

CHARTER TOWNSHIP OF YPSILANTI BOARD OF TRUSTEES

Supervisor

BRENDA L. STUMBO

Clerk

KAREN LOVEJOY ROE

Treasurer

LARRY J. DOE

Trustees

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STAN ELDRIDGE

MIKE MARTIN

SCOTT MARTIN

September 9, 2013

Work Session – 5:00 p.m.

Regular Meeting – 7:00 p.m.

**Ypsilanti Township Civic Center
7200 S. Huron River Drive
Ypsilanti, MI 48197**

WORK SESSION AGENDA
CHARTER TOWNSHIP OF YPSILANTI
MONDAY, SEPTEMBER 9, 2013

5:00 P.M.

CIVIC CENTER
BOARD ROOM
7200 S. HURON RIVER DRIVE

1. PAINT YPSILANTI OVERVIEW – ERIK DOTZAUER
2. YPSILANTI AREA CVB PRESENTATION – DEBBIE LOCKE DANIEL
3. REVIEW 2014 PROPOSED GENERAL FUND BUDGET
4. REVIEW AGENDA
5. OTHER DISCUSSION

PAINT YPSILANTI OVERVIEW

1. Paint Ypsilanti – Building Community One Block At A Time With DTCDL Matching Contributions . . . Erik Dotzauer and Larry Doe



PROJECT

PAINT YPSILANTI

BUILDING COMMUNITY ONE BLOCK AT A TIME

DATE

LAUNCH: SUMMER 2013

FOCUS

YPSILANTI TOWNSHIP

What is Paint Ypsilanti?

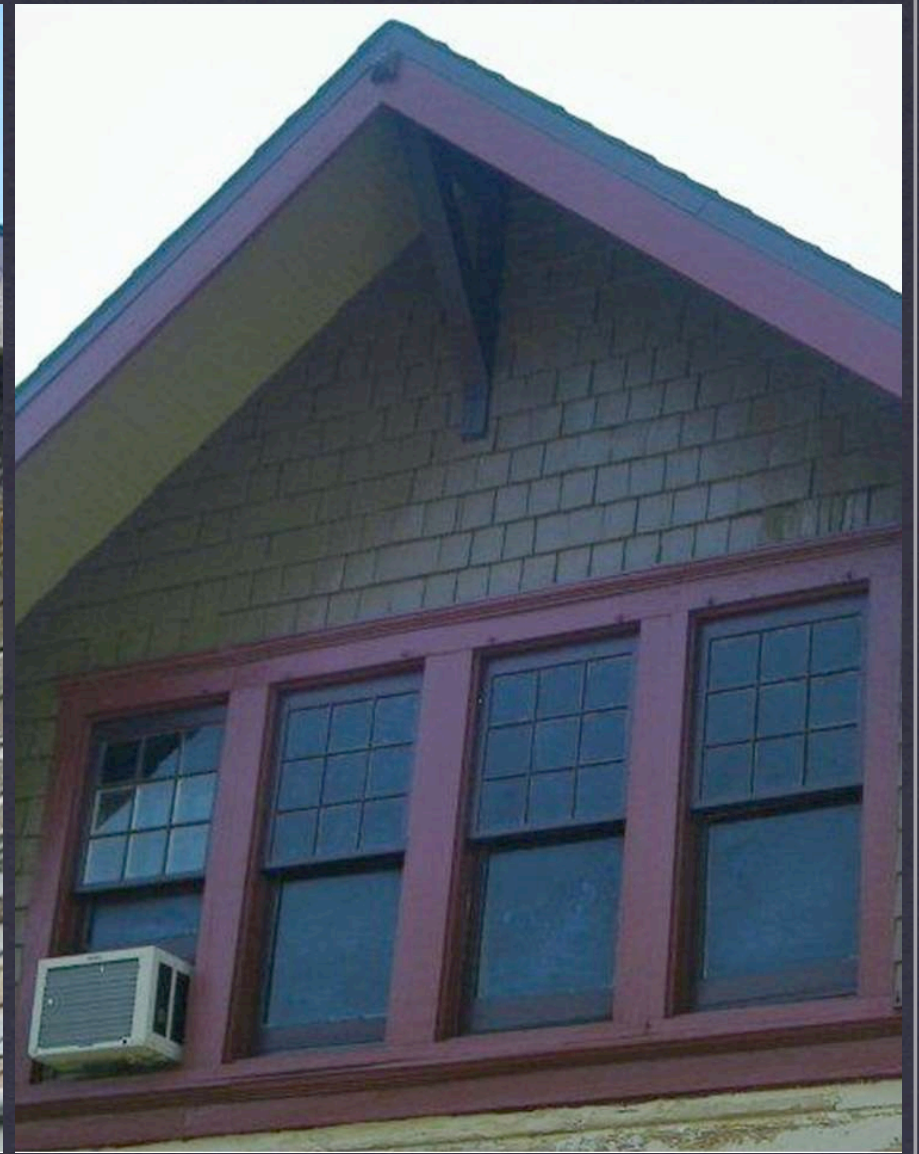
- * Paint Ypsilanti is a project under development by the DTCCDC designed to beautify our community through exterior home improvements on a block-by-block basis
- * The program will fund grants to provide paint, landscaping materials and labor for selected recipients

What does this project hope to achieve?

- ✱ Increasing the vibrancy of our neighborhoods by providing assistance to residents unable to keep up with the cost of maintenance for their homes
- ✱ Combat continued degradation of our housing stock and directly confronts the spread of blight throughout our community
- ✱ Building a sense of community and pride through the collective investment in our neighborhoods

Anticipated Outcomes

- * Reduction of blight & neighborhood stabilization
- * Rising home values
- * Increasing tax base
- * Enhanced community gateways & corridors
- * Greater appeal for business & resident attraction
- * Lowered tolerance for deferred maintenance on rental properties



PAINT YPSILANTI

ROLLING OUT THE PROGRAM

Phase I

Pilot Program

Set to launch mid-summer 2013, the pilot will select 2 houses for paint & landscaping enhancements. The pilot aims to work out any kinks and serves as a test period to refine budget and program details before opening up grants to a wider audience.



Phase II

The second project phase is slated to begin mid-fall 2013. This time around we plan to tackle an entire block and anticipate renovating approximately 12 homes. The keys to our success will entail raising sufficient funds and coordinating enough volunteers to provide the labor.



Phase III

A third program concept is under consideration, however a decision is not expected until evaluations have been completed for the first 2 phases. This iteration would require the homeowner to provide the labor as an equity match for the grant.



Funding the Project

More Partners = More Blocks Rejuvenated

- * Corporate sponsorships & in-kind donations
- * Community investment reached via crowdfunding campaigns & social networks
- * Foundation & government grants
- * DTCCDC matching contributions

YPSILANTI AREA CVB PRESENTATION

1. DEBBIE LOCKE DANIEL, EXECUTIVE DIRECTOR

09/05/2013		BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI					
Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
ESTIMATED REVENUES							
Dept 000.000							
101-000.000-403.000	CURRENT PROPERTY TAXES	1,411,981	1,248,853	1,166,645	1,166,645	1,171,688	1,142,791
101-000.000-403.002	CUR PROPERTY TAX ADJUSTMENTS	(14,560)	(1,415)				
101-000.000-405.000	IN LIEU OF TAXES	9,746	23,879				
101-000.000-407.000	DELINQUENT REAL PROPERTY TAXE						
101-000.000-407.001	PROPERTY TAXES/ADMINST. FEES	640,355	582,343	565,000	565,000	548,993	565,000
101-000.000-407.006	DEMOLITION & BOARDUPS						
101-000.000-407.007	STREET LIGHTS	48,786	37,097				
101-000.000-409.000	REPAYMENT OF ABATED TAXES						
101-000.000-417.000	DELINQUENT PERS.PROPERTY TAXE						
101-000.000-424.000	SALE OF TAX REVERTED PROPERTY		4,700				
101-000.000-445.000	PENALTIES AND INTEREST	20,227	33,857	20,000	20,000	26,787	20,000
101-000.000-446.000	REPAYMENT OF ABATED TAXES						
101-000.000-451.452	BUS LIC. & PERMITS SALVAGE YR	1,375	750	1,000	1,000	750	1,000
101-000.000-451.453	BUS LIC. & PERMITS TRAILER FE	5,425	5,599	2,500	2,500	2,575	2,500
101-000.000-451.454	BUS LIC. & PERMITS PEDDLER FE	165	265	200	200	65	60
101-000.000-476.477	NON BUS. LIC. LIC & REG.						
101-000.000-476.478	NON BUS. LIC. REFRIGERATION						
101-000.000-476.479	NON BUS. LIC. BUILDING PERMIT						
101-000.000-476.480	NON BUS. LIC. ELECTRICAL PERM						
101-000.000-476.481	NON BUS. LIC. HEATING PERMIT						
101-000.000-476.482	NON BUS. LIC. PLUMBING PERMIT						
101-000.000-476.483	NON BUS. LIC. DOG LICENSES	18,338	12,914	5,500	5,500	8,613	5,500
101-000.000-476.484	NON BUS. LIC. MISC / REINSPEC						
101-000.000-476.485	NON BUS. LIC. SALE ORD & CODE		5				
101-000.000-476.486	NON BUS. LIC. SIGN PERMITS						
101-000.000-476.487	NON BUS. LIC. SIGN ORDIN FINE						
101-000.000-476.488	NON BUS. LIC. BICYCLE LICENSE						

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GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
101-000.000-476.489	NON BUS. LIC. BICYCLE PATHS						
101-000.000-476.490	NON BUS LIC - TELECOMM FRANCH						
101-000.000-529.000	FEDERAL GRANTS - OTHER	665,062					
101-000.000-529.100	FEDERAL HUD GRANT		1,039	35,000	35,000		
101-000.000-529.500	DEPT OF ENERGY-EECBG FUNDING						
101-000.000-569.019	STATE GRANT REVENUE				653,840		
101-000.000-569.025	STATE GRANT - AGRICULTURE						
101-000.000-569.026	MI STATE GRANT-RECREATION/PAR						
101-000.000-574.000	STATE REVENUE SHARING	3,863,143	4,278,057	4,332,964	4,332,964	2,116,558	4,425,495
101-000.000-601.136	14B STATE SHARED REVENUE						
101-000.000-601.137	14B ST OF MI JUROR COMP REIMB						
101-000.000-602.136	14B COURT COSTS						
101-000.000-602.544	14B-ST OF MI CASEFLOW ASSISTA						
101-000.000-603.136	14B CIVIL FEES						
101-000.000-604.000	14B PROBATION FEES						
101-000.000-605.001	14B ORDINANCE FINES AND COSTS						
101-000.000-605.002	FINES & FORFEITS						
101-000.000-605.003	14B BOND FORFEITURES						
101-000.000-605.004	14B INTEREST EARNED						
101-000.000-605.005	14B MISCELLANEOUS INCOME						
101-000.000-607.001	CHG FOR SERVICES SITE PLAN RE	16,890	16,503	10,000	10,000	12,056	10,000
101-000.000-607.002	CHG FOR SERVICES BOARD APPEAL	2,100	2,400			3,200	
101-000.000-607.003	CHG FOR SERV. PROP CHNG APPLI	800	575	500	500		500
101-000.000-607.004	CHG FOR SERV-FAX, COPY & OTHE	32	69			33	
101-000.000-607.005	CHG FOR SERVICES PLAT FEES						
101-000.000-607.006	CHG FOR SERVICES ZONING FEES	100					
101-000.000-607.007	CHG.FOR SERVICES-PRIVATE ROAD						
101-000.000-607.008	CHG FOR SVCS - DEV AGREE ATT						
101-000.000-607.009	CHG FOR SVCS - TELECOMM REVIE						
101-000.000-607.010	CHARGE FOR SRVCS-ENVIR/PLOT P						

09/05/2013 BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 07/31/2013

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		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
101-000.000-607.012	CHARGE FOR SERV-ADDRESS ASSIG	150	80			85	
101-000.000-607.013	CHRG FOR SERVS-PLANNING COMMI		1,100			1,600	
101-000.000-607.266	CHG FOR SERVICES SHERIFF DEPT						
101-000.000-610.000	WAGES CHARGED TO OTHER FUNDS						
101-000.000-615.000	CHARGE FOR SERVICES-NSF FEES	445	660			210	
101-000.000-626.627	VOTER LISTS,TAX ROLLS,FISCHE					20	
101-000.000-626.628	CHRG SERVICES/ROAD SIDE PICKU						
101-000.000-626.630	CHRG SVCS I.F.T. EXEMPT APPLI	1,000	2,000			1,000	
101-000.000-626.633	PASSPORT SERVICES	4,668	5,677	4,000	4,000	4,116	4,000
101-000.000-626.635	CHRG SERVICES STREETS LITES						
101-000.000-626.637	ADMINISTRATION FEES/FIRE DEPT	76,512	62,289	62,289	62,289	36,335	62,289
101-000.000-626.638	ADMINISTRATION FEES/ENVIR SVC	19,956	12,424	12,424	12,424	7,247	12,424
101-000.000-626.639	ADMINISTRATION FEES/LAW ENFOR	39,768	26,333	26,333	26,333	15,361	26,333
101-000.000-626.640	ADMINISTRATION FEES/GOLF COUR	23,688	21,129	21,129	21,129	12,325	21,129
101-000.000-626.641	ADMINISTRATIVE FEES/COMPOST	5,724	5,714	5,714	5,714	3,333	5,714
101-000.000-626.642	ADMINISTRATION FEES/BLDG DEPT	19,992	16,618	16,618	16,618	9,694	16,618
101-000.000-626.643	ADMINISTRATION FEES/RECREATIO		22,219	22,219	22,219	12,961	22,219
101-000.000-626.644	ADMINISTRATION FEES/14B COURT		30,079	30,079	30,079	17,546	30,079
101-000.000-630.000	RECREATION/ADULT SPORTS						
101-000.000-631.000	RECREATION/YOUTH SPORTS						
101-000.000-632.000	RECREATION/DANCE						
101-000.000-633.000	RECREATION/TENNIS						
101-000.000-634.000	RECREATION/DAY CAMP						
101-000.000-635.000	RECREATION/SENIOR CITIZEN DUE						
101-000.000-636.000	RECREATION/OTHER ACTIVIES						
101-000.000-637.000	RECREATION/SR. CITZ. ACT. FEE						
101-000.000-638.000	MISCELLANEOUS						
101-000.000-639.000	BUILDING / FIELD RENTAL						
101-000.000-640.000	OTHER INCOME RECREATION						
101-000.000-641.001	FORD LAKE GATE FEES						

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Fund 101 - GENERAL FUND							
101-000.000-641.002	FORD LAKE SHELTER RENT						
101-000.000-641.003	FORD LAKE HYDRO STATION						
101-000.000-641.004	FORD LAKE MISC. REVENUES						
101-000.000-641.005	CONTRIBUTION/FIREWORKS FUND						
101-000.000-642.645	TOWNSHIP & PRECINTS MAPS ETC.	115	133			15	
101-000.000-642.647	CHRG SERVC-SALES-ORDIN & CODE						
101-000.000-655.000	CHRG--NONRECORDING PROP XFER	11,600	6,600			2,400	
101-000.000-655.100	SETTLEMENTS & JUDGMENTS					41,600	
101-000.000-664.001	INTEREST EARNED	12,876	9,697	11,000	11,000	7,293	5,000
101-000.000-664.002	INTEREST EARNED EQUIPMENT						
101-000.000-664.003	NET INTEREST EARN-CUR TAX COL	14,129	1,834	13,000	13,000	13,287	13,000
101-000.000-667.000	SITE LEASE REVENUES	81,598	73,098	80,000	80,000	54,565	80,000
101-000.000-667.001	RENT INCOME	220,000	220,000	219,000	219,000	205,995	219,000
101-000.000-667.002	GOLF COURSE RENTALS						
101-000.000-671.000	REIMBURSEMENT - EMPLOYEE INS						
101-000.000-673.001	SALES OF FIXED ASSETS-LAND						
101-000.000-673.002	SALES OF FIXED ASSETS-EQUIP.						
101-000.000-674.000	REIMBURSEMENTS - EMPLOYEE	733	524			402	
101-000.000-674.001	EMPLOYEE REIMB-PHONES	101	163			53	
101-000.000-675.000	CONTRIBUTIONS & DONATIONS				7,500	7,500	
101-000.000-675.002	CONTRIBUTION-FORESTVIEW CB RE						
101-000.000-676.000	REIMBURSEMENT - LDFA						
101-000.000-679.000	REIMBURSMNT BOR TWP OWNED PRO						
101-000.000-681.000	REVENUE - RADON TEST KIT					120	
101-000.000-685.000	FEDERAL RDS SUBSIDY-Medc-PrtD	15,722	15,333			16,870	
101-000.000-686.000	REIMBURS ELECTION-CNTY/TWP/CT	37,175	27,944				
101-000.000-687.000	REIMBURSEMENT-SCHOOL ELCTIONS						
101-000.000-688.000	REIMBURSEMENT-ROADS	40,041					
101-000.000-688.100	REIMBURSEMENT - HABITAT HUMANITY				68,484		
101-000.000-689.000	REIMBURSEMENT-SEAVER FARMS						

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GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
101-000.000-694.001	OTHER INCOME-MISCELLANEOUS	73,985	31,478	7,500	7,500	45,020	7,500
101-000.000-694.002	LEGAL DONATIONS & REIMBURSEMT	1,509	495			216	
101-000.000-694.004	MISC REVENUE - INSURANCE REIM		28,206			18,071	
101-000.000-694.005	REIMBMNT-UofM WILLOWRUN CLEAN						
101-000.000-694.008	OTHER INCOME-FRANCHISE FEES						
101-000.000-694.009	ACCESS ROAD AGREEMENT REV						
101-000.000-694.010	MISC REV-RIGHTOFWAY- METRO	15,831	16,462	15,000	15,000	16,578	15,000
101-000.000-694.100	OTHER REVENUE-FRANCHISE FEES	698,265	733,174	715,000	715,000	189,399	715,000
101-000.000-694.200	REVENUE-VENDING COMMISSIONS	285	300	250	250	131	250
101-000.000-695.000	OTHER FIN.SOURCES/LONG TERM D						
101-000.000-695.001	OTHER FIN.SOURCES/LEASE YCUA						
101-000.000-697.001	TRANSFER IN: ENVIRONMENTL SR						
101-000.000-697.002	TRANSFER IN: GOLF COURSE						
101-000.000-697.010	TRANSFER IN: STATE GRANTS						
101-000.000-697.211	TRANSFER IN: BIKEPATH,SIDEWAL		24,367				
101-000.000-697.245	TRANSFER IN: PUBLIC IMPROVEMN	524					
101-000.000-697.370	TRANSFER IN: BUILDING AUTHOR						
101-000.000-697.892	TRANSFER IN: NOXIOUS WEEDS						
101-000.000-699.000	APPROPRIATED PRIOR YEAR BAL.				1,427,888		
Totals for dept 000.000-		8,106,357	7,643,620	7,400,864	9,558,576	4,632,666	7,428,401

09/05/2013

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

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GL NUMBER						
DESCRIPTION						
Fund 101 - GENERAL FUND						
Dept 751.000-RESIDENT SVCS: RECREATION						
101-751.000-630.000 RECREATION/ADULT SPORTS						
101-751.000-631.000 RECREATION/YOUTH SPORTS						
101-751.000-632.000 RECREATION/DANCE						
101-751.000-634.000 RECREATION/DAY CAMP						
101-751.000-635.000 RECREATION/SENIOR CITIZEN DUE						
101-751.000-636.000 RECREATION/OTHER ACTIVIES						
101-751.000-637.000 RECREATION/SR. CITZ. ACT. FEE						
101-751.000-638.000 MISCELLANEOUS						
101-751.000-639.000 BUILDING / FIELD RENTAL						
101-751.000-640.000 OTHER INCOME RECREATION						
101-751.000-641.001 FORD LAKE GATE FEES						
101-751.000-641.002 FORD LAKE SHELTER RENT						
Totals for dept 751.000-RESIDENT SVCS: RECREATION						
TOTAL ESTIMATED REVENUES	8,106,357	7,643,620	7,400,864	9,558,576	4,632,666	7,428,401

Calculations as of 07/31/2013

	2011 ACTIVITY	2012 ACTIVITY	2013 ADOPTED BUDGET	2013 AMENDED BUDGET	2013 ACTIVITY THRU 07/31/13	2014 REQUESTED BUDGET	
Fund 101 - GENERAL FUND							
APPROPRIATIONS							
Dept 101.000-TOWNSHIP BOARD							
101-101.000-703.000	SALARIES - ELECTED OFFICIALS	58,781	59,933	59,934	59,934	34,577	59,934
101-101.000-706.000	SALARY - PERMANENT WAGES						
101-101.000-715.000	F.I.C.A./MEDICARE	4,497	4,512	4,585	4,585	2,602	4,585
101-101.000-719.000	HEALTH INSURANCE	26,939	16,215	15,009	15,009	8,747	18,011
101-101.000-719.015	VISION & DENTAL BENEFITS		2,138	2,214	2,214	1,292	2,361
101-101.000-719.020	HEALTH CARE DEDUCTION		3,030	8,680	8,680	1,391	8,680
101-101.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE		200	200	200	105	200
101-101.000-720.000	LIFE INSURANCE	268	249	238	238	132	238
101-101.000-722.000	EMPLOYEE INCENTIVES						
101-101.000-723.000	DEFERRED COMPENSATION EMPLOYEE						
101-101.000-727.000	OFFICE SUPPLIES	40	172	350	350		250
101-101.000-740.000	OPERATING SUPPLIES						
101-101.000-801.000	PROFESSIONAL SERVICES	34,453	34,300	34,700	34,700	20,050	34,700
101-101.000-801.003	TOWNSHIP PROJECTS-PLANNER						
101-101.000-801.004	ENGINEERING FEES						
101-101.000-860.000	TRAVEL						
101-101.000-876.000	RETIREMENT/MERS						
101-101.000-900.000	PUBLISHING						
101-101.000-915.000	INSURANCE AND BONDS						
101-101.000-931.000	REPAIRS AND MAINTENANCE			100	100		100
101-101.000-956.000	MISCELLANEOUS	17		100	100		100
101-101.000-958.000	MEMBERSHIP AND DUES	19,673	20,212	20,500	20,500	15,481	20,500
101-101.000-960.000	EDUCATION AND TRAINING						
101-101.000-977.000	EQUIPMENT						
Totals for dept 101.000-TOWNSHIP BOARD		144,668	140,961	146,610	146,610	84,377	149,659

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GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 137.000-COURT DUE PROCESS							
101-137.000-801.007	ATTORNEY FEES CRIMINAL						
101-137.000-801.014	LEGAL SERVICES PROSECUTION	128,491	128,391	105,500	105,500	60,317	120,000
101-137.000-801.020	LEGAL SERVICES - DOMESTIC VIO	120,935	116,564	110,000	110,000	61,117	120,000
101-137.000-812.000	14B JURY FEES						
101-137.000-812.001	WITNESS FEES			300	300		300
101-137.000-812.002	14B ENHANCED JURY FEES						
101-137.000-812.003	14B JUROR EXPENSES						
Totals for dept 137.000-COURT DUE PROCESS		249,426	244,955	215,800	215,800	121,434	240,300

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Fund 101 - GENERAL FUND							
Dept 171.000-TOWNSHIP SUPERVISOR							
101-171.000-703.000	SALARIES - ELECTED OFFICIALS	73,654	73,654		73,654	42,493	73,654
101-171.000-705.000	SALARY - SUPERVISION			73,654			53,511
101-171.000-706.000	SALARY - PERMANENT WAGES	88,387	97,156	97,526	97,526	52,315	44,015
101-171.000-707.000	SALARY - TEMPORARY/SEASONAL						
101-171.000-708.004	SALARIES PAY OUT-PTO&SICKTIME				4,029	3,529	821
101-171.000-708.008	RETIREE TIME PAYOUTS						
101-171.000-708.010	HEALTH INS BUYOUT	2,400	3,000	3,000	3,000	1,500	3,000
101-171.000-709.000	REG OVERTIME						
101-171.000-715.000	F.I.C.A./MEDICARE	12,643	13,228	13,325	13,325	7,812	13,401
101-171.000-719.000	HEALTH INSURANCE	37,130	21,866	20,262	20,262	11,809	26,341
101-171.000-719.001	SICK AND ACCIDENT	639	697	596	596	347	596
101-171.000-719.015	VISION & DENTAL BENEFITS		3,244	3,327	3,327	1,941	4,093
101-171.000-719.020	HEALTH CARE DEDUCTION		8,704	11,550	11,550	8,654	11,550
101-171.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE		200	200	200	105	200
101-171.000-720.000	LIFE INSURANCE	450	475	432	432	252	432
101-171.000-723.000	DEFERRED COMPENSATION EMPLOYE						
101-171.000-727.000	OFFICE SUPPLIES	395	257	400	400	225	400
101-171.000-801.000	PROFESSIONAL SERVICES						
101-171.000-860.000	TRAVEL			1,200	1,200	424	2,000
101-171.000-867.000	GAS & OIL						
101-171.000-876.000	RETIREMENT/MERS	15,580	18,089	19,675	19,675	12,681	24,723
101-171.000-900.000	PUBLISHING						
101-171.000-931.000	REPAIRS AND MAINTENANCE						
101-171.000-939.000	AUTO MAINTENANCE						
101-171.000-956.000	MISCELLANEOUS	60		100	100	25	100
101-171.000-958.000	MEMBERSHIP AND DUES						
101-171.000-960.000	EDUCATION AND TRAINING						
101-171.000-977.000	EQUIPMENT						

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BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 07/31/2013

	2011 ACTIVITY	2012 ACTIVITY	2013 ADOPTED BUDGET	2013 AMENDED BUDGET	2013 ACTIVITY THRU 07/31/13	2014 REQUESTED BUDGET
GL NUMBER						
DESCRIPTION						
Fund 101 - GENERAL FUND						
Totals for dept 171.000-TOWNSHIP SUPERVISOR	231,338	240,570	245,247	249,276	144,112	258,837

Calculations as of 07/31/2013

		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 201.000-ACCOUNTING							
101-201.000-705.000	SALARY - SUPERVISION	70,013	70,013	70,269	70,269	37,699	70,269
101-201.000-706.000	SALARY - PERMANENT WAGES	89,731	89,684	90,139	90,139	48,348	90,374
101-201.000-707.000	SALARY - TEMPORARY/SEASONAL						
101-201.000-707.003	TEMPORARY SERVICES						
101-201.000-708.004	SALARIES PAY OUT-PTO&SICKTIME		3,525		4,677	3,027	1,077
101-201.000-708.008	RETIREE TIME PAYOUTS						
101-201.000-708.010	HEALTH INS BUYOUT						
101-201.000-709.000	REG OVERTIME	7	95	100	100		100
101-201.000-715.000	F.I.C.A./MEDICARE	14,750	12,149	12,279	12,279	7,093	12,570
101-201.000-719.000	HEALTH INSURANCE	56,248	33,610	31,144	31,144	19,682	39,624
101-201.000-719.001	SICK AND ACCIDENT	997	1,046	894	894	521	894
101-201.000-719.015	VISION & DENTAL BENEFITS		4,945	5,106	5,106	2,979	5,447
101-201.000-719.020	HEALTH CARE DEDUCTION		7,752	17,325	17,325	5,294	17,325
101-201.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE		300	300	300	158	300
101-201.000-720.000	LIFE INSURANCE	444	475	432	432	252	432
101-201.000-723.000	DEFERRED COMPENSATION EMPLOYE						
101-201.000-727.000	OFFICE SUPPLIES	1,316	1,335	3,000	2,298	649	3,000
101-201.000-801.000	PROFESSIONAL SERVICES			300	560	557	300
101-201.000-860.000	TRAVEL						
101-201.000-876.000	RETIREMENT/MERS	18,427	17,383	21,010	21,010	11,865	23,042
101-201.000-933.000	EQUIPMENT MAINTANCE						
101-201.000-956.000	MISCELLANEOUS						
101-201.000-958.000	MEMBERSHIP AND DUES	2,222	2,372	2,305	2,748	2,442	2,800
101-201.000-960.000	EDUCATION AND TRAINING						
101-201.000-977.000	EQUIPMENT						
101-201.000-977.001	COMPUTER SOFTWARE						
Totals for dept 201.000-ACCOUNTING		254,155	244,684	254,603	259,281	140,566	267,554

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BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 07/31/2013

	2011 ACTIVITY	2012 ACTIVITY	2013 ADOPTED BUDGET	2013 AMENDED BUDGET	2013 ACTIVITY THRU 07/31/13	2014 REQUESTED BUDGET
GL NUMBER	DESCRIPTION					
Fund 101 - GENERAL FUND						
Dept 202.000-INDEPENDENT AUDITING						
101-202.000-802.000	INDEPENDENT AUDITING	30,250	21,000	26,500	26,500	28,000
101-202.000-803.000	INDEPENDENT AUDITING OTHER	3,671	5,309	5,500	5,500	4,000
Totals for dept 202.000-INDEPENDENT AUDITING		33,921	26,309	32,000	32,000	2,681
						32,000

09/05/2013		BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI					
Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 209.000-ASSESSING DEPARTMENT							
101-209.000-705.000	SALARY - SUPERVISION	29,484	30,130	35,000	35,000	24,158	45,000
101-209.000-706.000	SALARY - PERMANENT WAGES	191,357	194,897	191,040	191,040	101,229	165,984
101-209.000-707.000	SALARY - TEMPORARY/SEASONAL						
101-209.000-707.003	TEMPORARY SERVICES						
101-209.000-708.004	SALARIES PAY OUT-PTO&SICKTIME		3,096		11,848	9,848	924
101-209.000-708.008	RETIREE TIME PAYOUTS	21,108					
101-209.000-708.010	HEALTH INS BUYOUT	3,473	3,000	3,000	3,000	1,500	3,000
101-209.000-709.000	REG OVERTIME	987	534	750	750	356	750
101-209.000-715.000	F.I.C.A./MEDICARE	18,962	17,592	17,778	17,778	10,989	16,115
101-209.000-719.000	HEALTH INSURANCE	43,033	34,014	31,519	31,519	18,369	29,268
101-209.000-719.001	SICK AND ACCIDENT	1,246	1,457	1,191	1,191	695	1,191
101-209.000-719.015	VISION & DENTAL BENEFITS		4,892	5,029	5,029	2,933	4,708
101-209.000-719.020	HEALTH CARE DEDUCTION		11,373	17,325	17,325	14,215	11,550
101-209.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE		300	300	300	210	200
101-209.000-720.000	LIFE INSURANCE	556	661	576	576	336	576
101-209.000-727.000	OFFICE SUPPLIES	2,750	3,750	4,000	4,000	2,089	4,000
101-209.000-730.000	POSTAGE	7,026	6,821	7,200	7,200	7,145	7,200
101-209.000-801.000	PROFESSIONAL SERVICES						
101-209.000-811.001	TAX APPEALS	84,287	56,525	75,000	22,956	12,858	25,000
101-209.000-860.000	TRAVEL	5				1	
101-209.000-867.000	GAS & OIL	733	521	600	600	178	600
101-209.000-876.000	RETIREMENT/MERS	20,306	21,101	25,446	25,446	14,009	21,122
101-209.000-900.000	PUBLISHING						
101-209.000-931.000	REPAIRS AND MAINTENANCE						
101-209.000-939.000	AUTO MAINTENANCE						
101-209.000-942.000	LEASE - MOTORPOOL						
101-209.000-943.000	MOTORPOOL LEASE/MAINTENANCE	3,520	3,520	3,520	3,520	2,053	4,300
101-209.000-956.000	MISCELLANEOUS						

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BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 07/31/2013

	2011 ACTIVITY	2012 ACTIVITY	2013 ADOPTED BUDGET	2013 AMENDED BUDGET	2013 ACTIVITY THRU 07/31/13	2014 REQUESTED BUDGET
GL NUMBER	DESCRIPTION					
Fund 101 - GENERAL FUND						
101-209.000-958.000	725	1,500	1,000	1,000	150	1,000
101-209.000-960.000	EDUCATION AND TRAINING					
101-209.000-977.000	EQUIPMENT					
101-209.000-977.001	COMPUTER SOFTWARE					
101-209.000-985.000	CAPITAL OUTLAY/VEHICLES					

Totals for dept 209.000-ASSESSING DEPARTMENT	429,558	395,684	420,274	380,078	223,321	342,488

Calculations as of 07/31/2013

		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 210.000-LEGAL SERVICES							
101-210.000-801.001	ATTORNEY RETAINER	94,344	94,344	94,350	94,350	47,172	94,350
101-210.000-801.002	ATTORNEY LITIGATION	730,383	70,389	75,000	230,000	124,550	50,000
101-210.000-801.011	ATTORNEY CLERICAL	22,956	22,956	22,960	22,960	11,478	22,960
101-210.000-801.014	LEGAL SERVICES PROSECUTION						
101-210.000-801.015	LEGAL SERVICES OTHER						
101-210.000-801.016	LEGAL FEES - BERTAKIS						
101-210.000-801.017	LEGAL FEES - METRO ACT						
101-210.000-801.018	LEGAL SERV - WCBOC-GARAN LUCO						
101-210.000-801.019	LEGAL SERVS - R P GEORGE						
101-210.000-801.021	LEGAL SER-WCBOC MCLAIN&WINTER	20,645					
101-210.000-801.023	LEGAL SEV-GM-MCLAIN & WINTERS						
101-210.000-802.002	LABOR CONSULTANT	14,296	44,614	30,000	30,000	6,328	30,000
101-210.000-802.003	LABOR LITIGATION						
101-210.000-812.001	WITNESS FEES						
Totals for dept 210.000-LEGAL SERVICES		882,624	232,303	222,310	377,310	189,528	197,310

09/05/2013		BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI					
Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
GL NUMBER	DESCRIPTION	ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
				BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 215.000-TOWNSHIP CLERK							
101-215.000-703.000	SALARIES - ELECTED OFFICIALS	73,654	73,654	73,654	73,654	42,493	73,654
101-215.000-704.000	APPOINTED OFFICIALS		68,728	21,000	21,000		74,000
101-215.000-704.003	APPOINTED OFFICIAL-SCHOOL ELE	20,717					
101-215.000-705.000	SALARY - SUPERVISION	53,310	53,310	53,511	53,511	28,706	53,511
101-215.000-706.000	SALARY - PERMANENT WAGES	139,918	132,567	133,206	133,206	71,050	133,298
101-215.000-707.000	SALARY - TEMPORARY/SEASONAL						
101-215.000-708.004	SALARIES PAY OUT-PTO&SICKTIME		10,283		5,820	2,230	2,700
101-215.000-708.008	RETIREE TIME PAYOUTS						
101-215.000-708.010	HEALTH INS BUYOUT	6,600	6,000	6,000	6,000	3,000	6,000
101-215.000-709.000	REG OVERTIME	2,348	12,767	3,300	3,300		10,500
101-215.000-709.004	OVERTIME-SCHOOL ELCTIONS	2,724					
101-215.000-715.000	F.I.C.A./MEDICARE	21,227	21,697	20,630	20,630	11,708	21,188
101-215.000-719.000	HEALTH INSURANCE	55,326	31,585	29,268	29,268	17,057	38,048
101-215.000-719.001	SICK AND ACCIDENT	1,792	1,394	1,191	1,191	695	1,191
101-215.000-719.015	VISION & DENTAL BENEFITS		6,378	6,560	6,560	3,827	6,985
101-215.000-719.020	HEALTH CARE DEDUCTION		5,690	17,325	17,325	8,525	17,325
101-215.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE		300	300	300	158	300
101-215.000-720.000	LIFE INSURANCE	960	792	720	720	465	720
101-215.000-723.000	DEFERRED COMPENSATION EMPLOYE						
101-215.000-727.000	OFFICE SUPPLIES	8,093	16,576	14,000	14,057	5,569	16,000
101-215.000-730.001	POSTAGE-SCHOOL ELECTIONS	365					
101-215.000-740.001	Ordinance & Zoning Code Books	2,579	1,679	2,500	2,500	818	2,500
101-215.000-740.003	OP SUPPLIES-SCHOOL ELECTIONS	702					
101-215.000-801.200	PROFNSL SRV-PROGRAMMING BALLO		6,711	2,000	2,000		4,500
101-215.000-860.000	TRAVEL	291	657	500	500	24	500
101-215.000-867.000	GAS & OIL						
101-215.000-876.000	RETIREMENT/MERS	25,566	30,001	31,783	31,783	19,223	35,198
101-215.000-900.001	PUBLISHING-SCHOOL ELECTIONS	74					

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Calculations as of 07/31/2013

		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
101-215.000-931.000	REPAIRS AND MAINTENANCE	75	3,706	300	300		300
101-215.000-933.001	MAINTENANCE CONTRACTS			1,800	1,743	1,857	2,000
101-215.000-941.000	EQUIPMENT RENTAL/LEASING		3,300	1,100	1,100	1,100	3,300
101-215.000-941.003	EQUIP RENTAL/LEASE SCHOOL ELE	2,200					
101-215.000-942.000	LEASE - MOTORPOOL						
101-215.000-956.000	MISCELLANEOUS	385	500	500	500		500
101-215.000-958.000	MEMBERSHIP AND DUES	390	349	390	390	370	400
101-215.000-960.000	EDUCATION AND TRAINING						
101-215.000-977.000	EQUIPMENT	1,096		1,200	1,200		3,500
Totals for dept 215.000-TOWNSHIP CLERK		420,392	488,624	422,738	428,558	218,875	508,118

09/05/2013		BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI					
Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 227.000-HUMAN RESOURCES							
101-227.000-705.000	SALARY - SUPERVISION						
101-227.000-706.000	SALARY - PERMANENT WAGES	53,988	52,176	52,606	52,606	28,224	52,606
101-227.000-707.000	SALARY - TEMPORARY/SEASONAL						
101-227.000-708.004	SALARIES PAY OUT-PTO&SICKTIME		1,134		3,944	3,452	807
101-227.000-708.010	HEALTH INS BUYOUT						
101-227.000-709.000	REG OVERTIME						
101-227.000-715.000	F.I.C.A./MEDICARE	4,130	4,334	4,024	4,024	2,499	4,086
101-227.000-719.000	HEALTH INSURANCE	20,129	12,148	11,257	11,257	6,561	14,634
101-227.000-719.001	SICK AND ACCIDENT	374	349	298	298	174	298
101-227.000-719.015	VISION & DENTAL BENEFITS		1,648	1,702	1,702	993	1,815
101-227.000-719.020	HEALTH CARE DEDUCTION		3,323	5,775	5,775	1,149	5,775
101-227.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE		100	100	100	53	100
101-227.000-720.000	LIFE INSURANCE	166	158	144	144	84	144
101-227.000-722.000	EMPLOYEE INCENTIVES						
101-227.000-723.000	DEFERRED COMPENSATION EMPLOYE						
101-227.000-727.000	OFFICE SUPPLIES	73	130	150	150		150
101-227.000-740.000	OPERATING SUPPLIES						
101-227.000-801.000	PROFESSIONAL SERVICES						
101-227.000-860.000	TRAVEL						
101-227.000-876.000	RETIREMENT/MERS	5,113	5,645	6,886	6,886	3,891	7,657
101-227.000-956.000	MISCELLANEOUS						
101-227.000-958.000	MEMBERSHIP AND DUES	180	180	200	200	180	200
101-227.000-960.000	EDUCATION AND TRAINING	920	2,064	10,850	10,850	1,856	12,000
101-227.000-977.000	EQUIPMENT						
101-227.000-977.001	COMPUTER SOFTWARE						
Totals for dept 227.000-HUMAN RESOURCES		85,073	83,389	93,992	97,936	49,116	100,272

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Calculations as of 07/31/2013

		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 247.000-BOARD OF REVIEW							
101-247.000-704.000	APPOINTED OFFICIALS	3,600	2,430	3,870	3,870	2,430	3,870
101-247.000-715.000	F.I.C.A./MEDICARE	52	35	56	56	35	56
101-247.000-723.000	DEFERRED COMPENSATION EMPLOYE	47	32	50	50	32	50
101-247.000-727.000	OFFICE SUPPLIES						
101-247.000-900.000	PUBLISHING						
101-247.000-956.000	MISCELLANEOUS						
101-247.000-960.000	EDUCATION AND TRAINING						
Totals for dept 247.000-BOARD OF REVIEW		3,699	2,497	3,976	3,976	2,497	3,976

09/05/2013		BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI					
Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
GL NUMBER	DESCRIPTION	ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
				BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 253.000-TREASURER							
101-253.000-703.000	SALARIES - ELECTED OFFICIALS	73,654	73,654	73,654	73,654	42,493	73,654
101-253.000-705.000	SALARY - SUPERVISION	53,310	53,310	53,511	53,511	28,706	53,511
101-253.000-706.000	SALARY - PERMANENT WAGES	61,710	65,920	66,557	66,557	36,550	66,597
101-253.000-707.000	SALARY - TEMPORARY/SEASONAL						
101-253.000-707.003	TEMPORARY SERVICES						
101-253.000-708.004	SALARIES PAY OUT-PTO&SICKTIME		4,806		1,820		821
101-253.000-708.010	HEALTH INS BUYOUT	1,500	1,500	1,500	1,500	1,500	
101-253.000-709.000	REG OVERTIME	1,481	1,177	1,000	1,000	714	1,000
101-253.000-715.000	F.I.C.A./MEDICARE	14,415	15,133	15,011	15,011	8,620	14,899
101-253.000-719.000	HEALTH INSURANCE	41,691	24,296	31,519	31,519	18,369	48,292
101-253.000-719.001	SICK AND ACCIDENT	826	871	745	745	410	745
101-253.000-719.015	VISION & DENTAL BENEFITS		4,785	4,925	4,925	2,846	5,272
101-253.000-719.020	HEALTH CARE DEDUCTION		5,760	17,325	17,325	10,162	20,213
101-253.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE		200	200	200	173	300
101-253.000-720.000	LIFE INSURANCE	531	554	504	504	270	504
101-253.000-723.000	DEFERRED COMPENSATION EMPLOYE						
101-253.000-727.000	OFFICE SUPPLIES	1,375	452	1,300	1,300	621	1,300
101-253.000-753.000	DOG LICENSES	310	1,200	400	400		400
101-253.000-830.000	TAX PREPARATION	2,224	2,616	3,200	3,200	1,352	3,200
101-253.000-860.000	TRAVEL	11	23	250	250	25	250
101-253.000-876.000	RETIREMENT/MERS	17,942	21,054	22,757	22,757	14,559	24,270
101-253.000-900.000	PUBLISHING						
101-253.000-931.000	REPAIRS AND MAINTENANCE	175	177	300	300	179	300
101-253.000-941.000	EQUIPMENT RENTAL/LEASING						
101-253.000-942.000	LEASE - MOTORPOOL						
101-253.000-956.000	MISCELLANEOUS		28	100	100	2	100
101-253.000-960.000	EDUCATION AND TRAINING						
101-253.000-977.000	EQUIPMENT						

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Calculations as of 07/31/2013

	2011 ACTIVITY	2012 ACTIVITY	2013 ADOPTED BUDGET	2013 AMENDED BUDGET	2013 ACTIVITY THRU 07/31/13	2014 REQUESTED BUDGET
GL NUMBER						
DESCRIPTION						
Fund 101 - GENERAL FUND						
Totals for dept 253.000-TREASURER	271,155	277,516	294,758	296,578	167,551	315,628

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Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 265.000-RESIDENT SVCS: BLDG OPERATIONS							
101-265.000-705.000	SALARY - SUPERVISION						
101-265.000-706.000	SALARY - PERMANENT WAGES	289,168	253,795	250,628	250,628	136,218	241,603
101-265.000-706.003	WAGES-ALLOCATED TO OTHER DEPT						
101-265.000-707.000	SALARY - TEMPORARY/SEASONAL	144	8,084				7,000
101-265.000-707.775	SALARY - TEMP. FORD LAKE PARK						
101-265.000-708.004	SALARIES PAY OUT-PTO&SICKTIME				6,000	3,351	6,000
101-265.000-708.008	RETIREE TIME PAYOUTS	1,884					
101-265.000-708.010	HEALTH INS BUYOUT						
101-265.000-709.000	REG OVERTIME	2,014	665	1,600	1,600	582	1,500
101-265.000-715.000	F.I.C.A./MEDICARE	22,302	19,488	19,295	19,295	11,321	19,158
101-265.000-719.000	HEALTH INSURANCE	87,899	43,585	40,150	40,150	24,149	55,121
101-265.000-719.001	SICK AND ACCIDENT	2,094	1,563	1,340	1,340	782	1,340
101-265.000-719.015	VISION & DENTAL BENEFITS		4,812	5,001	5,001	3,146	6,058
101-265.000-719.020	HEALTH CARE DEDUCTION		11,606	24,553	24,553	5,693	24,553
101-265.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE		465	465	465	236	465
101-265.000-720.000	LIFE INSURANCE	932	717	648	648	378	648
101-265.000-723.000	DEFERRED COMPENSATION EMPLOYE		158				91
101-265.000-727.000	OFFICE SUPPLIES	231	336	300	300	177	300
101-265.000-740.000	OPERATING SUPPLIES	1,717	2,782	3,000	3,000	638	3,000
101-265.000-741.000	UNIFORMS - LAUNDRY & CLEANING	11,368	11,539	9,000	9,000	5,674	10,000
101-265.000-757.775	OPERATING SUPP: FORD LAKE PAR		162	200	700	356	700
101-265.000-776.001	MAINT SUPPLIES - CIVIC CENTER	4,952	4,256	5,000	5,000	2,660	5,000
101-265.000-776.002	MAINT SUPPLIES - GRAFFITI CON	197	813	1,000	1,000		1,000
101-265.000-776.003	MAINT SUPPLIES - COMMUNITY CT						
101-265.000-776.006	MAINT SUPPLIES - BOARDUPS						
101-265.000-776.775	MAINT SUPPLIES: FORD LAKE PAR	210	556	200	200		200
101-265.000-777.000	BLDG OPER EQUIP TOOLS	251	564	3,000	3,000	870	3,000
101-265.000-801.000	PROFESSIONAL SERVICES						

09/05/2013		BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI					
Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
101-265.000-818.001	CONTRACTUAL SERVICES CIVIC CT	28,367	17,747	30,000	30,000	12,088	40,000
101-265.000-818.002	CONTRACTUAL SERVICES COMM CEN						
101-265.000-818.775	MAINT-CONTR SVCS - FORD LK PR		830	1,000	1,000		1,000
101-265.000-860.000	TRAVEL						
101-265.000-867.000	GAS & OIL	5,148	3,984	5,000	5,000	5,562	7,000
101-265.000-876.000	RETIREMENT/MERS	22,542	19,606	25,121	25,121	14,088	28,372
101-265.000-882.003	CARE OF SWANS						
101-265.000-920.001	UTILITIES - CIVIC CENTER	64,804	62,656	72,000	71,840	34,491	70,000
101-265.000-920.002	UTILITIES - OLD TWP HALL						
101-265.000-920.003	UTILITIES - COMMUNITY CENTER						
101-265.000-931.001	REPAIRS CIVIC CENTER	3,532	2,312	3,000	3,000	437	3,000
101-265.000-931.002	REPAIRS OLD TOWNSHIP HALL						
101-265.000-931.003	REPAIRS COMMUNITY CENTER						
101-265.000-931.020	NON REOCCURRING R & M - CIVIC	9,026	3,703	5,000	5,000		5,000
101-265.000-931.021	NON RECURRING R & M-COMM CTR						
101-265.000-931.775	REPAIRS - FORD LAKE PARKS	382	3,040	2,000	1,500		1,000
101-265.000-938.000	EQUIPMENT CONTRACTUAL EQUIP	555	60	1,000	1,000	324	1,000
101-265.000-939.000	AUTO MAINTENANCE					5	
101-265.000-942.000	LEASE - MOTORPOOL						
101-265.000-943.000	MOTORPOOL LEASE/MAINTENANCE	9,600	9,600	9,600	9,600	5,600	4,800
101-265.000-956.000	MISCELLANEOUS	120	528		160	263	500
101-265.000-960.000	EDUCATION AND TRAINING						
101-265.000-974.025	CAPITAL OUTLAY/SECURITY					224	
101-265.000-975.160	CIVIC CENTER AIR VENT						
101-265.000-977.000	EQUIPMENT						
Totals for dept 265.000-RESIDENT SVCS: BLDG OPERATIONS		569,439	490,012	519,101	525,101	269,313	548,409

09/05/2013		BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI					
Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 266.000-COMPUTER SUPPORT							
101-266.000-706.000	SALARY - PERMANENT WAGES	65,915	65,915	66,166	89,966	42,293	101,662
101-266.000-707.000	SALARY - TEMPORARY/SEASONAL		8,440	45,000	45,000	21,403	32,000
101-266.000-708.004	SALARIES PAY OUT-PTO&SICKTIME	3,018	2,852	3,613	4,627	1,014	1,015
101-266.000-709.000	REG OVERTIME						
101-266.000-715.000	F.I.C.A./MEDICARE	5,042	5,455	8,781	10,602	3,485	10,957
101-266.000-719.000	HEALTH INSURANCE	16,104	9,718	9,006	11,590	5,248	19,512
101-266.000-719.001	SICK AND ACCIDENT	374	349	298	298	174	298
101-266.000-719.015	VISION & DENTAL BENEFITS		992	1,014	1,292	592	2,361
101-266.000-719.020	HEALTH CARE DEDUCTION		3,208	5,775	10,025	6,357	8,680
101-266.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE		100	100	100	53	200
101-266.000-720.000	LIFE INSURANCE	166	158	144	439	84	439
101-266.000-723.000	DEFERRED COMPENSATION EMPLOYE						416
101-266.000-727.000	OFFICE SUPPLIES	765	2,689	800	1,200	975	800
101-266.000-730.000	POSTAGE						
101-266.000-801.000	PROFESSIONAL SERVICES						
101-266.000-801.050	PROFESSIONAL SRVC -WEB DESIGN						
101-266.000-819.000	CONTRACTUAL/CUSTOM SOFTWARE						
101-266.000-850.000	TELEPHONE						
101-266.000-857.100	COMMUNICATIONS-INTERNET ACCES	14,929	20,241	25,000	25,000	13,139	22,848
101-266.000-876.000	RETIREMENT/MERS	6,562	7,355	9,136	12,230	5,209	19,681
101-266.000-931.000	REPAIRS AND MAINTENANCE						
101-266.000-933.000	EQUIPMENT MAINTANCE	1,745	4,490	5,000	5,000	1,397	5,000
101-266.000-933.001	MAINTENANCE CONTRACTS	52,288	55,176	93,210	93,210	41,459	88,510
101-266.000-941.000	EQUIPMENT RENTAL/LEASING	8,040	9,451	8,040	8,040	3,555	8,400
101-266.000-956.000	MISCELLANEOUS						
101-266.000-960.000	EDUCATION AND TRAINING						4,500
101-266.000-971.008	CAPTL OUTLAY -IMPROVEMENT		103,187			835	6,000
101-266.000-977.000	EQUIPMENT	53,570	61,191	68,700	68,700	22,304	98,000

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BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 07/31/2013

	2011 ACTIVITY	2012 ACTIVITY	2013 ADOPTED BUDGET	2013 AMENDED BUDGET	2013 ACTIVITY THRU 07/31/13	2014 REQUESTED BUDGET
GL NUMBER	DESCRIPTION					
Fund 101 - GENERAL FUND						
101-266.000-977.001	48,072	69,076	58,600	58,200	42,119	52,600
101-266.000-977.002						
101-266.000-977.003						
101-266.000-977.005						
101-266.000-977.007						
101-266.000-977.009						
101-266.000-991.006						
Totals for dept 266.000-COMPUTER SUPPORT	276,590	430,043	408,383	445,519	211,695	483,879

Calculations as of 07/31/2013

		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 267.000-GENERAL SERVICES							
101-267.000-727.000	OFFICE SUPPLIES	6,452	8,961	8,000	13,900	6,756	14,000
101-267.000-727.200	OFFICE MEETING/WELC SUPPLIES	250	227	250	250	214	250
101-267.000-730.000	POSTAGE	46,752	77,659	85,000	79,100	37,143	79,100
101-267.000-801.000	PROFESSIONAL SERVICES						
101-267.000-818.000	CONTRACTUAL SERVICES						
101-267.000-850.000	TELEPHONE	68,361	52,514	65,000	64,000	17,394	40,000
101-267.000-900.000	PUBLISHING	10,414	14,502	18,000	19,000	15,651	20,000
101-267.000-933.000	EQUIPMENT MAINTANCE	1,059		1,000	1,000	405	1,000
101-267.000-941.000	EQUIPMENT RENTAL/LEASING	16,985	11,952	17,000	17,000	4,333	10,000
101-267.000-956.000	MISCELLANEOUS	1,700	2,235	1,500	6,652	5,513	6,000
101-267.000-958.000	MEMBERSHIP AND DUES						
101-267.000-977.000	EQUIPMENT						
Totals for dept 267.000-GENERAL SERVICES		151,973	168,050	195,750	200,902	87,409	170,350

09/05/2013		BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI					
Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
GL NUMBER	DESCRIPTION	ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
				BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 371.000-COMMUNITY DEVELOPMENT							
101-371.000-704.001	ELECTRICAL BOARD						
101-371.000-704.005	CONSTRUCTION BOARD OF APPEALS						
101-371.000-705.000	SALARY - SUPERVISION		65,000	65,250	65,250	35,000	65,250
101-371.000-705.003	WAGES REIMB FROM OTHERS						
101-371.000-706.000	SALARY - PERMANENT WAGES	104,612	44,469	44,662	44,662	20,551	38,586
101-371.000-706.004	BUILDING INSPECTION						
101-371.000-706.005	ELECTRICAL INSPECTION						
101-371.000-706.006	HEATING AND PLUMBING INSPECT.						
101-371.000-707.000	SALARY - TEMPORARY/SEASONAL						
101-371.000-707.007	TEMPORARY WAGES - MICROFILM						
101-371.000-708.004	SALARIES PAY OUT-PTO&SICKTIME		1,283		3,583	1,283	1,000
101-371.000-708.010	HEALTH INS BUYOUT	3,000	3,000	3,000	3,000		
101-371.000-709.000	REG OVERTIME						
101-371.000-715.000	F.I.C.A./MEDICARE	7,790	8,287	8,638	8,638	4,419	7,943
101-371.000-719.000	HEALTH INSURANCE	21,624	12,148	11,257	11,257	6,561	19,512
101-371.000-719.001	SICK AND ACCIDENT	748	697	596	596	298	596
101-371.000-719.015	VISION & DENTAL BENEFITS		3,297	3,404	3,404	1,702	2,361
101-371.000-719.020	HEALTH CARE DEDUCTION		4,087	5,775	5,775	1,104	8,680
101-371.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE		100	100	100	53	200
101-371.000-720.000	LIFE INSURANCE	331	317	288	288	144	288
101-371.000-723.000	DEFERRED COMPENSATION EMPLOYE						
101-371.000-727.000	OFFICE SUPPLIES	469	591	500	500	47	500
101-371.000-727.007	OFFICE SUPPLIES - MICROFILM						
101-371.000-741.000	UNIFORMS - LAUNDRY & CLEANING						
101-371.000-755.000	SUBSCRIPTIONS & PUBLICATIONS	59	85	250	250	89	250
101-371.000-801.000	PROFESSIONAL SERVICES						
101-371.000-801.003	TOWNSHIP PROJECTS-PLANNER	6,592	8,598	10,000	8,717	8,671	15,000
101-371.000-801.025	CHG FOR SVCS - ATTY REVIEW FE						

09/05/2013 BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 07/31/2013

GL NUMBER	DESCRIPTION	2011 ACTIVITY	2012 ACTIVITY	2013 ADOPTED BUDGET	2013 AMENDED BUDGET	2013 ACTIVITY THRU 07/31/13	2014 REQUESTED BUDGET
Fund 101 - GENERAL FUND							
101-371.000-801.030	CHG FOR SVCS - TELECOMM REVIE						
101-371.000-805.000	HUD PLANNING PROGRAM		1,039	35,000	35,000	14,684	
101-371.000-817.000	TOWNSHIP PROJECTS ENGINEER	2,259	1,775	5,000	5,000	1,734	5,000
101-371.000-818.000	CONTRACTUAL SERVICES						
101-371.000-850.000	TELEPHONE						
101-371.000-860.000	TRAVEL			600	600		600
101-371.000-867.000	GAS & OIL						
101-371.000-876.000	RETIREMENT/MERS	9,880	11,729	14,387	14,387	7,673	14,885
101-371.000-900.000	PUBLISHING						
101-371.000-931.000	REPAIRS AND MAINTENANCE						
101-371.000-939.000	AUTO MAINTENANCE						
101-371.000-942.000	LEASE - MOTORPOOL						
101-371.000-943.000	MOTORPOOL LEASE/MAINTENANCE						
101-371.000-956.000	MISCELLANEOUS	10		250	250	54	250
101-371.000-958.000	MEMBERSHIP AND DUES			250	250		250
101-371.000-960.000	EDUCATION AND TRAINING						1,200
101-371.000-977.000	EQUIPMENT						
101-371.000-977.001	COMPUTER SOFTWARE						
101-371.000-977.002	EQUIPMENT - FURNITURE						
101-371.000-985.000	CAPITAL OUTLAY/VEHICLES						
Totals for dept 371.000-COMMUNITY DEVELOPMENT		157,374	166,502	209,207	211,507	104,067	182,351

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Calculations as of 07/31/2013

	2011 ACTIVITY	2012 ACTIVITY	2013 ADOPTED BUDGET	2013 AMENDED BUDGET	2013 ACTIVITY THRU 07/31/13	2014 REQUESTED BUDGET
Fund 101 - GENERAL FUND						
Dept 400.000-PLANNING COMMISSION						
101-400.000-704.000 APPOINTED OFFICIALS	2,328	1,969	3,360	3,360	1,407	3,360
101-400.000-706.003 WAGES-ALLOCATED TO OTHER DEPT						
101-400.000-707.000 SALARY - TEMPORARY/SEASONAL						
101-400.000-709.000 REG OVERTIME						
101-400.000-715.000 F.I.C.A./MEDICARE	38	29	49	49	21	49
101-400.000-723.000 DEFERRED COMPENSATION EMPLOYE	33	25	44	44	18	44
101-400.000-727.000 OFFICE SUPPLIES						
101-400.000-817.000 TOWNSHIP PROJECTS ENGINEER						
101-400.000-817.001 CONSULTANT FEES PLANNING						
101-400.000-876.000 RETIREMENT/MERS						
101-400.000-900.000 PUBLISHING						
101-400.000-956.000 MISCELLANEOUS						
101-400.000-958.000 MEMBERSHIP AND DUES	375	375	500	500	375	500
101-400.000-960.000 EDUCATION AND TRAINING			650	650	650	1,500
101-400.000-977.000 EQUIPMENT						
Totals for dept 400.000-PLANNING COMMISSION	2,774	2,398	4,603	4,603	2,471	5,453

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Calculations as of 07/31/2013

		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 410.000-ZONING BOARD OF APPEALS							
101-410.000-704.000	APPOINTED OFFICIALS	840	1,480	2,400	2,400	852	2,400
101-410.000-707.000	SALARY - TEMPORARY/SEASONAL						
101-410.000-709.000	REG OVERTIME						
101-410.000-715.000	F.I.C.A./MEDICARE	12	21	35	35	12	35
101-410.000-723.000	DEFERRED COMPENSATION EMPLOYE	11	19	31	31	11	31
101-410.000-727.000	OFFICE SUPPLIES						
101-410.000-817.000	TOWNSHIP PROJECTS ENGINEER						
101-410.000-817.001	CONSULTANT FEES PLANNING						
101-410.000-876.000	RETIREMENT/MERS						
101-410.000-900.000	PUBLISHING						
101-410.000-956.000	MISCELLANEOUS						
101-410.000-958.000	MEMBERSHIP AND DUES	250	250	250	250	250	250
101-410.000-960.000	EDUCATION AND TRAINING						
101-410.000-977.000	EQUIPMENT						
Totals for dept 410.000-ZONING BOARD OF APPEALS		1,113	1,770	2,716	2,716	1,125	2,716

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Calculations as of 07/31/2013

		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 446.000-HIGHWAYS AND STREETS							
101-446.000-818.003	HIGHWAYS & STREETS TYLER RD						
101-446.000-818.004	HIGHWAYS & STREETS CROSS ST						
101-446.000-818.005	HIGHWAYS & STREETS FOREST AVE						
101-446.000-818.006	HIGHWAYS & STREETS MAINTENANC						
101-446.000-818.007	HIGHWAYS & STREETS SIGNS						
101-446.000-818.008	HIGHWAYS & STREETS LIFT STATI	11,026	7,295	20,000	20,000	3,021	20,000
101-446.000-818.009	HIGHWAYS & STREETS DRAIN COST	120,350	166,105	120,000	126,012	126,012	166,500
101-446.000-818.010	HIGHWAY&ST-TUTTLE HILL RENOVA						
101-446.000-818.020	HIGHWAYS&ST CAMPBELL ST IMPRO						
101-446.000-818.022	HIGHWAY & ST-ROAD CONSTRUCTIO	306,898	155,782	150,000	310,328		150,000
Totals for dept 446.000-HIGHWAYS AND STREETS		438,274	329,182	290,000	456,340	129,033	336,500

09/05/2013		BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI					
Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 762.000-RESIDENT SVCS: ADMINISTRATION							
101-762.000-705.000	SALARY - SUPERVISION	40,560	40,560	40,708	40,708	21,840	40,708
101-762.000-705.003	WAGES REIMB FROM OTHERS						
101-762.000-706.000	SALARY - PERMANENT WAGES						
101-762.000-707.000	SALARY - TEMPORARY/SEASONAL						
101-762.000-708.004	SALARIES PAY OUT-PTO&SICKTIME				625		624
101-762.000-708.009	AUTO ALLOWANCE	3,000	3,000	3,000	3,000	1,750	3,000
101-762.000-709.000	REG OVERTIME						
101-762.000-715.000	F.I.C.A./MEDICARE	3,475	3,305	3,344	3,344	1,908	3,391
101-762.000-719.000	HEALTH INSURANCE	3,355	2,033	1,876	1,876	1,093	2,439
101-762.000-719.001	SICK AND ACCIDENT	257	174	149	149	87	149
101-762.000-719.015	VISION & DENTAL BENEFITS		245	256	256	149	273
101-762.000-719.020	HEALTH CARE DEDUCTION		1,000	1,453	1,453	843	1,453
101-762.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE		50	50	50	26	50
101-762.000-720.000	LIFE INSURANCE	114	79	72	72	42	72
101-762.000-723.000	DEFERRED COMPENSATION EMPLOYE			5,329	5,329		
101-762.000-727.000	OFFICE SUPPLIES						
101-762.000-860.000	TRAVEL						
101-762.000-867.000	GAS & OIL						
101-762.000-876.000	RETIREMENT/MERS	4,030	4,295			3,011	5,925
101-762.000-939.000	AUTO MAINTENANCE						
101-762.000-942.000	LEASE - MOTORPOOL						
101-762.000-956.000	MISCELLANEOUS						
101-762.000-958.000	MEMBERSHIP AND DUES						
Totals for dept 762.000-RESIDENT SVCS: ADMINISTRATION		54,791	54,741	56,237	56,862	30,749	58,084

09/05/2013		BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI					
Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 774.000-RESIDENT SVCS: PARKS & GROUNDS							
101-774.000-705.000	SALARY - SUPERVISION	25,854	26,517	28,610	28,610	13,924	28,610
101-774.000-706.000	SALARY - PERMANENT WAGES	107,022	117,151	117,523	117,523	64,032	117,836
101-774.000-706.003	WAGES-ALLOCATED TO OTHER DEPT						
101-774.000-707.000	SALARY - TEMPORARY/SEASONAL	42,230	46,802	45,000	45,000	31,038	45,000
101-774.000-707.775	SALARY - TEMP. FORD LAKE PARK	43,657	49,197	45,000	45,000	25,069	45,000
101-774.000-708.004	SALARIES PAY OUT-PTO&SICKTIME	1,786	17,048	2,756	10,194		10,000
101-774.000-708.010	HEALTH INS BUYOUT			1,500	1,500	758	1,500
101-774.000-709.000	REG OVERTIME	14,101	6,267	10,000	10,000	4,139	9,000
101-774.000-715.000	F.I.C.A./MEDICARE	12,627	13,400	13,386	13,386	7,538	13,311
101-774.000-719.000	HEALTH INSURANCE	60,387	34,943	28,142	28,142	16,401	36,585
101-774.000-719.001	SICK AND ACCIDENT	1,122	1,008	1,042	1,042	521	1,042
101-774.000-719.015	VISION & DENTAL BENEFITS		4,740	4,762	4,762	2,778	5,074
101-774.000-719.020	HEALTH CARE DEDUCTION		8,774	14,438	14,438	6,260	14,438
101-774.000-719.021	ADMIN FEE - HEALTH DEDUCTIBLE		300	300	300	131	300
101-774.000-720.000	LIFE INSURANCE	497	457	504	504	252	504
101-774.000-723.000	DEFERRED COMPENSATION EMPLOYE	1,136	1,402	1,001	1,001	738	1,170
101-774.000-724.001	UNEMPLOYMENT EXPENSE	15,759	12,020	20,000	20,000	5,610	15,000
101-774.000-727.000	OFFICE SUPPLIES	125	136	200	200	38	200
101-774.000-728.001	UNEMPLOYMENT EXPENSE						
101-774.000-740.000	OPERATING SUPPLIES						
101-774.000-741.000	UNIFORMS - LAUNDRY & CLEANING	2,550	2,452	3,000	3,000	1,572	3,000
101-774.000-741.775	UNIFORMS - LAUNDRY FLP	851	828	1,000	1,000	404	1,000
101-774.000-757.000	OPERATING SUPPLIES	1,427	1,440	1,500	1,478	1,445	1,500
101-774.000-757.775	OPERATING SUPP: FORD LAKE PAR	992	844	1,000	1,022	1,192	1,100
101-774.000-776.000	MAINTENANCE SUPPLIES	24,499	45,460	25,000	25,000	9,922	25,000
101-774.000-776.003	MAINT SUPPLIES - COMMUNITY CT						
101-774.000-776.010	CIVIC CENTER LANDSCAPING						
101-774.000-776.775	MAINT SUPPLIES: FORD LAKE PAR	9,899	9,900	10,000	10,000	3,729	8,000

Calculations as of 07/31/2013

		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
101-774.000-783.004	TREE MAINTENANCE	450	875	3,000	3,000		3,000
101-774.000-818.011	MAINTENANCE CONTRACTUAL SRVC	26,566	23,320	24,000	24,000	19,524	25,000
101-774.000-818.775	MAINT-CONTR SVCS - FORD LK PR	5,047	12,733	7,500	7,500	3,329	7,000
101-774.000-850.000	TELEPHONE						
101-774.000-850.775	TELEPHONE - FORD LAKE PARK	2,102	2,621	2,000	2,000	420	800
101-774.000-860.000	TRAVEL						
101-774.000-867.000	GAS & OIL	21,677	20,621	20,000	20,000	12,271	18,000
101-774.000-867.100	GAS & OIL - OTHER EQUIP						
101-774.000-867.775	GAS & OIL - FORD LAKE PARK	6,574	9,075	9,000	9,000	5,359	7,000
101-774.000-876.000	RETIREMENT/MERS	14,252	16,558	20,804	20,804	11,286	22,288
101-774.000-900.000	PUBLISHING						
101-774.000-920.000	UTILITIES - PARKS	13,747	13,575	10,000	10,000	6,582	7,000
101-774.000-920.775	UTILITIES - FORD LAKE PARKS	12,158	9,291	10,000	10,000	5,854	10,000
101-774.000-939.000	AUTO MAINTENANCE	1,348	2,033	2,000	2,000	299	2,000
101-774.000-939.010	SMALL EQUIPMENT & PARTS	15,003	11,356	13,000	13,000	11,126	15,000
101-774.000-939.011	Parks Equipment Labor	2,380	103	2,000	2,000	713	2,000
101-774.000-939.030	LABOR/FLUID CHRGS - MOTORPOOL	100	1,200	1,200	1,200	700	1,200
101-774.000-939.031	FLAT FEE-MOTORPOOL-MISC REPAI						
101-774.000-941.000	EQUIPMENT RENTAL/LEASING	50	251	1,000	1,000		500
101-774.000-942.000	LEASE - MOTORPOOL						
101-774.000-942.775	VEHICLE CHARGE - FLP	2,800	2,800	2,800	2,800		2,800
101-774.000-943.000	MOTORPOOL LEASE/MAINTENANCE	14,050	14,050	14,050	14,050	8,196	17,300
101-774.000-943.775	MOTORPOOL LEASE MAINT-FORD L	14,050	14,050	14,050	14,050	8,196	17,300
101-774.000-956.000	MISCELLANEOUS	413	152	200	200	68	200
101-774.000-958.000	MEMBERSHIP AND DUES	60	255	400	400		400
101-774.000-960.000	EDUCATION AND TRAINING						200
101-774.000-976.002	CAPITAL OUTLAY PARKS						
101-774.000-977.000	EQUIPMENT				26,401	26,401	
Totals for dept 774.000-RESIDENT SVCS: PARKS & GROUNDS		519,348	556,005	532,668	566,507	317,815	543,158

09/05/2013

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 07/31/2013

	2011 ACTIVITY	2012 ACTIVITY	2013 ADOPTED BUDGET	2013 AMENDED BUDGET	2013 ACTIVITY THRU 07/31/13	2014 REQUESTED BUDGET
GL NUMBER						
DESCRIPTION						
Fund 101 - GENERAL FUND						
Dept 780.000-RSD-STORMWATER MGMT DEPT						
101-780.000-801.000 PROFESSIONAL SERVICES	23,335	1,291	21,000	21,000	5,467	7,557
Totals for dept 780.000-RSD-STORMWATER MGMT DEPT	23,335	1,291	21,000	21,000	5,467	7,557

09/05/2013		BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI					
Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 851.000-FRINGES AND INSURANCE							
101-851.000-708.004	SALARIES PAY OUT-PTO&SICKTIME						
101-851.000-708.008	RETIREE TIME PAYOUTS						
101-851.000-715.000	F.I.C.A./MEDICARE						
101-851.000-719.000	HEALTH INSURANCE						
101-851.000-719.001	SICK AND ACCIDENT						
101-851.000-719.002	XRAYs						
101-851.000-719.005	HOSPITAL PHYSICALS	2,188	2,270	2,500	2,500	1,855	2,300
101-851.000-720.000	LIFE INSURANCE						
101-851.000-723.000	DEFERRED COMPENSATION EMPLOYE						
101-851.000-724.000	EMPLOYEE ASSISTANCE PROGRAM	3,427	3,587	4,500	4,500	2,726	4,500
101-851.000-801.000	PROFESSIONAL SERVICES						
101-851.000-803.100	CONTRACT SRVS-FLEX SPENDING	1,588	2,484	1,000	1,000		500
101-851.000-875.000	RETIREMENT OFFICIALS						
101-851.000-876.000	RETIREMENT/MERS						
101-851.000-876.001	RETIREMENT BENEFITS						
101-851.000-876.003	OPEB FUNDING- RETIREE HEALTH						
101-851.000-914.000	INSURANCE & BONDS FIRE & LIAB						
101-851.000-915.000	INSURANCE AND BONDS						
101-851.000-917.000	WORKERS COMPENSATION INSURANC						
Totals for dept 851.000-FRINGES AND INSURANCE		7,203	8,341	8,000	8,000	4,581	7,300

09/05/2013

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 07/31/2013

		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 950.000-COMMUNITY STABILIZATION							
101-950.000-801.023	PUBLIC NUISANCE - LEGAL SVCS		857,996	225,000	375,000	309,533	250,000
101-950.000-880.001	MAINT PROPERTY & RT OF WAY		19,934	20,000	20,000	11,482	20,000
101-950.000-969.010	LAND BANK - HABITAT	90,000	150,000	120,000	120,000		120,000
101-950.000-969.011	CONTRIBUTION - LAND BANK		206,880	90,000	266,914	146,540	100,000
101-950.000-969.013	LIBERTY SQUARE - GRANT PROJECT				653,840		
Totals for dept 950.000-COMMUNITY STABILIZATION		90,000	1,234,810	455,000	1,435,754	467,555	490,000

09/05/2013		BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI					
Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 956.000-OTHER FUNCTIONS							
101-956.000-719.010	HEALTH CARE TAX		6,948	10,000	10,000	3,390	20,000
101-956.000-724.001	UNEMPLOYMENT EXPENSE	8,241	420	8,000	8,000	7,436	20,000
101-956.000-728.001	UNEMPLOYMENT EXPENSE						
101-956.000-800.000	OTHER PROJECTS						
101-956.000-800.101	OTHER PROJECTS - BOARD						
101-956.000-801.000	PROFESSIONAL SERVICES	16,974	3,303	20,000	62,500	17,918	40,000
101-956.000-817.371	CONSULTANT - COMMUNITY DEVELOPMENT						35,000
101-956.000-817.700	PROFESSIONAL SERV-MASTER PLA						
101-956.000-817.701	PROF SRVS-PARK/REC MASTER PLA						
101-956.000-818.014	A.A.T.A. CONTRACT	297,390	298,508	341,270	341,270	229,746	341,270
101-956.000-818.021	Monitoring Services -Tank-UST			500	500		500
101-956.000-818.023	STORM WATER MANAGEMENT						
101-956.000-818.024	WATER CONSERV ADV COMM-PROJECT						
101-956.000-844.000	MEALS ON WHEELS	10,000	10,000	10,000	10,000		10,000
101-956.000-844.002	AEROTROPOLIS	25,000	25,000	20,000	20,000	20,000	20,000
101-956.000-875.000	RETIREMENT OFFICIALS						
101-956.000-876.001	RETIREMENT BENEFITS						
101-956.000-876.002	OTHER RETIREMENT COSTS	993	1,035	1,200	1,200	555	1,200
101-956.000-876.003	OPEB FUNDING- RETIREE HEALTH	641,201	670,055	576,221	576,221	576,221	443,891
101-956.000-882.000	FOURTH OF JULY						
101-956.000-882.001	CHRISTMAS LIGHTS						
101-956.000-882.002	FESTIVALS						
101-956.000-882.004	Cty of Ypsi-Rutherford Pool				5,000	5,000	5,000
101-956.000-882.006	HEALING FEILDS						
101-956.000-884.000	WASH DEV COUNCIL-AA SPARK	15,000	15,000	15,000	15,000	15,000	15,000
101-956.000-884.001	ECONOMIC DEVELOPMENT						
101-956.000-913.000	INSURANCE & BONDS FLEET	141,516	142,545	146,064	146,064	71,397	125,442
101-956.000-914.000	INSURANCE & BONDS FIRE & LIAB						

09/05/2013		BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI					
Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
GL NUMBER	DESCRIPTION	ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
				BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
101-956.000-917.000	WORKERS COMPENSATION INSURANC	28,534	24,473	25,771	25,771	14,473	24,826
101-956.000-926.000	STREET LIGHTING NON ASSESSABL	202,889	171,871	150,000	361,905	302,990	200,000
101-956.000-926.100	STREET LIGHTS - TREE TRIMMING	200	7,450	30,000	30,000		30,000
101-956.000-956.000	MISCELLANEOUS	410	15,816	500	500	1	500
101-956.000-956.002	BAD DEBT EXPENSE						
101-956.000-956.004	RESERVE CONTINGENCIES						
101-956.000-956.006	MISCELLANEOUS TAX REFUNDS	70,454	80,112	56,132	56,132	(84,082)	10,000
101-956.000-956.010	TAX REFUND EXPENSE						
101-956.000-956.020	PROPERTY TAXES ON TWP PROPERT	18,549	6,719	5,000	5,000		5,000
101-956.000-956.021	LDFA SEAVER FARM INFRASTRUCTU						
101-956.000-956.022	SETTLEMENTS - AGREEMENTS	732,927	18,000				
101-956.000-956.030	BUILDING PERMIT FEE REFUNDS						
101-956.000-957.000	BANK CHARGES	7,107	7,855	9,500	9,500	3,431	6,500
101-956.000-958.000	MEMBERSHIP AND DUES						
101-956.000-962.010	LITIGATION SETTLEMENT						
101-956.000-969.003	GASB 34 INITIAL COSTS						
101-956.000-969.005	TRANSFER OUT BUILDING AUTHORI						
101-956.000-969.007	CONTRIBUTION WATER HARDSHIP	9,600	8,325	11,000	11,000	4,380	10,000
101-956.000-969.008	CONTRIBUTION-ANIMAL NEUTERING			10,000	10,000	10,000	
101-956.000-969.009	CONTRIBUTION H.U.A.						
101-956.000-969.012	TRANSFER OUT ENVIRON. CLEANUP						
Totals for dept 956.000-OTHER FUNCTIONS		2,226,985	1,513,435	1,446,158	1,705,563	1,197,856	1,364,129

09/05/2013		BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI					
Calculations as of 07/31/2013							
		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
Dept 999.000-OTHER FINANCING USES							
101-999.000-966.001	CONTRIBUTION PARK COMMISSION						
101-999.000-967.000	CONTRIBUTION/LAW ENFORCEMENT						
101-999.000-968.211	TRANSFER TO BIKE PATH/SIDEWAL			363,350			
101-999.000-968.252	TRANSFER TO HYDRO STATION			252,307			50,000
101-999.000-968.280	TRANSFER TO STATE GRANT FUND						
101-999.000-969.012	TRANSFER OUT ENVIRON. CLEANUP						
101-999.000-969.016	TRANSFER TO LAW ENFORCEMENT						
101-999.000-969.200	TRANSFER TO CAP PROJECT						
101-999.000-969.212	TRANSFER TO BSR II Fund 212				363,350	363,350	392,932
101-999.000-969.236	TRANSFER TO COURT 236	207,530	203,734		252,307		214,181
101-999.000-969.248	TRANSFER TO RENTAL INSPEC 248						
101-999.000-969.249	TRANSFER TO BUILDING DEPT FUN						
101-999.000-969.257	TRANSFER OUT:PUBLIC IMPROVEMN						
101-999.000-969.266	TRANSFER TO LAW ENFORCEMENT						
101-999.000-969.280	NO USETRANSFER TO STATE GRANT						
101-999.000-969.396	TRANSFER OUT: TO DEBT FUND A				261,646	261,648	
101-999.000-969.397	TRANSFER OUT: TO DEBT FUND B						
101-999.000-969.584	CONTRIBUTION TO GOLF COURSE						
101-999.000-969.595	CONTRIBUTIONS TO MOTORPOOL						12,647
101-999.000-969.893	TRANSFER OUT: NUISANCE ABATE						
101-999.000-999.999	TEMP ACCOUNT FOR BLANKET PO						
Totals for dept 999.000-OTHER FINANCING USES		207,530	203,734	615,657	877,303	624,998	669,760

09/05/2013

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 07/31/2013

		2011	2012	2013	2013	2013	2014
		ACTIVITY	ACTIVITY	ADOPTED	AMENDED	ACTIVITY	REQUESTED
GL NUMBER	DESCRIPTION			BUDGET	BUDGET	THRU 07/31/13	BUDGET
Fund 101 - GENERAL FUND							
TOTAL APPROPRIATIONS		8,416,342	7,537,806	7,116,788	9,274,500	4,798,192	7,285,788

09/05/2013

BUDGET REPORT FOR CHARTER TOWNSHIP OF YPSILANTI

Calculations as of 07/31/2013

	2011 ACTIVITY	2012 ACTIVITY	2013 ADOPTED BUDGET	2013 AMENDED BUDGET	2013 ACTIVITY THRU 07/31/13	2014 REQUESTED BUDGET
Fund 101 - GENERAL FUND						
NET OF REVENUES/APPROPRIATIONS - FUND 101	(309,985)	105,814	284,076	284,076	(165,526)	142,613

REVIEW AGENDA

- A. SUPERVISOR STUMBO WILL REVIEW BOARD MEETING AGENDA

OTHER DISCUSSION

- A. BOARD MEMBERS HAVE THE OPPORTUNITY TO DISCUSS ANY OTHER PERTINENT ISSUES



Charter Township of Ypsilanti

7200 S. HURON RIVER DRIVE • YPSILANTI, MI 48197

SUPERVISOR BRENDA STUMBO • CLERK KAREN LOVEJOY ROE • TREASURER LARRY DOE
TRUSTEES: JEAN HALL CURRIE • STAN ELDRIDGE • MIKE MARTIN • SCOTT MARTIN

REGULAR MEETING AGENDA

MONDAY, SEPTEMBER 9, 2013

7:00 P.M.

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE AND INVOCATION
3. PUBLIC HEARING
 - A. 7:00 PM – 2013 SPECIAL ASSESSMENT LEVY – RESOLUTION NO. 2013-23 (Public Hearing set at the August 26, 2013 Regular Meeting)
4. PUBLIC COMMENTS
5. CONSENT AGENDA
 - A. MINUTES OF THE AUGUST 26, 2013 WORK SESSION AND REGULAR MEETING
 - B. STATEMENTS AND CHECKS
6. TRUSTEE REPORT
7. ATTORNEY REPORT
 - A. GENERAL LEGAL UPDATE

NEW BUSINESS

1. RESOLUTION NO. 2013-25 – REQUESTING CHARTER TOWNSHIP OF YPSILANTI MEMBERSHIP IN THE ANN ARBOR AREA TRANSPORTATION AUTHORITY
2. 2013 YPSILANTI TOWNSHIP FIFTH AGREEMENT WITH WASHTENAW COUNTY ROAD COMMISSION IN THE AMOUNT OF \$4,100, BUDGETED IN LINE ITEM #101.446.000.818.022
3. REQUEST OF JOE LAWSON, PLANNING DIRECTOR FOR AUTHORIZATION TO DISTRIBUTE 2013 MASTER PLAN UPDATE FOR PUBLIC COMMENT
4. REQUEST OF JEFF ALLEN, RSD DIRECTOR TO ACCEPT QUOTE FROM BARRETT PAVING MATERIALS, INC. USING WCRC CONTRACT PRICING TO MILL AND OVERLAY POLICE/COURT PARKING LOT IN THE AMOUNT OF \$79,213.20 AND PAVED AREA AT MAINTENANCE GARAGE IN THE AMOUNT OF \$44,201 FOR A TOTAL AMOUNT OF \$123,414.20, BUDGETED IN LINE ITEM #101.970.000.971.008, CONTINGENT UPON BUDGET AMENDMENT APPROVAL
5. BUDGET AMENDMENT #12

OTHER BUSINESS

CHARTER TOWNSHIP OF YPSILANTI

RESOLUTION NO. 2013-23

SPECIAL ASSESSMENT LEVY

WHEREAS, the Charter Township of Ypsilanti Board of Trustees, on September 9, 2013 held a public hearing on the proposed special assessment roll prepared by the Assistant Assessor, a copy of which is on file in the Clerk's Office, after advertising the same in a newspaper of record in the Township, and;

WHEREAS, on September 9, 2013, the Ypsilanti Township Board heard comments on said proposed special assessment roll prepared by the Assistant Assessor.

NOW THEREFORE, BE IT RESOLVED that the proposed special assessment roll prepared by the Assistant Assessor for the Charter Township of Ypsilanti be adopted and the amounts set forth on the special assessment roll be levied on the 2013 Winter Tax Roll.

**PUBLIC ACT 188 OF 1954 PROCEEDINGS
CHARTER TOWNSHIP OF YPSILANTI
WASHTENAW COUNTY, MICHIGAN
NOTICE OF PUBLIC HEARING
ON SPECIAL ASSESSMENT ROLL**

PLEASE TAKE NOTICE that the Supervisor and Assessing Officer of the Township has reported to the Township Board and filed in the Office of the Township Clerk for public examination a special assessment roll prepared by the Assessor covering all properties within the Special Assessment Districts benefited by the districts listed below.

PLEASE TAKE FURTHER NOTICE that the Assessing Officer has further reported that the assessment against each parcel of land within said district is such relative portion of the whole sum levied against all parcels of land in said district as the benefit to such parcels bears to the total benefit to all parcels of land in said district.

PLEASE TAKE FURTHER NOTICE that the Township Board will hold a public hearing at the Ypsilanti Township Civic Center, 7200 S. Huron River Drive, Ypsilanti, MI on **September 9, 2013**, for the purpose of reviewing said special assessment roll and hearing any objections thereto. Said roll may be examined at the office of the Township Clerk during regular business hours of regular business days until the time of said hearing and may further be examined at said hearing. Appearance and protest at the hearing held to confirm the special assessment roll is required in order to appeal the amount of the special assessment to the Michigan Tax Tribunal.

An owner, or partner in interest, or his or her agent may appear in person at the hearing to protest the special assessment, or shall be permitted to file his or her appearance or protest by letter and his or her personal appearance should not be required. (The owner or any person having an interest in the real property who protests in person or in writing at the hearing may file a written appeal of the special assessment with the Michigan Tax Tribunal within 30 days after the confirmation of the special assessment roll.

THE FOLLOWING ARE THE PROPOSED SPECIAL ASSESSMENT ROLLS TO BE LEVIED ON THE 2012 WINTER TAX ROLL

<u>SPECIAL ASSESSMENT</u>	<u>CODE</u>
Sherman Oaks Water	051

STREET LIGHT SPECIAL ASSESSMENTS

<u>DISTRICT</u>	<u>CODE</u>	<u>DISTRICT</u>	<u>CODE</u>
Shady Knoll 1-6	101	Nancy Park 1-3	102
Nancy Park 5-6	103	West Willow #1	104
Ypsi Twp Area	105	West Willow #2	106
Hickory Hill	107	Washtenaw Orchard	108
Washtenaw Ridge	109	Nancy Park #7	111
Rambling Road	112	Hickory Hill #1	113
Onandaga Street	114	West Willow Dist 3	115
S. Devonshire	116	Washtenaw Concourse	117
Delaware Street	118	Washtenaw CC #4	119
Ivanhoe Area	120	Oswego/Cayuga	121
Hawthorne Street	122	Hunt/Hollis	123
Turtle Creek	124	Turtle Creek 2	125
Debby Court	126	Lynne Street	127
West Willow 10&11	129	Johnson Place	130
Huron Hearthside	131	Oakland Estates	132
Washtenaw Clubview	133	Oakland Estates #3	134
Brookside Street	135	Huron Commercial	136
Crestwood Sub	137	Kansas St	138
Hayes Street	139	Ford Lake Village	140
Ford Lake Village #2	141	Streamwood 1-7	142
Deauville Parrish	146	Spruce Falls	147
Bagley Street	148	Partridge Creek #1	149
Georgetown Condos	150	Streamwood #8	151
Smokler Textile	152	Greene Farms #1 & #2	153
Golf Estates	154	Ohio St 2000	155
N. Kansas	156	Russell St	157
Dakota	158	Paint Creek Farms	159
Whispering Meadows #1	160	Amberly Grove	162
Greenfields #1	163	Partridge Creek 2&3	164
Partridge Creek North	165	Campbell St	166
Preserves	167	S Ivanhoe St	168
Clubview Sub	169	Wash Clubview	170
Taft Ave	171	Devonshire & Oregon	172
Greene Farms #3	173	Greene Farms #4	174
Raymond Meadows	175	Tyler Rd	176
Washtenaw Bus Park	177	Whittaker Village	178
Tremont Park #1	179	Tremont Park #2	180
Kirk St	181	Greene Farm 5	182
Greene Farm 6	183	Woodlawn St	184
Greenfields 2 & 3	185	Greene Farms #7	186
Whispering Meadows	187	Huron Meadows	188
Rivergrove	189	Aspen Ridge	191
Gates Ave	193	Fairway Hills	194
Washtenaw Clubview	196	Bradley Ave	197
Creekside West	198	Creekside South	199
Creekside East	201	Lakeview Area	202
Majestic Lake	203		

KAREN LOVEJOY ROE, CLERK
Charter Township of Ypsilanti

The Ypsilanti Township Board will provide necessary reasonable auxiliary aids and services to individuals with disabilities requiring auxiliary aids or services. Individuals should contact the Ypsilanti Township Board by writing or calling the following: KAREN LOVEJOY ROE, CLERK, 7200 S. Huron River Drive, Ypsilanti, MI 48197, PHONE: (734) 484-5156 or E-MAIL: klovejoyroe@ytown.org

PUBLIC COMMENTS

**CHARTER TOWNSHIP OF YPSILANTI
MINUTES OF THE AUGUST 26, 2013 WORK SESSION**

The meeting was called to order by Supervisor Stumbo at approximately 5:00 p.m. in the Ypsilanti Township Civic Center Board Room, 7200 S. Huron River Drive, Ypsilanti Township.

Members Present: Supervisor Brenda L. Stumbo, Clerk Karen Lovejoy Roe, Treasurer Larry Doe, Trustees Stan Eldridge (arrived at 5:20 p.m.), Jean Hall Currie and Mike Martin

Members Absent: Trustee Scott Martin

Legal Counsel: None

AUDIT PRESENTATION

A. RANA M. EMMONS, C.P.A. - POST, SMYTHE, LUTZ AND ZIEL OF PLYMOUTH LLP

Rana Emmons, PSLZ provided a brief overview of the 2012 Audit and distributed historic Revenue/Expenditure Graphs to the Board (see attached).

Ms. Emmons explained that a letter attached to the audit was a requirement under U.S. General Accepted Accounting Standards, solely for the purpose of communicating to the Board that there were no issues with management regarding the audit.

Ms. Emmons voiced her appreciation for the cooperation she received while conducting the audit.

DISCUSS PROPOSED RESOLUTION REQUESTING MEMBERSHIP IN THE ANN ARBOR AREA TRANSPORTATION AUTHORITY

Supervisor Stumbo stated the Board had agreed to join a countywide transportation authority in 2012 but Ann Arbor was not quite ready at that time. She said Ypsilanti City had already joined the new Ann Arbor Area Transportation Authority (AAATA) and Pittsfield was considering joining. She explained that since 1974 the Township had contracted with AATA for a Purchase of Service Agreement but this proposed Resolution would be committing the funding for transportation services to AAATA.

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Clerk Lovejoy Roe explained that the draft resolution back-up material in the Board Packet listed the steps that the Township would have to take to be included in AAATA. She said the Urban Core Transit Plan included improvements for increased routes and improved hours of service for the cities of Ann Arbor and Ypsilanti, and the Townships of Pittsfield and Ypsilanti. Clerk Lovejoy Roe said the Board Packet also included the legal requirements for adding new communities to the Authority.

Michael Benham, Strategic Planner for AAATA briefly reviewed the services that would be improved and provided maps to the Board. He explained the Urban Core working group consisted of the local elected officials from the townships and municipalities that are closest to Ann Arbor. He pointed out the map included a new route that would provide service from downtown Ypsilanti to the Civic Center, Court and Library complex and the Paint Creek Shopping Center, along with some residential areas.

Clerk Lovejoy Roe provided an update on the possibility of upgrading the asphalt parking lot at the Civic Center, including paving the connecting gravel road to the library, which would facilitate the proposed new AAATA route.

Mr. Benham further reviewed proposed improvements, including new and extended routes, an Express Ride Service that would extend to downtown Ann Arbor and the U of M Medical Center area, a new Park-n-Ride at Huron and I-94, and a Township wide Dial-A-Ride.

Mr. Benham said a formal request from the Township Board to the Ann Arbor Area Transportation Authority (AAATA) Board would be needed for inclusion. He said the process would probably take 60 – 90 days.

Trustee Stan Eldridge asked how a membership with the AAATA would benefit Ypsilanti Township and what it would cost.

Mr. Benham said it would help to cement the relationship between the Township and the AAATA and explained it would afford the Township representation on the AAATA Board. He said the AAATA had the power to seek independent funding and the Township could be involved in that process. He explained that the amount the Township was already paying for the Service Agreements would be accepted for membership into AAATA.

REVIEW AGENDA

Supervisor Stumbo reviewed the agenda with additional discussion on the following agenda items:

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CLERK REPORT

Clerk Lovejoy Roe, thanked her staff and the election inspectors for a doing a great job on election day. She also thanked the Residential Services Department for their service, along with the Treasurer's Department and Supervisor's office for their help in answering phones.

Clerk Lovejoy Roe shared that the Police, Fire and Trash/Recycling millages were supported by approximately 70% of the voters and the General Fund, Road, Bike Path, Park, etc. millage was supported by about 60% of the voters.

Clerk Lovejoy Roe provided a brief update regarding the HUD's First Look Program. She explained that the Township would be allowed to purchase the homes, with Township Board approval and then Habitat for Humanity would reimburse the Township with NSP funds. The Clerk said a letter of agreement for this program would be brought to the Board for approval. She explained that Habitat's Director, Rob Nissley was anxious to get this program going and had already identified several properties for purchase.

Clerk Lovejoy Roe said copies of the following Clerk's Report were available on the back table:

- **Gault Village Community Planning Meeting** - On Tuesday, July 23, 2013 Clerk Lovejoy Roe attended a Community Planning Meeting facilitated by Habitat for Humanity for all the residents of Gault Village. The event was well attended by a broad section of Gault Village residents. Time was spent discussing and developing priorities for items the residents would like to work on for the future improvement of their neighborhood. There were surveys available for the residents to fill out and also take and share with their neighbors. The results of the survey will be shared by Habitat once the surveys are completed. Another meeting will be planned for the future.
- **Ann Arbor Convention And Visitors Bureau** - Supervisor Stumbo, Clerk Lovejoy Roe and Art Serafinski, Parks and Recreation Director attended the July 26, 2013 Stakeholders meeting of the Ann Arbor Convention and Visitors Bureau. The meeting was held to share the updated marketing publications for increasing visitor stays and visits in our community. Ideas were shared about reaching larger audiences as preparations are made for the future of the AACVB.
- **Tuesday, August 6, 2013 Millage Election** - All four ballot proposals passed. The voter turnout was 9.53%. Proposal A-Fire Services passed by 2713 (71.32%) yes and 1091 (28.68%) no. Proposal B-Police Services passed by 2687 (70.60%) yes and 1119 (29.4%) no. Proposal C-Recreation, Bike Path, Sidewalks, Roads, Parks & General Obligations passed by 2245 (59.33%) yes and 1539 (40.67%) no. Proposal D-Garbage, Recycling, Composting, Energy conservation, etc. passed by 2585 (67.97%) yes and

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1218 (32.03%) no. The election went very well. Clerk Lovejoy Roe thanks all her staff, the Residential Services Department staff and all the election inspectors for a job well done!

- **AATA Urban Core Transit Meeting** - Clerk Lovejoy Roe and Supervisor Stumbo continued to represent the Ypsilanti Township Board of Trustees at the Urban Core Transit meeting on Thursday, June 27, 2013 at Pittsfield Township. The meeting included discussions on ways to improve transit in Washtenaw County. The AATA Urban Core will continue to meet to move transit forward. The municipalities that are meeting to discuss the future of AATA transit in the Urban Core communities of Washtenaw County are the Cities of Ann Arbor and Saline, and the Townships of Pittsfield and Ypsilanti. Discussions are still underway with the Urban Core municipal leaders to plan for long term transit improvements and financial support in Washtenaw County.
- **Habitat For Humanity** - Work continued with Habitat to finalize the property purchases from the Tax Foreclosure Auction list for sale to Habitat. The township attorney is continuing to facilitate the board action to purchase these properties under the Right of First Refusal upon receiving the deeds to the properties recently. The elected officials met on Thursday, August 8, 2013 with representatives from Habitat for Humanity to discuss the Gault Village neighborhood survey and the planning process for community engagement. Habitat will continue their work in Gault Village and will work closely with Ypsilanti Township as implementation begins on projects residents identify as priority projects for their neighborhood.
- **2012 Audit** - The Charter Township of Ypsilanti 2012 Audit is complete and has been filed with the State of Michigan. A presentation will be made to the Township Board at the August board meeting. The exit audit meeting was held on Wednesday, June 26, 2013 with the Auditor, Javonna Neel, Accounting Director and Supervisor Stumbo, Treasurer Doe and Clerk Lovejoy Roe. The Auditor reported that the audit went extremely well and shared with the elected officials the great job and preparation that was done by Javonna Neel, Accounting Director.
- **DTE Meeting** - The three full time officials met with Paul Ganz from DTE and Mike Witkowski, DTE Engineer to discuss upgrades to the electrical distribution system in Ypsilanti Township. DTE representatives explained that the new upgrades would help minimize the power outages in Ypsilanti Township.
- **Grant Writer** - Supervisor Stumbo, Treasurer Doe and Clerk Lovejoy Roe met with a possible grant writer on Thursday, June 27, 2013. A follow up conference call/meeting occurred on Monday, July 15, 2013. The grant consulting company will present some ideas to the elected officials in the near future.

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- **Reimagine Washtenaw** - Elected officials, Township staff and Planning Consultants attended a meeting with representatives from Washtenaw County regarding the HUD Sustaining Communities Grant that is a part of the Reimagine Washtenaw Project on Monday, June 24, 2013 at the Civic Center. Analysis and progress of the grant requirements was shared and plans for meeting the grant timelines were agreed upon. The discussion revolved around the coordinated planning process and Master Plan updates with the Charter Townships of Ypsilanti and Pittsfield and the City of Ypsilanti. Clerk Lovejoy Roe and Zoning & Planning Director Joe Lawson attended the Reimagine Washtenaw meeting on Wednesday, August 14, 2013. The agenda included a presentation regarding the inclusion of Art in external landscaping/building of developments and the impact of Art on a community's image and economic development. It was discussed that there is a need to include the concept and vision of Art in a community's Master Plan and then ordinance revisions that would require/encourage Art as a part of redevelopment and new development in the participating communities.
- **Fire Department Budget Review** - The Fire Chief Eric Copeland, Accounting Director Javonna Neel and the three elected officials met on Wednesday, August 14, 2013 to review the Fire Department Budget and the forecasting for the next four years and beyond.
- **Election Committee Meeting** - Trustee Jean Hall Currie and Clerk Lovejoy Roe met on Monday, June 24, 2013 to approve the election inspectors that will be working in the special August 6, 2013 election for the millages.
- **MDOT I-94 Sound Wall Barrier Repair** - Supervisor Stumbo, Clerk Lovejoy Roe and Treasurer Doe met with representatives from MDOT to discuss plans for a large project to repair the sound wall barrier along I-94 in Ypsilanti Township. MDOT will be contacting township residents where it is necessary to access their property to repair the wall. MDOT will also host a public meeting in Ypsilanti Township before the project begins to inform Ypsilanti Township residents of the plans for the project.
- **Racer Trust** – The elected officials, Economic Development Consultant Mark Perry and Township Attorney, Doug Winters met with representatives from the RACER Trust on Friday, June 28, 2013. RACER Trust representatives requested the township to work closer with the Trust in the redevelopment and sale of the GM/Powertrain Plan. Updates were provided on both the clean-up of the property and on the demolition bids for the property. RACER Trust representatives gave a presentation at the New West Willow Association meeting on Monday, July 15, 2013. Supervisor Stumbo and Clerk Lovejoy Roe attended the West Willow meeting.

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- **Washtenaw County Treasurer's Foreclosure Auction**-Clerk Lovejoy Roe has been working with the Washtenaw County Treasurer's Office to conduct open houses for Tax Foreclosed Homes scheduled for the upcoming Auctions. The open houses were held on Saturday, July 13, 2013 for three township properties. Park Commission Chairperson Lonnie Scott and Clerk Lovejoy Roe assisted with the open houses. There were a lot of township residents that attended the open houses.
- **Senior Nutrition Program**-County Representatives Mary Jo Callahan and Andrea Plavek met with the elected officials to discuss the Senior Nutrition Program in the county and in Ypsilanti Township. This meeting occurred on Friday, June 28, 2013. Plans are underway for contracting out part of this service to the locations that are hosting the nutrition program. A contract for this service will be presented to the Township Board at the August board meeting.
- **League Of Women VOTERS**-Clerk Lovejoy Roe and Deputy Clerk Wrybkowski met with representatives of the League of Women Voters. The League of Women Voters met with Clerks throughout Washtenaw County to discuss ways to improve the voting process. All parties agreed that Absentee Voting was the best and most effective way to increase voter participation and increase access to voting. The representatives were also interested in assisting with recruiting election inspectors from colleges and high schools in Washtenaw County.
- **Creekside South Homeowners Association**-Clerk Lovejoy Roe attended the CSS Association meeting on Thursday, July 11, 2013. The residents in attendance had questions regarding the millage election. Overall the residents shared they understood the need for the millages and were in support. Several residents requested absentee applications for absentee ballots. The Fire Department and Sheriff's departments gave reports.
- **MDOT Grant For Lighting At The Park & Ride Lot Huron Street/I-94**-The lights have been installed and will be painted a decorative green soon. The entire funds for this project were paid for from a MDOT safety enhancement grant.
- **SEMCOG Public Meeting On Bikepaths & Non-Motorized Paths In South Eastern Michigan**-Clerk Lovejoy Roe attended a public workshop on Wednesday, July 31, 2013 in Saline designed to present the current status of non-motorized paths and bikepaths in Washtenaw County. The workshop was also designed to receive input regarding the needs for future non-motorized paths and connecting current paths in Washtenaw County. SEMCOG is seeking public input through a survey that is available on the ytown.org site and on the SEMCOG website.

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- **Liberty Square Demolition**-The demolition began the week of August 5, 2013. Supervisor Stumbo, Clerk Lovejoy Roe, Treasurer Doe and Trustee Eldridge along with Office of Community Standards staff Mike Radzik, Ron Fulton and Bill Elling, Attorney Denny McLain and representatives from the Michigan State Land Bank Authority attended the kickoff of the demolition.
- **Jan Hale Playground Adventures Dedication**-The dedication was held on Saturday, August 10, 2013 at Ford Heritage Park at the site of the Playground Adventures. Many residents, supporters, family and church members attended the dedication to Jan Hale. It was a beautiful ceremony. The Township Board was represented by Supervisor Stumbo, who spoke at the event, Clerk Lovejoy Roe, Treasurer Larry Doe and Trustee Eldridge. The Park Commission was represented by Chairperson, Lonnie Scott, who also spoke at the event and Vice Chairperson, Keith Jason. Friends of Jan Hale's from Willow Run Schools presented a beautiful park bench in Jan's memory. The Charter Township of Ypsilanti Board of Trustees and the Park Commission unveiled a bronze plaque in honor of Jan Hale.
- **Washtenaw County Office Of Community & Economic Development**-Supervisor Stumbo, Clerk Lovejoy Roe and Treasurer Larry Doe met on Monday, August 12, 2013 with staff from the Washtenaw County OCED to discuss the HUD Sustainability Grant and also the ongoing community and neighborhood development work in West Willow.
- **HUD First Look Program**-Clerk Lovejoy Roe applied and received certification for Ypsilanti Township to participate in the HUD First Look Program. This was originally brought to the attention of the township by Attorney Winters and Rob Nissly from Habitat for Humanity. This program will allow the township to purchase properties before they are listed to the public that HUD owns and are being foreclosed upon. Once they are purchased they will be sold to Habitat to renovate for homeowners. This is another project to continue to stabilize township neighborhoods. The Township Board of Trustees will be asked to approve this program and process in the near future.

OLD BUSINESS

1. **REQUEST TO APPROVE MASTER EXCLUSIVE LISTING AGREEMENT WITH MARK PERRY TO SELL TOWNSHIP OWNED, VACANT LAND FOR A TERM OF TERM OF ONE (1) YEAR (REMOVED FROM THE JUNE 24, 2013 REGULAR MEETING AGENDA FOR FURTHER DISCUSSION AT THE JULY 22, 2013 WORK SESSION)**

Supervisor Stumbo stated the dates for the Agreement had been changed to September 1, 2013 to September 1, 2014.

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Supervisor Stumbo said that the broker fee would remain at a 10% commission fee if another broker brought it to the Board, but if Mr. Perry sold it himself, his commission fee would be 8%.

There were no other comments or questions regarding the Listing Agreement.

NEW BUSINESS

- 1. REQUEST TO AUTHORIZE PAYMENT TO HABITAT FOR HUMANITY FOR THE PURCHASE OF 1169 LEXINGTON PARKWAY, 1094 RAMBLING ROAD AND 1101 RAMBLING ROAD IN THE AMOUNT OF \$90,000, BUDGETED IN LINE ITEM #101.950.000.969.010**

Supervisor Stumbo stated this was a budgeted item for 2013. She explained that Habitat did not have enough purchasers at first, but they currently had a waiting list.

Clerk Lovejoy Roe reported that Habitat for Humanity's Board had authorized expansion of their budget to meet the demand that this waiting list had generated.

- 2. 1st READING PROPOSED ORDINANCE NO. 2013-432, SEWAGE DISPOSAL RATE INCREASE**

Jeff Castro, YCUA Director provided a brief overview of the proposed water rate increase of 5% and the increase of 4.5% for the sewer rate, representing a 4.75% increase in the bi-monthly bill to Township residents.

Larry Doe, Treasurer reported that Detroit had actually raised the rates approximately 12%.

- 3. RESOLUTION NO. 2013-22, TEMPORARY ROAD CLOSURE FOR RUNNING FIT "RUN SCREAM RUN" 5K AND 10K RUN ON OCTOBER 12, 2013**
- 4. REQUEST OF RON FULTON, OCS BUILDING DIRECTOR TO AUTHORIZE LEGAL ACTION, IF NECESSARY, IN WASHTENAW COUNTY CIRCUIT COURT TO ABATE PUBLIC NUISANCE FOR PROPERTIES LOCATED AT 667 N. IVANHOE AVENUE AND 1775 HOLMES ROAD**

Ron Fulton, Building Director said that 667 N. Ivanhoe had already received administrative approval from the elected officials for court action. He explained that a modest fire had been extinguished at the back door, but upon further investigation, several structural deficiencies were discovered inside the residence which warranted this request for legal action.

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Mr. Fulton explained that 1775 Holmes was the former parsonage of the Word of God Deliverance Church. The residence is located directly in front of Sensitile. He said the condition of the house warranted a Notice of Violation, which was issued March 2012. He said the Office of Community Standards has tried to assist them in every way, but very little progress has been made.

5. REQUEST OF JEFF ALLEN, RSD DIRECTOR TO APPROVE PROFESSIONAL SERVICES PROPOSAL FROM OHM FOR ARCHITECTURAL SPECIFICATION SERVICES & CONTRACT ADMINISTRATION PERTAINING TO CIVIC CENTER STRUCTURE MAINTENANCE NOT TO EXCEED \$17,000, BUDGETED IN LINE ITEM #101.970.000.971.008 PENDING BUDGET AMENDMENT APPROVAL AND AUTHORIZATION TO SEEK SEALED BIDS PERTAINING TO THE REPAIRS

Jeff Allen, Residential Services Director provided an update on the 14-B Court roof replacement.

Mr. Allen said OHM reviewed the structural issues that were required for property maintenance of the Civic Center building and had provided a proposal, which was included in the packet.

Discussion followed on the bids, spectrum of work and the timing of the work, since the season for construction was coming to a close.

6. REQUEST OF KAREN WALLIN, HR DEPARTMENT TO APPROVE AN ADDITIONAL 457 RETIREMENT PLAN THROUGH MERS AS AN EMPLOYEE OPTION

Supervisor Stumbo explained that this request for an additional option regarding retirement had come from the employees.

Karen Wallin, Human Resources provided an overview of the plan provided by MERS, which would incur no additional cost to the Township.

Trustee Mike Martin asked what was driving this request.

Karen Wallin said that the employees had asked for another option, other than what was available with Nationwide. Discussion followed on what had been available in the past and what MERS was willing to offer.

7. 2013 TAX RATE REQUEST – L4029

Supervisor Stumbo explained the L-4029 set the millage rates.

8. BUDGET AMENDMENT #11

Clerk Lovejoy Roe reviewed the items on the Amendment.

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Supervisor Stumbo explained some clarification was needed regarding the Nutrition Program.

Supervisor Stumbo said a careful review of the new health care program and number of hours that an employee worked would be necessary. She explained this was especially pertinent regarding seasonal employees.

- 9. SET PUBLIC HEARING DATE OF MONDAY, SEPTEMBER 9, 2013 FOR THE 2013 SPECIAL ASSESSMENT LEVY AT APPROXIMATELY 7:00 P.M.**

AUTHORIZATIONS AND BIDS

- 1. REQUEST OF TRAVIS MCDUGALD, IS MANAGER TO APPROVE THE LOW PROPOSAL FROM HP DIRECT GOVERNMENT SALES FOR THE PURCHASE OF 21 CUSTOM COMPUTER WORK STATIONS PURSUANT TO THE 2013 WORKSTATION REPLACEMENT SCHEDULE NOT TO EXCEED \$28,309, BUDGETED IN LINE ITEM #101.266.000.977.000**

OTHER DISCUSSION

Jeff Allen said inquiries would be made regarding the feasibility of repairing the Civic Center roof during 2013 and the findings brought back to the Board.

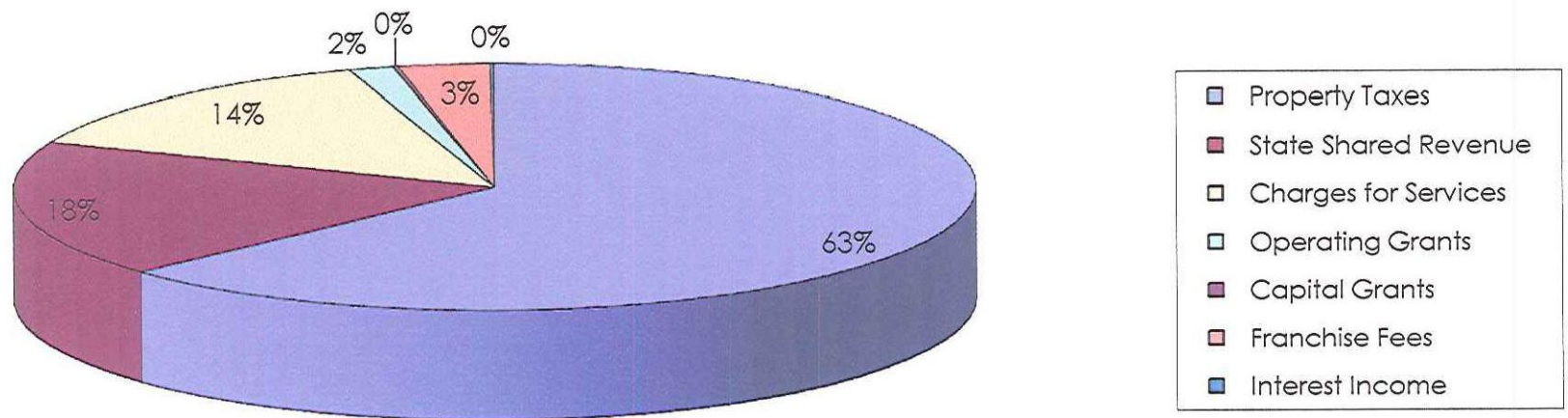
ADJOURNMENT

The meeting adjourned at approximately 6:05 p.m.

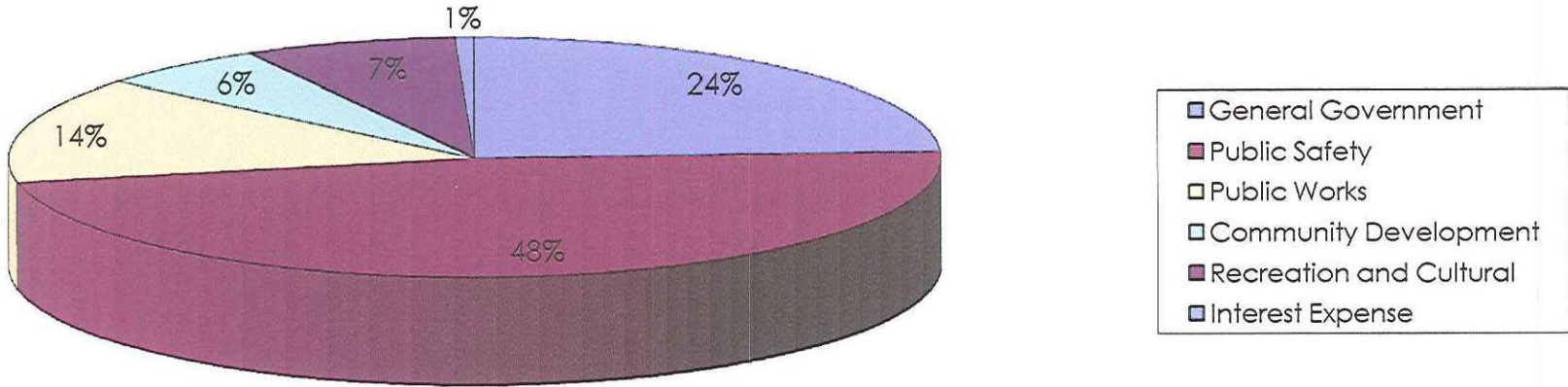
Respectfully submitted,

Karen Lovejoy Roe, Clerk

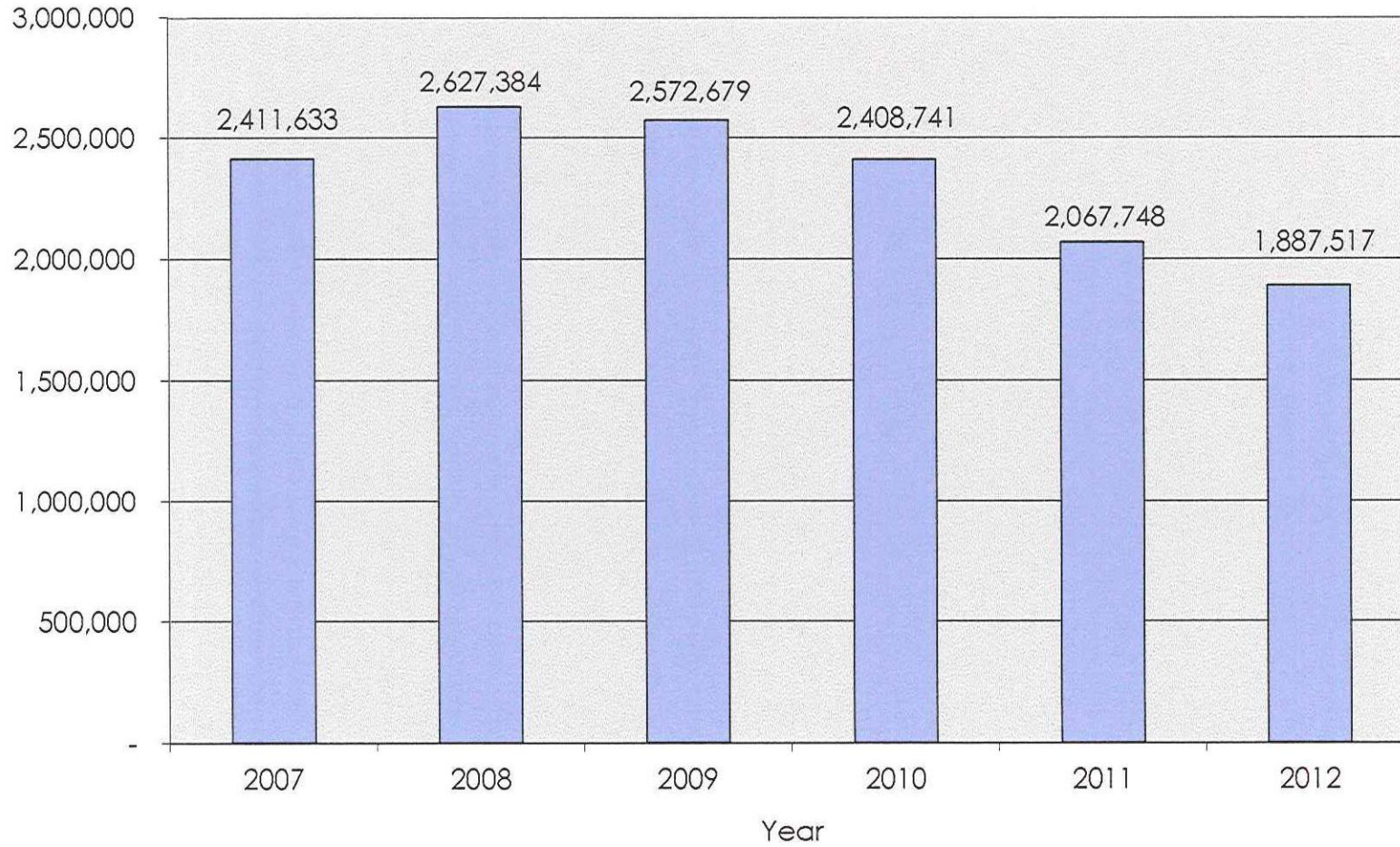
Charter Township of Ypsilanti
Statement of Activities - Revenues Full Accrual (pages 11-12)
Governmental Activities
Fiscal Year 2012



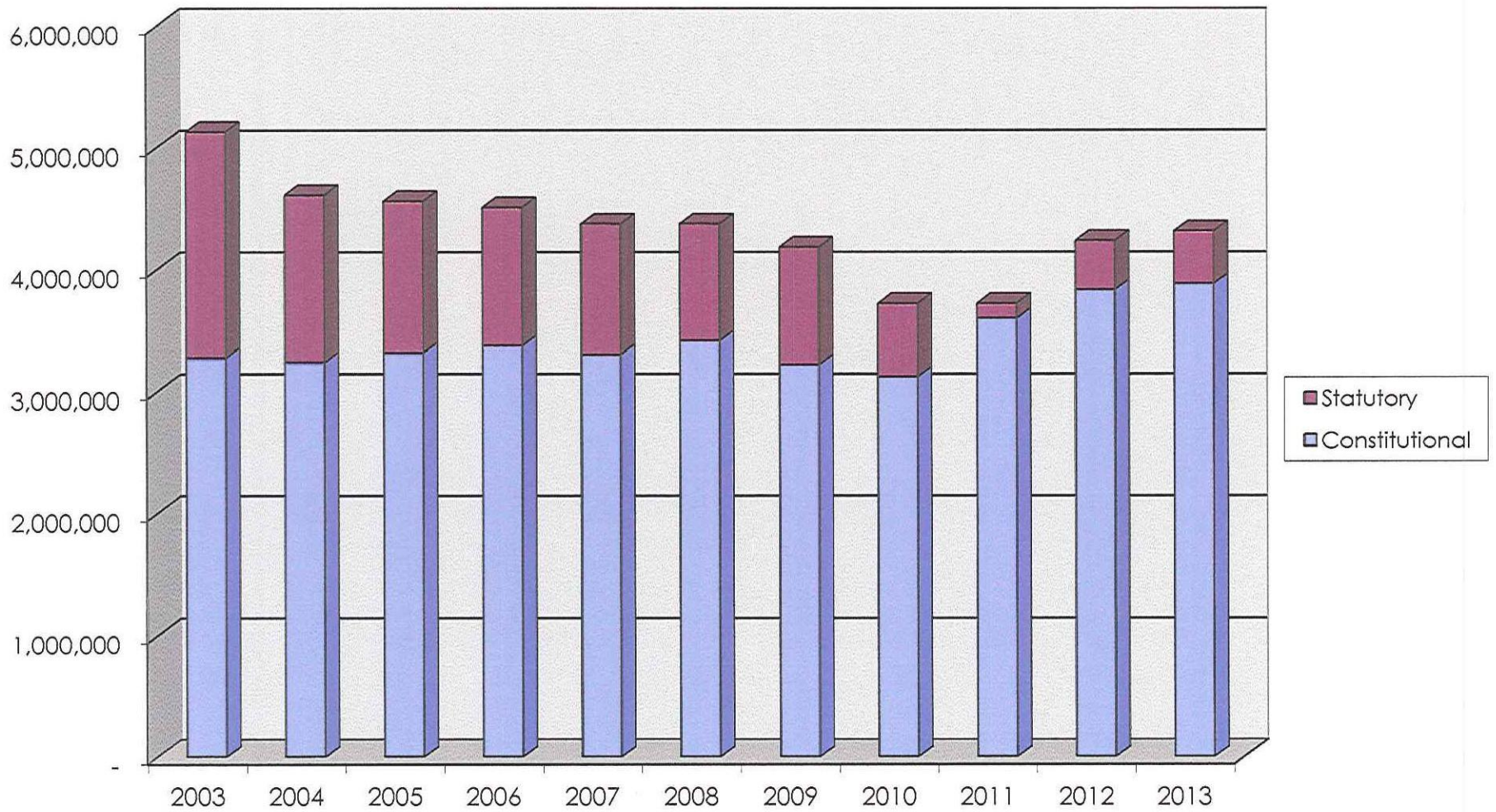
**Charter Township of Ypsilanti
Statement of Activities - Expenses - Full Accrual (pages 11-12)
Governmental Activities
Fiscal Year 2012**



**Charter Township of Ypsilanti
Property Tax Revenues - General Operating Millage
Fiscal Years 2007 - 2012**



Charter Township of Ypsilanti State Shared Revenue- By State Fiscal Year



**CHARTER TOWNSHIP OF YPSILANTI
MINUTES OF THE AUGUST 26, 2013 REGULAR MEETING**

The meeting was called to order by Supervisor Brenda L. Stumbo, at approximately 7:00 p.m. in the Ypsilanti Township Civic Center Board Room, 7200 S. Huron River Drive, Ypsilanti Township. The Pledge of Allegiance was recited and a moment of silent prayer was observed.

Members Present: Supervisor Brenda L. Stumbo, Clerk Karen Lovejoy Roe, Treasurer Larry Doe, Trustees Stan Eldridge, Jean Hall Currie and Mike Martin

Members Absent: Trustee Scott Martin

Legal Counsel: None

PUBLIC COMMENTS

Kristen Howard, Township resident stated that she would like to be the Precinct Delegate in Precinct 15.

CONSENT AGENDA

- A. MINUTES OF THE JULY 22 2013 WORK SESSION AND REGULAR MEETING**
- B. STATEMENTS AND CHECKS FOR AUGUST 12, 2013 AND AUGUST 26, 2013**
- C. JULY 2013 TREASURER REPORT**

A motion was made by Treasurer Doe, supported by Clerk Lovejoy Roe to approve the Consent Agenda. The motion carried unanimously.

SUPERVISOR REPORT

- A. REQUEST TO ACCEPT THE PROCLAMATIONS IN HONOR OF CHILDHOOD CANCER AWARENESS MONTH – SEPTEMBER 2013 AND DAWN FARM’S 40 YEAR CELEBRATION**

A motion was made by Trustee Eldridge, supported by Clerk Lovejoy Roe to accept the proclamations in honor of Childhood Cancer Awareness Month-September 2013 and Dawn Farm’s 40 Year Celebration. The motion carried unanimously.

TRUSTEE REPORT

Trustee Eldridge thanked Lt. Anuskiewicz and the Washtenaw County Sheriff Deputies for the way they handled themselves during the Greenlawn incident.

OLD BUSINESS

- 1. REQUEST TO APPROVE MASTER EXCLUSIVE LISTING AGREEMENT WITH MARK PERRY TO SELL TOWNSHIP OWNED, VACANT LAND FOR A TERM OF TERM OF ONE (1) YEAR (REMOVED FROM THE JUNE 24, 2013 REGULAR MEETING AGENDA FOR FURTHER DISCUSSION AT THE JULY 22, 2013 WORK SESSION)**

A motion was made by Treasurer Doe, supported by Clerk Lovejoy Roe to approve the Master Exclusive Listing Agreement with Mark Perry to sell Township owned, vacant land for a term of one (1) year and to authorize signing of the agreement (see attached). The motion carried with Supervisor Stumbo, Clerk Lovejoy Roe, Treasurer Doe and Trustee Hall Currie voting yes and Trustees Eldridge and Martin voting no.

NEW BUSINESS

- 1. REQUEST TO AUTHORIZE PAYMENT TO HABITAT FOR HUMANITY FOR THE PURCHASE OF 1169 LEXINGTON PARKWAY, 1094 RAMBLING ROAD AND 1101 RAMBLING ROAD IN THE AMOUNT OF \$90,000, BUDGETED IN LINE ITEM #101.950.000.969.010**

A motion was made by Clerk Lovejoy Roe, supported by Trustee Hall Currie to authorize payment to Habitat for Humanity for the purchase of 1169 Lexington Parkway, 1094 Rambling Road and 1101 Rambling Road in the amount of \$90,000, budgeted in line item #101.950.000.969.010. The motion carried unanimously.

Rob Nissley, Habitat for Humanity Director provided a brief overview of the twenty-five properties that had been renovated in Ypsilanti Township since September of last year. He reported they had done thirty weatherization projects in addition to 10 critical care projects for Veterans. He said they were currently involved in a refrigerator replacement program.

- 2. 1st READING PROPOSED ORDINANCE NO. 2013-432, SEWAGE DISPOSAL RATE INCREASE**

Clerk Lovejoy Roe read the proposed ordinance into the record.

Jeff Castro briefly reviewed the presentation he had given in the Work Session regarding a proposed 4.5% increase of the sewer rate and a 5% increase in the water rate, resulting in a 4.75% increase for Township resident bi-monthly rates. The resulting increase for a minimal user bi-monthly fee would be \$2.23 and an average user bi-monthly fee would be \$4.43.

A motion was made by Clerk Lovejoy Roe, supported by Trustee Hall Currie to approve the 1st Reading Proposed Ordinance No. 2013-432, Sewage Disposal Rate Increase (see attached). The motion carried as follows:

**Eldridge: Yes S. Martin: Absent Hall Currie: Yes Stumbo: Yes
Lovejoy Roe: Yes Doe: Yes M. Martin: Yes**

- 3. RESOLUTION NO. 2013-22, TEMPORARY ROAD CLOSURE FOR RUNNING FIT "RUN SCREAM RUN" 5K AND 10K RUN ON OCTOBER 12, 2013**

A motion was made by Clerk Lovejoy Roe, supported by Trustee Mike Martin to approve Resolution No. 2013-22, Temporary Road Closure for Running Fit "Run Scream Run" 5K and 10K run on October 12, 2013 (see attached). The motion carried unanimously.

- 4. REQUEST OF RON FULTON, OCS BUILDING DIRECTOR TO AUTHORIZE LEGAL ACTION, IF NECESSARY, IN WASHTENAW COUNTY CIRCUIT COURT TO ABATE PUBLIC NUISANCE FOR PROPERTIES LOCATED AT 667 N. IVANHOE AVENUE AND 1775 HOLMES ROAD**

A motion was made by Trustee Hall Currie, supported by Trustee Eldridge to authorize legal action, if necessary, in Washtenaw County Circuit Court to abate public nuisance for properties located at 667 N. Ivanhoe Avenue and 1775 Holmes Road. The motion carried unanimously.

- 5. REQUEST OF JEFF ALLEN, RSD DIRECTOR TO APPROVE PROFESSIONAL SERVICES PROPOSAL FROM OHM FOR ARCHITECTURAL SPECIFICATION SERVICES & CONTRACT ADMINISTRATION PERTAINING TO CIVIC CENTER STRUCTURE MAINTENANCE NOT TO EXCEED \$17,000, BUDGETED IN LINE ITEM #101.970.000.971.008 PENDING BUDGET AMENDMENT APPROVAL AND AUTHORIZATION TO SEEK SEALED BIDS PERTAINING TO THE REPAIRS**

A motion was made by Trustee Hall Currie, supported by Treasurer Doe to approve the professional services proposal from OHM for Architectural Specification Services & Contract Administration pertaining to Civic Center Structure Maintenance not to exceed \$17,000, budgeted in line item #101.970.000.971.008 pending budget amendment approval and authorization to seek bids pertaining to repairs (see attached). The motion carried unanimously.

Matt Parks, OHM referred to a proposal dated July 29, 2013. He gave a brief explanation of the repairs that were needed and a review of the proposed schedule for repairs.

- 6. REQUEST OF KAREN WALLIN, HR DEPARTMENT TO APPROVE AN ADDITIONAL 457 RETIREMENT PLAN THROUGH MERS AS AN EMPLOYEE OPTION**

A motion was made by Clerk Lovejoy Roe, supported by Trustee Eldridge to approve additional 457 Retirement Plan through MERS as an employee option. The motion carried unanimously.

- 7. 2013 TAX RATE REQUEST – L4029**

Clerk Lovejoy Roe read the 2013 millage rates into the record.

A motion was made by Clerk Lovejoy Roe, supported by Treasurer Doe to approve the 2013 Tax Rate Request – L4029 (see attached). The motion carried unanimously.

Supervisor Stumbo explained they had to wait for the election to take place on August 6, 2013 before this could be completed.

- 8. BUDGET AMENDMENT #11**

Clerk Lovejoy Roe read the Budget Amendment #11 into the record.

A motion was made by Clerk Lovejoy Roe, supported by Trustee Hall Currie to approve Budget Amendment #11. The motion carried unanimously.

- 9. SET PUBLIC HEARING DATE OF MONDAY, SEPTEMBER 9, 2013 FOR THE 2013 SPECIAL ASSESSMENT LEVY**

A motion was made by Clerk Lovejoy Roe, supported by Treasurer Doe to set Public Hearing date of Monday, September 9, 2013 at approximately 7:00 p.m. The motion carried unanimously.

OTHER BUSINESS

Robert Woodworth, Township resident said he had a sign on his door saying "No Solicitation" but it did not deter anyone. Discussion followed regarding the Peddler's Permit process and posting a No Trespassing sign to deter peddlers.

Mike Radzik responded by saying either course of action would work.

AUTHORIZATIONS AND BIDS

- 1. REQUEST OF TRAVIS MCDUGALD, IS MANAGER TO APPROVE THE LOW PROPOSAL FROM HP DIRECT GOVERNMENT SALES FOR THE PURCHASE OF 21 CUSTOM COMPUTER WORKSTATIONS PURSUANT TO THE 2013 WORKSTATION REPLACEMENT SCHEDULE NOT TO EXCEED \$28,309, BUDGETED IN LINE ITEM #101.266.000.977.000**

A motion was made by Treasurer Doe, supported by Clerk Lovejoy Roe to approve the proposal from HP Direct Government Sales for the purchase of 21 custom computer workstations pursuant to the 2013 Workstation Replacement Schedule not to exceed \$28,309, budgeted in line item #101.266.000.977.000. The motion carried unanimously.

ADJOURNMENT

A motion was made by Clerk Lovejoy Roe, supported by Treasurer Doe to adjourn the meeting. The motion carried unanimously.

The meeting adjourned at approximately 7:30 p.m.

Respectfully submitted,

Brenda L. Stumbo, Supervisor
Charter Township of Ypsilanti

Karen Lovejoy Roe, Clerk
Charter Township of Ypsilanti

MASTER EXCLUSIVE LISTING AGREEMENT
Vacant Land For Sale

This Master Exclusive Listing Agreement (this "Agreement") is made as of August 26, 2013, by and between CHARTER TOWNSHIP OF YPSILANTI, a Michigan municipal corporation ("Owner"), and PERRY & CO. LLC., a Michigan Limited Liability Company ("Broker").

1. The "Term" of this Agreement shall be one-year (1) commencing on September 1, 2013 and expire at 11:59 p.m., local time, in Ypsilanti, Michigan on August 31, 2014.
2. Broker represents and warrants that it is a real estate broker licensed in the State of Michigan and further warrants that it will not contract or subcontract directly with another broker licensed in the State of Michigan without prior written approval by Owner to offer for sale the real property or properties owned by Owner and listed on Exhibit A (the "Property") and as amended from time to time by Owner. Property or properties more particularly described on the attached Exhibit A may be added to or taken from based on the sole discretion of Owner. Based on such representations and warranties, Broker is hereby given an exclusive right to market the Property.
3. The sale price for the Property shall be listed on Exhibit A and payable in cash at the time of closing. The sale price and any and all other terms and conditions of sale shall be subject to the determination and approval of Owner and may be rejected by Owner for any or no reason.
4. During the Term of this Agreement, Owner shall promptly refer to Broker any inquiry with respect to the Property made by any broker or prospective buyer.
5. The Broker shall earn a commission equal to Eight percent (8%) of the total purchase price if the Property is sold without the participation of another broker. The Broker shall earn a commission equal to Ten percent (10%) of the total purchase price if the Property is sold on a cooperative basis with a broker other than a broker or agent employed by or affiliated with Broker. If the property is sold with the participation of a cooperative broker, any commission owed to the cooperative broker shall be at no additional cost to the owner and at the sole expense of broker paid out of the commission equal to Ten percent (10%) of the total purchase price if the property. A commission will be paid only when the prospective buyer and owner execute a binding development agreement including, but not limited to improvements to be constructed by buyer on the property and use of the property by buyer and purchase price is received by Owner and if the prospective buyer's offer to purchase the Property was

received by Owner no later than the expiration of the Term of this Agreement and such offer culminated in the sale of the Property to the prospective buyer; provided, however, Owner shall also be obligated to pay a commission to Broker if (a) Owner enters into a purchase agreement during the period ending Three (3) months after the expiration or termination of the Term of this Agreement with any party, (b) such agreement results in the sale of the Property to such party, and (c) Broker has notified Owner in writing prior to the expiration or termination of the Term of this Agreement of the name of such party and the date(s) that Broker showed the Property to such party. Broker shall not be entitled to receipt of a commission with respect to a transfer of Owner's interest in the Property in conjunction with the assignment, sale, merger, consolidation or any other transfer of all or substantially all of the assets and/or business of Owner, or with respect to an award or settlement in an action brought or threatened to take all or any part of the Property through the power of condemnation or eminent domain.

6. Owner shall have the right to terminate this Agreement without liability or compensation to Broker, prior to expiration of the Term, (a) for the purpose of using the Property for its operations or the operations of its affiliates (whether or not an inter-governmental/affiliate lease or sale is involved), (b) if owner and buyer do not execute a binding development agreement, (c) if Owner decides for any reason to take the Property off the market, or (d) upon five (5) days' advance notice in the event Owner is dissatisfied with Broker's performance for any reason; provided, however, the provisions of Paragraph 5 relating to termination of this Agreement shall apply in the event of a termination pursuant to this Paragraph 6(d). If Owner terminates this Agreement for one of the above mentioned reasons (other than pursuant to Paragraph 6(d)), Broker shall be reimbursed for invoiced marketing expenses up to but not exceeding actual out of pocket cash expenses paid).

7. Acting as an exclusionary provision to this Agreement, Owner has previously shown the Property to certain prospective buyers, and should such action by Owner culminate in the sale or lease of the Property to the prospective buyer(s) named below, Owner shall have no liability to pay any brokerage commission to Broker unless the exclusionary period set forth herein has elapsed at the time such sale or lease transaction closes: **[None]**

8. Broker shall defend, indemnify and hold harmless Owner from all claims, suits, judgments, costs of suit and reasonable attorney fees arising out of any claim by another broker or any finder, including any cooperating broker, and specifically including the Michigan-licensed broker referenced in Paragraph 2 above, where it is alleged that Broker agreed to split its commission, otherwise pay a fee or give any other consideration to such other broker or finder by reason of or in connection with the listing of the Property or finding a buyer for the Property.

9. Owner shall have no liability for any costs, expenses or payments to Broker of any kind except for reimbursement of preapproved marketing expenses and payment of a

commission as expressly provided herein, such commission, if any, being the sole and entire compensation of Broker, except as provided in Paragraph 6 above.

10. The Property is for sale to any party without regard to race, creed, color, religion, age, national origin, sex, physical disability, familial status or marital status and Broker and Owner shall not otherwise discriminate against a prospective buyer in violation of the equal opportunity provisions of any applicable federal, state or local law.

11. Owner shall, as reasonably requested, provide copies, to the extent in its possession, of the drawings for the building, engineering studies performed on the Property, a legal description of the Property, and any other documentation with respect to the Property that may be reasonably requested by a prospective buyer of the Property.

12. Owner shall have no liability or obligation to Broker for failure to enter into a sale agreement with a prospective buyer or for failure to close a sale pursuant to any sale agreement.

13. Broker shall use due diligence and exert its best efforts to procure a prospective buyer acceptable to Owner during the Term of this Agreement, and shall at all times act and advise Owner in a manner that is in the best interest of Owner. Broker's efforts shall include the production and distribution of such marketing materials at the expense of Seller as Broker deems advisable and approved by Seller, and the steps outlined in Broker's Marketing Proposal, as well as the following:

(a) Submit the Property to, and work with, other active real estate brokers in an effort to maximize the exposure of the Property in the marketplace; and

(b) Submit to Owner at least once per month a detailed written report with respect to (i) the number and identity of inquiries, (ii) the condition of the Property, (iii) the status of the market, (iv) trends in the area, (v) advertising efforts employed by Broker, and (vi) recommendations.

No flyers, brochures, advertisements, signs or other written descriptions of the Property and/or terms of sale shall be disseminated without Owner's prior written consent as to form and content.

14. In the event that Broker earns or is otherwise given credit for a commission or finder's fee paid by or on behalf of the buyer of the Property, the amount of any such commission or finder's fee shall be deducted from Broker's commission payable by Owner pursuant to this Agreement.

15. All communications and notices arising out of this Agreement shall be in writing and sent via certified mail, return receipt requested, or via overnight courier service, and shall be respectively addressed as follows:

OWNER:

Charter Township of Upsilanti
7200 S. Huron River Dr.
Upsilanti MI 48197

Attention: Brenda L. Stumbo
Supervisor

with a copy to:

Attention: Karen Lovejoy Roe
Clerk

BROKER:

Perry&Co.
760 Eltham Court
Ann Arbor, MI 48103-9041

Attention: Mark Perry

Either party may change its address for notice purposes by providing at least ten (10) days' prior notice to the other party in accordance with this Paragraph 15.

16. This Agreement is the entire agreement between Owner and Broker with respect to the listing of the Property, canceling and superseding any previous oral or written understandings. This Agreement can be modified only by a writing duly signed on behalf of Owner and Broker.

17. This Agreement shall be interpreted pursuant to the laws of the State of Michigan.

18. As used in this Agreement, the singular shall include the plural and the plural shall include the singular.

19. Broker may show the Property to a prospective buyer during reasonable hours, erect "For Sale" signs on the Property paid by Seller, and remove other "For Sale" signs from the Property, and Broker shall cooperate with other brokers. Owner shall not be obligated to pay any commission except as provided above.

20. This Agreement is for the personal services of Broker and may not be assigned without the prior written consent of Owner. Subject to the foregoing, this Agreement shall be binding upon and inure to the benefit of the respective successors and assigns of the parties hereto.

21. If there is any litigation or arbitration between Owner and Broker to enforce or interpret any provisions of this Agreement or rights arising hereunder, the unsuccessful party in such litigation or arbitration, as determined by the court sitting without a jury or the arbitrator(s), shall pay to the successful party as determined by the court sitting without a jury or the arbitrator(s), all costs and expenses, including but not limited to reasonable attorney fees, incurred by the successful party, such fees to be determined by the court sitting without a jury or the arbitrator(s).

22. Time is of the essence of this Agreement.

IN WITNESS WHEREOF, the parties have entered into this Exclusive Listing Agreement as of the date first written above.

OWNER:

Charter Twp of Upsilanti

BROKER:

Perry & Co.

By: Brenda L. Stumbo

Name: Brenda L. Stumbo

Its: Supervisor

By: _____

Name: Mark Perry

Its: President

By: Karen Lovejoy Roe

Name: Karen Lovejoy Roe

Its: Clerk

Exhibit A

Property Description

Property Address	Commencement Date	Termination Date	Sale Price
2590 E. Michigan Avenue Vacant Land 5.55 acres	July 1, 2013	June 30, 2014	\$200,000
Whittaker Road Vacant Land 37.79 acres	July 1, 2013	June 30, 2014	\$5,000,000

Charter Township of Ypsilanti

Proposed Ordinance No. 2013-432

An ordinance to amend Chapter 62, Article IV, Section 62-77 of the Code of Ordinances, Charter Township of Ypsilanti, to increase sewage disposal service rates.

BE IT ORDERED BY THE CHARTER TOWNSHIP OF YPSILANTI, that:

Section 62-77 of Chapter 62, Article IV of the Code of Ordinances be revised as follows:

For all billings rendered prior to October 1, 2013, existing sewage disposal service rates shall prevail. For all billings rendered from October 1, 2013, charges for sewage disposal services shall be as provided for in Schedule A, for each bimonthly (two-month) period:

Schedule A:

Meter Size (inch)	Allowed Usage Cubic Feet	CAPITAL CHARGE		OM&R		TOTAL	
		Contract Community	All Others	Contract Communities	All Others	Contract Community	All Others
5/8-3/4	600	\$1.23	\$1.23	\$16.49	\$20.41	\$17.72	\$21.64
1	1000	\$2.08	\$2.08	\$27.57	\$34.75	\$29.65	\$36.83
1½	2100	\$4.55	\$4.55	\$56.56	\$71.44	\$61.10	\$75.98
2	4000	\$8.26	\$8.26	\$109.10	\$137.31	\$117.35	\$145.57
3	9000	\$18.59	\$18.59	\$238.09	\$307.24	\$256.68	\$325.83
4	16200	\$33.46	\$33.46	\$454.18	\$553.74	\$487.64	\$587.20
6	36000	\$74.36	\$74.36	\$979.25	\$1232.34	\$1053.61	\$1306.70
8	66000	\$136.29	\$136.29	\$1787.24	\$2251.06	\$1923.53	\$2387.34
10	102000	\$207.53	\$207.53	\$2766.51	\$3483.39	\$2974.04	\$3690.92
12	150000	\$309.77	\$309.77	\$4072.19	\$5126.45	\$4381.96	\$5436.22

For all usage in excess of allowed usage, the rate per 100 cubic feet shall be as follows:

	CAPITAL CHARGE	OM&R	TOTAL
Contract Communities	\$0.208	\$1.785	\$1.993
All Others	\$0.208	\$1.881	\$2.089

I, Karen Lovejoy Roe, Clerk of the Charter Township of Ypsilanti, County of Washtenaw, State of Michigan hereby certify approval of the first reading of Proposed Ordinance No. 2013-432 by the Charter Township of Ypsilanti Board of Trustees assembled at a regular meeting held on August 26, 2013. The second reading is scheduled to be heard on September 23, 2013.

Karen Lovejoy Roe

Karen Lovejoy Roe, Clerk
Charter Township of Ypsilanti

**CHARTER TOWNSHIP OF YPSILANTI
RESOLUTION NO. 2013-22**

**RESOLUTION REGARDING
TEMPORARY ROAD CLOSURE**

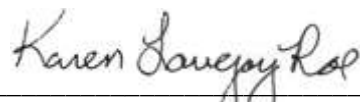
Resolution authorizing the temporary road closure of Merritt Road between Munger and Stoney Creek for runners to cross Merritt Road at Wiard's Orchard on Saturday, October 12, 2013 from 8:30 a.m. to 11:00 a.m. for the Run Scream Run 5K and 10K run to benefit the March of Dimes of Southeastern Michigan.

WHEREAS, the Charter Township of Ypsilanti Board of Trustees has approved the temporary closure of Ypsilanti Township roads as indicated above; and

WHEREAS, the Driveways, Banners, and Parades Act 200 of 1969 requires the Township to authorize an official designated by resolution to make such request from the Road Commission.

NOW THEREFORE, BE IT RESOLVED that the Township of Ypsilanti Board of Trustees designates and agrees that Randal Step, Owner of Running Fit be the authorized official designee in this instance, when application is made to the Washtenaw County Road Commission for this temporary road closure.

I, Karen Lovejoy Roe, Clerk of the Charter Township of Ypsilanti, County of Washtenaw, State of Michigan hereby certify the above resolution is a true and exact copy of Resolution No. 2013-22 approved by the Charter Township of Ypsilanti, Board of Trustees assembled at a Regular Meeting held on August 26, 2013.



Karen Lovejoy Roe, Clerk
Charter Township of Ypsilanti

July 29, 2013

Sup. Brenda Stumbo
Township Supervisor
Ypsilanti Charter Township
7200 S. Huron River Dr.
Ypsilanti, MI 48197

**RE: PROPOSAL FOR ARCHITECTURAL SPECIFICATION SERVICES & CONTRACT
ADMINISTRATION
Ypsilanti Township Civic Center, Ypsilanti, MI**

Dear Supervisor Stumbo,

Thank you for the opportunity to submit this proposal for professional services for the preparation of architectural drawings & specifications for bidding. This letter presents our proposed scope of services, time schedule and fee.

Project Description

It is our understanding that the Charter Township of Ypsilanti has been experiencing water infiltration at the Township Hall and attached Court building and that the Township is working toward getting it corrected. On July 10, 2013 OHM visited the Civic Center during a rain event and observed some of the issues. The Township plans to obtain architectural drawings and specifications for use in public bidding & construction. Based on an initial field visit, potential areas of work will include, but may not be limited to:

- ✦ Concrete pavement replacement (at entries)
- ✦ Exterior grading and turf restoration
- ✦ Glazing systems (door & windows)
 - Maintenance & Repair, with 'replacement' a possibility
 - Including caulking of systems
- ✦ Mortar replacement at exterior brick facade
- ✦ Roofing (flashing & connections at skylights and parapets).
- ✦ Floor finish replacement (where damaged)
- ✦ Expansion and construction joints (repair or replace)

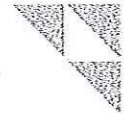
Scope of Services

OHM will work in conjunction with the Township Residential Services Director, or assigned staff, to assess the shell of the building in order to identify areas of concern and extent of work to be performed.

- ✦ **Pre Design Phase** – OHM will prepare an outline of building issues based on the review of the building shell and present to Township with an 'opinion of cost'.



- OHM will work with Township to determine a necessary preliminary budget and further to prioritize repairs if funding available is insufficient for all work proposed.
- *Deliverable– Report of Findings (5 copies plus PDF) and (1) Site Visit including meeting with Owner*
- ▼ **Preliminary Design** – OHM will prepare a preliminary set of drawings for review with Owner to verify the extent of the building areas to be addressed.
 - OHM will meet with Township to review the building areas to be addressed and determine preferred method of correction.
 - *Deliverable – Drawing Sets (2 copies plus PDF) and (1) meeting with Owner*
- ▼ **Construction Documents** - OHM will prepare scope documents to identify the proposed work to be performed by contractor.
 - Scope Documents will include specifications and drawings required to identify areas of work, including specific quantities (e.g. sq. ft. area of mortar repair, linear feet of caulking repair, etc.)
 - Specifications are to include specific product recommendations and installation methods.
 - *Deliverable – Drawing Sets & Specifications (5 copies plus PDF)*
- ▼ **Bidding & Recommendation** – OHM will prepare all documents necessary to demonstrate the general requirements of the bid process and scope of work to be performed.
 - OHM will assist the Township with the advertisement for bids.
 - OHM will attend/host a ‘pre-bid walk thru meeting’ at the building to present scope of work and answer contractor questions.
 - OHM will be responsible for responding to all Requests for Information (RFI’s) and issuing any necessary addenda to the bid documents.
 - OHM will be present at public bid opening, review all bids received and evaluate for adherence to bid documents and prepare a bid tabulation table of bids received and reviewed.
 - OHM will conduct a post-bid interview with qualified low bidder.
 - OHM will make a final recommendation to the Township and will assist in the Award of Contract process when a final selection is made and approved by the Township.
 - *Deliverable – Written assessment of bids received, bid tabulation and letter of recommendation (2 copies plus PDF), attendance at (3) meetings: walk thru, bid opening and Township Board meeting awarding the contractor.*
- ▼ **Construction Contract Administration** – OHM will be available for construction contract administration services for the duration of the project to assist the facilities department.
 - OHM will make weekly site visits, adjusted as necessary per contractors proposed timeline, for field observation and recording of work performed.
 - OHM will assist in verification of work completed for approval of all payments requests by contractor (or suppliers).



- OHM will perform a final walk thru to evaluate work completed and prepare a final punch list for the contractor and close out report for Township.
- *Deliverable – Written Punch List & Closeout Report (2 copies plus PDF) and (8) site visits for construction observation plus (1) final walk thru.*

Fee

We will perform the above services for an hourly fee not to exceed \$17,000, at our agreed upon rate schedule (2009 rates). Additional inspection, if deemed necessary, can be performed for an hourly rate of \$113.00 per hour.

Should you require services beyond that described in the scope of services above, compensation will be provided to OHM based on the attached hourly rates plus reimbursable expenses.

Additional Services

Should the client require services beyond the scope of work outlined above, additional fees may apply and will be addressed on an as-needed basis. Services associated with the following are not included in the scope of basic services of this Agreement and may be provided as an additional service subject to written acceptance by both parties:

- Infrared Study of roof and building shell
- Topographic and or Boundary Surveys, Civil Engineering
- Promotional materials, including exterior renderings, presentation materials
- Additional observation not listed in the scope

Time Schedule

OHM is prepared to begin immediately upon receipt of a signed agreement, anticipating four weeks needed for preparation of bid documents, allowing for the commencement of construction no sooner than October 1.

Acceptance

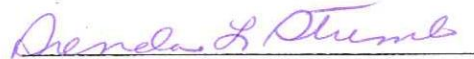
If this proposal is acceptable to you, a signature on the enclosed copy of this letter will serve as our authorization to proceed. Thank you for giving us the opportunity to be of service. We look forward to working with you on this project.

Orchard, Hiltz, & McCliment, Inc.
CONSULTANT

Charter Township of Ypsilanti
CLIENT



(Signature)



Brandon M. Kritzman AIA

(Name)

Brenda L. Stumbo

Senior Architect

(Title)

Supervisor

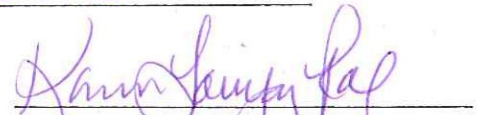
July 29, 2013

(Date)

8/27/13

Cc: Matt Parks
Jeff Allen, Residential Services Director

(Signature)



(Name)

Karen Lodgeby Roe

(Title)

Clerk

(Date)

8/27/13

2013 Tax Rate Request (This form must be completed and submitted on or before September 30, 2013)

MILLAGE REQUEST REPORT TO COUNTY BOARD OF COMMISSIONERS

Carefully read the instructions on page 2.

This form is issued under authority of MCL Sections 211.24e, 211.34 and 211.34d. Filing is mandatory; Penalty applies.

County(ies) Where the Local Government Unit Levies Taxes Washtenaw	2013 Taxable Value of ALL Properties in the Unit as of 5-28-13 1,129,651,969
Local Government Unit Requesting Millage Levy Charter Township of Ypsilanti	For LOCAL School Districts: 2013 Taxable Value excluding Principal Residence, Qualified Agricultural, Qualified Forest, Industrial Personal and Commercial Personal Properties.

This form must be completed for each unit of government for which a property tax is levied. Penalty for non-filing is provided under MCL Sec 211.119. The following tax rates have been authorized for levy on the 2013 tax roll.

(1) Source	(2) Purpose of Millage	(3) Date of Election	(4) Original Millage Authorized by Election Charter, etc.	(5) ** 2012 Millage Rate Permanently Reduced by MCL 211.34d "Headlee"	(6) 2013 Current Year "Headlee" Millage Reduction Fraction	(7) 2013 Millage Rate Permanently Reduced by MCL 211.34d "Headlee"	(8) Sec. 211.34 Truth in Assessing or Equalization Millage Rollback Fraction	(9) Maximum Allowable Millage Levy *	(10) Millage Requested to be Levied July 1	(11) Millage Requested to be Levied Dec. 1	(12) Expiration Date of Millage Authorized
Allocated	Gen Op		1.1160	1.0322	1.0000	1.0322	1.0000	1.0322		1.0322	N/A
Voted	Fire Prot	8/6/13	3.1250	3.1250	1.0000	3.1250	1.0000	3.1250		3.1250	2016
Voted	Sld Wst	8/6/13	2.1550	2.1550	1.0000	2.1550	1.0000	2.1550		2.1550	2016
Voted	Police	8/6/13	5.9500	5.9500	1.0000	5.9500	1.0000	5.9500		5.9500	2016
Voted	Rec/BP	8/6/13	1.0059	1.0059	1.0000	1.0059	1.0000	1.0059		1.0059	2016
PA 235	F Pen/HC	N/A						1.0000		1.0000	N/A

Prepared by Linda Gosselin	Telephone Number (734) 487-4927	Title of Preparer Assessor	Date 8/19/13
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CERTIFICATION: As the representatives for the local government unit named above, we certify that these requested tax levy rates have been reduced, if necessary to comply with the state constitution (Article 9, Section 31), and that the requested levy rates have also been reduced, if necessary, to comply with MCL Sections 211.24e, 211.34 and, for LOCAL school districts which levy a Supplemental (Hold Harmless) Millage, 380.1211(3).

<input checked="" type="checkbox"/> Clerk	Signature <i>Karen Lovejoy Roe</i>	Print Name Karen Lovejoy Roe	Date 08/27/13
<input type="checkbox"/> Secretary			
<input type="checkbox"/> Chairperson	Signature <i>Brenda L. Stumbo</i>	Print Name Brenda L. Stumbo	Date 08/27/13
<input checked="" type="checkbox"/> President			

* Under Truth in Taxation, MCL Section 211.24e, the governing body may decide to levy a rate which will not exceed the maximum authorized rate allowed in column 9. The requirements of MCL 211.24e must be met prior to levying an operating levy which is larger than the base tax rate but not larger than the rate in column 9.

** **IMPORTANT:** See instructions on page 2 regarding where to find the millage rate used in column (5).

Local School District Use Only: Complete if requesting millage to be levied. See STC Bulletin 2 of 2013 for instructions on completing this section.	
Total School District Operating Rates to be Levied (HH/Supp and NH Oper ONLY)	Rate
For Principal Residence, Qualified Ag, Qualified Forest and Industrial Personal	
For Commercial Personal	
For all Other	

CHARTER TOWNSHIP OF YPSILANTI

2013 BUDGET AMENDMENT #11

August 26, 2013

101 - GENERAL OPERATIONS FUND

Total Increase \$86,250.00

Increase contribution - land bank for removal of asbestos by EME at Liberty Square to promote community stabilization approved at the July board meeting. This is funded by an Appropriation of Prior Year Fund Balance.

Revenues:	Prior Year Fund Balance	101-000-000-699.000	\$69,250.00
			<u>\$69,250.00</u>
		Net Revenues	<u>\$69,250.00</u>
Expenditures:	Contribution - Land Bank	101-950-000-969.011	\$69,250.00
			<u>\$69,250.00</u>
		Net Expenditures	<u>\$69,250.00</u>

Increase for contract of OHM and authorization to seek bids not to exceed a total of \$17,000 for professional services and repair of Civic Center. This is funded by an Appropriation of Prior Year Fund Balance.

Revenues:	Prior Year Fund Balance	101-000-000-699.000	\$17,000.00
			<u>\$17,000.00</u>
		Net Revenues	<u>\$17,000.00</u>
Expenditures:	Capital Outlay - Improvement	101-970-000-971.008	\$17,000.00
			<u>\$17,000.00</u>
		Net Expenditures	<u>\$17,000.00</u>

206 - FIRE FUND

Total Increase \$12,070.00

Increase truck maintenance for damage to Engine 14-1 from 5/22/13. This is to be funded by reimbursement from Michigan Municipal Insurance check dated 7/12/13.

Revenues:	Misc Revenue _ Insurance Reimbursement	206.000.000.694.004	\$12,070.00
			<u>\$12,070.00</u>
		Net Revenues	<u>\$12,070.00</u>
Expenditures:	Auto & Truck Main Station #1	206.206.000.863.001	\$12,070.00
			<u>\$12,070.00</u>
		Net Expenditures	<u>\$12,070.00</u>

230 - RECREATION FUND

Total Increase \$3,300.00

Increase for new Senior Nutrition Program Grant at the Community Center. The total grant is \$13,200 runs annually from October 1st to September 30th. Only one quart needs to be budgeted for 2013. This is funded by a Federal Grant through Washtenaw County.

Revenues:	Federal Grant - Other	230.000.000.529.000	\$3,300.00
			<u>\$3,300.00</u>
		Net Revenues	<u>\$3,300.00</u>
Expenditures:	Senior Nutrition Program	230-751-000-890.000	\$3,300.00
			<u>\$3,300.00</u>
		Net Expenditures	<u>\$3,300.00</u>

595-MOTORPOOL FUND

Total Increase \$12,000.00

Increase the budget to pay for upgrading our fleet through maintenance and repairs provided by YCUA. This is funded by an Appropriation of Prior Year Fund Balance.

Revenues:	Prior Year Fund Balance	595.000.000.699.000	\$12,000.00
			<u>\$12,000.00</u>
		Net Revenues	<u>\$12,000.00</u>
Expenditures:	Contract Service Auto/Equip Maint	595-595-000-818.033	\$12,000.00
			<u>\$12,000.00</u>
		Net Expenditures	<u>\$12,000.00</u>

Motion to Amend the 2013 Budget (#11):

Move to increase the General Fund budget by \$86,250 to \$9,644,827 and approve the department line item changes as outlined.

Move to increase the Fire Fund budget by \$12,070 to \$4,964,852 and approve the department line item changes as outlined.

Move to increase the Recreation Fund budget by \$3,300 to \$927,710 and approve the department line item changes as outlined.

Move to increase the Motor Pool Fund budget by \$12,000 to \$292,697 and approve the department line item changes as outlined.

Check Date	Bank	Check	Vendor	Vendor Name	Amount
Bank AP AP					
08/26/2013	AP	162544	6821	AT & T	1,489.15
08/26/2013	AP	162545	16509	CLEAR RATE COMMUNICATIONS, INC	1,145.61
08/26/2013	AP	162546	0363	COMCAST CABLE	94.85
08/26/2013	AP	162547	0363	COMCAST CABLE	84.85
08/26/2013	AP	162548	0363	COMCAST CABLE	84.90
08/26/2013	AP	162549	0363	COMCAST CABLE	90.25
08/26/2013	AP	162550	0363	COMCAST CABLE	241.60
08/26/2013	AP	162551	0363	COMCAST CABLE	134.85
08/26/2013	AP	162552	0363	COMCAST CABLE	214.90
08/26/2013	AP	162553	0363	COMCAST CABLE	108.82
08/26/2013	AP	162554	0426	GUARDIAN ALARM	1,306.53
08/26/2013	AP	162555	0426	GUARDIAN ALARM	70.00
08/26/2013	AP	162556	0426	GUARDIAN ALARM	307.19
08/26/2013	AP	162557	16486	PAETEC	454.80
08/26/2013	AP	162558	PAETEC	PAETEC	9.54
08/26/2013	AP	162559	15934	WASTE MANAGEMENT	4,259.37
08/26/2013	AP	162560	15934	WASTE MANAGEMENT	214.82
08/26/2013	AP	162561	15934	WASTE MANAGEMENT	794.65
08/26/2013	AP	162562	15934	WASTE MANAGEMENT	413.19
08/26/2013	AP	162563	WASTEMGT	WASTE MANAGEMENT	119,468.00
08/26/2013	AP	162564	WASTEMGT	WASTE MANAGEMENT	119,503.07
08/26/2013	AP	162565	6039	WASTE MANAGEMENT*	27,173.52
08/26/2013	AP	162566	6039	WASTE MANAGEMENT*	26,275.97
08/26/2013	AP	162567	6039	WASTE MANAGEMENT*	1,701.05
08/26/2013	AP	162568	6039	WASTE MANAGEMENT*	23,925.39
08/26/2013	AP	162569	6039	WASTE MANAGEMENT*	26,432.52
08/26/2013	AP	162570	6039	WASTE MANAGEMENT*	175.00
08/26/2013	AP	162571	0480	YPSILANTI COMMUNITY	200.78
08/28/2013	AP	162572	2039	DTE ENERGY COMPANY -	56,538.24
08/29/2013	AP	162573	15934	WASTE MANAGEMENT	391.36
08/29/2013	AP	162574	2597	U.S. POSTAL SERVICE*	4,000.00
08/29/2013	AP	162575	5049	BLUE CROSS BLUE SHIELD OF MI	78,921.19
08/29/2013	AP	162576	BCBS	BLUE CROSS BLUE SHIELD OF MI	28,703.88
08/29/2013	AP	162577	2002	DELTA DENTAL PLAN OF MICHIGAN	13,478.70
08/29/2013	AP	162578	0119	DTE ENERGY**	78,205.90
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08/29/2013	AP	162580	15934	WASTE MANAGEMENT	453.66
08/29/2013	AP	162581	16404	WELLS FARGO FINANCIAL LEASING	5,503.85

Hand Checks

AP TOTALS:

Total of 38 Checks:

623,377.26

Less 0 Void Checks:

0.00

Total of 38 Disbursements:

623,377.26

Accounts Payable Checks - 248,403.86

Hand Checks - 623,377.26

Grand Total - 871,781.12

Check Date	Bank	Check	Vendor	Vendor Name	Amount
Bank AP AP					
09/03/2013	AP	162582	2937	A & R TOTAL CONSTRUCTION, INC.	1,010.35
09/03/2013	AP	162583	15493	ADAM KURTINAITIS	960.00
09/03/2013	AP	162584	15991	ADVANTAGE MARKETING SOLUTIONS	10,862.50
09/03/2013	AP	162585	0049	ALL SEASONS LANDSCAPING CO.	88.86
09/03/2013	AP	162586	A. HORTON	AMBER HORTON	52.00
09/03/2013	AP	162587	0017	ANN ARBOR CLEANING SUPPLY	342.60
09/03/2013	AP	162588	0022	ANN ARBOR WELDING SUPPLY CO	358.44
09/03/2013	AP	162589	1014	ARGUS HAZCO	467.57
09/03/2013	AP	162590	0039	ATLANTIC WELDING SUPPLY	16.00
09/03/2013	AP	162591	ABABONG	AUGUSTINE B. & FONYA ATABONG	8,129.00
09/03/2013	AP	162592	AUTHENTIC	AUTHENTIC CLEANING INC	850.00
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09/03/2013	AP	162595	0007	BECKETT & RADEDER	1,637.28
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09/03/2013	AP	162597	6959	BUTZEL LONG	40.00
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09/03/2013	AP	162601	CARRIER	CARRIER & GABLE, INC.	192.00
09/03/2013	AP	162602	4477	CDW-G	16,136.72
09/03/2013	AP	162603	0870	CHARTER TOWNSHIP OF SUPERIOR	1.82
09/03/2013	AP	162604	15811	CITADEL EXCAVATING, INC	15,020.00
09/03/2013	AP	162605	15452	COLD CUT KRUISE	249.00
09/03/2013	AP	162606	0582	CONGDON'S	87.75
09/03/2013	AP	162607	D. WELLS	DARRON WELLS	80.00
09/03/2013	AP	162608	0145	DOUGLASS SAFETY SYSTEMS	84.23
09/03/2013	AP	162609	2913	EMERGENCY VEHICLE SERVICES	1,060.22
09/03/2013	AP	162610	E. GARDNER	ENGLICIA GARDNER	100.00
09/03/2013	AP	162611	EME	ENVIRONMENTAL MAINTENANCE ENGINEERS	27,320.00
09/03/2013	AP	162612	E. RUDOLPH	ERIC RUDOLPH	60.00
09/03/2013	AP	162613	1200	FEDERAL EXPRESS CORPORATION	130.47
09/03/2013	AP	162614	FIRESTONE	FIRESTONE COMPLETE AUTO CARE	169.96
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09/03/2013	AP	162618	15004	HABITAT FOR HUMANITY	90,000.00
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09/03/2013	AP	162622	15884	HEPPNER LANDSCAPE SERVICES	1,000.00
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09/03/2013	AP	162626	0503	HOME DEPOT	625.01
09/03/2013	AP	162627	HSHV	HUMANE SOCIETY OF HURON VALLEY	15.00
09/03/2013	AP	162628	6237	INTERNATIONAL CODE COUNCIL	229.00
09/03/2013	AP	162629	J&J DIGIT	J & J DIGITAL SOLUTIONS	158.66
09/03/2013	AP	162630	0085	JOHN DEERE LANDSCAPES	122.77
09/03/2013	AP	162631	JW PEPPER	JW PEPPER	271.49
09/03/2013	AP	162632	6467	LOWES	117.61
09/03/2013	AP	162633	11330	LSL PLANNING INC	5,673.35
09/03/2013	AP	162634	MANPOWER	MANPOWER	1,039.50
09/03/2013	AP	162635	2344	MARC DUTTON IRRIGATION, INC.	164.50
09/03/2013	AP	162636	0158	MARK HAMILTON	1,500.00
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09/03/2013	AP	162639	M. SCHICKL	MICHAEL SCHICKLING	40.00
09/03/2013	AP	162640	16461	MICHIGAN LINEN SERVICE, INC.	863.91
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09/03/2013	AP	162642	6315	MIKE RADZIK	126.20
09/03/2013	AP	162643	16407	MLIVE MEDIA GROUP	343.00
09/03/2013	AP	162644	1937	OFFICE DEPOT	105.25
09/03/2013	AP	162645	2997	OFFICE EXPRESS	253.57
09/03/2013	AP	162646	6893	OFFICE MAX* #434705	29.99
09/03/2013	AP	162647	0309	ORCHARD, HILTZ & MCCLIMENT INC	3,915.50
09/03/2013	AP	162648	0913	PARKWAY SERVICES, INC.	120.00
09/03/2013	AP	162649	15766	PARS ICE CREAM	157.43
09/03/2013	AP	162650	P. POWER	PETER POWER	1,295.00
09/03/2013	AP	162651	0319	PITNEY BOWES INC.**^	96.88
09/03/2013	AP	162652	6045	Q.P.S PRINTING	121.02
09/03/2013	AP	162653	11340	RECYCLE ANN ARBOR	410.00
09/03/2013	AP	162654	1637	RESIDEX	1,393.50
09/03/2013	AP	162655	15386	RICOH USA, INC.	53.93
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09/03/2013	AP	162658	6757	SMETKA HEATING & COOLING	614.00
09/03/2013	AP	162659	15751	SOUTHERN COMPUTER WAREHOUSE	735.08

Check Date	Bank	Check	Vendor	Vendor Name	Amount
09/03/2013	AP	162660	1507	SPARTAN DISTRIBUTORS	1,099.18
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09/03/2013	AP	162662	0449	SYSCO FOOD SERVICES OF DETROIT	981.40
09/03/2013	AP	162663	T. MASK	TAMMY MASK	26.00
09/03/2013	AP	162664	15941	TODD BARBER	2,550.00
09/03/2013	AP	162665	6376	TRACTOR SUPPLY COMPANY	79.99
09/03/2013	AP	162666	2 LITTLE	TWO LITTLE HANDS	149.80
09/03/2013	AP	162667	6627	VICTORY LANE	107.07
09/03/2013	AP	162668	WCBI	WASHTENAW COUNTY BLDG INSPECTION	3,325.00
09/03/2013	AP	162669	WASHTENAW	WASHTENAW URGENT CARE	70.00
09/03/2013	AP	162670	7054	YCUA	2,280.08
09/03/2013	AP	162671	0480	YPSILANTI COMMUNITY	2,496.32
09/03/2013	AP	162672	15780	ZOHO CORPORATION	699.00

AP TOTALS:

Total of 91 Checks:	248,403.86
Less 0 Void Checks:	0.00
Total of 91 Disbursements:	248,403.86

TRUSTEE REPORT

THERE IS NO WRITTEN TRUSTEE REPORT

ATTORNEY REPORT

GENERAL LEGAL UPDATE

Charter Township of Ypsilanti

Resolution No. 2013-25

Requesting Charter Township of Ypsilanti Membership In the Ann Arbor Area Transportation Authority

WHEREAS, the Ann Arbor Area Transportation Authority (AAATA) has provided bus service to the Charter Township of Ypsilanti continuously since 1983 through annual Purchase of Service Agreements; and

WHEREAS, in 2012 The Charter Township of Ypsilanti Board of Trustees voted to participate in the formation of the PA 196 authority known as the Washtenaw Transportation Authority; and

WHEREAS, the Ann Arbor Area Transportation Authority (AAATA) in collaboration with local leaders, has developed an urban core transit plan based upon individual community needs for urban core transit services; and

WHEREAS, the Charter Township of Ypsilanti has participated in many public meetings with other urban municipal leaders and residents to create a plan for expanded transportation services within the urban core of Washtenaw County; and

WHEREAS, the Charter Township Board of Trustees directed the Township Supervisor, Clerk and Treasurer to continue discussions with AATA to find a solution to Countywide Transportation issues at the November 26, 2012 Ypsilanti Township Board meeting; and

WHEREAS, the Ann Arbor Area Transportation Authority (AAATA) held many meetings with public, business and education leaders, attended community events, presented at public meetings across Washtenaw County, including several meetings with the Charter Township of Ypsilanti residents to create a Five-Year Transit program; and

WHEREAS, the Charter Township of Ypsilanti residents, expressed interest in expanded transit services through public meeting input, emails, and postcards; and

WHEREAS, bus service in the Charter Township of Ypsilanti can be improved to more efficiently meet the transportation needs of Township residents by increasing frequency and hours of current operations, as demonstrated by a 30 percent ridership increase on AATA Route 4 and further expanded urban core bus service improvements such as an additional route to service the Ypsilanti District Library and residents in the southern part of Ypsilanti Township, increased frequency and hours on routes in the north, west and east parts of Ypsilanti Township, a new Park and Ride lot and the institution of Ypsilanti Township-wide Dial-a-Ride Service for all Ypsilanti Township seniors and disabled are needed and identified as a part of the future Urban Core transit expansion plan; and

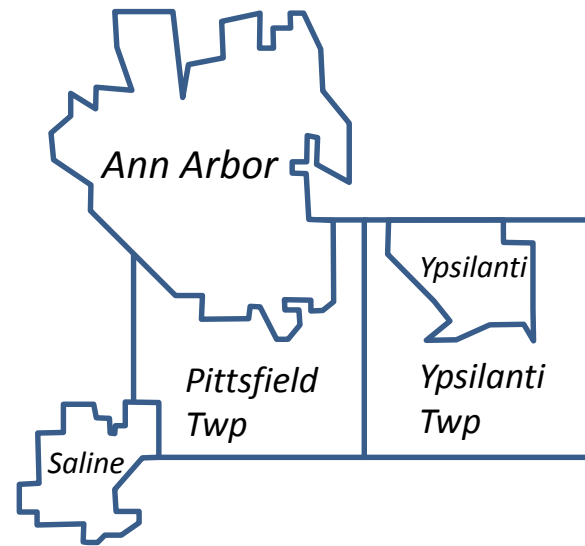
WHEREAS, the Charter Township of Ypsilanti wishes to join AAATA in return for continuing to contribute general fund dollars equal to the cost of providing services represented by Purchase-of-Service Agreement costs to AAATA; and

WHEREAS, AAATA is a transit authority formed by the City of Ann Arbor under the State of Michigan Public Act 55 of 1963 and PA 55 specifies a procedure for political subdivisions like the Charter Township of Ypsilanti to join AAATA; and

WHEREAS, expanding the AAATA to include the Charter Township of Ypsilanti will strengthen the authority and provide opportunities to improve bus service in the most cost effective method in Ypsilanti Township in addition to the City of Ann Arbor and City of Ypsilanti; and

NOW THEREFORE BE IT RESOLVED that the Charter Township of Ypsilanti Board of Trustees requests membership in the Ann Arbor Area Transportation Authority in accordance with the State of Michigan Public Act 55 of 1963 and asks the AAATA Board of Directors to approve the request.

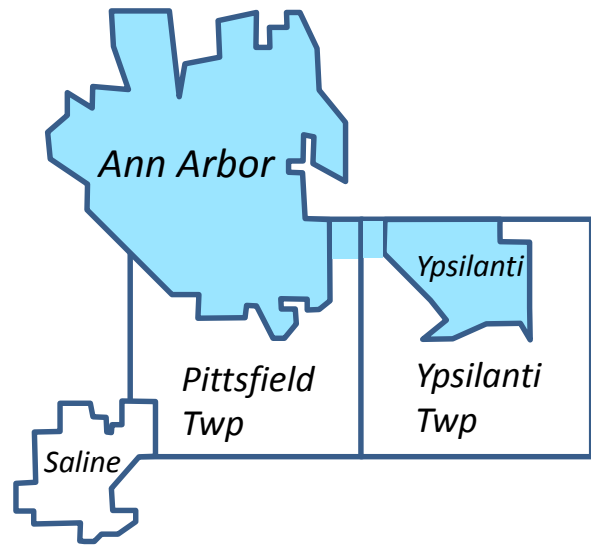
Extracts, with revisions, from....



Urban Core Transit

Materials for Discussion Among the
Local Elected Officials of the
Washtenaw County Urban Core
March 28, 2013

Improve Interurban (Ann Arbor ⇄ Pittsfield ⇄ Ypsi Twp ⇄ Ypsilanti)



Better Crosstown Connections

Routes 1 Pontiac-DhuVarren: Extended hours

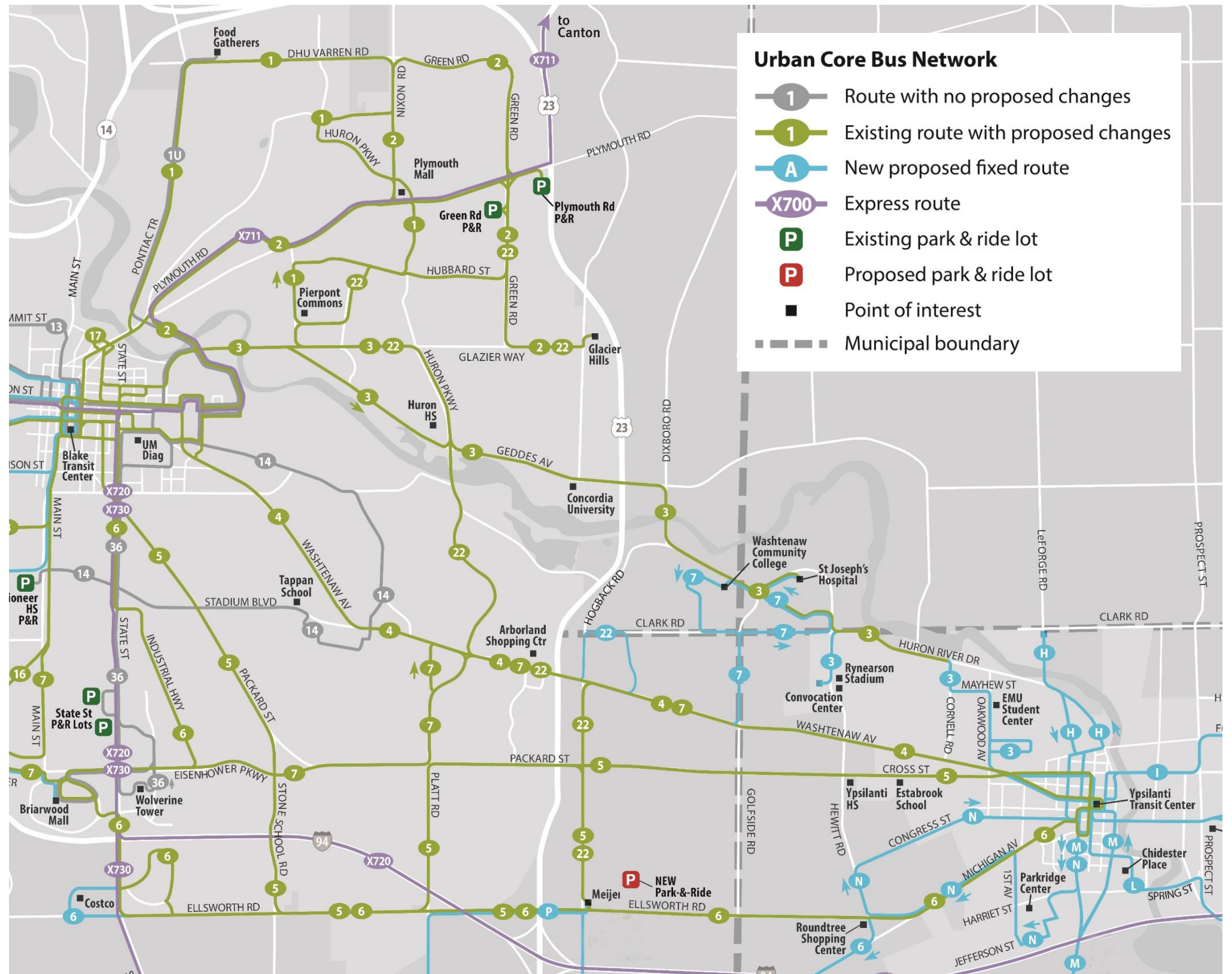
Route 3 Plymouth: More direct, extended hours

Route 4 Washtenaw: More frequent all day long, extended hours

Route 5 Packard: More frequent evenings, extended hours

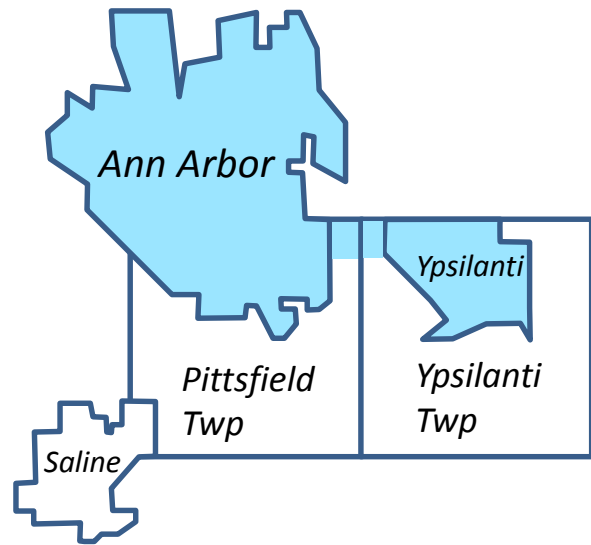
Route 6 Ellsworth: More frequent peak, extended hours

Route 22 North-South: Extended hours



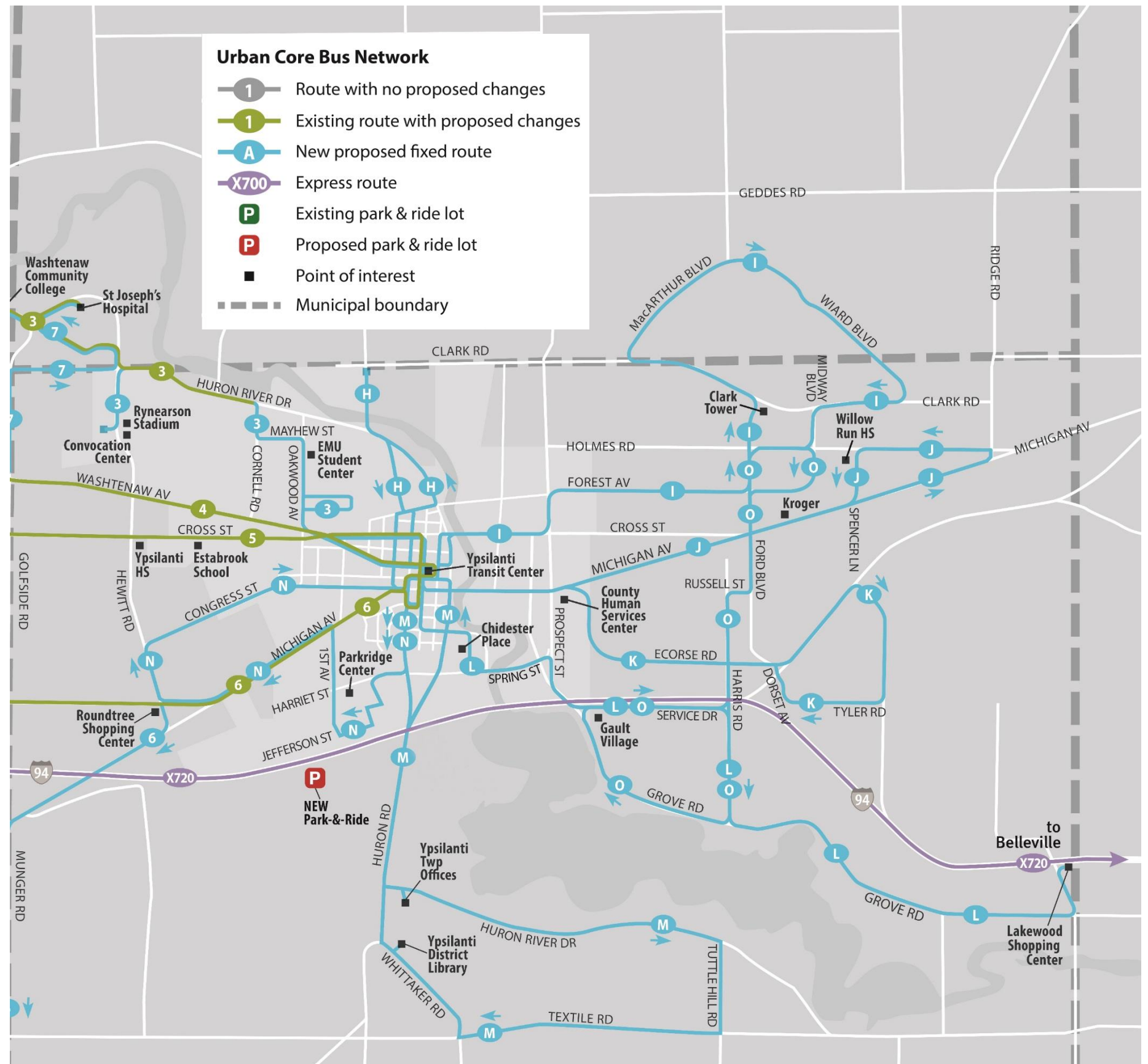
All improved and expanded services include corresponding expansions of ADA dial-ride services.

Improve Ypsilanti and Ypsilanti Township

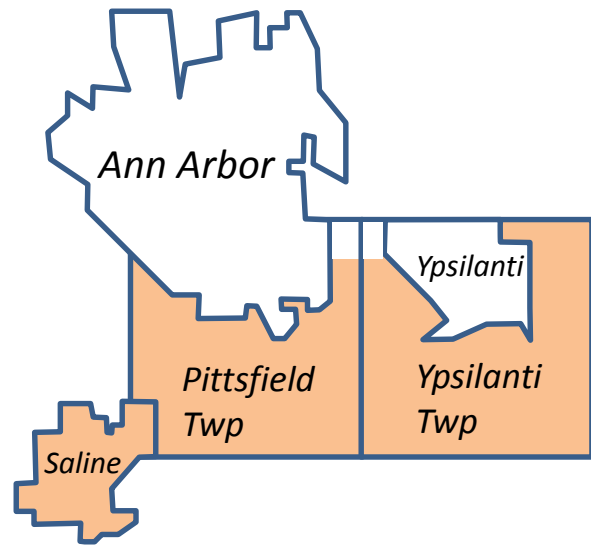


New Routes, More Frequent Service, More Direct Service, Weekend Service, Increased Evening Service

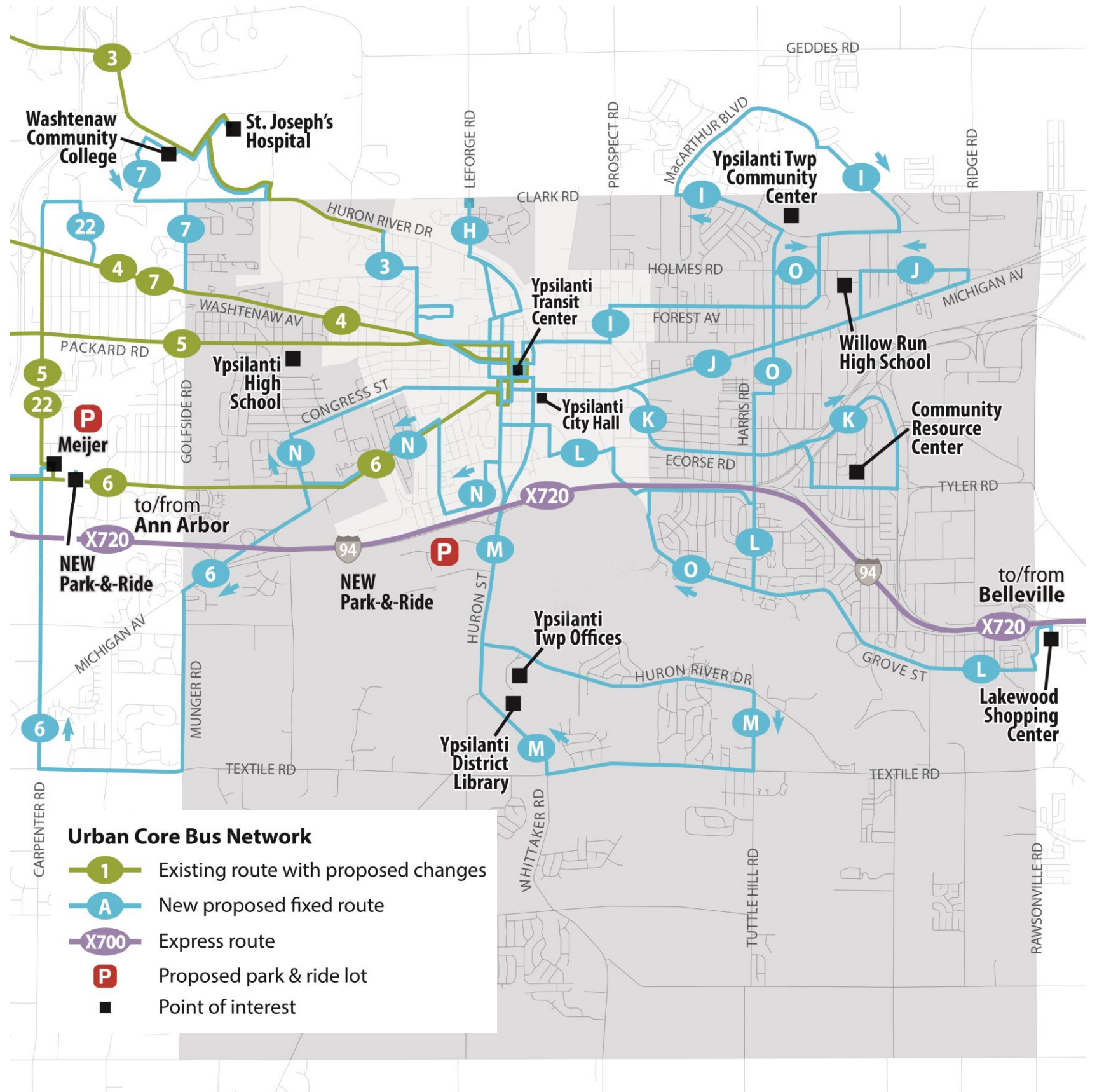
Routes 10 (Ypsilanti NE), 11 (Ypsilanti S) and 20 (Grove-Ecorse) become 7 new routes (I, J, K, L, M, N, O).



Expand Ypsilanti Township



- **New and extended routes** serving residential areas, commercial areas, the Library and Ypsilanti Civic Center.
- **New ExpressRide** service to downtown Ann Arbor and University of Michigan
- **New Park and Ride** Lot vicinity of Huron St and I-94
- **Township-wide dial-a-ride** services for seniors, people with disabilities, and the general public, including connections to neighboring communities



All improved and expanded services include corresponding expansions of ADA dial-ride services.

Steps Involved in Joining the Ann Arbor Area Transportation Authority

1. Ypsilanti Twp Board votes to request membership in the Authority
2. AAATA Board acknowledges receipt of request, directs AAATA staff to prepare a proposal for Amended Articles of Incorporation.
3. AAATA attorney works with Ypsilanti Twp attorney, and Ann Arbor attorney, to draft amended articles acceptable to all parties (City of Ann Arbor is included because they file the articles)
4. Ypsilanti Twp may, at its discretion, put the proposed Amended Articles in front of the Yspi Twp Board for action
5. AAATA Board approves Amended Articles by formal resolution and requests the City of Ann Arbor to file articles
6. Ann Arbor, at its discretion, approves the Amended Articles
7. All parties execute (sign) Amended Articles
8. City of AA files amended articles with Secretary of State and Washtenaw County

NOTE: Steps 4, 5 and 6 can happen in any order.



(http://ads.mlive.com/RealMedia/ads/click_lx.ads/ann-arbor.mlive.com/news/ypsilanti/1484069567/FrameTile1/MICHIGANLIVE/default/empty.gif/53356366713148656e77414144496d78)

(http://ads.mlive.com/RealMedia/ads/click_lx.ads/ann-arbor.mlive.com/news/ypsilanti/535126808/ImpactAd/MICHIGANLIVE/default/empty.gif/53356366713148656e77414144496d78)

Ypsilanti Township to consider significant expansion of bus service

By TOM PERKINS (/USERS/PROFILE/?UID=11013) AnnArbor.com Freelance Journalist

Posted on Fri, Aug 30, 2013 : 5:59 a.m.



Route 4 buses will see extended hours in Ypsilanti Township under a proposed plan for increased service in the AAATA's "urban core" municipalities.

Tom Perkins | For AnnArbor.com

Ypsilanti Township is considering joining a proposed "urban core" of municipalities in the **Ann Arbor Area Transportation Authority** (<http://www.theride.org/>).

Membership would bring vastly expanded bus service to Ypsilanti Township, including extended hours of service and increased frequency for some existing routes.

(http://ads.mlive.com/RealMedia/ads/click_lx.ads/ann-arbor.mlive.com/news/ypsilanti/1241232595/StoryAd/MICHIGANLIVE/default/empty.gif/53356366713148656e77414144496d78)

Ypsilanti Township Supervisor **Brenda Stumbo** said the move would have a positive economic impact on the township and its residents.

"Expanded service will be an asset to our residents, community and the county as a whole," Stumbo said. "We have a need and desire for connectivity to the greater Ann Arbor area and it will provide a choice to our residents for transportation.

"Jobs are the answer to our current economic downturn, and providing the availability of transportation will help towards our goal of creating jobs."

So far, the City of Ypsilanti has joined the AAATA, and Pittsfield Township and Saline could join as well.

AAATA officials stressed that the proposed changes to their routes are only a draft, though the current proposal has service hours in Ypsilanti Township increasing by 42 percent.

The township currently contracts for service for \$306,000 annually. Becoming a member of the AAATA and receiving increased service would increase the price, though AAATA officials say they are still in the process of determining a cost structure.

Route 4, which serves Washtenaw Avenue and is the AAATA's busiest route, would extend service for an additional hour until 12:30 a.m. on weekdays and service would be extended from 7 p.m. until 12:30 a.m. on Saturdays. On Sunday, Route 4 buses would start 45 minutes earlier at 7:48 a.m. and end at 7:30 p.m., an hour later than they currently stop running.

Route 5, which serves Packard Road, would run for a half hour longer on weekdays until 11:30 p.m. and for four additional hours, until 10:30 p.m., on Saturdays. On Sundays, Route 5 would start a half hour earlier at 8:15 a.m. and run an hour later until 7:15 p.m.

The Route 6 bus on Ellsworth Road would also see similar extended hours and increased frequencies on weekdays.

Three Ypsilanti Township routes — 10, 11 and 20 — would be split into seven new routes. The routes would start from the Ypsilanti Transit Center and are as follows:

- Route I: Runs east on Forest Avenue to Ford Boulevard and heads north. The route then goes east on Clark Road before circling around MacArthur Boulevard and Wiard Road, then back to Clark Road.
- Route J: Serves the East Michigan Avenue corridor, then cuts back west on Holmes Road to Spencer Lane. The route then reconnects with East Michigan Avenue.
- Route K: Serves Ecorse Road and the West Willow neighborhood.
- Route L: Serves the Interstate 94 service drive, Harris Road neighborhoods and southeast Grove Road from Harris to the Lakewood Shopping Plaza on Rawsonville Road.
- Route M: Serves Whittaker Road and stops at the Ypsilanti Township Hall, the Ypsilanti District Library's main branch, the Paint Creek shopping plaza and residential areas on Huron River Drive, Tuttle Hill and Textile Roads.
- Route N: Serves the city of Ypsilanti's south side, West Michigan Avenue, Hewitt Road and Congress Street.
- Route O: Serves the Ford Boulevard corridor, Harris Road, Grove Road and the southeast section of the city of Ypsilanti.

The plan also expands the "dial-a-ride" program, which allows disabled and senior citizen riders to arrange for a ride to a fixed bus route. Express service to Ann Arbor will also be expanded, and there are plans for a park-and-ride somewhere in the township.

After AAATA officials gave a presentation on the proposed routes to the Ypsilanti Township Board of Trustees at its Aug. 26 meeting, Trustee **Stan Eldridge** questioned whether joining the urban core would provide the township with a seat on the authority's governing board. **Michael Benham**, the AAATA's strategic planner, said the township would have to request that and negotiate with the authority.

When the City of Ypsilanti joined, it was granted a seat on the board after it requested one and the board's size increased from seven to nine members. An Ypsilanti representative took one seat and another seat was provided to the City of Ann Arbor.

The township didn't take any action, though it will vote on requesting to join the AAATA at a meeting still to be determined.

"It's important to have as many communities participate as possible," said AAATA communications manager **Mary Stasiak**. "It's good when people are at the table and can be a part of policy and decision making. We've been partners (with Ypsilanti Township) for quite a long time and this just makes sense."

Ypsilanti Township has contracted with the authority since 1983.

"Transportation has been a priority for our township residents and board members for many years," Stumbo said. "By joining the AAATA Urban Core, which currently includes Ypsilanti City and Ann Arbor, it solidifies the commitment we have had for transportation. We think beyond our borders and this is another step in that direction."

The Ann Arbor City Council recently approved (<http://annarbor.com/news/ann-arbor-agrees-to-ypsilantis-request-for-membership-in-aaata/>) the City of Ypsilanti's request to join what was then the AATA. After Ypsilanti joined, the authority became the AAATA.

Ypsilanti Township would receive rights granted to members of the authority under Act 55, the state law under which Ann Arbor incorporated the city's transit authority in July 1968.

Tags: [A3TA \(/tag/A3TA/\)](#), [AATA \(/tag/AATA/\)](#), [Ann Arbor Area Transportation Authority \(/tag/Ann Arbor Area Transportation Authority/\)](#)



Ann Arbor Transportation Authority
2700 South Industrial Highway
Ann Arbor, Michigan 48104
734.973.6500 734.973.6338 F
theride.org

July 24, 2013

Mary Joan Fales
Senior Assistant City Attorney
301 E. Huron Street
P.O. Box 8647
Ann Arbor, Michigan 48107-8647

Dear Mary Joan:

Enclosed please find four copies of the Amendment 2 of the Articles of Incorporation of Ann Arbor Transportation Authority Hereafter Known as the Ann Arbor Area Transportation Authority. The documents include the signatures of Charles Griffith and Anya Dale. Thank you for your assistance with moving the Articles through the execution process.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Benham".

Michael Benham
Special Assistant for Strategic Planning

Enclosures

Resolution 23/2013

Approval of the City of Ypsilanti's Request for Membership into the Ann Arbor Transportation Authority,
Approval of Amendment of AATA's Articles of Incorporation, and Request to the City of Ann Arbor to
Publish and File Amended Articles

WHEREAS, the Ann Arbor Transportation Authority (AATA) was formed under Act 55 of the Michigan Public Acts of 1963 for the purpose of providing public transportation services to the Greater Ann Arbor Community and has provided those services under Purchase of Service Agreements to the City of Ypsilanti for a number of years, and

WHEREAS, the City of Ypsilanti expressed its desire to become a member of the AATA by formally passing a resolution to that effect on Tuesday, April 23, 2013, in accordance with the State of Michigan Public Act 55 of 1963; and

WHEREAS, this resolution was received on Wednesday, April 24, 2013, at the main office of the Ann Arbor Transportation Authority, 2700 South Industrial Drive, Ann Arbor, Michigan 48104, and was acknowledged by resolution of the Authority Board on May 16, 2013.

WHEREAS, the City of Ann Arbor passed a resolution on June 3, 2013 approving Amendment #2 to the Articles of Incorporation of the Ann Arbor Transportation Authority, and directing the City Clerk to file and publish the Amendment in accordance with the Act 55 on notice of passage of the Amendment when adopted by the City of Ypsilanti and the Board of the Authority

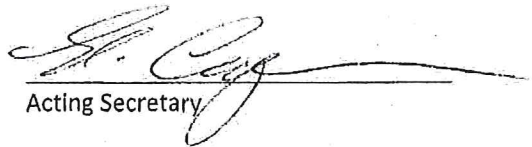
WHEREAS, the City of Ypsilanti, on June 18, passed a resolution approving Amendment #2 to the Articles.

NOW, THEREFORE, BE IT RESOLVED that the Ann Arbor Transportation Authority officially approves the City of Ypsilanti's request for membership in the Authority made in accordance with State of Michigan Public Act 55 of 1963, and approves Amendment 2 of the Articles of Incorporation of the Ann Arbor Transportation Authority, hereafter known as the Ann Arbor Area Transportation Authority, in the form attached hereto as Exhibit A.

IT IS FURTHER RESOLVED that AATA requests the Ann Arbor City Council to publish the amended articles, and file the amended Articles of Incorporation in accordance with Act 55.



Anya Dale, Acting Chair



Acting Secretary

June 20, 2013

June 20, 2013

**AMENDMENT 2 OF THE ARTICLES OF INCORPORATION OF
ANN ARBOR TRANSPORTATION AUTHORITY HEREAFTER KNOWN AS THE
ANN ARBOR AREA TRANSPORTATION AUTHORITY**

This amendment to the Articles of Incorporation of the Ann Arbor Transportation Authority are adopted by the City Council of the City of Ann Arbor, the City Council of the City of Ypsilanti, and the Board of the Ann Arbor Transportation Authority for the purpose(s) of (1) altering the composition of the Ann Arbor Transportation Authority under the provisions of Act 55 of the Public Acts of Michigan of 1963, (2) changing the name of the Ann Arbor Transportation Authority to the Ann Arbor Area Transportation Authority, (3) adding the City of Ypsilanti as an incorporator with all rights granted members under Act 55, and (4) authorizing the Ann Arbor Area Transportation Authority to function as successor in interest of the Ann Arbor Transportation Authority.

ARTICLE I

NAME OF AUTHORITY

Effective on adoption of this amendment and thereafter, the name of this public corporation is the Ann Arbor Area Transportation Authority (referred to hereinafter as "Authority" and also known as AAATA).

ARTICLE II

PURPOSES

The Authority is incorporated for the purposes of acquiring, owning, operating or causing to be operated a mass transportation system within the corporate limits of the Cities of Ann Arbor and Ypsilanti, and beyond the said corporate limits.

ARTICLE III

POWERS, DUTIES AND LIMITATIONS

Section 1. The Authority shall be a body corporate with power to sue and be sued in any court in the State of Michigan.

Section 2. The Authority shall possess all the powers necessary to carry out the purposes of its incorporation and all things incident thereto.

Section 3. The Authority by contract may employ a management firm, either corporate or otherwise to operate the mass transportation system under the supervision of the Authority.

Section 4. The Authority may acquire property for a mass transportation system by purchase, construction, lease, gift or devise, either within or without the area served by such mass transportation system, and may hold, manage, control, sell, exchange or lease such property.

Section 5. The Authority, with the consent of the Ann Arbor City Council, , may utilize any appropriate statute for the purpose of condemnation of real property within the City of Ann Arbor, and with the consent of the Ypsilanti City Council may utilize any appropriate statute for the purpose of condemnation of real property within the City of Ypsilanti.

Section 6. The Authority may establish and charge such fares and enter into contracts for the service provided by the mass transportation system as shall be necessary to provide funds to meet the obligations of said Authority.

Section 7. For the purpose of acquiring, improving, enlarging or extending a mass transportation system, the Authority may issue self-liquidating revenue bonds in accordance with the provisions of state law. No such bonds shall be a general obligation of the Authority, but shall be payable solely from the revenues of the mass transportation system.

Section 8. All property owned by or leased to the Authority shall be exempt from all taxes levied by the State and by the political subdivisions in which the Authority is incorporated. All such leased property in order to be exempt shall be used and owned by the company which is under contract with the Authority for the operation of the Authority's mass transportation system. The Authority shall be required to pay taxes or assessments upon its real and personal property situated outside the corporate boundaries in which the Authority is incorporated.

Section 9. The Authority shall meet at regular intervals and conduct all meetings of the Board in compliance with the Open Meetings Act (Act 267 of the Public Acts of 1976). The Authority shall obtain an annual audit in accordance with generally accepted government auditing standards as promulgated by the United States General Accounting Office and satisfy all federal, state or local regulations related to grant requirements. Copies of the Annual Audit shall be filed with the clerks of the City of Ann Arbor and the City of Ypsilanti and made available for public review by the Authority. In addition, the books and record of the Authority and the Board shall be open for inspection and audit by the Cities of Ann Arbor and Ypsilanti at all reasonable times during the Authority's fiscal year. The Authority shall submit an annual report to the governing bodies of the City of Ann Arbor and the City of Ypsilanti and such additional reports as may from time to time be requested on the operations of the Authority

Section 10. The powers stated in these Articles of Incorporation pursuant to the above named enabling Act are in addition to those granted by any statute or by the Charters of the City of Ann Arbor and City of Ypsilanti, or any future statute or amendment thereto, and the enumeration of any power either in these Articles of Incorporation or in the enabling Act shall not be construed as a limitation on the general powers of this Authority.

ARTICLE IV

GOVERNING BODY - OFFICERS

Section 1. The Authority shall be directed and governed by a Board which shall consist of eight members appointed by the Mayor of the City of Ann Arbor with the concurrence of the Ann Arbor City Council and one member appointed by the Mayor of the City of Ypsilanti with the concurrence of the Ypsilanti City Council. All appointments to the Board shall be in accordance with the adopted policies and procedures for appointment for the respective governing bodies and each governing body retains the right to remove and replace such members in accordance with the same procedures. There shall be no limit to the number of consecutive terms an appointee can serve.

Section 2. Present members of the Ann Arbor Transportation Authority board shall continue in and complete their terms on the Board and at the expiration of any Board member's term the Mayor of Ann Arbor shall fill the position on the Board with the concurrence of the Ann Arbor City Council. All appointments shall be for a term of five years other than the terms of present Ann Arbor Transportation Authority board members who become members of the Authority board for the remainder of their original terms. All regular appointments to the Board shall be made to coincide with May 1st of each calendar year; however, seated members will hold over until a successor has been appointed, and when such a successor has been appointed the appointment term shall be modified so that it terminates to coincide with the regular appointment term. Any vacancy in office shall be filled by the City Council of the City appointing said member for the remainder of the term. Members of the Board shall serve without compensation but may be reimbursed for expenses.

Section 3. The Board shall designate one of its members as chairman, one of its members as secretary, and one of its members as treasurer, each to be designated for such term in office as may be fixed in the Board's bylaws.

Section 4. The Board shall adopt and may amend bylaws and rules of procedure.

Section 5. The chairman shall preside at meetings of the Board and shall sign and execute all authorized bonds, contracts, checks and other obligations in the name of the Authority when so authorized by the Board. The chairman shall do and perform such other duties as may be fixed by the bylaws and from time to time assigned to him by the Board.

Section 6. The secretary shall keep the minutes of all meetings of the Board, and of all committees thereof, and books provided for that purpose. The secretary shall attend to the giving, serving, and receiving of all notices or process of or against the Authority. He shall sign with the chairman in the name of the Authority all contracts authorized by the Board. The secretary shall have charge of all books and records, which shall at all reasonable times be open to inspection and examination of the Board, or any member thereof and in general perform all the duties instant to this office. The secretary shall preside at meetings of the Board in the absence of the chairman.

Section 7. The treasurer shall have custody of all the funds and securities of the Authority which may come into his hands or possession. When necessary or proper, the treasurer shall endorse in behalf of the Authority for collection, checks, notes and other obligations and shall deposit them to the credit of the Authority in a designated bank or depository. The treasurer shall sign all receipts and vouchers for payments made to the Authority. The treasurer shall jointly with such other officer as may be designated by the Board sign all checks, bonds, promissory notes or other obligations of the Authority when so ordered

by the Board. The treasurer shall render a statement of his cash account when required by the Board. The treasurer shall enter regularly in the books of the Authority to be kept by him for this purpose full and accurate accounts of all monies received and paid by him on account of the Authority, and shall at all reasonable times exhibit the books and accounts to the Board or any member thereof when so required. The treasurer shall perform all acts incidental to the position of treasurer fixed by the bylaws and as assigned to the treasurer from time to time by the Board. The treasurer shall be bonded for the faithful discharge of the duties of treasurer, the premium to be paid by the Authority.

ARTICLE V

PUBLICATION AND FILING

The City Clerk of the City of Ann Arbor is charged with the responsibility of causing this amendment to the Articles of Incorporation to be published at least once in the Washtenaw County Legal News. In addition, the City Clerks of the City of Ann Arbor and the City of Ypsilanti shall publish this amendment to the Articles of Incorporation on their respective websites. The said City Clerk of the City of Ann Arbor is further charged with the responsibility of filing with the Secretary of State of the State of Michigan and with the County Clerk of the County of Washtenaw a printed copy of this amendment to the Articles of Incorporation certified as a "true copy" with the date and place of publication.

ARTICLE VI

AMENDMENTS

Amendments may be made to these Articles of Incorporation in the same manner in which the said Articles were originally adopted.

ARTICLE VII

REGISTERED OFFICE

Location of registered office and post office address of this Authority is the Office of the Ann Arbor City Clerk, City Hall, Ann Arbor, Michigan.

ARTICLE VIII

MEMBERS ADMISSION AND RELEASE FROM THE AUTHORITY

Admission of and release of a political subdivision from the Authority shall be evidenced by an amendment to the Articles of Incorporation, adopted, executed and published and filed in the same manner as the original articles of incorporation. Any such release shall be subject to the conditions set forth in Act 55.

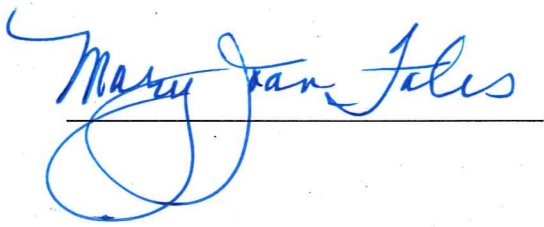
ARTICLE VIX

EFFECTIVE DATE

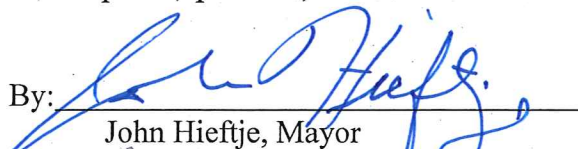
These Articles of Incorporation shall become effective and be in full force upon the filing of a printed copy with the Secretary of State of the State of Michigan and the County Clerk of the County of Washtenaw as herein provided.

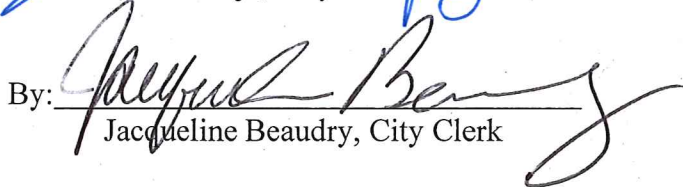
IN WITNESS WHEREOF, the Ann Arbor City Council, the Ypsilanti City Council and the Ann Arbor Transportation Authority Board have adopted and authorized to be executed these Articles of Incorporation in behalf of the City of Ann Arbor, a Michigan municipal corporation, by the Mayor and City Clerk, by the City of Ypsilanti, a Michigan municipal corporation, by the Mayor and City Clerk, and by the Ann Arbor Transportation Authority by the chairperson and secretary.

WITNESSES:

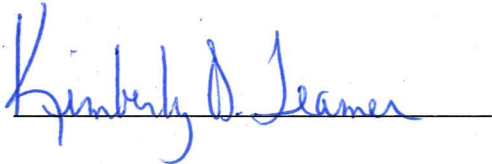


CITY OF ANN ARBOR, a Michigan
Municipal Corporation,


By: 
John Hieftje, Mayor

By: 
Jacqueline Beaudry, City Clerk





CITY OF YPSILANTI, a Michigan
Municipal Corporation,

By: 
Paul Schreiber, Mayor

By: 
Frances McMullan, City Clerk

AATA

By: 
Charles Griffith, Chair

By: 
Anya Dale Secretary

The foregoing Articles of Incorporation were adopted by an affirmative vote of the majority of the members elect of the City Council of the City of Ann Arbor, Washtenaw County, Michigan, at a meeting duly held on the _____ day of _____, 2013.

WITNESSES:

Mary Jean Jales

CITY OF ANN ARBOR, a Michigan
Municipal Corporation,

By: John Hieftje
John Hieftje, Mayor

By: Jaqueline Beaudry
Jaqueline Beaudry, City Clerk

The foregoing Articles of Incorporation were adopted by an affirmative vote of the majority of the members elect of the City Council of the City of Ypsilanti, Washtenaw County, Michigan, at a meeting duly held on the _____ day of _____, 2013.

Frances McMullan
Kimberly D. James

CITY OF YPSILANTI, a Michigan
Municipal Corporation,

By: Paul J. Schreiber
Paul Schreiber, Mayor

By: Frances McMullan
Frances McMullan, City Clerk

The foregoing Articles of Incorporation were adopted by an affirmative vote of the majority of the Board of Directors of the Ann Arbor Transportation Authority (AATA), at a meeting duly held on the _____ day of _____, 2013.

[Handwritten Signature]

AATA

By: *[Handwritten Signature]*
Charles Griffith, Chair

By: *[Handwritten Signature]*
Anya Dale, Secretary



City of Ann Arbor

301 E. Huron St.
Ann Arbor, MI 48104
<http://a2gov.legistar.com/Calendar.aspx>

Certified Copy

Resolution: R-13-168

File Number: 13-0688

Enactment Number: R-13-168

Resolution to Approve Amendment No. 2 to the Articles of Incorporation of the Ann Arbor Transportation Authority Hereafter Ann Arbor Area Transportation Authority

Whereas, The Ann Arbor Transportation Authority (AATA) was incorporated by the City of Ann Arbor in 1968 under Act 55 of 1963 (the "Act") to provide public transportation services within the City of Ann Arbor;

Whereas, The Act provides that other political subdivisions may join such an incorporated Authority;

Whereas, The City of Ypsilanti has requested to join the AATA;

Whereas, Pursuant to the Act, if the City of Ypsilanti joins the Authority, the Articles of Incorporation for the Authority must be amended by resolution of the incorporator and the Authority, filed with the County Clerk and the Secretary of State and published in a newspaper of general circulation within the County; and

Whereas, The proposed amendment:

- Adds the City of Ypsilanti as an incorporator with all rights granted to members of the Authority under Act 55
- Changes the name of the AATA to the Ann Arbor Area Transportation Authority recognizing the expanded geographic area in which the Authority will operate
- Alters the composition of the Board of the new Ann Arbor Area Transportation Authority to increase the Board membership to 9 with 1 member being appointed by the Mayor of the City of Ypsilanti with concurrence of the Ypsilanti City Council.
- Authorizes the Ann Arbor Area Transportation Authority to function as successor in interest of the AATA

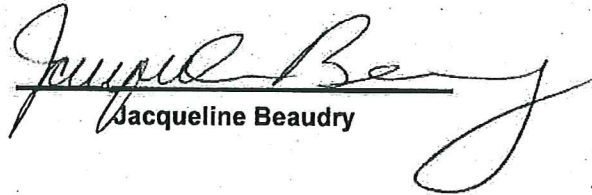
RESOLVED, That City Council approves Amendment No. 2 to the Articles of Incorporation of the Ann Arbor Transportation Authority to be hereafter known as the Ann Arbor Area Transportation Authority; and

RESOLVED, That the City Clerk is directed to provide a certified copy of this Resolution and Amendment No. 2 to the Authority and the Clerk of the City of Ypsilanti and file and publish the Amendment in accordance with the Act on notice of passage of the Amendment when adopted by the City of Ypsilanti and by the Board of the Authority.

Sponsored by: Mayor Hieftje and Councilmembers Briere and Kunselman

I, Jacqueline Beaudry, Clerk of the City of Ann Arbor, Michigan, certify that this is a true copy of Resolution R-13-168, passed by the Ann Arbor City Council on 6/3/2013.

Attest:


Jacqueline Beaudry

June 05, 2013

Date Certified



Resolution No. 2013-101
June 18, 2013

RESOLUTION TO APPROVE AMENDMENT # 2 TO THE ARTICLES OF
INCORPORATION OF
ANN ARBOR TRANSPORTATION AUTHORITY

WHEREAS, the City of Ypsilanti desires to join the Ann Arbor Transportation Authority,
and

WHEREAS, the City of Ann Arbor is supportive of the action and has approved
Amendment # 2 of the Articles of Incorporation of the Ann Arbor Transportation
Authority, and

WHEREAS, Amendment # 2 of the Articles of Incorporation of the Ann Arbor
Transportation Authority would add the City of Ypsilanti as an incorporator and give the
City of Ypsilanti a seat on the board and change the name to Ann Arbor Area
Transportation Authority, and provide for other things, and

WHEREAS, the council of the City of Ypsilanti determines that approval of Amendment #
2 of the Articles of Incorporation of the Ann Arbor Transportation Authority is in the best
interests of the City of Ypsilanti, Now Therefore;

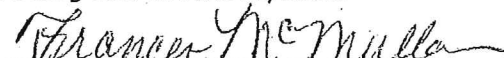
IT IS RESOLVED BY THE COUNCIL OF THE CITY OF YPSILANTI that Amendment # 2 of
the Articles of Incorporation of the Ann Arbor Transportation Authority is hereby approved,
and the City Clerk is directed and authorized to transmit a copy of this resolution to the
City of Ann Arbor and the Ann Arbor Transportation Authority.

OFFERED BY: Council Member Murdock

SUPPORTED BY: Mayor Pro-Tem Richardson

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

I do hereby certify that the above resolution is a true and correct copy of Resolution 2013-101
as passed by the Ypsilanti City Council, at their meeting held on June 18, 2013.


Frances McMullan, City Clerk

MASS TRANSPORTATION SYSTEM AUTHORITIES
Act 55 of 1963

AN ACT to provide for the incorporation of public authorities to acquire, own, and operate or cause to be operated mass transportation systems; to require the state to guarantee payment of certain claims against certain transportation authorities and to give the state a lien in satisfaction of payment; to prescribe the rights, powers, and duties of those public authorities; to provide for the issuance of bonds; to provide for the levy and collection of certain taxes; and to authorize contracts between those authorities and either public or private corporations to carry out the operation of those mass transportation systems.

History: 1963, Act 55, Imd. Eff. Apr. 29, 1963;—Am. 1980, Act 397, Imd. Eff. Jan. 8, 1981;—Am. 1980, Act 410, Imd. Eff. Jan. 9, 1981.

The People of the State of Michigan enact:

124.351 Definitions.

Sec. 1. As used in this act:

(a) “Authority” means a public transportation authority formed under this act.

(b) “Board” means the governing body of an authority.

(c) “Goods” means baggage, accessories, or other personal property carried by or accompanying persons using public transportation service.

(d) “Mass transportation systems” means all plants, equipment, work instrumentalities, and real and personal property and rights, used or useful for transportation of passengers for hire, except taxicabs and airport limousines.

(e) “Public transportation”, “public transportation services”, and “public transportation purposes” mean the movement of people and goods by publicly or privately owned water vehicle, bus, railroad car, rapid transit vehicle, taxicab, or other conveyance which provides general or special service to the public, but not including school buses or charter or sightseeing service. Public transportation, public transportation services, and public transportation purposes as defined by this section are declared by law to be transportation purposes within the meaning of section 9 of article IX of the state constitution of 1963 .

(f) “Service area” means that area in which a public authority incorporated under this act operates a mass transportation system or causes a mass transportation system to operate.

(g) “Taxable property” means the property taxable under the general property tax act, Act No. 206 of the Public Acts of 1893, being sections 211.1 to 211.157 of the Michigan Compiled Laws, except for property expressly exempted under that act.

History: 1963, Act 55, Imd. Eff. Apr. 29, 1963;—Am. 1980, Act 410, Imd. Eff. Jan. 9, 1981;—Am. 1983, Act 137, Imd. Eff. July 18, 1983.

124.352 Incorporation of public authority; purpose; operation of system; articles of incorporation; adoption; indorsement; publication; filing; operative date; presumption of validity; cessation of operation or dissolution of authority; state guaranteed payment of claims for benefits; lien of state.

Sec. 2. (1) The legislative body of any city having a population of not more than 300,000 may incorporate a public authority for the purpose of acquiring, owning, operating, or causing to be operated, a mass transportation system. The authority shall be authorized to operate the mass transportation system within the boundaries of the city which incorporates the public authority. However, a public authority created before the effective date of section 7a may operate a mass transportation system within the same political subdivisions in which it operates a mass transportation system immediately before the effective date of section 7a and those political subdivisions, other than those political subdivisions which only receive public transportation services from the authority pursuant to a contract, shall be considered to be members of the authority. A public authority may also operate a mass transportation system within a political subdivision which, by a resolution adopted by a majority vote of the members elected to and serving on the legislative body of the political subdivision, requests membership in the authority, but only if a majority of the members of the board of the authority, by resolution, approve the request. If a political subdivision joins the authority, the board shall amend the articles of incorporation accordingly. The clerk of the political subdivision being added shall execute the amendment, which shall be filed and published in the same manner as the original articles of incorporation.

(2) The incorporation shall be accomplished by adoption of articles of incorporation by an affirmative vote of a majority of the members elect of the legislative body of the city. The fact of adoption shall be indorsed on

the articles of incorporation by the mayor and clerk of the city in form substantially as follows:

"The foregoing articles of incorporation were adopted by an affirmative vote of a majority of the members elect of the (name of legislative body) of the city of, county, Michigan, at a meeting duly held on the day of, A.D. (year)".

.....
Mayor
.....
Clerk

The articles of incorporation shall be published at least once in a newspaper designated in the articles and circulated within the area proposed to be served by the mass transportation system. One printed copy of the articles of incorporation certified as a "true copy" by the person or persons designated with the date and place of the publication, shall be filed with the secretary of state and with the clerk of the county within which the area to be served by the mass transportation system is located. The authority shall become operative at the time provided in the articles of incorporation. The validity of the incorporation shall be conclusively presumed unless questioned in a court of competent jurisdiction within 60 days after the filing of the certified copies with the secretary of state and with the county clerk.

(3) If the authority ceases to operate or is dissolved and a successor agency is not created to assume its assets and liabilities and perform its functions, and the state guarantees the payment of claims for benefits arising under Act No. 317 of the Public Acts of 1969, as amended, being sections 418.101 to 418.941 of the Michigan Compiled Laws, against the authority, during the time the authority was approved as a self-insurer under section 611(1)(a) of Act No. 317 of the Public Acts of 1969, as amended, being section 418.611 of the Michigan Compiled Laws, the state shall be entitled to a lien which shall take precedence over all other liens on its portion of the assets of the authority in satisfaction of the payment of claims for benefits under Act No. 317 of the Public Acts of 1969, as amended.

History: 1963, Act 55, Imd. Eff. Apr. 29, 1963;—Am. 1969, Act 212, Eff. Mar. 20, 1970;—Am. 1980, Act 397, Imd. Eff. Jan. 8, 1981;—Am. 1980, Act 410, Imd. Eff. Jan. 9, 1981;—Am. 1983, Act 137, Imd. Eff. July 18, 1983.

124.352a Release of political subdivision from membership in authority; conditions; levy and payment of tax; evidence of release.

Sec. 2a. (1) A political subdivision that is a member of an authority may be released from membership in the authority if all of the following conditions are met:

(a) Adoption of a resolution by a majority of the members elected to and serving on the legislative body of the political subdivision requesting release from membership.

(b) Acceptance of the request by a majority vote of the members, other than the members representing the political subdivision requesting release, serving on the board of the authority. Notwithstanding any other provision of this act, this condition does not apply to a political subdivision seeking release from membership in an authority, if the political subdivision adopts the resolution described in subdivision (a) before the expiration of the thirtieth day after the effective date of this section.

(c) Payment or the provision for payment of all obligations of the political subdivision to the authority or its creditors is made.

(2) Any tax authorized to be levied by the authority within the boundaries of the political subdivision to be released shall continue to be levied for the period of time originally authorized. In addition, a political subdivision which has been released from an authority shall continue to receive public transportation services from the authority until the political subdivision is no longer required to pay a tax levied by the authority during the time the political subdivision was a member of the authority.

(3) Release of a political subdivision from an authority shall be evidenced by an amendment to the articles of incorporation executed by the recording officer of the authority and filed and published in the same manner as the original articles of incorporation.

History: Add. 1983, Act 137, Imd. Eff. July 18, 1983.

124.353 Articles of incorporation; contents.

Sec. 3. The articles of incorporation shall state the name of the authority, the purposes for which it is created, the power, duties and limitations of the authority and its officers, the method of selecting its governing body and officers, the person or persons who are charged with the responsibility of causing the articles of incorporation to be published and the printed copies thereof to be certified and filed as provided in section 2, and any other matters which the incorporators shall deem advisable, all of which shall be subject to the provisions of the constitution and the statutes of the state.

History: 1963, Act 55, Imd. Eff. Apr. 29, 1963.

124.354 Authority as body corporate; powers.

Sec. 4. The authority shall be a body corporate with power to sue and be sued in any court of this state. It shall possess all the powers necessary to carry out the purposes of its incorporation and all things incident thereto. The authority by contract may employ a management firm, either corporate or otherwise, to actually operate the mass transportation system, under the supervision of the authority. The enumeration of powers of this act shall not be construed as a limitation on such general powers.

History: 1963, Act 55, Imd. Eff. Apr. 29, 1963.

124.354a Eligibility of public authority to apply for and receive funds under MCL 247.660e.

Sec. 4a. A public authority incorporated under this act which operates a mass transportation system in a service area which is at least an entire county and which provides demand actuated service to that service area shall be eligible to apply for and receive funds under section 10e(1)(f) of Act No. 51 of the Public Acts of 1951, as amended, being section 247.660e of the Michigan Compiled Laws.

History: Add. 1980, Act 410, Imd. Eff. Jan. 9, 1981.

124.355 Authority as body corporate; property; condemnation.

Sec. 5. The authority may acquire property for a mass transportation system by purchase, construction, lease, gift or devise, either within or without the area served by such mass transportation system and may hold, manage, control, sell, exchange or lease such property. The authority may utilize any appropriate statute for the purpose of condemnation. Such condemnation proceedings shall only be applicable to property located within the corporate boundaries of the political subdivision or subdivisions by which the authority is incorporated within the corporate boundaries of the authority.

History: 1963, Act 55, Imd. Eff. Apr. 29, 1963.

124.356 Fares; contracts.

Sec. 6. The authority shall have authority to charge such fares and enter into contracts for the service provided by the mass transportation system as shall be necessary to provide funds to meet the obligations of said authority.

History: 1963, Act 55, Imd. Eff. Apr. 29, 1963.

124.357 Self-liquidating revenue bonds; issuance; source of payment; property tax; limitation; election; resolution; submitting proposition to electors; conduct; canvass; costs; tax rate; levy and collection.

Sec. 7. (1) For the purpose of acquiring, improving, enlarging, or extending a mass transportation system, the authority may issue self-liquidating revenue bonds under the revenue bond act of 1933, 1933 PA 94, MCL 141.101 to 141.140, or any other act providing for the issuance of self-liquidating revenue bonds. The bonds shall not be a general obligation of the authority, but shall be payable solely from the revenue of the mass transportation system. However, if the authority issues self-liquidating revenue bonds with a pledge of the full faith and credit of the municipality, those revenue bonds are subject to the revised municipal finance act, 2001 PA 34, MCL 141.2101 to 141.2821.

(2) An authority formed under this act may levy a tax on all of the taxable property within the political subdivisions that comprise the authority for public transportation purposes as authorized by this act.

(3) The tax authorized in subsection (2) shall not exceed 5 mills of the state equalized valuation on each dollar of assessed valuation in the political subdivisions that comprise the applicable authority.

(4) The tax authorized under subsection (2) shall not be levied except upon the approval of a majority of the registered electors residing in the political subdivisions that comprise the authority affected and qualified to vote and voting on the tax at a general or special election. The election may be called by resolution of the board of the authority. The recording officer of the authority shall file a copy of the resolution of the board calling the election with the clerk of each affected county, city, or township not less than 60 days before the date of the election. The resolution calling the election shall contain a statement of the proposition to be submitted to the electors. Each county, city, and township clerk and all other county, city, and township officials shall undertake those steps to properly submit the proposition to the electors of the county, city, and township at the election specified in the resolutions of the authority. The election shall be conducted and canvassed in accordance with the Michigan election law, 1954 PA 116, MCL 168.1 to 168.992, except that if the authority is located in more than 1 county, the election shall be canvassed by the state board of canvassers. The results of the election shall be certified to the board of the authority promptly after the date of the election. The authority shall not call more than 1 election within a calendar year under this section for the approval of the tax authorized by subsection (2) without the approval of the legislative bodies of a majority of

the member political subdivisions of the authority. If the election is a special election, the authority in which the election is held shall pay the costs of the election. If the election is a general election, the authority in which the election is held shall pay the increased costs of the election due to the placement of the proposition on the ballot by the authority or an amount negotiated between the authority and the appropriate political subdivisions.

(5) The taxes authorized by this section may be levied at a rate and for a period of not more than 5 years as determined by the authority in the resolution calling the election and as shall be set forth in the proposition submitted to the electors.

(6) The tax rate authorized by this section shall be levied and collected as are all ad valorem property taxes in this state and the recording officer of the authority shall at the appropriate times certify to the proper tax assessing or collecting officers of each tax collecting county, city, and township the amount of taxes to be levied and collected each year by each county, city, and township. The board of the authority shall determine on which tax roll, if there is more than 1, of the county, city, or township that the taxes authorized by this section shall be collected. Each tax assessing and collecting officer and each county treasurer shall levy and collect the taxes certified by the authority and pay the taxes to the authority by the time provided in section 43 of the general property tax act, 1893 PA 206, MCL 211.43. The tax rate authorized by this section may be first levied by the authority as a part of the first tax roll of the appropriate counties, cities, and townships occurring after the election described in subsection (4). The tax may be levied and collected on the June or December tax roll immediately following the date of election, if the tax is certified to the proper tax assessing officials not later than May 15 or November 15, respectively, of the year in which the election is held.

History: 1963, Act 55, Imd. Eff. Apr. 29, 1963;—Am. 1980, Act 410, Imd. Eff. Jan. 9, 1981;—Am. 1983, Act 137, Imd. Eff. July 18, 1983;—Am. 2002, Act 337, Imd. Eff. May 23, 2002.

124.357a Authority; tax limitations.

Sec. 7a. An authority is intended to and shall be deemed to be an authority the tax limitations of which are provided by charter or general law within the meaning of section 6 of article IX of the state constitution of 1963.

History: Add. 1983, Act 137, Imd. Eff. July 18, 1983.

124.358 Property owned by authority; exemption from taxes or special assessments for municipal services.

Sec. 8. The real and personal property, owned by an authority and located within the service area, shall be exempt from all taxes levied by the state and by a political subdivision, except special assessments for municipal services if the property is located outside the corporate boundaries of the political subdivision by which the authority is incorporated. The real and personal property, owned by an authority and located outside the corporate boundaries of the political subdivision by which the authority is incorporated, may be exempted from special assessments for municipal services upon resolution by the governing body of the political subdivision.

History: 1963, Act 55, Imd. Eff. Apr. 29, 1963;—Am. 1965, Act 224, Imd. Eff. July 16, 1965;—Am. 1975, Act 200, Imd. Eff. Aug. 14, 1975.

124.359 Additional powers.

Sec. 9. The powers granted by this act are in addition to those granted by any other statute.

History: 1963, Act 55, Imd. Eff. Apr. 29, 1963.

2013 YPSILANTI TOWNSHIP FIFTH AGREEMENT

THIS AGREEMENT, made and entered into this ____ day of _____, 2013, by and between the Township Board of Ypsilanti Township, Washtenaw County, parties of the first part and the Board of Washtenaw County Road Commissioners, parties of the second part.

WHEREAS, the parties of the first part desire that certain improvements be made upon the local roads in the Township of Ypsilanti, and

WHEREAS, proper authority is provided to the parties of the agreement under the provisions in Act 51 of Public Acts of 1951 as amended,

IT IS NOW THEREFORE AGREED, the parties of the second part will accomplish the improvements as specified herein, all in accordance with the standards of the parties of the second part.

It is further understood that the Charter Township of Ypsilanti will be a named insured on the Washtenaw County Road Commission's coverages for liability for the activities described above. The Road Commission will submit a certificate of insurance evidencing such coverages to the Township Clerk prior to implementation of services under the contract. Each party to this contract shall be responsible for the acts and omissions of its employees and agents.

- 1. **Greenside Street, Edison Avenue westerly 200 feet:**
 Work to include ditching, driveway culvert installation, drainage structure construction, and project restoration.
 Estimated project cost: \$ 4,100.00

AGREEMENT SUMMARY

Greenside Street \$ 4,100.00

ESTIMATED AMOUNT TO BE PAID BY YPSILANTI TOWNSHIP
UNDER THIS AGREEMENT: **\$ 4,100.00**

FOR YPSILANTI TOWNSHIP:

Brenda L. Stumbo, Supervisor _____Witness

Karen Lovejoy Roe, Clerk _____Witness

FOR WASHTENAW COUNTY ROAD COMMISSION:

_____ Witness
Douglas E. Fuller, Chair

_____ Witness
Roy D. Townsend, Managing Director

Supervisor
BRENDA L. STUMBO
Clerk
KAREN LOVEJOY ROE
Treasurer
LARRY J. DOE
Trustees
JEAN HALL CURRIE
STAN ELDRIDGE
MIKE MARTIN
SCOTT MARTIN



**Office of Community
Standards**

7200 S. Huron River Drive
Ypsilanti, MI 48197
Phone: (734) 485-3943
Fax: (734) 484-5151
www.ytown.org

Memorandum

To: Karen Lovejoy Roe, Township Clerk
From: Joe Lawson, Planning Director
Date: September 3, 2013
Re: Authority distribution of the 2013 Master Plan update for public comment

As the Board of Trustees may recall, during the August 2012 regular meeting, the Board passed a motion to exercise its rights to assert your authority over the final approval of the ongoing Master Plan update.

On August 19, 2013, the Township Planning Commission further passed a motion recommending to the Board of Trustees authorization the distribution of the draft plan to all required reviewing agencies per the Michigan Planning Enabling Act, P.A. 33, 2008. In addition to the draft plan being distributed to the required review agents, the plan will also be open to public comment for not less than 42 days at which time the Commission may schedule the necessary public hearing prior to making a final recommendation to the Board of Trustees.

A draft version of the plan has been attached hereto for your review and consideration.

With that said, I respectfully request, based on the recommendation of the Planning Commission dated August 19, 2013, authorization to distribute the draft 2013 Master Plan update to all required reviewing agencies and the general public for review and comment for not less than 42 days pursuant to the Michigan Planning Enabling Act.

One final note as I'm sure you will notice, Chapter 7 "Economic Development" is currently being reviewed by Township Economic Development Consultant Mark Perry. Once the updated numbers are provided, this chapter will be updated accordingly.

If you should have any questions relating to this process or the master plan as a whole, please feel free to contact me at your convenience.

MASTER PLAN

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CHAPTER ONE

INTRODUCTION

A. SUMMARY OF PLAN

The Master Plan is a guide for the future that recommends how the Township should develop in order to meet community goals. A sound Master Plan helps ensure a logical development pattern that will result in a highly desirable community in which to live, work and recreate. The plan includes recommendations for land use, residential densities, transportation improvements, community facilities and preservation of natural features. A plan allows residents, business owners and developers to make investments with a reasonable expectation of what will happen in the future. In essence, the plan represents a balance between the sometimes competing interests of the environment, individual land owners and the community overall.

The amount and pace of development in Ypsilanti Township makes it easy to understand the need for a Township Master Plan. The plan will help direct the intensity and arrangement of various types of land uses; limit appropriate residential densities; preserve natural features; promote design that complements the character of the community; and suggest ways to gradually redevelop areas of the Township around the City of Ypsilanti.

The community plan goals and future development plan will assist Township leaders in substantive, thoughtful decisions which consider the long term implications for the community. The Master Plan can be viewed as a community blueprint for the future, a mechanism to help ensure each decision fits as part of the whole. Among the many reasons for the Master Plan are the following:

- Present a future land use map that illustrates how the Township should logically develop and at what density over time.
- Provide a legal basis for zoning and other regulations for the type, intensity and timing of development. The types and densities of land uses are based largely upon what the public infrastructure and natural environment can support.
- Provide that, as development occurs, the significant natural features located within the Township are preserved or enhanced. These features include, but are not limited to, streams, wooded areas, creeks, wetlands and lakes.
- Recommend improvements to **the township transportation network including a greater emphasis on public transportation and** roadways that need attention due to rapidly increasing traffic volumes, or traffic management tools to preserve roadway capacity and ensure traffic circulation harmonizes with land uses and neighborhoods.
- Address the desires of residents to preserve and enhance the community character.

- Provide a sustainable community with a land use pattern that translates into a diversified tax base to support the desired facilities and services with reasonable tax rates.
- Provide for economic growth in the community through reinvestment in the commercial and industrial areas of the Township.
- Provide specific recommendations for development/ redevelopment, access management, **public transportation improvements**, road improvements and site design along major transportation corridors.
- Coordinate land use recommendations with anticipated land use changes and infrastructure improvements with the City of Ypsilanti and the surrounding Townships.

B. COMMUNITY GOALS

A key element in the preparation of the Master Plan is the community goals, which reflect the community's desires to respond to various issues. The objectives also listed below allow for more specific direction on how to accomplish the stated goal. These statements must all be considered concurrently and within the overall context of the Plan, as opposed to individually. The Master Plan provides guidance and direction towards the achievement of Township goals in the following categories.

TRANSPORTATION + UTILITY SYSTEM IMPROVEMENTS	
Goal	
	<i>The Charter Township of Ypsilanti will work to assure that necessary infrastructure is available to accommodate the transportation of all users - automobiles, trucks, bicyclists, pedestrians - and goods in the Township and the efficient delivery of water, sanitary sewer, storm drainage, lighting, power and communication subsystems to the community.</i>
Objectives	
	<ul style="list-style-type: none"> • Provide sidewalks and crosswalks for schoolchildren as part of all new developments in the Township and, as funding availability permits, work with the Washtenaw County Road Commission and the public schools to install new sidewalks and to provide improved access to all school facilities, public and private. • Bury power lines and telephone cables in new construction areas or when major reconstruction occurs to provide a visually attractive community while providing necessary services. • Provide streetlight improvements on East Michigan Avenue, West Michigan Avenue, Wallace Street, Grove Road and other selected locations in order to provide safe and efficient access to residents and businesses in those areas. • Enhance/expand transit options and facilities to support viable alternatives to driving. • Enhance/expand pedestrian facilities including pathways, sidewalks, and cross-walks to provide a safer pedestrian experience.

NATURAL ENVIRONMENT AND SUSTAINABILITY

Goal

Actively pursue the preservation, conservation, and restoration of the Township's natural resources; promote active and healthy lifestyles; and encourage sustainable building practices to reduce negative impacts on the environment for the enjoyment of future generations.

Objectives

- When new development proposals are received, the Township shall encourage public or private parks and open space be established adjacent to, or in close proximity to, wetlands, creeks and other natural features in the community.
- The Township shall continue to monitor **and when possible improve** the water quality in Ford Lake to preserve that community asset for recreation and aesthetic enhancement of the surrounding land.
- The Township shall work with private property owners and developers to preserve as many natural resources as possible in the Township.
- Preserve rural residential and agricultural character that remains in select areas of the Township.
- Continue to promote regulations and enforcement efforts to prohibit clear-cutting of existing trees and other native vegetation on new development sites.
- Promote sustainable building practices and site design standards.
- Encourage low impact development design approaches for stormwater management.
- Expand local food opportunities, encourage community gardens, and support farmer's markets.

COMMERCIAL + INDUSTRIAL DEVELOPMENT

Goal

Commercial and industrial development in Ypsilanti Township should be promoted, consistent with the "Future Land Use Plan" included in this Master Plan, to meet the retail and service needs of the residents and existing businesses, to provide jobs for the residents and to create additional tax-base for the community.

Objectives

- Implement the Town Center zoning districts along the Huron Street / Whittaker Road corridor between I-94 and Textile Road in order to promote creation of a town center district with a wide variety of goods and services available in a central location.
- Adopt and apply the Urban Commercial Corridor zoning district to implement the ReImagine Washtenaw and Ecorse/Michigan Corridor plans.
- Continue to provide zoning districts to permit development of standard full-service restaurants and work with private developers in order to promote opportunities for such facilities in the Township.
- Promote the development of major retail facilities by national retailers using zoning and economic development enhancement techniques.
- Promote the development of additional research and development facilities in the Township using zoning and economic development enhancement techniques.
- **Promote the redevelopment and reuse of existing commercial and industrial facilities using zoning and economic development enhancement techniques.**

RESIDENTIAL NEIGHBORHOOD AMENITIES + DEVELOPMENT

Goal

The Township must provide reasonable limitations on future residential development in the community in order to provide a diversity of housing styles and types with creation of new lower density residential neighborhoods in more rural areas and promoting opportunities, perhaps with higher density for infill development on vacant land that was "leap-frogged" by previous development.

Objectives

- The Township should permit development of unique recreation facilities such as dog parks, skate parks, and similar high-activity facilities when insurance and liability related concerns can be adequately addressed.
- Provide opportunities and promote development for infill housing on vacant land in previously developed areas in order to make use of existing school facilities and other public infrastructure.
- The Township should provide incentives, such as density bonuses through the Planned Development option, for developments that provide off-site infrastructure or public service improvements.
- All new residential development must include reasonable amenities such as active and passive recreation facilities, safety related improvements and infrastructure for the use and enjoyment of the Township's residents.
- Ensure quality of **housing stock within the township by way of** home maintenance programs, **blight elimination programs** and code enforcement.
- **Encourage home ownership through public/private partnerships and through incentive programs that provide support for neighborhood stabilization.**

C. PUBLIC INVOLVEMENT

Because extensive public visioning was done as part of the 2006/2007 Master Plan, public involvement was limited in this plan update. The goals and objectives established from the 2006 plan were assessed for current relevance and for what had been accomplished since the last plan was adopted. A public open house coinciding with a Planning Commission meeting was held on May 20, 2013. Approximately 20 participants attended and provided input on the refreshed goals and objectives, new transportation data and concepts, Future Land Use revisions, and the ReImagine Washtenaw project. The workshop materials were subsequently posted to the Township's website and online comments were received. The overarching theme resulting from the public involvement was to incorporate broad sustainability themes into the plan.



CHAPTER TWO

COMMUNITY PROFILE

A. HISTORY

The original settlement that would become known as Ypsilanti was located on the Great Sauk Indian trail where the trail crossed the Huron River. Long before European settlers came to the area, the location was the camping and burial ground for several native American tribes.

In 1809, three French explorers built a trading post on the west bank of the Huron River, for trading with the Huron Indians. The trading post was one of the earliest structures in the Michigan territory. Gabriel Godfrey was the proprietor of the post.

Benjamin Woodruff, along with several companions, established a small settlement on the river a mile south of the post and named it Woodruff's Grove in 1823. It was the first settlement in what would be Washtenaw County. However, at that time the area was part of Wayne County.

In 1824, Father Gabriel Richard, representative in U.S. Congress for the Michigan Territory, urged the construction of a federal highway from Detroit to Chicago, to be known as the Chicago Road. The surveying crew, following the Sauk Trail, put the crossing of the Huron River nearly a mile north of Woodruff's Grove. The route of the Chicago Road has been preserved and is generally followed to this day by Michigan Avenue.

In 1825, three prominent settlers, Judge Augustus Woodward, John Stewart and William Harwood, combined portions of their land to form the original plat for a new settlement at the crossing, which was named for a Greek patriot, General Demetrius Ypsilanti. In the struggle of the Greek people against the Turks, he was a heroic figure. He was admired by Americans for his part in a struggle for freedom so like their own. When a fire destroyed the school at Woodruff's Grove, that small settlement was abandoned in favor of Ypsilanti.

Washtenaw County was established as a political entity on January 1, 1827. The County was an official place in the territory of Michigan. There are many legends concerning the name Washtenaw. Some people believe Washtenaw was the name of an Indian who lived near the mouth of the river. Others claim it was the Potawatamie word for large stream or river. Emerson Greenman, a former curator of the museum of anthropology at the University of Michigan, wrote that Washtenaw derived from the Algonquin and meant 'Far Country' with Detroit as the point of reference. Yet other sources advise that the name Washtenaw is derived from the Chippewa "wash-ten-ong," meaning "grand river," in reference to the Huron River.

Division of the County into townships began later in 1827. The County's population was nearly 1,000. When Ypsilanti Township was first formed, it was much larger than the present description. According to Superior Township records, both Superior and Salem Townships were originally included in Ypsilanti Township.

The Chicago Road was finally opened in 1835 and a number of new towns began to prosper along its route. New tracks for railroad service were completed only three years after the road.

When established in 1849, Michigan Normal School was intended to provide training for teachers. The School was the first teacher's college west of the Allegheny Mountains. Now known as Eastern Michigan University, it continues to provide many teachers throughout the state and beyond.

The Ypsi-Ann Interurban Railway (as it was called) was completed in 1890 and began operation in January 1891. Originally, it was powered by steam, but became electrified in 1896. The track ran along Packard Road, also known as South Road or the Electric Line Road. The line was extended to Detroit in 1899 and to Jackson in 1902. The line also was extended from Platt and Packard south to the City of Milan via Platt Road. Pilings used by this line still can be seen along Platt Road between Willis Road and Milan Main Street. By the end of the 1920s most of the interurban line had gone bankrupt and soon afterwards all the interurban tracks in Southern Michigan were removed; gone was the era of the interurban lines.

Ypsilanti prospered because of the river, the railroad and the Chicago Road. Many elegant mansions were built overlooking the Huron River. Manufacturing of wood and paper products continued into the 20th century.

Henry Ford and his automotive manufacturing plants changed the economy and the face of the Township. During the 1930s, Ford created a dam on Ford Lake to produce power to run his Ypsilanti factory. Though the factory was located in the City of Ypsilanti, the lake stretched along the Huron River for about three miles into the interior of the Township. The lake permanently changed the face of the Township, creating an important new resource while altering surface transportation routes.

In February of 1941, Ford Motor Company acquired land in an unincorporated part of the Township known as Willow Run. The United States had no facilities for mass manufacture of aircraft for war. Most aircraft manufacturing was accomplished in California where much of the final assembly occurred outdoors.

Charlie Sorensen, the Vice-President of Production for Ford Motor Company, had designed a massive new plant for the purpose of manufacturing bombers to attack enemy positions in Europe. After touring a plant in San Diego, Sorensen designed the new Willow Run factory during one night of feverish work and presented the hand-drawn plans to Edsel Ford the next morning after the tour. Ford assured Sorensen that the company would proceed to construct the plant that was intended to produce a bomber each hour. After the Japanese attack on Pearl Harbor later that year, the need for the facility was compounded. The

world renowned architect, Albert Kahn, was hired to prepare the final plans for the facility.

The Willow Run Bomber Plant was completed in 1943. It became a major component in America's "Arsenal of Democracy." During the next two years, the plant would operate 24 hours a day and produce over 8,800 aircraft for the war effort. The Ypsilanti community and the citizens of Michigan came to the aid of the world with the aircraft production to help defeat Germany and Japan.

The Willow Village, a housing complex to serve the employees of the plant, was built across the boundary of Ypsilanti and Superior Townships. The Willow Run plant and associated housing had a profound impact on the entire area. What had been a boys' camp (owned by Henry Ford) for 65 boys in 1939 became a vast manufacturing complex employing over 42,000 people in the war effort by 1943. The employees and their families were attracted from all over the United States, with most coming from outside the southeast Michigan area. Willow Village was created to house and service 15,000 to 20,000 people, and was complete with commercial and community facilities. The influx of workers and their families created tremendous strains for the area, strains that were only partially alleviated by the public programs and facilities provided through Willow Village.

Transporting workers to and from Willow Run was another problem. As reported by Jenny Nolan in the Detroit News, New York Central Railroad Vice-President Jesse McKee said it looked like a job for buses, and Greyhound's Manfred Burleigh said it was "very obviously a job for the railroads." Ultimately, a highway was built in 1943 to ease the commute from Detroit, and the Michigan Central ran trains to the site. The expressway was constructed to traverse the Township's northern half, creating another major barrier to north-south travel in the community.

The B-24 contained 100,000 parts, as opposed to the 15,000 needed in a 1940 automobile, and the labor needs were tremendous. Men were enlisting in the armed forces to fight overseas, and workers were in short supply.

The war office speeded up the hiring of women, by ordering Ford to hire 12,000 at Willow Run. By October of 1943, there were 140,000 women in the defense industry. Willow Run hired 117 in one week. They received the same wage rates as the men, from 95 cents to \$1.60 an hour.

The women came from varied backgrounds: They were teachers, servers, housewives. Alice Hinkson was an advertising copywriter. Nancy Schaefer was a University of Michigan graduate who gave up a stage career. Mary Von Mach was a licensed pilot; she had been the first Detroit woman to own her own plane. They worked on the line doing riveting, light assembly or as inspectors or trainers. Paula Lind was the first woman to give instructions for the Link Trainer, a device for training pilots in "blind" or instrument flying. Edsel Ford praised the women workers for their "intelligence, will and determination with which they have gone into work which is entirely foreign to them."

Harry Bennett, Ford's controversial right hand man, orchestrated bringing thousands of workers up from the southern states. The southern workers

battled homesickness, housing shortages, and lack of recreational facilities, and absenteeism was high. The relatively high wages tempted them to work for a short while and return home, and many did this routinely, taking an unapproved hiatus from the monotony of the line, then returning when their money ran out, or never coming back. Turnover was a huge problem, as many joined the service and many went to other jobs.

Eventually housing was completed: Willow Lodge was a dormitory for single workers four miles from the plant, built to hold 3,000 workers. Rooms were \$5.00 per week. An initial experiment to house the sexes together, with men and women on alternating floors, was quickly ended after "gamblers and fast girls quickly moved in," according to a Detroit News report. Scandalized, the housing officials returned to more traditional separate housing. Willow Court was a trailer project for 900 childless couples, with an apartment going for \$6.50 a week. A shopping center was built in 1943.

The Township Fire Department was started shortly after the end of the war, in 1946. At its inception, the Department was housed in the Willow Village with one truck, a pumper owned by the State of Michigan that was on-loan to Ypsilanti Township. The pumper, a 1941 Ford, carried 150 gallons of water. The Department made approximately 100 fire calls a year including dwelling fires and grass fires. Ypsilanti Township Fire Department covered Ypsilanti, Superior and Canton Townships with just one pumper and two men on fire calls. At the time the Township Fire Department was formed, Willow Run Village also operated a Fire Department with six fire fighters, three per shift, that was responsible for fire calls within the Village area. The Township Department initially shared quarters with the Village Department.

At the end of the war, production of the planes stopped and employment quickly declined. By December 1945, fewer than 600 families lived in Willow Village. Some people remained in the area after the war, forming the nucleus of a skilled and semi-skilled labor force which was absorbed into local employment, particularly the auto industry.

Due to the housing shortage following the war, Willow Village was not demolished immediately as was originally planned. The Federal government sold the Willow Village properties to Ypsilanti Township in 1954. The Township supervised demolition of the Willow Village and sold some of the large non-residential buildings to the Willow Run School District.

In response to the development pressures from the bomber plant, as well as the development associated with Normal College, the Township adopted a Zoning Ordinance in October 1943. The Ordinance established six use categories.

The Willow Village area could not return to its pre-1941 condition, and the farmland could not be reclaimed. The basis had been established for substantial permanent employment and population growth in Ypsilanti Township. The infrastructure for urban growth, such as sanitary sewer and water lines, drainage facilities, improved roads, and public schools, was now present.

The bomber plant was sold to Kaiser Frazier in 1946. The Kaiser automobile was manufactured in the plant until 1953, when the facility was sold to General

Motors. General Motors produced transmissions and other powertrain components until the closing of the plant in 2010.

Ypsilanti Township is a community with a dynamic past. It has enjoyed national and international recognition. It has been home to, or closely associated with, some of Michigan’s most memorable events. Our past provides the basis for our future. Ypsilanti is poised to be a leading community in this new century

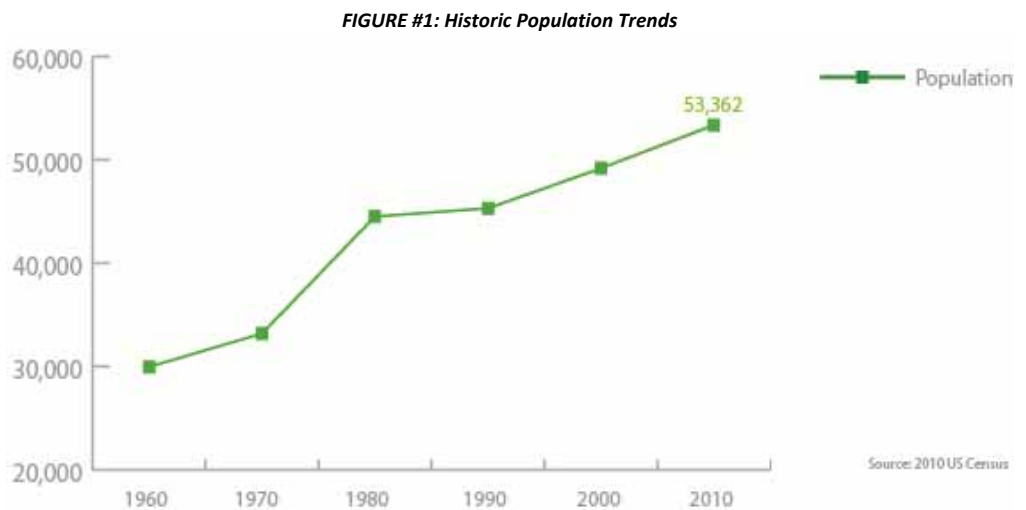
B. DEMOGRAPHICS

The demographic characteristics of the community are important for planning purposes. It is important to know who lives and works in the Township in order to provide appropriate land uses and services for those people. The demographic analysis describes the age, income, housing and employment attributes of Ypsilanti Township for these planning purposes.

The data used in this analysis comes from the US Census Bureau and from the Southeast Michigan Council of Governments (SEMCOG). SEMCOG data is reported from individual units of government within the region and from other sources. SEMCOG is a “clearinghouse” for information, recognized as an official agency by the State of Michigan and federal agencies for program coordination, data processing and planning purposes.

HISTORIC TRENDS

As shown in *Figure #1*, Ypsilanti Township has grown at a relatively steady rate over the last 20 years.



GROWTH PATTERN

While the Township (like most surrounding communities) has experienced considerable growth over the last 20 years, as shown in *Figure #2*, the overall growth pattern in the Township is expected to slow, growing to just 56,507 by the year 2035 according to SEMCOG projections.

FIGURE #2: Population comparison with selected neighbors

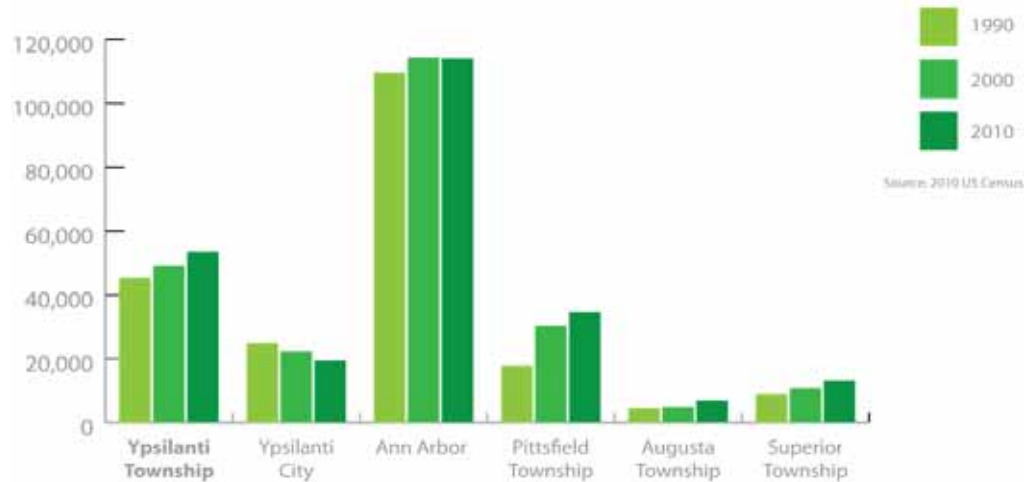


FIGURE #3 : Household comparison with selected neighbors

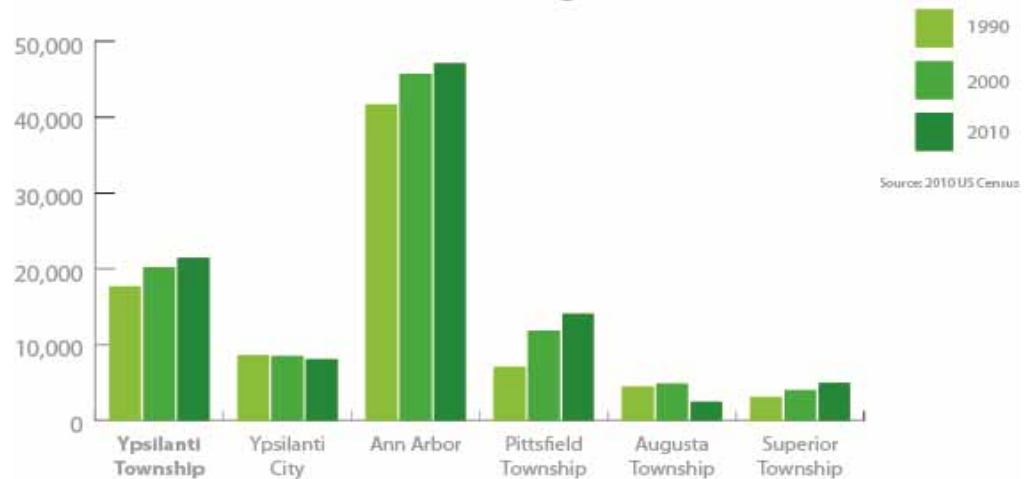


Figure #3 considers the total number of households in each of the comparison municipalities. As is typical of national trends, the reported data indicates that the number of households is growing at a faster rate than the total population, resulting in smaller households.

AGE OF THE POPULATION

SEMCOG estimates for 2035 indicate that the number of retirement age residents will increase significantly, placing additional demands on local and county governments to provide services for senior citizens.

FIGURE #4 : Population by Age Group Ypsilanti Township

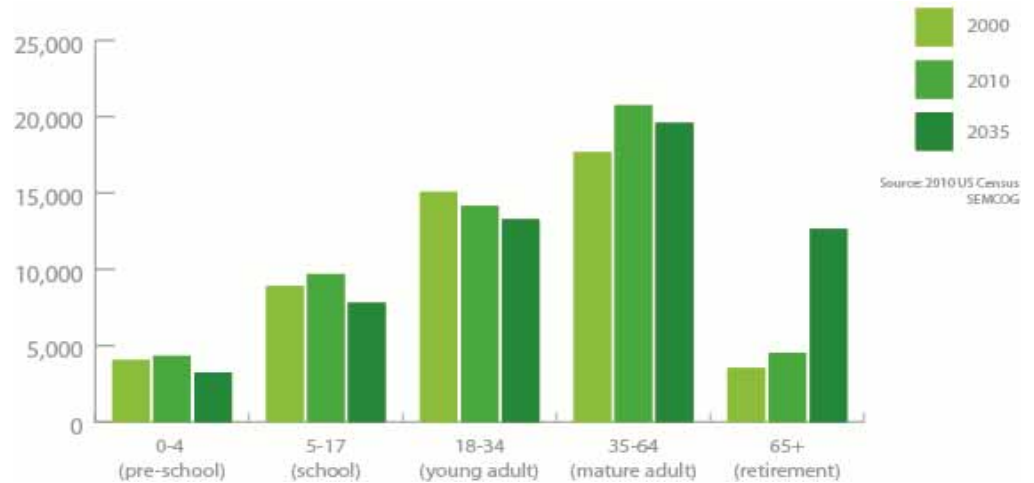
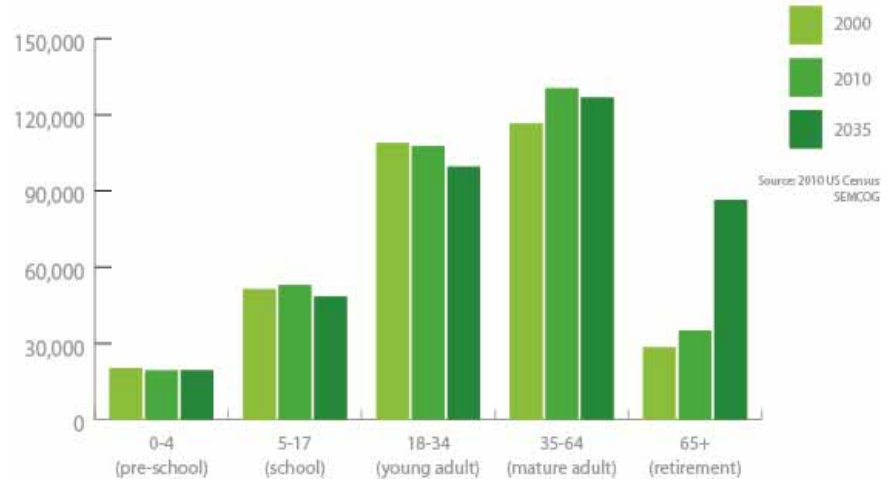


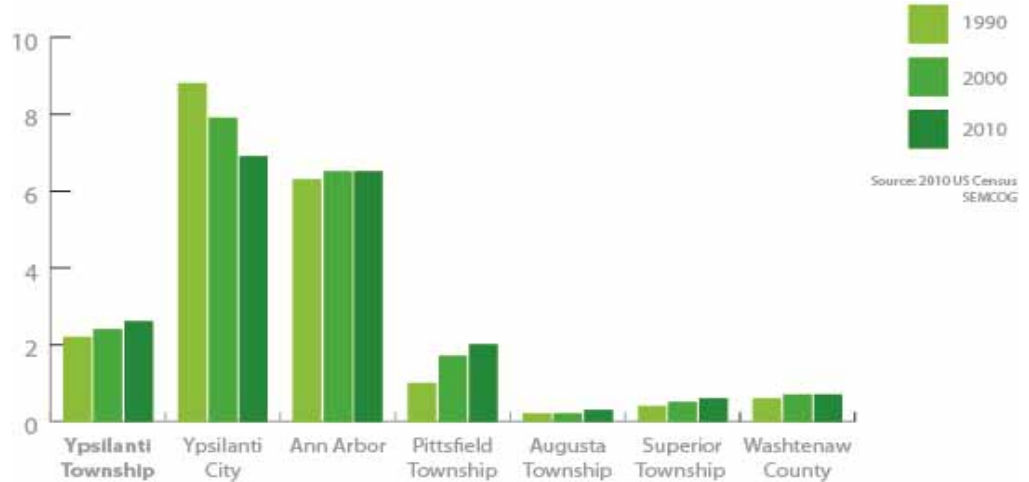
FIGURE #5 : Population by Age Group Washtenaw County



POPULATION DENSITY

Figure #6 shows that Ypsilanti Township's density is 2.6 persons per acre, which is higher than comparable townships in the region..

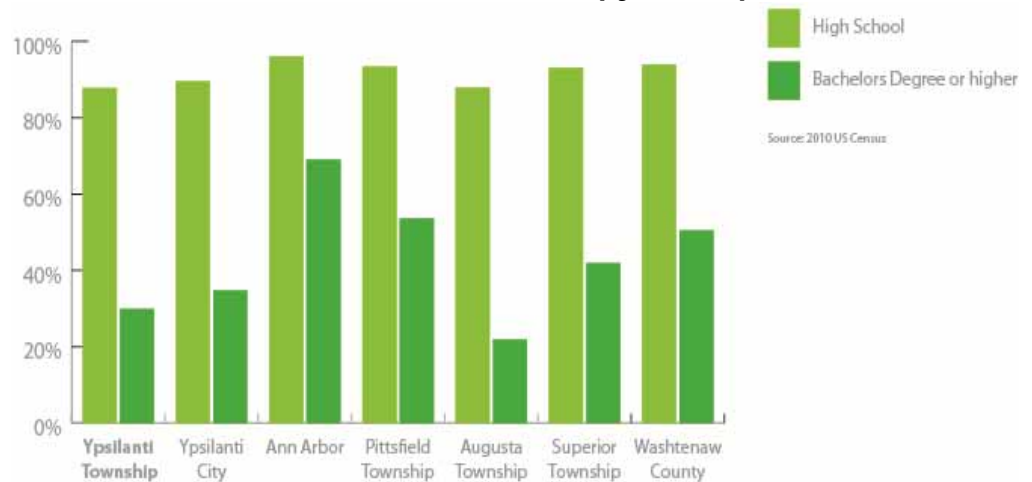
FIGURE #6 : Population Density [persons per square acre]



EDUCATIONAL ATTAINMENT

The percentage of high school graduates in the Township is comparable to surrounding communities, but the percentage of college graduates is lower than most surrounding communities.

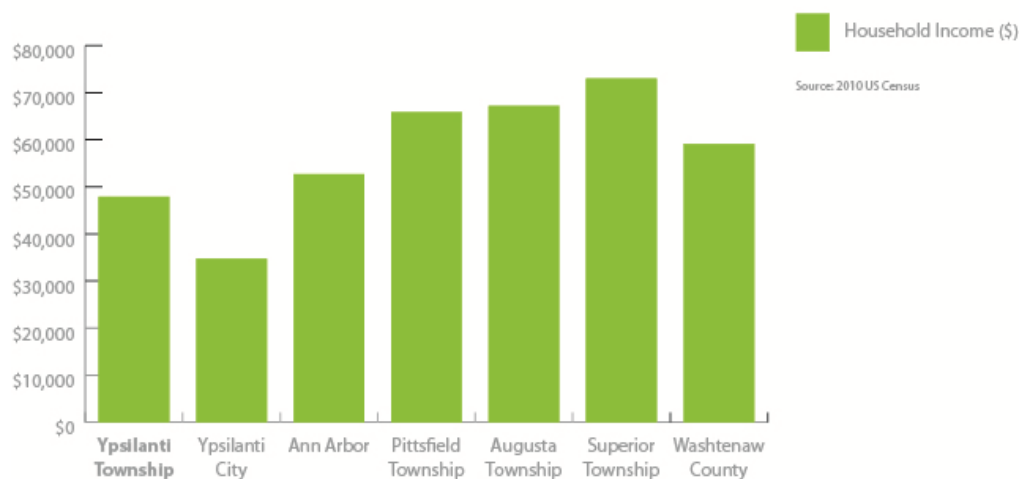
FIGURE #7: Educational Attainment [age 25 or older]



HOUSEHOLD INCOME

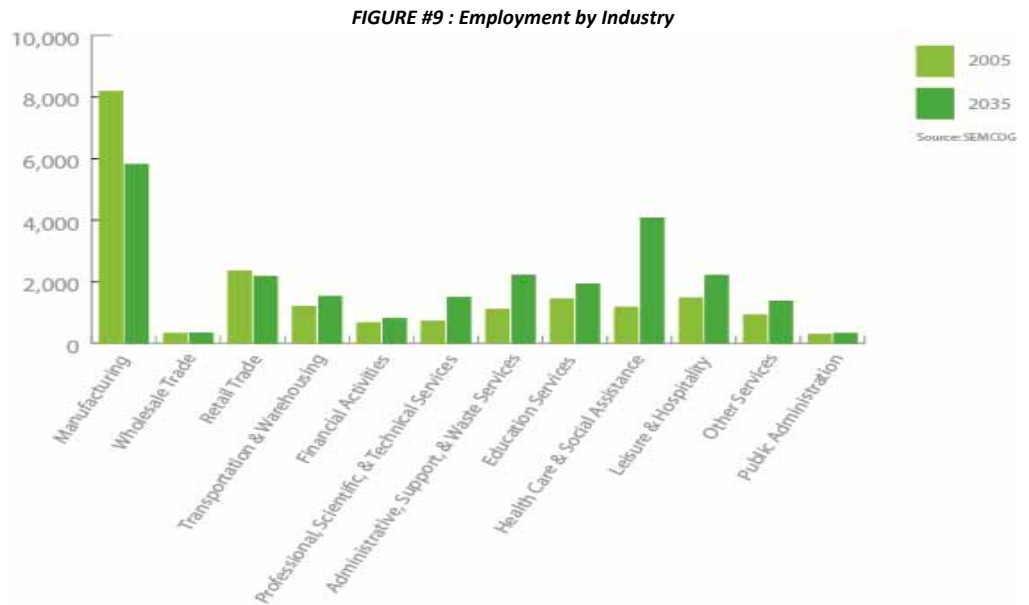
Figure #8 compares the median household income levels of Ypsilanti Township and the surrounding region.

FIGURE #8: Median Household Income



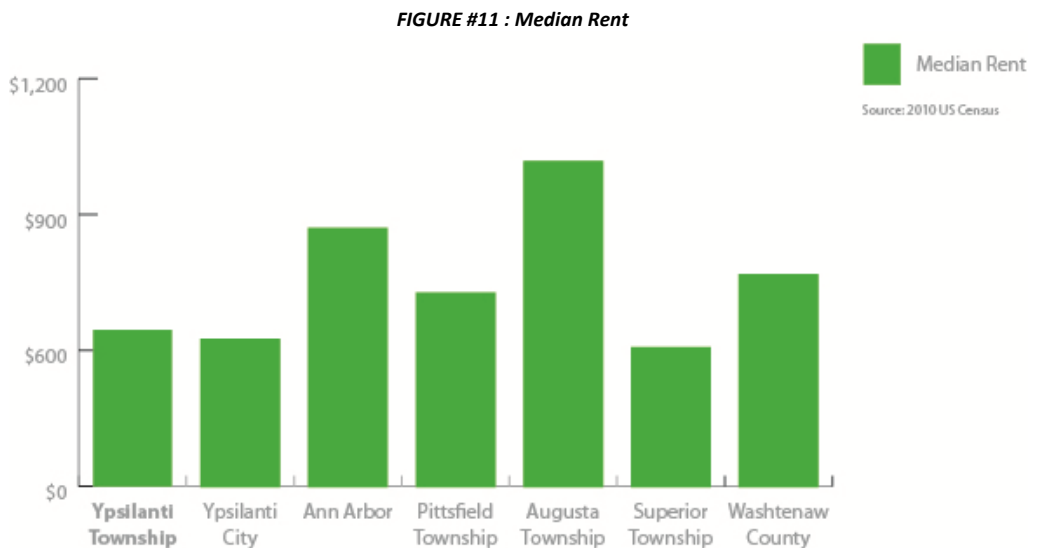
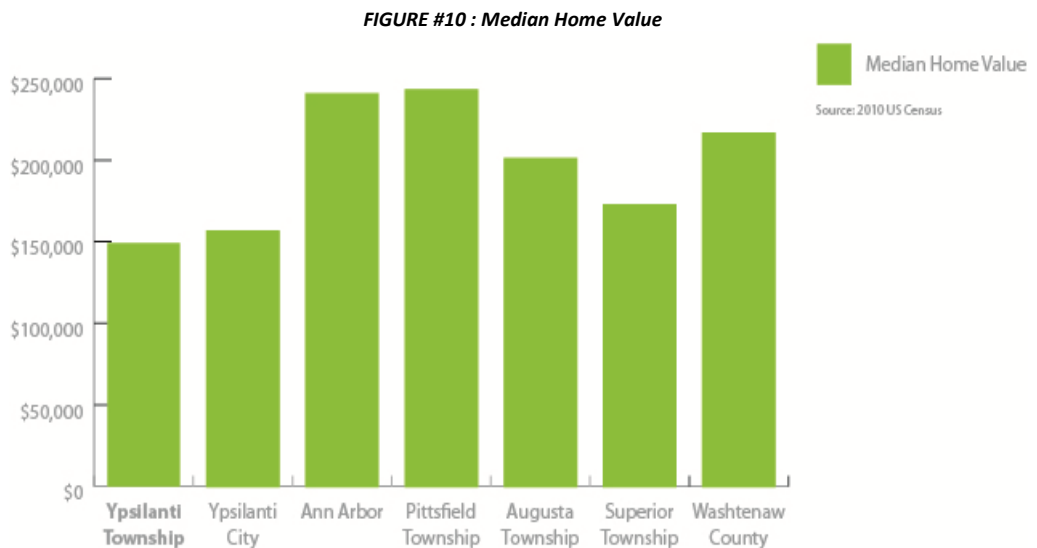
EMPLOYMENT TRENDS

Since 1990, there has been a significant decline in manufacturing employment and a significant increase in service industry employment. SEMCOG projects that this trend will continue, indicating that 54% of the Township's population will be employed in the service industry by 2035.



VALUE OF HOUSING

When compared to surrounding communities and to the County overall, Ypsilanti Township provides more affordable housing than any other community in the area. The Township has the lowest median household value than all adjacent communities and comparable rents, which vary greatly in the region.



HOUSING BY TENURE

Housing tenure in Ypsilanti Township is characteristic of current conditions in Washtenaw County,, with approximately 2/3 of housing characterized as owner-occupied.

FIGURE #12 : Housing Tenure

Municipality	% Owner-occupied	% Renter-occupied
Ypsilanti Township	64.9%	35.1%
Ypsilanti City	43.4%	56.6%
Ann Arbor	49.7%	50.3%
Pittsfield Township	69.9%	30.1%
Augusta Township	96.6%	3.4%
Superior Township	83.1%	16.9%
Washtenaw County	68.0%	32.0%

Source: 2010 US Census

HOUSING OCCUPANCY

Housing occupancy in Ypsilanti Township is also characteristic of current conditions in Washtenaw County, with over 90% of housing units characterized as occupied.

FIGURE #13 : Housing Occupancy

Municipality	% Occupied	% Vacant
Ypsilanti Township	91.4%	8.6%
Ypsilanti City	86.6%	13.4%
Ann Arbor	94.5%	5.5%
Pittsfield Township	94.7%	5.3%
Augusta Township	93.1%	6.9%
Superior Township	92.5%	7.5%
Washtenaw County	93.0%	7.0%

Source: 2010 US Census

CHAPTER THREE

COMMUNITY FACILITIES

To adequately plan future development patterns, public services should be assessed. Responsible planning of the community's land uses and residential densities requires an accurate assessment of community facilities. This process establishes whether the appropriate infrastructure is available to support the demands of new development.

The responsibility of providing public services in Ypsilanti Township is shared by Washtenaw County, the State of Michigan, three public school districts, the Ypsilanti Community Utility Authority and the Township itself.

A. POLICE PROTECTION

Police protection is provided to the Township through contract with the Washtenaw County Sheriff's Department. Providing a safe community is essential. New residents within the Township must be provided a safe environment and current residents should be able to rely on the existing level of service.

Although police protection is through contract with the county, it operates just like an independent police department. Cars are marked and designated for Ypsilanti Township and the main sub-station is located right in the Civic Center on Huron River Drive. The department also participates in an active community policing program. Each neighborhood is assigned a deputy as a contact person. All concerns, issues and situations are directed to and coordinated by this officer. In addition, for every shift a deputy is assigned to patrol the neighborhoods.

The Department of Justice maintains a recommended staffing level of 1 patrol person per 1,000 residents. The Township is operating at slightly below the recommended level of service with **44 deputies for a population of approximately 54,129 people. In order to keep up with the rapid pace of development, the number of deputies hired and assigned to the Township has doubled in the past five years.**

If the past trend of development was to continue, the population would be expected to near build-out in the next 30 years at an estimated population of 71,000 people. In order to maintain the deputy to person ratio, 25-30 more deputies must be assigned to Ypsilanti Township. Supervisors and clerical staff will also be necessary, requiring a total of 30-35 new employees. This will bring the total staff to 90-95 people at build-out of the Township.

As the Township population increases, it has become apparent that facilities utilized for police services is in need of expansion to provide more space for staff, computers and filing. In 2012, the Township entered into a purchase agreement with the State of Michigan to acquire the former State Police Post located on Huron Street. Once the necessary renovations to the facility are complete, the facility will ease the immediate problems of space; however, a long term solution is necessary to accommodate both existing and the future projected staffing needs.

In 2000 the Township expanded and renovated a former fire station located at the intersection of Holmes and Harris Roads to accommodate a new sub-station for the Sheriff Department. The Holmes Road police substation was added in order to better serve the northern portion of the township.

Most of the financing for staff and facilities comes from a special voter approved Township millage and the general Township fund. Ideally, increased population means increased tax base, increased ability to pay for more deputies, and a larger and better equipped facility. In addition, both the existing tax levy and any desired increases must be approved by the voters. However, the reality is that the increase is not proportional to the higher demand for services. Therefore, funding to accommodate increased demand for services is not completely covered by the millage as described in more detail in the fiscal impact analysis.

B. FIRE PROTECTION

The responsibilities of the Ypsilanti Township Fire Department include fire fighting, fire prevention, code enforcement, emergency medical training and community education. There are three fire stations servicing the Township. One of the stations is located in the northeast section of the Township, one is located in the northwest, and the third station is located south of the Interstate.

The department is currently staffed by a total of 35 career personnel. Three individual shifts, each consisting of a Captain, Lieutenant and nine Firefighters, provide fire protection and medical first responder service as their primary duties. Administration and management of the department is coordinated by the Fire Chief, fire inspections, plan reviews and related functions are performed by the Fire Marshal. The projected and current population increases will, in turn, increase the demand on the various emergency services provided by the Ypsilanti Fire Department. The National Fire Protection Association (NFPA) publishes recommended staffing guidelines that cannot currently be met by the Township Fire Department. In order to comply with these standards and maintain a quality level of service, additional staffing is necessary.

Occupational Safety and Health Administration (OSHA) requires a minimum of two firefighters to enter a building and least two firefighters available outside the structure. This standard is not intended to be a staffing requirement; it is



intended to address safety and management practices. Based upon this requirement, typical calls require 8-14 people in-site. Having only four fire trucks and 11 firefighters on duty at one time limits the Township to fight one or two fires at a time. As more development occurs within the Township, the likelihood of the number of fires at one time will likely increase as well. The addition of one fire station and additional staffing will enable the department to fight three, possibly four fires at one time.

The Central Fire Station on Ford Road was built in 1992. The substation located at Textile Road underwent major renovation and expansion in 2004. The Hewitt Road substation underwent renovation in 1998. To more accurately assess this condition, the Department anticipates preparation of a comprehensive capital improvements program utilizing NFPA and OSHA standards and their information system computer program.

An important measuring tool in determining the effectiveness and quality of fire protection services is the response time to calls. The response time in the southern portion of the Township is 6.38 minutes and 5.21 minutes in the north end, measured from the time the call comes in to the time of arrival to the scene.

These response times generally meet accepted averages; however, there is a 20 % difference in times between the southern and northern portions of the Township. This inconsistency is attributed to the following:

- Increased traffic congestion impacts the ability to provide adequate response times
- The majority of the Township south of the Interstate is under-served due to only one fire station in the area
- New residential development designs increase response time due to limited access points
- Physical barriers within the Township create limitations to response time (e.g. Ford Lake, I-94, railroad)
- In the eastern portion of the Township, just north of Ford Lake, there is an under-served pocket
- A concentration of high risk uses such as industrial and mobile home parks are present in the eastern portion of the Township, south of Ford Lake

These issues require action. Solutions to these issues are listed below.

- Initiation of a master plan for facilities and budget
- Relocate the station currently located south of the interstate, further east, toward Rawsonville Road to better serve the higher risk uses and improve service to the pocket of development located northeast of Ford Lake
- Build a new fire station in the southwest portion of the Township (desired location is Hitchingham and Stoney Creek Road) to serve the new development area and better serve station three

It should also be noted that maintaining an acceptable level of service not only addresses fire protection but it also makes Ypsilanti Township a more desirable community. Based on an evaluation of fire protection provided, the Insurance Services Organization (ISO) establishes a rate class for the area to determine insurance rates. Most of Ypsilanti Township is rated Class five out of ten classes (Class one being the highest). Maintaining and improving this class will result in substantial decreases in insurance rates for industrial and commercial uses and be an additional incentive to locate in the community.

C. PARKS AND RECREATION

Review of both the 2008 Parks and Recreation Master Plan and 1997 Multi-Purpose Community Center Feasibility Study provides information relative to the projected needs of the Township as it relates to parks and recreation. These documents are incorporated by reference to the Master Plan. The 2008 Parks and Recreation Master Plan provides a complete inventory and analysis of parks and recreation facilities in the community and provides short and long term recommendations for the community to follow and implement. Generally, the plan recommends acquisition of new parkland/open space while also suggesting the liquidation of some underutilized parcels while also promoting more efficient use of existing Township parks to accommodate the diversity of recreation interests. Non-motorized pathways were also listed as a priority to connect residents to various sources of recreation in addition to key destinations such as schools, community buildings, retail, etc.

The Township adopted the Parks and Recreation Master Plan in 2002, which contains specific goals and recommendations relating to parks and recreation. This plan, and future updates are incorporated by reference as part of this Master Plan.

Parkland Acreage Estimates		
	2010 Estimate	2030 Projection
Population	53,362	70,073
Recommended Acreage¹	534 acres	701 acres
Comparison to Existing²	+323.84 acres	+156.84 acres
Source: 2002 Parks and Recreation Plan; SEMCOG 1= 10 acres of parkland is recommended for every 1,000 residents; NRPA 2= Parkland acreage totals 857.84 acres		



Sunset over Ford Lake Park

D. PARKLAND

Ypsilanti Township has approximately 850 acres of Township-owned parkland located throughout the community. In addition, there are open space areas within neighborhoods, a Washtenaw County park, and several school playgrounds and fields. A noteworthy asset in the community is Ford Lake. Public access is provided for watercraft and for those that just want to sit, relax and enjoy the views. The table above summarizes the amount of parkland that is available for residents.

The table below compares existing parkland acreage to population needs as recommended by the National Recreation and Parks Association (NRPA). As shown, the Township provides parkland acreage that exceeds population size demands. There are, however, other factors when considering parkland needs and desires including the proximity of parkland to neighborhoods, preservation of natural features, and greenway connections between neighborhoods, community facilities and commercial areas.

Ypsilanti Township Parkland Summary

Park Name	Acreag	Facilities
Appleridge	43	Ballfields, ball courts, picnic areas
Bud & Blossom	2.9	Picnic areas
Burns	1.9	Tennis courts, play equipment, picnic area
Community Center and Green Oak Golf Course Site	157.3	Community Center: gym, racquetball, restrooms, classrooms, parking Golf: 9-hole course with concession, parking, and restrooms
Clubview	10	Variety of sports, picnic areas, trails
Dodge Court	0.4	Undeveloped
Ford Lake	98.0	Variety of sports, picnic areas , boat launch
Ford Heritage	106.0	Undeveloped
Fairway Hills	6.6	Undeveloped, trails
Grove Road Overlooks	0.3	Overlook to Ford Lake
Harris	4.0	Play equipment, trails, ballfields, picnic
Hewens Creek	190.64	Undeveloped
Huron River	26.0	Undeveloped
Lakeside	20.9	Play equipment, park shelters, restrooms
Lakeview	3.6	Play equip, trails, ballfields, picnic areas
Loonfeather Point	11.2	Play equip, picnic, soccer, fishing pier
North Bay Park	139.0	Golf course, play equip, fitness, restrooms
North Hydro	10.0	Undeveloped
Nancy	6.1	Play equipment, ballfields, ball courts
Pine	1.4	Play equipment, backstop
Rambling Road	2.6	Play equipment, ballfields, ball courts
Sugarbrook	5.0	Ballfields, play equipment, ballcourts
South Hydro	2.8	Undeveloped
Tot Lot	0.3	Play equipment
Watertower	0.8	Play equipment, picnic area
West Willow	2.5	Ballfields, ball courts, picnic areas
Wendell Holmes	4.6	Ballfields
Total Acres:	857.84	

Source: 2008 Parks and Recreation Plan

E. MULTI-PURPOSE COMMUNITY CENTER FEASIBILITY STUDY

A more detailed analysis is necessary beyond evaluating national standards due to recent trends in recreation as well as the actual needs of Township residents. Both factors are important to accommodate existing and future residents of the Township. To begin, certain trends were defined to guide the process. Overall, these trends emphasize the importance that recreation has in the lives of Township residents. It is critical to include these elements in the evaluation of essential community facilities. These trends include the following:

- People look to the recreation system of the community to positively impact their lifestyle and behavior. For example, recreation often takes a leadership role in youth development and crime reduction.
- There has been an increase in female participation in sports. This results in new requirements of equipment and supplies, the scheduling of game and practice times and change in facilities.
- Family lifestyles are changing. Increasing amounts of two person working households, smaller household numbers, fewer traditional families and early retirement suggest the recreation activities must be provided at a broader range of times and days. These facilities are also becoming a focus for family interaction when the opportunity is available.
- The relationship between physical activity and overall good health is increasingly recognized and actively promoted.
- There is an increasing interest in arts and culture. As a result, municipalities will be required to provide new programming opportunities in arts and cultural activities, as well as support this sector to ensure its continued growth and success.
- Multi-purpose facilities have progressed to include the following: aquatic facilities, fitness facilities, weight training, racquet sport facilities, gymnasias, arena facilities, senior centers, youth facilities, and minority group programming.

Clearly, to accommodate the needs of residents, specific trends must be considered. In addition to analyzing trends, telephone surveys, interviews, surveys and briefs were conducted to solicit resident input. Of the 352 households surveyed by telephone, 76.9% supported a new multi-purpose center through a $\frac{1}{4}$ millage rate increase and 68.8% of the 352 households support $\frac{1}{2}$ millage rate increase. This support was strengthened through the interviews and surveys, demonstrating a fairly high level of community support for the multi-purpose center.

In summary, the study indicates that there are some deficiencies in the Township recreation facilities. Specifically, they do not adequately serve the needs of residents and some facilities that do serve the community are in need of upgrades. In order to accommodate the expectations of existing and future residents, improvements are needed and many new facilities must be provided.

F. CIVIC CENTER COMPLEX

The civic center facility was built in 1973 and houses the administrative services for the Township. The 14-B district court is also part of this facility as well as the main Township branch of the Washtenaw County Sheriff Department. Also located on the site is a service garage for motor pool and equipment maintenance.

The land area of the complex is 57 acres. Approximately 31 acres are used, leaving 26 acres for future expansion. A new Ypsilanti District Library was developed in 2001 on the site fronting on Whittaker Road.

G. EDUCATIONAL FACILITIES

Similar to protective services, it is important to provide adequate educational services to ensure quality education for existing and future students. Planning the future development of the Township should involve an understanding of the need for educational services for residents of all ages.

Conveniently located within minutes of the Township boundaries are three significant educational institutions for post high school graduates. Within neighboring communities are Eastern Michigan University and Washtenaw Community College. Approximately 15 minutes west of the Township is the University of Michigan, located in the heart of downtown Ann Arbor. All three institutions offer a wide range of under graduate and post graduate programs as well as continuing education courses.

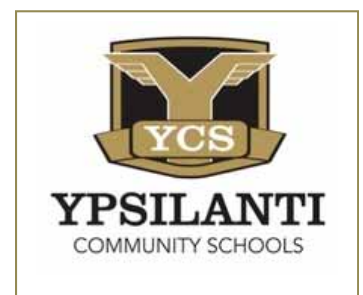
Three public school districts are located within the Township and are discussed below. The major constraint to schools is that, by law, the district may only estimate enrollment increases five years into the future. Projections are commonly used to justify construction of new schools or expansion of existing schools. Therefore, long range future improvements cannot be projected and acted upon; they become, to some extent, reactionary.

Lincoln Consolidated Schools

The Lincoln School District encompasses the majority of the southern portion of the Township, while all of the facilities are located within Augusta Township. The campus includes 4 elementary schools, a middle school and a high school. The district also owns the Bessie Hoffman building located in Sumpter Township. Over the past 5 years, the district has seen a decline in overall student numbers. Student population has decreased from approximately 5,000 students in 2007 to 4,352 students in 2012.

Ypsilanti Community School District

On July 1, 2013, the community witnessed the merger of the Ypsilanti Public School District and the Willow Run School District to become the Ypsilanti Community School District. This merger became necessary as both districts continued to find themselves with declining student populations and increasing debt. With the merger, the district will open the 2013 school year with an estimated 4,800 students.



Van Buren School District

This district is located within the eastern portion of the Township and enrolls just over 5,100 students. This area of the Township is primarily built-out; therefore, future development of the Township will not likely affect enrollment in the district. The district recently constructed a new high school facility within Van Buren Township that was intended to upgrade the facilities not necessarily to increase capacity.

H. COMMUNITY INFRASTRUCTURE

Municipal water and sanitary sewer services are essential components of the urbanized areas of the Township as well as the developing areas in the south. A majority of the Township is provided public water and public sanitary sewer services through the Ypsilanti Community Utility Authority (YCUA), while the remaining properties must rely upon on-site well and septic systems. The availability, condition and capacity of these facilities are key components in the managed and healthy growth of the Township as the region is experiencing rapid growth pressures.

YCUA originated in 1974 from an alliance between the City of Ypsilanti and the Township. YCUA was originally formed as a regional utility to provide wastewater treatment to the two communities and later expanded to include sewer and water distribution systems. Over time, the system has expanded its services to other communities. The Authority is governed by a five-member Commission, comprised of two City of Ypsilanti and three Ypsilanti Township representatives. Day-to-day operations are overseen by the YCUA director, with the Board of Directors responsible for establishing policy and approving bond requests and proposed rate changes.

Water System

YCUA is a regional distributor of water for communities in both Washtenaw and Wayne Counties including the City of Ypsilanti, and the Townships of Ypsilanti, Augusta, Superior, Pittsfield, Canton, York, and Van Buren. The original source of public water within the YCUA district is provided by the Detroit Water and Sewerage Department (DWSD) and is treated at two different plants, the Southwest Water Treatment Plant, located in Detroit, and the Springwells Water Treatment Plant in Dearborn. Water intake occurs at these plants and is treated prior to distribution to the YCUA facility for redistribution to its customers.

The water distribution service area covers all of Ypsilanti Township. The service area is divided into three pressure districts to provide adequate minimum and maximum pressures for all areas. Currently the Township has one connection point to the DWSD system at Wiard Road through a 30 inch water main. The Township's distribution system is primarily developed in the northern portion of the Township while additional growth is expected in the southern portion as agricultural lands are converted into residential neighborhoods.

The Township currently contains three pump stations along Bridge, Ellsworth, and Holmes Roads and two booster pump stations on Textile and Merritt Roads. YCUA continually evaluates the overall water distribution system so to insure the Township's projected water needs.

Ypsilanti Township's average water demand is 14 million gallons per day.

Because of greater use, maintenance of the system has increased. In particular, water main pressure has been increased, primarily in the summer, resulting in increased incidents of main breaks and repairs. These improvements are more difficult to swiftly implement due to the cost and impact construction has on the surrounding environment. Future planning for the system must incorporate increased maintenance costs to upkeep this expanding system.

Sanitary Sewer

YCUA provides wastewater services to the entire boundaries of City of Ypsilanti and Ypsilanti Township and to portions of Augusta, Pittsfield, Sumpter and Superior Townships. In addition, YCUA provides service to the Western Townships Utility Authority, or WTUA, which serves Canton, Plymouth, and Northville Townships.

The Township, together with the City of Ypsilanti, contracts with YCUA to handle approximately 50% of the total available capacity (or 14.45 million gallons per day). The system is centered within Ypsilanti Township and includes a series of pump stations, interceptors, and trunk sewers.

The YCUA Wastewater Treatment Facility began operating in 1982 at its site on State Road near Willow Run Airport. The plant provides on-site tertiary treatment and disinfection before discharge into the Rouge River, some five miles away.

The capacity of the wastewater treatment plant allows for 51.3 million gallons of wastewater per day. It is currently operating well within its expanded capacity at 22.3 million gallons per day, or 44% of total capacity. The 2006 expansion was for the planned for the future growth of the service areas until 2025. Additional future development will require substantial upgrades including but not limited to extension of service lines, additional capacity and increasing the width size of distribution lines.

Electrical Power

DTE Energy provides electrical power service to Ypsilanti Township and the majority of the metro Detroit region and southeastern Michigan. The Township requires electrical lines being placed in new subdivisions to be placed underground in order to preserve viewsheds throughout the Township.

Due to a number of previously documented deficiencies within the electrical distribution network, DTE has taken measures to upgrade the system including the installation of a substation along Whittaker Road. While the electrical system is not within the Township's jurisdiction, the capability of the system should continue to be considered to ensure there is adequate service for future development. Ongoing communication between the Township and the utility providers is essential to ensuring capacities for existing and new development.

CHAPTER FIVE

TRANSPORTATION

A. EXISTING CONDITIONS

ISSUES AND OPPORTUNITIES

- Most of the roads in the township are under the jurisdiction of the Washtenaw County Road Commission. The Michigan Department of Transportation (MDOT) has jurisdiction of I-94, Washtenaw Avenue, and Michigan Avenue. Coordination with these agencies is critical.
- Major roadways with high traffic speeds/volumes, the I-94 expressway, and Ford Lake pose challenges to having a complete, linked, non-motorized system with direct connections
- The Township has completed a number of bike paths since the 1997 Non-Motorized Plan and has several more planned in the next few years
- Some roads lack sufficient right-of-way to accommodate the current number of vehicle travel lanes plus room for sidewalks and separate lanes
- Bemis Road, a major east-west thoroughfare across municipal boundaries is mostly unpaved within the Township
- The township has an increasing number of seniors. In the future, some of those residents may need an alternative to driving, such as public transit
- Much of the development pattern is suburban and designed with a focus on auto access and parking, with less focus on pedestrians and bicyclists

The Township has adopted both a Non-Motorized Pathway System Plan in 1997 and the Master Thoroughfare Plan in 2000 which contain specific goals and recommendations relating to transportation. These plans are incorporated by reference as part of the Township Master Plan.

FUNCTIONAL CLASS

There are a variety of roadway types in the township, ranging from expressways to major roads like Washtenaw Avenue to neighborhood streets. Efficient roadway planning recognizes the different functions of different streets – some to more larger volumes commuters, some to provide access to jobs or homes. In recognition of these varied roles, the roads have been defined into specific categories called “functional classification”. This functional classification system, or hierarchy of roads, describes the roles to move traffic or provide access. This hierarchy ranges from major roads called “arterials”, such as Michigan Avenue or Washtenaw Avenue, which provide crosstown movement to local subdivision streets.

The intended function of the road influences planning, management, and physical design.

The functional classification system in Ypsilanti Township is based upon the National Functional Classification use in the Ann Arbor area. The four types of classification are:

Expressways: I-94 serves as the principal route between Ypsilanti Township and Detroit. Ecorse Road is also a limited access highway through Ypsilanti Township.

Arterials: There are a number of roadways which move traffic throughout the Township and provide connections to adjacent communities and the interstate system. Michigan Avenue, Whittaker Road, Textile Road, Rawsonville Road are among the major arterials. The primary function of these roads is to move traffic. A secondary function is to provide access to adjacent land uses. To maintain good traffic flow and safe conditions, access driveways must be carefully managed.

Collector: The collectors serve to assemble traffic from local roads and subdivision streets of residential neighborhoods and deliver it to the arterial. Collectors will also serve to provide access to abutting properties.

Local Streets: Local streets serve primarily to provide access to property and homes. These roadways are generally short, and generally provide connection to collector streets.

VOLUMES AND CRASHES

In the past, transportation planning in Ypsilanti Township generally looked at widening roads and intersections where there were poor traffic operations. More recently there has been a change to the approach to design roads for target speed, types of users, and more emphasis on safety rather than just capacity. This has led to roundabouts being considered as an alternative generally for their safety benefits, and instead of adding lanes, reducing lanes to slow speeds down and increase safety. The Washtenaw County Road Commission, Washtenaw Area Transportation Study and MDOT monitor volume and crash data to help identify where improvements are needed. Some of the data available at the time of the plan's writing are shown on Map x.

TRANSIT ROUTES

The Ann Arbor Area Transit Authority provides bus service for the region. A transit center is currently located in the City of Ypsilanti and operates a number of routes. These routes include 3, 4, 5, 6, 7, 10, 11 and 20. Riders are provided access to local shopping centers, neighborhoods and educational facilities. A number of routes follow portions of the major corridors in the northern section of the Township, but service is limited south of I-94 to only Route 20. The availability of transit service in the northern section of the Township provides opportunities for transit oriented development, as recommended in Chapter 5 Future Land Use. In addition, all transit stops need to be enhanced for a safer more welcoming environment for riders. All new development needs to be

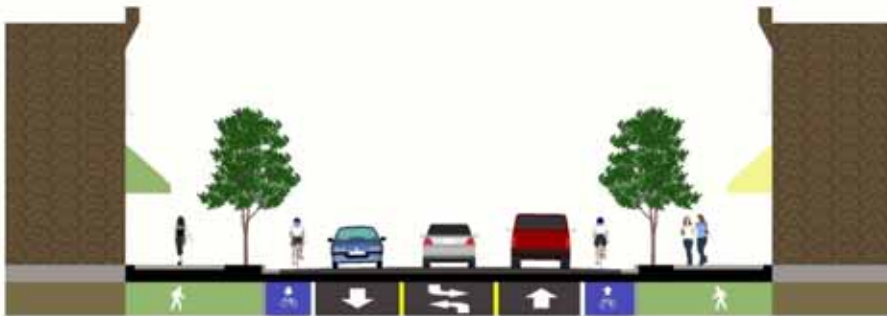
evaluated from the standpoint of creating a multi-modal transportation system, particularly along the Urban Corridors and in the new Town Center.

B. COMPLETE STREETS

Philosophies about transportation planning are evolving from a predominantly auto, or motorized-orientation to one that considers the entire traveling public. This approach of considering the function of the whole corridor and all who use it for transportation purposes is referred to as “Complete Streets.”

Prior to the proliferation of modern automobiles, towns developed in a compact fashion to remain proximate to goods and services. Now that automobiles and our transportation system facilitate longer travel distances, society has moved away from these traditional development patterns, shifting the purpose of transportation from that of practical need to one of convenience. As the ill effects of these patterns are revealed, society is revisiting the more tested, traditional concepts for other reasons as well.

Walking, biking and other non-motorized forms of transportation are gaining in popularity for physical fitness and transportation purposes, causing renewed attention to the facilities provided for them. Not surprisingly, after years of neglect, pedestrian and non-motorized systems no longer provide the connectivity, convenience and safety needed to serve modern users.



Benefits of Complete Streets

While the concept was largely driven to address the safety concerns associated with the high-speed, higher volume nature of today’s streets, the benefits of Complete Streets are even broader reaching:

- **Safer Roads.** Roads built today often carry high volumes and faster speeds, resulting in higher crash rates and more severe accidents, especially to bicyclers and walkers. Road design can provide great safety benefits if it considers all users.
- **Reduced Emissions.** Vehicle miles account for the release of carbon dioxide and other greenhouse gases into the atmosphere, with resultant higher emissions and increased oil consumption.
- **Healthier Lifestyles.** By implementing a program that encourages more active transportation, residents benefit from healthier lifestyles, improved environmental quality, economic prosperity, and better

Bike Lane – A portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists

Bike Path – A bikeway physically separated from motorized vehicular traffic by an open space or barrier within the right-of-way

Bike Route – A segment of a system of bikeways designated with appropriate directional and informational markers

Bikeway – Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes

Adapted from 1997 Non-Motorized Plan

quality of life. Less physical activity results in greater obesity and health insurance costs, and contributes to declining commercial streets. All of these consequences, when combined, create a compelling argument to consider alternatives to the status quo.

- **Livable Streets.** Streets bustling with activity, less concerning traffic conditions, and additional recreational activity all combine to create ideal places.
- **Economic Stimulus.** Because of their positive effects on the environmental, economic, and physical health of communities, citizens are choosing to live in areas where such measures are being taken. It has been shown that reduced traffic can boost residential property values and local commercial sales, reduce crashes, and decrease oil dependency.



A sidewalk and bike lane in Ypsilanti Township

In reviewing the 2010 census data provided in Chapter 2, the Township continues to see an increase in the number of senior citizens throughout the Township. Senior citizens often require access to public transportation in their daily lives. With the increase in the Township's senior population and the ongoing general population increases seen within the southern portion of the Township, consideration of an expanded public transit service should be reviewed on a regular basis. As population densities south of the freeway increase, the demand for such services will also increase as time goes on.

Walkable Neighborhoods

Neighborhoods need an integrated pedestrian circulation system which conveniently links them together, provides strong connections and is unified with public gathering places. A majority of the older neighborhoods have sidewalks while Township ordinance currently requires that all new residential developments also include sidewalks and bike paths. The Township should continue to work towards maintaining and enhancing non-motorized linkages between neighborhoods and surrounding recreation, civic and shopping destinations to maintain this sense of a walkable community.

As the neighborhoods are developed in the southern portion of the Township, a system of non-motorized transportation needs to be included with all developments to create a walkable community. All neighborhood streets are required to have sidewalks. 10-foot wide bike paths are also required where a development fronts on a major road that is designated for a pathway in the Non-Motorized Pathway System Plan prepared and adopted by the Township in 1997. Paved pathways should be required within open space areas of PD's. Stone or wood chip paths or wooden boardwalks should be provided instead of paved pathways in areas with sensitive environmental features.

The Washtenaw Area Transportation Study has developed a Non-motorized Plan for Washtenaw County which serves as a resource to help implement walkability within neighborhoods.

Sidewalks and Pathways

PRIORITIES FOR SIDEWALKS AND PATHWAYS

- Construct the shortest segments that result in the longest contiguous lengths of trail, i.e., fill the gaps between the longest segments of existing pathways.
- Construct paths in neighborhoods where few exist, linking residents to shops, parks, schools, and to other neighborhoods.
- Construct paths along the heaviest traveled vehicular-use streets.
- Construct paths serving the largest areas of population.

Adapted from 1997 Non-Motorized Plan

Consistent with the Township Non-Motorized Pathway Plan, sidewalks and bike paths should be required along all major road frontages. Existing, planned, and proposed paths are shown on **MAP X**. All pathways should provide safe, ADA compliant crossings across streets, driveways and railroad crossings. Certainly, a top priority is also repairing and replacing existing sidewalks which are in poor condition. The minimum width of sidewalks must be five feet and bike paths are required to be ten feet. To further enhance the benefit of the sidewalks, connections should be incorporated into site design that safely link pedestrians from the right-of-way to the business entrances. The Township should investigate taking advantage of funds available through the Safe Routes to School program that is offered by the State to improve access to community schools. Other potential funding sources may include Boarder to Boarder or Connecting Communities through Washtenaw County.

The Non-Motorized plan proposes a number of strategies to develop a comprehensive non-motorized path system throughout the community. These strategies are listed below:

- Develop multiple-use, non-motorized pathways along all the township’s major roadways to ensure adequate connection throughout the community.
- Enhance connections to Ford Lake and its park system.
- Create connections between adjacent sites beyond the roadway.
- Promote the construction of more, and/or improved, pedestrian bridges over I-94
- Consider pathways from a regional perspective by accommodating connections to adjacent communities.

As part of the ReImagine Washtenaw effort, the Township is evaluating the feasibility of a pedestrian bridge across I-94 at Huron.

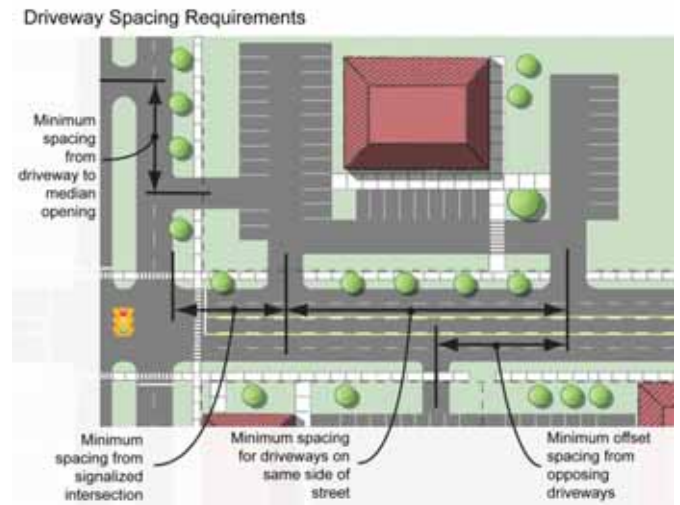


A map prepared as part of Washtenaw County's ReImagine Washtenaw project shows sidewalk gaps along Washtenaw Avenue in the Township

C. ACCESS MANAGEMENT

The goal of access management is to provide standards which will facilitate through traffic operations and improve public safety along major roadways. The access guidelines have two functions; to protect the public investment in the roadway by minimizing congestion and accident potential; and to provide property owners with reasonable, though not always direct, access. The established Township access management standards are relatively general and do not cover all the necessary elements. The ordinance should be updated to incorporate the following:

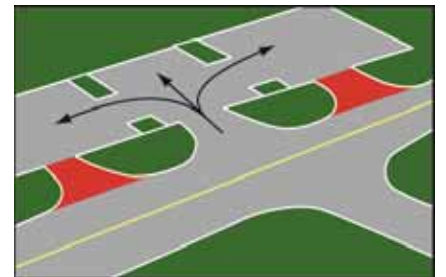
- Number of driveways per site
- Shared driveways and shared access
- Sight distance
- Driveway spacing and location
- Driveway design and construction standards



With updated standards, new development projects should be required to follow all requirements related to access management. However, the real challenge lies with sites along the developed business corridors where there are established traffic patterns and numerous existing driveway locations. Many older sites have multiple driveways while others have one wide curb cut that extends the width of the site. These conditions create unsafe and unregulated traffic flow into and out of the parking lot.

Ensuring safe and convenient access and traffic flow is a high priority for the Township because it affects not only the individual sites; it also affects the traffic flow along the roadway. Access management has a direct relation to public safety within the Township. Therefore, as corridors develop or redevelop, the five elements of access management should be strictly evaluated in accordance with Township standards. Although there are many elements of the site that may require gradual upgrade, access management should be an issue of highest priority during site plan review.

Ypsilanti Township was part of a corridor-wide access management plan for Washtenaw Avenue that identified driveways that can be consolidated. The Township can apply the same principles to other major roads to reduce crashes and preserve capacity.



One change since the Washtenaw Access Management plan was prepared is the ReImagine Washtenaw Study. The preferred alternative for Ypsilanti Township includes a narrow median. Installation of a median would require consolidation of driveways to in order to reduce the need for interruptions in the median to allow for turning movements.

D. TRAFFIC CALMING

Historically, a primary goal of traffic engineering was to provide an efficient, fast, and safe movement of traffic through the road network. As areas develop and traffic volumes increase, fast, and efficient roadway design in neighborhoods contributes to problems related to cut-through traffic, especially when the adjacent arterial streets become congested and motorists begin

seeking alternate routes. In order to alleviate these traffic problems, traffic calming measures can be employed, particularly in residential neighborhoods.

The Institute of Transportation Engineers defines traffic calming as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.” Traffic calming measures are both regulatory features and/or design of a street that causes drivers to slow-down and be more attentive. Traffic calming is a way to visually and physically impede speeding in residential areas. The physical change is in the road parameters and the psychological change is the “feel” of driving environment of the road and reduce the speed of vehicles. The intent is that this reduction in speed will reduce crashes, air pollution and congestion levels, and noise pollution and generally improve the environment of the street. Some of the most common traffic calming devices are as follows:

- **Speed humps** are vertical constraints on vehicular speed and are designed according to a safe vehicle speeds (15 to 20 mph). They raised areas that extend across the width of the pavement and range between 2-4 inches in height and 14-22 ft in length. Specifications on speed hump design are site specific and dimensions are unique to each location area.
- **Speed tables** are vertical constraints, similar to speed humps, and constructed with a table or flat portion in the center. They can create a street environment that is pedestrian friendly by being used in combination as a raised crosswalk. They provide visual enhancement, reduce vehicle speed and enhance the use of non-motorized transportation.
- **Street narrowing, slow points, or chokers** include curb modifications, channelization, and sometimes landscaping features that narrow the street to a minimum safe width. They are often installed at intersections to reduce speed and/or redirect traffic. They provide for larger areas for landscaping, enhance the neighborhood, facilitate loading and unloading and optimize the pedestrian crossing locations.
- **Angle points or chicanes** are curbed horizontal deflections in the path of vehicle travel. They are built along the edge of travel-way similar to street narrowing treatments. They use physical obstacles and parking bays, and are staggered so drivers must slow down in order to maneuver through the street. Trees are often used at the slow point to restrict driver vision and create a feeling of a “closed” street.
- **Median slow points or channelization** include center located island that divides the opposing travel lanes at intersections or at mid-blocks, pedestrian refuge treatments and the other standard forms of intersection traffic control islands. These are aimed at reducing speeds while enhancing the pedestrian crossing points and safety.
- **Intersection diverters** are features that partially close an intersection to limit the allowable turning movements and divert traffic. They are used to convert an intersection into two unconnected streets, each making a



sharp turn. This alters traffic flow patterns and limits the ability of vehicles to cut-through residential neighborhoods.

- **Street closures** are highly constrictive and affect the network traffic flow by eliminating neighborhood traffic from cutting-through.
- **Roundabouts** are raised, center rotary islands that are used as a replacement for traffic signals and stop signs at intersection. While these can be used as an effective intersection control, they also have an added traffic-calming benefit by deflect vehicles out of their normal path, slow traffic, and reduce the number of conflict points. They also improve capacity, safety and improve neighborhood aesthetics.
- **Getaways or perimeter treatments** are visual and physical treatments used to communicate a message to drivers entering residential neighborhood. Traffic signs, intersection narrowing, medians, textured pavement surfaces such as brick and landscaping features are often used to create this effect. Entry treatments are used to increase driver awareness to changes in roadway environment.



Implementing a traffic calming program should consider the following:

- Traffic calming measures should be looked at from an area-wide traffic calming prospective.
- Traffic calming measures should be used as speed controls rather than volume controls to prevent the diversion of through-traffic to parallel residential streets
- It is important to highlight the presence of traffic calming measures by landscaping and treating the street edges. These measures complement the engineering design by softening the appearance of speed humps and enhancing the appearance of more aesthetic measures such as chicanes and traffic circles. Also, landscaping measures can enhance engineering measures and make them more effective and safer by highlighting their presence.
- Traffic calming devises should be designed in coordination with emergency services to ensure that safe emergency vehicle access is maintained to all areas. Details such as mountable curbs and gutters can often help resolve the problem.
- A risk management program should be implemented to minimize liability issues through proper design, signage, and lighting of traffic calming devises.

It is important to incorporate traffic calming measures during the planning and design phases of new residential areas. This greatly reduces future problems and will help maintain the value of the neighborhood. The cost of traffic calming measure when incorporated in the planning and design phases of the project is minimal. However retrofitting an existing intersection or residential roadway segment with traffic calming measures could be significantly expensive.

Context Sensitive Design

While the Township does not have control over road improvements, it can work with MDOT and the Road Commission to ensure roadway design complements

the different character patterns across the township. The same number of lanes should look different in different parts of the Township, considering users for the area and amenities, such as streetscaping that complements the character of the district.

E. REIMAGINE WASHTENAW PUBLIC ACCESS PLAN

After the ReImagine Washtenaw vision plan was completed by Washtenaw County in 2009, next steps toward implementing the vision were included in the 2010 Corridor Redevelopment Strategy. This plan outlined strategies for multi-modal improvements to the corridor as well as street design recommendations. Building further upon these recommendations, the County proceeded to obtain a federal grant to prepare a detailed study of the Washtenaw Avenue right-of-way (redefined as “public access”) through the City of Ann Arbor, Pittsfield Township, Ypsilanti Township, and the City of Ypsilanti.

The Public Access study identified different alternatives that could meet the goals to improve transit service, make the corridor more pedestrian and bicycle friendly, and support revitalization. Those alternatives included different lane arrangements, bike lanes, wider sidewalks, transit lanes, and wide and narrow medians. Ypsilanti Township supports efforts to fill in sidewalk gaps, widen sidewalks, and make changes to improve the travel time for transit. ‘

The preference is to add a narrow median where practical. This would reduce crash potential, provide a refuge for pedestrians crossing the street, improve aesthetics, and possibly reduce traffic speeds. Given all the existing driveways, installation of a median would need to be combined with an access management program to replace the numerous individual driveways with fewer, consolidated access points. Driveways would need to be located in coordination with the median design. **[Note: this section may be refreshed at the Public Hearing]**

What is ReImagine Washtenaw?

A multi-jurisdictional, cooperative initiative to transform Washtenaw Avenue around efficient mass transit into an attractive, vibrant, walkable, mixed-use corridor, with sense of place.

For more information on the land use recommendations from the ReImagine Washtenaw Plan, please refer to Chapter 6: Land Use.



As the corridor redevelops in the future, the Township’s goal is to work with AATA and Washtenaw County to provide a more premium type of transit service, potentially converting auto lanes to transit only lanes. Other transit

improvements may include transit signal priority and “real time” route information.

One of the challenges along the Ypsilanti Township segment of Washtenaw Avenue is that the right-of-way is only 80 feet wide. To accommodate the needs of all the different types of travelers, more width would be needed, either through donations, easements, or acquisition.

CHAPTER SIX

LAND USE

A. EXISTING LAND USE

LAND USE PATTERNS

Historically, development patterns in Ypsilanti Township were reflective of the urban influences of the City of Ypsilanti combined with historic development surrounding the Willow Run Airport. As a result, more intensive urban development is along the east and west periphery of the City's boundaries, north of Ford Lake, with the eastern portion of the Township surrounding the Willow Run Airport developed as industrial. This is contrasted by lower density residential development and agricultural activities to the south of I-94 and Ford Lake.

Michigan Avenue, Washtenaw Avenue and Ecorse Road are all state trunklines linking the Ypsilanti community to Ann Arbor to the west and Detroit area communities to the east, such as Canton Township, Wayne and Dearborn. These historic routes influenced development of the Ypsilanti community. Construction of the US-12/Willow Run and Edsel Ford Expressway during World War II provided the first limited access route between the Ypsilanti community and Detroit and further influenced post-war development in the area. With the completion of I-94 in the early 1960's, development potential was further enhanced for residential by its easy access for commuting to Ann Arbor and Detroit. With the opening of the I-94 interchange at Huron/Whittaker Road around 1980, access to the southern portion of the Township was significantly improved. This, along with the expansion of public sewer and water into the southern portion of the Township, has allowed for the more recent development that is occurring south of Ford Lake.

Residential development in the northern portion of the Township is generally built-out with higher density development consistent with an urban environment; however, there still remains some vacant or underutilized land that is suitable for infill development. This area offers older housing stock of higher density single family and multiple family dwelling units. These neighborhoods are conveniently located near commercial businesses that line the major arterial roads.

The area south of the interstate and Ford Lake has historically been dominated by large lot single family residential and agricultural land uses. Since the development boom that started in the 1990's there has been a substantial amount of new residential development in the southern portion of the Township. This development has taken on a patchwork pattern of higher density residential subdivisions surrounded by remaining agricultural land and rural-style residences on larger parcels. The majority of new housing

construction continues to occur in this area of the Township as development continues to move southward.

EXISTING LAND USE CATEGORIES

The following pages describe the existing land use characteristics of the Township when the inventory for the plan was done in February 2013. An inventory of existing land use was conducted based upon Washtenaw County GIS data and verified by aerial review and field observation.

- **Single Family Residential.** Single family residential is the most prevalent land use in the Township accounting for 10,361 acres, or 58% of the Township land area. Historically, residential development occurred in the northern portion of the Township as the urbanized areas of the City of Ypsilanti expanded outward. These areas tend to be more urban in nature with residential subdivisions consisting of 50-60 foot wide lots. More recently, however, higher density development has occurred in the southern portion of the Township on slightly larger, 60-80 foot wide lots. Many recent developments have been utilizing the planned development option under the Zoning Ordinance to create clustered development where 20-40% of the original land area of the development is set aside for conservation or recreation.
- **Multiple Family Housing.** Unlike the single family residential development that is occurring through the Township, multiple family development has consistently remained along the east and west fringes of the City of Ypsilanti and around Ford Lake. There are 1,348 acres of multiple family development in the Township, occupying 8% of the Township. These developments range anywhere from attached condominiums, low-rise apartments to mid-rise apartment buildings.
- **Manufactured Housing Parks.** Because of their unique conditions, manufactured housing communities have been inventoried on the Existing Land Use Map. The vast majority of these tend to be located in northeastern Ypsilanti Township, with a few newer and larger developments located on the east side, south of I-94. There are 127 acres of manufactured housing parks, accounting for less than 1% of the Township's total acreage. This acreage has been reduced since the 2007 Master Plan due to abandonment of three mobile home parks since 2010. This category does not include manufactured housing that has been placed on lots outside of manufactured housing parks.
- **Commercial and Office.** Commercial and office uses in the Township where historically located along Ecorse Road, Ford Boulevard, Washtenaw and Michigan Avenues. A wide variety of shopping centers, individual businesses and small offices have developed along these heavily traveled corridors. In recent years, Huron/Whittaker Road has emerged as a new community shopping corridor serving the new residential development in the southern portion of the Township. Commercial and office uses comprise 769 and 34 acres respectively, occupying 9% of the Township.

- **Industrial.** Industrial uses are located on the east side of the Township surrounding the Willow Run Airport and further south along Rawsonville Road. This includes a number of small to medium sized industrial uses dispersed throughout the area. Some of the major industrial areas include the former General Motors Powertrain Plant and Willow Run Business Center adjacent to the Willow Run Airport, and the Ford Rawsonville Plant south on Textile Road. The Washtenaw Business Park is located west of the Huron-Whittaker Road corridor along the south side of I-94. The former General Motors Willow Run Powertrain plant is the largest single facility in the township, consisting of 335 acres. In total 2,241 developed acres of industrial land exists in the Township, accounting for 13% of the land.

- **Institutional.** Areas designated as institutional include uses such as governmental buildings, parks, churches and schools. These are located throughout the Township with a high concentration of public land including the Civic Center in the center of the Township, Ypsilanti Community Utility Authority facilities and Township. These lands comprise 1,625 acres, or 9% of the land.

- **Private Recreation.** This classification includes areas such as golf courses and private parks and clubs. These lands cover 369 acres, which is roughly 2% of the Township.

SURROUNDING INFLUENCES

Analyzing the land uses in adjacent areas is an important part of understanding land use trends for Ypsilanti Township. It also ensures that the Township's plans for the future will be compatible with development along its boundaries. The Township almost completely surrounds the City of Ypsilanti, which occupies the north central portion of the Township. Neighboring townships include Superior Township to the north; Van Buren Township to the east; Augusta Township along the southern boundary and Pittsfield Township to the west.

The City of Ypsilanti historically had a large influence on development within the Township. Much of the residential development in the northern portion of the Township has been an expansion of Ypsilanti's urban area from the City to neighborhoods in the Township. Eastern Michigan University has also had an influence on development in the northwestern portion of the Township. This has created a demand for student and faculty housing and related commercial services.

In addition to the City of Ypsilanti, the Willow Run Airport to the east in Van Buren Township has been a major factor in influencing land uses in the Township. The original Willow Run Bomber Plant developed during World War II is located in Ypsilanti Township. This plant is now owned by General Motors and operated by Powertrain to manufacture transmissions. Willow Run led to other post war industrial development along the eastern edge of the Township surrounding the airport; which in turn created a demand for residential development to house industry workers.

Rawsonville Road, which is the border line between Ypsilanti Township and Van Buren Township, has become a major thoroughfare for traffic to and from I-94. Along the corridor a mixture of industrial, commercial and residential has developed. The high intensity activity of the corridor has yielded residential development in the form of mobile home communities. This trend has also continued into Augusta Township where a mobile home community is located at the intersecting corner of the four townships.

Most development bordering the north, south, and west sides of the Township are residential, with the exception of the area to the northwest corner where commercial uses continue west along Washtenaw Avenue into Pittsfield Township and St. Joseph Mercy Hospital is located to the north in Superior Township. Residential densities in Van Buren, Augusta and Superior Township are generally lower than Ypsilanti Township's current densities. Consequently, lot sizes in these communities along the border are as high as 10 acres for single family home construction and 40 acres for agricultural operations. Ypsilanti Township, on average, has the smallest lot size requirements.

B. FUTURE LAND USE

The future land use plan is based upon a number of factors including demand resulting from growth and development, existing conditions, constraints to development, and the desires of the community. There are a number of factors attracting development to Washtenaw County in general and Ypsilanti Township in particular:

- Accessibility to rapid growth areas of Ann Arbor and eastern Wayne County, provided by I-94.
- Heritage and history of the Ypsilanti community, including strong industrial base.
- Willow Run Airport and adjacent industrial uses.
- Historic development patterns surrounding the City of Ypsilanti.
- Vacant, available property with relatively low development costs.
- Availability of sanitary sewer service and public water.
- Low taxes relative to the high level of public services due to large commercial and industrial tax base.
- A population base for commercial development to serve and employ.
- High quality of life offered in the area due to the natural features such as Ford Lake, Paint Creek, wetlands, streams and woodlands.

The above described general development attractors create a demand for new uses of land within Ypsilanti Township that must be considered relative to other factors that influence the feasibility, practicability and desirability of alternative future land

FUTURE LAND USE DETERMINING FACTORS:

- Consistency with existing land use patterns and zoning
- Diminishing incompatible land use relationships
- Relationship to regional land patterns and the City of Ypsilanti and goal to encourage infill development in urban areas
- Preservation of natural features and consideration of the carrying capacity of the environment
- Positive incorporation of natural amenities
- Availability of infrastructure including utilities, transportation and community facilities
- Market conditions for various land uses
- Provisions for office, research and development and industrial uses for economic development
- The goals and objectives of the plan that express the community character desired by residents

use scenarios. The specific factors that influence the future land use pattern in the Township include:

- **Existing Land Use.** Wholesale changes to the existing land use pattern would be difficult. The locations of most existing commercial and industrial developments are appropriate, and the community land use patterns have evolved around these existing land uses.
- **Existing Zoning.** Existing zoning designations were a factor considered. There is no “vested interest” that guarantees zoning will not change, and in fact, changes are suggested by this Plan. However, such changes were carefully considered to ensure the general development arrangement remains consistent and landowners will retain a reasonable use of their land.
- **Relationship of Incompatible Uses.** The future land use plan strives to diminish incompatible land use relationships by consolidating areas for industrial use and providing for transitions between commercial and residential areas.
- **Land Use Patterns in the Ypsilanti Area and Other Communities.** Land use patterns for surrounding communities, including the City of Ypsilanti, were considered to ensure that the new Plan would be compatible with those patterns.
- **Natural Features.** The natural topography, wetlands, woodlots and scattered bodies of water provide highly marketable property for residential development. Preservation of the ecological function of these natural features is also vital to protecting the environment and the community’s quality of life. The types of development and allowable density shown on the future land use map take into consideration the location and extent of natural features. For example, lower overall development densities are proposed for areas containing significant wetland areas to encourage clustering in buildable areas.
- **Natural Amenities.** Quality residential developments require amenities such as rolling terrain, mature vegetation, water features and preservation of natural surroundings. Future residential land uses are designated in areas where the natural features can be integrated successfully with housing units.
- **Existing Township Master Plan.** The previous Township Master Plan, adopted by Ypsilanti Township in 1999 and updated in 2007, was the principal basis for this current version of the Township Master Plan. The future land use plan contained in the previous plan has been re-evaluated based on current trends and conditions.
- **Infrastructure and Public Facilities/Services.** The density of residential uses and the location of land uses such as industrial and commercial are dependent on the availability and the capacity of the infrastructure. Portions of the Township are currently served, or are planned to be served, by public water and sewer. The capacity of the transportation network defines the intensity of uses that may be served without adversely impacting traffic operations. The availability of community facilities such as schools, recreational facilities, police and fire protection creates limits to service of land use, particularly the residential areas.
- **Existing Market Conditions.** Market conditions were considered even though they will change during the 20-year time frame of this Plan.

- **Economic Development.** The future land use plan provides areas for industrial expansion and development of office/research and development uses to expand and diversify the employment and tax base of the Township.
- **Urban Infill Development.** Infill development within more urbanized northern portion of the Township is encouraged to create strong mixed-use centers. Residential neighborhoods should provide a variety of housing options, such as single family, townhouses, and apartments, designed to be in keeping with the character, scale and architecture of traditional neighborhoods. Older auto-dependent retail centers should be encouraged to redevelop of as mixed-use centers that are more pedestrian and transit-oriented and serve as catalysts for improvements to the surrounding area.
- **Desires of the Township.** The land use pattern desired by Township officials and property owners has been expressed with the objective of a diversified tax base, employment opportunities, provision of services for residents and desire for a mixture of uses. The goals of the community were expressed through a series of well attended public meetings where the citizens expressed the desire to limit growth to a sustainable level that can be supported by the community infrastructure and that preserve natural features.

FUTURE LAND USE CATEGORIES

SFR-1 Single Family Residential 1.3 dwellings/acre. This designation identifies the area located along the western border of the Township, developing as large lot single family residential. Much of the land is constrained in larger parcels, characteristic of a rural setting, with some having significant natural limitations such as wetlands and steep topography. Much of the development are one acre lots or larger lots with onsite well and septic systems. This classification recommends lots no smaller than $\frac{3}{4}$ an acre, or 32,500 square feet. If a lot is not served by water or sewer (i.e. has both onsite well and septic) then these lots should be one acre or more in area.

SFR-2 Single Family Residential 2 dwellings/acre. These areas are designated for single family residential use and are intended to serve as a transition between lower density rural residential development to the west and the higher density area of SFR-3 and non-residential development along Whittaker Road. In addition, an area of SFR-2 is provided along the southern edge of the Township to transition from the lower densities in Augusta Township. The southern area of the Township has a large number of rural residential lots of one acre or more with onsite well and septic systems. New single family residential uses within these areas will be located on lots of at least $\frac{1}{2}$ acre in size; provided public water and sewer are available.

SFR-3 Single Family Residential 3 dwellings/acre. This designation refers to the large portion of the Township's southern area. Much of this area has been recently developed or is currently in the process of being developed into smaller lot subdivisions. There

FUTURE LAND USES

Single Family Residential

- SFR-1: 1.3 dwellings/acre
- SFR-2: 2 dwellings/acre
- SFR-3: 3 dwellings/acre
- SFR-4: 5 dwellings/acre
- SFR-5: 8 dwellings/acre

Multiple Family Residential

- MFR-2: 6 dwellings/acre
- MFR-3: 8 dwellings per acre
- MFR-4: 14 dwellings per acre
- MFR-5: 10 dwellings per acre

Other

- Town Center
- Neighborhood Commercial
- General Commercial
- Urban Commercial Corridor
- Office
- Research and Development
- Industrial
- Public

are also a number of planned developments with homes clustered on smaller lots in order to preserve open space and neighborhood parkland. Developments in these areas must be served by public sewer and water.

SFR-4 Single Family Residential 5 dwellings/acre. This designation applies primarily to existing single family neighborhoods near Ford Lake. Lot sizes are approximately 8,400 square feet. This may, in some instances, be appropriate for medium density attached and/or clustered housing. Developments in these areas must be served by public sewer and water.

SFR-5 Single Family Residential 8 dwellings/acre. Residential development in this category consists of single family subdivisions with lot sizes of at least 5,400 square feet or widths of 50 feet. These neighborhoods are established in the northern area of the Township and are served by public sewer and water. R-5 is intended only for single family subdivisions in the northern portion of the Township surrounding the City of Ypsilanti.

MFR-2 Multiple Family Residential 6 dwellings/acre. Multiple family residential areas allow for higher density residential development at six dwelling units per acre. This designation is generally planned where apartment complexes and other high density housing developments exist. New locations are also planned for locations where higher density infill development is appropriate or where a transitional land use is desired.

MHP-3 Manufactured Housing Residential 8 dwellings/acre. The MHP-3 designation allows for mobile home parks and higher density residential development that generally contains eight dwelling units per acre. These areas are intended to serve as transitions between industrial development and other areas of the Township. These are the only locations identified as appropriate for mobile home parks.

MFR-4 High-rise Multiple Family Residential 14 dwellings/acre. The highest residential density designation, this category allows up to 14 dwelling units per acre. These properties are planned where high rise, high density apartment development currently exists. Due to limitations with public infrastructure (roads, schools, utilities, public services), expansion of the MFR-4 classification is not proposed.

MFR-5 Townhouse Residential 10 dwellings/acre. Detailed subarea plans for the northern portion of the Township, such as the Ecorse Road and Michigan Avenue Corridor Studies, identified the need for mixed-use infill development near the City of Ypsilanti. New residential development in this area will help provide the population base to support redevelopment along some of the older commercial corridors such as Michigan Avenue and Ecorse Road. Areas developed under Townhouse Residential could include a mixture of townhouses and single family residential on smaller lots at a net density of up to ten units per acre.



Because the intent is to establish traditional neighborhoods that will invigorate the urban fabric in the northern portion of the Township, these areas need to

be developed following traditional neighborhood design principals. Buildings should be two- to three stories, with architecture that reflects traditional styles found in the area, particularly some of the historic neighborhoods surrounding downtown Ypsilanti. Features such as front porches, peaked rooflines, dormer windows, bay windows and gables should be encouraged. Building materials should be high quality such as brick, carved stone and wood or hardi-board siding.

Town Center. An area has been designated for a Town Center along Huron/Whittaker Road, between I-94 and Textile. This area is planned to become a walkable mixed-use Town Center with retail, service, and office uses, supplemented by areas of compatible research and development. Mixed-use developments that incorporate residential uses will also be allowed, including apartments on upper floors above commercial uses, traditional townhouses and single family on small lots. This area also includes the Township Civic Center, Library, Post Office, State Police post, the Eastern Michigan University Conference Center, the Eagle Crest Golf Course and other public open spaces. The intent is that this area will be integrated into a pedestrian-friendly, walkable area with sidewalks and pathways connecting all uses and community parks and plazas integrated into the fabric of this Town Center area. The Town Center area has the potential to become an activity center for the Ypsilanti Township community that will provide a defined sense of place for the Township. The Town Center concept is consistent with transit-oriented development and will support expansion of transit to this area.



The Town Center is divided into five different subdistricts, detailed on page **INSERT PAGE**

Retail and office architecture should contribute to the desired traditional Town Center character. Buildings should front towards and relate to the street at a pedestrian scale and orientation. Parking lots should be located behind buildings to minimize the dominance of automobiles and make the site more pedestrian friendly. Sidewalks and pathways should interconnect all uses within the Town Center with convenient links to residential areas and public spaces and parks. A vertical mixture of uses should be encouraged with residential or office above retail businesses and services.

The residential areas of the Town Center should develop in a manner that is consistent with the traditional neighborhood character. Residential will be a mixture of apartments above businesses or traditional townhouses, such as brownstones. Neighborhood parks need to be provided in visible and accessible locations to serve as neighborhood focal points/gathering places and to provide both passive and active recreational opportunities.

Neighborhood Commercial. Retail and service establishments whose primary market area includes residents and employees from within a two mile radius are designated by this category. Typical uses would include smaller, general merchandising/retail establishments such as convenience stores, banks, dry cleaners, video rental shops and beauty/barber shops, and small retail centers. Larger sized “big-box” stores with more of a regional draw are considered General Commercial and are discussed below.



Neighborhood commercial areas are found in locations that provide convenient access to nearby residents. These neighborhood shopping areas are surrounded by residential areas, and therefore should be designed to allow for safe and easy non-motorized access. To complement the adjacent residential neighborhoods, the sites should incorporate enhanced architectural design and landscaping.

General Commercial. Businesses which serve the community at large including Ypsilanti Township, City of Ypsilanti and adjacent Townships are designated by this category. These land uses tend to be on larger sites that have convenient access to regional transportation routes. Due to the large scale and variety of permitted commercial uses, these areas generate significant volumes of vehicular and pedestrian traffic. Therefore, the key design issue with these sites is safe and efficient access management and circulation. Locations include the centers near the I-94/Rawsonville interchange and near the I-94/Michigan Avenue interchange, as well as the westernmost end of the Washtenaw Avenue corridor, which has regional access to US 23. A new location is designated for General Commercial at the southeastern corner of the Township, once planned roadway improvements are made to Rawsonville and Bemis Roads.



Developments in these areas are intended to be clustered into an integrated center, rather than allowed to sprawl into an undesirable commercial strip pattern of development. They also need to be well buffered from any nearby residential areas.

General commercial includes grocery stores, gasoline service stations, auto service uses, restaurants and large retail centers. Appropriate uses also include heavier commercial uses such as larger, “big box,” commercial establishments. Special consideration needs to be given to the locations of these larger commercial uses to minimize their impact on adjacent land uses.

Urban Commercial Corridor. This designation is applied to land uses that adjoin some of the older commercial corridors in the northern portion of the Township radiating out from the City of Ypsilanti. These include:



- **Ecorse Road.** This corridor acts in conjunction with Michigan Avenue as one of the significant eastern gateways into and out of the City of Ypsilanti. This corridor currently contains a wide variety of uses, including single-family residential, commercial and industrial. The primary frontage contains strip commercial typical of an arterial road of this type. Most development within this corridor dates back several decades. By identifying this corridor under the UCC category, the Township can leverage the area as a separate location for higher-intensity commercial activity to alleviate pressure and concentration along Michigan Avenue to the north while serving the residents to the south.
- **Michigan Avenue.** This corridor is the primary eastern gateway into and out of the City of Ypsilanti. This corridor contains more intense

commercial activity and uses, but is developed in a typical suburban style with large setbacks and lot areas. Adjacent uses are more intense than Ecorse, including larger industrial development (especially toward the east), in addition to single-family and multi-family housing. There has been more recent development along this corridor, so by leveraging this development into a unified corridor typology, the Township can increase density, activity and promote the area as a major gateway.

- **Washtenaw Avenue.** This corridor acts as the primary western gateway into and out of Pittsfield Township and the City of Ypsilanti. This corridor has a mixture of new and old commercial strip development along with adjacent single-family and multi-family housing. In conjunction with this plan, the Township is working collaboratively with Pittsfield Township and the Cities of Ann Arbor and Ypsilanti in order to promote the Washtenaw Avenue corridor as an area with potential for higher-density, mixed-used development. The “ReImagine Washtenaw” project will also examine engineering improvements to promote “complete streets” concepts that will place a higher emphasis on pedestrians, bicyclists and public transit users. This project also includes the development of design guidelines that will ensure development occurs in a unified fashion throughout the corridor. For more information, please refer to the Transportation chapter of this document and the ReImagine Washtenaw discussion under Section F.

In general, commercial redevelopment will be focused towards nodes along these corridors to create concentrated activity areas. The intent is to create a series of defined centers of activity that have a distinct sense of place as opposed to a continuous uniform strip of commercial. Clustering these uses together with surrounding residential and specific site design standards will promote a comfortable environment that is walkable and accessible for residents and will also better facilitate transit-friendly development.

Buildings should be placed near the road, which will help define the streetscape of the corridor and make businesses more visible for motorists and more accessible for pedestrians. Parking should be permitted only in the side and rear yards with plantings and lawn areas integrated into the layout to minimize impervious surface and enhance the appearance of the site.

While there is a wide variety of retail and commercial service establishments within these areas, development should capitalize on the close proximity of the nearby residential market and provide safe access by non-motorized travel. The Township should also consider allowing upper story apartments in this district to encourage greater integration of mixed-use development.

Infill development along these corridors that meets the intent of this designation should be encouraged in order to increase efficient use of existing infrastructure, revitalize the residential neighborhoods, increase tax base, improve the area’s walkability, and reduce the pressure for greenfield development.

Office. Various forms of office development include professional offices, medical offices and banks. Office development can often serve as an effective transition between high intensity uses and residential uses. Where these office developments are in close proximity to residential neighborhoods, special consideration to scale and design are essential to maintain compatibility with the nearby neighborhoods. The plan intends to preserve existing office areas primarily located in the northwest area of the Township.

Research and Development. Uses intended for this designation include technology, light manufacturing and office. This type of development can often serve as an effective transition between high intensity industrial uses and other lower intensity uses. All development within these areas must be image conscious, preserve natural features and establish a campus setting with no outdoor storage of materials and equipment. Such development is promoted along the Huron-Whittaker corridor south of I-94 and along a western segment of Michigan Avenue. These areas are entrance ways to the community; therefore, development must project a high quality, thriving image. Some services are permitted for the office employees; however, the typical auto-oriented commercial development that is included in the General Commercial areas will not be permitted.

Industrial. The Township prides itself on its strong industrial base that provides diversified employment opportunities for residents. Existing industrial areas will be preserved in the future and planned to expand along Rawsonville Road and in the Washtenaw Business Park on Huron Street. The intent is to continue development of a wide range of industrial uses such as.

- Heavier industrial uses will be located around the Willow Run Airport.
- Areas for general industrial and large scale manufacturing are provided along the northern portion of the Rawsonville Road corridor and adjacent areas along Textile Road.
- Light industrial uses will be located along the southern portion of the Rawsonville Road corridor and other outlying areas such as along Michigan Avenue and in the Washtenaw Business Park on Huron Street.

New development and expansion of existing businesses should be designed to take into consideration offsetting the impacts of intense uses through architectural and landscaping enhancements and screening of outdoor activities.

Public. These land areas are to be occupied by government, utility or civic uses such as schools, parks, state, county and municipal facilities and major utility lines. Some public land uses have been incorporated into the Town Center. Public uses serve the community in various ways and must be provided at a level that is consistent with the needs and demands of the residents. Essentially, as the Township grows, so must the public services provided. It is important to identify these properties on the future land use map as a way to preserve the service.

C. RESIDENTIAL DEVELOPMENT

Meeting the goals of the Township goes beyond implementation of the Future Land Use Map. Preservation of natural features and rural character cannot be accomplished through limiting density alone. Residential developments must be designed taking into consideration the intent of preserving community character and creating definable neighborhoods. On a smaller scale, the following describes various techniques available for residential developments that may accomplish this goal.

To understand what makes a good neighborhood it is important to realize the community context that each neighborhood is a part. Each neighborhood will consist of physical components such as streets, lots, blocks, homes, community facilities (e.g. parks/schools) and the landscape. Within this physical environment exists the social component made up of individuals, families, children, neighbors and social/community groups. Each individual neighborhood is tied together as a part of the overall community through local government, schools, public facilities, community infrastructure, shopping and employment.

This Plan strives to preserve and enhance these features within the historic neighborhoods within the northern portion of the Township and also to foster the creation of this type of quality neighborhood as the southern portion of the Township develops.

Existing Neighborhoods. There are numerous older neighborhoods within the northern portion of the Township surrounding the City of Ypsilanti and Ford Lake. Each of these distinct neighborhoods is a critical component of the overall community. Where infill development occurs on larger parcels in this area, the new residential development needs to create neighborhoods with their own unique and definable sense of identity while also being integral parts of the surrounding community. Each new neighborhood needs to provide safe locations for recreation that is integrated into the overall community framework.

Infill Housing Development. Where new infill residential development is proposed on lots within existing subdivisions, it should be compatible with the character of the neighborhood. Some older subdivisions are developed with residences on a combination of multiple lots. Infill development should be on lot sizes that are consistent with the development patterns of the other homes within the subdivision.



Streets and Streetscape. The public streetscape within residential neighborhoods consists of a number of elements: the roadway, sidewalks, street trees and street lighting. These elements, in combination with the development that lines the street, creates the public realm of the streetscape.

- All new neighborhood streets, whether in subdivisions or condominiums, should have curb and gutter roadways that, while not excessively wide, are of a sufficient width to allow on street parking.

- Street trees should be provided within a curb lawn located between the street and the sidewalk. Street trees should generally be spaced 40 feet along both sides of the road.
- Sidewalks need to be provided along all streets, should be at least five feet wide, constructed of concrete, and include ADA compliant sidewalk ramps at all corners.
- Ornamental street lights should be provided in new residential subdivisions.

Residential Design. The residences that line the street help define the public streetscape. The design of the homes is just as important as the streetscape elements in defining neighborhood character. Within all new residential developments, special consideration needs to be given to the street side of the residences. The prominence of garage doors along the public street should be minimized and other features such as porches, and windows accentuated.

Recreational Facilities. All major residential developments are required to have active and passive recreational amenities. The Township Zoning and Subdivision Regulations should require a minimum amount of usable neighborhood recreational area within all subdivisions and condominium projects, whether a development is a clustered PD, a conventional subdivision or a multiple family development. Neighborhood parks are a key element to any quality neighborhood. These can take the form of a public park, school playground or a common area held by a subdivision or condominium association.

Landscaping. To preserve the rural character of the Township and to enhance the natural quality of residential neighborhoods, the following landscaping should be required in all residential developments:

- Street trees or canopy trees within the front yard of each lot and on medians and on cul-de-sacs.
- Perimeter buffering along major roads that border the development.
- Detention pond landscaping.

Conventional Subdivision Layout versus Cluster Development-Determination of When PD is Beneficial. Clustered development is a means to providing open space and preserving sensitive natural features on a site. While the overall net density of a site can remain consistent with the Master Plan, the PD development option can be used to cluster the dwelling units in areas more suitable for development. With most of the Township served by sanitary sewer and water, a high level of clustering can be achieved with most new development. For areas with onsite well and septic, some degree of clustering may still be possible within soil areas suitable for sanitary drainfields and away from sensitive natural features.

Natural Features Preservation. The vision for the community is the creation of a unified, Township-wide open space corridor that is the result of careful, planned natural feature preservation. Preserving these systems in a responsible manner will connect natural animal habitats and provide safe, scenic passageways for residents.

A natural features corridor can most easily be developed by clustering development away from significant woodlands, wetlands, steep slopes, waterfront and poor development soils. Most importantly, when reviewing proposed open space areas for individual sites, it must be considered whether it can connect to existing open space area and accommodate connection to future open space corridors.

A uniformly wooded site or an open site will only benefit from clustering where innovative design is utilized. In all instances, the benefit of clustering should be determined by a comparison of larger lot conventional subdivision and clustered development.

Open Space. Current standards in the Zoning Ordinance PD regulations specify the priority of items to preserve to ensure that quality open space be maintained. Specifically, the location of open space must preserve natural features, corridors along creeks and major roads. It is extremely important to ensure that the open space plan is not an afterthought created once the maximum amount of units is planned on the site. Secluded pockets of open space in odd corners do not meet the goals of the Master Plan or the intent of the PD regulations. Open space plans must be considered from the beginning stages of land planning.

Open space design should achieve open space that is of a usable size as well as the best layout to provide a functional open space system. A few guidelines to consider include the following:

- Provide common upland open space areas that have road frontage, not isolated areas to the rear of lots. Often when park areas are located behind lots, they are secluded from the rest of the development and this parkland becomes an extension of the abutting lot's backyard - not a neighborhood park. For neighborhood open space to be effective, it must be visible and readily accessible by all residents of the neighborhood.
- On roadways that possess a natural, even rural character, a wide buffer area should be provided along the main road. This will minimize the visual impact of housing development along main roads and preserve the scenic quality of the community. Non-motorized pathways are encouraged along roadways that border scenic areas.
- Where there are significant natural features that are preserved such as wetlands and creeks, every attempt should be made to preserve views to the area. Residents should enjoy the benefits of the feature. When possible, vistas should be created through wide openings between lots, at the terminus of streets, at key intersections. If open space must be provided to the rear of lots, the access points should be well-defined and wide enough to allow comfortable and easy access for all residents.
- When various pockets of parkland are provided within the development, there should be some feature that connects the areas making a cohesive open space system. A greenway connection that includes a wide open corridor and pathway would be an ideal method to connect different pockets of open space.

- As various projects are reviewed, it should be required that consideration be given to adjacent developments and community facilities. Connections should be provided to these parklands and facilities, if possible.
- Utility corridors have become a great opportunity within the Township for providing open space connections.

Affordable Housing. It is the desire of the Township to provide a variety of housing opportunities including multiple family and single family detached. Affordable housing is an important component and can include smaller lot single family subdivisions and multiple family housing in areas where the density can be supported. Expansion in housing opportunity is necessary if there is to be expansion in the community's employment base. There is a need within Ypsilanti Township to not only provide housing for families, but also the younger and older populations. Some measures that can be taken to ensure that there is affordable housing in Ypsilanti Township are as follows:

- The Planned Development (PD) option can provide for more efficient use of land through clustering to create a development cost saving which may be passed on in the form of lower cost housing. A density bonus could be provided where the developer agrees to set a percentage of the housing aside as "affordable housing."
- Revisions to development regulations such road standards is another approach to decreasing housing costs. The Township can work with the Road Commission on permitting narrower roads in instances where they are appropriate. Any reduction in regulations for the purpose of increasing availability of affordable housing must be weighed against the public health and safety impacts.
- Locations are provided for R-3, R-4 and R-5 single family residential at lot sizes ranging from 5,400 to 14,000 square foot minimum lot size (with smaller lot size clustering allowed through PD) and RM-2 multiple family where the infrastructure is capable of supporting higher density development.

D.COMMERCIAL DEVELOPMENT

The future development and redevelopment of the Township's business corridors are a priority because they must remain vital in order to maintain the community's strong and diverse tax base. Equally important, these corridors serve as entryways into the Township, therefore, they must project a positive image.

Architecture/Building Design. The design of the building and site can have a tremendous effect on the image of the corridors. Building architecture is a key component of good site design. Quality architecture can help ensure that a building/use is compatible with surrounding uses and assist in protecting investment along the corridors.

Because each corridor possesses its own character, it is difficult to develop detailed design standards for architecture. More importantly, basic guidelines are necessary to ensure quality buildings are constructed throughout the Township and that they are appropriately situated on the site.

- **Building Materials/Colors.** Commercial buildings must be constructed in manner which will ensure longevity and reuse. Building materials should be durable and have an appearance of permanence and substance while be consistent with surrounding buildings. For instance, brick, split-faced block or similar materials are encouraged as the primary building material with limited use of metal, wood and dry-vit. Building colors must be subtle and consistent with the businesses along the corridor.



- **Roof Shape/Rooftop Equipment Screening.** The roof shape and materials should be architecturally compatible with adjacent buildings. Building shapes should incorporate peaked roof lines, archways, and other treatments should be used to give variety while complementing the existing buildings in the area. Buildings with flat roofs should have the proportions of two-story buildings and be designed with traditional architectural detailing such as ornamental cornices. In addition, rooftop equipment must be completely screened to protect views from the roadway and adjacent uses.

- **Proportion and Scale.** Proportion deals with the relationship of the height to the width of the building and the relationship of each part to the whole. Scale defines the relationship of each building to other buildings in the area. New building construction and renovations must be consistent with the scale and proportion of surrounding buildings along each of the corridors. For instance, a three story structure would be out of scale in an area of one story buildings. Similarly, a wide building would not fit in a row of narrow buildings.



- **Entrance/Orientation.** Entrances to commercial buildings should use windows, canopies and awnings; provide unity of scale, texture, and color to adjacent buildings; and provide a sense of place. In addition, building entrances should be oriented towards the roadway, particularly the sidewalk. A high quality facade and accessible entrance will attract customers and establish a quality image along the corridors.

- **Building Setback.** There are many considerations when evaluating the building placement on a site. On older sites, buildings tend to be located close to the road right-of-way with parking on the side and rear, and perhaps limited parking in the front yard. In some areas, buildings are set back further from the road with all parking in front of the building. Therefore, in addition to meeting the front yard setback

requirement of the district, maintaining a consistent building line with surrounding development must be a consideration when evaluating a site layout plan as well as providing safe access for non-motorized patrons and employees.

- **Overhead Doors/Loading.** The placement of overhead doors and loading areas should be closely evaluated. Loading facilities and overhead doors should be prohibited along any building side facing a public street or residential area. Generally, these areas should be limited to the side and rear facade of the building. When it is not feasible to follow either of these conditions, adequate screening is necessary to offset the views and noise impacts.
- **Outdoor Storage.** Open outdoor storage should be prohibited in all but industrial and heavy commercial areas. Where permitted, it should require a special conditional use permit that includes specific requirements for screening. Screening should include a combination of opaque screening and landscaping.
- **Rear Façade.** There are many circumstances that exist along the business corridors that warrant consideration of the buildings rear facade design. To begin with, many of the business areas back up to residential neighborhoods. Also, rear elevations of businesses may be visible from the street, parking lots and other businesses. Therefore, the rear of the site and the appearance of the building is an important consideration. The rear facade should be of a finished quality consistent with the other elevations of the building and should be well-screened where appropriate.



Landscaping. Three components of a landscape plan are described below, each of which plays a different role. Essentially, the landscape plan must provide planting areas that will enhance the site and provide ample internal green space. In addition, plantings should be incorporated to screen and buffer incompatible uses and activities.

Ideally, all standards should be met for new developments. However, some of the older business corridors in the northern portion of the Township are established with existing development that predates current zoning standards. In many cases, the size of the site also creates limitations on adding new green space. The key objective with these situations is not to strictly enforce the requirements of the ordinance, but to ensure that the intent of the requirements is met for that particular site.

- **Street Frontage.** The Township currently has established regulations for landscaping along road frontage. The intent of these regulations are to create a pleasant appearance along major streets and “soften” the visual impact of intensive development. Consistent implementation of these regulations will produce a well landscaped, tree-lined streetscape along the business corridors. To ensure that the planting plan meets the intent of the requirement, the primary emphasis should be on larger scale plants such as large canopy trees. Shrubs and flowers should be used, but in natural clusters that accent the entry to the site and

building foundations located at the right-of-way. Grass should be utilized as the ground cover for the street front greenbelt.

- **Parking Lot Plantings.** The Township Landscape Ordinance also addresses parking lot landscaping. The purpose of this requirement is to screen large parking lots, improve traffic circulation and safety, and provide pedestrian areas through planting islands. In order to accomplish this intent, the required plantings must be located within the parking area in landscaped islands and at building foundations. Parking lot landscaping must be utilized to create greenspace within the site and should not include the use of stones or gravel.
- **Buffer Areas.** The current ordinance provides for screening and buffering between uses, however it is addressed on a case-by-base basis without specific guidelines to follow. It is recommended that “buffer zones” be established along the property lines which are based on the proposed use and adjacent existing use and/or zoning district. Typically, three zones of varying intensity adequately cover any situation. The most intense buffer zone would be required where there is the greatest potential for land use incompatibility, such as between industrial and residential uses. The least intense buffer would be required between uses that are generally compatible, such as between and office and commercial land uses. Buffers will generally consist of a mixture of landscaping, including deciduous trees, evergreens and shrubs and should include non-motorized connections, when desirable, to facilitate movement between the uses. For the buffer from industrial or commercial to residential, this landscaping would be in combination with a masonry wall. Generally, walls to buffer residential areas should be of high quality material, such as brick.

Natural Features Preservation. Consistent with recommendations related to residential development, natural features must also be preserved and protected when developing non-residential sites. Of particular importance is ensuring buildings, parking areas and other development meet the minimum required setbacks from open water and wetlands. Further, tree surveys should be thoroughly evaluated to ensure that significant trees and vegetative under-story is preserved and protected to the extent possible. If trees are removed, developers must comply with the replacement requirements outlined in the Township Woodland Ordinance.

Impervious surfaces can have a direct effect on drainage to surrounding lands and water bodies. Issues created by runoff must be closely evaluated on a case-by-case basis. Specifically, the proposed layout and development of a site will be reviewed to ensure that impervious surface is maintained at the lowest possible percentage. The Township currently has maximum lot coverage percentages that must be followed. Consideration should be given to decreasing the maximum lot coverage percentage for sites located within the Ford Lake watershed and other sensitive areas such as along Paint Creek in the form of an overlay district.

Site Lighting. Intense site lighting along the business corridors creates a glare that impacts adjacent residential areas and motorists traveling along the

business corridors. In addition, clusters of intensely lighted areas will create a “dome of light” in the night sky. Special attention should be paid to proposed lighting plans to avoid these negative impacts.

The Township has a thorough site lighting ordinance that minimizes potential impacts to surrounding sites and along the roadway. These regulations should be applied during site plan review and enforced as part of the site inspection and certificate of occupancy process. The key components to the lighting regulations are: limiting the intensity of lighting throughout the site and at the property line; specifying the height and location of light poles; requiring all fixtures be down-directed and the source of the light shielded from view.

The ordinance specifies regulations for all of the above described elements. Of course, some flexibility should be allowed for ornamental lighting which is consistent with the architectural theme.

Parking. The parking requirements in the zoning ordinance place limits on excessive amounts of parking. This is intended to minimize large underutilized parking lots and significant stormwater runoff from the impervious surface. The ordinance is also intended to minimize excessive pavement, preserve more open green space and encourage a more pedestrian/non-motorized/transit friendly environment. In certain instances, a portion of the required parking can be “banked” as green space, to be improved for parking only if the need arises in the future.

Commercial development should seek opportunities to reduce the amount of parking required through mixing uses on a site that have differing parking demands. Employers should encourage ride sharing programs with employees and should provide bike parking facilities. Ypsilanti has an MDOT park and ride facility within its boundaries along I-94. Finally, transit-friendly development patterns should be encouraged in the northern areas of the Township that are served by The Ann Arbor Transportation Authority to encourage use of transit as an alternative to individual automobiles.

Aesthetics and circulation of parking lots are the other main components of parking lot design. Parking lots must be designed to promote safe and convenient traffic flow. This can be accomplished by clear delineation of parking aisles with landscaped parking lot islands. These islands assist in directing traffic and prevent motorists from cutting across the lot or going in the wrong direction and minimize the potential for conflicts between vehicles and pedestrians. To also ensure that landscape islands serve an aesthetic purpose, they should be landscaped with large canopy trees and covered with grass. In some areas, low shrubs are appropriate but consideration must be given to site distance. All parking lot islands should be curbed to prevent encroachment from vehicles.

E. TOWN CENTER

An area has been designated for the Ypsilanti Township Town Center along the Huron and Whittaker Road corridor. This area is planned to become a mixed-use Town Center with employment, retail shopping, commercial services, civic and recreational uses. This area is also intended as a mixed-use environment that will include residential, likely in the form of townhouses. The intent is that this area will be integrated into a pedestrian-friendly, walkable area with sidewalks connecting all uses and community parks and plazas integrated into the fabric of this Town Center area. The Town Center has the potential to become an activity center for the Ypsilanti Township community that will provide a defined sense of place for the Township. This concept has its foundation in the recommendations for the Huron Whittaker Corridor Plan that was a joint effort of the Township and City of Ypsilanti.



With convenient interstate access, this area is planned for higher intensity of development and a mixture of uses that would be supportive of transit opportunities. In order for this type of development to be successful, it must be properly designed and developed. For that reason, specific design standards are needed for architecture, building orientation, neighborhood form and streetscape elements.

These recommendations were implemented through the development of form-based zoning districts for the Town Center area. Unlike conventional zoning that focuses on separating land uses, form-based regulations focus on building form as it relates to the streetscape and adjacent uses. A mixture of land uses are permitted based upon the context of the building form. Compatibility of uses is achieved through design and orientation, instead of strict land use separation. Form-based regulations rely on design concepts and patterns intended to create more livable environments and spaces.

After the last master plan update in 2007, the form-based code text was formally adopted, but rezoning of parcels in the designated Town Center area has been voluntary by owners requesting rezoning. Rezoning should be done in a logical fashion, with clusters of parcels rezoned together, so spot zoning does not occur. The Township can lead the effort by rezoning the parcels it owns.

The map at right shows the suggested areas for the five form-based categories as described below:

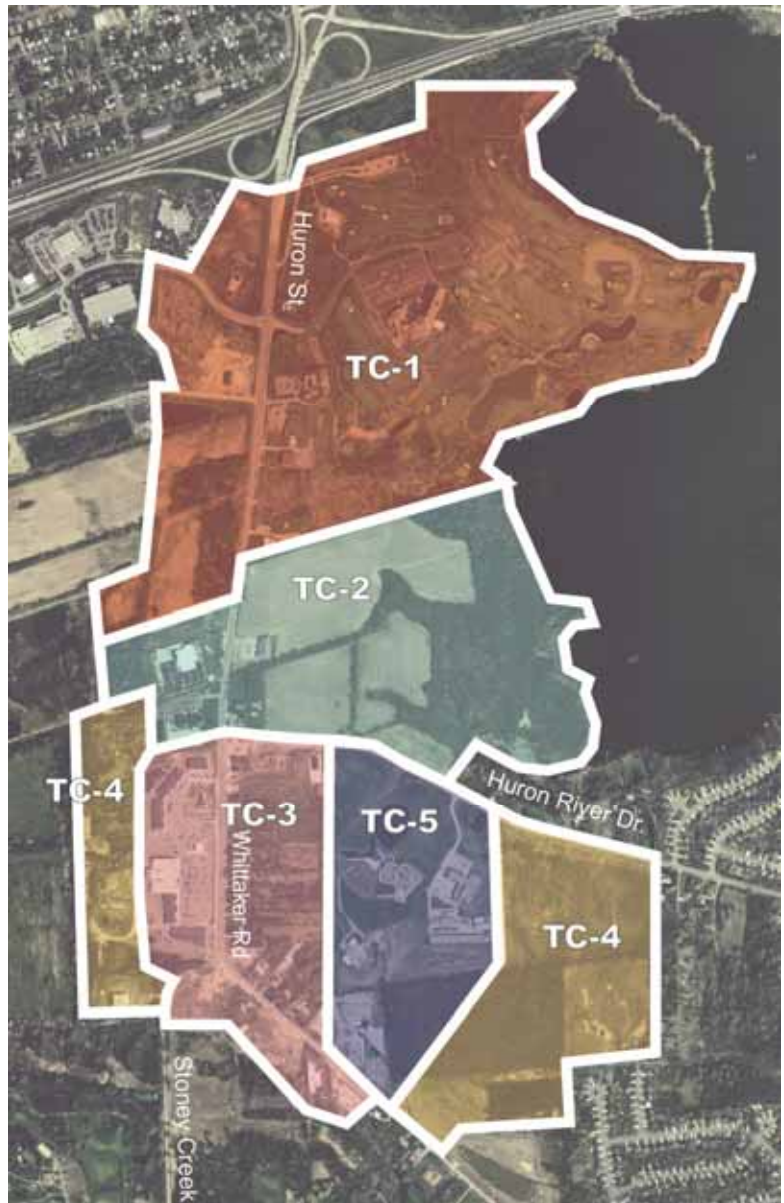
TC-1. The TC-1 Zone is a non-residential zone for the northern portion of the Huron Street corridor nearest the I-94 interchange. This district is intended for a mixture of commercial, office, research & development and recreational uses. It serves at the entryway to the Town Center transitioning from the north.

TC-2. The TC-2 Zone is a mixed-use zone for the central core of the Town Center north of the intersection of Huron Street and Huron River Drive. This district is intended for a mixture of commercial, office, residential and recreational uses.

TC-3. The TC-3 Zone is a commercial zone for the southern part of the Town Center along Whittaker Road. This district is intended for commercial and office uses that provide convenience goods and services to residents of the Township. It serves as a transitional area to the residential neighborhoods further south.

TC-4. The TC-4 Zone applies to the areas on the outer edges of the Town Center and is intended to develop primarily for residential use. These serve as transitional areas to the residential zoning districts that surround the Town Center.

TC-5. The TC-5 Zone is the civic zone of the Town Center. Governmental and civic uses are located in this zone including the Township Hall, District Court, National Guard Armory and Library.



DESIGN GUIDELINES

Business, retail and service uses along Huron Whittaker Road will be a focal point of the Town Center. Commercial architecture should contribute to the desired Town Center character. The architectural styles for buildings should resemble that of traditional architecture. Town Centers commonly possess an integrated pedestrian circulation system that conveniently connects surrounding neighborhoods to public gathering places, neighborhood commercial areas within the Town Center and civic and recreational facilities. It is therefore important to ensure adequate connections are provided through the creation of a system of sidewalks and pathways that emphasizes human scale and makes the corridor walkable. The commercial areas of the Town Center need to include the following elements.



- Buildings should front towards and relate to the street at a pedestrian scale and orientation.
- Building envelopes should create a continuous street edge with buildings built-to the front lot line and with zero side yards between adjacent buildings.
- Parking lots should be located behind the building to minimize the dominance of automobiles and make the site more pedestrian friendly. Facilities for bicycle parking should be provided.
- Sidewalks and pathways should interconnect all uses within the Town Center with convenient links to residential areas and parks.
- Street trees should be provided along all frontages and brick walls or hedge rows used to screen any visible parking lots.
- The area should be developed with an interconnected street pattern. New streets built off Huron Whitaker should be designed to allow for on-street parking.
- A vertical mixture of uses should be encouraged with office or residential above retail businesses and services.

RESIDENTIAL USES

The residential areas should be integrated into the Town Center to create a mixed use environment. Residential will be a mixture of apartments above businesses or traditional townhouses, such as brownstones. Single family on small lots may also be appropriate near the golf course and along Ford Lake. Other uses may include churches, civic spaces, parks and recreational uses.

With the potential of higher density of development, it is important that residential areas be designed to include all of the elements essential to a high quality traditional neighborhood. Neighborhoods need to consist of physical components such as streets, lots, blocks, homes and community facilities, such as parks, schools and churches. Residential development should include all of the following elements:



- Traditional architecture should be utilized.
- Multiple-family should be developed as traditional brownstone townhouses with courtyards and parking to the rear.
- Single family dwellings should be developed with garages located in the rear yard.
- Porches or stoop entrances should be provided on all front facades.
- Neighborhoods need to be developed at a walkable scale with sidewalks and pathway systems.
- Vistas should be maintained to natural areas and focal points such as Ford Lake.
- Neighborhood parks need to be provided in visible and accessible locations to serve as neighborhood focal points/gathering places and provide for recreation.

F. URBAN COMMERCIAL CORRIDORS

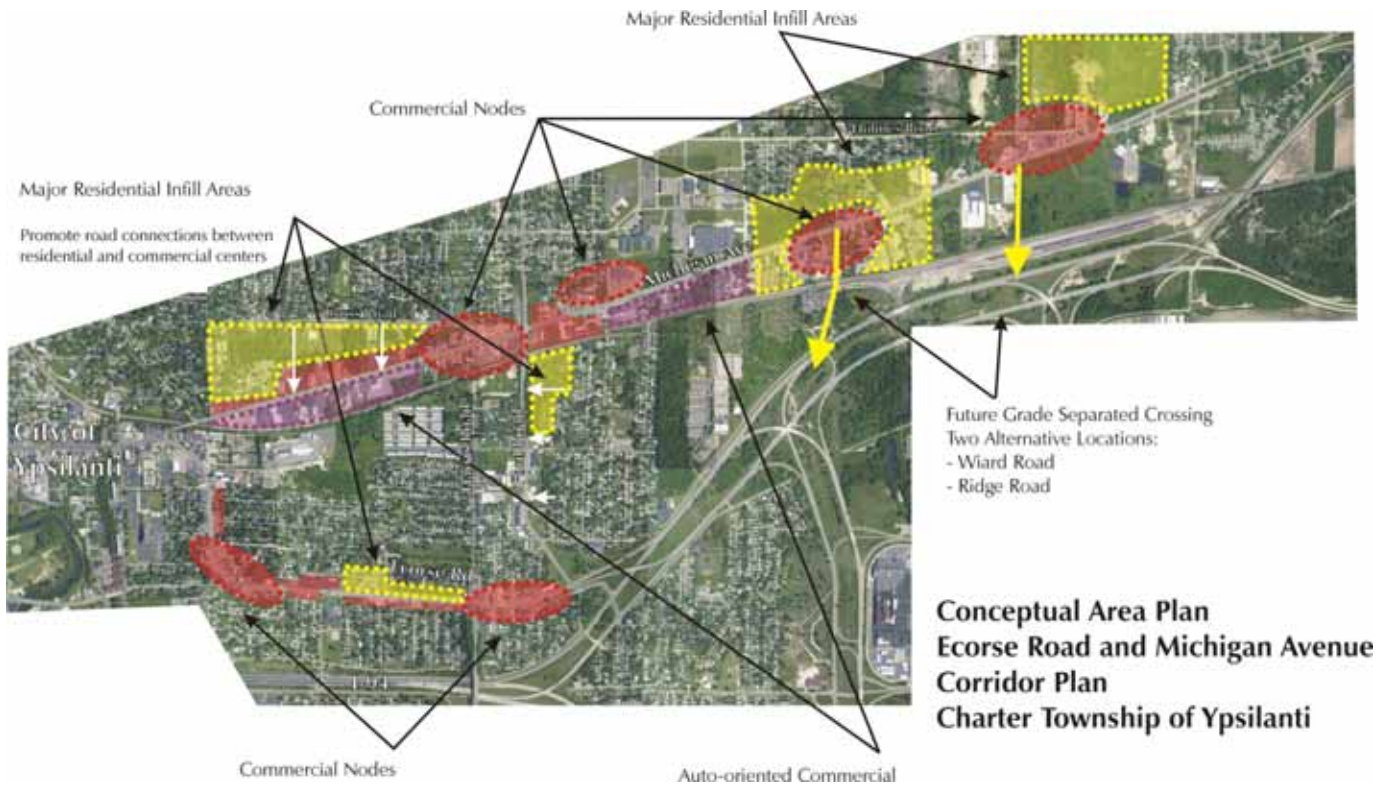
In the northern portion of the Township there are a number of business corridors such as Michigan Avenue, Ecorse Road and Washtenaw Avenue that are nearly built-out with older commercial buildings on small lots.

Priority should be given to safety improvements such as consolidating driveway access and improving circulation within the site, and between adjacent sites. Improvements should also be made to non-motorized facilities such as providing sidewalks, providing bicycle parking facilities, and making the site more pedestrian and transit friendly. A key to redeveloping this area of the Township is to capitalize on the transit service in this area to create more transit-oriented development (TOD). This includes shifting some multiple-family units to the corridors to provide the density required to support TOD. Screening from adjacent residential neighborhoods should be provided where needed. Finally, aesthetic upgrades to building architecture and landscaping along the site frontage should be provided where practical.



ECORSE ROAD AND MICHIGAN AVENUE CORRIDOR PLAN

Adopted in 2001, the Ecorse Road and East Michigan Avenue Corridor Plan sets forth a vision to revitalize the corridors into vibrant, mixed-use districts. The plan provides a set of design guidelines, circulation improvements, economic development strategies, and a land use plan identifying key nodes to concentrate commercial redevelopment. Since the adoption of the plan, the Township has adopted zoning districts to implement the recommendations of commercial nodes at key intersections. To fully realize the strategies for revitalization outlined in the plan, the Township should rezone the corridors, especially the areas designated as commercial nodes.



REIMAGINE WASHTENAW CORRIDOR PLAN

Completed in 2009, Washtenaw Avenue Corridor Plan laid the groundwork for improved access and mixed-use infill development along Washtenaw Avenue, a major economic and transportation corridor connecting the cities of Ann Arbor and Ypsilanti, and Pittsfield and Ypsilanti Townships. In contrast to the existing single-use zones and auto dominated public realm, this new mixed-use, compact development typology will enhance economic vitality and quality of place in Ypsilanti Township. In addition to providing a variety of office spaces, retail options, restaurants, and housing types, this type of development will utilize smart growth and transit-oriented development (TOD) principles to provide more mobility options for Township residents and visitors.

These “nodes” of higher density development will provide quality and convenience for established area professionals and busy families, seniors, and help retain local college graduates looking to fill the employment needs of a knowledge based economy. ReImagine Washtenaw is not just about creating new development it is also about revitalizing the existing commercial centers and neighborhoods, and building on the assets of the community in order to ensure long-term stability.

Key Concepts for Corridor-wide Change

- Changes to the streetscape and road character should be compatible across jurisdictional boundaries while still accommodating the unique traffic and neighborhood needs of particular segments and nodes.
- Potential locations for creating “nodal identity” support potential transit service improvements and TOD development, especially at super stops.

Insert graphics when complete

- Compact, mixed-use nodes should contain an internal street network at a pedestrian scale with well-designed public spaces.
- Special consideration should be given to improving pedestrian and bicycle connections between new infill development and adjacent residential areas, particularly the sites behind. A key recommendation is to complete the sidewalk network by filling in sidewalk gaps.
- Development should take a “market realism” approach to parking facilities, reducing the number of parking spaces.
- Opportunities for safe pedestrian and bicycle access and crossing should be prioritized as part of the modal shift from vehicular travel to non-motorized and transit.
- Public amenities including 10’ sidewalks, signage, transit facilities, landscaping, street trees, and open space should be provide consistently throughout the corridor while still revealing the diverse character of the four communities. This may require expansion of the right-of-way either through donations, easements, or acquisition.
- The Access Management Plan recommendations should be implemented in a timely manner to improve access and safety.

For more information on the transportation recommendations from the ReImagine Washtenaw Plan, please refer to Chapter 5: Land Use.

Design Guidelines

As part of the implementation of the ReImagine Washtenaw Plan in 2013, Ypsilanti and Pittsfield Townships developed a set of design guidelines for the Washtenaw Corridor. These provide redevelopment recommendations for architecture, building siting, public realm/streetscape, parking, and site design features. These guidelines provide the basis for the eventual rezoning of the corridor into the new Urban Corridor district.

Golfside Priority Site

As part of the original 2009 Corridor Plan, the intersection of Golfside was identified as a priority site for transit-oriented, mixed-use development. This transit node concept was further developed during the creation of the design guidelines to provide an example for how to apply the guidelines and eventual new zoning district to transit nodes. The following principles were used in the development of the Golfside concept plan:

- High quality transit stop should be integrated with compact mixed-use development, good walking and cycling conditions, and reduced automobile parking area.
- Development should incorporate main street style internal street grid connecting residential and mixed-uses.
- Site should be responsive to the market and design with the potential for site phasing, including parking decks with surface space as common area or parking on first floor of residential buildings.
- Project should incorporate green community spaces with passive and active uses.

- Due to right of way limitations, multi-modal project components will require a strong partnership with Michigan Department of Transportation (MDOT) and landowners.
- A road diet study for Golfside Road would show the benefits and feasibility of creating pedestrian refuge islands.

G. RELATION TO ZONING

The Future Land Use Map should not be confused with the Townships zoning district map, which is a current (short term) mechanism for shaping development. The Future Land Use Plan is intended to serve as a guide for land use decisions over a longer period of time (5 to 15 years). Zoning changes should be made gradually so that growth can be managed. Although the Township may immediately rezone some of the areas recommended in the Plan, there are certain land use changes that will be more appropriate at some point in the future. The Plan should be consulted as one of the criteria to judge the merits of a rezoning request. Suggested zoning criteria based on standards recommended by a number of planning organizations and significant case law are listed below:

- Is the proposed rezoning consistent with the Master Plan and Future Land Use Map recommends? If not, is it reasonable to change the Plan? There should be justification for a deviation from the Plan. The Planning Commission could require an amendment to the Plan before approval of a contrary zoning request.
- Is the timing for the zoning change correct?
- Is there reason to believe that the property owner cannot realize a reasonable rate of return with any use allowed under the current zoning classification? (i.e. is use under current zoning viable?) The right to a "reasonable" use of the property is not necessarily the most profitable use.
- Are all of the permitted uses allowed under the requested zoning district compatible with surrounding land uses and zoning?
- Is the environment of the site capable of accommodating the list of uses permitted under the requested zoning classification?
- Is there sufficient public infrastructure (street, sewer and water capacity) to accommodate the host of uses allowed under the requested zoning classification? Is the proposed change in keeping with the intent to protect the public "health, safety and welfare?" If not, is mitigation being proposed to accommodate the impacts?
- Is the site large enough to meet all requirements for setbacks, area, utilities and driveway spacing?

If response to all those questions is affirmative, then the Township should approve the rezoning. If the response to one or more of the questions is negative, then substantial evidence should be provided by the applicant.

ZONING PLAN

The future land use categories correspond to zoning districts, but there is some generalization. The following table provides a zoning plan indicating how the

future land use categories in this master plan relate to the zoning districts in the zoning ordinance. In certain instances, more than one zoning district may be applicable to a future land use category.

Zoning Districts	Future Land Use Categories															
	SFR-1	SFR-2	SFR-3	SFR-4	SFR-5	MFR-2	MFR-3	MFR-4	MFR-5	Town Center	Office	Neighborhood Commercial	General Commercial	Urban Commercial Corridor	Research and Development	Industrial
R-1 One-Family Residential	■															
R-2 One-Family Residential		■														
R-3 One-Family Residential			■													
R-4 One-Family Residential				■												
R-5 One-Family Residential					■											
RM-1 Multi-Family Residential						■										
RM-2 Multi-Family Residential							■									
RM-3 Multi-Family Residential								■								
RM-4 Multi-Family Residential									■							
RM-5 Townhouse Residential										■					■	
MH Mobile Home Park							■	■								
Town Center										■						
P-1 Parking															■	
OS-1 Office Service											■					
B-1 Local Business												■				
B-2 Community Business												■				
B-3 General Business													■			
B-4 Auto Oriented Business														■		
B-5 East Michigan Ave. Business															■	
B-6 Ecorse/Ford Business																■
IRO Industrial Research Office																■
I-1 Light Industrial																■
I-2 General Industrial																■
I-3 Heavy Industrial																■
I-C Industrial Commercial																■

Private Recreation and Public uses are identified on the future land use map with the intent that those uses will likely not change. If those sites are considered for a new use in the future, the use should be compatible with the adjacent land areas and their overall character.

PD Planned Development zoning can apply to multiple future land use categories according to the standards in the zoning ordinance.

CHAPTER SEVEN

ECONOMIC DEVELOPMENT

Ypsilanti Township is well positioned to accept a significant portion of the commercial and industrial opportunities projected over the next several years for Washtenaw County. As an aggressive and enthusiastic supporter of industrial and manufacturing growth, the Township has the ability to attract and retain businesses which supports the local economy.

Every community seeks to provide a strong economic base so that its residents can prosper and that community services are available. The residents of Ypsilanti Township recognize the importance of accommodating commercial and industrial economic growth while creating additional tax-base and preserving significant natural features for the community.

A. VISION

The Township's economic growth and development is embodied in the following goal:

Commercial and industrial development in the Ypsilanti Township community should be promoted, consistent with the "Future Land Use Plan" included in this Comprehensive Plan, to meet the retail and service needs of the residents and existing businesses, to provide jobs for the residents and to create additional tax-base for the community.

This goal will be achieved by focusing on the elements and objectives which were developed during the public involvement process. This chapter, however, will focus more on industrial and commercial development as opposed to the retail and service/hospitality sectors.

B. ELEMENTS

- **Build Commercial/Rezone Huron/Whittaker to Textile.** Consider the additional commercial and mixed use zoning in the Huron Street / Whittaker Road corridor between I-94 and Textile Road in order to promote creation of a town center district with a wide variety of goods and services available in a central location.
- **Restaurants.** Continue to provide zoning districts to permit development of standard full-service restaurants and work with private developers in order to promote the opportunities for such facilities in the Township.

"There is one rule for the industrialist and that is: Make the best quality of goods possible at the lowest cost possible, paying the highest wages possible."

-Henry Ford

- **Major Retailers.** Promote the development of major retail facilities by national and international retailers using zoning and economic development enhancement techniques.
- **Research and Development.** Promote the development of additional research and development facilities in the Township using zoning and economic development enhancement techniques.
- **Manufacturing.** Promote the retention of existing manufacturing jobs within the township and recruit new industrial uses to locate within the township.
- **Commercial Services.** Work with private developers and retail service providers to promote development of commercial services that are required by businesses and residents.

The realization of the economic development objectives will occur through sustained, proactive, and coordinated efforts by the Township’s business community, Township officials and the public as a whole. Chapter Six addresses future development which provides guidance to these efforts.

C. BUSINESS CLIMATE

LOCATION ATTRIBUTES

The success of Ypsilanti Township is heavily influenced by geographic position and proximity to several interstate highways. Geographically, the Township is closely aligned with the City of Ypsilanti, and to a lesser extent, the City of Ann Arbor.

The community is situated along I-94 and provides easy access to the Detroit metropolitan area. This proximity provides opportunities for the establishment of suppliers to the exporters, manufacturers and retailers. In addition to I-94, several other location attributes impact the business climate in the community.

- **Interstate 94.** The location astride I-94 is vital to the economic health of Ypsilanti Township. I-94 is one of the most important interstate corridors in terms of imports, exports and the supply of goods and services to industry and business. I-94 is the principal route between Chicago, Detroit, and Toronto and was a major focus for improving infrastructure in support of the NAFTA free trade agreement. The system also supplies a very high level of non-business automobile traffic comprised of area residents, visitors and pass-through motorists.
- **Willow Run Airport.** Located in both Ypsilanti Township and VanBuren Township, Willow Run Airport is the third largest airport in Michigan. It transfers approximately 200 million pounds of cargo annually. In addition to its large cargo operation, the airport also services aircraft charters, flight schools and fixed base operations. Thirteen companies have locations at Willow Run, consuming 235,000 square feet of office, commercial and industrial space. There is approximately 55,000 square feet of available space for new or existing companies to acquire. Willow Run Airport and its tenant businesses currently employ approximately 1,500 people, a large percent of which reside in Ypsilanti Township.



- **Detroit Wayne County Metropolitan Airport.** Ypsilanti Township is twelve miles west of Detroit Wayne County Metropolitan Airport. The largest airport in Michigan, it transported 30,402,710 passengers in 2005 and is currently the 16th busiest airport in the United States and the 24th busiest in the world. Both Willow Run and Detroit Metro Airport are managed by the Wayne County Airport Authority, which allows for a streamlined planning and management system.
- **Wayne County Aerotropolis.** The Wayne County Aerotropolis encompasses the area around Willow Run and Metro Airport and has been planned for a major hub for economic development in southeast Michigan. It can be described as a cluster of aviation linked businesses, industrial sites, distribution centers, technology information and telecommunication companies that are all centered around sustainable community environments. In addition, supporting amenities/industries include golf courses, restaurants, business-class hotel accommodations and single and multiple family housing. This economic development strategy stems from increased globalization and the need for businesses to provide customers with quality products in a short amount of time. The aerotropolis concept works surprising well in the greater Detroit region; mainly because Detroit Metro Airport has 25,000 acres of wood and open fields surrounding it, unlike other major U.S. airports. Additionally, Willow Run Airport, just a short drive away from Metro, provides the chartered cargo flights for the “Big Three” automakers and their suppliers. Implementation of the aerotropolis concept will bring new jobs and tax revenue to southeast Michigan. By virtue of proximity, Ypsilanti Township is poised for monumental changes over the next 25 years. The Wayne County Aerotropolis could provide an opportunity for redevelopment of the industrial land surrounding the airport.
- **Higher Education.** There are several higher education institutions located within five miles of the Township. These include Eastern Michigan University, located in the City of Ypsilanti and Ypsilanti Township; University of Michigan and Concordia University, in the City of Ann Arbor; and Washtenaw Community College in Ann Arbor Township. The University of Michigan, rated one of the top public schools in the country, provides a haven for research and development companies, high-technology and bio-medical start-ups. The Eastern Michigan University Corporate Education Center is located in the Township at the Eagle Crest Conference Center. Ypsilanti Township should continue to work closely with Ann Arbor Spark, Washtenaw County’s economic development agency, to provide research and office space, along with access to venture capital and other start-up needs.
- **Rail.** Norfolk Southern manages and operates several rail lines in the Township, many of which provide industrial sites in the community to have direct access to Willow Run Airport. In addition, Amtrak provides passenger service for the region; however, the closest station is in the City of Ann Arbor. Plans are underway for a commuter rail line between Ann Arbor and Detroit, which may include a stop in Ypsilanti Township.



EMPLOYMENT SECTOR PROFILE

A basic understanding of the present economic character of the Township is useful when charting a future course of action. Knowledge of the structure of the economy is fundamental to land use planning. A strong economy sustains employment centers and an expanding economy creates new employment opportunities which attract people and results in an increased population. Collectively, a growing economy and population also place additional demands on the community in areas such as housing, schools, business activities and community facilities with direct influence on the demand for a variety of Township services.

Table 7-1 provides a summary of the employment base from 1999-2002 for Ypsilanti Township, Pittsfield Township and the city of Saline. Pittsfield Township and the city of Saline were chosen based on interviews with township officials who indicated the two communities were often direct site competitors with Ypsilanti Township. Interestingly, Ypsilanti Township's employment in the Transportation, Communication and Utilities sector decreased steadily each year, while Pittsfield Township gained employment in this sector each year.

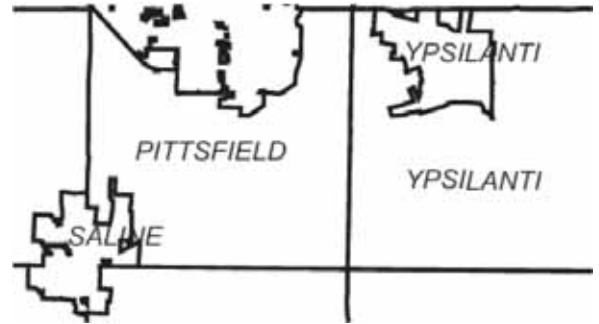


Table 7-1: Employment Base for 1999-2002

Ypsilanti Township

Employment	1999	2000	2001	2002
Agriculture, Mining, Natural Resources	48	105	115	76
Manufacturing	11,046	10,656	11,123	10,506
Transportation, Communications, Utilities	2,669	1,429	1,177	1,202
Wholesale Trade	289	325	518	530
Retail Trade	2,357	2,415	2,477	2,708
Finance, Insurance, Real Estate	307	267	252	237
Services	4,225	4,263	4,227	4,046
Public Administration	279	202	323	336
Total	21,250	19,752	20,262	19,641

Pittsfield Township

Employment	1999	2000	2001	2002
Agriculture, Mining, Natural Resources	240	240	271	221
Manufacturing	2,207	2,020	2,452	2,304

Transportation, Communications, Utilities	670	649	719	853
Wholesale Trade	572	973	881	1,241
Retail Trade	5,386	5,549	6,045	5,727
Finance, Insurance, Real Estate	436	447	713	676
Services	3,629	4,598	4,606	4,370
Public Administration	1,023	1,025	1,100	1,067
Total	14,163	15,501	16,787	16,459
City of Saline				
Employment	1999	2000	2001	2002
Agriculture, Mining, Natural Resources	n/a	n/a	n/a	n/a
Manufacturing	4,053	4,287	4,053	3,535
Transportation, Communications, Utilities	36	35	39	39
Wholesale Trade	n/a	n/a	n/a	n/a
Retail Trade	560	548	534	551
Finance, Insurance, Real Estate	126	129	121	108
Services	2,033	1,996	2,449	2,437
Public Administration	n/a	n/a	n/a	n/a
Total	7,183	7,315	7,608	7,050
Source: SEMCOG				

The majority of the Township's work force falls within the Manufacturing category (52%) as shown in *Table 7-1*. Interestingly, the service sector increased 20.4% in Pittsfield Township while decreasing 4.2% in Ypsilanti Township. Although *Table 16* does not present the city of Saline and Pittsfield Township as industrial employment competitors, many new manufacturing developments have occurred in recent years, including an automotive parts supplier plant in the city of Saline 2006, resulting in 20 new jobs.

In terms of employment trends, Ypsilanti Township has experienced a 7.6% loss, equaling 1,609 jobs from 1999-2002, as shown in *Table 7-2*. Transportation, Communication and Utilities lost the greatest number of jobs, 1,497 in the same period; while Agriculture, Mining and Natural Resources had the greatest percent decrease at 22.8% for a loss of 70 jobs. Conversely, Pittsfield Township has seen an overall employment growth of 16.2% over the same period. They only saw a decrease in employment in the Agriculture, Mining and Natural Resources sector.

Table 7-2: Employment Change for 1999-2002**Ypsilanti Township**

Employment	Change	Percent Change
Agriculture, Mining, Natural Resources	28	58.3
Manufacturing	-540	-4.9
Transportation, Communications, Utilities	-1,497	-55.5
Wholesale Trade	241	83.4
Retail Trade	351	14.9
Finance, Insurance, Real Estate	-70	-22.8
Services	-179	-4.2
Public Administration	57	20.4
Total	-1,609	-7.6

Pittsfield Township

Employment		
Agriculture, Mining, Natural Resources	-19	-7.9
Manufacturing	97	4.4
Transportation, Communications, Utilities	183	27.3
Wholesale Trade	669	117.0
Retail Trade	341	6.3
Finance, Insurance, Real Estate	240	55.0
Services	741	20.4
Public Administration	44	4.3
Total	2,296	16.2

City of Saline

Employment		
Agriculture, Mining, Natural Resources	n/a	n/a
Manufacturing	-518	-12.8

Transportation, Communications, Utilities	3	8.3
Wholesale Trade	n/a	n/a
Retail Trade	-9	-1.6
Finance, Insurance, Real Estate	-18	-14.3
Services	404	19.9
Public Administration	n/a	n/a
Total	-133	-1.9
Source: SEMCOG		

A DIVERSIFIED EMPLOYMENT BASE

Economic diversity continues as a major growth and development objective. A diverse economy helps the community avoid major fluctuations in economic stability because of short-term changes in certain business sectors. For Ypsilanti Township, diversity has been achieved through the provision of well-located commercial and industrial centers and by maximizing opportunities for growth and development in these areas. This trend will continue as development occurs in the Airport Industrial Center and the Wayne County Aerotropolis.

As a measure of success of Township efforts to attract and facilitate a diverse range of entrepreneurial activities, *Table 7-3* lists the major employers in the Township.

Employer	Product/Service	No. of Employees
GM Powertrain	Automatic car transmissions	3200
Ford Automotive	Automobile starters, distributors & ignition coils	2016
General Dynamics	Design and development of information solutions for defense, intelligence and homeland security	450
Pollard Banknote	Products and related services to lotteries	190
Quality Container	Designs and manufactures plastic bottles	150
Source: Ann Arbor Spark		

D. FUTURE BUSINESS DEVELOPMENT TRENDS

ECONOMIC TRENDS

The continued diversification and growth of the local economy and tax base is essential to the community. The tax base provides resources for the delivery of necessary public services. Importantly, an expanding tax base, particularly in the commercial and industrial sectors provides additional job opportunities for Township residents. The success of businesses within Ypsilanti Township is a function of several variables. These include public/private partnerships, market conditions and trends, site location, business synergy and financing.

ECONOMIC OPPORTUNITIES

As part of its business retention and recruitment efforts, Ypsilanti Township works closely with Ann Arbor Spark (formerly Washtenaw Development Council) and the Michigan Economic Development Corporation to maintain a database of potential site development opportunities covering research and development, general commercial and industrial locations.

COMMERCIAL DEVELOPMENT

The Future Land Use Map delineates two main Urban Commercial Corridors; Michigan Avenue and Ecorse Road. These main corridors are in need of revitalization including infrastructure improvements. By proactively implementing programs that aid in the redevelopment of these corridors, private investment will be stimulated.

INDUSTRIAL DEVELOPMENT

Industrial land falls in three major corridors in Ypsilanti Township; Ecorse/Wiard Road, Rawsonville Road and Huron Street.

ECORSE/WIARD

The Ecorse/Wiard corridor generally expands from Ecorse Road to Airport Industrial Drive and from East Michigan Avenue to I-94. This is the largest industrial corridor in the Township and is home to the General Motors Willow Run Powertrain Plant - one of the largest plants in the world with 4.8 million square feet under one roof.

RAWSONVILLE ROAD

The Rawsonville corridor extends from Textile Road south along Rawsonville Road to Martz Road and west to McKean Road. This corridor contains the Ford Rawsonville Plant, which is one of the largest Township employers.

HURON STREET

South of I-94 along Huron Street contains a mix of industrial and research and development sites. Currently, this corridor is home to the Washtenaw Business Park.

Ypsilanti Township is well positioned to take advantage of high technology and industrial opportunities in the coming years. The area's proximity to I-94 and Willow Run Airport; existing industrial base, education, infrastructure availability and residential amenities are attractive draws for development. To foster additional industrial development, as well as to retain existing businesses, the following factors are important:

- Maintain efficient access alternatives for ease of transportation movement from the freeways and major roads to the industrial districts;
- Provide flexible site development within business and technology parks, including a range of site sizes;
- Allow for expedited site plan review for industrial and technology development; and
- Continue to market other target industries as provided by MEDC and Ann Arbor Spark.

E. FINANCIAL AND BUSINESS DEVELOPMENT INCENTIVES

Over the years, Ypsilanti Township has employed several economic development incentives that have proved invaluable for attracting and retaining businesses. The use of appropriate incentives is considered essential to the continued nurturing of commercial and industrial growth and development and the retention and creation of job opportunities. The Township has sought to maintain their reputation as "pro-business" and will continue to employ the appropriate commercial and industrial incentives that will attract business. The following represents a standard list of economic development tools that the Township is currently using or is considering using.

- **Corridor Improvement Authority (PA 280 of 2005).** The Corridor Improvement Authority Act allows the Township to create a district, similar to DDAs, for older commercial corridors along major traffic thoroughfares. The primary "tool" for this authority to promote economic development along designated corridors is the use of tax increment revenues to pay for a variety of improvements within the district. Authorized improvements include constructing or renovating public facilities, such as streets, bridges, buildings, plazas and pedestrian malls, parks and parking facilities. A municipality may establish one or more corridor improvement authorities to revitalize and reinvigorate these commercial areas. This program has been discussed for the Michigan Avenue corridor and the Ecorse Road corridor.
- **Brownfield Redevelopment Authority (PA 381 of 1996, as amended).** Under the Brownfield Redevelopment Act, the Township may create a Brownfield Redevelopment Authority to develop and implement brownfield projects. The Brownfield Redevelopment Authority is a resource that may use Tax Increment Financing (TIF) and allow

developers to apply for Single Business Tax (SBT) Credit incentives. The township could use this incentive to assist on several sites in the community, particularly those classified as blighted or obsolete.

- **Industrial Property Tax Abatement (PA 198 of 1974, as amended).** Public Act 198 of 1974, as amended, is the primary tool local units of government use as an incentive for companies to renovate and expand aging manufacturing plants or to build new plants in Michigan. The Township Board grants the abatement, which reduces local property taxes by roughly 50% on new plants. In the case of a rehabilitation project, the obsolete state equalized values (SEV) is frozen and the investment on improvements is 100% exempt from property taxes. Abatements cover both real and personal property and can run from one to twelve years, at the option of the local unit. The Township supports tax abatements and has approved every application that has come before the Township Board.
- **Local Development Financing Authority (P.A. 281 of 1986 as amended).** The Local Development Financing Act (LDFA) allows the Township to utilize tax increment financing to fund public infrastructure improvements. The tool is designed to promote economic growth and job creation. Communities across Michigan have utilized this tool to extend sewer and water lines, construct roads, service manufacturing, agriculture processing or high technology operations. In early 2006, Ypsilanti Township purchased 162 acres of farm land on Huron Street, south of I-94. The Township created an LDFA in order to collect the tax increment to pay for infrastructure on the property. Of the 162 acres, 36 were sold to Bosal International, a tier-one automotive parts manufacturer headquartered in Belgium. Bosal International is currently constructing a 250,000 square foot facility on the property and expects to hire 250 employees. There is approximately 350,000 square feet available for future phases. Approximately 90 acres has been set aside for park and recreational space, leaving the remaining 36 acres available to future development.
- **Michigan Certified Business Parks Program.** A Certified Business Park (CBP) in a qualified local unit of government, as defined by the Local Development Financing Authority Act (P.A. 248 of 2000), has the potential to capture property taxes to aide in the financing of public infrastructure improvements in or around the park, and /or additional property for park expansion, as well as other public improvements. Developers throughout Michigan use the Certified Business Park standards in the design of parks and work toward achieving certification. Prospects will find that a Certified Business Park offers specific advantages that are not available in other parks. Proceeds from the sale of land acquired with tax increment revenue may be retained for purposes of the plan, if the property is located in a Certified Business Park at the time of sale. In addition, the new Certified Business Parks will be marketed by the State.
- **Michigan State Housing Development Authority.** Other grant and loan programs should be explored with a member of the Community Assistance Team. However, Community Development Block Grant

“We work very closely with Ypsilanti Township, VanBuren Township and Michigan Economic Development Corporation on attraction projects.”

*Sean Brosnan,
Director, Willow
Run Airport*

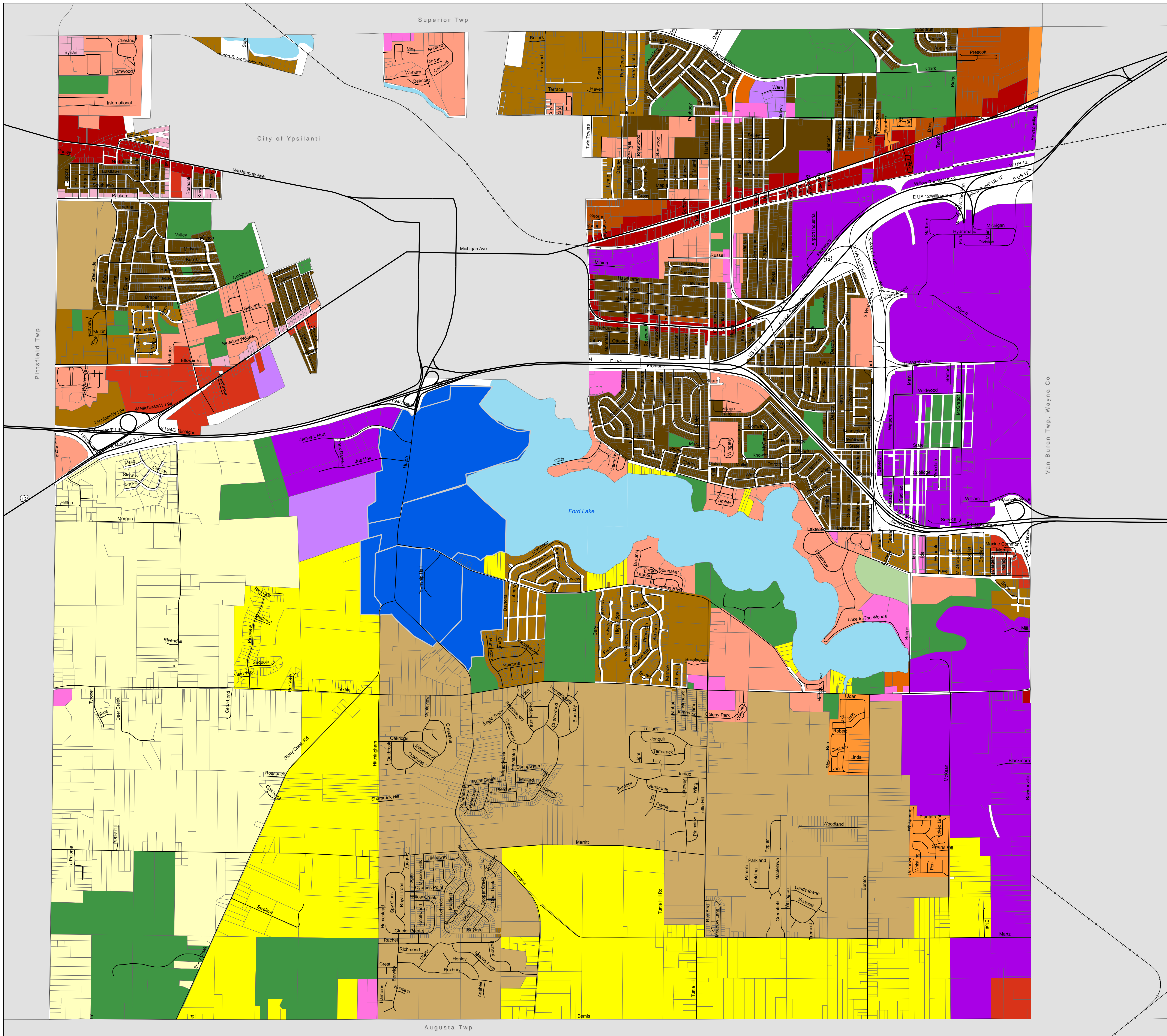
funds are not available directly to Ypsilanti Township, but are dispensed by Washtenaw County. Communication with County economic development officials should be consistently exchanged.

- **Michigan Department of Transportation Economic Development Fund.** The Transportation Economic Development Fund (TEDF) was created to assist in the funding of highway, road, and street projects necessary to support economic growth. The TEDF provides for the distribution of money to counties and municipalities through three formulas and two grant programs. The fund is administered by the Transportation Economic Development and Enhancement Office, which provides a means for State government, local agencies, and business to work together to meet the often extensive and urgent demands placed upon the transportation system by economic development throughout the state. In 2005, Ypsilanti Township received a \$300,000 grant from the Michigan Department of Transportation to assist with widening Huron Street south of I-94 to a full five lanes. This was done in conjunction with the development of the Township-owned land for the Bosal International facility. Ypsilanti Township will also receive a \$2.6 million grant to assist with revitalization for 3 miles of commercial property along Ecorse Road ending at North Ford Boulevard. Improvement activities include mill and overlay, curb and gutter, sidewalks, streetlights and beautification. The project is anticipated to begin in the spring of 2007 and should be completed by the end of the year.

OTHER

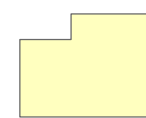
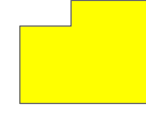







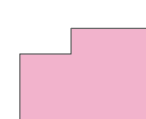
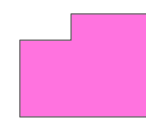








Industry Retention and Business Recruitment Programs. Ypsilanti Township currently partners with the Michigan Economic Development Corporation and Ann Arbor Spark for annual retention visits for businesses in the Township. This program should be continually enhanced to gain the best feedback from companies in order for the Township and County to meet the changing needs of industry. It is important that Township officials coordinate and work collaboratively with surrounding communities to effectively promote themselves and the region.

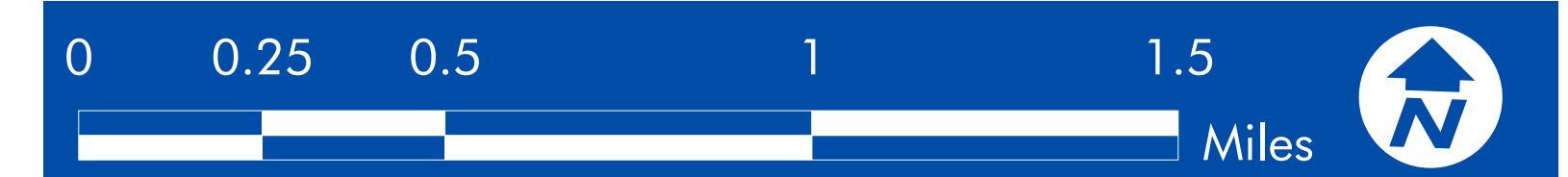
In today's marketplace, companies can feasibly locate almost anywhere, especially if their product can be easily transported. In order to remain competitive in the economic development arena, Ypsilanti Township employed a print marketing campaign. This campaign was designed to target printing and printing-related industries, which is a growing employment sector in Washtenaw County. Marketing campaigns of this type are often sent to a targeted mailing list, highlighting the benefits of locating in Ypsilanti Township. While it is unlikely for major corporations to relocate headquarters, the Township should focus on expansions of those companies and their supplier and consumers.



Future Land Use

Master Plan Update
Ypsilanti Township
Washtenaw County, MI

-  SFR-1
-  SFR-2
-  SFR-3
-  SFR-4
-  SFR-5
-  MFR-2
-  MFR-3
-  MFR-4
-  MFR-5
-  Town Center
-  Office
-  Neighborhood Commercial
-  General Commercial
-  Urban Commercial Corridor
-  RD
-  Industrial
-  Private Recreation
-  Public
-  Water



Sources: MCGI, Ypsilanti Twp



Draft: April 2013

Supervisor
BRENDA L. STUMBO
Clerk
KAREN LOVEJOY ROE
Treasurer
LARRY J. DOE
Trustees
JEAN HALL CURRIE
STAN ELDRIDGE
MIKE MARTIN
SCOTT MARTIN



Residential Services

7200 S. Huron River Drive
Ypsilanti, MI 48197
Phone: (734) 484-0073
Fax: (734) 544-3501
www.ytown.org

MEMORANDUM

TO: Charter Township of Ypsilanti Board of Trustees

FROM: Jeff Allen, Residential Services Director

DATE: September 3, 2013

RE: Approval for asphalt work-per WCRC contract pricing

Please find enclosed a price quote from Barrett Paving Materials Inc. to do paving work in the Civic Center area.

There are a few areas that we received quotes for doing mill and overlay, and some grade work. Barrett Paving is currently under contract with the Washtenaw County Road Commission to do various paving projects in the Township, including Grove Rd. Barrett's price for this work includes the same unit pricing that they were already awarded through their contract with the WCRC.

This is a unique opportunity to piggyback on the quality pricing that the WCRC already bid out. The WCRC would not be involved in overseeing the project however. We would manage it out of the RSD office.

We are proposing that you accept and authorize \$79,213.20 for Barrett to mill and overlay 3" in the back Police/Court parking lot. Furthermore to authorize another \$44,201 to mill and overlay the paving areas back at the maintenance garage. This work would total \$123,414.20 to do both of these areas. To do both these at the same time, allows us to save \$10,000 (see the price sheet).

At this time we are not proposing to do the drive way portion (currently both gravel and paved) as there is some potential storm structure issues and grade and drainage issues that may need to be addressed. Additionally there should be some curb work done on the road as well. Furthermore, this type of work is not included in the pricing agreement between Barrett and the WCRC.

We propose to pay for this work out of line item 101.970.000.971.008.

QUOTATION



Barrett Paving Materials Inc.

5800 Cherry Hill Road

Ypsilanti, MI 48198

Contact: Wanda Dwyer

Phone: (734) 483-4775

Fax: (734) 483-4774

Quote To:

Mr. Carl Girbach
Ms. Karen Lovejoy Rowe

Job Name:

Ypsilanti Twp. Police Lot & Maintenance

Date of Plans:

Revision date:

Phone:

Fax:

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
POLICE LOT & DRIVE:					
10	Mobilization - Police Lot & Drive	1.00	LS	23,800.00	23,800.00
20	Traffic Barricades	1.00	LS	750.00	750.00
30	Mill up to 3"	4,985.00	SY	1.18	5,882.30
40	Install 3" of LVSP Asphalt	823.00	TN	58.30	47,980.90
50	Restripe Lot	1.00	LS	800.00	800.00
Police Lot & Drive Total					\$79,213.20
Maintenance Garage Areas:					
60	Mobilization - Maintenance Lot	1.00	LS	17,500.00	17,500.00
120	Maint. Lot - Mill inside Gate Area	2,175.00	SY	1.18	2,566.50
130	Maint. Lot - Pave inside Gate Area	359.00	TN	58.30	20,929.70
140	Maint. Lot - Mill spaces outside NE Gate	120.00	SY	1.18	141.60
150	Maint. Lot - Pave spaces outside NE gate	20.00	TN	58.30	1,166.00
160	Maint. Lot - Mill NW Gate drive	175.00	SY	1.18	206.50
170	Maint. Lot - Pave NW gate drive	29.00	TN	58.30	1,690.70
Maintenance Area Total					\$44,201.00
GRAND TOTAL					\$123,414.20

NOTES:

CLARIFICATIONS:

Prices above include (1) Mobilizations.

WE DO NOT INCLUDE ALLOWANCES FOR THE FOLLOWING ITEMS:

Excavation, sawcutting, drawings, flag control, permits, testing, bonds and dues of any kind.

This proposal may be withdrawn by us if not accepted within ten (10) days.

If you have any questions or concerns, please do not hesitate to call me at (734) 216-7006.


Wanda Dwyer, Estimator/Project Administrator


Date

**CHARTER TOWNSHIP OF YPSILANTI
2013 BUDGET AMENDMENT #12**

September 9, 2013

101 - GENERAL OPERATIONS FUND

Total Increase \$123,414.20

Increase for capital improvement to repair back parking lot and paving areas at the maintenance garage of the Civic Center .
This will be funded by an Appropriation of he Prior Year Fund Balance.

Revenues:	Prior Year Fund Balance	101-000-000-699.000	<u>\$123,414.20</u>
		Net Revenues	<u><u>\$123,414.20</u></u>

Expenditures:	Capital Outlay - Improvements	101-970-000-971.008	<u>\$123,414.20</u>
		Net Expenditures	<u><u>\$123,414.20</u></u>

Motion to Amend the 2013 Budget (#12):

Move to increase the General Fund budget by \$123,414.20 to \$9,768,242 and approve the department line item changes as outlined.

OTHER BUSINESS
