

On October 9, 2023, City Council released the proposed Midland City Modern Master Plan for a 63-day public review and comment period, consistent with the requirements of the Michigan Planning Enabling Act (MPEA). Public notices were provided to certain entities identified in the MPEA, including adjacent jurisdictions, road agencies, and utility companies. The public was encouraged to participate in this review and comment period through the use of the City's traditional communication channels as well as a series of outreach events that took place during the review period. These events included the following:

- November 9: Open House at City Hall
- November 15: Pop Up Event at Live Oak Coffeehouse
- November 28: Pop Up Event at Coffee Chaos
- December 4: Pop Up Event at Grove Tea Lounge
- December 6: Virtual Q&A Event via City's social media accounts
- December 11: Pop Up Event at Midland Brewing Company

The 63-day review and comment period ended on December 14. All comments received during the review and comment period are attached.

Staff is completing review of these comments, as well as those received from Planning Commissioners, City Council, and staff in order to determine recommended plan amendments as well as items requiring additional discussion by the Planning Commission. Those items will be brought forward to you at a future meeting.

No additional action is required at this time.

Respectfully Submitted,



Jacob Kain, AICP
Assistant City Manager for Development Services

Kain, Jacob

From: Anne Sturtevant <reply-to+e24d3ebd7782@crm.wix.com>
Sent: Thursday, September 7, 2023 9:26 AM
To: Smith, Ryan; Kain, Jacob
Subject: [bayer][heuristic][faked-from] [Mysite] DRAFT PLAN Public Comment - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

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Anne Sturtevant just submitted your form: DRAFT PLAN Public Comment on [Mysite](#)

Message Details:

First Name: Anne

Comments/Special Requests: Because the PDF is set up in two-page spreads, it's very difficult to read it online -- not without blowing it up and then having to move all around the page. I realize it was DESIGNED as a magazine with graphics that go across the spread. That's great if you have it in your hands. But for online readability, there should be a page-by-page option to actually read it. Thank you!

Last Name: Sturtevant

Email: writenow@chartermi.net

If you think this submission is spam, [report it as spam](#).

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Kain, Jacob

From: Louis Battershell <reply-to+2bd5b2e816aa@crm.wix.com>
Sent: Thursday, September 7, 2023 5:16 AM
To: Smith, Ryan; Kain, Jacob
Subject: [heuristic][faked-from] [Mysite] DRAFT PLAN Public Comment - new submission

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Louis Battershell just submitted your form: DRAFT PLAN Public Comment on [Mysite](#)

Message Details:

First Name: Louis

Comments/Special Requests: My main concern with new public infrastructure is will it be accessible for disabled persons? Midland has long struggled with accessibility to public spaces, and I would love to see more and more spaces being developed with disabled folks being considered, especially those with mobility aids. We also need a better public transportation system, one that doesn't need 24 hour notice to actually use.

Last Name: Battershell

Email: rennyrexous@gmail.com

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To edit your email settings, go to your Inbox on desktop.

From: [Danielle Nagy](#)
To: [Smith, Ryan](#); [Kain, Jacob](#)
Subject: [heuristic][faked-from] [Mysite] DRAFT PLAN Public Comment - new submission
Date: Friday, September 8, 2023 8:12:01 AM

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Danielle Nagy just submitted your form: DRAFT PLAN Public Comment
on [Mysite](#)

Message Details:

First Name: Danielle

Comments/Special Requests: I agree with using native plants whenever possible, but I notice you only mention using them around water. If native plants and grasses were used throughout the city we would attract more beneficial insects which would reduce the need to use chemicals in regards to mosquitoes. Chemicals don't just kill the bad guys but it also kills our pollinators and without them, our food sources die. Using native grasses, like along Saginaw where the sidewalks have been widened, would decrease maintenance, like cutting and watering, as well as suppress weeds. Currently there is minimal grass actually growing where the green stuff was sprayed, it's mostly weeds and it looks horrible! Grass in general is not beneficial and does nothing to provide nutrients or a food source for insects. If native flowers were planted instead of grass it would not only look better it would be providing food sources for bees, butterflies and moths. There are multiple people in the area, including myself who are planting more native species, who would love to help. Martha at the Nature Niche is a wealth of information and so is the Nature Center! Let's utilize the expertise and resources we already have to increase our biodiversity.

Last Name: Nagy

Email: daniellemussey@gmail.com

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David G. Rapanos

925 East Wheeler Street
Midland, Michigan 48642
Phone (989) 839-0541 ~ Fax (989) 839-0744
RapanosRentals.com

September 20, 2023

City of Midland
Planning Department
ATTN: Mr. Jacob Kain,
Director of Planning & Community Development
333 West Ellsworth Street
Midland, Michigan 48640

Jacob,

This letter is to notify the planning commission and all other participants that I request a different zoning classification on my E. Wheeler Road property.

In your Future Land Use Map, this property is labeled light industrial zone, and it will never be used for that. It will most like be used as multifamily or residential zoning due to its connection to the rest of my property to the North.

The land currently zoned light industrial will most likely be used for a street connection needed for a large housing development using both this large parcel and all my land adjacent to the Primrose Retirement Community.

Please make all the necessary changes to the new Master Plan and Future Land Use Map.

Sincerely,



David G. Rapanos

Wheeler Road Self Storage, LLC

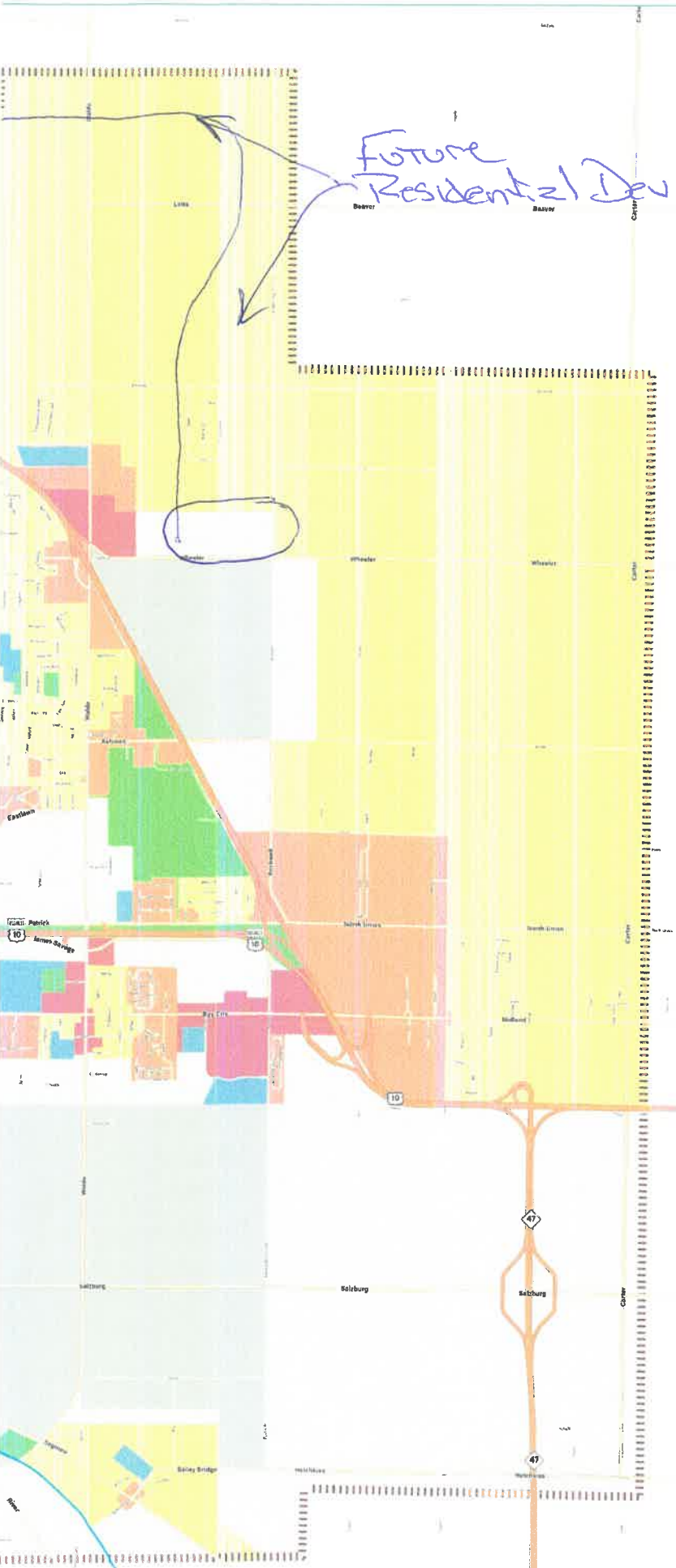
Big Timber LLC

925 East Wheeler Street
Midland, Michigan 48642
Office: (989) 839-0541 Fax: (989) 839-0744
RapanosRentals.com
WheelerRoadSelfStorage.com

Future Land Use map

- Conservation Residential
- Neighborhood Residential
- Neighborhood Mixed Use
- Recreation & Open Space
- Institution & Civic
- Downtown
- Regional Mixed Use
- Light Industrial
- Heavy Industrial
- MUGA Boundary
- Rivers or Creeks

Future Residential Dev.



Kain, Jacob

From: Cody Bauer <reply-to+d411b1557ebf@crm.wix.com>
Sent: Friday, September 22, 2023 11:27 PM
To: Smith, Ryan; Kain, Jacob
Subject: [bayer][heuristic][faked-from] [Midland City Modern] DRAFT PLAN Public Comment - new submission

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Cody Bauer just submitted your form: DRAFT PLAN Public Comment
on [Midland City Modern](#)

Message Details:

First Name: Cody

Comments/Special Requests: Do more traffic studies and listen to the citizens before changing the traffic pattern just from business requests.

Last Name: Bauer

Email: cbauer116@gmail.com

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Kain, Jacob

From: John Elsen <reply-to+e11ac519da1a@crm.wix.com>
Sent: Sunday, September 24, 2023 7:59 PM
To: Smith, Ryan; Kain, Jacob
Subject: [heuristic][faked-from] [Midland City Modern] DRAFT PLAN Public Comment - new submission

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John Elsen just submitted your form: DRAFT PLAN Public Comment
on [Midland City Modern](#)

Message Details:

First Name: John

Comments/Special Requests: this is not how I see the cities future.

Infrastructure should be priority number one.

Last Name: Elsen

Email: jelsen4812@charter.net

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From: [Warren, Brandie](#)
To: [Kain, Jacob](#); [Smith, Ryan](#)
Subject: Draft Master Plan Comments
Date: Monday, October 9, 2023 9:55:13 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Good morning,

I received a call from a resident named Carol Swanson this morning with a few suggestions for the Draft Master Plan.

- As many solar panels as can be installed on structures, renewable energy
- Some kind of access to library books at the Midland Mall area, perhaps a Bookmobile or Pop-up Library?
- Library book sales in the mall as well as at the library

I will be sure to save this email in the Master Plan folder. 😊

Thank you!



Brandie Warren
Administrative Assistant, Planning Department
333 W. Ellsworth Street, Midland, MI 48640
989-837-3378 direct
www.cityofmidlandmi.gov



Smith, Ryan

From: J.R. Nosal <reply-to+c435c4568839@crm.wix.com>
Sent: Thursday, October 12, 2023 9:59 AM
To: Smith, Ryan; Kain, Jacob
Subject: [heuristic][faked-from] [Midland City Modern] DRAFT PLAN Public Comment - new submission

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J.R. Nosal just submitted your form: DRAFT PLAN Public Comment
on [Midland City Modern](#)

Message Details:

First Name: J.R.

Comments/Special Requests: I fully support the sustainability goals of the Master Plan with a focus on combating anthropogenic climate change. I am glad EV charging stations and converting the city to renewable power are embraced. This plan is remarkable, and I am also glad that there is an effort to restore all the sidewalks in the city over the coming years.

Last Name: Nosal

Email: jnosal511@gmail.com

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Kain, Jacob

From: Grace Daines <reply-to+b718afe4422f@crm.wix.com>
Sent: Saturday, October 14, 2023 9:02 AM
To: Smith, Ryan; Kain, Jacob
Subject: [heuristic][faked-from] [Midland City Modern] DRAFT PLAN Public Comment - new submission

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Grace Daines just submitted your form: DRAFT PLAN Public Comment on [Midland City Modern](#)

Message Details:

First Name: Grace

Comments/Special Requests: Certainly a comprehensive look at the city of Midland. I feel it has a lot of worthy goals, but limited info on how to achieve these goals. The Rodd Ashman conversion is certainly a pressing issue in town, and I find it frustrating that the millions spent on the first part of the Saginaw street scape and the millions planned for the second part of the street scape were not used to improve the difficult travel and access to the businesses at the Circle, a topic that has been discussed for years. I have searched for information about how this conversion will improve conditions at the Circle, and have yet to see how the numerous issues at the Circle are being addressed by the potential conversion. It is more than clear that these two streets can handle the traffic flow, but in my mind that is not the central issue-rather the confusing traffic patterns and difficulty getting to these businesses is the issue that needs to be addressed.

Last Name: Daines

Email: ptche0517@charter.net

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From: [Jess Atwell](#)
To: [Smith, Ryan](#); [Kain, Jacob](#)
Subject: [heuristic][faked-from] [Midland City Modern] DRAFT PLAN Public Comment - new submission
Date: Saturday, October 14, 2023 12:41:03 PM

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Jess Atwell just submitted your form: DRAFT PLAN Public Comment
on [Midland City Modern](#)

Message Details:

First Name: Jess

Comments/Special Requests: I don't believe in the eminent success of Electric Vehicles has been established yet. CEO's of several automotive firms have indicated that they are either abandoning or delaying their company's participation. Midland should not be putting any emphasis and money regarding the technology just yet. Be most cautious and let the market shake out first. Jess Atwell.

Last Name: Atwell

Email: jraglobal@hotmail.com

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From: [Michelle Brock](#)
To: [Smith, Ryan; Kain, Jacob](#)
Subject: [bayer][heuristic][faked-from] [Midland City Modern] DRAFT PLAN Public Comment - new submission
Date: Thursday, October 19, 2023 11:12:47 PM

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Michelle Brock just submitted your form: DRAFT PLAN Public Comment
on [Midland City Modern](#)

Message Details:

First Name: Michelle

Comments/Special Requests: How about fixing some of the real bad roads here instead of fixing the ones that aren't bad. Have more and different restaurants here . Have more things to do such as for people to have a nightlife. Don't cater to just one particular group of people. For a place this size it really doesn't have anything for people to do as in a nightlife. Plus the restaurants here are just blah. If you want to keep people here you need to provide a place that's fun and exciting. Definitely need more housing here that's affordable and that caters to all incomes not just Dow people.

Last Name: Brock

Email: mizur1969@gmail.com

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From: [Ray Chrisman](#)
To: [Smith, Ryan](#); [Kain, Jacob](#)
Subject: [heuristic][faked-from] [Midland City Modern] DRAFT PLAN Public Comment - new submission
Date: Sunday, October 22, 2023 10:16:39 AM

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Ray Chrisman just submitted your form: DRAFT PLAN Public Comment
on [Midland City Modern](#)

Message Details:

First Name: Ray

Comments/Special Requests: I found the plan to be very well done in terms of quality of life issues. However, it seemed to have a hands off feel for the development of new concepts for a city of the future. It noted the world is moving to a sustainable future but it did not suggest we should take a role in leading that change on a city wide basis (the ideas mentioned for the library but implemented as broadly as possible). As an example leading in the conversion to renewable power generation at individual homes. Zoning for solar but more useful in MI is vertical windmills that are designed for homes and placed so they are not eye sores. Wiring for new homes to have local batteries and power systems to charge transportation including cars and have capacity to operate induction cooktops and heat pumps. Guidance and support for enhanced home insulation and general efficiency. Also the circular economy and circular bioeconomy offers new concepts such as better uses of all the leaves we collect in the fall such as protein extraction and biogas production to enhance the landfill biogas production. The point is a more future focus on new policies to lead into the future would encourage businesses to locate here to develop and implement new concepts to the new changing world needs. A silicon valley idea for a

new world that we could push.

Last Name: Chrisman

Email: nchrisman@gmail.com

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Kain, Jacob

From: Rodney Nanney <reply-to+853083af7daf@crm.wix.com>
Sent: Wednesday, October 25, 2023 10:07 AM
To: Smith, Ryan; Kain, Jacob
Subject: [bayer][heuristic][faked-from] [Midland City Modern] DRAFT PLAN Public Comment - new submission

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Rodney Nanney just submitted your form: DRAFT PLAN Public Comment on [Midland City Modern](#)

Message Details:

First Name: Rodney

Comments/Special Requests: I think the proposed Master Plan is an awesome accomplishment. The format is excellent and very readable.

Nice work!

Last Name: Nanney

Email: rodney@buildingplace.net

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From: [Kristen Squires](#)
To: [Smith, Ryan](#); [Kain, Jacob](#)
Subject: [heuristic][faked-from] [Midland City Modern] DRAFT PLAN Public Comment - new submission
Date: Thursday, November 2, 2023 3:41:51 PM

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Kristen Squires just submitted your form: DRAFT PLAN Public Comment
on [Midland City Modern](#)

Message Details:

First Name: Kristen

Comments/Special Requests: This makes me very excited about the future of Midland. I am glad there is a plan in place so efforts can be coordinated and we all have a roadmap to follow!

Last Name: Squires

Email: kristen.l.squires@gmail.com

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From: johnmuste@chartermi.net <johnmuste@chartermi.net>

Sent: Monday, November 13, 2023 1:45 PM

To: Kain, Jacob <jkain@midland-mi.org>

Cc: Arnosky, Steve <sarnosky@midland-mi.org>

Subject: RE: City Modern Plan & M20

Thanks for your reply. Yes, I would like to advocate for including at least the following in the final plan regarding M20:

Identify an alternate route to Buttles/Indian for M-20 pass-through traffic.

This traffic already presents a formidable barrier to connectivity and growth for the downtown area. This has been stated many times by many stakeholders. This situation will certainly continue to get worse as time goes on as it has in the past. The current planned addition of dedicated turn lanes to Buttles will help some. However, I believe this alone is insufficient, especially for the long term. There are currently no planned changes for Indian.

John Muste
4900 Oakridge Dr.
Midland, MI 48640-1918
989 948-7096

Kain, Jacob

From: Jill Staszak <reply-to+28351e8a7508@crm.wix.com>
Sent: Tuesday, November 21, 2023 11:07 AM
To: Smith, Ryan; Kain, Jacob
Subject: [heuristic][faked-from][senderbase] [Midland City Modern] DRAFT PLAN Public Comment - new submission

Follow Up Flag: Follow up
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Jill Staszak just submitted your form: DRAFT PLAN Public Comment
on [Midland City Modern](#)

Message Details:

First Name: Jill

Comments/Special Requests: I am pleased to see language in the proposed Master Plan to create specific guidelines for Short Term Rentals. My question is- At what time would it be appropriate to give suggestions and share research, about short term rentals in Midland? Now? After the plan is adopted? Thank you.

Last Name: Staszak

Email: 2muddypaws@gmail.com

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Where are the next level of capacity pinch-points in the city sewer system?

These should be highlighted & communicated broadly.

Concept 5 was a start, & an action to improve the sewer system. But it ONLY gets us to state standards of a 25 yr rain event capacity.

What are we doing NEXT, & what target rain event capacity should we strive for & design for in the long term?

I saw nothing in the flood improvement plans on cleaning out the drains & creek basins.

This is also needed

There is no safe way to bike from west side of town, to:

- Mall

- City Forest

Clearly, we have underbuilt housing in last 20 yrs per demographics.

What are we doing to encourage & change this?

Need to change zoning / bldg codes in areas adjacent to 100 yr flood zone (say 150-200 yr flood zone) & not just within the flood zone. bldg stds should not be the same near flood zones vs high zones.

- ① Storm flooding is not addressed ~~at~~ enough
- ② Oak Hill, what's to be done
- ③ why mess with ashman/Rudd
Always majority don't want it
- ④ There are many more things that need
more info

JOHN BHSKW

606 Starvation Pt Dray

MOULAND 988-6364897

Energy + Environment

over the highway animal crossing.

Health + well being

youth SUD TX center
at risk youth housing

Village of Sarnord council member
Janell Kopke

989-492-2623
janell.kopke@gmail.com

On transportation:

I may have mentioned some of these previously.

- 1) Multi-modal route is shown coming into town to the bridge. The prior NMT plan was to use Curry Parkway to avoid NMT on sections of M-20 w/ no ~~access~~ access to facilities.
- 2) The current ^{NMT} plan includes a separated path on Eastman. (over)

Is that NMT realistic? If not a realistic plan should be prepared

3) ~~the~~ NMT crossings are an issue at Eastman! Wackerly, Turning traffic sometimes fails to yield to pedestrians crossing w/ the light.

4) What is the intent for Saginaw/Wheeler? ~~Is there~~ Is there room for a separated path? If not would it be better to use sidewalks? I avoid these routes for NMT as there are better routes

— Bradley Bredt

989-488-2072

Kain, Jacob

From: Steve Longstreth <reply-to+b648630bfa29@crm.wix.com>
Sent: Friday, December 1, 2023 8:49 PM
To: Smith, Ryan; Kain, Jacob
Subject: [bayer][heuristic][faked-from] [Midland City Modern] DRAFT PLAN Public Comment - new submission

Follow Up Flag: Follow up
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Steve Longstreth just submitted your form: DRAFT PLAN Public Comment on [Midland City Modern](#)

Message Details:

First Name: Steve

Comments/Special Requests: What is the outlook/plan with the Waldo and Bay City Road neighborhoods especially to the remaining homes?

Thank you, Steve

Last Name: Longstreth

Email: stevenlonghstreth@aol.com

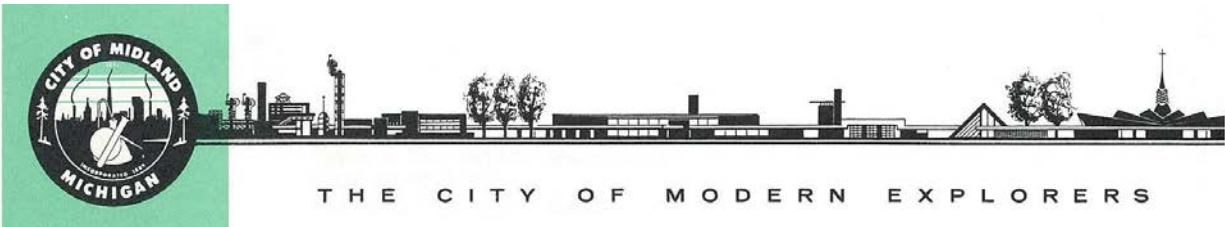
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From: McDonald, Craig <McDonald@abdow.org>
Sent: Thursday, December 7, 2023 2:19 PM
To: Kain, Jacob <jkain@midland-mi.org>
Subject: RE: Midland City Modern follow up

Jacob,

Attached please find the write up I created but am happy to modify, change, or lengthen it in any way. I am also attaching the logo that the City of Midland used to use as it highlighted the architectural uniqueness of the city. I believe the city still owns it and we created one for Mid-Century Modern Midland that is reminiscent of it as well.



Craig McDonald
Executive Director
The Alden B. Dow Home and Studio
315 Post Street
Midland, MI 48640
(989) 839-2744
www.abdow.org

Craig McDonald
Executive Director
The Alden and Vada Dow Family Foundations
315 Post Street
Midland, MI 48640
(989) 839-2744
www.avdowfamilyfoundation.org

One of the most unique and identifying physical characteristics of Midland is the incredible Mid-Twentieth Century Modern Architectural heritage that is woven throughout our entire city. Beginning in the 1930's, Midland has been heralded as one of the most architecturally significant cities in America. Architect Alden B. Dow, a native son, introduced modernism to Midland, challenging how we defined and use buildings. His innovative and functional designs inspired other architects and designers to create new forms of expression in our community as well. With over 400 architect-designed homes, houses of faith, businesses, schools, and civic structures built between 1930-1970, Midland is a mecca of Mid-Twentieth Century Modern Architecture.



The Alden B. Dow Home and Studio



St. John's Lutheran Church

Kain, Jacob

From: Andrew Korinda <reply-to+729434af41f5@crm.wix.com>
Sent: Monday, December 11, 2023 10:34 PM
To: Smith, Ryan; Kain, Jacob
Subject: [heuristic][faked-from] [Midland City Modern] DRAFT PLAN Public Comment - new submission

Follow Up Flag: Follow up
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Andrew Korinda just submitted your form: DRAFT PLAN Public Comment on [Midland City Modern](#)

Message Details:

First Name: Andrew

Comments/Special Requests: - I am in strong support of a multimodal Washington St. It would be a great use of space. - Bay City Rd would also benefit from a multimodal use of the existing pavement. - I'm surprised to see no pedestrian safety focus or access management around schools. The city says encouraging walking or biking to school is important but this plan does not represent that. - Don't extend Commerce Dr to Sturgeon Ave as it would not return enough economic value to cover its maintenance. - Attention of multimodal facilities should not focus on replicating how cars travel but rather be open minded to direct connected neighborhoods. - The multimodal path on the west side of Plymouth Park should be closed to motorized vehicles.

Last Name: Korinda

Email: akorinda@gmail.com

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December 12, 2023

To: Members of Midland City Council

CC: City Manager

RE: City of Midland Proposed Master Plan

From: Don Deibert

I enclose my updated comments on the Draft of the updated Master Plan. It is an overwhelmingly complicated document. It's more of a wish list for future study than a document that can be a practical guide for planning over the next five years.

The city is trying to do too many things. You are intentionally putting too much pressure on your budget.

Overriding issue covered on the Five-Year Planning Document

If there is one overriding agenda in this plan, it is the repeated emphasis for planning for non-motorized usage.

This seems out of place as Midland is a community that almost entirely relies on the use of cars.

Most residents live more than a mile from any of the business clusters such as the Mall area, the limited numbers of businesses located downtown or the two separate areas which represent the Saginaw Road business cluster. People are not going to walk or bike more than a mile to make as they have to transport back with them

There is little evidence that more than a few hundred residents have any interest in walking or riding a bike for other than exercise, **especially during inclement weather.** Midland has six months winter type weather.

The city administration should provide residents with an explanation of why non-motorized transportation issues have such an important planning and funding role

in our community given how little such transportation it is actually used for other than recreational walking and bike riding.

The examples of Amsterdam and Vienna are worth considering. Unlike Midland, they both have a significant amount of bike usage to go to specific destinations such as to and from work. They do not use bike on streets with significant traffic. They widen the sidewalks on these streets and they dedicate a portion of the widened sidewalks for bike traffic

If the City needs a nonmotorized Committee, it **also** should have a committee looking after the needs of people who rely on motorized transportation.

My first recommendation is the city establish a committee that represents the interests of personal motorized transportation, along with all levels of truck traffic and motor bikes and motorcycles. This committee should be the dominant of the two committees.

The topic that most residents talk about is the poor quality of our local roads and the refusal of the City to address this issue.

The last several years the City has had unlimited time to discuss the road diet, South Saginaw Road, proposed changes to Ashman & Road and, if the future predictors are correct, propose going back to a traffic circle on Saginaw Road. **The city should provide a presentation at a city council meeting to provide an update on the status of the roads.**

Format of my comments on the Plan Document

I have copied the pages of the plan where my comments relate and have indexed my comments by the page number and then by an alphabet number on my memo copy of that plan page.

Document page 10

Section A

City roads and sidewalks currently connect neighborhoods, commercial areas, parks, schools and other institutions Please explain what is missing? Most roads

can easily be used by bicycles. On those that cannot, improve the sidewalks so that they can be more bicycle friendly.

Years ago, when tree roots uplifted sidewalks, the city would grind down the lifts to minimize tripping. The city also used to trim roadside tree branches so that people could easily walk over or ride a bike under the trees. This has not been done for years resulting in significant problems with the sidewalks and many overhanging branches that impede walking or biking.

Section B

The 2014 Non-motorized Transportation Plan provided as follows

“The vision of the NMTC is that within a 10-year time horizon, most elementary and middle school children will walk or bike to school and that its” citizens will increasingly walk or bike to and from their recreational and transportation destinations in the city. The NMTC has identified 5 areas of focus necessary to achieve the vision:”

The obviously was a fantasy statement.

The US Census Bureau on March 4, 2023 noted that “despite growth New York and a few other big cities commuting by bicycle is less popular than it was ten years ago and that less than 1% of the commutes in the US are done via bike “

Why so much focus on biking and walking when so few people actually walk or bike to specific destinations. Midland is not a large university city where biking is part of everyday life.

Section C. Snow removal. The plan does not mention roads. But it does mention bike paths. Your primary emphasis should be on removing snow from roads. You should not expect residents to clean sidewalks any faster than you clean roads.

Section D. If we have issues with connections between areas separated by US-10 it involves cars and not non-motorized transportation. The non-motorized traffic can cross the same places motorized traffic cross US-10.

Mention was also made to address maintenance and replacement of existing sidewalks. This is important as currently hundreds of root lifts exist which can

contribute to trips and falls. Also, the limbs on many tresses on the road side of sidewalks must be trimmed so that people can easily walk and bike along the sidewalks.

We now come to local roads

Section E. Your evaluation of the condition of local streets, bridges, and culverts should be available for public inspection at any time. This document should be posted on your web page.

Section F. Any article published in road publications over the past years that covers upkeep on roads talks about sealing cracks and various types of seal coatings. The city should have been doing this for many years. But it appears to be a recent activity on any scale in Midland. Road condition is a reflection of the community. Why is this given so little attention?

Section G. What is the Asset Management Plan? You should have a specific plan that pertains solely to maintaining and upgrading roads.

Section H. The city speaks of roads in terms of the percentage of roads that are in good, fair and poor condition. Given the poor state of city roads, the plan should talk in terms of a five-year plan and not the 7 years referenced in this plan document.

An increase from 5.71 to 6.0 as defined in the Pacer Asphalt manual is not much of an improvement. 6.0 is the absolute lowest number for a good road. Based on the plan document, at the end of this 7-year period the majority of Midland's roads will still need major work to be in good condition.

This plan does not even try to make a significant improvement to the roads. You need to spend millions of dollars to **meaningfully** improve our local roads. It is long overdue to spend adequate sums on local roads.

Please convert the proposed Pacer change to the percentage reduction you expect in poor and fair roads over the five- year period.

Document Page 11

Section A. In connection with River Flooding, the city needs to take an active role with the established task force to implement methods used to reduce and contain river flooding. In Europe, cities have been doing this for years. The corrections have already been identified. Funding is an issue but a major study is not necessary. The projects required are known. It is time to move forward.

Document page 14

Section A. The funding source is the city revenues.

Section B. What not let Downtown develop as it has with private enterprise. What role can the city provide in this area? The plan should be specific in the services the city could provide.

Is there a demand for housing downtown? No current evidence exists for such demand.

Most of Midland's restaurants are not located downtown.

By blocking off streets you have made it harder for customers to visit downtown merchants.

The only thing you have accomplished so far is to alienate a lot of residents and many of the existing downtown businesses. As a result of these changes, more residents have no interest in going downtown.

The several hundred that gather some nights on the blocked streets for food and entertainment have a good time but they are not providing any meaningful economic benefit to the city.

Section C. Connectivity between Downtown, Midtown, Centre City and Discovery Square. Existing sidewalks and roads connect all of these and only a few people use non-motorized approaches to go from one area to another. Please explain in the plan why this is a continuing issue.

Section D. There are no public parking lots in Center City.

Section E. This is repetitive.

Document page 18 page

Section A. Green or energy savings initiatives are rarely cost effective unless subsidized. It is premature to focus on this approach at this time.

Section B. Why? We have a readily available outstanding library. This is not a rural community.

Document page 31

Section A. Most of these goals are incredibly abstract. It is questionable if the city has a positive role in many of these activities.

How will the city strengthen and diversify the major employment opportunities in the city? How will the city attract industries relocating due to climate change? This is the role of the Economic Development Corporation.

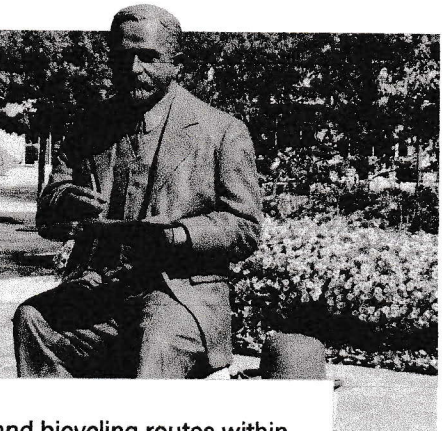
Document Page 49

I live on West Chapel Lane which is a designated bike road. The only thing missing is a reasonable number of people **that** actually **bike** on the street.

Document Page 51

You can reduce flooding from all but the worst floods by taking steps that are currently used all over Europe along their rivers. It does not require studies which just delay making important changes

Don Deibert
308 West Chapel Lane
dondeibert@charter.net
989-839-0363



INFRASTRUCTURE & UTILITIES

Provide a high-quality network for non-motorized travel within the city.

A

- Work with local partners to ensure safe walking and bicycling routes within the city that connect neighborhoods, commercial areas, parks, schools, and other institutions.

B

- Re-establish the Bike/Walk Midland task force to develop network recommendations, produce an update to the 2014 Non-motorized Transportation Plan, and assist with the implementation and ongoing update of that plan.

- Continue to utilize the Complete Streets Policy to guide design decisions for local streets.

C

- Consider pursuing strategies to increase the prompt removal of snow from sidewalks, trails, and bicycle lanes to provide for year-round use. Potential strategies may include education and encouragement, enforcement/regulatory solutions, or clearing of critical facilities by City staff.

- Develop maps of hard and soft surface trails in the city, including midblock pedestrian connections and street-to-park connectors.

D

- Increase non-motorized connections between areas of the city separated by US-10.

- Develop a program to address maintenance and replacement of existing sidewalks with a goal of performing ten (10) miles of sidewalk maintenance and three (3) miles of sidewalk replacement per year.

Improve the condition of the City's roads, culverts, and bridges.

A
B
C
D
E
F
G
H

- Continue to evaluate the condition of local streets, bridges, and culverts on an annual basis.

- Focus on lower-cost maintenance treatments to extend serviceable life of infrastructure and reduce the frequency of more expensive and disruptive reconstruction projects.

- Utilize the Asset Management Plan to direct decisions on maintenance and reconstruction.

- Increase the average PASER rating of local streets from 5.71 in 2023 to 6.0 by 2030.

Manage the City's street network with an emphasis on safety, context sensitivity, and efficiency.

- Apply technology to optimize the timing and operations of traffic signals.
- Partner with the Midland Area Transportation Study to leverage federal and state funds to improve the transportation system.
- Design neighborhood streets to promote slow-moving traffic.
- Support the creation of street connections and new streets to provide multiple options for travel, particularly to areas with high levels of existing or projected vehicular traffic.
- Continue to implement strong provisions for access management on major corridors.
- Consider implementing a neighborhood traffic calming program.

Increase the resiliency of the community to the risks associated with flooding.

A

- Continue to partner with the Midland Business Alliance Advisory Committee on Infrastructure to identify and advance practical solutions to flooding.
- Complete the implementation of the Concept 5 Sewer Improvement Plan infrastructure projects.
- Complete the implementation of projects funded with Community Development Block Grant – Disaster Recovery funds.
- Review and update construction standards for development in floodplains.
- Increase the ability to collect data on the City's rivers, creeks, drains, and sewers to inform decision-making on infrastructure investments.

Work with utility companies to increase the availability, reliability, and/or speed of their networks within the city.

- Encourage cellular and internet providers to increase the speed and reliability of their networks.
- Work with the Midland County Internet Connectivity Committee to implement recommendations for providing high-speed internet access.
- Work with Consumers Energy to increase system reliability and reduce repair time, including the repair of street lights.



DID YOU KNOW?

The neighborhoods surrounding Woodcrest Elementary School were heavily impacted by the May 2020 dam failure event. In May 2021, students and staff from Woodcrest commemorated the event by creating a 'flood of love' throughout these neighborhoods with handmade signs and chalk art on the sidewalks. The messages spread positivity, kindness, and hope.

Update and expand the City's existing wayfinding system to increase the ease of navigating the community.

- A
- Identify necessary updates to existing wayfinding signage and implement updates as soon as practical.
 - Identify an ongoing funding source to provide for regular updates and maintenance to wayfinding signage.
 - Consider opportunities to expand the wayfinding system as necessary.
 - Explore opportunities to reduce the complexity of navigating through the community, such as simplifying corridors containing multiple names or providing clearer signage to indicate where such street names transition.

Support the continued revitalization of Downtown.

- Complete the implementation of the Downtown Streetscape Plan.
 - Continue to encourage the construction of new housing in and near Downtown.
 - Continue to encourage the addition of new retail and dining options, especially services (such as a grocery store) that will increase the ability of Downtown to serve employees, residents, and visitors on foot.
 - Encourage businesses to offer expanded hours of operation to create activity in Downtown during evenings and weekends.
 - Support opportunities to expand Downtown to the north and east.
 - Continue to provide activities and events to bring people and energy into the district.
 - Improve non-motorized connectivity between Downtown, Midtown, Center City, and Discovery Square.
 - Implement the Reimagine the Riverfront Master Plan.
- B

Support the continued revitalization of Center City.

- Complete the implementation of the Saginaw Road Streetscape Plan.
 - Reimagine Ashman Circle as a dynamic and unique community destination.
 - Continue to encourage the construction of new housing in and near Center City.
 - Continue to implement the recommendations of the Center City Redevelopment Plan.
 - Support efforts to maintain the presence of a supermarket in Center City.
 - Address maintenance needs for public and private parking lots throughout the district, particularly those in the Ashman Circle area.
 - Improve non-motorized connectivity between Downtown, Midtown, Center City, and Discovery Square.
- C
- D
- E



Cultivate a culture of collaboration, connection, cooperation, and civility in the city.

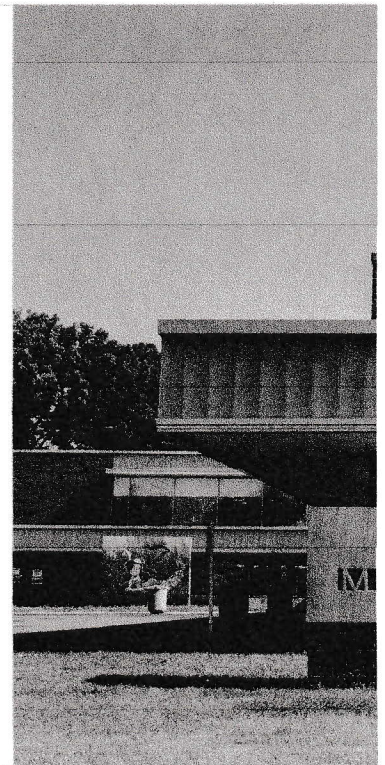
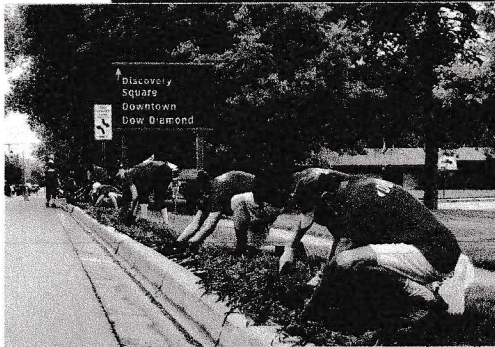
- Continue to provide an annual Citizens Academy to engage the community in local government.
- Encourage public participation in local government, including voting, service on boards and commissions, and volunteerism.
- Continue to be a leader in innovative public engagement and communication.
- Support community initiatives that recognize and celebrate Midland's diversity and advance equity and inclusion.

Promote and protect the beauty of Midland.

- Consider implementing material design standards for new development along key corridors or within key districts.
- Continue to support a robust horticulture program and efforts such as Midland Blooms.
- Encourage the continued implementation of public arts throughout Midland (sculptures, murals, etc.) to beautify the community.
- Support the establishment of an architectural endowment to promote high-quality design for new buildings within the community consistent with Midland's rich architectural heritage.
- Explore opportunities to leverage Midland's architectural and industrial heritage and public arts as part of a comprehensive cultural tourism strategy.

Inspire lifelong learning by connecting people and resources through the Grace A. Dow Memorial Library.

- A** • Implement green and/or energy-saving initiatives, including but not limited to: An electric vehicle charging station, high-efficiency cooling, recycling, solar panels, water conservation, and a wind generator to become a zero net energy building.
- Create an outdoor programming/meeting space at the Library for events, classes, programs, and community socializing.
- Upgrade technology and network infrastructure in the building to provide better access to technology for the community.
- Act as an emergency shelter facility by installing an all-building generator.
- B** • Create an outreach mechanism to serve community members via bookmobile, book trailer, or book vending machine.
- Update wayfinding signage to better direct residents to the Library.



Goals

A

Based on the influential factors identified above, the following land use goals have been identified for the City of Midland and the MUGA. These goals, in addition to the general goals outlined in this plan, should be considered in future decision-making.

1.	Integrate and mix appropriate uses to create great places; promote a healthy, walkable community; and reduce vehicle trips.
2.	Provide walkable, neighborhood-oriented commercial opportunities throughout the city.
3.	Create opportunities for dense Live-Work-Play housing, co-working, and shared working spaces.
4.	Promote flood resiliency by removing or retrofitting structures that are located in the floodplain and using flood resilient design practices for new development in and around critical waterways.
5.	Integrate usable open spaces within walking distance of all new development.
6.	Continue to encourage the transformation of the city's major commercial areas into walkable, mixed use regional centers that provide a variety of retail, restaurant, service, and residential options.
7.	Leverage past public infrastructure investments by facilitating quality redevelopment and in fill development within the existing footprint of the city.
8.	Provide a diversity of housing types and costs to meet the needs of all age and income groups.
9.	Promote efficient and coordinated capital improvements.
10.	Support the long-term vitality of existing neighborhoods.
11.	Strengthen and diversify the major employment opportunities in the city.
12.	Encourage the adaptation of existing buildings into new uses.
13.	Expand industrial areas to continue to create opportunities for business growth and to attract industries relocating due to climate change.

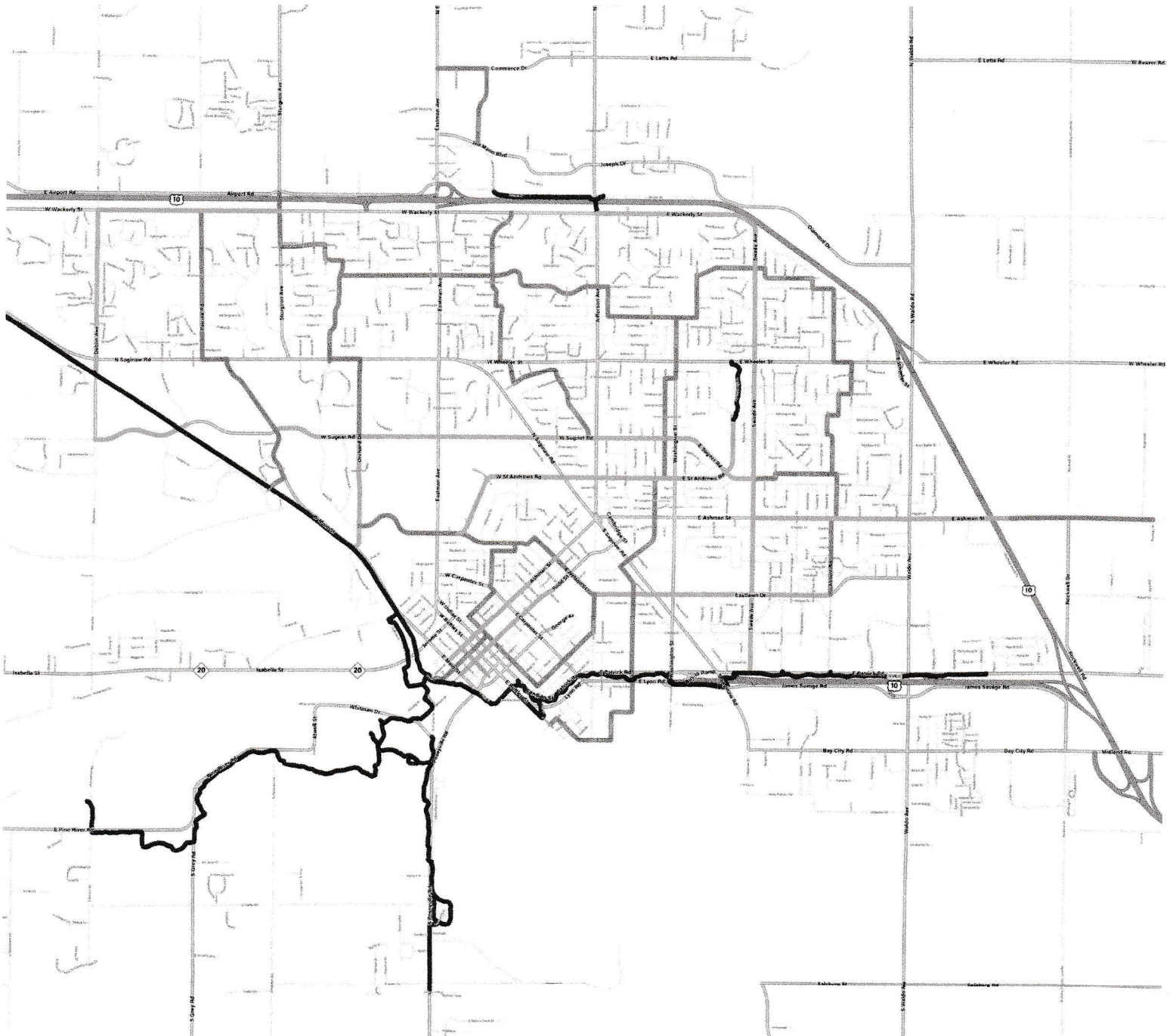
With these goals in mind, the Future Land Use Map and Plan have plotted the city's total land area into land uses as outlined by size in the chart to the left. On the following pages, you can view the Future Land Use Map.

EXISTING NON-MOTORIZED FACILITIES MAP


~ Marked Bike Lane

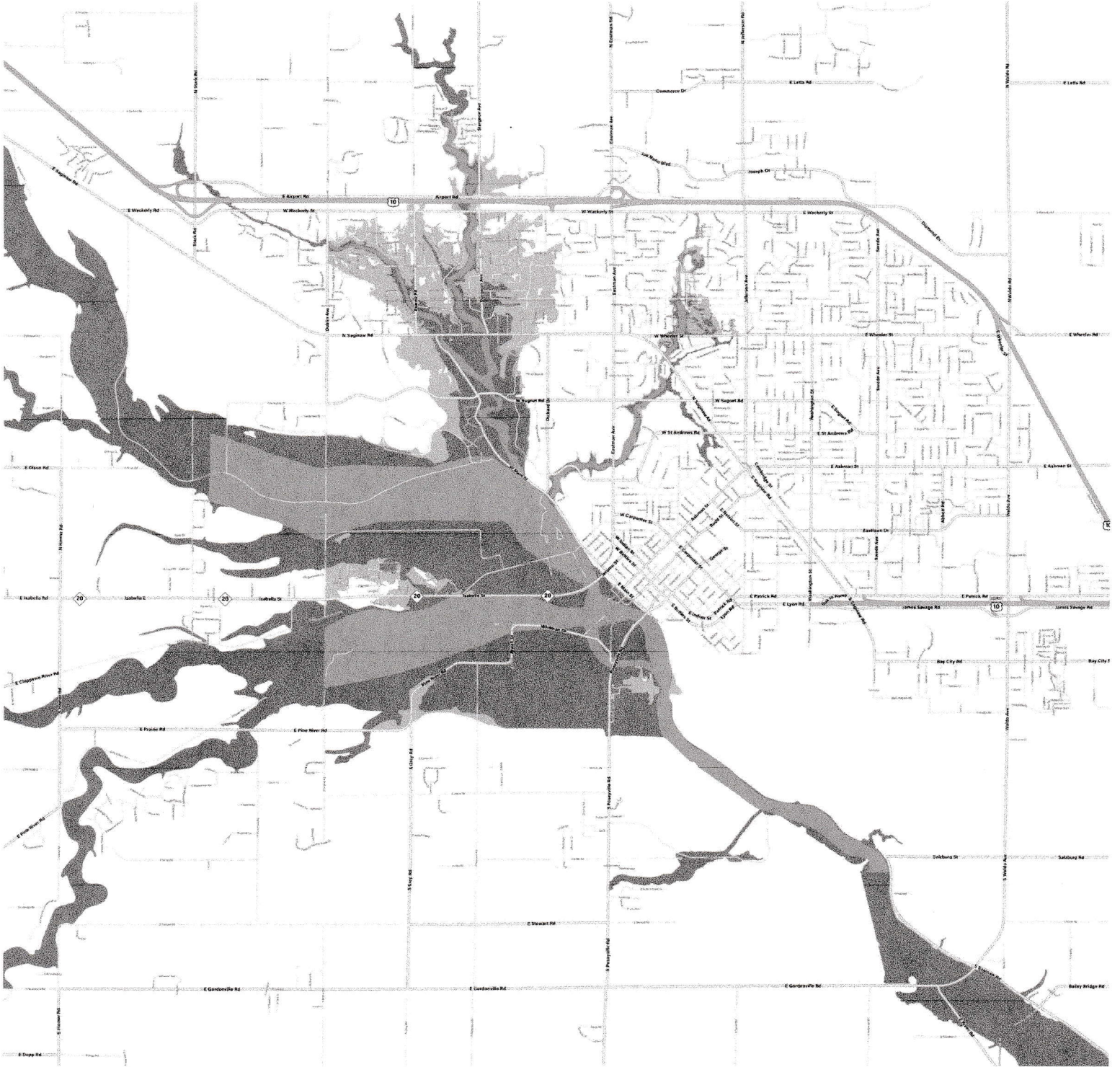
~ Paved Path Existing

~ Designated Bike Route



Floodplain

 Regulatory Floodway  1% Annual Chance Flood Hazard  0.2% Annual Chance Flood Hazard



Disclaimer: Locations are for illustrative purposes only

Kain, Jacob

From: Jill Staszak <2muddypaws@gmail.com>
Sent: Wednesday, December 13, 2023 10:09 AM
To: City Modern Master Plan
Cc: Jill Staszak
Subject: [text] Master Plan Comments - Short Term Rentals

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

In reading the proposed Master Plan, I was pleased to see that language would be created regarding Short Term Rentals in Midland, page 19.

I would like to touch on a few points now. And may take the opportunity to add more, after the Master Plan is adopted, and the Planning Commission begins drafting language regarding this issue.

I live in a RA-1 single family residential zone and learned last summer, that the home next to me had become a non owner occupied, Short Term Rental on Air BnB. I believe that it's a reasonable expectation that non owner occupied, Short Term Rentals in a RA-1 district, in Midland Midland is not compatible or necessary for our City.

I did not expect to be living by a tourist home, when I bought my home, in this neighborhood, 20 years ago. My concern now, is for property value, safety, security and privacy.

In the current Master Plan Article 14 Section 14.01- it states. 'The intent of the Residential Districts is to primarily provide for single family and two family detached residential development...It is further the intent of these districts to permit a limited range of uses that are related to and compatible with residential land use, and which would contribute to the richness and stability of neighborhoods. Uses that would interfere with the quality of single family residential life are prohibited in these Districts. I believe that Non Owner occupied short term rentals do not meet that description.

When I googled Air BnB Midland, Mi today, approximately 30 rentals came up. An increase from the approximately 20 that came up when I googled in August. I do not know exactly how many of those are in RA-1 districts. Did any of these rentals have to go through some sort of approval process to become short term rentals? Perhaps under Section 14.02 Conditional Land Use?

In looking at Short Term Rental ordinances other communities-at the time of my research-

Frankemuth does not allow STRs in Single family residential districts. They are allowed in multifamily residential, subject to a public hearing before and approval by the Planning Commission.

Ann Arbor prohibits non owner occupied STR's in residential zoning districts. Short Term rentals are limited to mixed use districts.

Holland also has regulations regarding non owner occupied STRs (referred to as Investor Owned properties) in residential districts. However I could not figure out their codes for the various residential districts.

I have lived, had a wonderful career, and retirement, in this city for 50 years. I know Midland is a little different than the surrounding cities. Which I believe is one of our assets. This town works well for me and others who live here.

I like the direction of the New Proposed Plan. It respects our history, who we are, and what direction we'd like to move toward, in the future. The many, many, hours that have been put into developing this plan are appreciated.

Sincerely,
Jill Staszak
2009 W Nelson St