

tower would be renovated. It would be a significant investment - \$65 million or so - and there would be a lot of activity in the area for quite a while. Mr. Oberlee said that to the extent possible, they would try to utilize local firms and suppliers. There might be a bigger named company, but there were companies with a presence in the area to which they were committed.

Chairperson Boswell thanked the applicants.

Discussed

- 2010-0557 Complete Streets Legislation - Providing New Tools for Communities to Use in Road and Street Design
(Reference: Memo prepared by Derek Delacourt, dated February 18, 2011, and associated documents had been placed on file and by reference became part of the record thereof.)

Mr. Delacourt advised that this matter had been recently brought to City Council's attention. The State of Michigan had passed legislation that allowed cities to have more input on the design of road projects at the local, County and State levels. Complete Streets Legislation included that when roads were designed, all modes of transportation could be considered. City Council asked for an update, and he brought a member from the Michigan Municipal League, who helped write the legislation, to explain what it meant and the City's options. The options ran from doing nothing to adopting Ordinances that required certain design elements to be incorporated into road projects. They showed Council three options. MDOT was required to develop model Ordinances and languages for cities to consider within the next two years. A City could consider developing a policy or statement of desire and nothing would be required. The policy would acknowledge the Complete Streets Legislation and would incorporate elements the City felt was important for road projects. Some cities had adopted an Ordinance with requirements. Council liked the idea of the Legislation, and they wanted the Planning Commission to review it and make a recommendation as to whether a policy or an Ordinance was the right way to go. Council appeared to prefer a policy. There were some examples of Ordinances and Resolutions in the packet that other cities had done. The City of Midland passed a Resolution desiring a policy, but he noted that the policy language was not included in the packet. Before Staff put together a policy, they wanted to bring it

forward for a discussion.

Chairperson Boswell asked Mr. Delacourt what advantages there would be to doing an Ordinance. Mr. Delacourt said that he did not see any, especially until MDOT came up with implementation. Staff had the ability to discuss road projects with appropriate agencies now, and Staff felt a Policy was a better direction to take.

Mr. Schroeder said that one of the biggest concerns was dedicated bike lanes in the roads. Mr. Hooper agreed that a Resolution and policy was the way to go, not an Ordinance. He thought it could be similar to what Midland had done. The City of Saline had passed an Ordinance, and he felt that there could be a few items from that they could use in the Resolution, but he did not see the need for an Ordinance.

Mr. Hetrick agreed that it made sense to have a policy. The way it had been presented, they would be suggesting places that should have a certain type of treatment. Having a bike path in some roads might not be a good idea.

Mr. Delacourt thought that a policy could answer some of that. It would say that "these items would be considered in designing a road." If not appropriate, they would not be put in place. The next Master Thoroughfare Plan could identify where and where not something should be put. When the Plan was done, perhaps an Ordinance could be looked at. Mr. Hetrick agreed that made more sense. If there were a more strategic view of how traffic would flow, be it vehicles, pedestrians or bikes, they would have a better shot at making something more workable. Mr. Delacourt said that the intent was to give local communities more of a say when it came to County and State road projects. It did not mean those agencies would have to implement something.

Chairperson Boswell said the Commissioners were all in agreement that Staff should develop a Policy for Complete Streets. He agreed that the Policy Midland used looked pretty good. Mr. Delacourt said that if everyone looked through that one and the Ordinance from Saline and they wanted to see something incorporated, they should let him know. The City had always looked to make connections other than motorized for pedestrians, and a Policy would put into words

what the City and Planning Commission had done over the years.

Mr. Anzek brought up a concern with unfunded mandates for Complete Streets, and he thought that the City deserved a pat on the back. There was the foresight to develop a pathway system and connectivity from the trails and parks. He was concerned that some standards might get imposed upon them which would cause a great cost, so he thought a Policy was good because it would not lock them in. Staff would take its time with the Policy, and the next Master Thoroughfare Plan and what came from MDOT would add to it.

Discussed

ANY OTHER BUSINESS

Mr. Schroeder mentioned that the Detroit Water Board settlement had come after 30 plus years after going to court. The new judge, Cox, cut it all off and said that in six months he wanted to be out of there. Mayor Bing had agreed to the new board. Mr. Schroeder felt that it was amazing that after all the lawsuits, it had been settled. The suburbs now had three people on the Board and Detroit had four. It took five people to approve expenditures, and the Detroit City Council still had the final say.

Mr. Schroeder commented on the City's proposed water reservoir. He felt it should have passed, and that it would save the citizens and the City money. He said it was sad that it became a political solution, and that a very select group of people could create a compromise. He stated that it was not for the common good of the people. It benefited a small interest group, and it cost everyone money. It was like the garbage collection issue. It took so long to straighten it out, but it was now saving him money personally.

Mr. Hooper said that his was the only dissenting vote. Ms. Brnabic said that she heard there were hundreds of people picketing in the parking lot, and she asked if that was true. Mr. Hooper said that the paper reported that 350 people were there, but there were actually 203 seats, so there were about 203 people. There were people with signs out front.