

The Grand Ledge Planning Commission will conduct its regular meeting on **Thursday, June 4, 2015 at 7:00 p.m.** The meeting will be held at Grand Ledge City Hall, 310 Greenwood St., Grand Ledge, MI.

AGENDA

1. Call to Order
2. Pledge of Allegiance
3. Approval of the Agenda
4. Approval of minutes of regular meeting held May 7, 2015
5. Notice of Agenda Item Conflicts
6. Business from the Floor

New Business

7. Master Plan Update

Other Business

8. Zoning Ordinance Amendments, Article V, R-LD, R-MD: One Family Residential Districts
9. Zoning Ordinance Amendments – Section 220-80, Site Plan Review
10. Joint Planning Committee Report
11. Zoning Administrator's Report
12. Zoning Board of Appeals Representative's Report
13. Council Representative's Report

14. Mayor's Comments
15. Comments from Commissioners
16. Chairman's Report
17. Adjournment

City of Grand Ledge
Planning Commission Meeting
Minutes from Meeting Held on
Thursday, May 7, 2015

Chairman Mike Stevens called the meeting to order at 7:00 p.m.

Attendance - Present: Mike Stevens, Bob Doty, Bill Kane, Jamie Malecki, Todd Gute, Ron Graber, Steve Baribeau & Matt Salmon. Absent: Eric Morris. Also present: Zoning Administrator Sue Stachowiak & Council Representative Keith Mulder.

Pledge of Allegiance – Mr. Graber led those present in the pledge of allegiance.

Approval of the Agenda

Mr. Doty made a motion, seconded by Mr. Baribeau to approve the agenda as printed. On a voice vote, the motion carried 8-0.

Approval of the Minutes

Mr. Doty made a motion, seconded by Mr. Gute to approve the April 2, 2015 minutes with the following change:

Page 6, Joint Planning Committee Report, Change the 2nd sentence to: “He said that \$330,000 of the millage money goes to the City each year for Streets and of that, \$30,000 will go to the DDA, each year over the next 12 years for parking lot.”

On a voice vote, the motion carried 8-0.

Notice of Agenda Items Conflicts - None

Business from the Floor - None

NEW BUSINESS

Special Land Use Permit – Gasoline Station at 720 S. Clinton Street

Ms. Stachowiak said that the plan has been changed since the April meeting to show underground detention. She said that a note has been added that the fence along the west property line will be brown/tan. Ms. Stachowiak said that there have been some modifications to the driveways as well.

Mr. Doty said that the underground detention is fine. He said that the area where the above-ground detention used to be should be labeled as a “grass area” and the bold line around it should be labeled “curb”.

Mr. Kane said that there is a row of pine trees on the property to the west and he hopes that the new fence on the applicant’s property will not have any negative impacts on the trees. He also said that the fence along the west property lines needs to extend all the way to the north property line.

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Mr. Stevens said that if the parking along the west property line is not needed to fulfill the code requirement, he would like to see it removed and made a grass area.

Ms. Stachowiak stated that it is not necessary to fulfill the ordinance requirement, however, the applicant contacted her this afternoon and he would like to move the dumpster enclosure for the retail site to the west property line north of the building as it will interfere with the loading area if it remains on the east side of the building. She told him that this is something that he would need to discuss with the Planning Commission meeting this evening.

John Kello, 27995 Halstead Road, Farmington Hills, MI, provided a plan that shows the dumpster along the west property line. He said that he has a tenant lined up for the building but they are concerned about the dumpster on the east side of the building interfering with the loading area. He said that he would be happy to remove the parking along the west property line.

Mr. Stevens suggested removing the parking spaces, making it a green space area, and allowing the dumpster enclosure to be located within it so that it would be located approximately 8 feet from the west property line.

Mr. Kane said that it seems unsafe and unnecessary to have the dumpster enclosure located 8 feet off the west property line. It just becomes a secluded area that will have trash laying around in it.

Mr. Baribeau agreed that it seems like an unsafe situation and it will be very secluded.

Mr. Graber said that he will not vote in favor of a plan that places the dumpster at the west property line, right next to a residential parcel of land.

Mr. Gute said that the dumpster itself will be separated from the neighboring property by the neighbor's trees, the new screen fence, the dumpster enclosure and the dumpster itself and therefore, the neighbor will not even know that it is there.

Ms. Malecki agreed that the dumpster will not even be noticeable to the adjoining property owner.

Mr. Baribeau said that moving the dumpster 8 feet off of the property line will not reduce any negative effects that could potentially be associated with the dumpster.

Mr. Kello suggested fencing off the 8 foot area between the west property line and the dumpster enclosure.

Ms. Stachowiak said that enclosing the space with a fence may make it even more enticing for kids to congregate in that area.

Mr. Kane suggested turning the dumpster enclosure so that it faces south rather than east.

Mr. Kello stated that it will not function properly for emptying if it is turned the other direction.

Mr. Stevens stated that the island at the east end of the row of parking in front of the retail building should be curbed and should contain landscaping so that it protects the cars and clearly defines the parking area.

Mr. Kello stated that the island will be curbed and will contain at least one tree.

Mr. Gute made a motion, seconded by Mr. Doty to recommend approval of a Special Land Use permit to allow a gasoline station at 720 S. Clinton Street and to recommend approval of the site plan prepared by CESO, Inc., dated March 20, 2015 and revised on April 23, 2015 for a new gasoline station and conversion of part of the existing building at 720 S. Clinton Street into a retail center, with the following conditions:

- 1. Installation of a 6 inch curb along the west property line of the site from the north wall of the building to the north property line of the site.**
- 2. Installation of an 8 foot high brown or tan opaque fence along the west property line, north of the retail building.**
- 3. The north area of the gas station site is labeled “green space” and the line surrounding it is labeled “curb and gutter”.**
- 4. The parking island south of the retail building is surrounding by curb and gutter and contains and at least one tree.**
- 5. The applicable items contained in the City Engineer, Public Service Director and Fire Dept. reviews.**
- 6. The dumpster is located along the west property line, north of the retail building.**

On a voice vote (7-1), the motion carried. Mr. Graber cast the dissenting vote.

Zoning Ordinance Amendments – Section 220-80, Site Plan Review

Ms. Stachowiak said that there is no rush to move this forward since there are already some ordinance amendments pending at the Council level.

The Commission decided to hold off on moving this item forward.

Zoning Ordinance Amendments – Article V, R-LD, R-MD: One Family Residential Districts

Ms. Stachowiak said that she would like the Commission to consider some changes to the Site Condominium section of the ordinance. She said that there has been an inquiry made about developing a site condominium project on a vacant parcel of land on the east City border that would not comply with the standards in the current ordinance. Ms. Stachowiak said that it would be far more dense than what the ordinance allows as the lots would be smaller than was it required for single family lots. She said that the prospective developer said that the additional density would be necessary to make the project economically feasible. Ms. Stachowiak stated that the some or all of the condos would also be smaller than the minimum floor sizes required for single family dwellings and the road may need to be private.

The current ordinance requires that all streets in a site condominium development be dedicated to the public and constructed to City street standards.

Mr. Kane said that it sounds similar to the Castle Ledges Estate development just west of Meijer.

Mr. Baribeau said that the City needs to be careful about changing ordinances to accommodate one development and to make it economically feasible for the developer.

Mr. Gute asked Mr. Mulder if the Council would be receptive to such a development.

Ms. Stachowiak stated that under the current ordinance, in order to accommodate the proposed development, variances to the lot area, lot width, minimum house size, street standards and possibly setbacks.

Mr. Graber said that it would be difficult for the ZBA to justify that many variances for one project, particularly since the only justification for it would be economics.

Mr. Baribeau said that Ms. Stachowiak usually provides examples from other communities when considering ordinance amendments.

Ms. Stachowiak said that she would research what other communities are permitting in terms of condominium development and examples of such developments as well.

OTHER BUSINESS

Joint Planning Committee Report

Mr. Doty said that the following items can be removed from the agenda:

- 1. Grand River Water Retention, i.e. Dam**
- 2. River Park Master Plan from Rounds property to Fitzgerald Park – no new information**
- 3. Boat dock and ramp with proper circulation and parking**

Zoning Administrator's Report

Ms. Stachowiak said that the only items on the agenda for the June meeting will be ordinance amendments.

Zoning Board of Appeals Representative's Report

Ms. Stachowiak stated that the Zoning Board of Appeals met on April 16th and approved two setback variance cases. One of them involved a side yard setback variance to permit a carport at 222 W. River

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Street and the other were variances to the front and rear yard setback requirements to permit the construction of 3 new storage buildings at 918 W. Jefferson Street (Comet Mini Storage).

Council Representative's Report

Mr. Mulder stated that the City is working on the grant to purchase the Rounds property. He said that the City is having an appraisal done so that when the final approvals are received, the City will be ready to go. Mr. Mulder said that the City may be ready to proceed with the project next year.

Mr. Mulder said that the City has received a letter of intent to purchase the former City Hall and Annex property for a brewery/pub. He said that the Annex property would be used as a staging area for construction, after which the building would be demolished and turned into a parking lot. Mr. Mulder said that the prospective buying is in the process of doing its due diligence.

Mr. Mulder said that the City is in the final stages of preparing its budget for the upcoming fiscal year.

Mr. Mulder said that the City is considering a 425 Annexation Agreement for the Gilbert property just east of Tom Dible's property north of Vision Collision.

Mr. Mulder said that he is not sure how to bring up changes to the Zoning Ordinance to accommodate a different style of condominium development without specific proposal.

Mr. Mulder said that the City is working on a global agreement with Oneida Township to cover several different issues including utilities, annexations, services, etc.

Mayor's Report - None

Comments from Commissioner's

Mr. Doty said that the house next to Wendy's has been sold to an ophthalmologist. He also said that Gander Mountain is going in next to Menards and Bass Pro Shop will be going in at the old Flowerland location on Saginaw.

Mr. Kane said that a while back, the Commission made a motion and sent a communication to the City Council recommending that it develop a plan to make a permanent change to the dam. He said that the Commission recommended that the DDA and Parks & Recreation Commission make a similar recommendation. He asked if that has occurred.

Mr. Kane said that he spoke to the City Administrator and City Clerk about Channel 12 having been dead for at least 2 weeks. He said that they were not aware of it until he told them.

Mr. Kane thanked Mr. Gute for presenting the plans to the Commission for the future use of the parsonage at GL Baptist Church. He thanked the Church for being a good neighbor and informing the residents in the neighborhood that the parsonage is being split off from the rest of the Church property

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and sold as a single family home. He said that the neighbors have been informed that the driveway from the site to the church parking lot will closed off.

Mr. Gute asked if some of the Commissioner's should be at the Council meeting when the Speedway matter is considered.

Ms. Stachowiak said that it is not a controversial topic and while she appreciates the offer, it is not necessary for any of the Commissioners to attend.

Mr. Gute said that his firm has been working with some young architects-to-be in the Lansing area and was talking to them about possibly doing some design charrettes for the Jaycee Park development plans. He said that he knows there was a master plan that included a band shell and the young architects may be able to put together some design plans.

Ms. Malecki said that there is still a refrigerator on W. Main Street. She said that they moved it next to the garage but it still has the door on it and it is a safety hazard.

Comments from Chairman

Mr. Stevens thanked everyone for attending the meeting and for their continued participation on the Commission.

Adjournment

Mr. Baribeau made a motion, seconded by Ms. Malecki to adjourn the meeting at 8:15 p.m. On a voice vote, the motion carried unanimously (8-0).

Submitted By:

Susan Stachowiak
Zoning Administrator

Jamie Malecki, Secretary
Planning Commissioner

MEMO

TO: Planning Commissioners

FROM: Susan Stachowiak
Zoning Administrator

DATE: May 28, 2015

RE: Master Plan Update

The City of Grand Ledge Master Plan was last updated in 2009. Section 125.3845 (2) of the Municipal Planning Act states:

“At least every 5 years after adoption of a master plan, a planning commission shall review the master plan and determine whether to commence the procedure to amend the master plan or adopt a new master plan. The review and its findings shall be recorded in the minutes of the relevant meeting or meetings of the planning commission.”

At a minimum the Master Plan needs to be amended to include the following:

1. Jaycee Park Master Plan, use of Rounds Property, Scout building, boat launch, etc.
2. Access from High School/Middle School property to M-43

I would also like to discuss the possibility of increasing the residential density levels called for in Plan as well as some possible changes to future land use map:

1. Areas designated on the map for industrial use (Grand Haven Manor, property at North and Madison Streets and on the south side of Wright Court)
2. Property behind True Value Hardware and the south half of the commercial properties along M-43, east of M-100 (master planned for commercial use).
3. Dible property north of Vision Collision (master planned for residential land use).

If you have any questions, please do not hesitate to contact me at 810-287-2743.

Timeline

- June 4, 2015: Determination needs to be made as to whether to amend the current master plan or adopt a new master plan as required by Section 125.3845(2) of the Michigan Municipal Planning Act. Discussion about what items need to be changed or included in the master plan.
- June, 2015: Notification that the City intends to amend its Master Plan is sent to all adjoining municipalities, Tri-County Regional Planning Commission, Eaton County and all public utilities (Consumers energy, Comcast), railroads (CSX Transportation) and public transportation agency operator (County Road Commission, MDOT), that are owned or operated within or adjacent to the City of Grand Ledge.
- Staff prepares proposed amendments for the Planning Commission's review.
- July 2, 2015: Planning Commission meeting to review amendments.
- August 6, 2015: Continued discussion by Planning Commission.
- September 3, 2015: Review of final amendments – motion to submit master plan to the Council for its review and approval to distribute the amended master plan to the various entities listed above for their review and comment.
- Copies of the proposed master plan amendments are provided to the entities listed above, giving them 63 days to submit their comments.
- December 3, 2015: Review of comments and scheduling of a public hearing.
- January 7, 2016: Public hearing on proposed amendments.
- February 4, 2016: Approval of amendments.
- February, 2016: Submit copies of the approved plan to all entities listed above. Have the amended plan put on the city website.

Chapter 220. ZONING

Article V. R-LD, R-MD: One-Family Residential Districts

§ 220-10. Purpose.

The R-LD and R-MD Single-Family Residential Districts are designed to be the most restrictive of the residential districts. The intent is to provide for an environment of predominantly one-family detached dwellings of varying densities along with other residentially related facilities which serve the residents in the district.

§ 220-11. Principal uses permitted.

In an R-LD or R-MD District, no building or land shall be used and no building shall be erected except for one or more of the following specified uses unless otherwise provided in this chapter:

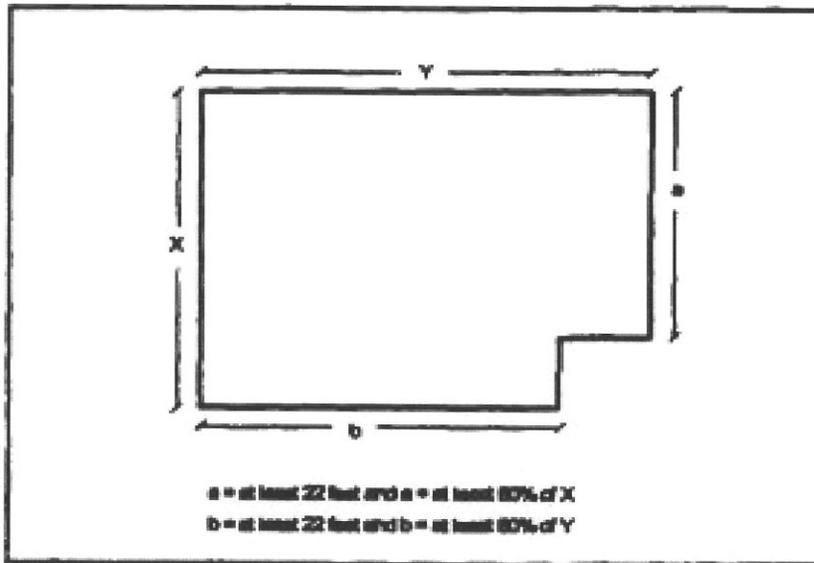
- A. Site-built one-family detached dwelling units.
- B. Foster care homes for the care and **keeping HOUSING** of up to six persons.
- C. Publicly owned and operated buildings, libraries and recreational facilities.
- D. Private recreation and conservation areas such as but not limited to those commonly developed using the open space option or cluster option of this chapter.
- E. Temporary buildings for use incidental to construction work for a period not to exceed one year.
- F. Accessory buildings, structures and uses customarily **incidentAL** to any principal use permitted.

§ 220-12. Principal uses permitted subject to special conditions.

The following uses shall be permitted subject to the conditions hereinafter imposed for each use:

- A. Manufactured one-family dwelling units subject to the following provisions:
 - (1) Principal buildings and accessory structures shall conform to all applicable City codes and ordinances.
 - (2) Such dwellings shall be permanently attached to a permanent foundation constructed on the site in accordance with the City of Grand Ledge Building Code. *Editor's Note: See Ch. 66, Building Construction.*
In instances where the applicant elects to set the dwelling on piers or other acceptable foundations which are not at the perimeter of the dwelling, a perimeter wall shall also be constructed. Any such perimeter wall shall be constructed of durable materials and shall also meet local requirements with respect to materials, construction and necessary foundation. Any such wall shall also provide an appearance which is compatible with the dwelling and with site-built homes in the area.
 - (3) Such dwellings shall provide a minimum width and depth of at least 22 feet over 80% of any such width or depth dimension. 80% of any such width or depth dimension.

- (4) Such dwellings shall have an overhang or eave as required by the Building Code of residential dwellings or similar to the site-built dwelling units on adjacent properties or in the surrounding residential neighborhood in the residential district.



Minimum Dimensions

- (5) Such dwellings shall be provided with exterior finish materials similar to the site-built dwelling units on adjacent properties or in the surrounding residential neighborhoods.
- (6) Such dwellings shall have a roof design and roofing materials similar to the site-built dwelling units on adjacent properties or in the surrounding residential neighborhood.
- (7) Such dwellings shall have an exterior building wall configuration which represents an average width-to-depth or depth-to-width ratio which does not exceed three to one or is in reasonable conformity with the configuration of site-built dwelling units on adjacent properties or in the surrounding residential neighborhood in the residential district.
- (8) All portions of any hitches or other transporting devices which extend beyond the vertical plane formed by the outer sidewalls of the dwelling shall be removed to a point where they will be totally obscured by a perimeter foundation or finished exterior wall.
- (9) The dwelling shall contain storage area in a basement located under the dwelling, in an attic area, in closet areas or in a separate structure of standard construction, similar in appearance to the principal building. Such storage area shall be a minimum of 10% of the minimum required floor area as noted in Article XVI, Schedule of Regulations.
- (10) Proposals for manufactured one-family detached dwelling units shall follow the procedures set forth below:
- (a) Applications to permit manufactured one-family detached dwelling units shall be submitted to the Zoning Administrator who may require the

applicant to furnish such plans, photographs, elevations, and similar documentation as deemed necessary to permit a complete review and evaluation of the proposal. [Amended 6-24-2002 by Ord. No. 480]

- (b) In reviewing any such proposed dwelling unit with respect to Subsection A(1) through (9) above, architectural variation shall not be discouraged but reasonable compatibility with the character of residential dwelling units shall be provided, thereby protecting the economic welfare and property value of surrounding residential areas and of the City at large.
- (c) Should the Zoning Administrator find that any such dwelling unit does not conform with all of the above conditions and standards, the proposal shall be denied. The applicant may appeal the Zoning Administrator's decision by requesting a public hearing before the Planning Commission. Notice of such hearing shall be given in accordance with § 220-107, Notice of public hearings. Thereafter, the Planning Commission shall take final action. [Amended 6-24-2002 by Ord. No. 480]

B. Churches and other facilities normally incidental thereto, provided that the following conditions be met:

- (1) The site shall contain a minimum area of one acre of land. In addition, 1/2 acre shall be provided per 100 seats in the main auditorium.
- (2) No building shall be closer than 50 feet to any property line.
- (3) Access shall be in accordance with § 220-77, Access to major or collector thoroughfare.

C. Public, parochial and private elementary, intermediate or high schools offering courses in general education which may or may not be operated for profit upon the following conditions:

- (1) The site shall contain a minimum area of one acre of land.
- (2) No building shall be closer than 50 feet to any property line.
- (3) Access shall be provided in accordance with § 220-77, Access to major or collector thoroughfare. Editor's Note: Original Section 504(4), regarding adult foster care homes, which immediately followed this subsection, was repealed 3-27-2000 by Ord. No. 454.

D. Child-care centers, subject to the following conditions:
[Amended 10-27-2003 by Ord. No. 490]

- (1) The site shall contain a minimum of 1/2 acre.
- (2) The outdoor play space shall have a total minimum area of not less than 1,200 square feet for up to six children.
- (3) There shall be provided and maintained an additional area of 100 square feet of outdoor play space for each child licensed in the facility in excess of six. Such space is not permitted in a required front yard or required side yard when such side yard abuts a street.
- (4) Such use shall not be permitted on a zoning lot where both side lot lines are also the side lot lines of lots which are both zoned single-family residential and

occupied by existing single-family detached dwellings. The use may be located on a lot that is bordered on one side by a house but not both sides.

- (5) All play areas shall be fenced **IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 220-68**. Such fence shall be a minimum of five feet in height.
 - (6) Play areas shall be screened from adjacent residential areas with a **suitable SCREEN** fence, landscaping or some combination thereof.
 - (7) Access shall be provided in accordance with § 220 77, Access to major or collector thoroughfare.
- E. Golf courses, not including driving ranges or miniature golf courses, which may or may not be operated for profit subject to the following conditions:
- (1) Buildings, outdoor swimming pools, tennis courts or similar concentrated recreation use areas (not including tees, fairways or greens) shall have setbacks of not less than 100 feet.
 - (2) The site shall contain a minimum of 20 acres of land.
 - (3) Access shall be in accordance with § 220-77, Access to major or collector thoroughfare.
- F. Public utility buildings, telephone exchange buildings, electric transformer stations and substations and gas regulator stations when operating requirements necessitate locating within the district in order to serve the immediate vicinity, provided that:
- (1) Access shall be in accordance with § 220-77, Access to major or collector thoroughfare. However, the Planning Commission may waive this requirement when it can be shown that operating requirements necessitate the location within the district in order to serve the immediate vicinity.
 - (2) Setbacks for all buildings or structures shall not be less than 40 feet.
 - (3) All buildings, structures and mechanical equipment shall be screened from view from abutting streets or properties in accordance with § 220-67, Walls and berms.
 - (4) The Planning Commission may require supplemental landscaping to provide screening from residential areas or to assure that the site will negatively impact its surroundings.
 - (5) A hearing shall be held in accordance with § 220-107, Notice of public hearings.
- G. Public or private cemeteries subject to the following conditions:
- (1) The site shall contain a minimum of 20 acres of land.
 - (2) No building shall be closer than 50 feet from any abutting residentially zoned property line.
 - (3) Access shall be in accordance with § 220-77, Access to major or collector thoroughfare.
- H. Roadside stands for the sale of products grown on the premises upon which the stand is located is permitted as an accessory use provided that the following conditions are met:

- (1) Contiguous space for the parking of customers vehicles is furnished ~~off the public right-of-way~~ at a ratio of one space for each 45 square feet of roadside stand floor area. ~~and that~~ Such parking be located a minimum of 10 feet from the road right-of-way LINE.
- (2) Access shall be in accordance with § 220-77, Access to major or collector thoroughfare.
- ~~(3) A temporary use permit shall be obtained from the City.~~

§ 220-13. Accessory uses permitted subject to special conditions.

The following uses shall be permitted in single-family residential districts, subject to the conditions hereinafter imposed for each use:

A. Bed-and-breakfast facilities, provided that:

- (1) The rooms utilized are a part of the principal residential use, and not specifically constructed for rental purposes.
- (2) The bed-and-breakfast facility does not require any internal or external alterations or construction features, equipment or outdoor storage not customary in residential areas and does not change the character of the dwelling.
- (3) The principal use is a one-family residential dwelling and is owner-occupied at all times.
- (4) Sufficient off-street parking is provided in addition to that required by Article XVII, Off-Street Parking and Loading Requirements, for residential purposes, at the rate of one space per leasable room.
- (5) Signage shall be architecturally compatible with the home. One non-illuminated nameplate, not more than one square foot in area, may be attached to the building which shall contain only the name and occupation of the resident of the premises.

B. State-licensed family day-care homes are permitted after review and approval by the Zoning Administrator, **PROVIDED THE LICENSEE OF THE DAY CARE HOME OCCUPIES THE DWELLING AS HIS OR HER RESIDENCE.** [Amended 7-27-1998 by Ord. No. 442-98.2]

- (1) The licensee shall occupy the dwelling as a residence.
- (2) One non-illuminated nameplate, not more than one square foot in area, may be attached to the building which shall contain only the name and occupation of the resident of the premises.

~~C. State-licensed group day-care homes are permitted after review and approval by the Zoning Administrator, subject to the following conditions: [Amended 7-27-1998 by Ord. No. 442-98.2]~~

- ~~(1) The licensee shall occupy the dwelling as a residence.~~
- ~~(2) One non-illuminated nameplate, not more than one square foot in area may be attached to the building which shall contain only the name and occupation of the resident of the premises.~~
- ~~(3) Group day-care homes must be located on a major or secondary thoroughfare.~~

~~(4) Backing of vehicles directly onto a thoroughfare shall not be permitted.~~

D C. Home occupations as defined in § 220-4, Definitions, may be permitted after review by the Zoning Administrator provided that:

- (1) No more than 1/4 of the usable floor area of a residence may be devoted to a home occupation. If more than 1/4 of the usable floor area is devoted to the business, such business will be considered the principal use and, thus, illegal in a residential district.
- (2) The home occupation shall not require any internal or external alterations or construction features, equipment, vehicles or outdoor storage not customary in residential areas and does not change the character of the dwelling.
- (3) The home occupation is conducted entirely within the dwelling and shall be conducted so as to not be noticeable from the exterior of the dwelling.
- (4) **AUTOMOTIVE REPAIR ON VEHICLES NOT OWNED BY A PERSON RESIDING ON THE PREMISES IS NOT PERMITTED AS A HOME OCCUPATION.**
- (4 5) Other than residents of the dwelling unit, no more than one employee may be located on the premises.
- (5 6) Signage is not permitted.
- (6 7) A home occupation shall not generate an unduly burdensome amount of traffic for the general area in which it is located. In general, visitation by clients shall be an infrequent and irregular event.
- (7 8) Nuisance factors, as defined by this chapter, shall be prohibited.
- (8 9) A lawfully established home occupation shall lose its right to operate should it no longer meet the conditions outlined above or stipulated by the Zoning Board of Appeals.
- (9 10) In cases where the Zoning Administrator finds that an existing or proposed home occupation does not meet the above criteria the Zoning Board of Appeals may grant an exception to any of the above standards. In such cases, the Zoning Board of Appeals may eliminate or modify any of the existing standards or may apply new standards altogether to assure that a use permitted by exception will be in character with its surroundings and will in general not be a nuisance or result in nuisance factors.

§ 220-14. Required conditions.

[Amended 1-8-2001 by Ord. No. 462]

- A. Compliance with Article XVI, Schedule of Regulations, limiting the height and bulk of buildings, the minimum size of lot permitted by land use, the maximum density permitted and minimum yard setback requirements.
- B. New single-family buildings shall have an appearance that is non-obtrusive and consistent in color, materials, roofline and architecture with the residential district in which it is located.

§ 220-15. Subdivision open space plat.

- A. The purpose of a subdivision open space plat is to promote the preservation of open space while allowing a reduction in lot sizes and maintaining the density of population. In reviewing a subdivision open space plat, the Planning Commission shall consider the following objectives:
- (1) To provide a more desirable living environment by preserving the natural character of open fields, stands of trees, brooks, hills and similar natural assets.
 - (2) To encourage developers to use a more creative approach in the development of residential areas.
 - (3) To encourage a more efficient, aesthetic and desirable use of open area while recognizing a reduction in developing costs and by allowing the developer to bypass natural features on the site.
 - (4) To encourage the provision of open space within reasonable distance of all lot development of the subdivision and to further encourage the development of recreational facilities or preservation of natural environmental assets.
- B. Modifications of the standards as outlined in Article XVI, Schedule of Regulations, may be made in the R-LD Districts when the following conditions are met:
- (1) Lot dimensions may be reduced provided that the number of residential lots shall be no greater than if the land area to be subdivided was developed in the minimum square foot lot areas as required for the R-LD District under Article XVI, Schedule of Regulations.
 - (2) Lot widths may be reduced from a minimum width of 80 feet to a minimum of 70 feet.
 - (3) Lot depths shall not be less than 140 feet except as otherwise provided in this chapter.
 - (4) Minimum front setbacks may be reduced from 35 feet to 30 feet.
 - (5) Lot depths may be reduced to not less than 120 feet when such lots border on land dedicated to the common use of the subdivision as indicated in Subsection C below:
 - (6) Rear yards may be reduced to not less than 30 feet when rear yards border on land dedicated to the common use of the subdivision as indicated in Subsection C below.
- C. For each square foot of land gained under the provisions of Subsection B within a residential subdivision through the reduction of lot sizes below the minimum requirements as outlined in Article XVI, Schedule of Regulations, equal amounts of land shall be dedicated to the common use of the lot owners in the subdivision in a manner approved by the City.
- D. Access shall be provided to areas dedicated for the common use of the subdivision for those lots not bordering on such dedicated areas by means of streets, parkways or pedestrian access-ways. The open space for pedestrian access-ways shall be no less than 20 feet in width.

- E. Under this subdivision open space plat approach, the proprietor shall dedicate sufficient park area so that each final plat is within maximum density requirements; provided, however, that the entire park area within a single block shall be dedicated as a whole.
- F. Application for approval of the subdivision open space plat shall be submitted at the time of submission of the preliminary plat for approval as required by Chapter 182, Subdivision of Land, of the Code of the City of Grand Ledge.

§ 220-16. One-family clustering option.

A. Intent.

- (1) The intent of this section is to permit the development of one-family residential patterns which, through design innovations, will provide for an alternative means for development of single-family areas where a parcel of land has characteristics which hinder practical development under the normal subdivision approach or where the alternative will permit better preservation of natural features. Also, this option may permit increased densities under certain circumstances. To accomplish this, modifications to the one-family residential standards, as outlined in Article XVI, Schedule of Regulations, of this chapter, may be permitted in the R-LD Districts.
- (2) In the R-LD Districts, the requirements of Article XVI, Schedule of Regulations, of this chapter may be waived and the attaching of one-family dwelling units may be permitted subject to the standards of this section.

B. Conditions for qualification.

- (1) Qualification for the cluster option shall be based on two findings by the Planning Commission with final density dependent upon whether or not the site qualifies under both findings.
 - (a) First, the Planning Commission shall find that the parcel will qualify for the cluster development option as defined in Subsection B(2)(a) through (g) below. Development would be at the single-family densities as permitted in Subsection C(1) below. This finding must be made in all cases.
 - (b) Second, the Planning Commission may additionally find that the parcel is located in a transition area or is impacted by nonresidential uses or traffic on major or secondary thoroughfares or other similar conditions. If the Planning Commission makes such a finding, it may permit an increase in density up to the maximum densities established in Subsection C(2).
- (2) The Planning Commission may approve the clustering or attaching of buildings on parcels of land under single ownership and control which, in the opinion of the Planning Commission, have characteristics that would make sound physical development under the normal subdivision approach impractical because of parcel size, shape or dimension or because the site is located in a transitional use area or the site has natural characteristics which are worth preserving or which make

platting difficult. In approving a parcel for cluster development, the Planning Commission shall find at least one of the following conditions to exist:

- (a) The parcel to be developed has frontage on a major or secondary thoroughfare and is generally parallel to said Thoroughfare and is of shallow depth as measured from the thoroughfare.
 - (b) The parcel has frontage on a major or secondary thoroughfare and is of a narrow width, as measured along the thoroughfare, which makes platting difficult.
 - (c) A substantial portion of the parcel's perimeter is bordered by a major thoroughfare which would result in a substantial proportion of the lots of the development abutting the major thoroughfare.
 - (d) A substantial portion of the parcel's perimeter is bordered by land that is zoned other than single-family residential or is developed for a use other than one-family homes.
 - (e) The parcel is shaped in such a way that the angles formed by its boundaries make a subdivision difficult to achieve and the parcel has frontage on a major or secondary thoroughfare.
 - (f) The parcel contains a floodplain or soil conditions which result in a substantial portion of the total area of the parcel being unbuildable.
 - (g) The parcel contains natural assets which would be preserved through the use of cluster development. Such assets may include natural stands of large trees, land which serves as a natural habitat for wildlife, unusual topographic features or other natural assets which should be preserved.
- (3) In order to qualify a parcel for development under Subsection B(1)(f) and (g) above, the Planning Commission shall determine that the parcel has those characteristics and the request shall be supported by written or graphic documentation, prepared by a landscape architect, engineer, professional community planner, registered architect or environmental design professional. Such documentation shall include the following as appropriate: soil test borings, floodplain map, topographic map of maximum two-foot contour interval, inventory of natural assets.
- (4) This option shall not apply to those parcels of land which have been split for the specific purpose of coming within the requirements of this cluster option section.

C. Permitted densities. In a cluster development, the maximum density permitted shall be as follows (including streets and road rights-of-way):

- (1) For those parcels qualifying under Subsection A(1)(e) through (g), the density permitted is 2.5 units per acre.
- (2) For those parcels qualifying under Subsection A(1)(a) through (d), an increase in density may be permitted by the Planning Commission up to 3.7 units per acre.
- (3) Water areas within the parcel may be included in the computation of density provided that land adjacent to the water is substantially developed as open space.

- (4) In those instances where increased densities may be permitted under Subsection C(2) above, the Planning Commission must find that such increased density does not result in the destruction or total removal of the natural features.
- D. Development standards and requirements. On parcels meeting the criteria of Subsection B(1) above, the minimum yard setbacks, heights and minimum lot sizes per unit as required by Article XVI, Schedule of Regulations, may be waived and the attaching of dwelling units may be accomplished subject to the following:
- (1) The attaching of one-family dwelling units, one to another, may be permitted when said homes are attached by means of one of the following:
 - (a) Through a common party wall forming interior room space which does not have over 75% of its length in common with an abutting dwelling wall, including garage.
 - (b) By means of an architectural wall detail which does not form interior room space.
 - (c) Through common garage party walls of adjacent structures.
 - (d) No other common party wall relationship is permitted and the number of units attached in this manner shall not exceed three. This number may be increased to four if, in the opinion of the Planning Commission, greater preservation of natural assets would result.
 - (2) Yard requirements shall be provided as follows:
 - (a) Spacing between groups of attached buildings or between groups of four unattached buildings shall be equal to at least 25 feet, measured between the nearest points of adjacent buildings. The minimum distance between detached units within groups of four shall be 15 feet, unless there is a corner to corner relationship in which case the minimum may be reduced to 10 feet.
 - (b) It is intended that setbacks for each dwelling shall be such that one car length space will be available between the garage or required off-street parking spaces and the street pavement. Setbacks from minor residential streets should follow the guidelines below:
 - [1] Garages or required off-street parking spaces shall not be located less than 20 feet from the right-of-way of a public street.
 - [2] Where streets are private, required off-street parking spaces shall not be located less than 30 feet from the pavement edge of the street.
 - (c) That side of a cluster adjacent to a major or secondary thoroughfare shall not be nearer than 25 feet to said road right-of-way.
 - (d) Any side of a cluster adjacent to a private road shall not be nearer to said road than 20 feet.

- (3) The area in open space (including subdivision recreation areas and water) accomplished through the use of one-family cluster shall represent at least 15% of the horizontal development area of a one-family cluster development.
- (4) In order to provide an orderly transition of density, where the parcel proposed for use as a cluster development abuts a one-family residential district, the Planning Commission shall determine that the abutting one-family district is effectively buffered by means of one of the following within the cluster development:
 - (a) Single-family lots subject to the standards of the R-MD District as specified in Article XVI, Schedule of Regulations.
 - (b) Detached buildings with setbacks as required by Article XVI, Schedule of Regulations, for the applicable residential district.
 - (c) Open or recreation space with a minimum depth of 50 feet.
 - (d) Changes in topography which provide an effective buffer.
 - (e) A major or secondary thoroughfare.
 - (f) Some other similar effective means of providing a transition that is acceptable to the Planning Commission.
 - (g) In those instances where the parcel has been qualified for the cluster option under Subsection B(2)(a) or where the adjoining land may be used for purposes other than detached one-family dwellings, the Planning Commission may approve a plan in which the units are attached if the parcel is too small to provide the transition and the greatest setback possible is provided.

E. Procedures.

- (1) In making application for approval under this section, the applicant shall file a sworn statement that the parcel has not been split for the purpose of coming within the requirements of this option, and shall further file a sworn statement indicating the date of acquisition of the parcel by the present owner.
- (2) Qualification for cluster development:
 - (a) Application to the Planning Commission for qualification of a parcel for cluster development shall include documentation substantiating one or more of the characteristics outlined in Subsection B above, Conditions for qualification.
 - (b) As an initial step, the applicant may ask the Planning Commission to make a preliminary determination as to whether or not a parcel qualifies for the cluster option under one or both of the provisions of Subsection B(1) above, based upon the documentation submitted.
 - (c) A preliminary determination by the Planning Commission that a parcel qualifies for cluster development does not assure approval of the site plan and, therefore, does not approve the cluster option. It does, however, give an initial indication as to whether or not a petitioner should proceed to prepare a site plan.
 - (d) The applicant may submit a site plan, as follows, if a preliminary determination is not sought.

- (3) Site plan and cluster approval.
- (a) The Planning Commission shall hold a public hearing on the site plan after an initial review of a preliminary plan which shall not require a public hearing.
 - (b) In submitting a proposed layout under this section, the sponsor of the development shall include, along with the site plan, the following:
 - [1] Typical building elevations and floor plans, topography drawn at one-foot contour intervals, all computations relative to acreage and density, a preliminary grading plan, and any other details which will assist in reviewing the proposed plan.
 - [2] An accurate tree survey indicating the location of all trees on the site of eight-inch DBH or greater. Such survey shall be at the same scale as the site plan.
 - (c) Site plans submitted under this option shall be accompanied by information as required by Chapter 182, Subdivision of Land, of the Code of the City of Grand Ledge, provided, however, that:
 - [1] Submission of an open space plan and cost estimates with the preliminary site plan shall be at the option of the applicant.
 - [2] The open space plan and cost estimate shall be submitted prior to final review or the public hearing.
 - (d) The Planning Commission shall give notice of the public hearing in accordance with § 220-107, Notice of public hearings.
 - (e) If the Planning Commission is satisfied that the proposal meets the letter and spirit of the Zoning Ordinance and should be approved, it shall give tentative approval with the conditions upon which such approval should be based. If the Planning Commission is not satisfied that the proposal meets the letter and spirit of this Zoning Chapter, or finds that approval of the proposal would be detrimental to existing development in the general area and should not be approved, it shall record the reasons therefor in the minutes of the Planning Commission meeting. Notice of approval or disapproval of the proposal together with copies of the proposal with copies of all layouts and other relevant information shall be forwarded to the City Clerk. If the proposal has been approved by the Planning Commission, the Clerk shall place the matter upon the agenda of the City Council. If disapproved, the applicant shall be entitled to a public hearing before the City Council, if requested in writing within 30 days after action by the Planning Commission.
 - (f) If the City Council approves the plans, it shall instruct the City Attorney to prepare a contract, setting forth the conditions upon which such approval is based, which contract, after approval by the City Council, shall be

entered into between the City and the applicant prior to the issuance of a building permit for any construction in accordance with site plans.

- (g) As a condition for the approval of the site plan and open space plan by the City Council, the applicant shall deposit cash, irrevocable letter of credit, or other equivalent form of security as approved by the City Attorney, in the amount of the estimated cost of the proposed improvements to the open land guaranteeing the completion of such improvement within a time to be set by the City Council. Actual development of the open space shall be carried out concurrently with the construction of dwelling units.

§ 220-17. One-family, **LOW DENSITY site condominium option.**

- A. The **LOW DENSITY** site condominium option is intended to provide for the division of land as regulated by the Condominium Act (Act 59 of 1978, as amended, MCLA § 559.101 et seq.) rather than the Subdivision Control Act (Act 288 of 1967, as amended, MCLA § 560.101 et seq.) **TO A GROSS DENSITY OF APPROXIMATELY 4 DWELLING UNITS PER ACRE.** In accordance with Section 141 of Act 59 (MCLA § 559.241), it is further intended that development utilizing the site condominium options be treated no differently than a subdivision developed under the Subdivision Control Act and that the same standards be applied in their design layout and improvements.
- B. If the **LOW DENSITY** site condominium option is selected, the following conditions are applicable:
 - (1) Article XVI, Schedule of Regulations, limiting the height and bulk of buildings, the minimum lot sizes and yard requirements shall be applicable as permitted in each zoning district or as otherwise altered within this section.
 - (2) Any development which utilizes the site condominium option shall conform to Article V, Design Standards, and Article VI, Improvements, of Chapter 182, Subdivision of Land, of the Code of the City of Grand Ledge.
 - (3) A site plan shall be submitted in accordance with § 220-80, Site plan review, of this chapter.
 - (4) Other options as defined and regulated by § 220-15, Subdivision open space plat, of this chapter can be used in conjunction with this section.
 - (5) If building footprints are shown on the site plan, setbacks shall be measured to the building. Otherwise, setbacks shall be provided for each building envelope equal to the minimum setback requirements of the zoning district and shall be measured as specified below:
 - (a) Rear setbacks shall be measured from the rear area line to the rear building envelope.
 - (b) Side setbacks shall be measured from the side area line to the side building envelope.
 - (c) Front setbacks shall be measured from the street right-of-way for public or private streets, and from the pavement edge for streets not having a right-of-way. In instances where there is no right-of-way the setback shall be increased by 15 feet.

- (6) If building footprints are shown on the plan, building floor plans and elevations must be submitted.
- (7) The Planning Commission may request that several different facades be used to provide a variety of building appearances.
- (8) Plans for the development and landscaping of all commons areas must be submitted and shall meet the applicable requirements of § 220-66, Landscaping.

~~(9) All streets shall be dedicated to the public.~~

~~(10 9) The means of maintaining all limited and general commons areas shall be specified in the master deed.~~

~~(11) A copy of the master deed shall be submitted for review and recommendations of the City Attorney prior to final plan approval.~~

C. Review by the Planning Commission.

(1) The Zoning Administrator shall receive and check the plan for completeness per § 220-80, Site plan review, of this chapter. If the plan contains all of the items noted, the Zoning Administrator shall schedule a public hearing as per § 220-107, Notice of public hearings.

~~(2) The Zoning Administrator will also place the proposal on the agenda of the next regular Planning Commission meeting which follows the public hearing. Such meeting may be held directly following the public hearing or at the next regular meeting.~~

~~(3 2) The Commission shall review all details of the proposed plan within the framework of this Zoning Chapter, within the various elements of the Master Plan, and within the standards of Chapter 182, Subdivision of Land.~~

(4 3) The Commission shall give preliminary approval or disapprove the plan.

- (a) Should the Commission disapprove the plan, it shall record the reasons in the minutes of the regular meeting. A copy of the minutes shall be sent to the applicant.
- (b) Should the Commission find that all conditions have been satisfactorily met and the plan conforms to the provision of this chapter, it shall recommend approval to the City Council. The Planning Commission Chairman shall make a notation to that effect on each copy of the plan and distribute copies of same as follows:

- [1] Return one copy to the applicant;
- [2] Retain one copy which shall become a matter of permanent record in the Commission files;
- [3] Forward one copy to the School Board or School Superintendent of the School District having jurisdiction in the area concerned;
- [4] File the remaining copies in the office of the Clerk.

D. Review by the City.

(1) No installation or construction of any improvements shall be made before the plan has received final approval of the City Council, engineering plans have been

reviewed by the City Engineer and any deposits required have been received by the City.

- (2) The **APPLICANT** ~~plan~~ shall ~~be filed by the applicant~~ **A COPY OF THE PLAN** with the Zoning Administrator and shall deposit such sums of money as the City Council may require herein or by other ordinances.
- (3) The City Council shall not review the plan until it has received the review and preliminary approval of the Planning Commission. Following the preliminary approval by the Planning Commission, the City Council shall consider the plan at such meeting that the matter is placed on the regularly scheduled agenda. ~~The City Council shall take action on the plan within 30 days.~~
- (4) Final approval shall be effective for a period of two years from the date of final approval. The two-year period may be extended at the discretion of the City Council, if requested by the applicant and granted by the City Council in writing.
- (5) ~~Upon final approval of the plan by the City Council, four prints of the plan shall be forwarded: one to the Zoning Administrator; one to the Planning Commission; one to the City Assessor; and one to the Building Department.~~

§220-18. ONE-FAMILY, MEDIUM DENSITY SITE CONDOMINIUM OPTION.

- A. **THE MEDIUM DENSITY SITE CONDOMINIUM OPTION IS INTENDED TO PROVIDE FOR THE DIVISION OF LAND AS REGULATED BY THE CONDOMINIUM ACT (ACT 59 OF 1978, AS AMENDED, MCLA § 559.101 ET SEQ.) RATHER THAN THE SUBDIVISION CONTROL ACT (ACT 288 OF 1967, AS AMENDED, MCLA § 560.101 ET SEQ.) TO A GROSS DENSITY OF APPROXIMATELY 9 DWELLING UNITS PER ACRE. IN ACCORDANCE WITH SECTION 141 OF ACT 59 (MCLA § 559.241), IT IS FURTHER INTENDED THAT DEVELOPMENT UTILIZING THE SITE CONDOMINIUM OPTIONS BE TREATED NO DIFFERENTLY THAN A SUBDIVISION DEVELOPED UNDER THE SUBDIVISION CONTROL ACT AND THAT THE SAME STANDARDS BE APPLIED IN THEIR DESIGN LAYOUT AND IMPROVEMENTS.**
- B. **WHERE A PARCEL PROPOSED FOR USE AS A ONE-FAMILY MEDIUM DENSITY SITE CONDOMINIUM DEVELOPMENT ABUTS A ONE-FAMILY RESIDENTIAL DISTRICT, THE PLANNING COMMISSION MUST DETERMINE THAT THE SITE COMPLIES WITH ALL OF THE FOLLOWING CRITERIA:**
 1. **THE SITE HAS AT LEAST ONE PROPERTY LINE ABUTTING A NONRESIDENTIAL ZONING DISTRICT.**
 2. **THERE IS AT LEAST ONE VEHICULAR ACCESS POINT TO THE SITE THAT IS NOT THROUGH A RESIDENTIAL NEIGHBORHOOD.**
 3. **THE SITE IS IRREGULAR IN SIZE AND/OR SHAPE TO THE EXTENT THAT DEVELOPMENT UNDER THE ONE-FAMILY LOW DENSITY RESIDENTIAL SITE CONDOMINIUM OPTION IS NOT REASONABLY PRACTICAL.**
- C. **IF THE MEDIUM DENSITY SITE CONDOMINIUM OPTION IS SELECTED AND AUTHORIZED UNDER SECTION 220-18 (B) THE FOLLOWING CONDITIONS ARE APPLICABLE:**

- (1) THE FOLLOWING HEIGHT AND BULK OF BUILDING, LOT SIZE AND YARD REQUIREMENTS SHALL BE APPLICABLE TO MEDIUM DENSITY SITE CONDOMINIUM DEVELOPMENTS:

Minimum Lot Size Per Unit		Maximum Height of Structures		Minimum Yard Setbacks			Minimum Floor Area Per Unit (sq. ft.)	Maximum % of Lot Area Covered by all Buildings
Area (sq. ft.)	Width (feet)	In Stories	In Feet	Front	Sides	Rear		
4,500	45	2	30	15	5	25	576	40%

- (3) THE ROADS WITHIN THE DEVELOPMENT MAY BE DEDICATED TO THE PUBLIC OR MAY BE KEPT PRIVATE AND UNDER THE CONTROL OF THE CONDOMINIUM ASSOCIATION. IN EITHER CASE, THE ROADS MUST BE DEVELOPED IN ACCORDANCE WITH ARTICLE V, DESIGN STANDARDS, AND ARTICLE VI, IMPROVEMENTS, OF CHAPTER 182, SUBDIVISION OF LAND, OF THE CODE OF THE CITY OF GRAND LEDGE, EXCEPT THAT PRIVATE ROADS DO NOT HAVE TO PROVIDE EXCESS RIGHT-OF-WAY BEYOND THE REQUIRED 27 FOOT ROADWAY.
- (4) EXCEPT AS PROVIDED FOR IN THE PRECEDING PARAGRAPH, THE SITE CONDOMINIUM DEVELOPMENT MUST COMPLY WITH ALL PROVISIONS OF ARTICLE V, DESIGN STANDARDS, AND ARTICLE VI, IMPROVEMENTS, OF CHAPTER 182, SUBDIVISION OF LAND, OF THE CODE OF THE CITY OF GRAND LEDGE.
- (5) A SITE PLAN SHALL BE SUBMITTED IN ACCORDANCE WITH § 220-80, SITE PLAN REVIEW, OF THIS CHAPTER.
- (6) OTHER OPTIONS AS DEFINED AND REGULATED BY § 220-15, SUBDIVISION OPEN SPACE PLAT, OF THIS CHAPTER CAN BE USED IN CONJUNCTION WITH THIS SECTION.
- (7) IF BUILDING FOOTPRINTS ARE SHOWN ON THE SITE PLAN, SETBACKS SHALL BE MEASURED TO THE BUILDING. OTHERWISE, SETBACKS SHALL BE PROVIDED FOR EACH BUILDING ENVELOPE EQUAL TO THE MINIMUM SETBACK REQUIREMENTS OF THE ZONING DISTRICT AND SHALL BE MEASURED AS SPECIFIED BELOW:
- (A) REAR SETBACKS SHALL BE MEASURED FROM THE REAR AREA LINE TO THE REAR BUILDING ENVELOPE.
 - (B) SIDE SETBACKS SHALL BE MEASURED FROM THE SIDE AREA LINE TO THE SIDE BUILDING ENVELOPE.
 - (C) FRONT SETBACKS SHALL BE MEASURED FROM THE STREET RIGHT-OF-WAY FOR PUBLIC OR PRIVATE STREETS, AND FROM THE PAVEMENT EDGE FOR STREETS NOT HAVING A RIGHT-OF-WAY.

- (8) IF BUILDING FOOTPRINTS ARE SHOWN ON THE PLAN, BUILDING FLOOR PLANS AND ELEVATIONS MUST BE SUBMITTED.
- (9) THE PLANNING COMMISSION MAY REQUEST THAT SEVERAL DIFFERENT FACADES BE USED TO PROVIDE A VARIETY OF BUILDING APPEARANCES.
- (10) PLANS FOR THE DEVELOPMENT AND LANDSCAPING OF ALL COMMONS AREAS MUST BE SUBMITTED AND SHALL MEET THE APPLICABLE REQUIREMENTS OF § 220-66, LANDSCAPING.
- (11) THE MEANS OF MAINTAINING ALL LIMITED AND GENERAL COMMONS AREAS SHALL BE SPECIFIED IN THE MASTER DEED.

D. REVIEW BY THE PLANNING COMMISSION.

- (1) THE ZONING ADMINISTRATOR SHALL RECEIVE AND CHECK THE PLAN FOR COMPLETENESS PER § 220-80, SITE PLAN REVIEW, OF THIS CHAPTER. IF THE PLAN CONTAINS ALL OF THE ITEMS NOTED, THE ZONING ADMINISTRATOR SHALL SCHEDULE A PUBLIC HEARING AS PER § 220-107, NOTICE OF PUBLIC HEARINGS.
- (2) THE COMMISSION SHALL REVIEW ALL DETAILS OF THE PROPOSED PLAN WITHIN THE FRAMEWORK OF THIS ZONING CHAPTER, WITHIN THE VARIOUS ELEMENTS OF THE MASTER PLAN, AND WITHIN THE APPLICABLE STANDARDS OF CHAPTER 182, SUBDIVISION OF LAND.
- (3) THE COMMISSION SHALL GIVE PRELIMINARY APPROVAL OR DISAPPROVE THE PLAN.
 - (A) SHOULD THE COMMISSION DISAPPROVE THE PLAN, IT SHALL RECORD THE REASONS IN THE MINUTES OF THE REGULAR MEETING. A COPY OF THE MINUTES SHALL BE SENT TO THE APPLICANT.
 - (B) SHOULD THE COMMISSION FIND THAT ALL CONDITIONS HAVE BEEN SATISFACTORILY MET AND THE PLAN CONFORMS TO THE PROVISION OF THIS CHAPTER, IT SHALL RECOMMEND APPROVAL TO THE CITY COUNCIL. THE PLANNING COMMISSION CHAIRMAN SHALL MAKE A NOTATION TO THAT EFFECT ON EACH COPY OF THE PLAN AND DISTRIBUTE COPIES OF SAME AS FOLLOWS:
 - [1] RETURN ONE COPY TO THE APPLICANT;
 - [2] RETAIN ONE COPY WHICH SHALL BECOME A MATTER OF PERMANENT RECORD IN THE COMMISSION FILES;
 - [3] FORWARD ONE COPY TO THE SCHOOL BOARD OR SCHOOL SUPERINTENDENT OF THE SCHOOL DISTRICT HAVING JURISDICTION IN THE AREA CONCERNED;
 - [4] FILE THE REMAINING COPIES IN THE OFFICE OF THE CLERK.

D. REVIEW BY THE CITY.

- (1) NO INSTALLATION OR CONSTRUCTION OF ANY IMPROVEMENTS SHALL BE MADE BEFORE THE PLAN HAS RECEIVED FINAL APPROVAL OF THE CITY COUNCIL, ENGINEERING PLANS HAVE BEEN REVIEWED BY THE CITY ENGINEER AND ANY DEPOSITS REQUIRED HAVE BEEN RECEIVED BY THE CITY.**
- (2) THE APPLICANT SHALL FILE A COPY OF THE PLAN WITH THE ZONING ADMINISTRATOR AND SHALL DEPOSIT SUCH SUMS OF MONEY AS THE CITY COUNCIL MAY REQUIRE HEREIN OR BY OTHER ORDINANCES.**
- (3) THE CITY COUNCIL SHALL NOT REVIEW THE PLAN UNTIL IT HAS RECEIVED THE REVIEW AND PRELIMINARY APPROVAL OF THE PLANNING COMMISSION. FOLLOWING THE PRELIMINARY APPROVAL BY THE PLANNING COMMISSION, THE CITY COUNCIL SHALL CONSIDER THE PLAN AT SUCH MEETING THAT THE MATTER IS PLACED ON THE REGULARLY SCHEDULED AGENDA.**
- (4) FINAL APPROVAL SHALL BE EFFECTIVE FOR A PERIOD OF TWO YEARS FROM THE DATE OF FINAL APPROVAL. THE TWO-YEAR PERIOD MAY BE EXTENDED AT THE DISCRETION OF THE CITY COUNCIL, IF REQUESTED BY THE APPLICANT AND GRANTED BY THE CITY COUNCIL IN WRITING.**

Inner Neighborhoods

Prototype 1:

10,000 SF site in the R2 zone

- 1a. Cottage Cluster A-3
- 1b. Cottage Court A-5
- 1c. Contextual Rowhouses ... A-7
- 1d. Contextual Rowhouses
Variant A-9

Prototype 2:

5,000 SF site in the R1 zone

- 2a. Townhouse Cluster A-11
- 2b. House-plex A-13

Prototype 3:

10,000 SF site in the R1 zone

- 3a. Shared Court
Rowhouses A-15
- 3b. Corner Rowhouses A-17

Outer East neighborhoods

Prototype 4:

95' wide by 180' deep site in the R2 zone

- 4a. Courtyard
Townhouses A-19
- 4b. Big Cottage Court A-21
- 4c. Mirrored Green A-23

Prototype 5:

90' wide by 220' deep site in the R1 zone

- 5a. Courtyard Flats A-25
- 5b. Courtyard
Townhouses A-27

The Infill Design Toolkit:

Medium-Density Residential Development

A Guide to Integrating Infill Development
into Portland's Neighborhoods



CITY OF PORTLAND
BUREAU OF
PLANNING

December 2008

Housing Prototypes

Solutions for achieving density and neighborhood-friendly design on small infill sites

The housing prototypes of this section are intended to serve as a problem-solving tool to help improve the design of medium-density infill housing projects, particularly in the R2 and R1 multidwelling zones. The prototypes highlight medium-density housing types and configurations that are suitable for common infill situations, meet City regulations and design objectives, and are feasible from a market perspective. They illustrate solutions for common infill design challenges such as balancing parking needs with pedestrian-friendly design and providing usable open space while achieving density goals. They are also intended to help broaden the range of housing types being built in Portland by presenting innovative configurations, with a particular focus on arrangements conducive to ownership housing. The prototypes continue characteristic neighborhood street frontage patterns by featuring house-like building volumes along street fronts and by providing opportunities for landscaping.

The prototypes are based on site configurations common in different parts of the city, such as those of close-in neighborhoods where infill sites are typically in increments of the 50'-wide lots established by Streetcar Era platting; and the very different sites typical in Outer East where lots are larger but disproportionately deep. This set of housing prototypes is intended to be the beginning of a collection that will be added to over time to expand the range of design solutions.

Each prototype includes cross references to other sections of the Infill Design Toolkit. These sections can be referenced for more detailed information on specific design issues and for information on case studies and built examples.

Guiding Criteria

The housing prototypes were designed to:

- Meet City regulatory requirements;
- Be financially realistic;
- Minimize the prominence of vehicle areas, while limiting impervious surfaces and providing at least one parking space per unit;
- Provide usable outdoor space;
- Respond to typical neighborhood contextual situations (through site design, arrangement of building volumes, etc.); and
- Include configurations conducive to ownership housing (such as by allowing housing units to be on separate lots).

Regulatory Review

To ensure that the housing prototypes illustrate "approvable" configurations that can meet the requirements of the various City regulatory agencies, they have been reviewed by the following City bureaus:

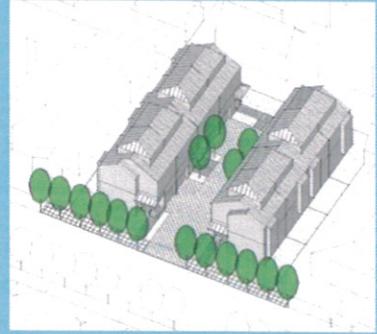
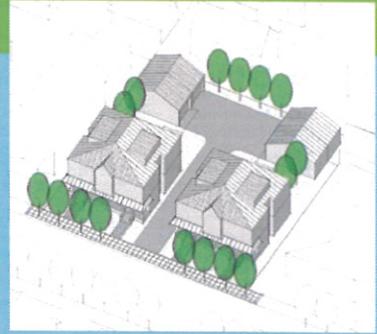
- Planning
- Development Services
- Office of Transportation
- Environmental Services (*regarding stormwater management*)
- Fire and Rescue

Caveats

While the housing prototypes focus on illustrating configurations that meet regulatory standards, in certain cases code adjustments or appeals would be necessary for particular aspects of the prototypes to be approved. In these situations, the “Regulatory Notes” included with each prototype highlight aspects of the prototypes that would require additional review. (Their inclusion here does not guarantee the outcome of a code adjustment request or appeal.)

Also note that the prototypes do not take into account area-specific regulations or design review criteria that may apply to a site, or other site-specific issues and constraints. For example, Prototypes 1b, 2a, 4a, 4b, and 5b would not meet requirements of the Community Design Standards (applicable in areas with design review), which call for all primary buildings to be set back no further than 25 feet from front lot lines. Bureau of Development Services staff and other relevant agencies should be consulted regarding site-specific issues and the general applicability of the prototype configurations to any particular site.

Pitched roofs are used for the prototypes because many community members consider them to be more “design neutral” than flat roofs in a generalized residential context. The intent of this is to encourage attention to be focused on more fundamental aspects of housing form and site organization, rather than on the relative merits of traditional or contemporary architectural style. The illustrated roof forms are not intended to indicate that other roof forms would not be equally or more appropriate for any particular housing project or specific context.



Prototype Sites

The prototype sites and their attendant issues are summarized below:

Inner neighborhoods

- **Prototype 1: 10,000 SF site in the R2 zone**
What can be built besides 4-5 rowhouses?
Opportunities for courtyard housing?
- **Prototype 2: 5,000 SF site in the R1 zone**
How to fit 3-5 units, plus parking?
- **Prototype 3: 10,000 SF site in the R1 zone**
Opportunities for courtyard housing and additional homeownership possibilities? (Such sites often require too great a density for conventional rowhouses to be practical.)

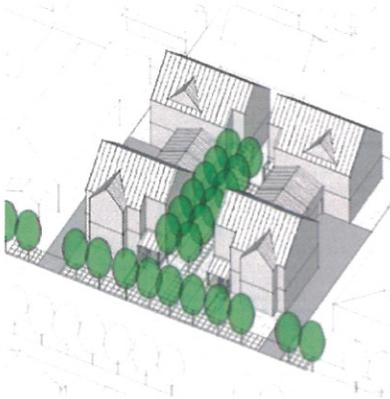
Outer East neighborhoods

- **Prototype 4: 95' wide by 180' deep site in the R2 zone**
How to design density for narrow sites?
Homeownership opportunities?
- **Prototype 5: 90' wide by 220' deep site in the R1 zone**
On a busy arterial street?
How to provide livable housing close to traffic, contribute to a transit-oriented environment, transition to lower-density housing, and fit 14-20 units and vehicles?

Housing Prototypes Consulting Team

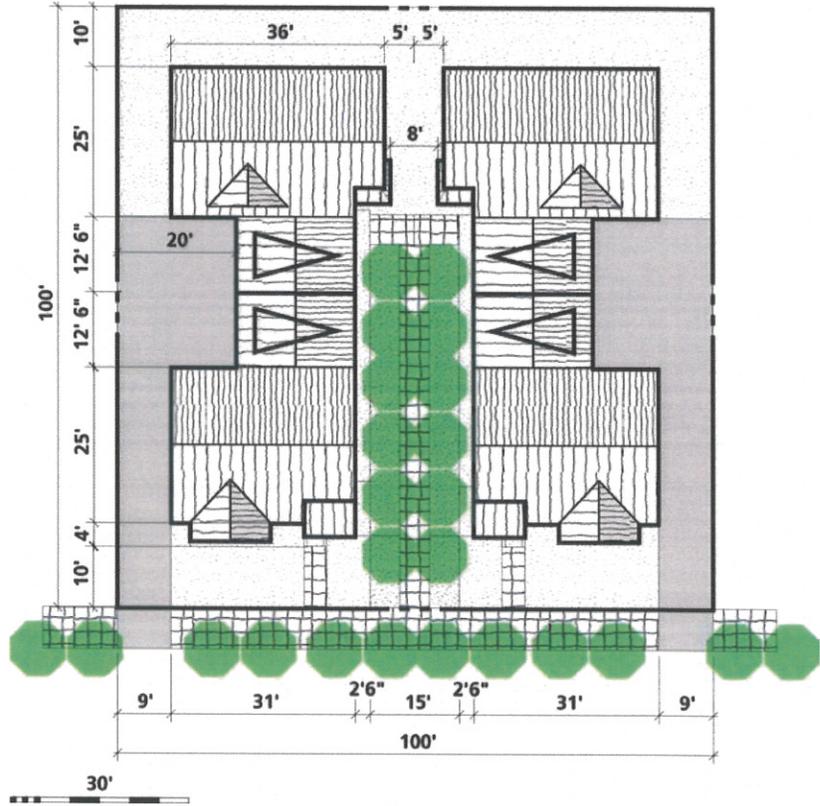
Van Meter Williams Pollack, LLP; Urbsworks, Inc.; E.D. Hovee & Company

1a Cottage Cluster



Site Axonometric View

- 4 units (1,500–1,950 sq.ft each) arranged around a common green, either attached or detached.
- Intended to allow fee simple ownership, with common green held as a common tract.
- Massing of front units reflects neighborhood patterns of houses on 50'-wide lots.

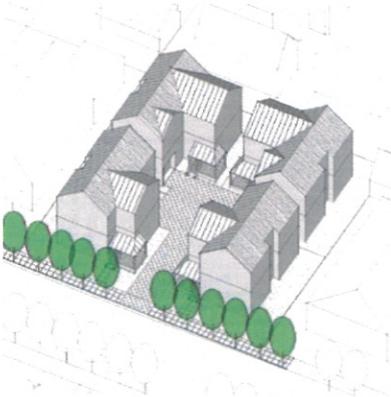


Precedents



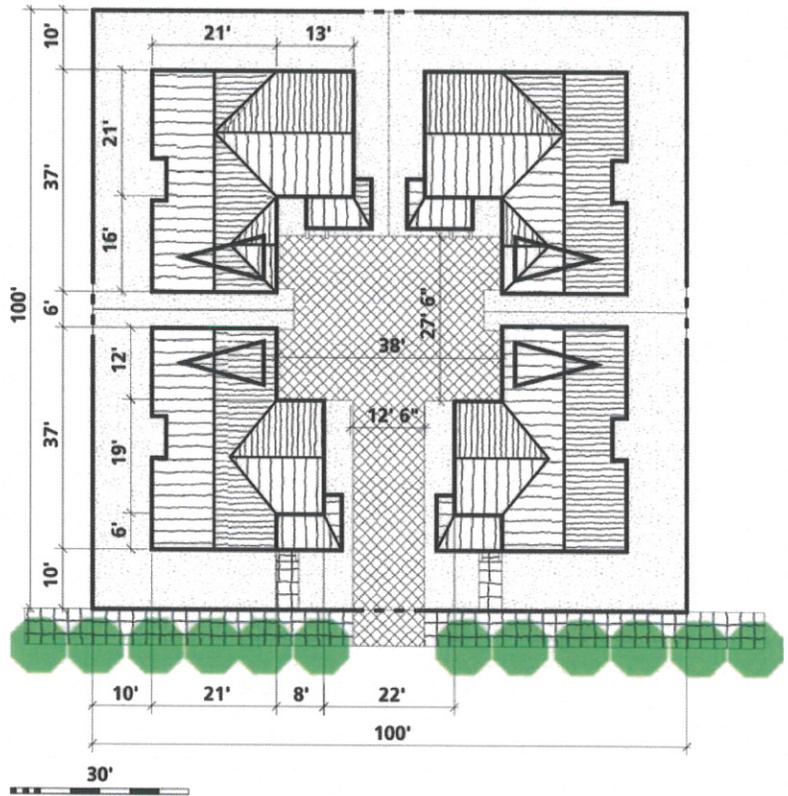
Neighborhood Context

1b Cottage Court



Site Axonometric View

- 4 or 5 attached or detached units (1,600–1,850 sq.ft each) possible
- Two units face public street, gives appearance of two single-family homes from street.
- As shown would require condominium ownership. With modifications, may also be possible as a “shared court” configuration, with units on separate lots oriented toward a shared court street tract.
- Shared driveway with special paving provides both vehicle and pedestrian access. Single access point allows up to 4 on-street parking spaces.



Precedents



Neighborhood Context

1b Cottage Court

Details

Regulatory Notes

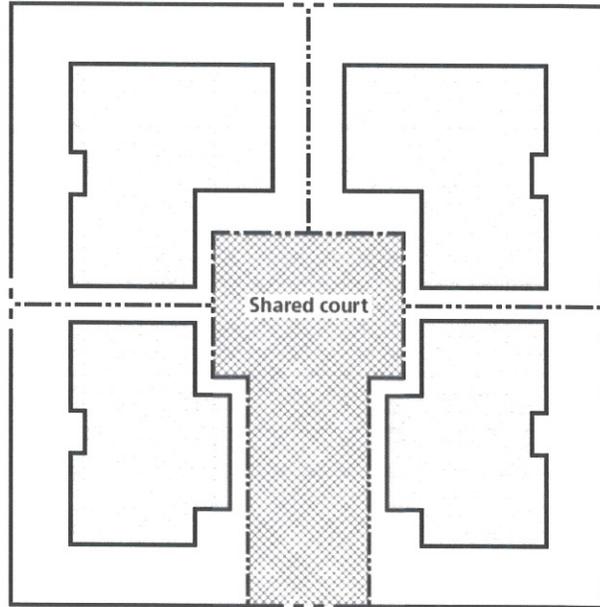
- If a shared court street tract is to be created, building layout would need to be modified to accommodate minimum tract width of 20'.
- Land division option shows the use of an alternative development option allowing 3' side setbacks for detached houses.

Related Sections

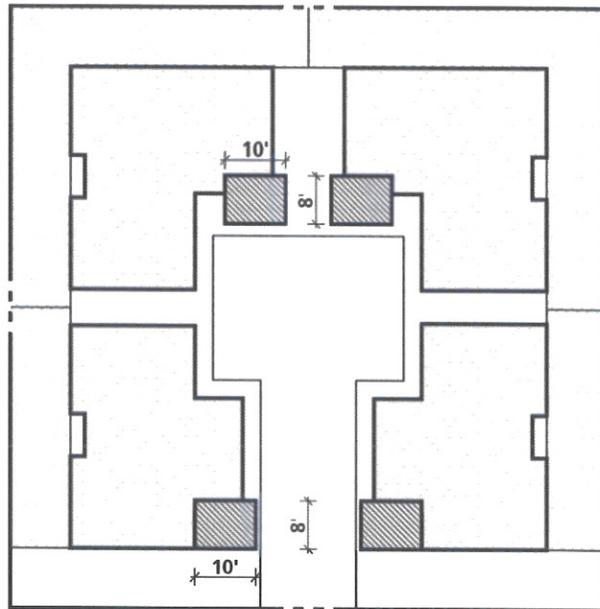
- Driveways and parking 19
- Courtyard housing 46-51
- Shared courts 55-57

Case Studies

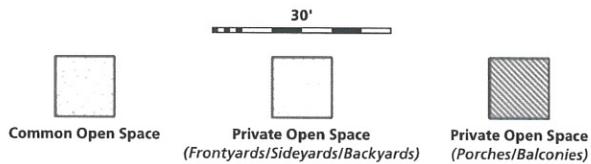
- Jake's Run 66



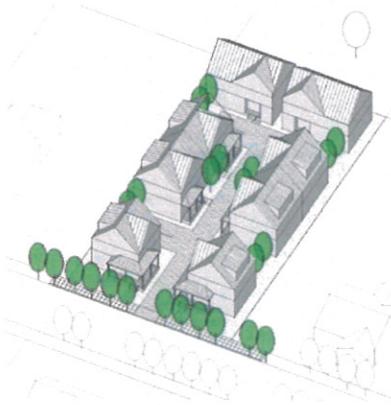
Option: Parcelization Plan with shared court



Open Space Plan

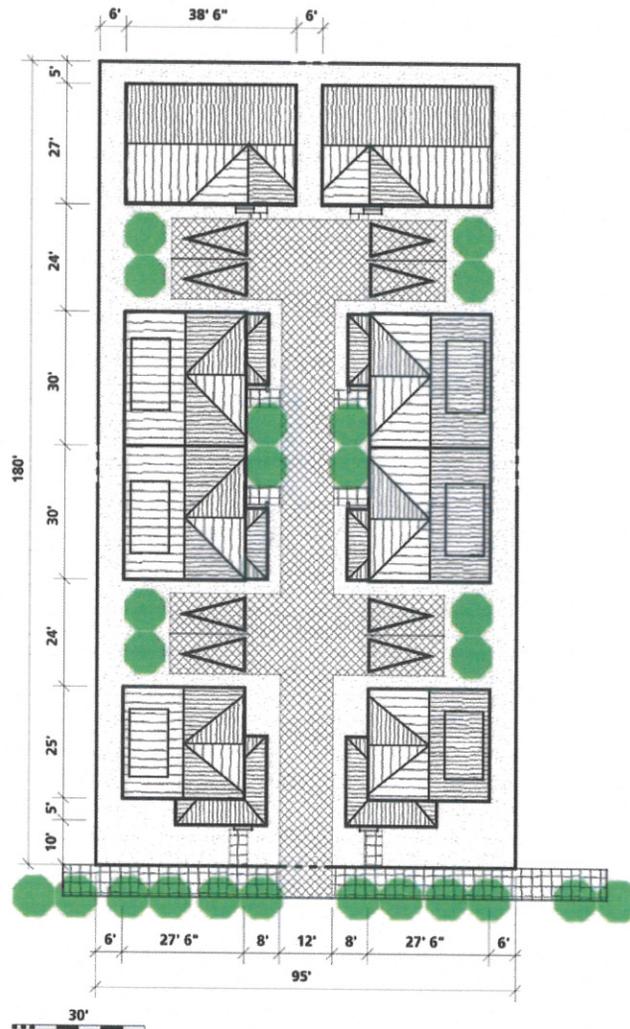


4b Big Cottage Court



Site Axonometric View

- 8 units in 5 buildings (1,380–2,250 sq.ft each) arranged around a driveway with decorative paving.
- Surface parking spaces near each unit.
- As shown, would require condominium ownership or be apartments.
- Driveway with special paving serves as alternative to grade-separated walkway and provides multifunctional space.
- With a wider accessway and other modifications may also be possible as a shared court with units on separate lots.



Precedents



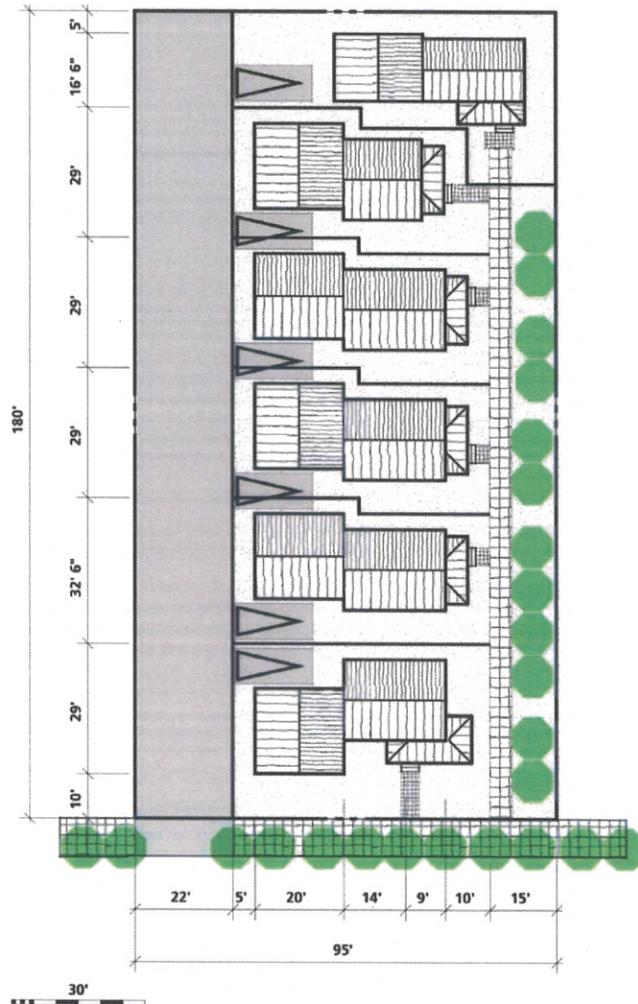
Neighborhood Context

4c Mirrored Green



Site Axonometric View

- 6 ownership units (900–1,200 sq.ft each, not including lofts) on separate lots arranged around a common green.
- Detached, 1½ story units are designed to blend in with landscape-intensive, low-lying character of outer east neighborhoods.
- Mutual easements provide for 10'-wide sideyards between houses.
- Design intended to allow a pattern of mirrored greens to develop over time, as shown in neighborhood context.



Precedents



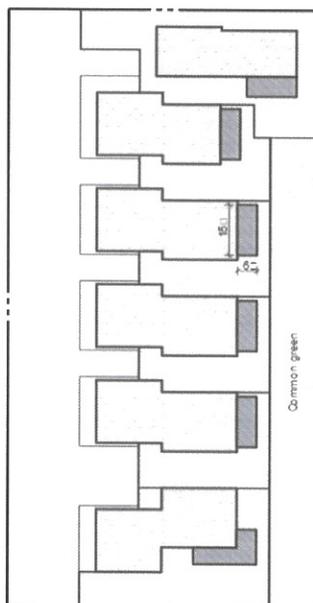
Neighborhood Context

4c Mirrored Green

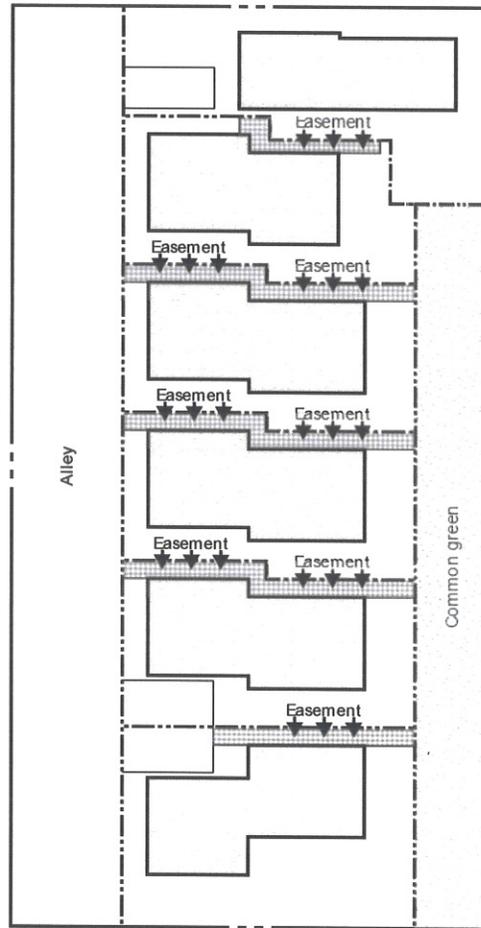
Details

Regulatory Notes

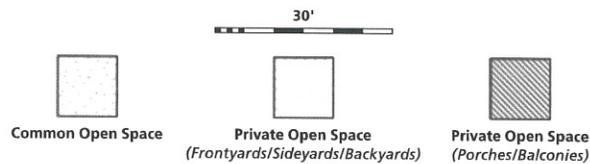
- An alley easement (instead of tract) as narrow as 12' would be possible if only 5 lots are created (such as by including a duplex or house with ADU on front lot). Two rear-most houses would need to be sprinklered to avoid requirement for 20'-wide fire access.
- If alley is needed to provide fire access the two rear-most units need to be set 10' away from the alley.



Open Space Plan



Parcelization Plan. Easements allow usable side yards and parking for each unit.



Related Sections

- Transportation and emergency access **B-9-B-14**
- Side yard easements **40**
- Courtyard housing **46-51**
- Common greens **52-53**

Case Studies

- Hastings Green **64-65**
- Cluster Housing Profiles 1, 2 **C-22**

4b Big Cottage Court

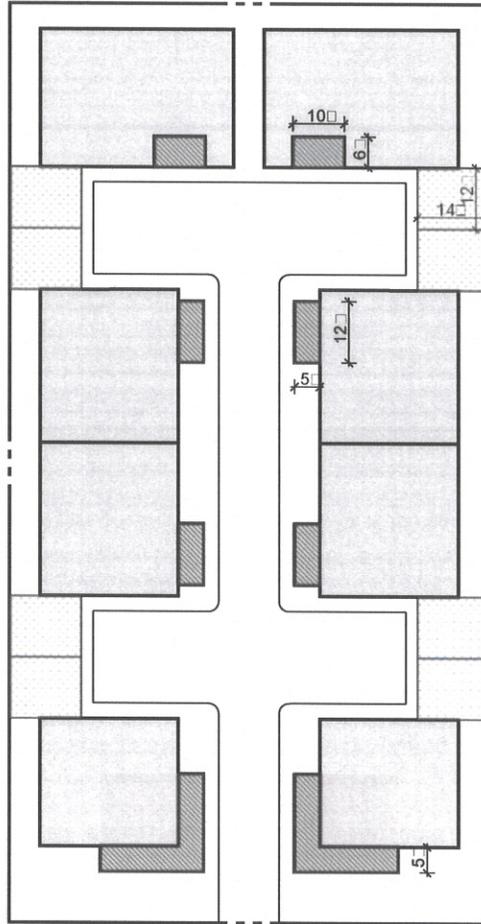
Details

Regulatory Notes

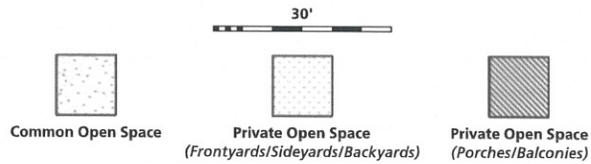
- Narrow driveway, as shown, requires rear units to be sprinklered. If not sprinklered, 20'-wide driveway required for fire access.

Related Sections

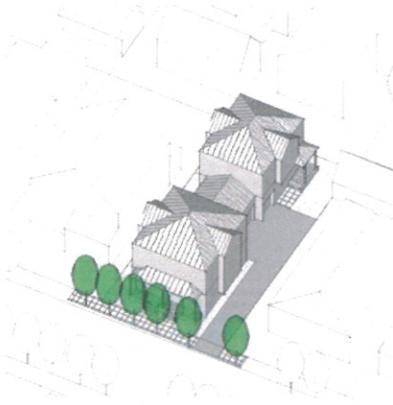
- Driveways and parking 19
- Transportation and emergency access B-9-B-14
- Courtyard housing 46-51
- Shared courts 55-57



Open Space Plan

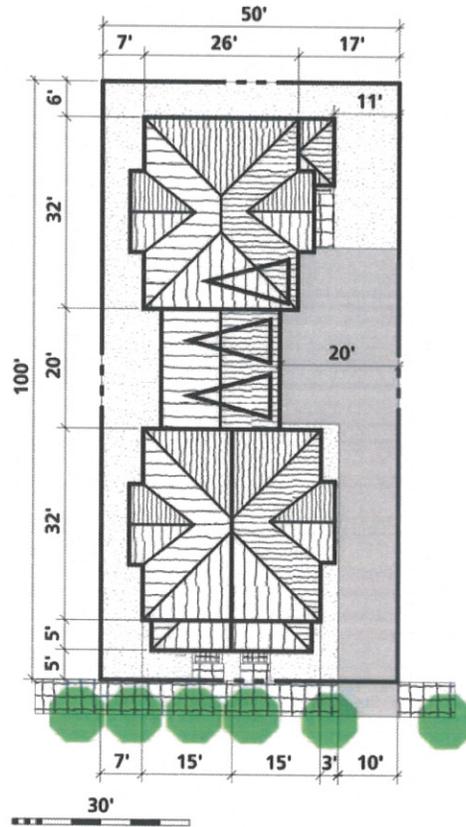


2b House-plex

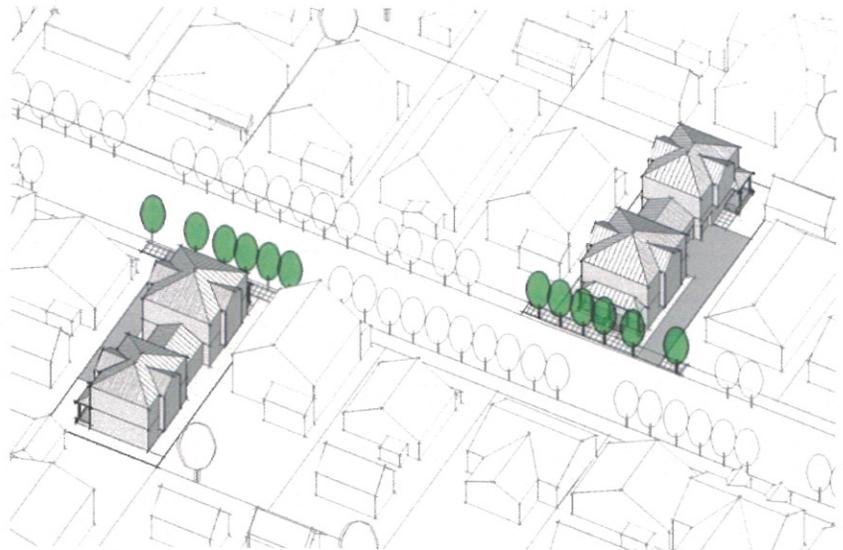


Site Axonometric View

- 3-4 units (1,000-1,400 sq.ft each, not including garages).
- Street frontage designed to reflect scale of a single-dwelling house to blend with neighborhood context.



Precedents



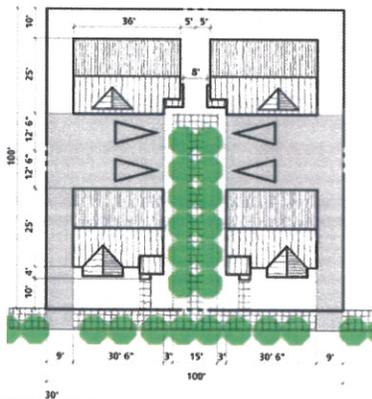
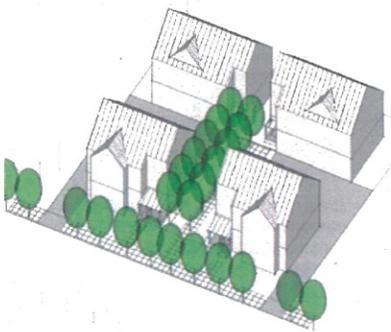
Neighborhood Context

1a Cottage Cluster

Details

Regulatory Notes

- As shown, would require code adjustment for reduced setback to common green (3' setback required). The 2½' setback shown is needed to accommodate enclosed garages. If parking pads are used, 3' setbacks are possible.



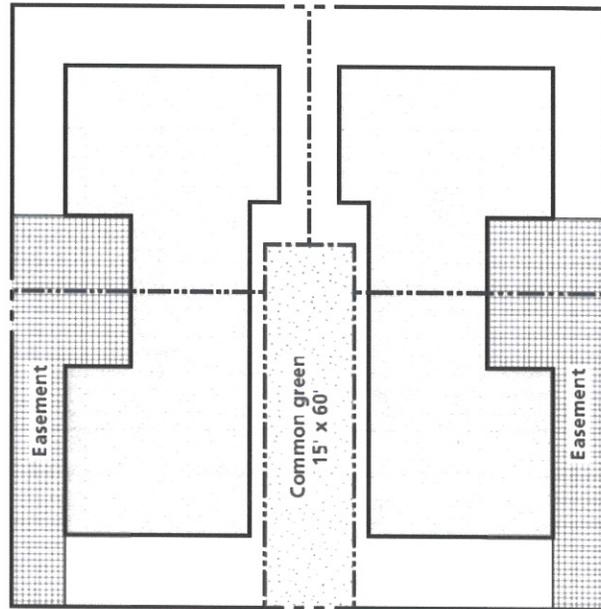
Alternative with detached houses and parking pads

Related Sections

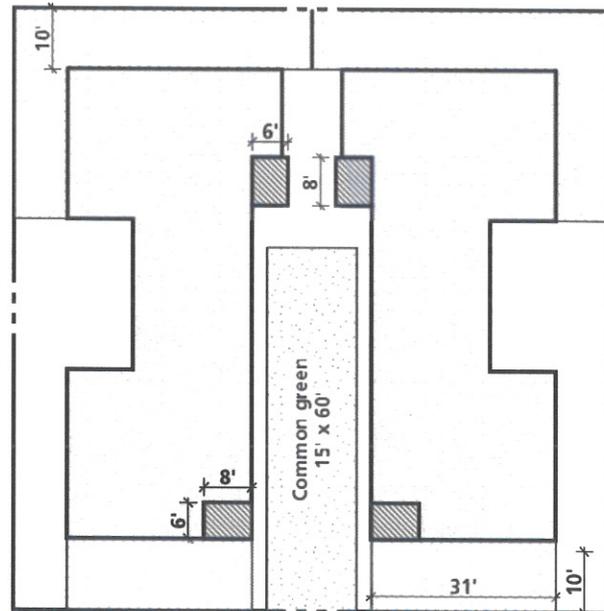
- Driveways and parking 19
- Courtyard housing 46-51
- Common greens 52-53

Case Studies

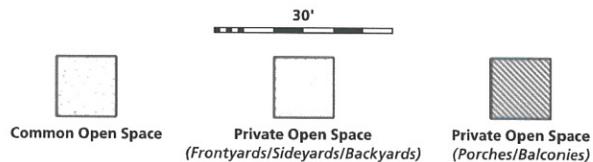
- Hastings Green 64-65
- Cluster Housing Profiles
1,2,6 C-22

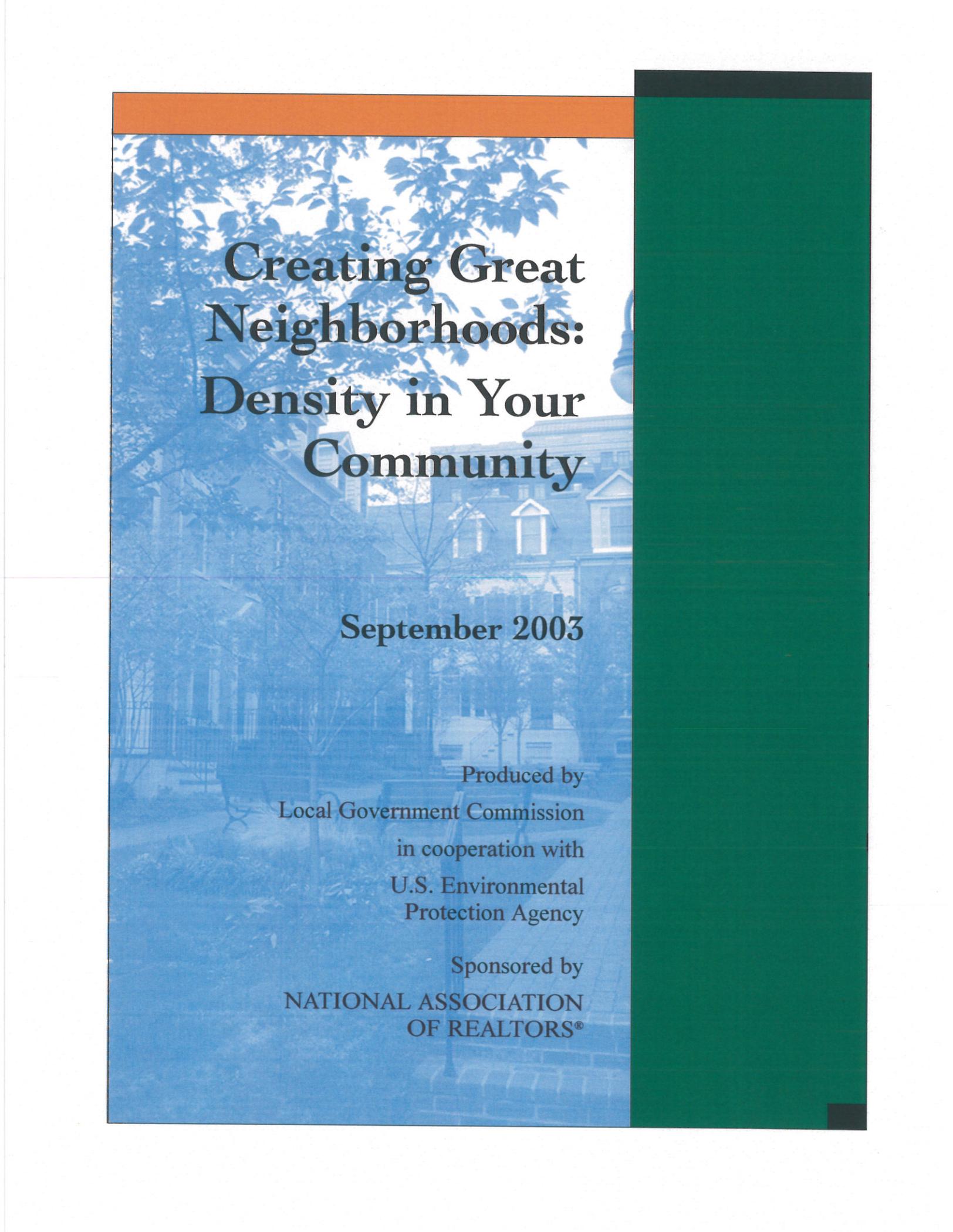


Parcelization Plan



Open Space Plan



The cover features a blue-tinted photograph of a residential street with trees and houses. A solid orange bar is at the top, and a dark green vertical bar is on the right side. The title is centered in a large, black, serif font.

Creating Great Neighborhoods: Density in Your Community

September 2003

Produced by
Local Government Commission
in cooperation with
U.S. Environmental
Protection Agency

Sponsored by
NATIONAL ASSOCIATION
OF REALTORS®



Proximity of housing to retail neighborhood allows residents of Sacramento's Metro Square to walk to meet many of their daily needs (see "Design Principles").

Density helps create walkable neighborhoods

Part of the challenge of making a neighborhood genuinely walkable is providing attractive destinations nearby, such as shops or restaurants. However, ensuring that those places are both walkable and economically viable requires density. Research suggests that densities of seven units per acre or higher are needed to support a small corner store; a small supermarket requires 18 units per acre.¹

Retail destinations located within a short walk of residences typically include markets, cafes, dry cleaners and convenience stores, all of which partially depend upon pedestrian traffic for their customer base.

Higher density development contributes to the viability of a wider range of businesses, ultimately resulting in more destinations for residents to walk to.

Shops, houses, restaurants and schools may be located close to each other, allowing people to go out to eat, walk to school or purchase a quart of milk within a reasonable (5-10 minute) walk.

Density supports housing choice and affordability

Communities that allow only low-density development limit housing choices and may drive up housing costs. By balancing lower, medium and higher-density projects, communities can offer a wider range of housing types.

In contrast to conventional development in which housing tends to be similar in style and size, higher density projects can provide townhouses, apartments, accessory units and even live-work spaces to accommodate a broader range of lifestyles.

This greater range of housing types expands housing choices within a neighborhood. This allows residents to choose housing that meets their changing

Walkability Indicators in Higher vs. Lower Density

Sacramento Neighborhoods

In 2000, NRDC compared two Sacramento, California, area neighborhoods, one notably higher in density than the other. The comparisons are dramatic.

	<u>Metro Square</u> (20 du/acre)	<u>North Natomas</u> (6 du/acre)
Distance to:		
Convenience store	815 ft.	15,388 ft.
Supermarket	1,941 ft.	14,458 ft.
School	1,962 ft.	17,181 ft.
Bus Stop	666 ft.	11,055 ft.
Parks	347 ft.	702 ft.
Jobs in 1 mile	29,266	0

du = dwelling units [2,640 feet = 1/2 mile]

source: Natural Resources Defense Council, *Environmental Characteristics of Smart Growth Neighborhoods: An Exploratory Case Study*

needs and preferences over their lifetime.

Also more housing choices at different price points can increase affordability. Higher densities mean less land per unit, reduced site preparation, and lower per unit infrastructure costs – all factors that reduce the hard costs of construction and expand reasonably priced housing.

Density helps expand transportation choices

Transportation choices give people the freedom to walk and take a bus, train or bicycle for part or all of their daily travel, as they commute to work or school, run errands or pursue extracurricular activities. Density creates choice by providing the ridership needed to make bus and rail transit a viable and competitive transportation option.

By creating choice, density also contributes to improvements in the transportation system for two primary reasons. First, with destinations close by, car trips are shorter, resulting in fewer vehicle miles driven. Second, people can choose to walk, bicycle or take transit at least some of the time. For those who cannot drive – children, elderly, the disabled and some who cannot afford a car – such a choice equals the opportunity to travel independently,² which also means that caregivers don't have to drive them for all their needs.³

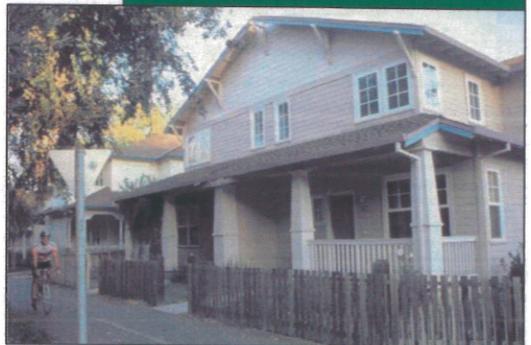
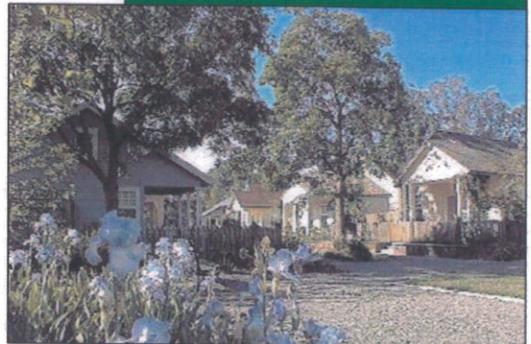
Density supports community fiscal health

Dense development can improve community fiscal health by reducing infrastructure duplication and making efficient use of present capacity, before investing in costly infrastructure expansion.

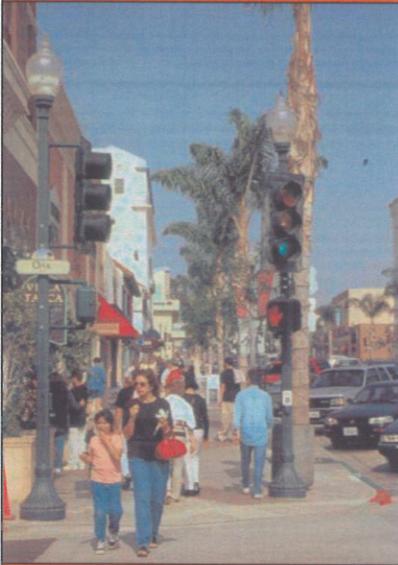
As more housing units are built along a given section of road or sewer line, the capital cost of infrastructure per house decreases. For instance, the construction cost for 300 feet of road may be divided among three housing units or among ten. It could also be divided among 30 units.

In Virginia, the Charlottesville Metropolitan Planning Organization determined that more compact, dense development would save the area \$500 million in transportation system investments over 50 years in comparison to lower-density development.⁴

Alternatively, there may be little additional infrastructure cost when new developments use existing systems – as with infill projects that benefit from existing roads and sewers. The Commercial Club of Chicago estimates that by growing compactly (net density of 11



The Aggie Village development, in Davis, CA, is typical of many higher density projects that provide a variety of housing types, including single-family, duplexes and accessory units (see case study).



Density and design create places where walking is a viable and preferred option.

persons per acre) development in the Chicago metropolitan region over the next 20 years would save \$3.7 billion in infrastructure costs (water, sewer, roads).⁵

In regions dependent on agricultural production, compact development helps to protect valuable farmland. For example, an American Farmland Trust study of California's Central Valley estimated that the region would lose \$72 billion in agricultural sales over the 1995-2040 period if development continued at a low density pattern of 3 units per acre compared to a modest increase to 6 units per acre.⁶

Density helps improve security

A common perception is that density increases criminal activity. This belief disregards the fact that criminals tend to favor desolate rather than busy places. Density

has the potential to increase area social interaction and consequently deter crime.

The key to ensuring that density improves security is design that encourages greater neighborhood surveillance and interaction. The concept, sometimes referred to as "eyes on the street," reflects common experience that people in homes, shops and on the street deter street crime simply through their presence.

Density boosts street life by raising the sheer number of people living and working nearby. Well-designed dense neighborhoods create a welcoming pedestrian environment that encourages neighbors to meet and "take ownership" of their common spaces.

In addition, neighborhoods with a variety of housing types are less likely to "empty out" and invite criminal activity during the day, when most people go to work.

Driving Decreases as Density Increases

Higher-density development expands transportation choices by making it easier to use non-automobile transportation – walking, bicycling, bus and rail transit – by locating activities closer together. Studies indicate that the average resident in a compact neighborhood will drive 20- to 30-percent less than residents of a neighborhood half as dense.

At densities of eight units per acre and higher, neighborhoods begin to support bus and rail transit by increasing the number of transit users within walking and bicycling distance of a bus or rail station. Some areas refer to eight housing units per acre to support minimal bus service (30-minute headways), 20 units per acre to support a transit station, or 30 units per acre to support high-frequency transit service (10-minute headways).

source: John Holtzclaw. www.sierraclub.org/sprawl/articles/designing.asp

Density helps protect the environment

Higher densities reduce the impact of the built area on the environment. By concentrating development and people within a smaller geographic area, density reduces land consumption and allows communities to protect valuable open space, habitat, farmland and ecologically sensitive areas.

Accommodating the same number of housing units on less land enables communities to shift construction away from sensitive areas to locations more suitable for development⁷ – all crucial for minimizing water pollution – while still making room for additional growth.

Density Cuts Infrastructure Costs

A report by the U.S. Office of Technology Assessment (OTA) found that it cost a western city \$10,000 more to provide infrastructure to a lower density suburban development than to a more compact urban neighborhood. Similarly, the Urban Land Institute (ULI) found that infrastructure costs per housing unit drop dramatically as density increases. The combined cost of utilities, schools, and streets falls from \$90,000 for one dwelling sited on four acres to just over \$10,000 per unit for developments of 30 units per acre. (OTA-ETI-643, 1995; ULI, Wieman, 1996)

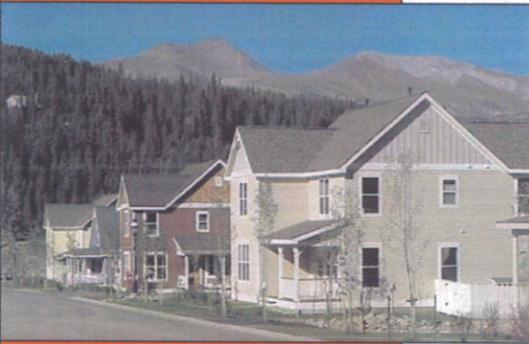
Compact, higher density development lessens the impact on air quality as well. Building at higher densities expands transportation options and reduces distances between destinations – both factors help minimize air pollution.



At a net density of 30 units per acre, The Crossings in MountainView, California, illustrates how density can reduce infrastructure costs, provide community amenities and create a distinctive and attractive neighborhood in which to live and work.

Rockies resort adds affordable housing

Wellington Neighborhood Development Breckenridge, Colorado



Single-family homes in the Wellington neighborhood

(photo: David O'Neil)

The Wellington Neighborhood is a residential development in the Colorado resort community of Breckenridge. Located 1.3 miles east of downtown, the Wellington Neighborhood has expanded home ownership opportunities in Breckenridge and enabled the community to preserve resources and natural amenities critical to its economic success. Creating a socially cohesive, vibrant neighborhood, this new development has made housing available to people who are essential employees in any town – police officers, nurses, teachers, small business owners, resort workers and civil servants – giving them a stake in the community.

In 1997, the 85-acre site that was to become Wellington stood unused. Seventy years of mining activity had left huge piles of basketball-sized dredge rock. Previous zoning that allowed only four units on the property severely reduced the opportunity for development that would make market sense.

Meanwhile, Breckenridge faced a severe shortage of housing, forcing many of the town's permanent employees to seek housing 50 miles away from town and endure 45-minute or longer commutes.

Over the next four years (1997-2001), the residents, the developer and town officials held

regular discussions to plan and design the Wellington Neighborhood. Cooperation ensured significant community support and led town officials to endorse the project through indirect subsidies worth \$1 million, including waivers of planning and inspection fees and a one-percent transfer tax.

The Wellington Neighborhood is a 122-unit, multi-phase residential development on 23 acres of the 85-acre site. The first phase consists of single-family homes; successive phases will include attached housing, live/work buildings and shops. Ninety-eight of the units in the Wellington Neighborhood are targeted to meet the housing needs of permanent town residents or "locals" and range in price from \$220,000 for a two-bedroom duplex to \$305,000 for a four-bedroom single family home (approximately \$80,000 below market price).

Homes are kept affordable for future buyers by capping the appreciation of housing at 3 percent a year, or up to the percentage increase in the area median income, whichever is greater. The remaining 24 units are sold at market-rate prices and targeted toward second-home owners.

Forty acres of the site are slated for additional development, and the remainder will become open space. Residents have a number of transportation choices. The offices, shops, and nightlife of downtown Breckenridge are within a 15- to 20-minute walk

or a short shuttle and bus ride. When the whole complex is completed, residents will be able to pick up mail or have a cup of coffee in the neighborhood center.

Wellington exemplifies the characteristics of a traditional neighborhood development. It not only evokes the look and feel of a small town, it fosters the social interaction and community cohesiveness that many expect of their neighborhoods.

Homes are located on narrow lots, close to the street edge, and because of offset foundations and a variety of designs, do not line up in rows.

Ranging in size from 1,200 to 1,800 square feet, the homes blend into the character of the community. They have front porches, gables and fretwork, and their one-and-a half story structures echo the scale and character of historic Breckenridge.

Garages are located to the rear of lots, and adjacent to alleys,

which provide access for emergency services and trash removal.

Public greens, shared open spaces – are located within the clusters of housing to provide a safe and appealing place for play and pedestrian activity. These greens connect to a greenway that abuts the residential development and ultimately provides residents with access to Arapahoe National Forest, recreation trails, and cultural and historic resources.

The Wellington Neighborhood has begun to address the housing affordability crisis in Breckenridge. By making 98 of its 122 housing units permanently affordable, the Wellington Neighborhood has given town residents the opportunity to live where they work and play where they live.

Because of its mix of housing types and design, Wellington has given the community an active, vibrant, and stable neighborhood, where people can get to know their neighbors, and commutes to the jobs are short.

Through the Wellington development, the town has been able to restore land damaged by historic mining activities, protect valued open space, and increase community access to cultural and natural resources.



View of community green

You've got to find a way to keep the police officers, the teachers, the managers in the community. This neighborhood is helping to ensure that people who work here can afford to live here. These people are both the economic engine and the soul of the town.

—Sam Mamula,
Mayor of Breckenridge

Project Profile

Residential project: includes 122 units, 98 affordable units, 24 market-rate units
1,200-1,800 sq. ft. homes

Residential density:
5 units/acre

Parking: 2 spaces per unit

Built: First phase completed in fall 2002

Developer: David O'Neil,
Wellington Neighborhood,
LLC

Designer: Wolff/Lyon
Architects

Old mall, new transit-oriented development

The Crossings Mountain View, California

The Crossings in the city of Mountain View, 30 miles south of San Francisco in the middle of Silicon Valley, transformed a failing 1980s auto-oriented mall, the Old Mill Mall, into a vibrant neighborhood that offers a variety of housing and transportation choices. The 18-acre infill project by TPG Development replaced the demolished shopping mall with housing units, retail shops, and a daycare center, all oriented toward the new San Antonio Avenue CalTrain commuter rail station.



Single-family homes
in The Crossings

Home to the decaying mall until 1995, the 18-acre site is bounded by commercial space on two sides (including a supermarket), a rail line and expressway on a third side, and condominiums on the fourth side, with a local school nearby. When CalTrain announced its plans for a new commuter station, the city of Mountain View began to work with adjacent communities and local residents to rezone the mall parcel for residential development, working out a joint Precise Plan to help direct the project.

TPG Development's original proposal envisioned an auto-oriented mixed-use development. The city rejected the proposal,

and the design firm of Calthorpe Associates was hired. TPG and Calthorpe Associates engaged the community in designing the new mixed-use development.

The project leveraged the existing retail business, particularly the supermarket, as an asset for the new housing units, while providing diverse housing choices to the Silicon Valley community.

The first phase included 47 single-family detached houses. Thirty units sold before construction was finished, at \$249,000 per unit. Resale value reached \$600,000 per unit in 2002.

Completed in 2000, the development contains 359 units – 102 small-parcel detached houses, 129 rowhouses and 128 condominiums – for a total of about 1,000 residents.

The development includes a community center and pool, small retail businesses facing the CalTrain station, and 200 parking spaces for rail commuters. The gross density is 21 units per acre, with a net density of 30 units per acre – compared to an average overall density of 7 to 10 units per net acre in the rest of the city.

The housing types range from a density of 11 units per acre to 70 units per acre. The 5,000 square feet of retail is within a five-minute walk of the rail station. Although priced at market rates, the compact design made the units relatively affordable in

the high-cost Silicon Valley real estate market. At first sale, about 80 percent of the units sold below the median home price in Mountain View.

Architectural integrity and access to transportation options were key elements of the Crossings' design plan. Designed in the "Palo Alto Cottage" vernacular, buildings feature 5-foot setbacks, which brings homes closer to the street and helps integrate the neighborhood into the surrounding community. Houses with front porches stand close together on narrow lots.

Retail and office use are concentrated near the transit station; the lowest density is farthest from the station, but still within a 5-minute walk to all services.

Residential parking is located behind units, deeply set back from the housing fronts, or underground.

Project Profile

Suburban reuse site: old mall
Total area: 18 acres in
Silicon Valley

Mixed-use project includes
102 single-family detached
houses, 129 rowhouses and
128 condominiums

Residential density:
30 units/acre net

Parking: 200 spaces for
CalTrain commuters

Built 1995-2000

Developer: The Plymouth
Group

Designer: Calthorpe and
Associates

Apartments are organized around common courtyards; two small parks are positioned close to all the homes, and a bandstand and tot lots are part of the intimate environment.

Amenities such as a day care center and a pool help create an enriching community.

Short blocks on a small grid system help facilitate various modes of transportation. Streets are lined with trees to provide shade and protection to the neighborhood pedestrians. On-site redwood trees were preserved.



Residential development

The Crossings is a walkable neighborhood that connects surrounding commercial and residential uses to a new transit station. It offers pedestrian-friendly streets, diverse housing choices at moderate prices, and three times the average city density. The new rail station is integrated into the community, surrounding infrastructure is optimized, the city's tax base is increased, and new development is accommodated close to retail and community destinations.

Urban village revitalizes public housing site

**NewHolly
Urban Village
Seattle,
Washington**



Current homeowners in NewHolly development

Located in Seattle's South Beacon Hill neighborhood, NewHolly is a major three-phase redevelopment of what was once Holly Park public housing. Built in 1942 as temporary housing for World War II workers, then deeded to the Seattle Housing Authority in 1945, Holly Park consisted of one- and two-story apartments and townhouses on a haphazard street plan. This barracks-style design was never well integrated with the neighborhood, and in the ensuing decades it was plagued with failing infrastructure and crime problems.

In the 1990s, with growing demand for housing within the city, the Seattle Housing Authority set out to redevelop Holly Park with funding and support from the U.S. Department of Housing and Urban Development's HOPE VI program. Seattle's growth management program favored the creation of urban villages, and in general there was strong community support for redeveloping NewHolly into a pedestrian-friendly, mixed-income neighborhood. The Housing Authority reached out to involve Holly Park residents in the planning and design of the development; it also provided counseling and financial assistance to ensure that all Holly Park residents would have new housing either within

NewHolly or in other neighborhoods.

NewHolly's first phase, which opened in January 2000, includes 458 units – 305 rentals, 153 owner-occupied. Phases 2 and 3 will add 900 more units, bringing the total to 1,358.

NewHolly offers diverse housing choices – single-family homes, townhouses, assisted living and senior apartments – to people of different income levels. Nine hundred eighty-eight units are targeted to households earning less than the median income and to first-time homeowners. The remaining 370 are for rent or sale at market rates.

Community services – a library, childcare facility, and a resource center – are located in the center of the neighborhood. Open space and community gardens are interspersed throughout the neighborhood. Linear open space serves as a greenbelt within the neighborhood that will eventually include a connection to the regional bicycle network.

A retail center around a proposed light rail site is planned for Phase 3, in addition to a mixed residential, institutional and retail facility that will house apartments, a health care clinic, the NewHolly management office and retail services.

Planning and design smoothly integrated public housing into the surrounding neighborhood and community. The haphazard, curvilinear street layout of Holly Park was replaced by a

conventional grid pattern for several reasons. The new grid enhances safety by facilitating natural surveillance, simply because there are more “eyes on the street;” it also improves connections and increases pedestrian access to retail and commercial services in the adjacent neighborhood.

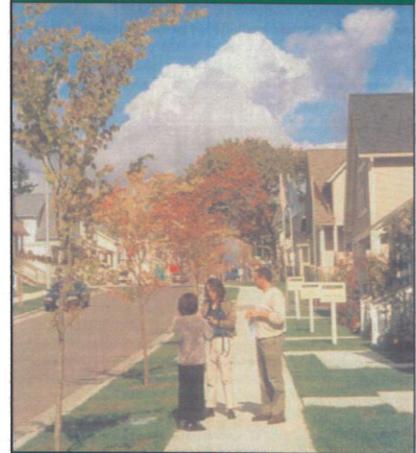
Houses are oriented toward the street, with front yards facing a public sidewalk. Porches and semi-private front steps allow relaxed public interaction, as sidewalks enhance the pedestrian accessibility of the neighborhood.

Parking is adjacent to each residence, for convenience and safety. Building dimensions, materials, scale and detail are standardized. A result of budget and scheduling concerns, standard-

ization has had the benefit of erasing potential distinctions between owner and renter-occupied and market-rate and subsidized housing. Residents are active in shaping the direction of community services and monitoring compliance with neighborhood home maintenance and design requirements.

NewHolly has become the centerpiece for a new urban village in Seattle’s South Beacon Hill neighborhood. It has added value to the community – replacing a derelict, under-performing residential sub-division with a pedestrian-friendly, mixed-use neighborhood. It has expanded home ownership opportunities across the income spectrum, creating a neighborhood that offers residents suitable housing options over their lifetimes.

Through integration with the adjacent neighborhoods, New Holly has also increased the customer base of retail and commercial establishments in South Beacon Hill, and it has expanded access to community services, such as the library, parks and health care.



Prospective homeowners tour NewHolly development, which includes a playground

Project Profile

Redesigned public housing
 Total area: 110 acres
 Phase 1: 48 acres (Phase 1) and 62 acres (Phases 2-3)
 1,358 mixed-income housing units, including 370 market-rate and 988 subsidized units
 Residential density of
 Phase 1: 9.5 units/acre gross
 Parking: 1:1.5 per unit (Phase 1); 1 per unit (Phases 2-3)
 Phase 1 opened in 2000;
 Phase 2 units began selling in August 2002;
 Phase 3 has been prepared for construction
 Developer: Popkin Development
 Designer: Weinstein Copeland Architects

Density finds a home in rural Puget Sound

Third Street Cottages

Langley, Washington



Third Street Cottages with adjacent development in the background

(photo: Ross Chapin, ALA)

The Third Street Cottages were built in 1998 in Langley, a small town on Whidbey Island in the Puget Sound. Located within an hour of downtown Seattle and Everett by road and ferry, Langley is home to about 1,000 people and retains a village character despite being under moderate development pressure.

Three years earlier, in 1995, the town adopted the “Cottage Housing Development (CHD) Zoning Ordinance” to expand housing options, foster strong neighborhoods, and

retain and enhance Langley’s rural character.

Previous attempts to protect the rural character through rural zoning (1 dwelling unit per 5 acres) had the effect of fragmenting the landscape and increasing public service and infrastructure cost. In town, the zoning previously allowed for 4 to 6 dwelling units per acre.

The CHD ordinance allows detached homes at twice the previous allowable density in all single-family zones – up to 12 homes per acre. The ordinance essentially allows developers the option to build single-family homes at densities that were previously reserved for duplex development. The change in

code, which won broad community support, requires that homes built under the ordinance be no more than 975 square feet in size (650 square feet on the first floor) and lower in height than homes on full-sized lots. They must be adjacent to a common area, with parking spaces hidden from the street. These attributes help maintain a sense of proportion and scale both to the new homes and others nearby.

The development responds to changing demographics – almost 60 percent of U.S. households have only one or two members. Typical owners are singles, couples or families with one child.

The eight units at the Third Street Cottages are the first in Langley to be built under the CHD ordinance, and it appears the development is the first of its kind in the nation.

Neighbors initially voiced a few concerns about added traffic and loss of parking. However, neither turned out to be a problem, with the addition of 12 residents and 10 vehicles, especially with on-site parking provided.

Given the proximity to downtown, residents can walk three blocks to shopping and dining in Langley. They also enjoy easy access to bike paths and routes around the island.

The Third Street Cottage homes sold for \$140,000 to \$150,000, with five of eight taken before construction was completed in 1998. Several cottages have since resold for \$200,000.

To minimize inconsistency with the town's village character, the Langley Design Review Board established minimum parameters on the development's design, fencing and landscaping.

The geographic and social centerpiece of the community is a landscaped common area. Containing a garden, toolshed, mailboxes, and workshop, the common area is designed to facilitate community interaction and cohesiveness. Cottages overlook the common area and include private yards, bordered by a low fence and flowerbed. Parking is located to the side of the cottages.

Though the cottages are no more than 975 square feet, the designs use natural light and architectural details to make the spaces seem open and airy.

The living room ceilings are at least nine feet tall, and large windows and skylights let in natural light. Walk-in closets, attics and built-in shelves create storage space. Seating alcoves, bay windows and covered front porches add more functional space while keeping the development footprint small.

Langley has been able to increase housing supply, with minimal land consumption.

The success of the Third Street Cottages has motivated other localities around the Puget Sound region to adopt similar zoning requirements and legalize the construction of Cottage-style homes and neighborhoods.

Building these homes under Langley's previous zoning would have consumed up to three times as much land. Although the developer added a hydrant and extended the sewer collection system to accommodate development, the smaller footprint and location near downtown Langley let him save on construction costs, avoid road building and use existing water services.

"I grew up in wartime Maui, in a small cottage like this one," said owner Faith Smith to The Seattle Times. "This place reminds me of that very tight community where everyone kept an eye on each other."

—Solving Sprawl, Natural Resources Defense Council



Third Street Cottages
(photo: Ross Chapin, AIA)

Project Profile

Rural infill development
0.67 acres
Residential density:
12 units/acre gross
Parking spaces per unit: 1.25
Completed in 1998
Developer: The Cottage
Company
Designer: Ross Chapin
Architects

Section 220-80, Site Plan Review

- A. Review and approval is required before a building permit may be issued for the construction of all structures and uses proposed in the City. Review and approval authority is as follows:
- (1) Administrative review and approval of a plot plan (see Article XXI, Administration and Enforcement) is required before a building permit may be issued for the following:
 - (a) A plot plan must be submitted for review and approval by the Zoning Administrator before issuance of a building permit by the Building Inspector for the construction of any single OR TWO-family dwelling.
 - (b) A plot plan must be submitted for review and approval by the Zoning Administrator prior to ~~receipt~~ ISSUANCE of a building permit for accessory structures and uses in any zoning district.
 - (c) A plot plan and necessary detail drawings must be submitted for review and approval by the Zoning Administrator before a permit will be issued for the erection or modification of a sign.
 - (d) A plot plan and necessary detail drawings must be SUBMITTED FOR reviewed AND APPROVAL by the Zoning Administrator prior to ~~receipt~~ ISSUANCE of a building permit for structural and maintenance changes which do not expand a use.
 - (e) Review and approval by the Zoning Administrator ~~and review and approval by the Zoning Board of Appeals~~ is required before a permit may be issued for any temporary structure or use.
 - (2) Review and approval by the Planning Commission is required before a building permit or certificate of occupancy may be issued for any of the following:
 - (a) Any building or use, authorized in any zoning district other than those items listed in Subsection A(1) above.
 - (b) Any building or use in any district permitted subject to special conditions, OR SPECIAL LAND USE OTHER THAN THOSE ITEMS LISTED IN SUBSECTION A(1) ABOVE ~~unless otherwise provided for in this chapter.~~
 - ~~(3) Review and approval by the City Council, after review and recommendation by the Planning Commission, is required before a building permit may be issued for any special-use.~~
 - (3.4) The Zoning Administrator can, at his or her discretion, require review and recommendation by the Planning Commission of any item that would be otherwise approved administratively.

B. Site plans are to be reviewed in order to determine:

- (1) That the proposed use conforms to the uses permitted either by right, SPECIAL CONDITIONS or by special use permit in the respective zoning district.
- (2) That the dimensional arrangement of the SITE buildings and structures conforms to the required yard, setback, and height restrictions of this chapter, AREA, BULK, AND SITE DEVELOPMENT REQUIREMENTS SET FORTH IN THIS ORDINANCE.
- (3) ~~The proposed use conforms to all use, area and bulk, and site development requirements set forth in this chapter for particular zoning districts.~~
- (4) That there is a proper relationship between the existing and proposed streets and highways within the vicinity in order to assure the safety and convenience of pedestrian and vehicular traffic AND ACCESSIBILITY TO EMERGENCY VEHICLES.
- (5) That the DESIGN, LOCATION, ARCHITECTURE AND FENESTRATION OF THE proposed on-site buildings; AND structures AS WELL AS THE LOCATION OF ALL WASTE RECEPTACLE ENCLOSURES, FENCES, PATIOS, PARKING, DRIVEWAYS, STORM DRAINAGE FACILITIES, GRADING, INTERIOR/EXTERIOR LIGHTING, LANDSCAPE, SCREENING, BUFFERING AND ALL OTHER FEATURES OF THE SITE and entryways are situated and designed to minimize adverse effects upon owners and occupants of adjacent and surrounding properties. ~~by providing for adequate LANDSCAPE, SCREENING AND BUFFERING AND PROPER design of access, egress, interior\exterior circulation, storm drainage, erosion, grading, lighting and parking, as specified by this Zoning Chapter or any city, county or state law.~~
- (6) That as many natural features of the landscape SITE shall be PRESERVED retained as possible where they can be useful to the development on the site, ~~or where they furnish a barrier or buffer between the project and adjoining properties used for dissimilar purposes or where preserving NATURAL FEATURES CONTRIBUTES TO the general safety, health and appearance of the neighborhood~~ AREA, i.e., controlling erosion or the discharge of stormwaters, etc.
- (7) That any adverse effects of the proposed developments and activities emanating therefrom upon adjoining residents or owners shall be minimized by appropriate SITE DESIGN, BUILDING ARCHITECTURE, screening, fencing or landscaping.
- (8) That all buildings and structures are accessible to emergency vehicles.
- (9) That the site plan, as approved, is consistent with the intent and purpose of zoning which is to promote the public health, safety and general welfare to encourage the use of lands in accordance with their character and adaptability; to avoid the overcrowding of population, to lessen congestion on the public roads and streets, to reduce hazards of life and property and to facilitate the City Future Land Use Plan.

- C. All site plans required to be reviewed by the Planning Commission or City Council shall be submitted to the Zoning Administrator along with a brief statement or description of the project and intended uses. Any covenants, master deeds, deed restrictions, restrictive covenants, use and occupancy restrictions or joint parking agreements which may affect all or any part of the parcel shall also be submitted.
- D. Site plans must be prepared by a licensed engineer, registered architect, licensed surveyor, or landscape architect. Each site plan shall include the following information:
- (1) Basic plan requirements.
 - (a) Site plans shall be drawn to a scale of not less than one inch equals 50 feet if the subject property is less than three acres and one inch equals 100 feet if three acres or more.
 - (b) The name of the proposed development shall be clearly shown on the plan.
 - (c) The plan shall include the date, north point and scale. A location map drawn to a scale of no less than one inch equals 2,000 feet shall be included on the plan.
 - (d) A copy of the legal description, including acreage, shall be included on the plan.
 - (e) The applicant's name, address and phone number or the names and addresses of the person responsible for the preparation of the site plan. If the applicant is not the owner of the project a statement signed by the owner shall be submitted attesting that the applicant is acting on behalf of the owner. In addition the name, address and phone number of all persons, firms or corporations with an ownership interest in the land shall be submitted.
 - (f) 20 18 folded copies of the site plan shall be submitted.
 - (2) Specific information:
 - (a) Existing and proposed lot lines and dimensions of the site including width, length and frontage.
 - (b) Acreage of site inclusive and exclusive of road rights-of-way.
 - (c) Existing and proposed buildings.
 - (d) Required and proposed setbacks must be dimensioned on the plan.
 - (e) The existing zoning of the site and the zoning of all abutting parcels.
 - (f) Driveways, sidewalks, paths, parking spaces and aisles, loading and unloading areas, fire lanes, acceleration and deceleration lanes, traffic control devices

including dimensions, materials and radii. In addition, the plan must show the location and right-of-way widths of all abutting streets and alleys.

- (g) The size and location of all proposed signs including regulatory and directional signs.
 - (h) The height, materials and location of all fences, walls and berms.
 - (i) The location, height and shielding mechanisms for any proposed outdoor lighting.
 - (j) The location, size, shape, area and width of all condominium units.
 - (k) A count of all proposed dwelling units and detailed floor plans shall be submitted for all multiple-family dwellings.
 - (l) The use and location of any structures on adjacent properties within 50 feet of the parcel.
 - (m) The boundary of any one-hundred-year floodplain on or abutting the property.
 - (n) The location of any state-regulated wetland on site or within 20 feet of the site.
 - (o) Existing and proposed topographic contours on site and within 20 feet of the site at two-foot intervals, referenced to a USGS or NGVD benchmark.
 - (p) Grades at building corners and floor and roof elevations.
 - (q) The height of all proposed buildings and structures must be noted on the plan.
 - (r) Elevation drawings of the proposed building faces.
 - (s) Floor plans.
 - (t) The location and screening details of waste receptacles. Turning radii shall be shown on the plan to assure that the waste receptacle is located in a manner that will allow access by service vehicles.
 - (u) The names of existing and proposed streets both on site and abutting the site.
- (3) Landscape information. A landscape plan shall accompany each site plan. Such landscape plan shall be drawn in accordance with § 220-66, Landscaping.
- (4) Engineering details. The inclusion of the following information is intended to identify potential discrepancies between planning and engineering objectives. Additional engineering information may be required following site plan approval.

- (a) The use of City water and sewer services is required. The location of all existing and proposed utilities including but not limited to water lines, valves, hydrants, storm and sanitary sewer lines together with clear delineation of all easements to be granted to the City or others for installation, repair and maintenance of such utilities.
 - (b) A storm drainage and stormwater management plan, including all conduits, swales, drains, detention basins and other facilities to be located within or outside the site plan shall be submitted.
- (5) Such other information as may be required by the Zoning Administrator or approval bodies to assure compliance with this chapter and other City ordinances.
 - (6) All information required to be furnished pursuant to this section shall be kept updated until such time as a certificate of occupancy has been issued pursuant to the provisions of this chapter.

E. Conditional approval.

- (1) Reasonable conditions may be required with the approval of a site plan. The conditions may include but are not limited to conditions necessary to insure that public services and facilities affected by a proposed land use or activity will be capable of accommodating increased service and facility loads caused by the land use or activity, to protect the natural environment and conserve natural resources and energy, to insure compatibility with adjacent uses of land, and to promote the use of land in a socially and economically desirable manner. Conditions imposed shall meet all of the following requirements:
 - (a) Be designed to protect natural resources, the health, safety and welfare and the social and economic well-being of those who will use the land use or activity under consideration, residents and landowners immediately adjacent to the proposed land use or activity, and the community as a whole.
 - (b) Be related to the valid exercise of the police power and purposes which are affected by the proposed use of activity.
 - (c) Be necessary to meet the intent and purpose of this Zoning Chapter, be related to the standards established in this chapter for the land use or activity under consideration, and be necessary to insure compliance with those standards.
- (2) The conditions imposed with respect to the approval of a site plan shall be recorded in the record of the approval action and shall remain unchanged except upon the mutual consent of the designated site plan approval body and the property owner. A record of conditions which are changed and shall be maintained by the designated site plan approval body—ZONING ADMINISTRATOR.

- (3) Upon approval of the plan, the designated site plan approval body shall sign three copies thereof. Two copies shall be kept by the City, and the third shall be returned to the applicant. All subsequent actions relating to the activity authorized by the approved site plan shall be consistent with the plan unless a change conforming with this Zoning Chapter is supported by mutual agreement between the property owner and the designated site plan approval body.
- F. A copy of the approved site plan and all revised approved site plans shall be so marked and placed on file, along with copies of any and all permits requested for the property in question. Revision of approved site plans can be made only by the designated body or officials who first gave initial approval. All provisions of a condominium subdivision plan which are approved in the site plan review process shall be incorporated into the master deed.
- G. Property which is the subject of site plan approval must be developed in strict compliance with the approved site plan and with any revisions, amendments or modifications made thereto. If construction and development does not conform with such approved plan, the approval thereof shall be revoked by the Zoning Administrator by written notice of such revocation posted upon the premises involved and mailed to developer at his last known address. Upon revocation of such approval, all further construction activities shall cease upon the site, other than for the purpose of correcting the violation.
- H. Fees for the review of site plans and inspections, as required in this section, shall be established, and may be amended from time to time, by resolution of the City Council.
- I. The approval of any site plan under this provision shall expire one year after the date of such approval, unless actual construction and development have been commenced in accordance with said site plan prior thereto. If such construction and development is commenced within said one year period, then such approval shall continue for a period of two years from the date thereof; provided, however, that should a lapse of more than six months in continuous substantial construction and development not occur, said approval shall expire. The Building Inspector shall not issue a building permit for any type of construction on the basis of the approved site plan after such approval has expired. Funds in escrow will be returned upon expiration of a site plan or completion of the project in a manner suitable to the building inspector.

MEMO

TO: Planning Commission

FROM: Susan Stachowiak
Zoning Administrator

DATE: May 28, 2015

RE: Ordinance Violations – May, 2015

Greg & Kim Righter 420 West Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has complied
David Mather 652 E. Jefferson Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has complied
Bank of America 1099 W. Main Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has complied
Kathleen Cudney 315 Greenwood Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has complied
Timothy Porn 524 E. Jefferson Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has complied
Andrew & Melissa Faull 815 W. Main Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has complied
Concrete Development 815 N. Clinton Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has complied
Gary Landon 465 Union Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has complied
John Hansen 635 Jenne Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has complied
George Ammann 520 W. Jefferson Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has complied
James Ray 213 High Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has still has time to comply
James & Lisa Estrada 636 Maple Street	Violation of Ord. 124-6 Tall grass/weeds	Owner still has time to comply

May, 2015 – Violation Report

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Cindy Ladd 215 Torrey Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has still has time to comply
William Kemp Trust 968 E. Saginaw Hwy.	Violation of Ord. 124-6 Tall grass/weeds	Owner still has time to comply
Keith Rugg 308 Union Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has still has time to comply
Kimberly Byars 208 High Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has still has time to comply
Carol Ellis 217 Queens Court	Violation of Ord. 124-6 Tall grass/weeds	Owner has still has time to comply
Matthew & Melissa Marek 1139 Degroff Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has still has time to comply
Ross Simpson 114 E. Front Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has still has time to comply
Kristen Reynolds 128 Halbert Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has still has time to comply
Go-Lo 115 E. Jefferson Street	Violation of Ord. 124-6 Tall grass/weeds	Owner has still has time to comply
Patrick Siegert 609 W. Jefferson Street	Violation of Ord. 124-6 Tall grass/weeds	Mowed by City
Greentree Servicing 657 Spring Street	Violation of Ord. 124-6 Tall grass/weeds	Mowed by City
Gaylord & Margaret Whitney 318 Green Street	Violation of Ord. 124-6 Tall grass/weeds	Mowed by City
Sheena Martin 835 W. Jefferson Street	Violation of Ord. 124-6 Tall grass/weeds	Mowed by City
Trinity Enterprise 319 W. Washington Street	Violation of Ord. 124-6 Tall grass/weeds	Mowed by City
Robert & Jacqueline Fall 119 W. Front Street	Violation of Ord. 124-6 Tall grass/weeds	Mowed by City

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Concrete Development 327 N. Bridge Street	Violation of Ord. 124-3 Unlawful Accumulation of Junk	Owner has complied
Frank & Allegra Worcester 203 W. Main Street	Violation of Ord. 124-3 Unlawful Accumulation of Junk	Owner has not complied Final notice has been sent
James & Susan Bonfiglio 925 Brookside Drive	Violation of Ord. 124-3 Unlawful Accumulation of Junk	Owner has complied
Grant Buchwald 714 Maple Street	Violation of Ord. 124-3 Unlawful Accumulation of Junk	Owner has complied
Cindy Ladd 215 Torrey Street	Violation of Ord. 124-3 Unlawful Accumulation of Junk	Owner has not complied Final notice has been sent
Jack Thompson 415 Morley Street	Violation of Ord. 124-3 Unlawful Accumulation of Junk Junk Vehicle- Fence in Disrepair	Owner has not complied Final notice has been sent
Darin Bebee 215 Greenwood Street	Violation of Ord. 124-3 Unlawful Accumulation of Junk	Owner has complied
Jimmy & Jamie Westerfield 1039 E. Colonial Park	Violation of Ord. 124-3 Unlawful Accumulation of Junk	Owner has complied
Clinton & Linda Wells 700 Maple Street	Violation of Ord. 124-3 Unlawful Accumulation of Junk	Owner has complied in part Final notice has been sent
Brooke Quartermaine 701 Edwards Street	Violation of Ord. 124-3 Unlawful Accumulation of Junk	Owner has complied
Mick & Michelle 1114 E. Colonial Park	Violation of Ord. 124-3 Unlawful Accumulation of Junk	Owner has complied
Toby & Dana Hartwick 220 Edwards Street	Violation of Ord. 124-3 Unlawful Accumulation of Junk	Owner has complied
Charles & Sherry Cierlik 469 Union Street	Violation of Ord. 124-3 Unlawful Accumulation of Junk	Owner has complied
Beydoun Sons LLC 1052 E. Saginaw Hwy.	Violation of Ord. 220-78 Illegal sign	Owner has not complied Final notice has been sent
H&H Auto Care 505 E. Saginaw Hwy.	Violation of Ord. 220-78 Illegal sign	Owner still has time to comply

Roger Pool 320 Clark Street	Violation of Ord. 220-57 Junk vehicle	Owner has not complied Final notice has been sent
Elon & Rebecca Iiams complied 437 Union Street	Violation of Ord. 220-57 Junk vehicle	Owner has not Final notice has been sent
Richard & Janice McCubbin 233 Union Street	Violation of Ord. 220-57 Junk vehicle	Owner has complied
Denise Dunn 124 Halbert Street	Violation of Ord. 220-57 Junk vehicle	Owner has not complied Final notice has been sent
Sidney & Rayna Waterman 515 E. Jefferson Street	Violation of Ord. 220-57 Junk vehicle	Owner has not complied Final notice has been sent
Kevin Whitford 217 Elm Street	Violation of Ord. 220-57 Front Yard Parking	Owner has complied
Daniel & Jeanie Cox 709 Edwards Street	Violation of Ord. 220-57 Semi-Truck Cab in Res. District	Owner has complied
Natalie Russell 932 Russell Street	Violation of Ord. 220-57 Trash receptacle on curb	Owner has complied
Samuel Lee Gay 330 N. Clinton Street	Violation of Ord. 220-57 Motor Home on Front Yard	Owner has not complied Final notice has been sent