

City of Ypsilanti

Master Plan

Acknowledgments

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Adopted by

City of Ypsilanti Planning Commission, Washtenaw County, Michigan
February 18, 1998
with amendments through September 17, 2008

1998 Master Plan Assisted by

Carlisle/Wortman Associates, Inc.
111 North Main Street
Ann Arbor, MI 48104

**CITY OF YPSILANTI
WASHTENAW COUNTY, MICHIGAN**

WHEREAS, the City of Ypsilanti Planning Commission recognizes the need to formulate and adopt a City Master Plan including establishment and support of a Land Use Plan as described in this document.

NOW, THEREFORE, IT BE RESOLVED that:

- (1) The City of Ypsilanti Planning Commission hereby adopts the Master Plan including the Land Use Plan and Land Use Map.
- (2) A certified copy of the Land Use Plan portion of the Plan be forwarded to the Washtenaw County Planning Department for filing.
- (3) All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution be and the same hereby are rescinded.

AYES:7

NAYS: 0

RESOLUTION DECLARED: February 18, 1998

FRED DAVIS, Chairman
Planning Commission

CHRISTOPHER HEE, Vice Chairman
Planning Commission

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I. INTRODUCTION

Introduction

What is Planning?

Planning is a process which involves the conscious selection of policy choices relating to land use, growth and development in the community. The Master Plan is the only official City document which sets forth policies for the future of the community.

The City of Ypsilanti derives its authority to prepare a Master Plan from the Municipal Planning Act, P.A. 285 of 1931. The Act states:

Section 6. The commission shall make and adopt a master plan for the physical development of the municipality, including any areas outside of its boundaries which, in the commission's judgment, bear relation to the planning of the municipality. The plan, with the accompanying maps, plats, charts, and descriptive matter shall show the commission's recommendations for the development of the territory, including, among other things, the general location, character, and extent of streets, viaducts, subways, bridges, waterways, flood plains, water fronts, boulevards, parkways, playgrounds and open spaces, the general location of public buildings and other public property, and the general location and extent of public utilities and terminals, whether publicly or privately owned or operated, for water, light, sanitation, transportation, communication, power, and other purposes . . . As the work of making the whole master plan progresses, the commission from time to time may adopt and publish parts thereof, any such part to cover One or more major sections or divisions of the municipality or one or more of the aforesaid or other functional matters to be included in the plan. The commission from time to time may amend, extend, or add to the plan.

How Is The Plan to be Used?

The Plan serves many functions and is to be used in a variety of ways:

- 1) The Plan is a general statement of the City's goals and policies. It provides a single, comprehensive view of the community's desires for the future.

-
- 2) The Plan serves as an aid in daily decision-making. The goals and policies outlined in the Plan guide the Planning Commission and City Council in their deliberations on zoning, subdivision, capital improvements, and other matters relating to land use and development. The Plan provides a stable, long-term basis for decision-making which will provide a balance of high and low density housing, commercial and industrial land use, and an orderly process for land use planning.
 - 3) The Plan provides the statutory basis upon which zoning decisions are based. The City or Village Zoning Act (P.A. 207 of 1921, as amended) requires that the zoning ordinance be based upon a plan designed to promote the public health, safety, and general welfare. It is important to note that the Master Plan and accompanying maps do not replace other City ordinances. Zoning is only one of the many legal devices used to implement the Master Plan.
 - 4) The Plan attempts to coordinate public improvements and private developments. For example, public investments such as road or sewer and water improvements should be located in areas identified in the Plan as resulting in the greatest benefit to the City and its residents.
 - 5) Finally, the Plan serves as an educational tool and gives citizens, property owners, developers, and adjacent communities a clear indication of the City's direction for the future.

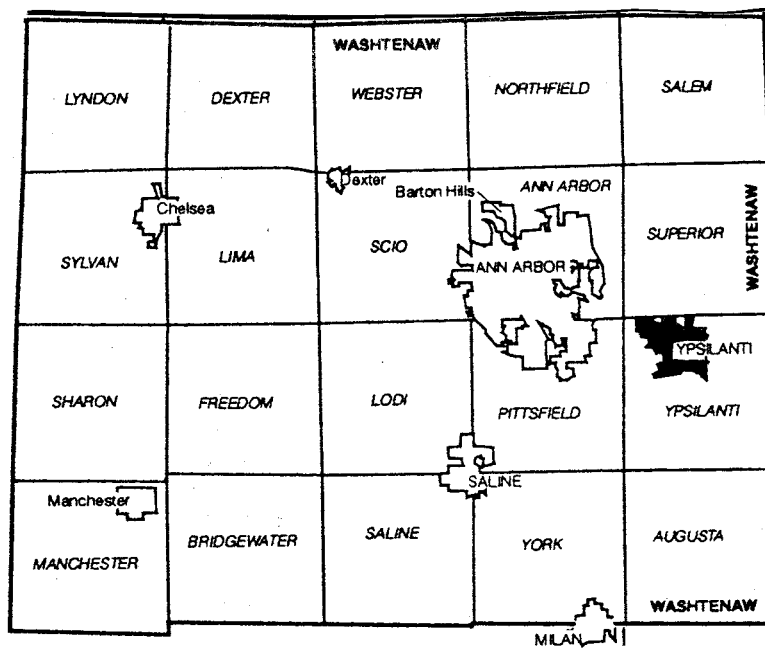
In summation, the City of Ypsilanti Master Plan is an officially adopted document which sets forth an agenda for the achievement of goals and policies. It is a long range statement of general goals and policies aimed at the unified and coordinated development of the City of Ypsilanti. It helps develop a balance of orderly change in a deliberate and controlled manner which permits controlled growth and redevelopment. As such, it provides the basis upon which zoning and land use decisions are made.

II. BACKGROUND STUDIES

Background Studies

Overview

The City of Ypsilanti, located in the eastern portion of Washtenaw County, is an older community which is nearly built out. It can be characterized by its older, historic downtown areas, the presence of the Huron River and adjacent parks, historic homes and older neighborhoods around the edges of the City, and its strong and involved citizenry. The current state of the City is presented in the following background studies.



SOURCE: SEMCOG

History

Ypsilanti's history extends back to the early decades of the 19th century, with the establishment of territory land for public sale in the 1820s, Benjamin Woodruff founded Woodruff's Grove, the nucleus of what became the Village (1832) and then the City of Ypsilanti (1859), the second city in the state to incorporate.

Significant contributing factors leading to Ypsilanti's physical development, include the surveying and "improvement" of the old Sauk Trail (an early Indian route connecting the sites of Detroit and Chicago) in the late 1820s, construction of the Detroit and Saint Joseph Railroad in 1838, and establishment of the Interurban Railway System in the latter part of the 19th century. Thus, was Ypsilanti linked early on with outlying communities and other developing areas. This

linkage today, of course, includes the interstate highway system (I-94/US-23) and international air travel (Detroit Metropolitan Airport).

Other significant events in Ypsilanti's history, include the establishment of the Michigan State Normal School in 1849 and the Willow Run Bomber Plant in the early 1940s. The Normal School was the first teacher training school west of the Allegheny Mountains and continues in operation today as Eastern Michigan University (EMU). The bomber plant was erected specifically to address the World War II war effort, producing ever changing, continually improved, long-range bombers. Employment demands were great (three shifts, 24 hours a day) luring thousands of families to Ypsilanti and the Ypsilanti area and causing a severe housing shortage. The need for additional housing resulted in the construction of Willow Village, an agglomeration of quickly constructed, attached dwellings in Ypsilanti Township, northeast of the City. This housing was considered "temporary", but was used well beyond even the most liberal interpretation of that term. The desperate need for living quarters during this period also prompted the owners of many of the beautiful, large older homes in the City to divide them up into rental units. More often than not this was done without benefit of a building permit or inspections; indeed, much of the work was done by the homeowners themselves. The rapid growth of the City during World War II has left the City of Ypsilanti with a variety of housing types and densities. The growth also created vibrant and economically viable commercial and industrial centers providing important jobs and tax base to the City.

The development of the EMU Convocation Center and Football Stadium, and the rehabilitation of Pease Auditorium and the Riverside Arts Center represent some of the recent investments that have occurred in the City.

The Downtown and Depot Town areas benefit from a variety of long-standing businesses. Recent additions have added to the mix of retail, service, and eating establishments.

Economic Development Strategic Plan

The Economic Development Strategic Plan for eastern Washtenaw County, prepared for Washtenaw County and the Washtenaw Development Council and published in 1996, summarizes what are perceived as the Ypsilanti area's significant assets, opportunities, constraints and weaknesses. This plan was compiled with support from the U.S. Economic Development Administration in an effort to focus economic planning efforts in eastern Washtenaw County following closure of the Willow Run General Motors plant in 1993.

The existing transportation network is the eastern Washtenaw County asset most frequently mentioned by those interviewed as a part of the strategic plan. The area's location has potential as a major regional transportation hub, with a well developed roadway and rail system and proximity to two substantial aviation facilities – Willow Run and Detroit Metropolitan Airports. Ypsilanti is actually closer to the Detroit Metropolitan Airport than many of Detroit's northern suburban communities, while Willow Run Airport has significant future potential as a midwestern trade port.

The presence of Eastern Michigan University, Washtenaw Community College, Cleary College, and easy accessibility to the University of Michigan and other educational institutions in the region are considered major economic assets. These institutions are not only major employers, but also provide the community with educational and cultural benefits as well.

Available land for development at reasonable prices and reusable existing buildings (primarily in downtown Ypsilanti) are also considered major assets. Costs of doing business are generally considered more reasonable in the Ypsilanti area than in other parts of Washtenaw County, or in Wayne or Oakland Counties.

A strong sense of community and deeply rooted pride in the area are seen as factors contributing to the high quality of life offered by the Ypsilanti community. The ability to work and live in the same community without the hassle of daily commuting is a major strength.

Other Ypsilanti area assets cited in the Economic Development Strategic Plan include:

- Favorable development environment, with good business climate;
- Numerous amenities with a low cost of living;
- Educated, skilled, and available workforce;
- Excellent manufacturing work ethic;
- Infrastructure already in place;
- Existence of the Marriott Hotel and EMU Conference facility and world-class golf course;
- Proximity to Ann Arbor, a nationally recognized educational, research, and cultural center;
- A significant history as a manufacturing activity center.

Thus, Ypsilanti has a long and varied development history, having experienced both ups and downs, high and lows, over nearly two centuries. It is apparent that the City has a number of challenges which require resolution or consideration, including substandard housing, aging

infrastructure, aging population, increase in number of families with only one parent, changing community facilities needs, all problems typical of older urban areas. However, the plus side of the ledger far outweighs the City's current concerns, and demonstrates that there are significant opportunities upon which the Ypsilanti community may capitalize as we proceed toward the 21st Century. This Master Plan will identify the City's opportunities and constraints and help forge a future direction for continued prosperity.

Population Analysis

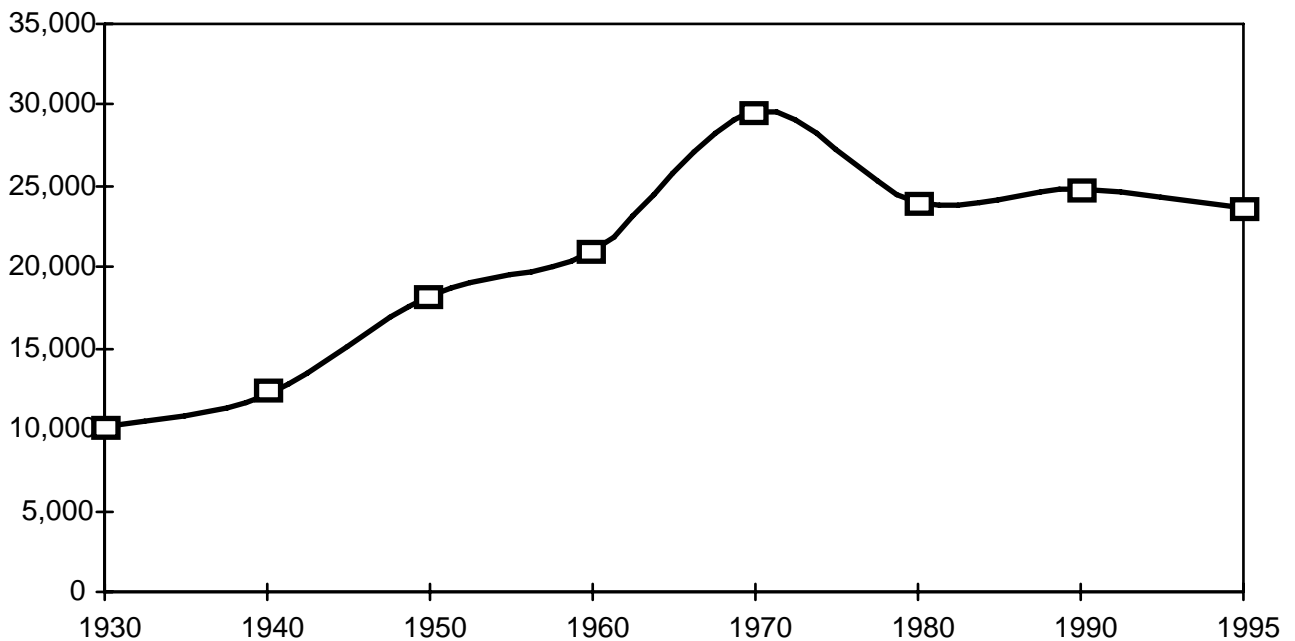
As a part of initial planning activities undertaken as preparation for the formation of the City of Ypsilanti Master Plan, population characteristics and related demographics were compiled and analyzed. Familiarity with this information is essential to recognizing and ultimately addressing physical development trends, including land use patterns and infrastructure, community facilities, and housing needs.

Historic Population Trends

Trends relating to the City of Ypsilanti's population over the past 65 years have been erratic, as illustrated in Figure 1 on the following page. Between 1930 and 1970 the City grew by 19,395 citizens (91.2%), from 10,143 to 29,538. However, during the next 20 years there was a corresponding 16% loss of population, from 29,538 in 1970 to 24,818 in 1990. The 1995 mid-decade estimate reveals a continuing population loss of 5%, resulting in a 1995 population of 23,646.

FIGURE 1

CITY OF YPSILANTI POPULATION: 1930-1995



SOURCES: U.S. Census, SEMCOG "Population and Occupied Housing Units, 1995"

As is revealed on Table 1 on the following page, the 1970 to 1990 period, during which the City experienced a loss of 16% of its population, Ypsilanti Township continued to enjoy growth

(36.5%), as did Washtenaw County (20.9%), as well as the State of Michigan (4.7%). This comparison suggests that the general out-migration from central cities during this period substantially reduced Ypsilanti's population, while, it may be presumed, distributing much of that displaced population no further than adjacent townships, to other areas in Washtenaw County, or elsewhere in the State. General out-migration is only one of several factors resulting in the City of Ypsilanti's population loss. Other factors include a limited amount of easily developable land area, modifications in population characteristics, and reduction of average number of persons per household.

Development/Redevelopment Opportunities

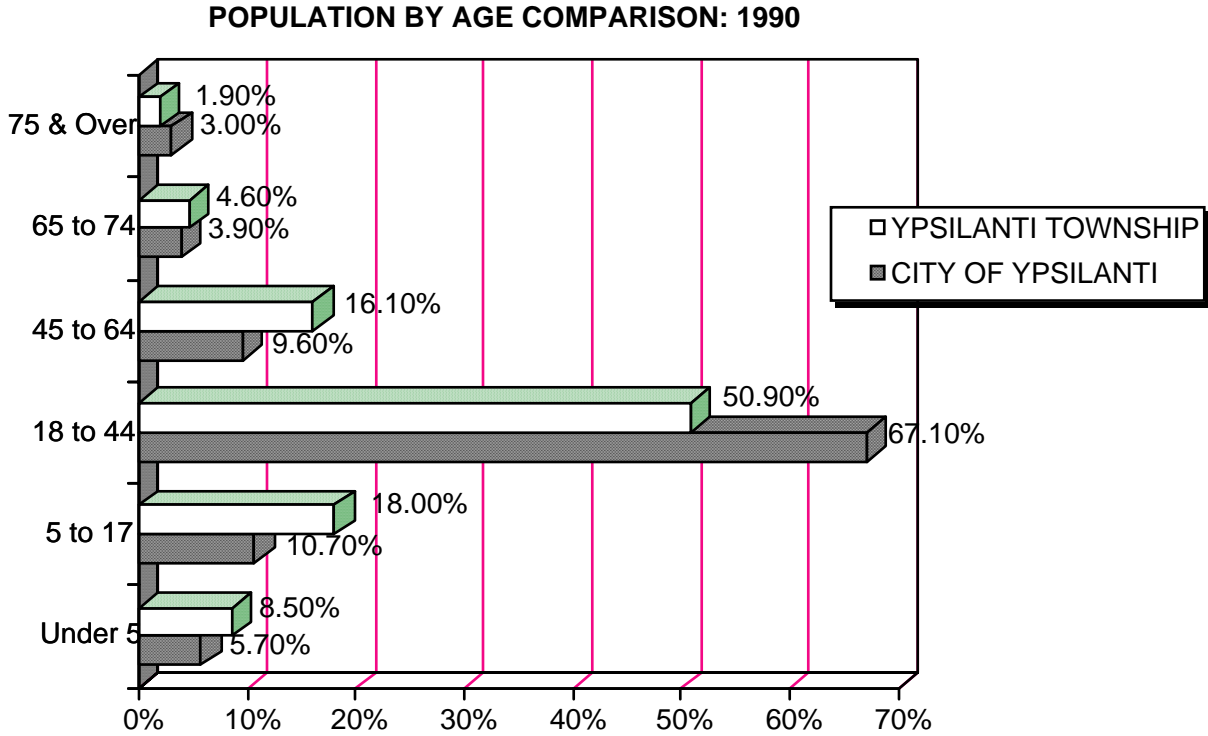
The City of Ypsilanti has experienced continuous development over nearly 150 years; however, since the last significant population surge in the 1960s, little land has remained available for development. An inventory of land use undertaken in 1973 noted that only 2% of the land area within the City (50 acres) was vacant. The Southeast Michigan Council of Governments (SEMCOG) published a similar inventory of land use in 1990 which revealed that less than 1% of developable vacant land remains available. This indicates that opportunities are available for re-use and redevelopment of areas that are either underutilized or vacated. Several areas in the City could benefit from redevelopment efforts.

Aging Trends

Since the 1970s, the general trend experienced by most communities has been in the direction of increased aging of the population. This trend is the result of a combination of factors, including improved health habits (sensible diets, reduction of smoking and alcohol consumption, etc.), better medical care, and reduced birth rates. The City of Ypsilanti also became familiar with this trend. It appears, however, from a comparison of median ages between 1980 (23.9 years) and 1990 (23.6 years) that the City is currently experiencing somewhat of a reversal of this trend (see Table 2). Indeed, the 0.3 year difference in median age of population in the City between 1980 and 1990 is significant. This data, when assessed in conjunction with the drop in the number of school age children from 13.7% in 1980 to 10.7% in 1990, appears to suggest that a turning point, or at the very least a plateau, may have been reached. Figure 2 compares age composition between the City of Ypsilanti and the Township.

Population trends table

FIGURE 2



| | 18-64 | 65 & Over | Median Age |
|---------------------------|---------------|----------------------|-------------------|
| City of Ypsilanti | 19,062, 76.8% | 1,707, 6.9% | 23.6 years |
| Ypsilanti Township | 30,338, 67.0% | 3,050, 6.7% | 29.8 years |

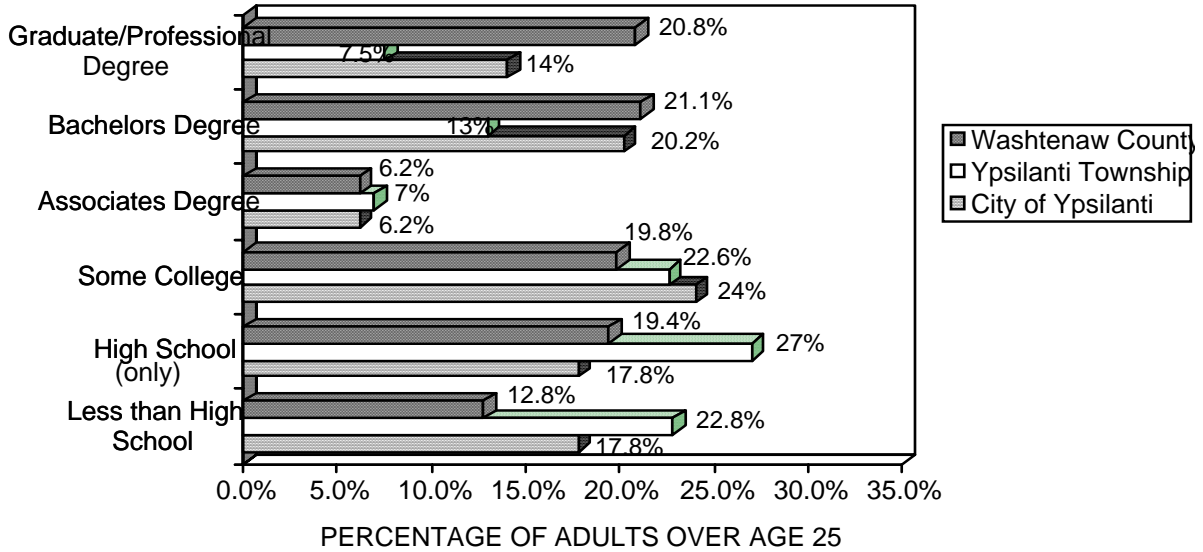
SOURCE: 1990 Census

Education

The presence of Eastern Michigan University, Clearly College and Washtenaw Community College (WCC), and the University of Michigan impacts upon the high educational achievement of area residents. The City of Ypsilanti has a well educated population with 64.4% of the population having at least some college education. Approximately 20% of residents have a college degree. This compares with 13% of Ypsilanti Township residents and 21.1% of Washtenaw County residents. The following Figure 3 details educational attainment levels for the City of Ypsilanti and how they compare to the Township and Washtenaw County.

FIGURE 3

EDUCATIONAL ATTAINMENT COMPARISON: 1990



SOURCE: 1990 Census

Race

Ypsilanti has a greater racial diversity than either the Township or County (see Table 2 below). Non-whites in the City of Ypsilanti comprise 30.6% of the population, compared to 20.5% in the Township and 16.5% in the County. African-Americans are the next largest group after whites with 25.1% of the population.

**TABLE 2
CITY OF YPSILANTI RACIAL DISTRIBUTION: 1990**

| Race and Hispanic Origin | Ypsilanti | Ypsilanti Township | Washtenaw County |
|-----------------------------------|-----------|--------------------|------------------|
| White | 69.4% | 79.4% | 83.5% |
| Black | 25.1% | 18.2% | 11.2% |
| American Indian, Eskimo, or Aleut | 0.5% | .4% | .4% |
| Asian or Pacific Islander | 4.3% | 1.4% | 4.1% |
| Other race | 0.7% | .6% | .7% |
| Hispanic origin (of any race) | 1.9% | 1.6% | 2% |

SOURCE: 1990 Census

Disability

Disability status can impact upon public services and employment levels. Table 3 below depicts disability data for the City, Township, and County. Of non-institutionalized persons aged 16-64, 8.3% of the population has a mobility or self-care limitation. This compares to 12.5% of Ypsilanti Township, and 7.1% in Washtenaw County. Those with work disabilities comprise 6.2% of the City population, compared to 10.3% in Ypsilanti Township, and 6% in the County. For the 65 and older population, 40.4% of City residents have a mobility or self-care limitation, compared to 40.9% for the Township, and 33.6% in the County.

**TABLE 3
CITY OF YPSILANTI
CIVILIAN POPULATION WITH DISABILITIES, 1990**

| Disability Category (Non-institutionalized Persons) | Ypsilanti | Ypsilanti Township | Washtenaw County |
|--|------------------|---------------------------|-------------------------|
| Persons 16 to 64 | 19,501 | 31,440 | 203,014 |
| Mobility or self-care limitation | 8.3% | 12.5% | 7.1% |
| Work disability | 6.2% | 10.3% | 6% |
| Persons 65 years and over | 1633 | 2829 | 19,897 |
| Mobility or self-care limitation | 40.4% | 40.9% | 33.6% |

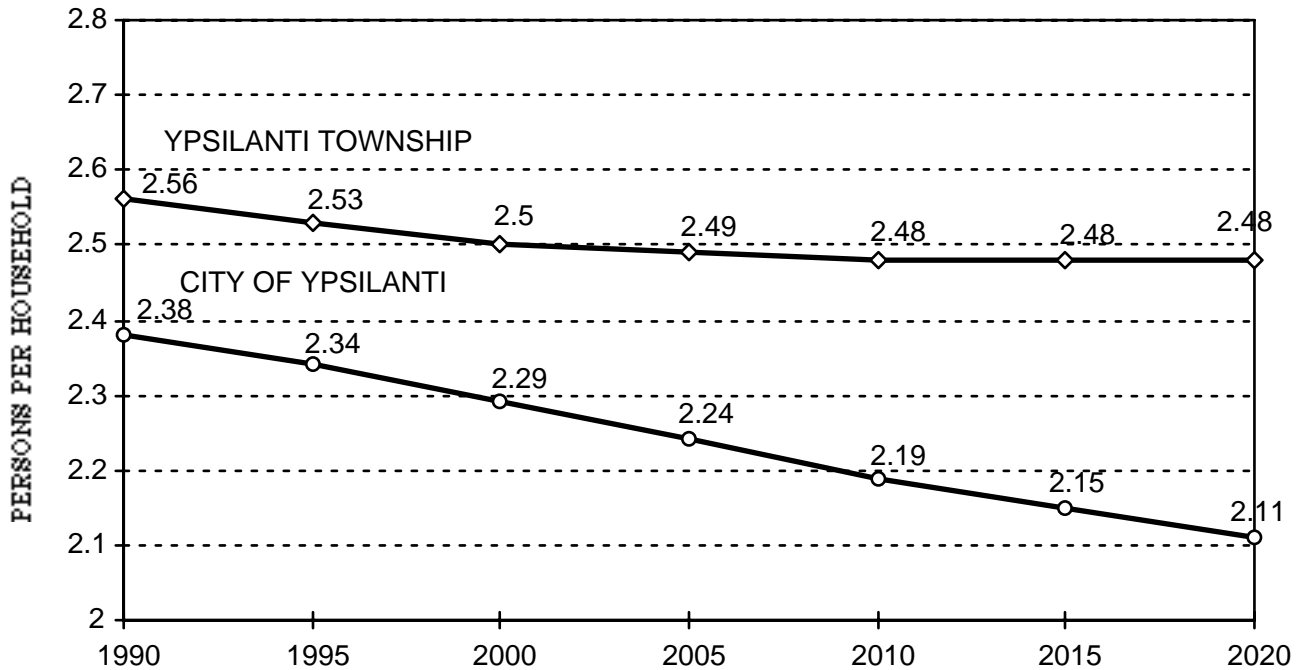
SOURCE: 1990 Census

Fewer Persons Per Household

The number of persons per household (PPH) has dropped every year it has been measured, either by the U.S. Census or SEMCOG. (The number of PPH in Ypsilanti in 1990 was 2.38 as illustrated in Figure 4 on the following page). This has been true not only of the City of Ypsilanti, but also for municipalities throughout the United States. The number of PPH in Ypsilanti is expected to continue to slide, to a low of 2.11 PPH in the year 2020. While this may seem insignificant, what it means is that every 1000 households will have 270 few people living in them in 2020 as compared to 1990.

FIGURE 4

HOUSEHOLD SIZE PROJECTIONS COMPARISON



SOURCE: SEMCOG "Population and Occupied Housing Units, 1995"

Population Projections

Thus, with the continuing but moderating out-migration trend, offset by a population seemingly less inclined to have children, and combined with the reality of a dearth of available developable land, Ypsilanti may expect population to continue to decrease well into the 21st Century. However, several multiple family projects are currently proposed which could serve to boost the population.

Forecasts, or projections of population (in spite of the limitations surrounding the forecasting process) are key elements in preparing the City of Ypsilanti Master Plan. These forecasts help determine various long-range requirements of an expected population and assist in extrapolation of land area and housing needs, as well as determining the extent of community facilities which must be provided. Forecasts indicate the magnitude of change within a community, as well as assist in targeting those elements of the community structure most likely to face pressures, which require increased capacities, or which may have to be replaced.

Population projections are presented in Table 4. These forecasts, developed by SEMCOG, employ programs involving cohort survival population projection techniques. The SEMCOG

1989 forecast projects steadily declining population over the next 30 years. Between 1990 and the year 2020 the City is expected to experience a reduction of 3,048 persons, reflecting an overall population loss of 12.3%.

Ypsilanti, in a manner similar to other largely developed communities will continue to experience slow, but steady loss of population. Most nearby townships with large tracts of available developable land will continue to experience population growth. However, most surrounding communities have developed in a scattered pattern, with no defined central core or downtown.

While Ypsilanti may not experience major residential development and population growth, the historic downtown is positioned to become a significant sub-regional commercial and business center. Thus, Ypsilanti's future development must be considered in conjunction with the concurrent residential development of contiguous communities, recognizing this potential market which the Ypsilanti central business district (CBD) and the Depot Town area may be poised to tap. The aging of the general population and increases in the numbers of those in adult age brackets (assumed to have a greater amount of disposable income) could provide an increase in the demand for leisure and entertainment activities associated with the downtown area. In addition, it may be anticipated that housing growth in surrounding communities could likely result in increased demands for leisure and entertainment activities associated with the downtown area.

Population projections table

Housing

Number of Dwellings

As may be surmised from the discussion above, Ypsilanti has experienced relatively modest housing growth over the past several years. Table 5 reveals that during the whole of the 1980s a total of 214 dwelling units were constructed (average of 21 dwellings per year) amounting to roughly a 2% increase in the total housing stock.

**TABLE 5
CITY OF YPSILANTI
HOUSING RELATED DEMOGRAPHICS, 1990**

| SELECTED HOUSING CHARACTERISTICS | | | | |
|---|-------------|-------------|---------------|----------|
| Housing | 1980 | 1990 | Change | |
| | | | No. | % |
| Number of housing units | 9107 | 9321 | 214 | 2.3 |
| Percent owner-occupied* | 36.10 | 39.17 | 3.07 | 7.8 |
| Median value, owner-occupied | \$71,696 | \$63,000 | (\$8,696) | -13.8 |
| Median rent, monthly | \$336 | \$402 | \$66 | 16.4 |

*Number of Owner-Occupied Units in 1990: 2,881.

SOURCE: SEMCOG "1990 Census Community Profiles for Southeast Michigan"

There have been even fewer units constructed (33, as shown on Table 6) during the first half of the current decade. When demolitions are subtracted this modest number of dwellings is further reduced to a net total of four dwelling units during the first half of the 1990s.

**TABLE 6
CITY OF YPSILANTI
NEW CONSTRUCTION/DEMOLITIONS, 1991-1995**

| | Single-Family Detached | Two- Family | Multiple- Family | Gross Total | Demolitions | Net Total Units |
|---------------|-----------------------------------|------------------------|-----------------------------|------------------------|--------------------|----------------------------|
| 1991 | 9 | 2 | 0 | 11 | 12 | -1 |
| 1992 | 5 | 4 | 0 | 9 | 12 | -3 |
| 1993 | 5 | 0 | 0 | 5 | 5 | 0 |
| 1994 | 3 | 0 | 0 | 3 | 0 | 3 |
| 1995 | 5 | 0 | 0 | 5 | 0 | 5 |
| Totals '91-95 | 27 | 6 | 0 | 33 | 29 | 4 |

Age of Housing

Nearly 97% of Ypsilanti's 9,326 dwelling units are 25 years old or older, while 60% of dwellings are 46 years old or older. Over 31% of units were built prior to 1929 (see Table 7). The advanced age of the Ypsilanti housing stock suggests that the community may wish to follow several courses of action simultaneously to assure availability of a safe, habitable supply of housing. Possible strategies include aggressive code enforcement programs and the active solicitation of residential developers to encourage construction of housing for the elderly.

**TABLE 7
CITY OF YPSILANTI
AGE OF HOUSING, 1995**

| Year Structure Built | Units | |
|----------------------------|-------------|--------------|
| | No. | % |
| 1990 to 1995 | 5 | 0.1 |
| 1985 to 1989 | 162 | .17 |
| 1980 to 1984 | 152 | 1.6 |
| 1970 to 1979 | 910 | 9.8 |
| 1960 to 1969 | 2493 | 26.7 |
| 1950 to 1959 | 1565 | 16.8 |
| 1940 to 1949 | 1102 | 11.8 |
| 1939 or earlier | 2937 | 31.5 |
| Total Housing Units | 9326 | 100.0 |

SOURCE: 1990 Census & SEMCOG

Housing Conditions

Due to the age of the housing stock in the City, and the high occurrence of short-term rental units associated with a student housing market, maintaining good housing conditions in the City of Ypsilanti is a challenge in certain areas. Absentee landlords, or landlords unwilling to invest in upgrading properties beyond minimum code requirements, can also exacerbate the negative

appearance many rental units can have. According to the Building Inspection Division, there are 3,400 units located in structures containing three or more units, there are 437 duplexes, and 530 single family homes. Sixty percent of the complaints for property maintenance are generated from the structures with three or more units, and the remaining 40% from duplexes and single family homes.

With little developable land left in the City, it will be vital for the City to facilitate the improvement of the existing housing stock in order to preserve neighborhoods and retain residents.

Number of Bedrooms Per Dwelling

The majority of dwellings (51.3%) have two or three bedrooms; however, a significant proportion (39%) have fewer than two bedrooms (see Table 8). The remaining units have four, five, or more bedrooms. It is to be expected that the majority of a community's dwellings would be of the two and three bedroom type. The significant percentage of dwellings having fewer than two bedrooms, however, is characteristic of a community with a generous proportion of its stock devoted to the rental market. This situation, in the case of Ypsilanti, reflects the large student population generated by EMU, U of M, and other colleges located in the Ypsilanti/Ann Arbor area.

**TABLE 8
CITY OF YPSILANTI
NUMBER OF BEDROOMS/DWELLING UNIT, 1990**

| Bedrooms | No. | % |
|-----------------------|-------------|--------------|
| No bedroom | 698 | 7.5 |
| One bedroom | 2934 | 31.5 |
| Two bedrooms | 2701 | 29.0 |
| Three bedrooms | 2089 | 22.3 |
| Four bedrooms | 659 | 7.1 |
| Five or more bedrooms | 240 | 2.6 |
| TOTAL | 9321 | 100.0 |

SOURCE: 1990 Census

Housing Value

The majority of Ypsilanti's owner-occupied dwellings (85.7%) are valued at less than \$100,000, with nearly 30% valued at less than \$50,000 (see Table 9). A modest percentage of units (13.7%) fall within the \$100,000 to \$200,000 range. Less than 1% of dwellings have a value greater than \$200,000. These housing values reflect the advanced age of a high proportion of Ypsilanti's dwelling units.

**TABLE 9
CITY OF YPSILANTI
OWNER-OCCUPIED HOUSING VALUE, 1990**

| Value Ranges | No. | % |
|---|------------|----------|
| Less than \$50,000 | 711 | 28.8 |
| \$50,000 to \$99,999 | 1406 | 56.9 |
| \$100,000 to \$149,999 | 306 | 12.4 |
| \$150,000 to \$199,999 | 31 | 1.3 |
| \$200,000 to \$299,999 | 13 | 0.5 |
| \$300,000 or more | 2 | 0.1 |
| Specified Owner-Occupied Dwelling Units | 2469 | 100.0 |
| Median (Dollars) | 65,900 | — |

SOURCE: 1990 Census

Housing Costs/Owner and Rental Units

Data cited in Table 10 reveal that the owners of more than 82% of owner-occupied dwellings only need to allocate less than 30% of their total monthly income to the costs of financing and providing utilities and necessary maintenance to their homes. More than 75% of homeowners allocate less than 25% of monthly income to these expenses, while over 58% of owners set aside less than 20%. Approximately 17% of owners have monthly housing costs requiring more than 30% of their income. It is recommended that any given household not spend more than 30% of household income on housing.

TABLE 10
CITY OF YPSILANTI
OWNER-OCCUPIED HOUSING COSTS
AS A PERCENTAGE OF HOUSEHOLD INCOME, 1990

| Owner-Occupied Dwelling Units | | |
|--|-------------|--------------|
| Percentage Range | No. | % |
| Less than 20 percent | 1549 | 58.3 |
| 20 to 24 percent | 453 | 17.1 |
| 25 to 29 percent | 185 | 7.0 |
| 30 to 34 percent | 108 | 4.1 |
| 35 percent or more | 337 | 12.7 |
| Not computed | 24 | 0.8 |
| Specified Owner-Occupied Dwelling Units | 2656 | 100.0 |

SOURCE: 1990 Census

As illustrated in Table 11, occupants of rental units appear to be nearly equally divided between those whose monthly housing costs are less than 30% (48%) and those whose costs exceed 30% (49.4%). Having this significant a minority with housing costs greater than 30% of income suggests high student occupancy as well as a possible preponderance of female single heads of household.

**TABLE 11
CITY OF YPSILANTI
RENTER OCCUPIED HOUSING COSTS**

| Part 1: Gross Monthly Rent | | |
|---|------------|----------|
| Renter-occupied Dwelling Units | No. | % |
| Less than \$200 | 540 | 9.6 |
| \$200 to \$299 | 542 | 9.6 |
| \$300 to \$499 | 2791 | 49.5 |
| \$500 to \$749 | 1320 | 23.4 |
| \$750 to \$999 | 329 | 5.8 |
| \$1000 or more | 106 | 1.9 |
| No cash rent | 14 | 0.2 |
| Specified Renter-occupied Dwelling Units | 5642 | 100.0 |
| Part 2: Gross Monthly Rent as a Percentage of Household Income | | |
| Renter-occupied Dwelling Units | No. | % |
| Less than 20 percent | 1391 | 24.7 |
| 20 to 24 percent | 652 | 11.6 |
| 25 to 29 percent | 660 | 11.7 |
| 30 to 34 percent | 410 | 7.3 |
| 35 percent or more | 2382 | 42.1 |
| Not computed | 147 | 2.6 |
| Specified Renter Occupied Dwelling Units | 5642 | 100.0 |

SOURCE: 1990 Census

Economic Base

Regional Influences

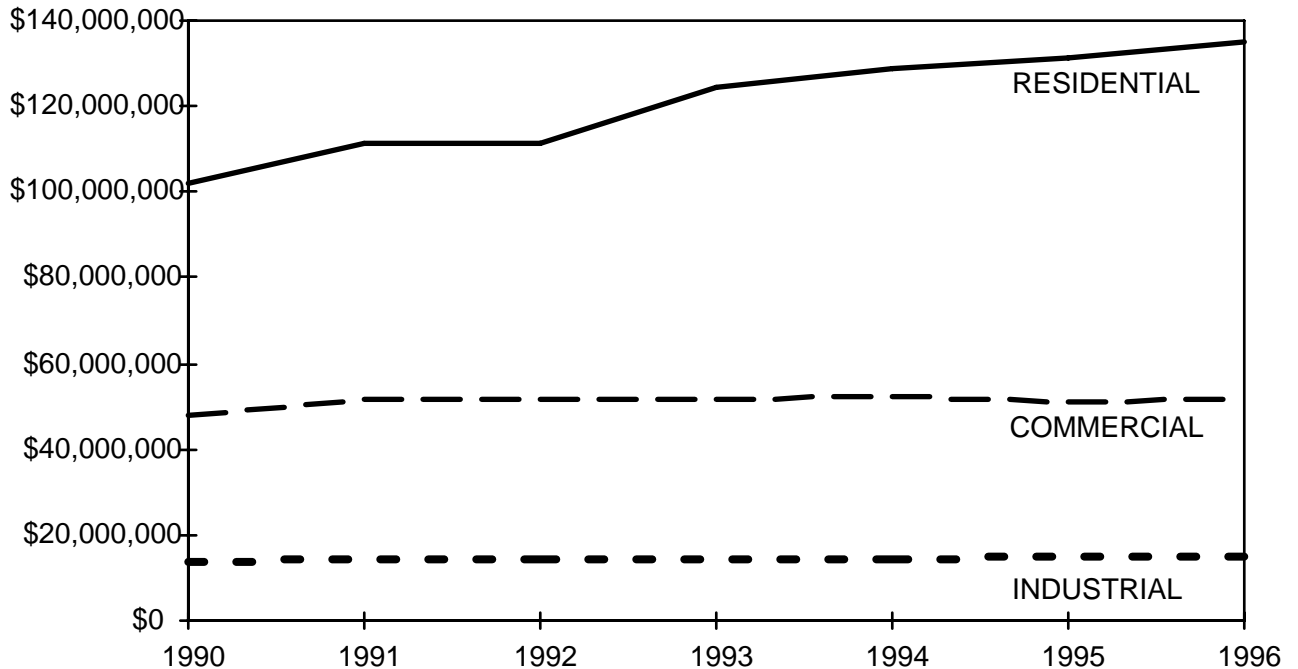
As mentioned previously, the City of Ypsilanti is well positioned to benefit from economic growth. The following are regional influences which impact upon the City: proximity to job centers in both Detroit and its suburbs and Ann Arbor, research and educational opportunities of the University of Michigan and Eastern Michigan University, proximity of the Detroit Metropolitan and Willow Run airports, and auto industry operations such as the General Motors plant in Ypsilanti Township.

Tax Base

Figure 5 below depicts historical State Equalized Values (SEV) levels for commercial, industrial and residential properties.

FIGURE 5

CITY OF YPSILANTI STATE EQUALIZED VALUE: 1990-1996



SOURCE: City of Ypsilanti, Assessor's Office

Table 12 below contains yearly SEV data.

**TABLE 12
CITY OF YPSILANTI STATE EQUALIZED VALUE
1990 TO 1996**

| Year | Residential | Commercial | Industrial | Total SEV |
|-------------|--------------------|-------------------|-------------------|------------------|
| 1990 | \$102,287,900 | \$48,125,870 | \$13,810,700 | \$164,224,470 |
| 1991 | \$111,206,660 | \$51,931,850 | \$14,254,570 | \$177,393,080 |
| 1992 | \$111,311,710 | \$51,435,970 | \$14,448,100 | \$177,195,780 |
| 1993 | \$124,568,230 | \$51,772,570 | \$14,179,520 | \$190,520,320 |
| 1994 | \$129,095,700 | \$52,117,900 | \$14,165,600 | \$195,379,200 |
| 1995 | \$131,488,800 | \$51,016,600 | \$14,901,600 | \$197,407,000 |
| 1996 | \$135,172,253 | \$51,405,998 | \$15,118,931 | \$201,697,182 |

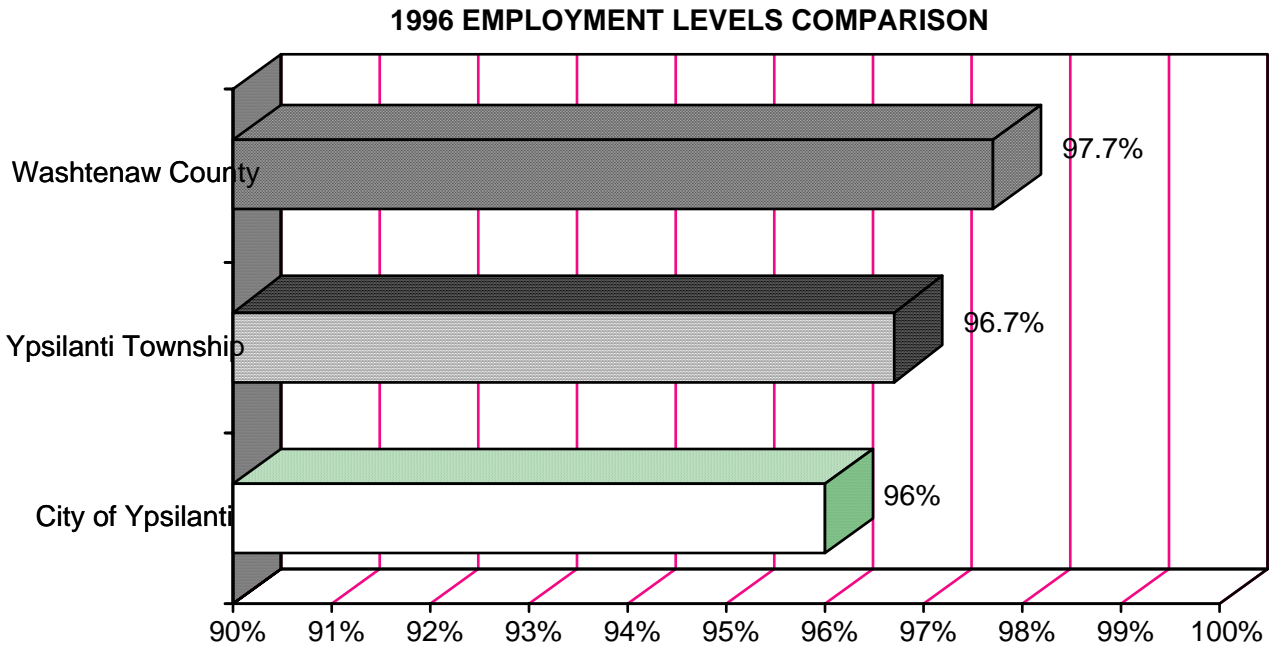
SOURCE: City of Ypsilanti, Assessor's Office

One of the challenges facing the City is the lack of significant steady growth in SEV in the commercial and industrial categories. For example, while the SEV in all categories increased from 1995 to 1996, commercial SEV decreased from 1994 to 1995, and industrial SEV decreased from 1991 to 1992. The industrial SEV, however, has increased steadily from 1992 onward partly due to the development of the West Commerce Park. This has implications for the City in terms of its tax base and the future ability for the City to continue to provide the current level of services. Additionally, the amount of developing land in nearby townships, often which have lower tax rates than the City, will continue to attract residents away from the City. Retaining and promoting growth of the residential base in the City will be of utmost importance in order to counteract the out-migration trend.

Employment

Employment trends in the City of Ypsilanti reflect the overall health of the Michigan economy. Ypsilanti's employment rate is up significantly from 1990, when the unemployment rate was 7.5%. Figure 6 below depicts the employment rates for the City, Township, and County as of October, 1996. An employment level of 96% or higher is considered full employment. The City of Ypsilanti's current employment level is at 96.1%. This compares to Ypsilanti Township's employment level of 96.7%, and Washtenaw County at 97.7%.

FIGURE 6



SOURCE: Michigan Economic Securities Commission, 1996

The following table depicts employment data for the City of Ypsilanti, Township, and County.

**TABLE 13
EMPLOYMENT DATA**

| COMMUNITY | NUMBER IN LABOR FORCE | PERCENT IN LABOR FORCE | 1990 UNEMPLOYMENT | 1996 UNEMPLOYMENT |
|-------------------|-----------------------|------------------------|-------------------|-------------------|
| City of Ypsilanti | 14,674 | 59% | 7.5% | 3.9% |
| Ypsilanti Twp. | 25,750 | 57% | 6.3% | 3.3% |
| Washtenaw Cty. | 161,529 | 57% | 4.5% | 2.3% |

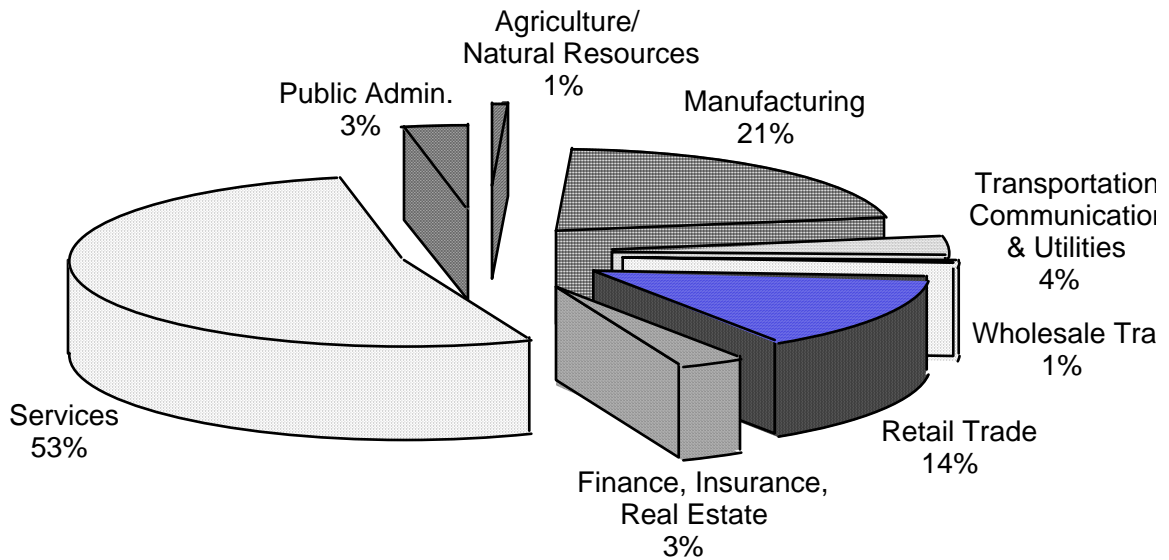
SOURCE: Michigan Economic Securities Commission and 1990 Census

Labor Force

The largest employment sector of City of Ypsilanti residents is services with 53% of the labor force. This is consistent with a regional trend of increasing numbers of workers in service related jobs. Manufacturing has 21.3% of the labor force, and retail trade is third 14.3%. Ypsilanti Township, in comparison, has 37.6% of the labor force in manufacturing. Although employment levels are high for the City, service related jobs tend to pay less than traditional manufacturing jobs. Figure 7 below depicts employment sectors for the City of Ypsilanti.

FIGURE 7

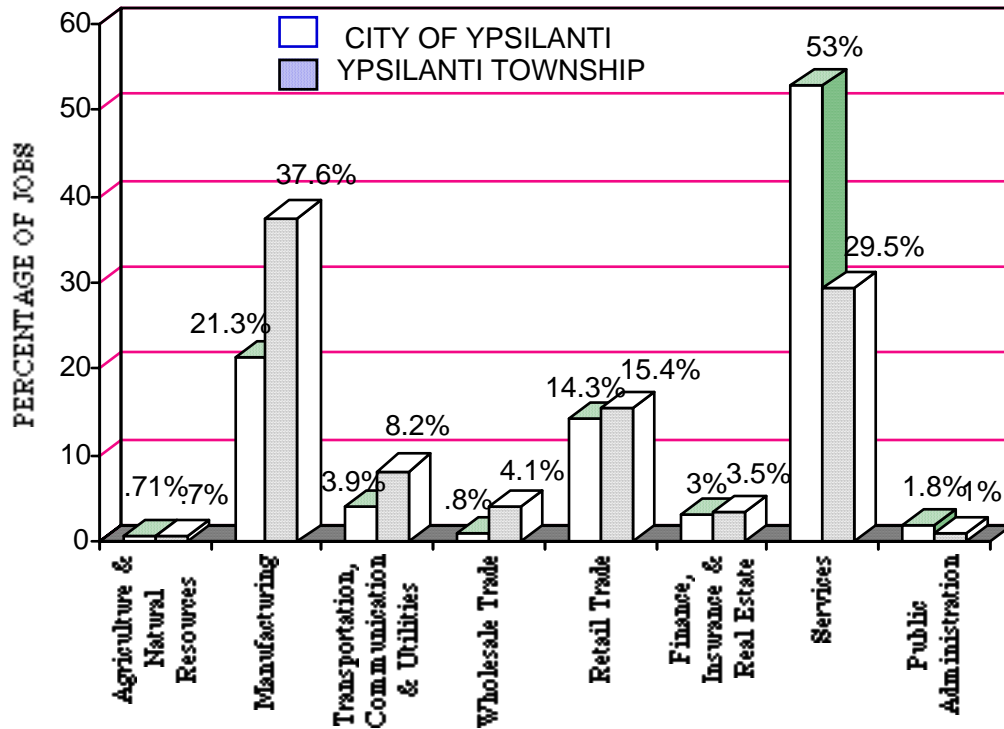
CITY OF YPSILANTI LABOR FORCE: 1995



SOURCE: Michigan Economic Securities Commission, 1995

The following Figure 8 compares the job sectors for both the City of Ypsilanti and Ypsilanti Township.

FIGURE 8
1995 LABOR FORCE COMPARISON:
CITY OF YPSILANTI AND YPSILANTI TOWNSHIP



SOURCE: Michigan Economic Securities Commission, 1995

Employers

The following table lists the top 25 employers in Washtenaw County and the number of jobs at each place of employment. Shaded areas indicate the employer is located in the City of Ypsilanti.

**TABLE 14
TOP 27 EMPLOYERS IN WASHTENAW COUNTY**

| Company Name | Location | Type of Business | No. of Employees |
|-------------------------------------|------------------|---|-------------------------|
| University of Michigan | Ann Arbor | University | 11,118 |
| University Health Systems | Ann Arbor | Hospital, Research | 6742 |
| Mission Health/St. Joseph | Superior Twp. | Hospital | 3698 |
| General Motors Corp. | Ypsilanti Twp. | Manufacturing | 2900 |
| Ford Motor Company | Saline | Manufacturing | 2370 |
| Eastern Michigan University | Ypsilanti | University | 1991 |
| Borders Inc. | Pittsfield Twp. | Book wholesaler | 1300 |
| Ford Motor Company | Ypsilanti | Auto parts | 1200 |
| Washtenaw County | Ann Arbor | County government | 1200 |
| American International Air. | Ypsilanti Twp. | Air freight | 1035 |
| Ann Arbor City | Ann Arbor | City government | 951 |
| Warner-Lambert/Park Davis | Ann Arbor | Pharmaceuticals | 885 |
| University Microfilms International | Scio Twp. | Microfilm & computer data base products | 851 |
| Zantop International Airlines | Ypsilanti Twp. | All cargo air carrier | 800 |
| ADP Network Services | Scio Twp. | Client data services | 800 |
| Dominos Pizza | Ann Arbor Twp. | Pizza prep. and dist. | 650 |
| Unibar Maintenance Services | Pittsfield Twp. | Custodial services | 600 |
| Chrysler Proving Grounds | Sylvan Twp. | Automobile testing | 574 |
| NSK Corporation | Pittsfield Twp. | Bearings | 570 |
| Gelman Sciences, Inc. | Scio Twp. | Biomedical devices | 541 |
| Johnson Controls | Manchester Twp. | Plastics machinery | 530 |
| Chelsea Community Hospital | Chelsea Village | Hospital | 530 |
| Oakwood Hospital | Ypsilanti | Hospital | 500 |
| First of America Bank | Ann Arbor | Banking | 500 |
| Pilot Plastics | Dexter | Plastic products | 500 |
| Society Bank Michigan | Ann Arbor | Banking | 500 |

SOURCE: Washtenaw Economic Development Council, June 1996

The following table lists the top 21 employers in the Ypsilanti area which includes Pittsfield, Ypsilanti, and Superior Townships, and the City of Ypsilanti.

**TABLE 15
TOP 21 EMPLOYERS IN YPSILANTI AREA**

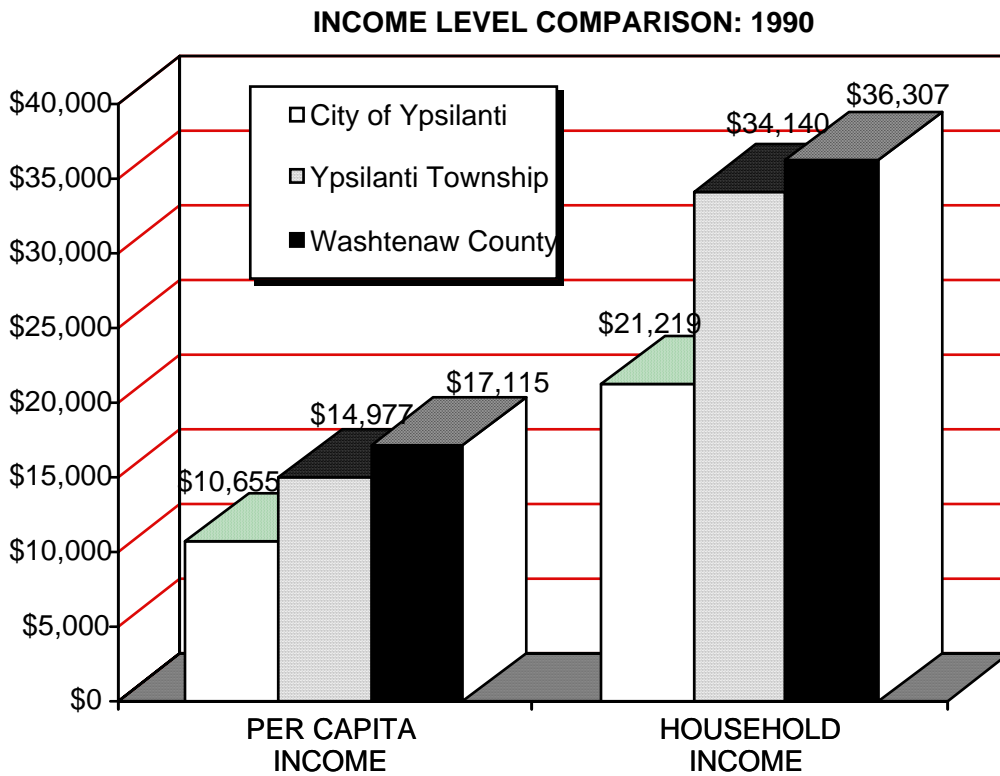
| Company Name | Description | No. of Employees |
|---------------------------------------|---------------------------|-------------------------|
| Catherine McAuley | Health care | 4840 |
| General Motors Corp. | Auto transmissions | 5950 |
| Ford Motor Co.-Rawsonville | Alternators | 2300 |
| Eastern Michigan University | Education | 1781 |
| Ford Motor Co. - Ypsilanti | Auto parts | 1200 |
| American International Airways | Air freight | 950 |
| Beyer Hospital | Health care | 500 |
| GM Service Parts Operations | Auto parts warehouse | 455 |
| Spring Arbor Distributors | Religious books | 300 |
| Willow Run Airport | Airport | 230 |
| Mascotech Precision Headed Products | Bolts, nuts, and screws | 170 |
| Engineered Plastic Products | Injection molding | 156 |
| City of Ypsilanti | City government | 140 |
| Econo-Park | Plastic bottles | 135 |
| Marsh Plating Company | Plating, polishing | 120 |
| Exemplar Manufacturing Company | Fasteners/bolts | 112 |
| Ypsilanti Charter Township | Township government | 104 |
| James River Corporation | Fine writing paper | 103 |
| Webcraft Games, Inc. | Lottery tickets | 100 |

SOURCE: Ypsilanti Chamber of Commerce Business Profile, July 1996

Income

Ypsilanti's per capita and household median incomes have decreased since 1980 (adjusted for inflation), and are lower than those in Ypsilanti Township and the County. The following Figure 9 depicts income data for the City, Township, and County. The predominance of service related jobs in the City likely impacts upon lower incomes due to low paying wages. Ypsilanti median per capita income is \$10,655, compared to \$14,977 in the Township, and \$17,115 in the County.

FIGURE 9

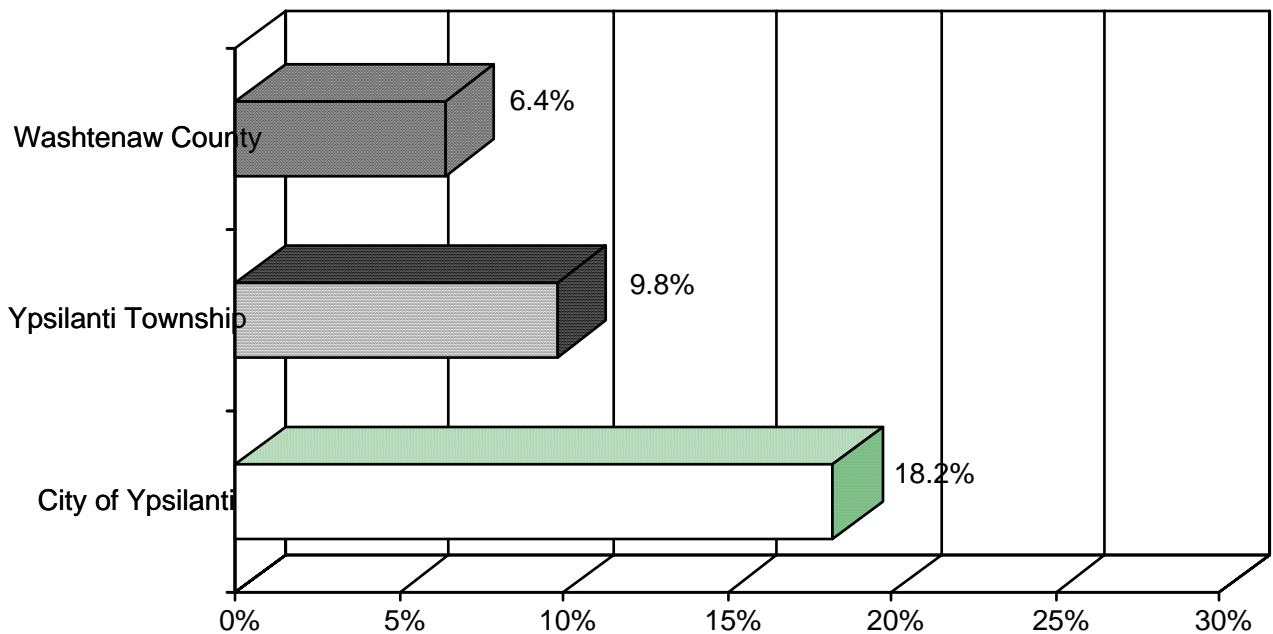


SOURCE: 1990 Census

Ypsilanti also has the highest number of families, 18.2%, whose income levels falls below poverty level. A summary of families below poverty level is depicted in Figure 10. This level compares with 9.8% for the Township, and 6.4% for the County. High poverty levels place a strain on public services and dwindling tax dollars.

FIGURE 10

PERCENTAGE OF FAMILIES BELOW POVERTY LEVEL: 1990



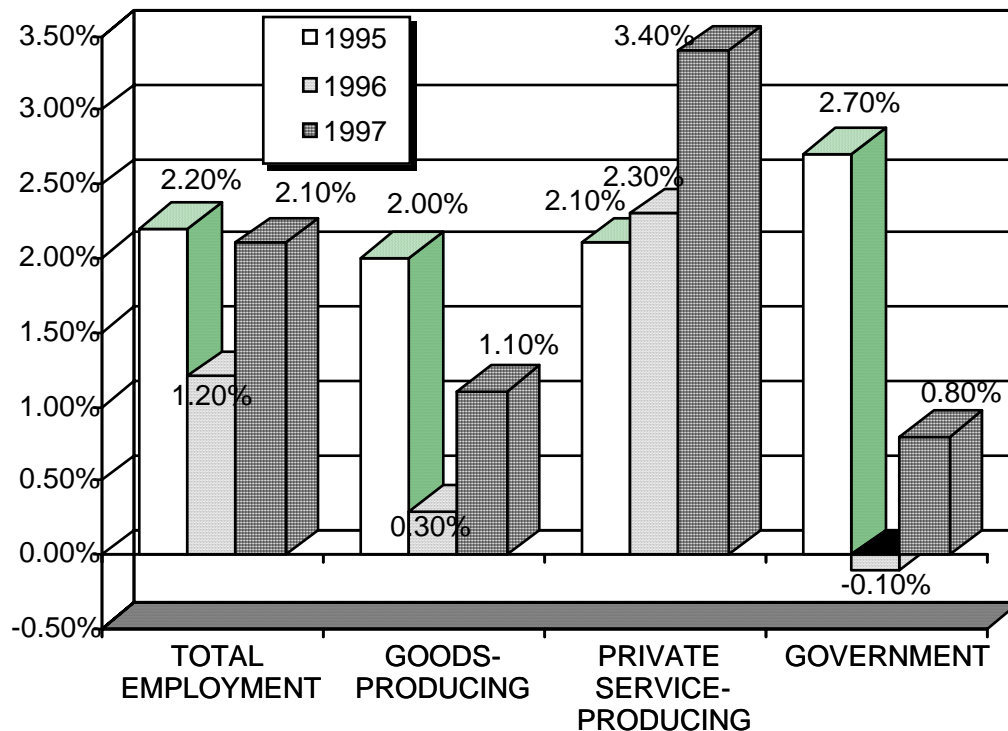
SOURCE: 1990 Census

Poverty level is defined by the US Census Bureau depending upon family size. For a one-person family, the poverty level threshold is \$6,310, for a two-person family the threshold is \$8,076, for a three-person family the threshold is \$9,885, and for a four-person family the threshold is \$12,674.

Economic Outlook

In 1996, the University of Michigan's Institute of Labor and Industrial Relations conducted an economic outlook study of the Ann Arbor metropolitan area for 1996 and 1997. The Ann Arbor metropolitan area includes all of Washtenaw, Lenawee, and Livingston Counties. The study projected a little over 1% employment growth for 1996, and a lightly stronger growth of just over 2% for 1997. The reasons provided for the modest growth in 1996 was weakness in the following sectors: government, motor vehicles, and retail trade. The researchers stated part of the reason for weakness in the retail trade sector was possibly due to a shortage of workers. Employment growth in 1997 is projected to result from growth in the service industry such as computer programming, temporary services, and home health care services. Figure 11 below depicts job growth for 1995, and projected growth for 1996 and 1997.

FIGURE 11
ANN ARBOR METROPOLITAN AREA FORECAST FOR 1996
AND 1997: GROWTH IN JOBS BY SECTOR



SOURCE: U of M Institute of Labor and Industrial Relations, 1996

Community Facilities and Services

As a part of the formulation of the Master Plan, various City community facilities and services were investigated, including library, police, fire, and sanitary sewer and municipal water utilities. These four significant services are briefly discussed in the pages which follow. The master planning effort includes preparation of a separate recreation plan document designed to address requirements of the Recreation Services Division of the Michigan Department of Environmental Quality.

Police Services

The City of Ypsilanti Police Department's central office is located in the public safety complex on the south side of Michigan Avenue, at the Congress Street intersection at 505 W. Michigan Avenue. The Fire Department administrative offices and garage are also located on the same site in a structure west of the police building at 525 W. Michigan Avenue. This location, for all practical purposes, is the geographic center of the four and a half square mile Ypsilanti community.

The concrete block structure which houses central police services was constructed in 1959 and, thus, has been in operation for nearly 40 years. There have been no additions to the single-story, 8,500 square foot building since it was originally constructed.

During the past four decades, as community demographics changed, Police Department needs have shifted correspondingly. All modifications made to the interior of the building required to meet then current needs were done on a piecemeal basis at least possible cost. Thus, in 1996, the space available to accommodate all necessary functions (offices/administration, reception, interrogation, holding area, dispatch, etc.) is severely limited and cramped, as well as inefficient. Serious deterioration of major structural and mechanical components is also a concern. The built-up tarred roof is in need of replacement, as are both the heating plant and air handling systems. In addition, the 40-year-old wiring is unable to adequately accommodate currently available technology.

Among efforts to increase visibility in those areas of the City with potential for high incidence of crime, and to ensure efficient response to emergencies, the Police Department established six mini-station locations in addition to the central station in the public safety complex. Two of

these stations are located Downtown north of Michigan Avenue (308 Perrin, 111 N. Huron). One station is adjacent the Eastern Michigan University (EMU) campus (10 N. Washington) and another in Depot Town (1 Market Place). The two remaining stations are near relatively dense concentrations of housing in the southwesterly portion of the City (569 First Court, 600 Grassland).

As a result of the main station's central location, combined with the six mini-stations and the continuous, 24-hour patrol schedule maintained by the department, the average response time in reaction to nearly every call for crime and/or emergency assistance is approximately four minutes.

Current published national crime statistics reveal that the average number of police calls per 1,000 population is 0.53. The City of Ypsilanti index computed on the same basis is 0.98, approximately 85% greater than the national average. A major factor in explaining this higher police call rate is the significant numbers of students who reside in Ypsilanti much of each year. The U.S. Bureau of the Census reported that Ypsilanti had a 1990 population of 24,818. Projections of population from 1990 to 2020 by the Southeast Michigan Council of Governments, SEMCOG, estimate the 1995 Ypsilanti population at 23,646. The Eastern Michigan University (EMU) Office of information Services indicated that the current (1996) student population is 23,500. Thus, it is readily apparent that for all practical purposes the number of EMU students taking classes during the academic year has a significant impact upon Ypsilanti's population. The majority of these students live off campus, either commuting from home or renting living quarters within comfortable walking distance from EMU. This student population itself is a potential generator of police calls.

Thus, the City of Ypsilanti Police Department's work load is substantially increased by this influx of students. However, the Police Department does have a cooperative agreement with EMU's security force. Both parties work in conjunction with one another when responding to calls and can provide back up. Furthermore, the EMU security officers are sworn in as City police officers and can enforce City ordinances off campus.

The City of Ypsilanti Police Department's current authorized personnel level is at 53; however, the actual number of officers presently available for duty is 45. Of this number, 13 are command officers. Current national standards suggest that a community should provide one to one-and-a-half officers per 1,000 population. Using these standards, Ypsilanti's current population of

24,818 requires a force of 31 officers; however, with the EMU student population entered into the equation, the number of officers required increases to 60.

The Police Department presently operates 12 patrol cars, with patrols on the road 24 hours every day. Each vehicle is equipped with a Mobile Data Terminal (MDT). This computer permits

officers in the field immediate access not only to local data, but permits searches of state and federal information files as well. A video camera has been installed in one of the patrol vehicles, with others to be similarly outfitted as funds may become available. Thus, it is evident that the department (within ever tightening budget constraints) seeks to utilize appropriate available technology to provide the Ypsilanti community the best possible police service.

An additional means of providing superior police service to the Ypsilanti community involves the department's membership in a Law Enforcement Mutual Aid Pact, comprised of local police departments, as well as state and federal law enforcement agencies. This alliance provides the department important benefits related to narcotics prevention, gang related crimes, etc.

Fire Department

There is a direct relationship between a fire department's location and its ability to perform, that is to respond expediently to incoming calls. The City of Ypsilanti Fire Department is a prime example of the successful fire department operation: rescue response times are generally under three minutes, while responses to fire calls average approximately four minutes. These response times are quite good when compared to general fire operations guidelines suggesting that the first truck should arrive at a rescue/fire site within five minutes.

The Fire Department's administrative offices and truck garage are located at 525 W. Michigan Avenue in the public safety complex on the south side of Michigan Avenue, at the Congress Street intersection. There are no auxiliary stations; all rescue and fire fighting operations emanate from this single location.

The single-story structure housing the Fire Department operations was erected in 1975. The concrete block building is divided into two distinct sections, administration and operations. The administrative portion embraces approximately 7,000 square feet, accommodating building department personnel as well as all Fire Department functions, including sleeping/cooking/eating areas.

The operational portion of the facility houses all fire-fighting equipment/apparatus and is equipped with five bays with overhead doors front and back, facilitating the efficient movement of the department's fire fighting vehicles. In general, the facility appears to function quite well, although there is an apparent need for additional storage area throughout.

The department maintains a stock of four major vehicles, including three engines and a 100-foot aerial truck, as well as other smaller vehicles and apparatus necessary to maintain the efficiency of operations.

The department has a staff of 23 full-time fire fighters. There is no part-time or volunteer staff. This component of 23 firefighters results in a fire fighter per 1,000 population index of .92, predicated upon a population of 24,818 as was reported in the 1990 U.S. Census. This index is approximately 26% lower than the national index of one to one-and-a-half fire fighters per 1,000 population. Based upon the national index, Ypsilanti should employ 31 fire fighters, or eight more than are currently on staff.

As a means of supplementing its own fire fighting capabilities, the Ypsilanti department maintains membership in the Washtenaw County Mutual Aid Pact. This alliance permits the community to avail itself of staff and equipment from other governmental jurisdictions during times of extreme emergency or unusual manpower needs.

Utilities

Municipal water and sanitary sewer services are essential components of an urbanized area's infrastructure. If these services are inadequate as a result of age, obsolescence, undersizing, etc., the public health may be jeopardized. System inadequacies may also serve to limit additional growth and development of tax base producing industries and commercial enterprises.

The Ypsilanti Community Utilities Authority (YCUA) originated from an alliance between the City of Ypsilanti and Ypsilanti Township. YCUA was formed to function as an umbrella utilities agency/administrator of water and sanitary sewer utility functions for the two units of government. The Authority is governed by a five-member Commission, comprised of two City of Ypsilanti and three Ypsilanti Township representatives. Day-to-day operations are overseen by the YCUA director, with the Board of Directors responsible for establishing policy and for approving bonding requests and proposed rate changes. The authority has entered into agreements to provide both sanitary sewer and water service to Augusta, Pittsfield, and Superior Townships in Washtenaw County. Another agreement, involving provision of sanitary sewer

services only, was ratified between Sumpter Township and the Western Wayne County Township Utilities Authority (WTUA), a consortium of Western Wayne County communities, including Canton, Plymouth, and Northville Townships.

The YCUA Wastewater Treatment Facility began operating in 1982 at its site on Rawsonville Road, north of I-94. The plant, constructed at a cost of \$70 million, provides on-site tertiary

treatment, discharging into the Rouge River, some five miles distant. It is estimated that of incoming effluent flow, approximately 30% emanates from the City of Ypsilanti, with the remainder issuing from the Townships. The wastewater treatment facility is designed to accommodate 29 million gallons of effluent per day. At the present time, only 19 million gallons of this capacity is utilized. Thus, approximately 34% of plant capacity remains available for new development anticipated to occur throughout the constituent communities.

It has been suggested that the majority of the sanitary sewer facilities in the City of Ypsilanti's system may be considered adequate at the present time, although it is estimated that portions of the system date to the early 1900s. This is not to imply the system is without problems or that disruptions of service need not be anticipated. Such occurrences may be expected in the operation of systems less aged than Ypsilanti's.

Within the past two years operations at both the Ypsilanti City and Ypsilanti Township water treatment plants were shut down and all YCUA participating communities were connected to the Detroit water system under the auspices of YCUA. Approximately \$2.5 million to \$3 million was expended for Ypsilanti's connection to the Detroit system. Also during this same period, the engineering firm of Orchard, Hiltz, and McCliment, the YCUA engineering consultant, prepared a study of the City water system. This study documented a need of \$7 million in improvements to the water system, including replacement and increased sizing of segments of the existing system to maintain adequate flow for fire fighting purposes. For the most part this connection has been carried out.

Both the Catherine Street Water Treatment Plant and the Grove Street Wastewater Treatment Plant are slated for demolition within the next year. This provides opportunities for the City to consider either redevelopment for parkland or some other use for both of these sites.

Library Services

In 1983 the City of Ypsilanti and Ypsilanti Township jointly sought to provide library services to their constituents under an agreement resulting in creation of the Ypsilanti District Library

(YDL). Since the inception of the YDL, contract library services have been extended to both Superior and Augusta Townships. As a result, the YDL currently serves a constituent population of nearly 80,000.

The library has occupied its present quarters at the southeast corner of West Michigan Avenue and Adams Street for 33 years. This building was erected in 1915 and served as the Ypsilanti Post Office until subsequently occupied by the library. The single story building is constructed of

granite in an architectural style readily suggesting its original federal governmental function and which has been utilized in construction of buildings housing federal functions in many communities across Michigan and elsewhere in the nation. The original structure embraces approximately 5,600 square feet of first floor area, plus a full basement. All of the first floor is employed to store library materials and/or serve patrons. A brick addition (700 square feet ±) was added at the rear of the building in the mid-1950s to house professional and administrative offices. Approximately 3,000 square feet of the basement houses a youth room, outreach services, and Washtenaw Literacy, as well as storage. In addition to the central library, the YDL currently maintains two branch libraries, one at Hewitt and Ellsworth Roads, the other at Ecorse and East Michigan Avenue. The Hewitt/Ellsworth Branch discontinued operations in December, 1996, as a result of funding limitations. These two branches have a combined floor area of roughly 5,000 square feet.

In 1996 the YDL adopted a Strategic Plan/1996-2000 which focused upon: increasing library use; insuring a varied and quality collection of materials, engaging in partnerships of mutual benefit (local community agencies, organizations, businesses, schools and churches); solidifying cooperative working relationships with related political entities; designing YDL's facility/technological future; and insuring YDL's financial future. The YDL is evaluating alternative site locations including the previous high school building, the existing Downtown branch, and a location in Ypsilanti Township in an effort to best serve the Ypsilanti area residents.

Schools

The Ypsilanti School District serves the entire City of Ypsilanti and portions of Superior and Ypsilanti Townships. There are eight elementary schools, two middle schools, and one high school. Total enrollment is approximately 4,800 students with a student/teacher ratio of 16.5 to 1.

The School District recently passed a \$60 million dollar bond to fund repairs on existing buildings and to build additions. The District is trying to sell two vacant buildings, the Ypsilanti Community Center located at 210 W. Cross Street, that is currently vacant and being used for storage, and the former Kingston Center, located at 304 W. Forest Street. Proposals for the Community Center includes a senior housing project or selling to the YDL. The current proposal for the Kingston Center is for a private Catholic school. The Ypsilanti Public Schools, Willow Run Community Schools, and Lincoln Consolidated Schools all participated in vocational and career oriented programming at the Regional Career and Technical Center where programs are available to high school students and adults.

The Ypsilanti Housing Commission

The Ypsilanti Housing Commission (YHC) is a federally subsidized government agency that administers public housing and Section 8 programs in the City of Ypsilanti. YHC currently services over 172 families and seniors. The Housing Commission's developments include: Parkridge Homes; Paradise Manor; Hollow Creek; and scattered sites homes.

The mission of the Ypsilanti Housing Commission is to provide decent, safe, and sanitary housing within a community that enables residents to set and achieve self-sufficiency goals and thus allow them to enjoy a good quality of life within the City of Ypsilanti.

Under the public housing program, an applicant is offered one of the 191 housing units owned and maintained by the YHC. The public housing program is operated with a \$588,440 annual budget.

The Section 8 program is a system where the Housing Commission provides subsidies to individuals and families who desire to reside in homes or apartments owned and maintained by private landlords. The YHC Section 8 department presently operates with a \$1,259,760 annual budget, and utilizes funds to provide 144 certificates and 40 vouchers. Twenty-five (25) of the certificates have been designated for Family Self-Sufficiency (FSS).

The Housing Commission provides training and programs to assist residents in becoming self-sufficient. Two major programs the Housing Commission has put in place are the "Computer Learning Center" and the "New Horizon" on-site day care facility. The Commission's Computer Learning Center is located at Paradise Manor. The Center, a vacant two bedroom apartment in the housing complex, is home to computers, printers and the latest in educational programming.

The drug elimination coordinator, along with resident coaches and community volunteers are on hand to help and instruct children in computer technology. Children may come to the Center to do homework, special projects or to learn basic skills in school subjects. The Computer Learning Center also serves adults such as selected G.E.D. preparatory and job searching via the Internet.

The Housing Commission provides day care services for its residents at the New Horizon Day Care Center. The center is located at the Parkridge Homes complex but provides transportation to and from all YHC properties. The day care center is a multi-agency initiative of the Washtenaw Family Services Collaborative, developed in an effort to address the comprehensive needs of low-income families with young children, especially those who live in public housing and/or are in transition from public assistance to employment/training/education programs. New Horizon

provides licensed care for children ages two and a half to five years. The center encompasses a comprehensive early childhood education program designed to foster the healthy development of children to promote their future educational and social-economic success.

Natural Features

The natural features within the City of Ypsilanti include woodlands, wetland areas, and groundwater recharge areas. These have been illustrated on Map 1. The woodlands include those areas which are covered with trees and rich ground cover flora. They also provide ideal environments for wildlife habitat. Wetlands are areas which have water at least part of the time, have hydric soils and vegetative species native to wet conditions. Groundwater recharge areas include lands with subsurface conditions which readily permits water to move into an aquifer.

All three categories shown represent areas two-and-a-half acres or larger. The data was obtained from both Michigan Resource Information System and the Washtenaw County Planning Department Fragile Lands inventory. The majority of these features occur around the perimeter of the City.

Larger woodlands are associated with the Huron River basin in the northern portion of the City. Another significant woodland is located west of the South Mansfield Avenue area. However, a

majority of this woodland is located within Ypsilanti Township. Another smaller woodland is located just east of this area and is entirely within the City limits.

Wetland areas are found associated with the Paint Creek in the South Mansfield Avenue area and west of the Highland Cemetery along the Huron River basin. The latter overlaps the woodlands designation and is also within the floodplain area shown on Map 2. There is also a small wetland area in the northwest portion of the City.

There are two groundwater recharge areas within the City boundaries. The larger of these occurs east of the Huron River around the River Street and Michigan Avenue area. The other is located in the southern portion of the West Commerce Park area and spreads west into Ypsilanti Township.

Floodplain

The floodplain areas throughout the City are associated with both the Huron River and Paint Creek. The flood plains are illustrated on Map 2 and have been created from the data available on the September 1982 Federal Emergency Management Agency (FEMA) map. Map 2 represents only those areas identified within the 100-year flood boundary. These boundaries are approximate only and do not necessarily show all areas within the City that may be subject to flooding. Development or redevelopment with the floodplain must be done in a sensitive manner.

Map 1 Natural features map

Map 2 floodplain map

Transportation

Roadways

The City of Ypsilanti has the benefit of being located amidst an extensive roadway network. Two major transportation routes are located minutes from the City: I-94 for east/west access, and US-23 for north/south access. In addition, both Washtenaw Avenue, or Business Route 23, and Michigan Avenue, or Business Route 12, run east and west into and through the heart of downtown.

The downtown area is characterized by a traditional grid pattern of roads. This pattern fosters a traditional downtown character which allows for both pedestrian and vehicular traffic. However, the excessive width of Michigan Avenue as it runs through downtown detracts from this downtown character. Furthermore, several streets have been converted to one-way travel which also allows increased speeds in traffic and detracts from a pedestrian oriented downtown.

The following table and Map 3 exhibit the functional classification of roadways according to the Michigan Department of Transportation (MDOT) in the City. Some roads are listed more than once which indicates portions of the road have different classifications.

TABLE 16
FUNCTIONAL CLASSIFICATION FOR YPSILANTI ROADWAYS

| Principal Arterials | Minor Arterials | Urban Collectors |
|----------------------------|------------------------|-------------------------|
| Washtenaw Avenue | Huron River Drive | Congress |
| Michigan Avenue | Packard | Mansfield |
| Hamilton | Forest | Cornell |
| Huron | Prospect | Summit |
| Cross | Grove | River |
| | Ecorse | Cross |
| | Lowell | Adams |
| | College Place | First |
| | | Ecorse |

SOURCE: Michigan Department of Transportation

Traffic Volumes

The following table depicts annual average daily traffic volumes (AADT) which are estimates based upon counts taken at certain locations. The volumes shown reflect that of a specified roadway segment. The traffic volumes listed are based upon Transportation System Monitoring which is SEMCOG's data collection and analysis process.

**TABLE 17
ANNUAL AVERAGE DAILY TRAFFIC VOLUMES
1993-1994**

| Roadway | From | To | AADT Traffic Volume |
|--------------------------|-------------------|-------------------|--------------------------------|
| Congress | Summit | Michigan Ave. | 5054 |
| | Mansfield | M-17 | 5054 |
| Cornell | M-17 | Huron River Drive | 3648 |
| Cross | Prospect | River | 5104 |
| | River | N. US 12 | 8082 |
| | N. US 12 | Hamilton | 12,900 |
| Factory | Hamilton | Forest | 12,900 |
| | Forest | Packard | 17,200 |
| | Spring | Grove | 16,701 |
| | Grove | Prospect | 16,701 |
| First | Michigan Ave. | Spring | 3341 |
| Forest | Prospect | River | 6693 |
| | River | Huron River Drive | 6693 |
| | Huron River Drive | Hamilton | 5443 |
| | Lowell | Hamilton | 4818 |
| Grove | Lowell | Cross | 4188 |
| | Prospect | Factory | 4288 |
| | Factory | Michigan | 2970 |
| Hamilton | Cross | Washtenaw | 7000 |
| | Cross | Forest | 4667 |
| Hewitt | Huron River Drive | NA | 12,675 |
| Huron River Drive | N. US 12 | Forest | 5352 |
| | Forest | Lowell | 5352 |
| | Lowell | LeForge | 14,250 |
| | LeForge | Cornell | 14,250 |
| LeForge | Cornell | Superior | 14,250 |
| | Clark | Huron River Drive | 6748 |
| | Huron River Drive | Forest | 4579 |
| M-17 | Summit | Washtenaw | 13,383 |
| | Packard | Summit | 13,383 |
| | Packard | Cornell | 25,002 |
| | Mansfield | Cornell | 23,298 |
| Mansfield | Hewitt | Mansfield | 22,446 |
| | Michigan Ave. | Maus | 11,627 |
| | Packard | M-17 | 2506 |

| | | | |
|-------------------------------------|-----------------------|-----------------------|--------|
| Maus | M-17 | Prospect | 2908 |
| Michigan Avenue | Prospect | M-17 | 19,085 |
| | Grove | Prospect | 18,135 |
| | Summit | Congress | 12,419 |
| | First | Summit | 12,303 |
| North US 12 | Washtenaw | Huron River Drive | 24,026 |
| | Michigan Ave. | Spring | 24,026 |
| Packard/Cross | Hewitt | Mansfield | 9716 |
| | Mansfield | M-17 | 7281 |
| Prospect | Maus | Grove | 6257 |
| | Maus | Michigan | 7030 |
| | Cross | Michigan | 7068 |
| | Cross | Forest | 4320 |
| | Forest | Holmes | 5177 |
| River | Forest | Cross | 1602 |
| South US 12 | Spring | Michigan | 23,660 |
| | Washtenaw | Michigan | 29,587 |
| Spring | First | S. US 12 | 4451 |
| | N. US 12 | Factory | 4451 |
| Summit | Congress | M-17 | 2066 |
| | Michigan | Congress | 2066 |
| W. I-94 Entrance at N. Huron | N. US 12 | W. I-94 Fwy. | 6000 |
| W. I-94 Freeway | W. I-94 Exit at Huron | W. I-94 Ent. at Huron | 35,500 |
| Washtenaw Ave. | N. US 12 | S. US 12 | 10,500 |

SOURCE: SEMCOG "1993-1994 Traffic Count History Report, August 1, 1996"

The following table depicts traffic counts which were taken between the years 1991 and 1996 for Washtenaw County. The counts are published by UATS, the Ann Arbor-Ypsilanti Urban Area Transportation Study. Included are counts conducted by the State of Michigan for roadways in MDOT's jurisdiction. The numbers represent the 2-way totals for each roadway.

**TABLE 18
TRAFFIC COUNTS FROM UATS
1991-1996**

| Roadway | Location | Total Count |
|--------------------------|-----------------------------|--------------------|
| Congress | West of Michigan Avenue | 3,561 |
| Cornell | North of Collegewood | 4,425 |
| Cross | East of River | 6,191 |
| | West of River | 8,540 |
| | West of Wallace | 9,794 |
| Emerick | North of Tyler | 1,411 |
| Forest | West of Ballard | 3,870 |
| | West of River | 6,185 |
| Grove | North of Spring | 4,262 |
| Hamilton | South of Forest | 5,930 |
| Harriet | West of Burton | 5,706 |
| Hawkins | South of Michigan Avenue | 2,323 |
| Holmes | Between River and Prospect | 1,333 |
| Huron | South of Cross | 18,664 |
| | South of Ferris | 14,503 |
| | North of Forest | 7,199 |
| | North of Harriet | 10,604 |
| | South of Harriet | 16,099 |
| | Between Jarvis and Forest | 7,262 |
| | N. of Marriot Hotel Drive | 23,673 |
| | North of Michigan | 16,774 |
| | South of Michigan | 12,072 |
| Huron River Drive | North of Forest | 7,354 |
| LeForge | N. of Huron River Drive | 8,651 |
| Lowell | Bet. H.R.Drive and St. John | 5,177 |
| Mansfield | South of Cross | 3,419 |
| | North of Washtenaw | 2,267 |
| | South of Washtenaw | 2,676 |
| Maus | East of Prospect | 3,967 |
| Michigan | Southwest of Congress | 15,653 |
| | East of Ellsworth | 22,414 |
| | East of Hewitt | 13,062 |
| | East of Warner | 8,190 |
| Packard | Between Golfside and Rice | 9,137 |
| | East of Hewitt | 11,368 |
| Prospect | South of Clark | 6,550 |
| | North of Cross | 8,746 |
| | North of Davis | 8,235 |
| | South of Maus | 12,630 |
| | North of Gordon | 8,231 |
| | North of Locust | 7,860 |
| | North of Michigan Avenue | 8,572 |
| | South of Michigan Avenue | 8,526 |
| | South of Spring | 10,845 |
| River | North of Cross | 4,296 |

| | | |
|-----------------------------|------------------------------|--------|
| | North of Holmes | 2,767 |
| | North of Michigan | 4,760 |
| | North of North | 4,513 |
| Spring | Between Casler and Catherine | 16,422 |
| | West of Grove | 21,062 |
| Summit | North of Pearl | 2,769 |
| Washtenaw | West of Washington | 3,865 |
| *Cross/M-17 | Between Ballard & Hamilton | 12,458 |
| | West of Summit | 18,002 |
| *Hamilton/M-17 | N. of Michigan Ave./US12 | 17,306 |
| *Hamilton/US12-BR | South of Ferris | 13,421 |
| | North of Harriet | 14,992 |
| | S. of Michigan Ave./US12 | 12,468 |
| *Huron/I94/US23-BR | W. of Washtenaw/Huron | 21,913 |
| *Huron/M-17 | N. of Michigan Avenue | 15,759 |
| *Huron/US-12 BR | South of Ferris | 11,819 |
| | S. of Harriet and Spring | 15,852 |
| *Mich. Ave./US-12 | E. of Hamilton/M-17 | 26,802 |
| | W. of Hamilton/M-17 | 19,599 |
| | E. of Huron/M-17 | 33,536 |
| *Mich. Ave./US12/M17 | E. of Hamilton/M-17 | 24,363 |
| | E. of Huron/M-17 | 31,219 |
| | East of Prospect | 31,513 |
| | East of River | 33,911 |
| | East of Washington | 27,652 |
| | West of Washington | 26,590 |
| *Washtenaw/M-17 | Northwest of Mansfield | 29,661 |
| | Southeast of Mansfield | 29,793 |

*Indicates traffic counts were conducted by MDOT
 SOURCE: "Washtenaw County Traffic Counts, 1996", Ann Arbor-Ypsilanti
 Urban Area Transportation Study (UATS)

Roadway capacities should be closely monitored. For example, capacities for five-lane roads are generally 25,000-30,000 cars a day (Michigan Society of Planning Officials "Managing Traffic in Your Community"). The traffic volumes shown above reveal that Michigan Avenue is over this capacity.

Accident Data

The UATS has compiled intersection crash data for Washtenaw County. The data reflect accident occurrences from 1991 through 1994. The City of Ypsilanti had several intersections ranked in the top 25 for total crash rates in the County both for signalized and stop-controlled intersections. The following tables list those intersections which fell within the top 25 intersections in the County in terms of crashes. Ranking is based on a combined rank value which factors both crash frequency (number of total crashes), and crash rate (which factors in traffic volumes). The total number of crashes is also depicted.

TABLE 19
CITY OF YPSILANTI SIGNALIZED INTERSECTIONS
Rank Within Top 25 Intersections in Washtenaw County for Crashes

| Signalized Intersection | Rank within Top 25 | 1991-1994 Total Crashes |
|--------------------------------|---------------------------|--------------------------------|
| Michigan Avenue at Hamilton | # 1 | 148 |
| Washtenaw Avenue at Hewitt | # 9 | 142 |
| Michigan Avenue at Huron | # 13 | 124 |
| Huron at Harriet | # 18 | 68 |
| Ballard at Cross | # 23 | 56 |

SOURCE: UATS "Washtenaw County Intersection Crash Analysis Report, 1991-1994"

The following table depicts crash rates at stop-controlled intersections, which means intersections with stop signs as opposed to signals.

TABLE 20
CITY OF YPSILANTI STOP-CONTROLLED INTERSECTIONS
Rank Within Top 25 Intersections in Washtenaw County for Crashes

| Stop-Controlled Intersection | Rank within Top 25 | 1991-1994 Total Crashes |
|-------------------------------------|---------------------------|--------------------------------|
| Washtenaw at Hamilton | # 7 | 41 |
| Huron at Cross | # 8 | 42 |
| Grove at Prospect | # 9 | 25 |
| Michigan at Grove | # 24 | 49 |
| River at Forest | # 23 | 19 |

SOURCE: UATS "Washtenaw County Intersection Crash Analysis Report, 1991-1994"

It is notable that the top ranked intersection for crashes in Washtenaw County, Michigan Avenue at Hamilton Street, is located in the City of Ypsilanti, especially considering the relative number of people located in the City as compared to the County as a whole.

Public Transit

The City of Ypsilanti has a purchase of service agreement with the Ann Arbor Transportation Authority (AATA) to provide service both to the City from Ann Arbor, and within the City of Ypsilanti. Four routes traverse between Ann Arbor and Ypsilanti, and all terminate at the Transit Center at Pearl and Adams in downtown Ypsilanti. These routes operate seven days a week, but hours are limited on Sundays. There are four local Ypsilanti routes as well which

serve the local population. The AATA also provides the A-Ride for Ypsilanti residents. This is a call ahead program which offers door-to-door service for people with disabilities.

Eastern Michigan University also contracts with the AATA to provide transit for students. The University pays the AATA which allows Eastern students to ride for free on the buses. These buses run two times daily, and one time in the evening. AATA also provides a shuttle between campus and the College of Business. Parking is provided by the stadium.

Downtown Parking

The downtown area has four different parking lots.

- Washington Street lot - located at Washington and Pearl Streets and has approximately 62 permit parking spaces.
- South Huron lot - located at S. Huron, Ferris and Washington streets has approximately 15 free one-hour customer parking spaces, 52 two-hour spaces, and 54 ten-hour limit spaces
- North Huron lot - located north of Michigan Avenue at North Huron Street and has 15 free one-hour customer spaces, and 53 two-hour spaces.
- Adams Street lot - located on North Adams street north of Michigan Avenue has nine free one-hour customer spaces and 62 paid one-hour spaces.

There is on street parking located in the downtown area as well, and a residential parking permit is available to downtown residents who live in units with no parking provided. Permits are available for \$10 a month for a four to twelve month period.

Map 3 funt. class system

Land Use

Existing land use in the City of Ypsilanti has remained relatively stable. The land use pattern is typical for a City of its size and age with the older commercial core in the downtown, with surrounding older residential neighborhoods, and newer neighborhoods at the periphery. Commercial uses predominate along the major roadways, and industrial uses are generally located south of the City in proximity to I-94, or in other scattered areas along the river and railroad. The following table depicts the most recent land use acreages available compiled by SEMCOG from 1990.

**TABLE 21
CITY OF YPSILANTI LAND USE ACREAGES IN 1990**

| Land Use | Acres | Percent |
|---|--------------|----------------|
| Single Family Residential | 1,171 | 42.0% |
| Multiple Family Residential | 109 | 3.9% |
| Commercial and Office | 238 | 8.5% |
| Institutional | 509 | 18.2% |
| Industrial | 185 | 6.6% |
| Transportation, Communications, Utilities | 84 | 3.0% |
| Cultivated Land | 1 | 0% |
| Woodlands, Wetlands, Shrub, Grasslands | 444 | 15.9% |
| Water | 54 | 1.9% |

SOURCE: SEMCOG Community Profile, 1990

In conjunction with analysis of aerial photographs, a land use inventory was conducted in fall of 1996 in order to develop the Existing Land Use Map shown on the following page. (Map 4)

MAP 4 Existing Land Use Map

III. GOALS, OBJECTIVES, AND STRATEGIES

Goals, Objectives, and Strategies

The Visioning Process

The core of any master planning effort must be citizen input. Many techniques exist which facilitate the gathering of citizen input, and the method utilized for this endeavor was to conduct a series of five visioning workshops. Workshops were advertised and open to the public with invitations sent to community stakeholders such as members of the business community, schools, neighborhood associations, and churches. Workshops were held at four different locations to help promote wide participation over a period of two months.

The visioning process provides a vehicle for people of diverse viewpoints to identify and agree upon the common dreams they have for their community, and encourages people to express with words a desired future. Each workshop entailed soliciting vision statements via a brainstorming process based upon the following principles:

- ✓ Visions should generate new and bold ideas for the future
- ✓ All ideas and visions are welcome
- ✓ No ideas or visions will be criticized
- ✓ Participation from all is encouraged

Following the above principles, workshop participants with the help of a facilitator generated lists of vision statements which reflected individual's ideas. After all statements were recorded, the group as a whole voted on which statements were "priority" vision statements. This step facilitates both the prioritization of issues, as well as builds consensus amongst participants. The facilitator recorded all statements and votes.

From these five workshops, some common themes emerged in the repetition of certain vision statements. The vision statements were then grouped by topic and analyzed in order to draft relevant goals, objectives, and strategies. All vision statements and a detailed description of the visioning process are included as an Appendix to the Master Plan.

The following section is a description of what constitutes goals, objectives, and strategies, and how they were developed.

Development of Goals, Objectives, and Strategies

This portion of the Master Plan establishes goals, objectives, and strategies for the City thereby setting forth the basis for action. The vision statements were the starting point and catalyst for the development of the goals, objectives, and strategies. While vision statements are broad expressions of a desire for the future, goals, objectives, and strategies provide more concrete direction.

The goals, objectives, and strategies reflect the concepts and concerns of the community which emerged through the visioning process and accomplish the following:

- Give direction to land developers regarding the physical environment desired by the citizens of the City of Ypsilanti
- Provide direction for more detailed analysis and eventual changes in existing regulations
- Establish a framework to assist governing bodies and staff in assessing the impact of their planning and zoning decisions

Goals represent a desired outcome, objectives are a break down of the issues the goals are meant to address, and the strategies are specific actions aimed at achieving particular goals.

Goals were organized into the following topics:

- ✓ Neighborhood Preservation
- ✓ Historic Preservation
- ✓ Downtown, Depot Town, and University Village
- ✓ Beautification and Community Appearance
- ✓ Commercial and Industrial Revitalization
- ✓ Transportation
- ✓ Public Services and Community Facilities

Goals, objectives, and strategies for the above topics are listed in the following pages. Also included were related items from the City Council "City Goals and Objectives" developed in 1996.

NEIGHBORHOOD PRESERVATION

GOAL 1: To preserve and enhance the integrity of existing neighborhoods to offer City residents a quality neighborhood environment.

OBJECTIVE 1.1

Preserve and maintain residential land uses in existing neighborhoods.

STRATEGIES

- a. Implement goals of the Neighborhood Concept Plan as developed in the Land Use Plan.
- b. Develop design guidelines to promote appropriate residential infill development in neighborhoods.
- c. Limit rezoning of single-family uses to higher intensity uses to those areas so designated in the City's Land Use Plan.
- d. Establish and maintain neighborhood organizations and involve residents in the implementation of the plan.
- e. Coordinate neighborhood initiatives to address neighborhood concerns.
- f. Promote the concept of "neighborhoods" with neighborhood parks, schools, and local and convenience shopping.
- g. Promote the identification of district neighborhoods and programs which develop a "sense of community pride" within neighborhood areas.

OBJECTIVE 1.2

Enhance the physical appearance of existing neighborhoods and establish programs to minimize blighted housing.

STRATEGIES

- a. Continue to regulate duplexes and single family rental units thereby retaining property values and supporting neighborhood preservation.
- b. Consider developing licensing program for landlords to improve rental housing.
- c. Continue participation in the State of Michigan Housing Development Authority housing rehabilitation program which provide funding for home repairs, rehabilitation, and home ownership.
- d. Evaluate need to expand staffing levels to provide increased code enforcement of residential properties.
- e. Explore the establishment of neighborhood identification system such as unified street signs and entryway signs to be coordinate with the proposed Master Signage and Orientation Plan (see Strategies 3.2.a and 3.2.b).
- f. Promote neighborhood enhancement programs such as street tree plantings, clean-up days, neighborhood gardens, and sidewalk improvements (see also Strategy 6.2.d).

NEIGHBORHOOD PRESERVATION

OBJECTIVE 3.1

Foster greater coordination and communication between City and University officials and establish strategies for "town/gown" improvements.

STRATEGIES

- a. Continue to coordinate with Eastern Michigan University to encourage involvement in improving appearance and upkeep of student housing, and ensuring that the University provides additional student housing commensurate with program expansion.
- b. Establish joint City/EMU committee meetings to explore partnership possibilities.
- c. Work with EMU in development of joint services/welcome packages for incoming students.
- d. Encourage participation of landlords and students in neighborhood associations.
- e. Maintain identifiable edge between the EMU Campus and edges of neighborhoods; enhance landscape buffering along eastern edge of Campus.
- f. Add an additional trash pick-up day for EMU move-in and move-out times.



HISTORIC PRESERVATION

GOAL 2: To encourage the preservation of the City's historic character by preserving or restoring historically significant properties, as well as promoting new development compatible with the existing character.

OBJECTIVE 2.1

Encourage the rehabilitation of historic structures.

STRATEGIES

- a. Consider strategies to permit flexibility in or obtain relief from certain code regulations to help facilitate the rehabilitation of upper stories for loft housing (for example, not requiring sprinkler systems, relief from fire separation requirements, barrier-free access requirements, etc.).
 - b. Evaluate feasibility of allowing accessory structures to be reused as apartments to facilitate the rehabilitation of historic structures within the Historic District (i.e. carriage houses converted into studio apartments).
 - c. Promote Ypsilanti Heritage Foundation historic preservation competition and awards.
 - d. Continue local incentives for restoration of historic buildings such as commercial facade grant program and low interest loan programs.
 - e. Recruit developers for loft redevelopment and mixed use adaptive reuses of vacant structures.
 - f. Maintain Historic District and continue to monitor need for expansion of boundaries or additional individual properties.
-

OBJECTIVE 2.2

Promote historic assets of community.

STRATEGIES

- a. Expand educational efforts and communication of the Historic District Commission goals with pamphlets, monthly newsletters, workshops, or booths at community events.
- b. Coordinate with Chamber of Commerce, Visitors Convention Bureau, and Ypsilanti Heritage Foundation on promoting downtown walking tours to promote education of local history and historical assets (consider incorporating the tour information into informational kiosks (see Strategies 3.2.a and 3.2.b).
- c. Consider utilizing historic markers describing noteworthy buildings, events, etc., the design of which would be coordinated with the proposed Signage and Orientation Master Plan (see Strategies 3.2.a and 3.2.b).

HISTORIC PRESERVATION

OBJECTIVE 2.3

Ensure new development is compatible with existing historic character.

STRATEGIES

- a. Pursue available grant resources for future phases of the exterior restoration of the existing City Hall to ensure its compatibility with the Downtown Historic District.
- b. Develop a site design guide book which provides information and examples of well executed projects which feature new developments within an historic district.
- c. Continue to encourage development of an architectural theme and design continuity which complements historical structures.



DOWNTOWN, DEPOT TOWN, & UNIVERSITY VILLAGE

GOAL 3: To encourage a vibrant, safe, and pleasant downtown environment which serves the commercial, housing, and entertainment needs of City residents.

OBJECTIVE 3.1

Enhance the physical appearance of the Downtown and Depot Town areas.

STRATEGIES

- a. Capitalize upon the Riverwalk concept to promote businesses by improving access points and amenities between Downtown, Riverside Park, Depot Town, and Frog Island such as coordinated boardwalks, benches, landscaping and lighting in these areas (see Strategies 3.2.a and 3.2.b).
- b. Strengthen linkages between EMU and Depot Town, EMU and Downtown, and Depot Town and Downtown (see Strategies 3.2.a and 3.2.b).
- c. Consider measures to slow traffic through the Downtown and Depot Town areas such as increased numbers of street trees, landscape islands, raised pedestrian crossings, more on-street parking or angled parking, increased speed limit enforcement, and installing "speed humps" or stop signs.
- d. Improve signage, lighting, and maintenance in downtown parking lots (see Strategies 3.2.a and 3.2.b).
- e. Consider developing a Downtown/Depot Town Master Plan for seasonal lighting, flower plantings, and banner decorations.
- f. Upgrade surface parking lots by adding knee walls and landscaping to screen lots from the street.
- g. Continue efforts to create landscaped boulevard for Michigan Avenue through downtown, or as an alternative, consider providing landscape islands for street trees along Michigan Avenue in the parallel parking areas.
- h. Maintain low interest loan programs to facilitate facade improvements.
- i. Promote business recruitment strategies to fill storefront vacancies as coordinated by the DDA.
- j. Continue pursuit of Intermodal Surface Transportation Efficiency Act (ISTEA) funding for streetscape projects in Downtown, Depot Town, and University Village.



DOWNTOWN, DEPOT TOWN, & UNIVERSITY VILLAGE

OBJECTIVE 3.2

Promote a visitor and pedestrian friendly environment and enhance orientation.

STRATEGIES

- a. Consider developing a Signage and Orientation Master Plan which coordinates orientation, pedestrian crossings, informational kiosks, and parking identification at key entrance points in the Downtown, Depot Town, University Village, and Riverside Park areas. This effort could include the installation of an inlaid city map in a city sidewalk.
- b. Place informational kiosks at key orientation points in Downtown, Depot Town, University Village, Frog Island, and Riverside Park. Kiosks could be designed to display information on location maps, businesses, restaurants, special events, walking tours, etc.
- c. Reevaluate one-way street system in order to slow traffic, improve the pedestrian experience, and enhance business. (see Strategy 6.2.a).
- d. Further evaluate parking time limits and meter requirements to encourage longer customer stays in Downtown, Depot Town, and University Village.
- e. Evaluate methods to reroute truck traffic to lessen impacts on Downtown.
- f. Increase pedestrian and bike access from surrounding neighborhoods with cross walks and consistent sidewalk ramps at key locations along Washtenaw, Hamilton, Huron, Cross/Packard, Prospect, LeForge, and Huron River Drive.
- g. Continue Police Department educational efforts for business owners.
- h. Evaluate feasibility of providing time-limited on-street parking along Cross Street to enhance business in the University Village area.

OBJECTIVE 3.3

Attract businesses and facilitate housing opportunities.

STRATEGIES

- a. Consider development of a new City Hall/Civic Center in the downtown area.
- b. Pursue retail recruitment efforts to bring more student oriented business downtown.
- c. Work to attract businesses which fulfill goals of the 1992 Downtown Economic Revitalization Initiative by Hyatt-Palma.
- d. Encourage uses that will create destination retail, restaurant, and entertainment uses while discouraging large scale discount retail.
- e. Promote loft redevelopment with an annual loft tour to attract downtown residents and develop incentives similar to facade rehabilitation program to redevelop existing vacant structures.
- f. Re-evaluate adult regulated use ordinance and consider increasing code enforcement efforts.
- g. Continue revitalization efforts for Depot Town.
- h. Continue downtown residential parking program which allows parking in municipal lots.

BEAUTIFICATION AND COMMUNITY APPEARANCE

GOAL 4: Develop an overall theme that promotes a desired image for the City.

OBJECTIVE 4.1

Promote a positive community identity.

STRATEGIES

- a. Identify key image corridors and entryways such as Washtenaw Avenue, East and West Michigan Avenue, Huron Street, Huron River Drive, Packard/Cross Street, Prospect Street, and LeForge Road and develop/maintain these areas in a manner which reflects a desired image (coordinate with proposed Signage Master Plan, see Strategies 3.2.a and 3.2.b).
- b. Emphasize the river corridor as key component of community identity and improve river edges in keeping with goals of the Recreation Master Plan.
- c. Create a community ambassador volunteer program to promote assets of the City and assist in generating support for City projects.
- d. Create a new logo and slogan for the City which better reflects the community image (coordinate with proposed Signage and Orientation Master Plan, Strategy 3.2.a).
- e. Continue with "Ypsilanti Area Image Program" detailed in the Eastern Washtenaw County Economic Development Strategic Plan.
- f. Promote and continue support of the Ypsilanti Heritage Festival, Festival of Lights, Frog Island Jazz and Blues Festival, and other identifiable community events.

OBJECTIVE 4.2

Improve physical appearance of community.

STRATEGIES

- a. Identify a task force for site acquisition along the river front for park expansion purposes and coordinate effort with the Parks, Open Space, and Recreation Master Plan and the Huron River Corridor Master Plan project.
- b. Work with Detroit Edison to improve street and pedestrian lighting.
- c. Continue and expand participation level of "Adopt A Street" beautification program.
- d. Consider modifying landscaping requirements such as an increased number of greenbelt trees, requiring screening of all parking lots abutting public right-of-ways, requiring larger caliper for minimum tree sizes, requiring landscape plans to be prepared by a registered landscape architect, and requiring a minimum percentage of sites be landscaped.
- e. Enforce zoning regulations which require screening between conflicting land uses.
- f. Develop an awards program to recognize physical improvements for properties perhaps sponsored by the Chamber of Commerce or other business entity.
- g. Create a storefront improvement program which provides design guidelines and ideas.

COMMERCIAL AND INDUSTRIAL REVITALIZATION

GOAL 5: To maintain and attract businesses which provide jobs, contribute to the tax base, and serve the community

OBJECTIVE 5.1

Focus commercial redevelopment efforts in targeted areas of the City.

STRATEGIES

- a. Implement Target Plans for Railroad Street, Water Street, Kramer/Bell Streets, and Harriet/Gateway area to foster commercial redevelopment (see Target Areas section, page 78).
 - b. Develop a business and marketing strategy for all of Ypsilanti including collaboration with the Central Business Community, DTA, University Village, Chamber of Commerce, and the DDAs.
 - c. Establish overlay zones along commercial corridors, such as Washtenaw and Michigan Avenues as identified in the Land Use Plan to require additional standards for landscaping, setbacks, access, signage, facade treatment, orientation, etc., in order to upgrade properties when redeveloped.
 - d. Continue efforts identified in the Eastern Washtenaw County Economic Development Strategic Plan for the "Ypsilanti Gateway Renaissance Project Program" and the "Michigan Avenue Economic Revitalization Program."
 - e. Coordinate commercial corridor improvement strategies with adjoining townships.
-

OBJECTIVE 5.2

Identify new opportunities for industrial and hi-tech development or redevelopment.

STRATEGIES

- a. Continue participation in brownfield redevelopment program.
- b. Maintain partnership with the Ypsilanti Area Chamber of Commerce and Washtenaw Development Council in attracting and retaining businesses to the City.
- c. Establish a Community Foundation to provide a financial/partnership mechanism in the City.
- d. Work to attract businesses which fulfill goals established in the 1992 Downtown Economic Revitalization Initiative.
- e. Continue with efforts established in the Eastern Washtenaw County Economic Strategic Plan such as the "University-Industry Technology Transfer Program" and the "Entrepreneurship Program."
- f. Coordinate efforts with the Economic Development Corporation (EDC) as well as other representatives from business, government, citizen groups, and the University to identify and target desired development activities.

TRANSPORTATION

GOAL 6: To provide a transportation system which facilitates the smooth, safe, and efficient flow of automobiles, trucks, buses, emergency vehicles, bicycles, and pedestrians.

OBJECTIVE 6.1

Ensure the roadway system is safe, efficient, and adequate.

STRATEGIES

- a. Pursue implementation of safety improvements at the Michigan Avenue/Hamilton and Washtenaw Avenue/Hamilton intersections.
- b. Review need for left turn signals for Hamilton Street and Huron Street.
- c. Implement proposed demonstration resurfacing program utilizing the 1994 Road Improvement Survey and 2020 Regional Transportation Plan and consider feasibility of passing a street millage to fund future improvements.
- d. Update the traffic signalization to increase efficiency of existing system.
- e. Promote the concept of shared access or service drives at the site plan review level to decrease the number of curb cuts along heavily traveled major roadways such as Washtenaw Avenue and East and West Michigan Avenues outside of Downtown.
- f. Continue involvement in the Ann Arbor-Ypsilanti Urban Area Transportation Study (UATS) Committee Transportation Improvement Program process in cooperation with SEMCOG and MDOT to program and prioritize needed transportation improvements.

OBJECTIVE 6.2

Promote use of transportation alternatives such as biking, walking, and public transit.

STRATEGIES

- a. Reevaluate one-way system in order to slow traffic to promote more pedestrian use, increase safety, improve orientation, and enhance business. Consider a phasing program for restoration of two-way traffic for portions of Cross Street, Pearl Street, Adams Street, Huron Street, and Hamilton Street.
- b. Expand and connect bike paths and enhance and highlight access points especially along the riverfront in keeping with the Parks, Open Space, and Recreation Master Plan.
- c. Consider development and adoption of a bike path master plan which would designate bike paths both within the City and connecting with surrounding communities, emphasizing connections along the Huron River corridor.
- d. Continue to monitor the current transit system to see if it meets the needs of seniors, students, handicapped, low income residents, and other transit users.
- e. Complete the city-wide sidewalk assessment and develop a prioritized list of needed improvements based upon available resources and public safety concerns, and pursue additional sidewalk improvements utilizing property owner assessments.
- f. Review the need for pedestrian activated lights at all major intersections.

PUBLIC SERVICES AND COMMUNITY FACILITIES

GOAL 7: To provide quality public services and community facilities which promote the public health, safety and welfare and contribute to the quality of life for community members.

OBJECTIVE 7.1

Ensure the provision of quality services for the community.

STRATEGIES

- a. Ensure quality services and infrastructure are available to neighborhood areas such as road repair and refuse pick-up.
- b. Continue police-sponsored educational seminars and expand neighborhood watch program.
- c. Continue community-based policing.
- d. Develop and maintain a regular schedule of street maintenance.
- e. Continue partnering efforts with neighboring Townships and Washtenaw County in collaborative mini-stations to address crime concerns.
- f. Ensure that the stormwater management system is adequately maintained and supported by system users by creating a stormwater management utility.
- g. Distribute informational pamphlets to new students at the start of each academic year with information on City services and maintenance regulations.
- h. Distribute information to residents and property owners on available services.
- i. Continue to coordinate and explore enhanced opportunities for shared services with surrounding communities.

OBJECTIVE 7.2

Develop and maintain adequate facilities for the community.

STRATEGIES

- a. Consider development of a City-wide capital improvements program to budget and plan for needed improvements including roadways, city facilities, parks, etc.
- b. Consider development of a new City Hall/Civic Center in the downtown area.
- c. Improve and maintain the physical condition of all City owned buildings by assessing conditions and establishing a five-year building improvement plan.
- d. Continue sidewalk improvement program.
- e. Encourage continued library service within the City and support efforts to enhance library services.
- f. Maintain existing public parking lots.
- g. Work to maintain and police parks.
- h. Develop recommendations for old waste water and water treatment plants.
- i. Promote the implementation of the 1997-2001 Parks, Recreation and Open Space Master Plan.

IV. MASTER LAND USE PLAN

Master Land Use Plan

The Land Use Plan Map presented on the following page illustrates the proposed physical arrangements of land use for the City of Ypsilanti. The Land Use Plan serves to translate community goals into a narrative and graphic illustration. It is based largely upon the existing land use, current zoning planning analysis, and the desires of the residents of the City of Ypsilanti as expressed in the visioning workshops which were conducted to solicit public input.

The plan is prepared to serve as a policy for the City regarding current issues, land use decisions, investments in public improvements and future zoning decisions. The plan is intended to be a working document which will provide for the orderly development of the City, assist the community in its effort to maintain and enhance a pleasant living environment, while fostering economic development and redevelopment where needed.

The land use plan is based upon comments and opinions gathered during the planning process including numerous meetings and workshops with the City Planning Commission and City staff, in conjunction with community input. To this extent, it reflects general policy toward development and redevelopment within the City.

The land use plan is based on consideration of a number of factors. These factors include:

- *Existing land use*
- *Existing zoning*
- *Existing plans*
- *Population projections and characteristics*
- *Community facilities and parks*
- *Economic outlooks*
- *Socio-economic considerations*
- *Traffic and circulation*
- *Utilities*
- *Compatible uses*
- *Community goals, objectives, and strategies*
- *Citizen opinion and input*

Map 5 LAND USE MAP

Land Use Designations

In consideration of these factors, various land use categories can be established. The proposed land use categories were developed in an effort to create a long term plan for the development and redevelopment of the City of Ypsilanti. These classifications are described below:

Single Family Residential

This area is designed to provide an environment of predominantly lower-density, single family detached dwellings, along with other related facilities such as parks and schools. Single family residences should be developed at a density of not greater than five to six units/acre. This is the minimum lot area currently required by the City's R-1 Single Family Residential zoning district.

Two Family Residential

This area is designed to provide a transitional residential area between single family residential as described above and more intense land uses such as office or multiple family residential, and to allow a mix of housing types, including single family residential. Two-family residences should be developed at a density not greater than 12-14 dwelling units an acre. This is the minimum lot area currently required by the City's R-2 One and Two Family Residential zoning district. Two family structures should be designed to be compatible with the existing character of the area.

Medium Density Residential

This area is designed to allow medium density residential development (not more than four dwelling units with a three-story height limit on a 8,000 square foot lot), or more specifically four-plexes, or single family dwellings in clusters or groups such as townhouses. This area can serve as a transitional land use between lower density residential areas and higher density residential or commercial uses. Both single and two family residential uses are permitted in this district. Multiple family housing should be designed to be compatible with nearby single and two family housing.

High Density Residential

This area is designed to allow a high (not more than six dwelling units with a six-story limit on a minimum 8,000 square foot lot) density residential environment such as apartments, condominiums, and townhouses. High density residential can generate significant amount of traffic and therefore should be directly adjacent to a major thoroughfare. High density residential serves as a transition between non-residential districts and lower density residential uses. Both single and two family residential uses are permitted in this district.

Local Commercial

This designation is the first of four commercial land uses and is designed to provide opportunities for local services and convenience shopping establishments for the day to day needs of the surrounding neighborhood. Local commercial would not include intensive or highway commercial related uses. Protection of the abutting and surrounding residential land is of importance, therefore, uses which would create hazards, offensive or loud noises, vibration, smoke, glare, large truck traffic, high traffic volumes, or late hours of operation are prohibited.

Community Commercial

This designation is designed to provide for commercial development that offers a broader range of goods and services than are offered in the local commercial areas, but less intensive than permitted in the central business district. The intent of this designation is to allow for the functional grouping of commercial enterprises which cater primarily to the surrounding neighborhood, but also could serve a larger trade area or service area. These areas are limited to locations along major thoroughfares in order to service both "local" and "through" travelers.

Central Business District

This designation is designed to provide for pedestrian accessible mixed uses consisting of a variety of retail, office, residential, and service uses in the Downtown and Depot Town areas. It should provide for the comparison, convenience, cultural, and service needs for the entire City of Ypsilanti area. This district includes and promotes uses which would provide convenient pedestrian shopping along a continuous retail frontage. Automotive related services and other uses which tend to interfere with the continuity of retail frontage and hinder pedestrian circulation are prohibited.

General Commercial

This district is intended for the widest and most intensive variety of retail and service businesses. Businesses can include services meeting the commercial needs of the motoring public. Typical uses in this district include drive-through restaurants, auto service establishments, and commercial uses serving a regional clientele. The uses within this district are auto dependent and benefit from the exposure of high traffic volume thoroughfares. General business land uses are restricted to primarily the East Michigan Avenue corridor.

Mixed Residential/Commercial

This land use designation is designed to provide for a mixture of residential and lower intensity commercial uses. Mixed residential/commercial use areas are proposed along the West Michigan Avenue corridor, the Washtenaw Avenue corridor, and the Water Street area. Commercial uses allowed would be those compatible with residential uses. It is proposed that the City consider a new mixed residential/commercial zoning district (similar to the residential office district but more restrictive) which would allow single, two family, and medium density multiple-family housing as a permitted use, while high density multiple-family, office and selected commercial uses would be allowed as a special use. The intensity of commercial use allowed would depend upon site characteristics.

Entryway Overlay

This designation is designed to promote the upgrading and improvement of commercial corridors. It is not a land use designation, rather it is an identification of an area intended to highlight the unique nature of the major entries into the City of Ypsilanti. It is proposed that the City consider a new *entryway overlay zone* which would apply for the Washtenaw Avenue, West Michigan Avenue, East Michigan Avenue, and Huron Street commercial corridors (see Map 7). Goals for these areas could include: consistent setbacks, consolidated vehicular access, enhanced landscaping, unified signage and lighting, shared parking with knee walls and landscaping, and community identity signage or banners.

Secondary Entryways

Aside from the major entryways mentioned above, there are several secondary entryways into the City including: Prospect, LeForge, Huron River Drive, and Packard. Efforts to improve these secondary entryways in terms of landscaping and signage should also be made. As traffic in the City continues to increase, these secondary entryways will come increasingly trafficked and therefore should reflect a positive image of the City. In the future, consideration should be given to including these secondary entryways into the overlay zone.

Mixed Commercial/Industrial

This land use designation is designed to provide for a mixture of commercial and industrial uses. Mixed commercial/industrial use areas are proposed for parts of the Lincoln Street Area, the East Michigan Avenue corridor, and the Kramer/Bell Streets area. The industrial uses allowed in the Lincoln Street area should be limited to light industry due to the adjacent residential uses. The other areas with this designation could accommodate more intense industrial uses due to the access to major thoroughfares. It is proposed that the City consider a new mixed commercial/industrial zoning district which would allow more intense commercial uses as permitted uses, while heavy industrial uses would be allowed as a special use based upon site specific conditions.

Light Industrial/High-Tech

The light industrial/high-tech district is designed to primarily accommodate wholesale activities, warehouses, and industrial operations whose external and physical effects are restricted to the immediate area having only a minimal effect on surrounding districts. This designation is also structured so as to permit the manufacturing, compounding, processing, packaging and assembly of finished or semi-finished products from previously prepared materials. Research and hi-tech uses are also included in this designations, as long as the impacts are minimal. Because many of the areas with this designation are not located along major thoroughfares, this uses in this designation can be serviced by small trucks only.

Heavy Industrial

This category is designed to provide locations for general or "heavy" industrial activities such as those which involve the use of heavy machinery, extensive amounts of contiguous land, service by railroad lines or major thoroughfares, processing of chemicals or raw materials, assembly, generation of industrial waste, noise, odor, or traffic problems or similar characteristics. These uses would require service by large trucks. Heavy industrial uses should be adequately screened from adjacent residential uses.

Parks and Recreation

This classification includes existing parks as specified in the City's 1997-2001 Parks, Recreation, and Open Space Master Plan.

Public/Quasi Public

This designation includes government service buildings such as City Hall, DPW yards, library, etc. It also includes school facilities (public and private) such as elementary, middle, high school, and university level administration buildings.

River Preservation District

This designation was created in order to preserve the Huron River frontage for both environmental reasons, and to allow for the future integration with a continuous greenway system along the Huron River. Redevelopment of river frontage parcels should highlight the frontage portion and utilize it as a site amenity. Access easements will be obtained as parcels get redeveloped, and existing landowners will be encouraged to donate such easements. Exact width will need to be determined parcel by parcel, as areas of steep slopes may need a wider easement to accommodate the development of a future bike path, walking path, or boardwalk. Uses along the river should have large setbacks from the river in order to protect the integrity of the river as a natural system. Linkages across the river such as bridges will be encouraged. This effort should be coordinated with any efforts for the Huron River corridor as discussed

in the 1997-2001 Parks, Recreation, and Open Space Master Plan and subsequent Huron River Corridor Master Plan.

Planned Unit Development

The Planned Unit Development designation is designed to provide for development or redevelopment, which is planned as a unit. Toward this end, it is the intent of these regulations to allow flexibility in the regulation of land development; encourage innovation in land use and variety in design, layout, and type of structures constructed; achieve economy and efficiency in the use of land, energy, public services, and utilities; encourage useful open space; provide better housing, employment, shopping opportunities, compatibility of design, and use between neighboring properties.

Existing Zoning and Relationship with Proposed Land Use

The following table depicts the existing zoning districts, and the corresponding land use designations.

| | |
|-------------------------------|--|
| | |
| RESIDENTIAL | RESIDENTIAL |
| Single Family | R1 Single Family Residential |
| Two Family | R2 One and Two Family Residential |
| Medium Density Residential | R3 Multiple Family Medium Density |
| High Density Residential | R4 Multiple Family High Density |
| *Mixed Residential/Commercial | *RO Residential-Office, R1, R2, R3, R4, B1, and B2 |
| COMMERCIAL | COMMERCIAL |
| Local Commercial | B1 Neighborhood Business |
| Community Commercial | B2 Community Business |
| *Mixed Residential/Commercial | *R1, R2, R3, R4, RO, B1, and B2 |
| CBD Commercial | B3 Central Business |
| General Commercial | B4 General Business |
| INDUSTRIAL | MANUFACTURING |
| *Mixed Commercial/Industrial | *B1, B2, B3, B4, M1, M2, and WS Workshop Studio |
| Light Industrial/High-Tech | M1 Light Manufacturing |
| Heavy Industrial | M2 General Manufacturing |
| PUBLIC USES | PUBLIC USES |
| Public/Quasi-Public | PL Public Land |
| Parks and Recreation | |
| OTHER | |
| *PUD Planned Unit Development | |

*For mixed use districts, allowed uses will be as directed by specific land use guidelines in designated Target Plans or Neighborhood Areas in the Master Plan (see pages 73-87).

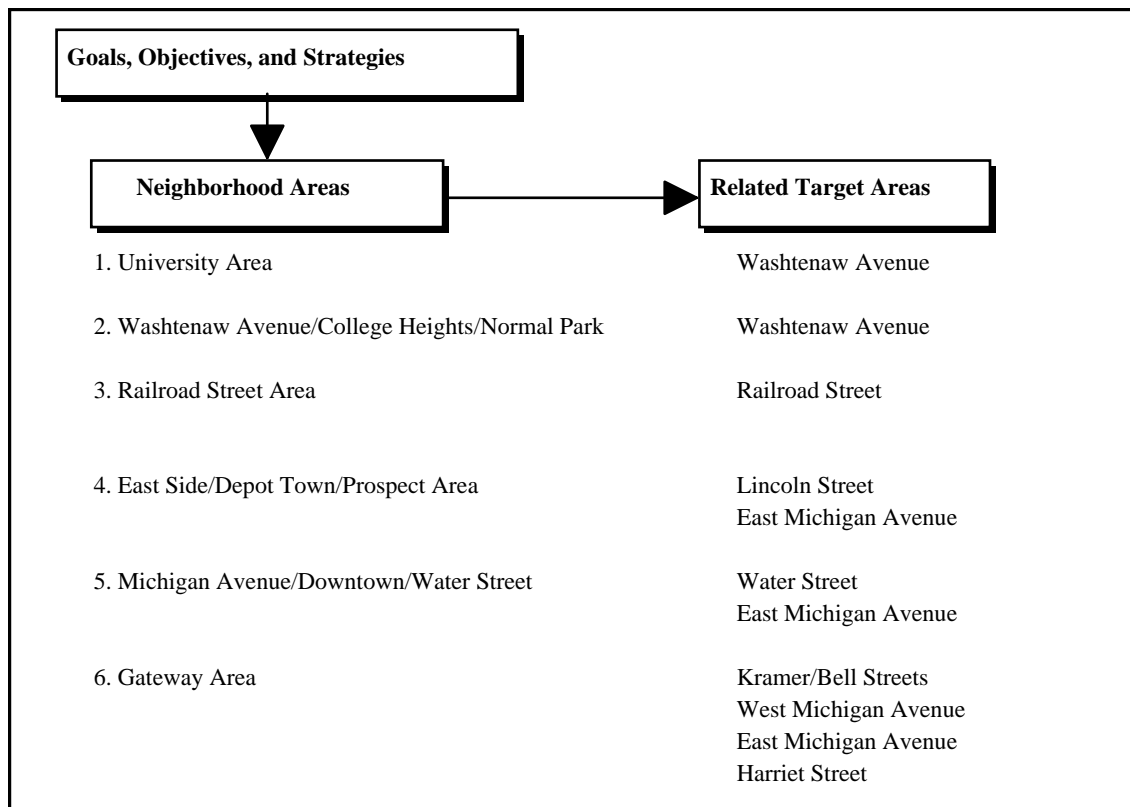
*PUD (Planned Unit Development) is a zoning option allowed in the R3, R4, RO, B1, B2, B3, B4, WS, M1, and M2 Zoning Districts.

Neighborhood Areas

The Master Plan contains three levels of recommendation as shown in the figure below. The first level was the Goals, Policies, and Strategies section, which is comprised of City-wide recommendations. The next level is the Neighborhood Areas, which contains recommendations at the neighborhood level. Six neighborhoods were identified which comprise the entire City. The last and most detailed level of recommendations is the Target Areas. Eight areas were chosen which have site or area-specific issues. The remaining sections of this chapter include the guidelines for the Neighborhood Areas and Target Areas.

The following is a discussion of the six neighborhood areas of the City of Ypsilanti shown on the Neighborhood Areas Map on the following page. Existing land uses, issues, and goals are discussed for each section, with the goals summarized on the Neighborhood Areas Map.

Master Plan Elements



Map 6 NEIGHBORHOOD MAP

University Area

This area includes the majority of the Eastern Michigan University campus, student-oriented housing areas, and commercial uses along Cross Street. This area also includes the northwest portion of the Historic District. Some of the issues are student impacts on the housing and businesses, the edges between campus areas and adjacent residential uses, and traffic along Cross Street. Goals for this area include addressing the housing conditions via increased code enforcement, protecting historic structures, reinforcing the edges between campus and adjacent residential, improving the pedestrian linkage between campus and Cross Street, Downtown, and Depot Town, and ensuring that the University provide needed student housing in conjunction with any increase in enrollments.

Related Target Areas: Washtenaw Avenue

Washtenaw Avenue/College Heights/Normal Park

This neighborhood is predominantly residential with the exception of the commercial and office uses along Washtenaw Avenue. Issues include the pressure on residential uses along Washtenaw, cut-through traffic in neighborhoods, impacts of the University (parking and traffic), and the impacts of commercial uses along Washtenaw. Goals include maintaining the integrity of the existing neighborhoods, mitigating negative impacts of the commercial uses, maintaining a definable edge between the University and residential areas, encouraging consolidated vehicular access along Washtenaw, and encouraging compatible infill residential development.

Related Target Areas: Washtenaw Avenue

Railroad Street Area

This area has multiple constraints and multiple opportunities. Existing land uses are varied with industrial, institutional, commercial, multiple-family, single family, parks, and vacant uses all co-existing. Aside from the existing conflicting land uses, other issues include the river and park areas, the adequacy of the existing roadway network, truck traffic, the location of this area as the northern entryway into the City. Goals include improving the roadway network, encouraging residential uses along the river, enhancing the entry into the City with landscaping and signage, adequate buffering between commercial/industrial uses and adjacent residential areas, restricting truck traffic, and maintaining public access along the riverfront.

Related Target Areas: Railroad Street

East Side/Depot Town/Prospect Area

This area is comprised of residential neighborhoods, a large portion of the Historic District, the Highland Cemetery, commercial and service uses in Depot Town, the commercial corridor of East Michigan Avenue, both Frog Island and Riverside Parks, and a variety of commercial and industrial areas in the Lincoln Street area. Issues include historic preservation, the preservation of existing neighborhoods areas, linkages to parks/Downtown/campus/Depot Town/Huron River, and the historical and present role automotive uses play in the Depot Town area. Goals for the areas include maintaining the single family character of the existing neighborhoods, encouraging upkeep and rehabilitation of existing housing, continuing the Depot Town DDA efforts, mitigation of commercial/industrial uses and residences with landscaping and screening, encouraging consolidated vehicular access along East Michigan Avenue, and improving the linkages to Depot Town, parks, and campus with an expansion of the streetscape program and other coordinated amenities. In response to market demand, the City may consider in the future allowing for some expansion of commercial zoning or mixed residential/commercial zoning in the Depot Town area. Areas to consider for this potential expansion would be on the west side of Norris Street north of Oak Street, and to the east of the new Depot Town parking lot.

***Related Target Areas: Lincoln Street
East Michigan Avenue***



Michigan Avenue/Downtown/Water Street

This area encompasses the Downtown, a portion of East Michigan Avenue, and the Water Street area. Land uses are namely commercial with upper story residential and office in nature, with some industrial and residential uses in the Water Street area. Issues include occupancy of downtown businesses, the truck and traffic impacts, blighted commercial uses, unwanted uses, historic preservation and storefront rehabilitation, a need for redevelopment in the Water Street area, and maintaining access along and the highlighting the Huron River and park system. Goals for these areas include encouraging positive redevelopment, promoting entertainment and destination oriented uses, improving linkages to Depot Town, parks, campus and adjacent neighborhoods with expanded streetscape improvements, building on pedestrian orientation, highlighting the historic character, implementing traffic calming measures such as a landscaped boulevard or additional street trees, capitalizing on the river and park system, and continuing DDA efforts.

Related Target Areas: ***Water Street***
 East Michigan Avenue

Gateway Area

This area encompasses most of the entire southern portion of the City. It includes portions of East and West Michigan Avenue, the southerly segment of the Historic District, and serves as the major southern entryway into the City. This area is comprised of residential neighborhoods and housing complexes, the Perry Childhood Development Center, and Parkridge Community Center and Park, commercial uses along Huron, Prospect, and Harriet, and the Ypsilanti West Commerce Park, located along West Michigan Avenue. Recent development of the Exemplar Manufacturing Company plant on Huron Street may facilitate further investment in this area. Issues include blighted commercial uses along East Michigan Avenue, the need for upgrading of commercial uses along Huron, the need for housing rehabilitation and upkeep, and proximity to I-94. Goals for this area include creating a positive entry into the City via design, landscaping, and signage, improving the linkages between neighborhoods and Downtown, upgrading the commercial properties along East Michigan Avenue, preventing unwanted land uses along West Michigan Avenue, and improving and redeveloping the existing housing stock.

Related Target Areas: ***Kramer/Bell Streets***
 West Michigan Avenue
 East Michigan Avenue
 Harriet Street

Target Areas

While the Land Use Plan presents an overall land use development scheme for the entire City, there are eight areas with unique conditions and opportunities for revitalization and redevelopment that deserve special attention. The nine areas include the following target areas:

- the Railroad Street area
- the Lincoln Street area
- the East Michigan Avenue corridor
- the Water Street area
- the Kramer/Bell Street area
- the Harriet Street area
- the West Michigan Avenue corridor
- the Washtenaw Avenue corridor
- the Central Elementary/Ave Maria campus area

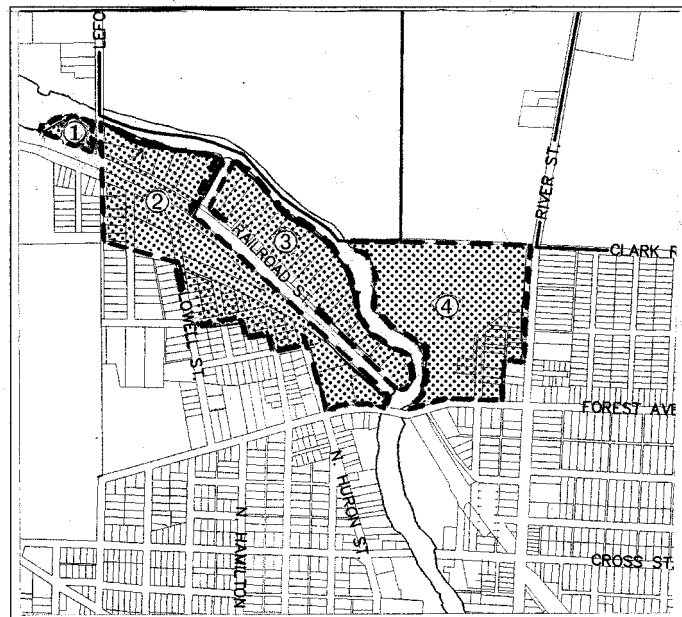
Because the City of Ypsilanti is nearly built out, development opportunities will be predominantly re-uses or redevelopment of existing uses or areas of the City. As part of this analysis, new land use designations were created in order to address some of the unique issues for each target area. The new land use designations include: Mixed Commercial/Residential, Mixed Commercial/ Industrial, Entryway Overlay, and River Preservation District. The designations are described in the description of land uses earlier in this chapter. Below are descriptions of the existing conditions and relevant issues for each of the target areas, as well as the land use recommendations. These recommendations have been incorporated into the larger Land Use Plan.

1. Railroad Street

Issue Identification

The relevant issues for the Railroad Street area are summarized in the matrix below. Constraints to the redevelopment of this area include the limited amount of land, the large number of landholders, roadway access, and lack of sufficient infrastructure. The northern portion of this area has deficient infrastructure. Any redevelopment in this area would require an expanded roadway, curb and gutter, new storm sewers, and possible realignment of the intersection of Railroad Street and LeForge. The existing land uses are varied with industrial uses, single family, institutional, and park land along the river. To the south across Huron River Drive are industrial uses which abut directly with residential areas. Although recently occupied by K-Mart as a distribution center, the future use of the former Motor Wheel plant is key to the future of this portion of the City. Development will need to be carefully planned to protect the Huron River and minimize impacts to surrounding neighborhoods. Environmental concerns may constrain alternative development possibilities requiring coordination with local brownfield programs. However, it is assumed that in the long run, any possible contamination can be remediated.

| ISSUES | |
|-------------------------------|---|
| Transportation/Circulation | ✓ |
| Transportation/Truck Impact | ✓ |
| Environmental/Contamination | ✓ |
| Environmental/Riverfront | ✓ |
| Land Use Conflicts | ✓ |
| Economic Revitalization | ✓ |
| Vulnerable Land Uses | |
| Aesthetics/Image | ✓ |
| Relation to Historic District | ✓ |
| Relation to Downtown | |
| Relation to Depot Town | ✓ |



Railroad Street Area

Land Use Recommendations

As shown in the map above, the Railroad Street area has been divided into four areas. The land use recommendation for Area 1 is for heavy industrial to allow for the continued industrial use of this property. For Area 2 the land use recommendation is for mixed commercial/industrial. This designation allows the existing industrial uses to remain, while allowing for more flexible redevelopment options in the future. Area 3 is designated for medium density residential. This is to capitalize upon and preserve the riverfront, maintaining both the natural features along the river as well as access to integrate later into

a possible greenway system along the entire Huron River as it traverses through the City. The long-term recommended land use for Area 4, the former Motor Wheel property, would be to redevelop the site for light industrial uses in the form of a hi-tech commerce park. Multiple small-scale users will be encouraged in order to foster new small businesses and job creation. Protection of the Huron River will be paramount and an integral aspect of the redevelopment, along with providing river access in keeping with the greenway concept. For all four areas, all uses should be well buffered and screened from the adjacent residential areas. Truck traffic should be restricted to minimize potential negative impacts.