



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 June 2, 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. Public Hearing and Consideration of PC Case 2016-008 Site Plan for 129 Luxmore
 - B. Discuss and Consider 652 E Cloverland Drive parking lot
 - C. PC Case 2016-003 Sidewalk Policy – Strategy 4.4
 - 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: August 4, 2016
10. Adjournment



**Proceedings of the Ironwood Planning Commission
Thursday, June 2, 2016**

A Regular Meeting of the Planning Commission was held on Thursday, June 2, 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	X	
Cayer, Joseph Sr.	X			
Davey, Sam	X			
Lemke, Joseph		X	X	
Nancy Korpela	X			
Semo, Rick, ex-officio, non-voting member	X			
Silver, Mark	X			
	6	2	Quorum	

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

3. Approval of the May 19, 2016 Meeting Minutes:

Motion by Davey to accept the May 19, 2016 Minutes. **Second** by Cayer. **Motion Carried 5 to 0.**
4. Approval of the Agenda:

Motion by Davey to accept the Agenda. **Second** by Cayer. **Motion Carried 5 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. Zoning Ordinance RFP: Director Brown presented the zoning ordinance RFP.

Silver arrived at 5:01 p.m.

Motion by Cayer to approve the RFP. **Second** by Davey. **Motion Carried 5 to 0.**

- B. PC Case 2016-003 Sidewalk Policy – Strategy 4.4: Director Brown presented the sidewalk memo pointing out the positives and negatives with the various sidewalk options. The Commission decided to review and have more discussion to make the decisions at the next meeting.
- C. PC Case 2016-004 Wayfinding Master Plan – Strategy 4.2: Director Brown presented the wayfinding sign plan.
- D. Comprehensive Plan Implementation Status of Priority Action Items:
- I. Strategy 3.1(a) Update the Zoning Ordinance
 - 1. Discussed in 7A.
 - II. Strategy 3.1(b) Update the Zoning Map
 - 1. No update.
 - III. Strategy 4.2 Prepare a Wayfinding Master Plan
 - 1. Discussed in 7C.
 - IV. Strategy 4.4 Prioritize, plan for and construct pedestrian system improvements
 - 1. Discussed in 7B.
 - V. Strategy 5.8(a) & 6.8(a) Develop a community-wide arts plan
 - 1. Director Brown indicated the art group is working on a draft plan.

8. Other Business: None

9. Next Meeting: July 7, 2016 at 5:00 p.m.

10. Adjournment:

Motion by Davey to adjourn the meeting. **Second** by Silver. **Motion Carried 5 to 0.**

Adjournment at 5:45 p.m.

Respectfully submitted

Thomas Bergman, Chairman

Tim Erickson, Community Development Assistant



MEMO

To: Chair Bergman and Planning Commission

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

Date: June 30, 2016

Meeting Date: July 7, 2016

Re: PC Case 2016-008 Puppy Parlor Site Plan

Background/Request

Puppy Parlor has submitted a request for a site plan approval. The owner currently owns and operates Puppy Parlor to the south of the subject property. The owner recently purchased the lots to the north and intends to expand the business in the existing garage building on site. Interior building work has already commenced. The applicant is looking to install a parking lot to service customers.

Zoning

The property is zoned C-3 Highway Commercial and the proposed business is a permitted use (personal and business services). After a review of the site plan staff finds it to be in general compliance with the zoning regulations except for the following that shall be corrected prior to approval and authorization to construct.

1. The drive aisle is required to be 24 feet wide, it is currently shown at 20 feet. The parking stalls are only required to be 18 feet in length and are shown at 20 feet. The difference could be made up there.
2. A loading zone is required in addition to the proposed parking areas.
3. All parking areas and loading zones are required to be a paved surface. This shall be indicated on the plan.

Recommendation

To approve PC Case 2016-008 Puppy Parlor Site Plan at 129 Luxmore with the condition the required changes shall be made and approved by staff before construction can begin.

PARKING REQUIREMENTS:
PROPOSED BUILDING USE: PERSONAL SERVICE ESTABLISHMENTS
0.66 SPACES PER 100SFT OF FLOOR AREA

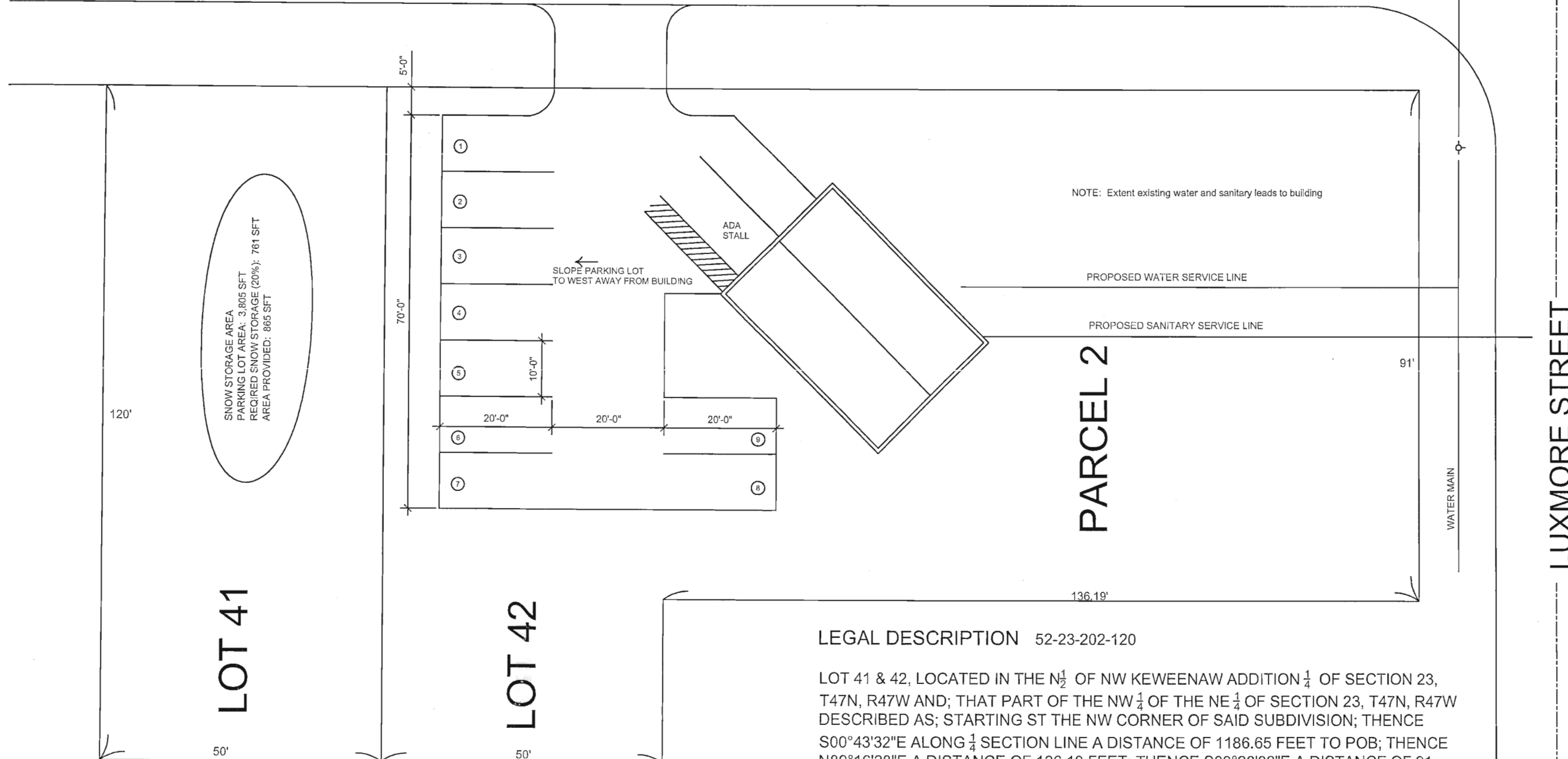
BUILDING SIZE: (28' x 40'): 1,120 SFT
 $1,120 / 100 \times 0.66 = 7.39$ (8 SPACES REQUIRED)
SPACES PROVIDED: 9 SPACES + 1 ADA Space

Name of Business: Puppy Parlor Grooming

Name of Owner: Vicky Templer

Address of property; 129 Luxmore Street
Zoned : Commercial/Residential

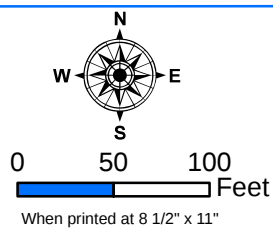
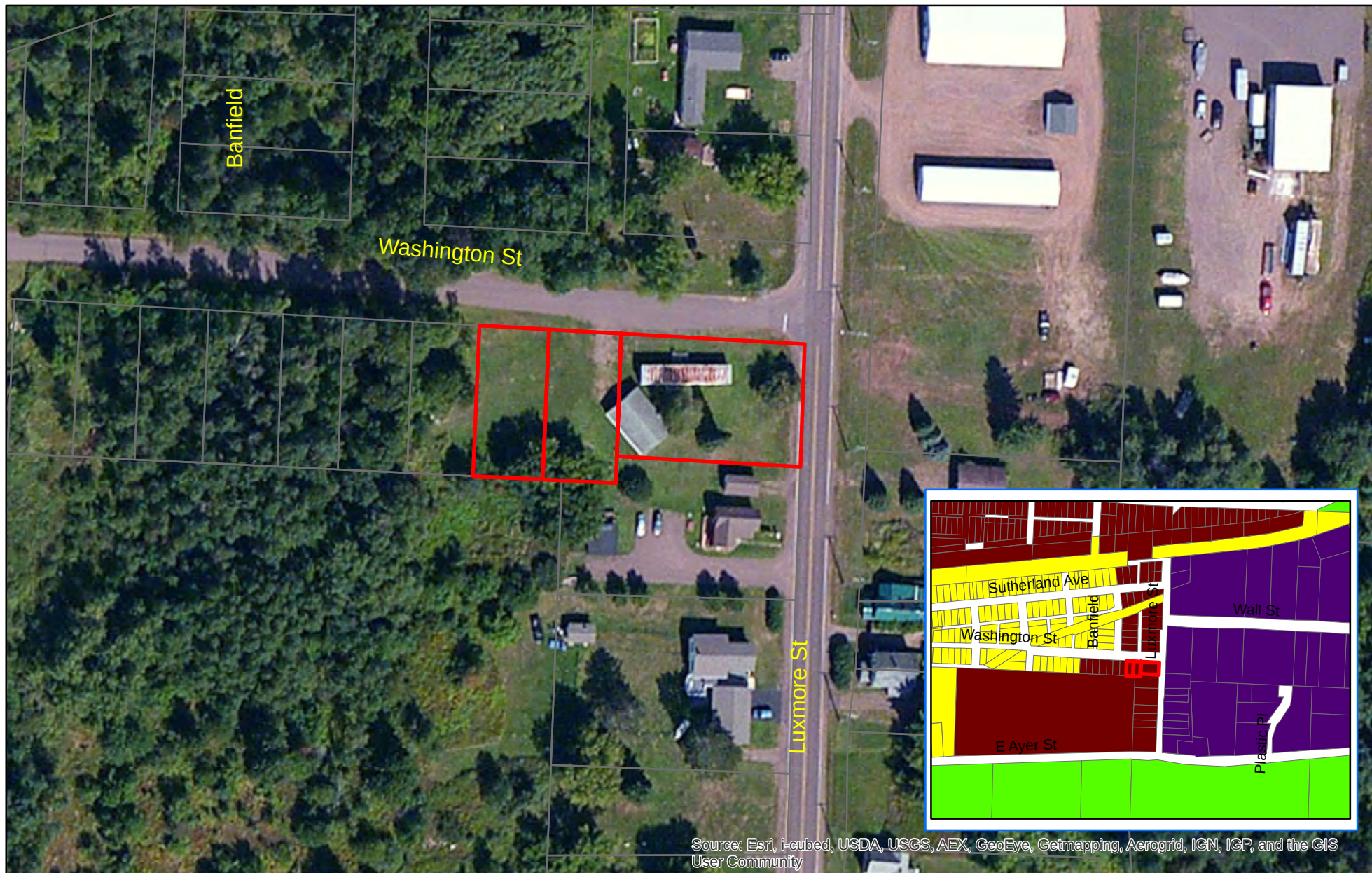
WASHINGTON STREET



LEGAL DESCRIPTION 52-23-202-120

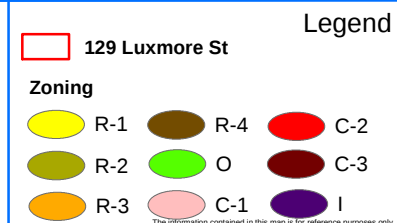
LOT 41 & 42, LOCATED IN THE N $\frac{1}{2}$ OF NW KEWEENAW ADDITION $\frac{1}{4}$ OF SECTION 23, T47N, R47W AND; THAT PART OF THE NW $\frac{1}{4}$ OF THE NE $\frac{1}{4}$ OF SECTION 23, T47N, R47W DESCRIBED AS; STARTING ST THE NW CORNER OF SAID SUBDIVISION; THENCE S00°43'32"E ALONG $\frac{1}{4}$ SECTION LINE A DISTANCE OF 1186.65 FEET TO POB; THENCE N89°16'28"E A DISTANCE OF 136.19 FEET; THENCE S00°28'32"E A DISTANCE OF 91 FEET; THENCE S89°16'28"W A DISTANCE OF 135.78 FEET; THENCE N00°43'32" A DISTANCE OF 91.00 FEET TO POB. THE COMBINED PARCELS CONTAINING APPROXIMATELY 0.56 ACRES OF LAND MORE OR LESS.

NORTH
SCALE" 1" = 20'



PC Case 2016-008

Monday, June 27, 2016





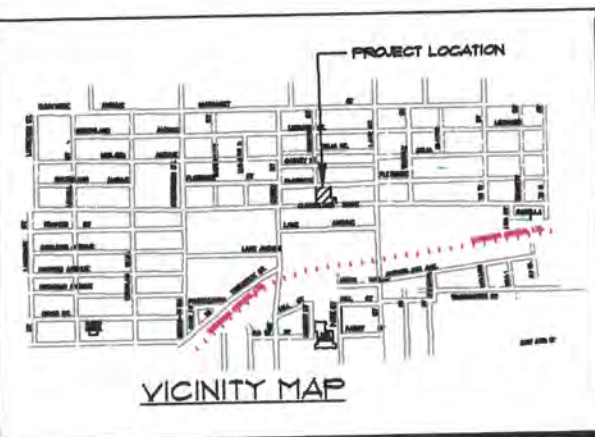
A site plan for 652 E Cloverland was approved in 2014 by the Planning Commission to add a paved parking lot to the north/back side of the building. Pavement stops at the back of the building.

- 1) PLACE FILL FOR ANGLE PARKING ON NORTH SIDE OF EXISTING STRUCTURE.
- 2) GRAVEL, PAVE AND MARK PROPOSED PARKING
- 3) TOPSOIL, SEED AND MULCH RAW SLOPES

LOTS 15-18 BLOCK 4, LAKEVIEW ADDITION AND EAST
HALF OF VACATED HIBBERT ST. & N 1/2 OF VACATED
ALLEY LYING S OF LOTS 15-18
ZONING: R-4 RESIDENTIAL

FRANCIS & SHARON CASONOVA
110 E. COOLIDGE AVE.
652 E. CLOVERLAND DRIVE
IRONWOOD, MI. 49938

- 1) PARKING STALLS 10'x20' ON 15° ANGLE
- 2) EXISTING BUILDING 30'x90'=2,700*
- 3) LOT AREA .94 ACRES
- 4) 18 PARKING PLACES REQUIRED, IS PROVIDED
- 5) EXISTING SITE DRAINS TO THE NORTH WEST
- 6) GRADE LINES ARE IN 2' INTERVALS
- 7) GRADE CHANGE IS 11.75' FROM TOP OF PARKING LOT TO FLORENCE ST. IT IS 8' FROM TOP OF PARKING LOT TO TOE OF FILL SLOPE.



North

SIGNED

PREPARED BY:
RAY NIEMI
MI. P.E. 4836
SLADE ROAD
IRONWOOD, MI. 49938



MEMO

To: Chair Bergman and Planning Commission

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

Date: June 30, 2016

Meeting Date: July 7, 2016

Re: PC Case 2016-003 Sidewalk Policy

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

The Planning Commission has held numerous discussions regarding the future of sidewalks. Based on all those discussions and the information provided I would like the Commission to answer the following questions to indicate each member's preference regarding the specific items we have been discussion. Please bring this to the meeting as we will display it on the computer for discussion. If you are able to send this to me prior to the meeting that would be helpful as well.

1. Select a sidewalk option presented in May (1-9, see page 3): _____
2. Regardless of the option you selected in question 1, please prioritize the following areas with 1 being the first priority and 4 being the last priority geographic area to focus on within the City.
 - a. Primary Pedestrian Routes: _____
 - b. Primary Pedestrian Zone: _____
 - c. Secondary Pedestrian Zone: _____
 - d. Tertiary Pedestrian Zone: _____
3. Regardless of the option you selected in question 1, please prioritize the following areas with 1 being the first priority and 3 being the last priority.
 - a. Install New Sidewalks where they don't exist at all: _____
 - b. Repair Existing Sidewalks: _____
 - c. Remove Existing Sidewalks: _____

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

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4. How should sidewalk projects be budgeted for (Select one)?
 - a. Geographic Location/Project Specific
 - b. By a set dollar amount
 - c. Combination of a & b
5. Who pays for sidewalk projects (Select one)?
 - a. City
 - b. Residents through an assessment on taxes
 - c. City and Residents through an assessment on taxes
6. Regardless of the option you selected in question 5, how should residents be assessed if both the City and Residents pay for sidewalks (Select one)?
 - a. City 75% / Resident 25%
 - b. City 50% / Resident 50%
 - c. City 25% / Resident 75%
7. Regardless of the option you selected in question 1, if a sidewalk option is selected that only requires sidewalk on one side of the street and there is an assessment to the residents who should pay (Select one)?
 - a. Residents that have sidewalk installed directly in front of their property
 - b. Residents on both sides of the street
8. Regardless of the option you selected in question 7, if all residents are assessed for sidewalks where sidewalk is only installed on one side of the street, how should residents be assessed (Select one)?
 - a. Resident with sidewalk on their side 75% / Resident without sidewalk on their side 25%
 - b. Resident with sidewalk on their side 50% / Resident without sidewalk on their side 50%
 - c. Resident with sidewalk on their side 25% / Resident without sidewalk on their side 75%

The information below was provided to the Planning Commission in June 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?

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- 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 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

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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

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

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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 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

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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.

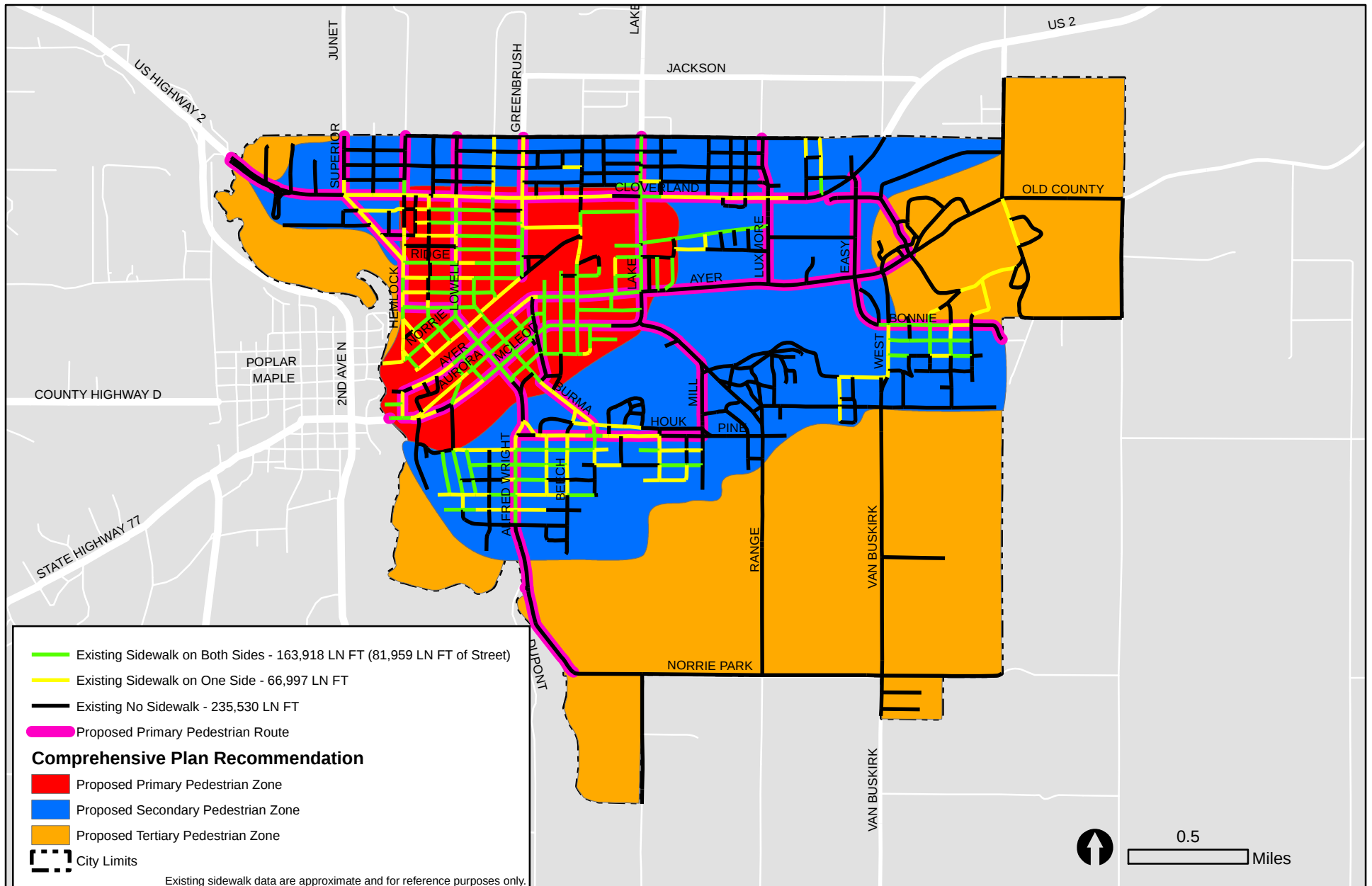
Pros and Cons for the sidewalk options.

	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.

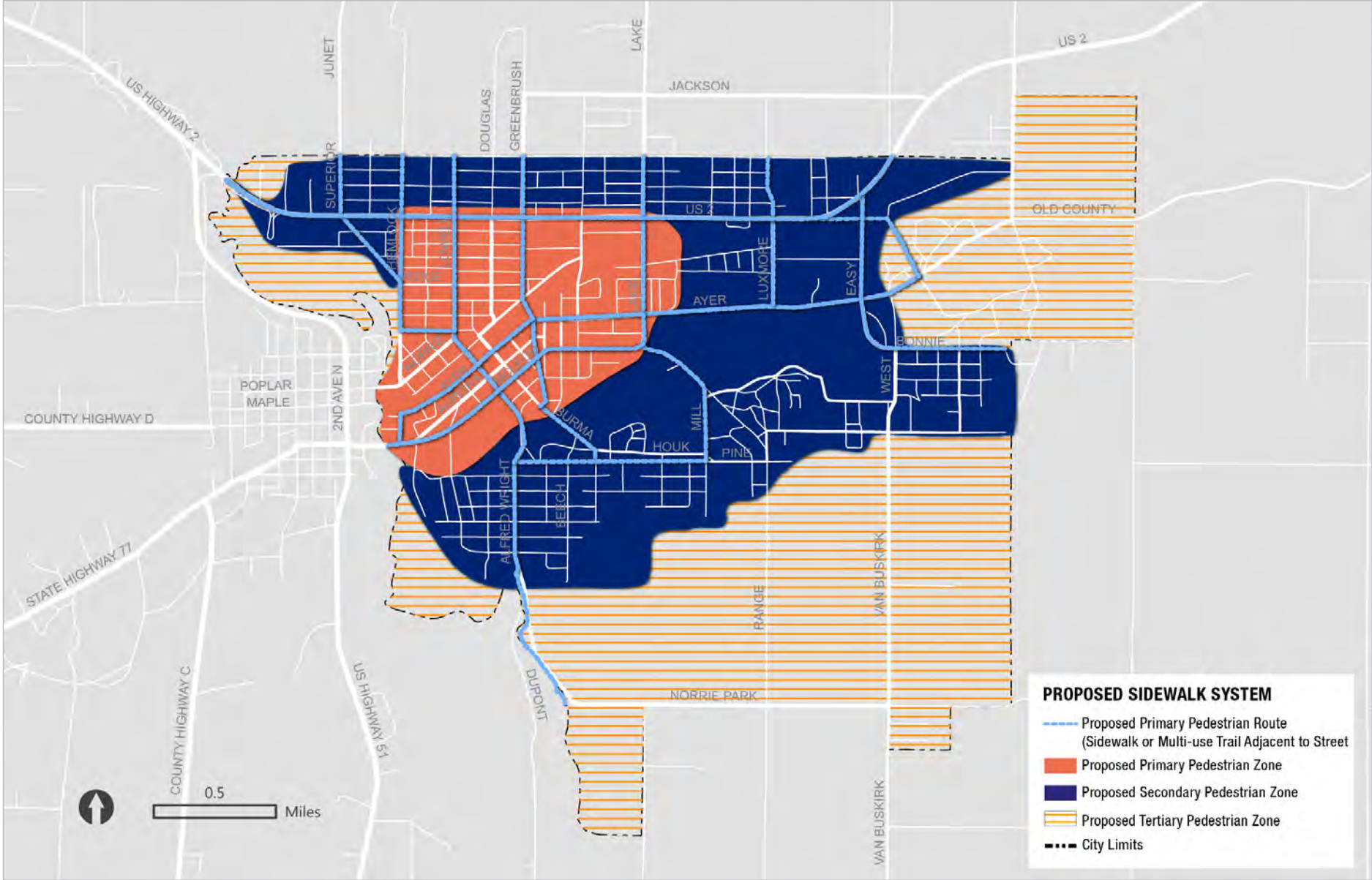
RELATED STRATEGIES:

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