Agenda
Planning Commission
Council Chambers
Wednesday, August 17, 2016 – 7:00 P.M.

I. Call to Order

II. Roll Call

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

III. Approval of Minutes

- July 20, 2016

IV. Audience Participation

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

V. Presentations and Public Hearing Items

- Alley Vacation: 211 Woodward
- Alley Closure: 2nd alley west of Prospect between Maple and Oak
- Rezoning: 107 E. Cross/400 N River
- Zoning Ordinance Update
- Resolution: Support of I-94 pedestrian crossing & associated lane reduction on Huron/Hamilton

VI. New Business

- None

VII. Old Business

- None

VIII. Future Business Discussion / Updates

IX. Committee Reports

- Non-motorized Advisory Committee: July Minutes

X. Adjournment

PLANNING COMMISSION
MEETING MINUTES
July 20 2016
CITY COUNCIL CHAMBER
7:00 P.M.

I. CALL TO ORDER

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

II. ROLL CALL

Present: C. Zuellig, A. Bedogne, H. Jugenitz, B. Mason, L. MacGregor, P. Hollifield, J. Talaga, M. Dunwoodie, Toi Dennis;

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

III. APPROVAL OF MINUTES

Commissioner Bedogne moved to approve the minutes of June 15, 2016 (Support: B. Mason) and the motion carried unanimously.

IV. AUDIENCE PARTICIPATION

None

V. PRESENTATION AND PUBLIC HEARING ITEMS

1. Forest Bike Lane

Staff report was presented by Bonnie Wessler, City Planner, who stated that bicycle lanes are being proposed for Forest Avenue, between Norris and Prospect, both the north and south side of the street taking the place of parking on the north side between River and Prospect. Approximately 20 places would be supplanted. There are no markings on these spaces currently. She did a review of the area during the day and not at night; however, review of historical aerials do not show much use on these sites. A meeting was hosted by Ward 3 Councilmembers in May, 2016 to discuss this proposal. No curbs would be moved nor roads resurfaced as part of this project, but existing parking would be removed. Staff does

recommend bike lanes be installed in accordance with the Master Plan and Non-Motorized Plan. Ms. Wessler distributed copies of various emails in support/against the project to all of the commission members.

Chairman Zuellig asked if there was any feedback at the meeting held with councilmembers and Ms. Wessler responded that no minutes were taken, therefore, she has no knowledge of the discussion.

Commissioner Jugenitz moved to open the public portion of the hearing (Support: J. Talaga) and the motion carried unanimously.

Bethany Solberg, 1007 Washtenaw – stated that many people do not own cars and need bikes to be able to function on a daily basis – pick up food, get to work, etc. Supports the proposal.

Susan John – 205 E. Forest – She is concerned about access to her property for deliveries, potential garage sales, visitors, etc. While she thinks it is a good idea, she feels that residents would lose a lot by not having parking availability.

Mrs. Chamberlain – 207 E. Forest – had the same concerns as her neighbor. She asked if the turn left lane would be removed at Prospect. Ms. Wessler responded that the left hand lane would remain. Mrs. Chamberlain was also concerned about maintenance of the lanes since a lot of the area is cracked and also if they would be plowed in the winter.

John Waterman, 32 N. Washington - Exec. Director of PEAC, empowers people with disabilities. They own an office at 32 N. Washington and a building at 110 N. River. He referred to people with disabilities and their need for access. Individuals with disabilities use non-motorized transportation and have a need for access for jobs, visit friends, etc. He supports bike lanes.

Georgina Hickey, 838 Juneau Road, Twp – she plans to move to the city very soon. She is a cyclist and motorist but is in favor of the bike lanes. It also connects bike lanes in the city.

John Schuler, 316 E. Forest – in favor of bike lines but wants parking also and is asking the commission to find another alternative. Wonders why people cannot ride bikes on sidewalks – it is his opinion it would be safer than riding on the streets. There is nowhere for parking for guests and wants to keep parking.

Teresa Gillotti, 407 E. Forest – very supportive of the project – it would connect to other bike areas. The area is almost exclusively residential with everyone having a driveway. She does not feel there is a need for on-street parking and if necessary, guests can park on the side streets.

Bob Krzewinski, 706 Dwight – is the Chair of the Non-Motorized Advisory Committee – stated that we need to slow down traffic – parking on that area is not used that much and it is his opinion it would bridge an important gap. He was the injured party of two bike accidents with cars that involved a long time in the healing process. He endorses staff's

recommendation. He also added that having bikes on sidewalks is not a good idea for people walking.

Cortaz Paige, 113 Forest – has a number of cars because of his large family and likes the parking on-street. He does not support this project.

Commissioner Bedogne moved to close the public portion of the hearing (Support: B. Mason) and the motion carried unanimously.

A number of comments were made by commissioners that included, markings on the street, possibility of other options, i.e. barrier for separation between bike lanes and cars, bike lanes on one side only. Commissioner Jugenitz supports the project strongly adding that it would improve safety, which is more important than convenience for cars. Commissioner Talaga agreed. Commissioner Bedogne also supports the initiative adding that it is important to connect the east-west thoroughfare. Commissioner Dennis asked about possibility making wider bike lanes for two-way bike traffic on one side, to which Ms. Wessler responded that this was not possible to do while preserving the parking. Commissioner Dunwoodie agreed that safety is an issue and supports this project. Commissioner Zuellig stated that this is in keeping with the non-motorized plan and supports the project. Commissioner Mason also was in support.

Commissioner Bedogne moved that the Planning Commission recommend to City Council that bike lanes be installed on each side of Forest with the following findings:

1. Bicycle lanes in the project area would bridge a significant gap in the non-motorized network called out in the 2010 Non-motorized Transportation Plan and improve bicycle safety.
2. Existing parking facilities are currently underutilized and appear to have been underutilized for more than a decade.
3. As a paint-only project, this be considered a pilot project to be revisited one year after completion.
4. Staff considers signage and signaling at the intersections at the near side of the project as well as the bike lane itself.

The motion was supported by Commissioner Bedogne. A roll call vote was taken and carried 7:2. Commissioners Dennis and Hollifield opposed.

2. 20 S. Washington

Ms. Wessler stated that this is a request for approval to convert a portion of a Single-Story Commercial Building to a residence. It is a relatively new description since we do not have an application form for this type of request. It is a non-conforming building type which houses a non-conforming use – the Beer Cooler, is only non-conforming by virtue of lacking a special use permit. Because of the zoning change, a special use permit is not required. It is an approximately 7,000 sq. ft. parcel that faces onto the north-west corner of Ferris and S. Washington. It has a small parking area/driveway on the west side of the building, and the building occupies the remainder of the parcel. The building is itself divided into two portions; one is a former drive-through/garage and currently used as storage for the store and the other

is currently a “food store less than 15,000 sq. ft with sales of alcohol”. The applicant is proposing to construct an efficiency unit on the west (rear) side of the area occupied by the store.

The parcel is zoned Center, which allows as uses both “multi-family dwellings” and “apartments located above the ground floor of permitted nonresidential uses.” In the past, staff has administratively ruled that when a building contains apartments above the ground floor, they may also contain apartments on the main floor, if they are behind a commercial use and do not have street frontage (209 Pearl). An efficiency unit on the first floor could be construed as less nonconforming than a party store, but would itself be nonconforming due to the lack of upper-story units. Planning Commission does have the power under Sec 122-208 approving the change from one non-conforming use to another non-conforming use. Staff recommends the change of non-conforming with conditions to residential use at 20 S. Washington. To ensure that the commercial building does not negatively affect the residential use, and because of the natural light provision and building code provision and because it is a first story building, staff would also mandate the unit be barrier free.

Commissioner Jugenitz moved to open the public portion of the hearing (Support: L. MacGregor) and the motion carried unanimously.

Kamalpreet Sing, Owner of 20-22 S. Washington – currently lives in Jackson. He would like to make an apartment behind the store on Ferris and is willing to work with the Planning Department to take any necessary steps as recommended.

Kevin Dudley, 205 W. Michigan – knew the applicant and is supportive of the project.

Commissioner Bedogne moved to close the public portion of the hearing (Support: H. Jugenitz) and the motion carried unanimously.

Chairperson Zuellig asked if there were restrictions as to who can live in the apartment and Ms. Wessler responded that there is no precedent set and that it would be part of the rental program. Commissioner Bedogne asked if the building code restricts access to the store and if some type of fire separation would be necessary, to which Ms. Wessler responded that fire separation would be required too and tenant protection law would prevent someone from walking in. Commissioner Zuellig asked about hours of operation and Ms. Wessler responded that there is no restriction on hours in the Central District.

After a number of other comments and some discussion, Commissioner Dunwoodie moved that the Planning Commission approve the change of non-conforming use for the residential conversion at 20-22 S. Washington with the following findings and conditions:

<u>Findings:</u> the applicant is legally able to apply, and application is substantially in compliance with Sec 122-205(1)(b).

<u>Conditions:</u>

1. Natural light shall be provided for the residential use through either new windows or roof openings.

2. Construction of the residence must conform to all aspects of the Building Code and NFPA, as well as other portions of this zoning code.
3. The unit must be barrier-free.

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

VI. COMMITTEE REPORTS

Commissioner MacGregor moved to change the agenda prior to the last item on public hearings (Support: A. Bedogne) and the motion carried unanimously.

1. Non-Motorized Advisory Committee – June minutes
   Copies were included in the packet.

2. Non-Motorized Advisory Committee – Nomination: Cathie Kinzel

Bob Krzeweinski, Chairman of the Non-Motorized Advisory Committee - was in attendance to nominate Cathie Kinzel to the committee. He provided some background information on the nominee. Commissioner Hollifield moved to nominate Cathie Kinzel to the Non-Motorized Advisory Committee (Support: J. Talaga) and the motion carried unanimously.

VII. PRESENTATION AND PUBLIC HEARING ITEMS - continued

3. Zoning Ordinance Update

Ms. Wessler stated that the Zoning Ordinance was updated in 2014 and went into effect in 2015. Since that time, some major Supreme Court decisions have been made that have affected the language contained in the ordinance, and some other issues and "bugs" have arisen. She broke the issues into six categories: non-intuitive layout; the Gilbert vs Reed Supreme Court decision; "broken links" – sections that didn't apply but were referenced and sections that should have been referenced but weren't; regulations that were not having the intended affect; typos and similar small bugs; and lessons learned.

For layout and organization issues, Wessler proposed a new organization system and grouping regulations into more intuitive groups. Roughly, they're grouped into administrative items at the beginning of the Chapter, District-related items in the middle, then Use-based regulations, Site-based regulations, and then regulations that apply only in very specific situations.

Gilbert vs Reed/signage. Going from more than 25 types of signs to six basic types (freestanding permanent, freestanding temporary, freestanding temporary in the right-of-way; building-mounted permanent, building-mounted temporary, building-mounted temporary in the right-of-way). Described challenges of translating the previous code into these content-neutral areas; went over certain specific challenges, like historic signs, billboards, and the "modification of sign standards" provision, and solicited input on each area.

Correcting broken links. Wessler noted that this was best done at the end of the project, just prior to adoption, to ensure that all changes are incorporated correctly. Has begun correcting

where it wasn't just an incorrect numbered reference, but a completely lacking one (ex, garage sales).

Not quite right items. Reiterated approval process and associated table discussed at previous meeting; noted several double-defined items and the steps taken to correct; noted difficulty with "circulation plan" and "block plan," as well as associated definitions and steps to correct. Noted challenges with being able to double-count certain items, generally within the parking and landscaping chapters, but not others, and how whether something could be double-counted previously was unclear, and steps to correct. Discussed regularizing naming conventions.

Typos have been corrected as they have been found. Please report any found as soon as possible.

Lessons learned. This was the first year with food trucks/mobile food establishments/"temporary food concession sales permit." Proposed several ways to simplify the application and approval process; direction was given to proceed.

Noted that staff was developing a list of things to keep an eye on in the coming year and potentially tweak in 2017.

Commissioner Bedogne moved to open the public portion of the hearing (Support: M. Dunwoodie) and the motion carried unanimously.

Since there were no participants in the audience, Commissioner Bedogne moved to close the public portion of the hearing (Support: L. MacGregor) and the motion carried unanimously.

After the discussion was completed, Ms. Wessler asked board members to get their feedback/recommendations back to her by August 5th so that they can be included in the next meeting August 17th for a final review. She would like to get this to council for first reading approval on September 6th and second reading September 20th.

VIII. NEW BUSINESS

1. Resignation of Commissioner Mason. Commissioner Mason stated that this will be her last meeting. She has resigned due to moving to Ypsilanti Township.

IX. OLD BUSINESS

1. Elections

Commissioner Zuellig moved to nominate Commissioner Jugenitz as Chair of the Planning Commission (Support: P. Hollifield). Since there were no other nominations, the process was closed. Commissioner Jugenitz accepted. A roll call vote was taken and carried unanimously.

Commissioner Bedogne moved to nominate Commissioner Zuellig as Vice-Chair of the Planning Commission (Support: L. MacGregor). Since there were no other nominations, the process was closed. A roll call vote was taken and carried unanimously.

X. FUTURE BUSINESS DISCUSSION/UPDATES

Alleys, I-94 Pedestrian Crossing, Zoning Ordinance

XI ADJOURNMENT

Since there was no further business, Commissioner Hollifield moved to adjourn the meeting (Support: C. Zuellig) and the motion carried unanimously. The meeting adjourned at 9:30 pm.

DRAFT

City of Ypsilanti

Community & Economic Development Department

August 8, 2016
Staff Review of Alley Vacation Application
Alley south of 211 Woodward St

GENERAL INFORMATION

Applicant:	Alice Gannon Boss 211 Woodward St Ypsilanti, MI 48197
Application Date:	July 18, 2016
Location:	South of 211 Woodward St
Zoning:	CN: Core Neighborhood
Action Requested:	Alley Vacation
Staff Recommendation:	Approval

PROJECT AND SITE DESCRIPTION

The owner of 211 Woodward has requested that the portion of the alley to the south of their property be vacated citing safety concerns and issues with theft. The owner also states that they already maintain that area of the alley. The alley in questions is south of Woodward and north of Catherine, between S. Washington and S. Adams. The eastern portion of this alley, between 210 and 214 S. Washington was vacated in 2005. The properties surrounding the alley are single and multi-family residential.

If approved, the City will give up its ownership of the alley. The alley will then be split up among the adjoining properties, and then becomes the responsibility of the neighbors to maintain and/or obstruct, as they so choose. The City will 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. Once the City has passed a resolution vacating its interest in the alley, the applicant must pursue the matter in district court for a full vacation.

Figure 1: Alley Location

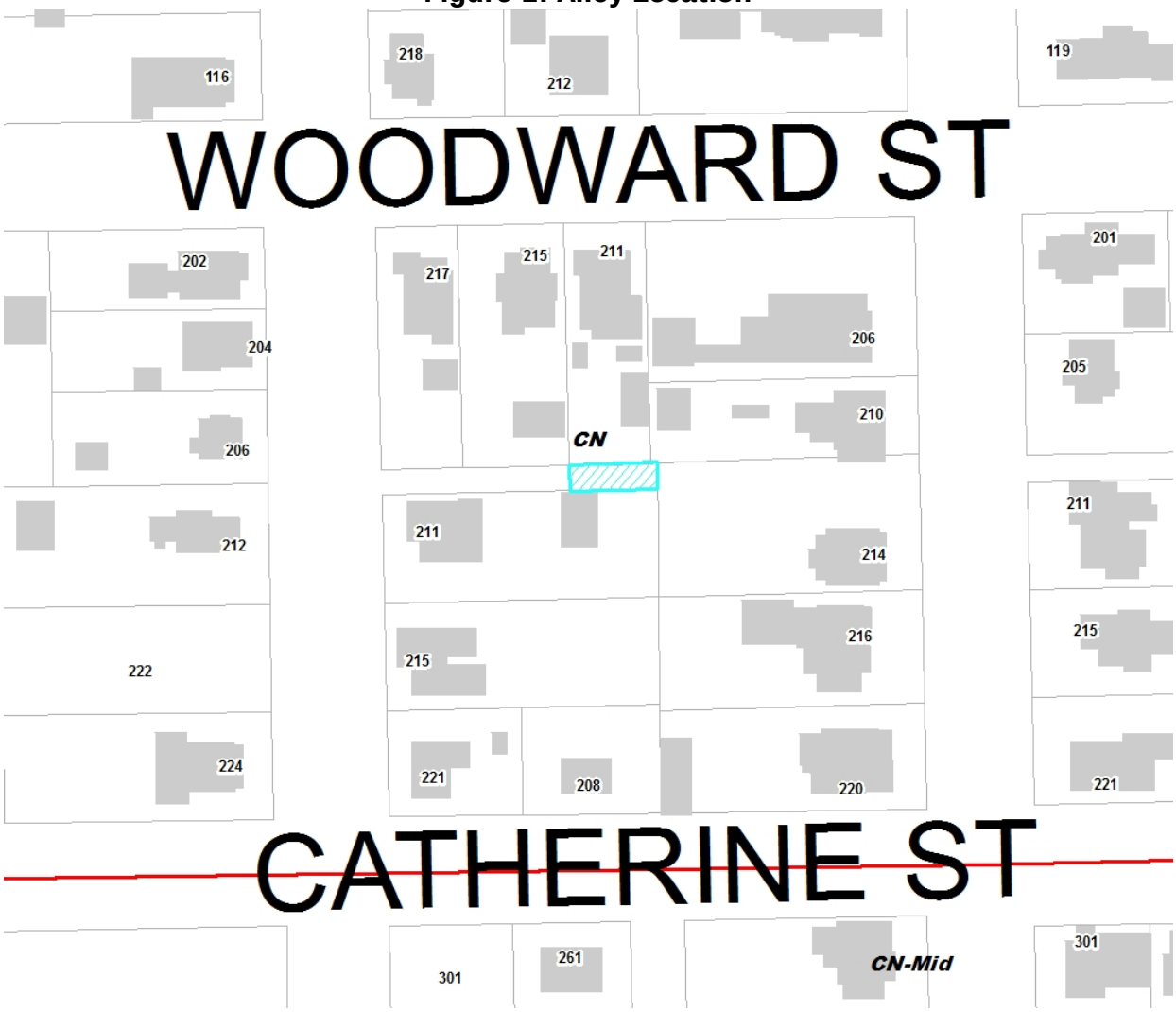


Figure 2: Site Aerial (2015)

Figure 3: Photograph of Site

ALLEY CLOSURE STANDARDS §94-271

The process to vacate an alley, as prescribed by City Code, follows these simplified steps:

(1) A motion of City Council, or a petition by the majority of owners abutting the alleyway, initiates the process.
(2) Planning Commission holds a public hearing.
(3) Planning Commission makes a recommendation to City Council.
(4) City Council schedules a public hearing not less than four weeks thereafter to hear any objections.
(5) City Council considers the request in open session and decides to vacate the alley, with or without modifications, or take no action.
(6) If the decision is made to vacate the alley, City Council will pass a resolution to that effect.

The ordinance further provides standards to be considered in any vacation of a public right-of-way. These five, and staff comments, are as follows:

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

The alley serves a single-family and multi-family residential area.

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

No undue burden to traffic is expected since this alley is between residences and the eastern part of this alley was previously vacated in 2005, thus vehicular and pedestrian traffic should not be traversing the alleyway.

(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.

Only residents at 211 Woodward (the petitioner) and 211 S. Adams should be using this portion of the alleyway for vehicular traffic. This alley would not be used to access destinations outside the neighborhood due to the closure of the eastern half of the alley in 2005. The safety of the neighbors and their personal property is cited as a reason for closing the alleyway. Once vacated, maintenance and ownership of the alleyway would become the responsibility of the adjacent property owners. The closure of the alley should have no impact upon neighborhood traffic patterns or speeds.

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

The owner at 211 Woodward initiated the petition to vacate the alley. Property owners at 206, 210 and 214 S. Washington and 215 and 217 Woodward have signed off on the petition to vacate the alley. The owner at other property (211 S. Adams) that would be affected by the vacation has not signed off on the petition.

Any objections to this alley vacation can be heard at either the Planning Commission hearing or the City Council hearing. Noticing for the Planning Commission hearing was sent to all neighbors within 300 feet of the alley location, as well as city departments and utility companies. Upon receipt of the recommendation of the Planning Commission, City Council will schedule a public hearing not less than four weeks thereafter to hear any objections. Notice of the public hearing must also be given to all city departments and to all utilities servicing the City. 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. 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.

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

The vacation would enable the neighbors to fence off and care for that portion of the alley, while maintaining vehicular access off the alley for neighbors, thus maintaining the traditional form of the block.

Items to be addressed: Public input regarding the alley vacation.

OTHER DEPARTMENT AND AGENCY INVOLVEMENT

DEPARTMENT OF PUBLIC SERVICES

DPS has reviewed the application and does not have any objections. Utility easements, if necessary, will be retained.

FIRE DEPARTMENT

The Fire Department has reviewed the application and has no objection.

UTILITY ACCESS

Per § 94-356; the city 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.

MASTER PLAN CONSIDERATIONS

The 2013 Shape Ypsilanti Master Plan does not address this alley specifically or other alleyways generally. The partial vacation of the alley would not alter the existing traditional form of the block nor alter traffic patterns.

Items to be Addressed: *None*

STAFF RECOMMENDATIONS

Staff recommends that the Planning Commission recommend approval of the vacation of that portion of the alley south of 211 Woodward St. to City Council with the following findings:

1. The alley vacation will not alter existing traffic patterns.
2. The alley vacation will not alter the traditional form of the block.
3. This vacation will enable the residents of 211 Woodward and 211 S. Adams to clear, maintain and fence the area, thereby, improving safety of the neighboring properties.

Under the City Code, the proposed vacation would require final approval by City Council.

Cynthia Kochanek
Associate Planner, Community & Economic Development Division

CC File
Applicant

City of Ypsilanti

Community & Economic Development Department

August 5, 2016
Staff Review of Alley Closure Application
2nd Alley West of Prospect, between Maple & Oak Street

GENERAL INFORMATION

Applicant:	Michael Kozura 323 Maple St. Ypsilanti, MI 48198
Application Date:	June 6, 2016
Location:	2nd Alley west of Prospect, between Maple and Oak Street
Zoning:	CN-SF: Core Neighborhood Single Family
Action Requested:	Alley Closure
Staff Recommendation:	Approval

PROJECT AND SITE DESCRIPTION

The owners of the properties surrounding the second alley west of Prospect, between Maple and Oak Streets have requested that the alley be closed citing concern for small children that stay in the area and the wishes of the neighborhood. The properties surrounding the alley are mainly single family residential, with one multi-family unit.

If approved, this alley will be closed to vehicle traffic travelling through the alley by a barrier placed in the center of the alleyway, with rights of access reserved by the City to maintain, repair, and construct any necessary utilities. Pedestrian and bicycle traffic will still be able to traverse the alleyway. The property owners adjacent to the alley will still be able to utilize the alley for access to parking, ingress and egress.

Figure 1: Alley Location

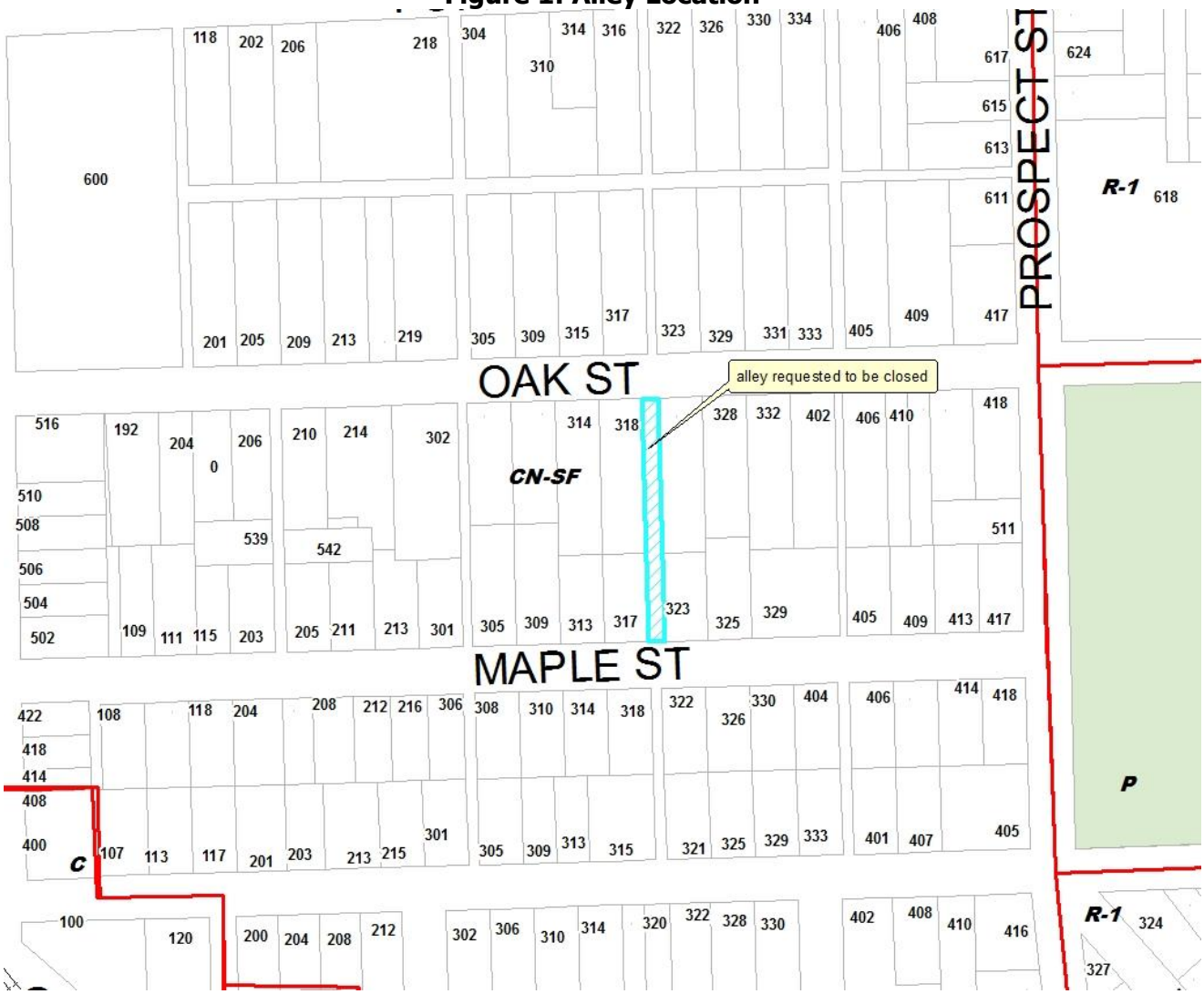
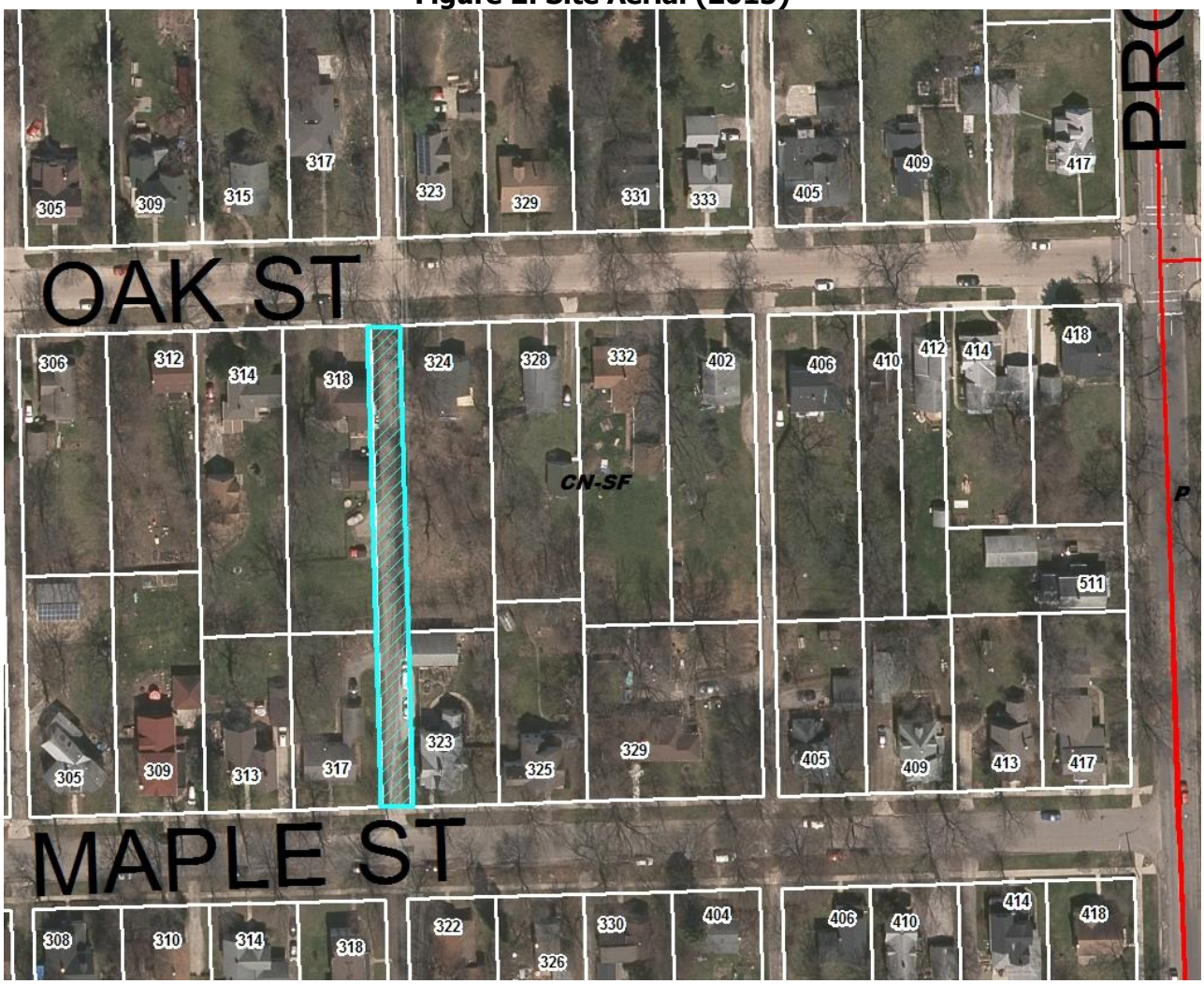


Figure 2: Site Aerial (2015)



ALLEY CLOSURE STANDARDS §94-271

The process to close an alley, as prescribed by City Code, follows these simplified steps:

(1) A motion of City Council, or a petition by the majority of owners abutting the alleyway, initiates the process.
(2) Planning Commission holds a public hearing.
(3) Planning Commission makes a recommendation to City Council.
(4) City Council schedules a public hearing not less than four weeks thereafter to hear any objections.
(5) City Council considers the request in open session and decides to close the alley, with or without conditions, or take no action.
(6) If the decision is made to close the alley, City Council will pass an resolution to that effect.

The ordinance further provides standards to be considered in any closure of a public right-of-way. These five, and staff comments, are as follows:

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

The alley serves a primarily residential area where most of the residences are single-family.

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

No undue burden to traffic is expected since this alley is between two residential streets and Prospect and River can still be utilized to traverse between Oak and Maple.

(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.

Residents of the neighborhood may utilize the alley to traverse between Maple and Oak however with the northern part of the alley between Forest Ave and Oak St and the southern portion between Maple and E. Cross St. closed it is unlikely that this alley is used to access destinations outside the neighborhood. The speed of traffic is a concern for children playing the area. The closure of the alley should have minimal impacts upon neighborhood traffic patterns or speeds.

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

The owner at 323 Maple initiated the petition to close the alley. All four of the property owners abutting the alleyway (318 Oak, 324 Oak, 317 Maple and 323 Maple) have signed off on the petition to close the alley. Nine other residents of the neighborhood have also signed off on the petition.

Any objections to this alley vacation can be heard at either the Planning Commission hearing or the City Council hearing. Noticing for the Planning Commission hearing was sent to all neighbors within 300 feet of the alley location, as well as city departments and utility companies. Upon receipt of the recommendation of the Planning Commission, City Council will 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. 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.

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

This area is mainly single-family residential with small businesses, a school and a church in the area. The future land use is central neighborhood, which would support and preserve the current mix and future uses similar to the current. This closure will still maintain the traditional form of the block.

Items to be addressed: Public input regarding the alley closure.

OTHER DEPARTMENT AND AGENCY INVOLVEMENT

DEPARTMENT OF PUBLIC SERVICES

DPS has reviewed the application and does not have any objections. Utility easements, if necessary, will be retained.

FIRE DEPARTMENT

The Fire Department has reviewed the application and has no objection.

UTILITY ACCESS

Per § 94-276; the city is to retain all right-of-way in an alley notwithstanding the fact the alley is closed to vehicle traffic.

MASTER PLAN CONSIDERATIONS

The 2013 Shape Ypsilanti Master Plan does not address this alley specifically or other alleyways generally. The alley will still be open to local traffic thus maintaining the traditional form of the neighborhood.

Items to be Addressed: None

STAFF RECOMMENDATIONS

Staff recommends that the Planning Commission recommend approval of the closure of the second alley west of Prospect, between Maple and Oak Streets to City Council with the following findings:

1. The alley closure does not serve a primary role for traffic in the neighborhood and should not alter existing traffic patterns.
2. The alley closure will not change the traditional form of the block.
3. This closure will still allow for local usage while improving safety for the neighboring properties.

Under the City Code, the proposed vacation would require final approval by City Council.

Cynthia Kochanek
Associate Planner, Community & Economic Development Division

CC File
Applicant

City of Ypsilanti
Community & Economic Development Department

11 August 2016

Staff Review of Rezoning Application
East 0.2ac of 400 N River
107 E Cross/400 N River

GENERAL INFORMATION

Applicant:	City of Ypsilanti 1 S. Huron Ypsilanti, MI 48197
Project:	Rear of the Thompson Block Parcel
Application Date:	July 20, 2016
Location:	Northeast corner of the intersection of the N. River and E. Cross, rear of the Thompson Block property, formerly 107 E. Cross
Zoning:	Current: CN-SF, Core neighborhood single-family
Master Plan:	Central Neighborhood
Action Requested:	Rezone to C, Center
Staff Recommendation:	Approval

PROJECT AND SITE DESCRIPTION

Staff is requesting that the land formerly known as 107 E Cross, now combined with the Thompson Block at 400 N River, be rezoned from CN-SF to Center. This 0.2 acre area was overlooked during the Master Plan update (2013) and subsequent zoning update (2014), as it was part of an active Planned Unit Development (PUD) project that was presumed to be progressing. That PUD has been inactive for some time and will expire soon.

A review of the project revealed that although a new owner could re-use the Thompson Block in its existing envelope, they would be unable to use the vacant portion of the parcel for the uses customarily accessory to a commercial use, as the zoning code states that if a lot is zoned multiple districts, each portion must be treated as though it belongs to that district (§122-234(4)). Thus, a new developer would be unable to use the vacant portion for parking, outdoor seating, loading/unloading, dumpsters, etc. Under another PUD with the current code, we would face similar obstacles; PUDs are not permitted in CN-SF under §122-572. To enable the vacant area of this lot to be able to serve the occupied area of this lot, it must be rezoned.

Figure 1: Subject Site Location & Zoning

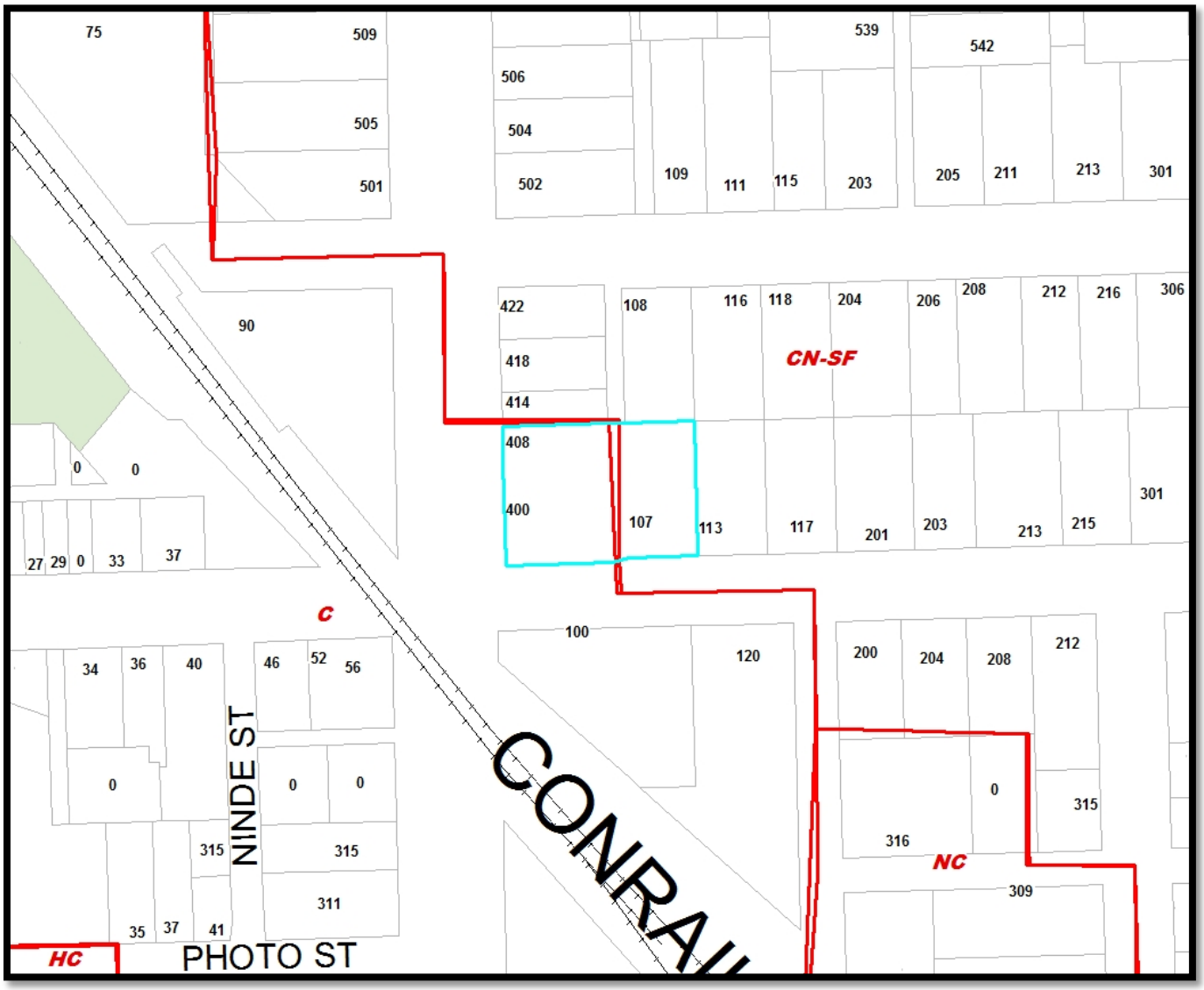
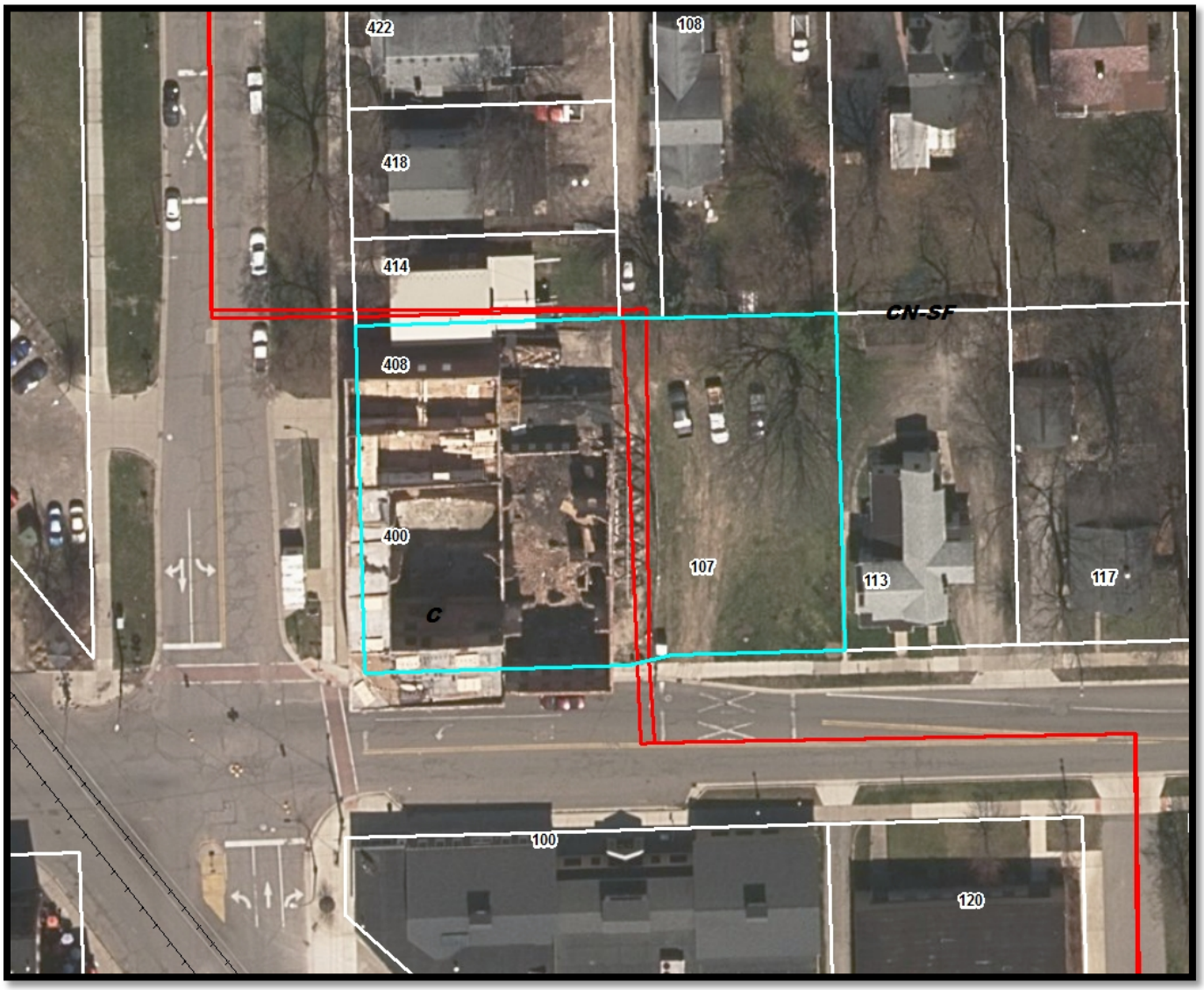


Figure 2: Site Aerial (2015)



MASTER PLAN

The subject property is within the Central Neighborhood designation. From the Master Plan:

> *Central Neighborhoods* are among the oldest in Ypsilanti. Initially oriented on the Huron River, they are built on a grid street network connected to the adjacent business districts. They border downtown, Depot Town and EMU. These neighborhoods have a range of residential building types, with churches, schools, stores and gas stations intermixed. Around the railroad, industrial uses are mixed into the neighborhood.
>
> Under this plan, the mix of uses will follow the pattern of current zoning. However, the building's form would be regulated, including those outside of the historic district, to maintain the character of the area. Regulations for two-family and multiple-family options would be collapsed into clear rules based on the number of housing units- with categories for duplexes, group living arrangements, 2-4 units and 5 or more units. When developing the form-based code zoning, the building types, uses and setbacks will be calibrated to preserve the character of these neighborhoods.

The future land use map, below, shows the parcel as Central Neighborhood, the equivalent of Core Neighborhood. It is adjacent to the Center future land use, described as such:

> *Centers* are the heart beats of the City – downtown, Depot Town and Cross Street adjacent to the EMU campus. Each area has buildings built up to the sidewalk and a variety of uses - retail, restaurants, services, office, civic, and residential. They are places where people walk, gather, shop, exchange and meet.
>
> The plan proposes to build on the strengths and improve the weaknesses of these areas to make them great places. Hamilton, Huron, Cross Street and Washtenaw Avenue are proposed to become two-way streets, putting pedestrians and cyclists on even footing with automobiles. Future ordinances will preserve the architecture of these areas, while requiring natural surveillance to improve safety. Policies will also enable the continued re-use and redevelopment of buildings, increasing their sustainability. Specific plans for each area are shown in Chapter 6, including design plans for Depot Town to prepare for the planned commuter rail station. A redevelopment concept plan and design standards for the Water Street area are in Chapter 10.

Figure 3: Future Land Use Designations

EXISTING LAND USE AND ZONING

Only the east portion of the parcel is under consideration for rezoning; it is currently vacant and zoned as CN-SF, Core Neighborhood Single-Family. The west portion of the parcel is zoned C, Center. Both are within the Historic District.

Figure 4: Surrounding Land Use and Zoning

	LAND USE	ZONING
NORTH	Multi-family	CN-SF, Core Neighborhood Single-Family
EAST	Multi-family	CN-SF, Core Neighborhood Single-Family
SOUTH	Museum Commercial printer	C, Center C, Center
WEST	Depot (vacant) Restaurant	C, Center C, Center

REZONING IMPLICATIONS

INTENT

The stated purpose of Core Neighborhood Single-Family zoning is to provide "residential uses that are restricted to single-family and limited neighborhood businesses."

Center is intended to provide for "places where people shop, go to school, live, come to work, visit, drop by City Hall, eat, gather and have fun. They host events that bring thousands of visitors each year and bring the City together as a community. The intent of the zoning district is to preserve the urban form, walkable nature and vibrant mix of uses in these areas."

Figure 5: Permitted uses in existing and proposed zonings.
(Uses not currently permitted are in bold type)

P=Principal, A=Accessory, S=Special Land Use, Shaded= Not Permitted

USES	CN-SF	C
RESIDENTIAL		
Single-Family Detached Dwelling	P	
Accessory Dwelling Unit		
Two-family dwelling units		
Multiple Family Dwellings, maximum of 4 units per building		P
Multiple Family Dwellings, more than 4 units per building		P
Apartments located above ground floor of permitted nonresidential uses		P
Home Occupation	A	A
Family Child Care Home	A	
Adult foster care family homes	A	
Group Child Care Home	S	
RECREATION, EDUCATION & PUBLIC ASSEMBLY USES		
Museums & libraries		P

USES	CN-SF	C
Park	P	P
Primary & Secondary Schools (public & private)	S	
Post-secondary educational institutions (public & private)	S	P
Religious institution	S	
Municipal, county, regional, & state service uses	S	P
Public Art	A	A
Indoor recreation		P
Performance venues/theaters		P
SERVICES		
Bed & Breakfast or Inn	S	
Medical or Dental Offices		P
Business and professional offices and services		P
Financial services, including banks		P
Personal service establishments		P
Body Art Facilities		P
Printing services, including but not limited to: publishing, engraving, photo development, lithographing, silk screening and three-dimensional printing		S
Hotels & motels		P
Child Care Centers		P
Laundromats and dry cleaners		P
Medical or dental clinics		P
Medical Marijuana Dispensary		P
Catering services		A
Self-storage		S
COMMERCIAL		
Arts & crafts studios		P
Food stores, excluding sale of alcohol, less than 15,000 square feet	S	P
Farmers' Market	A	P
Retail stores		P
Resale stores		P
Food stores less than 15,000 square feet, with sale of alcohol		S
Food stores greater than 15,000 square feet with sale of alcohol		P
Auction houses		P
RESTAURANTS		
Carry-out and/or delivery restaurant		P
Café or coffee shop		P
Sit-down		P
Bar/Lounge		P
Tasting room and/or restaurant		A

USES	CN-SF	C
Outdoor cafes		A
Fast Food		P
AUTO-ORIENTED		
Automobile Filling Station - no repair	S	
Parking lot (as principal use)		S
Parking Garage		S
Automobile Share Parking		A
INFRASTRUCTURE		
Essential Services	P	P
Communication Devices	A	A
Alternative Energy	A	A
Stormwater Control	A	A
Public & Private Transportation Passenger Terminals		S
GARDENS/COMMUNITY GARDENS		
Community gardens	P	
Passive solar structure (hoophouse, greenhouse, etc.)	A	
Toolhouses, sheds and other similar buildings for the storage of domestic supplies	A	
PRODUCTION, MANUFACTURING & DISTRIBUTION		
Microbrewer/ small distiller /small wine maker		P
TEMPORARY USES		
Temporary permitted use in vacant storefront		P
Food concession sales		P
TEMPORARY USES		
Operation between 2 a.m. and 6 a.m. during any 24-hour period		P
Sale of alcoholic beverages for consumption off the premises		S

Figure 6: Area, height and placement standards

P= permitted, L = allowed in special locations shown on the Zoning Map, -- = not permitted

BUILDING TYPE		CN-SF	C
MA	Mansion	L	--
ES	Estate	P	--
HS	House	P	--
CO	Cottage	P	--
TH	Townhouse	--	L
AH	Apartment House	--	P
CA	Courtyard Apartment	--	L
AB	Apartment Building	--	L
CS	Commercial/Mixed-Use Small	--	P
CM	Commercial/Mixed Use Medium	--	P
CL	Commercial/Mixed Use Large	--	P
SC	Single Story Commercial Building	L	--
LS	Large Single Story Commercial Building	--	--
MB	Multiple Story	--	P
IT	Institutional	P	P

Each Building Type has the same dimensional regulations in each district.

REZONING CONSIDERATIONS §122-63(b)

1) *Is the rezoning consistent with the policies, guiding values and Future Land Use Map in the Master Plan, including any subarea or corridor studies?*
Yes and No. The Master Plan recommends in the Future Land Use Map that the future use of this parcel be Central Neighborhood, which later gave rise to the Core Neighborhood districts. The portion of the parcel under consideration is zoned Core Neighborhood Single-Family, which is the most restrictive of the three core neighborhood designations; this zoning district was developed after the master planning process was complete, in response to neighborhood concerns regarding rentals. Thus, there is no "buffer" or density gradient between the Center District and the adjoining CN-SF district.

The future land use map was based largely on existing uses (as determined by assessor data), existing zoning (per the 2013 zoning map), and charrette/public input. As this particular lot was going through the Planned Unit Development process at the time, it was largely overlooked, as the PUD would effectively override any issues or incompatibilities. The approved PUD included use of this area as a parking lot, containing a small number of parking spaces, but also loading/unloading areas, a dumpster enclosure, stormwater control features, and landscaping screening, all accessory to the Thompson Block's future commercial use.

The Guiding Values (p6) of the Master Plan states that:

- "Anyone can easily walk, bike, drive, or take transit from anywhere in Ypsilanti and to anywhere else in Ypsilanti and beyond." This rezoning would aid in bringing commercial and retail services to the walkable urban core of Ypsilanti.
- "Ypsilanti is a great place to do business, especially the green and creative kind." By allowing the zoning of this lot to remain split, we are strongly discouraging redevelopment of the Thompson Block- or, at the very least, consigning any business activity in that building to a logistically challenging future. Rezoning would support this goal.
- "Everyone in the region knows Ypsilanti has great things to do in great places that are in great shape!" This goal specifically references the recognizable historic architecture of Ypsilanti. This site, although certainly recognizable and historic, is not in great shape. By rezoning this area we are removing a significant impediment to redevelopment and restoration.

2) *Does the rezoning sustain the site's physical, geological, hydrological and other environmental features with the potential uses allowed in the proposed zoning district?*
Yes. The area in question held a multifamily residence until 2012, when it was demolished, after having been vacant since approximately 2002. There are no significant natural features to be preserved.

3) *Can the property that is proposed to be re-zoned accommodate the requirements of the proposed zoning district?*
Yes, in that it allows productive use of the building at 400 N River. The portion that will be rezoned is only 0.2 acres, and would not be able to accommodate any new building type allowed in the Center district and still have room for parking, were it to stand alone. Parking, as an aside, is usually required by lending institutions, and they usually require above and beyond the number of parking spaces we require in our Walkable Urban Districts. As this parcel is part of a larger parcel, its rezoning would permit productive re-use of the Thompson Block building.

4) *Are all of the potential uses and building types allowed in the proposed zoning district compatible with surrounding uses, buildings, and zoning in terms of land suitability, impacts on the environment, impacts on the transportation network, density, nature of use, aesthetics, infrastructure and potential influence on property values?*
Yes. Although the "sharp" boundary between the Center district and CN-SF is unusual compared to West Cross, Downtown, or Water Street in that it lacks a "density gradient" or buffer consisting of CN or CN-Mid zoning, it is such as a result of feedback received during the rezoning process. The rezoning of this area to match the majority of the parcel will only aid in the redevelopment of that site.

5) *Is the capacity of City infrastructure and services sufficient to accommodate the uses permitted in the requested district without compromising the health, safety, sustainability and welfare of the City?*
Yes.

6) *Will the rezoning be detrimental to the financial stability and economic welfare of the City?*
No. It will aid the redevelopment of a significant vacant property in Depot Town, both directly adding to the City's tax base in the long-term, and helping to raise property values overall in the Depot Town/Historic Eastside neighborhood overall.

7) *Would the rezoning negatively impact the condition of any nearby parcels considering existing vacancy rates, current per-square-foot lease or sale rates, and other impacts?*
No. The rezoning helps to enable the redevelopment of the Thompson Block parcel as a whole. Either redevelopment or demolition/infill will have a positive impact upon property values, lease rates, and vacancy rates in the immediate area.

8) *Is the rezoning consistent with the trend of development in the neighborhood or surrounding area?*
Yes. The trend for development in the neighborhood is towards mixed use and adding parking for the structure would help support its use as such.

9) *Was the property in question improperly zoned or classified when this Chapter was adopted or amended?*
Yes. As the parcel was part of an active PUD at the time of the 2014 rezoning, and the lot combination was not yet completed on all systems, it was not felt necessary to zone it Center. However, with the likely expiration of the PUD, it is apparent that decision was made in error.

10) *Where a rezoning is reasonable given the above criteria, is the map amendment or rezoning to the proposed zoning district more appropriate than another district or than amending the list of permitted or special land uses within a district?*
No. The majority of the parcel of which this area is a portion of is zoned Center. There is Center zoning to the west and to the south, as well as north-west. CN-SF remains to the east and north. Another Core Neighborhood zoning classification, such as CN, would be feasible. However, such a classification would essentially dictate that any redevelopment of the Thompson Block must proceed as PUD; this is neither considered a best practice under Redevelopment Ready communities, nor is it in keeping with the spirit of the zoning update and walkable urban districts, which aimed to make development and redevelopment of our historic downtown and depot town areas less fraught with regulatory challenges. Given these facts, the most reasonable and appropriate classification is Center.

STAFF RECOMMENDATION

Staff recommends the Planning Commission recommend ***approve*** of the rezoning for the west 0.2 acres of 400 N River, formerly known as 107 E. Cross, with the following findings:

1. The rezoning is consistent with three of the guiding values of the Master Plan:
   "Anyone can easily walk, bike, drive, or take transit from anywhere in Ypsilanti and to anywhere else in Ypsilanti and beyond;"
   "Ypsilanti is a great place to do business, especially the green and creative kind;" and
   "Everyone in the region knows Ypsilanti has great things to do in great places that are in great shape!"
2. The rezoning enables the remainder of the parcel to be used per its zoning classification.
3. all of the potential uses and building types allowed in the proposed zoning district compatible with surrounding uses, buildings, and zoning
4. City infrastructure and services can accommodate the uses permitted in the requested district without compromising the health, safety, sustainability and welfare of the City
5. The rezoning will aid the redevelopment of a significant vacant property in Depot Town, both directly adding to the City's tax base in the long-term, and helping to raise property values overall in the Depot Town/Historic Eastside neighborhood overall.
6. The rezoning is consistent with development trends in the Depot Town area.
7. This area's initial zoning classification of CN-SF was in error.
8. Rezoning this area to Center is the most appropriate zoning amendment for this situation.

Bonnie Wessler
City Planner, Community & Economic Development Division

c.c. File

REQUEST FOR LEGISLATION
March 3, 2015

From: Nick Sapkiewicz, Washtenaw Area Transportation Study

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

Background

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

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

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

Moving Forward

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

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

Ypsilanti Approval and MDOT Process

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

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

RECOMMENDED ACTION: Approval

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

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____

Resolution No. 2015-049
March 3, 2015

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

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

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

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

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

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

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

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

OFFERED BY: Council Member Robb

SUPPORTED BY: Council Member Murdock

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

REQUEST FOR LEGISLATION
February 25, 2015

From: Bonnie Wessler, Acting Planner II

Subject: Washtenaw/Huron/Hamilton Road Diet

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

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

RECOMMENDED ACTION: Approval

Attachments: Traffic Study
MDOT "road diet" checklist

CITY MANAGER APPROVAL: _____ COUNCIL AGENDA DATE: _____

CITY MANAGER COMMENTS: _____

FISCAL SERVICES DIRECTOR APPROVAL: _____

Resolution No. 2016-1

RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF YPSILANTI:

WHEREAS, in July 2012, Planning Commission directed staff to explore options to eliminate excess capacity on Hamilton, Huron, and Washtenaw, thereby providing bike lanes, vehicle parking lanes, and improving traffic safety; and

WHEREAS, July 17, 2012, City Council received a presentation on said project; and

WHEREAS, in September 2014 WATS presented a plan for a nonmotorized crossing of I-94, which incorporated the reduction in excess capacity, to Planning Commission who made a positive recommendation to City Council; and

WHEREAS, in September 2014 WATS presented that same plan to City Council who made a positive recommendation to MDOT; and

WHEREAS, per MDOT recommendation, a public hearing was held on 3/2/2015 before City Council on both the lane reduction and the I-94 crossing, which were supported by City Council with Resolutions 2015-049 and 2015-051; and

WHEREAS, MDOT and WATS have recently inquired as to the status of these projects;

NOW THEREFORE BE IT RESOLVED that the Planning Commission renew its support of the projects, be they joint or separate.

OFFERED BY: _____

SUPPORTED BY: _____

YES: NO: ABSENT: VOTE:

Resolution No. 2015-051
March 3, 2015

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

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

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

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

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

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

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

OFFERED BY: Mayor Pro-Tem Richardson

SUPPORTED BY: Council Member Nicole Brown

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

City of Ypsilanti

Community & Economic Development Department

Memo

To: Planning Commission

From: Bonnie Wessler, City Planner

Date: 11 August 2016

Subject: Huron/Hamilton/Washtenaw Lane elimination & Nonmotorized Crossing of I-94

In mid-2012, as a result of speed limit increases on MDOT trunklines through the City enacted by the Michigan State Police, Council and Planning Commission directed staff to investigate potential options to increase safety on those roadways. Staff worked with MDOT and WATS to propose several lane-reduction scenarios, as the travel speed on these streets is directly correlated with the amount of "open space" available to drivers, and travel speed through dense residential/commercial areas is directly related to safety.

In 2013, WATS was awarded a grant to design a nonmotorized crossing over I-94. As the two projects naturally correlate, the lane reduction project was put on hold so that the two projects could be linked and designed together.

In 2014, final design checklists were provided by MDOT, studies were completed and tweaked.

In March of 2015, Council held two public hearings at which they expressed unanimous support of both projects. In April of 2015, we were authorized to apply for a TAP grant for the I-94 crossing, with WATS' backing. In June of 2015, however, there was apparently a miscommunication which resulted in MDOT and other partners assuming that we were no longer interested in pursuing the projects.

Recently, MDOT and WATS have both inquired as to the City's level of interest in the projects. WATS would very much like to proceed with the I-94 crossing, and MDOT is in the process of creating their 2022 plan; thus, it is an excellent time to resume the projects.

Staff is asking Planning Commission to renew their support, and to communicate that support to City Council, in order to help the project get back on track. As this has been a lengthy process with quite a bit of backstory and technical data, staff has taken the liberty of only including in tonight's packet the RFLs and Council Resolutions from March 2015. The full presentations from both public hearings are available at this link: http://cityofypsilanti.com/AgendaCenter/ViewFile/Item/515?fileID=764. WATS' presentation begins on page 31; staff's on page 45.

Ypsilanti Non-Motorized Advisory Committee Meeting Minutes
July 7, 2016

1. Call to order - The meeting was called to order at 7:07pm, July 7, 2016 at the Ypsilanti District Library, 229 West Michigan Avenue. Committee members attending were Martha Cleary, Bob Krzewinski, Lena Reeves and Sarah Walsh.

2. Introductions
    a. Audience participation/public Input – None.

3. General business
    a. Agenda approval - A motion was made by Martha, seconded by Sarah, to approve the agenda, passing unanimously.
    b. Approval of June meeting minutes - A motion was made by Sarah, seconded by Martha, to accept the minutes, passing unanimously.
    c. Officer reports – Bob reported that the County Commissioners, at their July 6 meeting, agreed to place on the November ballot a 4-year tax millage for roads but with 20% of the funds going for non-motorized projects. Bob also reported that the Washtenaw County Parks & Recreation Commission is looking at a new County bike map order since the original printing is getting depleted. Bob will also talk to Tony Bedogne about coming up with an 8 ½" x 11" PDF version for printing using the Ypsilanti map on the County bike map.
    d. New Committee members - Bob will recommend to the Planning Commission that Cathie Kinzel be appointed to the Committee at their July 20th meeting. Martha also will soon be on the Downtown Development Authority giving another liaison to that group from the Committee.

4. Old business
    a. 2016 Committee priorities
        - Sidewalks – MDOT Ferris/Hamilton improvements, Washtenaw EMU HAWK – Bob will contact MDOT in August if no action appears imminent on Ferris/Hamilton curb cuts. The EMU HAWK signal work has started.
        - Bike lane additions – Forest Avenue bike lane Planning Commission meeting – The Forest Avenue bike lane (Prospect To River) will be on the agenda for the July 20th Planning Commission meeting with all Committee members urged to attend.
        - Border To Border Trail completion progress – Water Street Michigan Avenue HAWK, Frog Island, Park Street route, Grove Road – Bidding on the Michigan Avenue HAWK project is underway. Bob is working with the Washtenaw County Parks & Recreation Commission on re-routing (with signage) the B2B Trail on River Street to North Street in light of the imminent closing of Park Street at the railroad tracks.
        - Walk Friendly & Bike Friendly Community applications – Tony Bedogne will have a working session on the Bike Friendly application on July 20th, 2:30pm at B-24s Café.

- Pedestrian safety signage – MDOT letter request status - Bob will contact MDOT in August if no action appears imminent on Ferris/Hamilton curb cuts. Committee members also were strongly in favor of new pedestrian yield signs at the Elm/Congress crosswalk.
- Committee event participation & education –Parkridge Festival (8/27), Federal High Way Administration (FHWA) local safety education program – Volunteers needed for the helmet give-away at the Parkridge Festival from noon to 2:30pm with Bob coordinating. No new updates on a FHWA safety program.
- Bike Friendly Business program – No new updates.
- Traffic calming – Depot Town, Congress Street – No new updates.

b. I-94/Huron – Huron/Hamilton non-motorized improvements – This project seems to be moving again through the work of the County transportation-planning agency, WATS. With this in mind, a motion was made by Bob, seconded by Martha, that "The City of Ypsilanti Non-Motorized Advisory Committee urges the City Planning Commission, Mayor and City Council to support overdue and needed non-motorized improvements to the Huron Street overpass of I-94. The motion passed unanimously. Bob will also contact the Ann Arbor Area Transportation Authority to see if any special incentives can be enacted for cyclists to use the bus bike racks to traverse Huron Street from the City to the Township.

c. Non-motorized plan – Bonnie Wessler is actively working on this with a draft plan expected to go before the City Planning Commission in August.

d. Capitol Improvements Plan (CIP) inclusion of non-motorized projects – No update.

e. 2017 City budget non-motorized project recommendations – The Committee will set recommendations after the August 2nd election ballot takes place as how the Water Street millage request fares could determine actual funding for 2017 non-motorized projects.

5. New Business

a. Planning Department update - Bob called Bonnie Wessler earlier in the week with items discussed incorporated into the Committee meeting conversations.

b. Police Chief meeting report – Bob gave an overview of his recent meeting with the Ypsilanti Police Chief on non-motorized issues and will forward notes to the Committee about meeting details.

c. MDOT ADA curb cut priorities – City Council member Pete Murdock is attempting to set up a meeting with MDOT on non-motorized improvements in the City and requested assistance identifying deficiencies, especially curb cuts, on MDOT jurisdiction streets. The Committee assigned streets to survey and will plan to wrap up the survey by the Committee's August 4th meeting.

6. Other Items – Announcements – A deterioration of walking paths in Recreation Park was discussed.

7. Adjournment - A motion was made by Sarah, seconded by Martha, to adjourn the meeting, passing unanimously. The meeting was adjourned at 8:12pm with the next meeting being held Thursday, August 4th, 7pm at the downtown Library.