adopted

2000 TAX INCREMENT FINANCING AND DEVELOPMENT PLAN

for the

DEPOT TOWN DOWNTOWN DEVELOPMENT AREA

DEPOT TOWN DOWNTOWN DEVELOPMENT AUTHORITY
CITY OF YPSILANTI, MICHIGAN

JANUARY 2000

ACKNOWLEDGEMENTS

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TABLE OF CONTENTS

	PAGE
Title Page	1
Acknowledgement	2
Table of Contents	3
History of the Depot Town Development Authority and Purpose of Tax Increment Financing and Development Plan	5
THE DEVELOPMENT PLAN	**6**
Development Plan for the Depot Town Development Area	7
Designation of the Boundaries	7
Existing Land Use	7
Proposed Land Use	8
Legal Description	9
Improvement Program	10
Zoning Changes	12
Estimate of Cost	12
Displacement of Residents	13
TAX INCREMENT FINANCING PLAN	**14**
Explanation of the Tax Increment Procedure	15
Bonded Indebtedness	16
Duration of the Program	16
Impact of Tax Increment Financing on Taxing	16
Jurisdiction	16
Plan for the Expenditure of Captured Assessed Value	17
MAPS	
Map 1: Original DTDDA Development Area and Tax Increment District Boundaries	21
Map 2: Proposed DTDDA Development Area and Tax Increment District Boundaries	22
Map 3: Existing Land Uses	23
Map 4: Proposed Land Uses and Improvements	25

ATTACHMENTS:

Attachment A: Private and Public Improvement Projects For the Development Area

Attachment B: 1992 State Equalized Valuations in the Development Area

Attachment C: Depot Town DDA Ordinances and Resolutions

Attachment D: Depot Town Master Plan

Attachment E: Depot Town DDA By-laws

Attachment F: Depot Town DDA Resolution Approving the Plan

Attachment G: Ordinance Approving the Plan

Attachment H: Ordinance Approving Amendment to the Plan

Attachment I: Ordinance Approving 2000 Plan

HISTORY OF THE DEPOT TOWN DEVELOPMENT AUTHORITY AND PURPOSE OF THE TAX INCREMENT FINANCING AND DEVELOPMENT PLAN

The Depot Town Downtown Development Authority (DTDDA) was established by Ordinance 613 adopted by the Ypsilanti City Council on June 18, 1984. As authorized by P.A. 197 of 1975, a DTDDA District was defined and a Board appointed to carry out the purposes of the enabling legislation. The DTDDA Board began the process of establishing goals, updating the Master Plan (1976) and developing a program to meet identified needs and goals. The Ypsilanti City Council adopted revisions to the Plan with the updated goals and objectives on October 17, 1988 by Resolution 88-191. Then City Council authorized the DTDDA to levy two mills on real and personal property in the District as authorized by P.A. 197 of 1975, on January 22, 1990 by Resolution 90-10.

City Council approved through Ordinance No. 784 an expanded district on November 16, 1992. The expansion added seven new parcels to the Development District. The parcels added at this time are located on Ninde, N. River, and E. Cross Streets.

The DTDDA Board decided to move ahead with the preparation of a Tax Increment Financing and Development Plan to achieve the goals in the amended Master Plan and to undertake other public improvements within the area. Thus it is the purpose of this Tax Increment Financing and Development Plan to establish the legal basis and procedure for the capture and expenditure of tax increment revenues in accordance with P.A. 197 of 1975 for the purpose of stimulating the encouraging private investment in Depot Town through the provision of public improvements.

City Council approved the original Tax Increment Financing and Development Plan of the Depot Town Downtown Development Authority by Resolution 92-243 and Ordinance No. 787 in December of 1992. This document is intended to amend the current plan. The amendment is being proposed to enable long-term financing of several projects, which were identified in the original Tax Increment Financing and Development Plan, but have not yet been completed. The Amendment also includes the addition of three portions of the public right-of-way to the Development Area and Tax Increment District boundaries. The Amendment will also enable the Depot Town Downtown Development Authority to pursue new projects to strengthen and encourage economic investment in the area.

DEVELOPMENT PLAN

DEVELOPMENT PLAN FOR THE DEPOT TOWN DEVELOPMENT AREA

1. DESIGNATION OF BOUNDARIES OF THE DEVELOPMENT AREA.

The original boundaries of the Depot Town Development Authority District are shown on Map 1 on page 21. The entire development district is located in the City's Historic District. The boundaries of the Depot Town Downtown Development Area are the same as the Tax Increment Financing area. This amended plan proposes the expansion of the Depot Town Downtown Development Authority boundaries to include portions of the N. River Street and E. Cross Street right-of-ways. The new boundaries are shown on Map 2 on page 22.

2. LOCATION AND EXTENT OF EXISTING PUBLIC AND PRIVATE USES.

a. PUBLIC USES

Public uses in the Development Area include portions of the following public streets: East Cross, North River, Photo, Ninde, Rice/Marketplace, Maple, Depot, Lincoln, Ferrier, and the Cross Street Bridge.

Other public facilities in the Development Area include:

(1) **Parks:**
North section of Riverside Park
Frog Island
The Tridge/network

(2) **Parking Lots:**
Aubree's area parking lot
Frog Island parking lot
Farmers' Market parking lot
Riverside north parking lot
Cady's area parking lot

(3) **Facilities:**
Freight House/Farmers' Market
Plaza
Signal Tower
Market Alley
Public access on south side of East Cross between 24 East Cross and 32 East Cross
Clock Tower

Existing land uses and their locations can be seen on Map 3 on page 23.

b. PRIVATE USES

(1) **Residential**
There are approximately five residential structures in the Development Area. There are also approximately 30 apartment units in principally commercial buildings.

(2) **Commercial**
Commercial development is the major land use in the Depot Town Area. The commercial core is located on East Cross and River Streets. Commercial uses include retail and service.

(3) **Industrial**
There are currently no industrial uses in the Development Area.

c. RECREATIONAL USES

Recreational facilities included in the development area include a portion of Riverside Park, all of Frog Island Park and the connecting Tridge System Bike Path. These parks are part of the Huron River Parkway System.

The Freighthouse/Farmers' Market building and plaza are also used as recreational facilities and for special events.

d. QUASI-PUBLIC USES

Quasi-public uses in the Development Area include the Ypsilanti Recycling Project, Serenity House and the historic Caboose.

e. VACANT

There are currently two vacant commercial spaces in the Depot Town Development Area. 54 E. Cross is currently under construction as a new restaurant. 52 E. Cross is another vacant building available for sale by a private owner for potential development. One vacant parcel of land is owned by the Depot Town Downtown Development Authority and is planned for development as a public parking lot.

3. LOCATION AND EXTENT OF PROPOSED PUBLIC AND PRIVATE LAND USES.

Proposed land uses are shown on Map 4 on page 24. These uses are the same as existing land uses with the exception of the vacant property north of the Depot, which is planned for parking. The DTDDA also proposes to provide

common trash facilities to the south side businesses, however the location of this improvement has not yet been identified.

4. LEGAL DESCRIPTION OF THE DEVELOPMENT AREA.

The proposed development area is described as follows:

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

100 East Cross Street, described in tax code parcel numbers 11-09-107-008 and 11-09-107-009,

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

5. EXISTING IMPROVEMENTS IN THE DEVELOPMENT AREA TO BE DEMOLISHED, REPAIRED, OR ALTERED AND TIME REQUIRED FOR COMPLETION.

The DTDDA proposes many improvements and alterations in the Development Area. The Freighthouse facility has developed a 1998 master plan to guide the function of the facility in the future. To assist in the implementation of this plan, the DTDDA proposes financial contributions to the improvement of the Market Plaza, and the provision of signage on the building.

In 1998, the City of Ypsilanti and the Ann Arbor-Ypsilanti Urban Area Transportation Study (UATS) commissioned a traffic circulation study to evaluate both vehicular and non-motorized traffic in the Depot Town area. The DTDDA proposes the implementation of this plan. Some of the specific components of this study that may be implemented include the pedestrian linkage from the new parking lot to the business district, and evaluation and contribution of one of the Cross Street Island Alternatives.

The DTDDA plans on removing the existing coach-style streetlights and replacing them with "Granville" style posts to visually link Depot Town with the Michigan Avenue commercial district. The new poles are equipped with banner arms and electrical receptacles to enable decoration of the district.

Ninde and Photo Streets are two minor streets within the Development Area. The DTDDA proposes improving these streets. Potential improvements to these streets have not been specifically identified; however, the goal of improvement would to create better functioning, and more aesthetically pleasing public right-of-ways.

These alterations are summarized in the table found in Attachment A.

6. THE LOCATION, EXTENT, CHARACTER, AND ESTIMATED COST OF IMPROVEMENTS CONTEMPLATED FOR THE DEVELOPMENT AREA AND AN ESTIMATE OF THE TIME REQUIRED FOR COMPLETION.

The DTDDA is proposing several new improvements to the Development Area. Since 1992, the DTDDA has purchased new benches, trash receptacles, and other fixtures to improve the appearance of the Development Area. The DTDDA

proposes the continuation of this program through the next 15 years by continuing to invest in streetscape improvements such as benches, trash receptacles, and other fixtures.

The DTDDA also proposes the development of new public parking facilities. The DTDDA has purchased land in the Development Area. The DTDDA has identified a site for its size and the opportunity to provide needed infrastructure to encourage private investment within the district. The new public parking facility will provide 61 additional parking spaces.

The DTDDA also proposes to contribute to the purchase of new kiosk signs that inform the public of upcoming events in and around the Depot Town area. The DTDDA plans on improving much of the signage throughout the Development Area.

Another planned improvement is to enhance the appearance of the Depot Town Development Area through lighting improvements. Architectural lighting improvements will complement the streetlights to provide for a pleasing experience for those that visit the area.

The DTDDA also intends to develop improvements for the gateways, or entries into the district. Through signage, landscaping, and/or other methods, the DTDDA recognizes the importance of welcoming all types of traffic into the Development Area.

To encourage community input and continued investment in Depot Town, the DTDDA intends to commission a master plan for the development area to address future needs, and provide creative processes to ensure the long-term viability of the district.

The table found at Attachment A details the projects that the DTDDA proposes for the coming years.

In addition, those public improvements which may be required to support currently proposed or future private development will be scheduled as such projects reach the final planning stages. Façade improvements and property rehabilitation projects are expected to be continued, spurred by the City's façade and rental rehabilitation programs.

Cost estimates for public improvement projects are estimates at this time because construction drawings have not been completed and therefore costs are based on preliminary planned concepts.

7. A STATEMENT OF THE CONSTRUCTION OR STAGES OF CONSTRUCTION PLANNED, AND THE ESTIMATED TIME OF COMPLETION.

The time schedule for construction of the public improvement program for the Development Area is outlined in Attachment A.

8. PARTS OF THE DEVELOPMENT AREA TO BE LEFT AS OPEN SPACE AND CONTEMPLATED USE.

Riverside Park and Frog Island Park, which are public parks located in the Development Area will remain as open space and will continue to be used for recreational and special event activities. The Depot Town Downtown Development Authority intends to support the efforts of the City of Ypsilanti by supporting the implementation of improvements to Frog Island and Riverside Park as identified in the Huron River Corridor Study of 1998.

The Farmers' Market plaza will continue to be used for the Farmers' Market and other public uses. The Authority plans on contributing to the implementation of the 1998 Farmer's Market/Freighthouse Master Plan.

9. PORTIONS OF THE DEVELOPMENT AREA WHICH THE AUTHORITY DESIRES TO SELL, DONATE, EXCHANGE, OR LEASE TO OR FROM THE MUNICIPALITY AND THE PROPOSED TERMS.

The Authority has no plans at the present time to sell, donate, exchange, or lease to or from the City of Ypsilanti any land in the Development Area.

10. DESIRED ZONING CHANGES AND CHANGES IN STREETS, STREET LEVELS, INTERSECTIONS AND UTILITIES.

No zoning changes are required. This plan does propose improved street lighting throughout the development area. The Authority recognizes and supports those land use plans identified in the 1998 Community Master Plan. The DTDDA does propose to improve Ninde and Photo Streets. These are secondary public streets within the development area, which the DTDDA hopes to improve. Potential improvements include aesthetic and more functional improvements.

11. AN ESTIMATE OF THE COST OF THE DEVELOPMENT, PROPOSED METHOD OF FINANCING AND ABILITY OF THE AUTHORITY TO ARRANGE THE FINANCING.

The estimated cost of the public improvement program as outlined in Attachment A is $846,279. It is anticipated that these projects will be paid for with tax increment revenues and such other funds that might be made available to the DTDDA for the improvements. Under P.A. 197 of 1975, the DTDDA has the authority to carry out a public improvement program utilizing tax increment financing, may receive donations for the performance of the functions, and may

also finance its activities from money provided from other sources approved by the City Council.

12. DESIGNATION OF PERSON OR PERSONS, NATURAL OR CORPORATE, TO WHOM ALL OR A PORTION OF THE DEVELOPMENT IS TO BE LEASED, SOLD OR CONVEYED IN ANY MANNER AND FOR WHOSE BENEFIT THE PROJECT IS BEING UNDERTAKEN.

    All public improvement projects undertaken as part of this tax increment financing and development plan will remain in public ownership for the public benefit

13. PROCEDURES FOR BIDDING FOR THE LEASING, PURCHASING OR CONVEYING IN ANY MANNER OF ALL OR A PORTION OF THE DEVELOPMENT UPON ITS COMPLETION.

    The Authority currently owns one parcel slated for the development of a public parking lot. As an appointed Authority of the City of Ypsilanti, the Depot Town Downtown Development Authority will utilize those procedures that have been established by the City Council for the bidding, leasing, purchasing or conveying of any development. These procedures are located in Chapter 2, Article VI of the Code of Ordinances of the City of Ypsilanti.

14. ESTIMATES OF THE NUMBER OF PERSONS RESIDING IN THE DEVELOPMENT AREA AND THE NUMBER OF FAMILIES AND INDIVIDUALS TO BE DISPLACED.

    It is estimated that forty-eight (48) persons reside in the Development Area. No families or individuals are to be displaced and no occupied residences are designated for acquisition and clearance by the Authority.

15. PLAN FOR ESTABLISHING PRIORITY FOR THE RELOCATION OF PERSONS DISPLACED BY THE DEVELOPMENT IN ANY NEW HOUSING IN THE DEVELOPMENT AREA; PROVISION FOR COSTS OF RELOCATION DISPLACED PERSONS; PLAN FOR COMPLIANCE WITH ACT NO. 227 OF 1972 OF MICHIGAN COMPILED LAWS.

    Not applicable.

TAX INCREMENT

FINANCING PLAN

TAX INCREMENT FINANCING PLAN
FOR THE DEPOT TOWN DEVELOPMENT AREA

1. EXPLANATION OF THE TAX INCREMENT PROCEDURE

As provided for in P.A. 197 of 1975, tax increment financing is a financing tool for the redevelopment of downtown business districts in which a Development Authority has been established. The concept of tax increment financing is that tax dollars generated from new private property development and improvements within a designated tax increment district or development area can be "captured." These funds can be utilized by the DTDDA to finance public improvements with in the Tax Increment District or Development Area, which support and encourage continued private investment.

To utilize tax increment financing, the DTDDA must prepare and submit to the City governing body a tax increment financing and development plan which the City must approve by ordinance. Following the adoption of the ordinance, municipal and county treasurers must, according to the Act, transfer to the DTDDA that portion of the tax levy of all taxing bodies paid each year on real and personal property in the development area on the captured assessed value, including that portion of a commercial facilities tax levied pursuant to P.A. 255 of 1978 and that portion of an industrial facilities tax levied pursuant to P.A. 198 of 1974, attributable to the captured assessed value. Such funds transmitted are termed "tax increment revenues."

"Captured assessed value" is defined in the Act as the amount, in any one year, by which the current assessed value in the development area exceeds the initial assessed value. The initial assessed value is defined as the most recently assessed value, as finally equalized by the State Board of Equalization, of all the taxable property within the boundaries of the development area at the time the ordinance establishing the tax increment financing plan is approved.

For this plan, the initial assessed value is the 1992 assessed value of all real and personal property in the development area as set on December 31, 1991, and equalized by the State in May, 1992. Attachment B includes a list of properties in the Development Area along with their 1992 assessed valuations.

The tax levy of all taxing jurisdictions is currently 37.5290 mills. Under this tax increment financing plan, the tax levy on the entire captured assessed valuation is to be utilized by the DTDDA in the manner as hereinafter set forth. An estimate of the tax increment revenues to be received by the DTDDA is also included.

2. MAXIMUM AMOUNT OF BONDED INDEBTEDNESS TO BE INCURRED.

The DTDDA intends to incur a maximum bonded indebtedness of $300,000 to finance the projects identified in this plan and as estimated in cost in Section 5 (B) of this plan, utilizing tax increment revenues.

3. DURATION OF THE PROGRAM.

The duration of the original tax increment financing plan was twelve years, commencing upon its adoption by the City Council in December 1992 and ending December 2004. This plan amends the 1992 plan to extend the term of the tax increment financing plan 11 additional years through December of 2015.

4. STATEMENT OF THE ESTIMATED IMPACT OF TAX INCREMENT FINANCING ON TAXING JURISDICTIONS IN WHICH THE DEVELOPMENT AREA IS LOCATED.

The 1992 assessed valuation of real and personal property within the Development Area as set December 31, 1991 and equalized by the State is $1,692,590. This figure is less than one percent of the total assessed valuation for the City for 1992.

The maximum effect of this plan on taxing jurisdictions in which the development area is located is that the taxable valuation within the Development Area upon which taxes are not levied will remain constant over the life of this plan. If the proposed private development occurs as anticipated in this plan, potential taxes captured from each taxing jurisdiction over the duration of this plan are as follows:

JURISDICTION	**TAX RATE**	**TOTAL CAPTURED TAXABLE VALUATION FOR DEVELOPMENT AREA (1999-2015)**	**POTENTIAL TOTAL TAXES CAPTURED**
City of Ypsilanti	23.75960	$22,550,004	$535,779
School District	24.00000	$22,550,004	$0*
Washtenaw County (Includes Park Authorities)	5.49570	$22,550,004	$123,928
Community College	3.50290	$22,550,004	$78,990
Intermediate School District	3.17680	$22,550,004	$71,637
Other – Library	1.59400	$22,550,004	$35,945
TOTAL	**61.529**		**$846,279**

*School Taxes can not be captured subsequent to Proposal A.

Projected over the duration of the plan amendment, the average potential taxes captured by the DTDDA from each taxing jurisdiction would be as follows:

JURISDICTION	AVERAGE POTENTIAL TAXES CAPTURED PER YEAR (17 YEARS)
City of Ypsilanti	$31,516
School District	$0
Washtenaw County	$7,290
Community College	$4,646
Intermediate School District	$4,214
Other – Library	$2,114

Of course, at the expiration of this tax increment financing plan, all taxing jurisdictions will benefit substantially from the new private development and from a tax base that has been stabilized and enhanced as a result of the public improvement program.

5. PLAN FOR THE EXPENDITURE OF CAPTURED ASSESSED VALUATION BY THE DTDDA.

A. Estimate of Tax Increment Revenues

The table that follows provides a brief history of the City of Ypsilanti's State Equalized Value/Taxable Value. Those figures below from 1986 to 1993 represent State Equalized Value whereas those figures from 1994 on, represent Taxable Value.

Year	State Equalized Value	Increase
1986	192,724,350	
1987	194,512,850	101%
1988	199,871,050	103%
1989	196,780,270	98%
1990	216,251,970	110%
1991	230,560,240	107%
1992	222,273,730	96%
1993	228,866,620	103%
1994	238,151,200	104%
1995	240,388,600	105%
1996	247,211,782	103%
1997	255,915,141	104%
1998	277,074,596	108%
1999	286,105,300	103%
	Average	**103%**

As the previous table indicates, the City of Ypsilanti has experienced an average increase of 103% in property valuation since 1986. This average is being utilized to project Tax Increment Financing Revenues for the duration of this plan. The projected revenues for the duration of the amended plan are as follows:

Year	Taxable Value	CAPTURED VALUE	Revenues
1999	$2,358,477	$665,877	$24,990
2000	$2,429,231	$736,631	$27,645
2001	$2,502,108	$809,508	$30,380
2002	$2,577,171	$884,571	$33,197
2003	$2,654,487	$961,887	$36,099
2004	$2,734,121	$1,041,521	$39,087
2005	$2,816,145	$1,123,545	$42,166
2006	$2,900,629	$1,208,029	$45,336
2007	$2,987,648	$1,295,048	$48,602
2008	$3,077,278	$1,384,678	$51,966
2009	$3,169,596	$1,476,996	$55,430
2010	$3,264,684	$1,572,084	$58,999
2011	$3,362,624	$1,670,024	$62,674
2012	$3,463,503	$1,770,903	$66,460
2013	$3,567,408	$1,874,808	$70,360
2014	$3,674,430	$1,981,830	$74,376
2015	$3,784,663	$2,092,063	$78,513
	Totals	**$22,550,004**	**$846,279**

Additional increases in the assessed valuations for the development area will result from other rehabilitation, appreciation and inflation. These increases are beyond those projected in this plan, but if such increases result, tax increment revenues will be spent according this plan in order to speed up the implementation of the public improvement program.

B. Expenditure of Tax Increment Revenues

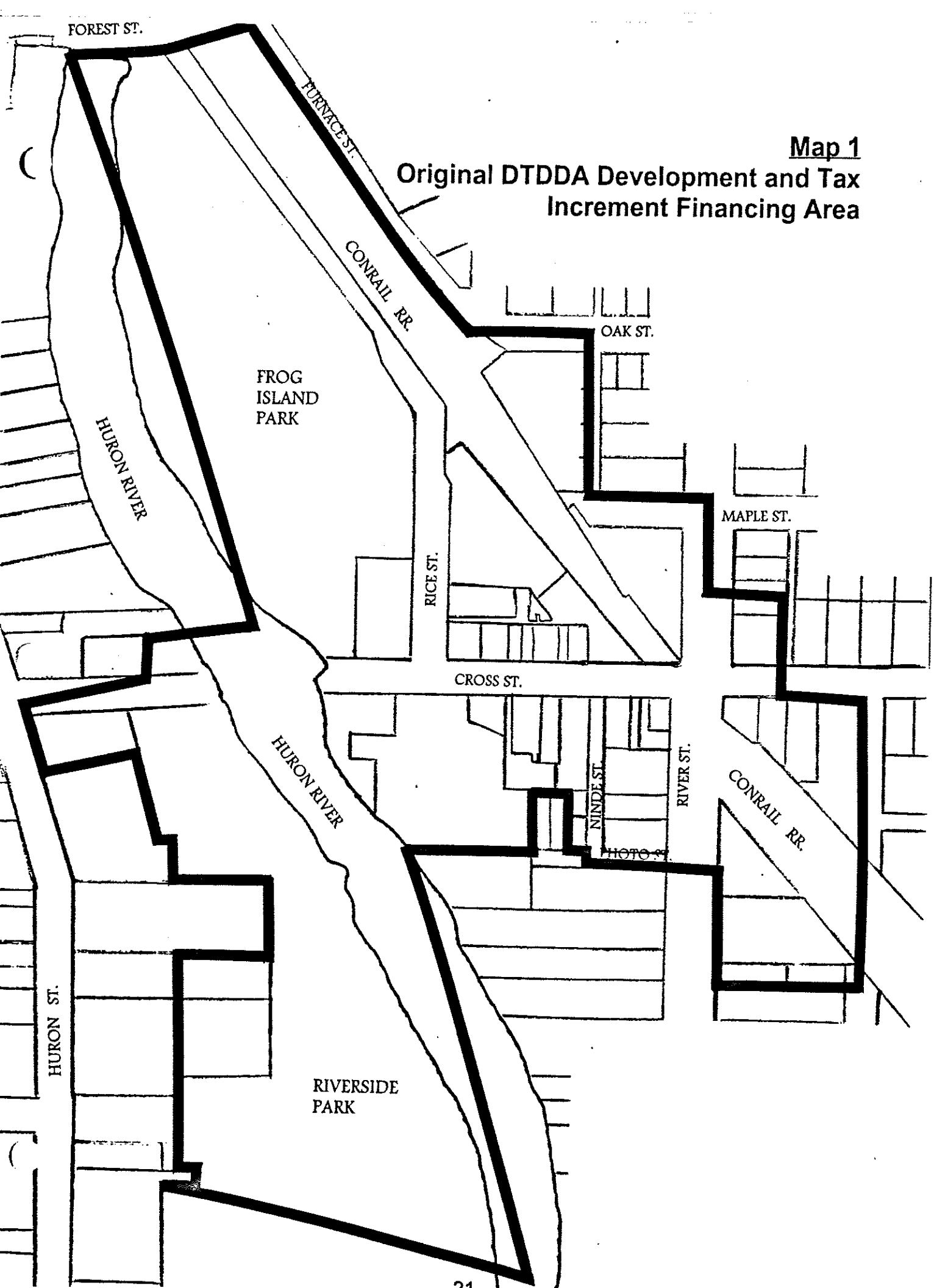
The following table is a program and schedule for the expenditure of revenues to accomplish the proposed public improvements for the Development Area.

Year	Carry Over	Revenues	Loan Pymt.*	Project	Project Cost	Balance
1999	$0	$24,990	$18,924	Frog Island Contribution	$6,000	$66
2000	$66	$27,645	$18,924	Frog Island Contribution	$4,000	$4,787
2001	$4,787	$30,380	$18,924	South Common Dumpsters	$16,000	$243
2002	$243	$33,197	$18,924	Riverside Park Contribution, Dumpsters	$14,000	$516
2003	$516	$36,099	$18,924	Freighthouse Signage, Streetscape	$10,000	$7,691
2004	$7,691	$39,087	$18,924	Circulation Study Implementation	$15,000	$12,854
2005	$12,854	$42,166	$18,924	Market Plaza Improvements	$20,000	$16,096
2006	$16,096	$45,336	$18,924	Kiosks	$20,000	$22,508
2007	$22,508	$48,602	$18,924	Streetscape Improvements	$15,000	$37,186
2008	$37,186	$51,966	$18,924	Improve Ninde & Photo Streets	$70,000	$228
2009	$228	$55,430	$18,924	Architectural Lighting Improvement	$35,000	$1,734
2010	$1,734	$58,999	$18,924	Circulation Study Implementation	$30,000	$11,809
2011	$11,809	$62,674	$18,924	Circulation Study Implementation	$24,000	$31,559
2012	$31,559	$66,460	$18,924	Gateway Improvements, Streetscape	$60,000	$19,095
2013	$19,095	$70,360	$18,924	Depot Town Signage	$45,000	$25,531
2014	$25,531	$74,376	$18,924	Commission Master Plan	$20,000	$60,983
2015	$60,983	$78,513	$0	Repair/maintain public facilities	$100,000	$39,496

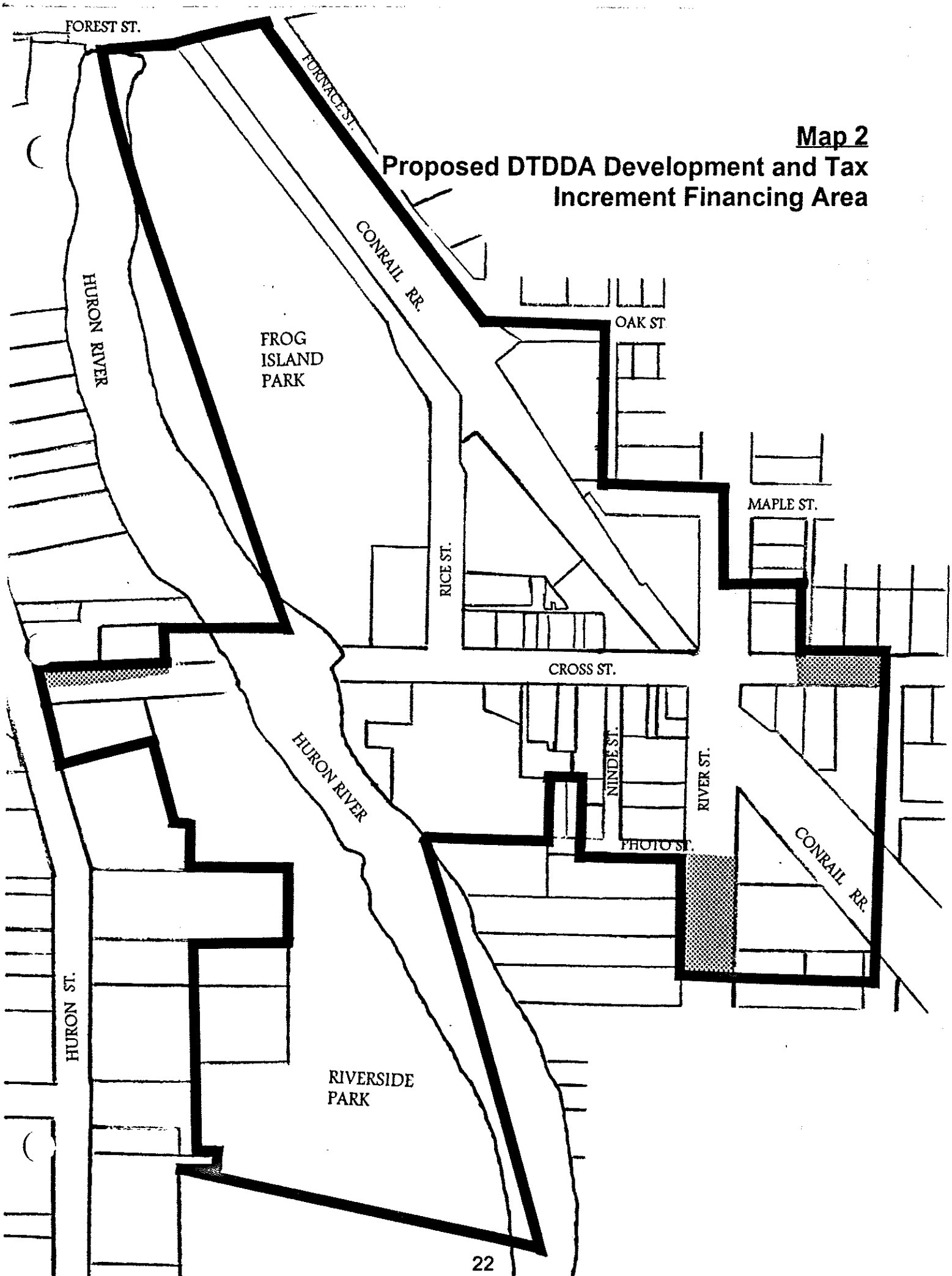
* Annual payment of loan which finances streetlight replacement and development of new public parking lot.

OTHER RELEVANT INFORMATION FOR THE PLAN

- Attachment C includes ordinance creating the Depot Town Downtown Development Authority along with other legislation affecting the Authority
- Attachment D includes the Depot Town Master Plan
- Attachment E includes the Depot Town Downtown Development Authority By-Laws.
- Attachment F is the resolution of the Depot Town Downtown Development Authority, which approves the Plan.
- Attachment G is the ordinance adopted by the City Council, which approves the Plan.
- Attachment H is the ordinance adopted by the City Council, which approves the amendment to the Plan.
- Attachment G is the ordinance adopted by the City Council, which approves a second amendment to the Plan.



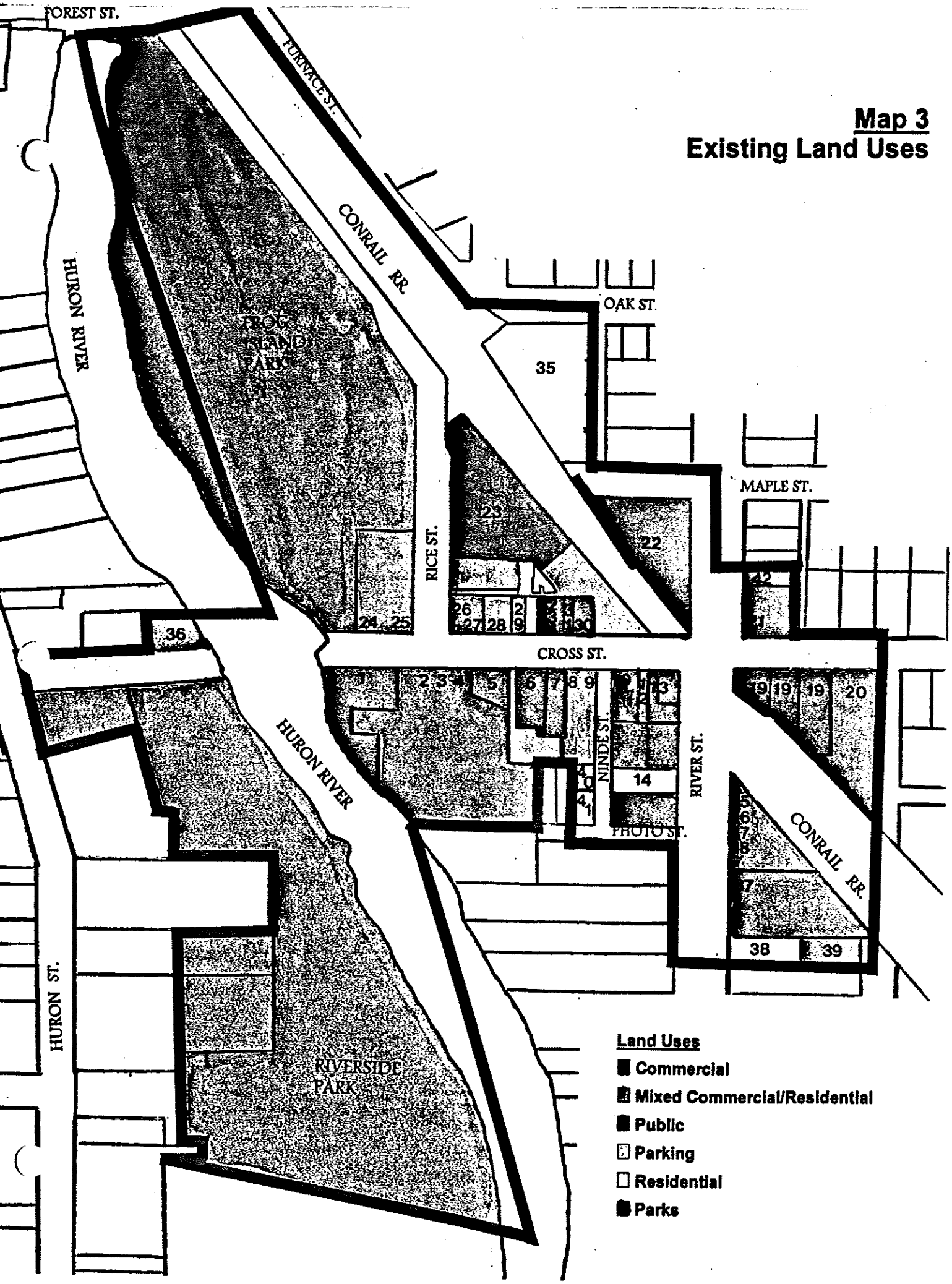
Map 1
Original DTDDA Development and Tax Increment Financing Area



Map 2

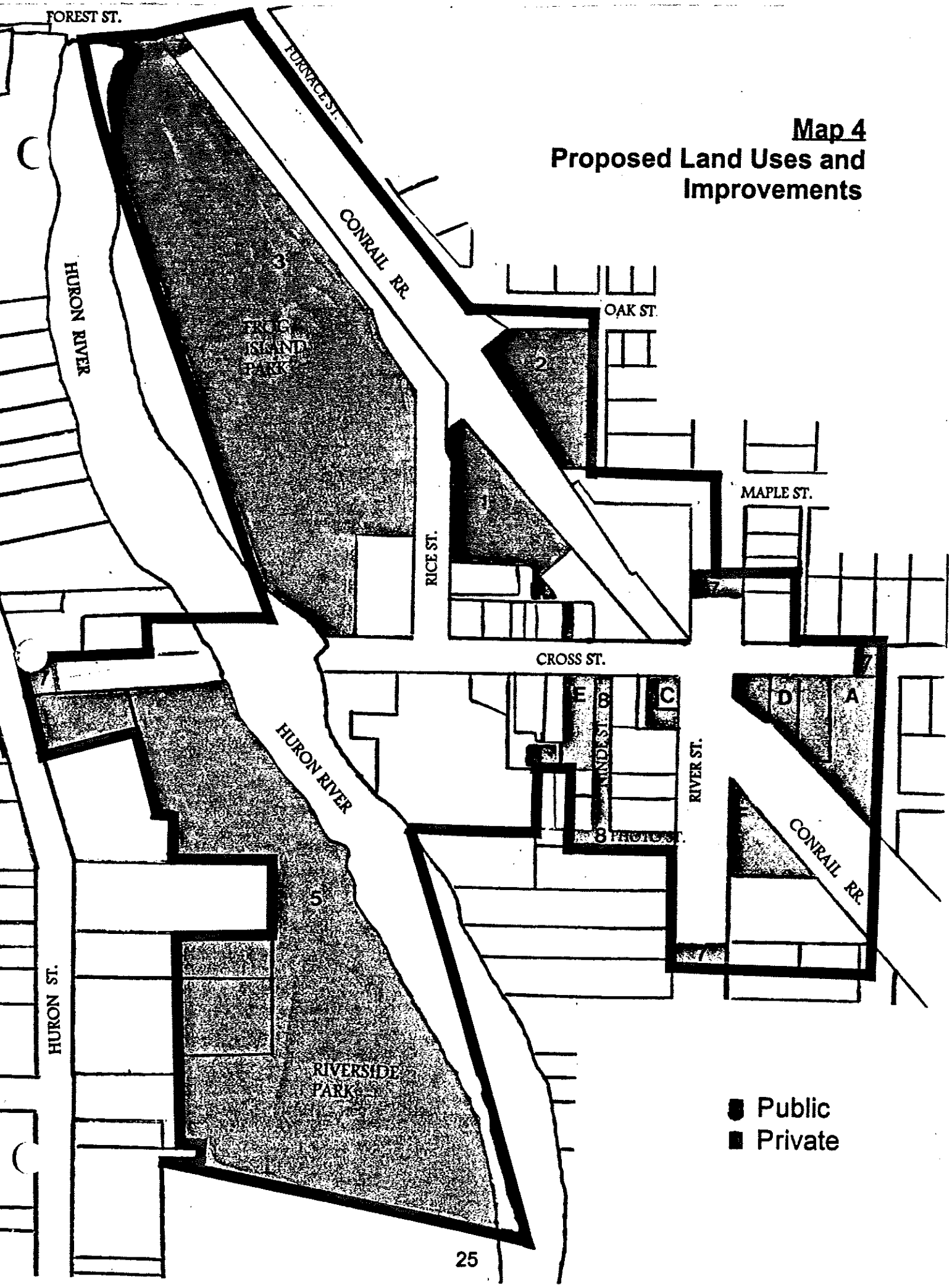
Proposed DTDDA Development and Tax Increment Financing Area

Map 3
Existing Land Uses



Businesses and Residences in the DTDDA Development and Tax Increment Financing Area KEY

1) Esquire Custom Drapery and Blinds
2) Auto Glass
3) City Body
4) Hair To Stay
5) Olde Towne Coin and Golde
6) WWCM Radio
7) Cady's Grill
8) Ike's Barber Shop
9) Tucker's Cafe
10) Hon's Flowers
11) Richard Reid's Hair Station
12) VACANT STOREFRONT
13) Sidetrack
14) Residence
15) Ypsilanti Food Cooperative
16) Depot Town Sourdough Bakery
17) MacMullan Architects
18) Vital Signs
19) Ypsilanti Auto Heritage Museum
20) Frog Island Brewing Company
21) Fantasee Lighting
22) Old Passenger Depot VACANT
23) Freighthouse/Farmer's Market
24) Me N My Sister's Country Store
25) Teachers Shop and Learning Center
26) Quinn's Essentials
27) Tea, Thyme and Treasures
28) Silver Spoon Antiques
29) Apple Annie's and Jim MacDonald's Vintage and Antiques
30) Aubree's Saloon
31) Pizza Garden
32) Hansen's Standard Printing
33) Cheeky Monkey
34) Serenity House
35) VACANT LAND
36) Studio/Foundry
37) Utilities Instrumentation Services
38) Residence
39) VACANT Commercial Building
40) Olde Towne Auto Repair
41) Residences
42) VACANT


Map 4
Proposed Land Uses and Improvements
FOREST ST.
FURNACE ST.
CONRAIL RR.
HURON RIVER
FROG ISLAND PARK
OAK ST.
MAPLE ST.
RICE ST.
CROSS ST.
HURON RIVER
RIVER ST.
LINDEN ST.
PHOTO ST.
CONRAIL RR.
HURON ST.
RIVERSIDE PARK
1
2
3
4
5
6
7
8
A
B
C
D
E
Public
Private

Proposed Land Uses and Improvements KEY

	PRIVATE IMPROVEMENT PROJECT	ESTIMATED COST	ESTIMATED DATE PROPERTY EQUALIZED
A	Frog Island Brewery	$500,000	1999
B	Sticks/Pizza Garden	$5,600	2000
C	Sidetrack Improvements/54 E. Cross	$25,000	2000
D	Auto Museum Expansion	$2,000,000	2000
E	Tucker's Café Expansion	$10,000	1999
F	Millworks Building (Apartments)	$30,000	1999

	PUBLIC IMPROVEMENT PROJECTS SITE SPECIFIC	ESTIMATED COST	ESTIMATED CONSTRUC-TION DATE
1	Freighthouse Signage	$5,000	2003
2	Develop Public Parking Facilities	$188,000	1999
3	Contribution to Frog Island Improvements	$10,000	1999-2001
4	Public Dumpster Facilities South of Cross	$20,000	2001-2002
5	Contribution to Riverside Park Improvements	$10,000	2002
6	Contribution to Freighthouse Master Plan Implementation (Market Plaza improvements)	$20,000	2005
7	Gateway Improvements	$50,000	2012
8	Improvements to Ninde & Photo Streets	$70,000	2008

PUBLIC IMPROVEMENT PROJECTS DISTRICT-WIDE	ESTIMATED COST	ESTIMATED CONSTRUC TION DATE
Streetscaping (Street lights, benches, trash receptacles, other fixtures)	$30,000	2003, 2007, 2012
Improve Existing Vehicular and Pedestrian Traffic Flow (Including implementation of 1999 Depot Town Circulation Study Recommendations)	$71,000	2004, 2010-2011
Improve Street Lighting	$114,000	1999
Depot Town Signage	$45,000	2013
Kiosks	$20,000	2006
Architectural Lighting Improvements	$15,000	2009
Commission Master Plan	$20,000	2014
Repair/Upgrade public facilities (repaving parking lot, sidewalk repairs, etc.)	$100,000	2015

ATTACHMENT A

ATTACHMENT A
PRIVATE AND PUBLIC IMPROVEMENT PROJECTS FOR DEVELOPMENT AREA

PRIVATE IMPROVEMENT PROJECT	ESTIMATED COST	ESTIMATED DATE PROPERTY EQUALIZED
Frog Island Brewery	$500,000	1999
Sticks/Pizza Garden	$5,600	2000
Sidetrack Improvements/54 E. Cross	$25,000	2000
Auto Museum Expansion	$2,000,000*	2000
Tucker's Café Expansion	$10,000	1999
Millworks Building (Apartments)	$30,000	1999

* These improvements are to a tax-exempted property.

PUBLIC IMPROVEMENT PROJECTS	ESTIMATED COST	ESTIMATED CONSTRUCTION DATE
Streetscaping (Street lights, benches, trash receptacles, other fixtures)	$30,000	2003, 2007, 2012
Improve Existing Vehicular and Pedestrian Traffic Flow (Including implementation of 1999 Depot Town Circulation Study Recommendations)	$71,000	2004, 2010-2011
Freighthouse Signage	$5,000	2003
Develop Public Parking Facilities	$188,000	1999
Improve Street Lighting	$114,000	1999
Contribution to Frog Island Improvements	$10,000	1999-2001
Public Dumpster Facilities South of Cross	$20,000	2001-2002
Contribution to Riverside Park Improvements	$10,000	2002
Contribution to Freighthouse Master Plan Implementation (Market Plaza improvements)	$20,000	2005
Gateway Improvements	$50,000	2012
Depot Town Signage	$45,000	2013
Improvements to Ninde & Photo Streets	$70,000	2008
Kiosks	$20,000	2006
Architectural Lighting Improvements	$15,000	2009
Commission Master Plan	$20,000	2014
Repair/Upgrade public facilities (repaving parking lot, sidewalk repairs, etc.)	$100,000	2015

ATTACHMENT B

ATTACHMENT B

1992 State Equilized Valuations In The Development Area*

DEPOT TOWN DDA		REAL PROPERTY
TAX CODE	ADDRESS	1992 SEV
04-462-002	9-15 E CROSS	79,200
04-463-001	STANDARD PRINTING LOT	100
04-463-002	KLASSEN PARKING LOT	1,100
04-463-003	17-21 E CROSS	80,600
04-463-005	23-25 CROSS	48,200
04-463-006	27 E CROSS	22,900
04-463-007	29 E CROSS	33,900
04-463-008	CITY EASEMENT	
04-463-009	33-35 E CROSS	42,300
04-463-010	37 E CROSS	34,800
04-463-011	39 E CROSS	82,100
04-463-012	FARMERS MARKET	
04-465-007	90 MAPLE	12,400
04-495-013	408 N RIVER	17,500
04-495-014	400 N RIVER	26,500
09-107-006	120 E CROSS	71,700
09-107-007	112 E CROSS	30,300
09-107-008	MILLER PARKING LOT	6,300
09-107-009	100 E CROSS	37,600
09-130-001	308-312 N RIVER	53,000
09-130-002	306 N LINCOLN	54,500
09-130-023	301 N LINCOLN	18,100
09-131-001	PENN CENTRAL	
09-131-002	56 E CROSS	31,200

* Subject to verification by City Assessor

ATTACHMENT B - CONTINUED

09-131-003	54 E CROSS	26,700
09-131-004	52 E CROSS	27,400
09-131-005	46-50 E CROSS	57,200
09-131-006	PARKING LOT	6,600
09-131-009	315 NINDE	22,600
09-131-011	40-44 E CROSS	79,000
09-131-012	38 E CROSS	21,500
09-131-013	36 E CROSS	35,400
09-131-014	34 E CROSS	28,800
09-131-015	32 E CROSS	14,500
09-131-016	CITY EASEMENT	
09-131-017	24 E CROSS	21,400
09-131-018	4-10 E CROSS	57,500
09-131-019	12-20 E CROSS	202,800
40-105-001	6 W CROSS	23,700
TOTAL		1,385,690

ATTACHMENT B - CONTINUED

	PERSONAL PROPERTY
99-12-102-601	6,000
99-12-102-900	16,800
99-12-202-205	1,000
99-12-302-903	1,500
99-12-304-300	9,200
99-12-308-900	1,000
99-12-401-020	500
99-12-401-045	3,200
99-12-502-380	600
99-12-801-290	500
99-12-810-500	3,300
99-12-850-500	4,700
99-12-850-500	1,000
99-12-900-660	1,000
99-12-900-900	400
99-12-902-100	13,800
99-12-903-330	125,800
99-12-905-450	2,100
99-12-905-500	10,400
99-12-920-285	3,000
99-12-925-100	2,600
99-12-930-300	2,900
99-12-930-350	13,000
99-12-930-375	27,100

ATTACHMENT B - CONTINUED

99-12-930-400	2,500
99-12-940-003	1,200
99-12-941-250	24,500
99-12-950-222	3,600
TOTAL	283,200

1992	
REAL PROPERTY	1,409,390
PERSONAL PROPERTY	283,200
TOTALS	1,692,590

ATTACHMENT C

ORDINANCE 613

AN ORDINANCE TO PROVIDE FOR THE ESTABLISHMENT OF A DOWNTOWN DEVELOPMENT AUTHORITY PURSUANT TO ACT NO. 197 OF THE PUBLIC ACTS OF THE STATE OF MICHIGAN OF 1975; TO PRESCRIBE ITS POWERS AND DUTIES; TO CORRECT AND PREVENT DETERIORATION IN THE BUSINESS DISTRICTS AFFECTED; TO ENCOURAGE HISTORIC PRESERVATION; TO AUTHORIZE THE ACQUISITION AND DISPOSAL OF INTERESTS OF REAL AND PERSONAL PROPERTY; AUTHORIZE THE CREATION AND IMPLEMENTATION OF DEVELOPMENT PLANS IN THE AFFECTED DISTRICTS; TO PROMOTE THE ECONOMIC GROWTH OF THE AFFECTED DISTRICTS; TO CREATE A BOARD; AND TO PRESCRIBE ITS POWERS AND DUTIES.

WHEREAS; The City Council of the City of Ypsilanti determines that it is necessary for the best interests of the public to halt property value deterioration and increase property tax valuation where possible in its business district, to eliminate the costs of that deterioration and to promote economic growth, and

WHEREAS; The City Council has hereinbefore declared its intention to create and provide for the operation of a Downtown Development Authority, pursuant to the provisions of Public Act No. 197 of 1975, and

WHEREAS; a public hearing has been held upon the said intention and notice has been given pursuant to the requirements of Public Act No. 197 of 1975 and all other requirements of said Public Act having been satisfied.

THE CITY OF YPSILANTI ORDAINS:

1. Pursuant to Public Act No. 197 of the State of Michigan of 1975, there is hereby established an Authority to be known as the Depot Town Downtown Development Authority, which shall be a public body corporate, having the form, membership, powers and duties, and specifications set forth and established by Public Act No. 197 of 1975, which are hereby adopted and incorporated by reference as if fully set forth herein.

2. The boundaries of the District within which the Authority shall exercise its powers are hereby designated to be as follows:

Beginning at a point on the East line of River Street and the South line of Ferrier Street, said point also known as the Northwest corner of Lot 65, Hunter's Addition, thence East 280' to the Center line of Lincoln Street thence North along the Center line of Lincoln Street to the South line of East Cross Street thence West 166' along the South line of East Cross Street thence South 141' to the Northeasterly line of the Railroad Right-of Way thence Northwesterly along the Northeasterly line of the Railroad Right-of-Way to the Center line of River Street thence North along the Center line of River Street to the North line of Maple Street thence West along the North line of Maple Street to the West line of vacated alley thence North on the West line of vacated alley, extended North, to the Center line of Oak Street thence West along the Center line of Oak Street to the Northeasterly line of the Railroad Right-of-Way thence Northwesterly along the Northeasterly line of the Railroad Right-of-Way to the Center line of East Forest Street thence Westerly along the Center line of East Forest Street to the Center line of the Huron River thence Southerly along the Center line of the Huron River to a point where the North line of Lot 1, Assessor's Plat #3, extended Easterly intersects the Center line of the Huron River thence West along said extended North line of Lot 1 to the Northwest corner of said Lot 1 thence South along the West line of said Lot 1 to the Southwest corner of said Lot 1 thence Southwesterly to

the intersection of the Center line of West Cross Street and the East line of North Huron Street thence South 18-44 East 155.75' thence North 72-47 East 165.13' thence South 10-19-30 East 167.68'thence North 86-26-30 East 23.95' thence South 3-49 East 80.9' thence East 190.56' thence Southerly along the Western boundaries of properties located at 220, 214, 206, and 130 North Huron Street, (described as of 12/31/83), to a point 49.5' South of the Northeast corner of Lot 185, Original Plat, thence East 60' thence South 16.5' thence West 60' to the Northeast corner of Lot 184, Original Plat, thence East to a point where the Center line of North Street, extended Westerly, intersects with the Center line of the Huron River thence Northwesterly in the Huron River to the Northwest corner of the property described as 11-11-020-046-00 thence East 269' along the North line of said property thence North to he Northwest corner of Lot 322, Showerman and Compton's Allotment thence East to the West line of Ninde Street thence South along the West line of Ninde Street to the South line of Photo Street thence East along the South line of Photo Street to the East line of River Street thence South along the East line of River Street to the Point of Beginning, excepting from this boundary description two properties with addresses known as 12-24 East Cross Street, described as follows:

1. Land commencing at a point 523.9' West of and 16.50' South of the Southwest corner of Cross & River Streets, thence South 80', thence West 90', thence South50', thence East 50', thence South 114.24', more or less to the East bank of the Huron River, thence slightly along the River 40.95', thence East 263.75', thence North 113.8', thence West 50.4', thence North 102.9', thence Northwest 63.58', thence West 9.82', thence North 42.44' to the South line of Cross Street, thence West 130' more or less to point of beginning.

2. Land commencing at a point 326.13' West of and 16.50' South of the Southwest corner of Cross and River Streets, thence West 72.3', thence South 1 degree 54' East 42.44', thence East 9.82', thence Southeasterly 63.58' to a point 61.06' South of the point of beginning, thence Northerly to beginning.

The ordinance shall take effect upon publication in the Press and filing with the Secretary of State.

Made and passed by the Council of the City of Ypsilanti, this 18th day of June, 1984.

Approved by the Mayor of the City of Ypsilanti, this 18th day of June, 1984.

Peter J. Murdock
Mayor

Attest:
Robert A. Slone, Jr.,
City Clerk

I do hereby certify that the above Ordinance No. 613, was published in the Ypsilanti Press on June 23, 1984.

City Clerk

RESOLUTION NO.: 90-10

JANUARY 22, 1990

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That the City Council of the city of Ypsilanti, a Michigan municipal governing body, does hereby approve the levy by the Depot Town Downtown Development Authority of the City of Ypsilanti, of an ad valorem tax on the real and tangible personal property not exempt by law and as finally equalized in the Depot Town Downtown Development Authority District in the amount of two (2) mills and such levy is hereby authorized, per Act 197, Public Acts of Michigan, 1975.

OFFERED BY: [signature]

SUPPORTED BY: Lynda M. Hummel

AYES: 10 NAYS: 1-Tate ABSENT: 0 VOTE: Carried

Ordinance No. 784

AN ORDINANCE TO AMEND ORDINANCE NO. 613 ESTABLISHING AN AUTHORITY TO BE KNOWN AS THE DEPOT TOWN DOWNTOWN DEVELOPMENT AUTHORITY.

WHEREAS The City Council of the City of Ypsilanti determines that it is necessary for the best interests of the public to halt property value deterioration and increase property tax valuation where possible in its business district, to eliminate the costs of that deterioration and to promote economic growth; and

WHEREAS The City Council has hereinbefore declared its intention to amend the boundaries of the Depot Town Downtown Development Authority, pursuant to the provisions of Public Act No. 197 of 1975; and

WHEREAS That a Public Hearing has been held upon the said intention and notice has been given pursuant to the requirements of Public Act No. 197 of 1975 and all other requirements of said Public Act having been satisfied;

THE CITY OF YPSILANTI ORDAINS that the boundaries of the District within which the Authority shall exercise its powers are hereby amended to include:

100 EAST CROSS STREET, DESCRIBED IN TAX CODE PARCEL NUMBERS 11-09-107-008 AND 11-09-107-009.
315 NINDE STREET, DESCRIBED IN TAX CODE PARCEL NUMBER 11-09-131-009.
24 EAST CROSS STREET, DESCRIBED IN TAX CODE PARCEL NUMBER 11-09-131-017.
12-20 EAST CROSS STREET, DESCRIBED IN TAX CODE PARCEL NUMBER 11-09-131-019.
400-412 NORTH RIVER STREET, DESCRIBED IN TAX CODE PARCEL NUMBERS 11-04-495-013 AND 11-04-495-014.

The Ordinance shall take effect upon publication in the Press and filing with the Secretary of State.

MADE, PASSED AND ADOPTED BY THE YPSILANTI CITY COUNCIL THIS 16th DAY OF November, 1992.

CLYDE K. KING, Mayor

ROBERT A. SLONE, JR., City Clerk

Attest

I do hereby confirm that the above Ordinance No. 784 was published in the Ypsilanti Press on the 22nd day of November, 1992.

ROBERT A. SLONE, JR., City Clerk

ATTACHMENT D

ATTACHMENT D

Depot Town Master Plan

RESOLUTION NO. 88-191

October 17 1988

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

That the attached Master Plan for the Depot Town, be hereby approved and adopted.

OFFERED BY: _____

SUPPORTED BY: _____

AYES: 10 NAYS: 0 ABSENT: 1-King VOTE: Unanimous

ATTACHMENT D -CONTINUED 2nd draft

CITY OF YPSILANTI, MICHIGAN

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
ONE SOUTH HURON STREET
YPSILANTI, MICHIGAN 48197

TELEPHONE (313) 483-1100

MASTER PLAN
DEPOT TOWN
SEPTEMBER 1988

PLANNING COMMISSION

Robert McCrystal, Chairman
Fred Davis, Vice-Chairman
Christopher Hee
Patricia Horn-McGee
Martha Kemnitz
Karen Nickels
Russell Procassini
Don Racine

PLANNING DEPARTMENT

Andrea Brown, City Planner
Alice Burg, Planning Associate

"We are dedicated to give the people of this community the best government possible. In doing so we are committed to excellence and accountability and will demonstrate in word and deed our determination to make YPSILANTI — THE CITY THAT WORKS!"

MASTER PLAN
"DEPOT TOWN"
CITY OF YPSILANTI, MICHIGAN
SEPTEMBER 1988

INTRODUCTION

On September 19, 1977, a ten year Master Plan for "Depot Town" was adopted by Ypsilanti City Council. Happily, the majority of objectives cited in that plan have been achieved. The Master Plan's goal "to improve an urban neighborhood and do so through an understanding of its past, its present and its potentials" remains, and probably always will, very relevant.

The plan outlined below, though able to stand on its own, should perhaps more accurately be viewed as an addendum to the 1977 proposal.

LOCATION

The area commonly referred to as "Depot Town" is a commercial strip which boundaries run: East of the Huron River along Cross Street to the intersection of Lincoln Street, including the commercial area near the Cross Street intersection and properties on both sides of River Street between Maple to the North and 306 North River and 307 N. River on the South. The Train Depot and the adjacent ConRail property, the Farmer's Market building, Photo Street, Ninde Street, the Cross Street Bridge over the Huron River, the parks known as Riverside Park and Frog Island and the City parking West of the railroad tracks between Forest and Cross are included in the boundaries. See attachment 1.

HISTORY

In January, 1838 the Michigan Central Railroad laid tracks through Ypsilanti. The line connecting Detroit to Ypsilanti was formally opened on February 3, 1838. A freight house and station built of wood were constructed on the east side of the tracks. The freight house which exists today was constructed in 1878.

"Depot Town" was a product of the railroad, and soon became a thriving commercial area. At its peak it hosted three hotels and one of the most spectacular railroad stations between Detroit and Chicago.

With the decline of the railroad, the area deteriorated. In 1975 the Depot Town Association was formed. With the Bicentennial celebration in 1976 and the arrival of the Art Train, a revival began. In 1978 the Ypsilanti Historic District Ordinance was passed, making "Depot Town eligible for certain tax incentives for rehabilitation of exteriors and protection from making inappropriate alteration to structures."(1)

The first Ypsilanti Yesteryear Heritage Festival was held in August 1979, attracting 60,000 visitors to the "Depot Town" area. This year's Festival (1988) attracted in excess of 300,000. visitors.

GENERAL DESCRIPTION OF THE AREA

"Depot Town" is located by the Huron River which flows in a north-south direction. The Consolidated Railroad Corporation (Conrail) trackage runs east-west. Double trackage exists from Park Street on the east to LeForge on the west. Single track is found continuing east-west.

Most of the building in the area took place in the years 1848 to 1859 in response to the prosperity created by the railroad.

The majority of businesses in Depot Town are speciality shops. "The efforts by numerous agencies and individuals to create a unique commercial neighborhood around Ypsilanti's railroad depot represents an innovative and successful approach to urban redevelopment in the area." (2)

POTENTIAL FOR CHANGE

As witnessed by its revival, "Depot Town" has demonstrated potential to change. Future alterations would, in all probability, be in keeping with the direction the area is moving i.e. the continuing development of specialty, service and entertainment businesses.

The encouragement of utilizing upper levels to their best use, be it residential, commercial or office is an area of potential and desired change.

NATURAL FEATURES

The Huron River generally flows in a North - South direction. It begins as an above ground water source in South/Central Oakland County then moves Southerly joining with Lake Erie South of Grosse Ile.

The soil make up in the area is of two types. BnB and SO. The descriptions below are from the United States Department of Agriculture Soil Conservation Service in cooperation with Michigan Agricultural Experiment Station.

BnB - Boyer loamy sand, 0 to 6 percent slopes. This soil is on broad uplands, and on outwash plains, kames, valley trains, terraces, and moraines. Slopes are uniform in the uplands and are short and complex in other areas. Areas are irregular in shape and range from 3 to about 400 acres in size.

This soil has the profile described as representative of the series.

Included with this soil in mapping are small areas of Wasepi sandy loam, Fox sandy loam, Oshtemo loamy sand, Gilford sandy loam, and Sisson fine sandy loam. Some small areas of poorly drained and steeper soils are identified on the soil map by spot symbols.

(2) "City of Ypsilanti Strategies for the Future", May, 1980, Ypsilanti Comprehensive Planning Team

This soil is droughty and is subject to soil blowing when cultivated. Runoff is slow or very slow.

Most of the acreage is used for crops, recreation, and woodland. Some areas are mined for sand and gravel.

So - Sloan silt loam, wet. This soil is on alluvial flood plains of streams and rivers. Areas are elongated. Slope is 0 to 2 percent. Areas range from 5 to 250 acres in size.

Included with this soil in mapping are many small areas of Cohoctah fine sand loam. Small areas of Sebawa loam, Pella silt loam, Gilford sandy loam, organic soils, and somewhat poorly drained soils are also included.

This soil has a high water table and is subject to flooding. It is too wet for crop production unless drained and protected from flooding. Runoff is slow or very slow.

Most of the acreage is used for wildlife, woodland, and permanent pasture. Some small areas are in crops.

"Depot Town" East of the Huron River is in Zone C of the Flood Insurance Rate Map. This represents an area of minimal flooding.

A portion of Riverside Park is Zone A4. This is an area of 100 year flood, base flood elevations and flood hazard factors determined. See attachment 2.

The area is not considered a woodland area.

PRESENT LAND USE

Attachment 3 is an inventory of present land use. Residential uses are not included.

PARKS AND RECREATION

"Depot Town" abuts two City owned parks. Riverside Park runs North-South adjacent to the Huron River. It offers passive recreational facilites for picnicing, fishing and walking. An ampitheater provides the opportunity for entertainment events. A playground is available as well as restroom facilities.

Joining Riverside Park to Frog Island Park is pedestrian bridge work referred to as the "tridge". Frog Island offers jogging opportunities and an open air stage. Frog Island hosts the annual Jazz and Blues Festival in June, and is home to the circus at the annual Ypsilanti Yesteryear Heritage Festival.

THOROUGHFARES

The "Depot Town" area is accessed via Cross Street from the east/ west and River Street from the north/south. Access may also be achieved from Forest to Rice, although this is not a main access route.

The posted speed limit for all streets in the area is 25 miles per hour.

Traffic lights are found at the corners of: East Cross and North River; North River and Forest Avenue.

Traffic on all other intersections in the area is controlled via STOP signs.

Pedistrian traffic lights are located at the crossing of East Cross and North River and located adjacent to the railroad tracks crossing E. Cross, North to South.

The Huron River is crossed via a two lane bridge on Cross Street. The bridge was reconstructed in 1986.

River Street was widened and repaved in 1988.

TRAINS

The Consolidated Railroad Corporation (Conrail) trackage runs east-west. Double trackage exists from Park Street on the east to LeForge on the west. Single track is found continuing east-west.

Amtrack offers passenger service between Ann Arbor and Detroit. Trains run daily passing through Ypsilanti Eastbound at 9:00 a.m., 1:00 p.m.. Westbound the schedule is 8:30 p.m. and 11:30 p.m.

Freight service is found traversing the area. Local switching is also conducted.

PUBLIC FACILITIES/COMMUNITY EVENTS

In addition to the annual Ypsilanti Yesteryear Heritage Festival, "Depot Town" hosts in its freight house a monthly (January, February, March) winter jazz/blues series featuring diverse talent(s) both local and national. Efforts have been made to expand the concert series year round with the addition of a country and bluegrass venue. Annually in June the Depot Town Association in cooperation with WEMU (Public Radio) host an all day/night jazz and blues festival in the Frog Island Park.

Wednesdays and Saturdays the Farmer's Market is in operation. Fresh produce, eggs and meat are always available. Often the vendors are increased to allow for the sale of local arts and crafts, particuarily in response to the holidays.

There has been compiled a Master Plan for the Freight House, and this is available for review at City Hall.

November/December brings the "Festival of Lights" in Riverside Park. More than 100,000 lights and light displays illuminate the park. Extensive decorating of the area in keeping with the Victorian tradition is done in conjunction with the Winter Holidays.

COMMUNITY ORGANIZATIONS

Strong neighborhood support is achieved through a variety of organizations. The anchor group, The Depot Town Association is dedicated to "preserving the unique character of the neighborhood and to the enhancement of its business climate." Others include: The Historic Depot Town Foundation; The Depot Town Merchants'Committee; The Depot Town Antique Engine Club; The Depot Town Artists & Artisans; The Depot Town Engineering Society. The Depot Town Rag, a publication of the Depot Town Association, Inc. is published monthly.

POLICE AND FIRE

Twentyfour hour Police and Fire protection is available through the Ypsilanti Police Department and the Ypsilanti Fire Department. These are City run agencies.

UTILITIES

Ypsilanti Community Utilities Authority (YCUA) owns and operates the existing water and sanitary sewer systems. The City of Ypsilanti owns and operates the storm sewer system.

The size of the lines are as follows:

Water 10" and 12"; Sewage 10".

Detroit Edison owns and operates the electrical services.

Michigan Consolidated Gas owns and operates the gas service to the area.

HIGHEST AND BEST USE

The expansion and continuation of speciality, service, food and entertainment businesses; the utilization of upper floors to their highest potential conforming use; and the recognition of the possibilities of the outdoor areas will result in the most advantageous utilization of the land.

GOALS

To establish policy and encourage action which will improve vitality, increase value, and promote aesthetically pleasing commercial areas.

To encourage the utilization of upper levels to their most appropriate conforming advantage.

OBJECTIVES

1) To improve the existing commercial district and surrounding environments.

2) To attract new specialty and service businesses.

3) To promote the expansion of already existing commercial business to encourage economic growth.

4) To improve parking within commercial areas with special attention to the parking situation on the South side of East Cross Street.

5) To encourage full occupancy of all structures, on all levels.

6) To monitor the growth of the area and, if necessary, consider limitations on expansion if such growth is deemed detrimental to the character of "Depot Town".

7) To consider the establishment of a TIFA district.

8) To preserve and encourage the strong support given by neighborhood organizations.

9) To continue to recognize the natural value, and improve the recreational potential of, the Huron River Corridor.

STRATEGIES

1) Rezoning an area of "Depot Town" currently M-2, Medium Manufacturing District, to B-2-C, General Business District to encourage the development of businesses in conformance with the B2C zoning.

   Current legal uses not conforming with the revised zoning would become recognized "non-conforming" uses and could continue in their present configurations. Expansion of or rebuilding of such structures if destroyed beyond 50% of their monetary value would not be allowed. At this time, or time of abandonment for a period of six months or longer, they would be required to conform to the current zoning district.

2) To continue to promote the "Depot Town" as an area offering diverse activities both recreational and entertaining.

3) To reach an agreement among property owners on the South side of East Cross Street regarding parking and to implement a plan to provide adequate and desirable parking opportunities.

4) To study the feasibility of expanding the Downtown Development Authorities efforts and the establishment of a TIFA district.

3) To continue improvements to the Huron River Corridor, recognizing this as a primary assest to the "Depot Town" area. To view the Riverfront as a continuous natural feature with the potential to connect recreational opportunities to Ford Lake and beyond.

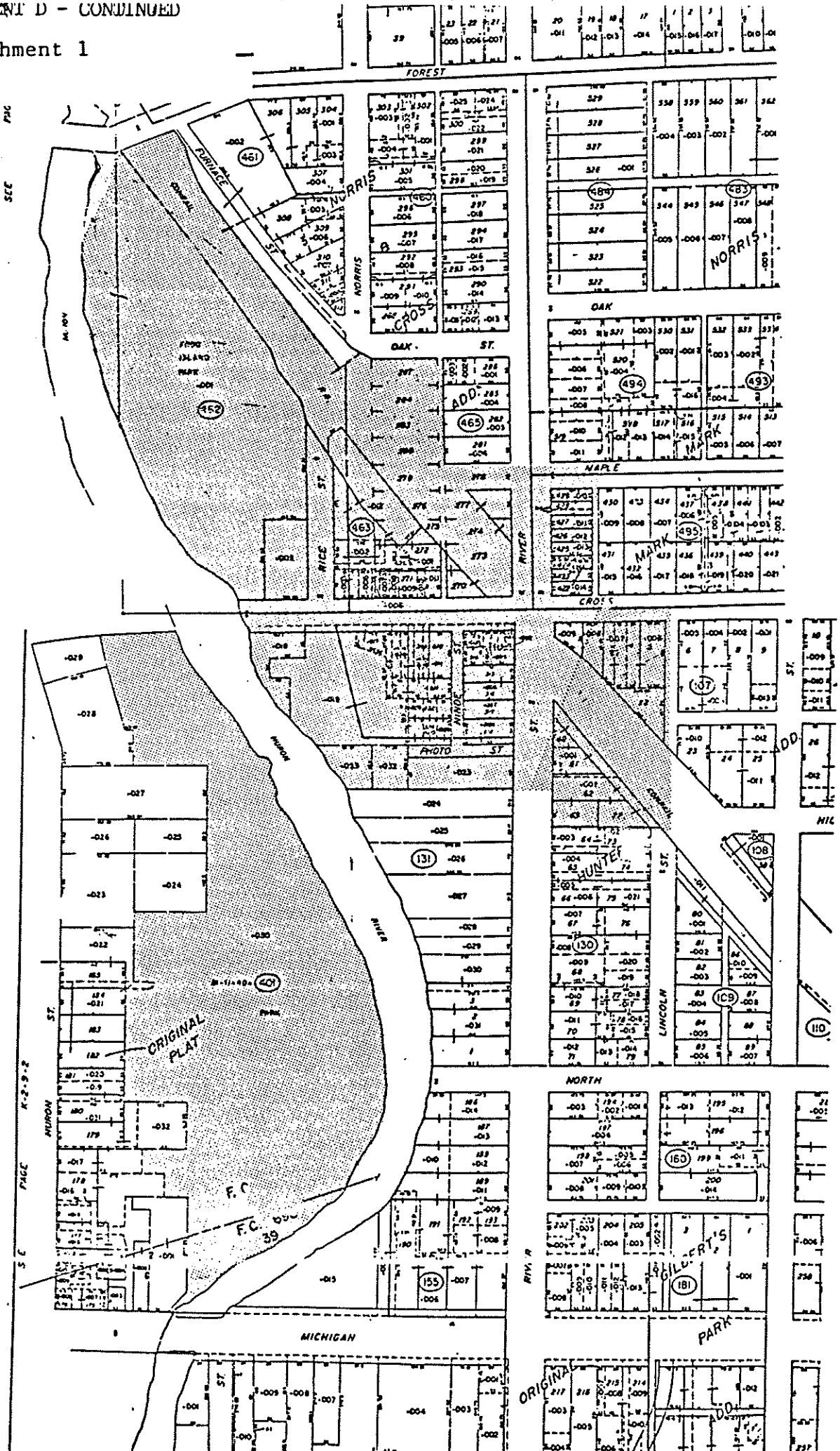
LONG RANGE PROJECTIONS

The five year plan would be to achieve full occupancy of the available structures, and full rehabilitation of all buildings in the area.

Projections for ten years and beyond would be to maintain the area with full occupancy and appropriate rehabilitation.

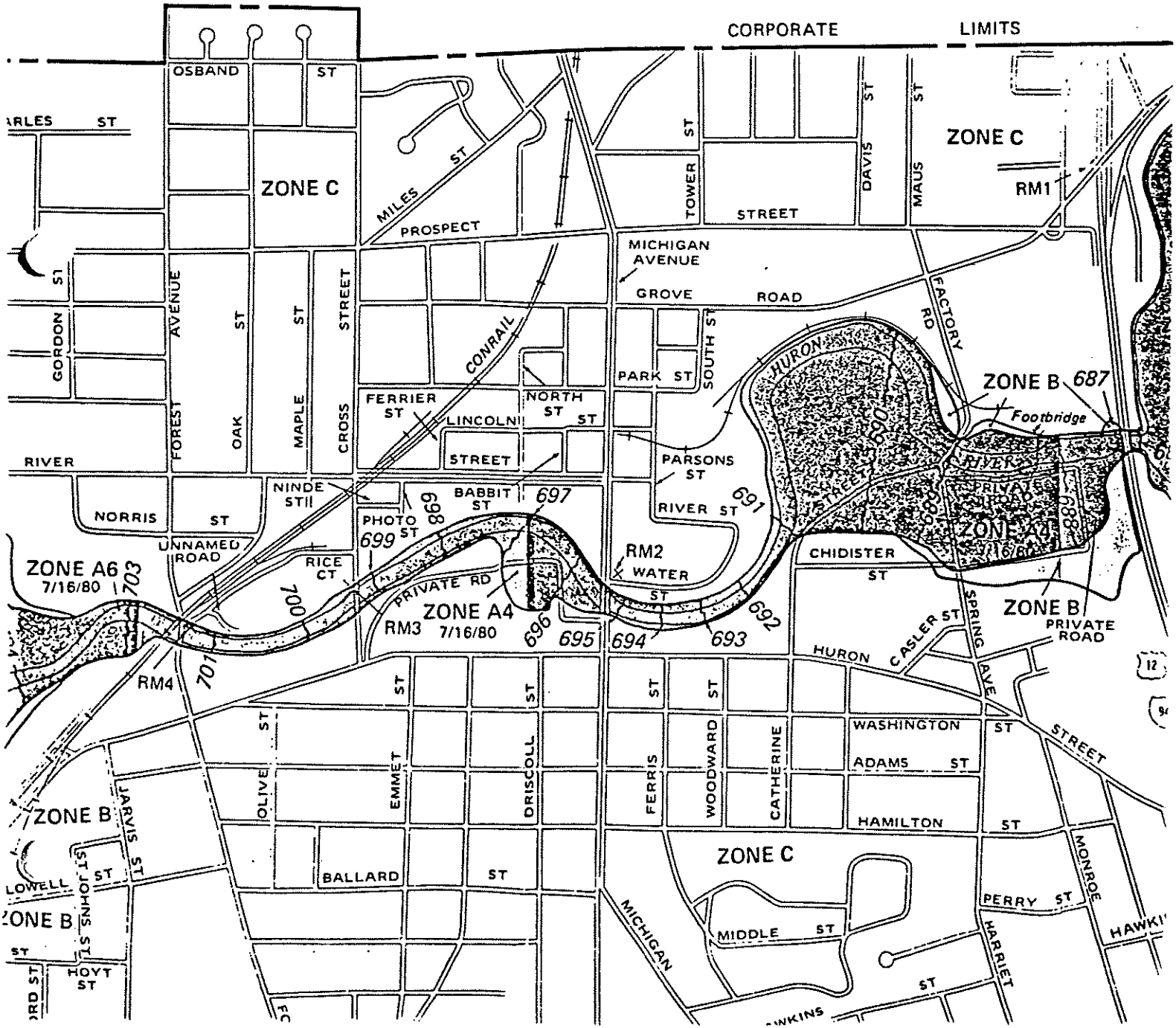
ATTACHMENT D - CONTINUED

Attachment 1



ATTACHMENT D - CONTINUED

Attachment 2



LAND USE INVENTORY

	NAME	ADDRESS	TYPE OF LAND USE
1.	The Side Track	56 E. Cross	Service/Restaurant/Bar
2.	Depot Exchange Antiques	54 E. Cross	Retail/Antique
3.	Residence	52 E. Cross	Retail/Antique
4.	Big Bob's Magazines	50 E. Cross	Retail/Magazines, Printed Material
5.	River Art Works	48 E. Cross	Retail/Service/Framing
6.	Hon's Flowers and Fancies	46 E. Cross	Retail/Florist
7.	Peddler's Path	44 E. Cross	Retail/Country Home Merchandise
8.	Miller's Ice Cream	42 E. Cross	Service/Restaurant
9.	Ike's Barber Shop	40 E. Cross	Service/Barber
10.	The Old Town	38 E. Cross	Restaurant/Bar
11.	The Treasure Shop	32 E. Cross	Vacant
12.	Olde Town Coin and Gold	24 E. Cross	Retail/Coins & Jewelry
13.	Shear Genius	20 E. Cross	Service/Barber
14.	Dale Rice	18 E. Cross	Service/Psychologist
15.	City Body	16 E. Cross	Manufacturing/Car Body Repair
16.	Esquire Interiors	10 E. Cross	Service/Interior Decorating
17.	Theracom	8 E. Cross	Service/Occupational Therapy
18.	Theracom	6 E. Cross	Service/Occupational Therapy
19.	Theracom	4 E. Cross	Service/Occupational Therapy
20.	Aubree's	39 E. Cross	Service/Restaurant/Bar
21.	Red Rooster	37 E. Cross	Service/Restaurant
22.	Standard Printing	35 E. Cross	Service/Printing
23.	Serenity House	33-B E. Cross	Rehabilitation Drug and Alcohol
24.	Cross Street Antiques	33 E. Cross	Retail/Antiques
25.	Jim McDonald's Antiques/Apple Annies	29 E. Cross	Retail/Antiques/Clothing
26.	Designs On You	27 E. Cross	Service/Taloring
27.	The Depot Doo	25 E. Cross	Service/Hair Styling
28.	Our Little Secret	23 E. Cross	Retail/Clothing
29.	J and R Trading Post	21 E. Cross	Retail/General Merchandise
30.	Depot Town Art Gallery	19 E. Cross	Service/Art Gallery
31.	Mean Bean Cafe	17 E. Cross	Service/Restaurant
32.	Teacher's Shop	15 E. Cross	Retail/School Merchandise
33.	Kelly Girl	13 E. Cross	Service/Temporary Employment
34.	Vacant	11 E. Cross	Vacant
35.	Artwear Adventures and Awards Screen Printers	9 E. Cross	Retail/Custom Shirt Sales
36.	Freight House	400 Rice	Retail and Service/ Farmers' Market and Events
37.	Caboose		Service/ D.T.A. Headquarters

*Non-conforming

38. Maple Street Station*#	Maple	Service/Events Restaurant
39. Miller Motor Sales	100 E. Cross	Retail/Automotive Sales
40. Circuits, Inc.	112 E. Cross	Manufacturing/Print and Etch Circuits
41. Waltec	120 E. Cross	Service/Employment
42. Antiques and Tattoos	412 N. River	Retail/Service/Antiques, Tattooing
43. Brass & Metal Polishing	N. River	
44. Rainbo Products/Fantasee Lighting	404 N. River	
45. Huron Valley Tool and Die	400 N. River	Manufacturing/Tools & Die
46. Ypsilanti Food Co-op	312 N. River	Retail/Grocery
47. Residence	312A N. River	Private Home
48. The Millworks	310 N. River	
49. MIC System	308 N. River	
50. Bar-Qun Auto Rental	N. River	Service/ Auto Rental
51. Accent Neon	306A,C N. River	Retail/Neon Lighting
52. Carver Construction	306B N. River	
53. Ypsilanti Community Church of our Lord Jesus Christ of the Apostolic Faith, Inc.	311 N. River	Church
54. Ted's Auto Electic*	307 N. River	Service/Car Repair
55. D-B Car	315 Ninde	Warehouse

*Non-conforming

#Construction incomplete

ATTACHMENT E

ATTACHMENT E
Depot Town DDA Bi-Laws

Resolution No. 84-297

December 17 19 84

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

WHEREAS: Act No. 197, Public Acts of 1973 under which the the Depot Town Development Authority was created, requires a DDA to adopt rules governing its procedure, and

WHEREAS: The Depot Town Development Authority has adopted By-Laws which further clarify the Authority's organization and powers.

THEREFORE, BE IT RESOLVED: That the Council for the City of Ypsilanti approves these By-Laws as the official rules of the Depot Town Development Authority.

OFFERED BY Jerold W. Brubenhofer

SUPPORTED BY Paula M. Tate

AYES: 10 NAYS: 0 ABSENT: 1 - Smith VOTE: Unanimous

Resolution No. 1

December 5, 1984

A RESOLUTION TO ADOPT BYLAWS FOR THE DEPOT TOWN DEVELOPMENT AUTHORITY.

RESOLVED BY THE DEPOT TOWN DEVELOPMENT AUTHORITY:

WHEREAS: Public Act 1975, No. 197, under which the Depot Town Development Authority was created, requires a DDA to adopt rules governing its procedure, and

WHEREAS: The Depot Town Development Authority deems necessary further clarification of the Authority's organization and powers.

BE IT THEREFORE RESOLVED: That the Depot Town Development Authority approves these Bylaws as the official rules the Authority will operate under.

Adopted December 5, 1984 at a monthly meeting of the Depot Town Development Authority.

Offered by: BARBARA A. LOHR

Supported by: JAMES G. SHEDD

AYES: 8 NAYS: 0 ABSENT: 1 VOTE: CARRIED

DTDA Chairperson: GREG DODD

DTDA Boardmember: BONITA H. ROSEN

E LAWS OF
THE DEPOT TOWN DEVELOPMENT AUTHORITY
CITY OF YPSILANTI, MICHIGAN

ARTICLE I. PURPOSES AND POWERS

The purpose for which the Depot Town Development Authority is organized in accordance with Act 197 of the Public Acts of 1975, as ammended, include, but are not limited to: to correct and prevent deterioration in the Depot Town Development District, to encourage historic preservation, to create and implement development plans, and to promote economic growth. In furtherance of these purposes, the Authority shall have all of the powers which now or hereafter may be conferred by law on Authorities organized under Act 197, Public Acts of 1975, Act 277, Public Acts of 1972, Act 149, Public Acts of 1911, Act 202, Public Acts of 1943, Act 94, Public Acts of 1933, Act 344, Public Acts of 1945, as ammended, and Public Law 91-646, being the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. The power of the Authority given under Public Act 197 is as follows:

(a) Prepare and analyze economic changes taking place in the Depot Town District.

(b) Study and analyze the impact of areawide growth upon the Depot Town District.

(c) Plan and propse construction, renovation, repair, remodeling, rehabilitation, restoration, preservation, or reconstruction of a public facility, an existing building, or a multiple family dwelling unit which may be necessary or appropriate to the execution of a plan which, in the opinion of the Authority, aids in the economic growth of the Depot Town district.

(d) Develop long-range plans, in cooperation with the agency which is chiefly responsible for planning in the City of Ypsilanti, designed to halt the deterioration of property values in the Depot Town district and to promote the economic growth of the Depot Town district, and take such steps as may be necessary to persuade property owners to implement the plans a fully as possible.

(e) Implement plans for development in the Depot Town district necessary to achieve the purposes of this act, in accordance with the powers of the Authority as granted by this act.

(f) Make and enter into contracts necessary or incidental to the excersise of its powers and the performance of its duties.

(g) Acquire by purchase or otherwise, on terms and conditions and in manner the Authority deems proper or own, convey, or otherwise dispose of, or lease as lessor or lessee, land and other property, real or personal, or rights of interests therein, which the Authority determines is reasonably necessary to

achieve the purposes of this act, or to grant or acquire licenses, easements, and options with respect thereto.

(h) Improve land and construct, reconstruct, rehabilitate, restore and preserve, equip, improve, maintian, repair, or operate any building, including multiple-family dwellings, and any necessary or desireabe appurtenances thereto, within the Depot Town district for the use, in whole or in part, of any public or private person or corporation, or a combination thereof.

(i) Fix, charge, and collect fees, rents, and charges for the use of any building or property under its control or any part thereof, or facility therein, and pledge the fees, rents, and charges for the payment of revenue bonds issued by the Authority.

(j) Lease any building or property under its control, or any part thereof.

(k) Accept grants and donations of property, labor, or other things of value from a public or private source.

(l) Acquire and construct public facilities.

ARTTICLE II. BOARD OF DIRECTORS

Section 1. General Powers

The Authority shall be under the supervision and control of a Board of Directors (hereinafter refered to as the board).

Section 2. Number, Tenure, and Qualifications

The board of the Authority shall consist of nine persons, the Chief Elected Official of the City of Ypsilanti and eight members. The members shall be appointed for a term of four years except that of members first appointed, two shall be appointed for one year, two for two years, two for three years, and two for four years. At least five of the members shall be persons having an interest in property located in the Depot Town district. At least one of the members shall be a resident of the Depot Town district if it has one hundred or more persons residing within it. The term of office shall begin after duly appointed by the Mayor with aproval of City Council.

Section 3. Selection of Board Members

The Chief Elected Official of the City of Ypsilanti with the advice and consent of the City Council shall appoint the members of the board. Subsequent board members shall be appointed in the same manner as the original appointments at the expiration of each member's term of office. Before assuming the duties of office, a member shall qualify by taking and subscribing to the constitutional oath of office.

Section 4. Compensation of Members

Members of the board shall serve without compensation, but shall be reimbursed for actual and necessary expenses.

Section 5. Expiration of Term, Continuation in Office, Reappointment, and Filling Vacancies

Members whose terms of office have expired shall continue to hold office until a successor has been appointed. If a vacancy is created by the death, resignation, or removal of a member, a successor shall be appointed with the advice and consent of the City Council within thirty days to hold office for the remainder of the term so vacated.

Section 6. Removal

Pursuant to proper notice and an opportunity to be heard, a member may be removed from office for neglect of duty including nonattendance at meetings, misconduct, malfeasance, or any other good cause by a majority vote of the City Council. Three absenses at meetings shall be cause for review and removal from office by the board. Removal of a member is subject to review by the Circut Court.

Section 7. Disclosure of Interest

A board member who has a direct interest in any matter before the Authority shall disclose his interest prior to the Authority taking any action with respect to the matter which disclosure shall become a part of the record of the Authority's official proceedings. Further, any member making such disclosure shall then refrain from participating in the Authority's decision making process relative to such matter.

ARTICLE III. OFFICERS

Section 1. Officers

The officers of the Authority shall be a Chairperson, Vice-Chairperson, and Secretary-Treasurer.

Section 2. Removal of Officers

An officer may be removed from the board whenever in its judgement the best interest of the Authority would be served.

Section 3. Filling of Vacancies

A vacancy may be filled by the Authority for the unexpired portion of the term.

Section 4. Chairperson

The Chairperson shall preside at all meetings of the board and shall discharge the duties of a presiding officer.

Section 5. Vice-Chairperson

In the absence of the Chairperson or in the event of his or her inability or refusal to act, the Vice-Chairperson shall perform the duties of the Chairperson and when so acting shall have all the powers and be subject to all restrictions of the Chairperson.

Section 6. Secretary-Treasurer

The Secretary-Treasurer shall be responsible for all finincial transacitons of the board and shall submit an annual report to the board no later than three months after the end of the Authority's fiscal year.

ARTICLE IV. MEETINGS

Section 1. Annual Meeting

The annual meeting shall be set by the board to fall on the third Wednesday of June or the first Wednesday of July, and shall not conflict with the annual meeting of the Ypsilanti Downtown Development Authority. The election of officers shall occur at the organizational meeting. If the election of officers should not occur on the day designated, or any adjournment thereof, the board shall cause the election to be held at a regular meeting or special meeting of the board within ninety days of the annual meeting.

Section 2. Regular Meetings

Regular meetings of the board shall be held 6:00 p.m. on the first Wednesday of each month in the Caboose at 400 Market Place. In the event the meeting day shall fall on a holiday, the meeting will occur on the following day. At each regular meeting all expense items of the Authority shall be publicized. The financial records shall always be open to the public. Any regularly schedualed meeting may be canceled for lack of a quorum.

Section 3. Special Meetings

Special meetings of the board may be called by the Chairperson, by the Vice-Chairperson in the absence of the Chairperson, by the Executive Director, by any three members, or by the City Council by giving twenty-four hours notice of the meeting stating the purpose of the meeting and by posting the notice eighteen hours prior to the meeting.

Section 4. Notice of Meeting

All meetings shall be preceded by public notice posted at least eighteen hours prior to the meeting in accordance with Act 267 of the Public Acts of 1976, as ammended.

Section 5. Agenda

The Chairman may direct the Executive Director to prepare the agenda for all meetings and send them to the Authority members at least twenty-four hours prior to a meeting. Any member of the Authority may

request any item to be placed upon the agenda.

Section 6. Quorum and Voting

A majority of the members of the board in office shall constitute a quorum for the transaction of business. A vote of five members shall constitute an action of the board unless the vote of a larger number is required by statute or elsewhere in these rules. In the event that effective membership is reduced because of disclosure of interest (Article II, Section 7) or vacancies, a majority of the remaining members eligible to vote shall constitute an action of the board.

Section 7. Rules of Order

Robert's Rules of Order will govern the conduct of all meetings.

ARTICLE V. EMPLOYMENT OF PERSONNEL

Section 1. Executive Director

The board may employ and fix the compensation of a director, subject to the approval of the City Council. The Director shall serve at the pleasure of the board. A member of the board is not eligible to hold the position of director.
Before entering upon the duties of his office, the dirictor shall take and subscribe to the constitutional oath, and furnish bond, by posting a bond in the penal sum determined in the ordinance establishing the Authority, payable to the Authority for use and benifit of the Authority, approved by the board, and filed with the Ypsilanti City Clerk. The premium on the bond shall be deemed an operatiing expense of the Authority, payable from funds available to the Authority for expenses of operation. The director shall be the Chief Executive officer of the Authority. Subject to the approval of the board, the director shall supervise, and be responsible for, the preperation of plans and the performance of the functions of the Authority in the manner authorized by Act 197 of the Public Acts of 1975, as ammended. The director shall attend the meetings of the board, and shall render to the board and the City Council a regular report covering the activites and financial condition of the authority. If the director is absent or disabled, the board may designate a qualified person as acting director to perform the duties of the office. Before entering upon the duties of his or her office, the acting director shall take and subscribe to the oath, and furnish bond, as required of the director. The director shall furnish the board with information or reports governing the operation of the Authority as the board requires.

Section 2. Controller

The board may employ and fix the compensation of a controller if he or she os not a board member, who shall keep the financial records of the Authority and who, together with the director, shall approve all vouchers for the expenditure of funds of the Authority. The controller shall perform such other duties as may be delegated by the board and shall furnish bond in an amount as prescribed by the board.

Section 3. Secretary

The board may employ and fix compensation of a secretary, who shall maintain custody of the official seal and of records, books, documents, or other papers not required to be maintained by the controller. The secretary shall attend meetings of the board and keep a record of its proceedings, and shall perform other such duties delegated by the board.

Section 4. Legal Counsel

The board may retain legal counsel to advise the board in the proper performance of its duties. The legal counsel shall represent the Athority in actions brought by or against the Authority.

Section 5. Other Personnel

The board may employ other personnel as deemed necessary by the board.

ARTICLE VI. COMMITTEES AND ADVISORY BOARDS

Section 1. Committees

The board by resolution may designate and appoint one or more committees to advise the board. The committee members shall be members of the Authority. The Chairperson of the Authority shall appoint the members and select the chaiperson. The committees may be terminated by a vote of the Authority. At the annual meeting the committees will be evaluated and reappointed or dissolved. A majority of the committee will constitute a quorum. A majority of the members present at the meeting at which a quorum is present shall be the act of the committee.

Section 2. Advisory Boards

The board may by resolution authorize the establishment of advisory boards to the Authority. The chairman shall select with the advice and consent of the Authority members the members of each advisory board. The advisory boards shall select their own officers and establish rules governing their actions.

ARTICLE VII. CONTRACTS AND FUNDS

Section 1. Contracts

The board may authorize the Executive Director or an agent or agents of the Authority to enter into any contract or execute and deliver any instrument on behalf of the Authority within the limits authorized by Public Act 197. The authorization may be general or confined to specific instances.

Section 2. Funds

All checks, drafts, or orders for the payment of money, notes, or other evidence of indebtedness issued in the name of the Authority shall be signed by the Secretary-Treasurer and countersigned by the Executive Director of the Authority. One other member of the board may be authorized to execute documents in the absence of the Secretary-Treasurer or Executive Director. All funds of the Authority shall be placed in such banks, trust companies, or other depositories as selected by the board.

Section 3. Contributions or Gifts

The board may accept on behalf of the Authority any contribution, gift, behest, or device for the general purposes or for any special purpose of the Authority.

ARTICLE VIII. BOOKS AND RECORDS

Section 1. Books and Records

The Authority shall keep correct and complete records of books and accounts and minutes of meetings. The records shall be kept at the principal office of the Authority which will have a record of the names and addresses of the members of the Authority. All books and records of the Authority shall be open to the public. An annual audit by an independant certified public accountant will be conducted.

Section 2. Fiscal Year

The fiscal year of the corporation shall begin on the first day of July and end on the last day of June of each year.

ARTICLE IX. RAISING OF FUNDS

Section 1. Ad Valorem Tax

The Authority with the approval of the City Council may levy an ad valorem tax on real and tangible property not exempt by law and as finally equalized in the Depot Town district. The tax shall be not more than two mills. The tax shall be collected by the City of Ypsilanti. The City shall collect the tax at the same time and in the same manner as it collects its other ad valorem taxes. The tax shall be paid to the Secretary-Treasurer of the Authority and credited to the general fund of the Authority for purposes of financing only the operations of the Authority.

Section 2. Borrowing Money Prior to Collection of the Tax

The City may at the request of the Authority borrow money and issue its notes therefor pursuant to Act 202 of the Public Acts of 1933, as amended, being sections 131.1 and 138.2 of the Michigan Compiled Laws, in anticipation of collection of the ad valorem tax authorized in this section.

Section 3. Revenue Bonds

The Authority may borrow money and issue its negotiable revenue bonds therefor pursuant to Act 94 of the Public Acts of 1933, as amended, being sections 141.101 to 141.139 of the Michigan Compiled Laws. Revenue bonds issued by the Authority shall not except as hereinafter provided by deemed a debt of the City of Ypsilanti or of the State of Michigan. The City Council by a majority vote of the members may pledge its full faith and credit to support the Authority's revenue bonds.

Section 4. Tax Increment Financing

When the Authority determines that it is necessary for the achievement of the purposes of Act 197, Public Acts of 1975, the Authority shall prepare and submit a tax increment financing plan to the City Council. The plan shall include a development plan as provided in Section 17, Act 197, Public Acts of 1975, a detailed explanation of the tax increment procedure, the amount of bonded indebtedness to be incurred, the duration of the program, and shall be in compliance with Section 15 of the Act. The plan shall contain a statement of the estimated impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located. The plan may provide for the use of part or all of the captured assessed value, but the portion intended to be used by the Authority shall be clearly stated in the tax increment financing plan.

ARTICLE X. DISTRICT BOUNDRIES

The Authority shall exercise its powers within the following area of the Depot Town district of the City of Ypsilanti:

Begining at a point on the East line of river street and the South line of Ferrier Street, said point also known as the Northwest corner of Lot 65, Hunter's Addition, thence East 280' to the Center line of Lincoln Street thence North along the Center line of Lincoln Street to the South line of East Cross Street thence West 166' along the South line of East Cross Street thence South 141' to the Northeasterly line of the Railroad Right-of-way thence Northwesterly along the Northeasterly line of the Railroad Right-of-way to the Center line of River Street thence North along the Center Line of River Street to the North line of Maple Street thence West along the North line of Maple Street to the West line of vacated alley thence North on the West line of vacated alley, extended North, to the Center Line of Oak Street to the Northeasterly line of the Railroad Right-of-way thence Northwesterly along the Northeasterly line of the Railroad Right-of-way to the Center line of East Forest Street thence Westerly along the Center line the Center line of East Forest Street to the Center line of the Huron River to a point where the North line of Lot 1, ssessor's plat #3, extended Easterly intersects the Center line of the Huron River thence West along said extended North line of Lot 1 to the Northwest corner of said Lot 1 thence South along the West line of said Lot 1 to the South west corner of said Lot 1 thence Southwesterly to the intersection of the Center line of West Cross Street and the East line of North Huron Street thence South 18-44 East

155.75' thence North 85-26-30 East 27.95 thence South 3-49 East 80.9' thence East 190.56' Thence Southerly along the Western boundries of properties located at 220, 214, 206, and 130 North Huron Street, (described as of 12/31/83), to a point 49.5' South of the Northeast corner of Lot 185, Original Plat, thence East 60' thence South 16.5' thence West 60' to the Northeast corner of Lot 184, Original Plat thence East to a point where the Center Line of North Street, extended Westerly, intersects with the Center Line of the Huron River thence Northwesterly in the Huron River to the Northwest corner of the property described as 11-11-020-046-00 thence East 269' along the North line of said property thence North to the Northwest corner of Lot 322, Showerman and Compton's Allotment thence East to the West line of Ninde Street thence South along the West Line of Ninde Street to the South line of Photo Street thence East along the South line of Photo Street to the East line of River Street thence South along the East line of Tover Street to the point of begining, excepting from this area the two properies with the addresses 12-24 East Cross Street, said properties having parcel identification numbers 11-020-036-00 and 11-020-039-00.

ARTICLE XI. AMENDMENT TO RULES

These rules may be altered, amended, or repealed and new rules adopted at any regular meeting by a majority vote of the Authority members in office.

ATTACHMENT F

ATTACHMENT F

Depot Town DDA Resolution Approving the Plan

November 25,1992

WHEREAS: The Depot Town Development Authority has carried these precedings toward the institution of a development plan and tax increment financing district within its boundaries, in accordance with Michigan Public Act 197,

THEREFORE: BE IT RESOLVED that TIFA plan and development plan, as presented at meeting ,November 25, 1992, be adopted and presented to the Ypsilanti City Council.

MOVED BY: Merrigan

SECONDED BY: French

YEAS: 5 NAYS: 0 ABSENT: Horner Reid Sikorski King

ATTACHMENT G

ATTATCHMENT G
Continued

RESOLUTION NO. 92-232
December 7, **1992**

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

THAT the City Council of the City of Ypsilanti, a Michigan municipal governing body, does hereby approve the levy by the Depot Town Downtown Development Authority of the City of Ypsilanti, of an ad valorem tax on the real and tangible personal property not exempt by law and as finally equalized in the expanded boundaries of the Depot Town Downtown Development Authority District as detailed in Ordinance number 784, in the amount of two (2) mills and such levy is hereby authorized, per Act 197, Public Acts of Michigan, 1975. The expanded boundaries include:

100 EAST CROSS STREET, DESCRIBED IN TAX CODE PARCEL NUMBERS 11-09-107-008 AND 11-09-107-009.
315 NINDE STREET, DESCRIBED IN TAX CODE PARCEL NUMBER 11-09-131-009.
24 EAST CROSS STREET, DESCRIBED IN TAX CODE PARCEL NUMBER 11-09-131-017.
12-20 EAST CROSS STREET, DESCRIBED IN TAX CODE PARCEL NUMBER 11-09-131-019.
400-412 NORTH RIVER STREET, DESCRIBED IN TAX CODE PARCEL NUMBERS 11-04-495-013 AND 11-04-495-014.

OFFERED BY: Pete Murdock

SUPPORTED BY: V Lou Wells

AYES: 11 **NAYS:** 0 **ABSENT:** 0 **VOTE:** Unanimous

ATTATCHMENT G
Continued

Ordinance No. 787

AN ORDINANCE TO APPROVE A TAX INCREMENT FINANCING AND DEVELOPMENT PLAN FOR A DEVELOPMENT AREA WITHIN DEPOT TOWN DOWNTOWN DEVELOPMENT AUTHORITY DISTRICT.

THE CITY OF YPSILANTI ORDAINS:

WHEREAS a tax increment financing plan and a development plan for a development area within the depot town downtown development authority district established pursuant to Act 197 of the Public Acts of 1975, as amended, and pursuant to Ypsilanti City Ordinances 613 and 784, has been prepared by the City of Ypsilanti Depot Town Downtown Development Authority and submitted to the Ypsilanti City Council; and

WHEREAS a public hearing thereon was held before the Ypsilanti City Council on Monday, December 7, 1992 at 7:30 p.m. in the Council Chambers, Ypsilanti City Hall, One South Huron Street, Ypsilanti, Michigan; and

WHEREAS notice of said public hearing has been given in accordance with Section 18 of said Act 197; and

WHEREAS the Ypsilanti City Council now determines that the tax increment financing plan and the development plan constitute a public purpose; and

WHEREAS after careful consideration of the tax increment financing plan and the development plan, and after careful consideration of the statements and ideas expressed at the said public hearing, and after due deliberation, it appears and the Council expressly finds that:

1. The tax increment financing plan meets the requirements set forth in Section 14 and 15 of said Act 197;
2. The development plan meets the requirement set forth in Section 17(2) of said Act 197;
3. Both the tax increment financing plan and the development plan meet all other requirements as set forth in said Act 197;
4. The proposed method of financing the development is feasible and the Authority has the ability to arrange the financing;
5. The development is reasonable and necessary to carry out the purposes of said Act 197;
6. The development plan is in reasonable accord with the master plan of the City;
7. Public services such as fire and police protection and utilities are, or will be, adequate to service the project area;
8. Changes in zoning are reasonably necessary for the project and for the City;

NOW THEREFORE:

Section 1. Tax increment financing plan and development plan approved. The tax increment financing plan and the development plan for the development area within the depot town downtown development authority district established pursuant to Act 197 of the Public Acts of 1975, as amended, as prepared by the city of Ypsilanti Depot Town Downtown Development Authority and submitted to the City Council, are hereby approved by the City Council.

Section 2. Effective Date. This Ordinance shall take immediate effect.

MADE, PASSED AND ADOPTED BY THE YPSILANTI CITY COUNCIL THIS 21st DAY OF December, 1992.

CLYDE K, KING, Mayor

Robert A. Slone, Jr., City Clerk

Attest

I do hereby confirm that the above Ordinance No. 787 was published in the Ypsilanti Press on the 27th day of December, 1992.

Robert A. Slone, Jr., City Clerk

CERTIFICATE OF ADOPTING

I hereby certify that the foregoing is a true copy of the Ordinance passed at the regular meeting of the City Council held on the 21st day of December, 1992.

Robert A. Slone, Jr., City Clerk

ATTACHMENT H

ORDINANCE NO. 900

AN ORDINANCE TO AMEND THE TAX INCREMENT FINANCING AND DEVELOPMENT PLAN AND THE DISTRICT BOUNDARIES OF THE DEPOT TOWN DOWNTOWN DEVELOPMENT AUTHORITY

THE CITY OF YPSILANTI ORDAINS:

WHEREAS a Tax Increment Financing and Development Plan was drafted by the Depot Town Downtown Development Authority in 1992; and

WHEREAS this plan was adopted by the City Council through Ordinance No. 787 of 1992, as authorized by Act 197 of the Public Acts of the State of Michigan 1975; and

WHEREAS the Depot Town Downtown Development Authority has prepared an amended Tax Increment Financing and Development Plan, as provided in Attachment A, pursuant to Act 197 of 1975, as amended; and

WHEREAS the City Council has adopted a resolution of intent to hold a public hearing to consider the proposed amendment to the Tax Increment Financing and Development Plan; and

WHEREAS public hearings have been held before the Ypsilanti City Council on Tuesday, July 20, 1999 and Tuesday, August 3, 1999 in the Council Chambers, Ypsilanti City Hall, One South Huron Street, Ypsilanti, Michigan; and

WHEREAS notice of said public hearings have been given in accordance with Section 18 of said Act 197; and

WHEREAS the Ypsilanti City Council now determines that said amended Tax Increment Financing and Development Plan constitutes a public purpose; and

WHEREAS after careful consideration of the amended Tax Increment Financing and Development Plan and the proposed changes to the district boundaries of the Depot Town Downtown Development Authority, and after careful consideration of the statements and ideas expressed at the aforementioned public hearings, and after due deliberation, it appears and the Council finds that:

1. The amended Tax Increment Financing and Development Plan meets the requirements set forth in Sections 14 and 15 of Act 197 of the Public Acts of the State of Michigan 1975;

2. The development plan meets the requirements set forth in Section 17 (2) of said Act 197;

3. Both the tax increment financing plan and the development plan meet all other requirements as set forth in said Act 197;

4. The proposed method of financing the development is feasible and the Depot Town Downtown Development Authority has the ability to arrange the financing;

5. The development is reasonable and necessary to carry out the purposes of said Act 197;

6. The land included within the development area to be acquired is reasonably necessary to carry out the purposes of this plan and of this Act in an efficient and economically satisfactory manner;

7. The development plan is in reasonable accord with the 1998 Community Master Plan of the City of Ypsilanti;

8. Public services such as fire and police protection and utilities are, and will be adequate to service the project area; and

9. Proposed changes in zoning, streets, intersections, and utilities are reasonably necessary for the project and for the municipality;

NOW, THEREFORE BE IT ORDAINED that the amended Tax Increment Financing and Development Plan as prepared by the City of Ypsilanti Depot Town Downtown Development Authority, with amended district boundaries, under the authority of Act 197 of the Public Acts of the State of Michigan 1975, as amended, be approved by the City Council; and

THAT this Ordinance shall take immediate effect.

ORDAINED, PASSED, AND ADOPTED BY THE CITY OF YPSILANTI CITY COUNCIL THIS 3rd DAY OF August, 1999.

Cheryl Farmer, Mayor

Robert A. Slone, Jr., City Clerk

CERTIFICATE OF ADOPTING

I hereby certify that the foregoing is a true copy of the Ordinance passed at the regular meeting of the City Council held on the 3rd day of August, 1999.

Robert A. Slone, Jr., City Clerk

Attest

I do hereby confirm that the above Ordinance No. 900 was published in the Ypsilanti Courier on the 12th day of August, 1999.

Robert A. Slone Jr., City Clerk

ATTACHMENT I

Resolution No. 2000-21

January 25, 2000

RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI:

THAT the proposed Ordinance entitled AN ORDINANCE TO ADOPT THE 2000 TAX INCREMENT FINANCING AND DEVELOPMENT PLAN OF THE DEPOT TOWN DOWNTOWN DEVELOPMENT AUTHORITY, **be approved on second and final reading.**

OFFERED BY: _____

SUPPORTED BY: _____

AYES: 6 **NAYS:** 0 **ABSENT:** 1-Peterson **VOTE:** Unanimous

I do hereby certify that the above resolution is a true and correct copy of Resolution No. 2000-21, as passed by the Ypsilanti City Council at their meeting held on January 25, 2000.

_____
Robert A. Slone, Jr., City Clerk

ORDINANCE NO.904

AN ORDINANCE TO ADOPT THE 2000 TAX INCREMENT FINANCING AND DEVELOPMENT PLAN OF THE DEPOT TOWN DOWNTOWN DEVELOPMENT AUTHORITY

THE CITY OF YPSILANTI ORDAINS:

WHEREAS a Tax Increment Financing and Development Plan for a development area within the Depot Town Downtown Development Authority District established pursuant to Act 197 of the Public Acts of 1975, as amended, was prepared by the Depot Town Downtown Development Authority and approved by the Ypsilanti City Council; and

WHEREAS the Depot Town Downtown Development Authority has drafted an amended Tax Increment Financing and Development Plan pursuant to Act 197 of 1975 as amended; and

WHEREAS the City Council has resolved its intent to hold a public hearing to consider the drafted amendment to the Tax Increment Financing and Development Plan; and

WHEREAS a public hearing thereon was held before the Ypsilanti City Council on Tuesday, January 11, 2000 in the Senior Citizens Center at Recreation Park, 1015 Congress Street, Ypsilanti, Michigan 48197 at 7:30 p.m.; and

WHEREAS notice of said public hearing has been given in accordance with Section 18 of said Act 197; and

WHEREAS the Ypsilanti City Council now determines that said Tax Increment Financing and Development Plan constitutes a public purpose; and

WHEREAS after careful consideration of the 2000 Tax Increment Financing and Development Plan of the Depot Town Downtown Development Authority, and after careful consideration of the statements and ideas expressed at the aforementioned public hearings, and after due deliberation, the Council expressly finds that:

1. The tax increment financing plan meets the requirements set forth in Section 14 and 15 of said Act 197;

2. The plan meets the requirements set forth in section 17 (2) of Public Act 197;

3. Both the tax increment financing plan and the development plan meet all other requirements set forth in said Act 197;

4. The proposed method of financing the development is feasible and the authority has the ability to arrange the financing.

5. The development is reasonable and necessary to carry out the purposes of said Act 197;

6. The land included within the development area to be acquired is reasonably necessary to carry out the purposes of this plan and of this act in an efficient and economically satisfactory manner;

7. The development plan is in reasonable accord with the Master Plan of the City of Ypsilanti;

8. Public services are and will be adequate to service the area; and

9. Proposed changes in zoning, streets, intersections, and utilities are reasonably necessary for the project and for the municipality.

NOW, THEREFORE BE IT RESOLVED that the 2000 Tax Increment Financing and Development Plan prepared by the City of Ypsilanti Depot Town Downtown Development Authority, under the authority of Public Act 197 of 1975, as amended, be approved by the City Council; and

THAT this Ordinance shall take effect upon publication.

ORDAINED, PASSED, AND ADOPTED BY THE CITY OF YPSILANTI CITY COUNCIL THIS 25th DAY OF JANUARY, 2000.

Cheryl Farmer, Mayor

Robert A. Slone, Jr., City Clerk

APPROVED AS TO FORM

John M. Barr

John M. Barr
Ypsilanti City Attorney

Attest

I do hereby confirm that the above Ordinance No. 904 was published in the Ypsilanti Courier on the 27th day of January, 2000.

Robert A. Slone, Jr., City Clerk

I do hereby certify that the above ordinance is a true and correct copy of Ordinance No. 904, as approved by the Ypsilanti City Council at their meeting held on January 25, 2000.

Robert A. Slone, Jr., City Clerk