

AGENDA

REGULAR MEETING OF THE MIDLAND CITY PLANNING COMMISSION,
TO TAKE PLACE ON TUESDAY, JANUARY 14, 2020 7:00 P.M.,
COUNCIL CHAMBERS, CITY HALL, MIDLAND, MICHIGAN

1. **Call to Order**
2. **Pledge of Allegiance to the Flag**
3. **Roll Call**
4. **Approval of the Minutes**
 - a. Regular Meeting – December 10, 2019
5. **Public Hearings**
 - a. **Zoning Petition No. 628** - initiated by Shannon Romanik to rezone property located at 3115 Isabella Street from RB Multiple Family Residential to RA-1 Single Family Residential.

Public Hearing Process
 1. Staff presentation and overview of petition
 2. Petitioner presentation
 3. Public comments in support of the petition
 4. Public comments in opposition to the petition
 5. Opportunity for petitioner rebuttal and final comments
 6. Closing of public hearing
 7. Deliberation and possible decision by Planning Commission
6. **Old Business**
7. **Public Comments (unrelated to items on the agenda)**
8. **New Business**
9. **Communications**
 - a. **Site Plan Review Process**
 - b. **Capital Improvement Plan 2020-2026** – *Enclosed within packet only.* Staff presentation and public hearing scheduled for January 28, 2019.
10. **Report of the Chairperson**
11. **Report of the Planning Director**
12. **Items for Next Agenda – January 28, 2020**
 - a. **Site Plan No. 395** - initiated by DGR Properties, LLC for site plan review and approval of a five (5) building, 32,100 square foot mini-storage facility located at 916 Waldo Avenue.
 - b. **Site Plan No. 396** - initiated by D & M Site, Inc. for site plan review and approval for an 8,820 square foot medical office facility located at 217 N Saginaw Road.
 - c. **Site Plan No. 397**- initiated by Jerome Schafer for site plan review and approval of two (2) site condominiums totaling 33 residential units located at 204 Commerce Drive.
 - d. **Capital Improvement Plan 2020-2026** –Staff presentation and public hearing.
13. **Adjournment**

**MINUTES OF THE REGULAR MEETING OF THE
MIDLAND CITY PLANNING COMMISSION,
TO TAKE PLACE ON TUESDAY, DECEMBER 10, 2019 7:00 P.M.,
COUNCIL CHAMBERS, CITY HALL, MIDLAND, MICHIGAN**

1. The meeting was called to order by Chairman Mayville at 7:00 p.m.
2. The Pledge of Allegiance was recited in unison by the members of the Commission and the other individuals present.
3. Roll Call
PRESENT: Bain, Broderick, Hanna, Heying, Koehlinger, Mayville, Pnacek, Rodgers and Sajbel
ABSENT: None
OTHERS PRESENT: Grant Murschel, Director of Planning & Community Development, Nicole Wilson, Community Development Planner and five (5) others.
4. **Approval of Minutes**
Hanna made a motion to approve the minutes of the regular meeting of November 12, 2019, seconded by Rodgers. Motion was approved 9-0.
5. **Public Hearings**
 - a. Site Plan No. 393 - initiated by Tower Pinkster on behalf of the Midland County Fairgrounds for site plan review and approval of a 101,933 square foot Equestrian Center located at 6905 Eastman Avenue.

Murschel gave the staff presentation for Site Plan No. 393.

Mayville inquired as to the point from which the 300-foot property owner notifications are measured. Murschel responded that the radius is measured from the property line.

Bain inquired as to the ownership entity of the property and as to the methods and manner of disposal of equine waste. Murschel deferred to the applicant to discuss the ownership structure and the procedures. Hanna asked as to the intended seasonality of the facility. Murschel deferred to the applicant to identify the goals for use of the facility.

Bain asked about potential equine health concerns and if those concerns are within the purview of the Planning Commission. Murschel responded that the health of the equine would be the responsibility of the State Department of Agriculture. Bain asked further about the health of people visiting the facility. Murschel responded that those concerns would be within the regulation of the Midland County Health Department.

Heying asked about the Michigan Department of Environment, Great Lakes & Energy (EGLE) permit required given the presence of the private water main. Murschel responded that the EGLE permit is to inspect and permit the connection point of the private water main to the public system.

Mayville inquired about traffic and the volume statistics identified in a communication received identifying the potential for an additional 30,000 visitors to the facility annually. Murschel expounded upon the potential for future improvements to the Eastman Avenue corridor to alleviate traffic congestion as a result of the routine monitoring completed by the City's Engineering Department.

City staff did not determine that the proposed facility would not generate enough new vehicle trips to warrant a traffic study.

Mayville inquired about the condition of the roadway on Eastman Avenue. Murschel responded that road condition is within the purview of the City Engineering Department and is continually evaluated. Improvements are planned in advance when necessary following the capital planning procedures of the Engineering Department.

Hanna commented that the sizing of the driveway is concerning during the County's fair and suggested that perhaps a study is warranted and suggested that traffic is frequently backed up approximately a mile surrounding the driveway. Murschel commented that it will be worthwhile to clarify the intended attendance number with information from the petitioner to best understand the anticipated net increase of traffic.

Bain asked about the jurisdiction of Eastman Avenue. Murschel responded that jurisdiction of Eastman Avenue in this location is with the City of Midland.

Petitioner Comments:

Bill Zaske, Tower Pinkster – 4 East Fulton, Grand Rapids, MI

Mr. Zaske commented that the new facility would house 400 stalls and that 286 'permanent' stalls exist today. Mr. Zaske further elaborated that when the property hosts large shows currently, that up to five-hundred (500) temporary stalls are brought in to house the additional equine. It is the ultimate goal of the Midland County Fairgrounds to host events 50 weeks each year.

Mr. Zaske further commented that the purpose of the project is to create a cohesive facility with two arenas and its servicing stall building without exterior travel of the animals. Mr. Zaske further commented that the facility will be unique in the state of Michigan and that a waiting list exists for its use.

Hanna asked how snow removal will be handled if the facility is to be used during the winter months. Mr. Zaske commented that Midland County would be responsible for clearing the property as they currently do today.

Bain asked what uses would be housed within the facility. Mr. Zaske responded that restroom facilities, a practice arena, a performance arena and offices. These restrooms are necessary as they will be the only functioning restrooms within the fairgrounds during the winter months

Broderick asked how many weeks the current facilities are in use. Mr. Zaske responded that the facilities host 28-30 events from April 27-October 31.

Mayville clarified that the expanded use would be during the cold weather months and inquired if additional shows would be offered during the fair. Mr. Zaske commented that more animals could be housed during the fair, but that separate equine events would not be scheduled at that time.

Broderick asked about the three (3) structures to be removed and what the present use is. Mr. Zaske responded that the buildings house equine stalls.

Hanna asked about the cleaning process of the facilities between animals. Mr. Zaske responded that the policies and procedures are prescribed by the Department of Agriculture and its Manure

Management Plan requirements. Mr. Zaske further added that sediment traps are in place to gather solids and that liquid drains into the public sanitary sewer system.

Mayville asked about the EEE virus and the potential additive nature of steroid or antibiotic levels from equine waste into the public system. Mr. Zaske responded that the Department of Agriculture regulates the manner in which manure is disposed of and that the Midland County Fairgrounds follows those procedures in its Manure Management Plan. Should that regulatory body change its identified method of disposal, the facility would comply with those requirements.

Murschel recalled the previous question around the entity ownership of the facilities. Mr. Zaske responded that the Midland Horticultural and Agricultural Association is lessee to the Midland County Fairgrounds for its maintenance and programming.

Mayville asked about the proximity of the Barstow Airport and its potential noise impact upon the animals. Mr. Zaske responded that the airport and the fairgrounds have existed without issue for many years. The enclosure of the facility will further reduce the noise of the airport.

Broderick asked if the lease is based on square footage. Mr. Zaske responded that the property in total is the basis for the lease. Broderick further inquired as to the terms of that lease and if it would require review after completion of the construction. Mr. Zaske responded that the lease was recently updated.

Mayville asked about the potential for a need to further review the potentially larger footprint. Bain asked about the process of the project as relates to the alternate footprint. Mr. Zaske responded that that the building has been designed of the 101,966 square foot footprint as the intended design and thus the proposed design with the alternate identified as the smaller footprint. Murschel commented that the approval is valid for two (2) years.

Public Comments in support:

Trish Steele, 3630 North Eastman Road

Fair Manager for the Midland County Agricultural & Horticultural Society

Ms. Steele recounted the history of the Midland County Fair, the current status of the facility and the studied economic impact to the community and the region. Ms. Steele commented that the standard vaccines of the animals as required by the Department of Agriculture reduces the potential for transmission of those viruses.

Broderick inquired as to the veterinary support that exists within the community. Ms. Steele responded that several veterinarians exist within the region to serve the facility and provided names and practice locations for those professionals. The fairgrounds works closely with the veterinary resources within the region.

Public Comments in opposition:

Kristen Ulmanis (2514 Abbott Road)

Ms. Ulmanis commented that the staff presentation reflected that equine waste was removed, but the presentation by the petitioner that some of the waste is utilized within the existing facility. Ms. Ulmanis further commented that the concern exists for runoff of manure during the winter months and the potential change at the state level to restrict the practice.

Petitioner Rebuttal

Mr. Zaske commented as to the Manure Management Plan prescribed by the Department of Agriculture and identified that any changes that are made to those requirements would then inform an update to the Midland County Fairgrounds policies and procedures.

Mayville closed the public hearing.

Rodgers commented that agriculture is crucial to the economy of the region and that he is in full support of the plan. Heying agreed.

Broderick shared a concern as to the capacity of the Eastman Avenue corridor to handle the increased large vehicle traffic and the potential need to increase the maintenance cycle. Broderick offered that perhaps within the terms of the lease that compensation for the same could be incorporated. Murschel responded that the traffic on the roadways is within the purview of the Planning Commission, however, the City is not a party to the lease and could not then seek compensation for the potential increased maintenance requirements. Murschel further commented that the Capital Improvement Plan does include resurfacing of the roadway within the 2025-2026 Fiscal Year.

Hanna also commented on the traffic volume increase due to the expansion of the City in further distances that impact the traffic volumes and lengths of road maintenance required.

Bain commented the usage fees and capital fees for developments are the mechanisms for compensation of increased maintenance costs to the public utility infrastructure.

Bain inquired as to the potential health implications and the appropriate authority charged with the health and welfare and if there is a governing body that permits and inspects equine facilities.

Ms. Steele commented that the Department of Agriculture and the Midland County Health department both inspect and issue permits to the fairgrounds facility as relates to human and equine health and procedural compliance.

Pnacek made a motion to waive the rules of procedure and consider the site plan this evening. Seconded by Heying. Motion carries 9-0.

Rodgers made a motion to recommend approval of Site Plan No. 393 with the identified four (4) contingencies. The motion was seconded by Hanna.

Yeas: Bain, Broderick, Hanna, Heying, Koehlinger, Mayville, Pnacek, Rodgers and Sajbel
Nays: None

Motion carries 9-0.

6. **Old Business** – None.
7. **Public Comments** (unrelated to items on the agenda) – None.
8. **New Business** – None.
9. **Communications** – None.

10. Report of the Chairperson – None.

11. Report of the Planning Director

Murschel shared the approval of Site Plan No. 394 for Costco and the subsequent approvals that have taken place since the Planning Commission approval.

Hanna commented on a previous subdivision approval and the cell phone tower that existed nearby. Hanna expressed concern as to the potential for safety concerns. Rodgers responded that Hanna's request makes an assumption that the cell phone tower's presence and its emitted waves are harmful. Hanna responded that there is concern in California and the effect on the school children. Murschel commented that if it is the pleasure of the Commission to further evaluate the measures by which other communities are acting and the governing jurisdiction that staff could begin in that way.

Pnacek offered that staff should investigate under whose jurisdiction the review of cell phone towers exists. The Commission directed staff to look into whether or not the City can regulate in this manner and if there is guidance on the subject from the Michigan Association of Planning or the American Planning Association.

Murschel additionally commented that at last evening's City Council meeting that a report on the sign ordinance was presented. The outcome identified a functioning variance process. Murschel further commented that based upon comments from the Zoning Board of Appeals staff will be reviewing the sign ordinance for review by the Planning Commission.

Mayville inquired as to the schedule and planning for Master Planning in the 2020 year. Murschel commented on the intent to focus on community engagement to inform the outcome and early efforts will focus in that direction. The planning portions will take place in the latter portions of 2020.

Bain inquired as to the breadth of the Capital Improvement Plan and the inclusion of fire facilities. Murschel responded that fire stations are not contained within the plan.

Mayville inquired as to the removal of the bollards that created the Buttles Street Road Diet trial. Murschel responded that they will be removed in short order and that additional data collection will continue by MDOT to inform a final evaluation.

Hanna asked if another potential access point could be added to the Midland County Fairgrounds to alleviate traffic concerns. Murschel reviewed the three (3) access points that exist today. Hanna asked what measures are taken to advertise the additional access point onto Airport Road. Rodgers commented that both street entrances are used quite extensively and that electronic signage exists at all three (3) locations from the roadways.

12. Items for Next Agenda – January 14 , 2019

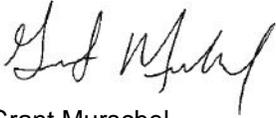
a. Site Plan No. 395 - initiated by DGR Properties, LLC for site plan review and approval of a five-building, 32,100 square foot mini-storage facility located at 916 Waldo Avenue.

b. Capital Improvement Plan 2020-2026 – initial review with the staff presentation and public hearing scheduled for January 28, 2019.

13. Adjournment

It was moved by Heying and seconded by Bain to adjourn at 8:18 p.m. Motion passed unanimously.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Grant Murschel". The signature is fluid and cursive, with the first name "Grant" being more prominent than the last name "Murschel".

Grant Murschel
Director of Planning & Community Development

MINUTES ARE NOT FINAL UNTIL APPROVED BY THE PLANNING COMMISSION



**STAFF REPORT TO THE PLANNING COMMISSION
JANUARY 14, 2020**

Subject: Zoning Petition #628 (Rezoning Request)

Applicant: Shannon Romanik

Location: 3115 Isabella Street

Area: 5.095 acres

Existing zoning: RB Multiple Family Residential

Proposed zoning: RA-1 Single Family Residential

Adjacent Zoning: North: RA-1 Single Family Residential, RB Multiple Family Residential
 South: Chippewa River (township zoning)
 East: RA-1 Single Family Residential
 West: RA-1 Single Family Residential

Adjacent Development: North Place of worship, multi-family residential
 South Chippewa River
 East Single family residential
 West Single family residential

REPORT

Zoning Petition No. 628, initiated by Shannon Romanik, proposes to rezone the property known as 3115 Isabella Street from RB Multiple Family Residential to RA-1 Single Family Residential. The applicant requests that the rezoning of the property be enacted upon the sale of the property. There are no other conditions offered by the applicant; therefore, the full contents and permitted uses within the RA-1 Single Family Residential zoning district must be considered.

Aerial location maps, current zoning, and Future Land Use designation maps are enclosed.

BACKGROUND

The property is located in a predominantly residential area of the city with some retail use and a place of worship. The subject parcel as well as the land to the immediate east and west are planned for low density residential purposes. Property to the north is planned for high density residential use. The Chippewa River exists as the southern boundary to the subject parcel.

According to Article 21 of the City Zoning Ordinance, the purpose of the Residential Districts are to provide for single family and two family detached residential development. The RA-1 Single Family Residential district has minimum area, density, and building placement requirements to provide different housing types to accommodate the varied needs of the population. It is further the intent of these Districts to permit a limited range of uses that are related to and compatible with residential land use, and which would contribute to the richness and stability of neighborhoods. Uses that would interfere with the quality of single family residential life are prohibited in these Districts. This parcel is bounded by Isabella Street (M-20) at the north and the Chippewa River at the south.

ASSESSMENT

In accordance with Section 30.03(D) of the Zoning Ordinance, the Planning Commission and City Council shall at minimum, consider the following before taking action on any proposed zoning map amendment:

1. Is the proposed amendment consistent with the City's Master Plan?

Yes. The Future Land Use map of the City's Master Plan identifies this property as low density residential. RA-1 zoning is considered an appropriate application of low density residential planning.

2. Will the proposed amendment be in accordance with the intent and purpose of the Zoning Ordinance?

"Section 1.02 B Intent : It is the purpose of this Zoning Ordinance to promote the public health, safety, comfort, convenience, and general welfare of the inhabitants of Midland by encouraging the use of lands and natural resources in accordance with their character, adaptability and suitability for particular purposes; to enhance social and economic stability; to prevent excessive concentration of population; to reduce hazards due to flooding; to conserve and stabilize the value of property; to provide adequate open space for light and air; to prevent fire and facilitate the fighting of fires; to allow for a variety of residential housing types and commercial and industrial land uses; to minimize congestion on the public streets and highways; to facilitate adequate and economical provision of transportation, sewerage and drainage, water supply and distribution, and educational and recreational facilities; to establish standards for physical development in accordance with the objectives and policies contained in the Master Plan (Comprehensive Development Plan); and to provide for the administration and enforcement of such standards."

Yes. In staff's opinion, the proposed rezoning would promote the intent of the Zoning Code through reclassification of the parcel as stated (outlined below) because the proposed rezoning reflects the desires of the Master Plan for this property complies with regulations of the zoning ordinance.

3. Have conditions changed since the Zoning Ordinance was adopted that justifies the amendment?

Yes, the pending relocation of the existing non-profit that has used this property for many years is taking place within a few months' time. The existing owners (the non-profit) are wanting to sell the property as they will no longer use it.

4. Will the amendment merely grant special privileges?

No, the area is planned for low density residential use. As such, the proposed zoning amendment is in line with the Master Plan and allows for consistent zoning of properties to the north of the Chippewa River. The applicant is offering that the rezoning not be official until the property sale closing takes place. This will allow for the existing use to be maintained compliantly, as it is today, without modifying the conforming status.

5. Will the amendment result in unlawful exclusionary zoning?

No, the amendment would result in standard residential zoning that is located frequently within the city limits.

6. Will the amendment set an inappropriate precedent?

No, the zoning petition is supported by the City's updated Master Plan and its Future Land Use map.

7. Is the proposed zoning consistent with the zoning classification of surrounding land?

Yes, the properties to the north, east and west are zoned RA-1 Single Family Residential, with the exception being the RB Multiple Family zoned property to the northeast.

8. Is the proposed zoning consistent with the future land use designation of the surrounding land in the City Master Plan?

Yes, the Master Plan supports the subject parcel to be zoned and used as low density residential along with lands to the east and west.

9. Could all requirements in the proposed zoning classification be complied with on the subject parcel?

Yes, the subject parcel could meet all requirements of the RA-1 Single Family Residential district. It should be noted though that after a period of discontinued use of 180 days, the property could not be used as a shelter and non-profit offices as it is today.

10. Is the proposed zoning consistent with the trends in land development in the general vicinity of the property in question?

Yes, residential zoning of the subject parcel is consistent with the current development and use in this area of Isabella Street (M-20).

ADDITIONAL STAFF COMMENTS

One (1) written public comment has been received in support of the petition at the time this report was drafted. It should also be noted that the existing owner, the Council on Domestic Violence and Sexual Assault (Shelterhouse) has consented to the rezoning request.

As mentioned previously, the applicant and the existing owner desire for the zoning change to be effective at the time of closing on the property. A closing date has not yet been set but staff anticipates the applicant and seller to discuss this information at the January 14 meeting in further detail. Additional information will be presented by staff at that time.

STAFF RECOMMENDATION

Upon review of the requested zoning change, staff recommends approval of the rezoning petition for the following reasons:

- The request is consistent with the City's Master Plan and its Future Land Use map.
- The request is appropriate given the zoning and use of adjacent parcels.

PLANNING COMMISSION ACTION

Staff currently anticipates that the Planning Commission will hold a public hearing on this request during its regular meeting on January 14, 2020 and will formulate a recommendation to City Council thereafter. If recommended to City Council the same evening, we anticipate that on January 27, 2020 the City Council will set a public hearing on this matter. Given statutory notification and publication requirements, the City Council will schedule a public hearing for February 24, 2020 at which time a decision will be made on the proposed zoning change. Please note that these dates are preliminary and may be adjusted due to Planning Commission action and City Council agenda scheduling.

Respectfully Submitted,

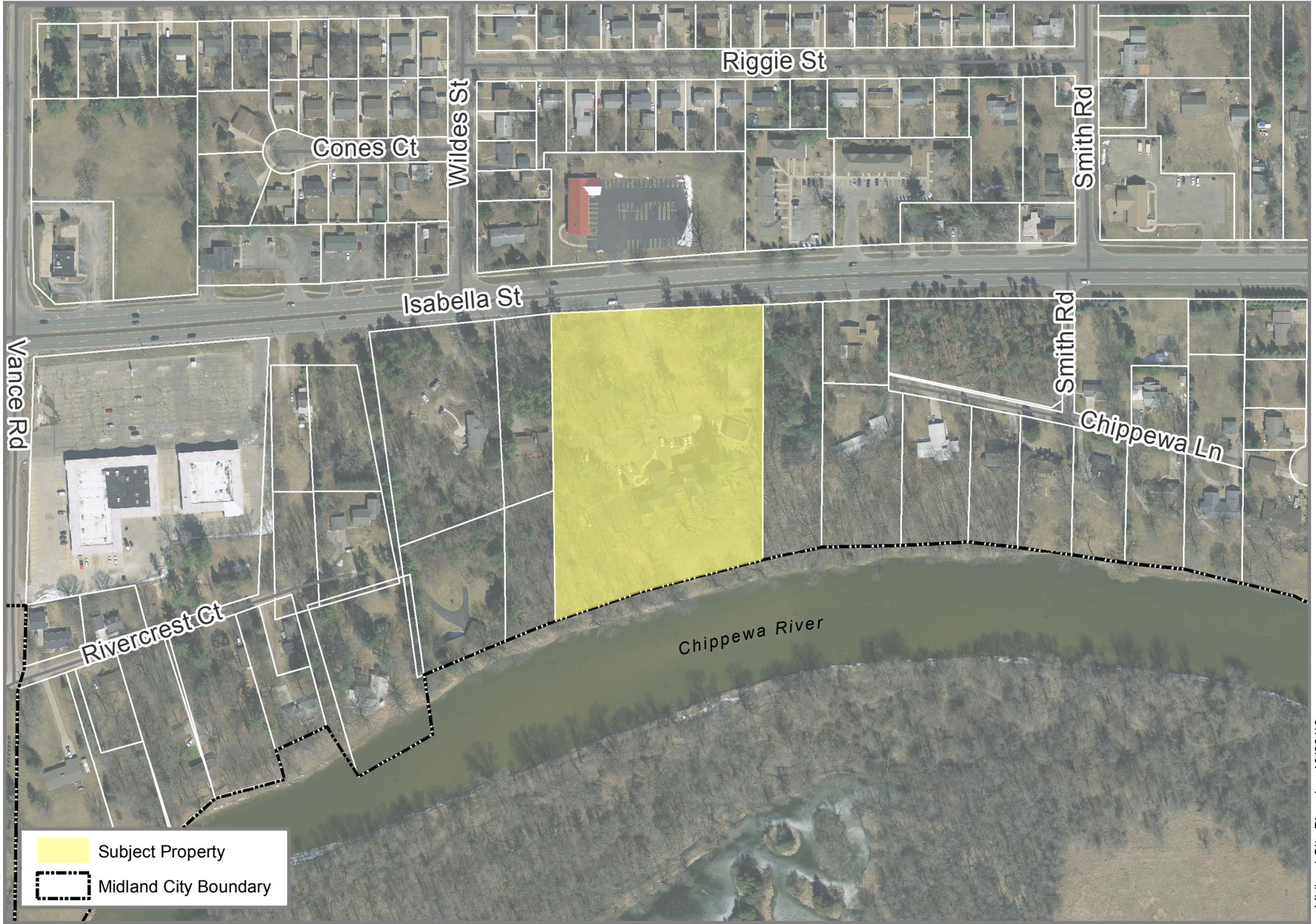


Grant Murschel
Director of Planning & Community Development

grm/NMW

ZP #628 | 3115 Isabella Street (M-20)

> Rb Multiple-Family Residential to RA-1 Single Family Residential



ZP #628 | 3115 Isabella Street (M-20)

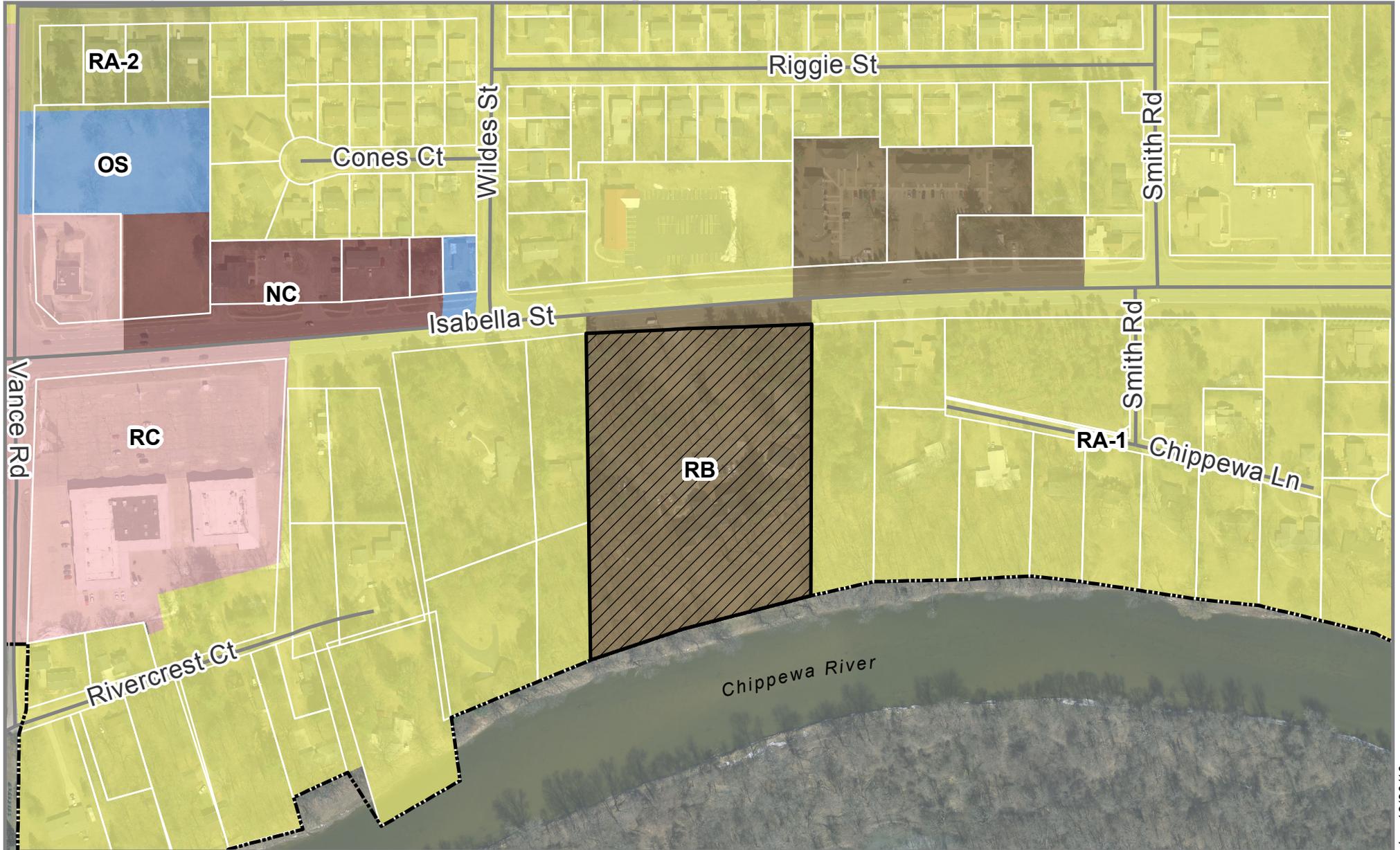
> Rb Multiple-Family Residential to RA-1 Single Family Residential



-  Subject Property
-  Midland City Boundary

ZP #628 | 3115 Isabella Street (M-20)

> Rb Multiple-Family Residential to RA-1 Single Family Residential



CURRENT ZONING

- (RA-1) Single-Family Residential
- (RA-2) Single-Family Residential

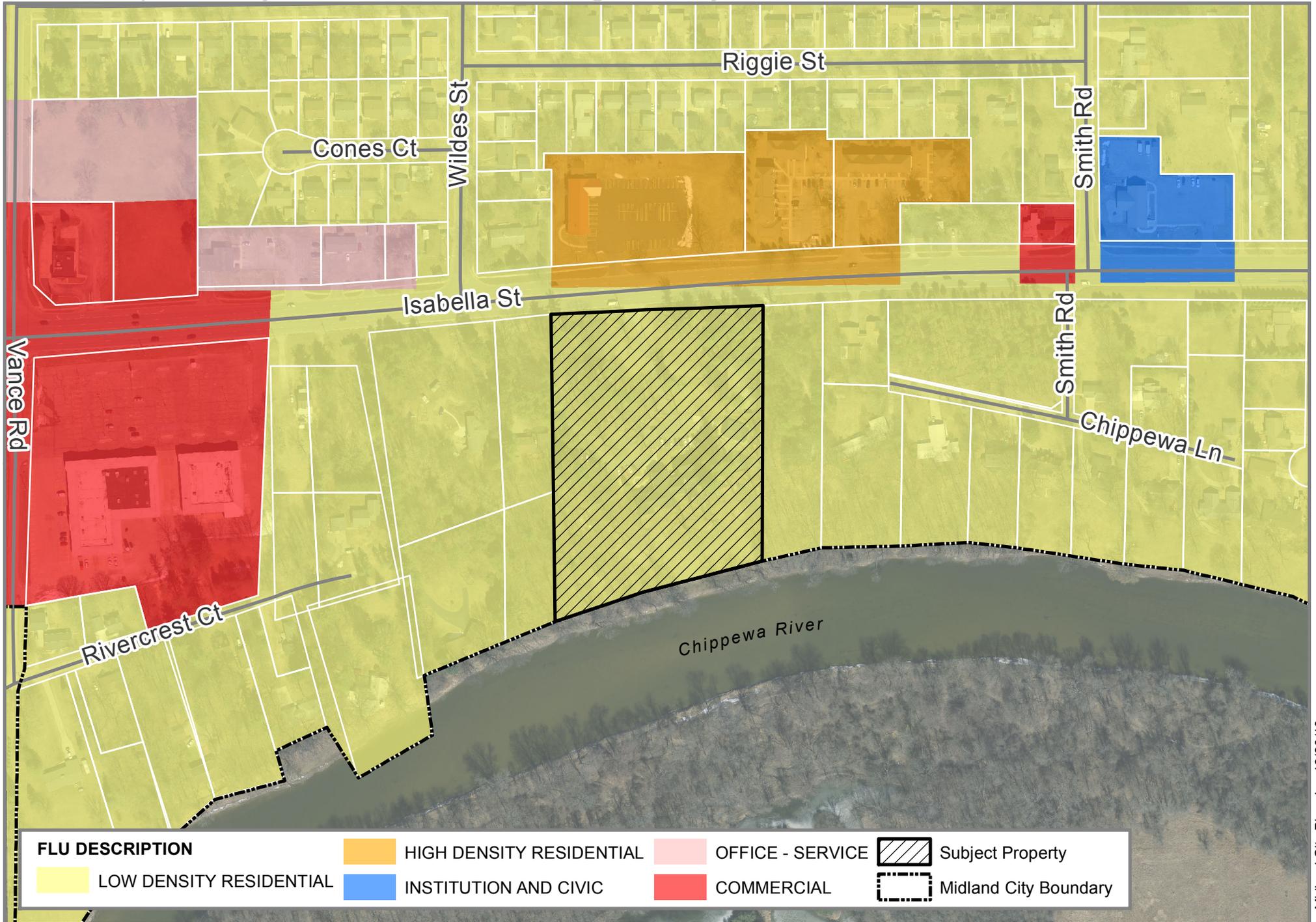
- (RB) Multi-Family Residential
- (OS) Office Service

- (NC) Neighborhood Commercial
- (RC) Regional Commercial

- Subject Property
- Midland City Boundary

ZP #628 | 3115 Isabella Street (M-20)

> Rb Multiple-Family Residential to RA-1 Single Family Residential



PUBLIC HEARING NOTICE
City of Midland
Proposed Conditional Rezoning

Please take notice that the Midland City Planning Commission will conduct a public hearing on Zoning Petition No. 628, a rezoning request initiated by Shannon Romanik to rezone property located at 3115 Isabella Street from RB Multiple Family Residential to RA-1 Single Family Residential.

Said hearing will take place on Tuesday, January 14, 2020 at 7:00 p.m., in Council Chambers, City Hall, Midland, Michigan, as required by Article 30, Section 30.03(A) of Ordinance No. 1585.

If you have any questions, contact the City Planning Department at (989) 837-3374.

MIDLAND CITY PLANNING COMMISSION



Grant Murschel
Director of Planning & Community Development

RECEIVED

JAN 06 2020
PLANNING DEPT

ZP #628 | 3115 Isabella Street (M-20)

> Rb Multiple-Family Residential to RA-1 Single Family Residential



*No objection to
This Request
Tom McLean*



CITY OF 
Midland *Michigan* THE CITY OF *Modern Explorers*

City of Midland Capital Improvement Plan 2020-2026

Prepared for Planning Commission: January 14, 2020

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Acknowledgements

CITY COUNCIL

Maureen Donker, Mayor
Pamela Hall
Steve Arnosky
Marty Wazbinski
Diane Brown Wilhelm

PLANNING COMMISSION

James Bain
Jamie Broderick
Gayle Hanna
Dave Heying
Andrew Koehlinger
Greg Mayville
Shawn Pnacek
Jeremy Rodgers
Ted Sajbel

CITY STAFF

Josh Fredrickson, City Engineer
Patrick Frazee, Director of Wastewater Services
Grant Murschel, Director of Planning & Community Development
Karen Murphy, Director of Public Services
Peter Schwarz, Director of Water Services
Shane Bjorge, Assistant City Engineer
Scott O'Laughlin, Landfill Superintendent
Nicole Wilson, Community Development Planner

Original formatting by:

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Figure 1. Expected Collaborative Street & Utility Project Map, 2020/21 - 2025/26

List of Tables

Table 1. Summary of Capital Improvement Expenditures by Year / Category

Table 2. Major Street Improvement Projects

Table 3. Local Street Improvement Projects

Table 4. Stormwater Improvement Projects

Table 5. Water Improvement Projects

Table 6. Wastewater Improvement Projects

Table 7. Landfill Improvement Projects

Table 8. General Infrastructure Improvement Projects

Introduction

Every municipality has a portfolio of capital assets that it owns, maintains and employs to help deliver quality services to its residents. These assets include equipment and vehicles, such as fire engines, snow plows, extensive internal office systems and tools, but also more permanent assets such as roads, bridges, buildings, underground utilities, storm water systems, parklands, parking facilities and natural areas. With ownership comes an obligation to maintain and continually improve these assets. The process used to determine how to invest City resources to maintain and improve the City's capital assets is known as the Capital Improvement Plan (CIP).

The City of Midland has always strived to offer its residents and businesses the most desirable community facilities and reliable infrastructure to maintain their quality of life. As the City plans for the future, maintaining existing high quality transportation and utility systems must be a high priority. In 2015, the City of Midland completed a comprehensive Capital Improvement Plan for the city's infrastructure including transportation and utilities. This CIP has been annually updated since then.

This plan includes the following categories of capital projects:

- Major Streets
- Local Streets
- Stormwater
- Water and Water Treatment Plant
- Wastewater and Wastewater Treatment Plant
- Landfill
- General

Future capital improvement plans may include additional categories such as:

- Airport
- Municipal Service Annex and Center
- Police Department
- Fire/Emergency Services
- Parks and Recreation
- Public Works
- Civic Arena
- Grace A. Dow Library
- Dial-A-Ride
- Midland Community Television
- Information Services – Operations
- Senior Housing

What is a Capital Improvement Plan?

A Capital Improvement Plan (CIP) is a multi-year planning instrument used to identify needs and funding sources for municipal capital project expenditures, facilitates coordinated improvements by maintaining, preserving and protecting the City's existing infrastructure systems, and provides for the acquisition or scheduled replacement of equipment to ensure the efficient delivery of services to the community. Upon adoption by the City Council, the CIP becomes a statement of City policy regarding the timing, location, character, and funding of future capital projects. In Michigan, the formation of a capital improvements program is driven by the Michigan Planning Enabling Act, Public Act 33 of 2008, MCL 125.3865.

Definition of capital

The adoption of a common definition assists in determining which projects are part of the Capital Improvement Plan versus those that are part of the general budget. Capital expenses may include facility and infrastructure improvements, specialized equipment, vehicles and planning or engineering services. Capital projects and improvements are assets, improvements and project expenses including:

- Replacements and improvements greater than or equal to \$5,000;
- Programs or projects whose total is greater than or equal to \$5,000
- Equipment purchases greater than or equal to \$5,000, with a service life of at least 5 years

Purpose

The purpose of the Capital Improvement Plan is to provide a link between planning and budgeting for capital expenditures to ensure that those improvements are fiscally-sound and consistent with the City's long-range goals and objectives.

Outcomes

- Ensure the timely repair and replacement of aging infrastructure, facilities, and equipment.
- Provide a level of certainty for residents, businesses, and developers regarding the location and timing of public investments.
- Identify the most economical means of financing capital improvements.
- Provide an opportunity for public input in the budget and financing process.
- Facilitate coordination upgrades to capital infrastructure systems.
- Enhance the community's credit rating, control of its tax rate, and avoid sudden changes in its debt service requirements.
- Ensure that patterns of growth and development are consistent with the master plan.
- Balance desired public improvements with the community's financial resources.

Process

Annual updates to the Capital Improvement Plan are developed through a series of meetings between the departments responsible for the plan to determine street and utility improvement needs. The Engineering Department utilizes an inventory of street conditions combined with needs of the Wastewater and Water Services Departments to determine what mix of fixes is most effective for an annual street program. This program is reviewed by the Finance Department to ensure that sufficient funding is available. In the limited funding environment, a program is developed that makes the best use of available funds. Once these steps are complete, the expenditure document is provided to the Planning & Community Development Department for assembly and creation of the final plan.

As existing infrastructure ages, the condition deteriorates. Expenditures to maintain or repair a structure are less if issues are addressed earlier in the life cycle of the structure. The more deteriorated a structure becomes the more costly the resulting repair. The City utilizes a mix of different repair types based upon various road conditions, including but not limited to surface treatments, pavement rehabilitation and full depth reconstruction.

Coordination of Street, Storm, Water and Sanitary Sewer Projects

The Departments of Wastewater Services, Water Services, Public Services and Engineering annually reviews maintenance and condition of public infrastructure. Street and utility project needs are then coordinated for effective use of available resources. Included in the coordination process is a review of immediate and upcoming capital needs to existing utility and street infrastructure.

Resident Requests/Public Involvement

Each year, the Engineering Department undertakes a program to maintain and upgrade our streets and utilities. As part of that program, residents may request that the City of Midland consider specific public improvement projects. Requests for review of current infrastructure conditions and consideration for

improvements are accepted in writing throughout the year and are considered during the development of the CIP.

Property owners may submit a request for new infrastructure construction at unimproved locations only, such as: no existing water or sewer main; unpaved streets; no sidewalks. Investments in new infrastructure follow along with the Master Plan and budget goals and are prioritized based on the following:

- Maintain or improve standards of service
- Protect public health, safety, or welfare
- Result in economic development (capital investment, increased tax base, or increased valuation)
- Reduce energy consumption and/or improve environmental sustainability
- Have an identified source of funding
- Be ready to proceed
- Be coordinated with other capital improvements

Petitions for new public infrastructure are listed in the Capital Improvement Plan. The petitions are presented to the Planning Commission and the City Council as part of the Capital Improvement Plan update process. The Planning Commission evaluates each project and determines a recommendation for each request. City Council reviews the estimates and feasibility of the project and makes a determination if the petitioned project for new infrastructure will proceed.

2019 Petitioned Project

Petitioned project requests for public improvement projects received through October are reviewed, rated based on established criteria and estimated for construction cost by the Engineering Department. Following established criteria for review of petitioned projects, the analysis finds that some petition projects are recommended for inclusion in the CIP and some are not, which is consistent with past history. Petitioned projects received prior to November 1 are described below.

Public infrastructure improvements are constructed by the City and are funded by a special assessment procedure that requires benefiting property owners to participate in cost-sharing on the project along with the City, in some cases. The special assessment process requires that an initial petition be submitted by one or more property owners within the district benefited. City Council may also initiate special assessment projects.

The City's portion of these costs includes any exempt property, any over-sizing of a water main, sewer main or street improvement, and possibly for a share of the pumping facilities and pressure pipe costs in the sanitary sewer collection system. These City costs are borne entirely by the Water Fund, the Wastewater Fund, and the Major and Local Street Funds, respectively. In the case of the Water and Wastewater Funds, funding for the City's costs is derived solely with revenue generated by water and sewer rates. In the case of the Major and Local Street Funds, funding for the City's costs is appropriated solely from the revenue received from state gas and weight taxes and the County Road Millage. If funding is not available in the Water or Wastewater Funds for requested projects, then the projects can

be postponed or the City could increase user rates (connection fees, capital fees, and water and sewer rates) to accumulate the funds needed for system expansions.

One (1) project petition was received by the Engineering Department:

<u>Improvement</u>	<u>Location</u>
1. Sanitary Sewer	W. St. Andrews Road at Helen Street

Three houses on W. St. Andrews at Helen Street share a private sanitary sewer line. Records indicate that this private sanitary sewer line was installed in 1940 when the sanitary system was constructed on Helen Street. The petition is to replace the private sanitary sewer line with the construction of a public sanitary sewer main. The three houses which share the private line would then be able to connect to the public sanitary sewer main.

The project request is unique in scope in that it requests removal of a private sanitary sewer line and construction of a public sanitary sewer line. This area and the surrounding area is currently served by sanitary sewer. The cost of removal of the private line and installation of the public line would be assessed to the benefiting properties. The current CIP does not recommend funding for this project.

Flood Response

June 22 and 23, 2017, a large rain event created widespread flooding in the City of Midland and surrounding area. As a result of this flooding event, a storm and sanitary sewer study was commissioned by the City. The study was performed by a joint venture of Hubbel, Roth & Clark (HRC) and OHM Advisors and in September 2018 a final report was provided. The final storm and sanitary report provided a list of capital improvements for the sanitary and the storm system with an estimated cost in excess of \$118 million.

A recommendation of the study was to visually inspect all of the sanitary pipes throughout the City and to identify infiltration sources. The study also included the recommendation to monitor pipe flows in particular locations. Flow monitoring began in December 2018, and visual inspection of sanitary sewer pipes began in April 2019. Flow monitoring is expected to be ongoing and visual inspections are anticipated to be complete in spring 2020. The data collected as part of this ongoing effort will help identify the extent to which storm and sanitary repairs and improvements are needed.

Projects included within the CIP are coordinated with the ongoing efforts related to the flood response. Funding for nine projects related to flood response are included in the CIP. The size and scope of the flood response projects are dependent upon the ongoing data collection associated with the flow monitoring and visual inspection. Priorities may also be adjusted as additional flow data becomes available and as the visual inspection identifies areas of need.

Project Evaluation

Once the improvements list and cost estimates have been generated, the list is prioritized based on the project's feasibility and available funding. This list is then included in the Capital Improvement Plan for consideration. City Council then determines which projects receive highest priority and may allocate

funding for the chosen projects in the next fiscal year's budget. Projects are typically constructed within the fiscal year for which funding is provided.

Timeline

The City of Midland's CIP outlines a schedule of capital expenditures over a six (6) year period. The original CIP document was drafted in 2015 and is updated annually by City departments based on current project completion, prioritization, and available funding. By updating the document annually, the projects contained in the first year of the CIP is used to inform the next year's department requested budget. The CIP is scheduled for evaluation and updating annually in October through December.

Relationship between CIP and Master Plan

The CIP is a powerful tool for implementing a community's master plan. Capital projects can have a substantial impact on patterns of growth and public investment. By providing funding for strategic capital upgrades at a given time and location, the CIP helps ensure that the level of service is maintained and development is consistent with the City's plan and vision.

The following goals were taken from the 2016 update of the City of Midland Master Plan:

Transportation Goals

- Goal 1: Maintain and improve safety and efficiency in the transportation system to support land use patterns and ensure that Midland remains an attractive place to live, work, and visit.
- Goal 2: Provide and pursue multi-modal transportation alternatives that can improve connectivity between neighborhoods, schools, parks, businesses and other activity areas.
- Goal 3: Continue to improve the aesthetic appearance of the City's transportation corridors.
- Goal 4: Endorse the Complete Streets Program.

Community Facilities Goals

- Goal 1: Continue to offer the highest quality, efficient services and facilities for residents.
- Goal 2: Promote community services and facilities that integrate and unify the community.
- Goal 3: Continue to acquire, develop, maintain and preserve open space and recreation facilities.
- Goal 4: Preserve significant natural features in the City and Midland Urban Growth Area (MUGA).

Relationship between CIP and Budget

The CIP makes capital spending for City Departments more predictable and transparent and ensures consistency with the budget goals of the City.

Budget Goals:

- Ensure economic sustainability
- Provide an outstanding quality of life
- Provide effective stewardship of community resources

Funding Sources

Special Assessments

When a public street, sewer, water main or sidewalk is installed where one does not currently exist, the majority of the cost for constructing these improvements is paid for by the property owners fronting the improvement. The property owner's share of the costs is referred to as a special assessment.

Special assessments are approved by City Council following two (2) public hearings. These hearings allow the benefiting property owners whose property will front the improvement to voice any concerns or ask any questions they may have about the project. Once approved, the affected property owners have the option of paying the full assessed amount within 30 days or paying over time. If paying over time, the assessment appears on the property owner's tax bill and includes interest charges.

County Road Millage

For over 40 years a countywide road millage has been approved and renewed to improve, maintain and construct roadway projects. In 2014 a second countywide road millage was approved by Midland voters. The two road millages are offset by two years. Every two years, Midland County voters are asked to renew one of the 1-mil property tax millage for Midland County road maintenance and improvement projects, with funds split among the Village of Sanford, City of Coleman, Midland County Road Commission and the City of Midland.

State Funding

The City of Midland receives funds from the State of Michigan (in accordance with Act 51, Public Acts 1951, as amended), which distributes gas and weight tax revenues to each jurisdiction based on its population and the mileage of the Major and Local Street systems. These funds are utilized to reconstruct, resurface, repair and maintain the community's street system, including snow plowing.

Enterprise Funds

Enterprise Funds account for specific services that are funded directly by fees, charges to users, self-generated revenue and/or bonding. These include the following services provided by the City of Midland Utility Department:

- Water services
- Wastewater services
- Landfill services

These funds are intended to be fully self-supporting and are not typically subsidized by any general fund revenue or taxes. Within each Enterprise Fund, budgets are developed which are sufficient to fund current year operations and maintenance expenses, as well as provide for current and future years' upgrade, replacement, and expansion-related capital construction requirements.

Grants and Donations

Some projects are entirely or partially funded by grants and reimbursements from the state and federal government and other agencies, or by donations from local charitable organizations. The receipts of certain grants and reimbursements typically follow the award of contracts. Donations are more typically offered and received in advance of project initiation.

2020-2026 Capital Improvements Plan

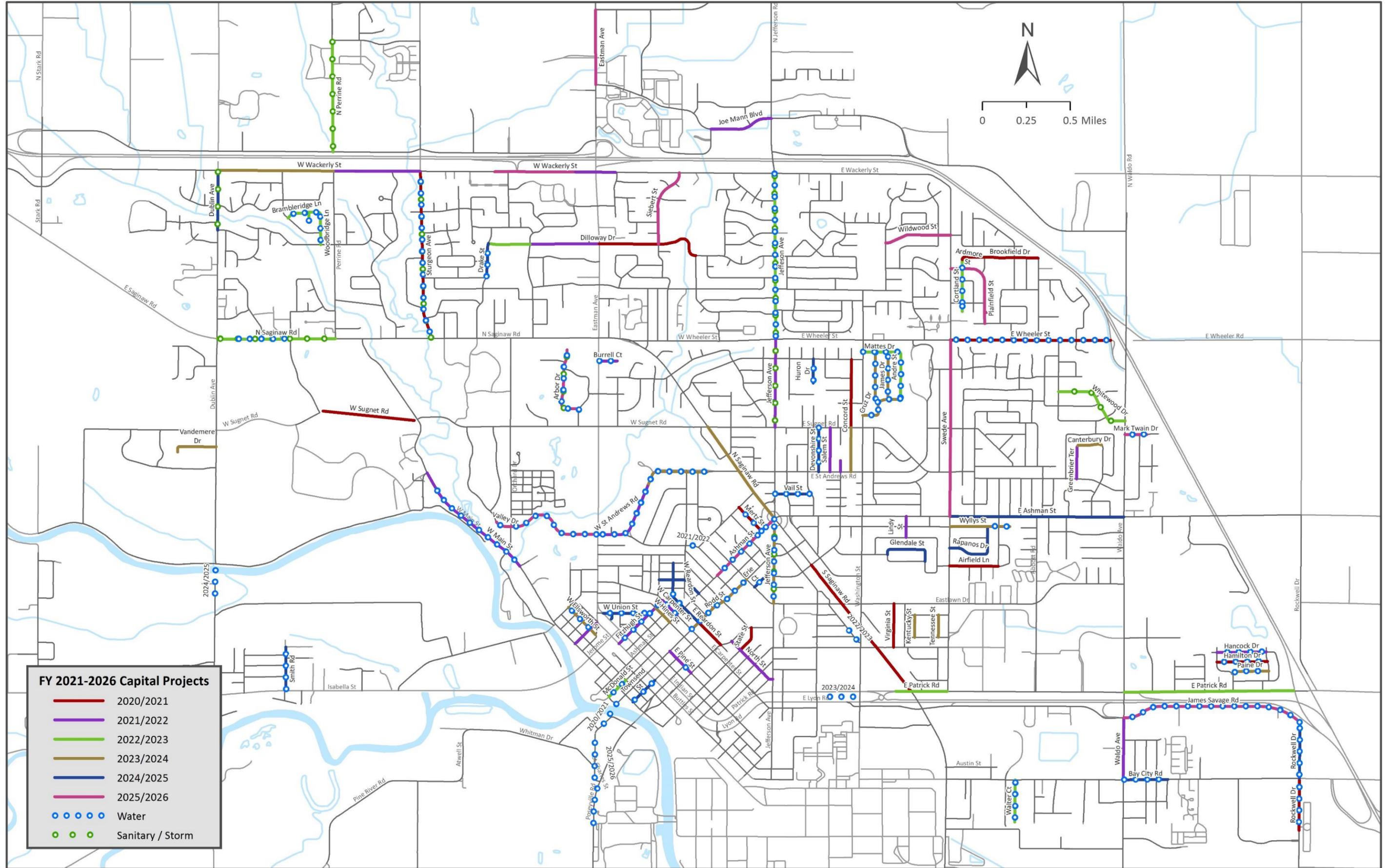
The 2020-2026 Plan reflects a six-year anticipated schedule and costs for infrastructure, facilities, and equipment based on information and expertise from the City’s departments. The first year of the CIP represents the proposed capital budget for the current fiscal year.

Table 1 provides an overview of expected expenditures by each fiscal year and plan category.

Table 1: Summary of Capital Improvement Expenditures by Year / Category

CIP Projects	Budget Year						Total
	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	
Major Streets	2,200,000	4,275,000	3,050,000	3,210,000	2,935,000	4,020,000	19,690,000
Local Streets	3,795,000	3,615,000	3,780,000	3,490,000	3,965,000	2,600,000	21,245,000
Stormwater	510,000	545,000	1,780,500	455,000	1,055,000	1,203,000	5,548,500
Water	3,183,500	3,700,000	5,215,000	3,865,000	4,335,000	3,565,000	23,863,500
Wastewater	2,541,430	2,581,430	3,761,430	2,155,000	1,130,000	1,625,000	13,794,290
Landfill	3,731,475	1,113,000	545,000	800,000	560,000	200,000	6,949,475
General	171,000	191,000	116,000	116,000	366,000	116,000	1,076,000
Total	16,132,405	16,015,430	18,247,930	14,091,000	14,346,000	13,329,000	92,166,765

The map that follows provides a graphic view of expected collaborative street and utility projects by fiscal year.



Major Streets

The City of Midland is responsible for 85 miles of major streets. Major streets include Principal Arterials, Minor Arterials, and Collector Streets based on the Federal Highway Administration’s (FHWA) National Functional Classification (NFC). The City also provides maintenance and replacement of over 10,000 traffic signs, maintains over 70 signalized intersections, and provides over 80 miles of pavement markings for all categories of streets. Where possible, major street projects are coordinated with water and wastewater projects.

Major street improvement projects have been organized into the following project types:

- **FACILITY** – These projects include bridge improvements and other infrastructure projects.
- **GENERAL** – These projects include general capital maintenance.
- **ENGINEERING** – These projects include engineering studies and preliminary design work.
- **PLANNED PROJECTS UNDER \$499,999** – These projects include large capital projects with estimated costs under \$499,999.
- **PLANNED PROJECTS \$500,000 AND GREATER** – These projects include large capital projects with estimated costs \$500,000 and greater.

Table 2. Major Street Improvement Projects

CIP Item	Budget Year						TOTAL
	2020/2021	2021/22	2022/23	2023/24	2024/25	2025/26	
Facility	0	0	0	0	300,000	0	300,000
General	280,000	280,000	280,000	280,000	280,000	280,000	1,680,000
Engineering	25,000	25,000	25,000	25,000	25,000	25,000	150,000
Planned Projects under \$499,999	1,310,000	1,020,000	580,000	510,000	1,090,000	1,260,000	5,770,000
Planned Projects \$500,000 and greater	585,000	2,950,000	2,165,000	2,395,000	1,240,000	2,455,000	11,790,000
Total	2,200,000	4,275,000	3,050,000	3,210,000	2,935,000	4,020,000	19,690,000

The following is a summary of major street improvements planned for the next six (6) years:

FACILITY

- In 2024/25, one (1) facility project is planned for a total cost of \$300,000 - deck replacement of the Poseyville Bridge

GENERAL

- The following items recur each year for the duration of this plan
 - Non-motorized improvements - \$10,000 per year
 - Traffic sign upgrades - \$30,000 per year
 - Traffic signal upgrades - \$40,000 per year
 - Ditch cleaning - \$50,000 per year
 - Surface treatment, crack sealing and sidewalk ramps - \$150,000 per year

PLANNED PROJECTS UNDER \$499,999

- In 2020/21, four (4) projects are planned for a total cost of \$1,310,000
 - Saginaw Road: Dartmouth Drive to Patrick Road
 - Sturgeon Avenue: Saginaw Road to Wackerly Street
 - Rockwell Drive: Bay City Road to Fast Ice Drive
 - Sugnet Road: Northwood Drive to Main Street
- In 2021/22, three (3) projects are planned for a total cost of \$1,020,000
 - Carpenter Street: Ashman Street to Fitzhugh Street
 - Main Street: Post Street to University Avenue
 - Waldo Avenue: James Savage Road to Bay City Road
- In 2022/23, two (2) projects are planned for a total cost of \$580,000
 - McDonald Street: Ann Street to Larkin Street
 - Patrick Road: Swede to US-10 roundabout
- In 2023/24, two (2) projects are planned for a total cost of \$510,000
 - Jefferson Avenue: Eastlawn Drive to Ashman Circle
 - Rodd Street: Nelson Street to Carpenter Street
- In 2024/25, three (3) projects are planned for a total cost of \$1,090,000
 - Rockwell Drive: James Savage Road to Bay City Road
 - Bay City Road: Waldo Avenue to Willow Street
 - Dublin Avenue: Warbler's Way to Wackerly Street
- In 2025/26, three (3) projects are planned for a total cost of \$1,260,000
 - James Savage Road: Rockwell Drive to Waldo Avenue
 - Ashman Street: William Street to Ashman Circle
 - Eastman Avenue: Joe Mann Boulevard to Commerce Drive

PLANNED PROJECTS \$500,000 AND GREATER

- In 2020/21, one (1) project is are planned for a total cost of \$585,000
 - Wheeler Road: Swede Avenue to Waldo Avenue
- In 2021/22, five (5) projects are planned for a total cost of \$2,950,000
 - Joe Mann Boulevard: Jefferson Avenue to Cinema Drive
 - St. Andrews Road: Eastman Avenue to Midland Country Club Drive
 - Wackerly Street: Sturgeon Avenue to Perrine Road
 - Wackerly Street: Eastman Avenue Improvements
 - Jefferson Avenue: Sugnet Road to Wheeler Street
- In 2022/23, three (3) projects are planned for a total cost of \$2,165,000
 - Saginaw Road: Dublin Avenue to Perrine Road
 - Patrick Road: Waldo Avenue to US-10 Eastbound
 - Jefferson Avenue: Wheeler Street to Wackerly Street
- In 2023/24, three (3) projects are planned for a total cost of \$2,395,000
 - St. Andrews Road: Midland Country Club Drive to Nelson Street
 - Wackerly Street: Dublin Avenue to Perrine Road
 - Saginaw Road: Ashman Street to Sugnet Road
- In 2024/25, one (1) project is planned for a total cost of \$1,240,000

- Ashman Street: Swede Avenue to Waldo Avenue
- In 2025/26, three (3) projects are planned for a total cost of \$2,455,000
 - St. Andrews Road: Orchard Drive to Eastman Avenue
 - Wackerly Street: Schade Drive to Eastman Avenue
 - Swede Avenue: Ashman Street to Wheeler Street

ENGINEERING

- Preliminary engineering services are \$25,000 per year for the duration of this plan

Local Streets

The City of Midland is responsible for approximately 148 miles of local streets. The local street system is comprised of all facilities not included in the major street classification. Where possible, planned projects for local streets are coordinated with water and wastewater projects.

Local street improvement projects have been organized into the following project types:

- **GENERAL** – These projects include general capital maintenance.
- **PLANNED PROJECTS UNDER \$199,999** – These projects include large capital projects with estimated costs under \$199,999.
- **PLANNED PROJECTS \$200,000 AND GREATER** – These projects include large capital projects with estimated costs \$200,000 and greater.

Table 3. Local Street Improvement Projects

CIP Item	2020/2021	2021/22	2022/23	2023/24	2024/25	2025/26	TOTAL
General	500,000	500,000	500,000	300,000	300,000	300,000	2,400,000
Planned Projects under \$199,999	170,000	505,000	90,000	290,000	365,000	370,000	1,790,000
Planned Projects \$200,000 and greater	3,125,000	2,610,000	3,190,000	2,900,000	3,300,000	1,930,000	17,055,000
Total	3,795,000	3,615,000	3,780,000	3,490,000	3,965,000	2,600,000	21,245,000

The following is a summary of local street improvements planned for the next 6 years:

GENERAL

- Curb replacement and pavement patching for \$200,000 per year from 2020/21 – 2022/23 and \$150,000 in 2023/24 – 2025/26.
- Surface treatment, crack sealing, and sidewalk ramp reconstruction for \$300,000 per year from 2020/21 – 2022/23 and \$150,000 in 2023/24-2025/26.

PLANNED PROJECTS UNDER \$199,999

- In 2020/21, one (1) project is planned for a total cost of \$170,000
 - Mertz Street: Manor Drive to Ashman Street
- In 2021/22, three (3) projects are planned for a total cost of \$505,000
 - Burrell Court: Eastman Avenue to ‘end’
 - Dartmouth Court: St. Andrews Road to ‘end’
 - Lindy Street: Ashman Street to Scott Street
- In 2022/23, one (1) project is planned for a total cost of \$90,000
 - Sutton Place: Brambleridge Lane to ‘end’
- In 2023/24, two (2) projects are planned for a total cost of \$290,000
 - Willard Street: Andre Street to Cruz Drive
 - Hines Street: Fitzhugh Street to Ashman Street
- In 2024/25, three (3) projects are planned for a total cost of \$365,000

- Iroquois Court: Union Street to 'end'
- Erie Court: Nelson Street to 'end'
- Huron Drive: Meadowbrook Drive to 'end'
- In 2025/26, three (3) projects are planned for a total cost of \$370,000
 - Forestwood Court: Plainfield Street to 'end'
 - Valley Drive: 'Pump Station' to Orchard Drive
 - Mark Twain Drive: Waldo Avenue to 200' east of Fuller Drive

PLANNED PROJECTS \$200,000 AND GREATER

- In 2020/21, eight (8) project is are planned for a total cost of \$3,125,000
 - State Street: North Street to George Street
 - Reardon Street: Rodd Street to George Street
 - Hamilton Drive: Jay Street to Clay Street
 - Airfield Lane: Swede Avenue to Dawn Drive
 - Virginia Street: Haley Street to Eastlawn Drive
 - Concord Street: Sugnet Road to Meadowbrook Drive
 - Brookfield Drive: Cortland Street to Foster Road
 - Dilloway Drive: Eastman Avenue to Nakoma Drive
- In 2021/22, eight (8) projects are planned for a total cost of \$2,610,000
 - Pine Street: Rodd Street to George Street
 - Hubbard Street: Main Street to Eastman Avenue
 - Hancock Street: Jay Street to Clay Street
 - Greenbrier Terrace: Lambros Drive to Canterbury Drive
 - North Street: George Street to Jefferson Avenue
 - Fitzhugh Street: Buttles Street to Carpenter Street
 - Salem Street: St. Andrews Road to Sugnet Road
 - Dilloway Drive: Campau Drive to Eastman Avenue
- In 2022/23, nine (9) projects are planned for a total cost of \$3,190,000
 - Woodbridge Lane: Partridge Lane to Moorland Drive
 - Mattes Drive: Andre Street to Washington Street
 - Walter Court: Bay City Road to 'end'
 - Brambleridge Lane: Partridge Lane to Woodbridge Lane
 - Dilloway Drive: Drake Street to Campau Drive
 - Andre Street: Mattes Drive to Willard Street
 - Cortland Street: Brookfield Drive to 'end'
 - Whitewood Drive: Waldo Avenue to Congress Drive
 - Perrine Road: Airport Road to Letts Road
- In 2023/24, ten (10) projects are planned for a total cost of \$2,900,000
 - Ellsworth Street: Revere Street to Eastman Avenue
 - Kentucky Street: Maryland Street to Ohio Street
 - Canterbury Drive: Greenbrier Terrace to Lawndale Drive
 - James Drive: Mattes Drive to Willard Street
 - Tennessee Street: Maryland Street to Ohio Street

- Paine Street: Jay Street to Clay Street
- Vandemere Drive: Dublin Avenue to 'end'
- Cruz Drive: Mattes Drive to Washington Street
- Wyllys Street: Swede Avenue to end of East Wyllys Court
- Concord Street: St. Andrews Road to Sugnet Road
- In 2024/25, eleven (11) projects are planned for a total cost of \$3,300,000
 - Drake Street: Valorie Lane to Dilloway Drive
 - Smith Road: Isabella Street (M-20) to Hignite Road
 - Dina Street: Rapanos Drive to Wyllys Street
 - Rapanos Drive: Swede Avenue to Dina Street
 - Vail Street: Jefferson Avenue to Boston Street
 - Union Street: Indian Street to Fitzhugh Street
 - Devonshire Street: St. Andrews Road to Sugnet Road
 - Townsend Street: Main Street to Buttles Street
 - Baker Street: Ashman Street to Adelaide Street
 - Glendale Street: Airfield Lane to Airfield Lane
 - Reardon Street: Collins Street to Rodd Street
- In 2025/26, five (5) projects are planned for a total cost of \$1,930,000
 - Ardmore Street: Mason Street to Cortland Street
 - Arbor Drive: Linden Drive to 'end'
 - Plainfield Street: Westbury Drive to Mason Street
 - Wildwood Street: Woodview Pass to Swede Avenue
 - Siebert Street: Dilloway Drive to Wackerly Street

Interagency Roadway Project Coordination

Coordination between various road agencies is important in order to capitalize on work being done by other agencies. The City of Midland has roadway jurisdiction over most of the roads within the City. In addition, Michigan Department of Transportation (MDOT) also has jurisdiction over several roadways within the City limits. Midland County Road Commission (MCRC) and Bay County Road Commission (BCRC) have jurisdiction over the roadways adjacent to the City. To improve traffic conditions within the City coordination between roadway agencies will be required for future projects.

One project that will require the coordination between MDOT and the City is improving the Eastman Avenue at Wackerly Road intersection. In 2005 a traffic study was completed for the Eastman Avenue corridor and again updated in 2016. Improvements recommended at the intersection include the addition of turn lanes both on Wackerly Road and Eastman Avenue. The City acquired property in the northeast quadrant of the intersection to accommodate improvements on Wackerly Road. MDOT has submitted for a grant to fund their portion of work on Eastman Avenue. If successful, construction funding would be available for 2022. For City improvements to Wackerly Road, funding is included in the CIP in fiscal year 2022 to be available with the MDOT project.

In 2019 MCRC initiated public outreach to gauge interest in the development of a full interchange from US-10 to Waldo Avenue. Currently at Waldo Avenue, vehicular traffic is able to exit US-10 eastbound

and enter US-10 westbound. A full interchange would accommodate traffic entering and exiting US-10 in both the eastbound and westbound direction. Over the past decade a full interchange has been discussed with MDOT. One of the major barriers has been the ability to fund construction of the project. MCRC, MDOT and the City of Midland each are the agencies with jurisdiction over segments of the roadway impacted by any interchange work. As the agency with roadway jurisdiction it is likely that each agency will have a financial responsibility toward a full interchange. To date MDOT has not approved or authorized a full interchange. At this time funding is not available from either MCRC or MDOT. The current CIP does not include any funding for this project.

Stormwater

The storm maintenance staff is responsible for maintaining nearly 180 miles of storm sewer. The storm system is cleaned on a four-year rotation. Progress is tracked using a computerized work order system. Open drains throughout the city are inspected for debris after major rainfalls. Where possible, planned projects for stormwater are coordinated with major and local street projects.

Stormwater improvement projects have been organized into the following project types:

- **EQUIPMENT** – These projects include specialized equipment or system components.
- **FACILITY** – These projects include site specific projects such as buildings, outfalls, ditches, culverts, and basins.

Table 4. Stormwater Improvement Projects

CIP Item	Budget Year						TOTAL
	2020/2021	2021/22	2022/23	2023/24	2024/25	2025/26	
Equipment	75,000	100,000	115,500	100,000	100,000	108,000	598,500
Facility	435,000	445,000	1,665,000	355,000	955,000	1,095,000	4,950,000
Total	510,000	545,000	1,780,000	455,000	1,055,000	1,203,000	5,548,500

The following is a summary of stormwater improvements planned for the next 6 years:

EQUIPMENT

- Catch basin lead (new installations) of \$360,000 through the duration of this plan
 - 2020/21 - \$45,000
 - 2021/22 - \$55,000
 - 2022/23 – 2025/26: \$65,000 per year
- Catch basin lead (replacements) for \$30,000 per year from 2020/21-2025/26
- Outfall and open ditch rehabilitation for \$110,000 per year from 2020/21-2025/26
- Full-length liner for \$75,000 in 2020/21 and \$100,000 per year from 2021/22 - 2025/26
- Large line sand nozzle for \$8,000 in 2022/23 and in 2025/26
- Camera upgrade for \$7,500 in 2022/23

FACILITY

- Culvert replacements, one (1) replacement annually in 2020/21, 2021/22 and 2022/23 for \$250,000 each and one (1) replacement annually in 2023/24, 2024/25 and 2025/26 for \$150,000 each.
- Flood Response Projects
 - 2022/23: Saginaw Road: Dublin Avenue to Perrine Road for \$1,210,000
 - 2024/25: Dublin Avenue: Warbler’s Way to Wackerly Street for \$600,000
 - 2025/26: Arbor Drive: Linden Drive to ‘end’ for \$740,000

Water

The City of Midland’s water comes from Lake Huron via the jointly owned Saginaw- Midland Municipal Water Supply Corporation pipeline. The City maintains 48” and 36” raw water transmission lines from Saginaw-Midland Municipal Water Supply Corporation to the City of Midland Water Treatment Plant. The water treatment plant is capable of producing 48 million gallons a day of high quality water.

The water transmission and distribution system is comprised of over 359 miles of water main providing water for fire protection, business, industry and individual customers in the City of Midland, Homer Township, Larkin Township, Midland Township, Mills Township, Water District #1 of Midland County and the City of Auburn. The Distribution staff also administers the City’s Cross Connection Control Program to protect the system from backflow potential.

The system consists of five (5) pump stations including: industrial pumping, domestic pumping, pressure district pumping and booster pump stations. The City also maintains 3,193 fire hydrants including auxiliary valves. Where possible, water related projects are coordinated with local and major street projects.

Water improvement projects have been organized into the following project types:

- **EQUIPMENT** – These projects include specialized equipment or system components.
- **FACILITY** – These projects include site specific projects such as buildings, outfalls, ditches, culverts, and basins.
- **PLANNED PROJECTS UNDER \$100,000** – These projects include projects with estimated costs less than \$100,000.
- **PLANNED PROJECTS \$100,000 - \$499,999** – These projects include large capital projects with estimated costs between \$100,000 and \$499,999.
- **PLANNED PROJECTS \$500,000 AND GREATER** – These projects include large capital projects with estimated costs \$500,000 and greater.

Table 5. Water Improvement Projects

CIP Item	Budget Year						TOTAL
	2020/2021	2021/22	2022/23	2023/24	2024/25	2025/26	
Equipment	48,500	0	0	0	0	105,000	153,500
Facility	200,000	870,000	1,500,000	100,000	1,000,000	0	3,670,000
Planned Projects Under \$100,000	0	0	75,000	0	60,000	55,000	190,000
Planned Projects \$100,000 - 499,999	1,365,000	1,455,000	2,570,000	3,200,000	3,275,000	1,875,000	13,740,000
Planned Projects \$500,000 and greater	1,570,000	1,375,000	1,070,000	565,000	0	1,530,000	6,110,000
Total	3,183,500	3,700,000	5,215,000	3,865,000	4,335,000	3,565,000	23,863,500

The following is a summary of water improvements planned for the next 6 years:

EQUIPMENT

- In 2020/21, calibration equipment, meter reading equipment and backflow software for \$48,500.
- In 2025/26, lawn mower and carbon feed equipment for \$105,000.

FACILITY

- In 2020/21, HVAC in the East Plant for \$200,000.
- In 2021/22, replacement of the rear driveway culvert, relocation of the surface wash piping and refit of the East Plant for \$870,000.
- In 2022/23, industrial and domestic pump MCC replacements for \$1,500,000.
- In 2023/24, asbestos abatement for \$100,000.
- In 2024/25, recoating of the west clarifier basins for \$1,000,000.

PLANNED PROJECTS UNDER \$100,000

- In 2022/23, one (1) project is planned for Sutton Place: Brambleridge to 'end' for a total cost of \$75,000.
- In 2024/25, one (1) project is planned for Iroquois Court: Union Street to 'end' for \$60,000.
- In 2025/26, one (1) project is planned for Wildwood Street: Woodview Pass to Swede (Evergreen only) for \$55,000.

PLANNED PROJECTS \$100,000 - \$499,999

- In 2020/21, six (6) projects are planned for a total cost of \$1,365,000:
 - River Crossing: Rodd Street to Crissey Street
 - Concord Street: Sugnet Road to Meadowbrook Drive
 - Greenbelt: Carpenter/Franklin to Lyon Road & Bayliss Street:
 - Mertz Street: Manor Drive to Ashman Street
 - Hamilton Street: Jay Street to Clay Street
 - Rockwell Drive: Bay City Road to Fast Ice Drive
- In 2021/22, six (6) projects are planned for a total cost of \$1,455,000:
 - Pine Street: Cronkright Street to George Street
 - Burrell Court: Eastman Avenue to 'end'
 - Helen Street: Manor Drive to Noeske Street
 - Carpenter Street: Ashman Street to Fitzhugh Street
 - Hancock Street: Jay Street to Clay Street
 - Fitzhugh Street: Buttles Street to Carpenter Street
- In 2022/23, nine (9) projects are planned for a total cost of \$2,570,000:
 - McDonald Street: Ann Street to Main Street
 - Brambleridge Lane: Partridge Lane to Woodbridge Lane
 - Michigan Street: Washington Street to Walnut Street
 - Mattes Drive: Andre Street to Washington Street
 - Woodbridge Lane: Partridge Lane to Moorland Drive
 - Andre Street: Mattes Drive to Willard Street

- Walter Court: Bay City Road to 'end'
- Saginaw Road: Northwood Drive to Municipal Services Center
- Cortland Street: Brookfield to the end of Cortland Court
- In 2023/24, ten (10) projects are planned for a total cost of \$3,200,000:
 - Saginaw Road: Ashman Street to Sugnet Road
 - Willard Street: Andre Street to Cruz Drive
 - Wyllys Street: Dina Street to end of East Wyllys Court
 - Paine Street: Jay Street to Clay Street
 - James Drive: Mattes Drive to Willard Street
 - Ellsworth Street: Revere Street to Eastman Avenue
 - Lyon Road: Bayliss Street to Washington Street
 - Rodd Street: Nelson Street to Carpenter Street
 - Jefferson Avenue: Eastlawn Drive to Ashman Circle
 - Cruz Drive: Mattes Drive to Washington Street
- In 2024/25, twelve (12) project is planned for a total cost of \$3,275,000:
 - Erie Court: Nelson Street to 'end'
 - Huron Drive: Meadowbrook Drive to 'end'
 - River Crossing: Dublin Avenue to Vance Road
 - Reardon Street: Collins Street to Ashman Street
 - Townsend Street: Main Street to Buttles Street
 - Vail Street: Jefferson Avenue to Boston Street
 - Union Street: Indian Street to Fitzhugh Street
 - Drake Street: Valorie Lane to Dilloway Drive
 - Bay City Road: Waldo Avenue to Willow Street
 - Rockwell Drive: James Savage Road to Bay City Road
 - Smith Road: Isabella Street (M-20) to Hignite Road
 - Devonshire Street: St. Andrews Road to Sugnet Road
- In 2025/26, six (6) projects are planned for a total cost of \$1,875,000:
 - Mark Twain Drive: Waldo Avenue to 200' east of Fuller Drive
 - Valley Drive: Pump Station to Orchard Drive
 - Poseyville Road: St. Charles Drive to Dow gate
 - St. Charles Street: Crissey Street to Poseyville Road
 - Arbor Drive: Linden Drive to 'end'
 - Ashman Street: William Street to Ashman Circle

PLANNED PROJECTS \$500,000 AND GREATER

- In 2020/21, two (2) projects are planned for a total cost of \$1,570,000:
 - Sturgeon Avenue: Saginaw Road to Wackerly Street
 - Wheeler Street: Swede Avenue to Waldo Avenue
- In 2021/22, two (2) projects are planned for a total cost of \$1,375,000:
 - St. Andrews Road: Eastman Avenue to Midland Country Club Drive
 - Main Street: Post Street to University Avenue
- In 2022/23, one (1) project is planned for a total cost of \$1,070,000:
 - Jefferson Avenue: Wheeler Street to Wackerly Street
- In 2023/24, one (1) project is planned for a total cost of \$565,000:
 - St. Andrews Road: Midland Country Club Drive to Nelson Street
- In 2025/26, two (2) projects are planned for a total cost of \$1,530,000:
 - St. Andrews Road: Orchard Drive to Eastman Avenue
 - James Savage Road: Rockwell Drive to Waldo Avenue

Wastewater

The City’s wastewater system includes nearly 207 miles of sanitary sewers, 40 pump stations and 14 standby generators at major pump stations. The City of Midland Wastewater Treatment Plant has a one megawatt standby diesel generator to run critical loads during a power outage. The plant is a “Class A” sewage treatment plant with a design capacity of 10.0 million gallons per day (MGD) and a hydraulic capacity of 18.0 MGD. The City of Midland recycles approximately 3.5 million gallons of bio-solids each year. Staff has carefully reviewed its 20-year Asset Management Program and budgets and prioritizes capital expenditures to extend the life of the treatment plant and to keep it operating at peak efficiency. The sanitary system is cleaned on a two-year rotation. Where possible, wastewater projects are coordinated with local and major street projects.

Wastewater improvement projects have been organized into the following project types:

- **GENERAL** – These projects include general capital maintenance programs.
- **EQUIPMENT** – These projects include specialized equipment or system components.
- **FACILITY** – These projects include capital improvements at the wastewater treatment plant.
- **PLANNED PROJECTS**– These projects include sanitary sewer projects and pump stations.

Table 6. Wastewater Improvement Projects

CIP Item	Budget Year						TOTAL
	2020/2021	2021/22	2022/23	2023/24	2024/25	2025/26	
General	25,000	0	0	0	0	0	25,000
Equipment	200,000	350,000	245,000	355,000	35,000	165,000	1,325,000
Facility	415,000	485,000	260,000	860,000	260,000	610,000	2,890,000
Planned Project	1,901,430	1,746,430	3,256,430	940,000	835,000	850,000	9,554,290
Total	2,541,430	2,581,430	3,761,430	2,155,000	1,130,000	1,625,000	13,794,290

The following is a summary of wastewater improvements planned for the next 6 years:

GENERAL

- In 2020/21, the following projects are planned for a total cost of \$25,000
 - CitiWorks
 - Security Upgrades

EQUIPMENT

- Annual replacement of the centrifugal pump at a cost of \$30,000 for 2020/21 and \$35,000 each year thereafter (total cost of \$205,000).
- In 2020/21, the following equipment expenses are planned for a total cost of \$145,000:
 - Sewage valves
 - Submersible pump
 - Intermediate pump house, lift pump (2 of 8 each year)

- In 2021/22, the following equipment expenses are planned for a total cost of \$315,000:
 - Forklift
 - Waste pump
 - Sewage Valves
 - Submersible Pump
 - Gear Boxes
 - Intermediate pump house, lift pump (2 of 8 each year)
 - Pump station generator
- In 2022/23, the following equipment expenses are planned for a total cost of \$210,000:
 - Sewage Valves
 - Submersible Pump
 - Replacement of failed sidewall coatings on secondary digester
 - Intermediate pump house, lift pump (2 of 8 each year)
- In 2023/24, the following equipment expenses are planned for a total cost of \$320,000:
 - Auto sampler replacement
 - Waste pump
 - Sewage Valves
 - Submersible Pump
 - Gear Boxes
 - Main pump house, lift pump (1 of 4 each year)
- In 2025/26, the following equipment expenses are planned for a total cost of \$130,000:
 - Waste pump
 - Sewage Valves
 - Submersible Pump
 - Gear Boxes

FACILITY

- Annual replacement of the variable frequency drive at a cost of \$10,000
- In 2020/21, the following facility expenses are planned for a total cost of \$405,000:
 - UTV for plant use
 - Facilities roof replacement
 - Plant improvements
- In 2021/22, the following facility expenses are planned for a total cost of \$475,000:
 - Plant effluent water upgrades
 - Facilities roof replacement
 - Plant improvements
- In 2022/23, the following facility expense is planned for a total cost of \$250,000:
 - Plant improvements
- In 2023/24, the following facility expenses are planned for a total cost of \$850,000:
 - Pipe gallery pipe replacement
 - Facilities roof replacement
 - Road & Parking asphalt replacement
 - Plant improvements

- Grit separation upgrade
- In 2024/25, the following facility expense is planned for a total cost of \$250,000:
 - Grit separation upgrade
- In 2025/26, the following facility expenses are planned for a total cost of \$600,000:
 - Grit separation upgrade
 - Plant required improvements due to new discharge permit

PLANNED PROJECTS

- Annual Planned Project expenses at a cost of \$485,000 (\$2,910,000) include:
 - Pump station telemetry
 - PLC Equipment
 - Manhole rehabilitation/lateral linings
 - Miscellaneous sewer repairs/linings
 - Inflow/infiltration removal from sanitary sewer
- In 2020/21, the following project expenses are planned for a total cost of \$1,441,430:
 - Footing separation
 - Asset characterization
 - Flood Response Project: Sturgeon Avenue: Saginaw Road to Wackerly Street
- In 2021/22, the following project expenses are planned for a total cost of \$1,261,430:
 - Spot lining equipment
 - Pole camera
 - Footing separation
 - Asset characterization
 - Sewer rehabilitation: Elizabeth Street to Main Street
 - Flood Response Project: Jefferson Avenue: Sugnet Road to Wheeler Road
- In 2022/23, the following project expenses are planned for a total cost of \$2,771,430:
 - Asset Characterization
 - Flood Response Project: Whitewood Drive: Waldo Avenue to Congress Drive
 - Flood Response Project: Perrine Road: Airport Road to Letts Road
 - Flood Response Project: Jefferson Avenue: Wheeler Road to Wackerly Street
- In 2023/24, the following project expenses are planned for a total cost of \$455,000:
 - Spot lining equipment
 - Flow meter; Valley Pump Station
 - Flood Response Project: Jefferson Avenue: Eastlawn Drive to Ashman Circle
- In 2024/25, the following project expenses are planned for a total cost of \$350,000:
 - Forcemain Evaluations / Replacements
 - Valley Drive to Saginaw Road (36")
 - Wyman to Wastewater Treatment Plant (24")
- In 2025/26, the following project expenses are planned for a total cost of \$365,000:
 - Spot lining equipment
 - Footing separation

Landfill

The City of Midland owns and operates a Michigan Department of Environment, Great Lakes & Energy (EGLE) licensed solid waste disposal facility located at 4311 E. Ashman Street, Midland, Michigan. The Landfill site consists of approximately 335 acres. Staff processes an average of over 100 vehicles per day, which amounts to roughly 550 tons per day of waste being buried.

The site began filling the current waste disposal site, Cell 16, with residential refuse in fiscal year 2007-08. Partially filled Cells 14 and 15 are now being used for Type III (soil and construction debris) waste disposal. Waste disposal operations are being managed to optimize future potential for decomposition gas. Including permitted future cells, the site has over 40 years remaining.

As part of the natural decomposition process, the solid waste within the landfill generates biogas, a combination of methane, carbon dioxide and a small concentration of other chemical compounds. A landfill gas collection and control system (GCCS) has been in operation since summer 2010. The GCCS collects the biogas and sends it to the Gas-to-Energy plant located at the City’s Wastewater Treatment facility. A gas pipeline system is located in road right-of-ways, and easements along public roads and residential driveways, and is used for conveyance of the gas. The Gas-To-Energy (GTE) facility houses two Caterpillar 3520 engine/generators capable of producing 1600 kilowatts of electricity each. The City has a long-range agreement with the Dow Chemical Company to sell all the energy the GTE facility produces.

The City also runs a large-scale yard waste composting operation on the property. Over 40,000 cubic yards of leaves and grass are ground, mixed, rotated several times and eventually screened to generate high-quality compost. An additional 20,000 cubic yards of brush and logs are shredded each year for reuse at the site.

As of July 1, 2018, expenses related to the Renewable Energy section have been incorporated into the Landfill section due to the close relationship between the two areas.

Landfill improvement projects have been organized into the following project types:

- **EQUIPMENT** – These projects include specialized equipment or system components.
- **FACILITY** – These projects include capital improvements at the landfill site.

Table 7. Landfill Improvement Projects

CIP Item	Budget Year						TOTAL
	2020/2021	2021/22	2022/23	2023/24	2024/25	2025/26	
Equipment	635,000	868,000	415,000	720,000	385,000	120,000	3,143,000
Facility	3,096,475	245,000	130,000	80,000	175,000	80,000	3,806,475
Total	3,731,475	1,113,000	545,000	800,000	560,000	200,000	6,949,475

The following is a summary of landfill improvements planned for the next 6 years:

EQUIPMENT

- In 2020/21, the following equipment expenses are planned for a total cost of \$635,000
 - Miscellaneous PLC Controls
 - Major components replacement (oil mist collector, oil pump, throttle body, etc)
 - Leachate pretreatment system
 - Wheel loader
- In 2021/22, the following equipment expenses are planned for a total cost of \$868,000
 - Chiller compressor replacement
 - 3-in-1 digital copier, fax, printer
 - Miscellaneous PLC Controls
 - Major components replacement (oil mist collector, oil pump, throttle body, etc)
 - Garbage compactor rebuild
 - Leachate pretreatment system
- In 2022/23, the following equipment expenses are planned for a total cost of \$415,000
 - Miscellaneous valves
 - Miscellaneous PLC controls
 - Major components replacement (oil mist collector, oil pump, throttle body, etc)
 - Generator overhaul
- In 2023/24, the following equipment expenses are planned for a total cost of \$720,000
 - Chiller compressor replacement
 - Air compressor
 - Major components replacement (oil mist collector, oil pump, throttle body, etc)
 - Off-road truck (used)
 - Wood grinder replacement
 - Generator overhaul
- In 2024/25, the following equipment expenses are planned for a total cost of \$385,000
 - Waste oil burner replacement
 - Major components replacement (oil mist collector, oil pump, throttle body, etc)
 - Wheel loader
- In 2025/26, the following equipment expenses are planned for a total cost of \$130,000
 - Miscellaneous valves
 - Major components replacement (oil mist collector, oil pump, throttle body, etc)

FACILITY

- In 2020/21, the following facility expenses are planned for a total cost of \$3,096,475:
 - Building Improvements
 - Cell #16 interim cover
 - Closed cell improvements
 - Cell #17 development
- In 2021/22, the following facility expenses are planned for a total cost of \$245,000:
 - Cell #16 interim cover
 - Road improvements

- Closed cell improvements
- In 2022/23, the following facility expenses are planned for a total cost of \$130,000:
 - Cell #17 interim cover
 - Closed cell improvements
- In 2023/24, the following facility expenses are planned for a total cost of \$80,000:
 - Cell #16 interim cover
 - Closed cell improvements
- In 2024/25, the following facility expenses are planned for a total cost of \$175,000:
 - Building Improvements
 - Cell #17 interim cover
 - Closed cell improvements
 - Road improvements
- In 2025/26, the following facility expenses are planned for a total cost of \$80,000:
 - Cell #17 interim cover
 - Closed cell improvements

General Infrastructure

The general category is a catch-all of infrastructure improvement projects within the City of Midland. General projects include non-motorized projects, wayfinding, street light upgrades, and pavement projects in the Midland Municipal Cemetery and other City facilities. In the future, the infrastructure capital improvement plan may be expanded to incorporate other capital improvements such as parks, police, fire, and City buildings.

General infrastructure projects have been organized into the following project types:

- **GENERAL** – These projects include general capital maintenance.
- **FACILITY** – These projects include capital improvements to City facilities.
- **PLANNED PROJECTS** – These projects are generally one-time infrastructure expenses.

Table 8. General Infrastructure Improvement Projects

CIP Item	Budget Year						TOTAL
	2020/2021	2021/22	2022/23	2023/24	2024/25	2025/26	
General	20,000	20,000	20,000	20,000	270,000	20,000	370,000
Facility	96,000	96,000	96,000	96,000	96,000	96,000	576,000
Planned Projects	55,000	75,000	0	0	0	0	130,000
Total	171,000	191,000	116,000	116,000	366,000	116,000	1,076,000

The following is a summary of general infrastructure improvements planned for the next 6 years:

GENERAL

- General Infrastructure annual expenses include maintenance of way-finding signage at an annual cost of \$20,000 (\$120,000 total cost).
- In 2024/25, the additional expense of crushing and reshaping cemetery roads is planned at a total cost of \$250,000.

FACILITY

- General Infrastructure Facility annual expenses include street light upgrades and sidewalk improvement programs (both engineering and general) at an annual cost of \$96,000 (\$576,000 total cost)

PLANNED PROJECTS

- In 2020/21, replacement of the parking area at Fire Station #3 is planned at a cost of \$55,000.
- In 2021/22, replacement of a portion of the apron at Fire Station #1 is planned at a cost of \$75,000.

[INTENDED AS REAR COVER]