

AGENDA

REGULAR MEETING OF THE MIDLAND CITY PLANNING COMMISSION, TO TAKE PLACE ON TUESDAY, NOVEMBER 22, 2016, 7:00 P.M., COUNCIL CHAMBERS, CITY HALL, MIDLAND, MICHIGAN

1. Call to Order
2. Pledge of Allegiance to the Flag
3. Roll Call
4. Approval of the Minutes

Regular Meeting – October 25, 2016

5. Public Hearings

None

Public Hearing Process

1. Staff presentation and overview of petition
2. Petitioner presentation
3. Public comments in support of the petition
4. Public comments in opposition to the petition
5. Opportunity for petitioner rebuttal and final comments
6. Closing of public hearing
7. Deliberation and possible decision by Planning Commission

6. Old Business

- a. Master Plan – approval of the updates and revisions to the City of Midland Master Plan

7. Public Comments (unrelated to items on the agenda)

8. New Business

- a. Bicycle Friendly Community Recertification
- b. Dissolution of the Non Motorized Transportation Committee

9. Communications

10. Report of the Chairperson

11. Report of the Planning Director

12. Items for Next Agenda – December 13, 2016

13. Adjournment

**MINUTES OF THE MEETING OF THE
MIDLAND CITY PLANNING COMMISSION
WHICH TOOK PLACE ON
TUESDAY, OCTOBER 25, 2016, 7:00 P.M.,
COUNCIL CHAMBERS, CITY HALL, MIDLAND, MICHIGAN**

1. The meeting was called to order at 7:00 p.m. by Chairman McLaughlin
2. The Pledge of Allegiance was recited in unison by the members of the Commission and the other individuals present.

3. **Roll Call**

PRESENT: Hanna, Heying, Koehlinger, Mayville, McLaughlin, Pnacek, Stamas and Tanzini

ABSENT: Bain

OTHERS PRESENT: Brad Kaye, Assistant City Manager for Development Services, Grant Murschel, Community Development Planner; and fourteen (14) others.

4. **Approval of Minutes**

Moved by Hanna and seconded by Mayville to approve of the minutes of the regular meeting of September 27, 2016 and the minutes of the special meeting of October 11, 2016. Motion passed unanimously.

5. **Public Hearing**

- a. Master Plan – updates and revisions to the City of Midland Master Plan

Kaye gave the staff presentation of the proposed updates and revisions of the City of Midland Master Plan's future land use map. He highlighted how the future land use map relates to the full City Master Plan. IN response to questions received from land owners, Kaye explained that this updating process will not require the annexation of any properties that are within the Midland Urban Growth Area (MUGA) boundary and outside of the City limits. He highlighted the proposed change on the west end of the MUGA boundary per the request of the landowner, Little Forks Conservancy. This proposed change is supported by staff.

Hanna is concerned about allowing for additional commercial development along north Eastman Avenue given the close proximity to City Forest. She is concerned about negative impacts such as trash and debris that go along with new business development. Kaye indicated that staff did not recommend the change in designation of this area but it has been supported by the Planning Commission to this point. Koehlinger commented that an objective of the Master Plan is to provide neighborhood commercial nodes with residential behind; he believes what is proposed by the property owner is a logical way to meet this objective. Kaye commented that applying that objective may not be appropriate since low intensive neighborhood commercial uses is not all that would be allowed under the broader Commercial designation being considered. The designation would allow for high intensive commercial businesses.

McLaughlin opened the public hearing.

Mike Fales, 7 Burrell Court, expressed his full support for the proposed update on the future land use map for the designation change for 4710 Eastman Avenue.

Sally Stebleton, 6 Burrell Court, expressed her support for the proposed update at 4710 Eastman Avenue.

Brice Pawley, 6004 Woodpark, expressed his support for the proposed update on the future land use map for the various addresses along Woodpark Drive.

Greg Walton, 3 Burrell Court, expressed his support for the proposed update at 4710 Eastman Avenue.

Shelia Messler, representing Bennet Development, supported the proposed land use designation for the N Eastman parcel near Monroe Rd. She presented a concept plan for the property that included a shared driveway with the potential assisted living facility and then lots for a mix of single-family and duplex dwellings. She would also like to see the Planning Commission consider a change of the Light Industrial designation across Eastman Avenue since it would likely result in more impactful intensity on City Forest.

Peggy Kernstock, 410 East Sugnet Road and executive director of Dahlia Hill Society, wanted clarification on the proposed designation. She remembers a time that a developer was interested in building condos around Dahlia Hill which would explain the surrounding High Density Residential designation.

Teresa Vinson-Dopp, 4215 Dublin Avenue, indicated that she has had issues with her neighboring property owners and specifically removal of trees on her property without permission. She would like to see her land preserved.

Jeff Berard, owner of Midland Chiropractic at 4710 Eastman Avenue, expressed his opposition to the proposed future land use designation change of 4710 Eastman Avenue. He purchased the property with the understanding that it could potentially change the use to a variety of commercial uses. He would like the ability to adapt as things change at that corner.

The public hearing was closed at 7:58 p.m.

Kaye commented that the City's historical actions on 4710 Eastman Avenue have indicated a desire to keep this site as office-oriented and at a relatively low-intensity commercial use. Regarding Dahlia Hill, either Public Parks and Recreation or Institutional and Civic designation is appropriate to implement the Community zoning designation.

It was moved by Hanna and supported by Mayville to suspend the rules of procedure and vote on the proposed Master Plan changes this evening. Motion passed unanimously.

Mayville would like to see staff add the Light Industrial designation on the eastside of Eastman Avenue to the list of future considerations for future land use map updates. Hanna commented that it would be appropriate to look at this area in it's entirety at a future date. Mayville commented that the portion of this area being discussed today is not necessarily coupled with the eastside of the road.

Pnacek indicated his support for the expanded Commercial designation along Eastman Avenue. He cannot envision residential uses going all the way to the edge of Eastman Avenue. Heying expressed his support for the expanded Commercial designation; Stamas agreed. McLaughlin does have some hesitation to the Commercial expansion but he recognizes that it is a small area being discussed that could not support a heavy commercial use. He envisions a commercial-node on both sides of Eastman Avenue in the future. Koehlinger wondered if it would be appropriate to add an area of Office-Service designation as a buffer between Commercial and Residential designations. Kaye commented that this could be considered but was not included given the nature of this area.

Heying commented that he believes that the other areas have been properly considered. He supports moving forward the proposal.

It was moved by Heying and supported by Hanna to forward the proposed changes to the future land use map within the City's Master Plan, including the proposed change for the Little Forks Conservancy property on Tittabawassee River Road.

Koehlinger commented that it might be better to consider the areas of public concern separately rather than lumping the consideration of the changes into one motion.

It was moved by Koehlinger and seconded by Hanna to amend the motion by pulling out the areas that have received opposition, and to consider them separately.

Heying and McLaughlin indicated that they do not support the idea to consider the items separately.

McLaughlin called for a vote on the amending motion made by Koehlinger and Hanna.

YEAS: Koehlinger and Hanna
NAYS: Heying, Mayville, McLaughlin, Pnacek, Stamas, and Tanzini
ABSENT: Bain

The motion to amend the original motion was denied. McLaughlin then called for a vote on the original motion made by Heying and Hanna.

YEAS: Hanna, Heying, Koehlinger, Mayville, McLaughlin, Pnacek, Stamas, and Tanzini
NAYS: None
ABSENT: Bain

McLaughlin recessed the meeting for a quick break at 8:20 p.m. The meeting was called back to order at 8:26 p.m.

6. Old Business

None

7. Public Comments (unrelated to items on the agenda)

None

8. New Business

a. Access Management

Brad Strader, of MKSK Consultants, gave a presentation about the best practices in access management. He spoke to the benefits of access management on local roadways as it relates to health and safety, as well as road capacity. Strader indicated that the perception is that more access equals more business, but this is not supported by studies as there are many other factors that impact business. Sound access management endeavors require balance between property owner rights and public rights. It is important to start somewhere with access management even if the end result seems impossible.

Strader commented that it would be appropriate to put additional standards within the City's zoning ordinance to better address access management across the entire city. In some areas it would be appropriate to do a subarea access management plan, such as the north Waldo Avenue area. Overlay zoning districts could then be implemented as a result of the information gained as part of the subarea plans.

9. Communications

Planning and Zoning News and Michigan Planner was distributed to the members.

10. Report of the Chairperson

None

11. Report of the Planning Director

City Council approved the concept plans of the DDA's Main Street Streetscape Improvement project. Hanna commented that she still has some concerns with the proposed concept plans and the proposal for the intersection control changes. She does not like the idea of introducing four-way stops.

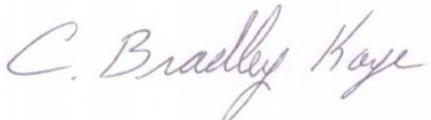
12. Items for Next Agenda – November 22, 2016

As the next regular scheduled meeting of the Planning Commission would have fallen on the night of the election, the next meeting will not take place until November 22, 2016. Items for that agenda have not yet been identified.

13. Adjourn

It was motioned by Heying seconded by Hanna to adjourn at 9:42 p.m. Motion passed unanimously.

Respectfully submitted,



C. Bradley Kaye, AICP, CFM
Assistant City Manager for Development Services

MINUTES ARE NOT FINAL UNTIL APPROVED BY THE PLANNING COMMISSION

Memo



To: City of Midland Planning Commission

From: C. Bradley Kaye, AICP, CFM
Assistant City Manager for Development Services

Date: November 16, 2016

Re: Adoption of Master Plan Update

On October 25, 2016, the following resolution was adopted by the Planning Commission relative to the draft updates to the City of Midland Master Plan:

It was moved by Heying and supported by Hanna to forward the proposed changes to the future land use map within the City's Master Plan, including the proposed change for the Little Forks Conservancy property on Tittabawassee River Road.

On November 14, 2016, City Council received and considered the above recommendation. Through approval of the consent calendar, that review was completed with no additional comment. Final Planning Commission consideration and adoption of the draft updates may therefore proceed at this time.

The accompanying resolution is presented for review and consideration. Adoption of the resolution would approve the changes to the City of Midland Master Plan as previously discussed and forwarded to City Council for comment. Further City Council consideration is not required as adoption of the Master Plan is the responsibility of the Planning Commission.



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RESOLUTION ADOPTING THE MASTER PLAN AND FUTURE LAND USE MAP UPDATE FOR THE CITY OF MIDLAND

At a meeting of the Planning Commission of the City of Midland, located in Midland County, Michigan, held on November 22, 2016 at 7:00 PM at City Hall,

The Planning Commission determined that:

WHEREAS, the Michigan Planning Enabling Act, P.A. 33, of 2008, requires the Planning Commission to make and adopt a basic plan or parts of a plan corresponding with major geographic sections or divisions of the City, including areas outside of current municipal boundaries, as a guide for the physical development of the municipality; and

WHEREAS, Notices of Intent to prepare an updated Master Plan were sent to all required entities and other governmental agencies, consistent with the provisions of the Michigan Planning Enabling Act, P.A. 33, of 2008; and

WHEREAS, the Planning Commission has made careful and comprehensive surveys and studies of present conditions and the future needs of the City and surrounding land areas, and have met consistently to research and prepare a draft of the updated Master Plan and Future Land Use Map; and

WHEREAS, the Master Plan update includes a Future Land Use Map; and

WHEREAS, the Planning Commission has developed a Future Land Use Map for the City of Midland that allocates land in appropriate amounts for the future development of single-family and multiple family residential uses; retail and office uses; and public uses and industrial uses; and

WHEREAS, the Planning Commission held a public hearing in accordance with the procedures of the Michigan Planning Enabling Act, P.A. 33, of 2008, and said plan was on display before the public hearing in accordance with P.A. 33, of 2008;

RESOLVED that the City of Midland Planning Commission adopts the updated Master Plan, dated November 22, 2016.

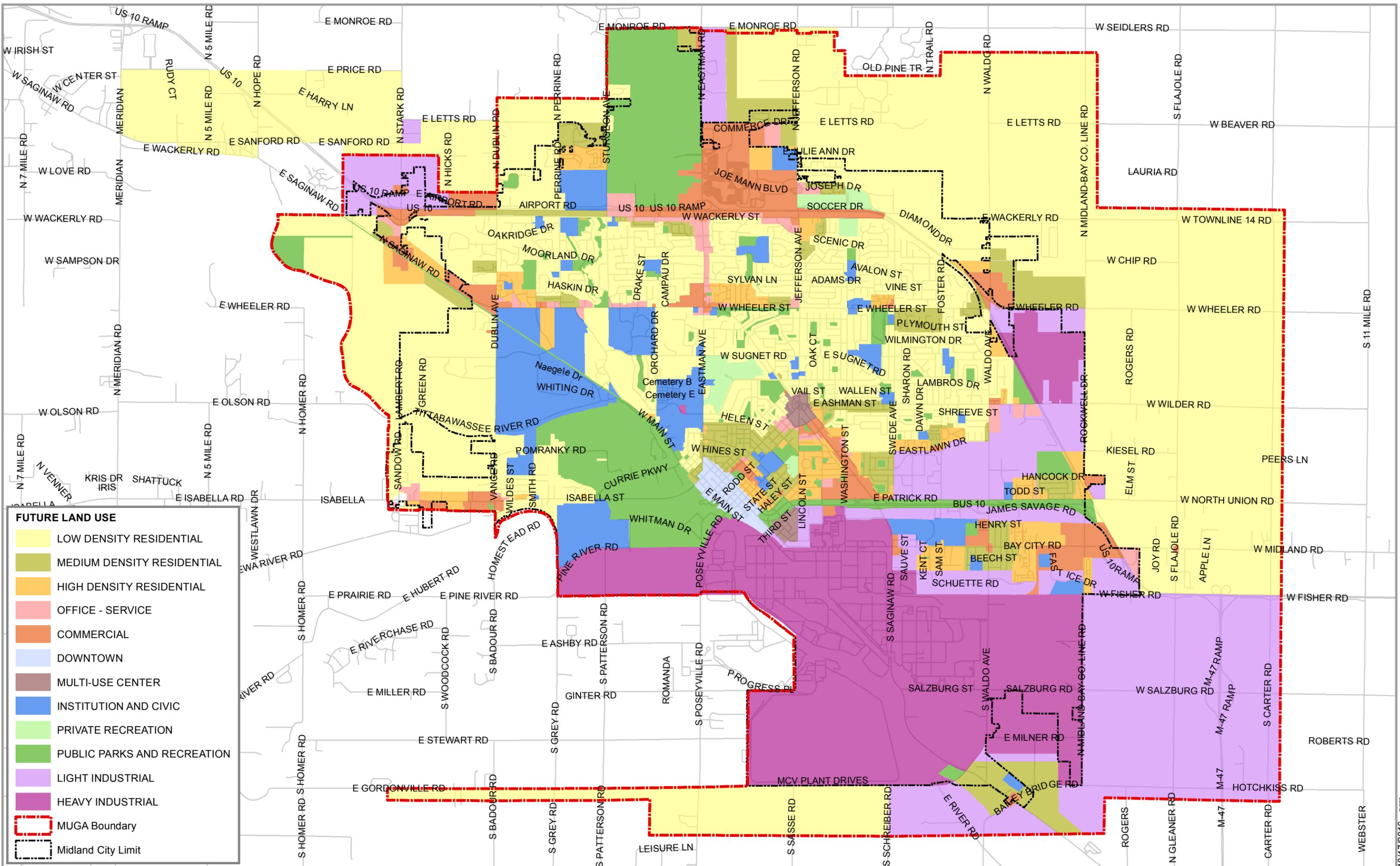
YEAS:

NAYS:

ABSENT:

Chairperson, Lowell McLaughlin

November 22, 2016
Date



FUTURE LAND USE

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- OFFICE - SERVICE
- COMMERCIAL
- DOWNTOWN
- MULTI-USE CENTER
- INSTITUTION AND CIVIC
- PRIVATE RECREATION
- PUBLIC PARKS AND RECREATION
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- MUGA Boundary
- Midland City Limit

Transitioning to the Next Generation of NMT - The Future of NMT in the City of Midland -

NMT Committee
November 2016

The Current Situation

- **We have made a lot of progress since 2009.**
 - Residents and visitors observe that Midland drivers are visibly more accommodating of Bike/Walk (than 5 years ago and most other Michigan locations). We are a “Bronze” League of American Bicyclists “Bicycle Friendly Community”.
 - We have seen increased bike/walk activity (above national averages but well below the best) at both schools and transportation/recreation. But we are now at a plateau.
 - Within the “City boundaries” the currently planned “incremental” bike/walk infrastructure will be “essentially complete” in 2017.
- **NMT/Complete Streets processes** are “65%” integrated into the City’s Planning & engineering processes.
- **NMT Plan:** the current version will be complete in 2017.

The Current Situation(contd)

- **NMT Committee:** is down to “below minimum numbers and strength”.
- ***We are at a “plateau”!***
- ***Significantly increasing Bike/Walk activity will require a new approach!***

Suggested Next Generation NMT Approach

**We need objectives that has helped drive other
Communities to make the next step change**

“Creating Great Spaces for People to enjoy”

“(re)Connecting the Community to Great Places”

**We need a high level NMT Plan
that achieves these objectives**

Suggested Next Generation NMT Approach (contd)

- Slide from Ian Lockwood presentation:
 - Shift back from “Conventional” to “Traditional”
- Separated Bike Lanes & Pathways
 - Why build them?
 - How Effective?
 - Results
- Corridors slide

Conventional

Traditional

Higher Calling

Transportation Demand Model

Community Vision

Expert Direction

Public Good

Focus

Reward Long Trips

Reward Short Trips

Accommodate Automobiles

Accommodate Many Users

Problem Definition

Fight Congestion

Advance Priorities

Increase Speed

Make Places

Move Traffic

Increase Proximities

Land Use Relationship

Indifferent

Integrated

Complexity

Simple

Multi-Layered

Key Strategies

Add Lanes

Shorten Trips

Speed Up Streets

Safe Speeds

Raise LOS

Increase Access

Traffic = fn(Trip Generation)

fn(Multiple Strategies)

Capacity of Streets

To Move Traffic

Nurture Businesses

Increase Social Interaction

Typical Outcomes

Lack of Identity

Add Character

Poor Health

Strong Identity

Limited Options

Better Health

More Energy Use

More Options

Car Dependency/Congestion

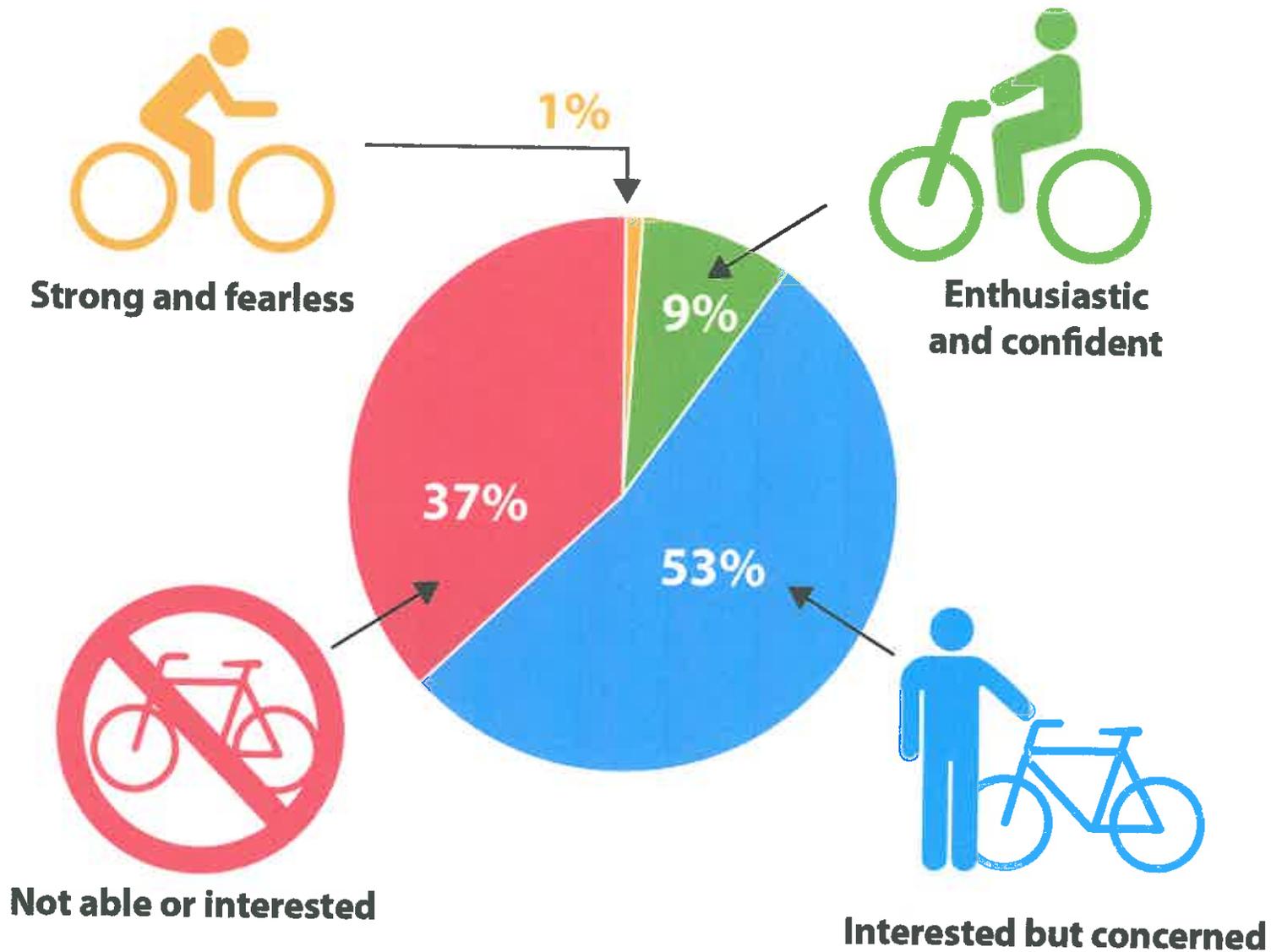
Less Energy Use

Choices

LESS VIBRANCY

MORE VIBRANCY

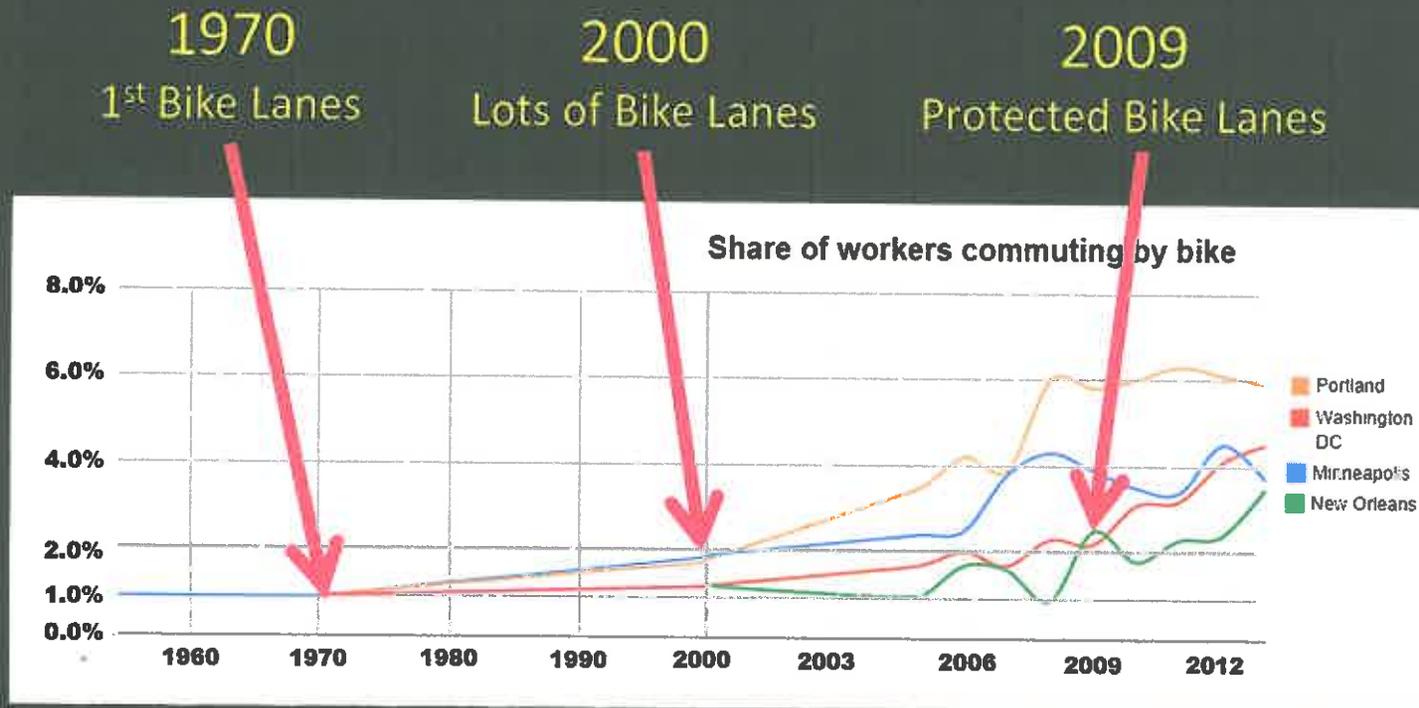
Why Build Separated Bike Lanes?



How Effective are Separated Bike Lanes?

- **Protected bike lanes reduce bike-related intersection injuries by about 75 percent compared to comparable crossings without infrastructure.** Harris et al, 2013 - "Comparing the effects of infrastructure on bicycling injury at intersections and non-intersections using a case-crossover design." Injury Prevention
- **Where protected lanes were installed in New York and Washington D.C., the number of bikes on sidewalks immediately fell by an average of 56 percent.** NYCDOT and DDOT, 2010-2014 - Tired of Cyclists Riding on the Sidewalk? Build More Bike Lanes
- **96 percent of people using protected bike lanes believe they increased safety on the street.** Monsere, C., et al., 2014 - Lessons from the Green Lanes (National Institute for Transportation and Communities)
- **A study found that bicycling on separated facilities like cycle tracks is safer than riding on streets without bicycle facilities. Cyclists were also 2.5 times more likely to ride on the cycle tracks than on the streets.** Lusk, A., et al., 2010 - Risk of injury for bicycling on cycle tracks versus in the street, Injury Prevention, 12/1/2010
- **Red light compliance on a protected bike lane in Chicago was observed to be 81% in 2013, compared to 31% before the protected lane was installed. City says Dearborn bike signals keeping cyclists in line,** Chicago Tribune, June 10, 2013
- **Cities around the U.S. have found that protected bike lanes increase bicycle ridership, reduce motor vehicle speeding, reduce crashes and improve people's feelings of safety on those streets.** Chicago Department of Transportation, July 2012 - Protected Bike Lanes Fact Sheet
- **In a survey of Portland residents, those people who are interested in cycling but concerned about their safety reported that they would be much more comfortable in a physically separated bike lane than in a painted bike lane.** Dill, J., and McNeil, N., 2012 - Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential (Working paper)

Bicycling in U.S. 1960 - 2013



Conclusion: More Comfortable Bike Infrastructure Results in More Bike Use

Source: Based on graphic from www.bikeportland.org

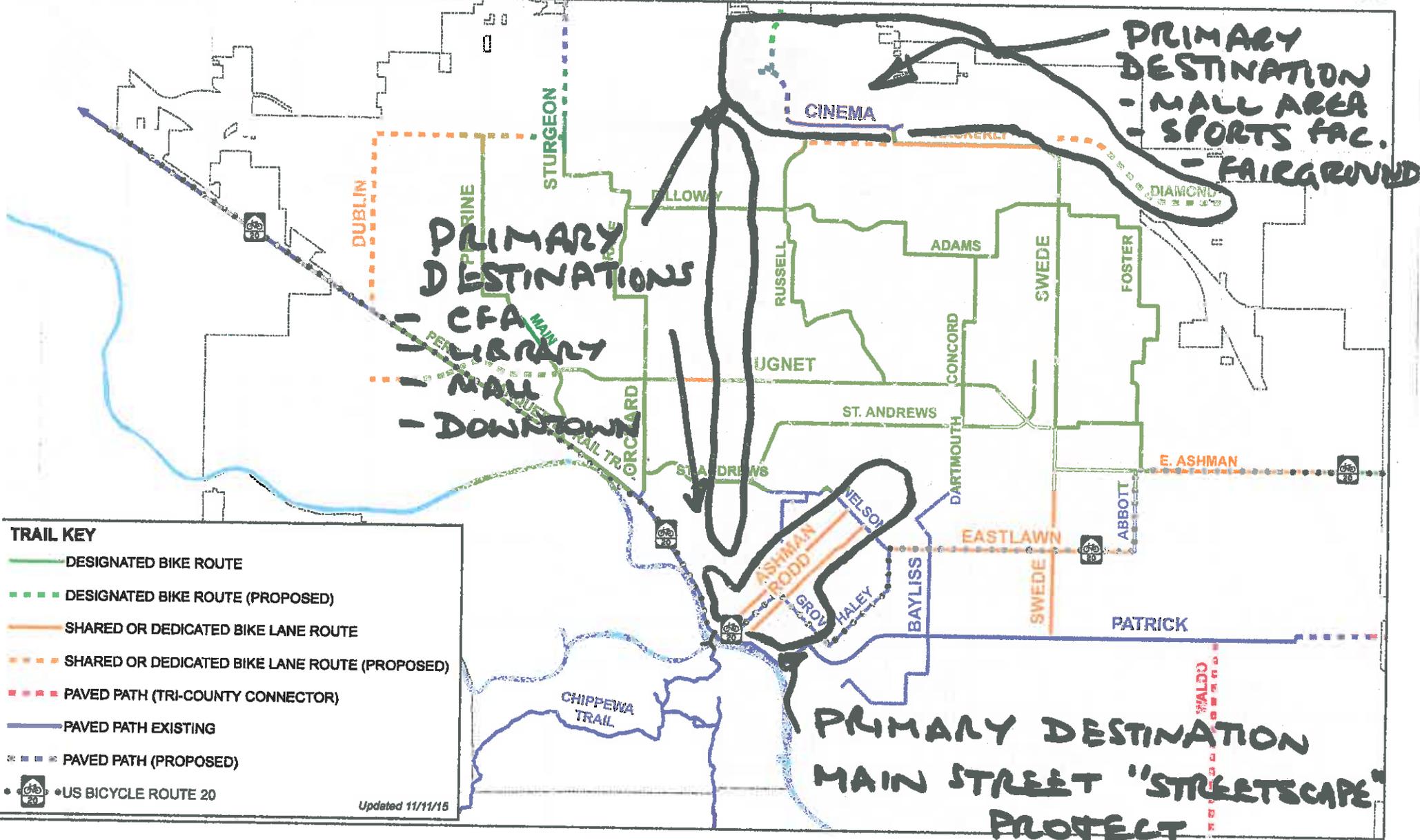


MAXIMUM UTILIZATION
 - 3 TO 5 MILE BIKE - 1 MILE WALK

POSSIBLE FUTURE
 "CORRIDORS"



Non-Motorized Transportation



- TRAIL KEY**
- DESIGNATED BIKE ROUTE
 - - - DESIGNATED BIKE ROUTE (PROPOSED)
 - SHARED OR DEDICATED BIKE LANE ROUTE
 - - - SHARED OR DEDICATED BIKE LANE ROUTE (PROPOSED)
 - - - PAVED PATH (TRI-COUNTY CONNECTOR)
 - PAVED PATH EXISTING
 - - - PAVED PATH (PROPOSED)
 - US BICYCLE ROUTE 20
- Updated 11/11/15

Suggested Next Generation NMT Approach (contd)

More Fully Embed “Complete Streets” in the ongoing processes of the City:

- **Engineering:** Road project should complete a “1 page” Complete Streets Review (consistent with MATS MPO process).
- **Planning:** Provide a “1 page” Complete Streets Review to project packages which describes, as appropriate, how the project fits within existing or future NMT capabilities including any provided by the project. *Intention is to create dialogue.*

Suggested Next Generation NMT Approach (contd)

- **NMT Committee:**
 - After 2016 reduce down to an advisory group of advocates supporting the Planning and Engineering Departments

***Build the new Plan
and commitment***

OR NOT?