

CHARTER TOWNSHIP OF DELTA
Public Meeting Room A
Delta Township Administration Building
7710 West Saginaw Highway
Lansing MI 48917

**TOWNSHIP BOARD REGULAR MEETING MINUTES FOR
MONDAY, MARCH 15, 2010**

I. CALL TO ORDER

Supervisor Fletcher called the meeting to order at 6:00 p.m.

II. OPENING CEREMONIES – Pledge of Allegiance

III. ROLL CALL

Members Present: Supervisor Ken Fletcher, Clerk Janice Vedder, Treasurer Howard Pizzo, and Trustees Jan Cunningham, Jeff Hicks, Barb Poma, and Cara Spagnuolo

Members Absent:

Others Present: Manager Richard Watkins, Planning Director Mark Graham, Lt. Jeff Campbell, Fire Chief Vic Hilbert, Finance Director Jeff Anderson, Utility Director, Tom Morrissey, Park's Director Dick Benkert, and Manager's Assistant Jenny Wohlfert.

IV. PRESENTATIONS AND PROCLAMATIONS

1. Del Teigeler Promotion Recognition

Fire Chief Vic Hilbert introduced paramedic/firefighter Del Teigeler to the Board as a new engineer for the Fire Department. He noted that Mr. Teigeler had been a member of the Fire Department since November 22, 1999 and had provided outstanding service as paramedic/firefighters during the past 11 years. Mr. Hilbert honored Mr. Teigeler with a badge in recognition of his promotion to engineer.

Supervisor Fletcher thanked Mr. Teigeler for his dedication and hard work that went into his promotion.

2. Public Transit Study Presentation – Kip Grimes, Grimes Consulting

Supervisor Fletcher noted that as the Board searched for ways to rebuild and strengthen the economy in the Capital Region, there was a need for a strong public transit system in order to attract growing businesses and a younger

workforce to the area who wanted to have access to alternative means of transportation. Mr. Fletcher felt public transit was an area that had been lacking for a long time in terms of a good seamless system that connected Eaton County and Delta Township to the region. He noted that EATRAN and the Township had contracted with Grimes Consulting to look at possibly expanding public transit in the area.

Supervisor Fletcher introduced County Commissioners Joe Brehler, Glenn Freeman, and Jeanne Pearl-Wright, Art Luna, Chairman of the County's Public Works Committee and member of the EATRAN Board, John Fuentes, controller, and Donna Webb and Gary Peterson who were representatives of EATRAN.

Kip Grimes, Grimes Consulting, said the Board had been provided with a detailed transit study for their review and that the power point he would be presenting this evening outlined the findings and recommendations of the study. Mr. Grimes said he had attempted to put together an integrated approach to a transit system not only for the Township, but on a county wide basis as well. He said there were two Strategic Plan Oversight (SPO) teams who provided input to the study consisting of Delta Township, being the Economic Development Group (EDC), and EATRAN which was made up of folks in the county, including Health and Human Service agencies. Mr. Grimes noted that there had been a number of residential surveys conducted in the Township and county wide, including the Health and Human Service Agencies, local businesses, and EATRAN's on-board passengers and employees, which provided him a lot of feedback.

Supervisor Fletcher questioned whether CATA passengers coming into the Township were surveyed.

Mr. Grimes said a survey had been conducted over several days at CATA's transfer points in order to obtain destination information, but he didn't have the ability to conduct an on-board survey. Mr. Grimes noted that a number of public meetings were held in the area to obtain additional feedback on public transit. He noted that EATRAN currently operates a demand response, door to door service county wide, as well as a downtown express and out-of-county service for medical trips into the region.

Supervisor Fletcher questioned whether it was known how many people used the downtown express service.

Mr. Grimes said there were half a dozen passengers a day who used the downtown express service. He noted that CATA provided two routes in the Township. The first route was service into the Township from Downtown Lansing to the Lansing Mall and a return service to Downtown Lansing every 30 minutes. He noted that the second route originated in Downtown Lansing with service to the Waverly/St. Joe Highway area every 45 minutes with return trips to Downtown

Lansing. Mr. Grimes said passengers who use these two CATA routes could access the rest of CATA's regional network of routes. He said per Federal requirements, CATA was also required to provide Spectran services for persons with disabilities wherever they had fixed route services. Mr. Grimes provided the current annual ridership for CATA, as well as for EATRAN and he noted that Charlotte and Delta Township experienced a significant amount of back and forth movement of people between these two communities. He felt the reasons for this was the fact that the governmental center was located in Charlotte and that the Township provided commercial services.

Mr. Grimes said not only did he collect data from the surveys and public meetings that were held, but he also had interviewed several people, including the three transit operators in the region, in an attempt to obtain feedback of how things could be done from a regional standpoint. He noted that CATA was very willing to cooperate and work with the Township and the county regarding regional public transportation. He said needs that he had identified that were very important to residents was access to jobs, carless households in the county, 30% of the population were seniors and disabled, 58% of residences and 64% of businesses who responded to the survey agreed that improved public transit was needed, and that residents were not sure what services EATRAN and CATA offered. Mr. Grimes said in the area of service improvements, he noted that those surveyed identified various needs including longer daily service hours and weekend service, access to commercial and industrial businesses, better regional coordination, free transfers between systems, service to LCC West, and service to 2500 apartments, condos, and mobile homes along Canal Road.

Mr. Grimes said other service improvements that had been identified were routes to connect the communities in the county, more efficient EATRAN dispatching, reduced phone time to access EATRAN, use of "hub" locations to transfer passengers, park-in-ride and express service to downtown, real time technology, and various amenities such as bike racks, shelters, and so forth. Mr. Grimes reviewed the public transit vision which was a look at what the Township wanted to accomplish in the future. He said there were a lot of things that made a region an attractive place to live such as schools, public safety, parks, commercial and industrial base, churches, community groups and services. He said a strong public transit presence provided a catalyst for economic development, jobs, and general mobility to achieve a better than average quality of life for the citizens of Delta Township and Eaton County. Mr. Grimes said when he thought of a vision of a world class community, he thought of Chicago where someone could ride a train to Chicago and they could go anywhere within the Chicago region without a car by using the public transit system. He said his vision for this region was to create a public transportation environment that improved the quality of life for all Delta Township and Eaton County residents by providing increased access to work, businesses, schools and community activities and services.

Mr. Grimes noted that a vision was only as good as how it was implemented and that there was certain criterion that was important to implement that vision. He used examples such as green technology, smart growth initiatives, livable communities such as providing sidewalk access to bus stops, service to all residents at a reasonable cost to the taxpayer, seamless access not only to the region's transit agencies, but also access to air, rail, and intercity bussing, customer focused services, the utilization of advanced bus stop and dispatching technology to improve efficiency and enhance passenger experience, as well as provide bidding opportunities for private sector service providers. Mr. Grimes proceeded to provide the Board with his recommendations that he felt would improve public transit within the Township. He recommended that CATA's Route 3 be extended from the Lansing Mall to Marketplace and that a park-n-ride be developed at one of the locations in order to provide parking for people who wanted to ride the bus. He recommended that two new fixed route loop lines be established, as well as an express line from Marketplace to CATA's Central Transfer Center downtown. Mr. Grimes recommended that the hours for the current Demand Response Service and transfer centers within the Township be extended as well. Mr. Grimes provided a map which illustrated the proposed public transit loops that would serve the Township.

Mr. Grimes proceeded to review his recommendations for proposed out-county public transportation which would provide a route from Charlotte to Marketplace, Eaton Rapids to the Lansing Mall with stops in Dimondale and the LCC West campus, Grand Ledge to Marketplace, Eaton Rapids to Charlotte, and transfer centers would be provided in Charlotte and Eaton Rapids. He said the main route between Charlotte and Marketplace would tie directly into the main route within the Township along Saginaw Highway. Mr. Grimes said the benefits these additional services would provide would be a significant increase in access to commercial and industrial areas, provide service to the LCC West campus, provide extended service hours to cover shift changes, provide access to the total region and intercity services, connect the county's major populated areas, and improve access to Human Service Agencies and governmental services. Mr. Grimes noted that a few of the disadvantages that could result from the additional services would be that fixed routes would require passengers to walk to bus stops and that people generally would not walk more than $\frac{1}{4}$ of a mile to a bus stop in poor weather. He noted that some areas of the county were limited to demand response services only and that they wouldn't have fixed routes. He said the Delta GM plant was not served directly by a route, however, he didn't feel that workers at the Delta plant would ride a bus to work and that they would drive their own vehicle to work, but the GM plant would have demand response service access. Mr. Grimes said a combination of fixed routes and demand response service may be difficult for the public to comprehend at first and that residents would have to be educated on how to access the services as they were implemented. Mr. Grimes said the added services would also require a millage increase.

Mr. Grimes said in regards to the cost of implementing the additional services, he felt that the fixed route service would cost \$100.00 per hour to operate and that all the other routes and demand response services would cost \$60.00 an hour to operate. He noted that Federal and State funds covered 40% to 50% of costs, fare box covered 10%, and that the remainder was the local share incurred by the residents of Eaton County. Mr. Grimes noted that capital costs for buses, shelters, and other needed equipment were not included in these costs and that these items would be funded with 100% Federal and State funds. He said if there was a successful millage or some way to provide local funds, it could take up to three years to fully implement the transit plan. He noted that some services could be bid to a private operator. Mr. Grimes said the proposed green line fixed route loop in Delta Township would be the most expensive to operate because more buses would be used for a longer period of time and the most expensive to operate per hour. He noted that the local share for operating the red, blue and express lines for an extended amount of time for a demand response would total \$1,164,203. Mr. Grimes said the local share for operating the out-county routes at extended hours for a demand response service would total \$879,630. He noted that the total of the two services would cost over \$2 million which would be the equivalent of ½ a mill county wide to support the expansion of transit services.

Supervisor Fletcher said the Board appreciated the work that had gone into the transit study. He said when the transit study was first being discussed, he envisioned a plan that would have extended a few of CATA's routes within the Township, but seeing a more comprehensive plan that went beyond those expectations was something he felt was very beneficial for the Board to consider. Mr. Fletcher said if the transit plan was implemented as is, he questioned whether Mr. Grimes was confident that the plan would be able to be funded by ½ of a mill.

Mr. Grimes said implementing the additional services would mean that there would be a reduction in the number of demand response buses that would be needed. Mr. Grimes said he did not include this in the estimated costs and that the estimated costs were relatively conservative at this point. However, he felt there was enough flexibility in the numbers that they wouldn't be exceeded.

Supervisor Fletcher noted that one of the issues that generated the need for a study was the increase in CATA's fares for service into the Township. He questioned whether CATA's fares would be lowered as part of the transit plan and whether there would be free transfers between the two systems if the transit study was implemented.

Mr. Grimes said he didn't know whether free transfers would be implemented, but he felt it would be an important issue to consider. He said if the transit plan was implemented, CATA had expressed their willingness to work with the Township. He said the fact that the Township and the County would be contributing funds

into the CATA system would be a factor in terms of negotiating issues such as free transfers.

Supervisor Fletcher said if the plan was implemented and a ½ mill was approved by the voters, he questioned whether EATRAN would initially decide who provided transit services.

Mr. Grimes felt it would be a combination of carriers and that it wouldn't just be EATRAN who determined the transit services. He noted that CATA was the regional provider and thus, they would be involved in the decision process. Mr. Grimes said there would have to be discussions between everyone involved to work out key issues before the transit plan moved forward and became a viable plan.

Trustee Poma thanked Mr. Grimes for a great study and she said that she realized that this was just the beginning of the process. However, Ms. Poma noted that she was concerned that EATRAN and CATA would not work well together and that nothing would happen.

Mr. Grimes said based on the feedback he had received, he agreed with Ms. Poma that it wouldn't be an easy process. However, Mr. Grimes felt if the funds were available and the governing bodies were in agreement that something needed to be done, it would get done. Mr. Grimes felt it was a matter of sitting down at the table and working out solutions to the issues.

Donna Webb, EATRAN's General Manager, said that EATRAN was more than willing to work with CATA. She noted that in the past, EATRAN had attempted to discuss items of a mutual interest with CATA.

Gary Peterson, EATRAN Board Chairperson, noted that it's typical to have issues among competing transit providers. He said that he understood the Township's interest in a regional transit system which would provide connections across several communities.

Mr. Watkins asked if the millage terminated in September 2010.

Ms. Webb noted that the millage terminated at the end of December, 2010.

Mr. Watkins said he and Mr. Grimes had met with CATA representatives last week to discuss the transit study and he noted that CATA's message at the end of that meeting was that they were willing to work with EATRAN and the Township to improve public transportation in the region. Mr. Watkins said he had also spoken to the Executive Director of CATA, Sandy Draggoo, who reiterated the fact that they wanted to work with the Township. However, he felt there would be a lot of negotiations and hard work ahead, but he was confident that there would be

successes in this area. Mr. Watkins noted that since he had served on the EATRAN Board, there had been a lot of dedication to transportation issues in the entire county, as well as recognizing that the Township had different needs than some of the other areas in the county.

Trustee Cunningham questioned whether the calculated cost of the Township's express line was based on CATA providing service from Marketplace directly downtown.

Mr. Grimes said the express line wouldn't necessarily be serviced by CATA, but rather buses would make three round trips to downtown in the a.m. and p.m.

Trustee Cunningham asked how EATRAN would be able to provide express service if they didn't cross Waverly Road.

Mr. Grimes noted that there were ways to deal with cross boundary issues and that it was more a case of the parties agreeing to what should be done.

Trustee Cunningham questioned what CATA got out of this other than being a regional partner. She questioned what we are talking about in terms of money and what we are talking about in the millage. She questioned how CATA received money and what were they receiving money for.

Mr. Grimes said if CATA provided line haul service, they'd receive \$100/hr. Mr. Grimes said if the transportation millage passed, the funds would go to EATRAN and the EATRAN Board would decide how to disperse the monies.

Trustee Cunningham questioned whether funds from a transportation millage would go directly to EATRAN. She asked whether it was fair to assume that once the money went to EATRAN, they were under no obligation to implement the transit plan as presented this evening.

Trustee Hicks said there had been several discussions about this at EDC meetings where the same question had been raised. He noted that Ms. Cunningham was correct in that there were no guarantees that funds from a millage would be dispersed between the two transit providers.

Trustee Poma said there had been several assurances by EATRAN that they would work with the Township on transportation issues.

Supervisor Fletcher felt that the Eaton County Board of Commissioners would want all of the issues worked out and agreed upon in writing before the voters were asked to approve a millage. He said the whole reason behind these discussions was to come up with a plan that could be presented to the public.

Joe Brehler said in an ideal world, all of these things would be agreed upon by all parties. However, he noted that if a millage increase was going to be placed on the August ballot, the Township would have to act on it in April. Mr. Brehler said at the present time, the voters were assessed $\frac{1}{4}$ of a mill for transportation and that a millage proposal would not be asking for a millage renewal, but rather the voters would be asked for a $\frac{1}{2}$ mill. Mr. Brehler felt a millage proposal would have to be placed on the August ballot because if it failed, a millage renewal would have to be placed on the November ballot otherwise, there wouldn't be any funding for EATRAN by the end of the year. Mr. Brehler noted that he had not seen the transit plan until this evening and that the plan had not been presented to the Board of Commissioners.

Supervisor Fletcher acknowledged the fact that there were very tight time frames if a millage proposal were to be placed on the August ballot, but he didn't feel there were any guarantees that a proposal would have to be done by August. He felt both a millage renewal and increase could be placed on the November ballot for the voters to determine.

Mr. Watkins noted that the transportation plan was going to take time to negotiate and implement. He asked if the Board wanted to take all of that time to negotiate and implement a plan when we don't even know whether a millage would be passed. He felt negotiations could be done if funding was in place.

Mr. Brehler felt it depended on which came first and whether the funds were available to go ahead and negotiate or whether you were willing to negotiate with someone else for an agreement in principle.

Trustee Hicks felt a millage renewal should be placed on the August ballot because if the renewal failed, the likelihood of the balance of the transportation plan passing was virtually non-existent. He said it would also provide a second change to place a millage renewal on the November ballot if it didn't pass in August.

Mr. Brehler didn't feel going to the voters for a millage renewal in August and then going back to voters in November and asking for a $\frac{1}{2}$ mill millage was a wise decision. He said if you are considering the transit plan, he felt it should be placed on the August ballot because if the transit plan failed, a millage renewal could be placed on the November ballot.

Trustee Hicks didn't feel it was very likely that the transit plan would be ready to be placed on the August ballot.

Mr. Brehler said in listening to the presentation this evening, it was unclear to him how much service CATA was going to provide and how much service EATRAN would provide. He noted that in looking at the proposed county service map, he

didn't feel it was out of the realm of possibility that EATRAN could provide a bulk of the routes with the monies that were available. However, he didn't know whether it would be more economical for EATRAN to share the routes with CATA.

Mr. Grimes said if he were a participant in the decision process, CATA was the fixed route expert in the region and they should logically provide the Route 3 extension. He said EATRAN did not run fixed routes and that it would require a considerable amount of training to get fixed routes underway. Mr. Grimes felt the express service could be operated by CATA or a private provider, but he felt EATRAN had the capability of providing all of the other services. He said the loops that he had laid out would tend to be smaller buses and that they would not be the larger route buses that CATA operated. Mr. Grimes felt this would hold true for the out county routes as well. He said if the funds were not available, he didn't feel it would be easy to negotiate something in writing that would happen sometime in the future.

Supervisor Fletcher said he had received a letter from representatives of Tri-County Community Mental Health indicating that since CATA's fare increase went into effect, there were several destinations within the Township that they couldn't afford to bring their people to anymore. Mr. Fletcher felt this was another group of people who would have to stop coming into the Township because of transit issues. He felt there was a need to do something now and that he didn't want to see this as the beginning of another five year discussion before anything went forward.

Jeanne Pearl-Wright, Eaton County Commissioner, said she liked the transit plan and she recognized the need for improved transit service.

Art Luna, Eaton County Commissioner and EATRAN Board member, felt it was a safety issue for those that didn't have transportation. Mr. Luna said he represented the 11th District of Eaton County where there was a need for public transportation and that he served on the EATRAN Board so that he could work with EATRAN to try to better the opportunities for public transportation. He noted that when EATRAN became involved, they became aware that there were services that were not being provided in the Township. Mr. Luna said the EATRAN Board started working on these issues, but unfortunately their hands were tied due to the lack of funding. However, he felt this was the perfect opportunity to enhance EATRAN's partnership with CATA and get beyond the Waverly Road boundary.

Mr. Brehler questioned whether the rest of the county that wasn't served by the proposed fixed route transit loops would be provided demand response service.

Mr. Peterson noted that EATRAN had an on demand response loop that serviced the Bellevue, Olivet, and Charlotte area, but it was eliminated due to lack of customers.

Mr. Grimes said EATRAN was providing some of these routes already because they moved the people in the corridors every day. He said EATRAN had busses running these corridors at the same time every day. He said the same would be true of the Olivet/Bellevue area. He said EATRAN may have a bus running to Charlotte from this area of the county every morning for people who had gotten reservations, but the difference would be that it was not a published route. He said once a route and times were published, busses were required to adhere to that schedule.

Supervisor Fletcher questioned when the plan would be presented to the Board of Commissioners and the other communities in Eaton County.

Mr. Grimes said he had to meet with the County's public works committee first and then he would present the plan to the full Board of Commissioners.

V. SET/ADJUST AGENDA

TRUSTEE HICKS MOVED THAT THE AGENDA BE APPROVED WITH THE AMENDMENT THAT ITEM #8 UNDER "PASSAGE OF ORDINANCES" BE HEARD BEFORE ITEM #7.

TRUSTEE POMA SUPPORTED THE MOTION. MOTION PASSED 7 TO 0.

VI. PUBLIC HEARINGS AND ACTION

3. Transfer a Resort Class C Liquor License – Outback Steakhouse

a. Public Hearing

Supervisor Fletcher asked if there was anyone present this evening who would like to speak on this matter.

There was no one.

CUNNINGHAM MOVED THAT THE PUBLIC HEARING BE CLOSED.

TRUSTEE HICKS SUPPORTED THE MOTION. MOTION PASSED 7-0.

b. Township Resolution

TRUSTEE HICKS MOVED THAT THE TOWNSHIP BOARD OF THE CHARTER TOWNSHIP OF DELTA APPROVE THE REQUEST OF

OUTBACK STEAKHOUSE OF FLORIDA LLC TO TRANSFER OWNERSHIP OF A RESORT CLASS C LICENSE LOCATED AT 707 BROOKSIDE, LANSING, MI 48917, DELTA TOWNSHIP, EATON COUNTY, FROM OUTBACK/DETROIT-I, LIMITED PARTNERSHIP TO OUTBACK STEAKHOUSE OF FLORIDA, LLC.

TRUSTEE SPAGNUOLO SUPPORTED THE MOTION.

ROLL CALL:

AYES: TRUSTEE CUNNINGHAM, SUPERVISOR FLETCHER, TRUSTEE HICKS, TREASURER PIZZO, TRUSTEE POMA, TRUSTEE SPAGNUOLO, AND CLERK VEDDER.

NAYS: NONE

ABSENT: NONE

MOTION PASSED 7 TO 0.

4. Air Lift Company, LLC Request for Industrial Facilities Exemption Certificate

a. Public Hearing

Supervisor Fletcher asked if there was anyone present this evening who would like to speak on this matter.

There was no one.

TRUSTEE CUNNINGHAM MOVED THAT THE PUBLIC HEARING BE CLOSED.

TRUSTEE HICKS SUPPORTED THE MOTION. MOTION PASSED 7-0.

Trustee Hicks said the Township had seen a number of these requests in the past and that one of the more commonly used provisions was the claw back provision if a targeted industry didn't meet their goals. He asked what the Township's past experience had been using this provision.

Mr. Watkins said the Township used a standard form in all of these agreements that included the claw back provision, depending on the number of years the percentage of the claw back was stated in the agreement.

Mr. Hicks questioned whether this should be included in the Board's resolution this evening.

Mr. Watkins indicated that the claw back provision was already part of the agreement and that the actual agreement was a part of the 198 form that the Township was required to submit to the State.

Supervisor Fletcher questioned whether the Township had ever implemented the claw back provision.

Mr. Watkins said the Township had never had to implement the claw back provision; however, there had been a recent instance where a company lost a contract with the State and that the Township didn't attempt to use the claw back provision at that point because the company lost the contract that they had had for a number of years. Mr. Watkins said the building was put back on the tax roll at 100%. He felt in that regard, it would have been difficult to go after a claw back.

Treasurer Pizzo pointed out that Air Lift was initially granted an industrial facility exemption in 2001 that expired in 2014 which created 30 new jobs. He said the new request would generate 20 additional jobs. Mr. Pizzo indicated that granting the proposed tax exemption would result in a 50% reduction in taxes; however, he felt it was a good price to pay in order to ensure the creation of jobs.

Supervisor Fletcher felt Mr. Pizzo made a good point and that the initial tax abatement was instrumental in keeping the business in the Township. He said not only did Air Lift stay in the Township, but they were looking at expanding their operation.

Mr. Watkins said one of the primary economic development objectives was to "grow your own" and that this was a perfect example of that. He noted that Air Lift expanded 12 years ago and they were expanding again in a bad economy and creating jobs.

b. Township Resolution

TREASURER PIZZO MOVED THAT:

WHEREAS, PURSUANT TO P.A. 198 OF 1974, M.C.L. 207.551 ET SEQ., AFTER A DULY NOTICED PUBLIC HEARING HELD ON SEPTEMBER 7, 1982, THIS TOWNSHIP BOARD BY RESOLUTION ESTABLISHED AIR LIFT COMPANY INDUSTRIAL DEVELOPMENT DISTRICT AS REQUESTED; AND

WHEREAS, AIR LIFT COMPANY, LLC, HAS FILED AN APPLICATION FOR AN INDUSTRIAL FACILITIES EXEMPTION CERTIFICATE WITH RESPECT TO ADDING AN ADDITIONAL 20,000 SQUARE FEET TO THEIR EXISTING FACILITY LOCATED WITHIN THE AIR LIFT COMPANY, LLC INDUSTRIAL DEVELOPMENT DISTRICT; AND

WHEREAS, BEFORE ACTING ON SAID APPLICATION, THE CHARTER TOWNSHIP OF DELTA HELD A HEARING ON MARCH 15, 2010, AT DELTA TOWNSHIP, 7710 W. SAGINAW HIGHWAY, LANSING, MICHIGAN, 48917, AT 6:00 P.M., AT WHICH HEARING THE APPLICANT, THE ASSESSOR AND A REPRESENTATIVE OF THE AFFECTED TAXING UNITS WERE GIVEN WRITTEN NOTICE AND WERE AFFORDED AN OPPORTUNITY TO BE HEARD ON SAID APPLICATION; AND

WHEREAS, CONSTRUCTION OF THE FACILITY AND INSTALLATION OF NEW MACHINERY AND EQUIPMENT HAD NOT BEGUN EARLIER THAN SIX (6) MONTHS BEFORE OCTOBER 29, 2009, THE DATE OF THE ACCEPTANCE OF THE APPLICATION FOR THE INDUSTRIAL FACILITIES EXEMPTION CERTIFICATE; AND

WHEREAS, COMPLETION OF THE FACILITY IS CALCULATED TO AND WILL AT THE TIME OF ISSUANCE OF THE CERTIFICATE HAVE THE REASONABLE LIKELIHOOD TO RETAIN, CREATE OR PREVENT THE LOSS OF EMPLOYMENT IN THE CHARTER TOWNSHIP OF DELTA; AND

WHEREAS, THE AGGREGATE SEV OF REAL AND PERSONAL PROPERTY EXEMPT FROM AD VALOREM TAXES WITHIN THE CHARTER TOWNSHIP OF DELTA, AFTER GRANTING THIS CERTIFICATE, WILL NOT EXCEED 5% OF AN AMOUNT EQUAL TO THE SUM OF THE SEV OF THE UNIT, PLUS THE SEV OF PERSONAL AND REAL PROPERTY THUS EXEMPTED.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWNSHIP BOARD OF THE CHARTER TOWNSHIP OF DELTA THAT:

1. THE TOWNSHIP BOARD FINDS AND DETERMINES THAT THE GRANTING OF THE INDUSTRIAL FACILITIES EXEMPTION CERTIFICATE CONSIDERED TOGETHER WITH THE AGGREGATE AMOUNT OF CERTIFICATES PREVIOUSLY GRANTED AND CURRENTLY IN FORCE UNDER ACT NO. 198 OF THE PUBLIC ACTS OF 1974 AND ACT NO. 255 OF THE PUBLIC ACTS OF 1978, SHALL NOT HAVE THE EFFECT OF

SUBSTANTIALLY IMPEDING THE OPERATION OF THE CHARTER TOWNSHIP OF DELTA, OR IMPAIRING THE FINANCIAL SOUNDNESS OF A TAXING UNIT WHICH LEVIES AD VALOREM PROPERTY TAXES IN THE CHARTER TOWNSHIP OF DELTA.

2. THE APPLICATION OF AIR LIFT COMPANY, LLC., FOR AN INDUSTRIAL FACILITIES EXEMPTION CERTIFICATE WITH RESPECT TO AN ADDING AN ADDITIONAL 20,000 SQUARE FEET TO THEIR EXISTING FACILITY LOCATED ON FOLLOWING DESCRIBED PARCEL OF REAL PROPERTY SITUATED WITHIN THE AIR LIFT COMPANY, LLC., INDUSTRIAL DEVELOPMENT DISTRICT, TO WIT:

COMMENCING AT THE WEST 1/4 CORNER OF SECTION 25 FOR POINT OF BEGINNING, THENCE NORTH 526.84 FEET, SOUTH 89 DEGREES EAST 662.13, THENCE SOUTH 36 DEGREES, WEST 649.71 FEET, THENCE SOUTH 89 DEGREES, WEST 280 FEET TO POINT OF BEGINNING. T4N, R3W, DELTA TOWNSHIP, EATON COUNTY, MICHIGAN, 2002,

BE AND THE SAME IS HEREBY APPROVED.

3. THE INDUSTRIAL FACILITIES EXEMPTION CERTIFICATE WHEN ISSUED SHALL BE AND REMAIN IN FORCE AND EFFECT FOR A PERIOD OF 12 YEARS AFTER COMPLETION.

CLERK VEDDER SUPPORTED THE MOTION.

ROLL CALL:

AYES: TREASURER PIZZO, TRUSTEE SPAGNUOLO, SUPERVISOR FLETCHER, TRUSTEE HICKS, TRUSTEE POMA, CLERK VEDDER, AND TRUSTEE CUNNINGHAM

NAYES: NONE

ABSENT: NONE

MOTION PASSED 7 TO 0.

VII. COMMUNICATIONS – None

VIII. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA – None

IX. INTRODUCTION OF ORDINANCES

- 5. Introduction of Amendments to the Delta Township Code of Ordinances, Sidewalk Variances** – The Planning Department recommends that the Township Board introduce an amendment to Section 15-5-29 b of the Township’s Code of Ordinances authorizing the establishment of a fee for the filing of a sidewalk variance application.

TRUSTEE CUNNINGHAM MOVED THAT THE DELTA TOWNSHIP BOARD INTRODUCE AN AMENDMENT TO SECTION 15-5-29 B OF THE TOWNSHIP’S CODE OF ORDINANCES AUTHORIZING THE ESTABLISHMENT OF A FEE FOR THE FILING OF A SIDEWALK VARIANCE APPLICATION. THE TOWNSHIP CLERK IS HEREBY DIRECTED TO ADVERTISE THIS INTRODUCTION IN LOCAL NEWSPAPERS. FINAL ACTION ON THE PROPOSED AMENDMENT IS SCHEDULED FOR APRIL 19, 2010 BY THE TOWNSHIP BOARD.

TRUSTEE SPAGNUOLO SUPPORTED THE MOTION. MOTION PASSED 7-0.

X. PASSAGE OF ORDINANCES

- 6. Adoption of Proposed Amendments to the Delta Township Zoning Ordinance, Case No. 1-10-1** – The Planning Department recommends that the Township Board adopt the amended text of the Delta Township Zoning Ordinance as it pertains to the regulation of the placement of Portable Storage Units and Dumpsters on residentially zoned properties.

TRUSTEE HICKS MOVED THAT:

THE DELTA TOWNSHIP BOARD AMEND THE TEXT OF THE DELTA TOWNSHIP ZONING ORDINANCE, IDENTIFIED AS CASE NO. 1-10-1. THE PROPOSED AMENDMENTS WOULD REGULATE THE PLACEMENT OF PORTABLE STORAGE UNITS AND DUMPSTERS ON RESIDENTIALLY ZONED PROPERTIES. THE TOWNSHIP CLERK IS HEREBY DIRECTED TO PUBLISH A NOTICE OF ADOPTION OF THE AMENDMENTS IN LOCAL NEWSPAPERS AND THE AMENDMENTS SHALL BECOME EFFECTIVE UPON PUBLICATION.

TRUSTEE SPAGNUOLO SUPPORTED THE MOTION.

ROLL CALL:

AYES: TRUSTEE CUNNINGHAM, SUPERVISOR FLETCHER,
TRUSTEE HICKS, TREASURER PIZZO, TRUSTEE POMA,
TRUSTEE SPAGNUOLO, AND CLERK VEDDER

NAYS: NONE

ABSENT: NONE

MOTION PASSED 7 TO 0.

- 7. Adoption of Proposed Zoning Ordinance Amendments to the Delta Township Code of Ordinances, Parking** - The Planning Department recommends the Township Board adopt the proposed amendment to Section 17-49 of the Township Code of Ordinances.

CLERK VEDDER MOVED THAT THE ADOPTION OF PROPOSED ZONING ORDINANCE AMENDMENTS TO THE DELTA TOWNSHIP CODE OF ORDINANCES, PARKING, BE POSTPONED UNTIL THE APRIL 19, 2010 BOARD MEETING.

TRUSTEE POMA SUPPORTED THE MOTION. MOTION PASSED 7-0.

- 8. Adoption of Proposed Amendments to the Delta Township Zoning Ordinance, Case No. 1-10-2** – The Planning Department recommends that the Township Board adopt the amended text of the Delta Township Zoning Ordinance as it pertains to Truck Parking in residential Neighborhoods.

TREASURER PIZZO MOVED THAT THE DELTA TOWNSHIP BOARD INTRODUCE AMENDMENTS TO THE TEXT OF THE DELTA TOWNSHIP ZONING ORDINANCE IDENTIFIED AS CASE NO. 1-10-2, BASED ON A RECOMMENDATION BY THE DELTA TOWNSHIP PLANNING COMMISSION FOLLOWING A PUBLIC HEARING ON FEBRUARY 22, 2010. THE PROPOSED AMENDMENTS WOULD PROHIBIT THE PARKING OF VEHICLES WITH THREE OR MORE AXLES, VEHICLES THAT EXCEED A HEIGHT OF 12 FEET OR A LENGTH OF 35 FEET, AND A LIST OF OTHER SELECTED VEHICLES FROM PARKING ON A RESIDENTIALLY ZONE PROPERTY. THE TOWNSHIP CLERK IS HEREBY DIRECTED TO PUBLISH A NOTICE OF INTRODUCTION OF THE AMENDMENTS IN LOCAL NEWSPAPERS, WITH THE AMENDMENTS TO BE CONSIDERED FOR FINAL ADOPTION AT THE APRIL 19, 2010 REGULAR BOARD MEETING.

Mr. Graham said for the benefit of those in attendance this evening that were interested in this case, he noted that Mr. Pizzo had moved to proceed with the recommendations as proposed by the Planning Commission. He said the motion would delete references to the 10,000 pound gross vehicle weight rating (GVWR). He noted that staff was in receipt of a letter from Mr. Garrigus and would like to give him the opportunity to address the Board this evening.

Gerald Garrigus, 1436 Sand Point Drive, said he was one of the original complainants of a plumbing van parked in his subdivision. Mr. Garrigus felt these

types of commercial vehicles were unsightly in residential areas and detracted from the value of properties. Mr. Garrigus noted that he was opposed to the amendments as recommended for approval by the Planning Commission. He felt the size itself was large enough at 12 feet and 35 feet in length, but if a gross vehicle weight restriction was not placed on these types of vehicles, it would open the door to many types of commercial vehicles becoming a part of residential neighborhoods.

Vicky Doll, 1725 Stoney Point Drive, stated that she lived next door to the vehicle in question and that she did not have a problem with the van, nor did any of the neighbors who lived on her street. Ms. Doll said she had lived in the neighborhood for 36 years and that her neighbor was a young couple who were trying to start a business because he had been laid off from his job. Ms. Doll noted that Mr. Garrigus didn't live on her street and that he could use another route in and out of the neighborhood if the van bothered him. Ms. Doll felt her neighbor would move his business once it was established and that it had only been 1 ½ years since he started the business. Ms. Doll hoped that the Board would consider allowing her neighbor to continue parking his van in his driveway.

Trustee Hicks pointed out that the recommendation from the Planning Commission would not prohibit this type of vehicle. He said the Township was faced with an ordinance that was essentially unenforceable due to the phasing out of rating vehicles by their weight as they traditionally had been rated in the past. He noted that at the time the Zoning Ordinance was adopted, staff didn't have a problem with enforcement; however, he said the ordinance had become outdated and difficult to enforce. Mr. Hicks felt everyone was in agreement that commercial vehicles should be limited in residential zoning districts, but staff had difficulty enforcing the definition of vehicle weight that was contained in the Zoning Ordinance. He felt the proposed amendments was a compromise in the sense that the Township needed to do something, but the Township also had to ensure that what they did was the greatest good for the greatest number. Mr. Hicks felt everyone had come to a consensus that the proposed amendments could be supported if the weight restrictions were omitted from the language. Mr. Hicks noted that he would have preferred that the proposed amendment included weight restrictions for commercial vehicles, but he didn't feel there was a consensus amongst the Board to include a weight restriction in the language, or the ability for staff to enforce.

Shawn Denny, 1717 Stoney Point Drive, said he was the owner of the plumbing van which was the subject of the complaints. Mr. Denny noted that he was laid off from his job two years ago and that he had purchased the van to run his business. He noted that he didn't run his business out of his home, but rather he operated out of his van. Mr. Denny noted that he would like to own a work shop in the future, but he was trying to build his business up. He said not being allowed to

park his van in his driveway would cause him a hardship. Mr. Denny noted that if he didn't have his business, he would have to move out of state or lose his home.

TRUSTEE CUNNINGHAM SUPPORTED THE MOTION. MOTION PASSED 7-0.

XI. CONSENT AGENDA

TREASURER PIZZO MOVED THE CONSENT AGENDA BE APPROVED AS SUBMITTED.

TRUSTEE CUNNINGHAM SUPPORTED THE MOTION.

ROLL CALL:

AYES: TREASURER PIZZO, TRUSTEE POMA, TRUSTEE SPAGNUOLO, CLERK VEDDER, TRUSTEE CUNNINGHAM, SUPERVISOR FLETCHER, AND TRUSTEE HICKS.

NAYS: NONE

ABSENT: NONE

MOTION PASSED 7 TO 0.

9. Minutes – March 1, 2010 Regular Board Meeting

TREASURER PIZZO MOVED THAT THE MARCH 1, 2010 MINUTES BE APPROVED AS SUBMITTED.

TRUSTEE CUNNINGHAM SUPPORTED THE MOTION. MOTION PASSED 7-0.

10. Bills & Financial Transactions

TREASURER PIZZO MOVED THAT THE BILLS & FINANCIAL TRANSACTIONS IN THE AMOUNT OF \$8,175,835.32 BE APPROVED.

TRUSTEE CUNNINGHAM SUPPORTED THE MOTION. MOTION PASSED 7-0.

XII. ITEMS REMOVED FROM CONSENT AGENDA FOR DISCUSSION – None

XIII. ITEMS ADDED TO AGENDA UNDER SECTION V. SET/ADJUST AGENDA

11.

12.

XIV. ITEMS OF BUSINESS

- 13. Referral of Nixon Road/West Saginaw Land Use Study to the Planning Commission** - The Planning Department recommends the Township Board acknowledge receipt of a January 29, 2010 Letter of Transmittal from Planning Consultant Richard Cooley pertaining to the Nixon Road/West Saginaw Land Use Study and transmit the study to the Planning Commission for a public hearing and disposition.

TRUSTEE CUNNINGHAM MOVED THAT THE DELTA TOWNSHIP BOARD ACKNOWLEDGE RECEIPT OF A JANUARY 29, 2010 LETTER OF TRANSMITTAL FROM PLANNING CONSULTANT RICHARD COOLEY PERTAINING TO THE NIXON/WEST SAGINAW LAND USE STUDY. AN OVERVIEW OF THE LAND USE STUDY WAS PROVIDED TO THE TOWNSHIP BOARD AT THEIR MARCH 8, 2010 COMMITTEE OF THE WHOLE MEETING. THE TOWNSHIP BOARD HEREBY TRANSMITS THE STUDY TO THE PLANNING COMMISSION FOR A PUBLIC HEARING AND DISPOSITION.

TRUSTEE POMA SUPPORTED THE MOTION. MOTION PASSED 7-0.

- 14. Approve a Moratorium Relating to Medical Marijuana Dispensing and Facilities** - The Planning Department recommends the Township Board approve a six month moratorium on the issuance of permits relating to facilities selling and dispensing Medical Marijuana.

TRUSTEE CUNNINGHAM MOVED THAT:

WHEREAS: The voters of Michigan passed the Medical Marijuana Act of 2008, and

WHEREAS: Said Act provides no direction to Michigan Municipalities regarding the sale and dispensing of Medical Marijuana, and

WHEREAS: Municipalities throughout Michigan are struggling with various legal & zoning issues relating to the sale and dispensing of Medical Marijuana, and

WHEREAS: The sale or dispensing of Medical Marijuana is not addressed in the current Delta Township Zoning Ordinance or the Township's Code of Ordinances, and

WHEREAS: Senate Bills 616, 617 & 618 are presently pending before the Michigan Legislature which would drastically alter the process for the dispensing of Medical Marijuana, and

WHEREAS, the Delta Township Board finds that it is desirable to forbid the establishment of facilities which sell or dispense Medical Marijuana in order to protect the public health, safety & welfare until such time as new State Legislation is passed or the Township adopts regulations pertaining to sales and dispensing.

NOW THEREFORE, THE DELTA TOWNSHIP BOARD HEREBY ADOPTS A MORATORIUM ON THE ESTABLISHMENT OF ANY FACILITIES WHICH SELL OR DISPENSE MEDICAL MARIJUANA WITHIN THE TOWNSHIP FOR A PERIOD OF SIX MONTHS FROM THE PASSAGE OF THIS RESOLUTION. SAID MORATORIUM PROHIBITS THE ISSUANCE OF PERMITS AND LICENSES PERTAINING TO FACILITIES WHICH SELL OR DISPENSE MEDICAL MARIJUANA INCLUDING, BUT NOT LIMITED TO, BUILDING PERMITS, SIGN PERMITS, CERTIFICATES OF ZONING COMPLIANCE AND CERTIFICATES OF OCCUPANCY. THE SIX MONTH PERIOD WILL PERMIT TOWNSHIP STAFF TO FURTHER RESEARCH THIS ISSUE, DRAFT APPROPRIATE REGULATIONS IF NECESSARY, PROVIDE AN OPPORTUNITY FOR INPUT FROM THE TOWNSHIP ATTORNEY, AND ALLOW TIME TO MONITOR PENDING BILLS IN THE MICHIGAN LEGISLATURE.

TRUSTEE POMA SUPPORTED THE MOTION. MOTION PASSED 7-0.

15. **Google Fiber for Communities Resolution** - The Manager's Office recommends the Township Board support the efforts of local communities to bring "Google Fiber for Communities" to the Greater Lansing Region.

Mr. Watkins said the entire region was collectively supporting this effort. He noted that many communities throughout the nation were applying for application. Mr. Watkins noted that the more support that was given to this movement, the better chance the Township would have in bringing this opportunity to the community.

Ms. Wohlfert noted that she had attended several meetings on Google Fiber for Communities and that there had been 100% support from the Greater Lansing region towards this effort, as well as from area schools. Ms. Wohlfert noted that the Township had posted information about the initiative the Township was involved in with the Greater Lansing Region and encouraged everyone to nominate the Township.

Supervisor Fletcher questioned whether Google had a plan of action they would like to see communities implement to obtain community involvement and participation.

Ms. Wohlfert noted that at this point in time, the Township was reaching out to as many customers as possible in addition to making contacts with the school districts. She noted that the Request for Information Application was due March 26th.

Mr. Hicks noted that in addition to the Board supporting this effort by resolution, he felt everyone should go to the website and fill out their own nomination form because all of those nomination forms were collected at Google.

TRUSTEE CUNNINGHAM MOVED THAT:

WHEREAS, THE CHARTER TOWNSHIP OF DELTA RECOGNIZES THE NEED FOR EXPANSION OF BROADBAND INTERNET ACCESS IN THE GREATER LANSING REGION; AND,

WHEREAS, LIQUID WEB, THE EAST LANSING TECHNOLOGY INNOVATION CENTER, UNIVERSITY RESEARCH CORRIDOR, LOCAL ECONOMIC DEVELOPMENT CORPORATIONS, AND OTHER INITIATIVES HAVE HELPED TO FOSTER A GROWING ENTREPRENEURIAL TECHNOLOGY SECTOR; AND,

WHEREAS, GOOGLE'S OPEN-ACCESS HIGH SPEED NETWORK WILL PROVIDE SERVICE UP TO 100 TIMES FASTER THAN EXISTING BROADBAND SERVICE; AND,

WHEREAS, GOOGLE'S OPEN-ACCESS HIGH SPEED NETWORK WILL ALLOW EXISTING LOCAL PROVIDERS TO FULLY UTILIZE NEW FIBER-OPTIC INFRASTRUCTURE; AND,

WHEREAS, LOCAL ACCESS TO HIGH-SPEED FIBER OPTIC SERVICE WILL RETAIN AND ATTRACT GROWING TECHNOLOGY BUSINESSES TO GREATER LANSING; NOW, THEREFORE,

BE IT RESOLVED, THE CHARTER OF DELTA TOWNSHIP SUPPORTS THE EFFORTS OF LOCAL COMMUNITIES TO BRING "GOOGLE FIBER FOR COMMUNITIES" TO THE GREATER LANSING REGION.

TRUSTEE SPAGNUOLO SUPPORTED THE MOTION. MOTION PASSED 7-0.

16. **Payment of Vouchers** - The Accounting Department recommends the Township Board give the Township Manager the authority to release payment of vouchers which would have normally been presented for payment at the April 5, 2010 meeting and that will be presented at the April 19, 2010 meeting.

TRUSTEE CUNNINGHAM MOVED THAT THE TOWNSHIP BOARD GIVE THE TOWNSHIP MANAGER THE AUTHORITY TO RELEASE PAYMENT OF VENDOR INVOICES, WHICH HAVE BEEN APPROVED BY THE TOWNSHIP CLERK AND FINANCE DIRECTOR, AND WHICH WOULD HAVE NORMALLY BEEN PRESENTED FOR PAYMENT AT THE APRIL 5, 2010 MEETING, AND

FURTHER, THESE SAME VOUCHERS WOULD BE PRESENTED FOR TOWNSHIP BOARD APPROVAL AT THE BOARD OF TRUSTEES REGULAR MEETING SCHEDULED FOR APRIL 19, 2010.

TRUSTEE POMA SUPPORTED THE MOTION. MOTION PASSED 7-0.

- 17. Approve the Purchase of Radio Read Infrastructure -** The Utility Department recommends the purchase of equipment and services of Sensus, Inc., that will provide the necessary infrastructure for the Township Radio System.

Tom Morrissey, Utility Director, said approximately 1 ½ years ago, the Township's contract with the Board of Water & Light came up for renewal for meter reading and that the Board had recommended that the contract be extended another five years. He said at the time the contract came up for renewal, Mr. Watkins, the former Utility Director, Stan Wegrzyn, and himself attempted to determine whether the Township wanted to continue having the Board of Water & Light read the Township's meters, or have the Township start reading their own meters which would result in hiring more employees. Mr. Morrissey said the Township had also approached Consumers Energy regarding meter reading and were informed that their cost was approximately 15 cents higher per read than what the Board of Water & Light charged. He said the next cost effective method was a radio read system which consisted of a fixed base network where there was no manpower involved. He noted that two antennas would serve the entire Township, one being placed on the Snow Road water tower; the other antenna would be placed at the wastewater treatment plant, with a fixed end unit on every house. Mr. Morrissey noted that Westside Water had expressed an interest of utilizing the Township's infrastructure for their meter reading and in turn, the Township could charge them a nominal fee. He said the radio read system would also be compatible with the Board of Water & Light's electric meters which could be read by the Township.

Mr. Morrissey said both the Utility and Accounting Directors met with three vendors to determine how the Township should proceed with a fixed radio read system. He noted that the criteria the Township had used in choosing a company to provide a radio read system was that the company be in the water

meter business within a five state area. He said after meeting with three companies, the Township chose Sensus who stood above the other vendors the Township had met with. Mr. Morrissey provided a power point presentation which outlined the infrastructure of the Sensus radio read system and why this system was chosen over the other vendors. Mr. Morrissey noted that once the Township placed an order, it would take approximately eight weeks to receive the meter read equipment and another 3 to 4 weeks to conduct the installations. He said the Township's original plan was to get the infrastructure installed this year so that the system could be up and running. He said since the Township had a five year contract with the Board of Water & Light, the Township would like to phase in the remaining end units over the next four years so at the time the contract was up with the Board of Water & Light, the Township would be self-sufficient.

CLERK VEDDER MOVED THAT THE TOWNSHIP BOARD OF THE CHARTER TOWNSHIP OF DELTA ALLOW THE PURCHASE OF EQUIPMENT AND SERVICES THAT WILL PROVIDE THE NECESSARY INFRASTRUCTURE FOR THE TOWNSHIP RADIO READ SYSTEM. FURTHER, IT IS ALLOWED THAT THE EQUIPMENT AND SERVICES WILL BE PURCHASED FROM SENSUS, INC. AS ALLOWED BY THE TOWNSHIP "PURCHASING POLICY".

TRUSTEE SPAGNUOLO SUPPORTED THE MOTION. MOTION PASSED 7-0.

- 18. 30 Day Extension of Township Manager's Contract** - The Township Supervisor recommends the Township Board approve a 30 day extension of the Township Manager's contract with the Charter Township of Delta.

TRUSTEE HICKS MOVED THAT THE TOWNSHIP BOARD OF THE CHARTER TOWNSHIP OF DELTA AGREE TO A 30-DAY EXTENSION OF THE EMPLOYMENT AGREEMENT AMONG THE CHARTER TOWNSHIP OF DELTA AND RICHARD A. WATKINS. THIS EXTENSION WILL BE EFFECTIVE APRIL 1, 2010 THROUGH MAY 1, 2010.

TRUSTEE SPAGNUOLO SUPPORTED THE MOTION. MOTION PASSED 7-0.

XV. COMMITTEE OF THE WHOLE

- 19. Planning Department Report**

Mr. Graham said the State Enabling, Act P.A. 33 adopted in 2008, required the Township to review the Township's Comprehensive Plan every five years. He noted that the Township's Comprehensive Plan was now approximately six

years old. He felt there was merit to waiting until the end of the year to review the plan when the 2010 Census was complete. Mr. Graham said monies had not been budgeted this year for a consulting firm to review the plan and that an in-house review would necessitate the need for one Planning Department employee to be devoted to this task full-time. He said the Board had recommended that the Nixon/M-43 Land Use Study be forwarded to the Planning Commission for their review. He felt Treasurer Pizzo's comment regarding the benefits of a joint meeting between the Board and Planning Commission had merit due to the fact that there were five new Planning Commissioners with less than two years tenure on the Commission.

Trustee Cunningham asked how much money should be budgeted if the Township hired a consultant to assist in the review of the Comprehensive Plan.

Mr. Graham said the cost to conduct the last update of the entire plan by a consultant was \$50,000. However, he noted that that was a complete update of the plan and that this time would only be a review of the plan.

Mr. Graham said the West Saginaw Highway corridor had been a high priority for the Board. He noted that the Township had done things in the past to help promote development such as the adoption of the development review regulations and the mixed use buildings regulations in hopes that they would promote development in the older section of the Township. Mr. Graham said he considered the Saginaw Highway resurfacing project as an opportunity to achieve major repairs in the sub-structure of the road, assist in the closure of driveways, and re-route sidewalks which were all positive impacts on the area. However, he said there would also be a few negative impacts on businesses and he felt it would be important for the Township to work closely with MDOT and businesses to make sure they were aware of lane closures and similar events that would make it difficult for the public to traverse the area during construction. Mr. Graham said the Township had experienced a turnaround in vacancies within the one mile of Saginaw Highway between Elmwood and Waverly Road and that several new businesses had moved into those vacancies.

Mr. Graham said the Planning Department had been heavily involved with the Clerk's Department in Greener Delta and had been working on sustainability and recycling committees with the Manager's Office. He said staff was looking at possible Zoning Ordinance amendments regarding the keeping of chickens in residentially zoned areas, lot size and floor area reductions, the reduction of parking requirements in the commercial zoning districts, and possibly working with vendors or contractors in providing demonstration techniques that would provide visual aid to Township decision-makers. He said as an example, staff had been provided a demonstration last week from a company that recycled

glass and used it as porous pavement. Mr. Graham said he continued to support the Board's efforts to make Delta Township a walkable community and provide sidewalks. He would also like to consider instituting a street tree program to improve neighborhood aesthetics. He said the Board passed a moratorium on medical marijuana and that he would be attending two seminars at the end of the month on this issue.

Mr. Graham said in regards to neighborhood preservation, the Board had recommended new regulations for pertaining to truck parking, PODS, and dumpsters within residential neighborhoods. He noted that the licensing of rental homes had been a positive impact on the Township. He said the Township's sidewalk snow shoveling assistance program which had been provided by the Governmental Youth Council had done a great job this winter. He noted that the Eyde's West Saginaw fill operation continued to be a challenge and that there was an estimated 70,000 cubic yards of fill needed to complete the project. Mr. Graham indicated that Mr. Eyde had informed staff that he intended to move the operation to his Creyts/Mt. Hope property as soon as the West Saginaw site was complete. He noted that staff had a package of Zoning Ordinance amendments that had previously been brought before the Board for introduction regarding easement and shared use path construction standards. He said these amendments could be controversial in that they would mandate that sidewalks be installed on some properties when new developments were proposed and the fact that was some dissension regarding easements between his position and that of the Township Engineer.

Mr. Graham said there had been several new Planning Commissioners appointed which he felt was good, but on the other hand, the Commission was losing some expertise and that he saw a need for those new Commissioners to attend education training workshops and seminars. He noted that the Planning Department had over 80 years of experience in the Township and that all three planners on staff were AICP and PCP State Professional Planners. He noted that the Planners had recently renewed their certifications at no cost to the Township via viewing free weekly webinars. Mr. Graham concluded by noting that staff was working with Kroger who was proposing a gas station in their parking lot at the northwest corner of Creyts and Saginaw Highway. He noted that MERS was proposing a four-story addition to their building located just north of I-496 and west of Creyts Road. He said Air-Lift had proposed to expand their existing building by 20,000 square feet. The Board of Water & Light had been granted a special land use permit to construct a new sub-station within the Township's industrial tract to serve Liquid Web. Mr. Graham said the Township had a lease agreement for a cell tower with the Eaton County Sheriff's Department and that that a request for a special land use permit for a cell tower would be before the Board in the near future. He noted that the Audubon Society inherited a significant portion of Mr.

Hausmann's property on Delta River Drive and that they had recently indicated an interest of moving their offices to that facility in the future.

20. Parks and Recreation

Mr. Benkert said the Township's recycling operation was involved in two different grants through the Michigan Energy Commission to distribute CFL bulbs to the community. He said between the two grants, there would be 1,569,000 bulbs that would be distributed. He said the second grant was in conjunction with the Eaton County Resource Recovery and the City of East Lansing. Mr. Benkert said another recycling operation was based on conversation the Township had had with a recycling group from Michigan State University. He said one of the items that this group had strongly recommended was that the Township looks into establishing an additional site for its recycling collection with expanded hours. Mr. Benkert noted that the Township's existing facility was open Tuesday, Wednesday, and Saturday and that a satellite facility could be opened seven days a week. Mr. Benkert said he was working with the Planning Department on zoning issues and would continue to move forward on an additional facility.

Mr. Benkert said in the past, Dejunking Days was held for three days in May, but the volume of people coming in with trash was down which was a good sign that the program was working. He said this year's Dejunking Days would be held on Thursday and Saturday and that Friday hours would be eliminated.

Supervisor Fletcher said during the Township's discussions with the City of Grand Ledge last spring, the idea of coordinating the Township's Dejunking Days with the City had been brought up. He questioned whether anymore had been discussed about this opportunity.

Mr. Watkins noted that he had met with the City's Manager, Jon Bayless, on numerous issues and that they would be meeting in the future to further discuss the opportunities for regional cooperation in a lot of different areas.

Mr. Benkert said the building and grounds operation was one item that he was very proud of. He said staff from the Building and Parks Departments had gone through the entire east half of the Administration Building and eliminated lighting and installed more energy efficient lighting fixtures which had resulted in a reduction from 33,336 watts to 8,096 watts of power. He noted that the elimination of 60 lighting fixtures had cost the Township approximately \$2,300 in material and approximately \$4,500 in Township staff labor. Mr. Benkert said the Township had also applied to the Board of Water & Light for reimbursement through their energy conservation program and out of the \$2,300 in materials; the Township would receive approximately \$1,000 in return. Mr. Benkert noted that if the Township would have contracted the

work out, the Township would have been looking at labor costs alone of over \$10,000. He said similar work had been done at the Township's enrichment center and that work would be done at the Parks maintenance building and the Sheriff's Sub-Station. He said once those projects were completed, work would commence on the west side of the Administration Building.

Mr. Benkert said the Township's custodial staff had changed a lot of the cleaning supplies they used in order to become greener. He said the Township's maintenance staff had worked with the community corrections crew through the Sheriff's Department in remodeling a class room at the enrichment center and that they had also gone through and painted the community center, enrichment center, and were in the process of painting at the Sheriff's Sub-Station. Mr. Benkert noted that the Township's irrigation system on the east side of the building would be out of service during the reconstruction of the Saginaw/I-96 improvements. He said the Parks Department would continue to look for new and better ways to make the Township greener and save on energy consumption. Mr. Benkert said the Cemeteries Department handled approximately 65 burials a year and sold approximately 100 plots a year. He said the cemeteries maintenance staff was the Township's "catch all" group and that they were assigned a lot of the miscellaneous projects that were done throughout the Township such as the construction of the "Welcome to Delta" sign at the east boundary of the Township and the grounds keeping around the Township owned facilities.

Mr. Benkert said staff would be very busy this year working on the East-West Collector Sharp Park pathway project. He noted that a contractor would be constructing the pathway and that staff would be conducting the entire site amenities associated with the pathway project. Mr. Benkert said at the present time, the maintenance staff was in the process of finishing the remodeling of the Lake Delta docks, as well as improvements to the lighting for the ball fields at Sharp Park which were 34 years old. He said a few months ago, signs in the Township's parks were damaged and that those signs would be replaced in the near future. He said the Board would be receiving the Parks & Cemeteries Department's yearend report in the near future. He noted that the Mother/Son dance would be held this evening at the Lexington Hotel where there were 180 participants signed up. He said the Parks Department would be holding a home party sale which was a new activity for the Parks Department. Mr. Benkert said there were several new activities planned for Delta Rocks and that they had added a new non-profit area which would provide additional room for businesses that were turned away last year. Mr. Benkert said the Parks and Recreation Committee kicked off this year's fund raising for the July 3rd fireworks. He said the Township's goal this year was to raise \$15,000.

Mr. Benkert noted that adult softball signup was currently going on and that there were approximately 62 teams already signed up which was up from last year. He noted that the Township had the largest softball program in the area. Mr. Benkert noted that the Township's soccer program was currently in the later stages of signup and that they would be holding their soccer coaches meeting at the end of this month. He said senior programs were moving along steadily and that new programs were being instituted. Mr. Benkert said the Parks Department was trying to reach out to the seniors in getting them more involved in the Township's fitness oriented activities. He said there were eight bus trips planned for this year, with an additional six trips in the planning stages. He said the senior golf league signup was in the works and that the league would start at the end of April. He noted that there would be a new senior driver's safety class being coordinated through AARP which had shown a lot of interest. Mr. Benkert said the Board had authorized the Township to enter into an agreement with Waverly Schools to use their pool facility which had been very successful. He noted that the Township had received approximately half of the lease amount that the Township had committed to with Waverly Schools. He said the number of participants had increased for all of the aquatic programs and that Saturday programs had been added. Mr. Benkert noted that there had also been able to set up private groups renting the pool facility. He said new classes would be added to the aquatics program in the near future.

Mr. Benkert said the Parks & Recreation master plan was due to be updated in 2011. He said the document could be viewed on line on the Township's website.

Treasurer Pizzo said due to the fact that many of the Board members were new, he felt it would be beneficial to hold meetings for not only the Board, but for those residents who were interested in the Township's parks system and who may be interested in the financing that it would take to move forward on the projects recommended in the plan.

21. Township Manager's Contract (Executive Session)

CLERK VEDDER MOVED THAT THE TOWNSHIP BOARD ADJOURN TO EXECUTIVE SESSION AT THE REQUEST OF THE TOWNSHIP MANAGER UNDER THE OPEN MEETINGS ACT (ACT 267 OF 1976), SECTION 15.268 (H) TO CONSIDER MATERIAL EXEMPT FROM DISCUSSION OR DISCLOSURE BY STATE OR FEDERAL STATUTE.

TRUSTEE CUNNINGHAM SUPPORTED THE MOTION

ROLL CALL:

AYES: TRUSTEE HICKS, TRUSTEE POMA, CLERK VEDDER,
TRUSTEE CUNNINGHAM, TREASURER PIZZO, TRUSTEE
SPAGNUOLO, AND SUPERVISOR FLETCHER.

NAYS: NONE

ABSENT: NONE

MOTION PASSED 7 TO 0.

The Board adjourned to closed session at 9:01 p.m.

The Board reconvened to the regular Board meeting at 9:17 p.m.

XVI. PUBLIC COMMENTS

Mr. Watkins said he would be meeting with Jon Bayless from the City of Grand Ledge with regards to areas of interest for regional cooperation. He said a monthly manager's meeting had been established with Eaton County managers to move things along with regards to regional cooperation in the county. He had also met with the Waverly Schools in regards to regional cooperation. Mr. Watkins noted that he had spoken to Mr. Benkert regarding cooperation with the City of Grand Ledge, as well as the area school districts, to determine areas where regional cooperation would be beneficial. He said Ms. Wohlfert and Mr. Marquette continued to work on the Google initiative and that the Township had also been working on Nixle which was another way of communicating electronically with Township's residents. He said the County had moved towards the Nixle subscription program and that the Township would be moving in that direction in the near future.

XVII. ADJOURNMENT

Supervisor Fletcher adjourned the regular meeting at 9:20 p.m.

CHARTER TOWNSHIP OF DELTA

JANICE VEDDER, TOWNSHIP CLERK

KENNETH FLETCHER, TOWNSHIP SUPERVISOR