOR ROAD INTERSECTIONS, THE WORK SHALL STOP PRIOR TO THE
MAJOR INTERSECTION RADIUS, UNLESS OTHERWISE DIRECTED BY THE
ENGINEER. SUMMIT @ MICHIGAN AND CONGRESS @ MICHIGAN WILL HAVE
THE LIMITS EXTENDED TO EDGE OF MAJOR.

REFER TO MDOT STANDARD PLAN R-28 SERIES FOR SIDEWALK RAMP
DETAILS.

ONLY DRIVEWAYS SPECIFIED BY THE ENGINEER SHALL BE REPLACED.

 PAVEMENT WORK AREA LIMITS

WORK LIMITS FOR RESIDENTIAL STREETS AND DRIVEWAY APPROACHES



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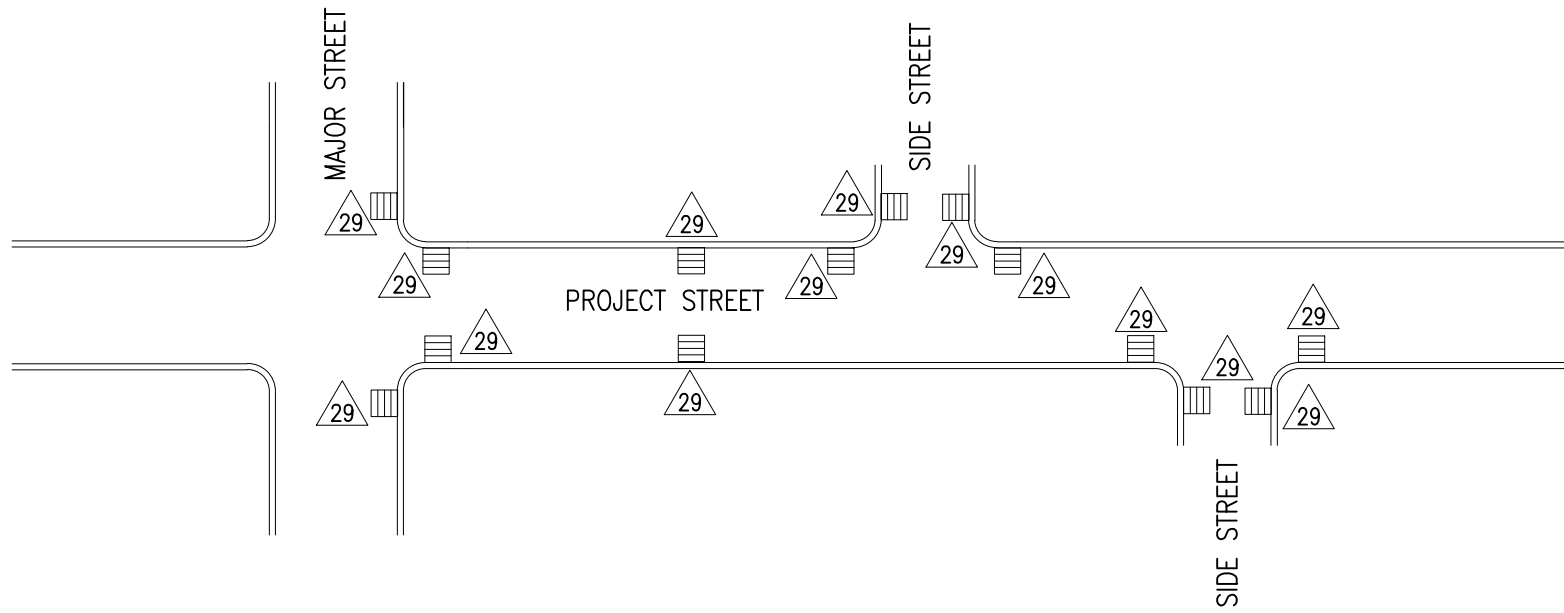
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0094-16-0050

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PLACE EROSION CONTROL, INLET PROTECTION, FABRIC DROP AND EROSION CONTROL, INLET PROTECTION, GEOTEXTILE AND STONE ON ALL CATCH BASIN INLETS AS SHOWN. THIS INCLUDES ALL INLETS ON THE PROJECT STREET AS WELL AS ANY INLETS IN SIDE STREET APPROACHES.

MDOT KEY #	TEMPORARY SESC ITEM DESCRIPTION	UNIT
29	Erosion Control, Inlet Protection, Fabric Drop	Ea

 EXISTING OR PROPOSED SQUARE CATCH BASIN

SOIL EROSION AND SEDIMENTATION CONTROL – TYPICAL DETAIL



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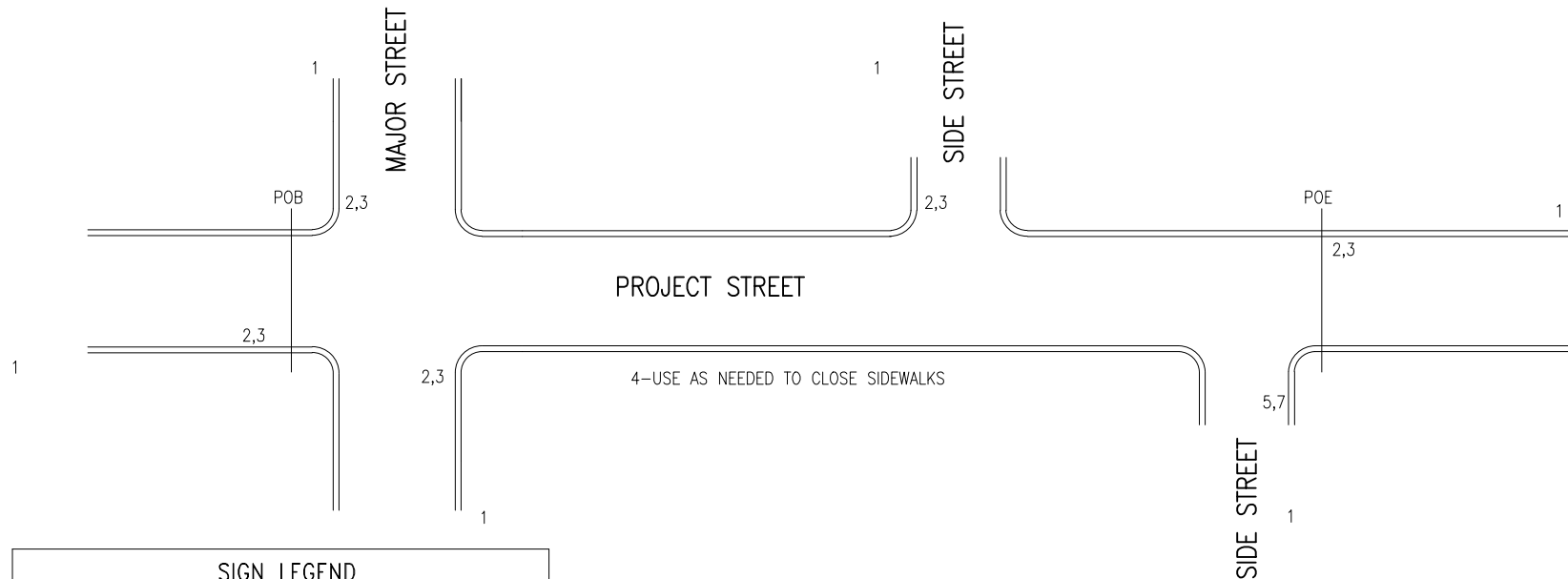
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17

SIGN LEGEND						
I.D. NUMBER	SIGN	SIGN DESIGNATION	NUMBER REQUIRED	LOCATION - HAMILTON	LOCATION - SUMMIT	LOCATION - CONGRESS
①		R1-1 (30"x30") 6.25 Sft TYPE III A 3 lb POST, 14 Ft	9	2-EB WASHTENAW AT HAMILTON (4-14 Ft POSTS) 2- STA 70+90 (USE EXISTING POSTS) 1-EB EMMET AT HAMILTON (1-14 Ft POST)	1-WB PEARL AT SUMMIT 1-EB SHERIDAN AT SUMMIT	1-WB CONGRESS AT ELM 1-SB ELM AT CONGRESS
②		R6-1L (12"x36") 3.0 Sft TYPE III B 3 lb POST, 14 Ft	1	1-EB EMMET AT HAMILTON (USE EXISTING POST)		
③		R1-3P (6"x18") 0.75 Sft TYPE III A	6	2-EB WASHTENAW AT HAMILTON 2-STA 70+90 (USE EXISTING POSTS)		1-WB CONGRESS AT ELM 1-SB ELM AT CONGRESS
④		R2-1 (24"x30") 5.0 Sft TYPE III B 3 lb POST, 14 Ft	4		1-STA 39+15L	1-STA 12+57L 1-STA 27+32L 1-STA 5+57L
⑤		R8-3a (12"x12") 1.0 Sft TYPE III A 3 lb POST, 14 Ft	4	1-STA 70+75 (14 Ft POST)	1- STA 41+00R	1-STA 12+57L 1-STA 27+32L
⑥		R7-201P (6"x12") 0.5 Sft TYPE III A	1	1-EB EMMET AT HAMILTON 1-STA 70+75		
⑦		W11-2 (30"x30") 6.25 Sft TYPE III B 1-3# STEEL POST (16 Ft)	10		STA 34+90R, STA 35+15L, STA 44+00R, STA 45+05L, STA 46+80R, STA 48+00R, STA 53+55R, STA 54+75L	1-STA 16+72L 1-STA 17+72L
⑧		R5-1a (25"x18") 3.75 Sft TYPE III B	1	1-STA 70+75 ON HAMILTON		
⑨		R5-1 (30"x30") 6.25 Sft TYPE III A 3 lb, 14 Ft	1	1-EB EMMET AT HAMILTON		
⑩		SIGN, TYPE III, ERECT, SALV	10	2	5	3
⑪		FLASHING STOP BEACON, SALV MODIFIED	2	EB WASHTENAW AT HAMILTON		
POST A		1-#3 DECORATIVE POST (14 Ft)	394	126	170	98

TRAFFIC SIGNS

	Engineering Advisors 34000 Plymouth Road Livonia, MI 48150 p (734) 522-6711 f (734) 522-6427	SCALE:	DATE:	CLIENT	OHM JOB	SHEET NO.:
		N.T.S.	4/3/2017	CITY OF YPSILANTI	0094-16-0050	18



Memo

To: Planning Commission
From: Bonnie Wessler, City Planner
Date: April 14, 2017
Subject: Non-Motorized Committee MDOT recommendations

In January of this year, Planning Commission was in receipt of letters sent by the Nonmotorized Commission to MDOT requesting action on certain areas of signage and ADA ramps. Planning Commission has asked for a staff review of these items, and recommendations on priority items.

The Non-Motorized Committee has recommended to MDOT that they provide new curb ramps and crosswalk markings at the following location:

1. Hamilton Street at Ferris, due to the high volume of wheelchair users and people with mobility challenges travelling to and from the adjacent Towne Centre Place (referred to as Hamilton Place in the request letter).

Staff recommendation: This is a good long-term option, but do not agree that it is the best near-term option or use of limited resources. Pedestrians at this location more often cross at the bus stop to the former alley/curbcut on the east side of the road; not on-Ferris to-Ferris. The fully accessible and signalized crossing – generally much safer than an unsignalized crossing, as proposed – is less than 300' north of the common crossing, and approximately 330' from the Ferris-to-Ferris crossing.

Staff would instead recommend a signed, striped, accessible crossing at Buffalo or Catherine. In July of 2014 an elderly motorized-wheelchair user was struck and killed while crossing Hamilton at Buffalo (http://www.mlive.com/news/ann-arbor/index.ssf/2014/06/police_release_name_of_ypsilan_1.html). Buffalo and Catherine, while legal crossings per Michigan law, are completely unsigned, unsignalized, unmarked, and have no ADA ramps on either side. They are also approximately at the halfway point between Michigan and Harriet; the only two full (marked, ramped) crossings of Hamilton at and south of Michigan. As this is the halfway point between the two signalized intersections, it is also generally where cars are travelling at their peak speed in this stretch. The Ferris location would make an already-walkable area slightly more walkable; a signed, ramped, and potentially signalized Buffalo or Catherine crossing would provide a safe crossing where one demonstrably does not exist, and provide additional connectivity between the Historic South Side neighborhood and the many neighborhoods to the west.

The Non-Motorized Committee has recommended to MDOT that they provide improved pedestrian crossing warnings at the following locations:

2. North Huron at West Cross, due to the high volume of traffic and slip-lane traffic; recommending either pedestrian crossing ahead signage with a single flashing yellow light, or a Rapid Rectangular Flashing Beacon (RRFB) light, signaling pedestrians crossing the left-turn lane on the Huron leg.
3. West Cross at Washington, due to the high volume of vehicle traffic making lane and speed adjustments after the Huron/Cross intersection; pedestrian crossing signage and continental stripe markings overlaid on the stamped concrete crosswalk; potentially also an RRFB light.

Staff recommendation on Huron/Cross/Washington/etc. The traffic challenges at Huron/Cross, and stemming from them, are due largely to three items:

- people turning left from Huron generally begin to accelerate at about 80% of the way through the curve, (right star on map)
- people turning left from Huron generally do not have a clear field of vision of the Washington crossing until less than 100' from the Washington crossing
- people turning left from Huron and going straight from Cross are in potential conflict due to the large number of people from Cross, generally local traffic, attempting to merge left to turn onto Washington, Adams, or Hamilton (more local destinations). This leads to erratic speeds and people looking for other cars, not other people.



Staff believes that an RRFB at either the Huron location or the Washington location would not add to the safety of either drivers or pedestrians. The existing traffic light, crosswalks, bumpouts, and pedestrians have not; an additional sign or advisory flashing light is unlikely to have any effect upon compliance.

It is possible that the addition of a full light at Adams would ameliorate this somewhat- at the very least allow for pedestrians to cross safely and buses to turn onto West Cross more easily- by limiting the number of people merging left to turn left from Cross.

Overlaying zebra markings on a stamped concrete crossing in an asphalt road is not additive. The crosswalk is highly visible, and driving over it is a physical cue that there is a crosswalk there. There are bumpouts in place that narrow the roadway, providing an additional cue.

There is no reasonably attentive person who could say that there is not a crosswalk at Washington and Cross. The issue is yielding behavior, a problem that appears endemic to Michigan. A recent study was performed that contained data that indicate Michigan has extraordinarily low yielding behavior to pedestrians, even at RRFBs and HAWKs. This study examined low-cost interventions ("gateway treatments") that might have a positive effect upon yielding behavior, however, these locations are not good candidates due to the speed, traffic pattern issues with regard to lane changes, volume of traffic, and visibility. There is also a strong education component to any engineering change; many drivers and enforcement officials believe that pedestrians at such intersections must wait indefinitely, until traffic is clear, much as motorized vehicles do.

In short- there is no obvious, easy solution at Huron/Cross or Cross/Washington that we can in good conscience recommend to MDOT. Staff would recommend that the best course of action to correcting the issue at these intersections is to perform a traffic study. Such a study could look at improvements or changes outside the suggested solutions here, such as two-waying local streets north of Cross (perhaps offsetting the need for sudden left-turn movements), signalizing Adams, or removing the free-left-turn at Huron/Cross.

4. North Huron at Pearl, due to the volume of traffic and pedestrian attractions on both sides of the street; pedestrian crossing signage, continental marking of the crosswalk; and an RRFB are requested.

Staff recommendation: Generally, pedestrian signage is not considered for downtown applications; crosswalks are generally obvious and signalized. This is an interesting location, largely because it is the point at which travel on Huron goes from two lanes to three, generally prompting an increase in speed and some lane shifting. It is unlikely that signage will be effective; a correction of the underlying issue- the over-capacitized roadway- is corrected. An RRFB would not be additive here; again, drivers do not have good yielding behavior at such devices, and the cost would likely outweigh any particular benefit. They are generally better suited to less-urban and visually "busy" locations.

5. Hamilton at Michigan, due to the challenging placement of the crosswalk and the propensity of vehicles to ignore the "no turn on red" signage; additional "no turn on red" signage and "stop here on red" signage is requested.

Staff recommendation: Additional signage is unlikely to provide much benefit here. Stop bars are clearly marked, as is the crosswalk. Driver compliance is the issue, not awareness. Adding a "no turn on red" sign to the light guidewire, as in one of the suggestions, likely has the best chance of providing benefit.

6. Huron at I-94, due to the future (not yet programmed) installation of the pedestrian crossing; installation of more and differently placed "share the road" signage.

Staff recommendation: As noted in the letter, the physical improvements proposed for this intersection would, at the earliest, be installed circa 2022. Signage would be an improvement. "Bikes may use full lane" and/or "share the road," particularly with pedestrian markings, would be welcome additions.



City Of Ypsilanti Non-Motorized Advisory Committee
Bob Krzewinski - Chairman
706 Dwight Street
Ypsilanti, Michigan 48198
wolverbob@gmail.com
734-487-9058 (home)
734-218-3307 (cell)

February 25, 2016

Mr. Mark Sweeney
Manager
Michigan Department of Transportation
10321 East Grand River Boulevard
Suite 500
Brighton, Michigan 48166

Dear Mr. Sweeney

In the City of Ypsilanti there is currently a condition existing on a road under the jurisdiction of the Michigan Department of Transportation (MDOT) that is causing accessibility problems for those with disabilities. This road is Hamilton Street at the intersection of Ferris Street where sidewalk curb cuts are missing, which means that people in wheelchairs cannot safely travel in that area.

Adding to the problem with the lack of curb cuts at Hamilton and Ferris Streets is the fact that immediately northwest of this intersection is the Hamilton Place housing structure whose residents include a substantial number of senior and disabled residents.

While the City of Ypsilanti currently has a program in place to make all sidewalk curb cuts in its jurisdiction fully compliant with the Americans With Disabilities Act (ADA), we are not aware of any similar program for roads under the control of MDOT within the City limits.

We would like to request that MDOT review the current non-compliant ADA curb cuts in the vicinity of Hamilton and Ferris Streets in the City of Ypsilanti and start remedial work so as to offer all City residents safe access in this area.

Thank you for your consideration of this request.

Sincerely,
Bob Krzewinski
Chairman
City of Ypsilanti Non-Motorized Advisory Committee.

Attachment: Photographs of the Hamilton and Ferris intersection



Northeast corner of Hamilton and Ferris (looking north)



Southwest corner of Hamilton and Ferris (looking west)



Northwest corner of Hamilton and Ferris (looking north)



City of Ypsilanti Non-Motorized Advisory Committee

c/o Bob Krzewinski
706 Dwight Street
Ypsilanti, MI 48198
wolverbob@gmail.com
734-487-9058 (home), 734-218-3309 (cell)

March 11, 2016

Mr. Mark Sweeney
Manager
Transportation Service Center
10321 E. Grand River
Suite 500
Brighton, MI 48116

Dear Mr. Sweeney

The City Of Ypsilanti Non-Motorized Advisory Committee, through public input and internal meetings, has identified four non-motorized user crossings under MDOT jurisdiction that are very much in need of safety improvements. None of the problem areas would require any major construction, only the addition of signs, pavement markings, and in one case, a flashing light. Such improvements would immensely help non-motorized users, especially the disabled, attempting to cross streets in a safe manner. These problem areas are as follows...

1. North Huron Street at West Cross Street (M-17)
 - Problem – Traffic making a left turn westbound from Huron Street to Cross Street often does so at a high rate of speed and often followed by rapid lane changes on Cross. Pedestrians (such as those living at an adjacent senior housing complex) trying to cross Cross Street at Washington Street have an extremely hard time doing so.
 - Recommendations
 - At a minimum we would like to request the installation of a combination “pedestrian symbol” (MUCTD W11-2) and “ahead” (MUCTD W16-9P) sign, as well as a flashing yellow caution light, visible to motorists making the left turn from North Huron to West Cross.
 - Install two “pedestrian symbol” (MUCTD W11-2) signs on westbound Cross Street at the Washington Street crosswalk, one on each side of the road.
 - Repaint all pedestrian crossings at the Washington/Cross/Huron Street area, preferably with “zebra stripe” markings.
 - Add a white solid lane line on West Cross Street from Huron Street to Washington Street indicating there should be no lane changes made in this block.
 - We further urge that Rectangular Rapid Flashing Beacon (RRFB) lights be considered at the start of the left turn lane from Huron Street on to West Cross Street and on both sides of West Cross Street at Washington Street to alert westbound Cross Street motorists. The RRFB lights in the Huron left turn lane and the Washington-Cross intersection should have the ability to be activated by pedestrians wanting to travel across Cross Street at Washington.

2. North Huron Street at Pearl Street

- Problem – Pedestrians have a hard time crossing Huron Street due to high speed of traffic and volume with many motorists not aware of a pedestrian crossing at this location. This is also the only designated pedestrian crossing between Michigan Avenue and Cross Street, and is in front of the Riverside Art Center as well as the west entrance to Riverside Park.
- Recommendations
 - Replace the existing single pedestrian crossing sign on the right (east) side of North Huron Street with two (one each side of the road) combination “pedestrian symbol” (MUCTD W11-2) and “downward arrow” (MUCTD W16-7P) signs.
 - Repaint pedestrian crossings, preferably with “zebra stripe” markings.
 - Consider installing two Rectangular Rapid Flashing Beacons (RRFB) on both sides of Huron at the Pearl intersection crosswalk.

3. Hamilton Street at Michigan Avenue

- Problem – Southbound traffic on Hamilton, turning right (west) on Michigan Avenue, making turns on red (in a highly used pedestrian area) due to a poorly placed “No Turn On Red” sign located further north, away from the intersection. A secondary problem is that vehicles routinely stop on the pedestrian crossing area of Hamilton Street.
- Recommendations
 - Place two “No Turn On Red” signs (MUCTD R-10-11B) next to the actual traffic signals above the intersection, one sign facing eastbound traffic on Michigan Avenue and another for southbound traffic on Hamilton Street.
 - Also, place “Stop Here On Red” signs with a downward arrow (MUCTD R10-6) on both sides of southbound Hamilton Street at Michigan Avenue.

4. Huron Street Crossing Of I-94

- Problem – With no defined non-motorized crossing of this bridge linking the City of Ypsilanti and Ypsilanti Township, non-motorized travel could be considered perilous with bicyclists and pedestrians facing high speed traffic entering and exiting I-94. At the present time, there are only two “Share The Road” signs on northbound and southbound Huron Street in this area but not located at the best locations (i.e. the northbound sign is located past the eastbound entrance ramp).
- Recommendation – Until non-motorized improvements are made to the Huron Street crossing of I-94, it is highly recommended that four (two northbound and two southbound) combination “bike/pedestrian symbol”(MUCTD W11-15) and “Share The Road” (MUCTD W16-1P) signs be installed preferably near the exit/entrance ramps to I-94.

We understand that MDOT at the present time must deal with a growing number of issues with a very tight budget. However, as stated earlier, none of these suggested safety improvements would involve massive funding.

It would be very much appreciated then if discussions, and action, could be started on these pedestrian safety improvements in the City of Ypsilanti. Thank you for your consideration of this request, and your thoughts on this matter would be greatly appreciated.

Sincerely,
Bob Krzewinski
Chair
City of Ypsilanti Non-Motorized Advisory Committee

Cc: City Of Ypsilanti Planning Department
City Of Ypsilanti Planning Commission

Ypsilanti Non-Motorized Advisory Committee Meeting Minutes

Thursday, April 6, 2017

1. Call to order - The meeting was brought to order at 7:10pm, April 6, 2017 at the Ypsilanti District Library, 229 West Michigan Avenue. Committee members attending were Tony Bedogne, Martha Cleary, Cathie Kinzel, and Bob Krzewinski.
2. Introductions
 - a. Audience participation/public input - None
3. General business
 - a. Agenda approval – A motion was made by Martha, seconded by Tony, to accept the agenda, passing unanimously.
 - b. Approval of March meeting minutes – A motion was made by Tony, seconded by Martha, to approve the March meeting minutes, passing unanimously.
 - c. Officer reports - Contained in agenda items.
 - d. By-laws –Secretary appointment – Volunteer for Secretary still needed.
4. Old & continuing business
 - a. 2017 Committee priorities
 - Bike lanes – Complete bike lane on Forest and extend the West Cross bike lane from Wallace Street to the western City limit – Bob will work on contacting the Ypsilanti School Board and our County Commissioner for traffic-calming support on West Cross.
 - I-94/Huron non-motorized improvements – No update.
 - Border To Border Trail – Trail re-route through Riverside Park & Water Street, Ypsilanti Trail completion master plan – Bob working on trail re-route document for Riverside Park/Water Street and will email it to Committee members. Bob will also be working with Washtenaw County Parks & Recreation Commission staff on replacing/adding signs on the on-road Trail section from Frog Island to Eastern Michigan University as well as an Ypsilanti B2B Completion master plan.
 - Walk Friendly & Bike Friendly Community applications submitted – WFC deadline June 15 – BFC deadline August 17 – Tony will send out a Doodle poll for a dedicated Bike Friendly Community application working session meeting.
 - Pedestrian safety signage (including radar speed readout signs) – Bob will research the cost of basic radar speed signs being used in Ann Arbor. Bob will check into the Washtenaw Avenue HAWK light to see if it is working properly.
 - Sidewalks - Washtenaw Avenue – Fill gaps and bring up to standards sidewalks on both sides of the road from Oakwood Street to Hewitt Road – No update.
 - Accessibility in City parks – No update.
 - b. Non-motorized plan – Tony will summarize public input offered into a graphic and also work on having a final Plan update public input session at a Planning Commission meeting.

- c. Bike Friendly Business applications – No new updates.
- d. Traffic calming – Depot Town, Congress Street – Bob will check into the City's mobile traffic speed warning trailer and what data is collected and how long it is kept, as well as if data can be collected without the radar speed being displayed (i.e. more realistic data of actual speeds). Bob will resend a letter to the new City Manager that was sent to the previous City Manager about traffic calming on Congress Street. Also discussed was a new stop sign at Normal and Congress, odd speed limit signs (i.e. 24 mph vs. 25mph) that tend to grab motorists attention, as well as staggered north/south parking on Congress from Summit to Michigan Avenue.
- e. MDOT improvements (pedestrian signage-curb cuts) – The Planning Commission should have on their April 19th meeting agenda a resolution dealing with this issue, which Bob will attend.
- f. Bike repair stations – Installed at Eastern Michigan University and their downtown College of Business.
- g. Other – Cathie will research new “share the road” signs. Bob will talk to the Mayor about having a Committee member attend City Traffic Review Committee meetings to give non-motorized user input.

5. New Business

- a. Planning Department update – None.
 - b. Bike Bus Walk Week (May 14-20) – Bob passed around a flyer with events planned in the City.
6. Other Items – Announcements – Bike To School Day (May 3) and the Bike Ypsi Spring Ride (May 7). Common Cycle has donated a “check-out” bicycle pump at the downtown Library. There will be a Bike Co-Op (offering repair sessions) on April 9th and Bob will send a notice of the meeting time/location.
7. Adjournment - A motion was made by Tony, seconded by Martha to adjourn the meeting, passing unanimously. The meeting adjourned at 8:15pm with the next meeting being Thursday, May 4 at the downtown Library.

**PLANNING COMMISSION
MEETING MINUTES
March 15, 2017
CITY COUNCIL CHAMBER
7:00 P.M.**

I. CALL TO ORDER

The meeting was called to order at 7:00 p.m.

II. ROLL CALL

Present: H. Jugenitz, C. Zuellig, A. Bedogne, L. Dahl MacGregor, M. Dunwoodie,
P. Hollifield, J. Talaga, T. Dennis, C. Madigan

Staff: Bonnie Wessler, City Planner
Cynthia Kochanek, Associate Planner
Nan Schuette, Executive Secretary

III. APPROVAL OF MINUTES

Commissioner Dunwoodie moved to approve the minutes of January 18, 2017 (Support: C. Zuellig and the motion carried unanimously.

IV. AUDIENCE PARTICIPATION

None

V. PRESENTATION AND PUBLIC HEARING ITEMS

Special Nonconforming Status: 1111 W. Cross Street

Staff report was presented by C. Kochanek, Planner I, who stated that this is a request for approval of a special nonconforming status

This parcel is 0.16 acres on W. Cross St. between N. Wallace Blvd and Hiawatha in the Normal Park area of the city. The structure has frontage on the south side of W. Cross and contains two units in 1,904 sq. ft with a stoop on the front of the house and a 120 sq. ft enclosed porch at the southwest corner of the house. There is also a 308 sq. ft one and half car garage at the southeast corner of the parcel.

The property is currently zoned R-1, Single Family Residential, the two units are nonconforming under the current zoning ordinance. The house was built in 1951. When the first zoning ordinance went into effect for the city in 1925, the property was zoned Class B, which allows for family residences of one or more units. By October 1951, the zoning for the property was R-1,

single family residential. A building permit was requested to construct a two unit structure on September 7, 1951. In 1990, the Planning Department sent a letter to the owner of the property that recognized it as a non-conforming use and a duplex. No special use permits have previously been approved for this property. In 1955, the Board of Appeals determined that the average rear setback for accessory structures at the surrounding properties was 22.83 feet and permitted the garage at 1111 W. Cross to be built up to that setback.

The property has a Certificate & Occupancy from the building department that is valid through June 1, 2017. There are no proposed changes to the site, the applicant is only pursuing the special nonconforming status in order to rebuild as two units in the event of a casualty. Staff recommended approval of the request with findings and conditions, which included that all lighting should be replaced or upgraded.

Commissioner Dennis moved to open the public portion of the hearing (Support: L. MacGregor) and the motion carried unanimously. Since there was no input from the public, Commissioner Dennis moved to close the public portion of the hearing (Support: L. MacGregor) and the motion carried unanimously.

Commissioner Dennis moved that the Planning Commission approve the Special Nonconforming Use permit for the duplex at 1111 W. Cross St with the following finding and conditions:

Finding:

1. The application substantially complies with Sec 122-206.

Conditions:

1. All the exterior lights at the rear are to be replaced or upgraded, they need to be replaced with fixtures that are dark sky compliant and conform to Sec 122-641.
2. If the structure needs to be rebuilt, it cannot be more non-conforming in regard to the yard setback.
3. The rental Certificate of Compliance & Occupancy must be successfully renewed as prescribed by law and maintained as long as the structure is utilized as a rental property.

Commissioner Zuellig supported the motion. A roll call vote of 9:0 carried unanimously

VI. NEW BUSINESS

539 S. Huron Street – Site Plan Review

Ms. Wessler stated that this is a request for approval of site plans for new building and location on site at 539 S. Huron on the east side of the city. They would be moving from a 540 sq. ft building to a 7,000 sq. ft. building, however, they would only be allowed to use approximately 540 sq. ft. for the medical marijuana dispensary until the law changes. Our laws will be changing but at this time, we have no idea how it will change. The property was zoned B2-Community Business, which allowed medical marijuana dispensaries as a permitted use in 2014 when this use was established. The property is currently zoned GC-General Corridor, which no longer permits medical marijuana dispensaries, this is a legal nonconforming use.

Ms. Wessler added that the north half of the proposed building is not involved; the south only – there are defects with circulation, no master sign but can be resolved at time of application, lot of parking on site with a shared driveway entrance. There are minor landscaping issues – not enough information on the plan for lighting, there are challenges on engineering, specifically maneuvering, and we also need an update on the elevation. Staff recommended approval with 12 conditions including limited use, which was detailed in the February 20, 2017 staff report.

Commissioner Bedogne confirmed the use of only 540 sq. ft and asked staff why the applicant would request the use of the 7,000 sq. ft. and Ms. Wessler responded that it would possibly be with the hope that the laws would change.

Commissioner Hollifield asked how we would monitor that amount of space and Ms. Wessler responded that it would be thru inspections.

Commissioner Zuellig asked how the building would be split up, i.e. restroom, etc. and Ms. Wessler responded that nothing had been submitted at this time. It would have to be re-designed to accommodate the 540 sq. ft.

Fareed Mojaradi, Architect, 29929 Ravenscroft, Farmington Hills – was accompanied by James Nemeth, owner of the property, and the General Contractor, Jay Bivins, Metro General Contracting, Wixom, MI, for the project. Mr. Mojaradi responded to the question put forth by the board on what the plan is to accommodate the requirements of this business with the 540 sq. ft. space in this 7,000 sq. ft. building. He stated that he understood that the building was grandfathered and the applicant could build a larger building to serve people better. Mr. Nemeth added that they have more and more caretakers coming in every day and there is a need for a larger building. When they originally located there, it was B1, which permitted medical marijuana dispensaries and then the zoning changed to GC, which no longer permits medical marijuana dispensaries, changing it to a legal nonconforming use.

Staff has stated that an existing structure containing a nonconforming use shall not be enlarged, constructed, reconstructed, moved or structurally altered or extended, unless the use is changed to a use which is permitted in the strict in which the structure is located.

Chairperson Jugenitz thanked Mr. Nemeth for his input and detail of his long-term plans.

Commissioner Zuellig asked staff what the options are for the applicant. Ms. Wessler responded that they could consider a Planned Unit Development (PUD). She added that they would require more than one acre for a PUD and at this time, there is some discrepancy in the total area of the parcel. Assessing indicates that the parcel is 0.96 acres and the survey included with the plans indicates parcels 1 and 2, which make up the parcel, are 1.24 acres. We no longer have use variances.

Commissioner Bedogne asked what other zones allow dispensaries and staff responded that Center allows dispensaries, GC allows growth and special use and PMD also allows growth and special use.. Commissioner Zuellig asked if the law changes what the applicant's options would be. Ms. Wessler responded that there would be opportunities to make changes but we do not know at this time. She and Dan Duchene, City Attorney, are going before Council on 3/21 to

discuss draft licensing ordinance. She hopes to have a final ordinance sometime in August, although she realizes that this is quite ambitious.

Commissioner Zuellig stated that currently it is not within the jurisdiction of the Planning Commission to allow the applicant the ability to expand their business to 7,000 sq. ft. and Ms. Wessler concurred.

Commissioner Zuellig stated that at some time, she and other members would like to sit with staff to go over the requirements of a PUD, to which, Ms. Wessler offered to do that at a time it was convenient for all members. Commissioner Zuellig also stated that we should know more about what would be contained in a 7,000 sq. ft. building and how it would be used.

Chairperson Jugenitz stated that to clarify, the action we are currently authorized to take with regard to this site application under the current zoning ordinance, would limit us to grant the use of only 540 sq. ft unless a new application for a PUD came before us. Given that it doesn't sound like this current application, if it were limited to the dispensary use of only 540 sq. ft., is of interest to the applicant, we could not approve this application at this stage. We could leave on table or make a determination and then informally advise the applicant to come back for a PUD approval, however, the amount of acreage would have to be clarified.

Ms. Wessler stated the various options that would be available to the applicant. Commissioner Dennis asked the applicant if they were interested in application for a PUD. Mr. Mojarardi responded that his client would prefer to withdraw and sit down with staff to be made aware of the requirements of a PUD.

Chairperson Jugenitz stated that to sum up, it sounded that the members feel the PUD is the preferred approach – if so, the applicant would need a global plan for use of existing and new parking on how space to be utilized and incorporated in a future PUD. Commissioner Bedogne stated that he is concerned about the PUD directive and is of the opinion that we could be setting a precedent for other dispensary loopholes throughout the community in general. Once we allow a change for this site, it could set a precedent for other dispensaries to do the same thing. We should be cautious on how we direct the applicants, especially, since there are two other dispensaries that could be PUD's that are located in GC. Commissioner Zuellig agreed that we should be careful of our direction. Chairperson Jugenitz told the applicant that they should not construe the comments made by the board regarding future ways on how this application could be presented, as approval of a future application.

After further discussion, Commissioner MacGregor moved to table this item (Support: P. Hollifield). A roll call vote of 9:0 carried unanimously.

VII. OLD BUSINESS

None

VIII. FUTURE BUSINESS DISCUSSION/UPDATES

1. Ms. Wessler stated that due to the number of projects she is working on, she was unable to complete an update on non-motorized requests but plans to include it in the April meeting.
2. Chairperson Jugenitz welcomed our new board member, Chris Madigan.

IX. COMMITTEE REPORTS

Non-motorized Advisory Committee – March minutes were included in packet. Commissioner Bedogne stated the non-motorized committee are meeting on Monday and have done some public outreach and have documentation of that. They will compile this into one format and hope that will suffice to get approval.

Ms. Wessler stated that a resident had commented on a misstatement in the December minutes. They will be corrected and brought back for approval in April.

Chairperson Jugenitz reminded the board members of the joint meeting with HDC and ZBA to be held on the next evening at Riverside Arts Center.

X. ADJOURNMENT

Since there was no further business, Commissioner Zuellig moved to adjourn the meeting (Support: P. Hollifield) and the motion carried unanimously. The meeting adjourned at 8:00 p.m.

Minutes
Joint Meeting of the Planning Commission, Historic District Commission, and Zoning Board of Appeals
Riverside Arts Center, N. Huron
Thursday, 16 March 2017 – 7:00 p.m.

I. Call to Order

The meeting was called to order by Beth Ernat, Economic Development Director.

II. Roll Call

The following members were in attendance from each commission:

Planning Commission– Heidi Jugenitz, Chair, Liz Dahl MacGregor, Chris Madigan, Toi Dennis, Matt Dunwoodie, Jared Talaga.

Historic District Commission – Anne Stevenson, Chair, Hank Prebys, Vice Chair, Mike Davis Jr, Ron Rupert, Jane Schmiedeke

Zoning Board of Appeals – John Bailey, Chair, Jake Albers Vice Chair, Heather Khan, Tom Roach, Cisco Garcia (alternate)

Staff – Beth Ernat, Economic Development Director, Joe Meyers, Community Development Director & DDA Director, Bonnie Wessler, Planner II, Cynthia Kochanek Planner I, Nan Schuette, Executive Secretary.

Presenters – Richard Murphy, Michigan Municipal League; Christy Summers, Beckett & Raeder

III. Election of Chair

Heidi Jugentiz nominated Liz Dahl MacGregor, supported by John Bailey, Liz accepted.

IV. Audience Participation

None

V. Presentations:

Beth Ernat, Economic Development Director, gave background on the City's status as a Redevelopment Ready Community, and stated that as part of that, the city has received assistance from the MEDC and the MML to prepare an RFP for the property located at 220 N. Park (the former Boys/Girls Club). To fully develop the RFP, she would like input from the various commissioners.

Joe Meyers, Community Development Manager, gave a short presentation on Redevelopment Ready Community explaining that the City of Ypsilanti is certified and one of only six in the state. This allows us to be more streamlined, making it easier for developers to go through the process; it also makes us eligible for certain types of assistance from the Michigan Economic Development Corporation (MEDC).

Richard Murphy, Michigan Municipal League (MML), stated that they assist Redevelopment Ready Communities on behalf of the MEDC with visioning, Target Market Analyses (TMAs), etc. He stated that the MML is working on drafting the RFP for the City. As part of the process of drafting that RFP, they hired Beckett & Raeder. Together they have looked at the current market, the recent TMA, and developing trends. This research showed that there is a potential for owner-occupied townhouses in that area and explained how they arrive at potential costs involved.

Christy Summers, Beckett & Raeder, presented the three housing concepts developed as part of the market research.

Option 1: Proposed 4 unit and 2 unit row houses, two story, pricing for construction is based on regional adjusted costs for a 1,400 sq. ft townhome built on a slab with a one car garage with a purchase price of approximately \$260,000 each for a total of 44 units.

Option 2: Proposed stacked flats – 4 units per building– two on each floor for a total of 54 units.

Option 3: duplex arrangement – 2 units per building, this would be the least dense of all with 25 units.

After review of the various options, Ms. Summers opened up the meeting for comments by the commissioners. Comments included:

- Property taxes would be a deterrent –approximately \$9,000/yr
- Potential buyers would also have maintenance/HOA dues
- Cost of \$260,000 seems high for a 1,400 sq. ft townhouse in current market
- Don't like stacked with garage in front, with the garage being the primary face to the street
- Interested in ensuring that any extension of Locust/alley would be open to the public- no gated communities.
- Lighting along non-motorized path a must
- Interested in one-story/accessible units
- Concerns about gentrification/changing neighborhood character
- There's a lot of value/interest in new housing so close to Depot Town

The consensus was that Option 1 was most favored by those present.

T. Dennis asked what the next step would be – taking comments and go back to drawing board? Beth Ernat responded that they will take site costs, actual final costs, information gathered at this meeting, and all other pertinent information and incorporate it into the final RFP to ensure that developers are looking at this project with the City's interests in mind.

H. Jugenitz asked if the Park & Grove railroad closure could be re-opened since it was her opinion that it could affect the project and have an impact on the neighborhood if re-opened. Ms. Ernat responded it is permanent, and the RFP and general financials were prepared with those closures in mind.

H. Prebys asked why staff feels this development would work at 220 N Park, but we're not pursuing it for Water Street. Ms. Ernat responded that the difference is the scale of

the project. At Water Street, you have to build in the cost of removal of contamination, building all the infrastructure, electric, gas, streets, curb cuts, sidewalks, sewers, etc; this would not be a consideration at this particular location.

A. Stevenson suggested to look at scale and size and style of homes in district – smaller fits better with neighborhood, but liked townhouses.

Ms. Ernat led a group participation exercise regarding likes and dislikes of the proposed plans. Over all, consensus was comfort with the Option 1, an open public right-of-way, sidewalks, non-stacked housing options, hidden garages, and building materials to complement the neighborhood.

Ms. Ernat thanked everyone for their input adding that she would like to make this an annual event to better inform all the members of some of the items that each board is working on.

A five minute recess was called.

After the meeting was recalled to order, each chair (or vice-chair) was called upon to give a summary of what their board or commission generally did, what their big projects have been in the past year or so, and what they were looking forward to in the future.

A conversation ensued among all members regarding good developments and working with the City to continue to provide quality services to residents.

Ron Rupert moved to adjourn the meeting (Support H. Prebys) and the motion carried unanimously. The meeting adjourned at 9:00 p.m.



March 31, 2017

**Staff Review of Special Use Application
Phoenix Apartments Restoration Project
206-210 N Washington**

GENERAL INFORMATION

Applicant: Greg Davel
Balmoral Holdings
PO Box 20242
Cheyenne, WY 82003

Project: Phoenix Apartments Restoration Project

Application Date: March 11, 2017

Location: East side of N Washington St, between Washtenaw and Emmet St

Zoning: CN- Core neighborhood

Action Requested: Approval of Special Use for multi-family

Staff Recommendation: Approval

PROJECT AND SITE DESCRIPTION

Parcel 11-11-40-411-003 is 0.45 acres; this includes both the 206 and 210 N Washington addresses with frontage on N Washington St. There is an existing 7,197 square foot three floor apartment building with an attached 2,903 square foot single story apartment building. There are two outbuildings on the east side of the site at 504 square feet and 407 square feet respectively. Parking is located to the south and to the east of the structure. The parking spaces are currently unmarked therefore it is unclear as to how many are currently on site.

The three story structure has been used as an apartment building since it was built in approximately 1926. Multiple family dwelling units for more than two families were a permitted use for this parcel when it was built. In 1926, the ZBA allowed a variance from the 800 square foot requirement for each family dwelling unit. No special use permits have previously been approved for the property. The 1 story office was added in 1944 and an addition to the rear of the office was built in 1955. The one-story addition was converted to apartment use likely at the time of the 1955 addition, but the files are silent on precise timing. A fire on January 1, 2017 resulted in substantial damage to the structure and the cost of restoration is expected to exceed the 100 percent of the state equalized value, thus prompting the need for a special use application under §122-205(4). At the time of the fire there were 16 units in the building; the applicant is seeking approval for 14.

The parcel is zoned **CN- Core Neighborhood**, which allows for multiple family dwellings of more than 4 units per building after approval as a special land use. Special land use is regulated under Article V of the zoning code. The plans submitted call for a reduction in the number of units to 14 and some additional landscaping while retaining the pre-fire site layout. A single barrier-free parking space has been added to the site with the new plans.

Figure 1: Subject Site Location



Figure 2: Site Aerial (2015)



Figure 3: photograph of site



Note: see additional photographs included in packet.

Figure 4: Land Use and Zoning of Surrounding Area

	LAND USE	ZONING
NORTH	Multi-family residence & club	CN- Core Neighborhood
EAST	Single & multi-family residences	HC- Historic Corridor
SOUTH	Garage & multi-family residence	CN- Core Neighborhood
WEST	Multi-family residences	CN- Core Neighborhood

SPECIAL USE: CRITERIA AND REVIEW

§122-165(b)

(1) The proposed use conforms with all the provisions and requirements of this chapter, including site plan review standards (section 122-128) and the applicable site development standards for the specific use, as well as the spirit and intent of this chapter and the Master Plan. The location, scale, and intensity of the proposed use shall be compatible with adjacent uses and the zoning of the land. Height, location and size of buildings shall be compatible with uses and buildings on adjacent properties. The intensity of the proposed use, such as volume, frequency and times of operation, and its compatibility shall be considered.

COMMENTS: The location, scale, and intensity of the proposed use is compatible with adjacent uses as many other structures in the area are multiple-family, including one structure on the same block at 211 N Washington that is 33 units. Core Neighborhood zoning allows for the use of the structure as multi-family residential for more than four units once approved as a special use. No change in the height, location or size of the building is proposed and it is compatible with the uses and buildings on the adjacent properties.

A guiding value of the Master Plan is that “anyone, no matter what age or income, can find a place to call home in Ypsilanti.” One of the major challenges faced in the historic core of Ypsilanti is a distinct shortage of barrier-free access, particularly housing units. We strongly recommend that the applicant provide at least two barrier-free units in the restored building. Another guiding value is that people may **Easily walk, bike, drive or take transit from anywhere.** No bike parking is provided on-site, yet the site is within a five-minute walk of the Ypsilanti Transit Center. Staff strongly recommends requiring on-site covered bike parking for at least 8 bicycles (four hoops).

- (2) *The proposed use shall promote the use of land in a socially and economically sustainable manner and shall not be detrimental, hazardous, or disturbing to existing or future neighboring uses, persons, property or public welfare. Noise, odor, smoke and potential contamination of air, soil and water and its potential effect on neighboring uses, persons and property, as well as public welfare, shall be considered.*

COMMENTS: The use is not expected to be detrimental, hazardous, or disturbing to existing or future neighboring uses, persons, property or public welfare. No local effect on noise, odor, smoke and potential contamination of air, soil and water is expected with the reduction of two units. Denser developments are generally preferable in this historically dense and walkable neighborhood.

- (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 use is compatible, and indeed the typical land use in the immediate area.

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

COMMENTS: The site has a WalkScore of 88. There are limited parking facilities available on-site, and plentiful on-street permit parking. There are no bicycle facilities on site. This item is further addressed in the 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 sustainability of the community.*

COMMENTS: None are anticipated.

CONDITIONS OF APPROVAL

§122-167

“Reasonable conditions may be required in conjunction with an approval. The conditions may include conditions necessary to ensure that public services and facilities affected by a proposed land use or activity will be capable of accommodating increased service and facility loads caused by the land use or activity, to conserve natural resources and energy, to ensure compatibility with adjacent uses of land, and to promote the use of land in a socially and economically desirable manner. Conditions imposed must do all of the following:

- (1) Be designed to protect natural resources, the health, safety, and welfare, as well as the social and economic well-being.*
- (2) Be related to the valid exercise of police power and purposes which are affected by the proposed use or activity.*
- (3) Be necessary to meet the intent and purposes of this chapter, be related to standards established in this chapter, and be necessary to ensure compliance with those standards.”*

COMMENTS: The applicant has not provided for any barrier-free access to the building, nor barrier-free units. Only one barrier-free space is proposed; two are required due to the two distinct and unconnected parking lots. Staff strongly recommends that at least two units be barrier-free, and access to the building via shared entrances likewise be barrier-free.

The applicant has not provided any bicycle parking on-site. Provision of eight covered spaces (four hoops) would suit the site location due to its high walkability.

The reduction in two units is generally dispreferred in this neighborhood, due to its proximity to the City core and overall walkability. However, due to the existing challenging layout of the building, such a reduction may be practically necessary to accommodate current building and fire code standards.

SITE PLAN: CRITERIA AND REVIEW

§122-128

STANDING

§122-128(1)

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

REQUIREMENTS

§122-128(2)

"The proposed site plan conforms with all the provisions and requirements, as well as the spirit and intent of this chapter and the Master Plan. The proposed development will meet all the regulations of the zoning district in which it is located."

Figure 5: Requirements

ORDINANCE REFERENCE	REQUIRED		EXISTING CONDITIONS	PROPOSED
CN: §122-274	BUILDING TYPE	Determined by lot size	Apartment building	Unchanged
LOT REQUIREMENTS				
	Width ft	Min 40	Max 300	154'
	Depth ft	Min 100	Max 300	L-shaped lot North portion: 165' South portion: 82'
	Area sf	Min 4,000	Max 90,000	22,550 sf
	Coverage %	Min -	Max 80%	Building footprint: ~6,580/22,550= ~29%
BUILDING ENVELOPE AND HEIGHT				
	Street setback ft	Min 10	Max 25	20' – 45.5', average: 32.75'
	Side setback ft	Min 5	Max --	North side: 20.5' South side: 68.5'
	Rear setback ft	Min 15 (25 if adjacent to existing SF)	Max --	40'-56', average: 48'
	Frontage buildout %	Min 60	Max 80	9' / 164' = ~5.5 %
				Unchanged – existing nonconforming

ORDINANCE REFERENCE	REQUIRED		EXISTING CONDITIONS	PROPOSED
Height stories	Min 2	Max 6	North side: 3 South side: 1	Unchanged
ACCESSORY BUILDING ENVELOPE, FOOTPRINT, AND HEIGHT				
Street setback ft	Min 30	Max --	North: 130' South: 144.5'	Unchanged – meets
Side setback ft	Min 10	Max --	North: 2' (north), 75' (south) South: 75' (north), 1.5' (south)	Unchanged – existing nonconforming
Rear setback ft	Min 10	Max --	North: 20' South: 1.5'	Unchanged – north meets, south - existing nonconforming
Footprint sf	Min --	Max 800	North: 414' South: 552'	Unchanged – meets
Height ft	Min --	Max 15	North: 10' South: 10'	Unchanged – meets
PARKING PROVISIONS	Location: side and rear yards		side and rear yards	Unchanged – meets
PRIVATE FRONTAGES	Required: porch, forecourt or stoop		Stoop	Unchanged – meets
Width	Min 5	Max 8	6.5'	Meets
Depth	Min 3	Max 8	5.5'	Meets
Height	Min 7	Max --	Not listed, ~8	Unchanged, meets
Interface zone	Landscape with path (3' wide min) from sidewalk to the structure		3 story entrance: 5' Single story entrance: 3' path	Meets
§122-861 et seq SIGNAGE	Master sign plan: HC, NC, GC, C, PMD, P; nonres uses in R1, CN-SF, CN-Mid, CN, MD		None provided	Applicant to provide sign details with sign permit application

Items to be Addressed:

1. Applicant to provide sign details with sign permit application.

BUILDING LOCATION AND SITE ARRANGEMENT

§122-128(3)

"All elements of the site plan shall be harmoniously and efficiently organized in relation to the character of the proposed use, the size and type of lot, the size and type of buildings, and the character of the adjoining property. The site shall be so developed as not to impede the normal and orderly development or improvement of surrounding property for uses permitted in this chapter."

The building has frontage on N Washington. The three story portion of the building appears original to the site, although much-modified, and the one story portion added later and set back farther on the site. Other additions and modifications throughout the years have resulted in an unusual building footprint, accessory building layout, and parking area layout.

There are two "main" entrances on the N Washington St side; one in the three story portion and one in the single story portion. There are two entrances in the rear of the property and another two on the north side, only one (the northern of the rear entrances) appears to be an entrance that can access more than one unit.

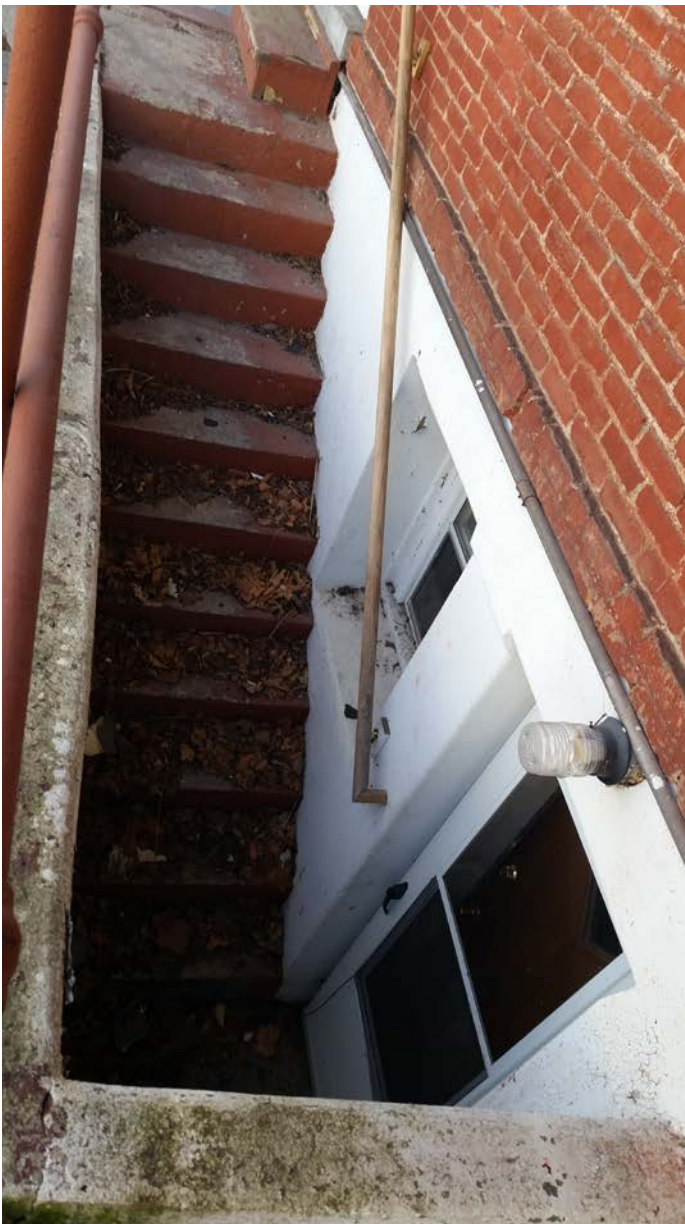


Figure 1- North side, west entrance



Figure 2: North side, east entrance



Figure 3: East side, north entrance



Figure 4: West side, south entrance



Figure 5: West side, north entrance



Figure 6: West side, south entrance

Please see the floor plans for further detail.

Parking is located on the side (south) and rear (east), in two separate lots, each with their own drives. There are two existing outbuildings at the rear of the site within the parking lot, one on the north side and the other on the south side. A dumpster enclosure is proposed at the northeast corner of the site and is accessed from the open alley to the north.



Figure 7: future dumpster enclosure location.

Items to be Addressed: none

SITE ACCESS, TRAFFIC, AND PARKING**§122-128(4)**

"With respect to vehicular and pedestrian circulation on the site, including walkways, interior drives, and parking; circulation shall to the extent possible create potential cross-and joint-access to adjacent parcels and the existing block layout. Special attention shall be given to the location, number and spacing of ingress and egress points; general interior circulation including turnaround areas; adequate provisions for delivery of services (trash removal, school buses, mail and parcel delivery); separation of pedestrian and vehicular traffic; avoidance of building corners next to access drives; identification of addresses; storage of plowed snow; and arrangement of parking areas that are safe and convenient, and insofar as practicable, do not detract from the design of the proposed buildings and structures, neighboring properties, pedestrian and bicyclist safety, access to transit and flow of traffic on adjacent streets. All buildings or groups of buildings shall be so arranged as to permit adequate access by emergency vehicles as required by the city building code."

There are two curb cuts for vehicular access off of N Washington St, one to the north of the building and one to the south. Bike access is by the same drives. There are two paths that intersect the existing sidewalk, one 3' path that leads to the single level section and one ~5' path that leads to the three story part of the building. There is another proposed 6'-8" pathway (currently ~2') from the southern parking lot that will lead to the single story section. The sidewalk condition appears to be good however the pedestrian paths to the Washington Street entrances are in poor shape. The parking lots are unstriped and the wheel stops are not in the necessary locations. There appears to be no bike parking on site. Barrier free access into the structure needs to be addressed. Paved access to and from the entrance to apartment 2 at the southeast corner behind the single story portion is required.

There is a bus stop for Route 42- Forest- MacArthur within 165 feet of this property. The Ypsilanti Transit Center is less than two blocks away, approximately 700 feet (a 4 minute walk). There is residential permit parking on both sides of N Washington St.

Figure 6: Site access, traffic and parking

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
NC: CIRCULATION §122-273 STANDARDS	CN, C, HC, NC, GC, HHS: Sites <3 acres: circulation plan to ID potential cross and joint access to adjacent parcels		No circulation plan is provided. None requested by staff due to existing layout.
§122-834 PARKING Dimensions	• 9'x18' minimum, exceptions if adjacent to wall or overhang provided • May have 20% small car (8'x16', signed) • May have 10% motorcycle (5x8', signed)		Meets

§122-835	Access	5' walkway from parking lot to parks, commercial, transit, walkways, institutions; raised/marked crosswalks within parking lot		- Proposed concrete walkway to the west of single level building is an acceptable width 3' paths from sidewalk to buildings need to be increased to 5' Barrier free access to the structure is needed.
	Ingress & Egress	- Aligned across ROW, or offset by 25' >50' from intersection 20'-30' driveway		Meets
	Internal Maneuvering	10 ft or greater, 13 ft if 45 degree spaces		Rear lot: 40' Side lot: 25', meets
	Surfacing	paved with a durable bonded material in accordance with accepted engineering standards	Asphalt, poor condition, no drainage apparent	Unchanged, applicant to bring lot more into compliance with accepted engineering and accessibility standards
	Drainage			Unchanged
	Striping	all spaces shall be outlined with three-inch wide strips of white or yellow paint, except that barrier-free spaces shall be blue, with a symbol of compliance in blue	None	Striping appears on plans, meets
	Wheel Stops	parking lots containing five or more spaces, wheel stops or curbing shall be provided for all parking spaces to prevent any vehicle from projecting beyond the parking lot area, bumping any wall or fence, or encroaching upon any landscaping	Wheel stops are not at locations indicated on plans.	Wheel stops proposed, meets
	Lighting	parking and loading facilities utilized during night-time hours shall be artificially illuminated		Applicant has provided info on locations of lights on the property, no photometric provided, new lighting required.

	Screening & Landscaping (internal)	1 tree per 8 spaces	14 spaces=2 trees required	~7 existing on site, many in poor condition, unchanged.
		1 landscape island for each 16 spaces		n/a
		Islands w trees: 9' wide min and 160' sf Islands w 5' min walkway: 11' wide min Islands: curbed or used for stormwater		n/a
		All aisle-ends & corners protected w curbed island		Only north side of the south lot has curbing. Applicant to add curbed island to the south side of the south lot and to bring the north side curbing out to align with the curb cut
		3' between curb and planting (5' if vehicle overhang)		n/a
	Screening & Landscaping (perimeter)	Screened in accordance with 703 if abutting R1, MD, CN, CN-Mid, CN-SF		n/a
		3'-4' screen 80% opacity where visible from ROW	None	None proposed, applicant to provide
		Landscaped areas, walls, structures, walks- must be protected by curbing		Applicant to provide curbing for the landscaping at the northern front entrance and to increase curbing on the north side of the south lot
§122-836	Motor vehicle spaces	Multiple-family dwellings, including townhouses: 1.5 for each dwelling unit, plus 1 for each 10 dwelling units for guest parking.	~14 spaces, unmarked	1.5 * 14 = 21 + 1 for guests = 22 required 14 provided
	Bicycle spaces	1 per 5 motor spaces, minimum of 2		14/5=2.8, 3 required, none provided.

§122-837	Parking discounts	Transit may be reduced by up to 20 percent for buildings, structures or uses, within three hundred (300) feet of a commuter rail station or bus transit center or within one hundred (100) feet of a transit stop		Greater than 300' from bus transit center and 160' to closest bus stop via "walking distances". From parcel-to-parcel, almost 300 exactly. Suggest parcel-to-parcel interpretation. 22*.80=17.6; 18 spaces still required. <i>NOTE: distances are the same in newly adopted zoning code. Flag for 2017 review & discussion.</i>
		Bicycle Parking requirements may be reduced by one (1) space for every four (4) covered, secure bicycle parking spaces are provided on site.		None provided.
		Alternative vehicle Waiver of 4 spaces per car-sharing space or electric vehicle charging station. Waiver of 2 spaces per car-or van-pooling space.		None provided.
		PC discretion, special circumstances not listed above		18*.80=14.4; 14 spaces provided, meets requirements.
§122-839	Barrier-free spaces	One-barrier free space per up to 25-space parking lot, increases per table	None provided	One proposed. Minimum of two required.
§122-647	SIDEWALKS	provide a sidewalk or shared-use path		Existing is in good shape

§122-649	TRAFFIC VISIBILITY	Maintain shrubs/other obstructions lower than 30" and trees/other obstructions higher than 8': At driveway: within a 10'x10' triangle formed by the street ROW line and the edge of the driveway At intersection: within a 25' x 25' triangle formed by an extension of the property lines, as measured from the pavement edges.	None	If planting near the driveways, applicant to maintain shrubs/other obstructions lower than 30" and trees/other obstructions higher than 8'. Applicant to consider a safety mirror for the NE corner of the building due to low visibility and narrow path between northern outbuilding and NE corner of building.
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Items to be Addressed:

1. Provide barrier-free entry to buildings from parking areas.
2. Applicant to make the following changes to the southern lot:
 - a. Narrow existing drive; it is significantly wider than the drive apron.
 - b. Install landscaped island in south-west corner of lot.
 - c. Rotate parking spaces and reconfigure lot to allow for 90° spaces. Angled parking with a two-way aisle is not beneficial for maneuverability. This includes adding small curbed areas at the east end of the lot to aid in cars backing from the easternmost spaces. Note: it is likely that applicant would gain a parking space in such a reconfiguration.
 - d. Grade lot to address drainage issues (apparent per paving failures). Suggest a rain garden in new SW landscaped island.
 - e. Applicant to consider providing screening between southern parking area and commercial lot to the south.
3. Applicant to make the following changes to the eastern lot:
 - a. Provide one barrier-free parking space.
 - b. Ensure that a barrier-free path of access exists to proposed dumpster enclosure.
 - c. Consider adding a mirror at the one-vehicle choke point between apartment building and northern outbuilding, due to limited visibility and narrow path of travel
4. Applicant to provide eight covered bicycle spaces, per Special Use Permit recommendations.
5. Applicant to submit revised parking plan upon redesign of southern and eastern parking areas and to include bicycle parking.

ENGINEERING & STORMWATER

§122-128(6), §122-128(7)

(6) Adequate services and utilities including sanitary sewers shall be available or provided, with sufficient capacity to properly serve the development. Appropriate measures will be taken to ensure that site drainage will not adversely affect adjoining properties or the capacity of the public storm drainage system, or nearby bodies of water. Provisions shall be made to accommodate stormwater and prevent soil erosion. All stormwater management facilities, including but not limited to storm sewers and detention/retention facilities, shall be designed in accordance with the "Rules of the Washtenaw County Water Resources Commissioner," together with any special provisions established by the city.

(7) Natural resources will be protected to the maximum feasible extent. The proposed development will not cause soil erosion or sedimentation problems, and will respect floodways or floodplains on or in the vicinity of the subject property.

Engineering site plan review not required for this project, due to no utility changes or significant changes/additions to the impervious surfaces.

Items to be Addressed: None. Staff shall review revised parking plans to ensure compatibility &/or submit for engineering review as needed.

SCREENING

§122-128(8)

"The site plan shall provide reasonable visual and sound privacy for all dwelling units on or adjacent to the property. Fences, walks, barriers, and landscaping shall be used, as appropriate, for protection and enhancement of the property. All outdoor storage of materials, loading and unloading areas, and refuse containers shall be screened or located so as not to be a nuisance. Outdoor lighting shall be shielded so as to not adversely affect neighboring properties or traffic on adjacent streets."

Figure 7: Screening

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
§122-641 Lighting	• Dark Sky compliant; may be full cutoff where affecting residential uses • not >0.5 fc @ lot line • not >16'in height • not < 0.3 fc		• applicant to install dark sky compliant lighting • may be full cutoff where affecting residential uses
§122-650 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 exists on site	Unchanged, dumpster shown at north east end of parking lot; no detail provided. Applicant to provide same for staff review.
§122-702 Landscape plan			None included, applicant to maintain the existing
§122-703 Screening Between Land Uses <i>if conflicting use</i>	visual buffer of at least 80% opacity and 6' height		visual buffer of at least 80 % opacity and 6' height needed on the south side of the south parking lot
§122-704 Street Trees	1 tree per 30' of lineal frontage, centered between sidewalk and back of curb: $164'/30'=5.5$ or 6 trees, 44' of driveway on frontage	1 existing	Unchanged, 1 street tree and another in the front yard, applicant to supply another 4 if space allows.

ORDINANCE REFERENCE	REQUIRED	EXISTING CONDITIONS	PROPOSED
§122-708 Site Landscaping	10%		None proposed, existing landscaping may be sufficient for this requirement
§122-710 Exterior Electrical	Screen when visible from any primary visual exposure area	n/a	n/a
122-711 Landscape Elements	Quality, composition, berms, spacing, species		Applicant needs to clean up vegetation at the south side of the south parking lot
	Credit for existing vegetation		Existing vegetation and trees are all to remain on site
§122-712 Maintenance	Readily available and acceptable water supply; may install underground sprinkler system		Applicant to maintain all existing and new landscaping in good condition.
§122-713 Fencing, hedges, walls, berms	CN- fences must not exceed six (6) feet in height. However, fences in the required front yard must not exceed four (4) feet in height and fifty (50%) percent opacity	Existing fence at the rear of the site, poor condition.	Applicant to replace or repair existing fence on site.

Items to be Addressed:

1. Applicant to install dark sky compliant lighting and provide staff with a detailed lighting plans for staff review.
2. Applicant to provide details for a compliant dumpster enclosure for staff review.
3. Applicant to provide a visual buffer of at least 80% opacity and 6' height needed on the south side of the south parking lot, or request a waiver under 122-713.
4. Applicant to provide an additional four trees in the front yard to meet the street tree requirement, or request a waiver under 122-713.
5. Applicant to maintain all existing and new landscaping in good condition.
6. Applicant to replace or repair existing fence on site.

OTHER DEPARTMENT AND AGENCY APPROVALS

§122-128(10)

"Site plans shall conform to all applicable requirements of state and federal statutes, including health and pollution laws, fire or explosion hazards, toxic and hazardous materials, and barrier-free requirements. Site plan approval may be conditioned on the applicant receiving necessary county, state, or federal permits before a local building permit or occupancy permit is granted."

HISTORIC DISTRICT

Applicant has been seen as a study item and has been advised that HDC approval will be needed for any of the work planned to the exterior of the building prior to the commencement of work.

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 sidewalks, curbs, and driveways on N Washington, if needed.

FIRE DEPARTMENT

Fire Department has no objection to the site plan as submitted.

MASTER PLAN CONSIDERATIONS

§122-128(11)

"An objective of site plan review shall be to protect and promote public health, safety, sustainability and general welfare. It is also the intent of site plan review to improve the quality of existing developments as they are expanded, contracted, or redeveloped in keeping with sound site development standards of this chapter and city master plan."

Anyone, no matter what age or income, can find a place to call home in Ypsilanti. A reduction in two units is not ideal for this neighborhood, however, the potential addition of two barrier-free units would be a significant addition to the older, largely inaccessible, housing stock in Ypsilanti.

Easily walk, bike, drive or take transit from anywhere. This property is less than two blocks from the Ypsilanti transit Center and the rest of downtown as well as 160' from the closest bus stop. This area is highly walkable with a walk score of 88.

Note that the parking requirement waivers due to proximity to the transit center, although expected to be easily able to apply to this property, were challenging to make work. Staff suggests that the Planning Commission review this section of the ordinance in the near future.

STAFF RECOMMENDATIONS: SPECIAL USE

Staff recommends the Planning Commission **approve** the Special Use Permit for the Phoenix Apartments Restoration Project at 206-210 N Washington with the following finding and conditions:

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

Conditions:

1. Special use approval shall be subject to approval of site plan.
2. Barrier free access into the structure and barrier-free units are not addressed. Applicant to make two units barrier-free, add barrier free access to the structure, and provide two barrier-free parking spaces.
3. Applicant to provide eight covered bicycle spaces due to the site's high walkability and proximity to transit options.

STAFF RECOMMENDATIONS: SITE PLAN

Staff recommends the Planning Commission **approve** the Site Plan for the Phoenix Apartments Restoration Project at 206-210 N Washington with the following finding and conditions:

Finding

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

Conditions

1. Applicant to provide sign details with sign permit application.
2. Provide barrier-free entry to buildings from parking areas.
3. Applicant to make the following changes to the southern lot:
 - a. Narrow existing drive; it is significantly wider than the drive apron.
 - b. Install landscaped island in south-west corner of lot.

- c. Rotate parking spaces and reconfigure lot to allow for 90° spaces. Angled parking with a two-way aisle is not beneficial for maneuverability. This includes adding small curbed areas at the east end of the lot to aid in cars backing from the easternmost spaces.*
 - d. Grade lot to address drainage issues (apparent per paving failures). Staff recommends a rain garden in new SW landscaped island.*
 - e. Applicant to consider providing screening between southern parking area and commercial lot to the south.*
- 4. Applicant to make the following changes to the eastern lot:*
 - a. Provide one barrier-free parking space.*
 - b. Ensure that a barrier-free path of access exists to proposed dumpster enclosure.*
 - c. Consider adding a mirror at the one-vehicle choke point between apartment building and northern outbuilding, due to limited visibility and narrow path of travel*
- 5. Applicant to provide eight covered bicycle spaces, per Special Use Permit recommendations.*
- 6. Applicant to submit revised parking plan upon redesign of southern and eastern parking areas and to include bicycle parking.*
- 7. Applicant to install dark sky compliant lighting and provide staff with a detailed lighting plans for staff review.*
- 8. Applicant to provide details for a compliant dumpster enclosure for staff review.*
- 9. Applicant to provide a visual buffer of at least 80% opacity and 6' height needed on the south side of the south parking lot, or request a waiver under 122-713.*
- 10. Applicant to provide an additional four trees in the front yard to meet the street tree requirement, or request a waiver under 122-713.*
- 11. Applicant to maintain all existing and new landscaping in good condition.*
- 12. Applicant to replace or repair existing fence on site.*

Cynthia Kochanek
Associate Planner, Community & Economic Development Department

Bonnie Wessler
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CC File
 Applicant