

**AGENDA
CITY OF BESSEMER
PLANNING COMMISSION**

Regular meeting of the City of Bessemer Planning Commission to be held in the
City Hall Council Chambers on Tuesday, April 2, 2019, at 6:00 p.m.

COMMISSION MEMBERS: Kryshak, Osier, Beninghaus, Nyquist, Miskovich

ROLL CALL

APPROVAL OF MINUTES – Regular Meeting – March 5, 2019

OLD BUSINESS

- 1) Training**
- 2) Ordinance No. 371 – Discussion – Clearboarding vs. Plywood**

PUBLIC COMMENT

ADJOURN

**A regular meeting of the Planning Council for the City of Bessemer
was held in the City Hall Council Chambers on
Tuesday, March 5th, 2019 at 6:00**

Osier called the meeting to order at 6:00.

Members Present: Osier, Kryshak, Beninghaus, Miskovich, Nyquist

Members absent: none

These members constitute a quorum

Bill McDonald was thanked for his time on the Planning Commission and George Beninghaus was welcomed.

Miskovich made a motion to accept the minutes and place them on file. Kryshak seconded it and it passed unanimously.

The commission continued the discussion on zoning updates recommended as part of Enabling Better Places.

The commission discussed Ordinance No. 371 about prohibiting portable storage containers over 100 square feet. The commission watched a video provided by Kryshak about people building houses out of shipping containers. Staff updated the board that taxes can be collected on Shipping Containers. The commission directed Staff to develop an ordinance to allow for Shipping containers to be used for housing and storage if it meets the following conditions: it's laid on blocks/ a pad, it's painted, it's not a semi-trailer, it's done via a special use permit, it's mindful of neighbor's views, and storage is kept in the backyard.

Ordinance No. 372 to amend zoning ordinance to prohibit recreational marijuana establishments was discussed. Kryshak made a motion to recommend the ordinance to the council. Beninghaus seconded it. Yes: Kryshak, Osier, Miskovich, Nyquist, and Beninghaus. No: none It passed unanimously

During the Public Comment period, Bill McDonald inquired about the Rental Inspection Program and was informed that the council was responsible for that.

Beninghaus made a motion to adjourn the meeting. Kryshak seconded it and it passed unanimously

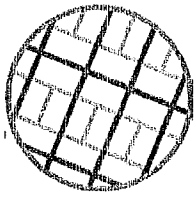
ADJACENT NEIGHBORHOODS

Streetscape

Streets provide the foundation for any neighborhood and this is one way the adjacent neighborhood is quite different from the downtown or main street. Simple changes to the zoning code and street design standards can help segue from the main street or downtown to the quieter residential neighborhood.

Stage 1: Short-term fixes

1. Maintain existing streets and alleys. *Mostly follow*

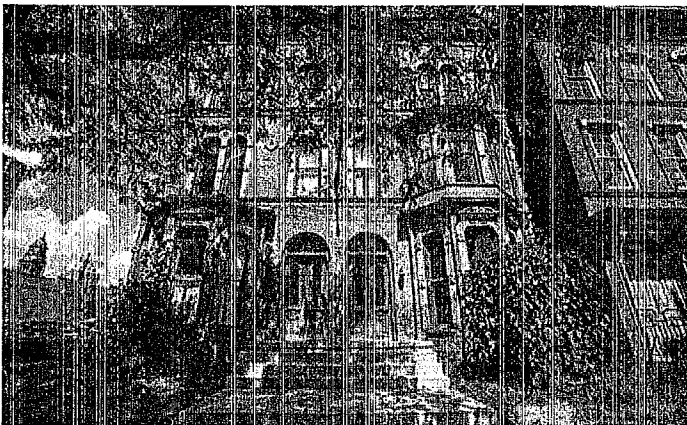


Within neighborhoods, existing streets and alleys should not be abandoned or closed to public access. Alleys are key to providing parking access where lots are 50 feet wide or less. Within neighborhoods, land uses that request closure of an alley are likely out of scale with the neighborhood. While closing or abandoning streets is less likely, it too should be avoided. Adopt policy to retain existing alleys and streets.

2. Implement “20 is plenty” on neighborhood streets.



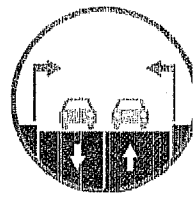
Neighborhood streets should be calm and safe, with drivers easily able to stop for kids darting across the street and slow walkers. Safety and the ability to react increase as vehicle speed decreases. At 20 mph, about 10% of pedestrian strikes are fatal increasing to 50% at 30 mph. The “20 is plenty” campaign has raised significant awareness about vehicle safety on neighborhood streets around the world. In the US, some cities have adopted citywide 20 mph speed limits on neighborhood streets, accompanied by an information campaign. While posting new speed limits will not influence all drivers, basing design speed goals and posting limits at 20 mph where authorized to do so is a positive first step that can be followed by Stage 2 fixes.



Detroit, image credit: Michelle and Chris Gerard

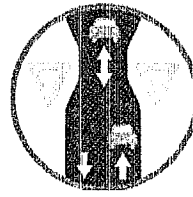
Stage 2: Mid-term fixes

1. Reduce travel lane width. *Doing w/current project*



Retail streets and neighborhood streets both benefit from slowly traveling vehicles. From a safety standpoint, slowing cars is critical to saving lives. While posting a lower speed limit is important, driver speed is more directly influenced by the size and number of lanes. Travel lanes should be right-sized to reflect a target speed of 20 mph, typically 9 feet in residential districts with exceptions where bus routes require additional width. Prioritizing restriping or roadway modification may be timed to coincide with other street improvements.

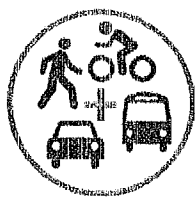
2. Permit yield streets. *I don't think we have any*



Many historic neighborhoods were developed with narrow, yield streets where two vehicles heading in opposite directions cannot pass each other without one pulling into an adjacent parking lane. Yield streets significantly slow vehicle speed. Where yield streets have been converted by restricting parking or making them one-way, convert them back to yield streets.

ADJACENT NEIGHBORHOODS

3. Develop public realm standards.



The quality of open space, rights-of-way, and associated streetscape elements impact the long term maintenance and overall viability of neighborhoods. Neighborhoods should have a relatively unified look and feel, supporting a comfortable pedestrian environment.

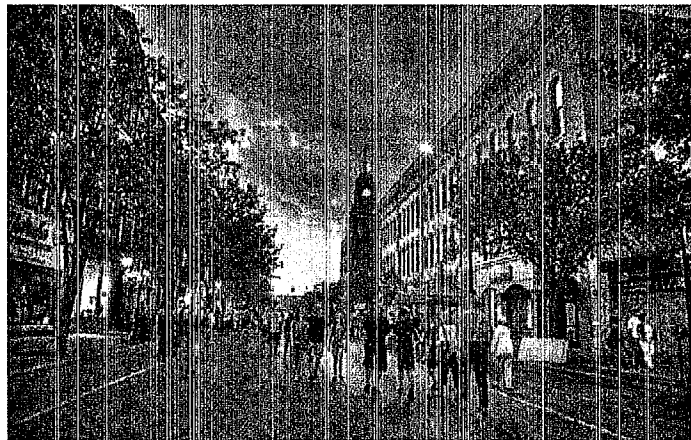
Careful attention should be paid to creating a pleasant environment, however excesses should be avoided. Keep standards minimal and reasonable. Policies should include minimum sidewalk width, on-street parking, street trees, and pedestrian scaled lighting.

4. Implement complete streets policy.

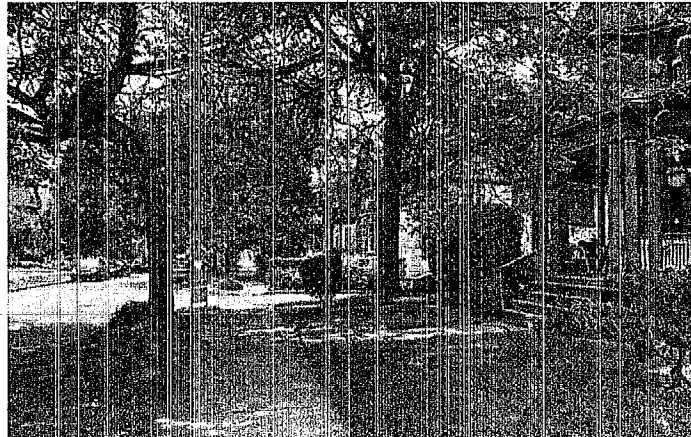


Pedestrian and cyclists represent a significant percentage of neighborhood roadway users, whose safety and comfort should be addressed. While many communities have adopted complete street policies to support pedestrians and cyclists, few have made meaningful headway in implementation.

Neighborhood complete streets are often more easily implemented than along larger roadways because travel lanes may be shared with cyclists. Bicycle boulevards and vehicular traffic diversion are relatively low cost. And in many cases the greatest impact comes from planting street trees and adding appropriate lighting and signage. Adjacent neighborhoods are strong complete street targets and typically they can connect business districts with more remote neighborhoods.



Front Street, Traverse City, image credit: Joey Lax-Salinas



Leverette Street, Corktown, image credit: Susan Henderson

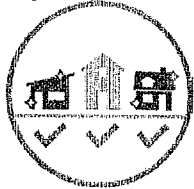
ADJACENT NEIGHBORHOODS (R-2)

Form

A primary concern in historic neighborhoods is how lot size regulations were applied in the first half of the 20th century. Many Michigan neighborhoods have non-conforming lots and setbacks. It should be a priority to match the zoning regulations to the context.

Stage 1: Short-term fixes

1. Make existing lots conforming. *R-2 district requires 45' lots we have several 25' lots. We also have houses built to the Row*



In many cities, historic lots with existing buildings have been made non-conforming through zoning. In the first half of the 20th century, many communities adopted suburban standards that did not reflect the existing platting. With this process, many existing lots became non-conforming. Adopt language to

bring existing lots with structures into conformance with zoning. Example: Existing lots with dwellings made non-conforming by zoning standards specifying minimum lot size or dimension are hereby deemed to be conforming lots instead. Existing dwellings made non-conforming by zoning standards specifying minimum setbacks are hereby deemed to be in conformance with setback requirements and may be modified in their present position.



2. Permit new buildings to align with existing buildings.

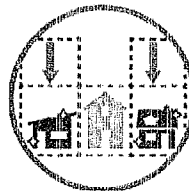
Broad adoption of suburban zoning standards has often resulted in front setback requirements that exceed the average front setback in existing neighborhoods.

Setting new buildings back further than existing buildings is detrimental to neighborhood character. To address this, permit new buildings to either meet the minimum setback or align with neighboring buildings.

In some neighborhoods houses are built to the Row but are still 10-15' from the road. Currently they have to build 10' back past their house & there's not always room.

Stage 2: Mid-term fixes

1. Modify minimum lot size and setback standards to match existing lots.



As discussed in Stage 1, historic lots with existing buildings made non-conforming through zoning should be made conforming. To fully protect the historic pattern that originally established the neighborhoods they are in, lot size and setback standards should be modified to reflect existing lots and structures in the neighborhood.

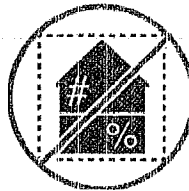
2. Eliminate specific design standards for townhouses and multi-family buildings.



Design standards that require vertical or horizontal alignment changes in townhouses and multi-family buildings, intended to avoid large or monotonous building facades, result in erratic design that is more visually distracting than monotonous buildings.

We don't have

3. Eliminate density / FAR and unit size restrictions.



Per-property density or floor area ratio restrictions are unnecessary in adjacent neighborhoods. Height, setback, and building footprint requirements address issues of building bulk. The building code and fire code address issues of residential unit size and life safety. Additionally, parking requirements often restrict development intensity.

We do have a 50% max density meaning house, garage, accessory dwelling unit can only take up 50% of lot. SF home requires 2 parking spaces. Does include in garage & driveway. MF housing requires 1.5 spaces for each unit. This is a little higher than some communities. Some base it on type of unit ie studio: 1.5 1 bedroom: 1.25 2 bedrooms: etc.

ORDINANCE NO. 371

CITY OF BESSEMER, MICHIGAN

An Ordinance to regulate the use of Shipping Containers for storage and housing.

Add to Section 2.21 Definitions-- S

Shipping Container is a large standardized, durable, closed steel box, designed and built for intermodal freight transport. These containers are known under a number of names, such as intermodal container, simply container, cargo or freight container, ISO container, shipping, sea or ocean container, container van or (Conex) box, sea can or c can. The standard sizes are either twenty or forty feet standard length, 8 feet 6 inches or 9 feet 6 inches in height, and 8 feet in width.

Add to Table 4-1, Use Matrix – pg 14 as part of Single Family Dwellings

Use/ Activity	Districts								Std Section
	CE	R1	R2	C1	C2	M1	M2	PUD	
Shipping Containers used for housing	S	S	S	S	S			S	9.11 E

Add to Section 4.5

Use/ Activity	Districts								Std Section
	CE	R1	R2	C1	C2	M1	M2	PUD	
Shipping Containers used as storage	S	S	S	S	S	S	S	S	9.11 E

Add to Section 9.11 E

Shipping Containers: Shipping Containers (except semi-trailers) permitted by Special Land Use Permit in all districts for the use of storage and permitted in CE, R1, R2, C1, C2, and PUD for housing and must meet the following requirements

- 1) The Shipping Container(s) must be installed on blocks or a poured concrete pad.
- 2) The Shipping Container(s) must be repainted and the paint must be kept in good, non-flaking, condition
- 3) Semi-Trailers are not allowed
- 4) Shipping Container(s) used for storage must be kept in the backyard

- 5) **If the Shipping Container is not of Standard length, height, and/ or width, specific approval of the size is required.**
- 6) Shipping Container(s) used for housing must meet all state building code requirements.
- 7) **No more than one shipping container allowed per lot (or no stacking)**
- 8) **Not to be located on any utility, Right of Way, or easement**
- 9) **Not located as to impede ingress, egress, or emergency access**
- 10) **Must abide by setback requirements customary for Accessory Structures in each given zone.**

This ordinance becomes effective fifteen (15) days after the date of its enactment.

Ordained and Enacted into an Ordinance at a regular meeting of the City Council of the City of Bessemer this _____ day of _____, 2019

First Reading:

Public Hearing:

Second Reading:

Published:

ATTEST: _____

James K. Trudgeon, City Clerk