

# CITY OF MASON

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Mason, MI 48854-0370

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## PLANNING COMMISSION MEETING - COUNCIL CHAMBER Tuesday, August 12, 2014

6:30 p.m.

### Agenda

1. Call to Order
2. Roll Call
3. Approval of Minutes: July 15, 2014
4. People from the Floor
5. Presentations
  - Dan Sommerville, Michigan Environmental Council - Getting There: Mason Public Transit Survey Analysis (invited)
6. Announcements
7. Regular Business
  - A. Report – Getting There: Mason Public Transit Survey Analysis
8. Unfinished Business
9. New Business
10. Correspondence
11. Liaison Reports
12. Director Report
13. Administrator Report
14. Adjournment

**CITY OF MASON  
PLANNING COMMISSION MEETING  
MINUTES OF JULY 15, 2014**

Chairperson Reeser called the meeting to order at 6:37 p.m. in the Council Chambers at 201 West. Ash Street, Mason, Michigan.

Present: Commissioners: Barna, King, Reeser, Sabbadin, Waxman  
Absent: Commissioner: Hude, Fischer, Naeyaert, Trotter (all excused)  
Also present: Martin A. Colburn City Administrator  
David Haywood, Zoning & Development Director  
Deborah J. Cwierniewicz, City Clerk

**APPROVAL OF MINUTES:**

**Regular Minutes of June 10, 2014**

The regular meeting Minutes of June 10, 2014, were approved as submitted.

**PEOPLE FROM THE FLOOR**

None.

**ANNOUNCEMENTS**

None.

**PUBLIC HEARING**

**Special Use Permit – 300 East Kipp Road**

Reeser opened the public hearing at 6:39 p.m.

David Haywood spoke regarding the request of John Fischer, J & J Properties, to amend the existing special use permit by extending the expiration date to August 1, 2015.

John Fischer of J & J Properties stated that a one-year extension would be needed to complete the project.

Reeser closed the public hearing at 6:41 p.m.

**Resolution No. 2014-04 - A Resolution Amending the Special Use Permit Established by Resolution No. 2013-05 Allowing the Disposal of Approximately 20,000 Cubic Yards of Soils on Property at 300 East Kipp Road by Extending the Expiration Date to August 1, 2015**

MOTION by Waxman, second by Sabbadin,  
to consider Resolution No. 2014-04 read.

**MOTION APPROVED UNANIMOUSLY**

Resolution No. 2014-04 was introduced by King and seconded by Waxman.

A brief discussion was held regarding administrative extension of expiration dates, as stated in the resolution.

**CITY OF MASON  
PLANNING COMMISSION RESOLUTION NO. 2014-04  
A RESOLUTION AMENDING THE SPECIAL USE PERMIT ESTABLISHED BY RESOLUTION  
NO. 2013-05 ALLOWING THE DISPOSAL OF APPROXIMATELY 20,000 CUBIC YARDS OF  
SOILS ON PROPERTY AT 300 EAST KIPP ROAD BY EXTENDING THE EXPIRATION DATE  
TO AUGUST 1, 2015**

**July 15, 2014**

**WHEREAS**, a request has been received from John Fischer, to amend the existing special use permit granted by Resolution No. 2013-05 allowing the disposal of 20,000 cubic yards of soils at 300 East Kipp Road by extending the expiration date to August 1, 2015; and

**WHEREAS**, the subject property is further described as: All that part of South ½ of SW ¼ of Sec. 9 which lies East of MCRR R/W and West of Barnes St., Sec. 9, T2N, R1W, City of Mason, Ingham County 24.99 acres; and

**WHEREAS**, no changes are proposed to the approved site plan; and

**WHEREAS**, all other conditions set forth in Resolution No. 2013-05 remain in full force and effect; and

**WHEREAS**, the Planning Commission authorizes the Zoning Administrator to grant one or more extensions of time to the expiration date for periods not to exceed 180 days each. Extensions shall be requested in writing and justifiable cause demonstrated.

**THEREFORE BE IT RESOLVED**, that the Mason Planning Commission does hereby approve an amendment to the special use permit established by Resolution 2013-05 to dispose of approximately 20,000 cubic yards of soil on property located at 300 East Kipp Road by extending the expiration date to August 1, 2015.

**RESOLUTION APPROVED UNANIMOUSLY**

**REGULAR BUSINESS**

**Discussion – Master Plan Implementation – Sub-Area Plans**

Haywood elaborated on his memorandum to the Commission regarding the first sub-area plan steering committee meeting that was held June 25, 2014. The committee compiled a list of issues that will be further reviewed.

**Discussion – Right to Farm Act (RTFA)**

Haywood elaborated on his memorandum to the Commission regarding changes to the Right to Farm Act (RTFA). A brief discussion ensued relating to land uses.

**UNFINISHED BUSINESS**

None.

**NEW BUSINESS**

None.

**CORRESPONDENCE**

Distributed.

**LIAISON REPORTS**

No report at this time.

**DIRECTOR REPORT**

Haywood informed the Commission regarding current Zoning & Development business.

**ADMINISTRATOR'S REPORT**

Colburn informed the Commission regarding current City business.

The Commission thanked Commissioner Jim King for his service to the city and wished him well.

**ADJOURNMENT**

The meeting adjourned at 7:23 p.m.

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Deborah J. Cwierniewicz, City Clerk

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Jim King, Secretary

Prepared by:



# Getting There: Mason Public Transit Survey Analysis

May 16, 2014

120 N Washington Sq.  
Suite 805  
Lansing, MI 48933

p. 313-241-6211

[maggie@iconicstrategy.com](mailto:maggie@iconicstrategy.com)

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# Executive Summary

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In the fall of 2013, Michigan Environmental Council (MEC), in the interest of reducing the environmental impact of on-road transportation, sought and secured a mini-grant from the Community Reinvestment Fund (CRF) of the Mid-Michigan Program for Greater Sustainability (MMPGS) to engage community members in a dialogue on the availability of public transit option between the City of Mason and the City of Lansing, Michigan. This particular route was selected based on the significance of the two cities in Mid-Michigan. Mason is the county seat of Ingham County and home to several public agencies including the Ingham County Sheriff's Department and the 55<sup>th</sup> District Court. Mason is also home to some of the major employers in Michigan's Capital Region. Lansing is the capitol of the State of Michigan and the most populous city in the region.

This project ran between November 2013 and May 2014 and consisted of four public outreach and engagement forums or meetings, a survey, and promotional/educational outreach through web ads that provided information about the initiative and a link to the online survey. The goal of this project, fitting with the purpose of the Community Reinvestment Fund, was to hear from those community members who are often under-represented in public planning initiatives<sup>1</sup>, as well as those community members who are generally represented in greater numbers in public planning initiatives. This report analyzes the results of the survey component of this initiative.

Community members were asked to participate in an anonymous survey to help increase knowledge among decision-makers about current behaviors, interests, preferences, and needs that may exist in the community at large with regard to public transit travel between Mason and Lansing. The survey included questions<sup>2</sup> about individuals' current frequency of travel between these two cities, about interest in public transit, and demographic information. Questions specific to the interests of business owners and managers in Mason were also included.

## Methodology

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The survey forms were developed with input from Michigan Environmental Council staff and Capital Area Transit Authority (CATA), which is the public transit provider for Ingham County. A preliminary draft of the survey was then sent to key staff at the City of Mason and an interested member of the Mason City Council, who were asked to make suggestions for possible changes, additions, or deletions.

Individuals took the survey either online, through which responses were saved, or were asked to complete the survey at one of four forums/meetings. Two meetings were held at Mason City Hall (January 27 and April 21, 2014) while three other outreach meetings occurred:

- Michigan Developmental Disabilities Council's Regional Inclusive Community Coalition (Region 2) – April 2014
- Allen Neighborhood Center Senior Citizens Group – March 2014
- Coffee Hour with Representative Tom Cochran – April 2014

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<sup>1</sup> Under-represented populations under the Community Reinvestment Fund include: small business owners, K-12 and college students, persons aged 65-84 and over 85 years old, persons with disabilities, veterans, persons with limited English speaking ability, immigrants and refugees, and persons in households at or below AMI and 200% poverty. Targeted efforts were made to reach these groups.

<sup>2</sup> See Appendix A for a list of all survey questions.

Attendees at each of these events were asked to complete the survey. The completed surveys were later entered into the online survey system.

Survey topics included:

- Primary reason for individual's interest in transit between Mason and Lansing
- Frequency of travel (using any mode) between Mason and Lansing
- Primary mode of travel between Mason and Lansing
- Impact on respondent of increased frequency of public transit between Mason and Lansing
- Primary reason(s) for using public transit between Mason and Lansing (if used)

The survey administrator checked returned surveys for missing information and responses that would cause errors in analysis. The responses were imported into Microsoft® Excel. Data analysis was completed using Excel.

**Note:** The results reported can only be considered the opinions of the survey participants (95 participants in total). Results cannot be generalized to represent the entire population of Mason, or of Greater Lansing. This survey represents a preliminary “snapshot” of a non-random sample of the population. Results from this survey may be helpful for future efforts to study potential for mass transit growth between Mason and Lansing. For example, results of this survey can provide some understanding of existing behaviors and attitudes that exist within the population of Mid-Michigan. Such an understanding can be valuable for developing outreach materials, identifying potential barriers to growth in mass transit, and identifying possible opportunities for growth in mass transit between Mason and Lansing.

## Demographics

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Survey responses are broken out by several demographic categories, as follows:

The percentage of respondents are broken out by:

- 17 or younger
- Adult, younger than 21
- Age 21 – 29 (and each decade through 50 – 59)
- Age 60 – 65
- Age 65 – 85
- Age 86 or older

Other demographic information was collected, including income level and disability status. Demographic information questions were selected in order to meet Community Reinvestment Fund goals of engaging traditionally under-represented individuals in community planning initiatives. No groups were discouraged from participating and all were informed that participation was voluntary and anonymous.

- Respondents who were 20 – 59 years of age represented 70.1% of all respondents, while those 60 or older represented nearly 30% of all respondents (27.4%)
- Of those who responded with information on average household income, nearly 30% (26.9%) reported income of \$24,999 or lower – the largest single group of respondents to this question. Those reporting income of \$50,000 - \$74,999 represented just over 20% (21.8%) of respondents to this question.
- Over 10% (11.9%) of respondents answering the question on modes of transportation used reported that they use the current bus route or Spec-Tran to travel between Mason and Lansing

## Overall Support: Additional Frequency in Service

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The overall level of support for additional frequency in public transit service between Mason and Lansing was considered through this survey through responses to the following questions:

- Related to your interest in bus commuting between Mason and Lansing, which of the categories below represent you (select all that apply)? [This question seeks to identify the source of the respondent's interest.]
  - I am an employer interested in bus access for employees
  - I am an employee interested in bus access to get to work
  - I am a State of Michigan employee interested in bus access to work
  - I am a student interested in using the bus to get to classes/internship
  - I am a resident interested in taking the bus for shopping/errands
  - Other
- Which modes of transportation do you use to travel between Mason and Lansing? [This questions seeks to gauge current travel mode prevalence.]
  - Scheduled bus route
  - Personal vehicle, drive alone
  - Carpool
  - Taxi/cab service
  - Spec-tran/Ready-Ride
  - Other or N/A
- What impact might added frequency of bus service between Mason and Lansing have on your use of the bus (select all that apply)? [This question seeks to gauge whether or not there is a current need not being met by the existing Mason – Lansing route, Spec-Tran/Ready-Ride, and connector routes.]
  - I would have transportation to get to a job
  - I would have transportation for appointments/errands/shopping
  - I could meet my personal preference of using mass transit
  - I could meet my personal need to use mass transit
  - I don't know what impact it might have on my use of the bus
  - It would have no impact on my use of the bus
  - Other

In considering the prevalence of various modes of transport between Mason and Lansing (see second question listed above), survey results show that nearly 80% of trips between Mason and Lansing (according to those surveyed) occur in a personal vehicle, usually occupied by one individual. However, 11% of respondents use either the scheduled bus route or Spec-Tran/Ready-Ride bus service. Additionally, Capital Area Transit Authority (CATA) data show that over 10,000 rides per year are taken on the scheduled bus route (Route 46), despite its limited schedule (one run Mason – Lansing on weekday mornings; one run Lansing – Mason on weekday evenings). One respondent to this question added that she/he would use the bus if it were offered more frequently.

The vast majority of survey respondents (70%) had some interest in mass transit access for themselves between Mason and Lansing (based on responses to the first question listed above. Those responding “Other” to the first question listed above included those opposed to transit between Mason and Lansing (1 individual), those who have no interest in bus service (11 individuals), those residing outside of the Mason-Lansing area (7 individuals), as well as those who are interested in transit, but whose interest is for others as opposed to their own usage (9 individuals).

The third question listed above seeks to identify any unmet need that exists related to transit access between Mason and Lansing by asking what impact increased service/increased frequency might have on respondents related to using the bus. Respondents to this question had the option of selecting any response option that represented them. Sixty-five percent of responses to this question show existing unmet needs that increased frequency of bus service might overcome.

It was anticipated that people uninterested in using mass transit would opt-out of taking the survey, however, including the option to respond 'No impact' to the question of what impact additional frequency of service might have on respondents was, in part, intended to account for non-users who might take the survey. An interesting occurrence was experienced in that opponents of mass transit utilized the "Other" response to state their opposition. Stated opposition to bus service between Mason and Lansing was very minimal among respondents to this survey (limited to fewer than three respondents of 95) and was limited to a stated concern that such bus service would increase crime in Mason.

In summary, the survey results show that support exists for increased frequency in public transit access between Mason and Lansing among survey respondents. Additional study would be beneficial in order to more fully understand attitudes and preferences related to transit along this route. The preferences and attitudes displayed through this survey may be useful for planning messaging for transit-related outreach efforts, if such efforts are desired in the near future.

# Appendix A. The Survey

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## Mason and Lansing Public Transit Survey

This section includes the full text of the survey used in this initiative.

*About this effort: Michigan Environmental Council (MEC) - with participation from CATA, the City of Mason, the Mason Area Chamber of Commerce, The Mid-Michigan Program for Greater Sustainability, and other partners - has organized this effort to help boost Mason's environmental, social, and economic health. This survey will allow us to hear from Mason residents, Lansing residents, officials, and the business community on how the Route 46 bus service helps us get around and the benefits additional bus service on Route 46 might bring.*

*Questions 11 - 14 are intended for business owners/managers. If you are not a business owner/manager please do not complete questions 11 - 14. Participation in this survey is voluntary and anonymous. Thank you for your participation!*

*This project is funded in part by a grant from the U.S. Department of Housing & Urban Development Sustainable Communities program to the Tri-County Regional Planning Commission as part of the Mid-Michigan Program for Greater Sustainability (MMPGS). The Community Reinvestment Fund is one of nine projects funded under MMPGS and is administered by the Mid-Michigan Environmental Action Council.*

### **1. Related to your interest in bus commuting between Mason and Lansing, which of the categories below represent you (select all that apply)?**

I am an employer interested in bus access for employees<sup>3</sup>

I am an employee interested in bus access to get to work

I am a State of Michigan employee interested in bus access to get to work

I am a student interested in using the bus to get to classes/internship

I am a resident interested in taking the bus for errands/shopping

Other (please specify)

### **2. Which category below includes your age?**

17 or younger

18-20

21-29

30-39

40-49

50-59

60-65

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<sup>3</sup> Respondents who stated they are employers were automatically directed to questions 11 through 14, which are specific to business/employment community.

65-85

86 or older

**3. Which of the following categories best describes your employment status?**

Employed, working 1-39 hours per week

Employed, working 40 or more hours per week

Not employed, looking for work

Not employed, NOT looking for work

Retired

Unable to work

**4. What is your approximate average household income?**

\$0-\$24,999

\$25,000-\$49,999

\$50,000-\$74,999

\$75,000-\$99,999

\$100,000-\$124,999

\$125,000-\$149,999

\$150,000-\$174,999

\$175,000-\$199,999

\$200,000 and up

**5. How often do you have reason to travel round-trip between Mason and Lansing?**

At least once daily

Two or more times daily

Once per week

Two or more times per week

Less than once per week

Never

Other (please specify)

**6. Which modes of transportation do you use to travel between Mason and Lansing (select any that apply)?**

Scheduled Bus Route

Personal vehicle, drive alone

Carpool

Taxi/cab service

Spec-tran/Ready-Ride

Other (please specify) or N/A

**7. What impact might added frequency of bus service between Mason and Lansing have on your use of the bus (select all that apply)?**

I would have transportation to get to a job

I would have transportation for errands/appointments/shopping

I could meet my personal preference of using mass transit

I could meet my personal need to use mass transit

I don't know what impact it might have on my use of the bus

It would have no impact on my use of the bus

Other (please specify)

**8. Which of the following reasons relate to your use of the bus to travel between Mason and Lansing (select all that apply)?**

Convenience

Lack of access to other modes of transportation

Lack of ability to use other modes of transportation

Using the bus allows me to save fuel costs

Using the bus allows me to save on cost of parking

Other (please specify)

**9. If you are a student, have you considered applying for internships in Mason?**

Yes

No

**10. If you are a student and you did not consider applying for jobs or internships in Mason was transportation to/from Mason a part of your decision?**

Yes

No

Other (please specify)

**11. Roughly how many full-time employees currently work for your organization?**

1-10

11-50

51-200

201-500

501-1,000

1,001-5,000

5,001-10,000

10,000+

Other (please specify)

**12. Do your employees currently use the bus to commute to/from work?**

Yes

No

I don't know

Other (please specify)

**13. In which of the following ways might increased bus access between Mason and Lansing impact your business (select all that apply)?**

We could reach a larger talent pool for hiring

We could reach a more diverse talent pool

It would have no impact

I don't know

Other (please specify)

**14. Does your company currently provide any benefits/incentives for employees using mass transit?**

Yes

No

I don't know

Other (please specify)

## Appendix B. Survey Results

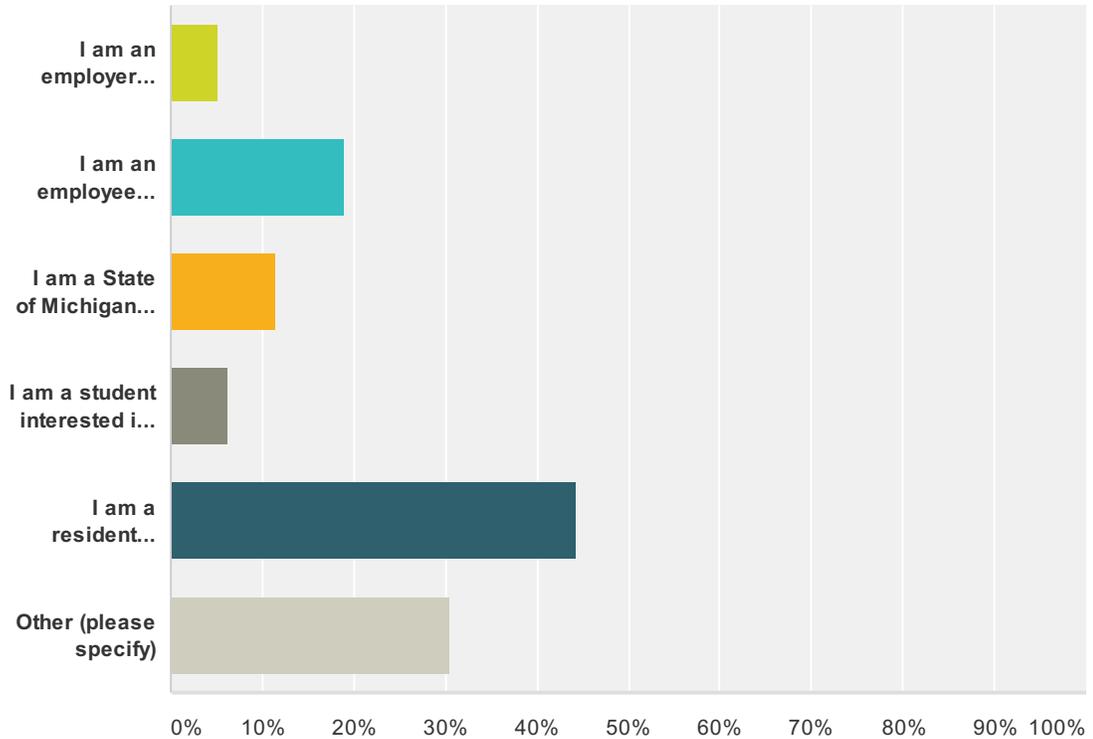
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This section displays the summary responses to each of the survey questions.

# Mason to Lansing Transportation Survey

## Q1 Related to your interest in bus commuting between Mason and Lansing, which of the categories below represent you (select all that apply)?

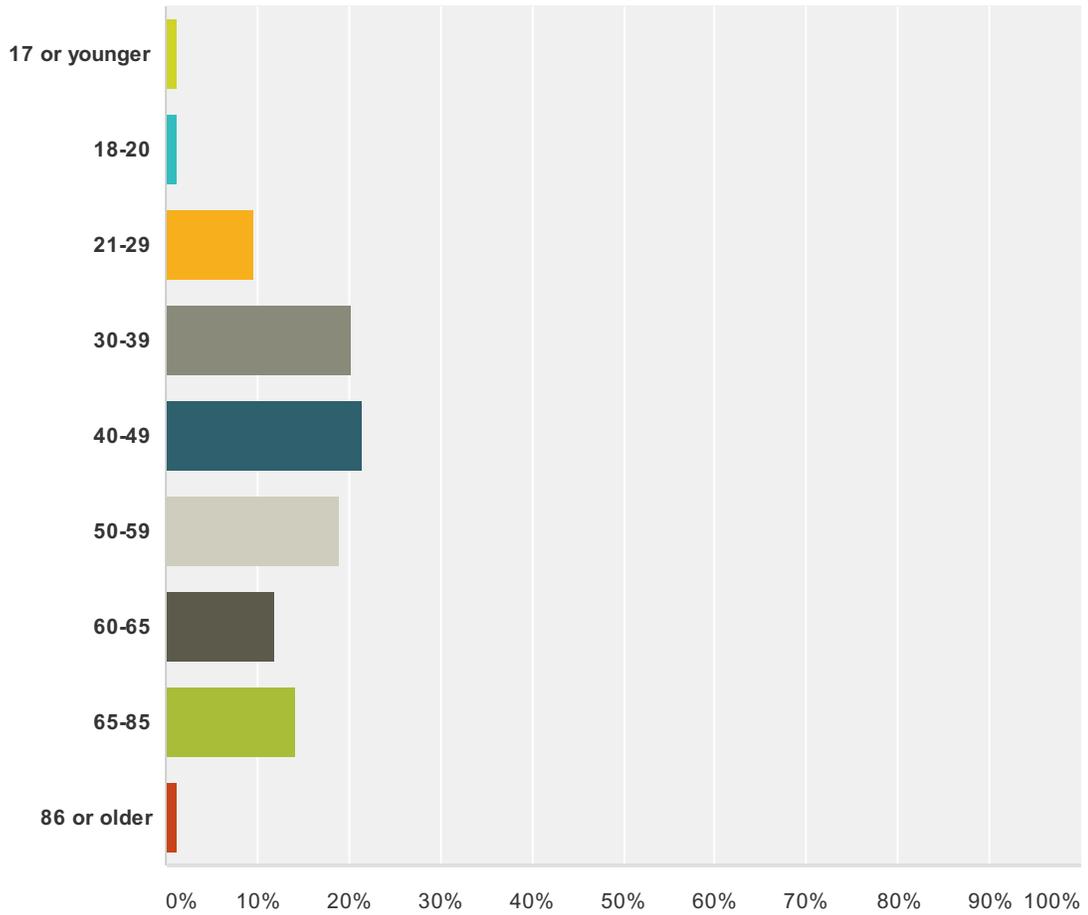
Answered: 95 Skipped: 0



Answer Choices	Responses
I am an employer interested in bus access for employees	5.26% 5
I am an employee interested in bus access to get to work	18.95% 18
I am a State of Michigan employee interested in bus access to get to work	11.58% 11
I am a student interested in using the bus to get to classes/internship	6.32% 6
I am a resident interested in taking the bus for errands/shopping	44.21% 42
Other (please specify)	30.53% 29
<b>Total Respondents: 95</b>	

## Q2 Which category below includes your age?

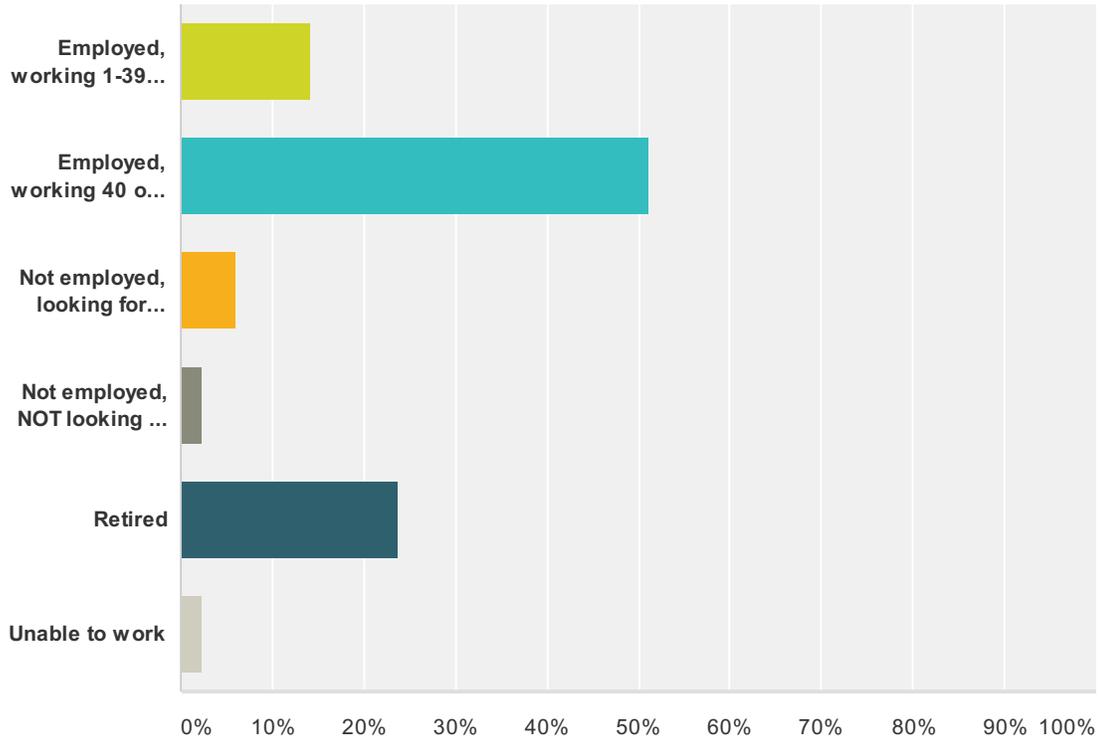
Answered: 84 Skipped: 11



Answer Choices	Responses
17 or younger	1.19% 1
18-20	1.19% 1
21-29	9.52% 8
30-39	20.24% 17
40-49	21.43% 18
50-59	19.05% 16
60-65	11.90% 10
65-85	14.29% 12
86 or older	1.19% 1
<b>Total</b>	<b>84</b>

### Q3 Which of the following categories best describes your employment status?

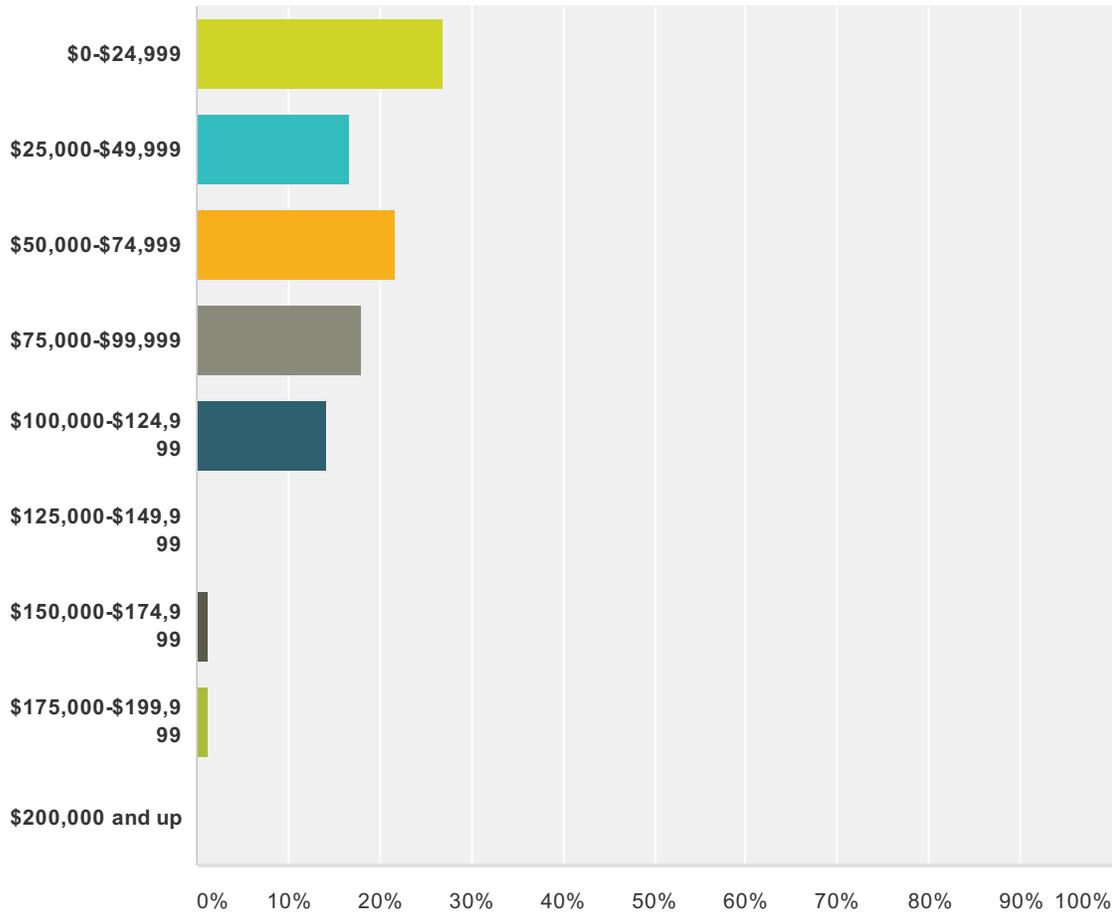
Answered: 84 Skipped: 11



Answer Choices	Responses
Employed, working 1-39 hours per week	14.29% 12
Employed, working 40 or more hours per week	51.19% 43
Not employed, looking for work	5.95% 5
Not employed, NOT looking for work	2.38% 2
Retired	23.81% 20
Unable to work	2.38% 2
<b>Total</b>	<b>84</b>

### Q4 What is your approximate average household income?

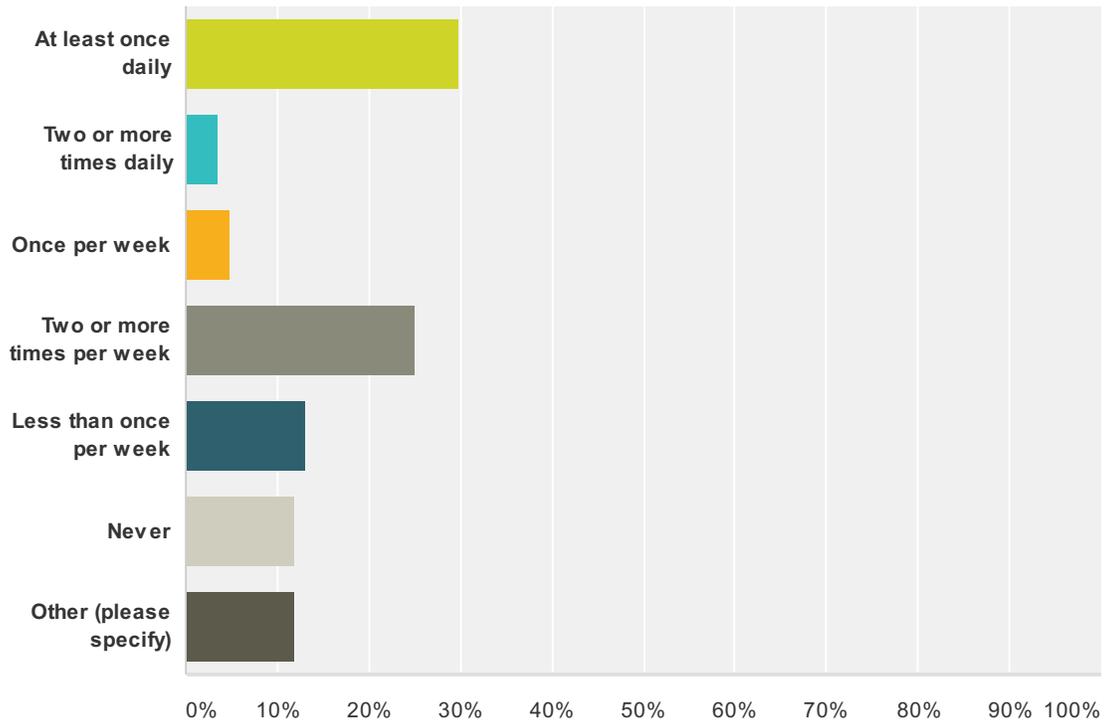
Answered: 78 Skipped: 17



Answer Choices	Responses
\$0-\$24,999	26.92% 21
\$25,000-\$49,999	16.67% 13
\$50,000-\$74,999	21.79% 17
\$75,000-\$99,999	17.95% 14
\$100,000-\$124,999	14.10% 11
\$125,000-\$149,999	0.00% 0
\$150,000-\$174,999	1.28% 1
\$175,000-\$199,999	1.28% 1
\$200,000 and up	0.00% 0
<b>Total</b>	<b>78</b>

### Q5 How often do you have reason to travel round-trip between Mason and Lansing?

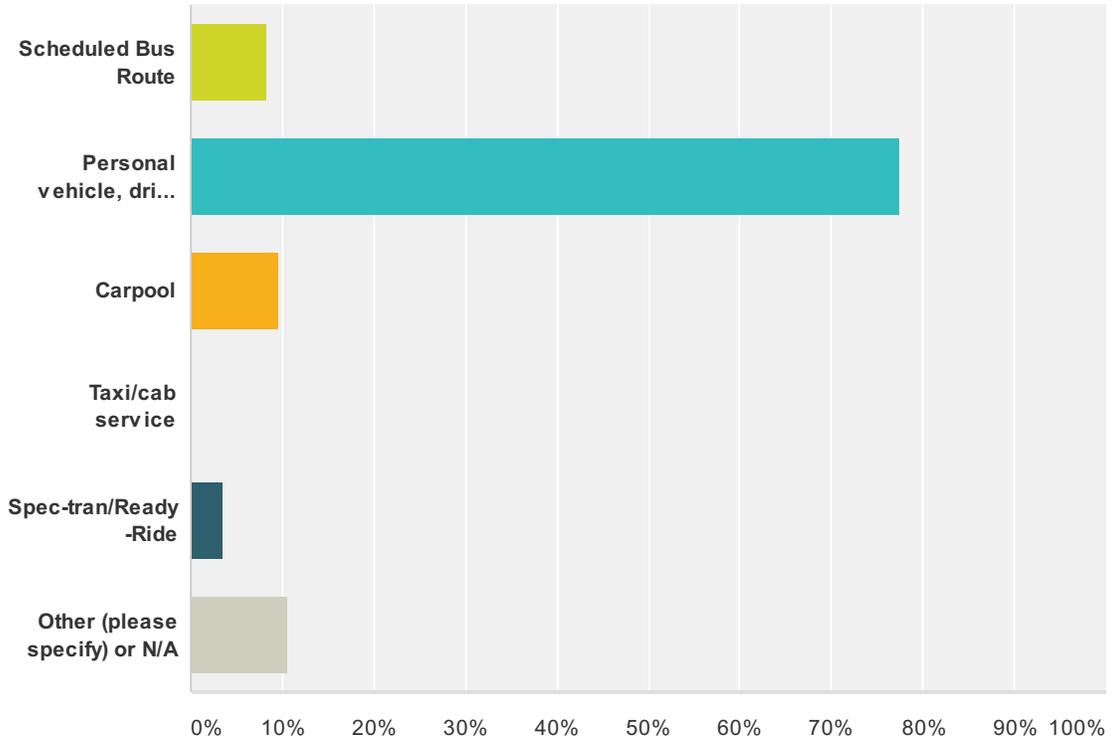
Answered: 84 Skipped: 11



Answer Choices	Responses	Count
At least once daily	29.76%	25
Two or more times daily	3.57%	3
Once per week	4.76%	4
Two or more times per week	25.00%	21
Less than once per week	13.10%	11
Never	11.90%	10
Other (please specify)	11.90%	10
<b>Total</b>		<b>84</b>

**Q6 Which modes of transportation do you use to travel between Mason and Lansing (select any that apply)?**

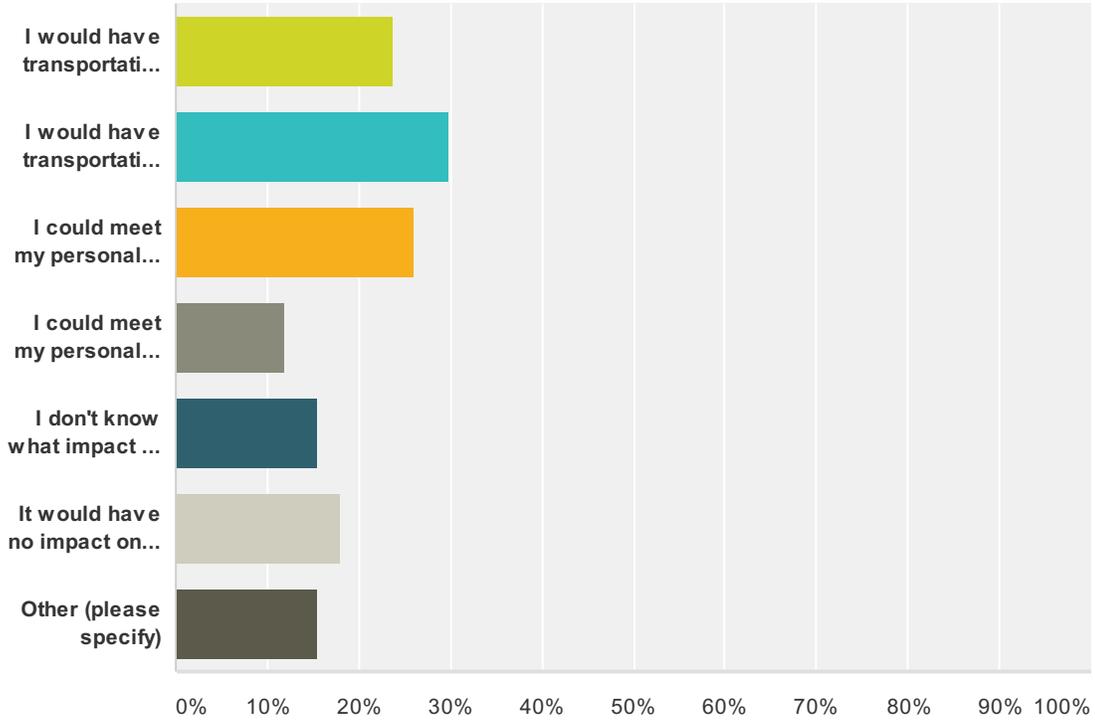
Answered: 84 Skipped: 11



Answer Choices	Responses
Scheduled Bus Route	8.33% 7
Personal vehicle, drive alone	77.38% 65
Carpool	9.52% 8
Taxi/cab service	0.00% 0
Spec-tran/Ready-Ride	3.57% 3
Other (please specify) or N/A	10.71% 9
<b>Total Respondents: 84</b>	

### Q7 What impact might added frequency of bus service between Mason and Lansing have on your use of the bus (select all that apply)?

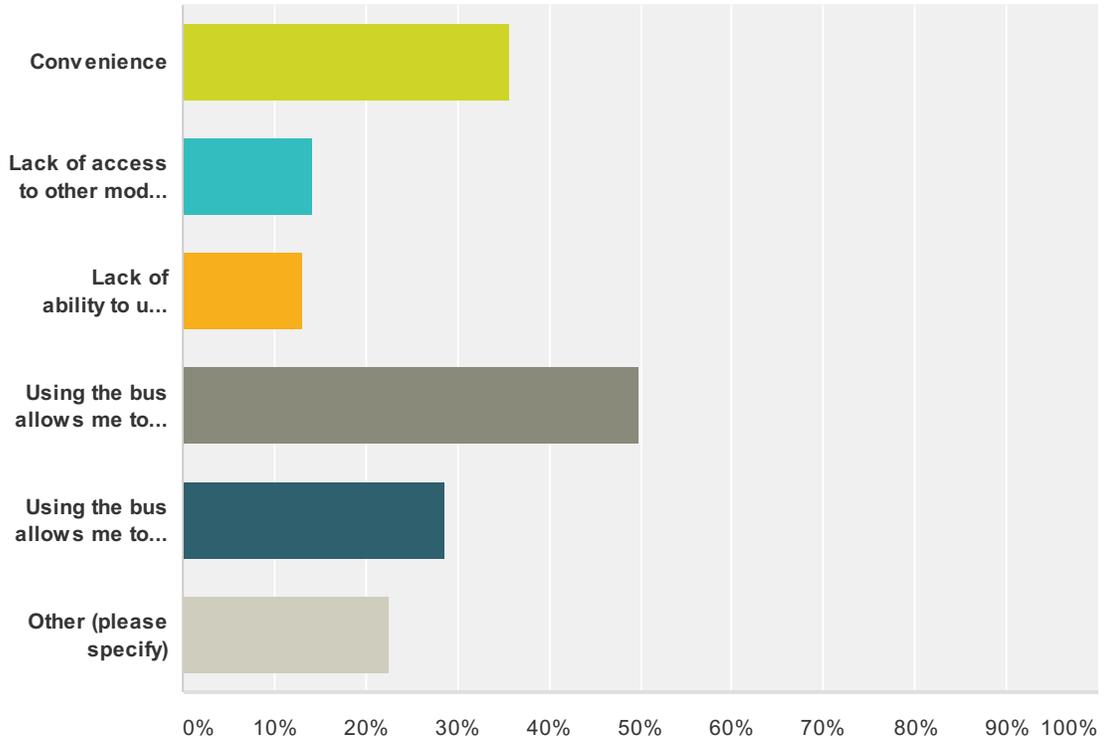
Answered: 84 Skipped: 11



Answer Choices	Responses
I would have transportation to get to a job	23.81% 20
I would have transportation for errands/appointments/shopping	29.76% 25
I could meet my personal preference of using mass transit	26.19% 22
I could meet my personal need to use mass transit	11.90% 10
I don't know what impact it might have on my use of the bus	15.48% 13
It would have no impact on my use of the bus	17.86% 15
Other (please specify)	15.48% 13
<b>Total Respondents: 84</b>	

**Q8 Which of the following reasons relate to your use of the bus to travel between Mason and Lansing (select all that apply)?**

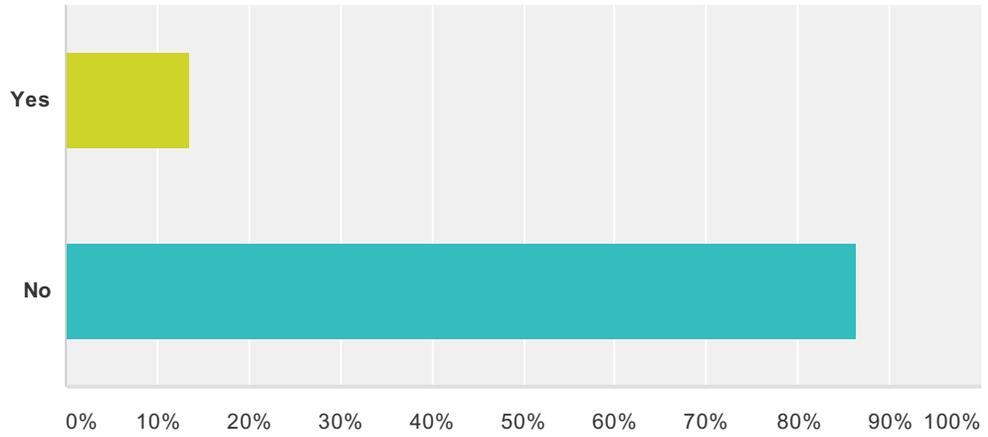
Answered: 84 Skipped: 11



Answer Choices	Responses	Count
Convenience	35.71%	30
Lack of access to other modes of transportation	14.29%	12
Lack of ability to use other modes of transportation	13.10%	11
Using the bus allows me to save fuel costs	50.00%	42
Using the bus allows me to save on cost of parking	28.57%	24
Other (please specify)	22.62%	19
<b>Total Respondents: 84</b>		

### Q9 If you are a student, have you considered applying for internships in Mason?

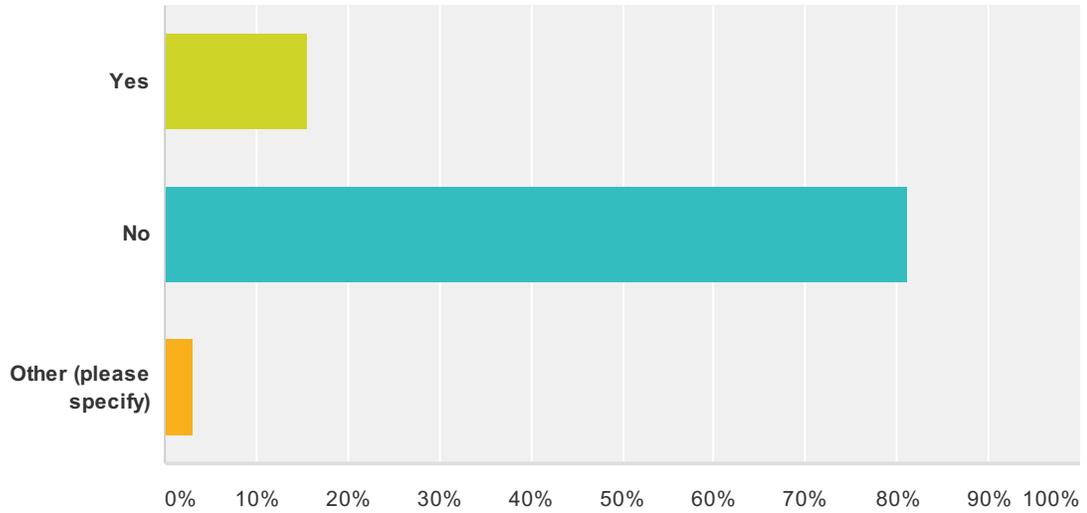
Answered: 37 Skipped: 58



Answer Choices	Responses	
Yes	13.51%	5
No	86.49%	32
<b>Total</b>		<b>37</b>

**Q10 If you are a student and you did not consider applying for jobs or internships in Mason was transportation to/from Mason a part of your decision?**

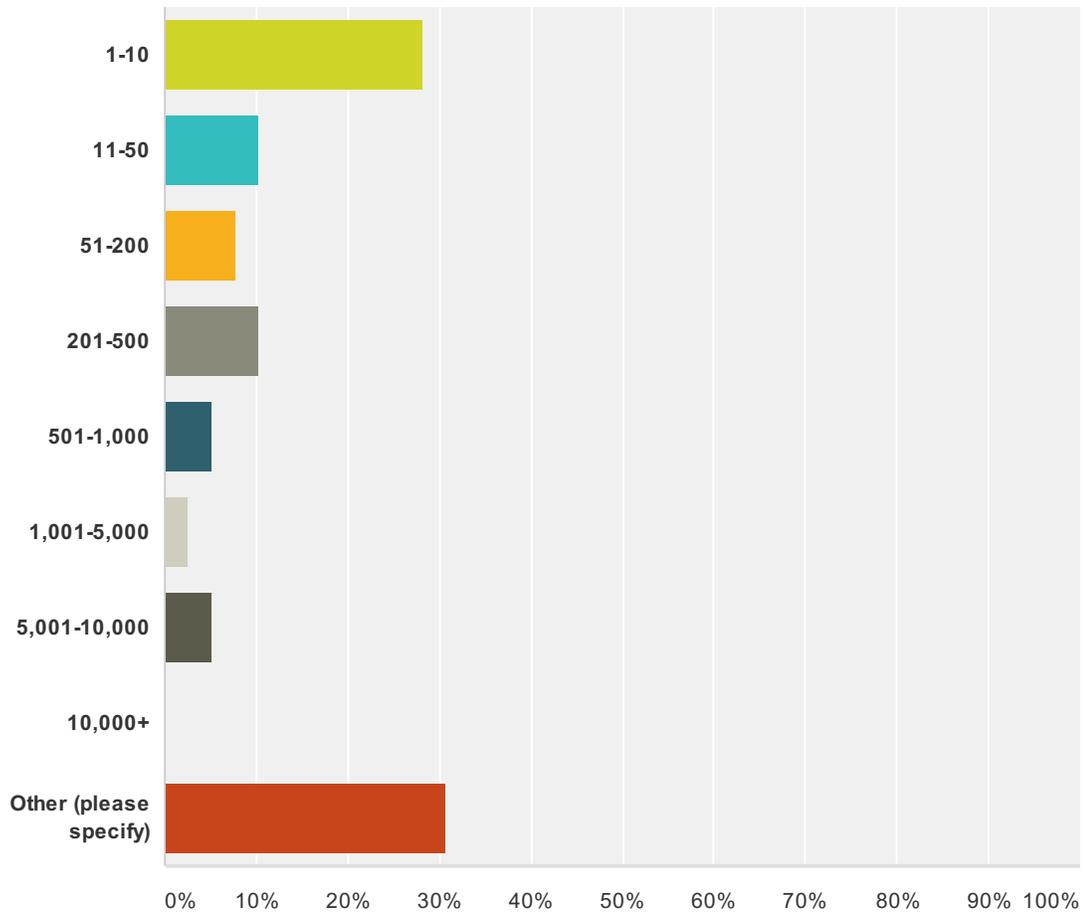
Answered: 32 Skipped: 63



Answer Choices	Responses
Yes	15.63% 5
No	81.25% 26
Other (please specify)	3.13% 1
<b>Total</b>	<b>32</b>

### Q11 Roughly how many full-time employees currently work for your organization?

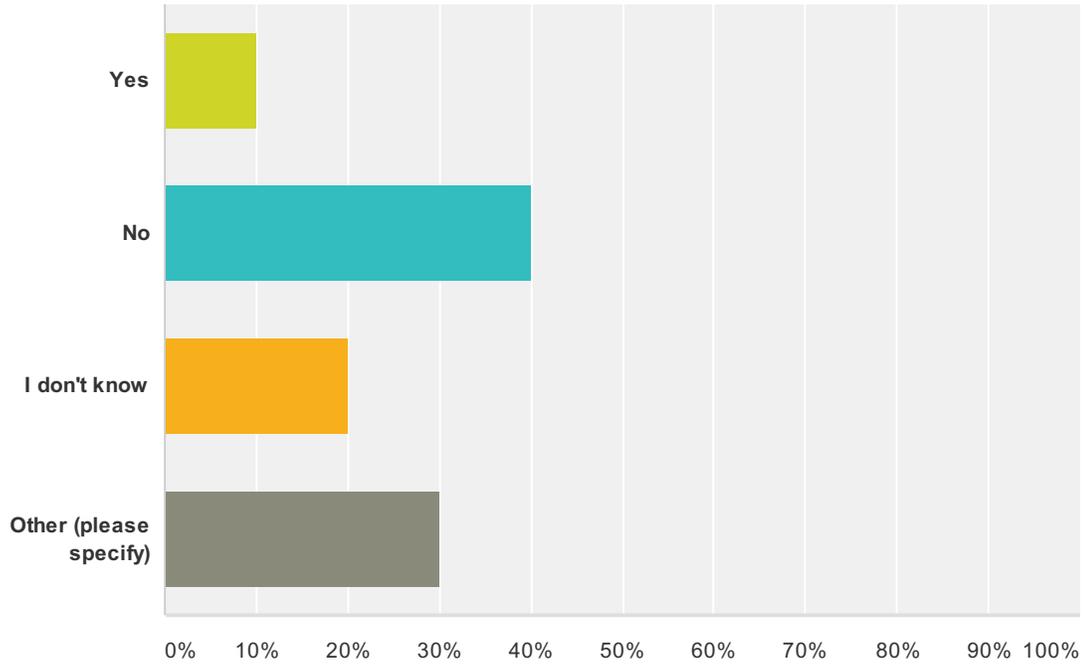
Answered: 39 Skipped: 56



Answer Choices	Responses	
1-10	28.21%	11
11-50	10.26%	4
51-200	7.69%	3
201-500	10.26%	4
501-1,000	5.13%	2
1,001-5,000	2.56%	1
5,001-10,000	5.13%	2
10,000+	0.00%	0
Other (please specify)	30.77%	12
<b>Total</b>		<b>39</b>

### Q12 Do your employees currently use the bus to commute to/from work?

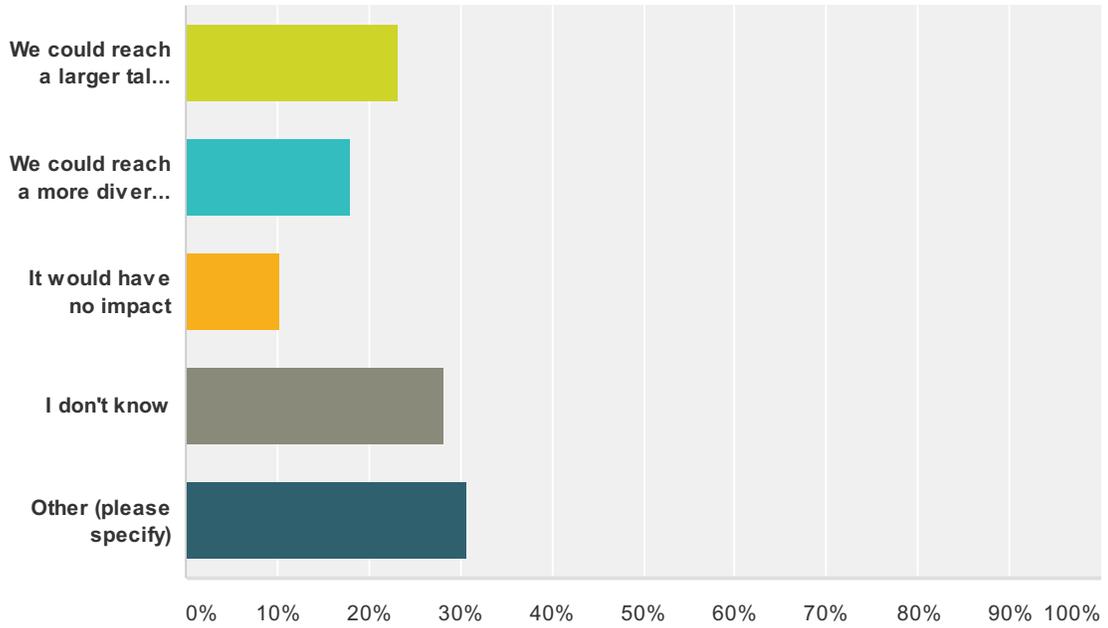
Answered: 30 Skipped: 65



Answer Choices	Responses
Yes	10.00% 3
No	40.00% 12
I don't know	20.00% 6
Other (please specify)	30.00% 9
<b>Total</b>	<b>30</b>

**Q13 In which of the following ways might increased bus access between Mason and Lansing impact your business (select all that apply)?**

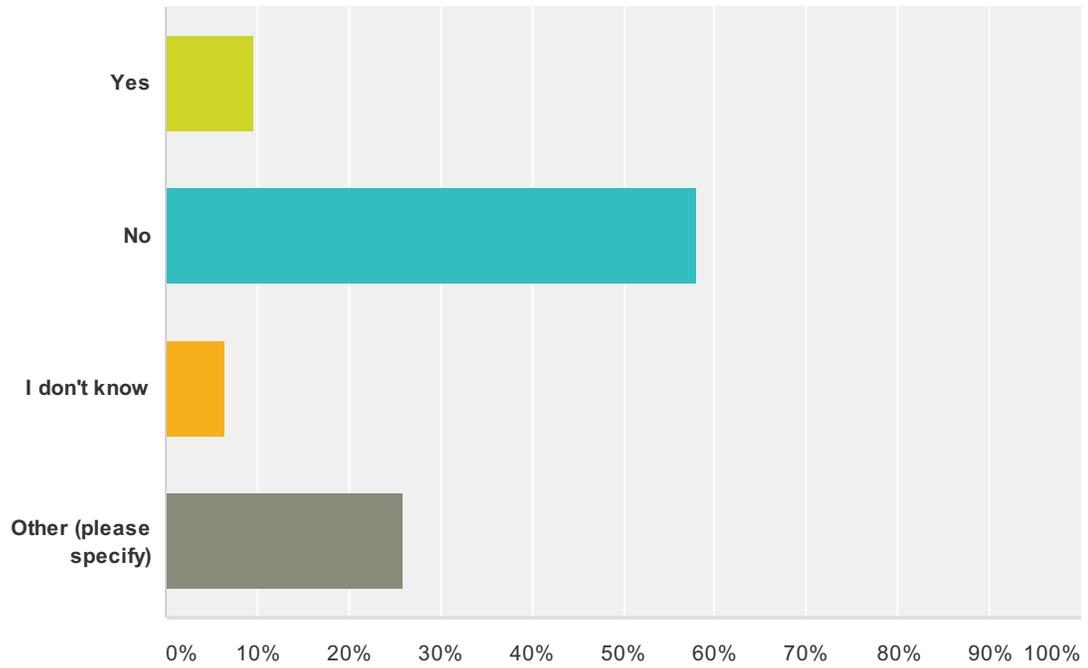
Answered: 39 Skipped: 56



Answer Choices	Responses
We could reach a larger talent pool for hiring	23.08% 9
We could reach a more diverse talent pool	17.95% 7
It would have no impact	10.26% 4
I don't know	28.21% 11
Other (please specify)	30.77% 12
<b>Total Respondents: 39</b>	

### Q14 Does your company currently provide any benefits/incentives for employees using mass transit?

Answered: 31 Skipped: 64



Answer Choices	Responses
Yes	9.68% 3
No	58.06% 18
I don't know	6.45% 2
Other (please specify)	25.81% 8
<b>Total</b>	<b>31</b>