1. City Council Regular Meeting Agenda

   Documents:

   3-17-15 2 REVISED FINAL AGENDA.PDF

2. City Council Regular Meeting Packet

   Documents:

   3-17-15 4 COUNCIL MEETING PACKET_REDACTED 3.PDF

3. City Council Regular Meeting Action Minutes

   Documents:

   3-17-15 ACTION MINUTES.PDF

Revised – 3/16/15

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

I. <u>CALL TO ORDER</u> –

II. <u>ROLL CALL</u> –

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. <u>INVOCATION</u> –

IV. <u>PLEDGE OF ALLEGIANCE</u> –

"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. <u>INTRODUCTIONS</u> –

VI. <u>AGENDA APPROVAL</u> –

VII. <u>PRESENTATIONS</u> –

Trail Town Presentation - Connie Rozzolo Brown

VIII. <u>AUDIENCE PARTICIPATION</u> –

IX. <u>REMARKS BY THE MAYOR</u> –

X. <u>MINUTES</u> –

Resolution No. 2015-060, approving the minutes of March 3, 2015.

XI. <u>PUBLIC HEARINGS</u> –

1. Public hearing on the adoption, amendment and restatement of the Depot Town Development Plan and Tax Increment Financing Plan.

A. Resolution No. 2015-061, determination
(First Reading – April 7, 2015)
B. Open public hearing
C. Resolution No. 2015-062, close public hearing

2. Public hearing regarding an offer to purchase city-owned property (Ballard Street – Parcel ID: 11-11-40-464-999) known as "Gap Parcel".

A. Resolution No. 2015-063, determination
B. Open public hearing
C. Resolution No. 2015-064, close public hearing

XII. CONSENT AGENDA -

Resolution No. 2015-065

1. Resolution No. 2015-066, approving Ordinance No. 1243 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. ***(Second Reading)***

2. Resolution No. 2015-067, approving the DDA participation in the Michigan Main Street Program.

3. Resolution No. 2015-068, authorizing the use of receiving boards for city elections.

XIII. RESOLUTIONS/MOTIONS/DISCUSSIONS –

1. Resolution No. 2015-069, approving contract with Ypsilanti Communities Utilities Authority (YCUA) and authorizing notice for the issuance of Drinking Water Revolving Fund (DWRF) bonds for water main improvements on Michigan Avenue.

2. Resolution No. 2015-070, approving Memorandum of Understanding (MOU) with Southeast Michigan Lighting Coalition for participation in a rate hike case brought by Detroit Edison Company with the Public Service Commission and authorizing payment.

3. Resolution No. 2015-071, approving the purchase of one 2015 GMC Sierra 3500 HD 4WD dump truck with front plow attachment.

4. Resolution No. 2015-072, approving alley/street vacation updated fee schedule.

5. Resolution No. 2015-073, approving Speed Control/Hump Policy.

6. Resolution No. 2015-074, changing the vote of Council Member Brown on Resolution No. 2015-015, approved January 20, 2015, to amend the City Charter to allow members of City Council to serve on Boards and Commissions when permitted by law.

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 –

Nomination:
Zoning Board of Appeals
Eric Seymour (appointment – alternate previously)
611 Pearl Street
Ypsilanti, MI 48197
Expires: 5/1/2018

XVI. COMMUNICATIONS FROM THE CITY MANAGER –

XVII. AUDIENCE PARTICIPATION –

XVIII. REMARKS FROM THE MAYOR –

XIX. COMMUNICATIONS -

- AAATA Financial Operating Reports and Ridership Data for January 2015
- March Parks and Recreation Commission Liaison Report
- 2015 Taser Report

XX. ADJOURNMENT -

Resolution No. 2015-075, adjourning the City Council meeting.

Revised – 3/16/15

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Mayor Pro-Tem Richardson	P A		

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<u>Nomination:</u>
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Eric Seymour (appointment – alternate previously)
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Expires: 5/1/2018

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- AAATA Financial Operating Reports and Ridership Data for January 2015
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- 2015 Taser Report

XX. <u>ADJOURNMENT</u> -

Resolution No. 2015-075, adjourning the City Council meeting.

Resolution No. 2015 – 060
March 17, 2015

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That the Minutes of March 3, 2015 be approved.

OFFERED BY: ____

SUPPORTED BY: ____

YES: NO: ABSENT: VOTE:

DRAFT

CITY OF YPSILANTI
COUNCIL MEETING 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 –

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 –

The Mayor introduced the following individuals; City Planner Bonnie Wessler, Assistant City Attorney Dan Duchene, Bob Krzewinski, Assistant to the City Manager Ericka Savage, Downtown Association of Ypsilanti (DAY) President Dave Heikkinen, and DPS Director Stan Kirton.

VI. AGENDA APPROVAL –

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

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

VII. PRESENTATIONS –

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

DPS Director Stan Kirton introduced Lance Alley, DTE Account Manager of Community Lighting and provided a presentation on the Street Light Conversion on Washington St. in the Downtown. **(See website for presentation)**

City Manager Lange stated the lights on Washington Street are now obsolete.

Mr. Kirton agreed and explained the current lights are 250 watt mercury vapor which are no longer manufactured.

Council Member Murdock asked why Cobra Head Street Lights are being recommended.

Mr. Kirton replied that the Cobra Heads have existed for quite some time and it was decided to convert them into LEDs.

Council Member Murdock asked if the lights are mainly for pedestrians why use Cobra Heads.

Lance Alley, DTE Account Manager, responded the Cobra Head lights will light the street.

Council Member Murdock stated a portion of the street will be lit by the pedestrian lights and did not see a purpose of installing the Cobra Head Street Lights.

Mr. Kirton stated that is an option, but it is typical to light the entire roadway.

Council Member Murdock stated he would rather have the trees than have the Cobra Head Street Lights.

Mr. Kirton answered it is not his intention to trim the trees down completely, just enough to allow the light to pass through the branches.

Mayor Edmonds asked how tall the lighted bollards are.

Mr. Kirton replied they range up to 42 inches high, but they do come in various sizes and shapes.

Mayor Pro-Tem Richardson asked why the proposed lights are so low.

Mr. Kirton responded those lights would be for pedestrian traffic.

Mayor Edmonds stated one of the Downtown Development Authority Board Members Brienne Wilcock lives downtown and works at Illuminart she might be someone who could assist in strategy development for lighting on this block.

Mr. Kirton stated the options are; install the DTE suggested lights and trim the trees, the DTE proposed lights with the suggested lighted bollards, lighted bollards only, or the use conversion kits on the current lights.

Council Member Robb stated this is an opportunity to convert all lights to the green poles to match the rest of Downtown. Mr. Robb added Mr. Murdock made a valid point that if 14 lights are installed, is it necessary to install the Cobra Head Street Lights.

Mr. Kirton stated that is the suggestion of DTE.

Council Member Robb stated in order to keep the downtown uniform the lights currently in place should be removed.

Mayor Edmonds asked if a photometric plan has been completed.

Mr. Alley responded he isn't certain a photometric plan was completed for this project.

Mr. Kirton stated the purpose of the light determines how much light is needed.

Mr. Alley stated in terms of the roadway, the four Cobra Heads is adequate, but Mr. Kirton is discussing pedestrian lighting.

Council Member Robb stated a business owner would need to complete a photometric study before installing lights and the City follow the same standard.

Mr. Kirton stated the City could perform the study, but he is not sure if a study could be done with the current pedestrian lights.

Mr. Alley stated DTE would not be able to perform the study.

Mr. Lange stated feedback he has heard from citizens is that they would prefer the lighting be changed making it uniform to the rest of the Downtown.

Council Member Murdock asked if the City replaces the poles as Mr. Robb suggested, would the new lights be placed in the locations of the current lights.

Mr. Kirton replied that scenario is possible.

Mr. Alley stated the new lights would not necessarily go in the same place.

Council Member Murdock stated the location would not matter, and once the others are removed they can be capped.

Mayor Edmonds stated it would be helpful to see a photometric plan to understand and make good judgment. Mayor Edmonds asked that a table be included reflecting the cost.

Mr. Kirton stated he is not asking for a decision from Council he just wanted feedback on the current proposed options.

Mr. Tucker asked if there is a standard for how many lights are necessary on a street.

Mr. Kirton stated if it is a roadway street lights need to be included, but as far as pedestrian lighting he is not sure of how much lighting is standard.

Mr. Alley stated there is no standard in place for pedestrian lighting.

Council Member Murdock asked if the funding for this project would come out of the street light assessment.

Mr. Kirton stated that is yet to be determined.

Mr. Lange stated the City proposed about $24,000 for the assessment, but there were a couple of other lights that would not be as expensive, one on Hewitt and one on Oakwood.

Council Member Murdock stated the Council Information Letter (CIL) included material on street lighting and asked if the light on Leforge were still going to be paid for by Eastern Michigan University.

Mr. Lange responded he will look into that, but there is an advantage in Eastern not helping the City with lighting on Leforge.

Mr. Kirton stated the proposal in the CIL was Green Rd off of Leforge.

Mayor Edmonds asked why Mr. Lange said it was in the City's advantage to not have Eastern install streetlights on Leforge.

Mr. Lange answered the statute required that if the amount of the assessment not used was above 5% than the City would have to rebate property owners for the assessment.

Mayor Edmonds said the issue with the lights on Washington St. is that they no longer work.

Mr. Kirton stated there was a short in the decorative poles, which has been repaired but the mercury vapor bulbs are no longer manufactured.

Mr. Lange stated the City is trying to get ahead of the situation while the bulbs are still working.

VIII. <u>AUDIENCE PARTICIPATION</u> –

1. Dave Heikkinen, business owner 133 W. Michigan, stated he has spoken with both City Manager Lange and DPS Director Kirton regarding the Washington St. lights, and he is in favor of Council Member Robb's suggestion of uniformity in the Downtown. Mr. Heikkinen said there are two issues with that street; one being safety, as it is close to the bus depot and the other is that Washington St. is identified as an event street in the Master Plan, and should be well lit. Mr. Heikkinen said that the lights that are installed will need outlets for holiday lights. Also, the poles on Michigan Ave. are in need of repair.
2. Lee Tooson, 107 Middle, stated he attended the Brotherhood Banquet where Mayor Edmonds told him she sang the Negro National Anthem before school in St. Louis, which he found very interesting. Mr. Tooson stated installing stop signs at Ferris and Middle for safety is not asking too much, and if a petition, or demonstration is required so be it. Mr. Tooson stated there is a non-discrimination ordinance which was violated regarding Firefighter Williams, and if something is not done then Council is a part of that discrimination.

IX. <u>REMARKS BY THE MAYOR</u> –

- Stated she gave the welcoming remarks at the Brotherhood Banquet and that she sang Lift My Voice at the beginning of every assembly in high school.

X. <u>MINUTES</u> –

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

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That the Minutes of February 17, 2015 be approved.

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

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

XI. PUBLIC HEARINGS –

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

A. Resolution No. 2015-049, determination

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: Council Member Robb
SUPPORTED BY: Council Member Murdock

Nick Sapkiewicz, Transportation Planner with Washtenaw Area Transportation Study, provided Council with a presentation regarding non-motorized transportation. **(See website for presentation)**

Mayor Pro-Tem Richardson asked Mr. Sapkiewicz if he has driven on Huron during rush hour and, at that time it is very congested at that time.

Mr. Sapkiewicz replied he has been on that stretch of road at that time.

Mayor Pro-Tem Richardson stated she travels that way regularly, and traffic is always bad during that time.

Mr. Sapkiewic asked if the Mayor Pro-Tem Richardson has had to wait at the light at Huron and I-94.

Mayor Pro-Tem Richardson replied yes, she has had to wait through several lights at times.

Mr. Sapkiewicz stated MDOT will be performing a more in-depth analysis, but the current data states that there will not be a significant impact by adding a non-motorized crossing in the current right-of-way.

Mayor Pro-Tem Richardson stated there is a need for a non-motorized crossing, but traffic can be heavy at times at Huron and I-94.

Mayor Edmonds stated as the bus system increases in that area hopefully traffic will decrease.

Council Member A. Brown asked if the initial assessment was completed before public transit was increased.

Mr. Sapkiewicz stated yes it was.

Mayor Edmonds asked what political entity is responsible for clearing the snow on the overpass for pedestrians.

Mr. Sapkiewicz replied that is an ongoing discussion and MDOT does not feel they are responsible for snow removal on pedestrian paths. Ypsilanti Township does not clear its non-motorized paths, so it may not be cleared during winter months.

Mayor Edmonds asked if there will be a fence, or wall, on the edge of the bridge over I-94 along the non-motorized path.

Mr. Sapkiewicz stated he believes a cement barrier is already present at the site.

Mayor Edmonds asked if the barrier is waist high.

Mr. Sapkiewicz replied correct.

Mayor Edmonds stated that a waist high barrier can still be dangerous if a cyclist needs to swerve they may fall over the barrier.

Mr. Sapkiewicz replied those details will be hashed out as MDOT engineers formulate the project further, this process is an initial push to get MDOT involved and throughout this process MDOT has had both motorist and pedestrian safety in mind.

Mr. Lange stated originally the plan was to have the non-motorized lane in the center and now the lane is proposed on the side of the road. He asked how wide the non-motorist path will be and if it will be strong enough to carrier a single axle truck.

Mr. Sapkiewicz responded the path is planned for the current right-of-way and vehicles are traveling on that section presently. Mr. Sapkiewicz stated the plan for the center non-motorized path ran into issue because the north bound and south bound bridges are separate, which presented a significate challenge.

Mr. Lange stated there is not a plan to extend the width of the bridge.

Mr. Sapkiewicz responded MDOT does not have plans to extend the width of the bridge.

Mr. Lange stated it is critical that a truck be able to drive along the path for it to be maintained. Also, a fence would need to be placed along the edge of the path due to safety concerns.

Mr. Sapkiewicz responded the funding that was available through a Housing and Urban Development (HUD) grant only carried through base level plans, and more details will be available as the project progresses.

Council Member Murdock asked if the City would be applying for the grant.

Mayor Edmonds answered potentially it would either be the City, or the Road Commission.

Council Member Murdock asked if MDOT would provide funding.

Mr. Sapkiewicz replied a Transportation Alternative Program (TAP) grant does require a 20% match, however this project has been pitched to MDOT as an MDOT project and since the bridge is an MDOT facility hopefully MDOT will provide the 20% match. He added with TAP grants an overmatch of more than a 20% produces a successful application.

Council Member A. Brown asked if the 20% match could be a combination of the County, MDOT, and the Road Commission.

Mr. Sapkiewicz answered absolutely, but it is anticipated MDOT will fund the 20% match with hopes to increase the match with help from other partners.

B. Open public hearing

1. Cheryl Farmer, 214 N. Huron, stated she was proud of the tenacity of the City trying to get a dedicated non-motorized lane at this location. Ms. Farmer stated this is a dangerous stretch of road for pedestrians, and a lot of people travel to work along this road. Anything that can be done to make this road safer for pedestrian would be positive.
2. Bob Krzewinski, Non-Motorized Advisory Committee, stated he appreciates that Council is trying to get this accomplished. He stated winter maintenance needs to be more of a priority for non-motorized lanes.

C. Resolution No. 2015-050, close public hearing

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: Council Member Robb
SUPPORTED BY: Council Member N. Brown

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

Council Member Vogt stated one concern he has is not only a fence on the outside edge, but one on the inside edge as well, around four feet.

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:

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

2. Public hearing on Huron/Hamilton/Washtenaw proposed non-motorized improvements (Road Diet).

A. Resolution No. 2015-051, determination

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

City Planner Bonnie Wessler provided a presentation regarding the Huron/Hamilton/Washtenaw Road Diet. **(See website for presentation)**

Mayor Pro-Tem Richardson asked if this project included on-street parking.

Ms. Wessler stated yes.

Mayor Pro-Tem Richardson stated Hamilton does not have a turn lane.

Ms. Wessler responded there is a left turn lane by the Key Bank parking lot and at Harriet.

Council Member A. Brown asked if the pedestrian crossing near Abe's Coney Island could be altered, moving it closer to the corner.

Ms. Wessler replied the reason that the crossing is away from the corner at that location is due to restrictions of the right-of-way, the turning radii of wheelchairs, and the placement of a utility pole.

Council Member A. Brown asked how far the bike lane would travel.

Ms. Wessler replied Ferris to Michigan Ave.

Council Member Murdock asked what will happen to the Cross and Huron intersection as a result of road diet.

Ms. Wessler replied it will still be challenging for all forms of travel. She added there is not a fantastic way to make it work well for vehicles and bicycles.

Mayor Edmonds asked if there is a way that traffic turning left can be slowed down at that intersection.

Ms. Wessler stated there is an island in the middle that is not connected to the crosswalk and improving that is being discussed with MDOT, as well as signage.

Mayor Pro-Tem Richardson asked if speed limits will be changed.

Ms. Wessler responded speed limits are set be Michigan State Police, resulting from an investigation of speeds traveled on a particular road. The road diet hopes to slow motorist's speed which would result in lower speed limits.

Mayor Pro-Tem Richardson stated she does not believe the road diet will alter speed of vehicles travelling on that road.

Council Member A. Brown asked if there was discussion about a crosswalk at Hamilton at Ferris.

Ms. Wessler responded the City is working with MDOT on that matter.

Council Member Murdock stated this is similar to a plan proposed a few years ago and said the crossing at I-94, in terms of a reorientation, will increase connectivity and assist with high pedestrian traffic. Mr. Murdock asked if MDOT will be repairing curb cuts.

Ms. Wessler responded yes, MDOT will be repairing the ones in their right-of-way.

Council Member Murdock said all the curb cuts in the downtown need to be replaced.

Ms. Wessler replied MDOT will be repairing the curb cuts in their right-of-way.

Mayor Edmonds stated she agrees that crossings need to be a priority to avoid further injury.

B. Open public hearing

1. Cheryl Farmer, 214 Huron St., stated her block on Huron is between Washtenaw and Emmet and she has been gardening on the margin between the sidewalk and the street and is happy to put in grass as long as a parking lane is placed there. The parking would help businesses and institutions as well as help in slowing traffic.

C. Resolution No. 2015-052, close public hearing

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

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

Council Member Vogt reassured Mayor Pro-Tem Richardson that road diets have a tremendous effect on slowing speed. Mr. Vogt stated he feels that it will have a very positive effect on the City, not only in increased safety but also in additional parking.

Council Member A. Brown motioned, Council Member Vogt supported amending the resolution to add pedestrian safety as a priority.

On a voice vote, the motion carried and the resolution was amended.

On a roll call, the vote to approve Resolution No. 2015-051 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

XII. <u>ORDINANCES – FIRST READING</u> –

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

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: Council Member Murdock
SUPPORTED BY: Mayor Pro-Tem Richardson

City Planner Bonnie Wessler stated this ordinance change is in response to difficulties in public noticing for alley vacations and closings. She explained the City has a checklist to make sure noticing is done properly, but it was felt that noticing requirements should be more uniform.

B. Open public hearing

None

C. Resolution No. 2015-054, close public hearing

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: Council Member Murdock
SUPPORTED BY: Mayor Pro-Tem Richardson

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

On a roll call, the vote to approve Resolution No. 2015-053 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. <u>RESOLUTIONS/MOTIONS/DISCUSSIONS</u> –

1. Resolution No. 2015-055, adopting "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: Council Member A. Brown
SUPPORTED BY: Council Member Vogt

Council Member A. Brown stated this resolution is in response to legislation passed in June in Lansing, and was developed by the Department of Natural Resources, Parks and Recreation Designation, Pure Michigan and Michigan Trails, and informed Council that she does have that legislation if Council would like to see it.

Mayor Edmonds said that this falls within the City's Master Plan and thanked Council Member A. Brown for her work on this resolution.

On a roll call, the vote to approve Resolution No. 2015-055 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. Resolution No. 2015-056, authorizing City Attorney to sign Engagement Letter with law firm 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: Council Member Robb
SUPPORTED BY: Council Member Murdock

On a roll call, the vote to approve Resolution No. 2015-056 was as follows:

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

VOTE:

YES: 6 NO: 1 (Richardson) ABSENT: 0 VOTE: Carried

3. Resolution No. 2015-057, approving the use of city hall as a First Friday's venue.

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 RESOLOVED 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: Council Member Vogt
SUPPORTED BY: Council Member N. Brown

Mayor Edmonds stated this resolution was suggested to her by staff to welcome the community into City Hall to view artwork displayed on the first floor. She said that since First Fridays require the use of City property Council should pass a resolution authorizing the use of City Hall. Mayor Edmonds stated she will staff volunteers to work during First Fridays. The event will include information from the Downtown Development Authority and the City on how to open a business and other City services. Mayor Edmonds stated with the improvements already happening to City Hall it seems fitting to have community members submit artwork for display.

Council Member A. Brown asked where artwork would be displayed.

Mayor Edmonds replied mostly in the hallway on the first floor of City Hall.

Mayor Pro-Tem Richardson asked if First Fridays will occur during office hours.

Mayor Edmonds responded the event would not be during office hours, possibly from 6 p.m. to 8 p.m.

Mayor Pro-Tem Richardson asked if the event would require extra police protection.

Mayor Edmonds stated she does not think so, but there will be a liability release that each artist would need sign.

Mayor Pro-Tem Richardson stated her concern was not with the artists, but with individuals coming in and out of the building after hours.

Mayor Edmonds responded having been both a host for First Fridays as well as a participant she did not feel that it would be necessary.

Council Member A. Brown asked if Mayor Pro-Tem Richardson had a safety concern.

Mayor Pro-Tem Richardson responded yes.

Council Member Robb stated police officers are not present during Council Meetings and does not feel a police presence would be necessary during this event.

Council Member Murdock asked what staff, other than police, would be required.

Mayor Edmonds answered she would be present and would ask DDA Director Tim Colbeck if he would like to be a part of the event.

Mayor Pro-Tem Richardson asked if Mayor Edmonds is taking responsibility for opening and closing City Hall for the event.

Mayor Edmonds responded yes, and she would ask Mr. Colbeck if he would volunteer.

Council Member Robb asked who would be curating the artwork.

Mayor Edmonds responded she and Clerk McMullan and any other interested party.

City Manager Lange asked if the artwork would be displayed on tripods.

Mayor Edmonds stated the art would be displayed on the walls and would be in place for several months.

Mr. Lange stated he is a fan of art but he is apprehensive about mounting it on the walls.

Mayor Edmonds replied it was already planned to hang art on the walls in City Hall, and this would simply take its place.

Mayor Pro-Tem Richardson stated this event is not permanent and the artwork will be eventually removed, and asked how the walls will be affected.

Mayor Edmonds stated it would result in several nail size holes that will service the entire event.

Council Member Robb asked if the City is responsible for framing the art.

Mayor Edmonds responded no.

Council Member Robb stated typically, in events such as these held in public spaces, art is a specific size.

Mayor Edmonds responded that has not been her experience.

Council Member Robb stated in public spaces, such as City Hall, that is the practice.

Council Member A. Brown asked Clerk McMullan if she was going to choose the placement of the artwork.

Clerk McMullan responded yes, and she will decide how the art will be hung on the walls.

Mayor Pro-Tem Richardson asked Clerk McMullan if this will be adding to her responsibilities.

Clerk McMullan stated it will not take up a large quantity of time, and if it is just the first floor it should be fine.

On a roll call, the vote to approve Resolution No. 2015-057 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

4. Resolution No. 2015-058, adopting the 2015 Council goals.

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

Council Member Robb asked why if the Memo was sent on February 16th Council did not receive it until the packet was delivered on the 27th.

Mayor Edmonds responded it was submitted to Clerk McMullan last week to be delivered as a part of the packet.

Council Member Robb stated he has been a part of nine goal settings while on Council, and feels that this was the worst. He said none of the goals were vetted by Council, and they are all listed as equal, which means that a wellness plan is equal to the development of Water Street. Also, marketing has been made a goal and that means budget should reflect that by hiring an individual to meet the demands of marketing the City.

City Manager Lange stated he isn't sure that an employee dedicated to marketing the City would need to be hired.

Council Member Robb responded then the City would not be working toward its goals, but the point is that none of the goals were vetted through Council. Mr. Robb stated Council never had the chance to go through these goals and properly discuss them. Mr. Robb stated these are not his goals for the City and he would not be able to support them.

Mayor Edmonds stated in her thinking the memo was information that Council already had, and did not think it was necessary to send the memo to Council. Mayor Edmonds apologized to Council and said in the future she will not make that mistake.

Council Member Robb responded the memo was not distributed to Council, and he takes it as Mayor Edmonds did not feel it was appropriate to distribute the goals to Council.

Mayor Edmonds stated she will make sure to not make this mistake in the future.

Council Member A. Brown stated an issue she had with the goal setting process was that staff had already identified goals before Council entered the process. She said in the future it would be more helpful to have the goal setting meeting earlier.

Mayor Edmonds stated staff goals should be based on Council goals.

Council Member A. Brown stated she was surprised that staff had completed their goals prior to goal setting and would now have to filter their goals through Council goals.

Mayor Pro-Tem Richardson stated when she first was elected to Council, both Council and staff together, established goals.

City Manager Lange stated staff will follow the directive of Council, but the process was extremely delayed.

Council Member Murdock stated he was not pleased with the process from the beginning. He said staff provided presentations regarding department goals, but Council was not given an opportunity to discuss those goals with staff. Mr. Murdock stated he will not be voting to approve the goals and he did not see a need for a facilitator.

Mayor Pro-Tem Richardson said she liked the facilitator because it kept the meeting focused on things other than just budgetary issues.

Council Member N. Brown said she did not take issue with staff providing a presentation of department goals because their goals were a continuation from last year. Ms. Brown stated she was not pleased with the facilitation and thought it was too abstract. Ms. Brown added she is uncertain what the City is going to do to accomplish the developed goals.

Mayor Edmonds responded this is a top level vision that will be given to the City Manager who will decide the steps needed to achieve the goals.

Mayor Pro-Tem Richardson agreed that Council began the goal setting process late and usually by January Council would have been given the results. Ms. Richardson agreed staff goals were an extension of last year's goals, and although the facilitation was not the greatest she did appreciate that a facilitator was present.

Council Member N. Brown stated her issue was not that Council used a facilitator, but more the style of the facilitator.

Mayor Edmonds stated the goal setting process was delayed while the vacancy in Ward 2 was filled.

Council Member Vogt stated although there were some goals that could have been added these goals are very broad. He said he does not feel that goals not named are completely omitted. The point of the process was to discuss what Council wants to accomplish and he does not see any strong reason to not adopt the listed goals. Mr. Vogt added that he feels the City should be on a two year cycle for goal settings.

Mayor Pro-Tem Richardson stated she agrees that some of the goals listed would benefit with more discussion and develop how the goals would be accomplished.

Mayor Edmonds responded the City Manager and staff will develop action plans on how to achieve goals and that information would be presented to Council in the Council Information Letters (CIL).

Mayor Pro-Tem Richardson replied she prefers Council have input on how goals are accomplished.

Mayor Edmonds asked if Mayor Pro-Tem Richardson would like the City Manager to bring the action plans to Council for approval.

Mayor Pro-Tem Richardson stated she would like to see it in reverse, having Council provide the City Manager and staff more specifics on how to accomplish the goals.

Council Member N. Brown stated that the Mayor is saying since that did not occur would you like the City Manager to bring his strategies to Council for approval.

Mayor Edmonds asked Mayor Pro-Tem Richardson if she would like to have more working sessions to develop the goals.

Mayor Pro-Tem Richardson responded she thinks that Council should provide staff more specific directions.

Mayor Edmonds stated when the City Manager brought strategies to Council there would be opportunity to either accept them, or not.

Council Member A. Brown said two of five identified goals are; the City prioritize Water Street properties, sales, and management and to promote the development of Water Street projects and that they are redundant. Ms. Brown stated it is Council's job to adopt goals for the City, and what would it say about Council if it is unable to give staff direction.

Mayor Edmonds asked Council Member A. Brown what would be her recommendation to get to that level.

Council Member A. Brown replied the City Manager should take the goals listed and develop strategies and come to Council with his recommendations. However, she does value what both Council Member Robb and Mayor Pro-Tem Richardson said that Council did not have time to provide more input.

On a roll call, the vote to approve Resolution No. 2015-058 was as follows:

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

VOTE:

YES: 5 NO: 1 (Robb) ABSTAINED: 1 (Murdock) ABSENT: 0 VOTE: Carried

XIV. LIASON REPORTS –

A. SEMCOG Update – The General Assembly is coming up on March 26th at the Detroit Institute of Arts beginning at 3 p.m., business at 4 p.m., and dinner at 6 p.m. and the event is free.
B. Washtenaw Area Transportation Study – Nothing to be report.
C. Washtenaw Metro Alliance – No meeting.
D. Urban County – Discussion regarding congestion on northbound US-23 and pros and cons of lane widening and use of shoulders during peak traffic hours.

E. Freight House – The "Patronicity" fundraising was successful with their grant match and bid documents should go out in a couple of weeks.
F. Parks and Recreation – Meet next week.
G. Millennial Mayors Conference – The first executive meeting will be in a couple of weeks to formulate the conference.
H. Ypsilanti Downtown Development Authority – Nothing at this time.
I. Eastern Washtenaw Safety Alliance – Have not met since the last Council Meeting.

XIV. COUNCIL PROPOSED BUSINESS –

Richardson

- The event held at Parkridge Center was successful and provided an in-depth history, especially of African American history, and suggested Council go and view artwork that is on display. Ms. Richardson stated the only piece of art that was not displayed was that of John Burton, which is yet to be completed.

  Council Member A. Brown stated the event was very well attended.

- Stated that the snow at bus stops and on the sidewalks is making it difficult for pedestrians to maneuver.

Murdock

- Suggested Council hold work sessions on the second and fourth Tuesdays of the month.

A. Brown

- Stated March is reading month and asked if anyone is interested in participating they should email her.

- Stated during the February 17th Council Meeting she suggested holding an information event regarding the May ballot proposal. She said that SEMCOG is neutral and is available to do the public information session.

- Several constituents have contacted her regarding the Water Street development and City Manager Lange will hold an information event in the beginning of April, and if other Council Members are interested the event could be held at City Hall.

- Asked if the City would only be allowed to submit one Transportation Alternative Program (TAP) grant application for a single item.

  City Planner Bonnie Wessler responded that she is not certain, but she would look into that possibility.

  City Manager Lange stated the City has TAP grants for the Border to Border Trail and another at the Water Tower but he is willing to apply for another grant.

  Council Member Murdock stated the two major grants helping to fund the Border to Border Trail are not TAP grants.

  City Manager Lange stated that a TAP grant helps to connect the Border to Border Trail.

- Asked City Attorney Barr the process for changing her vote on Resolution No. 2015-015 from a yes to a no.

City Attorney Barr responded he would have to look into that process.

Council Member Murdock stated the results would not be able to be changed because that item is already on the ballot.

Council Member A. Brown replied that she understands that, but she would still like to change her vote from a yes to a no.

- Stated she, Mayor Pro-Tem Richardson, and Council Member N. Brown attend the Michigan Municipal League (MML) training.

N. Brown

- Stated she really enjoyed the Brotherhood Banquet and was happy to see youth of the area still really involved.

Robb

- Stated he was told that he would be unable to receive the personal property tax information from Bay Logistics. Mr. Robb stated he is only asking for evidence that the dynamometers were included on Bay Logistics personal property taxes.

City Manager Lange responded the issue is that they could only go back a couple of years in tax records. Another issue is that claim was not itemized, making it difficult to get a solid answer.

City Attorney Barr replied he did follow-up with Mr. Robb question and stated there is a statute providing confidentiality for personal property tax filing. Mr. Barr explained that he spoke with the City Assessor who will be opening an investigation into the matter, but they can only go back two years.

Council Member Robb asked how it was possible for Forest Health to go back so many years but Bay Logistics is not.

Mr. Barr stated he will examine the statute of limitation and see if the two year limitation is accurate.

XV. COMMUNICATIONS FROM THE MAYOR –

- Stated she continues to bring up snow removal at bus stops and strategize how to resolve this problem in meetings with AAATA.

- Stated the Citizen's Action Center on the website does not provide information on how a matter is resolved.

XVI. COMMUNICATIONS FROM THE CITY MANAGER –

- Stated staff sent out a Council Information Letter (CIL) which contains more information as requested.

- Sent out a memo regarding the fleet reduction and the records are much more in-depth.

XVII. AUDIENCE PARTICIPATION –

None

XVIII. REMARKS FROM THE MAYOR –

None

XIX. CLOSED SESSION -

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

On a roll call, the vote to adjourn to Closed Session 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

The motion carried and the meeting adjourned at 9:30 p.m.

XX. ADJOURNMENT -

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

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

On a voice vote, the motion carried and the meeting was adjourned at 10:39 p.m.

REQUEST FOR LEGISLATION
March 13, 2015

From: Tim Colbeck, Ypsilanti DDA

Subject: Depot Town Amended and Restated Tax Increment Finance (TIF) & Development Plan

SUMMARY & BACKGROUND:

Council approved last amended Depot Town TIF & Development Plan in 2000. The current TIF & Development Plan will expire after December 2015. The Ypsilanti DDA has prepared an Amended and Restated Depot Town TIF & Development Plan that will extend the TIF through December 2040. I will give a detailed presentation of the amended plan and be present to answer questions, and is requesting the council adopt the plan as submitted.

RECOMMENDED ACTION: Request council to approve and adopt the Amended and Restated Depot Town Tax Increment Finance & Development Plan.

ATTACHMENTS: YDDA Resolution to Adopt the Amended and Restated Depot Town Tax Increment Financing & Development Plan and Presentation of the Depot Town TIF history and amended plan summary.

CITY MANAGER APPROVAL: COUNCIL AGENDA DATE: 3-17-15

CITY MANAGER COMMENTS:

Resolution No. 2015 - 061
March 17, 2015

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, the Depot Town DDA was established in 1984 and the district was expanded in 1992; and

WHEREAS, the current Depot Town TIF and Development Plan was implemented in 2000 and has an expiration date of December 2015; and

WHEREAS, the Ypsilanti DDA Board has approved an Amended and Restated Depot Town Tax Increment Finance (TIF) & Development Plan as prepared and submitted by Beckett & Raeder that will extend the plan through December 2040.

NOW, THEREFORE, BE IT RESOLVED THAT the Ypsilanti City Council approves the adoption of the Amended and Restated Depot Town TIF and Development Plan as submitted.

OFFERED BY: ____

SUPPORTED BY: ____

YES: NO: ABSENT: VOTE:

Depot Town DDA History

Depot Town DDA established June 1984

Established goals, updated the 1976 city Master Plan related to Depot Town & developed program to meet goals in 1988

Funding: 2 mills in January 1990

DTDDA TIF and Development Plan adopted December 1992

Depot Town DDA TIF - 2000

Depot Town TIF and Development Plan 2000

- In January 2000 the Ypsilanti City Council adopted an amended and restated Depot Town Tax Increment and Development Plan:
  - The plan extended the 1992 plan until 2015.
  - The 1992 assessed valuation of real and personal property for the DDA district was $1,720,000.
  - By 2000 the assessed valuation had increased to $2,358,477.
  - As of 12-31-14 the assessed valuation is now $3,352,039.

YDDA investment and programs

- What has the YDDA done for Depot Town since 2000?
  - Maple St. Lot
  - Holiday Lighting
  - Pedestrian Trash Can Service
  - Spring Flowers/Hanging Baskets
  - Kiosk repairs and updates
  - DDA Police Officer Partnership
  - Bike Rack Program

YDDA investment and programs

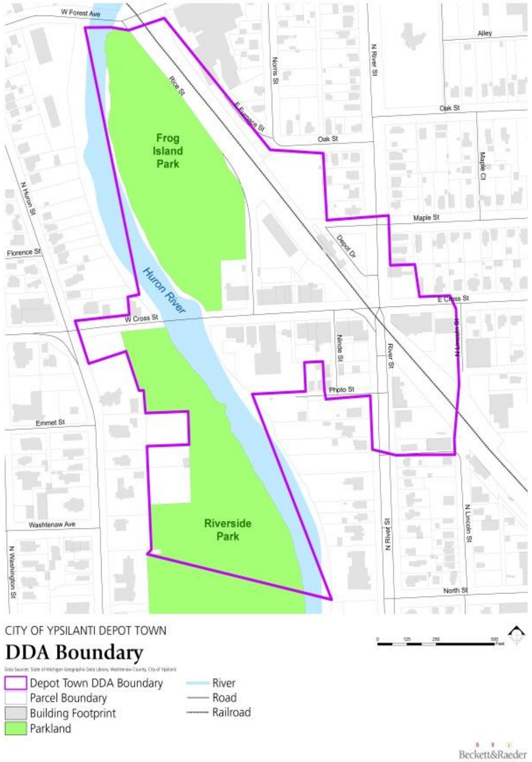
- Cross St. Streetscape Enhancements
  - The YDDA provided a $87,500 match to the City's $170,000 to leverage over $1,000,000 of improvements/upgrades along Cross St. from River to Normal
    - Approximately $53,000 of this was specifically earmarked for Depot Town for included improved cross walks & pedestrian ramps, traffic bump outs/rain gardens, and sitting wall
    - The YDDA has agreed to the long term maintenance of the rain gardens
- E. Cross St. Repaving
  - The YDDA provided $40,000 towards $211,000 for the repaving of Cross St. between Huron and River St. in 2011

YDDA investment and programs

- Façade Improvement Grants
  - Since the 2010-11 fiscal year the YDDA has awarded 13 Façade Improvement Grants in Depot Town in excess of $25,000 and leveraging over $77,000 in estimated improvements
- Building Rehab Grants
  - Since the 2011-12 fiscal year the YDDA has awarded 3 Building Rehab Grants in Depot Town for $33,000 and leveraging over $112,000 in estimated improvements
- Ypsilanti Freighthouse Support
  - In 2015 the YDDA awarded a $35,000 grant towards the completion of the Ypsilanti Freighthouse

Depot Town Amended and Restated Development and Tax Increment Financing Plan

- In February 2014 the YDDA hired consultants Beckett & Raeder to prepare a revised Development & TIF Plan for the Depot Town TIF
  - Over the course of the last year YDDA staff and consultants did extensive outreach to community stakeholders to get their goals and vision for Depot Town
    - This included stakeholder interviews, a community visioning session, and YDDA board survey and planning session
    - The consultants also compared the community input for consistency with other existing plans and/or studies including the Shape Ypsilanti Master Plan, Parks and Recreation Master Plan, the YACVB Strategic Destination Plan and the YDDA's Vision, Values, and Outcomes statement



Depot Town Amended and Restated Development and Tax Increment Financing Plan

- Based on the Community Stakeholder's input a list of program priorities were created and designated into 3 zones
  - River and Parks Area
    - Riverwalk – assist in the development of a continuous riverwalk with improved river access and improvements to the non-motorized pathway system
    - Performance Venue – assist in the refurbishment of the Frog Island ampitheater
    - Frog Island & Rice Street Parking Lot reconfiguration and reconstruction
    - Ypsilanti Recycling Drop-Off Center – assist in finding an alternate location of the drop-off center
    - General Park Improvements

Depot Town Amended and Restated Development and Tax Increment Financing Plan

- Freighthouse and Depot Area
  - Railroad Transit Station – support community efforts with technical and design services to develop Amtrak and commuter train stop
  - Freighthouse Plaza & Freighthouse – assist with plaza and building improvements to support activities and events
  - Private Investment Opportunities – provide support for adaptive reuse and preservation opportunities

Depot Town Amended and Restated Development and Tax Increment Financing Plan

- Depot Town Business Area
  - Complete Streets Improvements
  - River St. Boulevard Enhancements
  - Downtown Living – provide support to actively encourage multi-use development
  - Private Investment Opportunities - provide support for adaptive reuse and preservation opportunities

Proposed Projects
Estimated Cost & Implementation Schedule

Near Term Projects (0-5 years)

Proposed Project	Type	Estimated Cost
Performance Venue	Infrastructure	$500,000
Frog Island & Rice St. Lots	Infrastructure	$200,000
Railroad Transit Station	Redevelopment	$250,000
River St. Boulevard Improvements	Infrastructure	$100,000
Private Investment Opportunities	Redevelopment	$150,000
Business Retention & Recruitment	Programming	$25,000
Arts Community Retention & Recruit.	Programming	$25,000
Design Guidelines	Programming	$40,000

Proposed Projects
Estimated Cost & Implementation Schedule

Near Term Projects (0-5 years)

Proposed Project	Type	Estimated Cost
Signage Guidelines	Programming	$25,000
Preservation of Historic Structures	Programming	$50,000
Façade Improvement Guidelines	Programming	$10,000
Infrastructure Maintenance	Infrastructure	$100,000
Programming	Programming	$25,000
Interior Building Modifications	Redevelopment	$150,000
Designated Funds	Redevelopment	$150,000
Total		**$1,800,000**

Proposed Projects
Estimated Cost & Implementation Schedule

Mid Term Projects (6-9 years)

Proposed Project	Type	Estimated Cost
Riverwalk	Infrastructure	$500,000
Recycling Drop-Off Center	Infrastructure	$100,000
Freighthouse Plaza & Freighthouse	Infrastructure	$1,500,000
Downtown Living	Redevelopment	$50,000
District Wayfinding	Signage	$100,000
Designated Funds	Redevelopment	$250,000
Total		**$2,500,000**

Proposed Projects
Estimated Cost & Implementation Schedule

Long Term Projects (10 or more years)

Proposed Project	Type	Estimated Cost
General Park Improvements	Infrastructure	$2,000,000
Complete Streets Improvements	Infrastructure	$2,000,000
Designated Funds	Redevelopment	$250,000
Multi-Modal Infrastructure Support	Infrastructure	$400,000
Parking Structure	Infrastructure	$4,125,000
Cross St. Bridge Repair	Infrastructure	$500,000
Total		**$9,275,000**

Anticipated Captured Taxable Valuation

Plan Year	Fiscal Year	Initial Base Valuation	Annual Taxable Growth	Taxable Valuation Annual Growth	Captured Valuation
	1991-92	$1,720,000			
	2014-15	$3,352,039			$1,632,039
1	2015-16	$1,632,039	1.00%	$16,320	$1,648,359
2	2016-17	$1,648,359	1.00%	$16,484	$1,664,843
3	2017-18	$1,664,843	1.00%	$16,648	$1,681,491
4	2018-19	$1,681,491	1.00%	$16,815	$1,698,306
5	2019-20	$1,698,306	1.00%	$16,983	$1,715,289
6	2020-21	$1,715,289	2.00%	$17,323	$1,732,612
7	2021-22	$1,732,612	2.00%	$17,669	$1,750,281
8	2022-23	$1,750,281	2.00%	$18,023	$1,768,304
9	2023-24	$1,768,304	2.00%	$18,383	$1,786,687
10	2024-25	$1,786,687	2.00%	$18,751	$1,805,438
11	2025-26	$1,805,438	2.00%	$19,126	$1,824,563
12	2026-27	$1,824,563	2.00%	$19,508	$1,844,071

Anticipated Captured Taxable Valuation

Plan Year	Fiscal Year	Initial Base Valuation	Annual Taxable Growth	Taxable Valuation Annual Growth	Captured Valuation
13	2027-28	$1,844,071	2.00%	$19,898	$1,863,970
14	2028-29	$1,863,970	2.00%	$20,296	$1,884,266
15	2029-30	$1,884,266	2.00%	$20,702	$1,904,968
16	2030-31	$1,904,968	2.00%	$21,116	$1,926,085
17	2031-32	$1,926,085	2.00%	$21,539	$1,947,623
18	2032-33	$1,947,623	2.00%	$21,969	$1,969,593
19	2033-34	$1,969,593	2.00%	$22,409	$1,992,002
20	2034-35	$1,992,002	2.00%	$22,857	$2,014,858
21	2035-36	$2,014,858	2.00%	$23,314	$2,038,173
22	2036-37	$2,038,173	2.00%	$23,780	$2,061,953
23	2037-38	$2,061,953	2.00%	$24,256	$2,086,209
24	2038-39	$2,086,209	2.00%	$24,741	$2,110,950
25	2039-40	$2,110,950	2.00%	$25,236	$2,136,186

Anticipated Captured Revenue

Plan Year	Fiscal Year	Ypsilanti 31.0963	Washt. County 4.9916	WCC 3.4576	District Library 1.8874	AAATA 0.7000	Captured Revenue 42.1329
	2014-15	$50,750	$8,146	$5,643	$3,080	$1,142	$64,540
1	2015-16	$51,258	$8,228	$5,699	$3,111	$1,154	$69,450
2	2016-17	$51,770	$8,310	$5,756	$3,142	$1,165	$70,145
3	2017-18	$52,288	$8,393	$5,814	$3,174	$1,177	$70,846
4	2018-19	$52,811	$8,477	$5,872	$3,205	$1,189	$71,555
5	2019-20	$53,339	$8,562	$5,931	$3,237	$1,201	$72,270
6	2020-21	$53,878	$8,649	$5,991	$3,270	$1,213	$73,000
7	2021-22	$54,427	$8,737	$6,052	$3,303	$1,225	$73,744
8	2022-23	$54,988	$8,827	$6,114	$3,337	$1,238	$74,504
9	2023-24	$55,559	$8,918	$6,178	$3,372	$1,251	$75,278
10	2024-25	$56,142	$9,012	$6,242	$3,408	$1,264	$76,068
11	2025-26	$56,737	$9,107	$6,309	$3,444	$1,277	$76,874
12	2026-27	$57,344	$9,205	$6,376	$3,481	$1,291	$77,696
13	2027-28	57,963	$9,304	$6,445	$3,518	$1,305	$78,534

Anticipated Captured Revenue

Plan Year	Fiscal Year	Ypsilanti 31.0963	Washt. County 4.9916	WCC 3.4576	District Library 1.8874	AAATA 0.7000	Captured Revenue 42.1329
14	2028-29	$58,594	$9,406	$6,515	$3,556	$1,319	$79,390
15	2029-30	$59,237	$9,509	$6,587	$3,595	$1,333	$80,262
16	2030-31	$59,894	$9,614	$6,660	$3,635	$1,348	$81,152
17	2031-32	$60,564	$9,722	$6,734	$3,676	$1,363	$82,059
18	2032-33	$61,247	$9,831	$6,810	$3,717	$1,379	$82,985
19	2033-34	$61,944	$9,943	$6,888	$3,760	$1,394	$83,929
20	2034-35	$62,655	$10,057	$6,967	$3,803	$1,410	$84,892
21	2035-36	$63,380	$10,174	$7,047	$3,847	$1,427	$85,874
22	2036-37	$64,119	$10,292	$7,129	$3,892	$1,443	$86,876
23	2037-38	$64,873	$10,414	$7,213	$3,938	$1,460	$87,898
24	2038-39	$65,643	$10,537	$7,299	$3,984	$1,478	$88,940
25	2039-40	$66,427	$10,663	$7,386	$4,032	$1,495	$90,004
Total		**$1,457,081 73.81%**	**$233,891 11.85%**	**$162,014 8.21%**	**$88,437 4.48%**	**$32,799 1.66%**	**$1,974,225 100%**

Amended and Restated

Development Plan and Tax Increment Financing Plan Depot Town Downtown Development Authority District

City of Ypsilanti
Washtenaw County, Michigan
Ypsilanti Downtown Development Authority

Adopted
Month Day, 2015

City of Ypsilanti
Washtenaw County, Michigan
Ypsilanti Depot Town Downtown Development Authority

AMENDED and RESTATED DEVELOPMENT PLAN and TAX INCREMENT FINANCING PLAN

Adopted XX-XX-2015

City Council

Amanda Edmonds, Mayor
Lois Richardson, Mayor Pro Tem
Nicole Brown
Ann Brown
Daniel Vogt
Peter Murdock
Brian Robb

Ralph Lange, City Manager

Ypsilanti Downtown Development Authority

Kevin Hill, Chair
Jessica French-Cossey, Vice Chair
Adam Gainsley, Treasurer
Kenneth Dobson
Amanda Edmonds
James Dauphine
Rois Savvides
Richard Smith
Mark Teachout
Brienne Willcock

Tim Colbeck, DDA Directior

B R i
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- Letters to affected Property Owners regarding the Public Hearing
- City Council Public Hearing Meeting Minutes XX-XX-2014
- City Council Meeting Minutes Adopting Ordinance Amendment XX-XX-2014
- DDA Property Owner Listing

BACKGROUND AND PURPOSE

Purpose of the Downtown Development Authority Act

Act 197 of Public Acts of 1975 of the State of Michigan, commonly referred to as the Downtown Development Authority Act, was created in part to correct and prevent deterioration of business districts; to promote economic growth and revitalization; to encourage historic preservation; to authorize the acquisition and disposal of interests in real and personal property; to authorize the creation of the authority; to authorize the levy and collection of taxes, the issuance of bonds and the use of tax increment financing in the accomplishment of specific downtown development activities contained in locally-adopted development plans.

The Act seeks to attack problems of urban decline, strengthen existing areas and encourage new private developments in the downtown districts of Michigan communities. It seeks to accomplish this goal by providing communities with the necessary legal, monetary and organizational tools to revitalize downtown districts either through public-initiated projects or in concert with privately motivated development projects. The manner in which downtown development authorities chose to make use of these tools does, of course, depend on the problems and opportunities facing each particular downtown district and the development priorities sought by the community in the revitalization of its business area.

History of the Depot Town Downtown Development Authority

The Depot Town Downtown Development Authority (DTDDA) was established by Ordinance 613 adopted by the Ypsilanti City Council on June 18, 1984. As authorized by P.A. 197 of 1975, a DTDDA District was defined and a Board appointed to carry out the purposes of the enabling legislation. The DTDDA Board began the process of establishing goals, updating the 1976 Master Plan, and developing a program to meet identified needs and goals. The Ypsilanti City Council adopted revisions to the Plan with the updated goals and objectives on October 17, 1988 by Resolution 88-191. Then City Council authorized the DTDDA to levy two mills on real and personal property in the District as authorized by P.A. 197 of 1975, on January 22, 1990 by Resolution 90-10. City Council approved an expanded district on November 16, 1992 pursuant to Ordinance No. 784. The expansion added seven new parcels to the Development District and Area. The parcels added at that time are located on Ninde, N. River, and E. Cross Streets. The DTDDA Board then proceeded with the preparation of a Tax Increment Financing (TIF) and Development Plan to achieve the goals in the amended Master Plan and to undertake other public improvements within the area. City Council approved the original Tax Increment Financing and Development Plan of the DTDDA by Resolution 92-232 and Ordinance No. 787 in December 1992. Then on January 25, 2000, the Ypsilanti City Council approved Ordinance No. 904 and adopted amendments as part of the 2000 TIF and Development Plan of the DTDDA. This plan included an expansion of the District and Development Area to include certain properties and public right-of-ways on S. River, E. Cross, and W. Cross Streets. This plan amendment also included an update of development project priorities and costs, and an allocation of updated TIF revenue projections.

The City and DTDDA then evaluated the opportunity to expand the DTDDA District to include the West Cross Street business district adjacent to Eastern Michigan University's (EMU) main campus to facilitate revitalization initiatives and coordinated planning in this area. With substantial support from EMU, businesses, property owners, and the community, City Council approved Ordinance No. 939 on May 14, 2000 to expand the DTDDA District to include the West Cross Street business district. The expansion offers the opportunity for coordinated planning and improvements along the Cross Street corridor and enhanced linkages between Depot Town, Downtown, and the West Cross Street areas. The district expansion also positioned the DTDDA to capture the future growth in taxes to support streetscape and other public facility improvements in the West Cross Street business district.[1]

In June 2009, the Depot Town Downtown Development Authority Board and Ypsilanti Downtown Development Authority were merged establishing one board of directors.. As a result, the Ypsilanti Downtown Development Authority manages four (4) development areas and tax increment financing plans including the downtown Ypsilanti, Depot Town, West Cross Street, and Water Street.

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[1] Page 1; West Cross Development Plan and Tax Increment Financing Plan; 2000.

Basis for the Tax Increment Finance Plan and Development Plan

Act 197 of Public Acts of 1975, the Downtown Development Authority Act, provides the legal mechanism for local officials to address the need for economic development in the central business district. In Depot Town, the Downtown Development Authority district incorporates 45 parcels of private and public property along Cross Street from Huron Street to North Lincoln Street and along Rice Street from East Cross Street to West Forest Avenue, including public rights-of-way and alleys. The DDA District is approximately 44 acres in size. The initial Development Plan and Tax Increment Financing Plan was adopted on December 21, 1992, focused on the implementation of its strategic plan which included establishing a distinctive image for the downtown and providing an attractive retail and service mix for the community.

For purposes of designating a development plan district and for establishing a tax increment financing plan, the Act refers to a "downtown district" as being in a business district which is specifically designated by ordinance of the governing body of the municipality and a "business district" as being an area in the downtown of a municipality zoned and used principally for business. Tax increment financing can be used to provide the necessary funds for project implementation. By definition, a tax increment financing plan seeks to capitalize on and make use of the increased tax base created by economic development within the boundaries of a downtown district. The legal basis or support for the Tax Increment Plan and Development Plan are identified in Act 197 of the Public Acts of 1975, as amended. Since 1992, the Depot Town Downtown Development Authority has utilized tax increment financing and other funds to implement a variety of capital improvement and other projects. The map on the following page illustrates the location of projects completed or pending by the DDA in conjunction with other partners and funding sources.

GENERAL DEVELOPMENT PLAN FOR THE DEPOT TOWN DEVELOPMENT AREA DISTRICT

Downtown is a key indicator of a community's economic vitality. Prior to the establishment of the Downtown Development Act (Public Act 179 of 1975) municipalities had very few financial tools to assist with downtown revitalization. As a result, capital projects were deferred or municipalities used general fund monies and special assessment districts to defray the cost of these expenditures. The broader approach to downtown revitalization involving both the public and private sectors was absent and elected officials and administrators could not afford the time to focus personnel or the fiscal resources needed to address the real estate, market, and capital projects required to create a viable business district.

The need for establishing the Depot Town Development District (referred to as "Development Area") is founded on the basis that the future success of Depot Town's current effort to revitalize its commercial area will depend, in large measure, on the readiness and ability of its public corporate entity to initiate public improvements that strengthen the commercial area, and encourage and participate where feasible in the development of new private uses that clearly demonstrate the creation of new jobs, the attraction of new business, and the generation of additional tax revenues. Projects and programs outlined in this Development Plan are consistent with the Community Master Plan: Shape Ypsilanti and the 10-year Vision Statement of the Ypsilanti Downtown Development Authority.

1. Relationship to the City of Ypsilanti Community Master Plan: "Shape Ypsilanti"
   The City of Ypsilanti Community Master Plan, known as, Shape Ypsilanti includes several recommendations for the Depot Town area. These include:

   A. <u>Maintain Depot Town as a place for the pedestrian first</u>
      Depot Town is a safe, walkable place in Ypsilanti. A curbless street is proposed on River Street to ease access for pedestrians, including those in wheelchairs or with baby strollers. Parking lots should be away from the street front, as shown in the concept plan.

   B. <u>Build curbless "festival" street on River and Cross</u>
      A curbless street on River and Cross Streets adjacent to the train platform would increase pedestrian accessibility and facilitate events.

C. Create a public space at new train station

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

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

The market is currently located in Market Plaza of the Freight House in Depot Town. As plans are developed for the train depot, a permanent year-round location for the farmer's market should be included in the design. The concept plan shows preservation of the Freight House and the creation of a plaza where the market could be held during the summer months.[2]

2. Relationship to the Ypsilanti Downtown Development Authority Vision Statement

The Ypsilanti Downtown Development Authority (YDDA) in 2013 updated its Vision and Values Statement (attached in the Appendix). The Vision Statement includes six (6) position statements on what the YDDA will accomplish by 2023. These vision statements include:

A. A Safe and Well-Kept District

Properties are kept up—both individual businesses, and the space between, behind, and in front of them—and that leads to a perception of being cared for, which greatly influences a perception of safety.

B. Diverse Business, Visitors, Institutions, and Partnerships

There is a mix of businesses and operations in the four districts that both attract visitors and provide for core daily needs of residents. There are both retail and service-oriented businesses. This mix attracts those accustomed to urban living where all of one's needs can be met within a few blocks. The YDDA recognizes the value of partnering with core institutions in and adjacent to our DDA, including (and especially) EMU, the library, health care centers, nonprofits, and museums

C. A Supportive Environment to Start and Grow a Business

Business and property owners recognize the value of working together for shared business and district success. The vibrancy of our DDA districts also attracts development—residential, industrial, commercial—elsewhere in the City; healthy commercial districts are an indicator of a healthy economy in Ypsilanti and place you want to live, work, play, or invest.

D. Model Green Infrastructure…..A River…And a Train!

Major parks sit in the middle of our DDA districts and are the jewels of the community and are highly connected to our nearby residents and businesses. Community and economic activity in and around the parks are fed through an active festival scene and outdoor recreation for visitors and residents. This connectivity extends through bike and walking trails through surrounding neighborhoods. In addition, Green infrastructure also means multi-modal transportation. The train stops in Ypsi.

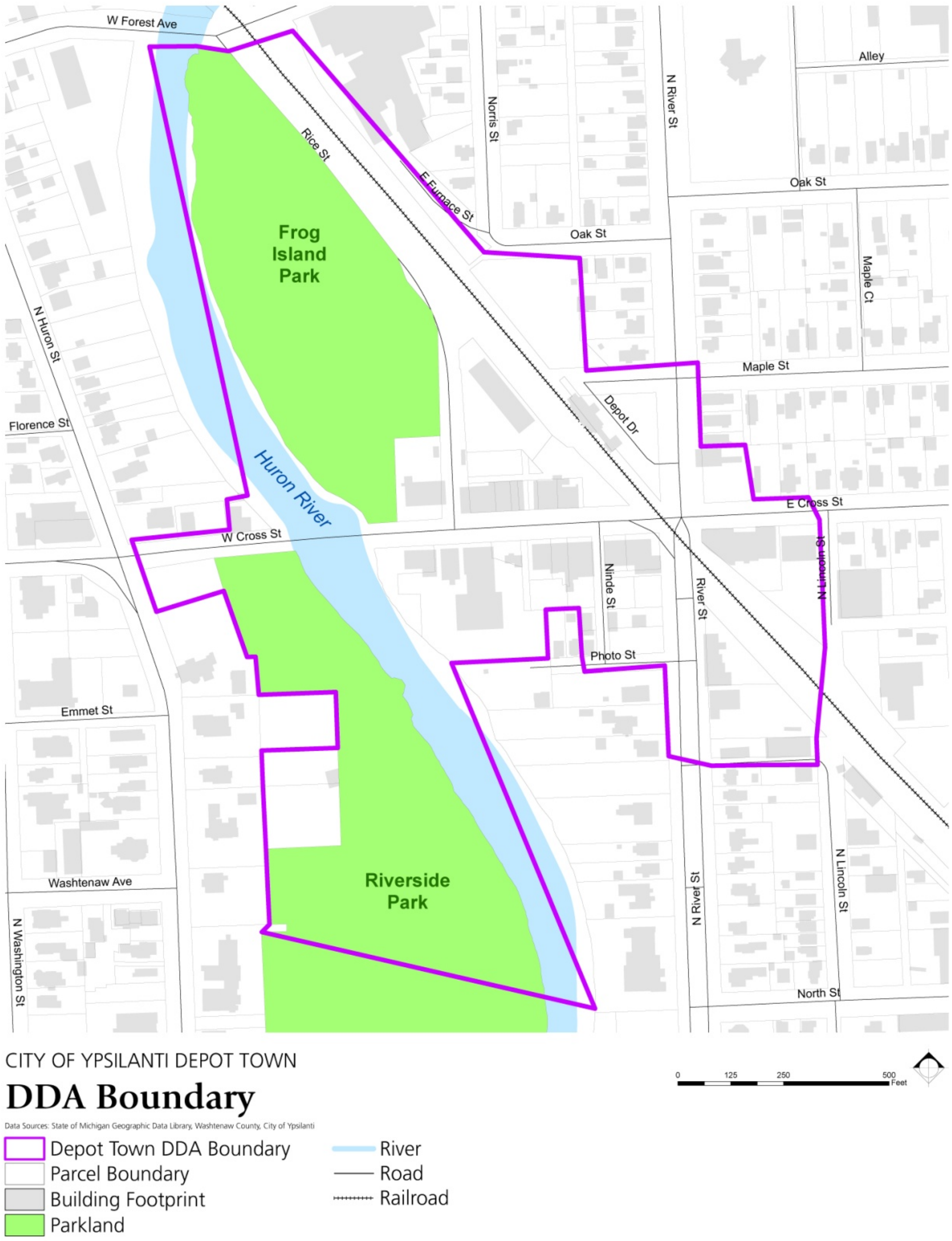
E. A Vibrant and Creative Destination

The YDDA's four districts are the core of our community and of it as a cultural and activity destination.

F. Integrated with the Region

The YDDA as a partner in conversations, initiatives, and organizations within and outside of the district contributes to making Ypsilanti overall a vibrant place to invest, live, work, play, visit, or go to school.

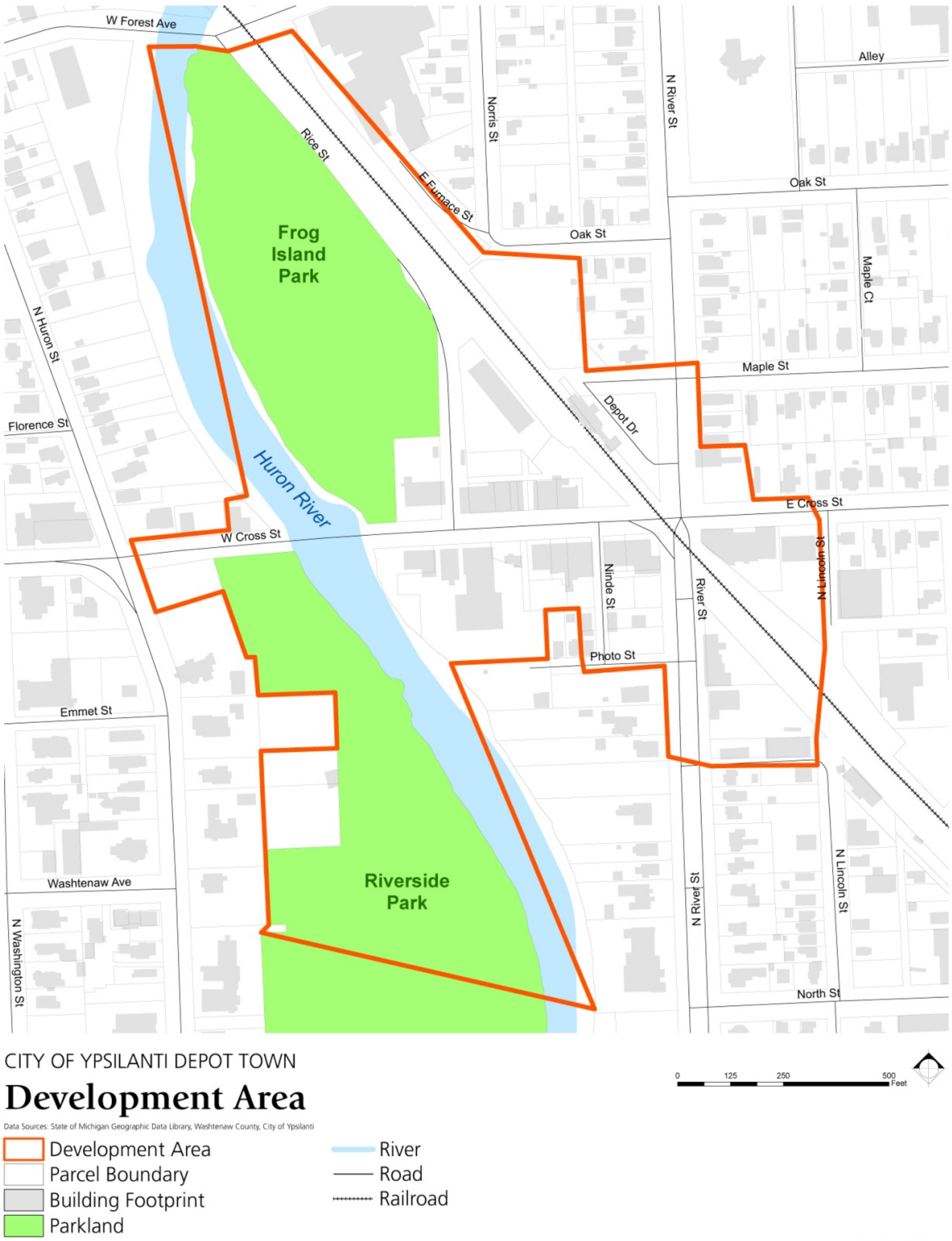
[2] Page 47; Shape Ypsilanti, City of Ypsilanti Community Master Plan 2013



Map1
Source: Depot Town Development Authority
Map: Beckett & Raeder, Inc.
DEVELOPMENT PLAN

1. Designation of Boundaries of the Development Area

The Development Area boundary is located within the jurisdictional limits of the City of Ypsilanti and the Depot Town Downtown Development Authority. The Downtown Development Authority district boundary [Map 1] and the Development Area boundary [Map 2] are illustrated and can be generally described as incorporating all public and private real estate along Cross Street from Huron Street to North Lincoln Street and along Rice Street from East Cross Street to West Forest Avenue including public rights-of-way and alleys.



Map 2
Source: Depot Town Development Authority
Map: Beckett & Raeder, Inc.

2A. Location and Extent of Existing Streets and other Public Facilities within the Development Area; Location, Character and Extent of Existing Public and Private Land Uses.

Existing land uses within the Development Area are comprised of public and private land uses. These land uses include retail businesses, offices, industrial, governmental and institutional uses, parks and open spaces and residential properties. Collectively, these land uses create a mixed-use downtown and business district.

2B. Existing Public and Private Land Uses within the Development Area.

Public and Quasi-Public Land Uses

Public and quasi-public uses within the DDA District and DDA Development Boundary include Riverside Park, Frog Island Park, Freighthouse and Farmers' Market Plaza, Ypsilanti Recycling Drop-off Center, and several public parking lots. Other public uses include street and alley rights-of-way located within the Development Area. The only quasi-public use is Frog Island Community Garden within Frog Island Park.

Private Land Uses

A. Residential – There are 3 single-family homes on North River Street within the Downtown Development Authority district and the Development Area district. Additional dwellings are located on upper floors of mixed use downtown buildings on East Cross Street.

B. Commercial - The majority of property within the Downtown Development Authority district and Development Area consists of commercial property. These commercial uses include professional, retail, restaurants, and service businesses and are primarily located along East Cross Street and North River Street.

C. Warehousing and Industrial – The Ypsilanti Recycling Drop-off Center is the only warehousing and light industrial use currently within the Downtown Development Authority district or Development Area.

Recreational Uses

Recreational uses within the development area consist of Riverside Park, Frog Island Park, the Tridge over the Huron River, the Freighthouse and Farmers' Market Plaza, and Market Alley.

Semi-Public Uses

The Ypsilanti Automotive Heritage Museum is the only semi-public use currently present within the DDA District and DDA Development Boundary.

Educational Uses

There currently are not any public educational facilities within the Development Area district.

3. Location and Extent of Proposed Public and Private Land Uses.

Existing land uses within the Development Area conform to current zoning designations and development patterns outlined in the adopted Master Plan. The City of Ypsilanti Master Plan delineates several land use classifications for the Development Area district including Central Business, Neighborhood Business, Residential-Office, Commercial-Industrial, and Public Land. Proposals for the development area are consistent with existing land use classifications.

4. Legal Description of the Development Area

The downtown district shall consist of the following territory in the city subject to such changes as may hereinafter be made pursuant to this article and Public Act No. 197 of 1975 (MCL 125.1651 et seq.):

Beginning at a point on the East line of River Street and the South line of Ferrier Street, said point also know as the Northwest corner of Lot 65, Hunter's Addition, thence East 280' to the Center line of Lincoln Street thence North along the Center line of Lincoln Street to the North line of East Cross Street thence West 166' along the North line of East Cross Street thence South 141' to the Northeasterly line of the Railroad Right-of-Way thence Northwesterly along the Northeasterly line of the Railroad Right-of-Way to the center line of River Street thence North along the Center line of River Street to the North line of Maple Street thence West along the North line of Maple Street to the West line of vacated alley thence North on the West line of vacated alley, extended North, to the Center line of Oak Street to the Northeasterly line of the Railroad Right-of-Way thence Northwesterly along the Northeasterly line of the Railroad Right-of-Way to the Center line of East Forest Street thence Westerly along the Center line of East Forest Street to the Center line of the Huron River to a point where the North line of Lot 1, Assessor's Plat #3, extended Easterly Intersects the Center line the Huron River thence West along said extended North line of Lot 1 to the Northwest corner of said Lot 1 thence South along the West line of said Lot 1 to the Southwest corner of said Lot 1 thence West along the North line of East Cross Street to the Eastern line of North Huron Street, thence South 18-44 East Approximately 204 fee to the Southwest corner of parcel 11-11-40-401-029 thence North 86-26-30 Est 23.95' thence South 3-49 East 80-9' thence East 190.56' thence Southerly along the western boundaries of properties located at 220,214,206,and 130 North Huron Street, (described as of 12/31/83), to a point 49.5' South of the Northeast corner of Lot 185, Original Plat, thence East 60' thence South 16.5' thence West 60' to the Northeast corner of Lot 184, Original Plat, thence Easterly to a point where the Center line of North Street, extended Westerly, intersects with the Center line of the Huron River thence Northwesterly in the Huron River to the Northwest corner of the property described as 11-11-020-046-00 thence East 269' along the North line of said property thence North to the Northwest corner of Lot 322, Showerman and Compton's Allotment thence East to the West line of Ninde Street thence along the West line of Ninde Street to the South line of Photo Street thence East along the South line of Photo Street to the West line of River Street thence South along the West line of River Street, thence East to the Point of Beginning. Included in this area are the properties and adjacent right-of-ways with the following addresses and parcel identification numbers:

100 East Cross Street, described in tax code parcel numbers 11-09-107-008 and 11-09-107-009,
315 Ninde Street, described in tax code parcel number 11-09-131-009,
24 East Cross Street, described in tax code parcel number 11-09-131-017,
12-20 East Cross Street, described in tax code parcel number 11-09-131-109,
400-412 North River Street, described in tax code parcel numbers 11-04-495-013 and 11-04-495-014.

5. Existing Improvements in the Development Area to be Demolished, Repaired or Altered and Time Required for Completion.

Since the inception of the Depot Town DDA the Authority has prepared plans and undertaken projects within the Development Area District and the location of these previous efforts are illustrated on Map 1.

Community Outreach

In order to assess the expectations of the public the DDA Board sponsored a community vision session on May 7, 2014 at SPARK East attended by business / property owners, local government representatives and residents in and around the Depot Town neighborhood. As a result of this session the following collective priorities were identified by participants on where future DDA efforts should be expended. These include:

1. Pursue, attain, and develop Amtrak and Commuter train transit stops in the District.
2. Increase Huron River recreation opportunities and implement a continuous riverwalk.
3. Develop infrastructure and programming for concerts and performances in Riverside and Frog Island parks.
4. Support repurposing of the Depot property.
5. Encourage additional dining opportunities in the District.
6. Implement maintenance projects and programs to sustain a clean, fresh appearance in the District.

7. Encourage the area as an Arts District.

8. Maintain the District's historic ambiance.

9. Encourage additional office space opportunities in the District.

Stakeholder interviews were held to obtain more focused input on issues and opportunities within the Depot Town development area. The results of the stakeholder interviews were utilized to develop future project and programs for the Development Plan. Stakeholder interviews included local elected officials, property and/or business owners in the Depot Town district, local government administrators, and community volunteers.

DDA Board Process

The DDA Board met on several occasions to identify, discuss, and prioritize projects and program for the Development Plan. These meetings included:

- March 26, 2104: A meeting with the Executive Director to review projects and programs identified in the 2000 Development Plan to determine those completed, partially completed, or not completed at this time, as well as, those projects which should be carried forward in the 2014 Amended and restated Development Plan. The session also included a tour of the Depot Town DDA District to review locations and discuss scope of work for these projects.
- June 17, 2014: Board and Director review of revised projects and programs list.
- July 8, 2014: Board Survey sent to DDA. The Board completed and returned their individual survey for tabulation.
- July 17, 2014: Board meeting to review the results of the projects and programs survey. Outcome of the meeting was a consensus on the timeframes for project and program phasing.
- August 8-15, 2014: Board review of the draft 2014 Amended and Restated Development Plan and Tax Increment Financing Plan.

Based on project and program priorities determined through the survey, each project and program was grouped into three general timeframes: Near Term (0 to 4 Years), Mid Term (5 to 9 years) and Long-Term (10 or more years).

6. The Location, Extent, Character and Estimated Cost of Improvements including Rehabilitation for the Development Area and an Estimate of Time Required for Completion.

General Project Descriptions

The Depot Town Downtown Development Authority can be generally described as including properties along Cross Street from Huron Street to North Lincoln Street and along Rice Street from East Cross Street to West Forest Avenue including public rights-of-way and alleys. For project planning purposes the district is segmented into three zones, the River and Parks Area, Freighthouse and Depot Area, and the Depot Town Business Area.

The River and Parks Area includes West Cross Street between Huron Street and the Depot Town Business Area and serves as the primary western gateway to Depot Town. The River and Parks Area extends along the Huron River and includes adjacent municipal recreation facilities including Riverside Park and Frog Island Park.

The Freighthouse and Depot Area includes the rail corridor north of East Cross Street and includes the Freighthouse, Depot, and public parking.

The Depot Town Business Area contains a mix of uses and is the primary activity center of Depot Town. The Business Area extends along East Cross Street between the Huron River and Lincoln Street and along River Street between Ferrier Street and Maple Street.

River and Parks Area Projects

1. Riverwalk – Assist City with development of a continuous river walk along the Huron River including river access, water recreation opportunities, and maintenance and improvements to the existing non-motorized pathway system in Riverside Park and Frog Island Park.

2. Performance Venue – Assist City with improvement and reconstruction of the Frog Island Park amphitheater.

3. Frog Island Park & Rice Street Parking Lot – Assist City with reconfiguration and reconstruction of poor condition parking lot to improve pedestrian access between Frog Island Park, Farmers' Market Plaza, and East Cross Street.

4. Ypsilanti Recycling Drop-Off Center – Assist City in exploring alternative locations for the recycling drop-off center to maximize recreational use and image of Frog Island Park.

5. General Park Improvements – Assist City with improvements to Riverside Park and Frog Island Park including projects implemented from the 2008 Riverside Park and Frog Island Park Conceptual Site Plans and consistent with the City of Ypsilanti Parks and Recreation Master Plan. Funding emphasis will be placed on projects that support active recreation activities.

Freighthouse and Depot Area Projects

6. Railroad Transit Station – Join with other community partners to support lobby efforts, technical and design services in order to pursue, attain, and develop Amtrak and Commuter train transit stops within the District.

7. Freighthouse Plaza & Freighthouse – Assist City with Freighthouse plaza and building improvements to support activities such as the Farmers' Market, community events, and pedestrian connections to Frog Island Park and East Cross Street. Improvements should include reconfiguration and reconstruction of adjacent public parking to facilitate event and pedestrian uses.

8. Private Investment Opportunities – Provide support for tax incentives, technical and design services to assist with the adaptive reuse and preservation.

Depot Town Business Area Projects

9. Complete Streets Improvements for East Cross Street – Implementation of corridor improvements to enhance user experiences of the Depot Town Business Area. Improvements may include width reduction of drive lanes, sidewalk enlargement, on-street parking optimization, bicycle infrastructure, pedestrian crossing reconfiguration, street tree plantings, and streetscape enhancements. Particular attention should be given to the River Street and railroad intersection in order to improve pedestrian safety and experience.

10. River Street Boulevard Enhancements – Replace concrete boulevard islands with lawn and landscape islands. Enhance existing lawn islands with street tree and landscape plantings.

11. Downtown Living – Provide support, technical and design services to actively encourage multi-use development and redevelopment including residential components.

12. Private Investment Opportunities – Provide support for tax incentives, technical and design services to assist with the adaptive reuse and preservation of properties in Depot Town.

Area Wide Projects and Programs

13. Business Retention and Recruitment – Develop program for the retention and recruitment of businesses within the DDA District. Specific focus should be given to significantly visible opportunities in the Depot Town Business Area.

14. Arts Community Retention and Recruitment – Develop program in cooperation with the YACVB for retention and recruitment of art businesses, studios, galleries, museums, exhibits and other art-centered facilities and activities within the DDA District.

15. Design Guidelines – Develop design criteria to guide new development, redevelopment, and renovations within the DDA District.

16. Signage Guidelines – Develop design and display criteria for various signage types within the DDA District including post/panel, monument, building mounted, sandwich board, temporary banner, etc.

17. District Wayfinding – Implement a district-wide wayfinding system for gateway, directional, regulatory, and facility signage.

18. Preservation of Historic Structures – As opportunities become available, provide support for tax incentives, technical and design services to assist with the adaptive reuse and preservation of historic buildings.

19. Façade and Signage Improvement Grant Guidelines – Establish a review process for the Façade and Signage Improvement Grant Program to ensure proposed project are consistent with Design Guidelines described above.

20. Infrastructure Maintenance – Implement a district-wide maintenance program for sidewalk replacement, sidewalk cleaning, litter clean-up, furnishing updates, flower plantings, snow removal, and other tasks to support a clean, fresh image.

21. Programming – In cooperation with the City, YACVB, and other organizations, develop and support year-round programming of festivals, concerts, car shows.

22. Multi-Modal Infrastructure Support – Provide funding assistance which encourages the development and utilization of multi-modal transportation facilities within Depot Town.

23. Cross Street Bridge – Provide funding assistance for repairs and reconstruction of the Cross Street bridge.

24. Parking Structure – Depending on parking needs provide funding assistance toward the development of a parking structure which includes feasibility studies, design and engineering and construction.

25. Establishment of a Designated Fund - Establish a designated fund; or funds for the following projects, programs and events:

    a. Public Arts & Murals – for the acquisition, installation, and creation of public art and murals.

    b. Park Improvement Fund – to fund various programming and enhancement projects for Huron River access, Riverside Park, and Frog Island Park with an emphasis toward active recreation and year-round activities.

    c. Sustainability Fund – to provide support, technical and design services to actively encourage sustainable design and green technology integration into public and private projects within the district.

    d. Public Improvement Maintenance Fund – for regular maintenance of sidewalks, parking lots, parks, furnishings and equipment, planting beds, landscaping, signage, and snow removal.

e. Event & Market Fund – for support of local special events and farmer's market that are held within or adjacent to the DDA District.

f. Land and Building Acquisition Fund – for acquisition of land and buildings for public purposes, private redevelopment, business incubators, and locally-owned business ventures.

g. Façade and Signage Program – for allocation of monies toward the Façade and Signage Improvement Grant Program.

h. Miscellaneous Parking Lot & Circulation Program – fund set aside for miscellaneous parking and circulation projects which include such items as parking lot resurfacing, reconfiguration, landscaping and lighting.

i. Interior Building Modifications – provide assistance for interior building modifications that address code compliance issues and increase the functionality of the property.

Table 1 includes both capital improvement projects and DDA initiatives/programs segmented into the three general implementation timeframes; near term, mid-term and long term. Capital costs are based on 2014 construction dollars and estimates for similar scope downtown projects. The capital and programming estimates exceed the forecasted tax increment revenues which is typical of historic business districts. Projects and programs are often funded through a combination of private, state and federal funds leveraged by the tax increment revenues.

In addition to specific projects and programs there are nine (9) designated funds where funds would be committed for general DDA initiatives such as miscellaneous parking lot improvements and assisting where needed with interior building modifications..

Table 1
Estimated Cost of Improvements and Implementation Schedule

Project Name	Type	Estimated Cost
Near Term Projects (0 - 5 years)		
Performance Venue	Infrastructure	$500,000
Frog Island Park & Rice Street Parking Lot	Infrastructure	$200,000
Railroad Transit Station	Redevelopment	$250,000
River Street Boulevard Improvements	Infrastructure	$100,000
Private Investment Opportunities	Redevelopment	$150,000
Business Retention and Recruitment	Programming	$25,000
Arts Community Retention and Recruitment	Programming	$25,000
Design Guidelines	Programming	$40,000
Signage Guidelines	Programming	$25,000
Preservation of Historic Structures	Programming	$50,000
Façade and Signage Improvement Guidelines	Programming	$10,000
Infrastructure Maintenance	Infrastructure	$100,000
Programming	Programming	$25,000
Interior Building Modifications	Redevelopment	$150,000
Designated Funds	Redevelopment	$150,000
		$1,800,000
MId Term Projects (6 to 9 years)		
Riverwalk	Infrastructure	$500,000
Ypsilanti Recycling Drop-Off Center	Infrastructure	$100,000
Freighthouse Plaza & Freighthouse	Infrastructure	$1,500,000
Downtown Living	Redevelopment	$50,000
District Wayfinding	Signage	$100,000
Designated Funds	Redevelopment	$250,000
		$2,500,000
Long Term Projects (10 or more years)		
General Park Improvements	Infrastructure	$2,000,000
Complete Streets Improvements for East Cross	Infrastructure	$2,000,000
Designated Funds	Redevelopment	$250,000
Multi-Modal Infrastructure Support	Infrastructure	$400,000
Parking Structure (150 cars)	Infrastructure	$4,125,000
Cross Street Bridge Repair	Infrastructure	$500,000
		$9,275,000
		$13,575,000

Note: *The scope and cost of the project may vary depending on the final design of each component. Project descriptions reflect the illustrative plan used to communicate the overall scope of the projects envisioned by the Downtown Development Authority. The Downtown Development Authority recognizes that market forces, private investment, and future public-private partnerships may result in changes to the final design and cost, consistent with overall concepts embodied in this Development Plan and Tax Increment Financing Plan.*

The projects and programs identified through the plan process were grouped by type and implementation phase to determine the balance between forecasted revenues and estimated expenditures. Aggregated by "Type of Project" the forecasted tax increment revenues would be expended as enumerated in Table 2. Several large expenditures are noted in the Development Plan including the Freighthouse and Farmers' Market Plaza. These projects will involve other project funds, including grants, to complete their implementation. Likewise, several projects such as the Riverwalk, Performance Venue, and General Park Improvements involve multiple project partners and potential grant funds. The costs given in this Development Plan represent the DDA's anticipated contribution, not the total project cost.

Table 2
Allocation of Capital Projects and Initiatives

Expenditure Type	Total Cost
Infrastructure	$ 12,025,000
Programming	$ 200,000
Redevelopment	$ 1,250,000
Signage	$ 100,000
Total	**$ 13,575,000**

Table 3
Allocation of Capital Project and Initiatives by Timeframe

Timeframe	Total Cost
Near Term	$ 1,800,000
Mid-Term	$ 2,500,000
Long Term	$ 9,275,000
Total	**$ 13,575,000**

7. A Statement of the Construction or Stages of Construction Planned, and the Estimated Time of Completion.

The time schedule for construction of the public improvement program for the Development Area is outlined in Table 1 based on a prioritization of projects and programs by the DDA Board. The completion timeframe will vary depending on the availability of grants and capital funding. If the DDA elects a pay-as-you-go approach then the timeframe to complete the projects identified will be spread out over many fiscal years. On the other hand, if the DDA elects to utilize significant grants or bonding as available then the timeframe for several projects will be accelerated. Lastly, depending on opportunities presented to the DDA the sequencing of projects and programs in order to channel the funding needed to exercise those opportunities may vary. The success of the development plan is predicated on the DDA's ability to change funding sequencing and prioritization of funding in order to maximize public and private project opportunities as they materialize.

8. Parts of the Development Area to be Left as Open Space and Contemplated Use.

In reference to the public improvements outlined, open space within the Downtown Development Authority district and Development Area will be confined to right-of-ways, plazas, and parks within the District. Existing park property in the Downtown Development Authority district and Development Area will remain as open space.

9. Portions of the Development Area which the Authority Desires to Sell, Donate, Exchange, or Lease to or From the Municipality and the Proposed Terms.

There are no parcels that the Downtown Development Authority plans to sell, donate, exchange, or lease to the City of Ypsilanti, as part of this Development Plan.

10. Desired Zoning Changes and Changes in Streets, Street Levels, Intersections and Utilities.

The Development Plan proposes no zoning changes proposed within the Development Area. The current zoning accommodates existing and future land uses in the subject area.

11. An Estimate of the Cost of the Development, Proposed Method of Financing and Ability of the Authority to Arrange the Financing.

Financing for the public improvement projects outlined in Section 6 would be provided through funds generated by the Tax Increment Financing Plan induced by annual increases in property valuations within the Development Area. The amount of the funding will be predicated on the stability of the taxable valuation base of the downtown area and the extent of new future redevelopment and rehabilitation projects.

12. Designation of Person or Persons, Natural or Corporate, to whom all or a portion of the Development is to be Leased, Sold, or Conveyed in any manner and for whose benefit the Project is being undertaken if that information is available to the Authority.

The public improvements undertaken pursuant to this Development Plan will remain in public ownership for the public benefit.

13. The Procedures for Bidding for the Leasing, Purchasing, or Conveying of all or a portion of the Development upon its completion, if there is no expressed or implied Agreement between the Authority and Persons, Natural or Corporate, that all or a portion of the Development will be Leased, Sold, or Conveyed to those Persons.

At present there are no agreements for property conveyance between the City of Ypsilanti, Ypsilanti Downtown Development Authority or any person(s), natural or corporation. The Development Plan utilizes a voluntary acquisition strategy to acquire property within the Development Area. Acquisition of such property would be on a negotiated basis between the Downtown Development Authority and the interested party.

Any such sale, lease or exchange conducted by the Downtown Development Authority pursuant to requirements specified in Act 197 of Public Acts of 1975, as amended, shall be with the consent of the City Commission. If needed, more detailed procedures will be developed prior to the transactions, in accordance with applicable city policy and Michigan state law.

14. Estimates of the Number of Persons residing in the Development Area and the Number of Families and Individuals to be Displaced.

Based upon a review of the properties within the Downtown Development Authority district and Development Area in June 2014 it is estimated that less than 100 individuals permanently reside within the Development Area. This assessment was based on data obtained from the City Assessor for properties identified as Principal Residential Exempt (PRE), which is another designation for owner-occupied year-round residence. The Development Plan does not require the acquisition and clearance of occupied residential property or the displacement of individuals and families within the Downtown Development Authority district and Development Area.

15. A Plan for Establishing Priority for the Relocation of Persons Displaced by the Development in any New Housing in the Development Area.

The Development Plan does not require the acquisition and clearance of occupied residential property or the displacement of individuals and families. As a result, a plan for compliance Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 is not addressed.

16. Provision for the Costs of Relocating Persons Displaced by the Development, and Financial Assistance and Reimbursement of Expenses, including Litigation expenses and expenses incident to the Transfer of Title in accordance with the Standards and Provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The Development Plan does not require the acquisition and clearance of occupied residential property or the displacement of individuals and families. As a result, a plan for compliance Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 is not addressed.

17. A Plan for compliance with Act 227 of the Public Acts of 1972.

Act 227 of Public Acts of 1972 is an Act to provide financial assistance; advisory services and reimbursement of certain expenses to persons displaced from real property or deprived of certain rights in real property. This Act requires procedures and policies comparable to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Because the Development Plan does not require the acquisition of property and displacement of persons a plan for compliance with Act 227 is not addressed.

TAX INCREMENT FINANCING PLAN

1. Definitions as Used in This Plan.

a. "Captured assessed value" means the amount in any 1 year by which the current assessed value of the project area, including the assessed value of property for which specific local taxes are paid in lieu of property taxes as determined in subdivision (c), exceeds the initial assessed value. The state tax commission shall prescribe the method for calculating captured assessed value.

b. "Initial assessed value" means the assessed value, as equalized, of all the taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment financing plan is approved, as shown by the most recent assessment roll of the municipality for which equalization has been completed at the time the resolution is adopted. Property exempt from taxation at the time of the determination of the initial assessed value shall be included as zero. For the purpose of determining initial assessed value, property for which a specific local tax is paid in lieu of a property tax shall not be considered to be property that is exempt from taxation. The initial assessed value of property for which a specific local tax was paid in lieu of a property tax shall be determined as provided in subdivision (z). In the case of a municipality having a population of less than 35,000 that established an authority prior to 1985, created a district or districts, and approved a development plan or tax increment financing plan or amendments to a plan, and which plan or tax increment financing plan or amendments to a plan, and which plan expired by its terms December 31, 1991, the initial assessed value for the purpose of any plan or plan amendment adopted as an extension of the expired plan shall be determined as if the plan had not expired December 31, 1991. For a development area designated before 1997 in which a renaissance zone has subsequently been designated pursuant to the Michigan renaissance zone act, 1996 PA 376, MCL 125.2681 to 125.2696, the initial assessed value of the development area otherwise determined under this subdivision shall be reduced by the amount by which the current assessed value of the development area was reduced in 1997 due to the exemption of property under section 7ff of the general property tax act, 1893 PA 206, MCL 211.7ff, but in no case shall the initial assessed value be less than zero.

c. "Specific local tax" means a tax levied under 1974 PA 198, MCL 207.551 to 207.572, the commercial redevelopment act, 1978 PA 255, MCL 207.651 to 207.668, the technology park development act, 1984 PA 385, MCL 207.701 to 207.718, and 1953 PA 189, MCL 211.181 to 211.182. The initial assessed value or current assessed value of property subject to a specific local tax shall be the quotient of the specific local tax paid divided by the ad valorem millage rate. However, after 1993, the state tax commission shall prescribe the method for calculating the initial assessed value and current assessed value of property for which a specific local tax was paid in lieu of a property tax.

d. "Tax increment revenues" means the amount of ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions upon the captured assessed value of real and personal property in the development area, subject to the following requirements:

    (i) Tax increment revenues include ad valorem property taxes and specific local taxes attributable to the application of the levy of all taxing jurisdictions other than the state pursuant to the state education tax act, 1993 PA 331, MCL 211.901 to 211.906, and local or intermediate school districts upon the captured assessed value of real and personal property in the development area for any purpose authorized by this act.

    (ii) Tax increment revenues include ad valorem property taxes and specific local taxes attributable to the application of the levy of the state pursuant to the state education tax act, 1993 PA 331, MCL 211.901 to 211.906, and local or intermediate school districts upon the captured assessed value of real and personal property in the development area in an amount equal to the amount necessary, without regard to subparagraph (i), to repay eligible advances, eligible obligations, and other protected obligations.

    (iii) Tax increment revenues do not include any of the following:

(A) Ad valorem property taxes attributable either to a portion of the captured assessed value shared with taxing jurisdictions within the jurisdictional area of the authority or to a portion of value of property that may be excluded from captured assessed value or specific local taxes attributable to such ad valorem property taxes.

(B) Ad valorem property taxes excluded by the tax increment financing plan of the authority from the determination of the amount of tax increment revenues to be transmitted to the authority or specific local taxes attributable to such ad valorem property taxes.

(C) Ad valorem property taxes exempted from capture under section 3(3) or specific local taxes attributable to such ad valorem property taxes.

(iv) The amount of tax increment revenues authorized to be included under subparagraph (ii) or (v), and required to be transmitted to the authority under section 14(1), from ad valorem property taxes and specific local taxes attributable to the application of the levy of the state education tax act, 1993 PA 331, MCL 211.901 to 211.906, a local school district or an intermediate school district upon the captured assessed value of real and personal property in a development area shall be determined separately for the levy by the state, each school district, and each intermediate school district as the product of sub-subparagraphs (A) and (B):

(A) The percentage that the total ad valorem taxes and specific local taxes available for distribution by law to the state, local school district, or intermediate school district, respectively, bears to the aggregate amount of ad valorem millage taxes and specific taxes available for distribution by law to the state, each local school district, and each intermediate school district.

(B) The maximum amount of ad valorem property taxes and specific local taxes considered tax increment revenues under subparagraph (ii) or (v).

2. Purpose of the Tax Increment Financing Plan

The Ypsilanti Depot Town Downtown Development District, was created on June 18, 1984, and was established because the downtown area experienced notable property value deterioration. In order to halt property tax value deterioration, increase property tax valuations and facilitate the overall economic growth of its business district, it is deemed to be beneficial and necessary to create and provide for the operation of a downtown development authority in the City under the provisions of Act 197 Public Acts of Michigan, 1975 as amended (the "Act"). Eight years later, on December 21, 1992, Depot Town DDA Development Plan and Tax Increment Financing Plan were adopted.

The Authority has determined that the extension, or amended and restated tax increment financing plan, is necessary for the achievement of the purposes of the Act and it is authorized to prepare and submit said plan to the governing body. The Tax Increment Financing Plan (the "Plan"), set forth herein includes the Development Plan, a detailed explanation of the tax increment procedure, the maximum amount of bonded indebtedness to be incurred, the duration of the program, the impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located and a statement of the portion of the captured assessed value to be used by the Authority.

3. Explanation of the Tax Increment Procedure

The theory of tax increment financing holds that investment in necessary capital improvements in a designated area within a municipality will result in greater property tax revenues from that area than would otherwise occur if no special development were undertaken. This section is intended to explain the tax increment procedure.

a. In order to provide a Downtown Development Authority with the means of financing development proposals, the Act affords the opportunity to undertake tax increment financing of development programs. These programs must be identified in a tax increment financing plan, which has been approved by the governing body of a municipality. Tax increment financing permits the Authority to capture incremental tax revenues attributable to increases in value of real and personal property located within an approved development area. The increases in property value may be attributable to new construction, rehabilitation, remodeling, alterations, additions or any other factors that cause growth in value.

b. At the time the resolution or ordinance establishing a tax increment financing plan is adopted, the sum of the most recently taxable values, as equalized, of those taxable properties located within the development area is established as the "Initial Taxable Value" (the "ITV). Property exempt from taxation at the time of determination of the Initial Taxable value is included as zero. In each subsequent year, the total real and personal property within the district, including abated property on separate rolls, is established as the "Current Taxable value."

c. The amount by which the total taxable value exceeds the ITV is the Captured Taxable Value (the "CTV"). During the period in which a tax increment financing plan is in effect, local taxing jurisdictions continue to receive ad valorem taxes based on the ITV. Property taxes paid on a predetermined portion of the CTV in years subsequent to the adoption of tax increment financing plan, however, are payable to an authority for the purposes established in the tax increment financing plan.

4. Taxing Jurisdiction Agreements.

Tax increment revenues for the Downtown Development Authority result from the application of the general tax rates of the incorporated municipalities and all other political subdivisions which levy taxes in the development area to the captured assessed value. Since the Plan may provide for the use of all or part of the captured tax increment revenue, the DDA may enter into agreements with any of the taxing units to share a portion of the revenue of the District. Should the Authority find it necessary to use all of the captured revenue, it shall be clearly stated in this plan.

The Authority intends to utilize all captured revenue as referenced in Table 5, from the District until the projects addressed in the Development Plan are completed and until any bonded indebtedness is paid.

5. Property Valuations and Captured Revenue.

The property valuation on which tax increment revenues will be captured is the difference between the Initial Taxable Valuation and the Current Taxable Valuation. The purpose of this section is to set forth the Initial Taxable Valuation, the projected Captured Taxable Valuation and the anticipated increment revenues to be received by the Authority from the local taxing jurisdictions including the City of Ypsilanti, Washtenaw County, Ypsilanti District Public Library, Washtenaw County Community College, and any other authorities or special tax districts that may be eligible to levy property taxes within the boundaries of the Downtown Development Authority, herein collectively referred to as the "Local Taxing Jurisdictions."

a. The Initial Taxable Valuation is established based on the 1992 state equalized valuations on real and personal property and on all non-exempt parcels within that portion of the Development Area as of December 31, 1991 finalized in May 1992. The Initial Taxable Valuation of the Authority for the 1992 district is outlined below:

Base Taxable Real and Personal Property Valuations

City of Ypsilanti	1992 Taxable
"DTDDA" TIF	*(12-31-1991)*
Base Taxable Valuation (Real Property)	$1,385,690
Base Taxable Valuation (Personal Property)	$283,200
Base Taxable Valuation Used in Forecast	$1,385,690

b. The anticipated Captured Assessed Value is equivalent to the annual total assessed value within the Development Area boundaries less the Initial Assessed Value as described above. The tax increment revenues are then the product of all millages levied by all taxing units in the Development Area on the CAV. The CAV is projected based on a number of factors including historical growth patterns, recent construction trends, economic indicators and the impact of certain development projects anticipated to be undertaken by the Downtown Development Authority. Since the enactment of Proposal A in 1994 the Consumers Price Index (CPI), which is the basis for taxable valuation adjustments, has averaged 2.4%. For projection purposes, an annual taxable valuation factor of 2.00% was used which is less than the average CPI increase of 2.4%. Growth rates do not include taxable valuation resulting from new construction, redevelopment, or the conversion of tax-exempt properties to taxable parcels. In addition, the forecast does not include personal property taxes, however, these revenues unless modified by state legislation are captured by the Authority.

Forecast Taxable Valuation Growth Rate

Fiscal		Year	*growth rates* 1992 District
2015	-	16	1.00%
2016	-	17	1.00%
2017	-	18	1.00%
2018	-	19	1.00%
2019	-	20	1.00%
2020	-	39	2.00%

A more detailed depiction of the Captured Taxable Valuations can be found in Table 4.

c. The Authority will receive that portion of the tax levy of all taxing jurisdictions paid each year on the Captured Assessed Value of the eligible property included in the Development Area. The Authority may use the revenues for any legal purpose as is established under the Act including the payment of principal and interest on bonds.

Table 4
Anticipated Captured Taxable Valuation

	Fiscal Year Jan-Dec	Tax Roll Assessment Date	Initial Base Valuation	Annual Taxable Growth (+ / -)	Taxable Valuation *Annual Growth*	Captured Valuation
-	**1992 - 92**	12-31-91	$ 1,720,000		$ -	
	2014 15	12-31-13	$ 3,352,039	0.00%	$ -	$ 1,632,039
1	**2015 - 16**	12-31-14	$ 1,632,039	1.00%	$ 16,320	$ 1,648,359
2	**2016 - 17**	12-31-15	$ 1,648,359	1.00%	$ 16,484	$ 1,664,843
3	**2017 - 18**	12-31-16	$ 1,664,843	1.00%	$ 16,648	$ 1,681,491
4	**2018 - 19**	12-31-17	$ 1,681,491	1.00%	$ 16,815	$ 1,698,306
5	**2019 - 20**	12-31-18	$ 1,698,306	1.00%	$ 16,983	$ 1,715,289
6	**2020 - 21**	12-31-19	$ 1,715,289	2.00%	$ 17,323	$ 1,732,612
7	**2021 - 22**	12-31-20	$ 1,732,612	2.00%	$ 17,669	$ 1,750,281
8	**2022 - 23**	12-31-21	$ 1,750,281	2.00%	$ 18,023	$ 1,768,304
9	**2023 - 24**	12-31-22	$ 1,768,304	2.00%	$ 18,383	$ 1,786,687
10	**2024 - 25**	12-31-23	$ 1,786,687	2.00%	$ 18,751	$ 1,805,438
11	**2025 - 26**	12-31-24	$ 1,805,438	2.00%	$ 19,126	$ 1,824,563
12	**2026 - 27**	12-31-25	$ 1,824,563	2.00%	$ 19,508	$ 1,844,071
13	**2027 - 28**	12-31-26	$ 1,844,071	2.00%	$ 19,898	$ 1,863,970
14	**2028 - 29**	12-31-27	$ 1,863,970	2.00%	$ 20,296	$ 1,884,266
15	**2029 - 30**	12-31-28	$ 1,884,266	2.00%	$ 20,702	$ 1,904,968
16	**2030 - 31**	12-31-29	$ 1,904,968	2.00%	$ 21,116	$ 1,926,085
17	**2031 - 32**	12-31-30	$ 1,926,085	2.00%	$ 21,539	$ 1,947,623
18	**2032 - 33**	12-31-31	$ 1,947,623	2.00%	$ 21,969	$ 1,969,593
19	**2033 - 34**	12-31-32	$ 1,969,593	2.00%	$ 22,409	$ 1,992,002
20	**2034 - 35**	12-31-33	$ 1,992,002	2.00%	$ 22,857	$ 2,014,858
21	**2035 - 36**	12-31-34	$ 2,014,858	2.00%	$ 23,314	$ 2,038,173
22	**2036 - 37**	12-31-35	$ 2,038,173	2.00%	$ 23,780	$ 2,061,953
23	**2037 - 38**	12-31-36	$ 2,061,953	2.00%	$ 24,256	$ 2,086,209
24	**2038 - 39**	12-31-37	$ 2,086,209	2.00%	$ 24,741	$ 2,110,950
25	**2039 - 40**	12-31-38	$ 2,110,950	2.00%	$ 25,236	$ 2,136,186

The Treasurer will collect the general property taxes from property owners in the DDA. After taxes are collected, the Treasurer will deduct that portion of the total tax revenues that is derived from captured assessed value of the DDA and distribute them to the DDA to use for purposes outlined in the development plan. Table 6 outlines the 2014 millage rates for all Local Taxing Jurisdictions in the DDA taken from the Washtenaw County Millage Report which are then used to create the revenue forecast enumerated in Table 5 below.

Table 5
Anticipated Captured Revenue

	Fiscal Year Jan-Dec	City of Ypsilanti *31.0963*	Washtenaw County *4.9916*	Washtenaw Comm College *3.4576*	Dsitrict Library *1.8874*	Ann Arbor Transit *0.7000*	Captured Revenue *42.1329*
-	1992 - 92						
	2014 15	$ 50,750	$ 8,146	$ 5,643	$ 3,080	$ 1,142	$ 64,540
1	2015 - 16	$ 51,258	$ 8,228	$ 5,699	$ 3,111	$ 1,154	$ 69,450
2	2016 - 17	$ 51,770	$ 8,310	$ 5,756	$ 3,142	$ 1,165	$ 70,145
3	2017 - 18	$ 52,288	$ 8,393	$ 5,814	$ 3,174	$ 1,177	$ 70,846
4	2018 - 19	$ 52,811	$ 8,477	$ 5,872	$ 3,205	$ 1,189	$ 71,555
5	2019 - 20	$ 53,339	$ 8,562	$ 5,931	$ 3,237	$ 1,201	$ 72,270
6	2020 - 21	$ 53,878	$ 8,649	$ 5,991	$ 3,270	$ 1,213	$ 73,000
7	2021 - 22	$ 54,427	$ 8,737	$ 6,052	$ 3,303	$ 1,225	$ 73,744
8	2022 - 23	$ 54,988	$ 8,827	$ 6,114	$ 3,337	$ 1,238	$ 74,504
9	2023 - 24	$ 55,559	$ 8,918	$ 6,178	$ 3,372	$ 1,251	$ 75,278
10	2024 - 25	$ 56,142	$ 9,012	$ 6,242	$ 3,408	$ 1,264	$ 76,068
11	2025 - 26	$ 56,737	$ 9,107	$ 6,309	$ 3,444	$ 1,277	$ 76,874
12	2026 - 27	$ 57,344	$ 9,205	$ 6,376	$ 3,481	$ 1,291	$ 77,696
13	2027 - 28	$ 57,963	$ 9,304	$ 6,445	$ 3,518	$ 1,305	$ 78,534
14	2028 - 29	$ 58,594	$ 9,406	$ 6,515	$ 3,556	$ 1,319	$ 79,390
15	2029 - 30	$ 59,237	$ 9,509	$ 6,587	$ 3,595	$ 1,333	$ 80,262
16	2030 - 31	$ 59,894	$ 9,614	$ 6,660	$ 3,635	$ 1,348	$ 81,152
17	2031 - 32	$ 60,564	$ 9,722	$ 6,734	$ 3,676	$ 1,363	$ 82,059
18	2032 - 33	$ 61,247	$ 9,831	$ 6,810	$ 3,717	$ 1,379	$ 82,985
19	2033 - 34	$ 61,944	$ 9,943	$ 6,888	$ 3,760	$ 1,394	$ 83,929
20	2034 - 35	$ 62,655	$ 10,057	$ 6,967	$ 3,803	$ 1,410	$ 84,892
21	2035 - 36	$ 63,380	$ 10,174	$ 7,047	$ 3,847	$ 1,427	$ 85,874
22	2036 - 37	$ 64,119	$ 10,292	$ 7,129	$ 3,892	$ 1,443	$ 86,876
23	2037 - 38	$ 64,873	$ 10,414	$ 7,213	$ 3,938	$ 1,460	$ 87,898
24	2038 - 39	$ 65,643	$ 10,537	$ 7,299	$ 3,984	$ 1,478	$ 88,940
25	2039 - 40	$ 66,427	$ 10,663	$ 7,386	$ 4,032	$ 1,495	$ 90,004
		$ 1,441,405	$ 231,375	$ 160,270	$ 87,487	$ 32,447	$ 1,948,761
		73.97%	*11.87%*	*8.22%*	*4.49%*	*1.67%*	100%

6. Maximum Indebtedness.

It is anticipated that the maximum amount of indebtedness to be incurred, if any, based on 2014 costs will not exceed $2,500,000 for projects identified in the Development Plan. A description of the various projects and the actual amounts expected to be financed are as set forth in Section 6 of the Development Plan. Revenues captured will be used to accomplish projects in the Development Area.

7. Use of Captured Revenues

Revenues captured through this Tax Increment Plan will be used to finance those improvements and projects outlined in Table 1 and Table 2 of the Development Plan in accordance with procedures specified in this Plan. Further, captured revenues can be used for the following:

- Finance current financial obligations of DDA;
- Maintenance of streetscape, public parking lots, parks, and pedestrian plazas;
- Pay for costs incurred by the City/DDA in implementing both the Development Plan and the Tax Increment Financing Plan;
- Funding for DDA administrative staff and associated office expenses;
- Marketing, promotions and events costs;
- Special purpose grant and loan programs; and
- Pay for costs associated with the administration and operation of the Development and Tax Increment Plan and its associated projects and programs.

In addition, the Development Plan encourages the use of Tax Increment Financing Plan revenues to support public improvements associated with private redevelopment and new development projects. Table 1 enumerates the forecasted "uses" of the tax increment revenue and the amount available for capital projects.

8. Duration of the Program

The Development Plan and Tax Increment Financing Plan shall extend through December 31, 2039, or the completion of the projects described in the Development Plan, whichever is earlier.

Table 6
Anticipated Millage to Be Captured

Local Unit of Government		
City of Ypsilanti		**31.0963**
Operating	*19.0211*	
F&P Pension	*8.3149*	
Sanitation	*2.7814*	
Ypsi Transit	*0.9789*	
Washtenaw County		**4.9916**
Summer	*4.5493*	
Winter	*0.4423*	
Washtenaw Community College		**3.4576**
Operating	*2.42220*	
Allocated	*1.03540*	
AAATA		**0.7000**
Ypsilanti District Library		**1.8874**
Operating	*1.88740*	
		42.1329

9. Plan Impact on Local Taxing Jurisdictions

The Authority recognizes that future development in the City's business district will not be likely in the absence of tax increment financing. The Authority also recognizes that enhancement of the value of nearby property will indirectly benefit all local governmental units included in this plan. It is expected that the effected local taxing jurisdictions will not experience a gain in property tax revenues from the Development Area during the duration of the plan and should realize increased property tax revenues thereafter as a result of activities financed by the plan. Further, tax increment revenues captured from this plan will not be used to offset normal City operations.

10. Release of Captured Revenues

When the Development and Financing Plans have been accomplished, the captured revenue is released and the local taxing jurisdictions receive all the taxes levied on it from that point on.

11. Assumptions of Tax Increment Financing Plan.

The following assumptions were considered in the formulation of the Tax Increment Financing Plan for the Roscommon Downtown Development Authority:

A. Property valuations are based on the following taxable valuation assumptions:

Fiscal Year	*growth rates* 1992 District
2015 - 16	1.00%
2016 - 17	1.00%
2017 - 18	1.00%
2018 - 19	1.00%
2019 - 20	1.00%
2020 - 39	2.00%

B. Costs provided for the various DDA projects and programs enumerated in Table 2 are estimated costs in 2014 dollars. Final costs are determined after final design and the acceptance of bids at the time of construction. The effects of inflation may also have an undetermined amount of influence on these cost figures.

12. Operating Agreement between Downtown Development Authority and Local Unit of Government Regarding Use of Tax Increment Revenues.

The Downtown Development Authority will not spend any funds outside of those annually approved through the budget process and shall not commit to any loans, leases, or purchases without sufficient evidence of adequate revenue source to support the proposal.

13. Relationship of the Tax Increment Financing Plan with Other Funding Programs.

As discussed in the Development Plan, the revitalization of the downtown business district will include tax increment financing and other forms of intergovernmental financing such as grants, special assessments, and loans. It is strongly recommended that tax increment financing revenues be used to leverage public funds and private financing in order to implement the planned program.

14. Relationship to Community Master Plan

The Development Plan indicates the need to revitalize the business areas of the community, which is an integral component of the community's redevelopment program and master plan. If it is determined that any portions of the Master Plan conflict with the provisions of the Downtown Development Plan, then the Development Plan shall be adopted as a component of the Master Plan pursuant to Section 39 of Act 33 of 2008; the Michigan Planning Enabling Act.

15. Submission of an Annual Report to Governing Body and State Tax Commission.

Annually the Authority shall submit to the City of Ypsilanti and the State Tax Commission a report on the status of the tax increment financing account. The report shall include those items enumerated in Section 15 (3) of Act 197 of 1975 (MCL 125.1665). Further, the report shall be published in a newspaper of general circulation.

January 15, 2015
2015-1

Downtown Development Authority of the
City of Ypsilanti
County of Washtenaw, State of Michigan
RESOLUTION TO ADOPT THE AMENDED AND RESTATED DEPOT TOWN TAX INCREMENT FINANCE & DEVELOPMENT PLAN

The following preamble and resolution were offered by Member K. Hill and supported by Member A. Gainsley.

WHEREAS, the Depot Town DDA was established in 1984 and the district was expanded in 1992; and

WHEREAS, the current Depot Town TIF and Development Plan was implemented in 2000 and has an expiration date of December 2015; and

WHEREAS, a TIF and Development Plan is required to authorize a DDA to capture tax increment financing revenues to support their goals and ongoing operations; and

WHEREAS, a TIF and Development Plan outlines the expected tax increment finance revenue over a set period of time and dictates the projects and programs that can be funded through this revenue; and

WHEREAS, if the YDDA allows the Depot Town TIF and Development Plan to expire in December 2015, the YDDA will no longer be able to collect tax increment financing funds for the Depot Town district; and

WHEREAS, one of the Ypsilanti DDA Board's guiding principles and primary responsibilities is to support the long term fiscal planning for the YDDA; and

WHERAS, on February 20, 2014 the YDDA board approved hiring Beckett & Raeder to prepare a new Depot Town TIF and Development Plan to extend the current plan past December 2015; and

WHEREAS, over the course of 2014 the YDDA's consultants, staff, and Board Members participated in an extensive process to review all existing plans that include Depot Town including the existing TIF and Development Plan, Shape Ypsi Master Plan, the City's Parks and Recreation Master Plan to help guide the amended TIF and Development Plan; and

WHEREAS, the consultants met with individual stakeholders and held a public forum for community input into the proposed plan; and

WHEREAS, the YDDA board and staff have worked with our consultant to review several drafts of the amended plan to ensure that it is appropriate and consistent with the DDA's vision, values and goals;

NOW, THEREFORE, BE IT RESOLVED THAT:

1. the YDDA Board approve the amended and restated Depot Town Tax Increment Finance & Development Plan as prepared by Beckett & Raeder.

2. the YDDA will follow all of the steps identified in Public Act 197 of 1975, the Downtown Development Authority Act, required to formally adopt the amended plan and extend the Depot Town Tax Increment Finance and Development Plan through December 2040.

3. all resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution are and the same hereby are rescinded.

AYES: K. Dobson, A. Gainsley, K. Hill, R. Savvides, R. Smith, and B. Willcock

NAYS: none

ABSTAINED: none

YES: 6 NO: 0 ABSENT: 4 VOTE: affirmed

Resolution No. 2015 - 062
March 17, 2015

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

THAT the public hearing for the adoption, amendment and restated Depot Town Development Plan and Tax Increment Financing Plan be officially closed.

OFFERED BY: ____

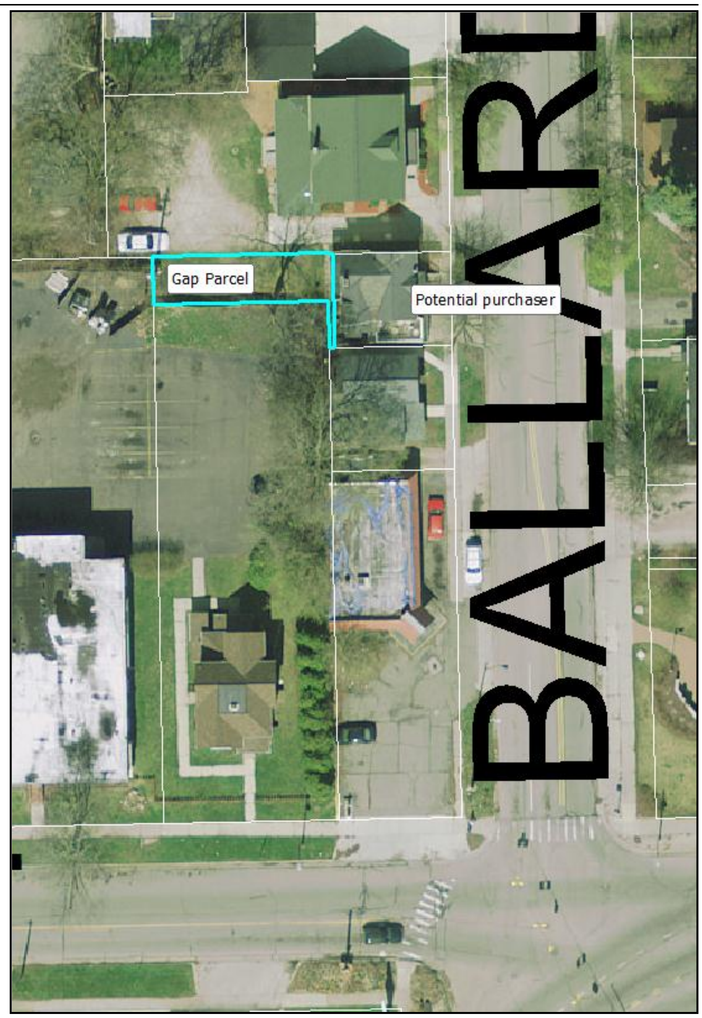
SUPPORTED BY: ____

YES: NO: ABSENT: VOTE:

REQUEST FOR LEGISLATION
March 10, 2015

From: Bonnie Wessler, Acting Planner II

Subject: Offer to Purchase City-Owned Land



Recently, it was brought to the City's attention that it was the owner of a "gap" parcel northwest of the intersection of Ballard and Congress, likely created during a lot split at some point in the past. Adjacent owners to the east have approached the City about acquiring this "gap" parcel. Staff sees no advantage to keeping the parcel in City ownership at this time, and recommends selling it to the interested party.

Note that this process was begun prior to the Planning Commission's adoption of a policy regarding disposition of City-owned parcels, which will in the future help serve to inform the staff's recommendation to Council regarding these types of transactions.

RECOMMENDED ACTION: Approval

Attachments:

- Offer to Purchase
- Resolution to Accept Offer

CITY MANAGER APPROVAL: COUNCIL AGENDA DATE: 3-17-2015

CITY MANAGER COMMENTS:

FINANCE DIRECTOR APPROVAL:

RESOLUTION NO. 2015- 063
March 17, 2015

RESOLUTION TO ACCEPT AN OFFER TO PURCHASE CITY-OWNED LAND

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

WHEREAS a certain parcel of land is located in the City of Ypsilanti, commonly known as "the Gap Parcel," being parcel number 11-11-40-464-999 and legally described as:

> " GAP " PARCEL CREATED 2008 YPC 52W-64 COM AT SE COR LOT 45 STUCK'S ADDITION, TH WEST 41.25 FT TO A POB, TH SOUTH 33 FT, TH WEST 1.75 FT, TH NORTH 16.5 FT, TH WEST 61.5 FT, TH NORTH 16.75 FT, TH EAST 61.5 FT, TH SOUTH 0.25 FT, TH EAST 1.75 FT TO THE POB.

WHEREAS it is believed that the City may be the owner of said parcel through an errant survey; and

WHEREAS there are no structures or improvements located on said parcel; and

WHEREAS Craig and Alicia Ceccarelli, a married couple, own a parcel of land that lies adjacent to said "Gap Parcel"; and

WHEREAS the Ceccarellis have delivered an Offer to Purchase the "Gap Parcel" from the City for $500 and have deposited $50 of this amount with the City Attorney; and

WHEREAS the City is interested in conveying whatever interest it may have in the "Gap Parcel" in order that it be privately owned and taxable:

NOW THEREFORE BE IT RESOLVED that the Mayor and City Clerk are authorized to execute and accept the attached Offer to Purchase Real Estate; and

BE IT FURTHER RESOLVED that the City Manager and City Attorney are authorized to complete the sale with the Ceccarellis and the City Manager is authorized to sign any and all documents to close and complete the transaction.

OFFERED BY: ____

SUPPORTED BY: ____

YES: NO: ABSENT: VOTE:

OFFER TO PURCHASE REAL ESTATE

The undersigned Craig Ceccarelli and Alicia Ceccarelli, a married couple, hereinafter called "Purchaser," with legal address of 5561 New Meadow, Ypsilanti, MI 48197, offer to purchase land situated in the City of Ypsilanti, Washtenaw County Michigan from The City of Ypsilanti, a Michigan Home Rule City, hereinafter called "City," with legal address of 1 South Huron Street, Ypsilanti, MI 48197, said described as follows (See sketch of parcel and highlighted map of location attached hereto):

> " GAP " PARCEL CREATED 2008 YPC 52W-64 COM AT SE COR LOT 45 STUCK'S ADDITION, TH WEST 41.25 FT TO A POB, TH SOUTH 33 FT, TH WEST 1.75 FT, TH NORTH 16.5 FT, TH WEST 61.5 FT, TH NORTH 16.75 FT, TH EAST 61.5 FT, TH SOUTH 0.25 FT, TH EAST 1.75 FT TO THE POB.

PURCHASE PRICE: Purchaser shall pay the sum of Five Hundred DOLLARS ($500.00) as consideration for the purchase. Purchaser herby deposits the sum of Fifty DOLLARS ($50.00) with the City Attorney as earnest money. The earnest money shall be credited against the purchase price if City accepts this offer. If not accepted within 45 days the earnest money shall be returned to Purchaser.

REMAINING BALANCE OF FOUR HUNDRED FIFTY DOLLARS ($450.00) will be paid by Purchaser in full at closing in cash or certified funds.

At closing the City agrees to grant and convey to Purchaser what ever title the City may have, by Quit Claim Deed the above described property. The property is "gap" property and City does not claim any title or ownership interest in or to the property, but will deed by Quit Claim Deed any title it does have, if any. City makes no representation as to title. Purchaser must do due diligence to determine the title to the property and may purchase title insurance at Purchaser's own expense. Purchaser shall pay transfer tax when title passes.

All special assessments which have been assessed and are a lien on the land at the date of closing shall be paid by Purchaser. The cost of duly authorized improvements that are subject to future special assessments against the property assessed after the date of closing, including assessments for water main and street improvement shall be paid by Purchaser.

Any benefit charges against the property or owner made by any governmental authority for installation of, or tap-in fees for utility services, water, sanitary sewer, storm sewer, gas, electric, telephone, and/or cable lines for which charges have been made, incurred, and/or billed before the date of closing, shall be paid by Purchaser. Any such charges incurred after closing shall be paid by Purchaser.

The parties understand that the property will be added to the City tax rolls at the first legal date.

Purchase to be closed within 60 days of acceptance by the City. Possession to be given at closing. Closing to take place at the office of BARR, ANHUT & ASSOCIATES, P.C., 105 Pearl, Ypsilanti, MI 48197, or such other place as the parties may mutually agree upon. Purchaser agrees to pay all closing fees and all costs associated with recording the required Deed and any loan documents. City shall not pay any real estate commissions.

This offer shall expire at 4:00 p.m. on Friday, March 27, 2015.

This offer is contingent on the Purchaser, at the Purchaser option and expense, having the Property examined and inspected. Purchaser acknowledges and agrees that the Property is being purchased and sold in an "AS IS" condition without any representations and/or warranties whatsoever by City. **CITY DISCLAIMS ANY AND ALL WARRANTIES, OF TITLE OR CONDITION OR ANY OTHER WARRANTY, IMPLIED OR EXPRESS.**

This is a binding contract on all parties hereto as well as their successors, executors, heirs and assigns. All parties hereto acknowledge that they have been advised if there are questions relating hereto to seek the advice of an attorney. In the event Purchaser defaults in the performance of this agreement, City may elect: (a) to accept the earnest money deposit as liquidated damage, or (b) to take such action for damages against Purchaser as may be permitted by law. Should City default in the performance of this agreement because of title defect, City may cancel the sale and return the deposit, for any other reason Purchaser may elect to: (a) specifically to enforce the obligations herein, or (b) receive an immediate refund of all deposits in termination of this agreement.

SIGNED BY:

[redacted]

PURCHASER

THE CITY OF YPSILANTI, a Michigan Home-Rule City

BY:________________________

Date

BY:________________________

Date

CITY

PURCHASER'S ACKNOWLEDGMENT

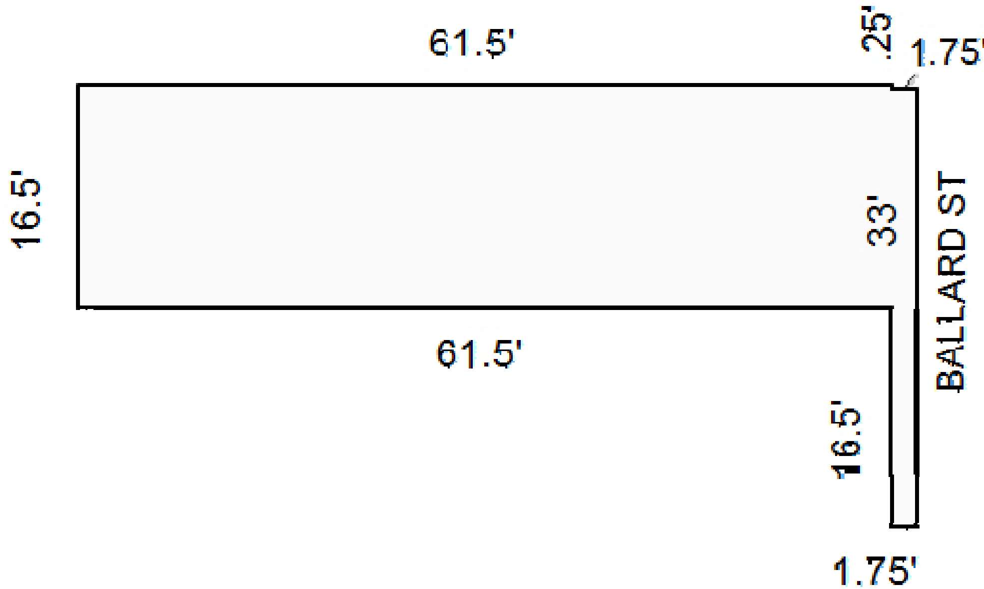
The undersigned Purchaser hereby acknowledges receipt of City's signed acceptance of this Offer to Purchase.

Date

Date

PURCHASER

INSTRUMENT DRAFTED BY:
BARR, ANHUT & ASSOCIATES, P.C.
BY: Daniel J. DuChene
Attorneys for City
105 Pearl Street
Ypsilanti, MI 48197
(734) 481-1234


61.5'
.25'
1.75'
16.5'
33'
BALLARD ST
61.5'
16.5'
1.75'

City of Ypsilanti
Pride. Diversity. Heritage.

Resolution No. 2015-064
March 17, 2015

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

THAT the public hearing on the parcel of land located in the City of Ypsilanti, parcel number 11-11-40-464-999, commonly known as "the Gap Parcel", be officially closed.

OFFERED BY: ____

SUPPORTED BY: ____

YES: NO: ABSENT: VOTE:

Resolution No. 2015 – 065
March 17, 2015

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That the following items be approved:

1. Resolution No. 2015-066, approving Ordinance No. 1243 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. ***(Second Reading)***
2. Resolution No. 2015-067, approving the DDA participation in the Michigan Main Street Program.
3. Resolution No. 2015-068, authorizing the use of receiving boards for city elections.

OFFERED BY: ____

SUPPORTED BY:____

YES: NO: ABSENT: VOTE:

Resolution No. 2015-066
March 17, 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 Second and Final 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 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. ~~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: __March 17, 2015_______________

Published: __________________________________

Effective Date: ______________________________

REQUEST FOR LEGISLATION
March 4, 2015

From: Tim Colbeck, Ypsilanti DDA

Subject: Membership Renewal for the Michigan Main Street Program

SUMMARY & BACKGROUND:

Council approved the DDA participation in the Michigan Main Street Program by Resolution 2010-063, dated April 20, 2010. The Main Street Program provides an organizational model to support downtown and traditional commercial districts.
The contract is up for renewal. I will be present to answer questions, and is requesting the council again approve the program.

RECOMMENDED ACTION: Request council again approve the Michigan Main Street Program contract.

ATTACHMENTS: Michigan Main Street Program Agreement 2015.

CITY MANAGER APPROVAL: COUNCIL AGENDA DATE: 3-17-15

CITY MANAGER COMMENTS:

Resolution No. 2015 - 067
March 17, 2015

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS the Ypsilanti DDA has been an Associate Level member of the Michigan Main Street Program since 2008; and

WHEREAS, the City of Ypsilanti and the Ypsilanti DDA are required to sign an annual program agreement with the Michigan Main Street Program to maintain its membership; and

WHEREAS, the Ypsilanti DDA Board has approved its continued participation in the Michigan Main Street Program for 2015 at its September 18, 2014 meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Ypsilanti City Council approves the 2015 Michigan Main Street Program Agreement.

OFFERED BY: ____

SUPPORTED BY: ____

YES: NO: ABSENT: VOTE:

Michigan Main Street Program
Community Requirements and Expectations Agreement

Associate Level

THIS AGREEMENT is entered into and executed by the Michigan Main Street (MMS) Program, whose address is 735 East Michigan Avenue, Lansing, MI 48909, and the **Community** of ____________________, County of ______________, State of Michigan (the "Community") whose address is ______________________________________, for the purpose of educating the Community on the National Main Street Four-Point Approach® and the MMS Program.

WHEREAS, the MMS Program has entered into a contract with the National Trust for Historic Preservation, National Main Street Center, Washington, D.C. (the "NTHP NMSC"), to provide technical expertise, training and services to designated Michigan communities;

WHEREAS, this agreement is for the purpose of setting forth the MMS Program requirements and expectations for the Community, pursuant to its designation as an Associate Michigan Main Street Community and pursuant to contractual arrangements between the NTHP NMSC and the MMS Program, so as to assist in the revitalization of the designated Community's traditional commercial district;

WHEREAS, the Community has attended the MMS Program Orientation Webinar and understands, in general, the intent of the Michigan Main Street Program and the upcoming training schedule for the Associate Level;

NOW THEREFORE, in consideration of the foregoing mutual covenants and agreements contained herein, the parties have agreed to do as follows:

SECTION I. The Community agrees to these Minimum Participation Standards:

1. The Community is required to participate in all scheduled MMS Program services within the term of this Agreement, including :
    - Main Street Basic Training
    - Main Street in Practice Training
    - MMS Overview Presentation (in the Community)

    Travel expenses are the sole responsibility of the Community.

2. Attendance is defined by the MMS Program as:
    A. At minimum, one (1) individual from the Community must be present for the entirety of the provided service. It is acceptable for two (2) individuals to divide the time between them, as long as the Community is represented for the entirety of the provided service.

B. Time commitments for the services as listed in #1 are:
   i. Main Street Basic Training ....One (1) Day
   ii. Main Street in Practice Training ....One (1) Day

C. Day-long services typically begin at 8:30am and end by 4:00pm. The MMS Program reserves the right to change the schedule if necessary. Any changes to the schedule will be communicated to the Community contact on file with the MMS Program Coordinator.

3. Submit biannual reports to the MMS Program by May 23 and August 29 of the program year. Reports are to state the Community's activities in furthering their education in the National Main Street Four-Point Approach®, steps and/or discussion the community has taken to prepare for making an application to become a Selected MMS community, the MMS Program, and activities in other downtown revitalization areas.

4. Understand the Community is not allowed to use the MMS Program name or logo until it has been designated a Selected Michigan Main Street Community. The MMS Program name and logo are trademark protected. See Section III, Number 3, of this Agreement.

5. Understand the Community must successfully complete all requirements and expectations of the Associate Level before applying to the Selected Level.

6. Understand all requirements of this Agreement must be met regardless of changes within the Community. If requirements of this Agreement are not met, MMS Program services will be suspended and a written warning to the Community will be issued requesting an explanation. Once requirements are met, MMS Program services will be reinstated. If requirements continue to not be met, this Agreement will be terminated and all rights associated with the Community's participation in the MMS Program will be revoked.

7. Assume full responsibility for all costs and expenses associated with the performance of the Community and its rights and responsibilities under this Agreement. The Community further acknowledges that the MMS Program is not responsible to the Community for any costs associated with this Agreement or the services provided under this Agreement, including but not limited to those costs or expenses incurred as a result of anticipated or actual participation in the MMS Program, the NTHP NMSC Program or pursuant to the Community's selection or participation as a Michigan Main Street Community.

SECTION II. The MMS Program agrees to provide these services:

1. Provide one (1) year of program training as outlined in Section 1, #1 to each Associate Michigan Main Street Community. Training may be modified by the MMS Program, in its sole discretion, to meet programmatic needs:

2. Provide advice, information, and additional on-site assistance to the Community upon request and subject to MMS Program schedule, program constraints, staff availability, and costs associated with the request. The MMS Program may request the assistance of other State or Federal agencies.

SECTION III. The PARTIES hereto otherwise agree as follows:

1. **TERM OF THE AGREEMENT.** The term of this agreement shall be for a period of eleven (10) months, beginning March 1 and ending December 31, 2015.

2. **CONFIDENTIAL INFORMATION.** Except for information provided to the MMS at its request or as part of this Agreement, the Community, its employees, agents, and representatives shall not disclose, other than to the extent required by law, including without limitation, the Freedom of Information Act, any information or data, including but not limited to all materials furnished to the Community by MMS ("Confidential Information") without the written consent of MMS. Confidential information does not include information that is already in the possession of, or is independently developed by, the Community; becomes publicly available other than through breach of this Section; or is received by the Community from a third party with authorization to make such disclosures or is released with MMS's prior written consent.

3. **LICENSING OF CERTAIN MARKS.** MMS does NOT grant to the Community a license to utilize the MMS Program trade names, trademarks, logo, and/or service marks ("MMS Program Marks").

4. **INTELLECTUAL PROPERTY RIGHTS.** The Community acknowledges that MMS owns all rights, title and interest in and to the MMS Program Marks and that it will do nothing inconsistent with MMS's ownership of the Program Marks.

5. **INSURANCE.** The Community shall provide and maintain its own general liability, property damage, and workers compensation insurance, which shall be written for not less than any limits of liability required by law.

6. **TOTAL AGREEMENT.** This Agreement contains the entire agreement between the parties superseding any prior or concurrent agreements as to the services being provided, and no oral or written terms or conditions which are not contained in this Agreement shall be binding. This Agreement may not be changed except by mutual agreement of the parties, reduced to writing and signed.

7. **ASSIGNMENT/TRANSFER/SUBCONTRACTING.** Except as contemplated by the Agreement, the Community shall not assign, transfer, convey, subcontract, or otherwise dispose of any duties or rights under this Agreement without the prior specific written consent of MMS. Any future successors of the Community will be bound by the provisions of this Agreement unless MMS otherwise agrees in a specific written consent.

8. **COMPLIANCE WITH LAWS.** The Community is not, and will not during the term of this Agreement, be in violation of any laws, ordinances, regulations, rules, orders, judgments, decrees or other requirements imposed by any governmental authority to which it is subject, and will not fail to obtain any licenses, permits or other governmental authorizations necessary to carry out its duties hereunder.

9 **WAIVER**. A failure or delay in exercising any right with respect to this Agreement will not be presumed to operate as a waiver unless otherwise stated in this Agreement, and a single or partial exercise of any right will not be presumed to preclude any subsequent or further exercise of that right, or the exercise of any other right.

10. **NOTICES.** Any notice, approval, request, authorization, direction or other communication under this Agreement shall be given in writing and shall be deemed to have been delivered and given for all purposes (i) on the delivery date if delivered by electronic mail or by confirmed facsimile; (ii) on the delivery date if delivered personally to the Party to whom the same is directed; (iii) one (1) business day after deposit with a commercial overnight carrier, with written verification of receipt; or (iv) three (3) business days after the mailing date, whether or not actually received, if sent by U.S. mail, return receipt requested, postage and charges prepaid, or any other means of rapid mail delivery for which a receipt is available. The notice address for the Parties shall be the address as set forth in this Agreement, with the other relevant notice information, including the recipient for notice and, as applicable, such recipient's fax number or e-mail address, to be as reasonably identified by notifying Party. The MMS and the Community may, by notice given hereunder, designate any further or different addresses to which subsequent notices shall be sent.

11. **NON-DISCRIMINATION AND UNFAIR LABOR PRACTICES**. In connection with this Agreement, the Community shall not discriminate against an employee or applicant for employment with respect to hire, tenure, terms, conditions or privileges of employment, or a matter directly or indirectly related to employment because of race, color, religion, national origin, age, gender, height, weight, marital status or handicap. In connection with this Agreement, the Community shall not violate 1980 Public Act 278, as amended, MCL 423.321, et seq, by entering into a sub-contract with any individual person, firm or entity who has been found in contempt of court by a Federal Court of Appeals on not less than three (3) occasions involving different violations during the preceding seven

(7) years for failure to correct an unfair labor practice as prohibited by Section 8 of Chapter 372 of the National Labor Relations Act. Violations of the law after the beginning date of this Agreement may result in its termination.

12. **SEVERABILITY.** The invalidity or unenforceability of a particular provision of this Agreement shall not affect the validity or enforceability of any other provision of this Agreement, provided that the principal intent of this Agreement can be preserved.

13. **GOVERNING LAW AND JURISDICTION.** This Agreement is made and entered into in the State of Michigan and shall in all respects be interpreted, enforced and governed under the laws of the State of Michigan. The parties agree that any legal actions concerning this Agreement shall be brought in the Ingham County Circuit Court in Ingham County, Michigan, USA. The terms of this provision shall survive the termination of the cancellation of this agreement.

14. **NO EMPLOYMENT, PARTNERSHIP OR AGENCY RELATIONSHIP.** The MMS Program is limited to furnishing its technical services to the Community and thus nothing contained herein shall create any employer-employee relationship. Further, this Agreement does not create a partnership relationship.

15. **NO THIRD PARTY BENEFICIARIES.** There are no express or implied third party beneficiaries to this Agreement.

16. **COUNTERPARTS.** This Agreement may be executed in one or more counterparts and by facsimile, each of which shall constitute an original, and all of which together shall constitute one and the same instrument.

17. **TERMINATION OR CANCELLATION.**

A. This Agreement may be terminated by MMS by providing written notice of default and termination to the Community ("Notice of Default and Intent to Terminate") upon the occurrence of any of the following events or conditions ("Event of Default"):

i. any representation or covenant made by the Community is determined by MMS, in its reasonable judgment, to be incorrect at the time that such representation or covenant was made in any material respect, including, but not limited to, the Reports and compliance with laws as required under this Agreement;

ii. the Community's failure to comply with any of the covenants of this Agreement;

iii. use of the program training, technical assistance, and resources provided pursuant to this Agreement for purposes other than as set forth in this Agreement.

B. This Agreement may be terminated by the Community by providing written notice of termination to the MMS program. Written notice needs to be provided by the local organization that is looking to carry out the mission of the Main Street Four-Point Approach.

C. Notwithstanding the foregoing, the Community acknowledges that MMS's performance of its obligations under this Agreement is dependent upon the continued approval of funding and/or the continued receipt of state funding. In the event that the State Legislature, the State Government or any State official, public body corporate, commission, authority, body or employees, or the federal government (a) takes any legislative or administrative action, which fails to provide, terminates or reduces the funding or programmatic support necessary for this Agreement, or (b) takes any legislative or administrative action, which is unrelated to the source of funding or programmatic support for this Agreement, but which affects the MMS's ability to fund and administer the MMS Program, then the MMS may cancel this Agreement by providing notice to the Community of cancellation. Cancellation may be made effective immediately, upon delivery of notice to the Community, or with such other time period as the MMS, in its sole discretion, deems reasonable.

D. In addition to the above, either party may terminate its obligations under this Agreement without cause by giving the other party a 30-calendar day written notice of such termination.

E. In the event that this Agreement is terminated, neither the MMS nor the Community shall have any further obligation to perform under this Agreement. The Community shall, unless otherwise directed by the MMS in writing, immediately take all reasonable steps to terminate operations under this Agreement.

18. **RESERVATIONS**. MMS reserves the right to modify services provided to the Community as necessary.

19. **AUTHORITY TO EXECUTE THIS AGREEMENT**. The signatories below warrant that they are empowered to enter into this Agreement.

20. **Failure to sign and submit this agreement to the MMS Program on or before March, 31, 2015 will result in the termination of the Community's participation in the MMS Program.**

IN WITNESS WHEREOF, the parties have executed this agreement.

The COMMUNITY

BY: ______________________________ ________________________
(City Manager or Village President) (Date)

_______________________________, Michigan
(City or Village)

LOCAL ORGANIZATION seeking to use the Main Street Four-Point Approach®

BY: ______________________________ _________________________
(Local Organization Representative) (Position Held)

_______________________________ _________________________
(Local Organization Name) (Date)

MICHIGAN MAIN STREET PROGRAM

BY: ______________________________ _________________________
(Director) (Date)

Resolution No. 2015-068
March 17, 2015

A RESOLUTION OF THE CITY OF YPSILANTI:

WHEREAS, Receiving Boards of Election Inspectors help increase efficiency and accuracy while processing election results and materials as they are returned to the City Clerk's office on election night; and

WHEREAS, City Council has the authority to provide for the use of Receiving Boards of Election Inspectors and the City Election Commission has the authority to appoint members to such Boards prior to each election.

NOW, THEREFORE, BE IT RESOLVED THAT the Ypsilanti City Council provides that one or more Receiving Boards of Election Inspectors be appointed for the May 5, 2015 election.

OFFERED BY: ____

SUPPORTED BY: ____

YES: NO: ABSENT: VOTE:

Michigan Avenue- Prospect Street to Park Street

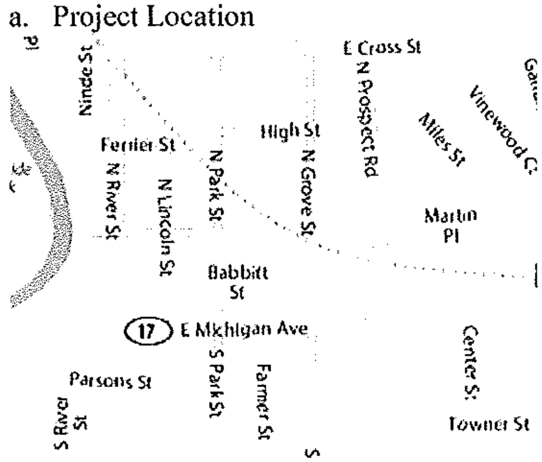
The proposed work will consist of replacing existing 8" diameter water main with new 8" diameter water main between Prospect Street and Park Street to improve water quantity and pressure.

1. Summary of Project Need
   a. The water supply system in the project area was originally installed in the 1930's.
   b. The existing water main has failed on 6 occasions during the past 2 decades.
   c. The existing main along Michigan Avenue between Prospect Street and Park Street is unlined cast iron pipe and evidence of solid material build up inside the mains was noted during the main repairs. The material buildup reduces the effective size of the existing pipe and adversely affects water distribution.

2. Relevant Design Parameters
   a. The existing water distribution system along Michigan Avenue between Prospect Street and Park Street serves approximately 60 customers.
   b. Since the existing water main has experienced excessive failures and has exceeded its design life, it needs to be replaced.
   c. The proposed improvements will minimize future water main breaks in the area, avoid costly repairs incurred, and minimize potential contamination of the system that could occur as a result from such failures.
   d. The proposed improvements to the water supply system along Michigan Avenue between Prospect Street and Park Street will maintain a double source of water supply.

3. Controlling Factors
   a. Water supply system improvements along Michigan Avenue between Prospect Street and Park Street is in accordance with the recommendations included in the YCUA Water System Master Plan and the YCUA Engineering Design Specifications.
   b. In addition to high density of commercial and industrial occupancy, Michigan Avenue is the main thoroughfare to the central district of City of Ypsilanti and Eastern Michigan University and experiences high traffic volume. Installation of new water main by open-cut method would involve expensive pavement restoration and cause undue inconvenience to the area residents. Consequently, the proposed new water main will be installed via trenchless method, most likely horizontal directional drilling or pipe-bursting. Trenchless installation of the water main will require smaller areas of open cut excavation. Smaller open cut areas will minimize restoration of pavement and landscape areas and allow the new water mains to be installed with minimal disturbance to area residents and vehicular traffic.

4. Maps and Sketches
   a. Project Location



5. Sensitive Features
No environmentally-sensitive features will be affected by the proposed work.

6. Mitigation of Environmental Impacts
The contract documents will include the necessary details and language to control traffic, dust, noise, and soil erosion and sedimentation. Mitigative measures for impacts other than those related to construction operations are not anticipated to be necessary.

7. Schedule for Design and Construction

Milestone	Approximate Date
Initiate Design Engineering Phase	May 25, 2012
Draft Plans and Specifications Complete	July 31, 2012
Final Plans and Specifications Complete	August 31, 2012
Submit Permit Applications to Agencies	September 15, 2012
Issuance of Construction Permits	October 15, 2012
Publication of Bid Advertisement	November 15, 2012
Opening of Bids	January 10, 2013
Notice to Proceed	March 1, 2013
Construction Start	April 1, 2013
Construction Complete	October 31, 2013

8. Preliminary Opinion of Probable Project Cost

Item	Quantity	Unit	Unit Price	Cost
8" Water Main	1,100	lft	$60.00	$108,000.00
8" Gate Valve	5	each	$4,000.00	$20,000.00
Fire Hydrant	4	each	$3,000.00	$12,000.00
Restoration	1	l.sum	$140,000.00	$140,000.00
			Construction Total	$280,000.00
35% Engineering, Inspection, Administration and Contingencies				$98,000.00
			Total	$378,000.00

RESOLUTION No. 2015-069
March 17, 2015

RESOLUTION APPROVING CONTRACT
AND AUTHORIZING NOTICE

City of Ypsilanti
County of Washtenaw, State of Michigan

Minutes of a regular meeting of the City Council (the "Governing Body") of the City of Ypsilanti, County of Washtenaw, State of Michigan (the "City"), held on the 17th day of March, 2015, at 7:00 o'clock p.m., prevailing Eastern Time.

PRESENT: Members: ____

____

ABSENT: Members: ____

The following preamble and resolutions were offered by Member ____________________ and supported by Member ________________:

WHEREAS, it is necessary to acquire and construct certain water system improvements, consisting of the replacement of existing water main on Michigan Avenue between Prospect Street and Park Street, including all necessary appurtenances and attachments thereto (the "Project"), to serve the City; and

WHEREAS, a contract (the "Contract") has been prepared between the City and the Ypsilanti Community Utilities Authority (the "Authority") whereby the Authority will issue its bonds (the "Bonds") on behalf of the City to provide for the financing of costs of the Project; and

WHEREAS, this Governing Body has carefully reviewed the Contract and finds that it provides the best means for accomplishing the Project and for providing the needed services.

NOW, THEREFORE, BE IT RESOLVED, THAT:

1. The Contract is hereby approved and the Mayor and the City Clerk of the City are hereby authorized and directed to execute and deliver the Contract for and on behalf of the City; provided, however, that Contract shall not become effective until the expiration of forty-five (45) days after the publication of the attached notice as a display advertisement of at least ¼ page in size in the ***Ypsilanti Courier***, a newspaper of general circulation within the City, which manner of publication is deemed by the Governing Body to be the most effective manner of informing the taxpayers and electors of the City of the details of the proposed Contract and the rights of referendum thereunder.

2. The City Clerk is directed to publish the attached notice in the newspaper above designated as soon as possible after the adoption hereof.

3. All resolutions and parts of resolutions in conflict with this resolution be, and the same hereby are repealed.

AYES: Members: ______________________________

____

NAYS: Members: ______________________________

RESOLUTION DECLARED ADOPTED.

____
City Clerk

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City Council of the City of Ypsilanti, County of Washtenaw, State of Michigan, at a regular meeting held on March 17, 2015, and that said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

____
City Clerk

NOTICE OF INTENT TO EXECUTE
TAX-SUPPORTED CONTRACT AND OF RIGHT TO
PETITION FOR REFERENDUM THEREON

TO THE TAXPAYERS AND ELECTORS OF
THE CITY OF YPSILANTI,
WASHTENAW COUNTY, MICHIGAN:

PLEASE TAKE NOTICE, the City of Ypsilanti (the "City") has approved by resolution the execution of a contract (the "Contract") with the Ypsilanti Community Utilities Authority (the "Authority") pursuant to Act No. 233, Public Acts of Michigan, 1955, as amended, which Contract provides, among other things, that the Authority will acquire, construct and install certain water system improvements, consisting of the replacement of existing water main on Michigan Avenue between Prospect Street and Park Street, including all necessary appurtenances and attachments thereto to service the City and will issue its bonds in the principal amount not to exceed $450,000 to finance the cost of the acquisition and construction of such water improvements for the City AND THE CITY WILL PAY TO THE AUTHORITY PURSUANT TO THE CONTRACT THE SUMS NECESSARY TO RETIRE THE PRINCIPAL OF AND INTEREST ON SAID BONDS.

CITY'S CONTRACT OBLIGATIONS

It is presently contemplated that the bonds will be in the principal amount of not to exceed $450,000, will mature serially over a period of not to exceed twenty-five (25) years, and will bear interest at the rate or rates to be determined at the time of sale to the Michigan Finance Authority but in no event to exceed two and one-half percent (2.5%) per annum on the balance of the bonds from time to time remaining unpaid. The Contract includes the City's pledge of its limited tax full faith and credit for the prompt and timely payment of the City's obligations as expressed in the Contract. THE CITY WILL BE REQUIRED TO LEVY AD VALOREM TAXES WITHIN APPLICABLE CONSTITUTIONAL, STATUTORY AND CHARTER TAX LIMITATIONS ON ALL TAXABLE PROPERTY WITHIN THE CITY TO THE EXTENT NECESSARY TO MAKE THE PAYMENTS REQUIRED TO PAY THE PRINCIPAL OF AND INTEREST ON THE BONDS IF OTHER FUNDS FOR THAT PURPOSE ARE NOT AVAILABLE. IT IS THE PRESENT INTENT OF THE CITY TO USE THE REVENUES FROM THE CITY DIVISION OF THE AUTHORITY'S SYSTEM TO MAKE THE PAYMENTS REQUIRED TO PAY PRINCIPAL OF AND INTEREST ON THE BONDS.

RIGHT OF REFERENDUM

The Contract will become effective and binding upon the City without vote of the electors as permitted by law unless a petition requesting an election on the question of the City entering into the Contract, signed by not less than 10% of the registered electors of the City, is filed with the City Clerk within forty-five (45) days after publication of this notice. If such petition is filed, the Contract cannot become effective without an approving vote of a majority of electors of the City qualified to vote and voting on the question. The Contract is on file at the office of the City Clerk.

This notice is given pursuant to the requirements of Section 8 of Act No. 233, Public Acts of Michigan, 1955, as amended. Further information concerning the details of the Contract and the matters set out in this notice may be secured from the City Clerk's office.

Frances McMullan
Clerk
City of Ypsilanti

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CONTRACT

THIS CONTRACT, dated as of March 25, 2015, by and between the YPSILANTI COMMUNITY UTILITIES AUTHORITY, a municipal authority and public body corporate of the State of Michigan (hereinafter referred to as the "Authority"), and the CITY OF YPSILANTI (hereinafter referred to as the "Local Unit") located in the County of Washtenaw, Michigan,

WITNESSETH:

WHEREAS, the Authority has been incorporated under the provisions of Act No. 233, Public Acts of Michigan, 1955, as amended (hereinafter referred to as "Act 233"), for the purposes set forth in Act 233 and the Local Unit being a constituent member of the Authority; and

WHEREAS, it is immediately necessary and imperative for the public health and welfare of the present and future residents of the Local Unit that certain water system improvements in the Local Unit, consisting of the replacement of replacement of existing water main on Michigan Avenue between Prospect Street and Park Street, including all necessary appurtenances and attachments thereto, to serve the Local Unit; and

WHEREAS, plans and an estimate of cost of said improvements have been prepared by the Authority's consulting engineers (the "Consulting Engineers"), which said estimate of cost totals not to exceed $450,000; and

WHEREAS, the Local Unit is desirous of having the Authority arrange for the acquisition of said improvements, in order to furnish the residents of the Local Unit with improved wastewater system services and facilities; and

WHEREAS, the parties hereto have determined that said improvements are essential to the general health, safety and welfare of the Local Unit; and

WHEREAS, the Authority and the Local Unit are each agreeable to the execution of this Contract by and between themselves, the Contract to provide, among other things, for the financing of the cost of said improvements; and

WHEREAS, the Local Unit has approved and authorized the execution of this Contract by resolution of its governing body; and

WHEREAS, this Contract will become effective for the Local Unit upon expiration of a period of forty-five days following publication by the Local Unit of its notice of intention without filing of a petition for referendum on the question of its entering into this Contract, or if such referendum election be required, then upon approval by the qualified electors of the Local Unit;

NOW, THEREFORE, in consideration of the premises and the covenants made herein, THE PARTIES HERETO AGREE AS FOLLOWS:

SECTION 1. Approval of Improvements. The Authority and the Local Unit again approve the establishment of water system improvements in the Local Unit under the provisions of Act 233, consisting of the replacement of replacement of existing water main on Michigan Avenue between

Prospect Street and Park Street, including all necessary appurtenances and attachments thereto, to serve the Local Unit, as set forth in the plans prepared by the Consulting Engineers.

SECTION 2. Designation of System. The system referred to in Section 1 above is hereby designated as YPSILANTI COMMUNITY UTILITIES AUTHORITY WATER SYSTEM (City of Ypsilanti) (hereinafter sometimes referred to in this Contract as the “System”).

SECTION 3. Local Unit Consent to Use of Public Rights of Way. The Local Unit hereby consents to the use by the Authority and any parties contracting with the Authority of the public streets, alleys, lands and rights-of-way in such Local Unit for the purpose of constructing, operating and maintaining the System and any improvements, enlargements and extensions thereto.

SECTION 4. Local Unit Consent to Service. The System is designed to serve areas in the Local Unit as described in the plans prepared by the Consulting Engineers and is immediately necessary to protect and preserve the public health; and the Local Unit does, by these presents, consent to the furnishing of such service through the System pursuant to Section 8 hereof, to the individual users in the Local Unit.

SECTION 5. Approval of Plans and Cost Estimate. The Authority and the Local Unit hereby approve and confirm the plans for the System prepared by the Consulting Engineers and the total estimated cost thereof of not to exceed the sum of $450,000 and the Local Unit’s share thereof of not to exceed $450,000. Said cost estimate includes all surveys, plans, specifications, acquisition of property for rights-of-way, physical construction necessary to acquire and construct the System, the acquisition of all materials, machinery and necessary equipment, and all engineering, engineering supervision, administrative, legal and financing expenses necessary in connection with the acquisition and construction of the System and the financing thereof.

SECTION 6. Contracts for System Improvements; Cost Increases. The Authority will take bids for the acquisition and construction of the System and the Authority shall in no event agree to any contract price or prices as will cause the actual cost thereof to exceed the estimated cost as approved in Section 5 of this Contract unless the Local Unit, by resolution of its legislative body, (a) approves said increased total cost and the Local Unit’s share thereof, and (b) agrees to pay such prorated excess over the estimated cost, either in cash or by specifically authorizing the maximum principal amount of bonds to be issued, as provided in Sections 10 and 16 of this Contract, to be increased to an amount which will provide sufficient funds to meet said increased cost, and approves a similar increase in the installment obligations of the Local Unit, if any, pledged under the terms of this Contract to the payment of such bonds.

SECTION 7. Acquisition and Construction of System by Authority; Local Unit Payment. The System shall be acquired and constructed by the Authority substantially in accordance with the plans and specifications therefor approved by this Contract. All matters relating to engineering plans and specifications, together with the making and letting of final construction contracts, the approval of work and materials thereunder, and construction supervision, shall be in the control of the Authority. All acquisition of sites and rights-of-way shall be done by the Authority. The Local Unit’s share of the costs of such acquisition shall be paid from bond proceeds and, in addition any costs incurred by the Local Unit in connection with the acquisition or construction of the System, including engineering expenses, shall be promptly reimbursed to the Local Unit by the Authority from the proceeds of Authority bonds as described in Section 9 hereof.

SECTION 8. System Operation by Authority; Local Unit Benefit. The System shall be retained, maintained and operated by the Authority. The parties hereto agree that the System shall be acquired, constructed, operated, administered and maintained for the sole use and benefit of the Local Unit and its users.

SECTION 9. Issuance of Bonds by Authority. To provide for the construction and financing of the System in accordance with the provisions of Act 233, the Authority shall take the following steps:

(a) Immediately after execution hereof, the Authority will promptly take steps to adopt a resolution providing for the issuance of its bonds, in one or more series, in the aggregate principal amount of not to exceed $450,000 (except as otherwise authorized pursuant to Section 16 of this Contract) to finance the cost of the System. Said bonds shall mature serially, as authorized by law, and shall be secured by the contractual obligations of the Local Unit in this Contract. After due adoption of the resolution, the Authority will take all necessary legal procedures and steps necessary to effectuate the sale and delivery of said bonds to the Michigan Finance Authority.

(b) The Authority shall take all steps necessary to take bids for and enter into and execute final acquisition and construction contracts for the acquisition and construction of the System as specified and approved hereinbefore in this Contract, in accordance with the plans and specifications therefor based on the plans as approved by this Contract. Said contracts shall specify a completion date agreeable to the Local Unit and the Authority.

(c) The Authority will require and procure from the contractor or contractors undertaking the actual construction and acquisition of the System necessary and proper bonds to guarantee the performance of the contract or contracts and such labor and material bonds as may be required by law.

(d) The Authority, upon receipt of the proceeds of sale of the bonds, will comply with all provisions and requirements provided for in the resolution authorizing the issuance of the bonds and this Contract relative to the disposition and use of the proceeds of sale of the bonds.

(e) The Authority may temporarily invest any bond proceeds or other funds held by it for the benefit of the Local Unit as permitted by law and investment income shall accrue to and follow the fund producing such income. The Authority shall not, however, invest, reinvest or accumulate any moneys deemed to be proceeds of the bonds pursuant to §148 of the Internal Revenue Code of 1986, as amended, and the applicable regulations thereunder (the "Code"), in such a manner as to cause the bonds to be "arbitrage bonds" within the meaning of Code § 103(b)(2) and §148.

SECTION 10. Local Unit Payments. That cost of the System shall be charged to and paid by the Local Unit to the Authority in the manner and at the times herein set forth.

The cost of the System to be financed with the issuance of one or more series of bonds of the Authority ($450,000) shall be paid by the Local Unit to the Authority in annual installments (corresponding to principal payments on each series of the bonds on the next April 1st or October 1st of each year) on March 15 or September 15 of each year, as finally determined upon sale of the bonds.

It is understood and agreed that the bonds of the Authority hereinbefore referred to will be issued in anticipation of the above contractual obligation, with principal installments on April 1 of each year, commencing with the year 2016, or such other year as determined at the time the bonds are sold to the Michigan Finance Authority, corresponding to the principal amount of the above installments, and the Local Unit shall also pay to the Authority in addition to said principal installments, on March 15 and September 15 of each year, commencing on October 15, 2015, as accrued interest on the principal amount remaining unpaid, an amount sufficient to pay all interest, not to exceed two and one-half percent (2.5%) per annum, due on the next succeeding interest payment date (April 1 and October 1, respectively), on the installment portions of said bonds of the Authority from time to time outstanding. From time to time as other costs and expenses accrue to the Authority from handling of the payments made by the Local Unit, or from other actions taken in connection with the System, the Authority shall notify the Local Unit of the amount of such fees and other costs and expenses, and the Local Unit shall, within thirty (30) days from such notification, remit to the Authority sufficient funds to meet such fees and other costs and expenses. The principal payment date may be adjusted to October 1 at the time the bonds are sold to the Michigan Finance Authority but shall be payable in not more than twenty annual installments.

Should cash payment be required from the Local Unit in addition to the amounts specified in the preceding paragraph to meet additional costs of constructing the System, the Local Unit shall, upon written request by the Authority, furnish to the Authority written evidence of its agreement and ability to make such additional cash payments, and the Authority may elect not to proceed with the acquisition or financing of the System until such written evidence, satisfactory to the Authority, has been received by it. The Local Unit shall pay to the Authority such additional cash payments within thirty (30) days after written request for such payment has been delivered by the Authority to such Local Unit.

The Authority shall, within thirty (30) days after the delivery of the bonds of the Authority hereinbefore referred to, furnish the Local Unit with a complete schedule of installments of principal and interest thereon, and the Authority shall also (a) at least sixty (60) days prior to July 1 of each year, commencing in 2016, advise the Local Unit, in writing, of the exact amount of principal and interest installments due on the Authority bonds on the next succeeding April 1, and payable by the Local Unit on March 15, as hereinbefore provided, and the exact amount of interest installment due on the bonds of the Authority on the next succeeding October 1, and payable by the Local Unit on September 15, as hereinbefore provided.

If any principal installment or interest installment is not paid when due, the amount not so paid shall be subject to a penalty, in addition to interest, of one percent (1%) thereof for each month or fraction thereof that the same remains unpaid after the due date.

SECTION 11. Local Unit Limited Tax Full Faith and Credit Pledge. The Local Unit, pursuant to the authorization contained in Act 233, hereby irrevocably pledges its limited tax full faith and credit for the prompt and timely payment of its obligations pledged for bond payments as expressed in this Contract, and shall each year, commencing with the fiscal year commencing July 1, 2015, set aside sufficient general fund moneys to make the payments, and, if necessary, levy an ad valorem tax on all the taxable property in the Local Unit, subject to applicable constitutional and statutory tax rate limitations, in an amount which, taking into consideration estimated delinquencies in tax collections, will be sufficient to pay such obligations under this Contract becoming due before the time of the following year's tax collections. Nothing herein contained shall be construed to prevent the Local Unit from using any, or any combination of, means and methods provided in Section 7 of Act 233, as now or hereafter amended, including revenues derived from user charges or special assessments, for the purpose of providing funds to meet its obligations under this Contract, and if at the time of making the annual tax levy there shall be other funds on hand earmarked and set aside for the payment of the contractual obligations due prior to the next tax collection period, then such annual tax levy may be reduced by such amount.

SECTION 12. Advance Payment by Local Unit. The Local Unit may pay in advance any of the payments required to be made by this Contract, in which event the Authority shall credit the Local Unit with such advance payment on future due payments to the extent of such advance payment.

SECTION 13. Additional Payments by Local Unit. The Local Unit may pay additional moneys over and above any of the payments specified in this Contract, with the written request that such additional funds be used to prepay installments, in which event the Authority shall be obligated to apply and use said moneys for such purpose to the fullest extent possible. Such moneys shall not then be credited as advance payments under the provisions of Section 12 of this Contract.

SECTION 14. Payment Default by Local Unit; Withholding of State Payments. In the event the Local Unit shall fail for any reason to pay to the Authority at the times specified the amounts required to be paid by the provisions of this Contract, the Authority shall immediately give notice of such default and the amount thereof, in writing, to the Treasurer of such Local Unit, the Treasurer of the County of Washtenaw, the Treasurer of the State of Michigan, and such other officials charged with disbursement to the Local Unit of funds returned by the State and now or hereafter under Act 233 available for pledge, as provided in this paragraph and in Section 12a of Act 233, and if such default is not corrected within ten (10) days after such notification, the State Treasurer, or other appropriate official charged with disbursement to such Local Unit of the aforesaid funds, is, by these presents, specifically authorized by the Local Unit, to the extent permitted by law, to withhold from the aforesaid funds the maximum amount necessary to cure said deficit and to pay said sums so withheld to the Authority, to apply on the obligations of the Local Unit as herein set forth. Any such moneys so withheld and paid shall be considered to have been paid to the Local Unit within the meaning of the Michigan Constitution and statutes, the purpose of this provision being voluntarily to pledge and authorize the use of said funds owing to the Local Unit to meet any past-due obligations of such Local Unit due under the provisions of this Contract. In addition to the foregoing, the Authority shall have all other rights and remedies provided by law to enforce the obligations of the Local Unit to make its payments in the manner and at the times required by this Contract, including the right of the Authority to direct the Local Unit to make a tax levy to reimburse the Authority for any funds advanced.

SECTION 15. Local Unit Payment Obligation. It is specifically recognized by the Local Unit that the debt service payments required to be made by it pursuant to the terms of Section 10 of this Contract are to be pledged for and used to pay the principal installments of and interest on with respect to the bonds to be issued by the Authority as provided by this Contract and authorized by law, and the Local Unit covenants and agrees that it will make all required payments to the Authority promptly and at the times herein specified without regard to whether the System is actually completed or placed in operation.

SECTION 16. Additional Bonds. If the proceeds of the sale of the bonds to be issued by the Authority are for any reason insufficient to complete the Local Unit's share of the cost of the System, the Authority shall automatically be authorized to issue additional bonds in an aggregate principal amount sufficient to pay the Local Unit's share of completing the System and to increase the annual payments required to be made by the Local Unit in an amount so that the total payments required to be made as increased will be sufficient to meet the annual principal and interest requirements on the bonds herein authorized plus the additional bonds to be issued. It is expressly agreed between the parties hereto that the Authority shall issue bonds pursuant to this Contract and the Local Unit shall be committed to retire such amount of bonds as may be necessary to pay the Local Unit's share of the costs of the System whether or not in excess of those presently estimated herein. Any such additional bonds shall comply with the requirements of Act 233 and any increase in the annual payments shall be made in the manner and at the times specified in this Contract. In lieu of such additional bonds, the Local Unit may pay over to the Authority, in cash, sufficient moneys to complete the Local Unit's share of the System.

SECTION 17. Surplus Bond Proceeds. After completion of the System and payment of all costs thereof, any surplus remaining from the proceeds of sale of bonds shall be used by the Authority for either of the following purposes, at the sole option of and upon request made by resolution of the Local Unit, to wit: (a) for additional improvements to the System or for other projects of the Authority undertaken on behalf of the Local Unit; subject to approval of the Authority; or (b) credited by the Authority toward the next payments due the Authority by the Local Unit hereunder.

SECTION 18. Voidability. The obligations and undertakings of each of the parties to this Contract shall be conditioned on the successful issuance and sale of the bonds pursuant to Act 233, and if for any reason whatsoever said bonds are not issued and sold within two (2) years from the date of this Contract, this Contract, except for payment of preliminary expenses and ownership of engineering data, shall be considered void and of no force and effect.

SECTION 19. Bondholders' Rights. The Authority and the Local Unit each recognize that the owners from time to time of the bonds issued by the Authority under the provisions of Act 233 to finance the cost of the System will have contractual rights in this Contract, and it is, therefore, covenanted and agreed by the Authority and the Local Unit that so long as any of said bonds shall remain outstanding and unpaid, the provisions of this Contract shall not be subject to any alteration or revision which would in any manner materially affect either the security of the bonds or the prompt payment of principal or interest thereon. The Local Unit and the Authority each further covenant and agree that each will comply with its respective duties and obligations under the terms of this Contract promptly at the times and in the manner herein set forth, and will not suffer to be done any act which would in any way impair the said bonds, the security therefor, or the prompt payment of principal and interest thereon. It is hereby declared that the terms of this Contract insofar as they pertain to the security of any such bonds shall be deemed to be for the benefit of the owners of said bonds.

SECTION 20. Contract Term. This Contract shall remain in full force and effect from the effective date hereof (as provided in Section 23) until the bonds issued by the Authority are paid in full, but in any event not to exceed a period of thirty (30) years. At such time within said 30-year term as all of said bonds are paid, this Contract shall be terminated. In any event, the obligation of the Local Unit to make payments required by this Contract shall be terminated at such time as all of said bonds are paid in full, together with any deficiency or penalty thereon.

SECTION 21. Indemnification. The parties hereto hereby expressly agree that the Authority shall not be liable for and the Local Unit shall pay, indemnify and save the Authority harmless of, from and against all liability of any nature whatever regardless of the nature in which such liability may arise, for any and all claims, actions, demands, expenses, damages and losses of every conceivable kind whatsoever (including, but not limited to, liability for injuries to or death of persons and damages to or loss of property) asserted by or on behalf of any person, firm, corporation or governmental authority arising out of, resulting from, or in any way connected with the ownership, acquisition, construction, operation, maintenance and repair of the System, this Contract, or the issuance, sale and delivery of the bonds herein described. It is the intent of the parties that the Authority be held harmless by the Local Unit from liability for such claims, actions, demands, expenses, damages and losses, however caused or however arising, including, but not limited to, to the extent not prohibited by law, such claims, actions, demands, expenses, damages and losses even though caused, occasioned or contributed to by the negligence, sole or concurrent, of the Authority or by negligence for which the Authority may be held liable. In any action or proceeding brought about by reason of any such claim or demand, the Local Unit will also pay, indemnify and save the Authority harmless from and against all costs, reasonable attorneys' fees and disbursements of any kind or nature incidental to or incurred in said defense, and will likewise pay all sums required to be paid by reason of said claims, demands, or any of them, in the event it is determined that there is any liability on the part of the Authority. Upon the entry of any final judgment by a court of competent jurisdiction or a final award by an arbitration panel against the Authority on any claim, action, demand, expense, damage or loss contemplated by this Section and notwithstanding that the Authority has not paid the same, the Local Unit shall be obligated to pay to the Authority, upon written demand therefor, the amount thereof not more than sixty (60) days after such demand is made. In the event that any action or proceeding is brought against the Authority by reason of any such claims or demands, whether said claims or demands are groundless or not, the Local Unit shall, upon written notice and demand from the Authority, but will not, without written consent of the Authority, settle any such action in the proceeding. Notwithstanding the foregoing, nothing contained in this Section shall be construed to indemnify or release the Authority against or from any liability which it would otherwise have arising from the wrongful or negligent actions or failure to act on the part of the Authority's employees, agents or representatives with respect to matters not related to the ownership, acquisition, construction, operation, maintenance or repair of the System, this Contract or the issuance, sale or delivery of the bonds herein described.

SECTION 22. Successors and Assigns. This Contract shall inure to the benefit of and be binding upon the respective parties hereto, their successors and assigns.

SECTION 23. Effectiveness of Contract. This Contract shall become effective upon (i) approval by the legislative body of the Local Unit, (ii) approval by the Board of the Authority, (iii) expiration of the forty-five day period following publication by the Local Unit of its notice of intention without filing of a petition for referendum on the question of its entering into this Contract, or if such referendum election be required, then upon approval by the qualified electors of the Local Unit, and (iv) due execution by the Mayor and City Clerk of the Local Unit and by the Chair and Secretary of the Authority.

SECTION 24. Downward Adjustment of Bond Amount. In the event construction bids are received by the Authority pursuant to Section 9 hereof and such bids are below the Consulting Engineers' estimates thus necessitating a smaller amount of Bonds for the Local Unit's share to be issued than $450,000, the Director of the Authority and the City Manager of the Local Unit are each authorized on behalf of the Authority and the Local Unit, respectively, to agree to a revised principal amount of the Bonds and a revised maturity schedule and to approve the same as an addendum to this Contract. If a lower amount of Bonds is required and if such lower amount and revised maturity schedule is agreed to and approved by the Director of the Authority and the City Manager, respectively, this Contract shall be construed as referring to the reduced principal amount of said Bonds and the revised maturity schedule therefor.

SECTION 25. Counterparts. This Contract may be executed in several counterparts.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed as of the day and year first above written.

In the presence of:	YPSILANTI COMMUNITY UTILITIES AUTHORITY
______________________________	By: ______________________________ Chair
______________________________	By: ______________________________ Secretary
In the presence of:	CITY OF YPSILANTI
______________________________	By: ______________________________ Mayor
______________________________	By: ______________________________ City Clerk

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MILLER, CANFIELD, PADDOCK AND STONE, P.L.C.

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

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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: March 11, 2015

FROM: John M. Barr, Ypsilanti City Attorney

SUBJECT: Resolution to approve MOU with Southeast Michigan Lighting Coalition and pay invoice

SUMMARY/BACKGROUND

City council, by resolution 2015-031 dated February 3, 2015, agreed to join the coalition to intervene in a rate hike case brought by Detroit Edison Company with the Public Service Commission and authorized payment of $2,200 to the coalition. Councilmember Murdock attended a meeting with the coalition - the Southeast Michigan Street Lighting Coalition, and received a Memorandum of Understanding (MOU) and an invoice. The MOU provides the terms of joining the coalition and the invoice is for $2,500 or $300 more than Council approved.

I have reviewed and approved the terms of the MOU.

The attached resolution approves the MOU and authorizes the Mayor and City Clerk to sign for the city and approves the payment of the invoice, including the additional $300.

ATTACHMENTS: Proposed Resolution

RECOMMENDED ACTION: Adoption of the ordinance

DATE RECEIVED:_______________ AGENDA ITEM NO.

CITY MANAGER COMMENTS:

FOR AGENDA OF:___________ FINANCE DIR. APPROVAL
~~~~~~~

COUNCIL ACTION TAKEN:

RESOLUTION NO. 2015-070
March 17, 2015

IT IS RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI that: In accordance with Council Resolution 2015-031, dated February 3, 2015, the attached Memorandum of Understanding with the Southeast Michigan Street Lighting Coalition is approved and the Mayor and City Clerk are authorized to sign for the City of Ypsilanti, and

Further, that the attached invoice for dues for membership in the Coalition in the amount of $2,500 is approved for payment ($2,200 from resolution 2015-031 and $300 from this resolution).

OFFERED BY: ____

SUPPORTED BY: ____

YES: NO: ABSENT: VOTE:

SOUTHEAST MICHIGAN REGIONAL ENERGY OFFICE

Southeast Michigan Street Lighting Coalition

Memorandum of Understanding

It is the purpose of this Street Lighting Coalition Memorandum of Understanding (hereinafter the "Agreement") to set forth the composition, duties, and responsibilities of the Coalition (hereinafter the "Coalition") which was formed as more particularly described below, for the management and control of our collective efforts before Michigan Public Service Commission (MPSC) ("rate case").

I. HISTORY

In December 2014 DTE Energy filed a rate case for review by the Michigan Public Service Commission (MPSC) that included a new fee structure for municipal street lighting. A rate case is a regulatory procedure by which the MPSC evaluates the fairness and appropriateness of proposed rates and tariffs on an annual basis. The proposed tariff appears to significantly increase rates for LED lights and reduce the rates for less efficient high pressure sodium (HPS) lamps. In the past five years, many communities across the state have, mostly at their own expense, upgraded or planned to upgrade their outdated lights to the newest, most efficient technology (LED) to save money and reduce their environmental impact. The proposed new tariff threatens to dramatically reduce the savings communities have planned for in developing these projects. The Communities (together referred to as "Members") have agreed that intervening in the case as a coalition will increase the parties' individual and collective capacity to secure fair and favorable rates for the installation and operation and maintenance of municipal street light facilities.

II. COMMITTEE

1. Term. This Agreement shall remain in effect for a period of two (2) years. However, any Member may terminate its participation in the Coalition at any time, by giving written notice to the Coalition of the termination. The notice must specify the effective date of termination at least 60 days prior to its occurrence. The Coalition will continue to operate until fewer than two communities are participating.

2. Composition. The Coalition shall consist of the Mayor, City Manager, City Administrator, Township Supervisor or other elected official or their designee, of each Community as selected by that Community. Each Community shall also select an alternate. The Coalition shall also consist of the Chairman of the Board of Directors of the Southeastern Michigan Regional Energy Office (hereinafter "SEMREO") or his designee, and an alternate; The General Counsel of the Michigan Municipal League (hereinafter "MML") or his designee, and the Director of the Michigan Township Association (hereinafter "MTA") or his designee. The Community shall be entitled to one representative as set forth above in attendance at each meeting of the Coalition, provided, however, that other representatives of the Communities may attend and participate in discussions at meetings of the Coalition. The Coalition shall annually elect, by majority vote, a Chairperson, Vice-Chairperson and a Secretary to serve for a term of 1 year.

3. Coalition Meetings. The Coalition shall meet at designated times and locations mutually convenient to the greatest extent possible for all representatives. It is anticipated that regular meetings of the Coalition shall occur not more often than monthly. Agendas will be distributed and circulated at least twenty-four (24) hours in advance of all meetings to all representatives of the Coalition by the Director of SEMREO. A member of the Coalition or of a committee designated by the Coalition may participate in a meeting by means of a conference telephone or similar communications equipment by means of which all persons participating in the meeting can hear each other. Participation in a meeting conducted in this fashion constitutes presence in person at the meeting.

4. Responsibilities. The Coalition shall be responsible for the overall policy and strategy of the MPSC rate case and issues related thereto. To the greatest extent possible, as allowed by applicable law, all decisions by the Committee shall be final. The Committee's responsibilities shall include, by way of example and not limitation the following:

   a. Approval of the operational budget.

   b. Approval of all contracts for consultants, legal representation, and accounting services.

   c. Review and approval of any proposed settlement with DTE Energy.

   d. Community Assessment costs that shall be made to each Community upon their participation in the Coalition. Any rates and charges specified in any such schedule shall be subject to adjustment by the Coalition.

   e. SEMREO shall generate the bills and collect the revenues for the operational costs of the Coalition. Such bills shall be payable monthly or quarterly as shall be determined by the Coalition.

   f. Dispute Resolution.

5. Voting. Each representative shall have one vote on each matter voted upon by the Coalition; provided however, that the Coalition representatives shall use their best efforts to arrive at a consensus on all matters considered by the Coalition. A quorum constituting a majority of the voting representatives of the Coalition shall be required to conduct business. The duties set forth may be exercised by majority vote of the representatives of the Coalition present at any meeting in which there is a quorum, except for the amendment of this Agreement or for the requirement of a revenue assessment 2/3's of the representatives of the Coalition present shall be required, together with any other approvals which may be required by law.

6. Coalition Executive Committee Meeting and Duties. The Coalition Executive Committee shall comprise four (4) Coalition Community member's representatives or their alternates and the Chairman of the Board of Directors of SEMREO or his designee. Community members shall be selected by a majority vote of the full Coalition. The Coalition Executive Committee shall meet on an as-needed basis between regularly scheduled meetings of the Coalition. Three members of the Coalition Executive Committee shall constitute a quorum. Notice of all Coalition Executive Committee meetings shall be given to all Coalition members at least one

(1) business day prior to its meeting. The Coalition Executive Committee shall perform the responsibilities of the Coalition as may be necessary between regularly scheduled meetings of the Coalition. The Coalition Executive Committee may call special meetings of the Coalition on two (2) business day's prior notice. The Executive Committee may exercise all powers and authority of the Coalition between meetings including the approval of expenditures less than $5,000, and tactical decisions, consistent with the Coalition's policy and strategy decisions, before the MPSC rate case of a time sensitive nature.

7. Subcommittees. The Coalition may establish such sub-committees including, as the Coalition deems appropriate.

III. CASE OVERSIGHT

SEMREO shall be responsible for managing the daily activities and responsibilities associated with the rate case as may be directed by the Coalition consistent with all applicable law. It is acknowledged that SEMREO may be compensated by the Coalition for the performance of these duties. SEMREO's responsibilities concerning the rate case will include, but shall not be limited to:

1. Administration: SEMREO will schedule, provide notice and keep minutes of Coalition and Executive Committee meetings; maintain Coalition documents and records; and provide general administrative support to the Coalition.

2. Finance: SEMREO will serve as the fiduciary for the Coalition, receiving all funds, processing all invoices and requests for expenditures, and maintaining the accounts of the Coalition.

3. Contract Management: SEMREO will develop and oversee contracts with outside parties for work on behalf of the Coalition.

4. Research: SEMREO will support the Coalition's research needs to ensure the success of the rate case, which may include collecting data from communities, preparing background for depositions, or preparing expert witnesses in collaboration with legal counsel.

Communications and Outreach: SEMREO will maintain regular communications with members and partners on behalf of the Coalition and serve as the primary media contact; SEMREO will work to engage additional communities in the work and membership of the Coalition.

V. INDEMNIFICATION

The Parties to this Agreement shall have no liability to the other for any loss suffered which arises out of any action or inaction if, in good faith, it is determined that such course of conduct was in the best interests of the Agreement and such course of conduct did not constitute negligence or misconduct. The Parties to this Agreement shall each be indemnified by the other against losses, judgments, liabilities, expenses and amounts paid in settlement of any claims sustained by it in connection with the Agreement.

VI. FUNDING

In order to finance the operations of the Coalition the Community Members to this Agreement shall contribute an initial assessment in the amount reflective of the Community's share as shown in "Exhibit B". It is agreed that this assessment is based on a budget that should be all inclusive of the scope of work associated with the project. However, should the Coalition need to raise additional revenue the Coalition with an affirmative vote of a 2/3 Two-thirds majority of the member communities may assess additional costs as may be required by the Coalition. The Coalition shall have full authority to revise its method of allocating costs.

VII. RESOLUTION

The Communities entering into this Agreement shall do so by the passage of a formal resolution. The Southeastern Michigan Regional Energy Office through the Chairman of the Board shall provide written acceptance of the Organizations participation in this Agreement.

VII. AMENDMENT

This Agreement may be amended at any time by a vote of 2/3's of the representatives of the Coalition present, together with any other approvals which may be required by law.

Signature Page

Memorandum of Understanding
Southeast Michigan Street Lighting Coalition

This Memorandum of Understanding is executed by the authorized representatives of the Parties as indicated below.

“MEMBER”:	“COALITION”:
______________________________	SOUTHEAST MICHIGAN MUNICIAL STREET LIGHTING COALITION
By:___________________________ Name, Title	By:________________________________ Name, Title
Dated:________________, 2015	Dated:________________, 2015

SOUTHEAST MICHIGAN REGIONAL ENERGY OFFICE

INVOICE

INVOICE DATE:	3/11/2015
INVOICE #	SLC MPSC Intervention-YP
DUE DATE:	Upon receipt

22757 Woodward Avenue, Suite 250
Ferndale, MI 48220
Phone: 866.960.8803

BILL TO:
City of Ypsilanti
1 S. Huron St.
Ypsilanti, MI 48197

DESCRIPTION	AMOUNT
Street Lighting Coalition Intervention in MSPC rate case U-17767	$ 2,500.00
City of Ypsilanti DTE Owned Streetlights: 1,100	

DTE-owned Streetlights	Payment
>0	$1,000
>999	$2,500
>1999	$5,000
>3999	$10,000
>7999	$16,000

SUBTOTAL	$ 2,500.00
TAX RATE	0.00%
TAX	$ -
OTHER	$ -
TOTAL	$ 2,500.00

OTHER COMMENTS
1. Total payment due upon receipt
2. Please include the invoice number on your check

Make all checks payable to: Southeast Michigan Regional Energy Office

If you have any questions about this invoice, please contact
Jennifer Young, Energy Programs Manager, Southeast Michigan Regional Energy Office
(866) 960.8803 x 712
jennifer@regionalenergyoffice.org

Thank You for Participating with the Southeast Michigan Street Lighting Coalition

R E Q U E S T   F O R   L E G I S L A T I O N

FROM: Stan Kirton, Director of Public Services DATE: March 17, 2015

SUBJECT: Purchase of One (1) 2015 GMC Sierra 3500HD 4WD Dump Truck with Front Plow Attachment

The 2014-2015 fiscal year budget includes funds of $42,000 to purchase a heavy duty dump truck with a front snow plow attachment. This truck will be used by the street division for surface maintenance, winter surface maintenance and park maintenance activities.

This truck will replace vehicle #131, a 2006 Ford One Ton Stake Truck put in service in 2005, with 45,066 odometer miles and 5,426.5 hours equivalent to 179,075 miles.

The Department of Public Services has received a purchase proposal of $42,436.00 from Red Holman Pontiac - GMC, 35300 Ford Road, Westland, MI 48185 for a 2015 GMC Sierra 3500HD 4WD Regular Cab Dump Truck.

ATTACHMENTS: Resolution, Red Holman Pontiac - GMC Purchase Proposal/Invoice

RECOMMENDATION: APPROVAL

==

DATE RECEIVED: March 10, 2015   AGENDA ITEM NO:_____________

CITY MANAGER COMMENTS: ____

FINANCE DIRECTOR APPROVAL:____

FOR AGENDA OF: March 17, 2015

COUNCIL ACTION TAKEN:____

Resolution No. 2015-071
March 17, 2015

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, a purchase proposal was received from Red Holman Pontiac - GMC, Westland, Michigan for the purchase of a 2015 GMC Sierra 3500HD 4WD Dump Truck with front plow attachment for use in the Department of Public Works- Streets Division for surface maintenance, winter surface maintenance and park maintenance activities for a total amount of $42,436.00; and

WHEREAS, the state purchase price of $42,436.00 is very favorable and in the best interest of the city to purchase this vehicle; and

NOW THEREFORE, BE IT RESOLVED THAT, the Ypsilanti City Council approves the purchase of one 2015 GMC Sierra 3500HD 4WD dump truck with front plow attachment.

FURTHER, that the $42,436.00 to purchase this vehicle be expended from the $42,000 budgeted in account 641-7-9320-987-10;

THAT the City Manager is authorized to sign the purchase proposal and any change orders, subject to approval by the City Attorney, to complete the purchase of this vehicle.

OFFERED BY: ____

SUPPORTED BY: ____

YES: NO: ABSENT: VOTE:

Prepared For:
John Sherwood
City of Ypsilanti
Ypsilanti, MI. 48197
Phone: (734) 812-0467
Fax: (734) 483-1018

D

Prepared By:
Paul Roop
Red Holman Buick GMC
35100 Ford Rd
Westland, MI 48185
Phone: (734) 721-1144
Fax: (734) 721-1780
Email: paul_roop@hotmail.com

2015 Fleet/Non-Retail GMC Sierra 3500HD Built After Aug 14 4WD Reg Ca

PRICING SUMMARY

PRICING SUMMARY - 2015 Fleet/Non-Retail TK36003 4WD Reg Cab 137.5" WB, 59.06" CA

Oakland County / Ypsilanti

Truck price	$26,156.00
Dump / Plow	16,280.00 (Rigid sides)
TOTAL	$42,436.00

Report content is based on current data version referenced. Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

Customer File:

February 25, 2015 4:12:34 PM

Prepared For:
John Sherwood
City of Ypsilanti
Ypsilanti, MI 48197
Phone: (734) 812-0467
Fax: (734) 483-1018

D

Prepared By:
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35100 Ford Rd
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Phone: (734) 721-1144
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Email: paul_roop@hotmail.com

2015 Fleet/Non-Retail GMC Sierra 3500HD Built After Aug 14 4WD Reg Ca

SELECTED MODEL & OPTIONS

SELECTED MODEL - 2015 Fleet/Non-Retail TK36003 4WD Reg Cab 137.5" WB, 59.06" CA

Code	Description
TK36003	2015 GMC Sierra 3500HD Built After Aug 14 4WD Reg Cab 137.5" WB, 59.06" CA

SELECTED VEHICLE COLORS - 2015 Fleet/Non-Retail TK36003 4WD Reg Cab 137.5" WB, 59.06" CA

Code	Description
-	Interior: Dark Ash
-	Exterior 1: Summit White
-	Exterior 2: No color has been selected.

SELECTED OPTIONS - 2015 Fleet/Non-Retail TK36003 4WD Reg Cab 137.5" WB, 59.06" CA

CATEGORY

Code	Description
MODEL OPTION	
AVF	2015 INTERIM PROCESSING CODE
EMISSIONS	
FE9	EMISSIONS, FEDERAL REQUIREMENTS
ENGINE	
L96	ENGINE, VORTEC 6.0L VARIABLE VALVE TIMING V8 SFI
TRANSMISSION	
MYD	TRANSMISSION, 6-SPEED AUTOMATIC, HEAVY-DUTY
AXLE	
GT5	REAR AXLE, 4.10 RATIO
PREFERRED EQUIPMENT GROUP	
1SA	WORK TRUCK PREFERRED EQUIPMENT GROUP
TIRES	
QZT	TIRES, LT235/80R17E ALL-TERRAIN

Report content is based on current data version referenced. Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

GM AutoBook, Data Version: 368.0, Data updated 1/6/2015

Customer File:

Prepared For:
John Sherwood
City of Ypsilanti
Ypsilanti, MI 48197
Phone: (734) 812-0467
Fax: (734) 483-1018

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Email: paul_roop@hotmail.com

2015 Fleet/Non-Retail GMC Sierra 3500HD Built After Aug 14 4WD Reg Ca

SELECTED MODEL & OPTIONS

SELECTED OPTIONS - 2015 Fleet/Non-Retail TK36003 4WD Reg Cab 137.5" WB, 59.06" CA

CATEGORY Code	Description
PAINT SCHEME	
ZY1	PAINT, SOLID
PAINT	
GAZ	SUMMIT WHITE
SEAT TYPE	
AE7	SEATS, FRONT 40/20/40 SPLIT-BENCH
SEAT TRIM	
H2R	DARK ASH, CLOTH
RADIO	
IO3	AUDIO SYSTEM, 4.2" DIAGONAL COLOR DISPLAY, AM/FM STEREO
ADDITIONAL EQUIPMENT	
VYU	SNOW PLOW PREP PACKAGE
KW5	ALTERNATOR, 220 AMPS
JL1	TRAILER BRAKE CONTROLLER, INTEGRATED
N2M	FUEL TANK, FRONT, 23.5 GALLON
NZZ	UNDERBODY SHIELD
TRW	PROVISION FOR CAB ROOF-MOUNTED LAMP/BEACON
R9Y	FLEET FREE MAINTENANCE CREDIT
VQ1	FLEET PROCESSING OPTION

OPTIONS TOTAL

Report content is based on current data version referenced. Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

GM AutoBook, Data Version: 368.0, Data updated 1/6/2015

Customer File:

KNAPHEIDE SINCE 1848

D

KNAPHEIDE TRUCK EQUIPMENT

1200 South Averill Avenue * FLINT, MI 48503 * 800-589-9100 * FAX 855-629-4643

******** Quality for over 50 years ********

February 25, 2015
Red Holman GMC
35300 Ford Road
Westland, MI 48185

Attention: Paul Roop **Phone: 734-721-1144** **Fax: 734-721-5539**

PO#: Salesman: Jim Fountain Terms: NET 30 DAYS VIN:
Truck Year: 2015/16 Make: GMC Model: 3500 CA: 60"
Chassis Available: Delivery Promise: 90-120 days ARO FOB: CUSTOMER

QUOTAION

FOR THE CITY OF YPSILANTI

HENDERSON MARK III 9FT MILD STEEL DUMP BODY 2.3-3.3 CUBIC YARD CAPACITY 13" SIDES, 53" INTEGRAL CAB SHIELD 19" TAILGATE UNI-BODY DESIGN.
HENDERSON BP-20 SCISSOR DOUBLE ACTING HOIST, ELECTRIC/HYDRAULIC SYSTEM, WITH HAND HELD PUSH BUTTON CONTROL. 8" I-BEAM LONGITUDINAL, **3/16" AR400** FLOOR, TAILGATE QUICK RELEASE, ¼ CAB SHIELD WITH PUNCHED WINDOW.
½" CONTRACTORS HITCH PLATE, SAFETY "D" RINGS, WITH LIGHT HOLES FOR O.E.M. S/T/T, and A PINTLE COMBO SET AT 16" C/L.
SEVEN WAY RV TYPE TRAILER PLUG.
PIONEER E300 PULL TARP, TARP SYSTEM WITH A MESH TARP, AND WIND DEFLECTOR INSTALLED ON CAB SHIELD.
MUD FLAPS BEHIND REAR WHEELS, ELECTRONIC BACK UP ALARM.
PAINT EXTERIOR OF DUMP BODY TO MATCH CAB, UNDERCOAT DUMP BODY.
WESTERN 8-1/2' ULTRA-MOUNT PRO PLUS PLOW MODEL IUTPP85.
ULTRA-MOUNT DESIGN: PLOW LIFT FRAME, POWER UNIT, AND LIGHTS UNCOUPLE FROM TRUCK WHEN BLADE IS REMOVED. DRIVE-IN HOOK-UP, RECEIVER HORNS AUTOMATICALLY ADJUST FOR MISALIGNMENT, CONNECTING HOOK PULLS PLOW IN TIGHT. RECEIVER BRACKETS ARE EASILY REMOVABLE FOR BETTER OFF-SEASON GROUND CLEARANCE. PIVOT BAR PERMITS ATTACHING PLOW WHEN ON UNEVEN GROUND, AND ALLOWS THE PLOW TO HUG UNEVEN GROUND WHEN PLOWING.
SOLENOID JOYSTICK CONTROL.
FLO-STAT ELECTRIC OVER HYDRAULIC FRONT MOUNT POWER UNIT, 7 REINFORCING RIBS AND 4 TRIP SPRINGS ROLL ACTION BLADE WITH PRO-GUARD FINISH TO RESIST RUST LOW PROFILE RECTANGULAR LIGHTS AND BLADE GUIDES.
ISOLATION MODULE ELECTRICAL SYSTEM: PLOW LIGHTING AND ELECTRIC SYSTEM POWERED DIRECTLY FROM THE BATTERY, PROTECTING THE VEHICLE'S ELECTRONIC SYSTEM. RUBBER SNOW DEFLECTOR. WESTERN TWO YEAR PARTS AND LABOR WARRANTY.
FEDERAL SIGNAL L.E.D. AMBER MINI LIGHT BAR MOUNTED TO CAB SHILED.
POLY HALF FENDERS OVER REAR WHEELS.

TOTAL INSTALLED PRICE: **$ 16,280.00** ✓

OPTIONS ADD TO ABOVE PRICING:
FOLD DOWN SIDES. **$ 840.00** NO
201 STAINLESS STEEL BODY. **$ 1,600.00** NO

QUOTED BY: Jim Fountain cell # 517-712-4285 fax # 855-629-4643
Email: jfountain@knapheide.com

REQUEST FOR LEGISLATION
March 10, 2015

From: Bonnie Wessler, Acting Planner II

Subject: New Alley & Street Closing & Vacation Ordinance: Fee schedule update

Staff anticipates that Council will adopt revisions to Chapter 94 regarding alley closures and vacations and street vacations. Due to the revised noticing procedures, staff has taken this opportunity to review the fees associated with these actions and is recommending changes.

For a closure, staff anticipates a total cost to review, including noticing, of $750. Per previous conversations with DPS, the cost to install a barrier is approximately $1,000. Thus, for alley closures, staff recommends that we adopt a $750 nonrefundable fee for the initial application, with an additional $1,000 into escrow, refundable if the application is denied.

For a vacation of a street or an alley, staff anticipates a similar cost to review and notice neighbors, with an additional expense for title research and legal costs, as this is a transfer of property. Staff is recommending that Council adopt a $1,500 nonrefundable fee for a vacation request.

RECOMMENDED ACTION: Approval

Attachments:
- Resolution

CITY MANAGER APPROVAL: COUNCIL AGENDA DATE: 3-17-2015

CITY MANAGER COMMENTS:

FINANCE DIRECTOR APPROVAL:

Resolution No. 2015 - 072
March 17, 2015

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

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

WHEREAS, before Council tonight for second and final reading is a revision of Chapter 94 of the ordinance governing alley vacations and closures and street vacations; and

WHEREAS, staff has taken the opportunity to review the fees associated with the aforementioned actions; and

WHEREAS, staff proposes a $750 nonrefundable application fee for alley closures, with an additional $1000 to be paid into escrow for installation of a barrier, which amount shall be refundable should the closure request not be granted; and,

WHEREAS, staff proposes a $1500 nonrefundable application fee for alley or street vacations; and,

NOW, THEREFORE, BE IT RESOLVED THAT the Ypsilanti City Council approves the amendment of the City fee schedule to take effect upon adoption of the revised alley vacation and closure ordinance.

OFFERED BY: ____

SUPPORTED BY: ____

YES: NO: ABSENT: VOTE:

REQUEST FOR LEGISLATION
March 17, 2015

From: Bonnie Wessler, Acting Planner II

Subject: Speed Control Policy

Background
City Council received a presentation on a proposed speed control policy in November 14, 2013, and again in April of 2014. At the time city council was interested in making sure the policy would work based on citizen requests. In the interim, City Council approved temporary speed bumps as part of the Prospect Road construction project.

Update
The revised policy includes more detail on the steps for requesting, qualifications required for reaching the threshold, and consideration of the use of temporary speed bumps in some circumstances. The policy also clarifies the process for approval, with the Traffic Review Committee making the recommendation to the City Manager. The City Manager, in the role of Chief Engineer, can make the final decision or bring the item to City Council for a decision.

RECOMMENDED ACTION: Approval

Attachments: Resolution
Speed Control Policy and Process
Background memo on Speed controls

CITY MANAGER APPROVAL: ____________________ COUNCIL AGENDA DATE: ________

CITY MANAGER COMMENTS: ____________________

FISCAL SERVICES DIRECTOR APPROVAL: ______________________________

Resolution No. 2015-073
March 17, 2015

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS, Ypsilanti City Council requested staff develop a policy for managing citizen requests for speed control devices such as speed humps; and

WHEREAS, City Council has reviewed policy recommendations in November 2013, again on April 2014, and in March 2015;

NOW, THEREFORE, BE IT RESOLVED THAT the Ypsilanti City Council approves the attached speed control policy and process and implement it effective immediately.

OFFERED BY:____

SUPPORTED BY:____

YES: NO: ABSENT: VOTE:

City of Ypsilanti

Community & Economic Development Department

Policy & process for speed bumps and other resident requested speed control devices – March 17, 2015

City Council has requested a policy for managing both resident requests and appropriate road treatments to address speed control requests in residential neighborhoods in Ypsilanti. A companion document provides information on road types/conditions and appropriate treatments. Below is a summary of the main considerations in the policy followed by a proposed process for receiving, reviewing, and acting on the citizens' requests.

- Speed controls discussed should be applied to local streets only
- Controls under consideration include speed humps, bumpouts, traffic circles and street trees. This is separate from signage, whether informational or traffic control signage.

Applications:

- Speed controls should not be applied in the case of traffic diversion based on temporary, non-reoccurring events and generators
- Temporary measures are intended for short term applications and/or low traffic areas such as parking lots, loading zones and drive-thrus. They are not recommended for application within the city unless special conditions are present (see below).

Recommended process for requesting, reviewing, and implementing speed controls

- Resident request - petition by 60% or more of the residents of a minimal contiguous area of two blocks, three block faces or equivalent area or distance (similar to RPP process)
  - ☐ To the extent possible, residents should provide as much information as possible as to:
    - Segments of street where speeding usually occurs
    - If speeding is issue on other nearby streets
    - Where conflicts between vehicles and pedestrians are likely
    - Other concerns whether it be issues around timing of speeding, other potential hazards, options to be considered
  - ☐ Staff may want to attend a neighborhood meeting or meet with residents in the area in question to gain a clearer understanding of potential concerns

- Traffic Review Committee (TRC) determines if the roadway is eligible:
  - ☐ Local Street
  - ☐ Speed limit of 25 mph or less
  - ☐ Traffic count of less than 7,000 (may require counts conducted by DPS)

- Traffic study performed by Police Department and presented to TRC
  - ☐ Eligible if 10% or more of the motorists are travelling at least 5 mph above speed limit.
  - ☐ Crash history review conducted by police and/or planning staff

- Analysis of other factors:
  - ☐ Traffic generation: if a new business or other trip generator is causing an increase in traffic flow or speed, work with the traffic generator to educate motorists & reduce overall traffic (Bus route improvement, nonmotorized/sidewalk improvements, etc)
  - ☐ If street is on a bus route or school bus route, request input prior to making a final recommendation.
  - ☐ If the street is on an emergency snow removal route, special consideration must be given to snow removal issues, including snow storage.
  - ☐ Construction: if the cause of speeding is cut-through traffic due to nearby construction, then temporary speed humps may be appropriate.

- Determine appropriate treatment
  - ☐ Utilize background data memo to review options and determine which is most appropriate to achieve speed reduction goal

- Funding sources determined: potential sources of funding include general fund dollars, Act 51 dollars; neighborhood associations, special assessment, or a combination of these funding sources. Consideration given to intensity of speeding during funding discussion.

- Formulation of recommendation by municipality
  - ☐ TRC representative to stay in contact with applicants' representative during process
  - ☐ TRC provides recommendation to City Manager – City Manager may present decision and/or funding to City Council if necessary.
  - ☐ If treatments to be installed, DPS follows their standard notification policy (neighborhood groups, fliering) if construction to follow.
- Execute the work to be done, if any.

City of Ypsilanti

Community & Economic Development Department

Memo: Proposed policy for speed bumps and other resident requested speed control devices

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There has been ongoing resident interest in controlling vehicle speeds on residential streets within the City. The City does not currently have a policy regarding installation of permanent or temporary speed control measures. This memo contains information about best practices, current practices in neighboring communities, and recommended standards for Ypsilanti.

Road Types

There are many types of roads that run through residential areas in the City. Other municipalities limit their citizen-initiated speed control programs to local streets that have a speed limit (either posted or prima facie) of 25mph, residential uses on both sides for at least one full block, and a low average daily traffic volume, generally between 500 and 5,000 vehicles per day. These roads primarily serve local traffic, but may see temporary increases in usage as cut-through streets when issues arise on preferable routes, such as disrepair, construction, or congestion. This classification includes but is not limited to roads like Pearl (west of Summit), Mansfield (north of Washtenaw), Olive, Dwight, Towner, Tyler, Monroe, and Second.

Types of Controls

Citizens may request many types of interventions. Generally speaking, signage is ineffective for speed control after an initial effect (such as "slow: children playing," etc), stop signs are warranted only in limited situations and also lose efficacy over time, and enforcement is impractical when prevention could be used. Speed humps, raised intersections, bump-outs, and traffic circles all have pros and cons. Speed humps are relatively cheap, but if spaced too far apart, are ineffective and noisy; they also have the greatest impact on emergency response times. Raised intersections and crosswalks function similarly to speed humps, but interfere less with emergency vehicle responses; however, they are also much more expensive and require proper engineering and attention to ADA issues. Bump-outs interfere the least with snowplow and emergency vehicle travel, but also require engineering and are less effective than raised intersections or speed humps. Traffic circles are very effective at slowing traffic and reducing intersection crashes, but if not designed well, can interfere with the movement of longer-wheelbase vehicles, including schoolbuses and fire trucks. All of these controls also have the potential to interfere with surface flow of stormwater, and due consideration to their placement should be given to minimize or mitigate that interference; note also that if there are not any (or many) trees present on a street, installation of street trees has been shown to improve the efficacy. Ann Arbor, Washtenaw County Road Commission, and Lansing use all of these types of speed controls.

Temporary speed humps have been discussed as an option for speed control in certain neighborhoods throughout the City. Generally speaking, temporary speed humps are designed for use in parking lots, loading zones, or drive-throughs; areas which have low traffic volumes. Case studies available through Institute of Traffic Engineers mention concerns with durability due to use and temperature changes, damage to vehicles due to failure, very quick wearing of reflective striping (tapes or paint) on the surface of the humps, and damage to the roadway surface. These are not generally recommended for municipal use nor are they in regular municipal use outside of Ypsilanti in the area. In addition, as we have seen in both the early winter and early spring, there are periods of time where the roadways are clear and the speed humps are not installed, leading to speeding issues on those streets. However, limited summer-season usage in response to temporary traffic issues, such as construction, may be warranted in some limited cases.

Process

Each municipality has its own unique process for installing speed control devices, but all have several steps in common. Taking those common steps and applying them here, this is what our process could look like:

- Resident request (petition by the majority of the residents in a block, similar to RPP process)
- Municipality determines if the roadway is eligible:
  - Local Street
  - Speed limit of 25mph (or less)
  - Traffic count of less than 7,000 (daily)
- Speed study performed by municipality
  - Eligible if 10% or more of the motorists are travelling at least 5mph above speed limit.
  - Crash history review
- Analysis of other factors:
  - Neighboring road conditions: if the decay of nearby streets are causing cut-through traffic, are those streets in the five-year TIP? If so, generally more cost-effective to wait to repair the streets or use temporary speed humps.
  - Traffic generation: if a new business or other trip generator is causing an increase in traffic flow or speed, work with the traffic generator to educate motorists & reduce overall traffic (AAATA route improvement, nonmotorized/sidewalk improvements, etc), in addition to other engineering solutions.
  - If street is on an AAATA bus route or school bus route, engage those stakeholders.
  - If the street is on an emergency snow removal route, consideration must be given to snow removal issues, including plowing and snow storage.
  - Would traffic calming features improve the block or neighborhood's ability to handle stormwater or resistance to the heat island effect?
  - Is there a need for other features on the street, such as sidewalks or bicycle provisions?
- Determine appropriate treatment
  - Appropriate treatment could include: installation of sidewalk, installation of "bump-outs", raised intersections or walkways, or permanent temporary speed humps. Note that speed humps and raised intersections and walkways are not suitable for major streets or streets with more than 10,000 vehicles per day.
- Funding sources determined: potential sources of funding include general fund dollars, Act 51 dollars; donations from neighborhood associations, a special assessment, or a combination of these funding sources. Consideration given to ADT during funding discussion.
  - Note: when speeding or cut-through traffic does not meet the warrants noted above, and speed humps or other traffic calming devices are still requested, Council may wish to shift the burden of cost largely onto the requestors, when fulfilling the request, depending on other budget priorities.
- Formulation of recommendation by municipality

- Results of the City's findings sent (via postcard) to residents of the block/area, with anticipated construction date, if any

- Execute the work to be done, if any.

Note: Council may wish to allocate a certain amount of money to speed controls, be they temporary or permanent, each year or budget cycle, and incorporate the amount for this new construction in the Capital Improvements Plan. This will allow the City to be responsive to resident requests, and, should the annual budget be exceeded, to "queue up" projects in coming years.

Alternate Policy
Council may wish to purchase a rotating stock of temporary speed humps, up to eighteen, and deploy/redeploy them annually at resident request. As temporary speed humps have an anticipated lifespan of approximately 3 years, their purchase and re-purchase should be considered in the Capital Improvements Plan, and the labor to deploy should be considered in the annual budget.

**Barr,
Anhut &
Associates, P.C.**
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Jesse O'Jack ~ Of Counsel
William F. Anhut ~ Of Counsel – Retired
Jane A. Slider ~ Legal Assistant

REQUEST FOR LEGISLATION

DATE: March 11, 2015

FROM: John M. Barr, Ypsilanti City Attorney

SUBJECT: Resolution to Change Vote of Councilmember Anne Brown

SUMMARY/BACKGROUND

At the last meeting of City Council, Councilmember Anne Brown indicated that she would like to change her vote on Resolution No. 2015-015, which was to amend the City Charter to allow members of City Council to serve on boards and commissions when permitted by law. Council considered this resolution at its meeting on January 20, 2015, which was adopted in a vote of six in favor and one against. Councilmember Brown voted in favor of this resolution.

The Home Rule Cities Act requires that amendments to the City Charter be adopted by a three-fifths vote of council. The determination of City Council would not change if Councilmember Brown were to change her vote from a "yes" to a "no."

Roberts Rules permits a member to change their vote up to the time the result is announced. After that, a member may only change their vote by the unanimous consent of the assembly, without debate. Attached is a resolution that would permit Councilmember Brown to change her vote. There can be no debate on the resolution and it can only be passed by unanimous consent.

ATTACHMENTS: Proposed Resolution

RECOMMENDED ACTION: Review and Consideration

DATE RECEIVED:_______________ AGENDA ITEM NO.

CITY MANAGER COMMENTS:

FOR AGENDA OF:___________ FINANCE DIR. APPROVAL

COUNCIL ACTION TAKEN:

RESOLUTION NO. 2015- 074
March 17, 2015

RESOLUTION TO PERMIT COUNCILMEMBER ANNE BROWN TO CHANGE HER "YES" VOTE ON RESOLUTION NO. 2015-015 TO A NO VOTE

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

WHEREAS Ypsilanti City Council previously considered and adopted Resolution No. 2015-015 at its meeting on January, 20, 2015; and

WHEREAS this resolution amended the City Charter to allow members of City Council to serve on boards and commissions when permitted by law; and

WHEREAS the Home Rule Cities Act requires that amendments to a City Charter be approved by three-fifths vote of City Council; and

WHEREAS Resolution No. 2015-015 was adopted by a 6-1 vote of City Council; and

WHEREAS Councilmember Anne Brown has requested that her "yes" vote on this resolution be changed to a "no" vote; and

WHEREAS Roberts Rules of Order provide that after the result of a vote is announced, a member my only change their vote "by a unanimous consent of the assembly;" and

WHEREAS Robert Rules of Order further provide that no debate is permitted on such a determination:

NOW THEREFORE BE IT RESOLVED that Councilmember Anne Brown is permitted to change her "yes" vote on Resolution No. 2015-015 to a "no" vote.

OFFERED BY: ____

SUPPORTED BY: ____

YES: NO: ABSENT: VOTE:

SUPPORTED BY: ____

Ann Arbor Area Transportation Authority
Report of Operations - Unaudited
For the Four Months Ended January 31, 2015

		1/31/2015 Year to Date Budget	1/31/2015 Year to Date Actual	Favorable (Unfavorable) Variance	Percent		Comparison to Prior Year: 1/31/2014 Year to Date Actual	Favorable (Unfavorable) Variance	Percent
Revenues:									
Passenger Revenue		$708,596	**$772,738**	$64,142	9.1%	**1**	**$705,653**	$67,085	9.5%
Subcontracted Revenue		531,834	**589,833**	57,999	10.9%	**2**	**559,820**	30,013	5.4%
Special Fares (EMU,UofM,go!Pass)		779,961	**764,667**	(15,294)	-2.0%		**813,772**	(49,105)	-6.0%
Interest, Advertising and Other		87,000	**93,545**	6,545	7.5%		**82,380**	11,165	13.6%
Local Property Tax Revenue		4,534,528	**4,534,528**	0	0.0%	**3**	**3,279,664**	1,254,864	38.3%
Purchase of Service Agreements		372,102	**282,001**	(90,101)	-24.2%	**4**	**429,106**	(147,105)	-34.3%
State Operating Assistance		3,523,023	**3,305,524**	(217,499)	-6.2%	**5**	**3,172,113**	133,411	4.2%
Federal Operating Assistance		1,475,806	**1,475,814**	8	0.0%		**1,658,407**	(182,593)	-11.0%
Total Revenues		12,012,850	**11,818,650**	(194,200)	**-1.6%**		**10,700,915**	1,117,735	10.4%
Expenses:									
Wages									
Operations		3,085,446	**3,000,577**	84,869	2.8%		**2,727,428**	(273,149)	-10.0%
Maintenance		840,280	**747,231**	93,049	11.1%	**6**	**697,699**	(49,532)	-7.1%
Administrative		993,918	**922,615**	71,303	7.2%	**6**	**862,103**	(60,512)	-7.0%
Total Wages		4,919,644	**4,670,423**	249,221	5.1%		**4,287,230**	(383,193)	-8.9%
Fringe Benefits:									
Payroll Taxes		385,375	**342,927**	42,448	11.0%		**313,943**	(28,984)	-9.2%
Pension		344,991	**338,904**	6,087	1.8%		**305,238**	(33,666)	-11.0%
Medical Insurance		862,570	**788,992**	73,578	8.5%	**7**	**811,719**	22,727	2.8%
Post-Retirement Benefits & HCSP		145,528	**131,869**	13,659	9.4%		**123,378**	(8,491)	-6.9%
Other Fringe Benefits		349,915	**339,204**	10,711	3.1%		**300,223**	(38,981)	-13.0%
Total Fringe Benefits		2,088,379	**1,941,896**	146,483	7.0%	**7**	**1,854,501**	(87,395)	-4.7%
Purchased Services:									
Contracted Maintenance		219,820	**176,051**	43,769	19.9%	**8**	**176,619**	568	0.3%
Consulting Fees		99,936	**87,562**	12,374	12.4%		**74,527**	(13,035)	-17.5%
Security Services		110,860	**93,062**	17,798	16.1%		**118,819**	25,757	21.7%
Other Purchased Services	A	249,327	**277,048**	(27,721)	-11.1%	**8**	**189,138**	(87,910)	-46.5%
Total Purchased Services		679,943	**633,723**	46,220	6.8%		**559,103**	(74,620)	-13.3%
Materials and Supplies:									
Diesel Fuel and Gasoline		745,600	**601,816**	143,784	19.3%	**9**	**682,080**	80,264	11.8%
Fuel Futures (Gains) or Losses		0	**110,036**	(110,036)	100.0%	**9**	**13,742**	(96,294)	-700.7%
Bus Parts		245,300	**219,903**	25,397	10.4%		**188,665**	(31,238)	-16.6%
Printing		69,493	**62,653**	6,840	9.8%		**13,816**	(48,837)	-353.5%
Other Materials and Supplies	B	277,359	**263,608**	13,751	5.0%		**300,728**	37,120	12.3%
Total Materials and Supplies		1,337,752	**1,258,016**	79,736	6.0%		**1,199,031**	(58,985)	-4.9%
Utilities	C	204,428	**197,712**	6,716	3.3%		**168,709**	(29,003)	-17.2%
Casualty & Liability Insurance		233,332	**220,127**	13,205	5.7%		**225,605**	5,478	2.4%
Purchased Transportation:									
Aride and Good as Gold		1,046,896	**1,050,121**	(3,225)	-0.3%		**1,007,722**	(42,399)	-4.2%
Night Ride		189,257	**188,276**	981	0.5%		**200,384**	12,108	6.0%
Air Ride		403,726	**417,184**	(13,458)	-3.3%	**10**	**407,648**	(9,536)	-2.3%
WWAVE, Northfield and Guar Ride		483,407	**485,053**	(1,646)	-0.3%		**411,997**	(73,056)	-17.7%
Total Purchased Transportation		2,123,286	**2,140,634**	(17,348)	-0.8%		**2,027,751**	(112,883)	-5.6%
Other Expenses	D	218,917	**170,074**	48,843	22.3%	**11**	**106,308**	(63,766)	-60.0%
Local Depreciation		99,000	**99,000**	0	0.0%		**54,299**	(44,701)	-82.3%
Total Expenses		11,904,681	**11,331,605**	573,076	**4.8%**		**10,482,537**	(849,068)	-8.1%
Gain (Loss) from Operations		$108,169	**$487,045**	$378,876			**$218,378**	268,667	

Variances:

Detail of Budget Variances - Positive (Negative):

A: Other Purchased Services Variances:	January Year to Date
Management & Agency Fees	($4,088)
Physical Exam Fees	1,670
Legal Fees	(8,153)
IT Services/Contract Employees	(34,425)
Custodial Services	(8,023)
Internet Services	25,702
Towing	3,164
Admin Fee - Benefit Source	(3,568)
	(27,721)

B: Other Materials and Supplies Variances:	January Year to Date
Lubricants	(2,574)
Tires, Tubes and Wheels	(16,402)
Tools and Equipment	1,475
Equipment Repair	2,328
Other Materials and Supplies	15,459
Computer Software	13,465
	13,751

C: Utilities Variances:	January Year to Date
Natural Gas	(2,660)
Electricity	6,428
Water	4,674
Telephone	(1,726)
	6,716

D: Other Expenses Variances:	January Year to Date
Uniform Expense	3,914
Postage	1,858
Dues and Subscriptions	1,035
Conference and Travel	6,586
Media costs	5,905
Employee Development	17,915
Wellness	2,950
Recruitment and Hiring	96
Equipment Rental	8,584
	48,843

TheRide

2700 S. Industrial Highway
Ann Arbor, MI 48104

734.973.6500 Phone
734.973.6338 Fax
TheRide.org Online

MEMO

To: Board of Directors, Ann Arbor Area Transportation Authority

From: Philip Webb, Controller/Manager of Finance

Date: February 13, 2014

Re: Notes to the Financial Report of Operations–January 31, 2015

Message: The following are the explanations and notes for budget to actual variances for the AAATA's year-to-date unaudited financial report of operations, generally +/- 5.0% and $10,000.

OVERALL – The Report of Operations reflects a $487,000 surplus after deferring $351,100 of the future July 2015 property tax millage to the purchase of buses in FY 2016.

REVENUES: Total Revenues are 1.6% under budget (unfavorable).

1. Passenger Fares are over budget by 9.1 % due to higher cash fares and monthly pass sales. We budgeted a modest increase in the FY 2015 budget over FY 2014.
2. Subcontracted Fares are over budget due to the higher than expected fares for AirRide for October to January, ($363,800 vs. $290,600 budgeted).
3. Property taxes reflect the additional 0.7 property tax millage to be levied on July 1, 2015, along with the budgeted deferment of $1.053 million for FY 2015 bus purchases ($87,775 per month).
4. Purchase of Service Agreements are under budget since there is $62,300 less in private contractor match for AirRide due to the passenger fares being greater than budget.
5. State Urban Operating Assistance is under budget by $156,000 because it is based on incurred eligible expenses x 31.015%, which is less than budgeted. We received $88,441 from MDOT, which was the final payment on FY 2011 based on the audit. However, we were expecting $143,243, creating a loss (contra-revenue) of $54,802 on this prior year adjustment.

EXPENSES: Total Expenses are 4.8% under budget (favorable).

6. Wages are under budget for maintenance due to 3 new positions in the FY 2015 budget as of October 1, which are vacant. These positions are a facility maintenance supervisor, facilities technician and the 2nd bus stop technician. There are 2 vacant positions in administration; administrative assistant in Community Relations and IT Computer Support Technician.
7. Fringe Benefits are under budget due to the vacant positions.
8. Contracted maintenance is under budget due to the timing of projects and we did not get significant snow until January.
9. Fuel and fuel futures expenses are under budget by $33,700, after consideration of the loss on fuel futures. We paid an average of $2.93 per gallon in October & November and $2.44 in December and $1.85 in January, which are all below the budget of $3.25 per gallon. However, we recognized losses on fuel futures of $110,000. With fuel prices falling, we realize a loss on futures contracts when we sell. Our 2 fuel deliveries in January averaged $1.85, which is $1.40 per gallon below budget. This will save about $81,000 per month on 58,000 gallons used in January 2015, which will offset the loss of $49,000 on the fuel futures contract sold in January. The February 10 delivery price bounced back to $2.08 per gallon.
10. Purchased Transportation –NightRide is under budget and 6% less than last year, due to the later hours on the fixed route. AirRide is over budget due to extra runs being added due to holiday demand, but the increase in fare revenue covers the added cost.
11. Other expenses are under budget as noted under note D.

Ann Arbor Area Transportation Authority
Report to the Treasurer: Summary Operating Statement by Mode
For the Four Months Ended January 31, 2015

Year-To-Date Summary Operating Statement by Mode

Revenues (except Property Tax):	**Fixed Route**	**Demand Response**	**NonUrban**	**Express Ride**	**AirRide**	**N/S Rail, GDT, UrbanCore,Van**	**Total Actual**
Passenger Revenue	$708,598	$64,140	$0	$0	$0	$0	$772,738
Subcontracted Revenue	$0	$181,823	$31,433	$0	$363,826	$12,751	$589,833
Special Fares (EMU,UofM,go!Pass)	$706,683	$3,872	$0	$54,112	$0	$0	$764,667
Interest, Advertising and Other	$91,195	$0	$0	$0	$0	$2,350	$93,545
Purchase of Service Agreements	$53,042	61,668	$144,015	$5,000	$0	$18,276	$282,001
State Operating Assistance	$2,467,232	$503,905	$167,389	$30,249	$136,749	$0	$3,305,524
Federal Operating Assistance	$1,037,174	$30,000	$59,444	$7,778	$0	$341,418	$1,475,814
Total Revenues	$5,063,924	$845,408	$402,281	$97,140	$500,575	$374,795	$7,284,122
Expenses:							
Wages	4,230,642	172,414	7,971	50,686	33,536	175,173	$4,670,423
Fringe Benefits	1,753,419	73,892	3,416	21,723	14,373	75,074	$1,941,896
Purchased Services	524,326	0	1,901	6,155	1,125	100,216	$633,723
Diesel Fuel, Net of Futures	705,053	0	0	6,799	0	0	711,852
Materials and Supplies	508,744	13,393	1,092	5,216	445	17,273	546,164
Utilities	186,907	8,917	0	1,888	0	0	197,712
Insurance	198,763	17,610	1,651	2,102	0	0	220,127
Purchased Transportation	0	1,337,882	385,568	0	417,184	0	2,140,634
Other Expenses	126,798	0	680	1,624	33,912	7,059	170,074
Local Depreciation	98,054	0	0	946	0	0	99,000
Total Expenses	8,332,707	1,624,108	402,280	97,140	500,575	374,795	11,331,605
Net Local Property Tax Applied	**$3,268,784**	**$778,700**	**$0**	**$0**	**$0**	**$0**	**$4,047,483**
Percent of Total	80.8%	19.2%	0.0%	0.0%	0.0%	0.0%	100.0%
Local Property Taxes							$4,534,528
Authority Wide Surplus (Loss)							**$487,045**
Service Hours	**72,349**	**26,915**		**691**	**3,032**		**102,987**
Cost per Service Hour	$ **115.17**	$ **60.34**		$ **140.58**	$ **165.10**		
Passengers	**2,214,915**	**55,595**		**12,416**	**29,063**		**2,311,989**
Cost per Passenger	$ **3.76**	$ **29.21**		$ **7.82**	$ **17.22**		$ **4.90**
Percent of Expenses Paid by Riders	**17.0%**	**15.4%**	**7.8%**	**55.7%**	**72.7%**		**18.8%**
Percent of Expenses Paid by Local Tax	**39.2%**	**47.9%**	**0.0%**	**0.0%**	**0.0%**		**35.7%**

Balance Sheet

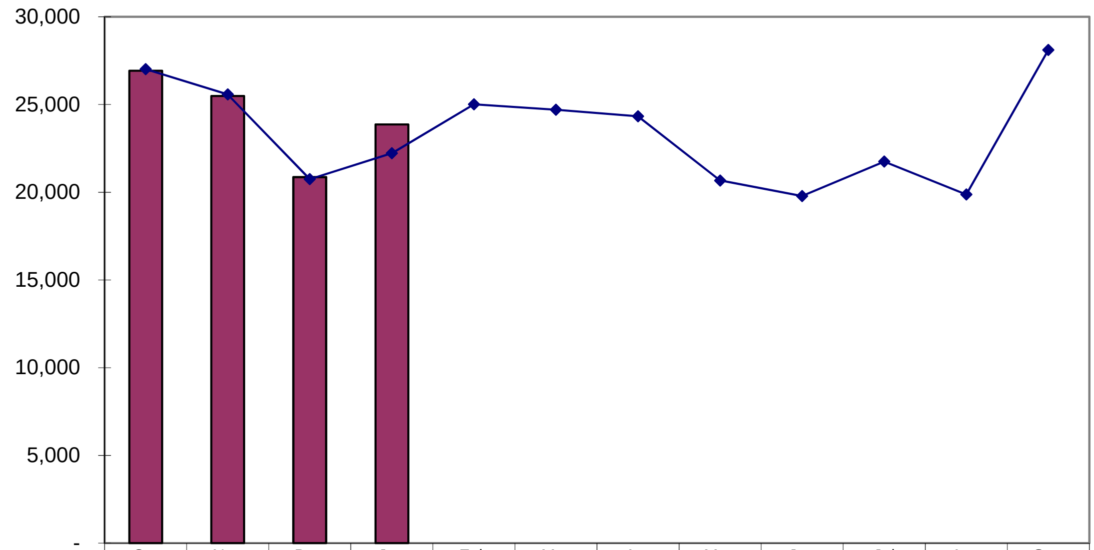
Assets:	1/31/2015
Cash & Investments	$13,092,347
Accounts Receivables	681,947
Grants Receivables	1,937,516
Other Receivables	4,923,184
Inventory	722,000
Prepaid Expenses	773,002
Total Current Assets	22,129,996
Land & Buildings	35,036,066
Equipment	55,011,871
Accum Depreciation	(43,110,896)
Net Capital Assets	46,937,041
Total Assets	$69,067,037
Liabilities:	
Accounts payable	$491,147
Accrued Payroll	260,085
Accrued Vacation	1,406,958
Other Accruals	260,359
Unearned Revenue	634,076
Post-Retire Benefits	251,053
	3,303,678
Equity:	
Unrestricted (GASB 31)	10,992,663
Unrestricted (Available)	**7,833,655**
Total Unrestricted	18,826,318
Invested in Capital Assets	46,937,041
Total Equity	65,763,359
Total Liab & Equity	$69,067,037
Total FY 2015 Expenses*	$35,633,507
Months in Unrestricted Net Assets (Min 2.5)	**2.64**
Amount above Minimum	**$410,008**

*Expenses do not include R&D projects

Average Weekday Passengers

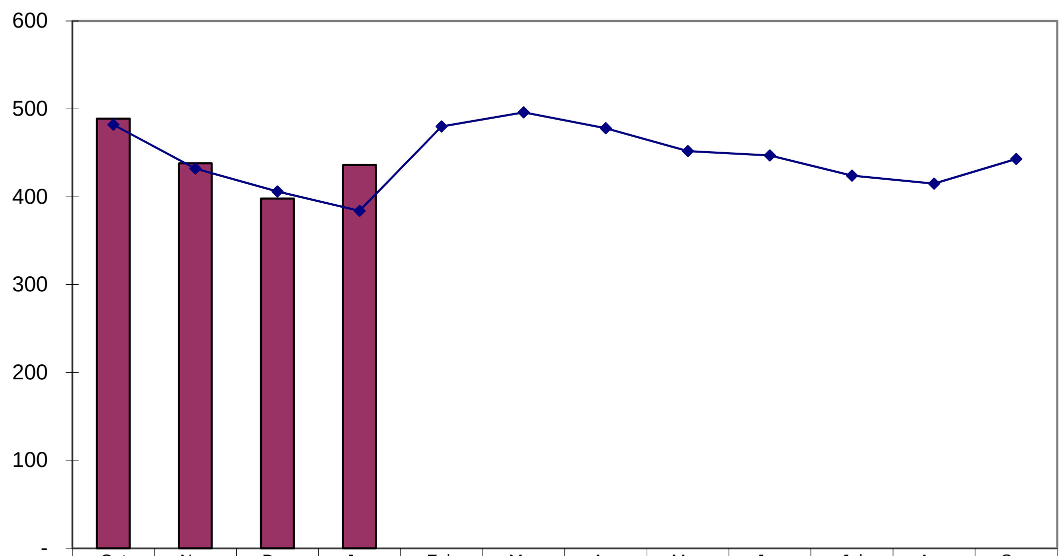
January 2015

Fixed Route
Average Weekday Passengers



	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Current Year	26,927	25,480	20,863	23,863	-	-	-	-	-	-	-	-
Prior Year	27,016	25,577	20,745	22,220	25,008	24,704	24,325	20,668	19,786	21,747	19,870	28,113

A-Ride
Average Weekday Passengers

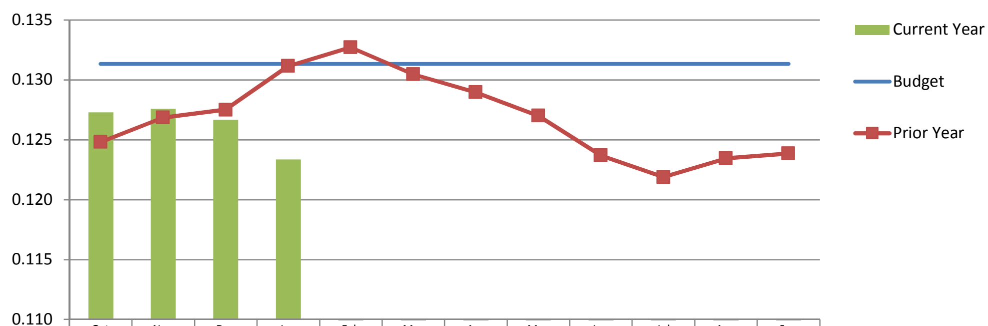


	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Current Year	489	438	398	436	-	-	-	-	-	-	-	-
Prior Year	482	432	406	384	480	496	478	452	447	424	415	443

Urban Demand Response Subcontracted Service

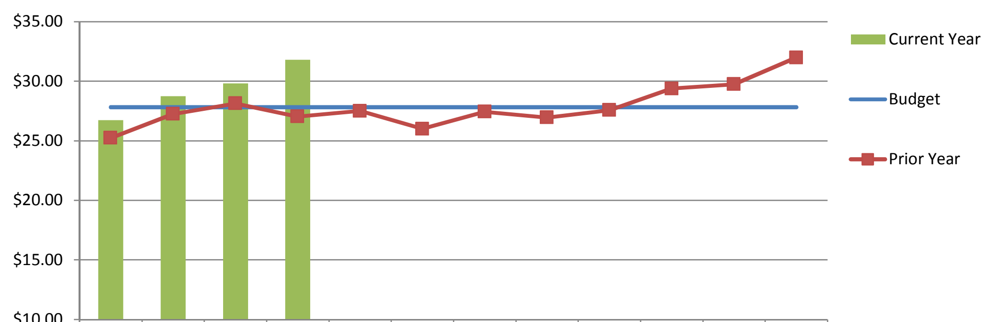
October - 2014 -- January - 2015

Passengers per Mile



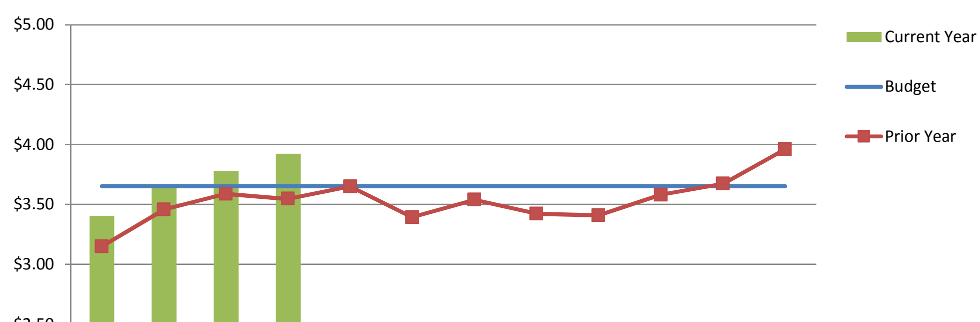
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Current Year	0.127	0.128	0.127	0.123	-	-	-	-	-	-	-	-
Budget	0.131	0.131	0.131	0.131	0.131	0.131	0.131	0.131	0.131	0.131	0.131	0.131
Prior Year	0.125	0.127	0.127	0.131	0.133	0.130	0.129	0.127	0.124	0.122	0.123	0.124

Operating Expense per Passenger



	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Current Year	26.75	28.74	29.82	31.80	-	-	-	-	-	-	-	-
Budget	27.81	27.81	27.81	27.81	27.81	27.81	27.81	27.81	27.81	27.81	27.81	27.81
Prior Year	25.24	27.25	28.14	27.04	27.50	26.00	27.44	26.95	27.57	29.38	29.75	31.98

Operating Expense per Mile

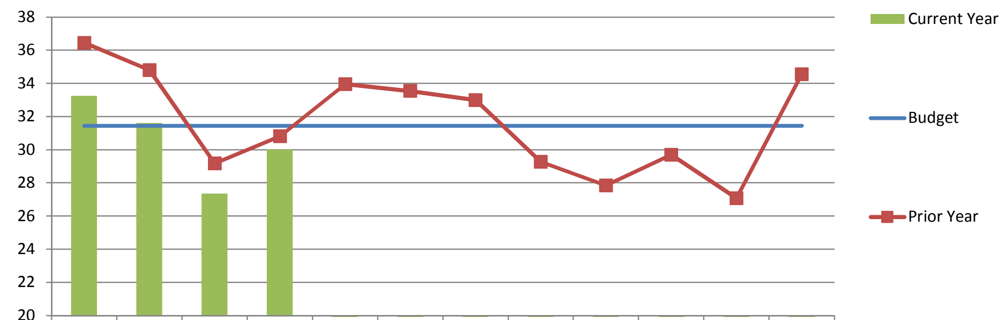


	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Current Year	3.40	3.67	3.78	3.92	-	-	-	-	-	-	-	-
Budget	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65	3.65
Prior Year	3.15	3.46	3.59	3.55	3.65	3.39	3.54	3.42	3.41	3.58	3.67	3.96

Urban Fixed Route Service

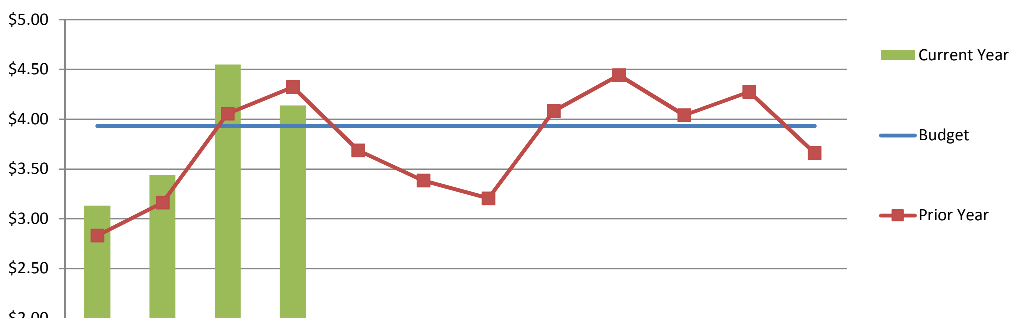
October - 2014 -- January - 2015

Passengers per Service Hour



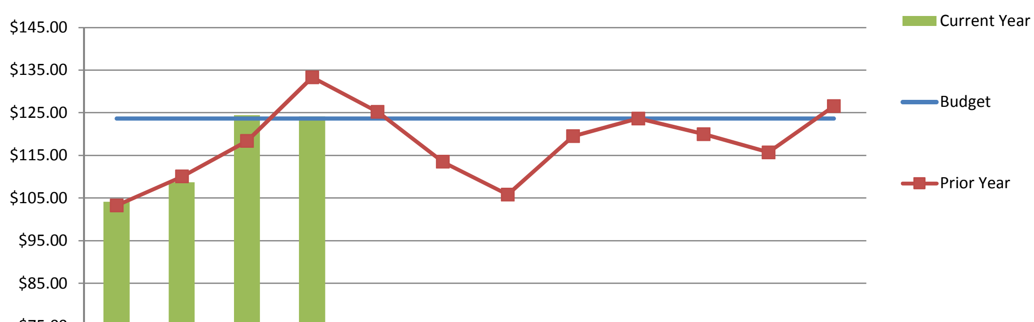
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Current Year	33.25	31.62	27.36	30.01	-	-	-	-	-	-	-	-
Budget	31.45	31.45	31.45	31.45	31.45	31.45	31.45	31.45	31.45	31.45	31.45	31.45
Prior Year	36.45	34.80	29.17	30.83	33.95	33.55	32.99	29.28	27.84	29.71	27.08	34.56

Operating Expense per Passenger



	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Current Year	3.13	3.44	4.55	4.14	-	-	-	-	-	-	-	-
Budget	3.93	3.93	3.93	3.93	3.93	3.93	3.93	3.93	3.93	3.93	3.93	3.93
Prior Year	2.83	3.16	4.06	4.32	3.69	3.38	3.21	4.08	4.44	4.04	4.27	3.66

Operating Expense per Service Hour



	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Current Year	104.14	108.73	124.42	124.16	-	-	-	-	-	-	-	-
Budget	123.66	123.66	123.66	123.66	123.66	123.66	123.66	123.66	123.66	123.66	123.66	123.66
Prior Year	103.30	110.08	118.39	133.30	125.22	113.53	105.83	119.51	123.70	120.02	115.74	126.56

Ann Arbor Area Transportation Authority

Performance Report - Year to Date

Urban Fixed-Route Service

January 2015

Performance Indicators	Actual Year to Date	Budgeted Year to Date	Budgeted % Variance	Previous Year to Same Date	Previous Year % Variance
Average # of Weekday Passengers	23,887			23,570	1%
Passengers per Service Hour	30.6	31.4	-3%	32.9	-7%
Operating Expense per Passenger	$ 3.76	$ 3.93	-4%	$ 3.53	7%
Operating Expense per Service Hour	$ 115.17	$ 123.66	-7%	$ 116.06	-1%
Operating Expense per Service Mile	$ 8.33	$ 8.85	-6%	$ 8.17	2%
Percent of Cost paid by Passenger	17.0%	15.7%	8%	18.3%	-7%

Base Data	Actual Year to Date	Previous Year to Same Date	% Variance
Service Inputs			
AAATA Operating Expenses	$ 8,332,707	7,738,718	7.7%
Service Outputs			
AAATA Service Hours	72,349	66,680	8.5%
AAATA Service Miles	999,770	946,922	5.6%
Service Consumption			
AAATA Passengers	2,214,915	2,194,201	0.9%
AAATA Passenger Revenue	$ 1,415,281	1,419,609	-0.3%
Total # of Weekday Passengers	2,030,406	2,026,984	0.2%

Number of Weekdays		
	Fy 2013:	86
	Fy 2014:	85

Ann Arbor Area Transportation Authority

Performance Report - Year to Date

Urban Demand-Response Service

January 2015

Performance Indicators	Actual Year to Date	Budgeted Year to Date	Budgeted % Variance	Previous Year to Same Date	Previous Year % Variance
Average # of Weekday Passengers	508			513	-1%
Passengers per Service Mile	0.126	0.131	-4%	0.127	-1%
Operating Expense per Passenger	$ 29.21	$ 27.81	5%	$ 26.86	9%
Operating Expense per Service Mile	$ 3.69	$ 3.65	1%	$ 3.42	8%
Percent of Cost paid by Passenger	15%	18%	-14%	18%	-13%

Base Data	Actual Year to Date	Previous Year to Same Date	Previous Year % Variance
Service Inputs			
SubContracted Operating Expenses	$ 1,624,108	$ 1,493,212	9%
Service Outputs			
SubContracted Service Miles	440,482	436,210	1%
Service Consumption			
SubContracted Passengers	55,595	55,587	0%
SubContracted Passenger Revenue	$ 249,835	$ 264,159	-5%
Total # of Weekday Passengers	45,219	45,645	-1%

Number of Weekdays Fy 2013: 89
Fy 2014: 88

Ann Arbor Area Transportation Authority

Performance Report - Year to Date

ExpressRide - Fixed-Route Service

January 2015

Performance Indicators	Actual Year to Date	Budgeted Year to Date	Budgeted % Variance	Previous Year to Same Date	Previous Year % Variance
Average # of Weekday Passengers	146			149	-2%
Passengers per Service Hour	18.0	19.9	-10%	18.4	-2%
Operating Expense per Passenger	$ 7.82	$ 6.79	15%	7.07	11%
Operating Expense per Service Hour	$ 140.57	$ 135.39	4%	129.78	8%
Operating Expense per Service Mile	$ 5.31	$ 5.14	3%	4.90	8%
Percent of Cost paid by Passenger	55.7%	60.0%	-7%	51.8%	7%

Base Data	Actual Year to Date	Previous Year to Same Date	Previous Year % Variance
Service Inputs			
Operating Expenses	$ 97,140	$ 90,743	7%
Service Outputs			
Service Hours	691	699	-1%
Service Miles	18,288	18,503	-1%
Service Consumption			
Passengers	12,416	12,830	-3%
Passenger Revenue	$ 54,112	$ 47,025	15%
Total # of Weekday Passengers	12,416	12,830	-3%

Number of Weekdays		
	Fy 2013:	86
	Fy 2014:	85

Ann Arbor Area Transportation Authority

Performance Report - Year to Date

AirRide - Fixed Route Service

January 2015

Performance Indicators	Actual Year to Date	Budgeted Year to Date	Budgeted % Variance	Previous Year to Same Date	Previous Year % Variance
Average # of Weekday Passengers	244			205	19%
Passengers per Service Hour	9.6	8.4	15%	8.1	18%
Operating Expense per Passenger	$ 17.22	$ 19.06	-10%	$ 18.49	-7%
Operating Expense per Service Hour	$ 165.10	$ 159.44	4%	$ 150.50	10%
Operating Expense per Service Mile	$ 5.09	$ 4.93	3%	$ 4.59	11%
Percent of Cost paid by Passenger	72.7%	53.0%	37%	68.9%	6%

Base Data	Actual Year to Date	Previous Year to Same Date	Previous Year % Variance
Service Inputs			
Operating Expenses	$ 500,575	$ 443,508	13%
Service Outputs			
Service Hours	3,032	2,947	3%
Service Miles	98,399	96,594	2%
Service Consumption			
Passengers	29,063	23,983	21%
Passenger Revenue	$ 363,826	$ 305,470	19%
Total # of Weekday Passengers	21,457	18,223	18%

Number of Weekdays Fy 2013: 89
Fy 2014: 88

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City of Ypsilanti Parks and Recreation
Liaison Report
March 2015

General Business

Goal Setting

Budget

- CDBG Funds
- Fundraising Efforts

Old/Continuing Business

- Trail Town Update
  - Distribution of new literature
  - Marketing Campaign

- Ypsilanti Recreation Center Update

  Discussed architectural plans and location
- Huron River Days
  - Scheduled for May and October
  - Partnerships

- Friends Groups Update

  Rutherford Pool – Lost money last year due to poor weather conditions

  Discussions this year on raising fee as the staff is scheduled to make $10.10 /hour which is an increase.

  Friends of Penn Park – Group continues to meet every month and discussed park repairs, enhancements and fundraising opportunities. Would like to see First Fridays include the park location.

  Dog Park – Concept of Dog Park is being discussed by several community groups

- Facilities
  - Solar Panels at Parkridge
  - Kitchen Rehab at Senior Center

New Business

- Adopt A Park Applications

- New application received from Ypsilanti Running Co for Frog Island approved.
- Budgetary priorities
  - 2015 Commission goals – Initial goals chosen for 2015
  - Peninsular Park – Step replacement, shelter roof – equipment repair (benches & grills)
  - Park Signs – Refurbish or replace
  - Waterworks Park – Repair Huron River non-motorized bridge deck
  - Riverside Park – Start process to improve drainage, repave paths and open the Cross
  - Steps – Repair steps leading to Riverside/Frog Island Parks
  - Street entrance gate for parking.
- DIA Inside/Out
  - DDA /Trail Town Workgroup Planning
  - Installation is scheduled for July 29, 2015
  - Removal is scheduled for the end of October 2015
  - Meet The River Event tentatively scheduled for August 7, 2015 in collaboration with First Friday event
  - Trail Town Display at the DIA reflecting art work from all five Trail Towns

- Guest Presentations
  - March 17, 2015 presentation at City Hall by Connie Rollo Brown, Landscape architect
  - Invite Mayor Edmonds to next Park and Rec Commission Meeting

City of Ypsilanti
Police Department

Memorandum

To: Ralph A. Lange, City Manager

From: Sgt. Jason Cyrbok

Date: 3/12/15 Number:

Subject: Taser Deployment Report

Since the inception of the Taser program in April 2008, we have had **69 deployments** and **37 incidents** in which officers received voluntary compliance during initial deployment when the subject observed the officer drawing the Taser from the holster or giving a warning "Arc Charge". We have also had **4 deployments on attacking K-9's** that have stopped the K-9 from attacking the citizen or officer.

I have summarized below the Taser deployment that we had on **3/6/15,** involving a subject resisting arrest.

On **3/6/15,** YPD Officers observed a known narcotics offender engage in a Hand to Hand drug transaction in a known drug area. The subject rode away on a bike. Officers were able to relocate and contact the subject ref the possible narcotics violation.

Upon stopping the subject he immediately thrust his right hand into his right pants pocket, refusing Officers ordered to stop. The Officers physically grabbed onto the subject to attempt to secure his hand and a physical altercation ensued. The Officers were able to pin the subject to the side of their patrol vehicle and secure the subject's left hand in a handcuff however he continued to resist the removal of his right hand from his pants pocket.

At this time fearing that the subject may have a weapon one of the Officers deployed his Taser with the probes hitting the subject in the front of his heavy winter jacket, having no immediate effect. The same Officer then deployed his second Taser cartridge to the back of the subject but again the probes did not have the desired effect through the subject's heavy winter jacket.

The subject continued to resist the Officers, now on the ground, until backup units arrived. When back up Officers arrived another Officer deployed his first Taser cartridge into the back of the resisting subject, with no effect. This same Officer deployed his second Taser cartridge also into the subjects back, again with no effect due to the subject's heavy winter coat and multiple layers of clothing.

At this point several more Officers arrived on scene they were able to physically force the subject's hands behind his back and complete the handcuffing procedure.

Once the subject was searched he was found to be in possession of both Marijuana and Crack Cocaine.

Neither the subject nor any of the responding Officers were injured.

Respectfully submitted,

Sgt. Jason Cyrbok #155

Resolution No. 2015-075
March 17, 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 17, 2015
7:00 p.m.

I. CALL TO ORDER –
The meeting was called to order at 7:06 p.m.

II. ROLL CALL –

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

6-Present, 1 – Absent (Robb)

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 –
Approved as submitted

VII. PRESENTATIONS –

Trail Town Presentation - Connie Rozzolo Brown

VIII. AUDIENCE PARTICIPATION –

IX. REMARKS BY THE MAYOR –

X. MINUTES –

Resolution No. 2015-060, approving the minutes of March 3, 2015.
Approved as submitted

XI. PUBLIC HEARINGS –

1. Public hearing on the adoption, amendment and restatement of the Depot Town Development Plan and Tax Increment Financing Plan.

   A. Resolution No. 2015-061, determination
   Postponed: First Reading scheduled for April 7, 2015

B. Open public hearing
C. Resolution No. 2015-062, close public hearing

2. Public hearing regarding an offer to purchase city-owned property (Ballard Street – Parcel ID: 11-11-40-464-999) known as "Gap Parcel".

   A. Resolution No. 2015-063, determination
   <u>Approved: Yes - 6; No - 0; Absent – 1 (Robb)</u>

   B. Open public hearing
   C. Resolution No. 2015-064, close public hearing
   <u>Approved: Yes - 6; No - 0; Absent – 1 (Robb)</u>

XII. <u>CONSENT AGENDA -</u>

Resolution No. 2015-065

1. Resolution No. 2015-066, approving Ordinance No. 1243 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. ***(Second Reading)***
   <u>Approved: Yes - 6; No - 0; Absent – 1 (Robb)</u>

2. Resolution No. 2015-067, approving the DDA participation in the Michigan Main Street Program.
   <u>Approved: Yes - 6; No - 0; Absent – 1 (Robb)</u>

3. Resolution No. 2015-068, authorizing the use of receiving boards for city elections.
   <u>Approved: Yes - 6; No - 0; Absent – 1 (Robb)</u>

XIII. <u>RESOLUTIONS/MOTIONS/DISCUSSIONS</u> –

1. Resolution No. 2015-069, approving contract with Ypsilanti Communities Utilities Authority (YCUA) and authorizing notice for the issuance of Drinking Water Revolving Fund (DWRF) bonds for water main improvements on Michigan Avenue.
   <u>Approved: Yes - 6; No - 0; Absent – 1 (Robb)</u>

2. Resolution No. 2015-070, approving Memorandum of Understanding (MOU) with Southeast Michigan Lighting Coalition for participation in a rate hike case brought by Detroit Edison Company with the Public Service Commission and authorizing payment.
   <u>Approved: Yes - 6; No - 0; Absent – 1 (Robb)</u>

3. Resolution No. 2015-071, approving the purchase of one 2015 GMC Sierra 3500 HD 4WD dump truck with front plow attachment.
   <u>Approved: Yes - 6; No - 0; Absent – 1 (Robb)</u>

4. Resolution No. 2015-072, approving alley/street vacation updated fee schedule.
   <u>Approved: Yes - 6; No - 0; Absent – 1 (Robb)</u>

5. Resolution No. 2015-073, approving Speed Control/Hump Policy.
   Postponed to April 7, 2015

6. Resolution No. 2015-074, changing the vote of Council Member Brown on Resolution No. 2015-015, approved January 20, 2015, to amend the City Charter to allow members of City Council to serve on Boards and Commissions when permitted by law.
   Failed: Yes - 4; No – 2 (Murdock, Vogt); Absent – 1 (Robb)

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 –

Nomination:
Zoning Board of Appeals
Eric Seymour (reappointment – alternate previously)
611 Pearl Street
Ypsilanti, MI 48197
Expires: 5/1/2018

XVI. COMMUNICATIONS FROM THE CITY MANAGER –

XVII. AUDIENCE PARTICIPATION –

XVIII. REMARKS FROM THE MAYOR –

XIX. COMMUNICATIONS -

- AAATA Financial Operating Reports and Ridership Data for January 2015
- March Parks and Recreation Commission Liaison Report
- 2015 Taser Report

XX. ADJOURNMENT -

Resolution No. 2015-075, adjourning the City Council meeting.
Meeting adjourned at 11:01 p.m.