

1. City Council Regular Meeting Agenda

Documents:

[3-3-15 FINAL AGENDA.PDF](#)

2. City Council Regular Meeting Packet

Documents:

[3-3-15 COUNCIL MEETING PACKET REDACTED.PDF](#)

3. City Council Regular Meeting Action Minutes

Documents:

[3-3-15 ACTION MINUTES.PDF](#)



**CITY OF YPSILANTI  
COUNCIL MEETING AGENDA  
CITY COUNCIL CHAMBERS – ONE SOUTH HURON ST.  
YPSILANTI, MI 48197  
Tuesday, March 3, 2015  
7:00 p.m.**

**I. CALL TO ORDER –**

**II. ROLL CALL –**

|                             |     |                     |     |
|-----------------------------|-----|---------------------|-----|
| Council Member Anne Brown   | P A | Council Member Robb | P A |
| Council Member Nicole Brown | P A | Council Member Vogt | P A |
| Council Member Murdock      | P A | Mayor Edmonds       | P A |
| Mayor Pro-Tem Richardson    | P A |                     |     |

**III. INVOCATION –**

**IV. PLEDGE OF ALLEGIANCE –**

"I pledge allegiance to the flag, of the United States of America, and to the Republic for which it stands, one nation, under God, indivisible, with liberty and justice for all."

**V. INTRODUCTIONS –**

**VI. AGENDA APPROVAL –**

**VII. PRESENTATIONS –**

Washington Street Light Conversion – City Manager Lange and DPS Director Kirton

**VIII. AUDIENCE PARTICIPATION –**

**IX. REMARKS BY THE MAYOR –**

**X. MINUTES –**

Resolution No. 2015-048 approving the minutes of February 17, 2015.

**XI. PUBLIC HEARINGS –**

1. Public hearing on Huron/Whittaker/I-94 non-motorized crossing.

- A. Resolution No. 2015-049, determination
  - B. Open public hearing
  - C. Resolution No. 2015-050, close public hearing
- 2. Public hearing on Huron/Hamilton/Washtenaw proposed non-motorized improvements (Road Diet).
  - A. Resolution No. 2015-051, determination
  - B. Open public hearing
  - C. Resolution No. 2015-052, close public hearing

**XII. ORDINANCES – FIRST READING –**

***Ordinance No. 1243***

- 1. An ordinance to amend Section 94-251 and Chapter 94, Article VIII, Division 2; repeal Chapter 94, Article VIII, Division 3; and add Chapter 94, Article X of the Ypsilanti City Code in order to provide a comprehensive, efficient, and clear procedure to vacate alleys, vacate streets, and close alleys within the City of Ypsilanti.
  - A. Resolution No. 2015-053, determination
  - B. Open public hearing
  - C. Resolution No. 2015-054, close public hearing

**XIII. RESOLUTIONS/MOTIONS/DISCUSSIONS –**

- 1. Resolution No. 2015-055, adopting “Michigan Trail Town” designation.
- 2. Resolution No. 2015-056, authorizing City Attorney to sign Engagement Letter with law firm Morgan Lewis to represent city to file amicus briefs.
- 3. Resolution No. 2015-057, approving the use of city hall as a First Fridays venue.
- 4. Resolution No. 2015-058, adopting the 2015 Council goals.

**XIV. LIASON REPORTS –**

- A. SEMCOG Update
- B. Washtenaw Area Transportation Study
- C. Washtenaw Metro Alliance
- D. Urban County
- E. Freight House
- F. Parks and Recreation
- G. Millennial Mayors Conference
- H. Ypsilanti Downtown Development Authority
- I. Eastern Washtenaw Safety Alliance

**XIV. COUNCIL PROPOSED BUSINESS –**

**XV. COMMUNICATIONS FROM THE MAYOR –**

**XVI. COMMUNICATIONS FROM THE CITY MANAGER –**

**XVII. AUDIENCE PARTICIPATION –**

**XVIII. REMARKS FROM THE MAYOR –**

**XIX. CLOSED SESSION -**

Closed Session to discuss City Manager evaluation - OMA 15.268, Section 8(a).

**XX. ADJOURNMENT -**

Resolution No. 2015-059, adjourning the City Council meeting.



**CITY OF YPSILANTI  
COUNCIL MEETING AGENDA  
CITY COUNCIL CHAMBERS – ONE SOUTH HURON ST.  
YPSILANTI, MI 48197  
Tuesday, March 3, 2015  
7:00 p.m.**

**I. CALL TO ORDER –**

**II. ROLL CALL –**

|                             |     |                     |     |
|-----------------------------|-----|---------------------|-----|
| Council Member Anne Brown   | P A | Council Member Robb | P A |
| Council Member Nicole Brown | P A | Council Member Vogt | P A |
| Council Member Murdock      | P A | Mayor Edmonds       | P A |
| Mayor Pro-Tem Richardson    | P A |                     |     |

**III. INVOCATION –**

**IV. PLEDGE OF ALLEGIANCE –**

"I pledge allegiance to the flag, of the United States of America, and to the Republic for which it stands, one nation, under God, indivisible, with liberty and justice for all."

**V. INTRODUCTIONS –**

**VI. AGENDA APPROVAL –**

**VII. PRESENTATIONS –**

Washington Street Light Conversion – City Manager Lange and DPS Director Kirton

**VIII. AUDIENCE PARTICIPATION –**

**IX. REMARKS BY THE MAYOR –**

**X. MINUTES –**

Resolution No. 2015-048 approving the minutes of February 17, 2015.

**XI. PUBLIC HEARINGS –**

1. Public hearing on Huron/Whittaker/I-94 non-motorized crossing.

- A. Resolution No. 2015-049, determination
  - B. Open public hearing
  - C. Resolution No. 2015-050, close public hearing
- 2. Public hearing on Huron/Hamilton/Washtenaw proposed non-motorized improvements (Road Diet).
  - A. Resolution No. 2015-051, determination
  - B. Open public hearing
  - C. Resolution No. 2015-052, close public hearing

**XII. ORDINANCES – FIRST READING –**

***Ordinance No. 1243***

- 1. An ordinance to amend Section 94-251 and Chapter 94, Article VIII, Division 2; repeal Chapter 94, Article VIII, Division 3; and add Chapter 94, Article X of the Ypsilanti City Code in order to provide a comprehensive, efficient, and clear procedure to vacate alleys, vacate streets, and close alleys within the City of Ypsilanti.
  - A. Resolution No. 2015-053, determination
  - B. Open public hearing
  - C. Resolution No. 2015-054, close public hearing

**XIII. RESOLUTIONS/MOTIONS/DISCUSSIONS –**

- 1. Resolution No. 2015-055, adopting “Michigan Trail Town” designation.
- 2. Resolution No. 2015-056, authorizing City Attorney to sign Engagement Letter with law firm Morgan Lewis to represent city to file amicus briefs.
- 3. Resolution No. 2015-057, approving the use of city hall as a First Fridays venue.
- 4. Resolution No. 2015-058, adopting the 2015 Council goals.

**XIV. LIASON REPORTS –**

- A. SEMCOG Update
- B. Washtenaw Area Transportation Study
- C. Washtenaw Metro Alliance
- D. Urban County
- E. Freight House
- F. Parks and Recreation
- G. Millennial Mayors Conference
- H. Ypsilanti Downtown Development Authority
- I. Eastern Washtenaw Safety Alliance

**XIV. COUNCIL PROPOSED BUSINESS –**

**XV. COMMUNICATIONS FROM THE MAYOR –**

**XVI. COMMUNICATIONS FROM THE CITY MANAGER –**

**XVII. AUDIENCE PARTICIPATION –**

**XVIII. REMARKS FROM THE MAYOR –**

**XIX. CLOSED SESSION -**

Closed Session to discuss City Manager evaluation - OMA 15.268, Section 8(a).

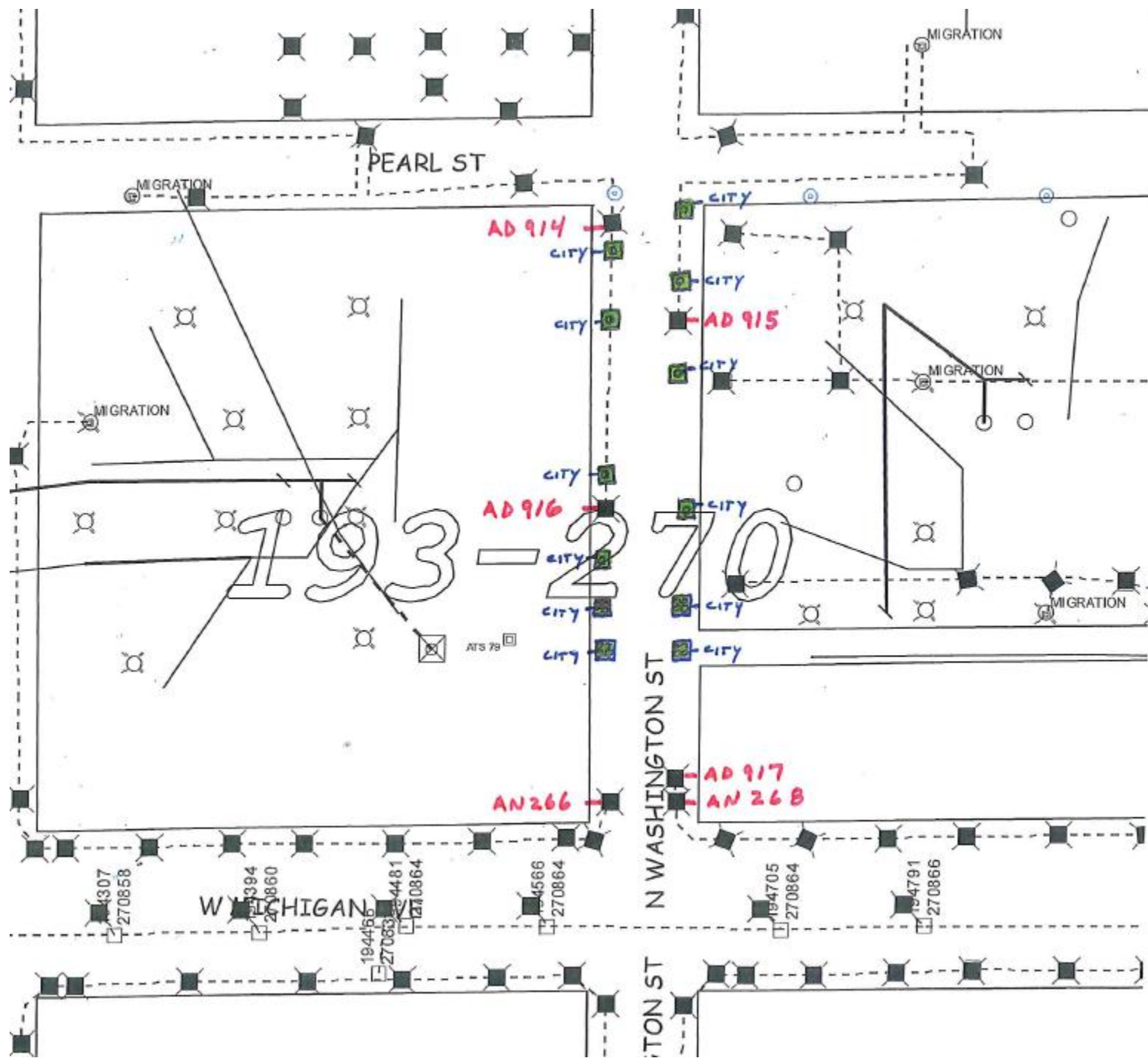
**XX. ADJOURNMENT -**

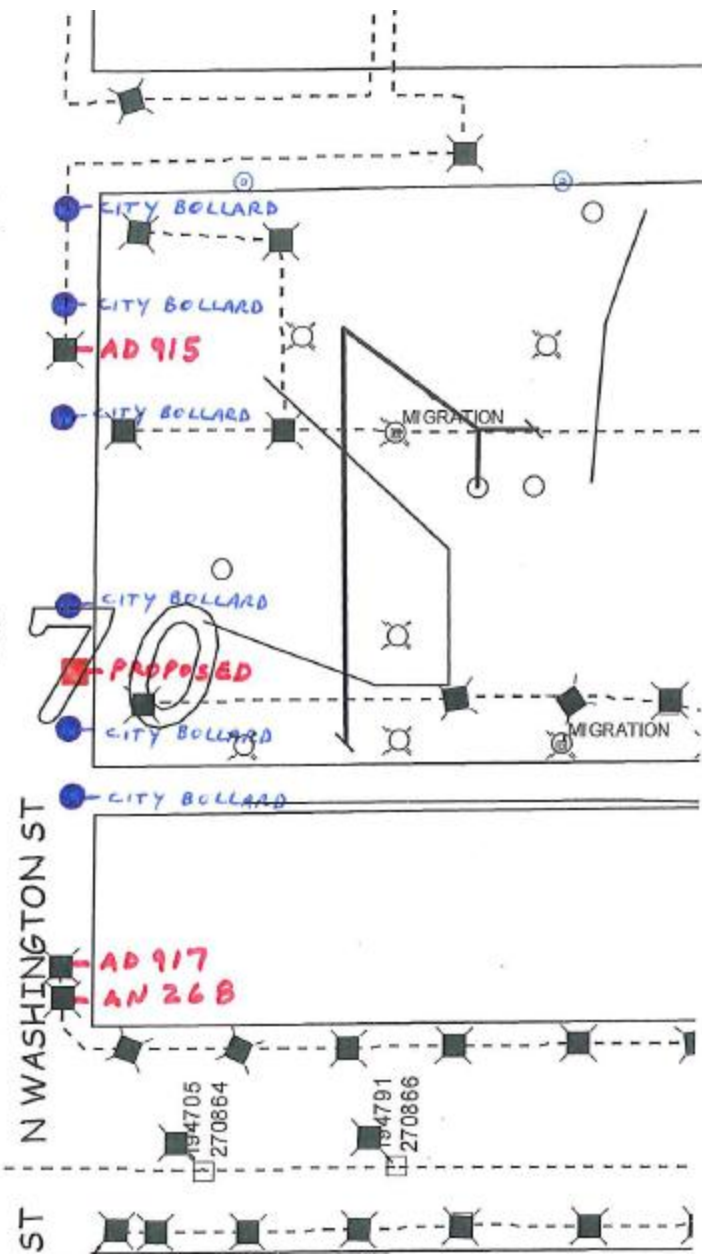
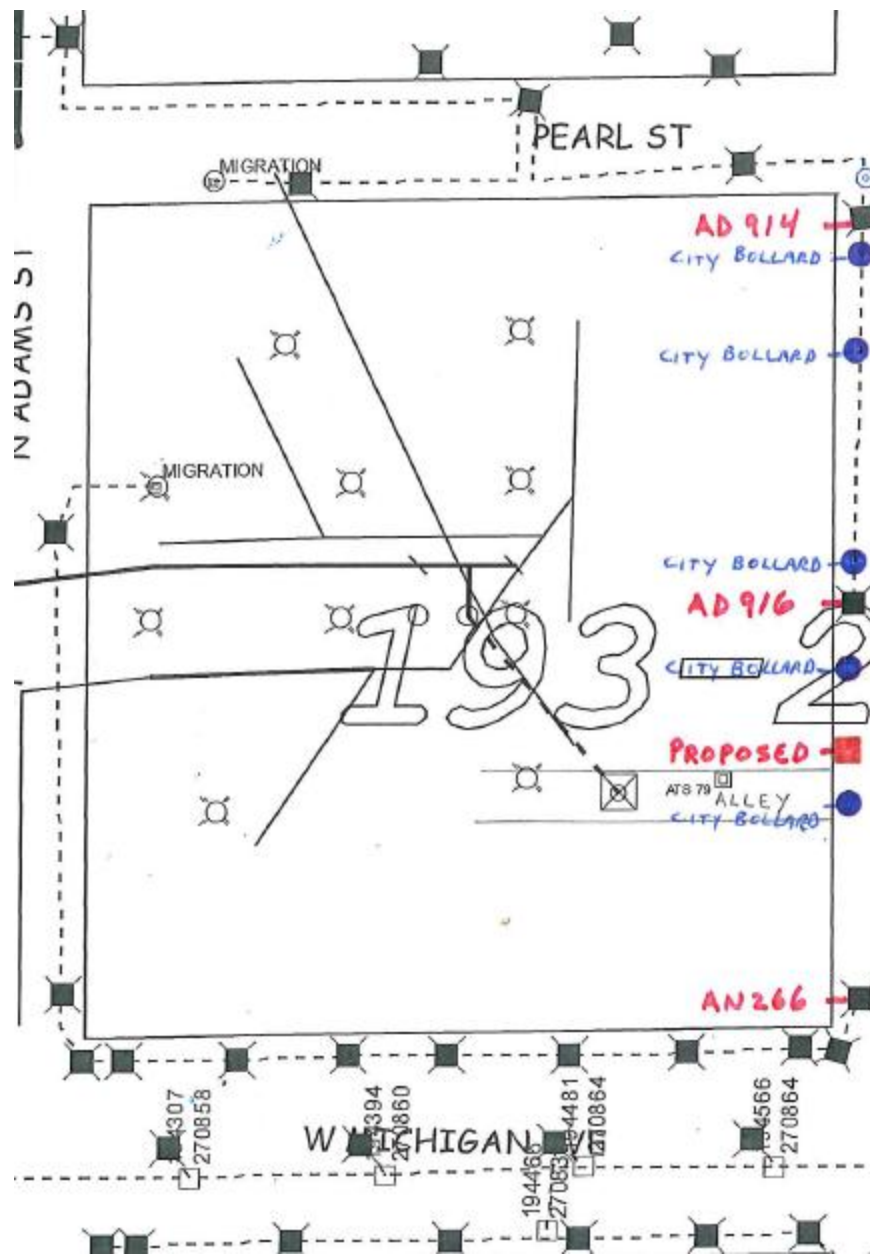
Resolution No. 2015-059, adjourning the City Council meeting.

# N. Washington Street Lighting Presentation

Stan Kirton, Public Services

Lance Alley, DTE Community Lighting





# DESCRIPTION

The McGraw-Edison BSC / BRC Bollard, available in heights from 24" to 42", has crisp, clean lines which blend with any architectural setting. Constructed of seamless, heavy-duty aluminum and finished with tough polyester powder coat, the Bollard is gasketed to seal out external contaminants. U.L. 1698 listed and CSA certified for wet locations.

Bollards are designed for walkways, entranceways, drives and other small-area lighting applications where low mounting heights are desirable.

# SPECIFICATION FEATURES

## Construction

TOP: Rugged, heavy-duty aluminum. Provides rapid heat dissipation. Encloses the upper reflector so it is hidden from view. Tamper-proof screws provide easy access to lamp compartment.

HOUSING: Consists of a heavy-duty, seamless extruded aluminum tube. Lifts off base for easy access to ballast. BASE: Rugged cast aluminum. Completely concealed.

## Electrical

High Power Factor ballast for -20°F starting. Product is factory mounted to the base. Quick disconnects provided between lamp and electrical assembly. HPS and MH Lamp sources up to 100W and up to 57W Compact Fluorescent sources available with MOL length not

exceeding 7". GASKETING: Bollards are designed to form a single, integral unit that is completely gasketed and sealed from outside contaminants.

## Optics

Lower dispersing reflector, in conjunction with a truncated, octagonal upper collecting reflector, provides low-glare, highly efficient illumination with optimum uniformity. EXAMPLE: Using 70W HPS lamps with Bollard Series luminaires mounted on 20" centers produce a symmetric light pattern with a max. to min. uniformity ratio of less than 4:1. LENS: 1/4" wall, impact-resistant clear acrylic. PRISMATIC REFRACTOR: All Bollard Series luminaires are available with an optional prismatic borosilicate glass refractor to

|             |  |      |  |
|-------------|--|------|--|
| Catalog #   |  | Type |  |
| Project     |  |      |  |
| Comments    |  | Date |  |
| Prepared by |  |      |  |

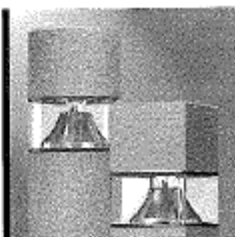
provide efficient, low-glare light distribution (not shown).

## Mounting

Base mounts onto foundation with three (3) 1/2" x 12 1/2" anchor bolts on a 5" Dia. bolt circle (a centrally located 2 7/8" x 3 1/2" wire entrance opening provided). Bollard housing is secured to the base with flathead, countersunk screws for smooth, uncluttered appearance.

## Finish

Premium fade and abrasion resistant, TGRC Polyester Powder Coat Finish. Standard colors are Black, Gray, Bronze, White, Dark Platinum and Graphite Metallic. Other finish colors available including all RAL matches.



## BSC/BRC BOLLARD

26 - 175W

Pulse Start Metal Halide

High Pressure Sodium

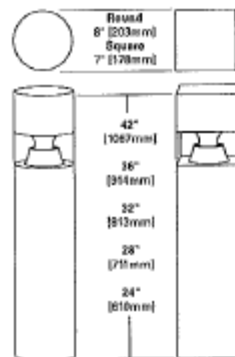
Metal Halide

Compact Fluorescent

Incandescent

PATHWAY LUMINAIRE

# DIMENSIONS



# WATTAGE TABLE

| Lamp Type                      | Wattage                 |
|--------------------------------|-------------------------|
| Pulse Start Metal Halide (MPH) | 50, 70, 100, 150W       |
| High Pressure Sodium (HPS)     | 35, 50, 70, 100, 150W   |
| Metal Halide (MH)              | 175W                    |
| Compact Fluorescent (CF)       | (1) 28, (1) 32, (1) 42W |
| Incandescent (IN)              | 50W                     |

# ENERGY DATA

Reactor Ballast Input Watts  
35W HPS HPP (45Watts)

# High Reactance Ballast Input Watts

50W HPS HPP (62Watts)  
50W MP HPP (50Watts)  
70W HPS HPP (88Watts)  
70W MP HPP (84Watts)  
100W HPS HPP (116Watts)  
100W MP HPP (129Watts)  
150W HPS HPP (170Watts)  
150W MP HPP (165Watts)

# SHIPPING DATA

Approximate Net Weight:  
26 lbs. (12 kg.)





Resolution No. 2015 – 048  
March 3, 2015

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

That the Minutes of February 17, 2015 be approved.

OFFERED BY: \_\_\_\_\_

SUPPORTED BY: \_\_\_\_\_

YES: 7      NO: 0      ABSENT: 0      VOTE: CARRIED



**DRAFT**

**CITY OF YPSILANTI  
COUNCIL MEETING MINUTES  
CITY COUNCIL CHAMBERS – ONE SOUTH HURON ST.  
YPSILANTI, MI 48197  
Tuesday, February 17, 2015  
7:00 p.m.**

**I. CALL TO ORDER –**

The meeting was called to order at 7:04 p.m.

**II. ROLL CALL –**

|                             |         |                     |         |
|-----------------------------|---------|---------------------|---------|
| Council Member Anne Brown   | Present | Council Member Robb | Present |
| Council Member Nicole Brown | Present | Council Member Vogt | Present |
| Council Member Murdock      | Present | Mayor Edmonds       | Present |
| Mayor Pro-Tem Richardson    | Present |                     |         |

**III. INVOCATION –**

Mayor Edmonds asked all to stand for a moment of silence.

**IV. PLEDGE OF ALLEGIANCE –**

"I pledge allegiance to the flag, of the United States of America, and to the Republic for which it stands, one nation, under God, indivisible, with liberty and justice for all."

**V. INTRODUCTIONS –**

Mayor Edmonds introduced the following individuals; City Planner Bonnie Wessler, Washtenaw County Economic Development Specialist Nathen Vought, Assistant City Attorney Dan DuChene, Assistant City Attorney Jesse O'Jack, and former Council Member Michael Bodary.

**VI. AGENDA APPROVAL –**

Council Member Vogt motioned, supported by Council Member A. Brown to approve the agenda.

Council Member Murdock motioned to add Resolution No. 2015-048, solar array, to Section XIV, Resolutions/Motions/Discussions. Council Member A. Brown supported the amendment.

On a voice vote, the motion carried, and the agenda was approved as amended.

**VII. PRESENTATIONS –**

None

**VIII. AUDIENCE PARTICIPATION –**

1. Michael Bodary, 1206 Westmoorland, stated he supports the nomination of Mr. Jon Ichesco to the Ypsilanti Community Utilities Authority (YCUA), and thanked Council for filling the vacancies on the Authority.
2. Robert Hunter, 515 Ferris, stated during the February 3<sup>rd</sup> Council Meeting he informed Council about issues regarding citations being issued for snow removal. He said since that meeting nothing has been done to resolve the problem. Mr. Hunter asked how many properties have been cleared and where the report is. He asked who the City contracts for snow removal, how door warnings are given if there is no structure to place the warning, how property owners are notified if their property is in violation, is there a due process for property owners that are given a warning. Mr. Hunter stated he was ticketed for snow removal last year and was taken advantage of by the City Attorney's Office, but this year he has not had that issue. Mr. Hunter concluded that he wants this issue solved.
3. Lee Tooson, 107 Middle Dr., stated he tried to bring the Traffic Commission a letter to resolve an issue regarding a stop sign at Middle and Ferris. Later in the evening he found his request was denied. Mr. Tooson stated he has been trying to have a stop sign placed at Middle and Ferris for years for safety concerns. He stated the individuals who make decisions regarding this issue do not live in that area or in the City. Mr. Tooson stated he would like the City to stop using tax funds for sensitivity training for staff. Mr. Tooson stated if the training was effective Firefighter Williams would not have suffered things that he has suffered while employed by the Fire Department. Mr. Tooson stated he fought hard in the past for a discrimination ordinance in the City.

**IX. REMARKS BY THE MAYOR –**

- Asked City Manager Lange to provide Robert Hunter with an update on snow removal enforcement.

City Manager Lange stated the City has signed a contract with a company, Bank Shot that will provide snow removal as per the City Ordinance.

Mayor Edmonds asked who has been providing the service the past few weeks.

Mr. Lange stated either City Staff, if they have time, or the recently contracted company Bank Shot. He stated if the property is free of structures the notice is placed on a tree on the property. Mr. Lange stated he does not know the specific number of properties cited for failure to remove snow.

- Stated a new system may need to be developed to inform property owners without structures that they have been issued a warning. She stated a mailing may better reach those individuals regarding issues with their property.

**X. MINUTES –**

Resolution No. 2015-032, approving the minutes of Feb. 3 and Feb. 9, 2015

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

**That the Minutes of February 3 and February 9, 2015 be approved.**

OFFERED BY: Council Member Robb

SUPPORTED BY: Council Member Vogt

City Council Meeting Minutes  
February 17, 2015

On a voice vote, the motion carried, and the minutes were approved.

**XI. PUBLIC HEARINGS –**

1. Public hearing to consider an ordinance to vacate Lathers Street, located between the City boundary to the west and Warner Street to the east, within the City of Ypsilanti.  
***(Second Reading - Ordinance No. 1237)***
  - A. Resolution No. 2015-033, determination

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

**WHEREAS, the owners of the property located at 1010 W Michigan, have requested that the City vacate a street that runs north of their property; and**

**WHEREAS, after considering the request, the City does not believe any of the factors listed in Section 94-271 of the Code of Ordinances for the City of Ypsilanti indicate that ownership interest in the purported alley should not be vacated; and**

**WHEREAS, Section 94-297 of the Code of Ordinances for the City of Ypsilanti provides that when a public alley is vacated by the City, the public right-of-way is extinguished and title to the publicly owned land reverts to the adjacent property owners, "except that the city shall in each case retain and reserve within the entire former right-of-way an easement for installation and maintenance of utilities..." and**

**NOW THEREFORE:**

**IT IS RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI that:**

- A. It is in the best interests of the City to vacate the street described above; and**
- B. The ordinance entitled "An ordinance to vacate Lathers Street, located between the City boundary to the west and Warner Street to the east, within the City of Ypsilanti" be approved on Second and Final Reading.**

OFFERED BY: Mayor Pro-Tem Richardson  
SUPPORTED BY: Council Member N. Brown

- B. Open public hearing
  1. Jonathan Krieger, 327 Adeline St. Ypsilanti Township, asked what will happen to the side of the property located in the Township.  
  
Mayor Edmonds responded she was not certain of the answer, but it would be addressed after the closing of the public hearing.

- C. Resolution No. 2015-034, close public hearing

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

**THAT the public hearing to consider an ordinance to vacate Lathers Street, located between the City boundary to the west and Warner Street to the east, within the City of Ypsilanti be closed.**

OFFERED BY: Mayor Pro-Tem Richardson  
SUPPORTED BY: Council Member A. Brown

On a voice vote, the motion carried and the public hearing was closed.

City Planner Bonnie Wessler responded to Mr. Kreiger's question stating essentially nothing will happen to the Township side of the vacated property, it will remain in the right-of-way unless the Township or County Road Commission vacate the property.

Mayor Edmonds asked if a barrier would be placed to separate the Township and City.

Ms. Wessler responded once the property is private property it is at the land owner's discretion.

Mayor Edmonds asked if other vacations occurred on jurisdictional lines and possible challenges that would arise as a result of this vacation.

Ms. Wessler replied she cannot recall a similar vacation and added that she contacted both the Township and the County Road Commission who provided no objections.

On a roll call, the vote to approve Resolution No. 2015-033 was as follows:

|                          |     |                     |     |
|--------------------------|-----|---------------------|-----|
| Council Member N. Brown  | Yes | Council Member Robb | Yes |
| Council Member Murdock   | Yes | Mayor Edmonds       | Yes |
| Mayor Pro-Tem Richardson | Yes | Council Member Vogt | Yes |
| Council Member A. Brown  | Yes |                     |     |

VOTE:

YES: 7                      NO: 0                      ABSENT: 0                      VOTE: Carried

2. Public hearing to consider an ordinance to close alley: Forest/Prospect/Oak/River, second north-south alley from east. **(Second Reading – Ordinance No. 1238)**

- A. Resolution No. 2015-035, determination

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

**That an ordinance entitled "An ordinance to close the second north-south alley running between East Forest and Oak between River and Prospect in the City of Ypsilanti" be approved on Second and Final Reading.**

OFFERED BY: Council Member A. Brown  
SUPPORTED BY: Council Member N. Brown

- B. Open public hearing  
None
- C. Resolution No. 2015-036, close public hearing

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

**That the public hearing for an ordinance entitled "An ordinance to close the second north-south alley running between East Forest and Oak between River and Prospect in the City of Ypsilanti" be officially closed.**

OFFERED BY: Council Member A. Brown  
SUPPORTED BY: Council Member N. Brown

On a voice vote, the motion carried and the public hearing was closed.

City Planner Bonnie Wessler asked to amend the agenda to read "...close the alley" not "...public hearing to vacate the alley".

Mayor Edmonds asked what the difference is between an alley vacation and a closing.

Ms. Wessler explained vacation results in the property interest reverting to the adjacent property owner's, closing an alley means it is closed to traffic by a barrier.

On a roll call, the vote to approve Resolution No. 2015-035 was as follows:

|                          |     |                     |     |
|--------------------------|-----|---------------------|-----|
| Council Member N. Brown  | Yes | Council Member Robb | Yes |
| Council Member Murdock   | Yes | Mayor Edmonds       | Yes |
| Mayor Pro-Tem Richardson | Yes | Council Member Vogt | Yes |
| Council Member A. Brown  | Yes |                     |     |

VOTE:

YES: 7                      NO: 0                      ABSENT: 0                      VOTE: Carried

**XII. ORDINANCES – FIRST READING –**

***Ordinance No. 1242***

1. Ordinance to vacate an alley located at Whittier/Cornell/Washtenaw/Mansfield, easternmost portion immediately south of 1403 Whittier.

- A. Resolution No. 2015-042, determination

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

**WHEREAS, William Schramm, on behalf of Homes for Autism, doing business as Pheasant Ring, the owners of a building located at 1403 Whittier, in the City of Ypsilanti, have requested that the City vacate an alley that runs behind their property; and**

**WHEREAS, this alley runs east and west between Mansfield and Cornell streets, is located north of Washtenaw Avenue and south of Whittier Street; and**

**WHEREAS, after considering the request, the City does not believe any of the factors listed in Section 94-271 of the Code of Ordinances for the City of Ypsilanti indicate that any possible ownership interest in the purported alley should be vacated; and**

**NOW THEREFORE IT IS RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI that: It is not in the best interests of the City or its citizens to vacate the alley described above.**

OFFERED BY: Council Member Vogt

SUPPORTED BY: Council Member N. Brown

B. Open public hearing

1. Bill Schramm, Lake Orion, MI, stated that the right-of-way contains an egress and an ingress, which sees a large amount of traffic as a result of the neighboring gas station. Mr. Schramm stated the alley should belong to the gas station. He said recently the property at 1403 Whittier was cited for trash and litter which was caused by the gas station. Mr. Schramm requested that the alley be vacated and the gas station be given ownership.

C. Resolution No. 2015-043, close public hearing

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

**That a public hearing on an ordinance to vacate an alley located at Whittier/Cornell/Washtenaw/Mansfield, easternmost portion immediately south of 1403 Whittier be officially closed.**

OFFERED BY: Council Member Vogt

SUPPORTED BY: Council Member N. Brown

On a voice vote, the motion carried, and the public hearing was closed.

City Planner Bonnie Wessler stated the applicant requests the alley to the south of their lot be vacated. She stated the alley serves both a residential and commercial use and serves as a buffering between the commercial and residential properties. Ms. Wessler stated the vacation would not be possible under statute, if the alley were vacated the gas station and the property at 1403 Whittier would become part owners of the alley. She said this is more of an enforcement issue and as a result the Planning Commission does not support the alley vacation.

Council Member Vogt asked Ms. Wessler to address how citations to adjacent property owners, in situations such as these, are treated.

Ms. Wessler replied code enforcement is now handled by the Police Department and the Planning Department has little control over that process.

Mayor Edmonds stated there is an issue of enforcement and if the alley is being used as an entrance for the gas station.

Ms. Wessler replied alleys can be used as an entrance as long as it is not the primary use.

Mr. Schramm stated it is not an alley, an alley is a restricted access, and this alley is primarily used for commercial purposes and marginally used for residential purposes.

Council Member Murdock stated when this matter went before the Planning Commission properties close to the alley were not notified.

Ms. Wessler responded Planning Commission rules require little noticing, which is an issue that will be dealt with at the March 3<sup>rd</sup> City Council meeting.

Mayor Pro-Tem Richardson asked if Mr. Schramm's property was fenced in and separated from the alley.

Mr. Schramm responded there is a fence along the property line and the debris is on the side of the gas station. He informed Council that he spoke with the owner of the gas station before he brought the matter to the Planning Commission.

Council Member Murdock stated it seems unusual that adjacent property owners were not informed of the Planning Commission meeting.

Ms. Wessler stated it was not required by the statute.

Council Member Murdock stated if that alley is vacated the people who used the alley for residential ingress would claim they were not provided the opportunity to voice their opinion regarding the vacation.

Ms. Wessler replied residents were noticed about the public hearing held during this Council Meeting.

Council Member Robb stated this is one of three alley closings, or vacations, on the agenda tonight and asked if the Planning Commission noticing regarding this vacation was any different than the other two.

Ms. Wessler answered no.

Council Member A. Brown asked what the Planning Department's recommendation is and why it made that recommendation.

Ms. Wessler replied both the Planning Department and Planning Commission recommend that the alley not be vacated because the alley can serve an important purpose for both commercial and residential properties along the alley.

Mayor Pro-Tem Richardson stated Ms. Wessler said the alley serves as a buffer between the commercial and residential properties, but if the alley is closed won't it will still serve that purpose.

Ms. Wessler replied if the alley is vacated the property rights to the alley revert to the neighboring owners resulting in the elimination of the buffer.

Mayor Edmonds stated the suggestion of vacating and maintaining the alley as a right-of-way wouldn't preclude the alley being blocked.

Ms. Wessler responded if the alley is vacated and ingress, egress, and utility easements the City traditionally reserves are maintained there would be little difference other than enforcement.

Mayor Edmonds stated if the alley were vacated the property rights would be separated between Mr. Schramm's property and the gas station. Mr. Schramm would either need to sell the property or give the property to the gas station owner to no longer be responsible for debris.

Ms. Wessler responded yes.

City Manager Lange asked if the alley is vacated would that change the debris problem.

Ms. Wessler replied if the alley were vacated the property line would run up the middle of the alley and Mr. Schramm's business would still be responsible for the debris on his property. Ms. Wessler added that she is not as familiar with property maintenance code as the building official or Police Department.

Assistant City Attorney O'Jack responded each property owner neighboring the alley is responsible for the maintenance for their half of the alley. If the property line ran down the center of the alley he would not be any different and Mr. Schramm would still be responsible for the debris.

Council Member Vogt asked if the gas station owner could reject the property gift.

City Attorney Barr responded he is uncertain but he thinks a property gift can be rejected.

Mayor Edmonds asked Ms. Wessler who maintains the alley.

Ms. Wessler responded the City is responsible to maintain the alley now, if vacated the neighboring property owners would be responsible.

Council Member Vogt stated the only thing that would be vacated is the obligation to pick up trash on the northern half of the alley. Also, the owner of the southern half of the property, if vacated, does not have to accept the property gift. Mr. Vogt stated he does not think that it works legally and asked Ms. Wessler if there is an accommodation that can be made regarding enforcement.

Mr. Schramm stated that he has no interest in the right-of-way.

Mayor Pro-Tem Richardson asked who is asking that the alley be vacated.

Mr. Schramm stated he is asking for the vacation.

Mayor Edmonds stated she will support the Planning Commission recommendation and vote to not vacate the alley, but asked what could be done regarding code enforcement.

Council Member Robb stated he thinks examining what could be done regarding code enforcement is a waste of time. He stated Mr. Vogt is correct in saying if you purchase the property you accept the responsibilities that comes with owning that property.

Council Member Murdock stated the way the resolution is written a yes vote would reject the alley vacation.

Mr. Barr stated that is correct and asked that at the end of the resolution it read, "... that the petition be denied". He added if the resolution passes the petition ended and there would be no second reading.

Council Member A. Brown motioned, supported by Council Member N. Brown to amend the resolution to read, "...that the petition be denied".

On a voice vote, the motion carried, and the amendment was approved.

Council Member Vogt stated he respectfully disagrees with Mr. Schramm and believes that it is an alley, but he does sympathize with Mr. Schramm and other property owners, but there is little recourse.

Mayor Edmonds asked that code enforcement examine this issue and think of ways to prevent this situation in the future.

On a roll call, the vote to approve Resolution No. 2015-043 as amended was as follows:

|                          |     |                     |     |
|--------------------------|-----|---------------------|-----|
| Council Member N. Brown  | Yes | Council Member Robb | Yes |
| Council Member Murdock   | Yes | Mayor Edmonds       | Yes |
| Mayor Pro-Tem Richardson | Yes | Council Member Vogt | Yes |
| Council Member A. Brown  | Yes |                     |     |

VOTE:

YES: 7                      NO: 0                      ABSENT: 0                      VOTE: Carried

### **XIII. CONSENT AGENDA –**

Resolution No. 2015-037

1. Resolution No. 2015-038, approving an ordinance to amend Section 78-100 of the Ypsilanti City Code to include electronic vaporizing and nicotine delivery systems with prohibited smoking in the City's tot-lot playgrounds. ***(Second Reading- Ordinance No. 1241)***

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI that: the ordinance entitled " An ordinance to amend the Ypsilanti City Code to include electronic vaporizing and nicotine delivery systems with prohibited smoking in the City's tot-lot playgrounds" be approved on Second and Final Reading.**

2. Resolution No. 2015-039, adopting the Housing Affordability and Economic Equity Analysis report.

#### **A RESOLUTION TO ADOPT THE HOUSING AFFORDABILITY AND ECONOMIC EQUITY – ANALYSIS**

**WHEREAS, the Washtenaw County Office of Community and Economic Development, with support from the U.S. Department of Housing and Urban Development, the City of Ann Arbor, and the Ann Arbor Downtown Development Authority, commissioned an Affordable Housing Needs Assessment; and**

**WHEREAS, czb LLC, a consulting firm, was selected through competitive process to perform the analysis and completed the work in January of 2015; and**

**WHEREAS, the report provides information from stakeholder interviews, surveys, and data analysis describing a widening imbalance**

**in the housing markets of Washtenaw County, and particularly the urbanized area; and**

**WHEREAS, the report provides findings as well as targets and implementation strategies that can be considered to improve the balance of markets and the access of lower income households throughout the community; and**

**WHEREAS, the Ypsilanti City Council is committed to promoting those policies that create resiliency, promote equity, and improve opportunity for households of all income levels throughout the city of Ypsilanti.**

**NOW THEREFORE BE IT RESOLVED that the Ypsilanti City Council hereby adopts the Housing Affordability and Equity – Analysis for Washtenaw County; and**

**BE IT FURTHER RESOLVED that the Ypsilanti City Council commits to advancing the goals of this analysis to promote balance in the housing market through policy, partnerships, collaborations and through a goal of providing services to residents of the city of Ypsilanti; and**

**BE IT FURTHER RESOLVED that the Ypsilanti City Council supports the identification and/or designation of a workgroup or structure that will annually review the status of goals identified in this report and requests that the Office of Community and Economic Development report on progress to the City of Ypsilanti and the community at large.**

3. Resolution No. 2015-040, approving the Frog Island Park MDNR Grant Obligation Conversion.

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

**WHEREAS, in 1998 the Michigan Department of Natural Resources (MDNR) formally notified the city that the location of the recycling center constitutes a violation of the Land and Water Conservation Fund (LWCF) grant agreement (project number 26-01269) that funded early improvements to Frog Island Park; and**

**WHEREAS, in order to comply with the contractual requirements, the city must either a) move the recycling center or b) replace the parcel with another that has similar recreation value and would serve a similar group of users; and**

**WHEREAS, the LWCF project at Frog Island Park was a development project, thus it is possible to mitigate the conversion by dedicating the parking area associated with the Border to Border (B2B) Trail on South Grove St; and**

**WHEREAS, the staff's plan of action is to complete this process by the end of April 2015;**

**NOW THEREFORE BE IT RESOLVED THAT the Ypsilanti City Council authorizes staff to move forward on this proposed plan of action to mitigate the Frog Island Park property on which the Ypsilanti Recycling Center is located and forward to the MDNR for approval.**

4. Resolution No. 2015-041, approving agreement with Friends of Ypsilanti Freighthouse to apply for a grant and provide seed funds in the amount of \$10,000.

**IT IS RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI that:**

**Whereas, The City of Ypsilanti owns the Freighthouse, a historic building in Ypsilanti to be used for public gatherings; and**

**Whereas, The Freighthouse is in need of renovation and the renovation is in for the public good and interest; and**

**Whereas, the Friends of the Ypsilanti Freighthouse (Friends) have a management contract with City to manage the Freighthouse; and**

**Whereas, the Friends is working with the Michigan Economic Development Corporation (MEDC) on a fund raising project using the internet and the Patronicity crowdfunding platform for renovation of the Freighthouse, and MEDC has grant money available and will match certain funds on the Project provided the Friends is able to raise seed money as described in the grant documents; and**

**Whereas, the City is supportive of the grant application and is desirous of providing money for the project in the amount of \$10,000 allow matching funds of all or part of the City contribution.**

**Now therefore be it resolved that the Ypsilanti City Council approves the attached agreement with the Friends of the Ypsilanti Freighthouse (Friends) and authorizes the Mayor and City Clerk to sign the agreement for and on behalf of the city and the city to pay the funds as indicated.**

OFFERED BY: Council Member N. Brown

SUPPORTED BY: Council Member Vogt

Mayor Edmonds asked if in order to discuss items on the Consent Agenda each item would have to be removed.

City Attorney John Barr responded normally there is not discussion on the Consent Agenda but it can be done. Mr. Barr stated the contract regarding the Freighthouse requires a few technical amendments; it should read the amount as \$10,000 and the Memorandum of Understanding (MOU) is still in progress, however he does not see that there would be any issue in approving the Consent Agenda.

City Council Meeting Minutes  
February 17, 2015

Council Member Vogt asked if the amendment would require a motion.

Mr. Barr responded to make the motion subject to approval by the City Attorney.

Council Member Vogt motioned, supported by Council Member N. Brown to amend the resolution subject to the approval of the City Attorney.

On a voice vote, the motion carried and the amendment was approved.

Mayor Edmonds stated she would like to see the costs of relocating the recycling center away from Frog Island Park.

Council Member Murdock stated he was surprised this came up; the original recycling center was on Frog Island and was relocated as a result of a grant when the original center was torn down.

Mayor Edmonds stated this is more of a technical issue which can be examined later.

On a roll call, the vote to approve Resolution No. 2015-037 as amended was as follows:

|                          |     |                     |     |
|--------------------------|-----|---------------------|-----|
| Council Member N. Brown  | Yes | Council Member Robb | Yes |
| Council Member Murdock   | Yes | Mayor Edmonds       | Yes |
| Mayor Pro-Tem Richardson | Yes | Council Member Vogt | Yes |
| Council Member A. Brown  | Yes |                     |     |

VOTE:

YES: 7                      NO: 0                      ABSENT: 0                      VOTE: Carried

#### **XIV. RESOLUTIONS/MOTIONS/DISCUSSIONS –**

1. Resolution No. 2015-044, approving an ordinance titled "Ypsilanti Tax Exemption Ordinance – Water Street Flats" to provide for a service charge in lieu of taxes for a housing project for low income persons and families to be financed with an Authority-aided Mortgage Loan or an advance or grant from the Authority pursuant to the provisions of the State Housing Development Authority Act of 1966 (1966 PA 346, as amended; MCL 125.1401, et seq) (the "Act"). ***(Second Reading – Ordinance No. 1240)***

#### **RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

**That an ordinance entitled "Ypsilanti Tax Exemption Ordinance-Water Street Flats." be approved on Second and Final Reading.**

OFFERED BY: Mayor Pro-Tem Richardson

SUPPORTED BY: Council Member A. Brown

Assistant City Attorney Dan DuChene stated there were two changes; the project area is better identified, using the legal description of the property and that the correct Tax Increment Financing (TIF) was identified for purposes of when the exemption starts. Mr. Duchene explained there are two TIF's, the Ypsilanti Downtown Development Authority TIF and the other is the Brownfield TIF and this identifies the Brownfield TIF as the appropriate TIF.

City Council Meeting Minutes  
February 17, 2015

Michael Rodriguez, Herman Kittle, stated as a result of the PILOT, the project's ranking raised from seven out of eight to five out of eight for the 2015 round. He stated that six out of the seven projects will get funding. Mr. Rodriguez stated MSHDA provided two options; the 2014 allocation can be kept or the funds can be returned and stay in the 2015 round, each possibility has its pros and cons. If the 2014 tax credits are kept the project would have \$2.2 million for construction, but it is only \$2.2 million and his fear is if the underwriting could show a hole in funding. The 2015 round may help to close the gap in funding, but MSHDA needs a decision by the end of the week. The third round of applications is due March 19<sup>th</sup> and MSHDA will make their final decision on the 2015 home funds on April 23<sup>rd</sup>. Mr. Rodriguez stated the property management team is okay with a name change and asked Mr. DuChene if there is a legal issue in changing the name of the project.

Mr. DuChene stated a legal description would make it okay and it can be agreed to contractual change the ordinance in the future.

Council Member Robb stated a contractual change is not needed for something that Council has control over.

Mr. DuChene stated he does not see an issue with changing the name.

Council Member Murdock asked if the application discussed during the last Council Meeting, on February 3<sup>rd</sup>, is the application carried over from 2014.

Mr. Rodriguez replied the specific allocation of 2014 and the possibility of the 2015 round were discussed. The timeline begins March 19<sup>th</sup> with the application round than MSHDA makes its final determination for fund allocation.

Council Member Murdock asked if the project will be applying during the March 19<sup>th</sup> round.

Mr. Rodriguez replied it is a three stage application and the March 19<sup>th</sup> application is the final step.

Mayor Edmonds stated the risk is the unknown possibility in the change in rank after the March 19<sup>th</sup> rankings.

Mr. Rodriguez replied yes, but more than likely two projects will drop out at this stage.

City Manager Lange stated the City is being cautious because of the possible changes.

Council Member Robb stated he has an issue with process. He said the original plan adopted by Council is essentially changing and Council should not set a precedent that might be detrimental to future projects.

On a roll call, the vote to approve Resolution No. 2015-044 was as follows:

|                          |     |                     |     |
|--------------------------|-----|---------------------|-----|
| Council Member N. Brown  | Yes | Council Member Robb | No  |
| Council Member Murdock   | No  | Mayor Edmonds       | Yes |
| Mayor Pro-Tem Richardson | Yes | Council Member Vogt | Yes |
| Council Member A. Brown  | Yes |                     |     |

VOTE:

YES: 5                      NO: 2 (Murdock, Robb)                      ABSENT: 0                      VOTE: Carried

City Council Meeting Minutes  
February 17, 2015

2. Resolution No. 2015-045, approving new Zoning Ordinance fee schedule.

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

**WHEREAS, the City of Ypsilanti adopts an annual fee schedule; and**

**WHEREAS, the City approved a revision of the zoning ordinance in December that provides for two new types of permits, and removes also one type of application; and**

**WHEREAS, staff proposes a \$50 application fee for temporary use: food concession sales permits, and to remove the application fee for a use variance application.**

**NOW, THEREFORE, BE IT RESOLVED THAT the Ypsilanti City Council approves the amendment of the City fee schedule.**

OFFERED BY: Council Member Vogt

SUPPORTED BY: Council Member N. Brown

Council Member A. Brown asked how the \$50 fee was determined.

City Planner Bonnie Wessler replied the basis of the estimation of the two hours of staff time needed to review the application.

Mayor Edmonds asked if it is a onetime processing fee, or is it good for a certain amount of time.

Ms. Wessler replied she believes the permit is valid for 60 days.

On a roll call, the vote to approve Resolution No. 2015-045 was as follows:

|                          |     |                     |     |
|--------------------------|-----|---------------------|-----|
| Council Member N. Brown  | Yes | Council Member Robb | Yes |
| Council Member Murdock   | Yes | Mayor Edmonds       | Yes |
| Mayor Pro-Tem Richardson | Yes | Council Member Vogt | Yes |
| Council Member A. Brown  | Yes |                     |     |

VOTE:

YES: 7                      NO: 0                      ABSENT: 0                      VOTE: Carried

3. Resolution No. 2015-046, approving appointments to Boards and Commissions.

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

**THAT, the following individuals be appointed to the City of Ypsilanti Boards and Commissions as indicated below:**

| <b><u>NAME</u></b>                                                               | <b><u>BOARD</u></b>                 | <b><u>TERM<br/>EXPIRATION</u></b> |
|----------------------------------------------------------------------------------|-------------------------------------|-----------------------------------|
| <b>Erika Lindsay (reappointment)<br/>317 N. Prospect<br/>Ypsilanti, MI 48197</b> | <b>Historic District Commission</b> | <b>1/31/2018</b>                  |

|                                                      |                                     |                  |
|------------------------------------------------------|-------------------------------------|------------------|
| <b>Ronald Rupert(reappointment)<br/>421 N. Huron</b> | <b>Historic District Commission</b> | <b>1/31/2018</b> |
|------------------------------------------------------|-------------------------------------|------------------|

City Council Meeting Minutes  
February 17, 2015

**Ypsilanti, MI 48197**

|                                                                                                |                                   |                  |
|------------------------------------------------------------------------------------------------|-----------------------------------|------------------|
| <b>Theresa Saunders (appointment)</b><br><b>2125 Collegewood</b><br><b>Ypsilanti, MI 48197</b> | <b>Human Relations Commission</b> | <b>2/17/2018</b> |
|------------------------------------------------------------------------------------------------|-----------------------------------|------------------|

|                                                                                                 |                                   |                  |
|-------------------------------------------------------------------------------------------------|-----------------------------------|------------------|
| <b>Krista Nordberg (reappointment)</b><br><b>1411 Collegewood</b><br><b>Ypsilanti, MI 48197</b> | <b>Human Relations Commission</b> | <b>2/17/2018</b> |
|-------------------------------------------------------------------------------------------------|-----------------------------------|------------------|

|                                                                                            |                                   |                  |
|--------------------------------------------------------------------------------------------|-----------------------------------|------------------|
| <b>Sue Melke (appointment)</b><br><b>330 Chidester, #409</b><br><b>Ypsilanti, MI 48197</b> | <b>Human Relations Commission</b> | <b>2/17/2018</b> |
|--------------------------------------------------------------------------------------------|-----------------------------------|------------------|

|                                                                                             |                                      |                   |
|---------------------------------------------------------------------------------------------|--------------------------------------|-------------------|
| <b>Sally Lusk (reappointment)</b><br><b>1111 W. Clark Rd.</b><br><b>Ypsilanti, MI 48198</b> | <b>Huron River Watershed Council</b> | <b>12/31/2017</b> |
|---------------------------------------------------------------------------------------------|--------------------------------------|-------------------|

|                                                                                            |                          |                   |
|--------------------------------------------------------------------------------------------|--------------------------|-------------------|
| <b>Erica Mooney (reappointment)</b><br><b>109 Ferris, #4</b><br><b>Ypsilanti, MI 48197</b> | <b>Millennial Mayors</b> | <b>12/31/2017</b> |
|--------------------------------------------------------------------------------------------|--------------------------|-------------------|

|                                    |                          |                   |
|------------------------------------|--------------------------|-------------------|
| <b>Greta Bolhuis (appointment)</b> | <b>Millennial Mayors</b> | <b>12/31/2017</b> |
|------------------------------------|--------------------------|-------------------|

|                                                                                          |                                        |                  |
|------------------------------------------------------------------------------------------|----------------------------------------|------------------|
| <b>Delois Wilson (appointment)</b><br><b>418 Ainsworth</b><br><b>Ypsilanti, MI 48197</b> | <b>Parks and Recreation Commission</b> | <b>2/17/2018</b> |
|------------------------------------------------------------------------------------------|----------------------------------------|------------------|

|                                                                                             |                                        |                   |
|---------------------------------------------------------------------------------------------|----------------------------------------|-------------------|
| <b>Andy Fanta (reappointment)</b><br><b>1221 Westmoorland</b><br><b>Ypsilanti, MI 48197</b> | <b>Review and Tax Assessment Board</b> | <b>12/31/2017</b> |
|---------------------------------------------------------------------------------------------|----------------------------------------|-------------------|

|                                                                                            |                                        |                   |
|--------------------------------------------------------------------------------------------|----------------------------------------|-------------------|
| <b>Craig Hupy (reappointment)</b><br><b>1124 N. Congress</b><br><b>Ypsilanti, MI 48197</b> | <b>Review and Tax Assessment Board</b> | <b>12/31/2017</b> |
|--------------------------------------------------------------------------------------------|----------------------------------------|-------------------|

|                                                                                                                      |                                        |                   |
|----------------------------------------------------------------------------------------------------------------------|----------------------------------------|-------------------|
| <b>Zachary Fineberg (appointment)</b><br><b>938 Sheridan St.</b><br><b>Ypsilanti, MI 48197</b><br><b>(Alternate)</b> | <b>Review and Tax Assessment Board</b> | <b>12/31/2017</b> |
|----------------------------------------------------------------------------------------------------------------------|----------------------------------------|-------------------|

|                                                                                                                  |                                        |                   |
|------------------------------------------------------------------------------------------------------------------|----------------------------------------|-------------------|
| <b>Eric Dotzauer (reappointment)</b><br><b>213 E. Forest</b><br><b>Ypsilanti, MI 48198</b><br><b>(Alternate)</b> | <b>Review and Tax Assessment Board</b> | <b>12/31/2017</b> |
|------------------------------------------------------------------------------------------------------------------|----------------------------------------|-------------------|

|                                                                                         |             |                  |
|-----------------------------------------------------------------------------------------|-------------|------------------|
| <b>Jon Ichesco (appointment)</b><br><b>1218 Pearl St.</b><br><b>Ypsilanti, MI 48197</b> | <b>YCUA</b> | <b>2/17/2018</b> |
|-----------------------------------------------------------------------------------------|-------------|------------------|

|                                                                                               |                                     |                  |
|-----------------------------------------------------------------------------------------------|-------------------------------------|------------------|
| <b>Clarence Hollifield (reappointment)</b><br><b>360 Worden</b><br><b>Ypsilanti, MI 48197</b> | <b>Ypsilanti Housing Commission</b> | <b>2/17/2020</b> |
|-----------------------------------------------------------------------------------------------|-------------------------------------|------------------|

OFFERED BY: Council Member A. Brown  
SUPPORTED BY: Council Member N. Brown

City Council Meeting Minutes  
February 17, 2015

Mayor Edmonds said during the Council Meeting on February 3<sup>rd</sup> there was a question of whether Greta Bolhuis was a resident of Ypsilanti and she is, however, she is not registered to vote because she will be moving to another location within Ypsilanti, and does not want to change her permanent voter registration.

Council Member A. Brown asked if she is a resident of Ypsilanti currently.

Mayor Edmonds replied yes.

Mayor Pro-Tem Richardson asked why Eric Dotzauer was not reappointed to the Board of Review.

Mayor Edmonds replied Mr. Dotzauer is nominated as an alternate. She explained Zachary Fineberg contacted her and stated he was interested in serving on that board. She said Mr. Fineberg skillset is a great match for the Review and Tax Board and was anxious to get that appointment through because of the timeframe.

Mayor Pro-Tem Richardson stated Mr. Fineberg can be considered for another vacancy. She said a citizen should be allowed to serve as long as they wish.

Council Member N. Brown stated she spoke with Mr. Dotzauer and he felt that he received conflicting information. She said Mr. Dotzauer told her he thought he was going to be reappointed and later was told he would be an alternate. Ms. N. Brown stated Mr. Dotzauer has an excellent record on the Tax and Review Board and deserves to be reappointed.

Mayor Edmonds stated if she had not nominated Mr. Fineberg during the February 3<sup>rd</sup> meeting there would not have been an appointment made for the Tax and Review Board. Mayor Edmonds added that Mr. Dotzauer was out of the country at the time and she was not sure if he was still interested in the position.

Mayor Pro-Tem Richardson stated the timeframe considering the Tax Review Board is applied to new appointees not reappointments.

Council Member Robb stated it applies to all appointees.

Mayor Edmonds stated Council can do as it wishes, but there are many citizens interested in serving and she is hoping to add more diversity to Board and Commissions. She added the Assessor informed her the Board of Review could consist of three, six, or nine members and that could be considered for the future.

Council Member Murdock stated he is not aware of the Board of Review ever having an alternate.

Ms. McMullan stated that was a suggestion from staff.

Council Member N. Brown asked if staff requests are considered regarding nominations.

Mayor Edmonds stated many things are considered for nominations.

Mayor Pro-Tem Richardson stated if the Board of Review has an alternate she would like to have Mr. Fineberg be the alternate and Mr. Dotzauer retain his seat on the Board.

Mayor Edmonds asked City Attorney Barr if a motion would be required to make the change that Mayor Pro-Tem Richardson requested.

City Attorney John Barr stated it could be addressed in a couple of ways; there could be a motion to amend the list, or a motion to remove some names from the resolution to handle separately.

Council Member Murdock stated if the Mayor wants to change the recommendations she would need to propose the change, or a Council Member could motion to vote on each nomination separately.

Mayor Edmonds stated she would like to strike Zachary Fineberg as a nomination to the Tax and Review Board, and replace him with Eric Dotzauer.

Council Member Murdock asked if that would require a vote from Council.

Mr. Barr stated there is a motion on the table and that motion would need to be removed.

Council Member Vogt motioned, Mayor Pro-Tem Richardson supported removing Zachary Fineberg nomination from the Tax and Review Board and replacing him with Eric Dotzauer.

Council Member Robb stated the Mayor is awarded certain privileges, and advised Mayor Edmonds to not be pressured into appointing someone whom she does not want to appoint.

Mayor Edmonds relied she appreciated Mr. Robb sentiments but will make the change as Council requested.

Council Member Murdock requested that a substitute resolution be used that reflects the Mayor's new recommendations.

Mr. Barr stated there is a motion on the floor to amend the resolution based on the Mayor's recommendation.

Council Member Robb stated Mr. Vogt cannot change the nominations the Mayor would have to do so.

Mr. Barr stated the Mayor stated she was changing the nomination and Mr. Vogt's motion was to approve Mayor Edmonds recommendation.

Council Member Robb stated he is uncomfortable with that because the process is the Mayor makes appointments, and he thinks Council should follow the recommendation made by Council Member Murdock.

Mr. Barr asked if the Council Members who motioned and supported would remove their motions.

Council Member Vogt withdrew his motion.

Mayor Pro-Tem Richardson withdrew her support.

Council Member Murdock stated he submits a substitute resolution that strikes Zachary Fineberg from the nominations and replaces him with Eric Dotzauer.

Council Member Vogt supported the motion.

On a roll call, the vote to approve Resolution No. 2015-046 as substituted was as follows:

Council Member N. Brown  
Council Member Murdock

Yes  
Yes

Council Member Robb  
Mayor Edmonds

Yes  
Yes

|       |                          |     |                     |     |
|-------|--------------------------|-----|---------------------|-----|
|       | Mayor Pro-Tem Richardson | Yes | Council Member Vogt | Yes |
| VOTE: | Council Member A. Brown  | Yes |                     |     |

YES: 7                      NO: 0                      ABSENT: 0                      VOTE: Carried

4. Resolution No. 2015-049, requesting DTE install a solar array panel (City landfill at I-94 and Huron).

**WHEREAS, The Ypsilanti City Council has already approved the DTE lease and easement for Solar Array on an old City landfill in resolution 2013-059; and**

**WHEREAS, The Ypsilanti City Council continues to seek to put underutilized City property to productive use; and**

**WHEREAS, locating a solar array in this location would not require FAA or other municipality approval; and**

**WHEREAS, The Ypsilanti City Council already supports an initiative for 1000 solar roofs within the city limits in resolution 2013-175; and**

**WHEREAS, DTE has issued a request for proposals for development of a solar array in a highly visible location.**

**THEREFORE be it resolved that the City of Ypsilanti continues to fully support the installation of photovoltaic solar array from 200kW to 1Mw on this highly visible city owned parcel located at I-94 and Huron Street and requests DTE to seriously consider this location for such a solar array installation.**

OFFERED BY: Council Member Robb  
SUPPORTED BY: Council Member Vogt

Council Member Murdock stated this is a resolution for DTE to consider the City landfill at I-94 and Huron as a site for the installation of a solar array.

Council Member Vogt stated the installation of a solar array in Ann Arbor does not change the need for it in Ypsilanti, and urged DTE to move forward with this proposal.

Mayor Edmonds stated this would help alleviate concern of the expansion of the landfill and contamination of soil.

On a roll call, the vote to approve Resolution No. 2015-049 was as follows:

|       |                          |     |                     |     |
|-------|--------------------------|-----|---------------------|-----|
|       | Council Member N. Brown  | Yes | Council Member Robb | Yes |
|       | Council Member Murdock   | Yes | Mayor Edmonds       | Yes |
|       | Mayor Pro-Tem Richardson | Yes | Council Member Vogt | Yes |
|       | Council Member A. Brown  | Yes |                     |     |
| VOTE: |                          |     |                     |     |

City Council Meeting Minutes  
February 17, 2015

YES: 7

NO: 0

ABSENT: 0

VOTE: Carried

**XIV. LIASON REPORTS –**

- A. SEMCOG Update – Meeting next week
- B. Washtenaw Area Transportation Study – Meeting February 18th
- C. Washtenaw Metro Alliance – No meeting
- D. Urban County – During a Reimagine Washtenaw meeting there was 100% consensus behind urban renewal. Winter conditions were also discussed and a suggestion was made that Ypsilanti Township adopt a snow ordinance who was open to the idea. The two year plan discussed also focused on completing sidewalk connections.
- E. Freight House – In the process of their “Patronicity” fundraising initiative and have until February 28<sup>th</sup> to reach their goal. A meeting on Thursday, February 19<sup>th</sup> to finalize the bid process for construction.
- F. Parks and Recreation – update is in the Council Packet
- G. Millennial Mayors Conference – Process items are going to be discussed by the Executive Committee trying to expand the group beyond just the involved municipalities. There may be an organizational name change in the future.
- H. Ypsilanti Downtown Development Authority – The monthly Board meeting is on Thursday, February 19<sup>th</sup>.
- I. Eastern Washtenaw Safety Alliance – Sheriff Clayton brought up the issue of jobs which is a very positive direction for that group. AAATA provided a presentation of how the Pearl Street Transportation Station will be remodeled.

Mayor Pro-Tem Richardson stated the AAATA will be changing three routes; 10, 11, and 20 in addition to those route changes there will be extended hours on Saturdays and Sundays, which will begin in August.

Council Member A. Brown stated that Chief DeGiusti stated he was very pleased with the outcome of the Ypsilanti Community Action Team (YCAT) and data gathered can be shared with neighboring municipalities.

**XIV. COUNCIL PROPOSED BUSINESS –**

Richardson

- Stated she spoke with Mr. Hunter about warnings issued for snow ordinance violations placed on vacant lots. At the bottom of the ticket it states if the owner of the vacant lot does not comply with the warning it will be attached to the adjacent property. Ms. Richardson stated the Attorney’s Office will be following up with the issue and a report will be provided.

A Brown

- The Local Government Committee of the State House developed a Bill titled “the Local Government Public Notice Act”, and it will address municipalities that do not have a daily printed newspaper. The bill is in Committee now and deals with website publications and things of that nature.
- Stated she is interested in Council holding a public information forum, possibly on March 9<sup>th</sup> focused on the ballot proposals for the May 5<sup>th</sup> election. Ms. A. Brown stated an individual from MDOT, the school system, and the City to discuss the ballot proposals, and possibly invite Senator Rebecca Warren to facilitate.

Mayor Pro-Tem Richardson agreed with holding a public information forum.

Council Member Robb stated that Council should stay out of those issues because it would give tacit approval on behalf of Council.

Council Member A. Brown replied that she does not see it as taking a position only as a way to provide information to the public.

Council Member Robb asked if the group Citizens Against Increased Taxes would be invited.

Council Member A. Brown answered yes, they would be invited to present to provide a balanced presentation.

- Stated the packet information regarding Boards and Commission has some errors.

Mayor Edmonds stated there might be issues with the list, but has spoken with Chairs to provide clarification.

City Clerk McMullan asked Council Member A. Brown to provide her with a list of errors and she will follow-up to make those corrections.

#### N. Brown

- Asked if Council would be interested in supporting the EMU student organization Delta Sigma Theta asking the City to take out an ad for an event. Ms. N. Brown stated as a sophomore at Eastern she was provided a scholarship from the organization to purchase books and would like to see the City support this organization. Ms. N. Brown stated the cost is tied to the amount of page used for the ad.

Mayor Edmonds asked what the general will of Council is regarding this. She said there are many organizations involved with the university and school district that sell ad space in programs, and if that were part of a marketing strategy for the City it would make sense. However, since this strategy is not in place she would be a little afraid to set a precedent that the City donates to these causes.

Council Member Vogt agreed with the Mayor.

#### Robb

- Asked when we will receive the personal property tax assessments.

City Attorney John Barr stated he has been researching that and will provide them as soon as he can.

Council Member Robb stated there is around \$60,000 of funds the City did not receive and wants to make sure that the City is not cheated out of money. Mr. Robb explained during a meeting with Bay Logistics to discuss truck traffic it was found that engine testing was done on the location which was done illegally because their personal property taxes did not include dynamometers (engine testing equipment). Mr. Robb asked the Assessor for all the Personal Property Taxes from 2000 to 2010 submitted to see if dynamometers were claimed.

Mayor Pro-Tem Richardson stated the Brotherhood Banquet is celebrating 60 years in existence and recommends Council participated. The banquet is on February 27<sup>th</sup> at the Marriott.

**XV. COMMUNICATIONS FROM THE MAYOR –**

- Asked City Manager Lange for an update on issues regarding snow.
- Stated snow has continued being a challenge especially for individuals in wheelchairs and using walkers.
- Stated all but one resident has returned to their apartment at the Town Center facility. She thanked all those who have supported these residents through this situation and that Ypsilanti Fire Fighters recommend ERA brand laundry detergent to get smoke off of clothes.

Council Member A. Brown stated Second Baptist Church donated funds and clothes to those affected by the fire at Town Center and thanked Pastor Waddles for his Church's efforts.

Mayor Edmonds stated she was surprised by the response by the Fire Department, Red Cross, AAATA, and the HVA Mobile Command Unit.

**XVI. COMMUNICATIONS FROM THE CITY MANAGER –**

- Stated Assistant to the City Manager Ericka Savage has provided reports on the snow ordinance and issue with tickets.
- Stated staff is working on the Motor Pool Report and should be ready in the next couple of weeks.
- Stated Ms. Savage has been in contact with the Ypsilanti Area Jaycees about the Easter Egg Scramble.
- Stated there was a hearing regarding if the railcars planned to be used for the commuter train should be sold. If the cars are sold, it would end the hope of the rail stop in Ypsilanti. He stated that he lobbied to not sell those cars at the hearing.
- The parking presentation will be delayed to a later date and asked Council to provide Clerk McMullan with dates they are available for the presentation.
- Reassured Council that the City is examining the issue regarding Firefighter Williams and staff did go through Cultural Diversity training which he feels is valuable.

Mayor Pro-Tem Richardson asked for clarification regarding the Firefighter Williams case.

City Manager Lange stated it is a personnel issue which Rick Fanning, Judi Smith, Chief Anthouard, and the union representative Ken Hobbs are examining. Mr. Lange stated the NAACP is allowing the City to respond to the issue before it goes public. Once it goes public a formal report will be brought to City Council.

Council Member Murdock asked if these are new issues as he was under the impression this had been settled.

Mr. Lange stated this is a sensitive issue and the whole record is going to be settled.

Mayor Pro-Tem Richardson announced that on February 27<sup>th</sup> a Black History program will be held at the Parkridge Center from 4 to 6 p.m. which is centered on Ypsilanti profiles.

**XVII. AUDIENCE PARTICIPATION –**

None

**XVIII. REMARKS FROM THE MAYOR –**

- Stated she had a meeting last week to discuss a young man who was a student at EMU, Henry Vance Davis II was killed in a car accident. Mr. Davis's family is forming a foundation and scholarship fund which will hold a golf outing in June to raise funds for that scholarship and foundation.

**XIX. ADJOURNMENT -**

Resolution No. 2015-047, adjourning the City Council meeting.

OFFERED BY: Council Member Murdock

SUPPORTED BY: Mayor Pro-Tem Richardson

On a voice vote, the motion carried, and the meeting adjourned at 9:15 p.m.



REQUEST FOR LEGISLATION  
March 3, 2015

From: Nick Sapkiewicz, Washtenaw Area Transportation Study

Subject: Huron/Whittaker I-94 Non-Motorized Crossing

---

### **Background**

Washtenaw Area Transportation Study (WATS) managed an alternatives review, public involvement process and preferred alternative base plan designs as part of the HUD Sustainability grant secured by Washtenaw County in 2012. A summary document of the process is available at <http://ow.ly/JELvL>.

The bridge is owned by MDOT and MDOT was engaged throughout the process as well as a steering committee including representatives from the City of Ypsilanti, Ypsilanti Non-motorized committee, Ypsilanti Township, The Ride, Washtenaw County, County Parks, Washtenaw County Road Commission, Washtenaw County Public Health and others.

In September the City of Ypsilanti approved two preferred alternatives, including a center crossing on the Huron I-94 bridge and a shared-use path on the west side of the bridge. After additional review by MDOT, the west side, shared-use path was determined to be more constructible and thus MDOT's preferred option.

### **Moving Forward**

The Huron I-94 non-motorized project is being synchronized with MDOT's 2016 Hamilton resurfacing project, with the intent to have project designs completed along with the Hamilton design work. The most likely source of funding for construction is a Transportation Alternatives Program (TAP) grant. The April call for TAP projects is being targeted for submission of an application to fund construction.

As MDOT works with Ypsilanti on evaluating a road diet for Hamilton as part of the resurfacing project, and with WATS on reconfiguring the Huron I-94 interchange, Ypsilanti and WATS will work together to illustrate to MDOT how the entire corridor will function and benefit the City and the region.

### **Ypsilanti Approval and MDOT Process**

In September 2014 the Ypsilanti Planning Commission reviewed and City Council accepted the Huron I-94 non-motorized crossing alternatives. As both projects progress through the MDOT public involvement process, the Hamilton resurfacing/road diet and Huron I-94 Non-motorized crossing are coming before City Council and the public to be considered and commented on as a contiguous project.

City Staff as well as Nick Sapkiewicz from WATS will be on hand to provide a presentation to City Council.

RECOMMENDED ACTION: Approval

Attachments: Resolution  
(large PDF) WATS memo and 5 alternatives: available at <http://ow.ly/JELvL>

---

CITY MANAGER APPROVAL: \_\_\_\_\_ COUNCIL AGENDA DATE: \_\_\_\_\_

CITY MANAGER COMMENTS: \_\_\_\_\_

FISCAL SERVICES DIRECTOR APPROVAL: \_\_\_\_\_



Resolution No. 2015-049  
March 3, 2015

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

WHEREAS, Ypsilanti City Council has identified a non-motorized crossing as a priority in numerous planning documents including the Shape Ypsi Master Plan, the City Non-Motorized Transportation Plan the City's Parks and Recreation Plan and the Long Range Transportation Plan for Washtenaw County; and

WHEREAS, Ypsilanti has previously worked with Ypsilanti Township, MDOT, Road Commission and other partners on concepts for a non-motorized crossing in 2005; and

WHEREAS, funding from the HUD sustainability grant provided for revisiting and updating concepts for a non-motorized concept, gaining public input from the community, and working with MDOT on a constructible, preferred concept; and

WHEREAS, the I-94 non-motorized crossing Steering Committee has identified a preferred option of a shared use path on the west side of the Huron bridge over I-94; based on community feedback, recommendation from the project consulting team, cost implications affecting the likelihood of implementation, and involvement of MDOT; and

WHEREAS, the Ypsilanti City Council previously approved the non-motorized crossing concept.

NOW, THEREFORE, BE IT RESOLVED THAT the Ypsilanti City Council reaffirm the west side shared use path as the locally preferred alternative; and

MAY IT FURTHER BE RESOLVED THAT the Ypsilanti City Council supports an MDOT Transportation Alternatives Program (TAP) grant application to finance the locally preferred alternative non-motorized crossing.

OFFERED BY: \_\_\_\_\_

SUPPORTED BY: \_\_\_\_\_

YES:                      NO:                      ABSENT:                      VOTE:

# HURON OVER I-94 NON-MOTORIZED CROSSING

---

March 3, 2015

Nick Sapkiewicz

Washtenaw Area Transportation Study

# Project Background

- Huron St. Bridge over I-94
- Project connects with MDOT Hamilton St. Resurfacing project
- Design work funded by HUD Sustainable Communities grant
- Project Steering Committee comprised of local stakeholders

# Project Area Review

- 2004 Huron I-94 Crossing Study
- Ypsilanti and Ypsilanti Township Master Plans
- WATS Long Range Transportation Plan
- SEMCOG Regional Non-motorized Plan
- AAATA 5 Year Service Improvement Plan

# Public Involvement

- Focus Group Meetings
  - December 2013
- Public Meetings & Online Survey
  - July/August 2014
- 5 Feasible Alternatives with Evaluation Suggestions

# Preferred Alternative

- Steering Committee Selection
  - Median Path and Cycle-track
  - West Side Shared-use Path
- September, 2014 Ypsilanti City Council and Ypsilanti Township Board approval
- MDOT Review found West Side Path more constructible than center crossing
- Preferred Alternative modeled for congestion issues

# West Side Shared-use Path

## Alternative 1

### Shared Use Path on West Side

#### Key Improvements

- \* 10'-12' shared use path
- \* Hard barrier on outside of path
- \* Pedestrian signals
- \* Reconfigured southwest on-ramp
- \* Better sidewalk connections

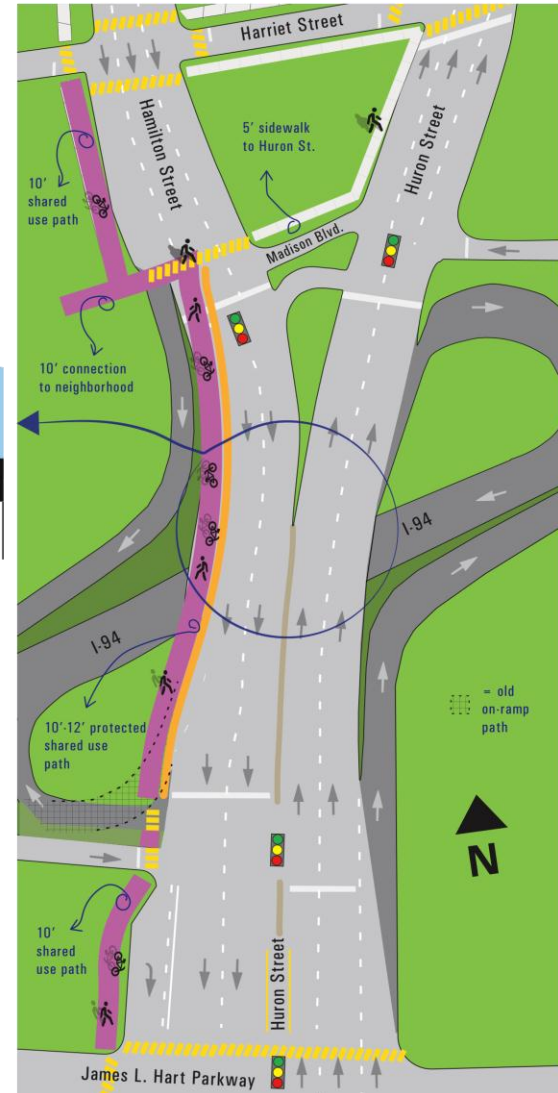
#### Cross section at center of bridge



Washtenaw Area  
Transportation Study  
miwats.org



OFFICE OF COMMUNITY &  
ECONOMIC DEVELOPMENT



# Current Conditions

Huron Street / I-94 Bridge Crossing Study

October 2014



# Conditions with West Side Path

Huron Street / I-94  
Bridge Crossing Study  
October 2014



# Conditions with West Side Path

Huron Street / I-94  
Bridge Crossing Study  
October 2014



# Next Steps

- Transportation Alternatives Program (TAP) application
- Continue working with MDOT to implement project
- Continue focusing on project as a regional priority



Resolution No. 2015-050  
March 3, 2015

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

THAT the public hearing on the Huron/Whittaker I-94 non-motorized crossing be officially closed.

OFFERED BY: \_\_\_\_\_

SUPPORTED BY: \_\_\_\_\_

YES:

NO:

ABSENT:

VOTE:



REQUEST FOR LEGISLATION  
February 25, 2015

From: Bonnie Wessler, Acting Planner II

Subject: Washtenaw/Huron/Hamilton Road Diet

---

**Background**

In 2012, speed limits were raised on a number of MDOT trunklines throughout the City, following a speed study conducted by the Michigan State Police. This prompted the City to examine the possibility that these roads currently have excess capacity. This excess capacity can lead to higher speeds and thus more severe crashes; however, it could also be turned to more productive use. Staff examined Washtenaw from Normal to Hamilton, Hamilton to Harriet, and Huron from West Cross to Harriet to evaluate potential alternate uses for the third, or occasionally fourth, lane present on these one-way roads. Parking and bike lanes, where appropriate, are proposed in much of the corridor. A proposed layout was presented to Council in summer of 2012, and staff was directed to work with MDOT to evaluate and execute the plan.

**Current Status**

MDOT has provided to us a checklist for road diet projects, which applicants must complete to before submitting projects for MDOT's consideration. Staff has proceeded with a traffic study, which shows that a reasonable Level of Service will be maintained during the peak hour at all signalized and unsignalized intersections, with signal timing adjustments. We are currently on the penultimate step- public feedback- the timing for which coincides with MDOT's 2016 resurfacing/repair of Huron and Hamilton, and the non-motorized crossing of I-94 at Huron in conjunction with WATS. As the project is largely a "paint-only" project, costs are anticipated to be minimal.

RECOMMENDED ACTION: Approval

Attachments: Traffic Study  
MDOT "road diet" checklist

---

CITY MANAGER APPROVAL: \_\_\_\_\_ COUNCIL AGENDA DATE: \_\_\_\_\_

CITY MANAGER COMMENTS: \_\_\_\_\_

FISCAL SERVICES DIRECTOR APPROVAL: \_\_\_\_\_



Resolution No. 2015-051  
March 3, 2015

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

WHEREAS, Ypsilanti City Council has identified non-motorized transportation as a priority in numerous planning documents including the Shape Ypsi Master Plan, the City Non-Motorized Transportation Plan and the City's Parks and Recreation Plan; and

WHEREAS, the excess capacity of Washtenaw, Huron, and Hamilton encourage driving at speeds that discourage the use of non-motorized transportation in those areas; and

WHEREAS, increased speeds on Washtenaw, Huron, and Hamilton increase the likelihood of vehicle crashes causing serious harm to those involved; and

WHEREAS, Ypsilanti has a strong interest in protecting the safety of all road users; and

WHEREAS, the proposed road diet will not have a negative impact upon vehicle traffic, and will increase non-motorized transportation options and parking options.

NOW, THEREFORE, BE IT RESOLVED THAT the Ypsilanti City Council approve the proposed lane reduction on Washtenaw, Hamilton, and Huron.

OFFERED BY: \_\_\_\_\_

SUPPORTED BY: \_\_\_\_\_

YES:

NO:

ABSENT:

VOTE:



## CONCEPT FOR WASHTENAW/HURON/HAMILTON ROAD DIET

City Council Public Hearing: March 03, 2015, City Hall



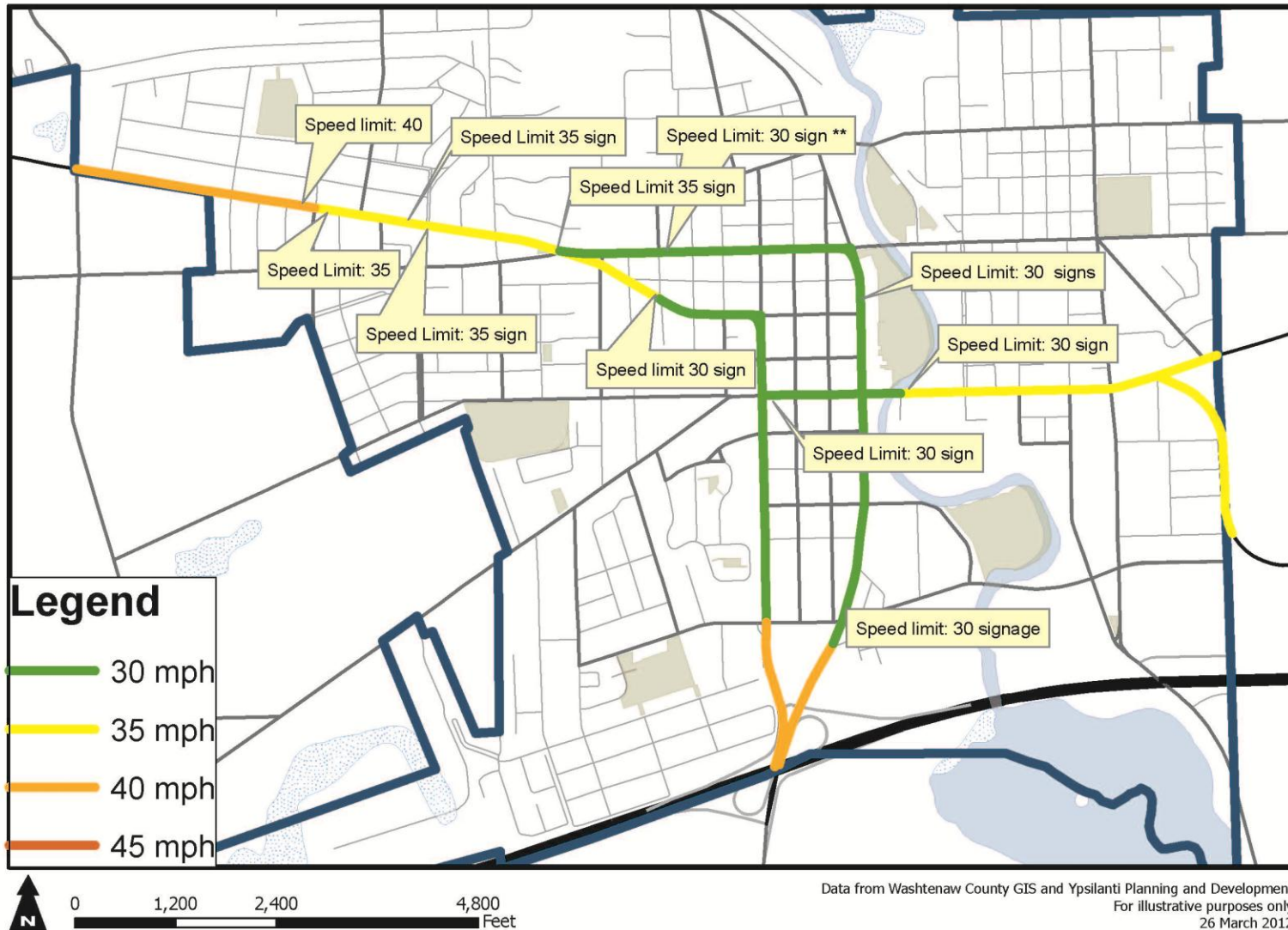
## Tonight's Presentation

### Speed Limit Changes per State Police review 2011-2012

- Potential for a road diet to reduce speeds and increase safety
- What type of road diet should Ypsilanti consider?
- Proposals by section
- Related benefits and costs
- Next steps and implementation

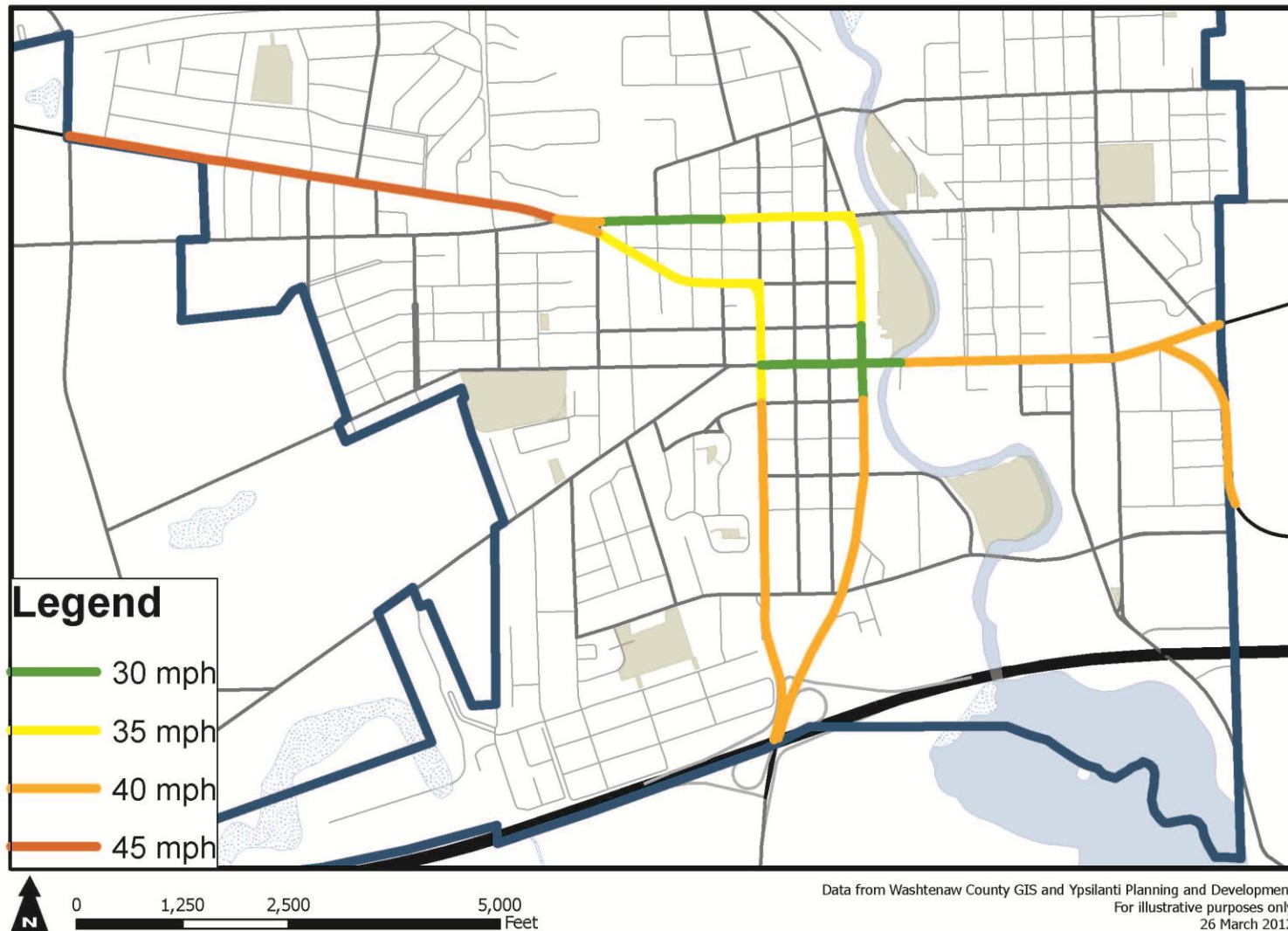
## 2011 speed limits on trunklines

### MDOT Trunkline Speed Limits- Current



## 2012 speed limits on trunklines

MDOT Trunkline Speed Limits- Summer 2012 (future)



## Why a road diet? What can be achieved?

Staff pursued options for how to reduce speeds, research showed that change in road design was most effective option.

Consulted with MDOT/WATS for procedure as to how to review whether or not trunklines in the city would qualify (WATS modeled 2025 traffic counts based on current Level of Service standards per MDOT requirements).

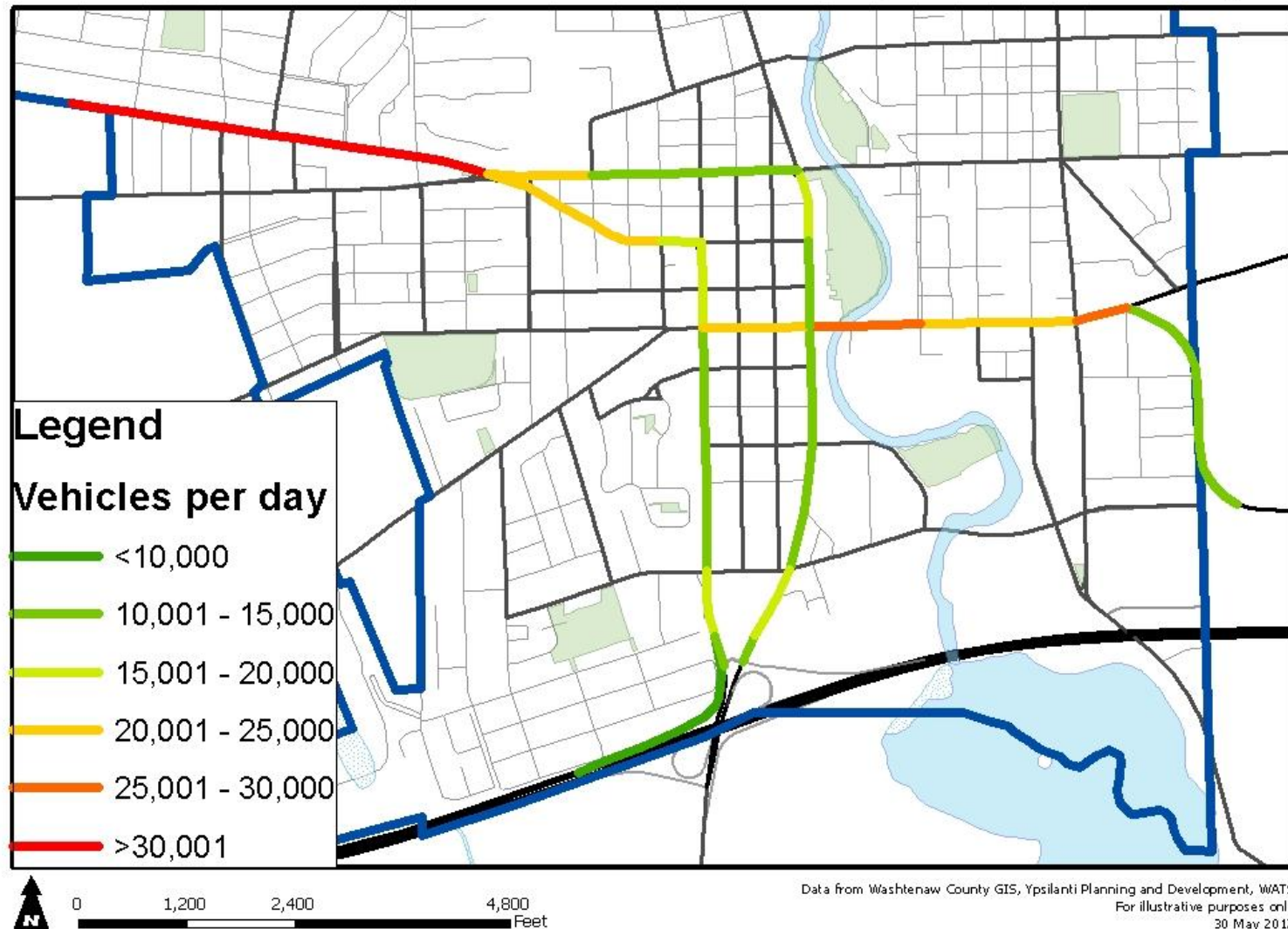
Reviewed existing plans for previous recommendations for road diets that can be made within the existing roadway (3 to 2 conversions that include bike lanes and/or on-street parking)

Reviewed best practices achieve the goal of reduced speeds (goal of 30 mph) and provide related benefits including:

- Links in on-street bike network
- On-street parking for residential areas (Washtenaw)
- On-street parking in downtown (metered)
- On-street parking near North Huron businesses & Riverside Park

## Traffic projections and opportunity for Road Diets

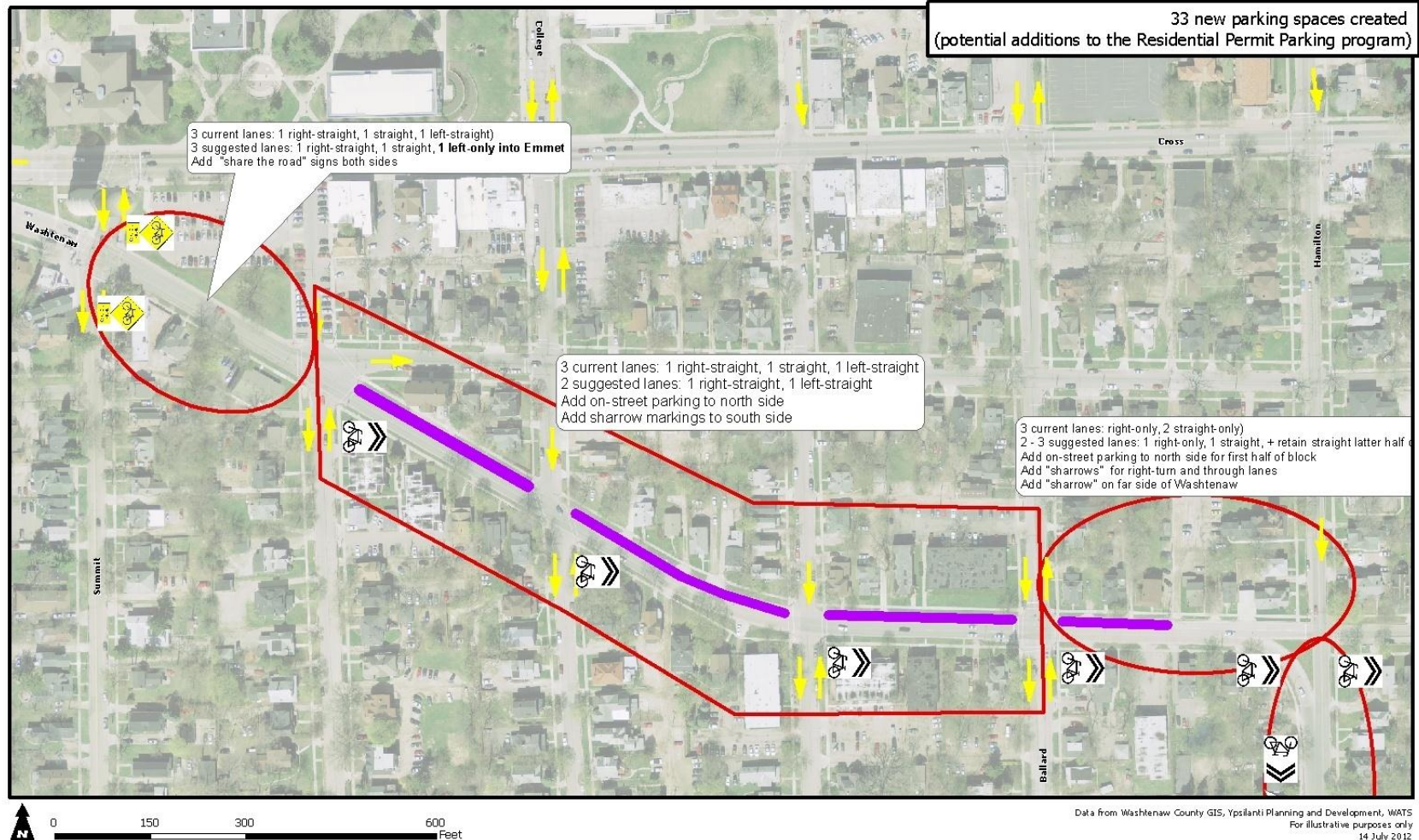
MDOT Trunkline Projected Traffic Counts 2025 (sum both directions)



## What could it look like – by Section (Washtenaw)

Add parking lane to north side (Normal to Ballard);  
share the road to south

### Lane Changes - Washtenaw



## Washtenaw at Hamilton – Level of Service Estimate

**Table 7 – Operational Analysis for Hamilton Street @ Washtenaw Avenue - AM peak hour**

| Approach           | Existing      |          | Background (2025) |          | Road diet (2025) |          |
|--------------------|---------------|----------|-------------------|----------|------------------|----------|
|                    | Delay (s/veh) | LOS      | Delay (s/veh)     | LOS      | Delay (s/veh)    | LOS      |
| <i>EB Approach</i> | 7.0           | A        | 7.1               | A        | 7.1              | A        |
| <i>SB Approach</i> | 8.3           | A        | 8.4               | A        | 8.4              | A        |
| <b>Overall</b>     | <b>7.5</b>    | <b>A</b> | <b>7.6</b>        | <b>A</b> | <b>7.6</b>       | <b>A</b> |

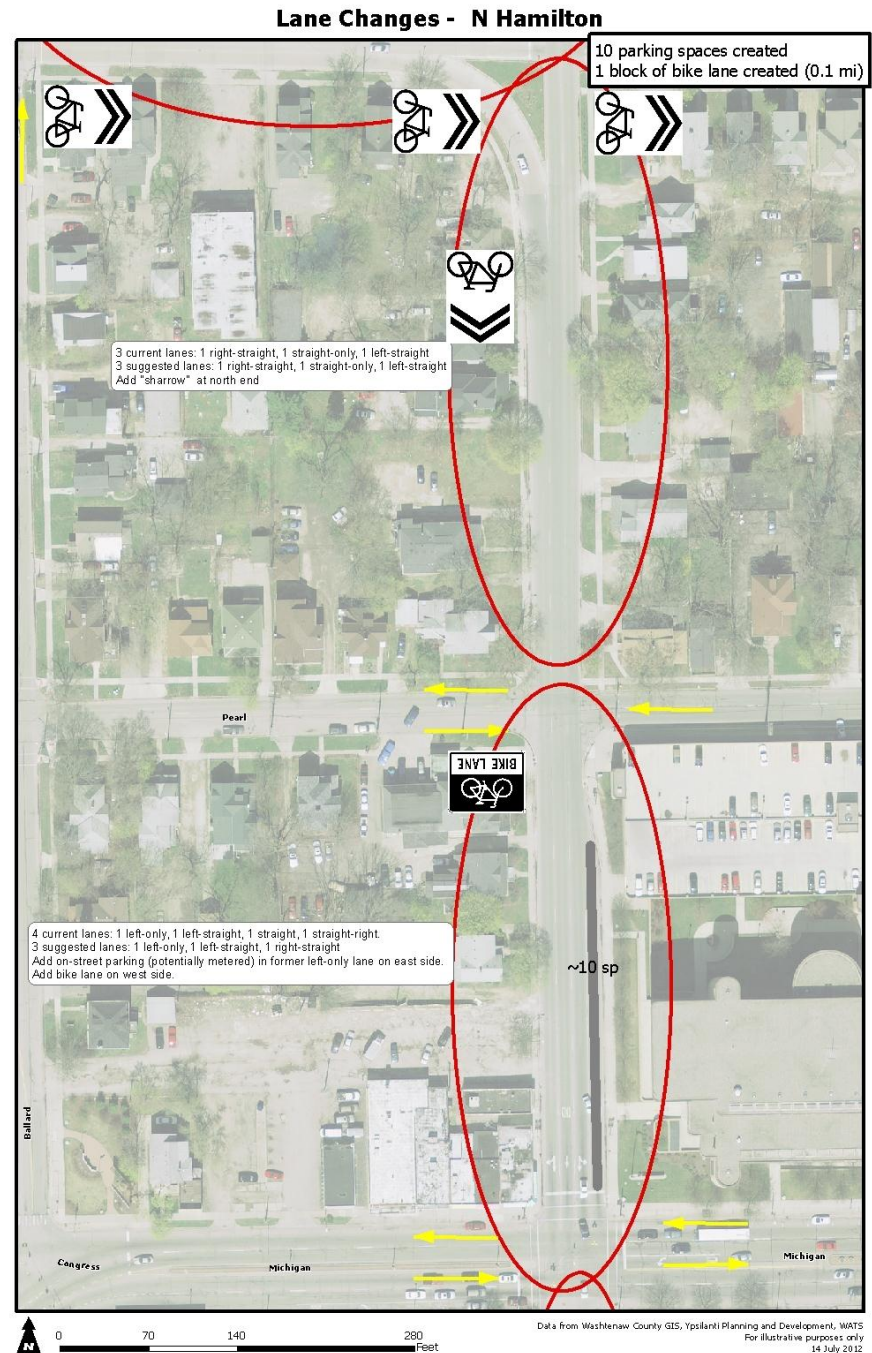
**Table 8 – Operational Analysis for Hamilton Street @ Washtenaw Avenue - PM peak hour**

| Approach           | Existing      |          | Background (2025) |          | Road diet (2025) |          |
|--------------------|---------------|----------|-------------------|----------|------------------|----------|
|                    | Delay (s/veh) | LOS      | Delay (s/veh)     | LOS      | Delay (s/veh)    | LOS      |
| <i>EB Approach</i> | 30.9          | D        | 36.0              | E        | 36.0             | E        |
| <i>SB Approach</i> | 17.8          | C        | 19.1              | C        | 19.1             | C        |
| <b>Overall</b>     | <b>26.4</b>   | <b>D</b> | <b>30.2</b>       | <b>D</b> | <b>30.2</b>      | <b>D</b> |

## What could it look like (N. Hamilton)

Potentially:

- Add “share the road” west side of road (Wash to Pearl)
- Consider bike lane west side, Pearl to Michigan
- Add on-street parking in existing left-turn only lane



## Hamilton and Michigan - Level of Service Estimate

**Table 9 – Operational Analysis for Hamilton Street @ Michigan Avenue - AM peak hour**

| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS |
| EB       | Thru     | 18.6          | B   | 18.7              | B   | 18.7             | B   |
|          | Right    | 18.2          | B   | 18.2              | B   | 18.2             | B   |
|          | Approach | 18.5          | B   | 18.6              | B   | 18.6             | B   |
| WB       | Left     | 9.2           | A   | 9.3               | A   | 9.3              | A   |
|          | Thru     | 5.4           | A   | 5.4               | A   | 5.4              | A   |
|          | Approach | 6.3           | A   | 6.4               | A   | 6.4              | A   |
| SB       | Left     | 19.1          | B   | 19.1              | B   | 23.9             | C   |
|          | Thru     | 17.7          | B   | 17.7              | B   | 23.0             | C   |
|          | Right    |               |     |                   |     |                  |     |
|          | Approach | 18.0          | B   | 18.0              | B   | 23.3             | C   |
| Overall  |          | 13.4          | B   | 13.5              | B   | 15.4             | B   |

**Table 10 – Operational Analysis for Hamilton Street @ Michigan Avenue - PM peak hour**

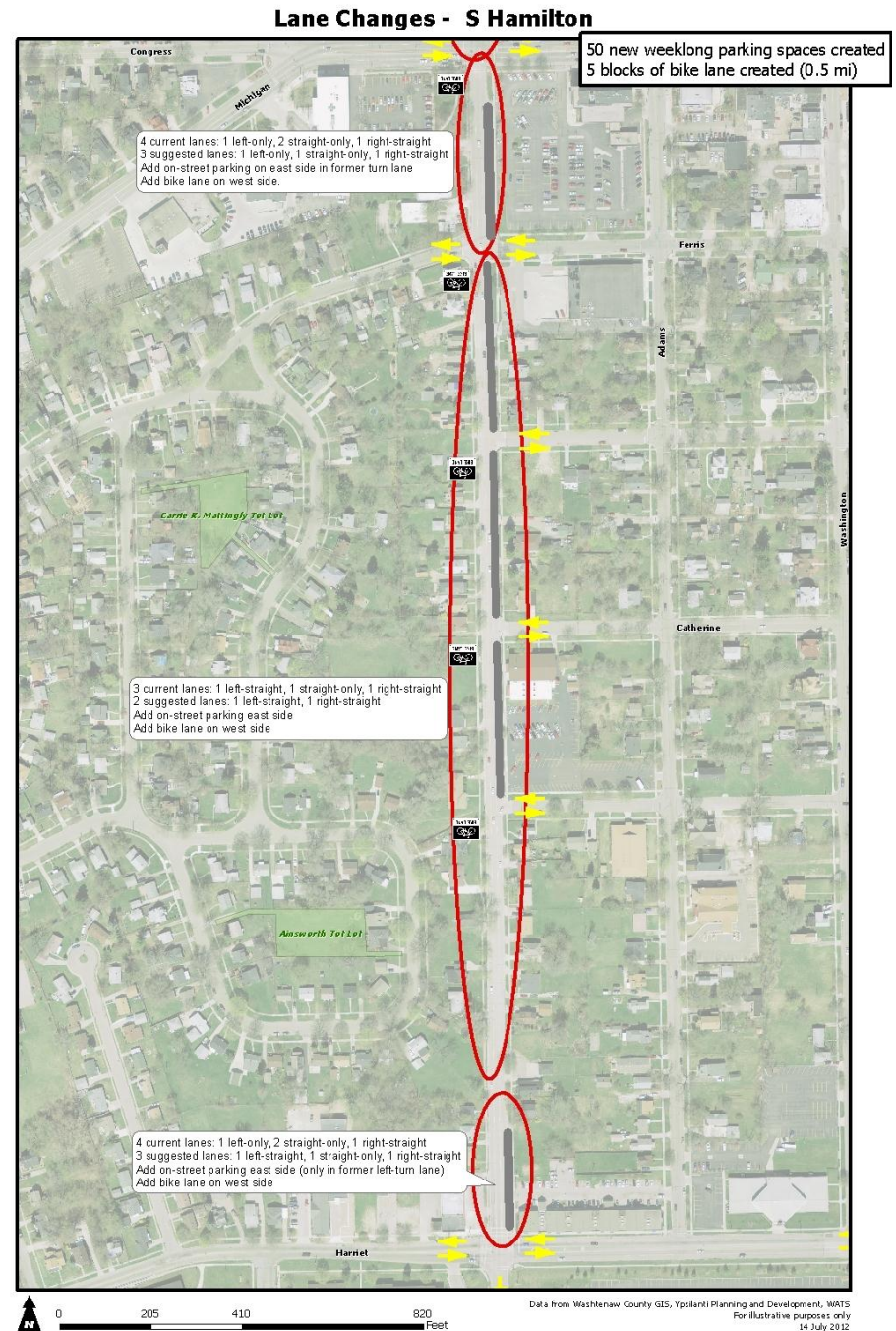
| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     | Road diet w/ mitigation* (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|---------------------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS | Delay (s/veh)                   | LOS |
| EB       | Thru     | 21.2          | C   | 21.3              | C   | 21.3             | C   | 31.5                            | C   |
|          | Right    | 20.4          | C   | 20.5              | C   | 20.5             | C   | 29.9                            | C   |
|          | Approach | 21.0          | C   | 21.1              | C   | 21.1             | C   | 31.2                            | C   |
| WB       | Left     | 18.1          | B   | 19.6              | B   | 19.6             | B   | 36.8                            | D   |
|          | Thru     | 6.6           | A   | 6.8               | A   | 6.8              | A   | 8.3                             | A   |
|          | Approach | 10.2          | B   | 10.8              | B   | 10.8             | B   | 17.3                            | B   |
| SB       | Left     | 33.8          | C   | 36.0              | D   | 80.2             | F   | 30.5                            | C   |
|          | Thru     | 24.7          | C   | 25.8              | C   | 140.4            | F   | 36.2                            | D   |
|          | Right    |               |     |                   |     |                  |     |                                 |     |
|          | Approach | 26.9          | C   | 28.3              | C   | 125.0            | F   | 34.7                            | C   |
| Overall  |          | 21.2          | C   | 22.1              | C   | 73.6             | E   | 29.3                            | C   |

\* Intersection splits & offset were adjusted

## What could it look like – (S. Hamilton)

Potentially:

- Add bike lane, west side of road
- Add on-street parking in dedicated left-turn (Michigan to Ferris)
- Add on-street parking in third lane, Ferris to Buffalo
- Keep three vehicle lanes, Buffalo to Harriet
- Just before Harriet- add on-street parking in left-turn lane



## S Hamilton at Harriet – Level of Service Estimate

**Table 3 – Operational Analysis for Huron Street @ Harriet Street - AM peak hour**

| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS |
| EB       | Left     | 20.8          | C   | 21.1              | C   | 24.7             | C   |
|          | Thru     | 20.4          | C   | 20.5              | C   | 24.0             | C   |
|          | Approach | 20.4          | C   | 20.5              | C   | 24.1             | C   |
| WB       | Thru     | 24.9          | C   | 25.1              | C   | 25.1             | C   |
|          | Right    |               |     |                   |     |                  |     |
|          | Approach | 24.9          | C   | 25.1              | C   | 25.1             | C   |
| NB       | Left     | 10.7          | B   | 11.0              | B   | 11.0             | B   |
|          | Thru     |               |     |                   |     |                  |     |
|          | Right    | 10.4          | B   | 10.6              | B   | 10.6             | B   |
|          | Approach | 10.6          | B   | 10.9              | B   | 10.9             | B   |
| Overall  |          | 13.7          | B   | 13.9              | B   | 14.1             | B   |

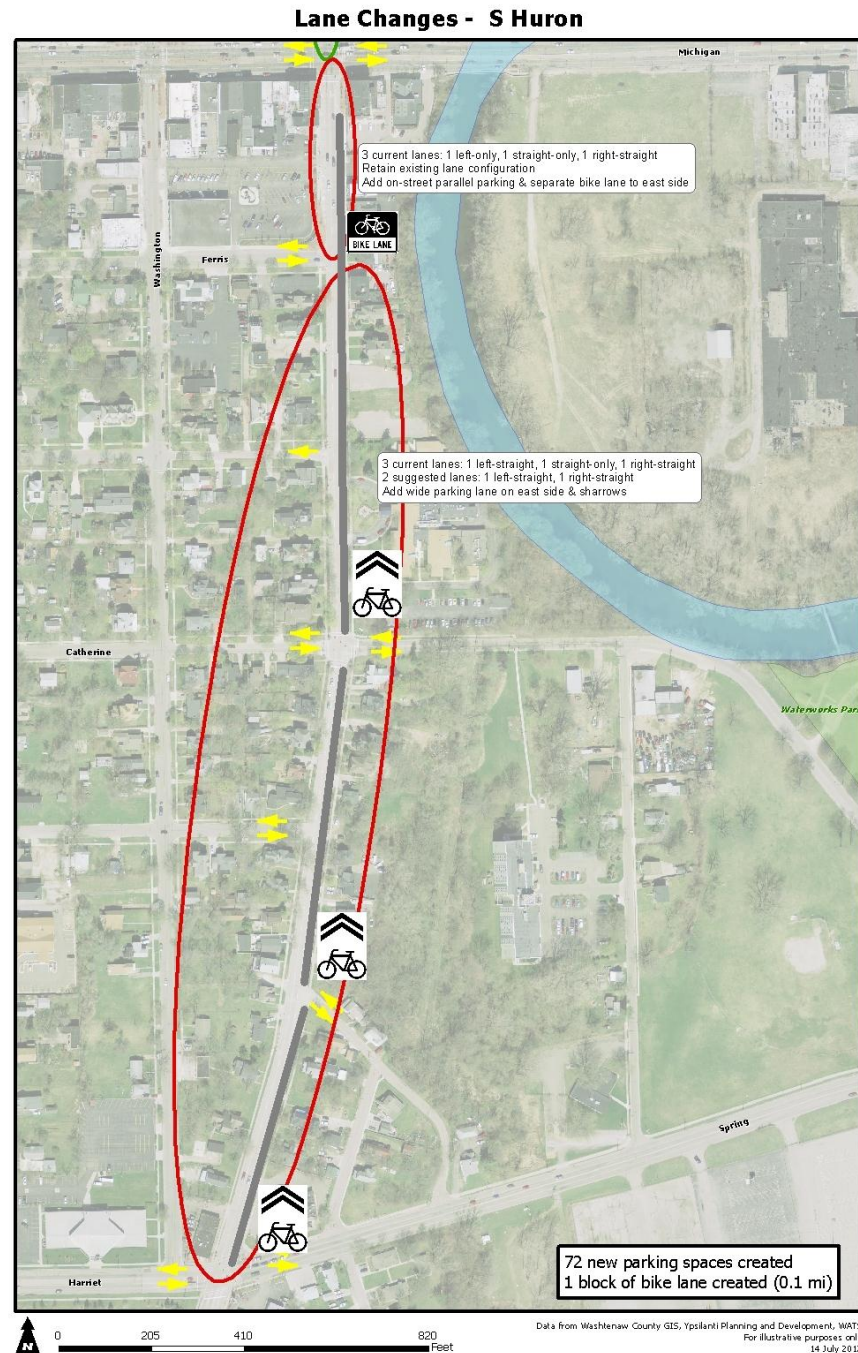
**Table 4 – Operational Analysis for Huron Street @ Harriet Street - PM peak hour**

| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS |
| EB       | Left     | 20.1          | C   | 20.2              | C   | 24.0             | C   |
|          | Thru     | 20.4          | C   | 20.5              | C   | 24.8             | C   |
|          | Approach | 20.3          | C   | 20.5              | C   | 24.7             | C   |
| WB       | Thru     | 18.8          | B   | 18.9              | B   | 18.9             | B   |
|          | Right    |               |     |                   |     |                  |     |
|          | Approach | 18.8          | B   | 18.9              | B   | 18.9             | B   |
| NB       | Left     | 11.1          | B   | 11.3              | B   | 11.3             | B   |
|          | Thru     |               |     |                   |     |                  |     |
|          | Right    | 8.6           | A   | 8.2               | A   | 8.2              | A   |
|          | Approach | 10.6          | B   | 10.6              | B   | 10.6             | B   |
| Overall  |          | 13.6          | B   | 13.6              | B   | 14.3             | B   |

## What could it look like – (S. Huron)

Potentially:

- Add parking lane on east side, Harriet to Michigan
- Add “share the road” on east side
- Add bike lane for single block, Ferris to Michigan
- \*note: number & type of lanes unchanged Ferris to Michigan



## Huron at Harriet – Level of Service Estimate

**Table 11 – Operational Analysis for Hamilton Street @ Harriet Street - AM peak hour**

| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS |
| EB       | Thru     | 22.1          | C   | 22.2              | C   | 22.2             | C   |
|          | Right    |               |     |                   |     |                  |     |
|          | Approach | 22.1          | C   | 22.2              | C   | 22.2             | C   |
| WB       | Left     | 15.4          | B   | 15.8              | B   | 15.8             | B   |
|          | Thru     | 6.4           | A   | 6.5               | A   | 6.5              | A   |
|          | Approach | 11.0          | B   | 11.2              | B   | 11.2             | B   |
| SB       | Left     | 13.1          | B   | 13.2              | B   | 22.0             | C   |
|          | Thru     | 15.3          | B   | 15.4              | B   |                  |     |
|          | Right    |               |     |                   |     |                  |     |
|          | Approach | 15.2          | B   | 15.3              | B   | 22.0             | C   |
| Overall  |          | 14.3          | B   | 14.5              | B   | 17.5             | B   |

**Table 12 – Operational Analysis for Hamilton Street @ Harriet Street - PM peak hour**

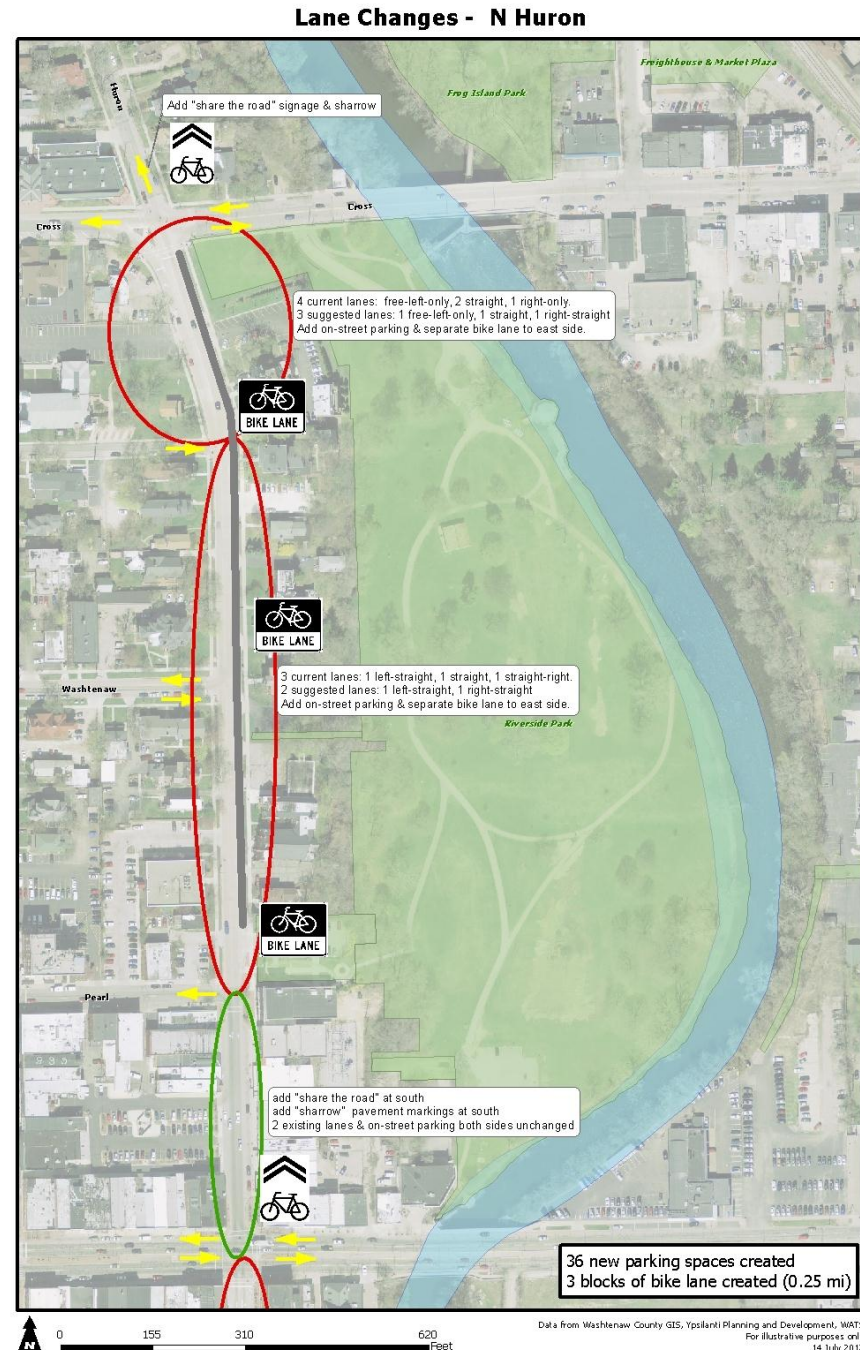
| Approach |          | Existing      |      | Background (2025) |       | Road diet (2025) |     | Road diet w/<br>mitigation* (2025) |     |
|----------|----------|---------------|------|-------------------|-------|------------------|-----|------------------------------------|-----|
|          |          | Delay (s/veh) | LOS  | Delay (s/veh)     | LOS   | Delay (s/veh)    | LOS | Delay (s/veh)                      | LOS |
| EB       | Thru     | 23.2          | C    | 23.3              | C     | 23.3             | C   | 26.9                               | C   |
|          | Right    |               |      |                   |       |                  |     |                                    |     |
|          | Approach | 23.2          | C    | 23.3              | C     | 23.3             | C   | 26.9                               | C   |
| WB       | Left     | 14.7          | B    | 15.4              | B     | 15.4             | B   | 26.3                               | C   |
|          | Thru     | 6.1           | A    | 6.1               | A     | 6.1              | A   | 11.1                               | B   |
|          | Approach | 10.6          | B    | 10.9              | B     | 10.9             | B   | 19.1                               | B   |
| SB       | Left     | 12.4          | B    | 12.3              | B     | 112.4            | F   | 25.9                               | C   |
|          | Thru     | 31.8          | C    | 38.2              | D     |                  |     |                                    |     |
|          | Right    |               |      |                   |       |                  |     |                                    |     |
| Approach | 30.1     | C             | 36.0 | D                 | 112.4 | F                | C   | C                                  |     |
| Overall  |          | 25.1          | C    | 29.1              | C     | 79.6             | E   | 24.6                               | C   |

\* Intersection splits & offset were adjusted

## What could it look like – (N. Huron)

Possibly:

- Add “share the road” between Michigan and Pearl
- Add bike lane & adjacent parking, east side, Pearl to Cross



## Huron at Michigan – Level of Service Estimate

**Table 5 – Operational Analysis for Huron Street @ Michigan Avenue - AM peak hour**

| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     | Road diet w/<br>mitigation* (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|------------------------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS | Delay (s/veh)                      | LOS |
| EB       | Left     | 9.9           | A   | 10.1              | B   | 10.2             | B   | 10.9                               | B   |
|          | Thru     | 5.4           | A   | 5.4               | A   | 5.4              | A   | 5.9                                | A   |
|          | Approach | 5.9           | A   | 5.9               | A   | 6.0              | A   | 6.4                                | A   |
| WB       | Thru     | 22.6          | C   | 22.9              | C   | 22.9             | C   | 23.9                               | C   |
|          | Right    | 59.3          | E   | 66.7              | E   | 66.7             | E   | 78.9                               | E   |
|          | Approach | 39.3          | D   | 42.7              | D   | 42.7             | D   | 48.8                               | D   |
| NB       | Left     | 9.9           | A   | 10.0              | B   | 10.0             | B   | 9.3                                | A   |
|          | Thru     | 43.7          | D   | 52.6              | D   | 83.6             | F   | 67.4                               | E   |
|          | Right    |               |     |                   |     |                  |     |                                    |     |
|          | Approach | 41.8          | D   | 50.4              | D   | 79.7             | E   | 64.3                               | E   |
| Overall  |          | 33.8          | C   | 38.7              | D   | 51.0             | D   | 47.0                               | D   |

**Table 6 – Operational Analysis for Huron Street @ Michigan Avenue - PM peak hour**

| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     | Road diet w/<br>mitigation* (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|------------------------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS | Delay (s/veh)                      | LOS |
| EB       | Left     | 15.1          | B   | 16.2              | B   | 16.1             | B   | 23.7                               | C   |
|          | Thru     | 7.4           | A   | 7.6               | A   | 7.6              | A   | 11.7                               | B   |
|          | Approach | 8.4           | A   | 8.7               | A   | 8.7              | A   | 13.3                               | B   |
| WB       | Thru     | 22.6          | C   | 22.9              | C   | 22.9             | C   | 29.2                               | C   |
|          | Right    | 26.3          | C   | 26.9              | C   | 26.9             | C   | 37.7                               | D   |
|          | Approach | 23.8          | C   | 24.2              | C   | 24.2             | C   | 31.9                               | C   |
| NB       | Left     | 13.9          | B   | 13.8              | B   | 14.7             | B   | 12.2                               | B   |
|          | Thru     | 33.3          | C   | 37.4              | D   | 58.1             | E   | 23.1                               | C   |
|          | Right    |               |     |                   |     |                  |     |                                    |     |
|          | Approach | 30.9          | C   | 34.5              | C   | 52.8             | D   | 21.8                               | C   |
| Overall  |          | 21.0          | C   | 22.5              | C   | 28.9             | C   | 22.1                               | C   |

\* Intersection splits & offset were adjusted

### Crash Severity Scale:

K – Fatal Injury; A – Incapacitating Injury; B– Non-incapacitating Injury;  
C– Possible Injury; PDO– No Injury, Property Damage Only

**Table 18 - Crash Summary by Severity - Washtenaw Avenue**

| Crash Severity | 2009 | 2010 | 2011 | 2012 | 2013 | Total |
|----------------|------|------|------|------|------|-------|
| K              |      |      |      |      |      |       |
| A              |      |      |      |      |      |       |
| B              | 2    | 2    |      |      | 1    | 5     |
| C              | 2    | 1    | 1    | 1    | 4    | 9     |
| PDO            | 6    | 21   | 11   | 13   | 11   | 62    |

**Table 16 - Crash Summary by Severity - Hamilton Street**

| Crash Severity | 2009 | 2010 | 2011 | 2012 | 2013 | Total |
|----------------|------|------|------|------|------|-------|
| K              |      |      |      |      |      |       |
| A              | 1    |      |      | 1    |      | 2     |
| B              |      |      | 1    |      | 1    | 2     |
| C              | 3    | 2    | 9    | 12   | 3    | 29    |
| PDO            | 33   | 23   | 23   | 35   | 36   | 150   |

**Table 14 - Crash Summary by Severity - Huron Street**

| Crash Severity | 2009 | 2010 | 2011 | 2012 | 2013 | Total |
|----------------|------|------|------|------|------|-------|
| K              |      |      |      |      |      |       |
| A              | 1    | 1    |      | 2    |      | 4     |
| B              | 4    | 1    | 1    | 3    | 1    | 10    |
| C              |      | 6    | 5    | 5    | 7    | 23    |
| PDO            | 43   | 52   | 41   | 40   | 58   | 234   |

## Benefits - Costs

- Approximately 200 new on-street, week-round parking spaces created
- Approximately 1 mile of on-street bike lane created
- Likely could be included in 2016 MDOT resurfacing project
- Can use bike lane costs to help meet Act 51 1% non-motorized spending goals
- Lane reduction will not affect Act 51 funding levels; we will have to agree to maintain any area converted to parking.
- Travel speed goal – 30-35 mph
- Level of service/congestion: study done by WCRC;

## Next Steps

- Hear public feedback tonight
- Submit completed request to MDOT
- If approved by all – implement in 2016 as part of MDOT resurfacing project.



QUESTIONS?

Provide feedback to Bonnie Wessler at 734-483-9646 or [wesslerb@cityofypsilanti.com](mailto:wesslerb@cityofypsilanti.com)



## ROAD DIET CHECKLIST

The items below should be considered during scoping and design of Road Diets on state trunkline. All items should be addressed prior to field implementation.

### **ENGINEERING OPERATIONS COMMITTEE**

*All Road Diets must go to the Engineering Operations Committee (EOC) for information only. All items within this section should be completed before EOC is informed of the Road Diet.*

If the local municipality (city, village, township) within which the Road Diet is being considered has adopted a Transportation Plan, Master Plan and/or Complete Streets Policy, the Road Diet has been incorporated into that plan/policy and the regional planning agency and/or MPO has provided a letter or resolution in support of the Road Diet.

The local municipality's governing body has passed a formal resolution in support of the Road Diet.

A public meeting to which all road users were invited, including area residents/business owners and commuters, has been held.

If the Road Diet will result in on-street parallel parking where it does not currently exist, a formal agreement between MDOT and the local municipality indicating the local municipality's responsibility in participating in funding the project and future maintenance of the on-street parallel parking areas has been drafted.

A SYNCHRO analysis has been performed under proposed conditions and future traffic volumes (a) and shows that a reasonable Level of Service (LOS) will be maintained during the peak hour at all signalized and major un-signalized intersections. A reasonable LOS is defined as D or better for urban and C or better for rural/between. All individual intersection movements with LOS D or worse have been further analyzed, and delay mitigation techniques have been identified and incorporated into the design. Seasonal fluctuations in traffic volumes have been analyzed, where appropriate.

If the Road Diet is located in a CMAQ nonattainment or maintenance area, the new lane configuration has been analyzed for air quality conformity and determined to be acceptable.

If the Road Diet is to utilize safety funding, a Time of Return analysis has been completed and found to be within the required threshold.

### **COMPLETE STREETS**

Additional accommodations for non-motorized users (i.e. bike lanes, pedestrian refuge islands) have been considered and, where appropriate, incorporated into the design of the Road Diet. It is predicted that the Road Diet will result in an improvement in pedestrian mobility.

If bus routes exist within the Road Diet influence area, additional accommodations for maintenance of safe loading and unloading zones have been considered and, where appropriate, incorporated into the design of the Road Diet.

The impacts of trucks and busses stopping for at-grade railroad crossings within the Road Diet influence area have been determined and, if necessary, accommodations have been incorporated into the design of the Road Diet.

### **GEOMETRIC OPERATIONS**

Turning movements at all signalized and major unsignalized intersections have been analyzed for the appropriate design vehicle and determined to be acceptable.

Where on-street parallel parking is proposed, all affected intersections have been analyzed for intersection sight distance and determined to be acceptable.

Potential timing and/or phasing changes to existing traffic signals have been identified and vetted through the Traffic Signals Unit for incorporation into the Road Diet.

A Highway Safety Manual analysis has been performed and predicts an overall crash reduction as a result of the Road Diet under future traffic volumes (a).

A cost estimate that accounts for all above items has been developed for the Road Diet.

*(a) Future traffic volumes refer to 10-20 years out when reestablishment of curb lines is required; 3 years out when only striping and signing changes are required.*

# TECHNICAL MEMORANDUM

---

*Traffic & Safety Section*



**TO:** Sheryl Soderholm Siddall, P.E.

**FROM:** Brent Schlack, P.E.

**DATE:** 12/15/2014

**RE:** Huron/Hamilton/Washtenaw Road Diet Project

---

## Introduction

This Technical Memorandum presents a feasibility analysis for implementing a Road Diet concept on Huron Street, Hamilton Street, and Washtenaw Avenue located in the City of Ypsilanti, Washtenaw County, Michigan. Typically Road Diets, also known as road conversions, include the reduction of the number of motorized traffic lanes to provide parking, bike lanes, or a center left-turn lane. They are expected to reduce the number of crashes, provide smoother traffic flow, improve access management, and improve safety for pedestrians and bicyclists.

The project location is shown in Figure 1 and includes the following roads:

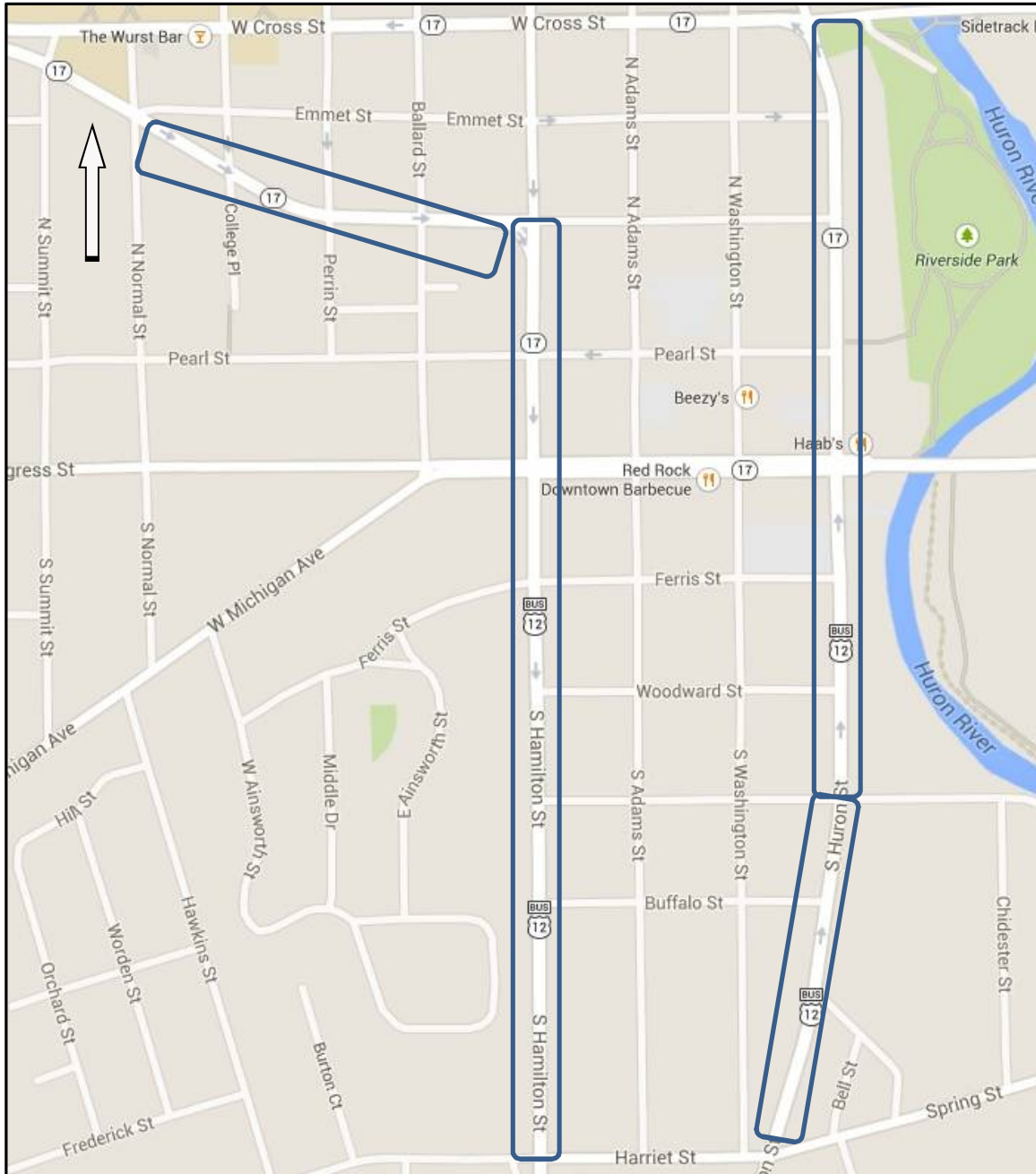
- Huron Street between Harriet Street and Cross Street (0.851 miles);
- Hamilton Street between Washtenaw Avenue and Harriet Street (0.695 miles);
- Washtenaw Avenue between Normal Street and Hamilton Street (0.318 miles).

According to SEMCOG's Road Segment Reports, the national functional classification of all roads included in the project is "Urban Other Principal Arterial"; the speed limit on these roads is 30 mph. Huron Street is a one-way road with three lanes going northbound, except between Michigan Avenue and Pearl Street where it has two lanes. Hamilton Street and Washtenaw Avenue are also one-way roads with three lanes going southbound and eastbound respectively. The road diet at the described locations will result in reducing the number of motorized traffic lanes and the following changes:

- Huron Street - on-street parking, shared lane markings and four blocks of bike lanes on the east side;
- Hamilton Street - on-street parking on the east side of the road, shared lane markings and five blocks of bike lanes on the west side;
- Washtenaw Avenue - on-street parking on the north side of the road and shared lane markings on the south side.

The following sections of this memorandum provide traffic data for the roads included in the project, operational analysis of the key intersections within the project under existing and future conditions, and the analysis of the crash history.

**Figure 1 - Project Location**



## **Traffic Data**

Annual Average Daily Traffic (AADT) data for the studied locations was obtained from the SEMCOG's Road Segment Reports and is presented in Table 1.

**Table 1 – Traffic data (2012)**

| Road                                         | Segment                             | AADT (veh) |
|----------------------------------------------|-------------------------------------|------------|
| <b>Huron Street (NB one-way traffic)</b>     | Harriet Street to Michigan Avenue   | 10,000     |
|                                              | Washtenaw Avenue to Michigan Avenue | 12,000     |
|                                              | Cross Street to Washtenaw Avenue    | 12,000*    |
| <b>Hamilton Street (SB one-way traffic)</b>  | Harriet Street to Michigan Avenue   | 11,000     |
|                                              | Washtenaw Avenue to Michigan Avenue | 17,300*    |
| <b>Washtenaw Avenue (EB one-way traffic)</b> | Ballard Street to Hamilton Street   | 9,300      |
|                                              | Summit Street to Ballard Street     | 12,200     |

\* Default AADT

To be consistent with the area Long Range Transportation Plan, the annual growth rate for the study area was obtained from the Washtenaw Area Transportation Study (WATS). The annual growth rate is 0.31 % and it was used to derive AADTs for the 2025 design year presented in Table 2.

**Table 2 – Traffic data (2025 design year)**

| Road                                         | Segment                             | AADT (veh) |
|----------------------------------------------|-------------------------------------|------------|
| <b>Huron Street (NB one-way traffic)</b>     | Harriet Street to Michigan Avenue   | 10,411     |
|                                              | Washtenaw Avenue to Michigan Avenue | 12,493     |
|                                              | Cross Street to Washtenaw Avenue    | 12,493*    |
| <b>Hamilton Street (SB one-way traffic)</b>  | Harriet Street to Michigan Avenue   | 11,452     |
|                                              | Washtenaw Avenue to Michigan Avenue | 18,010*    |
| <b>Washtenaw Avenue (EB one-way traffic)</b> | Ballard Street to Hamilton Street   | 9,682      |
|                                              | Summit Street to Ballard Street     | 12,701     |

\* Based on default AADT

Turning Movement Counts (TMC) were performed at five key intersections within the project area. Figures 2 through 6 show TMC data collected on November 5, 2014 during AM and PM peak hours.

**Figure 2 - Huron Street @ Harriet Street**

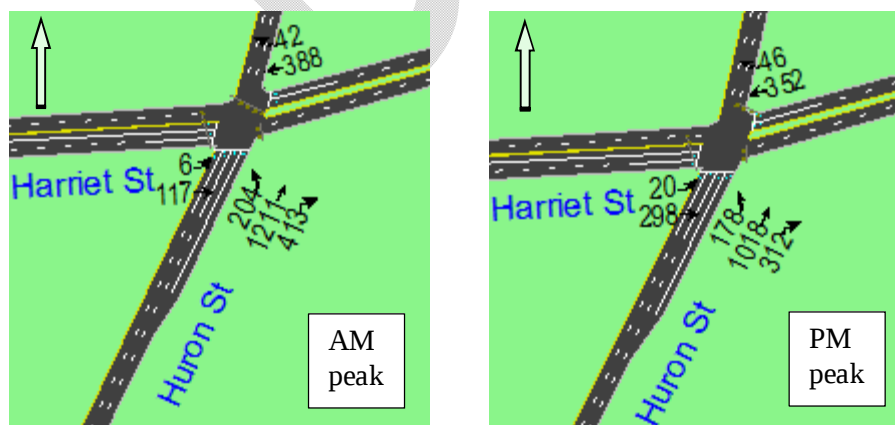


Figure 3 - Huron Street @ Michigan Avenue

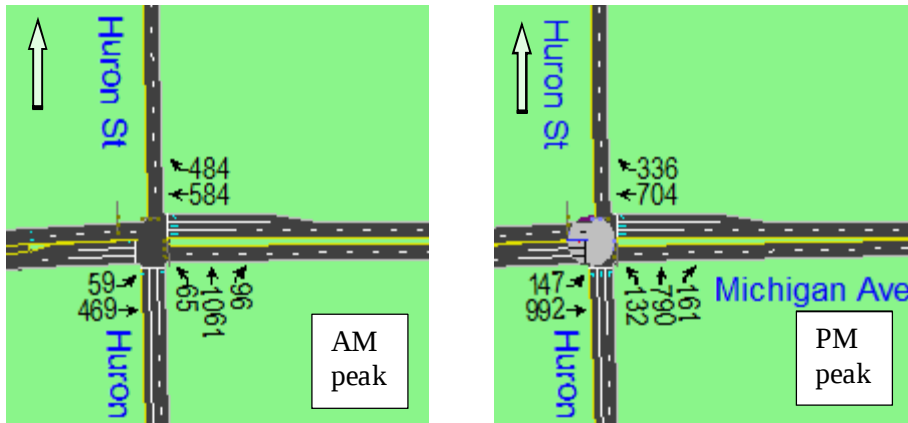


Figure 4 - Hamilton Street @ Washtenaw Avenue

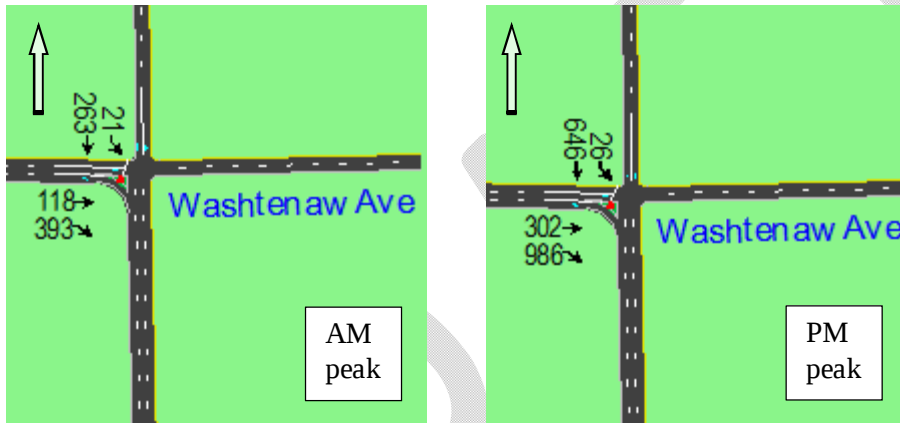
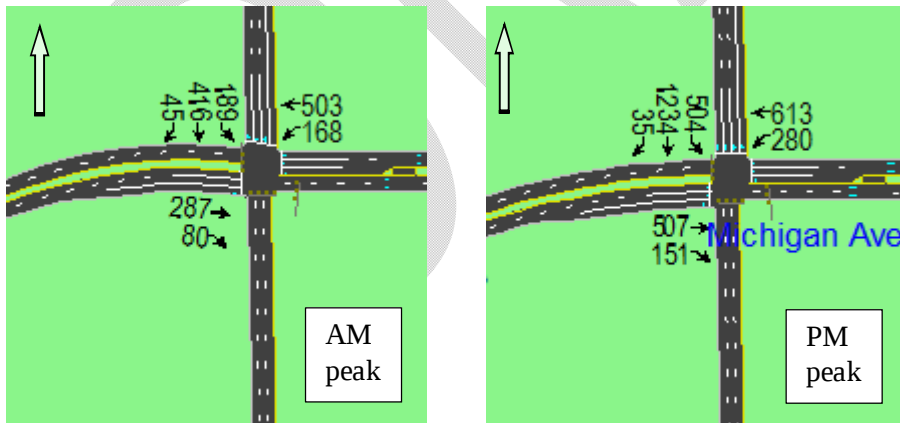
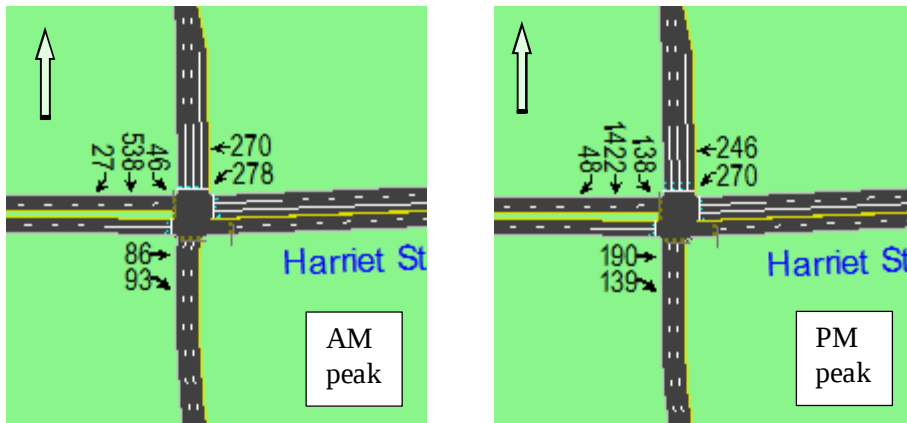


Figure 5 - Hamilton Street @ Michigan Avenue



**Figure 6 - Hamilton Street @ Harriet Street**



Operational analysis was performed for these intersections and findings are presented in the next section.

## Operational Analysis

Operational analysis was performed to evaluate the impact of reduction number of traffic lanes on delay and level of service (LOS) at key intersections within the project area. The Synchro software package was used to conduct the operational analysis for the following conditions:

- Existing;
- Background (2025);
- Road diet (2025);
- Road diet (2025) with mitigation if necessary.

The summary of the operational analysis for the intersection of Huron Street at Harriet Street is presented in Table 3 and Table 4. Road conversion will start just north of this intersection therefore the impact on this location is minimal. Intersection LOS will be B and all movements will operate at LOS C or better.

**Table 3 – Operational Analysis for Huron Street @ Harriet Street - AM peak hour**

| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS |
| EB       | Left     | 20.8          | C   | 21.1              | C   | 24.7             | C   |
|          | Thru     | 20.4          | C   | 20.5              | C   | 24.0             | C   |
|          | Approach | 20.4          | C   | 20.5              | C   | 24.1             | C   |
| WB       | Thru     | 24.9          | C   | 25.1              | C   | 25.1             | C   |
|          | Right    |               |     |                   |     |                  |     |
|          | Approach | 24.9          | C   | 25.1              | C   | 25.1             | C   |
| NB       | Left     | 10.7          | B   | 11.0              | B   | 11.0             | B   |
|          | Thru     |               |     |                   |     |                  |     |
|          | Right    | 10.4          | B   | 10.6              | B   | 10.6             | B   |
|          | Approach | 10.6          | B   | 10.9              | B   | 10.9             | B   |
| Overall  |          | 13.7          | B   | 13.9              | B   | 14.1             | B   |

**Table 4 – Operational Analysis for Huron Street @ Harriet Street - PM peak hour**

| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS |
| EB       | Left     | 20.1          | C   | 20.2              | C   | 24.0             | C   |
|          | Thru     | 20.4          | C   | 20.5              | C   | 24.8             | C   |
|          | Approach | 20.3          | C   | 20.5              | C   | 24.7             | C   |
| WB       | Thru     | 18.8          | B   | 18.9              | B   | 18.9             | B   |
|          | Right    |               |     |                   |     |                  |     |
|          | Approach | 18.8          | B   | 18.9              | B   | 18.9             | B   |
| NB       | Left     | 11.1          | B   | 11.3              | B   | 11.3             | B   |
|          | Thru     |               |     |                   |     |                  |     |
|          | Right    | 8.6           | A   | 8.2               | A   | 8.2              | A   |
|          | Approach | 10.6          | B   | 10.6              | B   | 10.6             | B   |
| Overall  |          | 13.6          | B   | 13.6              | B   | 14.3             | B   |

The number of lanes and lane usage at the intersection of Huron Street at Michigan Avenue will stay the same and changes in delay and LOS will be due to the increase in traffic volumes. Operational analysis summary is provided in Table 5 and Table 6. It shows that intersection LOS will degrade from C to D during AM peak hour, which is still considered acceptable. Westbound right-turn movement will continue to operate at LOS E during AM peak and northbound left/thru will degrade to LOS E even after adjusting splits at this location. During PM peak all movements at this intersection will operate at LOS D or better.

**Table 5 – Operational Analysis for Huron Street @ Michigan Avenue - AM peak hour**

| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     | Road diet w/ mitigation* (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|---------------------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS | Delay (s/veh)                   | LOS |
| EB       | Left     | 9.9           | A   | 10.1              | B   | 10.2             | B   | 10.9                            | B   |
|          | Thru     | 5.4           | A   | 5.4               | A   | 5.4              | A   | 5.9                             | A   |
|          | Approach | 5.9           | A   | 5.9               | A   | 6.0              | A   | 6.4                             | A   |
| WB       | Thru     | 22.6          | C   | 22.9              | C   | 22.9             | C   | 23.9                            | C   |
|          | Right    | 59.3          | E   | 66.7              | E   | 66.7             | E   | 78.9                            | E   |
|          | Approach | 39.3          | D   | 42.7              | D   | 42.7             | D   | 48.8                            | D   |
| NB       | Left     | 9.9           | A   | 10.0              | B   | 10.0             | B   | 9.3                             | A   |
|          | Thru     | 43.7          | D   | 52.6              | D   | 83.6             | F   | 67.4                            | E   |
|          | Right    |               |     |                   |     |                  |     |                                 |     |
|          | Approach | 41.8          | D   | 50.4              | D   | 79.7             | E   | 64.3                            | E   |
| Overall  |          | 33.8          | C   | 38.7              | D   | 51.0             | D   | 47.0                            | D   |

\* Intersection splits & offset were adjusted

**Table 6 – Operational Analysis for Huron Street @ Michigan Avenue - PM peak hour**

| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     | Road diet w/<br>mitigation* (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|------------------------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS | Delay (s/veh)                      | LOS |
| EB       | Left     | 15.1          | B   | 16.2              | B   | 16.1             | B   | 23.7                               | C   |
|          | Thru     | 7.4           | A   | 7.6               | A   | 7.6              | A   | 11.7                               | B   |
|          | Approach | 8.4           | A   | 8.7               | A   | 8.7              | A   | 13.3                               | B   |
| WB       | Thru     | 22.6          | C   | 22.9              | C   | 22.9             | C   | 29.2                               | C   |
|          | Right    | 26.3          | C   | 26.9              | C   | 26.9             | C   | 37.7                               | D   |
|          | Approach | 23.8          | C   | 24.2              | C   | 24.2             | C   | 31.9                               | C   |
| NB       | Left     | 13.9          | B   | 13.8              | B   | 14.7             | B   | 12.2                               | B   |
|          | Thru     | 33.3          | C   | 37.4              | D   | 58.1             | E   | 23.1                               | C   |
|          | Right    |               |     |                   |     |                  |     |                                    |     |
|          | Approach | 30.9          | C   | 34.5              | C   | 52.8             | D   | 21.8                               | C   |
| Overall  |          | 21.0          | C   | 22.5              | C   | 28.9             | C   | 22.1                               | C   |

\* Intersection splits & offset were adjusted

At the intersection of Hamilton Street and Washtenaw Avenue, southbound and eastbound traffic has to stop. On the eastbound approach there are currently two through lanes and a channelized right-turn lane with free flow. The northern lane will be partially used for parking (west of the intersection) and it will open up at the intersection for the through movement (100 feet of full length was assumed). Synchro software output reports show that intersection LOS during AM peak will be A and during PM peak it will be D.

**Table 7 – Operational Analysis for Hamilton Street @ Washtenaw Avenue - AM peak hour**

| Approach    | Existing      |     | Background (2025) |     | Road diet (2025) |     |
|-------------|---------------|-----|-------------------|-----|------------------|-----|
|             | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS |
| EB Approach | 7.0           | A   | 7.1               | A   | 7.1              | A   |
| SB Approach | 8.3           | A   | 8.4               | A   | 8.4              | A   |
| Overall     | 7.5           | A   | 7.6               | A   | 7.6              | A   |

**Table 8 – Operational Analysis for Hamilton Street @ Washtenaw Avenue - PM peak hour**

| Approach    | Existing      |     | Background (2025) |     | Road diet (2025) |     |
|-------------|---------------|-----|-------------------|-----|------------------|-----|
|             | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS |
| EB Approach | 30.9          | D   | 36.0              | E   | 36.0             | E   |
| SB Approach | 17.8          | C   | 19.1              | C   | 19.1             | C   |
| Overall     | 26.4          | D   | 30.2              | D   | 30.2             | D   |

The road diet project will result in the elimination of an exclusive southbound through lane at the intersection of Hamilton Street at Michigan Avenue. During AM peak all movements will continue to operate at LOS C or better and intersection LOS will remain the same. However signal timing adjustments will be required to provide acceptable operation during PM peak. Table 9 and Table 10 show these findings.

The exclusive southbound left-turn lane will be eliminated at the intersection of Hamilton Street and Harriet Street as part of this project. Table 11 shows that it will have a minimal impact during AM peak. During PM peak the impact will be significant with the current signal timing, however minor adjustments will provide intersection LOS C and LOS C or better for all movements.

**Table 9 – Operational Analysis for Hamilton Street @ Michigan Avenue - AM peak hour**

| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS |
| EB       | Thru     | 18.6          | B   | 18.7              | B   | 18.7             | B   |
|          | Right    | 18.2          | B   | 18.2              | B   | 18.2             | B   |
|          | Approach | 18.5          | B   | 18.6              | B   | 18.6             | B   |
| WB       | Left     | 9.2           | A   | 9.3               | A   | 9.3              | A   |
|          | Thru     | 5.4           | A   | 5.4               | A   | 5.4              | A   |
|          | Approach | 6.3           | A   | 6.4               | A   | 6.4              | A   |
| SB       | Left     | 19.1          | B   | 19.1              | B   | 23.9             | C   |
|          | Thru     | 17.7          | B   | 17.7              | B   | 23.0             | C   |
|          | Right    |               |     |                   |     |                  |     |
|          | Approach | 18.0          | B   | 18.0              | B   | 23.3             | C   |
| Overall  |          | 13.4          | B   | 13.5              | B   | 15.4             | B   |

**Table 10 – Operational Analysis for Hamilton Street @ Michigan Avenue - PM peak hour**

| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     | Road diet w/ mitigation* (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|---------------------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS | Delay (s/veh)                   | LOS |
| EB       | Thru     | 21.2          | C   | 21.3              | C   | 21.3             | C   | 31.5                            | C   |
|          | Right    | 20.4          | C   | 20.5              | C   | 20.5             | C   | 29.9                            | C   |
|          | Approach | 21.0          | C   | 21.1              | C   | 21.1             | C   | 31.2                            | C   |
| WB       | Left     | 18.1          | B   | 19.6              | B   | 19.6             | B   | 36.8                            | D   |
|          | Thru     | 6.6           | A   | 6.8               | A   | 6.8              | A   | 8.3                             | A   |
|          | Approach | 10.2          | B   | 10.8              | B   | 10.8             | B   | 17.3                            | B   |
| SB       | Left     | 33.8          | C   | 36.0              | D   | 80.2             | F   | 30.5                            | C   |
|          | Thru     | 24.7          | C   | 25.8              | C   | 140.4            | F   | 36.2                            | D   |
|          | Right    |               |     |                   |     |                  |     |                                 |     |
|          | Approach | 26.9          | C   | 28.3              | C   | 125.0            | F   | 34.7                            | C   |
| Overall  |          | 21.2          | C   | 22.1              | C   | 73.6             | E   | 29.3                            | C   |

\* Intersection splits & offset were adjusted

**Table 11 – Operational Analysis for Hamilton Street @ Harriet Street - AM peak hour**

| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS |
| EB       | Thru     | 22.1          | C   | 22.2              | C   | 22.2             | C   |
|          | Right    |               |     |                   |     |                  |     |
|          | Approach | 22.1          | C   | 22.2              | C   | 22.2             | C   |
| WB       | Left     | 15.4          | B   | 15.8              | B   | 15.8             | B   |
|          | Thru     | 6.4           | A   | 6.5               | A   | 6.5              | A   |
|          | Approach | 11.0          | B   | 11.2              | B   | 11.2             | B   |
| SB       | Left     | 13.1          | B   | 13.2              | B   | 22.0             | C   |
|          | Thru     | 15.3          | B   | 15.4              | B   |                  |     |
|          | Right    |               |     |                   |     |                  |     |
|          | Approach | 15.2          | B   | 15.3              | B   | 22.0             | C   |
| Overall  |          | 14.3          | B   | 14.5              | B   | 17.5             | B   |

**Table 12 – Operational Analysis for Hamilton Street @ Harriet Street - PM peak hour**

| Approach |          | Existing      |     | Background (2025) |     | Road diet (2025) |     | Road diet w/<br>mitigation* (2025) |     |
|----------|----------|---------------|-----|-------------------|-----|------------------|-----|------------------------------------|-----|
|          |          | Delay (s/veh) | LOS | Delay (s/veh)     | LOS | Delay (s/veh)    | LOS | Delay (s/veh)                      | LOS |
| EB       | Thru     | 23.2          | C   | 23.3              | C   | 23.3             | C   | 26.9                               | C   |
|          | Right    |               |     |                   |     |                  |     |                                    |     |
|          | Approach | 23.2          | C   | 23.3              | C   | 23.3             | C   | 26.9                               | C   |
| WB       | Left     | 14.7          | B   | 15.4              | B   | 15.4             | B   | 26.3                               | C   |
|          | Thru     | 6.1           | A   | 6.1               | A   | 6.1              | A   | 11.1                               | B   |
|          | Approach | 10.6          | B   | 10.9              | B   | 10.9             | B   | 19.1                               | B   |
| SB       | Left     | 12.4          | B   | 12.3              | B   | 112.4            | F   | 25.9                               | C   |
|          | Thru     | 31.8          | C   | 38.2              | D   |                  |     |                                    |     |
|          | Right    |               |     |                   |     |                  |     |                                    |     |
|          | Approach | 30.1          | C   | 36.0              | D   | 112.4            | F   | C                                  | C   |
| Overall  |          | 25.1          | C   | 29.1              | C   | 79.6             | E   | 24.6                               | C   |

\* Intersection splits & offset were adjusted

## Crash History

Crash data was analyzed for a five year period from 2009 to 2013. The crash history for the segments of Huron Street, Hamilton Street, and Washtenaw Avenue included in the project is presented in Table 13 through Table 18. Crash types in some UD-10 reports were misclassified and therefore adjusted to provide consistency.

Table 13 shows that the prevailing crash types on Huron Street between Harriet Street and Cross Street are sideswipe-same (which is expected for a one-way road), angle, and rear end. Crash severity ranges from property damage only (PDO) to A-type and is presented in Table 14. One crash involved a bicyclist and four crashes involved pedestrians.

**Table 13 - Crash Summary by Type - Huron Street**

| Crash Type            | 2009      | 2010      | 2011      | 2012      | 2013      | Total      |
|-----------------------|-----------|-----------|-----------|-----------|-----------|------------|
| Single Motor Vehicle  | 3         | 4         | 4         | 3         | 3         | 17         |
| Head On               |           |           |           |           |           |            |
| Head On - Left Turn   | 1         | 5         | 1         |           |           | 7          |
| Angle                 | 7         | 12        | 13        | 12        | 13        | 57         |
| Rear End              | 4         | 7         | 9         | 9         | 11        | 40         |
| Rear End - Left Turn  |           |           |           | 1         | 1         | 2          |
| Rear End - Right Turn |           |           |           |           | 1         | 1          |
| Sideswipe - Same      | 33        | 31        | 18        | 22        | 36        | 140        |
| Sideswipe - Opposite  |           |           | 1         |           |           | 1          |
| Other                 |           | 1         | 1         | 3         | 1         | 6          |
| <b>Total</b>          | <b>48</b> | <b>60</b> | <b>47</b> | <b>50</b> | <b>66</b> | <b>271</b> |

**Table 14 - Crash Summary by Severity - Huron Street**

| <b>Crash Severity</b> | <b>2009</b> | <b>2010</b> | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>Total</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| K                     |             |             |             |             |             |              |
| A                     | 1           | 1           |             | 2           |             | 4            |
| B                     | 4           | 1           | 1           | 3           | 1           | 10           |
| C                     |             | 6           | 5           | 5           | 7           | 23           |
| PDO                   | 43          | 52          | 41          | 40          | 58          | 234          |

Hamilton Street between Washtenaw Avenue and Harriet Street has the same prevailing crash types: angle, sideswipe-same, and rear end (Table 15). Crash severity ranges from property damage only (PDO) to A-type and is presented in Table 16. Three crashes on this segment involved bicyclists and three involved pedestrians.

**Table 15 - Crash Summary by Type - Hamilton Street**

| <b>Crash Type</b>     | <b>2009</b> | <b>2010</b> | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>Total</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Single Motor Vehicle  | 4           | 1           | 3           | 5           | 1           | 14           |
| Head On               |             |             |             | 1           |             | 1            |
| Head On - Left Turn   |             | 3           | 1           | 2           | 3           | 9            |
| Angle                 | 17          | 7           | 9           | 17          | 18          | 68           |
| Rear End              | 9           | 3           | 7           | 5           | 11          | 35           |
| Rear End - Left Turn  |             | 1           |             | 1           |             | 2            |
| Rear End - Right Turn |             |             |             | 1           |             | 1            |
| Sideswipe - Same      | 7           | 10          | 13          | 16          | 6           | 52           |
| Sideswipe - Opposite  |             |             |             |             |             |              |
| Other                 |             |             |             |             | 1           | 1            |
| <b>Total</b>          | <b>37</b>   | <b>25</b>   | <b>33</b>   | <b>48</b>   | <b>40</b>   | <b>183</b>   |

**Table 16 - Crash Summary by Severity - Hamilton Street**

| <b>Crash Severity</b> | <b>2009</b> | <b>2010</b> | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>Total</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| K                     |             |             |             |             |             |              |
| A                     | 1           |             |             | 1           |             | 2            |
| B                     |             |             | 1           |             | 1           | 2            |
| C                     | 3           | 2           | 9           | 12          | 3           | 29           |
| PDO                   | 33          | 23          | 23          | 35          | 36          | 150          |

Most frequent crashes on Washtenaw Avenue between Normal Street and Hamilton Street are angle, rear end, sideswipe-same, and single motor vehicle crashes as shown in Table 17. One crash involved a pedestrian. Crash severity ranges from property damage only (PDO) to B-type (Table 16).

All three studied segments are one-way roads and have similar crash patterns. The reduction of traffic lanes will result in reducing conflict points and therefore improve safety. The number of

crashes that involved bicyclists and pedestrians indicates that non-motorized facilities at these locations will be beneficial.

**Table 17 - Crash Summary by Type - Washtenaw Avenue**

| <b>Crash Type</b>     | <b>2009</b> | <b>2010</b> | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>Total</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| Single Motor Vehicle  | 3           | 2           | 1           | 2           | 2           | 10           |
| Head On               |             |             | 1           |             |             | 1            |
| Head On - Left Turn   |             |             |             |             |             |              |
| Angle                 | 1           | 10          | 8           | 4           | 6           | 29           |
| Rear End              | 4           | 3           | 1           | 3           | 4           | 15           |
| Rear End - Left Turn  |             | 1           |             |             |             | 1            |
| Rear End - Right Turn |             |             |             | 1           | 1           | 2            |
| Sideswipe - Same      | 1           | 7           | 1           | 1           | 2           | 12           |
| Sideswipe - Opposite  |             |             |             | 3           | 1           | 4            |
| Other                 | 1           | 1           |             |             |             | 2            |
| <b>Total</b>          | <b>10</b>   | <b>24</b>   | <b>12</b>   | <b>14</b>   | <b>16</b>   | <b>76</b>    |

**Table 18 - Crash Summary by Severity - Washtenaw Avenue**

| <b>Crash Severity</b> | <b>2009</b> | <b>2010</b> | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>Total</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| K                     |             |             |             |             |             |              |
| A                     |             |             |             |             |             |              |
| B                     | 2           | 2           |             |             | 1           | 5            |
| C                     | 2           | 1           | 1           | 1           | 4           | 9            |
| PDO                   | 6           | 21          | 11          | 13          | 11          | 62           |

## Conclusion

The operational analysis has shown that the proposed road diet along Huron Street, Hamilton Street, and Washtenaw Avenue will have a minimal impact on the intersection of Huron Street at Harriet Street. The Hamilton Street at Washtenaw Avenue intersection LOS will degrade to D due to an expected increase in traffic volumes and will stay the same if road diet is implemented. Eastbound approach at this location will operate at LOS E.

Minor signal timing adjustments will be required at the intersection of Huron Street and Michigan Avenue, Hamilton Street and Michigan Avenue, and Hamilton Street and Harriet Street. Intersection LOS will be D or better at all studied locations during AM and PM peaks. The greatest impact will be on Huron Street northbound approach at Michigan Avenue, during AM peak the approach LOS will degrade to E.

The analysis of the crash history has shown typical patterns for one-way roads. Land use that surround the project area are residential and commercial, which generate not only vehicular trips, but also non-motorized trips. The reduction in the number of traffic lanes to cross and the installation of bicycle lanes will improve pedestrians' and cyclists' safety. The number of crashes in the area that involved bicyclists and pedestrians indicate that non-motorized facilities at these locations will be highly beneficial.



Resolution No. 2015-052  
March 3, 2015

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

THAT the public hearing on the Washtenaw/Huron/Hamilton proposed non-motorized improvements (Road Diet) be officially closed.

OFFERED BY: \_\_\_\_\_

SUPPORTED BY: \_\_\_\_\_

YES:                      NO:                      ABSENT:                      VOTE:



REQUEST FOR LEGISLATION  
February 25, 2015

From: Bonnie Wessler, Acting Planner II

Subject: Alley Closures and Vacations and Street Vacations: ordinance update

---

**SUMMARY & BACKGROUND**

The ordinance for closing and vacating alleys, established in the mid-1990s, follows a procedure for public noticing that is unique in the City. It requires review by the Planning Commission, but no special notification prior to that meeting; and a review and decision by the City Council, and extensive newspaper noticing but little mailed noticing prior to that meeting. Additionally, the ordinance only covers the process for vacating and closing alleys; the City relies on State statute to vacate streets.

The proposed ordinance revision brings noticing and public hearing requirements for these actions in line with what is required for other projects in which the Planning Commission is involved. Rather than mailing only adjacent property owners, all those in a 300-foot radius will be mailed. Rather than a newspaper notice being required to run for two consecutive weeks not less than four weeks in advance of the City Council's public hearing of the resolution, it will run once before the Planning Commission meeting, and once before the Council meeting. The alley itself will still be posted with notices. And finally, the actions to close or vacate will be done by resolution, not ordinance.

Staff anticipates that by having the noticing process "standardized," it will enable the public to engage more effectively with the process. In addition, by providing a process to vacate streets, the City is bringing the code into conformance with State statute.

---

RECOMMENDED ACTION: Approval

ATTACHMENTS: Ordinance

---

CITY MANAGER APPROVAL: \_\_\_\_\_ COUNCIL AGENDA DATE: 03/03/2015

CITY MANAGER COMMENTS: \_\_\_\_\_

FISCAL SERVICES DIRECTOR APPROVAL: \_\_\_\_\_



Resolution No. 2015-053  
March 3, 2015

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

That an ordinance to amend Section 94-251 and Chapter 94, Article VIII, Division 2; repeal Chapter 94, Article VIII, Division 3; and add Chapter 94, Article X of the Ypsilanti City Code in order to provide a comprehensive, efficient, and clear procedure to vacate alleys, vacate streets, and close alleys within the City of Ypsilanti be approved at First Reading.

OFFERED BY: \_\_\_\_\_

SUPPORTED BY: \_\_\_\_\_

YES:

NO:

ABSENT:

VOTE:



**CITY OF YPSILANTI  
NOTICE OF ADOPTED ORDINANCE  
Ordinance No. 1243**

An ordinance to amend Section 94-251 and Chapter 94, Article VIII, Division 2; repeal Chapter 94, Article VIII, Division 3; and add Chapter 94, Article X of the Ypsilanti City Code in order to provide a comprehensive, efficient, and clear procedure to vacate alleys, vacate streets, and close alleys within the City of Ypsilanti.

**1. THE CITY OF YPSILANTI HEREBY ORDAINS** that Chapter 94, Article VIII, Division 1, Section 94-251 of the Ypsilanti City Code of Ordinances be amended as follows:

Sec. 94-251. - Purpose and intent.

The purpose of this article is to set forth the definition and use of alleys within the city, and process for closing ~~or vacating~~ alleys.

**2. THE CITY OF YPSILANTI FURTHER ORDAINS** that Chapter 94, Article VIII, Division 2 of the Ypsilanti City Code of Ordinances be amended as follows:

Sec. 94-271. - Procedure generally.

(a) Public alleys may be closed within the city by ~~ordinance-resolution~~ of the city council. Request to close an alley may be made by motion of the city council or petition signed by a majority of the owners abutting the alleyway.

(b) Any owners' petition or resolution of city council must ~~shall~~ be referred to the planning commission for review and recommendation. ~~The city council may refer a council initiated closing to the planning commission for review and recommendation.~~ The following guidelines shall ~~are to~~ be considered in making a decision:

(1) Whether the alley services a residential, single-family, multifamily or business area.

(2) Whether the closing will create an undue burden on traffic.

(3) Whether the closing is necessary to prevent traffic from traveling through the neighborhood to destinations outside the neighborhood or other safety factors such as speed of traffic, frequency of use, the size and condition of the alley.

(4) The wishes and desires of the majority of the neighborhood.

(5) The present and future interests of the city considering planning for the entire city.

Sec. 94-272. - Public hearings.

(a) Upon receipt of the petition or resolution of city council, the planning commission ~~shall~~ must schedule a public hearing. Publication and notice of

this public hearing must be given as provided in Section 122-93(a) of this Code of Ordinances. After the public hearing, the planning commission shall must make a recommendation to the city council.

(b) Upon receipt of the recommendation of the planning commission, The city council shall must receive the planning commission recommendation and schedule a public hearing not less than four weeks thereafter to hear any objections. Publication and notice of this public hearing must be given as provided in Section 11.13 of the Charter. Notice of the public hearing must also be given to all city departments and to all utilities servicing the city.

(c) and aAfter the public hearing, city council may adopt the recommendation of the planning commission, adopt the recommendation with modifications, or arrive at a different decision from the decision of the planning commission. City council may also schedule a new hearing date. ~~Publication and notice of the city council public hearing shall be given as provided for in division 3 of this article.~~

Sec. 94-273. - Method of closing alley.

An alley is to be closed ~~shall be closed~~ by placing a curbed gate or other barrier to traffic at one or more places within the alley to prohibit through traffic.

Sec. 94-274. - Street open to traffic.

Nothing in this article ~~shall~~ is to be deemed to prohibit any person from driving a vehicle upon the closed alley using the entrance which is open to traffic, nor ~~shall it~~ to prohibit any foot traffic.

Sec. 94-275. - Prohibition against interference with closed alley fixtures.

No person ~~shall~~ may move, injure, deface, remove, alter or obstruct in any manner any gate, curb or traffic barrier placed in an alley by the city to close such alley.

Sec. 94-276. - Retention of right-of-way.

The city ~~shall~~ is to retain all right-of-way in an alley notwithstanding the fact the alley is closed unless specifically abandoned.

~~Secs. 94-277—94-290—94-299.~~ - Reserved

**3. THE CITY OF YPSILANTI FURTHER ORDAINS** that Chapter 94, Article VIII, Division 3 of the Ypsilanti City Code of Ordinances is hereby repealed and removed in its entirety.

**4. THE CITY OF YPSILANTI FURTHER ORDAINS** that Chapter 94, Article X be added to the Ypsilanti City Code of Ordinances as follows:

ARTICLE X. - VACATING STREETS AND ALLEYS

Sec. 94-350. Purpose and intent.

The purpose of this article is to set forth the process for vacating alleys and streets within the city.

Sec. 94-351. Procedure generally.

(a) Public streets and alleys may be vacated within the City by resolution of the city council. Requests to vacate an alley may be made by motion of the city council or petition signed by a majority of the owners abutting the street or alleyway.

(b) Any owners' petition or resolution of City Council must be referred to the planning commission for review and recommendation. The following guidelines are to be considered in making a decision:

(1) Whether the street or alley services a residential, single-family, multifamily, or business area.

(2) Whether the vacation will create an undue burden on traffic.

(3) Whether the vacation is necessary to prevent traffic from traveling through the neighborhood to destinations outside the neighborhood or other safety factors such as speed of traffic, frequency of use, the size and condition of the street or alley.

(4) The wishes and desires of the majority of the neighborhood.

(5) The present and future interests of the city considering planning for the entire city.

Sec. 94-352. Public hearing of the planning commission.

Upon receipt of the petition or resolution, the planning commission must schedule a public hearing. After the public hearing, the planning commission must make a recommendation to city council. Publication and notice of this public hearing must be given as provided in Section 122-93(a) of this Code of Ordinances.

Sec. 94-353. Public hearing of city council.

Upon receipt of the recommendation from the planning commission, city council must schedule a public hearing not less than four weeks thereafter to hear any objections. Publication and notice of this public hearing must be given as provided in Section 11.13 of the Charter. Notice of the public hearing must also be given to all city departments and to all utilities servicing the city.

Sec. 94-353. Consideration by city council; objections.

(a) After the public hearing, city council may adopt the recommendation of the planning commission, adopt the recommendation with modifications, or arrive at a different decision from the decision of the planning commission. City council may also schedule a new hearing date.

(b) In the event of an objection to the vacation of a street or alley by any city department, utility, or adjoining property owner, such street or alley may not be vacated without two-thirds majority vote of city council.

Sec. 94-354. Recording of vacation.

A certified copy of a resolution that effectively and properly vacates a street or alley, or any portion thereof, is to be delivered to the Washtenaw County Register of Deeds for recording within 30 days by the city clerk. A copy of the resolution must also be sent to the director of the state department of energy, labor, and economic growth.

Sec. 94-356. Vesting of title, reservation of utility easements.

Upon any vacation of a street or alley by the city, or any portion thereof, the public right-of-way is extinguished and property title will vest according to state law, except that the city in each case is to retain and reserve an easement for installation and maintenance of utilities within the entire former right-of-way unless such an easement, or any portion thereof, is specifically abandoned.

**5. Severability.** If any clause, sentence, section, paragraph, or part of this ordinance, or the application thereof to any person, firm, corporation, legal entity, or circumstances, shall be for any reason adjudged by a court of competent jurisdiction to be unconstitutional or invalid, such judgment shall not effect, impair, or invalidate the remainder of this Ordinance and the application of such provision to other persons, firms, corporations, legal entities, or circumstances by such judgment shall be confined in its operation to the clause, sentence, section, paragraph, or part of this Ordinance thereof directly involved in the case or controversy in which such judgment shall have been rendered and to the person, firm, corporation, legal entity, or circumstances then and there involved. It is hereby declared to be the legislative intent of this body that the Ordinance would have been adopted had such invalid or unconstitutional provisions not have been included in this Ordinance.

**6. Repeal.** All other Ordinances inconsistent with the provisions of this Ordinance are, to the extent of such inconsistencies, hereby repealed.

**7. Savings Clause.** The balance of the Code of Ordinances, City of Ypsilanti, Michigan, except as herein or previously amended, shall remain in full force and effect. The repeal provided herein shall not abrogate or affect any offense or act committed or done, or any penalty or forfeiture incurred, or any pending fee, assessments, litigation, or prosecution of any right established, occurring prior to the effective date hereof.

**8. Copies to be available.** Copies of the Ordinance are available at the office of the city clerk for inspection by, and distribution to, the public during normal office hours.

**9. Publication and Effective Date.** The City Clerk shall cause this Ordinance, or a summary of this Ordinance, to be published according to Section 11.13 of the City Charter. This Ordinance shall become effective after publication at the expiration of 30 days after adoption.

MADE, PASSED AND ADOPTED BY THE YPSILANTI CITY COUNCIL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2015.

\_\_\_\_\_  
Frances McMullan, City Clerk

Attest

I do hereby confirm that the above Ordinance No. \_\_\_\_\_ was published according to Section 11.13 of the City Charter on the \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Frances McMullan, City Clerk

CERTIFICATE OF ADOPTING

I hereby certify that the foregoing is a true copy of the Ordinance passed at the regular meeting of the City Council held on the \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Frances McMullan, City Clerk

Notice Published: February 18, 2015

First Reading: March 3, 2015

Second Reading: \_\_\_\_\_

Published: \_\_\_\_\_

Effective Date: \_\_\_\_\_



Resolution No. 2015-054  
March 3, 2015

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

That the public hearing on an ordinance to amend Section 94-251 and Chapter 94, Article VIII, Division 2; repeal Chapter 94, Article VIII, Division 3; and add Chapter 94, Article X of the Ypsilanti City Code in order to provide a comprehensive, efficient, and clear procedure to vacate alleys, vacate streets, and close alleys within the City of Ypsilanti be officially closed.

OFFERED BY: \_\_\_\_\_

SUPPORTED BY: \_\_\_\_\_

YES:

NO:

ABSENT:

VOTE:



**Barr,  
Anhut &  
Associates, P.C.**  
ATTORNEYS AT LAW

105 Pearl Street  
Ypsilanti, MI 48197  
(734) 481-1234  
Fax (734) 483-3871  
www.barrlawfirm.com  
e-mail: jhealy@barrlawfirm.com

John M. Barr  
Karl A. Barr  
Daniel J. DuChene

Jesse O'Jack ~ Of Counsel  
William F. Anhut ~ Of Counsel – Retired  
Jennifer A. Healy ~ Legal Assistant

REQUEST FOR LEGISLATION

DATE: 2/26/15

FROM: John M. Barr, Ypsilanti City Attorney

SUBJECT: Ypsilanti as a Trail Town

SUMMARY/BACKGROUND

The Huron River Watershed Council has designated the City of Ypsilanti as a "Michigan Trail Town," a destination along the Huron River Water Trail. The attached sheet explains the significance of a Michigan Trail Town.

Councilmember Anne Brown and Vogt have requested that City Council formally adopt the designation.

A resolution to adopt the Michigan Trail Town designation is attached.

RECOMMENDED ACTION: Adopt resolution accepting the Michigan Trail Town designation.

---

DATE RECEIVED: \_\_\_\_\_ AGENDA ITEM NO. 2015-055

CITY MANAGER COMMENTS: \_\_\_\_\_

FOR AGENDA OF: \_\_\_\_\_ FINANCE DIR. APPROVAL

COUNCIL ACTION TAKEN: \_\_\_\_\_



Resolution No. 2015-055  
March 3, 2015

Resolution to Adopt "Michigan Trail Town" designation

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI that:**

Whereas, the Huron River Watershed Council has developed the Huron River Water Trail along the Huron River; and

Whereas, the Huron River Watershed Council has designated the City of Ypsilanti as one of several "Michigan Trail Towns"; and

Whereas, a Michigan Trail Town is a destination along the Huron River Water Trail situated so users can venture off the trail to enjoy the scenery, services and heritage of a community and find amenities such as restaurants, shops and services, connecting the outdoors Water Trail with urban and rural communities; and

Whereas, the Council of the City of Ypsilanti finds it in the public interest to become a Michigan Trail Town for the recreational, social and economic benefits.

Now therefore, the Council of the City of Ypsilanti hereby accepts the designation of a Huron River Water Trail "Michigan Trail Town," and encourages city staff to engage in Michigan Trail Town programs and efforts.

OFFERED BY: \_\_\_\_\_

SUPPORTED BY: \_\_\_\_\_

YES:            NO:            ABSENT:            VOTE:



# RiverUp!

## ***What is a Trail Town?***

A Trail Town is a destination along the Huron River Water Trail. Trail users can venture off the trail to enjoy the scenery, services, and heritage of a community with its own character and charm. It is a place where trail users can find amenities such as restaurants and shops. Just as hiking trails connect people to the land, Water Trails help people discover rivers, connecting urban and rural communities with the outdoors.

## ***How Does My Community Engage with Trail Town Efforts?***

- ✓ Develop a Trail Town team consisting of community leaders. Establish consensus and cooperation by building partnerships among various groups that have a stake in the local trail system and the downtown.
- ✓ Develop strategies and recommendations for new ideas and spark discussions on how to better utilize the HRWT to expand on and complement existing efforts
- ✓ Develop a resource strategy to implement Trail Towns
- ✓ River stewardship events/opportunities to build citizen engagement
- ✓ Utilize resources available within the Huron River Watershed Council

## ***What are the Benefits of being a Trail Town?***

River recreation boosts the economy and creates jobs – findings of the Outdoor Industry Association report, “The Outdoor Recreation Economy: Take it Outside for American Jobs and a Strong Economy,” detailing the economic impact of outdoor recreation in the U.S.

An economic impact analysis for recreation on the Huron River in Washtenaw County finds that the local economy receives \$33 million annually from non-motorized water sports (2013, Washtenaw County, OECD)

Case study of community trends indicate paddlers will spend between \$27 and \$63 per day. A destination paddler on a multiple day water trail trip will spend about \$88 in a community. Canoeists on the Kickapoo River spend over \$1.2 million in rural southwest Wisconsin.

Pure Michigan just recently released a study that found for every dollar invested in Pure Michigan, the State Treasury received around \$5.76 in tax revenues.

Contact for more information:

Anita M. Twardesky, Trail Towns Coordinator

[atwardesky@hrwc.org](mailto:atwardesky@hrwc.org), 734-626-5465

*The Huron River Water Trail is a project of the Huron River Watershed Council and RiverUp!*  
[www.huronriverwatertrail.org](http://www.huronriverwatertrail.org)



**Barr,  
Anhut &  
Associates, P.C.**  
ATTORNEYS AT LAW

105 Pearl Street  
Ypsilanti, MI 48197  
(734) 481-1234  
Fax (734) 483-3871  
www.barrlawfirm.com  
e-mail: jbarr@barrlawfirm.com

John M. Barr  
Karl A. Barr  
~~~~~

Jesse O'Jack ~ Of Counsel  
William F. Anhut ~ Of Counsel – Retired  
Jane A. Slider ~ Legal Assistant

**REQUEST FOR LEGISLATION**

DATE: February 25, 2015

FROM: John M. Barr, Ypsilanti City Attorney

SUBJECT: Authorization for approval of attorney Engagement Letter

**SUMMARY/BACKGROUND**

The City Council approved the City of Ypsilanti joining in an *amicus curiae* brief to support the equal availability of marriage of same-sex couples. The Washington, DC law firm of Morgan Lewis is doing the brief *pro-bono*, at no charge to the city. Morgan Lewis has requested that the city enter into an engagement letter. A copy of the letter is attached. The letter sets out the terms of representation that Morgan Lewis will represent the city in the case at no charge. The engagement is limited to this one matter. Morgan Lewis is protected in the letter if some of their other clients have adverse interests to this case, or to the city of Ypsilanti.

ATTACHMENTS: Engagement Letter

RECOMMENDED ACTION: Approve resolution authorizing the city attorney to sign the engagement letter, engaging the law firm of Morgan Lewis to represent the City of Ypsilanti in the *amicus curiae* brief.

---

DATE RECEIVED: \_\_\_\_\_ AGENDA ITEM NO. Res. No. 2015-056

CITY MANAGER COMMENTS: \_\_\_\_\_

FOR AGENDA OF: \_\_\_\_\_ FINANCE DIR. APPROVAL: \_\_\_\_\_

COUNCIL ACTION TAKEN: \_\_\_\_\_



Resolution No. 2015-056  
March 3, 2015

**Resolution Authorizing City Attorney to sign Engagement Letter with law firm of Morgan Lewis to represent city to file *amicus* briefs.**

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI that:**

City Council previously authorized joining an *amicus curiae* brief in the U.S. Supreme Court supporting the position that the Michigan Marriage Amendment, Article 1, Section 25 of the Michigan Constitution is unconstitutional,

NOW THEREFORE, permission is given for the City of Ypsilanti Attorney to enter into an engagement agreement with the Washington, DC law firm of Morgan Lewis to represent the city, at no charge, to join the *amicus curiae* brief in the appeal litigation.

OFFERED BY: \_\_\_\_\_

SUPPORTED BY: \_\_\_\_\_

YES:            NO:            ABSENT:            VOTE:

Morgan, Lewis & Bockius LLP  
2020 K Street NW  
Washington, DC 20006-1806  
Tel. 202.373.6000  
Fax: 202.373.6001  
www.morganlewis.com

**Morgan Lewis**  
C O U N S E L O R S   A T   L A W

**Susan Baker Manning**  
Partner  
202.373.6171  
susan.manning@morganlewis.com

February 24, 2015

John Barr  
City of Ypsilanti  
105 Pearl Street, Ypsilanti, MI 48197  
jbarr@barrlawfirm.com

Re: City of Ypsilanti - New Representation

Dear John:

Morgan, Lewis & Bockius LLP appreciates the opportunity to represent City of Ypsilanti ("Client") in the matters described below. In accordance with firm policy, the purpose of this letter is to set forth our understanding as to the terms upon which we have been retained.

#### **MUTUAL RESPONSIBILITIES**

We will provide the legal services that, in our professional judgment, are appropriate and in accordance with applicable legal and ethical standards. You agree that appropriate representatives of the Client will be reasonably available to confer with us upon request, will provide us with such documents and information as you may possess relating to the services provided, will disclose all facts and circumstances of which you are aware that may bear upon our services, and will otherwise assist our efforts as we reasonably request.

#### **SCOPE OF REPRESENTATION; CONFLICTS WAIVER**

The scope of the representation will consist of representing the Client in connection with *amicus curiae* briefing regarding the equal availability of marriage to same-sex couples. You understand and accept that this representation is strictly limited to the matter described above and that the firm does not agree at this time to represent the Client in any additional proceeding or with any additional projects. If the firm later agrees to represent you with any additional matters, you will sign a separate agreement to cover those matters.

John Barr  
February 24, 2015  
Page 2

As you are aware, we are a large law firm, and we represent many other companies and individuals. It is possible that some of our present or future clients will have disputes or other dealings with the Client or its affiliates during the time that we are representing the Client. Because you have retained us to provide legal services only to Client, you acknowledge that our professional relationship is with Client only and that our work for you does not create an attorney-client relationship with any of your subsidiaries or other affiliates, or any individual director, officer, employees, or agents of the Client.

Accordingly, as a condition of our undertaking to provide advice to you, you agree that this firm may continue to represent, or may undertake in the future to represent, existing or new clients in any matter, including litigation, that is not substantially related to our work for the Client, even if the interests of such clients in those other matters are directly adverse to the Client or its affiliates (an "Allowed Adverse Representation"). Where ethically permissible to do so, we will notify you of such representation. We agree, however, that your prospective consent to conflicting representations shall not apply in any instance where, as the result of our representation of the Client, we have obtained sensitive, proprietary or other confidential information of a non-public nature that, if known to another client of ours, could be used to the material disadvantage of the Client in a matter in which we represent, or in the future are asked to undertake representation of, that client.

The Client also agrees that it will not, for itself or any other entity or person, seek to disqualify us from representing another entity or person in any Allowed Adverse Representation because (a) we represent, have represented, or will in the future represent the Client or any affiliate in a matter or (b) we actually, or potentially, possesses confidential information belonging to the Client or any affiliate. The Client further agrees that any Allowed Adverse Representation does not breach any duty that we owe to the Client or any affiliate.

In addition, we are a large, diverse firm with attorneys involved in *pro bono* and public service and other projects that span a wide spectrum of political and philosophical thought. The Client recognizes that we may have represented, may now represent, and may in the future represent clients whose interests diverge from those of the Client. The Client understands and agrees that we may, now or in the future, represent other entities or persons, including in litigation, whose interests or policy goals may differ from or even directly conflict with those advanced by the Client.

We have reached this agreement with the Client with knowledge of the California Rules of Professional Conduct (the "California Rules"), especially California Rule 3-310 (copy attached), and after full disclosure to the Client of the actual and reasonably foreseeable adverse consequences to the Client of the waiver set forth above. The Client consents to our representing, now or in the future, entities or persons adversely to the Client or any affiliate,

John Barr  
February 24, 2015  
Page 3

subject to the limitations set forth above, and waives any conflict or claim of breach of duty on the part of our firm arising from that representation.

## **FEES AND REIMBURSEMENT OF EXPENSES**

We have agreed to represent the Client in this matter on a *pro bono* basis. This means that we will not charge the Client for attorney or paralegal time expended on the matter. We do not anticipate requesting that the Client reimburse us for expenses incurred in connection with the services rendered.

## **TERMINATION**

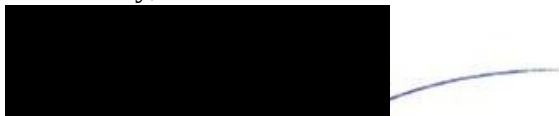
Client has the right to terminate our engagement at any time by giving us written notice of termination. We also have the right, subject to our responsibilities under applicable ethical rules, to terminate our engagement by giving you written notice if you fail to cooperate with us or if we determine that continuing to represent you would be unethical, impractical or improper.

This agreement will apply to any additional matters we agree to undertake upon your behalf unless we enter into an express written agreement reflecting an alternate arrangement.

Please review this letter carefully, and raise and discuss with me any questions which you may have. If this letter accurately reflects your understanding of our attorney-client relationship, please indicate your approval and acceptance by dating and signing the letter and returning it to me. Your signature indicates your authority to act on behalf of City of Ypsilanti.

We are pleased to have the opportunity to serve you.

Sincerely,



Morgan, Lewis & Bockius LLP

## **APPROVED AND ACCEPTED**

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**From:** Maloy, John M. [jmaloy@morganlewis.com]

**Sent:** Wednesday, February 25, 2015 9:32 AM

**To:** John M. Barr

**Cc:** Lunetta, Kimberley E.; Whitlock, Michael L.; Krumm, Julie R.

**Subject:** City of Ypsilanti Engagement Letter with Morgan, Lewis & Bockius LLP

**Attachments:** City of Ypsilanti Engagement Letter.docx

Dear John,

Thank you for agreeing to be part of the Supreme Court business amicus brief in support of same-sex marriage. The Court will render an historic decision, and we feel that a strong corporate amicus presence will make an enormous impact.

I attach for your review and signature an engagement letter between your company and Morgan Lewis so that we can represent you on a pro bono basis regarding the marriage equality business briefing. I would very much appreciate it if you could return the executed letter to me, with a copy to [julie.krumm@morganlewis.com](mailto:julie.krumm@morganlewis.com), as soon as possible. It is important that we receive confirmation of your intent to retain Morgan Lewis for these purposes **no later than Tuesday, March 3** so that we may include your company on the brief to be filed in the Supreme Court on March 5. If you have any questions or would like to discuss, please do not hesitate to reach out.

In addition, we need to include in our brief a short (one or two sentence) description of your business. Please email this information to us if possible by March 3.

Of course, if you have any questions or need assistance, do not hesitate to call or email me.

Best regards,

**John M. Maloy\***

**Morgan, Lewis & Bockius LLP**

101 Park Avenue | New York, NY 10178-0060

Direct: +1.212.309.6682 | Main: +1.212.309.6000 | Fax: +1.212.309.6001

jmaloy@morganlewis.com | [www.morganlewis.com](http://www.morganlewis.com)

Assistant: Veda M. Nieves | +1.212.309.6725 | [vnieves@morganlewis.com](mailto:vnieves@morganlewis.com)

\*Admitted only in New Jersey

#### DISCLAIMER

This e-mail message is intended only for the personal use of the recipient(s) named above. This message may be an attorney-client communication and as such privileged and confidential and/or it may include attorney work product. If you are not an intended recipient, you may not review, copy or distribute this message. If you have received this communication in error, please notify us immediately by e-mail and delete the original message.

1st Security Bank  
1stdibs.Com, Inc.  
206 Inc.  
A.T. Kearney  
Aardema Whitelaw, PLLC  
Aetna Inc.  
Air Products & Chemicals, Inc.  
AJ Leo Electric and Solar  
Alcoa Inc.  
Amazon Services Inc.  
Amazon.com  
American Airlines Group Inc.  
Aparicio-Mercado Law, L.C.  
AppNexus Inc.  
Arbor Brewing Company, LLC  
Arnold & Porter LLP  
Aspen Skiing Company  
Assemble Sound LLC  
AT&T  
Atticus Circle  
Austin Gay and Lesbian Chamber of Commerce  
Bain & Company, Inc.  
Barclays Capital  
Barnes & Noble, Inc.  
bebe stores, inc.  
Becton, Dickinson and Company  
Belcampo Inc.  
Big Duck Studio, Inc.  
Bigelow Villa LLC  
Billy's farm  
BlackRock, Inc.  
Bloomberg  
Blue Heron Ventures  
Boston Community Capital, Inc.  
Boston Medical Center Corporation  
BrandQuery LLC  
Broadcom Corporation  
Brocade Communications  
Captain Wendell's Marine Services LLC  
CBS Corporation  
Central Physical Therapy and Fitness, Inc.  
Cisco Systems, Inc.  
City Catering Company  
City Lites Neon, Inc.  
City of Ann Arbor.  
City of Ypsilanti.

Civitas Public Affairs Group  
CloudFlare, Inc.  
CMIT Solutions of Seattle Downtown  
Columbia FunMap, Inc.  
ConAgra Foods, Inc.  
Corner Brewing Company, LLC  
Corning Incorporated  
CorpChanges  
Cox Enterprises, Inc.  
Crazy Misfits Pet Services  
Credit Suisse Securities (USA) LLC  
Cummins Inc.  
Cupcake Royale  
Dana-Farber Cancer Institute, Inc.  
David Kosar Insurance Agency  
Deloitte  
Delta Air Lines, Inc.  
Depository Trust & Clearing Corporation  
Deutsche Bank AG  
DIRECTV  
DocuSign  
Dreamcatcher Arts and Publishing Ltd.  
eBay Inc.  
Edelman  
Eldercare Consulting  
Electronic Arts Inc.  
EnduringHydro, LLC  
Express Movers Inc  
Farella Braun + Martel, LLP  
Fenwick & West LLP  
Flanery CPA  
Full Court Press Communications  
G.A.W., Inc.  
Gilt Groupe Holdings, Inc.  
GlaxoSmithKline LLC  
Gleason & Associates Claims Services  
Go Factory, LLC  
Goethel Engelhardt, PLLC  
Google  
Goulston & Storrs, P.C.  
Great Officiants LLC  
Greater San Diego Business Association  
Greater Seattle Business Association  
Grossman Marketing Group  
Group Health Cooperative  
Growing Hope

Healthline  
Hilton Worldwide Holdings Inc.  
Homeward Pet Adoption Center  
House Packard LLC  
Ikard Wynne LLP  
Inspirato, LLC  
INUS Group, LLC  
Jackson Hole Group LLC  
Jagod Designs  
Jazz Pharmaceuticals  
Jenn T. Grace International LLC  
Jennifer Brown Consulting  
Joel L. Sogol, Esq.  
Johnson & Johnson  
Jonathan L. Bowman, Attorney at Law, PS  
Julian Chang Consulting, Inc.  
kapchur.us photography  
Kathy A. Janssen Foundation  
Keir Jones State Farm Agency  
Keker & Van Nest LLP  
Kimberly-Clark Corporation  
Kimpton Hotel & Restaurant Group, LLC  
Kollmar Sheet Metal Works, Inc.  
Kotzan Chiropractic  
Lambda Business Associatioin  
Laparoscopic Institute for Gynecologic Oncology  
Larson Marketing & Communications LLC  
Laughton properties  
Law Office of Lisa E. Schuchman  
Levi Strauss & Co.  
Lieff Cabraser Heimann & Bernstein, LLP  
Life & Love Celebrations  
Littler Mendelson, P.C.  
LNT, Inc.  
Lori Karbal et al  
Main Street Hair Shoppe Ltd  
Marriott International, Inc.  
Massachusetts Mutual Life Insurance Company  
McGraw Hill Financial, Inc.  
Miami-Dade Gay & Lesbian Chamber of Commerce  
Microsoft  
Miller & Olson, LLP  
Mintz Levin  
Mona Smith PLLC  
Moody's Corporation  
Morgan Stanley

MWW Public Relations  
Nashville LGBT Chamber of Commerce  
National Gay and Lesbian Chamber of Commerce+A120  
New York Life Insurance Company  
Nifty Hoops, LLC  
OBOX Solutions  
Office Depot, Inc.  
ONE Community Media, LLC  
Orbitz Worldwide  
Out & Equal Workplace Advocates  
Outerwall Inc.  
Pakmode Publications, LLC DBA Pakmode Media + Marketing  
Peabody & Arnold LLP  
Pixelligent Technologies LLC  
Plexus Education Foundation  
Plexus LGBT and Allied Chamber of Commerce  
PricewaterhouseCoopers LLP  
Pro-Tec Data, Inc.  
ProTrials Research, Inc.  
Puma Spring Vineyards  
Qualcomm Incorporated  
RJR Photography  
Rockwell Automation, Inc.  
RunRunRun  
Sadek Bonahoom  
San Francisco Chamber of Commerce  
Seyfarth Shaw LLP  
Sidetrack, Inc.  
Skellenger Bender, P.S.  
solartonic, LLC.  
Spectra Law PS  
Spry Vision, Inc.  
St. Jude Medical, Inc.  
Staples, Inc.  
State Street Corporation  
Stonewall Columbus  
Stuffed Cakes, LLC  
Sun Life Financial (U.S.) Services Company, Inc.  
SunDaily  
Support.com  
Sweet Dixie Kitchen  
Symantec Corporation  
Taber Food Services, Inc. dba Hobee's California Restaurants  
Tampa Bay Rays  
Target  
Tech Data Corporation

The Computer Butler  
The Corcoran Group  
The Estee Lauder Companies Inc.  
The Hartford Financial Services Group, Inc.  
The Jim Henson Company  
The Seattle Lesbian, LLC  
The Ultimate Software Group, Inc.  
Thinking Cap Communications & Design  
Tiwary Entertainment Group LLC  
UBS AG  
United Airlines  
United Therapeutics Corporation  
VCB Consulting & Accounting Services  
Verizon Communications  
Viacom Inc.  
VitaPerk  
W.W. Grainger, Inc.  
W/S Development Associates LLC  
Wasserman Media Group  
Wells Fargo & Company  
Whey Natural! USA LLC  
Wisconsin LGBT Chamber of Commerce  
Witeck Communications, Inc.  
Xfund  
Ypsilanti Downtown Development Authority (DDA), Ypsilanti, MI.  
Zausmer, Kaufman, August & Caldwell, P.C.  
Zingerman's Community of Businesses  
ZoomSystems  
Zynga Inc.



Resolution No. 2015-057  
March 3, 2015

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

WHEREAS, First Fridays Ypsilanti is a self-guided monthly art walk hosted throughout downtown Ypsilanti at multiple venues; and

WHEREAS, Each month on the first Friday participating venues display the artwork of local artists, changing from time to time; and

WHEREAS, The goal of the First Fridays Ypsilanti is to invite community members into the downtown area to support local talent and businesses while having a fun time.

NOW THEREFORE BE IT RESOLVED that as a part of economic development efforts to stimulate community involvement and attract visitors to the city, City Council does hereby approve the use of city hall as a First Friday venue, allowing city hall to be open to the public during non-business hours on one Friday a month.

OFFERED BY: \_\_\_\_\_

SUPPORTED BY: \_\_\_\_\_

YES:            NO:            ABSENT:            VOTE:

DATE February 16, 2015

TO: Mayor Amanda Edmonds

Cc: Council Members  
Department Heads  
City Manager Ralph Lange

FROM: Naheed Huq and Trevor Layton

SUBJECT: City of Ypsilanti 2015 Priority Goals

SEMCOG is pleased to present the results of the goal setting effort that we facilitated with the Ypsilanti City Council and city department heads during January and February 2015.

Participants took part in three sessions where they were asked to identify and prioritize personal, department, and city priorities. Eight main goals and many strategies were suggested. A list of all the strategies identified can be found in Attachment A.

The following list identifies the goals and the top three strategies for each goal as identified by the participants. These were developed from a prioritization exercise conducted on February 9, 2015. The remaining strategies are still valuable and the city may wish to focus on them in addition to the top three strategies as resources, time, and personnel allow. Results from an additional exercise that identified potential measures for evaluating the effectiveness of the strategies is summarized under each goal. It was suggested that the City Manager should identify the specific measures for each goal and report back to the Council quarterly or sooner depending on the nature of the information and data availability.

**Goal 1: Achieve fiscal stability through sustainable administrative practices and improved efficiency.**

**Top Strategies:**

1. Approve and begin implementing five year plan on restructuring debt.
2. Prioritize Water Street property sales and management.
3. Create strategy to sell off excess city-owned property and ensure maintenance of existing assets.

**Ideas for measures:**

- Create a listing of assets for sale – decrease in inventory, increase in property sales, decrease in overhead (asset maintenance costs), property inquiries.
- Ensure budget is balanced.

**Goal 2: Maximize economic development by leveraging community assets and partnerships.**

**Top Strategies:**

1. Promote development of Water St. anchor projects.
2. Leverage relationships with business resource providers, financial and education institutions, as well as developers and investors to support business growth.
3. Prioritize projects in Parks Master Plan.

**Ideas for measures:**

- Track progress of Water Street development projects – number of ground breakings, increased employment, new businesses, sale of properties, filled storefronts, interest expressed (by developers).
- Prioritize projects in the Parks Master Plan and link with CIP investment and other resources.

**Goal 3: Continue to enhance safety of all residents, businesses, and visitors.**

**Top Strategies:**

1. Ensure police and fire staffing levels meet the needs of the community.
2. Leverage relationships with other units of government to develop sharing of resources and mutual aid agreements.
3. Prioritize code enforcement and partnership with County Sheriff to strengthen neighborhoods.

**Ideas for measures:**

- Track safety statistics: reduced crime rates, increased response rates, closure rate on cases.
- Address perception issues: increased community policing programs, increase participation in community programs, increased investment in community programs, undertake a safety survey.

**Goal 4: Strengthen the reputation and perception of the City of Ypsilanti by marketing its assets, diversity, opportunities, and inclusiveness.**

**Top Strategies:**

1. Create a marketing strategy that emphasizes the unique assets of Ypsilanti, including EMU, museums, parks, and safety.
2. Promote the city's assets through press releases, website, social media, etc.

**Ideas for measures:**

- Observe an increased number of people moving into the city.
- Evaluate development of Ypsilanti brand: hits on website, more positive stories on social media (at least one a week).

**Goal 5: Enhance outreach and communication to increase participation in community initiatives and decision making.**

**Top Strategies:**

1. Create a framework for regular communication between city officials and residents through newsletters, social media, and town hall meetings.
2. Promote community and business involvement through initiatives such as "Adopt-a-Park," neighborhood watch, and fundraising efforts.
3. Encourage participation in community-based public safety programs.

**Ideas for measures:**

- Establish a Youth Commission: host a youth summit.
- Develop a framework for communications: identify gaps and strategies to fill them.
- Track community participation: track volunteer hours, attendance at community programs, applications for Adopt a Park or other assets, and an increased number of service days.

**Goal 6: Encourage long-term staff wellness and work satisfaction.**

**Top Strategies:**

1. Ensure staff knowledge of and adherence to all personnel policies.
2. Increase employee satisfaction and productivity, while managing healthcare costs, through wellness, education, and prevention efforts
3. Utilize technology to streamline and manage workloads.

**Ideas for measures:**

- Survey staff on satisfaction in working for the City of Ypsilanti.
- Track staff satisfaction: staff turnover, reduced sick days due to health, and participation in wellness initiatives.

**Goal 7: Develop a sustainable culture in the City of Ypsilanti based on energy efficiency, environmental stewardship, and judicious planning.**

**Top Strategies:**

1. Leverage community expertise by establishing a Sustainability & Energy Commission to move Climate Action Plan forward.
2. Support solar and other community-driven sustainability initiatives.
3. Market Ypsilanti as a place for sustainability and green businesses.

**Ideas for measures:**

- Establish a Sustainability Commission; monitor progress on Climate Action Plan, progress towards 1000 green roof tops, develop marketing materials, get featured in DTE magazine for sustainability.
- Apply for and receive grants for solar installation/facilities.

**Goal 8: Ensure effective and efficient administration and delivery of community services.**

**Top Strategies:**

1. Digitize community records to increase quality and efficiency of services.
2. Develop regular reporting system to keep city council abreast of progress on key initiatives.
3. Implement and support residents and businesses in working under new Zoning Ordinance.

**Ideas for measures:**

- Digitize all records: prioritize order and monitor progress towards digitization.
- Develop a best practices manual.

Council members and department heads were also asked to identify the top five priorities for the city regardless of which goal they fell under. The following were identified:

- **Prioritize Water Street property sales and management.**
- **Approve and begin implementing 5-year plan on restructuring debt**
- **Promote development of Water St. anchor projects**
- **Ensure police and fire staffing levels meet the needs of the community**
- **Create a marketing strategy that emphasizes the unique assets of Ypsilanti, including EMU, museums, parks, and safety**

We hope this was a valuable exercise and we appreciate the opportunity to assist the City in this effort. Please let us know if you have any questions or need any further assistance on this issue from SEMCOG.

**2015 City of Ypsilanti Goals and Strategies**

**Goal 1: Achieve fiscal stability through sustainable administrative practices and improved efficiency.**

Strategies:

| Total | Council | Dept. |                                                                                                                             |
|-------|---------|-------|-----------------------------------------------------------------------------------------------------------------------------|
| 13    | 5       | 8     | <b>Prioritize Water Street property sales and management.</b>                                                               |
| 12    | 8       | 4     | <b>Approve and begin implementing 5-year plan on restructuring debt.</b>                                                    |
| 8     | 2       | 6     | Create strategy to sell off excess city-owned property and ensure maintenance of existing assets                            |
| 3     | 1       | 2     | Adopt and implement capital improvement plan and priority projects                                                          |
| 1     | 1       |       | Engage council in long-term, updated financial forecasts and reports                                                        |
| 1     | 1       |       | Reduce costs by addressing employee, retirement, health, and pension benefits.                                              |
| 1     |         | 1     | Identify and leverage cost savings and grant support through sustainability measures (energy efficiency, stormwater, et al) |
| 1     |         | 1     | Generate road funding through a millage.                                                                                    |
| 1     |         | 1     | Determine contingency plans for street light expenses.                                                                      |

**Goal 2: Maximize economic development by leveraging community assets and partnerships.**

Strategies:

| <b>Total</b> | <b>Council</b> | <b>Dept.</b> |                                                                                                                                                                                     |
|--------------|----------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>16</b>    | <b>7</b>       | <b>9</b>     | <b>Promote development of Water St. anchor projects.</b>                                                                                                                            |
| 7            | 3              | 4            | Leverage relationships with business resource providers, financial and education institutions, as well as developers and investors to support business growth.                      |
| 5            | 4              | 1            | Prioritize projects in Parks Master Plan.                                                                                                                                           |
| 4            | 1              | 3            | Gain Redevelopment Ready Community status to attract investment                                                                                                                     |
| 3            | 2              | 1            | Prioritize redevelopment of Angstrom property.                                                                                                                                      |
| 2            | 1              | 1            | Provide assistance with financing and other resources to existing and new businesses, especially the types identified in the Master Plan (arts, green, food, wellness, healthcare). |
| 2            | 2              |              | Support multi-modal transit and placemaking.                                                                                                                                        |

**\*\*Strategies that are in bold type indicate they were one of the top three strategies for each goal\*\***

**Goal 3: Continue to enhance safety of all residents, businesses, and visitors.**

Strategies:

| <b>Total</b> | <b>Council</b> | <b>Dept.</b> |                                                                                                                         |
|--------------|----------------|--------------|-------------------------------------------------------------------------------------------------------------------------|
| <b>13</b>    | <b>4</b>       | <b>9</b>     | <b>Ensure police and fire staffing levels meet the needs of the community.</b>                                          |
| 8            | 3              | 5            | Leverage relationships with other units of government to develop sharing of resources and mutual aid agreements.        |
| 8            | 3              | 5            | Prioritize code enforcement and partnership with County Sheriff to strengthen neighborhoods.                            |
| 7            | 3              | 4            | Increase number of compliant rental properties through increasing priority on inspections                               |
| 7            | 4              | 3            | Increase participation in public outreach safety programs, including engaging citizens in 5 year police strategic plan. |
| 3            | 1              | 2            | Ensure fire protection resources remain through planning for multiple funding change scenarios                          |
| 2            |                | 2            | Replace fire engine.                                                                                                    |

**Goal 4: Strengthen the reputation and perception of the City of Ypsilanti by marketing its assets, diversity, opportunities, and inclusiveness.**

Strategies:

| <b>Total</b> | <b>Council</b> | <b>Dept.</b> |                                                                                                                               |
|--------------|----------------|--------------|-------------------------------------------------------------------------------------------------------------------------------|
| <b>17</b>    | <b>5</b>       | <b>12</b>    | <b>Create a marketing strategy that emphasizes the unique assets of Ypsilanti, including EMU, museums, parks, and safety.</b> |
| <b>17</b>    | <b>4</b>       | <b>13</b>    | <b>Promote the city's assets through press releases, website, social media, etc.</b>                                          |

**\*\*Strategies that are in bold type indicate they were one of the top three strategies for each goal\*\***

**Goal 5: Enhance outreach and communication to increase participation in community initiatives and decision making.**

Strategies:

| <b>Total</b> | <b>Council</b> | <b>Dept.</b> |                                                                                                                                              |
|--------------|----------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| 10           | 4              | 6            | Create a framework for regular communication between city officials and residents through newsletters, social media, and town hall meetings. |
| 9            | 4              | 5            | Promote community and business involvement through initiatives such as “Adopt-a-Park,” neighborhood watch, and fundraising efforts.          |
| 9            | 3              | 6            | Encourage participation in community-based public safety programs.                                                                           |
| 7            | 4              | 3            | Establish a youth commission to encourage input from Ypsilanti’s young people regarding community issues and services.                       |

**Goal 6: Encourage long-term staff wellness and work satisfaction.**

Strategies:

| <b>Total</b> | <b>Council</b> | <b>Dept.</b> |                                                                                                                                       |
|--------------|----------------|--------------|---------------------------------------------------------------------------------------------------------------------------------------|
| 11           | 5              | 6            | Increase employee satisfaction and productivity, while managing healthcare costs, through wellness, education, and prevention efforts |
| 10           | 5              | 5            | Utilize technology to streamline and manage workloads                                                                                 |
| 6            | 2              | 4            | Ensure new hires are welcomed and well oriented to community and city government                                                      |
| 5            | 2              | 3            | Ensure staff knowledge of and adherence to all personnel policies                                                                     |

**\*\*Strategies that are in bold type indicate they were one of the top three strategies for each goal\*\***

**Goal 7: Develop a sustainable culture in the City of Ypsilanti based on energy efficiency, environmental stewardship, and judicious planning.**

Strategies:

| <b>Total</b> | <b>Council</b> | <b>Dept.</b> |                                                                                                                            |
|--------------|----------------|--------------|----------------------------------------------------------------------------------------------------------------------------|
| 8            | 5              | 3            | Market Ypsilanti as a place for sustainability/green businesses                                                            |
| 6            | 4              | 2            | Leverage community expertise through establishing a Sustainability & Energy Commission to move Climate Action Plan forward |
| 6            | 2              | 4            | Support solar and other community-driven sustainability initiatives                                                        |
| 5            | 1              | 4            | Apply energy-efficient alternatives when replacing assets, wherever possible.                                              |
| 5            | 2              | 3            | Update community planning and engineering standards to encourage application of sustainable infrastructure practices.      |

**Goal 8: Ensure effective and efficient administration and delivery of community services.**

Strategies:

| <b>Total</b> | <b>Council</b> | <b>Dept.</b> |                                                                                               |
|--------------|----------------|--------------|-----------------------------------------------------------------------------------------------|
| 11           | 4              | 7            | Digitize community records to increase quality and efficiency of services.                    |
| 8            | 5              | 3            | Develop regular reporting system to keep city council abreast of progress on key initiatives. |
| 7            | 4              | 3            | Implement and support residents and businesses in working under new Zoning Ordinance          |
| 7            | 2              | 5            | Align staffing levels consistent with community priorities and fiscal constraints.            |
| 5            | 2              | 3            | Update ordinances to maintain administrative standards.                                       |

**\*\*Strategies that are in bold type indicate they were one of the top three strategies for each goal\*\***



Resolution No. 2015-058  
March 3, 2015

IT IS RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI that the attached document entitled 2015 City Council Goals be approved and the goals stated therein are adopted as the official goals of the Ypsilanti City Council for 2015.

OFFERED BY: \_\_\_\_\_

SUPPORTED BY: \_\_\_\_\_

YES:

NO:

ABSENT:

VOTE:



Resolution No. 2015-059  
March 3, 2015

**RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:**

That the City Council Meeting be adjourned, on call, by the Mayor or two (2) members of Council.

OFFERED BY: \_\_\_\_\_

SUPPORTED BY: \_\_\_\_\_

YES:            NO:            ABSENT:            VOTE:



## ACTION MINUTES

CITY OF YPSILANTI  
COUNCIL MEETING ACTION MINUTES  
CITY COUNCIL CHAMBERS – ONE SOUTH HURON ST.  
YPSILANTI, MI 48197  
Tuesday, March 3, 2015  
7:00 p.m.

**I. CALL TO ORDER –**

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

**II. ROLL CALL –**

|                             |         |                     |         |
|-----------------------------|---------|---------------------|---------|
| Council Member Anne Brown   | Present | Council Member Robb | Present |
| Council Member Nicole Brown | Present | Council Member Vogt | Present |
| Council Member Murdock      | Present | Mayor Edmonds       | Present |
| Mayor Pro-Tem Richardson    | Present |                     |         |

**III. INVOCATION –**

**IV. PLEDGE OF ALLEGIANCE –**

"I pledge allegiance to the flag, of the United States of America, and to the Republic for which it stands, one nation, under God, indivisible, with liberty and justice for all."

**V. INTRODUCTIONS –**

**VI. AGENDA APPROVAL –**

**The Agenda was approved as submitted.**

**VII. PRESENTATIONS –**

Washington Street Light Conversion – City Manager Lange and DPS Director Kirton

**VIII. AUDIENCE PARTICIPATION –**

**IX. REMARKS BY THE MAYOR –**

**X. MINUTES –**

Resolution No. 2015-048 approving the minutes of February 17, 2015.

**The Minutes were approved as submitted**

**XI. PUBLIC HEARINGS –**

1. Public hearing on Huron/Whittaker/I-94 non-motorized crossing.

- A. Resolution No. 2015-049, determination  
**APPROVED: Yes – 7; No – 0; Absent - 0**
  - B. Open public hearing
  - C. Resolution No. 2015-050, close public hearing  
**APPROVED: Yes – 7; No – 0; Absent - 0**
- 2. Public hearing on Huron/Hamilton/Washtenaw proposed non-motorized improvements (Road Diet).
  - A. Resolution No. 2015-051, determination  
**APPROVED AS AMENDED: Yes – 7; No – 0; Absent – 0**
  - B. Open public hearing
  - C. Resolution No. 2015-052, close public hearing  
**APPROVED: Yes – 7; No – 0; Absent - 0**

## **XII. ORDINANCES – FIRST READING –**

### ***Ordinance No. 1243***

- 1. An ordinance to amend Section 94-251 and Chapter 94, Article VIII, Division 2; repeal Chapter 94, Article VIII, Division 3; and add Chapter 94, Article X of the Ypsilanti City Code in order to provide a comprehensive, efficient, and clear procedure to vacate alleys, vacate streets, and close alleys within the City of Ypsilanti.
  - A. Resolution No. 2015-053, determination  
**APPROVED: Yes – 7; No – 0; Absent – 0**
  - B. Open public hearing
  - C. Resolution No. 2015-054, close public hearing  
**APPROVED: Yes – 7; No – 0; Absent - 0**

## **XIII. RESOLUTIONS/MOTIONS/DISCUSSIONS –**

- 1. Resolution No. 2015-055, adopting “Michigan Trail Town” designation.  
**APPROVED: Yes – 7; No – 0; Absent - 0**
- 2. Resolution No. 2015-056, authorizing City Attorney to sign Engagement Letter with law firm Morgan Lewis to represent city to file amicus briefs.  
**APPROVED: Yes – 6; No – 1 (Richardson); Absent – 0**
- 3. Resolution No. 2015-057, approving the use of city hall as a First Fridays venue.  
**APPROVED: Yes – 7; No – 0; Absent - 0**
- 4. Resolution No. 2015-058, adopting the 2015 Council goals.  
**APPROVED: Yes – 5; No – 1 (Robb); Abstained – 1 (Murdock); Absent – 0**

## **XIV. LIASON REPORTS –**

- A. SEMCOG Update

- B. Washtenaw Area Transportation Study
- C. Washtenaw Metro Alliance
- D. Urban County
- E. Freight House
- F. Parks and Recreation
- G. Millennial Mayors Conference
- H. Ypsilanti Downtown Development Authority
- I. Eastern Washtenaw Safety Alliance

**XIV. COUNCIL PROPOSED BUSINESS –**

**XV. COMMUNICATIONS FROM THE MAYOR –**

**XVI. COMMUNICATIONS FROM THE CITY MANAGER –**

**XVII. AUDIENCE PARTICIPATION –**

**XVIII. REMARKS FROM THE MAYOR –**

**XIX. CLOSED SESSION -**

Closed Session to discuss City Manager evaluation - OMA 15.268, Section 8(a).

**APPROVED: Yes – 7; No – 0; Absent – 0**

**Adjourned to closed session at 9:30 p.m.**

**XX. ADJOURNMENT -**

Resolution No. 2015-059, adjourning the City Council meeting.

**The meeting adjourned at 10:39 p.m.**