



AGENDA
Committee on Public Services
Tuesday, April 2, 2019 @ 3:30 p.m.
City Council Conference Room, City Hall 10th Floor

Council Member Peter Spadafore, Chair
Council Member Kathie Dunbar, Vice Chair
Council Member Jeremy Garza, Member

1) Call to Order

2) Public Comment on Agenda Items

3) Minutes

- March 5, 2019

4) Discussion/Action:

A.) RESOLUTION – Decertification of parts of Wilson Street, Linwood Street, Fernwood Street, Southgate Avenue, Pattengill Avenue and Whyte Street from ACT 51 Street System

5) Other

6) Adjourn



Public Services

DATE April 2, 2019

[illegible]

DRAFT



MINUTES
Committee on Public Service
Tuesday, February 19, 2019 @ 3:30 p.m.
City Hall, Conference Room, 10th Floor

CALL TO ORDER

The meeting was called to order at 3:30 p.m.

ROLL CALL

Council Member Peter Spadafore, Chair
Council Member Kathie Dunbar, Vice Chair-arrived at 3:41 p.m.
Council Member Jeremy Garza, Member

OTHERS PRESENT

Sherrie Boak, Council Office Manager
Greg Venker, Assistant City Attorney – arrived at 3:33 p.m.
Jim Smiertka, City Attorney - arrived at 3:40 p.m.
Andy Kilpatrick, Public Service Director
Lori Welch, City Recycling Department
Scott Sanford, Code Enforcement

Public Comments

No public comments.

Minutes

MOTION BY COUNCIL MEMBER GARZA TO APPROVE THE MINUTES FROM JANUARY 22, 2019. MOTION CARRIED 3-0.

Discussion/Action:

RESOLUTION – Set Public Hearing; Special Assessment for Glenburne Commons; Annual Trash and Grass Abatement; Roll #GB-2018

Council Member Spadafore confirmed the Council will set the hearing on March 11, 2019 and will be held on March 25th, 2019. Any unpaid after the hearing will go on the Summer 2019 tax roll. It was noted that the original assessment was approved for 10 years, so every year the Council will approve a roll. Mr. Sanford provided a spreadsheet that outlined the total contractor costs coming in at \$17,288 for the trash contractor and \$8,190 for the grass mowing contractor.

MOTION BY COUNCIL MEMBER GARZA TO APPROVE THE RESOLUTION TO SET THE PUBLIC HEARING FOR THE GLENBURNE COMMONS ANNUAL TRASH AND GRASS ABATEMENT ASSESSMENT ROLL GB-2018 FOR MARCH 25, 2019.
MOTION CARRIED 2-0.

PRESENTATION – Recycling Overview

Mr. Kilpatrick provided an overview of the City recycling program from transfer, to haul to process. Noting the majority of the processing is done in Ann Arbor. He then noted that the new salt shed the City built, is being used for sorting, so the City is using their old salt shed for salt storage and it is busting at the seams from deterioration. In addition to the need to address this storage and use issue, the City is considering getting out of the transfer and hauling business. The presentation then went over a graphic on the four (4) proposals that were submitted. The proposal from Emterra eliminates the transfer and haul step and they do all the processing on their site. When recycling began, Mr. Kilpatrick continued, the separate was done at the curb, then a few years later it went to being done at the facility, and all recyclables were going to China. The market threshold then went to .5, which meant nothing could go to China anymore, so the market was flooded with what could go there, so commodities went down. In 2018 it was \$244,000 for processing, 2019 about \$244,000, however the costs are going up since the market is not there. Council Member Spadafore asked if the fees cover the cost, and Mr. Kilpatrick confirmed however noted they are proposing increase. Council Member Garza asked if the commodity is determined after the process, and Mr. Kilpatrick confirmed that, and that with Emterra will take the plastic to auto parts, paper to paper, steel to steel, aluminum back to aluminum. Council Member Garza inquired into if Emterra would be selling recyclables to power plants as energy sources, and if that would be a good business for the City to get into. Mr. Kilpatrick said that to his knowledge Emterra will not be doing that. Council Member Spadafore asked if there is profit sharing because they could provide a product that they can turn around and make money on. Mr. Kilpatrick confirmed that the City will pay processing a fee and once that is met, anything above will be profit sharing for the City for the 10 year agreement.

Council Member Dunbar asked why Granger would be disputing this transaction with Granger if they do not have the capacity to do the work, and Mr. Kilpatrick confirmed he could not speculate why.

Council Member Spadafore asked if the materials that Emterra collects at drop offs, would be counted towards the required tonnage. Mr. Kilpatrick was not sure of that information and stated he would find out.

The Committee then discussed commercial recycling, noting there was once a pilot project, and currently there are 35-40 schools with roll off carts.

Council Member Garza stated again his interest in renewable energy plants and the reuse of plastic waste for fuel, and the potential of the City being involved in that as a future endeavor.

The Committee discussed every week recycling, every other week trash pick-up and the start of discussions on meeting the needs of low income households to accommodate the service. The question was asked as to why the City could not be the sole source provider, and Mr. Kilpatrick informed them that would mean the purchase of more trucks and hiring of more drivers.

Council Member Spadafore suggested at a future meeting discussions on options on the bag usage, a solution for low income, and cart usage.

Council Member Spadafore asked if the Public Service will need to build a new salt shed, and it was confirmed that if this agreement does not occur, they will have to, but if the agreement goes through then they can use the new salt shed for what it was built for.

DRAFT

ORDINANCE- Ordinance Amendment Chapter 872, Section 872-01 to 872-07; Licensing and Regulations for Dockless Electric Scooter Companies

Council Member Spadafore referred the Committee to Draft 3, which addresses comments made at the public hearings and from Council Members. Changes included page 4; 872.02 A. 2 which changes the identification font to be visible from 30 feet away; page 5 item 9 which would coordinate an educational campaign, then 872.02.B addresses a nonrefundable fee for the license. During the discussion it was requested and verified that “person” is identified in the definitions as “a person/entity/corporation”. Council Member Dunbar asked if the ordinance should be specific on what amount of education is needed. Council Member Spadafore stated the ordinance will leave that to the Administration what they need to meet the requirements. There are also discussions on a joint education piece with East Lansing. Mr. Kilpatrick suggested it be made part of their permit with the Clerk’s office.

The discussion briefly move to fees and it was noted that with Council doing a fee resolution annually the fees can be adjusted. The recommendation is going from \$1/day per scooter to \$.10/per ride, which is the National standard. If the ride starts in the City, the City gets the fee, and money from the fee goes towards the Complete Street Initiative, and Mr. Kilpatrick suggested the fees could also be used for new ADA ramps or maintenance of them.

Council Member Dunbar questioned page 5, line 21 which stated “the annual fee for each calendar year, or portion thereof, that this ordinance is in effect is \$2,500 unless adjusted..”. Mr. Venker clarified that because the ordinance is not in effect yet, they do not want a circumstance that not adjusted annually. The 2018-2019 fee is \$2,500 unless adjusted by Council.

Mr. Kilpatrick informed the Committee that they are currently working towards agreements in March, and have received 4-5 scooter companies with an interest. He suggested the Committee consider addressing a limit on the total or total number of companies in the future. Mr. Venker confirmed there is no saturation clause, and Council Member Spadafore acknowledge the limit will be left up to the City to determine. The thought had been there, he continued, to place a cap per company, but they were not sure if it would be too high or too low, what they did know was they need to make it for the company to believe it is worth having in the City. It was noted that regarding other communities, Ann Arbor is redoing their Ordinance, East Lansing is following the City of Lansing lead and MSU is planning to do their own. Mr. Venker stated that most cities are not doing caps, if the market is saturated, the companies are pulling out. Council Member Spadafore noted that research showed there were caps on the pilot programs, but when they went to the final program there were no caps.

Council Member Spadafore stated and Mr. Venker confirmed, that the changes were not substantial enough to call for another public hearing, so it will be moving forward to Council for adoption.

MOTION BY COUNCIL MEMBER DUNBAR TO APPROVE DRAFT 3 OF THE ORDINANCE FOR PASSAGE ON MARCH 11, 2019. MOTION CARRIED 3-0.

Mr. Kilpatrick made mentioned that there is a new electric vehicle on the market known as the “Gotcha Trike” which is a three-wheeled mobility device. The Committee spoke briefly on potential, ordinance changes, and what laws will permit or ban them.

ADJOURN

The meeting was adjourned at 4:29 p.m.

Submitted by Sherrie Boak, Recording Secretary

Lansing City Council

Approved: _____

BY THE COMMITTEE ON PUBLIC SERVICE
RESOLVED BY THE CITY COUNCIL OF THE CITY OF LANSING

WHEREAS, the Public Service Department updates the Public Street System in accordance with Public Act 51 of 1951, which requires that streets that are not open to automobile traffic be decertified and removed from the Act 51 Street System; and

WHEREAS, the Public Service Department has identified street segments currently shown on the Act 51 Street System Map and are not used as public streets; and

WHEREAS, the City of Lansing does wish to decertify, but not vacate, the following street segments; and

WHEREAS, the street segments to be decertified are:

Wilson Street – from Herbert Street west to the dead end, 90 feet

Linwood Street – from Glenn Street south to the dead end, 111 feet

Fernwood Avenue – from Clemens Avenue west to the dead end, 132 feet

Southgate Avenue – from Parkway Drive north to the dead end, 206 feet

Pattengill Avenue – from Victor Avenue south to the dead end, 79 feet

Whyte Street – from Indiana Avenue east to the dead end, 153 feet

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby authorizes the decertification, but not the vacation, of a total of 771 feet described in the recitals above from the Act 51 Street System.

BE IT FINALLY RESOLVED that the Director of Public Service is authorized to transmit the decertification described in this Resolution to the Michigan Department of Transportation to update the Act 51 Street System consistent with these changes.

City Street Segments to Decertify 2019 Act 51 Map April 2019



Andy Schor, Mayor



Wilson St. West of Herbert St.
Existing 24" Combined Sewer
90 Feet





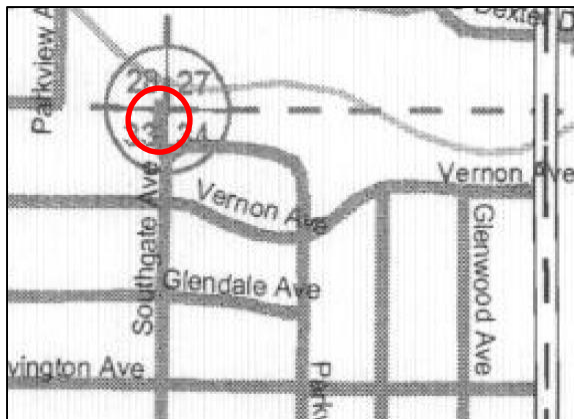
Linwood St. South of Glenn
111 Feet



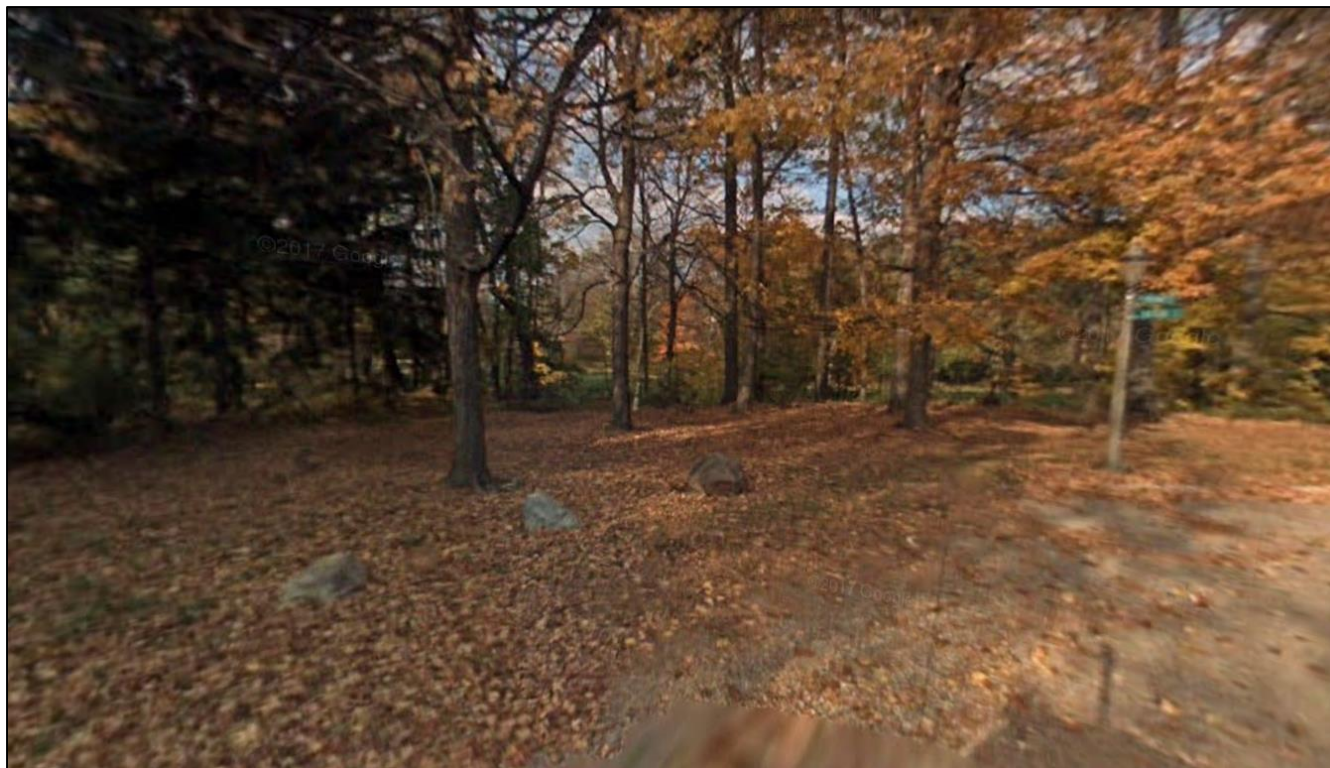


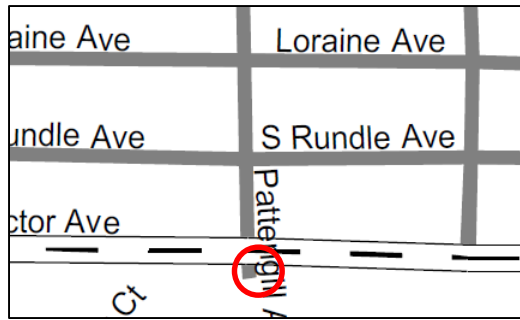
Fernwood Ave. West of Clemens
Existing Storm sewer.
132 feet





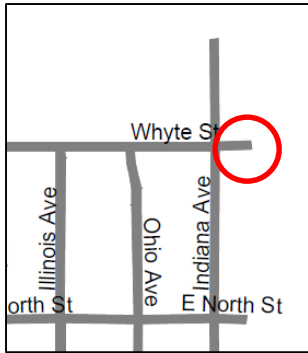
Southgate Avenue – north of Parkway Dr.
206 Feet





Pattengill, South of Victor
79 Feet





Whyte Street – East End
Existing Storm Sewer
153 Feet

