



213 S. Marquette St. Ironwood, MI 49938
Memorial Building, Conference Room #1, 2nd Floor

Planning Commission Agenda

1. Call to Order
2. Recording of the Roll
3. Approval of the May 19, 2016 Meeting Minutes.
4. Approval of the Agenda
5. Citizens wishing to address the Commission regarding Items on the Agenda (Three-minute limit)
6. Citizens wishing to address the Commission regarding items not on the Agenda (Three-minute limit)
7. Items for Discussion and Consideration
 - A. Zoning Ordinance RFP
 - B. PC Case 2016-003 Sidewalk Policy – Strategy 4.4
 - C. PC Case 2016-004 Wayfinding Master Plan – Strategy 4.2
 - D. Comprehensive Plan Implementation Status of Priority Action Items
 - I. Strategy 3.1(a) Update the Zoning Ordinance
 - II. Strategy 3.1(b) Update the Zoning Map
 - III. Strategy 4.2 Prepare a Wayfinding Master Plan
 - IV. Strategy 4.4 Prioritize, plan for and construct pedestrian system improvements
 - V. Strategy 5.8(a) & 6.8(a) Develop a community-wide arts plan
8. Other Business
9. Next Meeting: July 7, 2016
10. Adjournment



**Proceedings of the Ironwood Planning Commission
Thursday, May 19, 2016**

A Special Meeting of the Planning Commission was held on Thursday, May 19, 2016 in the Women's Club Room, Second Floor of the Municipal Memorial Building in the City of Ironwood, Michigan.

1. Call to Order: Chair Bergman called the meeting to Order at 5:00 p.m.
2. Recording of the Roll:

MEMBER	PRESENT		EXCUSED	NOT EXCUSED
	YES	NO		
Bergman, Thomas	X			
Burchell, Bob	X			
Cayer, Joseph Sr.	X			
Davey, Sam	X			
Lemke, Joseph	X			
Nancy Korpela		X	X	
Semo, Rick, ex-officio, non-voting member		X	X	
Silver, Mark	X			
	6	2	Quorum	

Also present: Community Development Director Michael J.D. Brown.

3. Approval of the April 7, 2016 Meeting Minutes:

Motion by Davey to accept the April 7, 2016 Minutes. **Second** by Cayer. **Motion Carried 6 to 0.**
4. Approval of the Agenda:

Motion by Davey to accept the Agenda. **Second** by Cayer. **Motion Carried 6 to 0.**
5. Citizens wishing to address the Commission regarding Items on the Agenda (three-minute limit):

None.
6. Citizens wishing to address the Commission regarding Items not on the Agenda (three-minute limit):

None.
7. Items for Discussion and Consideration:

- A. PC Case 2016-006 Surplus Property: Silver recused himself from the meeting due to a conflict of interest. Director Brown introduced a piece of property which was recently discovered to be owned by the City.

Motion by Davey to recommend to the City Commission to sell the property under the conditions that, the City Commission doesn't use it as a turn-around for plowing. **Second** by Cayer. **Motion Carried 5 to 0.**

- B. Zoning Ordinance Update – Strategy 3.1(a): Director Brown stated that the Zoning Ordinance update is in the budget for next fiscal year. He introduced a few items that could be worked on prior to the update, which will lower the potential cost for updating the Zoning Ordinance. The Commission went through a list of topics giving direction to Director Brown.
- C. PC Case 2016-004 Wayfinding Master Plan – Strategy 4.2: The Commission tabled this until the next meeting.
- D. PC Case 2016-003 Sidewalk Policy – Strategy 4.4: Director Brown presented the sidewalk policy memo.
- E. Comprehensive Plan Implementation Status of Priority Action Items:

- I. Strategy 3.1(a) Update the Zoning Ordinance
 - 1. Discussed in 7B
- II. Strategy 3.1(b) Update the Zoning Map
 - 1. No update.
- III. Strategy 4.2 Prepare a Wayfinding Master Plan
 - 1. No update.
- IV. Strategy 4.4 Prioritize, plan for and construct pedestrian system improvements
 - 1. Discussed in 7D
- V. Strategy 5.8(a) & 6.8(a) Develop a community-wide arts plan
 - 1. No update.

8. Other Business: None

9. Next Meeting: June 2, 2016 at 5:00 p.m.

10. Adjournment:

Motion by Davey to adjourn the meeting. **Second** by Burchell. **Motion Carried 6 to 0.**

Adjournment at 6:28 p.m.

Respectfully submitted

Thomas Bergman, Chairman

Tim Erickson, Community Development Assistant



City of Ironwood, MI Zoning Ordinance Request for Proposal/Request for Qualifications July 2016

1. Introduction

The City of Ironwood, Michigan is issuing a request for proposal (RFP)/request for qualifications (RFQ) to obtain written proposals from consultants who are interested in assisting the City of Ironwood, Michigan in preparing a new Zoning Ordinance to be consistent with its Award Winning Comprehensive Plan (adopted in July 2014) and complies with the Michigan Zoning Enabling Act 110 of 2006, as amended, in addition to elements requested within this RFP/RFQ. This will be a complete rewrite of the ordinance.

2. City of Ironwood Michigan

Please visit the City's website to learn more about who we are and our plan for the future at <http://cityofironwood.org>

3. Submittal Requirements

Proposals will be accepted until 9:00 am CST on July 22, 2016. A PDF of the proposal shall be emailed to Michael J. D. Brown, Community Development Director at brownm@cityofironwood.org.

4. Contact Person

If you have questions please contact Michael J. D. Brown, Community Development Director at 906-932-5050 x 126 or brownm@cityofironwood.org.

5. Scope of Work

A. Michigan Zoning Enabling Act 110 of 2006 as amended and Federal Law Compliance

The ordinance and adoption process shall comply with the minimum requirements of the Michigan Zoning Enabling Act 110 of 2006 as amended and any federal laws/rulings pertaining to zoning (i.e. signs, towers etc). There are sections of the current ordinance that are not consistent with the Act and sections of the Act that are not present in the ordinance. There are also ordinance requirements that are stricter than the Act requires; the City wants the ordinance to meet the minimum requirements of the Act. During the update process the City will evaluate if stricter requirements are necessary.

B. Consistency with the Comprehensive Plan

The ordinance shall be consistent with the City of Ironwood's Comprehensive Plan.

C. Additional Items

- I. The City desires a modern ordinance that uses current and progressive standards and emphasizes the use of graphics and use of current technology. The ordinance shall use charts, tables, diagrams, images, illustrations, maps etc. to eliminate the need for excessive text and legalese. Terms and definitions shall correspond to graphics whenever possible. The City understands that there will be sections that deal with State Statute that will require just text. The structure and layout of the ordinance will be very important for its usability.
- II. The Ordinance shall also be context sensitive with respect to the type of ordinance that is developed. A hybrid ordinance shall be developed and methods used where and when appropriate (Euclidian, Conventional, Form-Based, Performance, Overlays etc.).
- III. The ordinance shall also use technology such of hyperlinks and other technology to connect to other sections of the ordinance that may have a cross referenced section and is searchable; however, the City wants to avoid as many cross reference sections as possible so that the ordinance is easy to use, understand, and administer. The City doesn't want to have to cross reference multiple sections of the ordinance if it isn't necessary. For this reason, the structure/layout of the ordinance will be very important to its usability.
- IV. The ordinance shall also utilize techniques (foot/end notes or other techniques) to provide background information as to why a certain regulation was developed. Many times regulations are developed without a narrative as to why. The City believes it is important to provide a narrative in order to justify the existence of a regulation. There should also be a section that can track when ordinance amendments are made such as a table or notes in the text such as Municode uses. Staff will assist in helping define those regulations it feels warrants additional narrative as well as assisting with writing narratives.
- V. The ordinance shall be a standalone document and be able to be accessed via the City's website as a PDF. The City also wants to be able to make amendments to the ordinance over time. Therefore, the ordinance needs to be developed in a program that the City can easily edit and amend. The City's Comprehensive Plan was developed using Indesign. The City has an Indesign license. It would prefer to not have to purchase a different program to amend the ordinance.
- VI. The City has worked with Michigan State University Extension and has attended presentations on streamlining ordinances and also has material from the Michigan Association of Planning; these concepts should be taken into consideration. A section on restrictions on zoning authority should be included in the ordinance (see Michigan Planning and Zoning News Vol 32 No 9 July 2014 by Kurt Schindler).
- VII. Staff has discussed major concept changes with the Planning Commission with the hope that it will assist with greater efficiencies for the consultant. In addition, staff has evaluated the current ordinance and has a Microsoft Word document with notes in the margins related to other relevant changes sought. Consultants interested in obtaining these documents can do so via email request at brownm@cityofironwood.org.

6. Public Engagement

As the City engaged in an exhaustive public engagement process for its Comprehensive Plan the City is only requiring the minimum public engagement that is required per the Zoning Enabling Act 110 of 2006 as amended which is a public hearing.

7. Project Cost

The project shall not exceed \$30,000.00 for the preparation of the ordinance including all data development and materials, meeting costs and deliverables.

City staff and the Planning Commission will engage with the consultant as efficiently as possible and perform as much work as necessary in order to keep the costs of the consultants down. The use of phone, email, skype and other forms of web based communication tools will be used and encouraged in order to reduce costs.

8. Deliverables

- A. PDF of the final Zoning Ordinance.
- B. All associated electronic documents including all maps, graphs, charts, tables, pictures or other graphic imagery in original electronic formats as applicable. The City uses Microsoft Office products, Indesign and ArcGIS. The City wants to be able to make ordinance amendments itself. All data shall become the property of the City of Ironwood for future use and modification.
- C. All other data and information that has been collected through the process in its original digital format.

9. Proposal Requirements

Proposals shall be submitted in PDF and include the requirements below.

- A. An introduction of the company.
- B. A work program describing the precise scope of work to be undertaken including how the consultant will interact with City staff and the Planning Commission. Michael J. D. Brown, Community Development Director, will be the staff contact.
- C. A detailed project schedule/timeline with milestones. The ordinance shall be completed and adopted and all deliverables provided by June 30, 2017.
- D. Resumes of company personnel, including subcontractors if proposed to be used, that will be assigned to the project as well as their involvement and roles played in the project.
- E. Company resume in zoning ordinance projects. While not required, extensive knowledge, understanding and experience with the Michigan Zoning Enabling Act 110 of 2006 as amended is highly recommended.
- F. Three (3) references of other communities the company has prepared zoning ordinances for including links to those community's websites to review the ordinances.
- G. Disclosure of any competing interest or potential conflicts of interest in the City including consultant's work for persons who own land or have development interest in the City.
- H. A proposed itemized budget. As discussed above, the City will work with the consultant to be as efficient as possible with completing this project based on the City's budget.

10. Cost Incurred in Responding to this RFP/RFQ.

The City of Ironwood shall not be liable for any costs incurred by consultant in responding to this request for proposal/request for qualification.

11. Consultant Selection Procedure

- A. City Staff will review the submitted proposals and they will be evaluated on the overall qualifications, experience, and competence of the consultant and staff, prior experience in similar projects, experience in handling public relations, a check of references, and understanding of the project, proposed project approach, interview and proposed budget.
- B. A short list of consultants will be selected for interviews. Skype interviews will be used for all interviews. Interviews will be scheduled for July 27, 2016.
- C. After the interviews staff will present a recommendation to the Planning Commission for recommendation to the City Commission for final contract approval. It is anticipated that the contract can be approved in August with work commencing no later than September.
- D. The City has the right to reject any and all submittals, waive any irregularities, re-issue all or part of this RFP/RFQ, and not award any contract, all at its discretion and without penalty.



MEMO

To: Chair Bergman and Planning Commission

From: Michael J. D. Brown, Community Development Director

Date: May 26, 2016

Meeting Date: June 2, 2016

Re: PC Case 2016-003 Sidewalk Policy

This will be the fourth discussion by the Planning Commission regarding sidewalk policy with previous discussions held in May, April and March of 2016.

In May the Planning Commission discussed sidewalk policy options (outlined below). The following needs to be discussed in order to be able to make a recommendation to the City Commission. Ultimately a written policy will be developed to cement the decision made.

1. Select a sidewalk option
2. Prioritizing routes/zones within the selected option.
3. Prioritizing installation of new sidewalks, repair of existing sidewalks and removal of existing sidewalks.
4. How are sidewalk projects budgeted for?
 - a. By specific project/location
 - b. By set dollar amount
 - c. Combination of location and amount
5. Who pays for sidewalk projects?
 - a. City only
 - b. Combination of City and Residents through an assessment
 - c. Residents only through an assessment
6. When looking at new, repair and removal, is the same payment option used for each or should they be different?

Concrete sidewalks can be expected to last for 25-30 years. In addition installation/repair of new sidewalk is approximately 50% more expensive than removal of sidewalk and restoration.

The information below was provided to the Planning Commission in May of 2016.

In April the Planning Commission discussed the attached sidewalk matrix and identified pros/cons for various sidewalk scenarios. The next step in the process is to discuss possible sidewalk options available. Staff has prepared the following table for discussion showing sidewalk options; a map has also been attached identifying the current status of sidewalks in the City compared to what the Comprehensive Plan recommends. As a reminder the Primary Route should be the highest priority with respect to implementation

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Sidewalk Policy\2016-003 Sidewalk Policy Memo June 2016.doc

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of policy with the Primary Zone secondary priority followed by the secondary and tertiary zones respectively. These options are for discussion purposes only and are not all inclusive but have been developed based on the priority inferred through the zone naming convention.

	Options	Primary Route	Primary Zone	Secondary Zone	Tertiary Zone	
	1	2	2	2	1	\$\$\$\$
	2	2	2	2	0	
	3	2	2	1	0	
	4	2	2	0	0	\$\$\$
	5	2	1	1	0	\$\$
	6	2	1	0	0	
	7	2	0	0	0	\$
	8	1	0	0	0	
	9	0	0	0	0	

2 = Sidewalks on both sides of the street unless there is a multi-use trail, in which case there would be just the multi-use trail

1 = Sidewalks on one side of the street

0 = No Sidewalks

\$\$\$ = No matter what policy is set there will be a cost for installation/repair of sidewalk as well as removing sidewalk where sidewalk shouldn't be.

Once a policy decision is made on sidewalks an action plan will need to be developed to determine priorities of projects including installation, repair and removal.

The information below was provided to the Planning Commission in March of 2016.

Background Information

The City's award winning Comprehensive Plan discusses the need for and importance of pedestrian networks. The Planning Commission elected to address Strategy 4.4: Prioritize, Plan for and Construct Pedestrian System Improvements as one of its goals for 2106. Below is an outline of the issue and talking points for consideration. The ultimate goal of the Planning Commission is to present a policy recommendation to the City Commission regarding the future of our pedestrian network, specifically regarding sidewalks. While trails are discussed within this strategy, policy has already been set in motion through the City's current actions and projects related to trails. In addition, funding for trails and sidewalks come from different sources and is a major factor in implementation of a sidewalk program as there are limited grant funding for sidewalks that the City hasn't already taken advantage of.

Comprehensive Plan

The decisions the City makes and policies it sets should align with its comprehensive plan. Therefore, the following should be reviewed for consistency with the comprehensive plan.

Guiding Principles

The guiding principles consistent with improving our pedestrian network are a Friendly Community, an Active Community, a Great Destination, a Rich Story and a Thriving Community.

Overview and What We've Heard

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Street and trail right-of-way comprises nearly 20% of the land area of Ironwood, as such, transportation infrastructure plays a critical role in shaping the public realm and image of the community. The trail and sidewalk network is one of three components that make up Ironwood's transportation system for both transportation and recreation. The plan discusses connections and barriers associated with the transportation system and that a balanced multi-modal transportation system is needed that addresses automobiles, bikes, pedestrians as well as ATV's and Snowmobiles.

The public said strengthening mobility for non-car modes through sidewalk and trail improvements is a priority investment for the community. Many residents and businesses in the community see these kinds of "quality of life" improvements as supporting the community's economic development, as well as transportation goals, by making the community a more attractive and livable destination. In addition, consideration needs to be taken between non-motorized and motorized activities. The City recently took steps toward this in the fall of 2015 when it adopted Resolution 015-035 designating off-road motorized trail routes to separate pedestrians from motorized activity. Further action is required now to separate pedestrians from automobiles.

Improvement and maintenance of city infrastructure (sidewalks, roads, and utilities) was consistently cited by community members as a high priority with 63% of survey respondents ranking "strengthening existing neighborhood infrastructure" as one of their top three priorities for future investments.

Many community members emphasized Quality of Life Improvements as an important strategy for attracting new businesses and residents and promoting economic health.

Goals and Policies

The following goals and policies are consistent with creating a policy regarding improvements to the City's sidewalk system.

Goal 3.1, 3.2, 4.1, 4.2, 4.3, 6.1, 6.3

Policy 4.1.2, 4.1.3, 4.2.1, 4.2.2, 4.3.2, 6.1.2, 6.3.4

Framing Concepts

Chapter 4 discusses the concept of Complete Streets and incorporating this into street design. In addition page 4-8 (attached) provides a framework specifically on the Pedestrian network and Figure 4-3 (attached) illustrates priority routes and zones for pedestrian connectivity. These pages prioritize how the City should address the pedestrian network and should be used to help set future improvements to the pedestrian network, specifically sidewalks.

Strategies

The following strategies are consistent with creating a policy regarding improvements to the City's sidewalk system.

Strategy 4.1, 4.4, 6.1

Priority Actions

The City Commission set developing a sidewalk policy and maintenance and replacement plan as a priority for the 2016-2017 fiscal year as it ranked 3rd during the goal setting process. The City Planning Commission has

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set this as a priority action for 2016 as well. The Comprehensive Plan indicates this should be an ongoing strategy that is addressed every year as a construction and maintenance item.

Potential Partners

The City has recently partnered with the Michigan Department of Transportation on a Safe Routes to School grant project in 2015. Unfortunately, this is the only partner that staff has identified for sidewalk improvements at this time.

Cost and Funding

Potential Cost: It is unknown what the potential cost is until a policy decision is made on whether sidewalks will be a priority moving forward and where sidewalks will be installed. If the City sets policy to implement a sidewalk program it is anticipated to be an ongoing cost, similar to street maintenance. Funds would need to be set aside on an annual basis.

Potential Funding Sources: At this time the only other funding sources outside of City funds is through the Michigan Department of Transportation on a Safe Routes to School program, which only applies around schools. No other funding sources have been identified. Sidewalk programs are typically handled at the community level across the country. A standard sidewalk program involves funding from the City, property owners or a combination of the two. Typically when property owners are asked to pay a share it is calculated based on the amount of frontage of the lot on a per linear foot basis; property owners are then typically assessed on their taxes with payback over a set period of time.

Spark Plan

Spark Plan #16 Trail and Sidewalk Improvements provides an outline to how the City could approach sidewalk improvements. The plan has been attached for reference.

Project Drivers

The City Commission along with the assistance of the Planning Commission and staff will be the main drivers behind this initiative. Once policy is set on how to proceed, the real work begins with prioritizing projects through the planning and budgeting process.

Recommendation Discussion

Staff is asking for a recommendation from the Planning Commission to the City Commission on the future of sidewalks within Ironwood. A recommendation isn't needed immediately as I encourage the Planning Commission to have a thoughtful discussion on this matter. The following are the main points to consider as part of your recommendation:

1. Does the City develop a sidewalk program/plan?
2. If so, what does it look like? Does it comply with the recommendations on page 4-8 and Figure 4-3 of the Comprehensive Plan or is it a variation of that? What gets built where and in what order?
3. How are sidewalk improvements paid for? City, property owners or a combination of both?
4. Are sidewalk projects defined by a set budgeted amount or based on defined project locations? For example, if one million dollars is budgeted every year, as costs rise over time less and less sidewalks will be constructed. What is the priority: how much is spent or how can be constructed?

Ironwood is a Friendly Community, an Active Community, a Great Destination, a Rich Story and a Thriving Community.

Goal 3.1, 3.2, 4.1, 4.2, 4.3, 6.1, 6.3

Policy 3.1.3, 4.1.2, 4.1.3, 4.2.1, 4.2.2, 4.3.2, 6.1.2, 6.3.4

Pros and Cons if we follow what the Comprehensive Plan recommends.

	Primary Route – 2 Sides of Road	Primary Zone – 2 Sides of Road	Secondary Zone – 2 Sides of Road	Tertiary Zone – 1 Side of Road
Pros	1. Attractive/Placemaking Tool 2. Creates Safe Environment 3. Provides Mobility 4. Increases Access to Commerce & Amenities 5. Creates Connectivity 6. Drives Economic Development 7. Is Welcoming/Friendly (Tourists) 8. Provides a more Active and Healthy community 9. Creates Vibrant and Cohesive Neighborhoods 10. Is Family/Kid Friendly 11. Generates Social Interaction Increases Property Value & Desirability	1. Attractive/Placemaking Tool 2. Creates Safe Environment 3. Provides Mobility 4. Increases Access to Commerce & Amenities 5. Creates Connectivity 6. Drives Economic Development 7. Is Welcoming/Friendly (Tourists) 8. Provides a more Active and Healthy community 9. Creates Vibrant and Cohesive Neighborhoods 10. Is Family/Kid Friendly 11. Generates Social Interaction 12. Increases Property Value & Desirability	1. Attractive/Placemaking Tool 2. Creates Safe Environment 3. Provides Mobility 4. Increases Access to Commerce & Amenities 5. Creates Connectivity 6. Drives Economic Development 7. Is Welcoming/Friendly (Tourists) 8. Provides a more Active and Healthy community 9. Creates Vibrant and Cohesive Neighborhoods 10. Is Family/Kid Friendly 11. Generates Social Interaction 12. Increases Property Value & Desirability	1. Attractive/Placemaking Tool 2. Creates Safe Environment 3. Provides Mobility 4. Increases Access to Commerce & Amenities 5. Creates Connectivity 6. Drives Economic Development 7. Is Welcoming/Friendly (Tourists) 8. Provides a more Active and Healthy community 9. Creates Vibrant and Cohesive Neighborhoods 10. Is Family/Kid Friendly 11. Generates Social Interaction 12. Increases Property Value & Desirability
Cons	1. Cost (Most Dense – Least Expensive) 2. Maintenance 3. Makes the street small/takes space for bike lane.	1. Cost (Most Dense – Least Expensive) 2. Maintenance 3. Makes the street small/takes space for bike lane.	1. Cost (Less Dense – More Expensive) 2. Maintenance 3. Makes the street small/takes space for bike lane.	1. Cost (Least Dense – Most Expensive) 2. Maintenance 3. Makes the street small/takes space for bike lane.

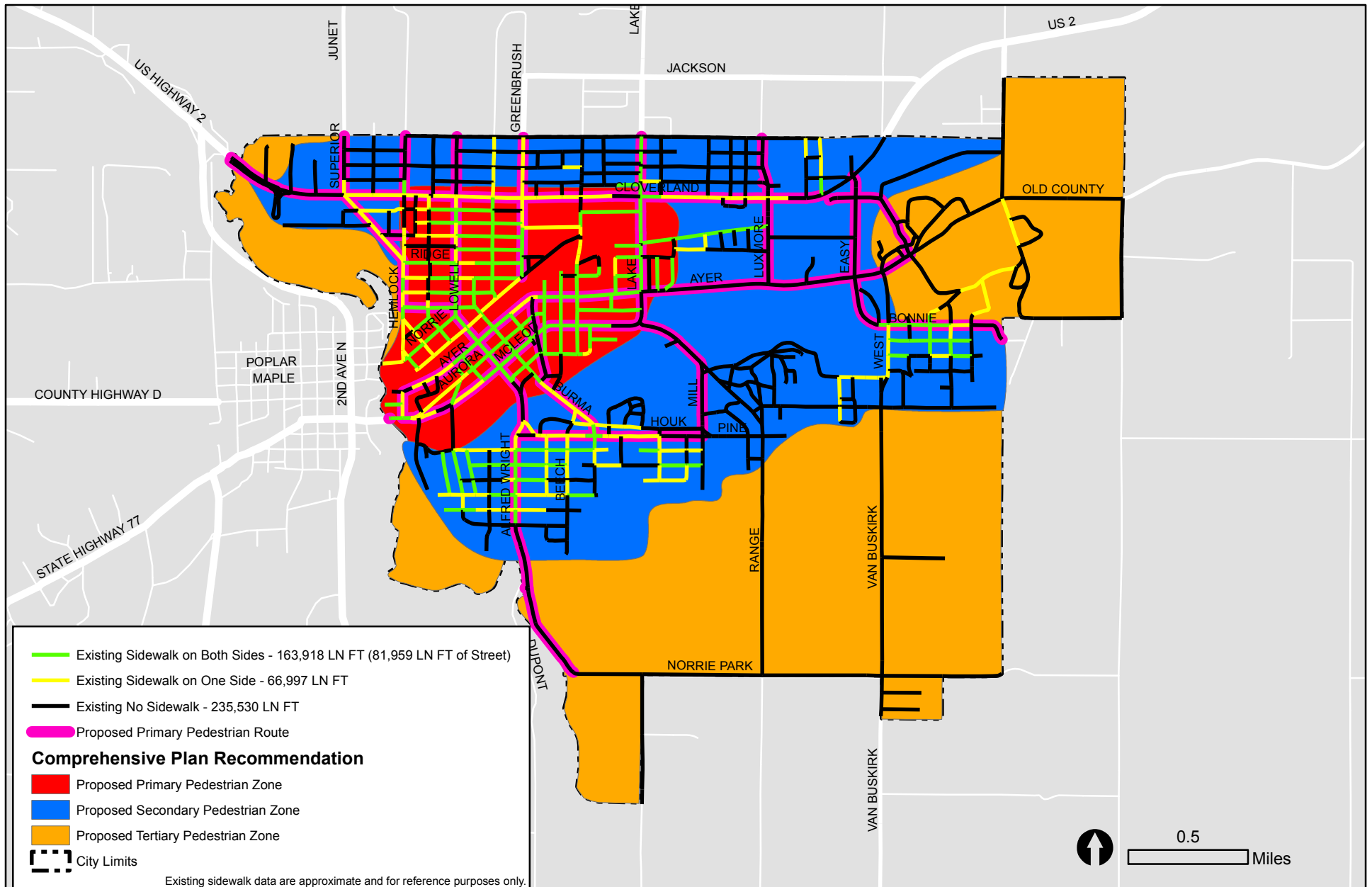
Pros and Cons for the sidewalk options.

	Primary Route	Primary Zone	Secondary Zone	Tertiary Zone
Pros 2 Side	1. Attractive/Placemaking Tool 2. Creates Safe Environment 3. Provides Mobility 4. Increases Access to Commerce & Amenities 5. Creates Connectivity 6. Drives Economic Development 7. Is Welcoming/Friendly (Tourists) 8. Provides a more Active and Healthy community 9. Creates Vibrant and Cohesive Neighborhoods 10. Is Family/Kid Friendly 11. Generates Social Interaction 12. Increases Property Value & Desirability	1. Attractive/Placemaking Tool 2. Creates Safe Environment 3. Provides Mobility 4. Increases Access to Commerce & Amenities 5. Creates Connectivity 6. Drives Economic Development 7. Is Welcoming/Friendly (Tourists) 8. Provides a more Active and Healthy community 9. Creates Vibrant and Cohesive Neighborhoods 10. Is Family/Kid Friendly 11. Generates Social Interaction 12. Increases Property Value & Desirability	1. Attractive/Placemaking Tool 2. Creates Safe Environment 3. Provides Mobility 4. Increases Access to Commerce & Amenities 5. Creates Connectivity 6. Drives Economic Development 7. Is Welcoming/Friendly (Tourists) 8. Provides a more Active and Healthy community 9. Creates Vibrant and Cohesive Neighborhoods 10. Is Family/Kid Friendly 11. Generates Social Interaction 12. Increases Property Value & Desirability	1. Attractive/Placemaking Tool 2. Creates Safe Environment 3. Provides Mobility 4. Increases Access to Commerce & Amenities 5. Creates Connectivity 6. Drives Economic Development 7. Is Welcoming/Friendly (Tourists) 8. Provides a more Active and Healthy community 9. Creates Vibrant and Cohesive Neighborhoods 10. Is Family/Kid Friendly 11. Generates Social Interaction 12. Increases Property Value & Desirability
Cons 2 Side	1. Cost 2. Maintenance 3. Makes the street small/takes space for bike lane.	1. Cost (Most Dense – Least Expensive) 2. Maintenance 3. Makes the street small/takes space for bike lane.	1. Cost (Less Dense – More Expensive) 2. Maintenance 3. Makes the street small/takes space for bike lane.	1. Cost (Least Dense – Most Expensive) 2. Maintenance 3. Makes the street small/takes space for bike lane.

Pros 1 Side	1. Less Expensive 2. Less Maintenance	1. Less Expensive 2. Less Maintenance	1. Less Expensive 2. Less Maintenance	1. Less Expensive 2. Less Maintenance
Cons 1 Side	1. Less Attractive 2. Creates Less Safe Environment 3. Provides Less Mobility 4. Decreases Access to Commerce & Amenities 5. Creates Less Connectivity 6. Burdens Economic Development 7. Is Less Welcoming/Friendly (Tourists) 8. Provides a less Active and Healthy community 9. Creates Less Vibrant and Cohesive Neighborhoods 10. Is Less Family/Kid Friendly 11. Decreases Social Interaction 12. Decreases Property Value & Desirability	1. Less Attractive 2. Creates Less Safe Environment 3. Provides Less Mobility 4. Decreases Access to Commerce & Amenities 5. Creates Less Connectivity 6. Burdens Economic Development 7. Is Less Welcoming/Friendly (Tourists) 8. Provides a more Active and Healthy community 9. Creates Less Vibrant and Cohesive Neighborhoods 10. Is Less Family/Kid Friendly 11. Decreases Social Interaction 12. Decreases Property Value & Desirability	1. Less Attractive 2. Creates Less Safe Environment 3. Provides Less Mobility 4. Decreases Access to Commerce & Amenities 5. Creates Less Connectivity 6. Burdens Economic Development 7. Is Less Welcoming/Friendly (Tourists) 8. Provides a more Active and Healthy community 9. Creates Less Vibrant and Cohesive Neighborhoods 10. Is Less Family/Kid Friendly 11. Decreases Social Interaction 12. Decreases Property Value & Desirability	1. Less Attractive 2. Creates Less Safe Environment 3. Provides Less Mobility 4. Decreases Access to Commerce & Amenities 5. Creates Less Connectivity 6. Burdens Economic Development 7. Is Less Welcoming/Friendly (Tourists) 8. Provides a more Active and Healthy community 9. Creates Less Vibrant and Cohesive Neighborhoods 10. Is Less Family/Kid Friendly 11. Decreases Social Interaction 12. Decreases Property Value & Desirability
Pros No Side	1. No Expense 2. No Maintenance	1. No Expense 2. No Maintenance	1. No Expense 2. No Maintenance	1. No Expense 2. No Maintenance
Cons No Side	1. Not Attractive 2. Creates Unsafe Environment 3. Provides least Mobility 4. Least Access to Commerce & Amenities 5. Creates least Connectivity 6. Burdens Economic Development 7. Is least Welcoming/Friendly (Tourists) 8. Creates least Active and Healthy community 9. Creates least Vibrant and Cohesive Neighborhoods 10. Is least Family/Kid Friendly 11. Creates least Social Interaction 12. Decreases Property Value & Desirability the most	1. Not Attractive 2. Creates Unsafe Environment 3. Provides least Mobility 4. Least Access to Commerce & Amenities 5. Creates least Connectivity 6. Burdens Economic Development 7. Is least Welcoming/Friendly (Tourists) 8. Creates least Active and Healthy community 9. Creates least Vibrant and Cohesive Neighborhoods 10. Is least Family/Kid Friendly 11. Creates least Social Interaction 12. Decreases Property Value & Desirability the most	1. Not Attractive 2. Creates Unsafe Environment 3. Provides least Mobility 4. Least Access to Commerce & Amenities 5. Creates least Connectivity 6. Burdens Economic Development 7. Is least Welcoming/Friendly (Tourists) 8. Creates least Active and Healthy community 9. Creates least Vibrant and Cohesive Neighborhoods 10. Is least Family/Kid Friendly 11. Creates least Social Interaction 12. Decreases Property Value & Desirability the most	1. Not Attractive 2. Creates Unsafe Environment 3. Provides least Mobility 4. Least Access to Commerce & Amenities 5. Creates least Connectivity 6. Burdens Economic Development 7. Is least Welcoming/Friendly (Tourists) 8. Creates least Active and Healthy community 9. Creates least Vibrant and Cohesive Neighborhoods 10. Is least Family/Kid Friendly 11. Creates least Social Interaction 12. Decreases Property Value & Desirability the most

Clearing Snow

	Primary Route	Primary Zone	Secondary Zone	Tertiary Zone
Pros 2 Side	1. Creates Safe Environment 2. Provides Mobility 3. Increases Access to Commerce & Amenities 4. Creates Connectivity 5. Drives Economic Development 6. Provides a more Active and Healthy community 7. Creates Vibrant and Cohesive Neighborhoods 8. Is Family/Kid Friendly 9. Generates Social Interaction	1. Creates Safe Environment 2. Provides Mobility 3. Increases Access to Commerce & Amenities 4. Creates Connectivity 5. Drives Economic Development 6. Provides a more Active and Healthy community 7. Creates Vibrant and Cohesive Neighborhoods 8. Is Family/Kid Friendly 9. Generates Social Interaction	1. Creates Safe Environment 2. Provides Mobility 3. Increases Access to Commerce & Amenities 4. Creates Connectivity 5. Drives Economic Development 6. Provides a more Active and Healthy community 7. Creates Vibrant and Cohesive Neighborhoods 8. Is Family/Kid Friendly 9. Generates Social Interaction	1. Creates Safe Environment 2. Provides Mobility 3. Increases Access to Commerce & Amenities 4. Creates Connectivity 5. Drives Economic Development 6. Provides a more Active and Healthy community 7. Creates Vibrant and Cohesive Neighborhoods 8. Is Family/Kid Friendly 9. Generates Social Interaction
Cons 2 Side	1. Expensive 2. Maintenance 3. Most effective	1. Expensive 2. Maintenance 3. More effective	1. Expensive 2. Maintenance 3. Less effective	1. Expensive 2. Maintenance 3. Least effective
Pros 1 Side	1. Creates Safe Environment 2. Provides Mobility 3. Increases Access to Commerce & Amenities 4. Creates Connectivity 5. Drives Economic Development 6. Provides a more Active and Healthy community 7. Creates Vibrant and Cohesive Neighborhoods 8. Is Family/Kid Friendly 9. Generates Social Interaction	1. Creates Safe Environment 2. Provides Mobility 3. Increases Access to Commerce & Amenities 4. Creates Connectivity 5. Drives Economic Development 6. Provides a more Active and Healthy community 7. Creates Vibrant and Cohesive Neighborhoods 8. Is Family/Kid Friendly 9. Generates Social Interaction	1. Creates Safe Environment 2. Provides Mobility 3. Increases Access to Commerce & Amenities 4. Creates Connectivity 5. Drives Economic Development 6. Provides a more Active and Healthy community 7. Creates Vibrant and Cohesive Neighborhoods 8. Is Family/Kid Friendly 9. Generates Social Interaction	1. Creates Safe Environment 2. Provides Mobility 3. Increases Access to Commerce & Amenities 4. Creates Connectivity 5. Drives Economic Development 6. Provides a more Active and Healthy community 7. Creates Vibrant and Cohesive Neighborhoods 8. Is Family/Kid Friendly 9. Generates Social Interaction
Cons 1 Side	1. Expensive 2. Maintenance 3. Most effective	1. Expensive 2. Maintenance 3. More effective	1. Expensive 2. Maintenance 3. Less effective	1. Expensive 2. Maintenance 3. Least effective
Pros No Side	1. No Cost 2. No Maintenance	1. No Cost 2. No Maintenance	1. No Cost 2. No Maintenance	1. No Cost 2. No Maintenance
Cons No Side	1. Creates Unsafe Environment 2. Provides limited Mobility 3. Decreases Access to Commerce & Amenities 4. Decreases Connectivity 5. Decreases Economic Development 6. Provides a less Active and Healthy community 7. Less Vibrant and Cohesive Neighborhoods 8. Is least Family/Kid Friendly 9. Generates least Social Interaction	1. Creates Unsafe Environment 2. Provides limited Mobility 3. Decreases Access to Commerce & Amenities 4. Decreases Connectivity 5. Decreases Economic Development 6. Provides a less Active and Healthy community 7. Less Vibrant and Cohesive Neighborhoods 8. Is least Family/Kid Friendly 9. Generates least Social Interaction	1. Creates Unsafe Environment 2. Provides limited Mobility 3. Decreases Access to Commerce & Amenities 4. Decreases Connectivity 5. Decreases Economic Development 6. Provides a less Active and Healthy community 7. Less Vibrant and Cohesive Neighborhoods 8. Is least Family/Kid Friendly 9. Generates least Social Interaction	1. Creates Unsafe Environment 2. Provides limited Mobility 3. Decreases Access to Commerce & Amenities 4. Decreases Connectivity 5. Decreases Economic Development 6. Provides a less Active and Healthy community 7. Less Vibrant and Cohesive Neighborhoods 8. Is least Family/Kid Friendly 9. Generates least Social Interaction



Sidewalks: Existing v. Proposed

FRAMING CONCEPTS

PEDESTRIAN NETWORK

Many of Ironwood's traditional older streets have sidewalks on both sides of the street. Where gaps in the sidewalk system exist, priority should be placed on completing sidewalks. Priority should be further placed on projects that:

- Are proximate to Ironwood Schools, particularly elementary and middle schools.
- Are more prominently travelled sidewalks that connect popular pedestrian destinations: parks, outdoor recreation places, commercial services
- Provide separation between pedestrian and heavier vehicular traffic operations

Figure 4-3 illustrates priority routes and zones for pedestrian connectivity based on the above principles. The city is organized into three priority zones and primary pedestrian routes, and priority in completing and filling existing gaps the sidewalk system should be given in the following order:

- Primary Pedestrian Routes: should have sidewalks on both sides of the street, with the exception of streets with adjacent multi-use paved trails, such as the proposed River Walk Trail near Norrie Park Road and the existing multi-use trail along Alfred Wright
- Primary Pedestrian Zone: streets should have sidewalks on both sides
- Secondary Pedestrian Zone: streets should have sidewalks on both sides
- Tertiary Pedestrian Zone: streets should have sidewalks on at least one side

The City of Ironwood has successfully pursued funding for improvements to the pedestrian system near and around schools through the Federal Highway Administration's Safe Routes to School Program, and should continue with these efforts.

Snow removal is a major challenge for the sidewalk system. Property owners should be responsible for keeping sidewalks clear. In times of major snow fall, storage of snow can be challenging to nearly impossible. Snow removal from sidewalks should be explored in key areas around schools where walking most likely occurs year-round.



SIDEWALK: Traditional paved off-street pedestrian paths within the public right-of-way



MULTI-USE TRAIL: Wider off-street paved paths designed to be shared by pedestrians and bicycles. These trails can also be utilized as cross country ski and snowshoe trails during winter months.

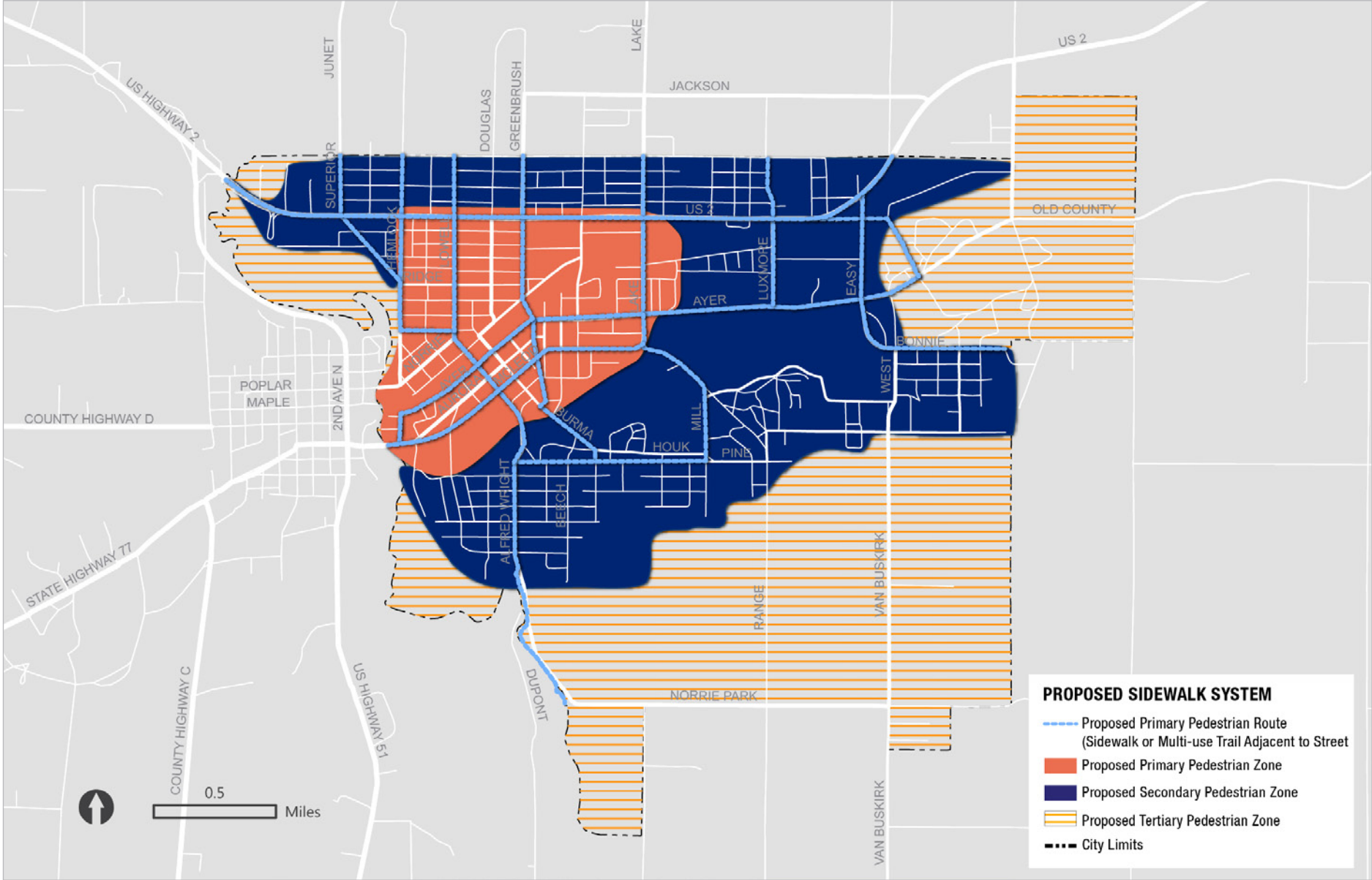
RELATED STRATEGIES:

Strategy 4.4: Pedestrian System Improvements

Strategy 4.5: Prioritize & Plan for Trail System Improvements

SEE P. 4-18 FOR MORE ON THE STRATEGIES LISTED ABOVE

FIGURE 4-3. PEDESTRIAN NETWORK IMPROVEMENT PRIORITIZATION



Trail & Sidewalk Improvements

What is it?

- A prioritized plan for incremental construction and reconstruction of new sidewalks, multi-use paths, and trails
- A permanent, designated segment of the North Country Trail that coincides with Michigan's Western Gateway Trail
- Encourages connections across and along the Montreal River into Wisconsin, including the proposed River Walk Trail
- Includes strategies for making stronger connections to existing trails south of Ironwood, and nearby communities such as Mercer, Wisconsin

Why do it?

- Improve the multi-modal transportation system.
- Encourage active living by making walking, biking, and skiing the easy and fun choice for transportation.
- Draw new residents and tourists to Ironwood with the lure of a looping, complete trail system with regional connections.
- Increase pedestrian and bicycle safety.
- Capture North Country Trail users as a new segment of tourist in Ironwood.
- Reduce pollution by getting people out of their cars (less sediment from vehicles entering the stormwater system, reduced carbon monoxide, heavy metals, and other pollutants from vehicle exhaust).

Who does it?

- The City
- North Country Trail Volunteers

How do you do it?

- Ironwood Streets Fund
- Explore outside grant opportunities
 - › Federal
 - › State
 - › Private
- Seek permanent designation for The North Country Trail along a portion of Michigan's Western Gateway Trail.
- Join the North Country Trail Association's Trail Town Program

Where do you do it?

- Prioritize sidewalk improvements by comparing and analyzing street projects and Pedestrian Zones according to the Transportation section of the Comprehensive Plan.
- Make trail improvements, starting with low-hanging fruit and connections to the most-utilized trails:
 - › Michigan's Western Gateway Trail
 - › Shorter, more easily-implementable connections

How is it measured?

- Keep updated goals that get revisited and revised on an annual and ten year basis.
- Are you meeting your goals, or do they need to be recalibrated and refined?
- Identify barriers or keys to success and strategize to overcome or utilize them.

Related Strategies:

- Strategy 4.1: Identify and Implement Pilot Routes for a Complete Streets Program
- Strategy 4.4: Define Priority Improvements to the Pedestrian Network
- Strategy 4.5: Prioritize and Plan for Trail System Improvements
- Strategy 6.1: Invest in Quality of Life

Connecting to the Vision & Guiding Principles

The Vision and Guiding Principles of the Ironwood Comprehensive Plan articulate how the community will look, feel, and function over the next 20 years and help to define the character, values, and priorities of the Ironwood community. The strategy described in this Spark Plan supports the vision and guiding principles in the following ways:

AN ACTIVE COMMUNITY A more complete sidewalk network and trail system encourages multiple modes of transportation and encourages active living among residents.

A FRIENDLY COMMUNITY This strategy helps to enhance Ironwood's inviting and friendly atmosphere by creating pedestrian friendly streets and connected, usable trails.

A GREAT DESTINATION Upgraded and well-maintained sidewalks and trails attract visitors and potential residents to Ironwood.

See Chapter 2 of the Comprehensive Plan for full text of the community Vision and Guiding Principles.

SPARK PLAN: TRAIL & SIDEWALK IMPROVEMENTS

ADDITIONAL RESOURCES:

- [North Country Trail -Trail Towns Program](#)
- [American Trails](#)
- [Safe Routes to Schools National Partnership](#)

Action Planning Worksheet!

Do you support this idea? Make a commitment to act! Complete this worksheet and submit it to the City Community Development Office (Contact: Michael Brown, Community Development Director; Memorial Building; 213 S. Marquette Street; Ironwood, MI, 49938; (906) 932-5050 ext.126; brownm@cityofironwood.org)

NAME / ORGANIZATION:

GOAL / MOTIVATION

What is the larger reason for supporting this idea? What do you hope to achieve?

OBJECTIVES

What are the tangible/measurable outcomes you'd like to see in the short term (next 6 months)?

ACTION STEPS

What needs to happen next to meet your objectives? Who specifically is responsible? Set a Deadline!

Action	Owner	Deadline



MEMO

To: Chair Bergman and Planning Commission

From: Michael J. D. Brown, Community Development Director

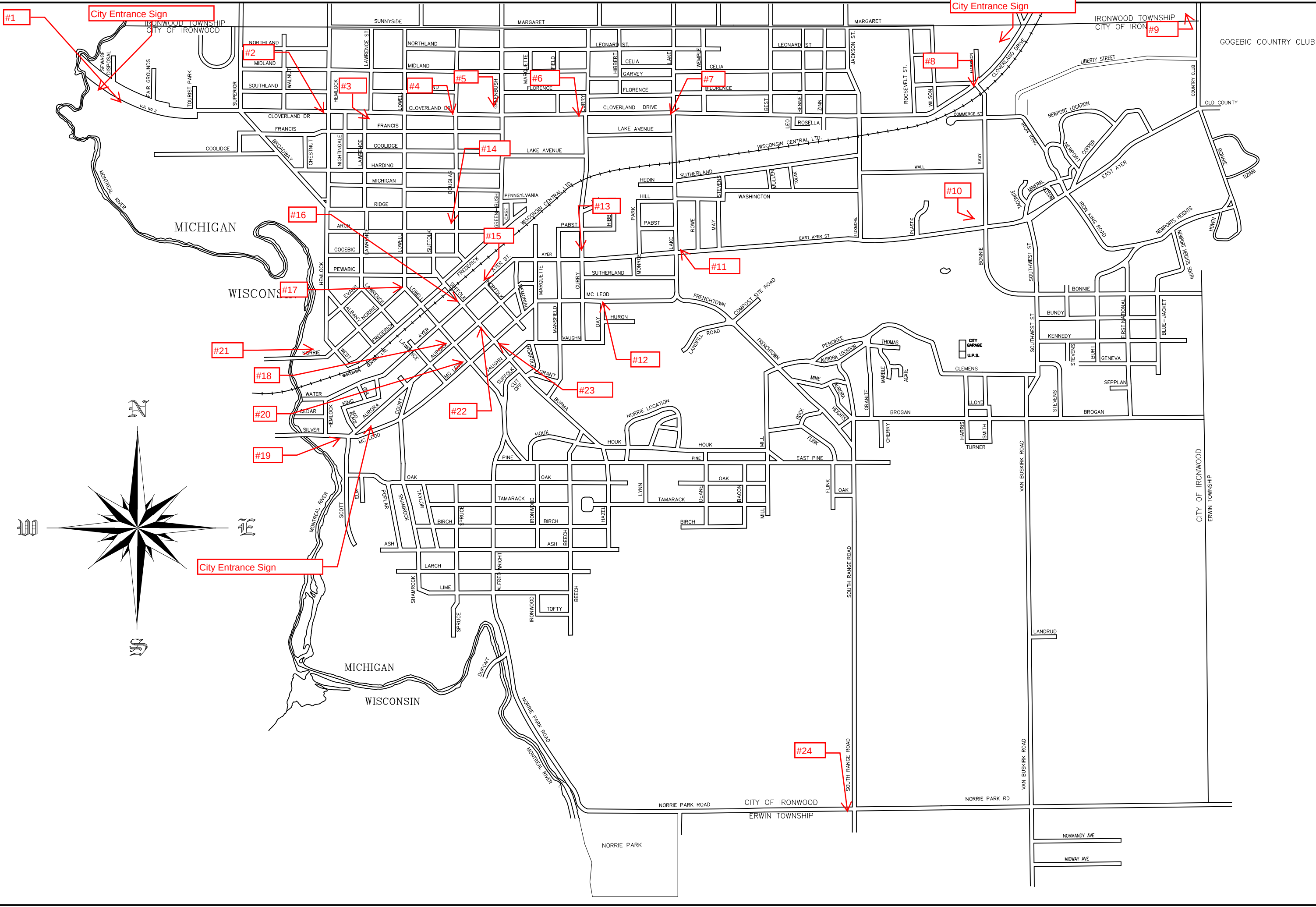
Date: May 26, 2016

Meeting Date: June 2, 2016

Re: PC Case 2016-004 Wayfinding Master Plan

In April staff presented the Planning Commission with a draft of the Wayfinding Master Plan. Staff would like the Planning Commission to have a more detailed discussion regarding the draft. The focus should be on sign location and content; are there enough signs in the right location and is the content adequate. Based on the initial quantity of content on some signs and for safety reasons some content will need to be edited.

Staff has not evaluated signage at the street intersections of the Iron-Belle Trail and Trail #2 yet. This is still an item for discussion on how these locations should be addressed. Staff's initial suggestion is if signage is placed at these locations that it be more general in nature such as directing recreational users to the downtown and highway commercial districts and not listed specific destinations as users will eventually come across the wayfinding signs that are currently proposed in the attached draft plan.





TITLE: CITY OF IRONWOOD

213 S. MARQUETTE ST.

IRONWOOD, MI 49938

PH: (906) 932-5050

FAX: (906) 932-5745

CITY OF IRONWOOD

"LIVE WHERE YOU PLAY"

EST. 1889

DRAWING NO:

84

DRAWN BY:

J. ALONEN

APPROVAL BY:

S. ERICKSON

DATE:

8/14/2012

S = 1

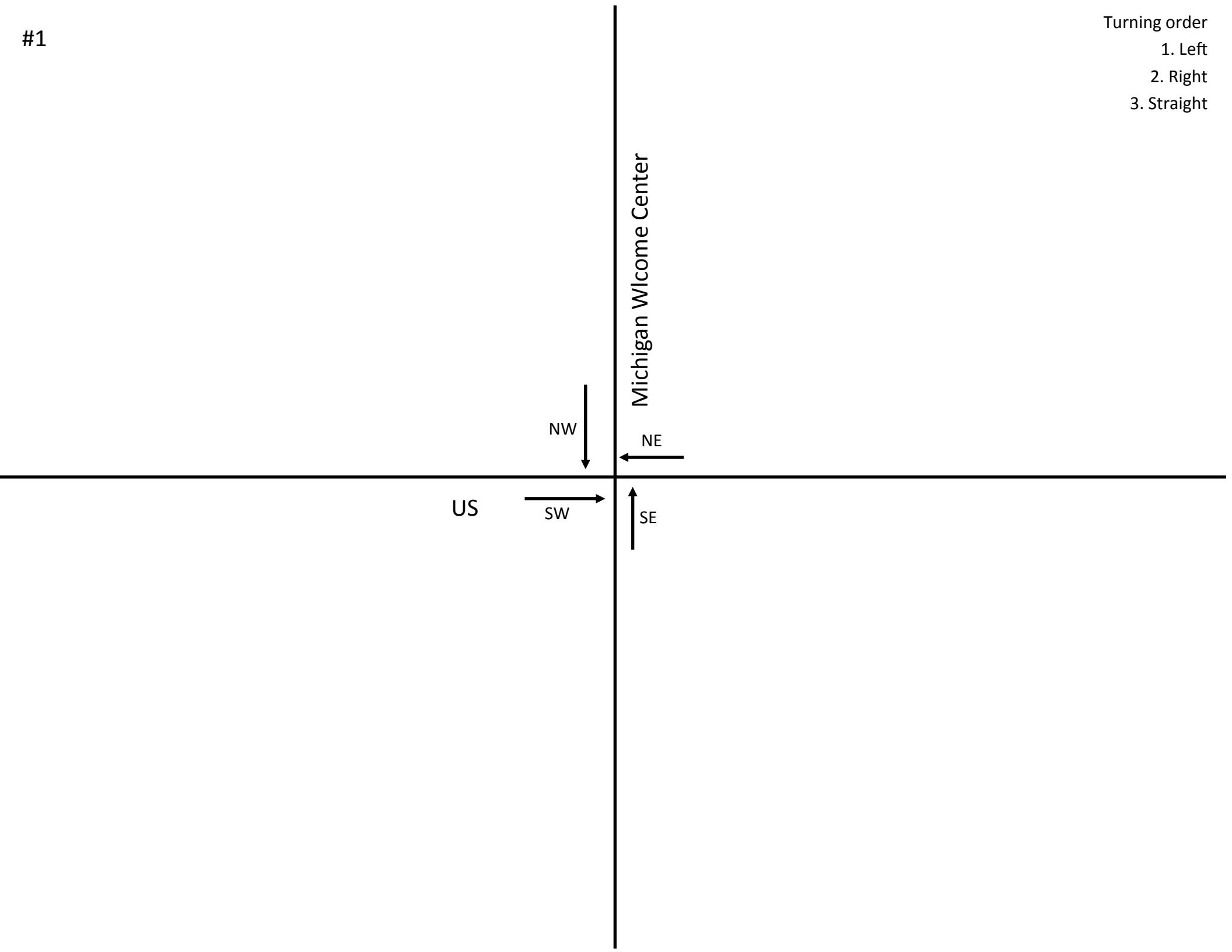
#1

Turning order

1. Left

2. Right

3. Straight



#2

Turning order

1. Left

2. Right

3. Straight

Cemetery

Longyear Park

Tennis Courts

Hemlock

NW

NE

US

SW

SE

Cemetery

Longyear Park

Tennis Courts



#3

Turning order

1. Left

2. Right

3. Straight

ABR Ski Trails

Chamber of Commerce

Depot Museum

Depot Park

Iron Belle Trail

Motorized Trail #2

Norrie Park

Lowell

NW

NE

US2

SW

SE

ABR Ski Trails

Chamber of Commerce

Depot Museum

Depot Park

Iron Belle Trail

Motorized Trail #2

Norrie Park

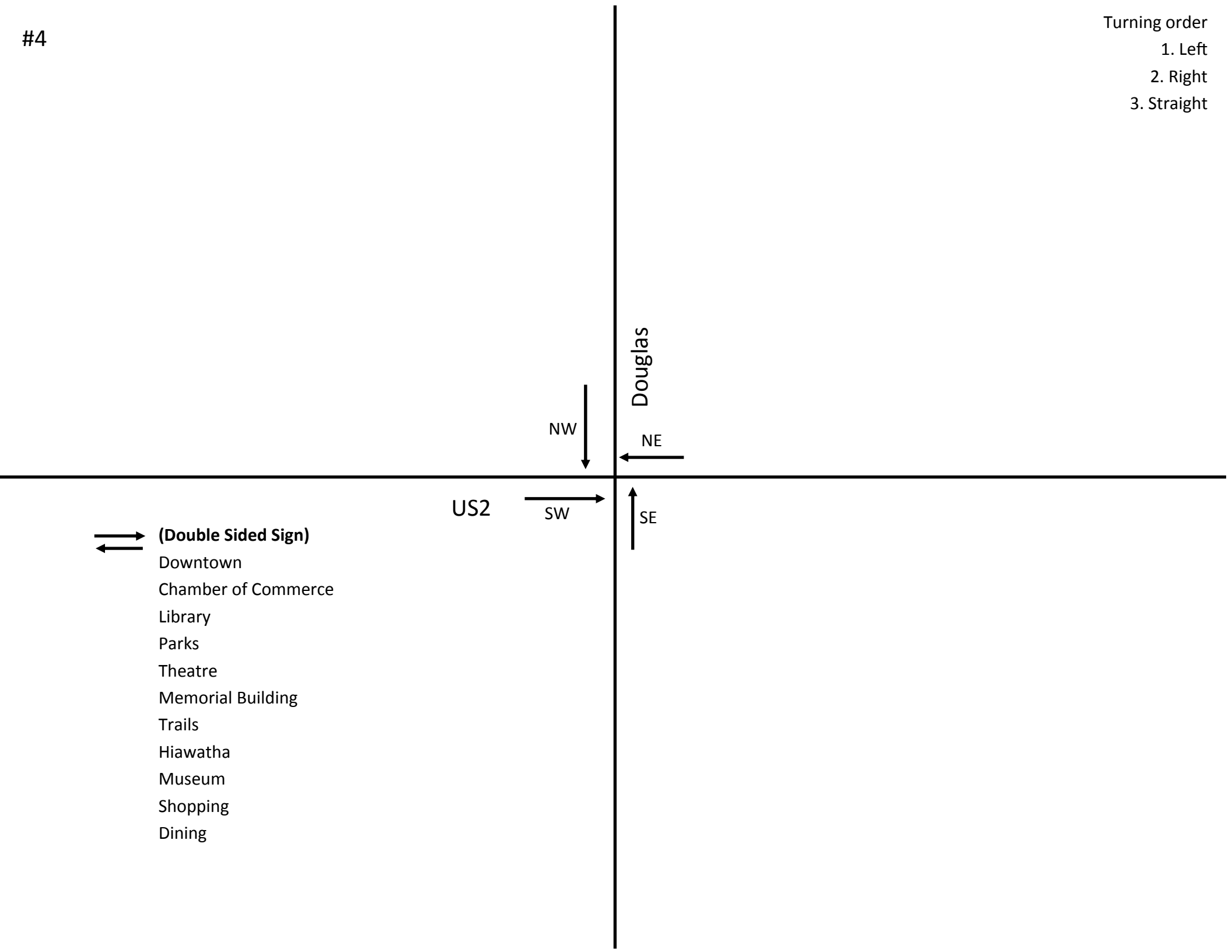
#4

Turning order

1. Left

2. Right

3. Straight



US2

Douglas

NW

NE

SW

SE

(Double Sided Sign)

Downtown
Chamber of Commerce
Library
Parks
Theatre
Memorial Building
Trails
Hiawatha
Museum
Shopping
Dining

- Civic Center
- Gogebic Community College
- Mt. Zion

Greenbush

NW

NE

US2

SW

SE

- ← Civic Center
- ← Gogebic Community College
- ← Mt. Zion

#6

Turning order

1. Left

2. Right

3. Straight

← Ironwood K-12 School

Curry

NW

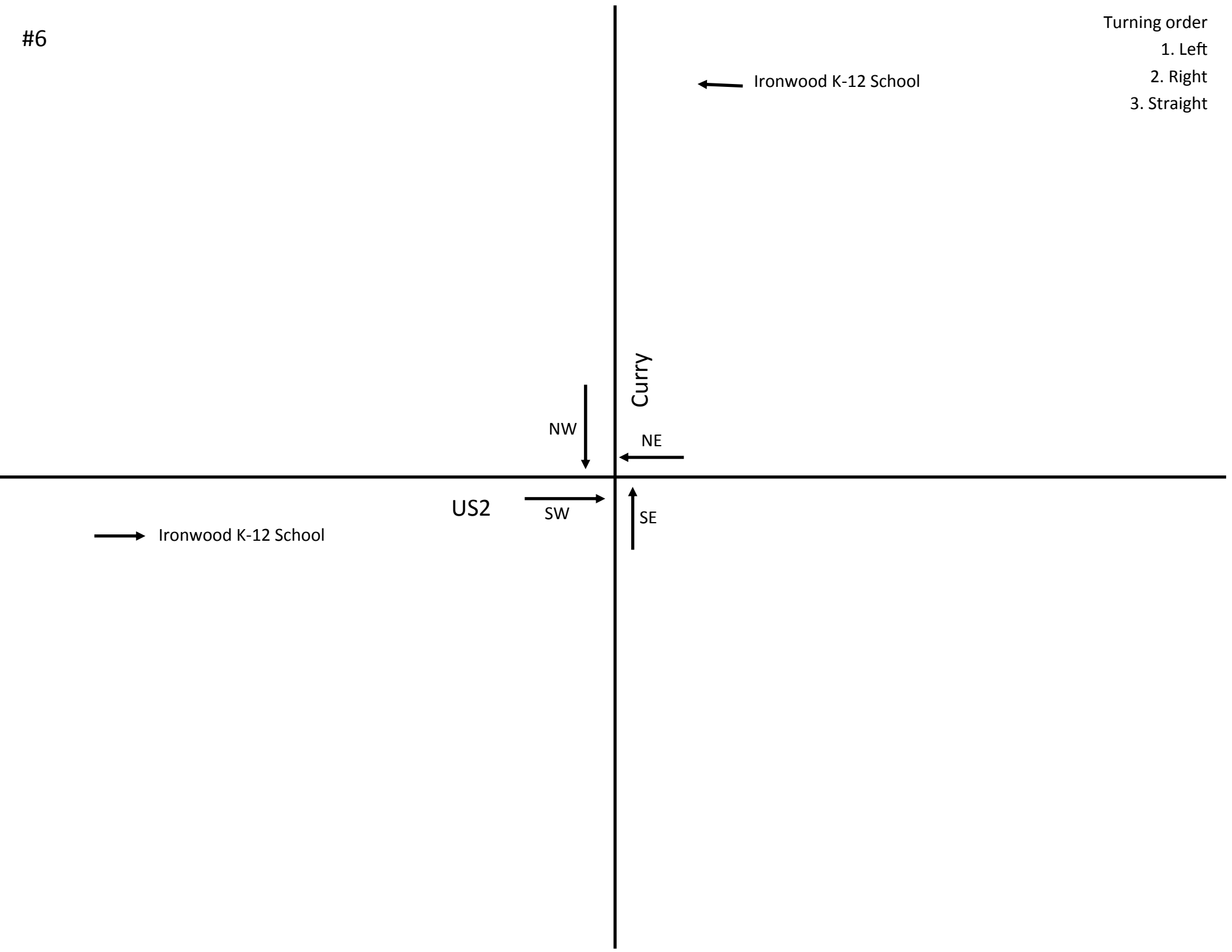
NE

US2

SW

SE

→ Ironwood K-12 School



#7

Turning order

1. Left

2. Right

3. Straight

→ Theatre North
← HS Baseball Field
Ironwood K-12 School
Little League Field
Memorial Building
Miners Park
Visitors Bureau

NW

Lake St.

NE

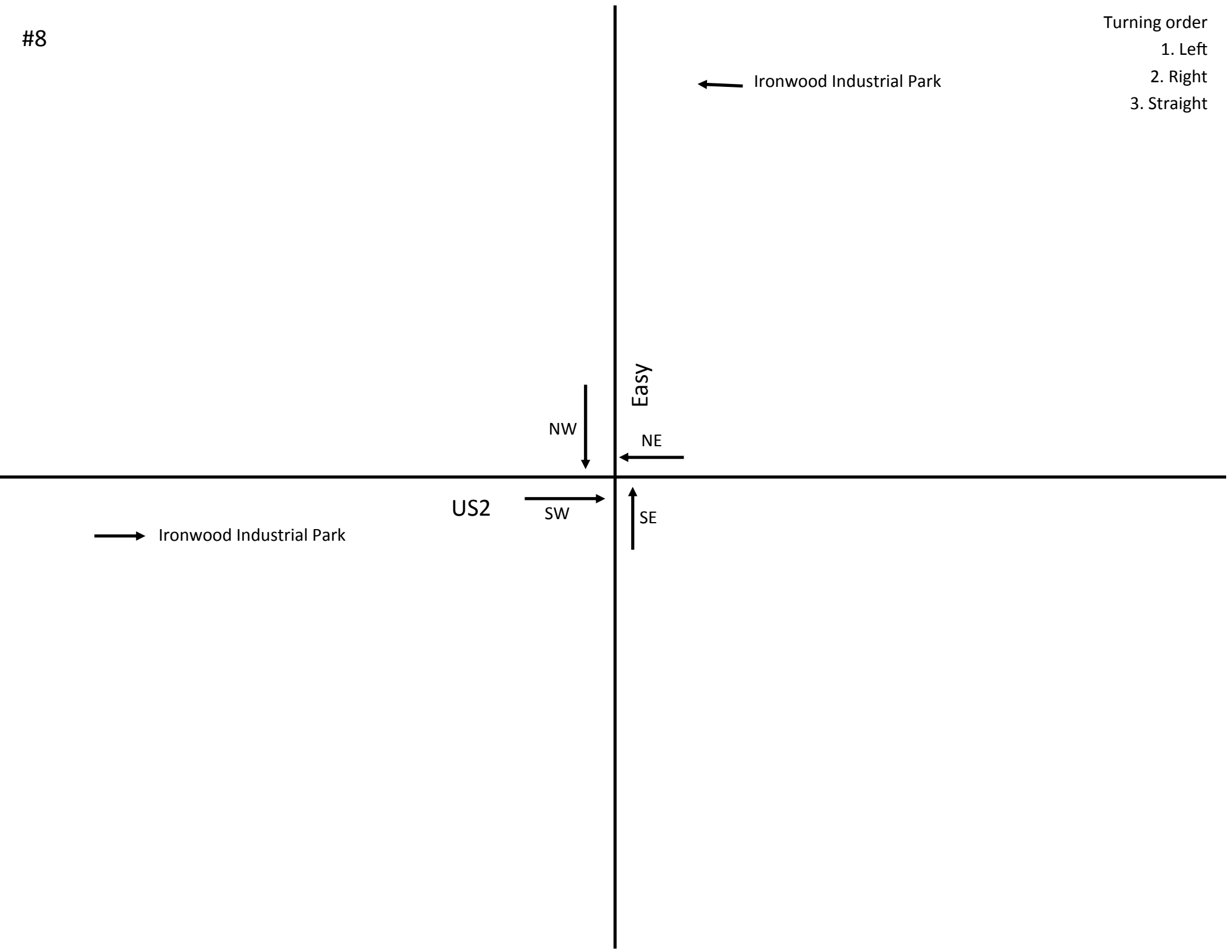
US2

SW

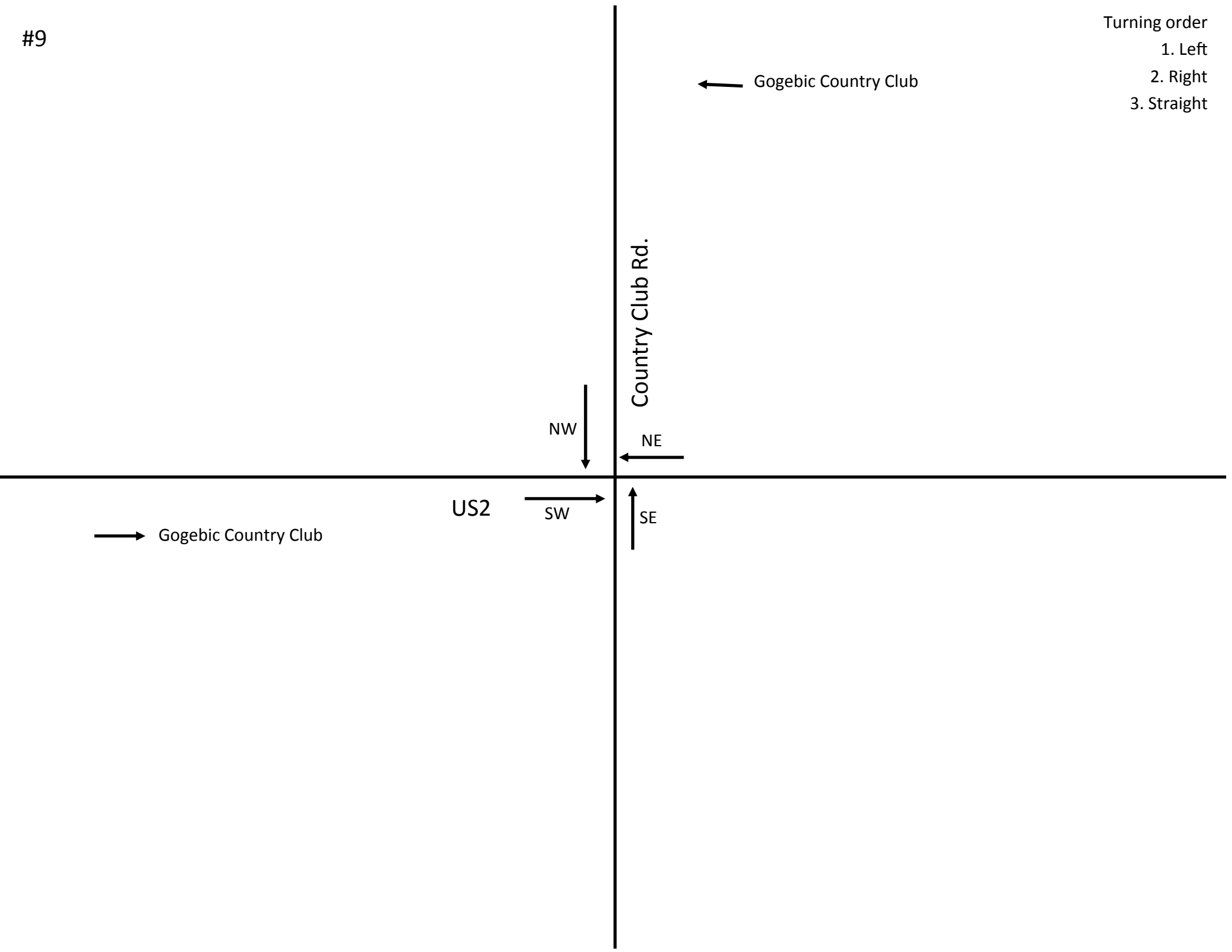
SE

← Theatre North
→ HS Baseball Field
Ironwood K-12 School
Little League Field
Memorial Building
Miners Park
Visitors Bureau

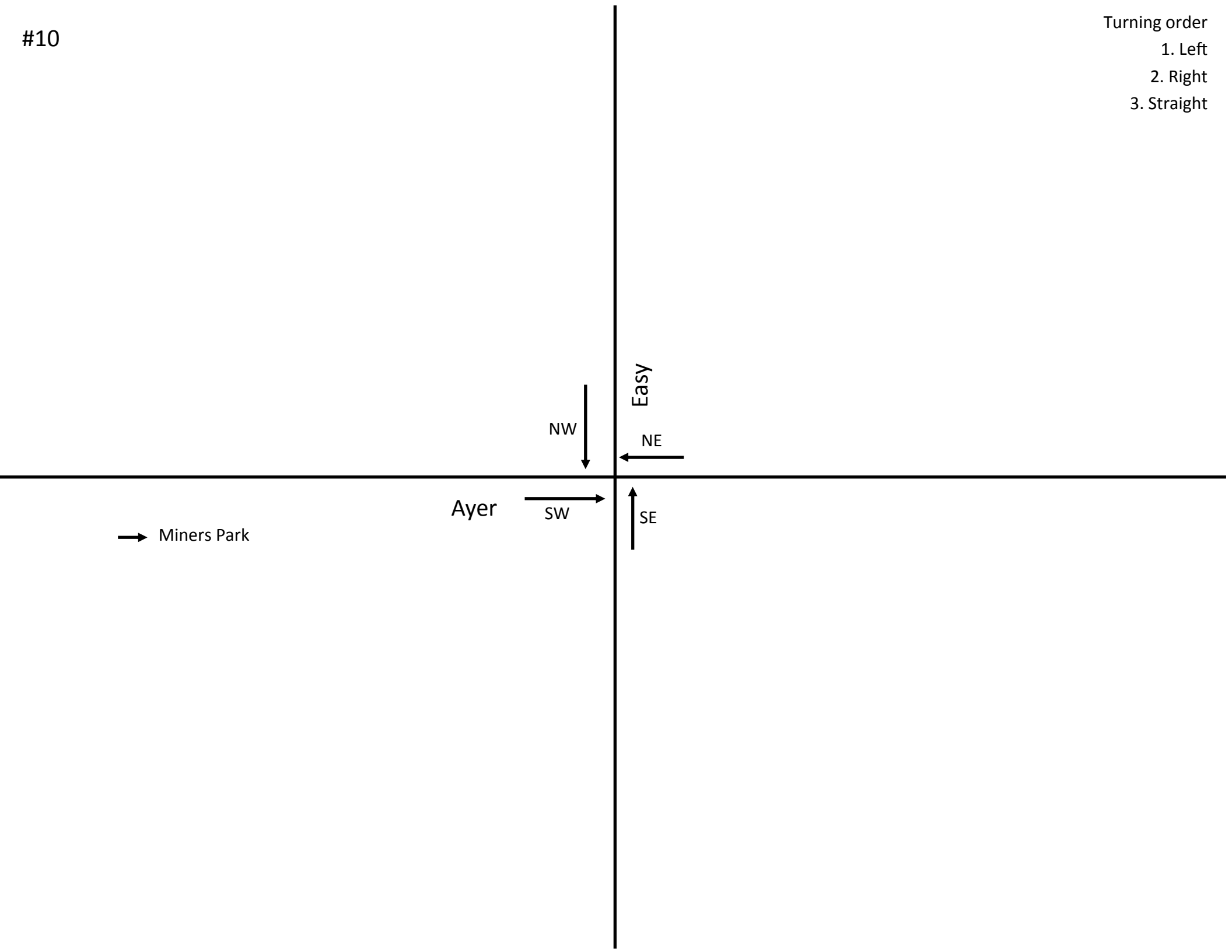
Turning order
1. Left
2. Right
3. Straight



- Turning order
- 1. Left
 - 2. Right
 - 3. Straight



- Turning order
- 1. Left
 - 2. Right
 - 3. Straight



#11

Turning order

1. Left

2. Right

3. Straight

← HS Baseball Field
Miners Park
→ Downtown
Ironwood K-12 School
↑ Little League Field
Memorial Building

← Little League Field
Memorial Building
↑ Downtown
Ironwood K-12 School

NW

NE

Lake St.

Ayer

SW

SE

→ Little League Field
↑ HS Baseball Field

← Downtown
Ironwood K-12 School
→ HS Baseball Field
Miners Park

← Little League Field

Day
NE

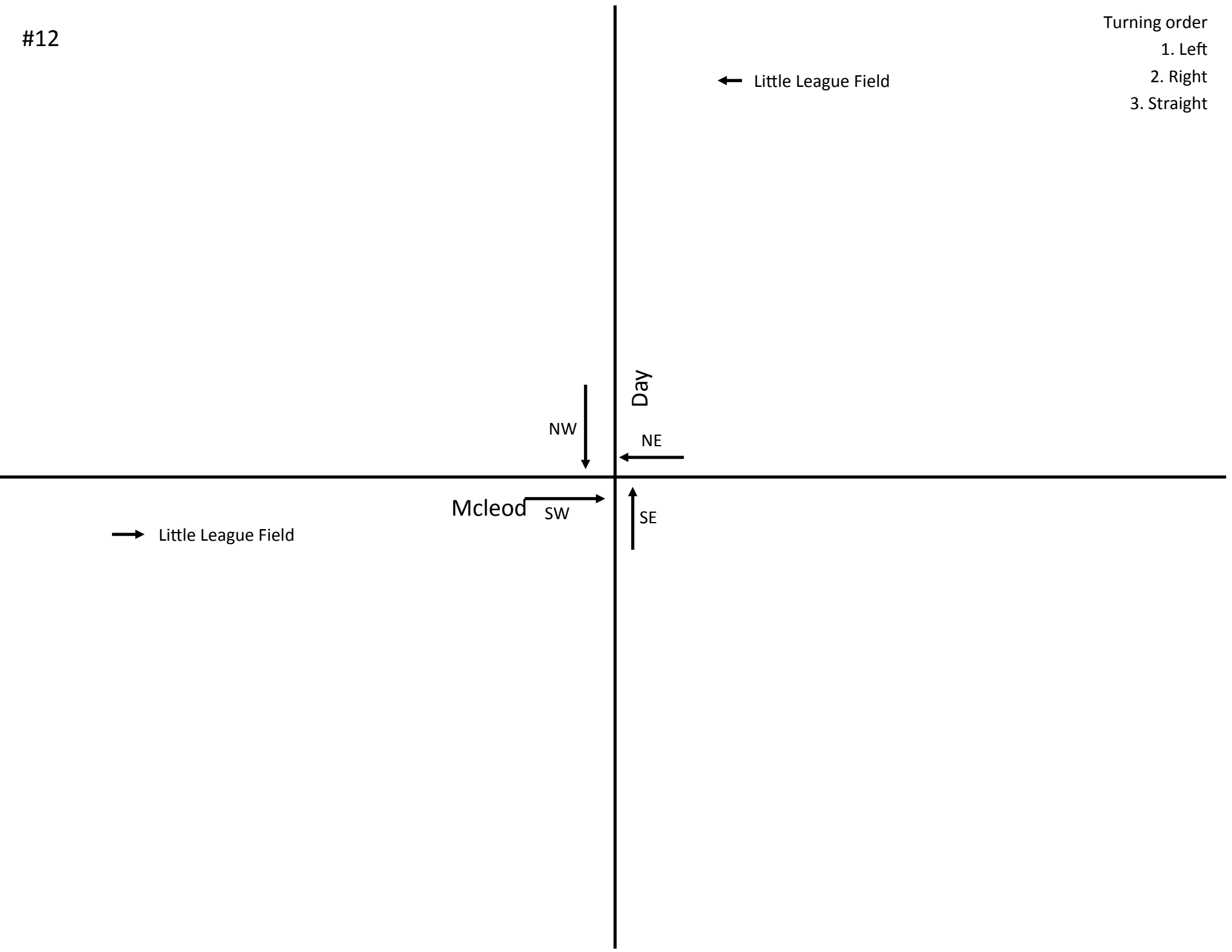
NW

Mcleod

SW

SE

→ Little League Field



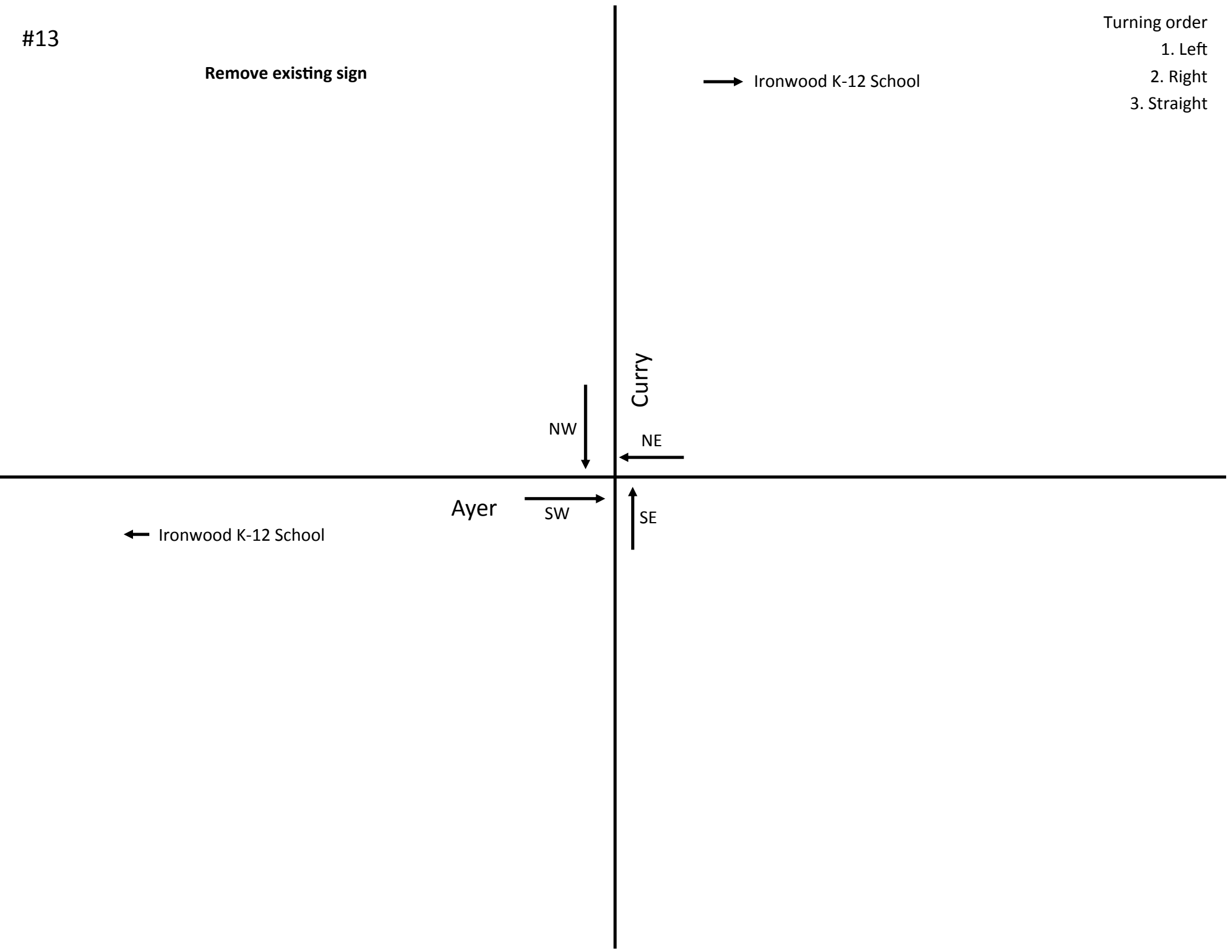
#13

Remove existing sign

→ Ironwood K-12 School

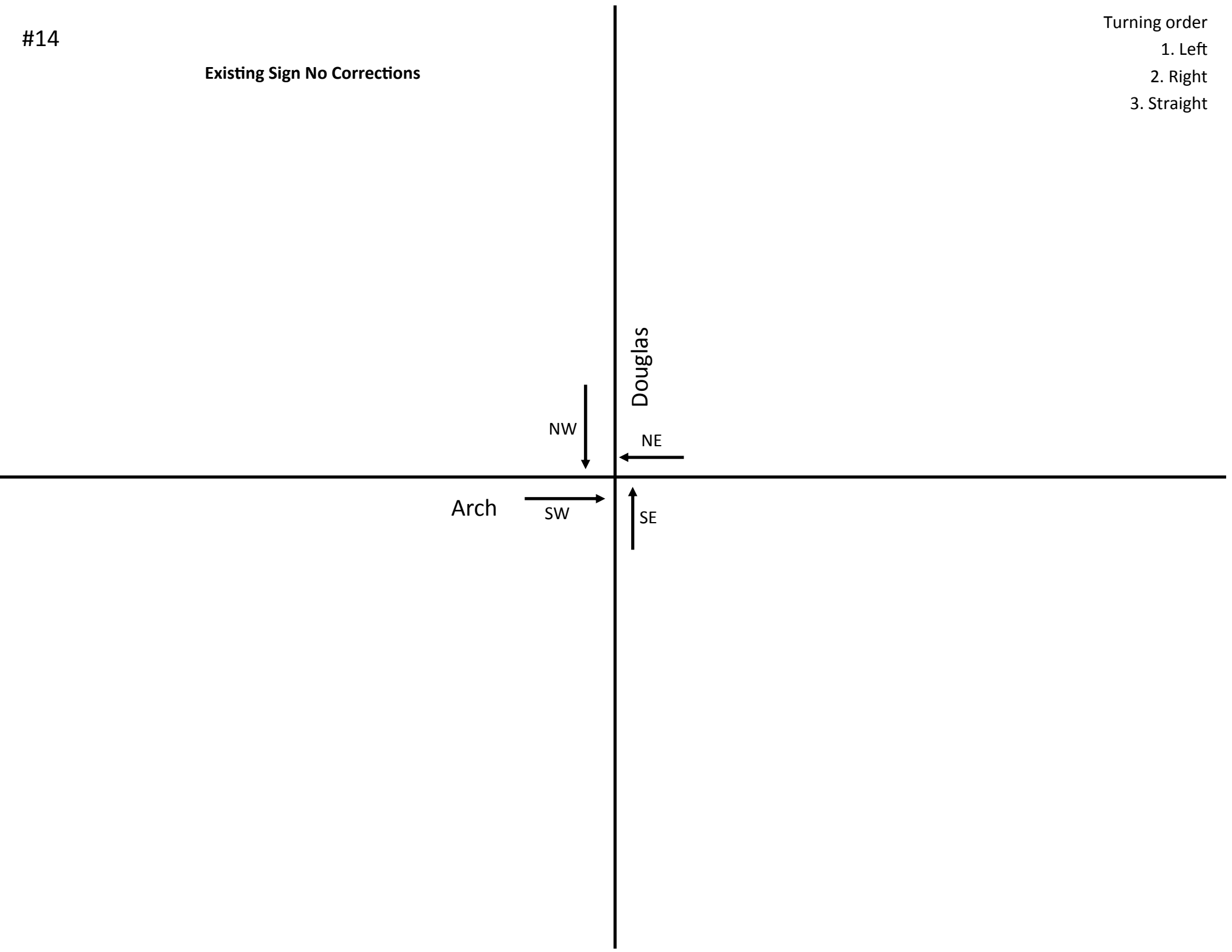
Turning order

1. Left
2. Right
3. Straight



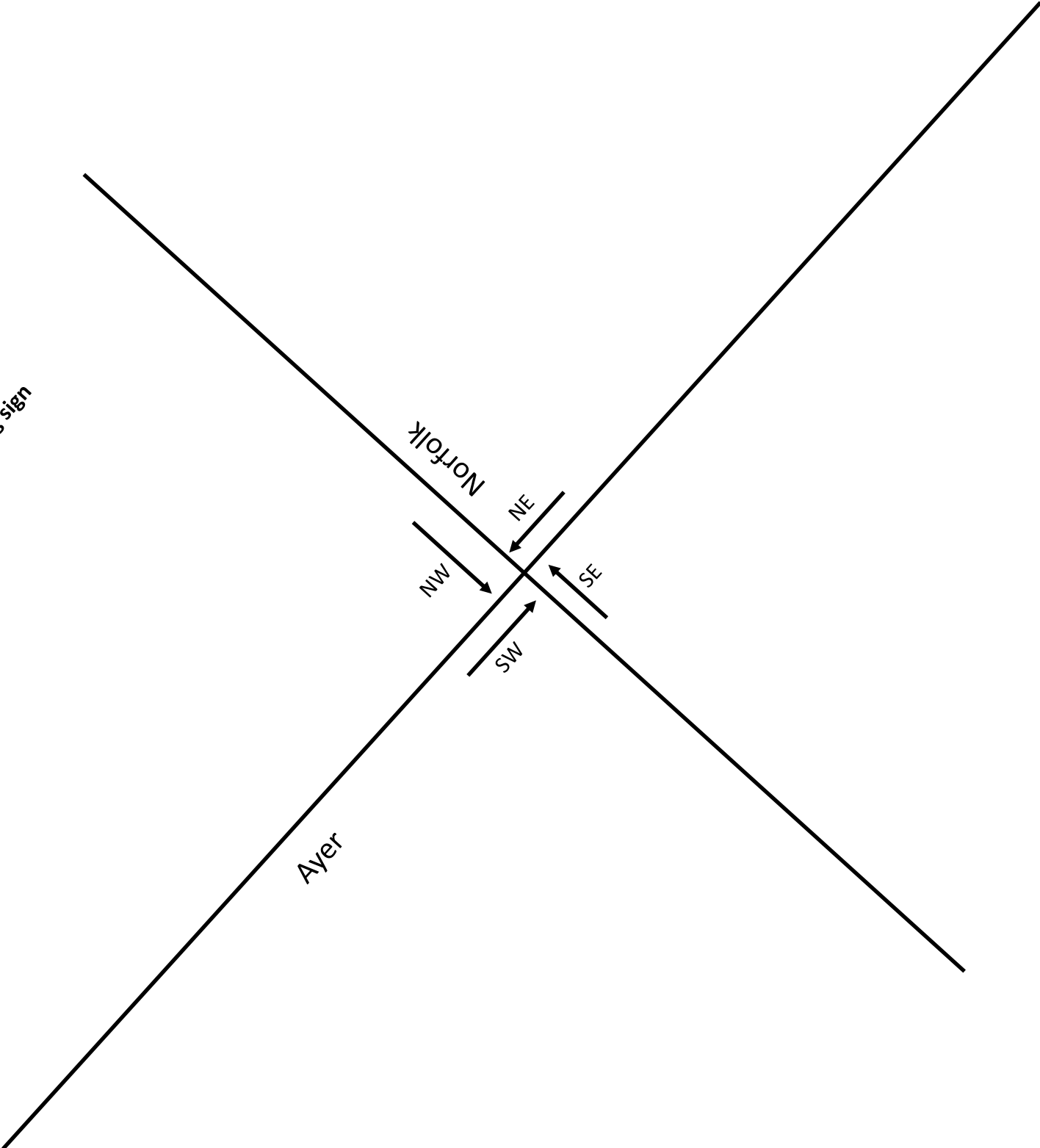
Existing Sign No Corrections

- Turning order
- 1. Left
 - 2. Right
 - 3. Straight



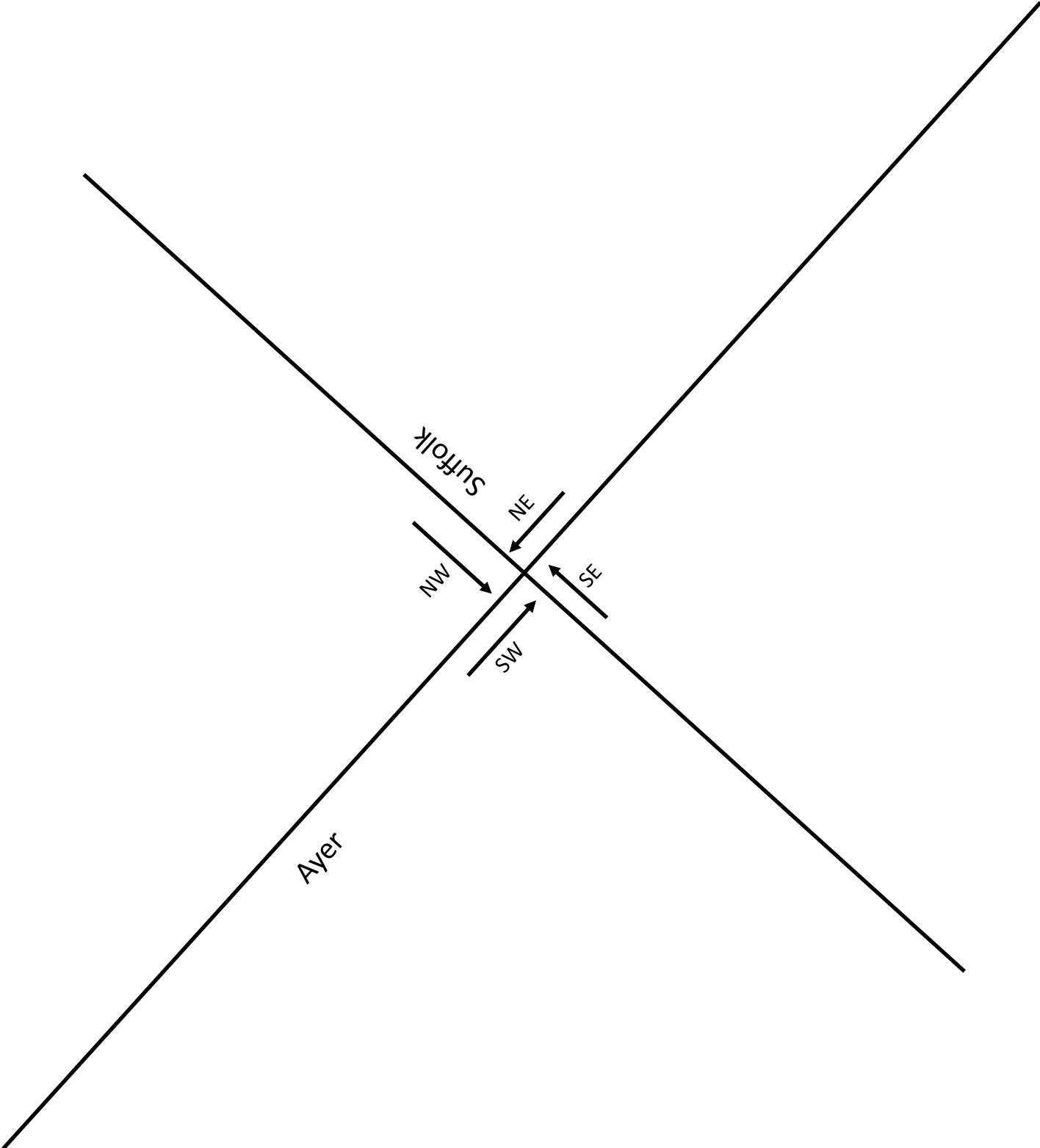
- Turning order
- 1. Left
 - 2. Right
 - 3. Straight

Remove existing sign



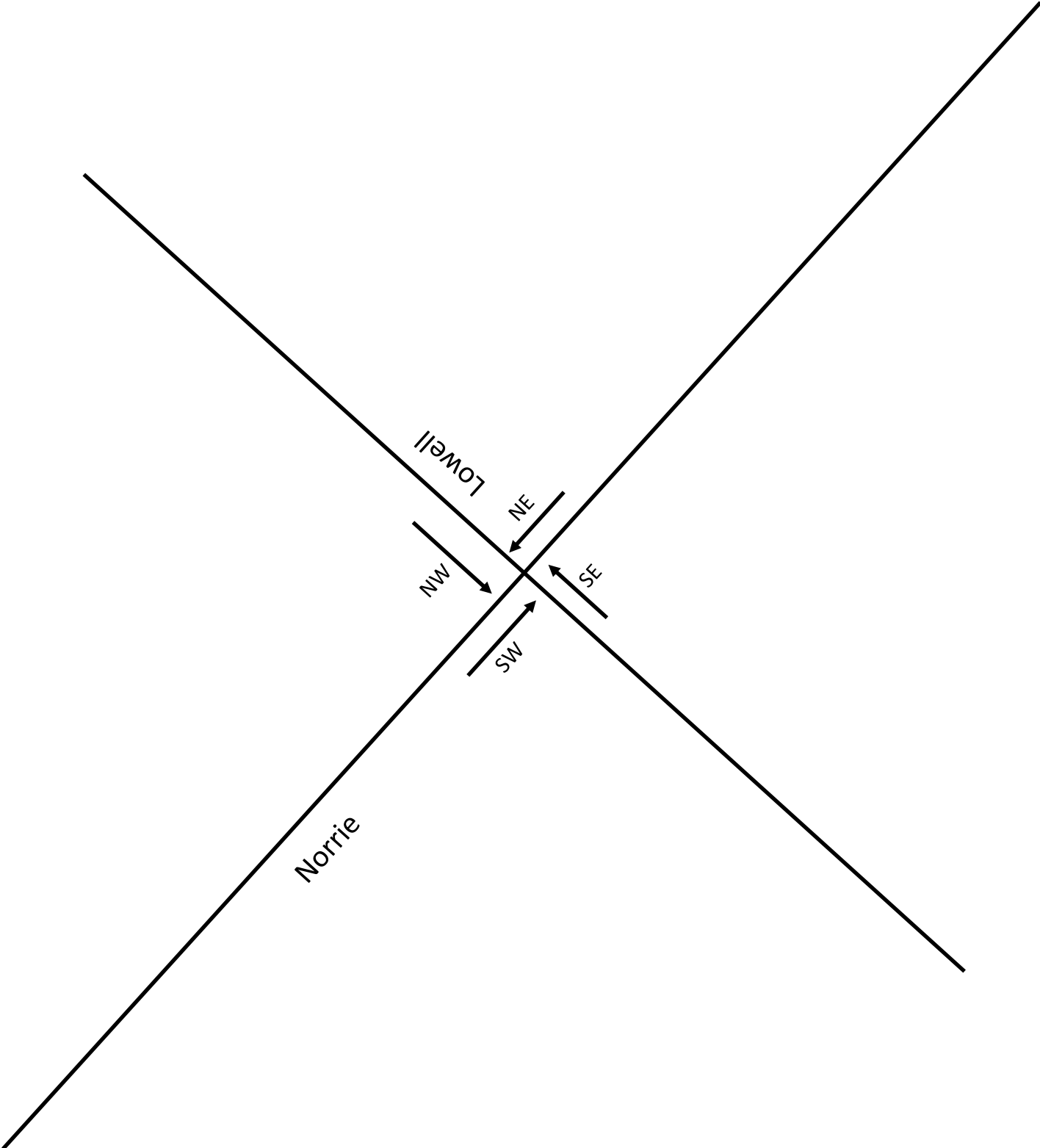
- Turning order
- 1. Left
 - 2. Right
 - 3. Straight

Sign Not Used

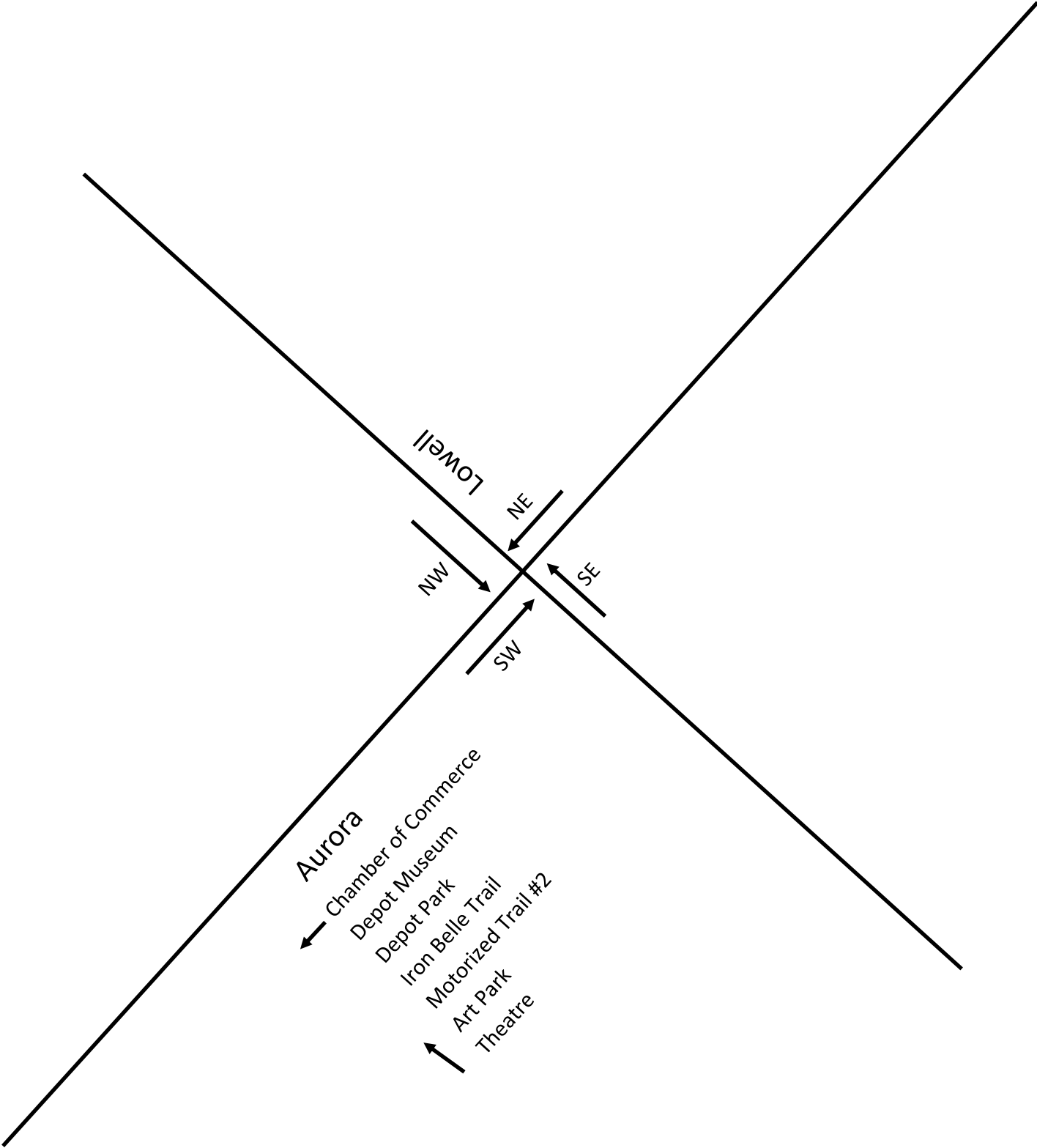


- Turning order
- 1. Left
 - 2. Right
 - 3. Straight

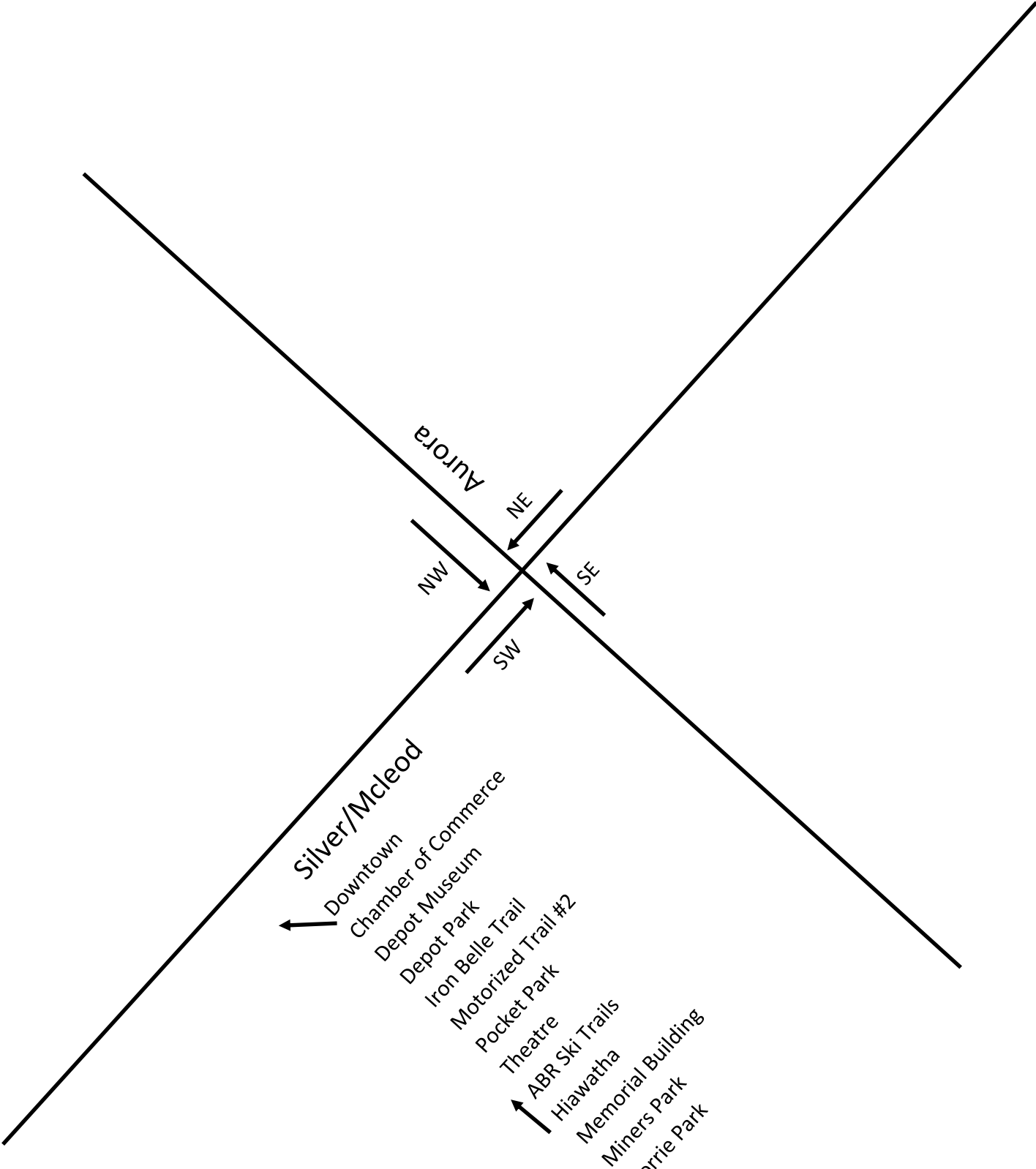
Sign not Used



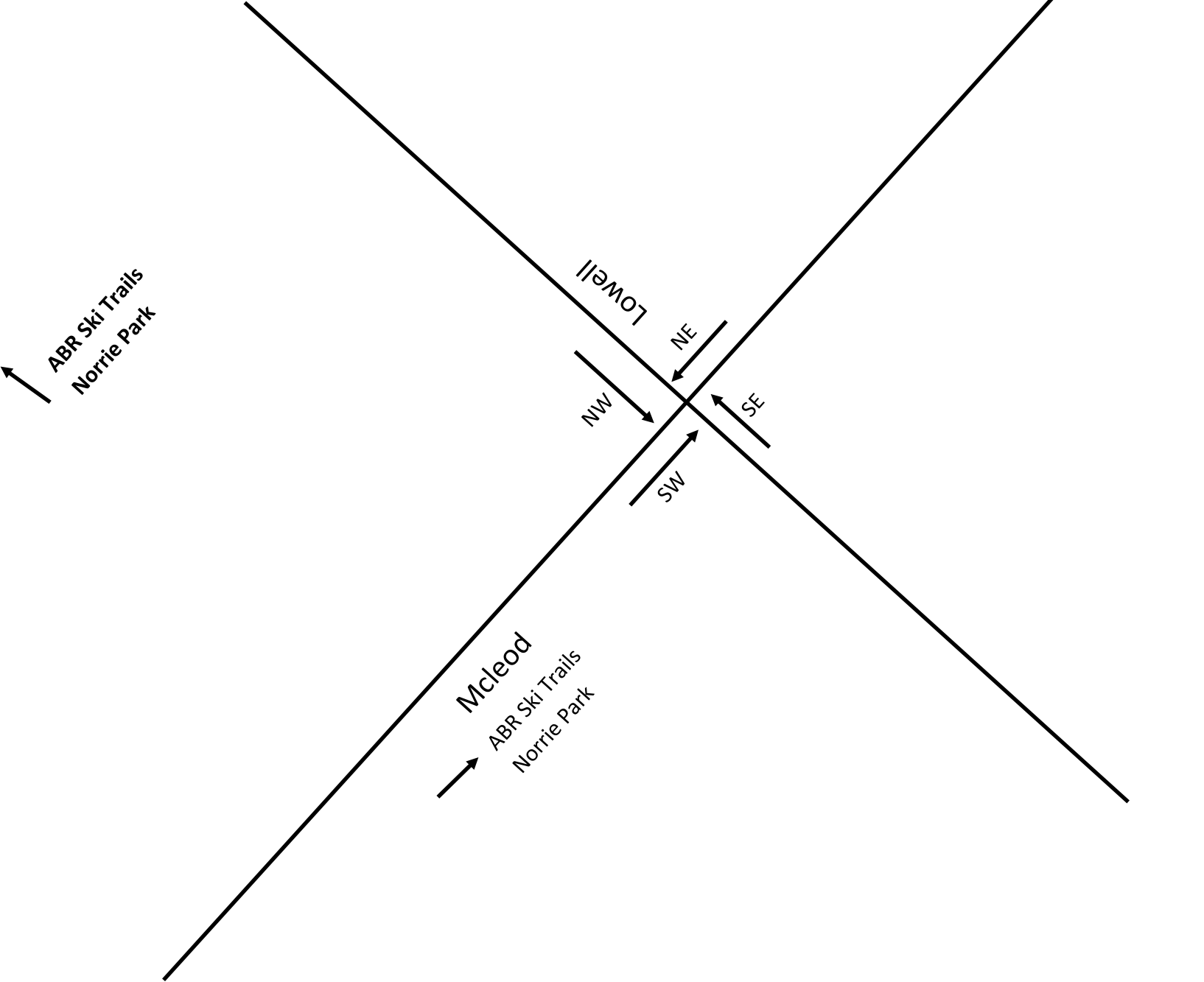
- Turning order
- 1. Left
 - 2. Right
 - 3. Straight



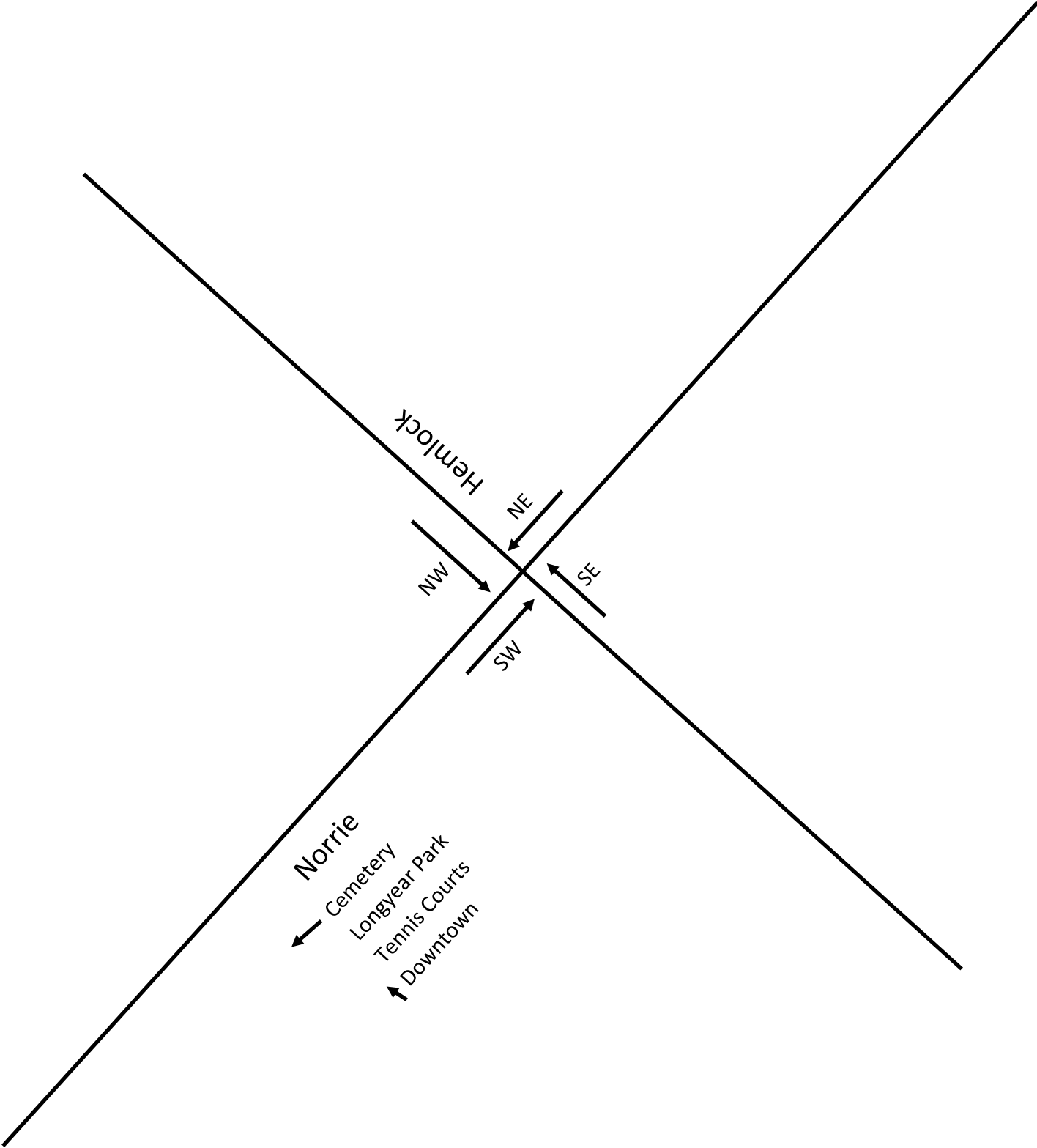
Turning order
1. Left
2. Right
3. Straight



Turning order
1. Left
2. Right
3. Straight



- Turning order
- 1. Left
 - 2. Right
 - 3. Straight



Turning order
1. Left
2. Right
3. Straight

Library
Art Park
Theatre

Aurora
Library

Suffolk

NE

NW

SE

SW

Turning order
1. Left
2. Right
3. Straight

↙ Memorial Building
Miners Park
↗ Hiawatha
Skate Park

Suffolk

NE

NW

SE

SW

McLeod
↗ Hiawatha
Skate Park
↖ Memorial Building
Miners Park

Turning order
1. Left
2. Right
3. Straight

