

**OFFICIAL PROCEEDINGS  
MARQUETTE CITY PLANNING COMMISSION**

**June 3, 2025**

A regular meeting of the Marquette City Planning Commission was duly called and held at 6:00p.m. on Tuesday, June 3, 2025, in the Commission Chambers at City Hall. A video of this meeting is available on the City's website.

**ROLL CALL**

Planning Commission (PC) members present (7): W. Premeau, Vice Chair K. Clegg, M. Rayner, J. Fitkin, Chair S. Mittlefehldt, A. Wilkinson, S. Lawry  
PC Members absent (2): D. Fetter, K. Hunter  
Staff present: City Planner and Zoning Administrator Dave Stensaas

**AGENDA**

*It was moved by S. Lawry, seconded by K. Clegg, and carried 7-0 to approve the agenda as presented.*

**MINUTES**

The minutes of the May 20, 2025, meeting were approved by consent.

**PUBLIC HEARING**

**A. 01-PUD-03-25 - Preliminary PUD Plan review for W. Magnetic St.**

D. Stensaas stated:

The Planning Commission is being asked to review an application for a preliminary Planned Unit Development – PUD - approval. The Planning Commission determined that the proposed PUD met the criteria for qualification as a PUD at a public hearing on March 18, 2025. The project application is for a proposed PUD of a mixture of townhome types - 1 unit, duplex, triplex, and 6 unit - for a total of 36 units to be located at the three existing parking lots on the south side of W. Magnetic St., between Lee St. and Fourth St. The Planning Commission is now prepared to conduct a public hearing for a preliminary site plan review and then draft a recommendation to the City Commission who will determine whether to approve or deny the PUD at a public hearing to follow. If approved by the City Commission, the City Attorney will prepare a contract. After the contract is recorded, and that is a contract between the developer and the City, the applicants can submit a final site plan to the Planning Commission for their determination of conformity to the contract and compliance with the Land Development Code. Only after these steps are completed and any conditions of approval are complied with, can staff issue permits for the development of the PUD. In the application packet that the Planning Commission has, we'll go over that here, there is our Staff Review Analysis, staff report, and that covers all the applicable Land Development Code sections, provisions, site plan review standards, details, everything that is attached which includes the applicant's application, the narrative responses to staff comments, and staff comments, narrative from the applicant about how they are meeting different sections of the code, staff comments and replies are included in here as usual in bold.

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Then we have the area map of the parcels, subject parcels outlined in blue. Block map, zoning map, this is all in Medium Density Residential zoning. Across the street we have Mixed Use, photos of the site, and then we have the preliminary site plan set showing the various phases of development and details, renderings of the site with the layout of the floor plans and building elevations, some plat information, and that's it.

S. Mittlefehldt said that she would like to call the applicant up to talk us through some of the changes that we saw from the first plan to this, and the status of the project at this point.

Mr. Bob Mahaney, CEO of Veridea Group, stated:

Thank you, commissioners, for the chance to be here tonight and for considering our PUD application. We were here back in March, and we got a lot of good feedback from that meeting, both from yourselves and the public. The plan that you have before you reflects our efforts to address some of that feedback with a revised plan. In addition, we had a neighborhood meeting on April 14<sup>th</sup>, kind of a town-hall format, where we invited all the neighbors from a three-block surrounding area of the master site. We had about one hundred people there, and again, it was a very productive session, a lot of good feedback. I'd like to go into a little bit more detail in terms of how we've addressed the public's concerns and comments. First, I should introduce our team, which is here to help if you have any questions. Michele Thomas is here; she is our Director of Commercial Real Estate. Brent Pizelle, as well, is our Director of Construction Management. Mike Corby is here as the President of Integrated Architecture - the architect engaged on this project. Mike has 30 plus years of urban planning background and I'm very fortunate to have his expertise and impact on this project. And we have Brian Savolainen, our civil engineer, who I'm sure many of you know from his long track record of working here in the City of Marquette.

In brief, our PUD covers 3.1 acres, as you saw, lying south of Magnetic street. This is the former staff parking lots for Marquette General Hospital. It's currently about 100% asphalt, impervious surface. I want to start off quickly by talking about the overall layout, the townhomes and our intent on building design. The buildings themselves have a very traditional, brownstone design. Obviously they will have modern features, but we really wanted to try to carry on and continue the color palette found in many of our historic buildings and carry it up here to the site. Again, from a color palette standpoint, try to bring those historic elements of Marquette into this site. You'll see that reflected in the brick we've chosen and other things.

The other thing we're trying to do is create strong pedestrian connectivity, both within the PUD we have before us, but also connecting to the north where we will have some significant green space and a large park as part of the development that goes on north of Magnetic. The current plan in front of you shows 36 townhomes. I believe our previous presentation had 40, so we have reduced the count by ten percent. These are mostly three-bedroom, two-car garage units. All are two stories in height. The previous plan had some that exceeded two stories. For green space, we've increased the amount of green space. We now have almost 30% of the

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ground area as green space, pretty close to an acre of the 3.1 acre site. I'd like to quickly touch on some of the issues that were raised by the public in the two meetings that I referenced. In no particular order but obviously one as you all heard in the one meeting was the access to Piqua, the use of Piqua Street. We've eliminated the access drives to Piqua; there's no connectivity to Piqua. All access will now be off of Magnetic. Some residents south of Piqua expressed concerns about vehicle lights shining into their homes should we use the Piqua drives. In addition to removing the Piqua drives, our intent is to add landscape berms or fencing to further block any lights from being directed south into that area.

Some people expressed concern about the density. As I mentioned, we reduced the total number of homes from 40 to 36. I would note that under current zoning, we could construct up to 46 homes under Medium Density Residential. So, we're at 36, less than what would be allowed if we went the conventional route. I'm not suggesting forty six homes is appropriate, just thought it was an interesting element in the code.

Some claim that we didn't take into account garbage dumpsters. There are no garbage dumpsters. Instead, garbage will be picked up curbside and bins will be kept inside garages, that will be a requirement of the HOA. This is a condominium development, so there will be common bylaws and an HOA. There was concern about snow storage space. We added additional green space, we feel we have plenty of space for snow storage and if it gets to be too much - like we do with a lot of our commercial buildings - we'll have it hauled off site. Another concern was expressed about whether we were going to have short-term rentals such as Airbnb. We will put in the condo bylaws language that effectively will prohibit short-term rentals. That's the same thing we did at Hemlock Park with our single-family development down there.

Others had concerns about the impact of demolition on their properties. We heard some people talking about foundations cracking, movement in their buildings, that sort of thing. I feel for those people, however that's not our responsibility, as it was the responsibility of the Foundation and Adamo. We take ownership of the property where the demolition took place once Adamo has completed all the demolition work. So, I'm not trying to pass the buck, that's just how that works. We're not part of the demolition activity, the demolition contract. And we explained that to people, that the people to talk to on that would be the Foundation and Adamo. And the last thing I want to close with, before I answer any questions you might have, is just that in the public meetings, especially the April 14th neighborhood townhome meeting, there was a lot of positive feedback as well. We really appreciated that. Hopefully, we've improved the plan as much as we can to everyone's satisfaction. One thing I've learned in this business is that while we try to take into account and address the concerns of everyone, it's pretty darn tough to bat a thousand, but we tried, and hopefully that's reflected in the plan, I think we have. So, with that, we'd be happy to answer any questions.

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K. Clegg stated you mentioned that Adamo is doing the demolition on the hospital site, but your adding additional green space to what is currently a parking lot, and I'm assuming they or you are going to remove that? Who is doing that sort of thing?

Bob Mahaney replied that his contractor will be removing the asphalt.

S. Mittlefehldt thanked Mr. Mahaney and stated:

That was very thorough, we appreciate that. At this point, we will listen to any correspondence. She asked D. Stensaas if there was any correspondence. D. Stensaas answered no.

S. Mittlefehldt then opened the public hearing.

Grant Soltwisch, of 365 W. Park St., stated:

First off, I want to say thank you that we're actually going to have something there rather than empty space or a parking lot. We're not looking for a large development for folks but I'm really glad to see it and something happen. And I appreciate that my comments were taken into account from the public meeting. My main concern was not only traffic and people but also, what we experienced when the hospital had that parking lot, every day we had a light issue. There is a 20-foot difference between my living room window and cars coming in on Magnetic St., and so anytime somebody came in, their lights would shine right into the living room in the house. So, they took that into consideration by putting in a berm. But my question for them that hasn't been answered is with the sixplex - the way it's sitting if it possibly could have been turned to block parking with the building, or if it could be an "L" shape? I don't know if they looked at that or not.

Mr. Mahaney stated we did look at that, but the short answer is we couldn't make it work effectively. I'm not trying to pass the buck here to Mike, but I know the staff looked at it and the only possibility was to put the sixplex this way and the triplex this way.

John Gumaer, of 720 W. Kaye, stated:

I was one of the participants in the April 14<sup>th</sup> meeting and I've also been watching this project. I would like to thank the developer for incorporating feedback from the different public meetings to make this a better overall project for the neighbors and the community as a whole. It's clear that they're vested in making this happen in a responsible way. Thank you.

S. Lawry asked staff if the proposal is to have Magnetic St. addresses for all these buildings, except perhaps those on Lee St.?

D. Stensaas answered yes, I would think so, it's the frontage for most of these buildings.

S. Lawry said:

I had some concerns about identifying it for emergency personnel, and I would encourage that we put a condition on it that the building address numbers be posted on the north wall of the buildings putting those that are set back in the parking lot and it would be easier for emergency

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responders. There is quite a bit of landscaping proposed, most of it to meet code, and I'm wondering if an irrigation system will be included? I didn't see it on the water utility plans.

Mr. Mahaney answered "definitely".

S. Lawry stated:

I know that some of it is just conceptual, but it does show plants also on the balconies, and people see the concept and want to adhere it, and will need outside access to water as well. That's something we don't often see in this type of development.

Mr. Mahaney said:

One of the lessons I've learned over the years is that for the landscaping to continue to look right, you have to invest in it with irrigation and such, you have to just do it now.

S. Lawry stated:

In response to Mr. Soltwisch's concerns, the landscaping does show evergreen hedges or tree plantings at the ends of those driveways to block the light glare.

S. Mittlefehldt asked if the fencing could be described.

B. Savolainen stated:

The type of fencing is yet to be determined, but in addition to the screening of the hedges there, one thing you don't see on this overall plan, is there is a significant grade change from Piqua out to the front of the road. Actually, where we dead end, we have about a 4-ft. cut from what's there right now. So where the grade was before, at the podium height, is now down at the floor, so that will also help create more of a natural berm. The floor will be set lower.

B. Mahaney said they will be starting 4' lower, and want to build a berm that looks nice on both sides and accomplishes what you need, which is no headlights coming through.

S. Lawry said:

Thank you and I commend the developer for being responsive to the comments that we received.

W. Premeau stated:

I have one comment that someone is concerned about their foundation getting cracked. So, after you spoke about "it's the other guys that did the demolition", I'm assuming they're not going to use any compactors or anything when you're building the roads, because they shake the ground a little bit.

B. Savolainen said that it will be normal construction.

W. Premeau said:

That's right, there's a lot of shaking of the ground in normal construction.

B. Savolainen answered there is no blasting anticipated or anything like that.

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W. Premeau said:

If they roller back on that road, it's going to shake things, a small compactor shakes things. And then the other thing in this narrative here, the thing...I do not believe at all is performance guarantees, I don't see where they should have to come up with a guarantee that they're going to complete the construction. And maybe Brian can answer this - this is going to last over a period of years and we know that the new [building] code is coming out very shortly, sometime in the fall supposedly, and when that code comes out it's going to change the requirements. I don't know if you can get a permit now and be good for 4 or 5 years. I'm not sure what the length of a building permit life is.

B. Savolainen stated:

I would think with the City Code that would be more of a question for Dave, but it's our understanding that under the Code right now, when you submit at that time that's what your permit follows, it doesn't change. We have a phased plan that will develop over a five-year period. That's part of the agreement that will be with the City of Marquette, and the Code that we're under right now is the only code we can follow. W. Premeau said he is just asking how long is a building permit good for.

B. Savolainen said he didn't know how long building permits were good for.

Mr. Corby stated:

We will be subjected to the code that is in place at the time. With each phase we will have to get a separate permit. So for instance, if the code was actually supposed to change this fall and didn't, so if it changes, if we submit, the question of what's the duration of a building permit is a good one, I don't know, typically it lasts 12 months, you have start construction in twelve months or you have to reapply, but the future phases if the codes change, those will be subject to that code, they won't be able to use the code that was on the first phase. So, it's a good point. It's not going to change anything that you see here on the conceptual level. When it gets into insulation and some electrical things it will affect construction.

S. Mittlefehldt stated:

Just to follow up on Mr. Premeau's point about the performance guarantees, Dave, I know that's something we've talked about with other projects in town. It makes sure the site plan gets implemented as presented. Is that something that's been discussed with the applicant?

D. Stensaas stated:

Not that I'm aware of and that's really at the discretion of the Planning Commission on approving a site plan, special land use permit or a PUD. You can require a performance bond but it hasn't been done in a long time. We talked about it in relation to the fiasco at the Gaines Rock Townhomes, that in certain large project circumstances, going forward, it might be a good idea to get a landscaping bond beyond what's required by the Engineering department for right-of-way work. That it's totally at the discretion of the Planning Commission is what was decided when we were talking about it with the Land Development Code amendments that we spent

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months working on recently, which, by the way, have nothing to do with Code changes for the Building Code that the City does not administer.

S. Lawry stated:

I would like to give Veridea credit for the fact that they have done well on those projects without any development issues that were aware of, and I think they've done a lot to establish a very good track record, and I think we should credit them for that. I see no reason to do this. I guess if there's a concern that because it's such a long-term project that they might at some point transfer the project to someone else, we could reserve the opportunity at that point to consider it, but I think their intent is to finish it and I think they've finished all of their other projects quite well.

D. Stensaas stated I also think it's at the discretion of the City Commission to write that into the agreement with the developer if they so choose.

*It was moved S. Lawry, seconded by K. Clegg, and carried 7-0 that after review of the PUD site plan - including pattern book items dated May 5, 2025 and the staff file review analysis for 01-PUD-03-25; the Planning Commission previously established the PUD met seven out of ten required objectives and the criteria to be eligible for a PUD of Section 54.323(f) of the Marquette City Land Development Code - the preliminary PUD plan meets Section 54.323(h) of the Marquette City Land Development Code and recommends that the City Commission approve the PUD with the condition that an amended plan be submitted meeting the City staff comments for final site plan review, particularly concerning lighting, landscaping, fencing, and engineering details. This includes the variances for the larger multi-family unit and the reduction in front and rear lot setbacks.*

**NEW BUSINESS**

S. Mittlefehldt stated we have a reading on micromobility that Dave sent to us, which I found very interesting. I think we've seen a very rapid uptick in scooters, electric bikes and all kinds of new ways of getting around. I think this is something that is going to become increasingly important for us to address. Dave, did you want to talk about the micromobility stuff at all?

D. Stensaas stated:

Sure. Did anybody have a chance to go to one of the public input sessions that Toole design coordinated? The active transportation plan they are helping us develop will have some recommendations for how to incorporate those devices into our current network of multi-use paths and streets, hopefully in a better, more systematic way. Right now, there is quite a bit of conflict going on, especially with the multi-use path system, and I can't speak for the Police Department or the City Manager's office, but I think that the bad behavior problem is probably going to have to be resolved through enforcement and ticketing people. I don't know how else it gets resolved. I think a goal really for a good pedestrian and bicycle system is to make people

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the center of the city, what the city is designed for, and not cars. That's kind of like the utopian vision we have of cities, right? That they're designed for people and we can all get around safely and not have to worry about getting hit by cars or getting run over by a bike or motorcycle or anything else. So, getting to that point from where we are is going to be a long road, no pun intended. There's a lot of work to do because right now we have some serious behavior, riding behavior or operational behavioral problems, but not only do we want to put people at the center of what we design for, but we want free up the city from cars taking up so much of our space too.

Right now, streets take up a third of the space in most cities. And then you add parking lots on top of that. So right of ways take up about a third of the space, you add surface parking, and we've got some 40, 50% of our public space is devoted to vehicle storage, access and mobility. You're going to need space for people to get around, but it's really not sustainable if our population is going to continue to explode like it is. And cities are really hampered with the cost of all that infrastructure and facilities to accommodate vehicles. So, there's potential for cities to have better places for people, for development that serves people more than cars, and environmental gains come out of that. There's a lot of upside to this, planning for this. Micro mobility devices ,though, if you have read any of this stuff, are a very challenging issue. Most of what these articles address are these fleets of scooters and bikes. Bikes haven't really been a problem. We've got a little, you can almost call it pilot project, with the bike rental thing that is in its third or fourth year now down by the Ore Dock. But with scooters, we've kind of shooed them away. They've tried to get a foothold in the City but we've kind of said no, we're not interested. When I get those calls, that's what I do. I mean, I'm not interested in the problems I've seen in other cities where scooters are laying in the streets and left for dead in certain places and create hazards and all that. These scooter companies though, have responded to that, they are responding and trying to do better from what I'm reading in some of these articles, and they have done better in some of these places. Anyway, there's some stuff to learn here that's going to become more of a public conversation as we get into, hopefully, creating a better network after we figure out how to move forward. Hopefully, we will get some good advice, good recommendations out of this planning effort, which should be wrapped up by the fall. I think by the end of the year we will have a plan and take it from there.

S. Mittlefehldt asked what is the current police ordinance is? She said she knows there's a speed limit on the bike path but thinks it's not enforced really and are there other police ordinances?

D. Stensaas said no, the police are trying to enforce the state law. I think it's now built into the vehicle code that on multi-use pathways that have any state funding, you have to follow their rules, and the rules are that Class II and III e-bikes are not allowed on those pathways. But there is no way to really gauge what's a Class II or III, aside from if it's going more than 20mph, then it's probably not a Class I e-bike, which are designed to be 20mph top speed vehicles. So, that's the challenge, that's why it's a behavior issue, it's not a design issue. It's



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kind of like a Corvette on the streets, you can't really just say a Corvette is going to be a problem itself because it can go 160mph. It's the driver that creates the speeding problems. So, you have to enforce the rules on the driver, not the vehicle.

S. Lawry said just a reminder that we had a gentleman here during one of our Master Plan sessions that was asking about the micro mobility plan, which we were talking about at that time, [if the City] can include the provision for the kind of skateboard that he rides with the one wheel. And I have seen several of them around the community. There is another group out there besides bicyclists that are looking for alternatives. When we mentioned some behavioral problems, I was in Paris last year, and even though there are special bike lanes and provisions and they are barely used there. The automobiles stop at the stop lights and stop signs; the bikers will not. Do not step off the curb into a crosswalk because the bikers ignore the stop signs and we found that to be very much the case.

S. Mittlefehldt said that one of the articles said they banned electric scooters and stuff in Paris and other cities, which I thought was interesting. Different cities are taking different approaches to do this. I just think it seems like the biggest violators of all this stuff are middle school teenage boys. Not to stereotype, but I wonder if there's, again it comes down to enforcement, but maybe education or something.

M. Rayner stated it's been some near misses on the path behind me. I can see scooters taking advantage of them, which I'm not sure that's legal for them.

A. Wilkinson said I don't think any of us know the solution to it. I have a Class III e-bike. I try to keep it on the street as much as possible. I was also going down Lakeshore a week or two ago. I was going 25, that's the speed limit through there. I was just looking to be on the street and keep up with everybody. I looked back and there were a dozen cars behind me, and one was riding right up behind me. I didn't feel safe, so I got up on the bike path at that point. And I rode slower, I was trying to be respectful, but as someone who is trying to follow the rules in place, I have found myself not feeling safe. I use the stop signs. I try to be a good user of the roads.

S. Mittlefehldt said that is why I don't correct my kid when she's riding on the sidewalk. I know you're not supposed to ride on the sidewalk, but there are certain streets that it's not safe to ride a bike on that street, so then you do what you have to do.

J. Fitkin stated I agree with it makes more sense to have speed limits than restrict certain types of bikes, because it's about the driver.

D. Stensaas stated the only prohibition of riding on sidewalks is in business districts. Pedestrians should have the right of way on a sidewalk, and you have fixed objects which are a hazard, it's a lot easier to run into something and hurt yourself on a sidewalk. At one of those events last week, the one at Blackrocks, I was talking a couple people and one of them lives close to Third St. and said they've been telling their kids to ride on the sidewalk because they don't feel safe

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riding in the street. So that brings up a whole other issue about changing the layout of the street potentially. It's a wicked problem.

A. Wilkinson said he lived in the city for a few years now and have heard that Third St. was at one point a one-way street. Why did that change, out of curiosity?

S. Lawry said that Third St. was one way south, and Front St. was one way north. Basically, the business association felt that it deprived them of a lot of their trade because they couldn't get two-way traffic, especially from the downtown area. They were not part of the DDA at that time, they had a separate organization, the Village Business Association. It was one-way for probably at least ten years I'd say, maybe closer to fifteen. Eventually they convinced the City to change it back. It didn't necessarily function any better because, even as one way, it still had parking on both sides and two lanes of traffic and so it was still taking up the entire pavement. It created issues, more difficulty with people getting out of their cars. They may have stated their case enough to convince the Commission that it should be changed back.

J. Fitkin said I would second the interest in Third St. one way once again. But that's interesting, I didn't know it was paired with Front St. in the past. I would suggest paired with Fourth St. It might not be super relevant, but I thought that it was an interesting suggestion for the future and have one lane of traffic on each one-way and angle parking on one side, and the other side for pedestrians, or just bikes.

D. Stensaas said the idea of one-way on Third is gaining momentum again. When we did the corridor plan in 2013, the consultant that led that project for us was a retail expert and he interviewed all of the business owners on the street, and at the time, there was no interest in going back to one way. But I talked to one of the business owners recently who said she would support it and I've talked to other business owners that are feeling the same way at this point, and I know just from some discussion with the DDA director that they would be more inclined to see it refigured as a one way street than to take parking off of one side of the street. They see it as a non-starter, to remove parking. That was the biggest issue with the business owners, as Steve said, it's still the same. And the data supports what the retail expert who led that project in 2013 said, the data absolutely supports that once you make a street one way, there is going to be less vehicle traffic and likely less retail traffic. Removing parking is the other part of that equation, and maybe it's a little bit mitigated if you at least have parking on both sides of the street.

K. Clegg said if there was angle parking on a one-way, wouldn't there actually be more because right now they're parallel parking.

D. Stensaas said I don't know. Spatially there might be more space, but it depends on what you want to do with the pedestrian and bicycle space. It might be harder to accommodate that with angle parking.

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W. Premeau said Steve can correct me if I'm wrong, but you use angle parking, you have an 18' parking spot, you have to have 18' behind it, that's 36' of a 32' wide street. The other question, for all the bikers is, has the law changed or don't bikes still have the same rights as an automobile? They used to, and they could ride down the road, and you signal I'm going to turn right, you signal I'm going to turn left, but has all that changed that you have to have your own designated path to drive on? You should be able to drive down any road without any real problems.

D. Stensaas said yes, that's the law, you can ride in streets except for limited-access highways.

W. Premeau said I don't see the real problem. The other problem we used to have but now with global warming, we're going to have constant bare streets and warm weather, but if it doesn't come to fruition in the near future we still have a lot of winter, and you don't see a lot of bikes out there. I mean, I have nothing against bikes. The only other suggestion I would make, and I don't know maybe they do it but are they still teaching bike safety in school, telling you your angles out straight, your hand goes like this, or did they give that all up?

K. Clegg said that they do not. One of the things that I've done for my school is start a bike class where I've been taking it upon myself to lead kids that I know are on my route with my own kids to school. We sent text messages to their parents that said if your kids are in the street, they can ride with us. We teach them how to travel on the roadway, how to signal, when to stop, and how to get safe routes to school. There is funding through the safe routes to school program and the League of Michigan Bicyclists to fund these programs into expanding into schools, but we haven't gotten that far yet. It is a problem, we can see that now, especially with the way middle schoolers and high schoolers are using e-bikes, on paths with way too fast of speeds and they're not being courteous and knowledgeable riders. We've been having City outreach through programs like the Bike Rodeo that mitigate that well.

D. Stensaas said we are kind of hoping the school resource officers will pick that back up as something they could put on as short trainings. That's what they used to do at school. Police, Officer Friendly would come to the school and teach the kids about how not to get hit by cars as a pedestrian or cyclist. Wayne's comment that it's legal to ride on the street with a bike, that's true, but a lot of people aren't comfortable riding on the streets with other vehicles and a lot of people driving motor vehicles are not courteous to bikers. It's a two way thing. There's a lot of people riding bikes that don't follow the rules, there's a lot of people driving their cars that make bikers feel very uncomfortable.

S. Mittlefehldt said winter does make it extra challenging. If you attempted to bike year round, when you get to the snowbanks, they're encroaching, and you can't see.

D. Stensaas said there are a lot of great street designs out there in places where they have money and where they've redesigned the streets in ways that make it a lot more comfortable for people to ride bikes. There a lot of cities in the world where people are very comfortable

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riding bikes. You have a lot of people as a percentage of the commuters using bikes to get around. In Japan, there are garages for bikes. People have hundreds or thousands of bicycles stored where they end up for travel to their work, or school.

S. Mittlefehldt said she has the QR code here if anyone wants to take the Active Transportation survey, and this could be a good catalyst for the next phase that might involve the Planning Commission at some point. Then we could take these recommendations and figure out where we're going.

W. Premeau said you're talking about obstacles. The biggest obstacles I can see right now for automobiles and bicycles are the garbage containers all over the streets. I have seen people weave and turn and try to get around those things. It's just crazy. You get up in the morning and they're all over. They're not on the side of the road anymore.

D. Stensaas stated yes, the City is dealing with Waste Management right now over problems with the contract.

M. Rayner stated that seems to have increased just lately, they're on the streets and on their sides. My street doesn't have sidewalks, so it makes it doubly hard. Kids are trying to walk around those to get over to the high school and it's not a safe situation.

**STAFF COMMENTS**

W. Premeau stated:

The only comment I want to make is when I brought up the bonding requirement, or that cash bond, it said in this packet to be determined by the Commission. There are three or four items there that say to be determined by the Planning Commission.

M. Rayner stated:

I like the new [PUD] plans. I think they utilize the space more effectively and I like having a little bit more green space with lots of vegetation.

K. Clegg stated:

I was glad to see that Veridea took into account the public comment in their new revised plans, I thought they were good.

A. Wilkinson stated:

I like that Veridea took some of the notes from the community, and also, the new housing is awesome. And I appreciate everyone indulging in the bicycle talk.

J. Fitkin stated:

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I agree with everyone else in that I appreciated Veridea's consideration of the public's thoughts and the neighborhood thoughts.

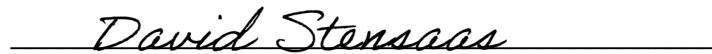
S. Lawry stated:

I think there is some sympathy to the [PUD] neighbors. They're projecting this as about a five year project just for this development, not even talking about getting across the street yet. And so, it looks like it's a perpetual construction zone. I'm not sure we can tell the neighbors that they're not going to be affected by construction. And it is a little bit frustrating when we read repeatedly what Marquette County's housing units are, and they're going to put up three units here, three units here. It adds to the frustration that we're seeing development, but it's nowhere near what we need per the study.

S. Mittfehltdt thanked Dave and Eric for their efforts with the Bike Rodeo and its success.

**ADJOURNMENT**

Chair S. Mittlefehldt adjourned the meeting at 7:05 pm

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Prepared by A. Cook, Administrative Assistant; and D. Stensaas, City Planner and Zoning Administrator,  
Planning Commission Staff Liaison