



NOTICE

The Grand Ledge Planning Commission will hold its regular meeting on **Thursday, November 5, 2015 at 7:00 p.m.** The meeting will be held at Grand Ledge City Hall, 310 Greenwood St., Grand Ledge, MI.

AGENDA

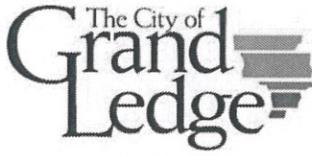
1. Call to Order
2. Pledge of Allegiance
3. Approval of the Agenda
4. Approval of minutes of regular meeting held October 1, 2015
5. Notice of Agenda Item Conflicts
6. Business from the Floor

NEW BUSINESS

7. Zoning Ordinance Amendments – Section 220-35- Accessory Structures & Bed & Breakfast facilities in the CBD District
8. Master Plan Update – Chapters 1, 2 & 3
9. 2016 Planning Commission Meeting Schedule

OTHER BUSINESS

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



Planning Commission
Schedule of Regular Meetings
Calendar Year 2016

First Thursday at 7:00 p.m.
Council chambers, City Hall
310 Greenwood St.
Grand Ledge MI 48837

January	7
February	4
March	3
April	7
May	5
June	2
July	7
August	4
September	1
October	6
November	3
December	1

Address	Name	Violation	Date letter sent or notice posted on site	Compliance Date	Status
311 Mineral Street	Mark & Sheila Gokey	Junk	10/30/2015	11/6/2015	Open
314 E. Main Street	Matilda Kollman	Junk Vehicle	10/30/2015	11/9/2015	Open
1200 Degroff Street	Braden Warren	Parking on lawn	10/30/2015	11/6/2015	Open
1224 Seymour Street	Brittney Hammond	Junk Vehicle	10/30/2015	11/9/2015	Open
300 Morley Street	Alma Stephens	Junk Vehicles	10/30/2015	11/9/2015	Open
520 W. Jefferson	George Ammann	Junk	10/30/2015	11/6/2015	Open
310 Mineral Street	Sherrill Cody	Junk	10/30/2015	11/6/2015	Open
541 W. Main Street	David & Anastacia Johnson	Junk Vehicle	10/30/2015	11/9/2015	Open
601 W. Jefferson Street	Jerry Norris	Chickens	10/26/2015	11/2/2015	Open
222 Fleming Street	Timothy & Cindy Bouchard	Motor Home	10/26/2015	11/2/2015	Open
415 Morley Street	Jack Thompson	Junk Vehicle	10/26/2015	11/2/2015	Open
120 Oakwood Street	Todd Ewing	Sign in ROW	10/26/2015	11/2/2015	Open
330 N. Clinton Street	Sam Gay	Junk	10/26/2015	11/2/2015	Open
405 Edwards Street	St Michaels Church	Parking on lawn	10/23/2015	11/2/2015	Complied
1103 Jenne Street	Matt & Melissa Norick	Junk	10/23/2015	11/9/2015	Open
117 Edwards Street	Matthew McGill	Front Yard Parking	10/23/2015	11/2/2015	Open
607 W. Front Street	Jaime Skeltis	Parking on lawn	10/23/2015	11/2/2015	Complied
302 Oakwood Street	George Quackenbush	Parking on lawn	10/23/2015	11/2/2015	Complied
201 W. Lincoln Street	Tim & Jane Cosper	Parking on lawn	10/23/2015	11/2/2015	Complied
1227 Jenne Street	David & Rozanna Barclay	Parking on lawn	10/23/2015	11/2/2015	Complied
1222 Pine Street	Christine Caster	Parking on lawn	10/23/2015	11/2/2015	Complied
408 W. Jefferson Street	Tim & Fanny Catey	Tall Grass/Weeds	10/23/2015	11/2/2015	Complied
107 Edwards Street	Stephen & Patricia Graszler	Junk	10/23/2015	11/9/2015	Open
220 Edwards Street	Toby & Dana Hartwick	Junk	10/23/2015	11/2/2015	Open
635 Jenne Street	John Hansen	Junk	10/23/2015	11/2/2015	Open
321 E. South Street	Catherine McFee	Tall Grass/Weeds	10/23/2015	11/2/2015	Open
510 E. Jefferson Street	Lanny & Sue Preston	Sign in ROW	10/23/2015	10/29/2015	Complied
504 E. Jefferson Street	Ray Evert	Sign in ROW	10/23/2015	10/29/2015	Complied
514 E. Jefferson Street	Gateway to Homes	Sign in ROW	10/23/2015	10/29/2015	Complied
321 Pleasant Street	Brent Bargaquist	Parking on lawn	10/21/2015	10/26/2015	Complied
326 W. Main Street	Chuck Fitz	Junk	10/21/2015	10/30/2015	Complied
430 W. Main Street	Ben Shields	Junk	10/21/2015	10/30/2015	Complied
Charlevoix Drive	Dart Bank	Tall Grass/Weeds	10/12/2015	10/19/2015	Complied

504 E. Saginaw Hwy.	Geoffrey & Lisa Dines	Tall Grass/Weeds	10/12/2015	10/19/2015	Complied
968 E. Saginaw Hwy.	Park Place of Kalamazoo	Tall Grass/Weeds	10/7/2015	10/14/2015	Complied
800 W. Main Street	James Andrzejewski	Poison Ivy	10/7/2015	10/14/2015	Complied
1101 Tulip Street	Kerry Simons	Front Yark Parking	10/7/2015	10/12/2015	Complied
720 S. Clinton Street	GR Ledge LLC	Tall Grass/Weeds	9/25/2015	10/2/2015	Complied
1129 Tulip Street	Ranae Smith	Tall Grass/Weeds	9/25/2015	10/2/2015	Complied
167 McMillan Street	Alvin & Bethany Pahl	Front Yark Parking	9/25/2015	9/30/2015	Complied
182 McMillan Street	Rodney Davis	Front Yark Parking	9/25/2015	9/30/2015	Complied
215 Torrey	Richard Cullins	Junk	9/25/2015	10/2/2015	Complied
202 E. Main Street	Lanny & Sue Preston	Junk	9/25/2015	10/2/2015	Complied
420 Madison Street	Ramona Burnham	Front Yark Parking	9/25/2015	9/30/2015	Complied
310 Lampson Street	Mojji Miller	Junk	9/25/2015	10/2/2015	Final notice sent
811 W. Main Street	Andrew & Jessica Boyd	Tall Grass/Weeds	9/25/2015	10/2/2015	Complied
813 W. Main Street	US Bank NA	Tall Grass/Weeds	9/25/2015	10/2/2015	Complied
430 W. Main Street	Kassandra Whitaker	Junk	9/25/2015	10/2/2015	Complied
326 W. Main Street	Charles & Joann Fitz	Junk	9/25/2015	10/2/2015	Complied
226 Ingersoll	Mark Moline	Junk Vehicle	9/25/2015	10/8/2015	Complied
521 W. Main Street	Warren Coon	Front Yark Parking	9/25/2015	9/30/2015	Complied
535 W. Main Street	Rosemay Holland	Junk Vehicle	9/25/2015	10/8/2015	Final notice sent
133/135 Marsh Drive	Aehee Bolton	Junk	9/25/2015	10/2/2015	Complied
125/127 Marsh Drive	Mark & Jennifer McCrumb	Junk	9/25/2015	10/2/2015	Complied
129 Marsh Drive	Salvatore Castronova	junk vehicle	9/25/2015	10/8/2015	Complied
1121 Jenne Street	Hobart & Nancy Page	Dead Tree	9/21/2015	10/15/2015	Complied
221 W. Front Street	Barbara Mackie	Front yard parking	9/16/2015	9/21/2015	Complied
715 Park	Joel & Andrea Clark	Tall Bushes	9/4/2015	9/20/2015	Complied
507 North street	Marcia Gales	Junk Vehicle	9/4/2015	9/20/2015	Complied
354 E. Front	Carol Larsen	Junk Vehicle	9/4/2015	9/20/2015	Final notice sent
320 S. Bridge	Sun Theatres Inc.	Junk/Weeds	9/3/2015	9/19/2015	Complied
1060 E. Saginaw	Beydoun Sons, LLC	Inflatable Sign	9/3/2015	9/19/2015	Complied
265 S. Clinton	Kempff's Auto	Junk Vehicles	9/2/2015	9/16/2015	Owner is complying
217 W. Washington	Jacob Gonzales	Junk/Weeds	9/2/2015	9/16/2015	Complied
311 Sumner	Pamela O'Berry	Dead Tree	9/2/2015	9/25/2015	Complied
1202 Jenne	Donald Love	Front Yard Parking	8/31/2015	9/7/2015	Complied
214 Franklin	Charles Smith	Front Yard Parking	8/31/2015	9/7/2015	Complied
1265 Burlington	Eric Greenwald	Tall Grass/Weeds	8/31/2015	9/7/2015	Complied
1230 Pine	Eugenia McCoubrey Trust	Illegal Bus/Signs	8/31/2015	9/7/2015	Complied
116 Marsh Drive	Garry Miller	Junk Vehicle	9/25/2015	10/5/2015	Complied

City of Grand Ledge
Planning Commission Meeting
Minutes from Meeting Held on
Thursday, October 1, 2015

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

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

Pledge of Allegiance – Mr. Kane 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 6-0.

Approval of the Minutes

Mr. Baribeau made a motion, seconded by Mr. Gute to approve the September 10, 2015 minutes as printed. On a voice vote, the motion carried 6-0.

Notice of Agenda Items Conflicts - None

Business from the Floor - None

NEW BUSINESS

Zoning for Gilbert 425 Annexation Property

Ms. Stachowiak stated that 4 parcels were recently annexed into the City from Oneida Township via a 425 Agreement. A 425 agreement is a temporary (up to 50 years) transfer of property from one jurisdiction to another that includes revenue sharing between the 2 affected municipalities. In this case, the agreement is for a term of 50 years and requires that the City annually remit 1 mill on all real and personal property generated by the annexed property to Oneida Township.

Ms. Stachowiak said that Section 220-9 of the Zoning Ordinance states:

“Any area annexed to the City of Grand Ledge shall, immediately upon such annexation, be automatically classified as an AG Agricultural District, until a zoning map for said area has been adopted by the City Council. The Planning Commission shall recommend appropriate zoning for such area within three months after the matter is referred by the City Council.”

Ms. Stachowiak said that there is no specific development plan for the property at this time. The owner has informally requested R-MD, Single Family Residential zoning for the 2 parcels on the south side of Old Saginaw Highway (comprising 152.28 acres) and B-1, Highway Service district zoning for the 2 parcels between Saginaw Highway and Old Saginaw Highway (approximately 7 acres).

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Ms. Stachowiak said that the property owner intends to construct single family residential homes on the 2 parcels south of Old Saginaw Highway. She said that this can be accomplished through the site condominium or the subdivision process. Both of these types of development will require site plan review and approval by the City Council, after review and recommendation by the Planning Commission. She also said that they must comply with all the development standards of the Zoning Ordinance and Subdivision Ordinance which are briefly outlined in the staff report for this matter.

Ms. Stachowiak stated that all of the property owners and occupants within 300 feet of the subject property were notified of the public hearing by mail. She said that the only communication that was received was from Richard & Christina Martzke of 11654 Oneida Road. The letter requests that the City exclude a section of property, 450 feet deep, along the west and south boundaries of Parcels C & D to allow a safety zone for deer hunting.

Mr. Stevens opened the public hearing at 7:05 p.m.

John Phillipich, 11805 Stone Bluff Drive, asked why the property was annexed to the City who requested it.

Ms. Stachowiak stated that the property owner typically requests the annexation and the primary reason is that the utility rates and costs for extending utilities is typically much less for City residents versus non-City residents. She said that the developer requested the annexation.

Mr. Phillipich asked about potential condominium development of the site. He asked if it would be multiple attached units.

Mr. Stevens said that the condominium development permitted under the City ordinance is exactly the same as that of a single family subdivision. He said that condominium is simply a different form of ownership. It is just a faster process than platting.

Rick Gilbert, 4072 Tall Oaks Drive, spoke in support of the proposed zoning. He said that the 450 feet of land that was excluded from the rezoning when it was approved by the Township about 10 years ago was never intended to be a safety zone. He said that he and the Township all agreed to excluding the 450 feet from the rezoning because there were no plans for development of the property at that time. Mr. Gilbert stated that his own yard abuts the subject property and he has developed 2 residential neighborhoods to the south, both of which abut agriculturally zoned property and there have been no issues with respect to preserving any safety zones for hunting. He also said that there was no agreement to exclude 450 feet along the west and south borders of the property from the rezoning to provide a safety zone for hunting.

Mr. Doty said that no hunting is permitted within 450 feet a residential use.

Don Cooley, Oneida Township Supervisor, 512 Whitney Street, stated that the 450 foot strips of land were excluded from the rezoning because Mr. Gilbert was agreeable to it at the time but there is no agreement in place that requires it to continue to be zoned agricultural.

Mr. Stevens closed the public hearing at 7:18 p.m.

Mr. Salmon stated that in the interest of full disclosure, he knows the Martzkes.

The Commission agreed that Mr. Salmon does not have a conflict of interest that would prevent him from voting on this matter as he does not stand to benefit from the outcome in any way.

Mr. Gute stated that the Commission's highest level of protection must also be residential neighborhoods. He said that the people that come to the public hearings may very well have issues that need to be addressed, such as some of the comments that were received about the new Speedway site. He said that the Commission placed conditions on the approval to address buffering, drainage, light glare, etc. to address the neighbor's concerns. Mr. Gute stated that sometimes the Commission has to weigh the concerns from the people who are present at the public hearing against the best interest of the City as a whole.

Mr. Kane stated that the City does not have any of these 450 foot safety zones.

Mr. Stevens pointed out that the 425 agreement does not require the safety zoned either.

Mr. Doty said that the police would know what the laws are with respect to hunting near the City borders.

The Commissioners agreed that the proposed rezoning makes sense for the subject properties.

Mr. Doty made a motion, seconded by Mr. Baribeau to recommend R-MD, Single Family Residential zoning for the 2 parcels on the south side of Old Saginaw Highway (comprising 152.28 acres) and B-1, Highway Service district zoning for the 2 parcels between Saginaw Highway and Old Saginaw Highway (approximately 7 acres). On a roll call vote, the motion carried unanimously (6-0).

OLD BUSINESS

The Commission took a 5 minute recess.

Zoning Ordinance Amendments – Section 220-35- Accessory Structures & Bed & Breakfast facilities in the CBD District

Ms. Stachowiak said that the Commission has been asked to look into establishing some regulations on accessory structures in the downtown in response to the unattractive smoker/enclosure that went up behind MacDowell's building, next to the upcoming BBQ restaurant. She said the ordinance right now just allows accessory buildings without restriction.

Ms. Stachowiak stated that the Commission received comments from Eric Morris stating that restricting accessory structures, particularly to the extent that design guidelines would be imposed, is being overly restrictive. She said that a response was received from Ms. MacDowell expressing concerns about not

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restricting accessory structures, particularly in light of the problems caused by one that was placed being her building.

Mr. Gute said that right now, he is leaning toward not restricting accessory structures. He said that this came about because of the BBQ structure that went up because it does not look very good.

Mr. Stevens said that "hour" needs to be added after 24.

Mr. Gute said that a lot of interaction occurs behind the buildings in the downtown as that is where most of the parking in the downtown is located and there are some outdoor seating areas behind the buildings.

Mr. Baribeau said that he is in favor of having some regulations on accessory structures rather than just allowing them without restriction.

Mr. Salmon agreed. He said that the City has an obligation to ensure that one property owner's actions do not negatively impact another property owner. Mr. Salmon said that the intent is to ensure that everyone is being a good neighbor, without being overly restrictive.

Mr. Gute said that there is a deal to remove the canopy at the bank building to provide additional access to E. Jefferson Street. He said that with the addition to the library as well, there may be some changes to the City parking lot in the near future.

Mr. Stevens said that he is having a hard time with the design standards. He said that one of the standards is that the structure must have a pitched roof. Mr. Stevens said that a flat roof structure can be made to look really nice.

Ms. Stachowiak said that there were concerns about requiring one on-site parking space for each occupied room. She said that she changed it to one space either on site or within 300 feet of the site.

Mr. Stevens questioned whether 300 feet is far enough.

Mr. Gute stated that it is a city block.

Ms. Stachowiak stated that 300 feet seemed to be the standard among other communities.

Mr. Baribeau asked about not allowing a person to stay in the facility for more than 60 consecutive days.

Ms. Stachowiak said that it is intended to prevent people from living there. She said that for lack of a better term, she does not want it to become a flop house.

Mr. Stevens stated that the ordinance should prohibit accessory structures from interfering with any kind of traffic, not just emergency vehicle access.

Mr. Baribeau said that there should be a setback for the accessory structures from the adjoining lot lines.

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Mr. Stevens pointed out that there is a numbering error in the ordinance. He also pointed out the following errors/corrections:

Page 1 – Item F (2) – add “hour” after “24”

Page 1 - Item G (2) – “located” is misspelled

Page 2 - Item G (5) – add “or in” between “on” and “a”

Page 2 – Item G (6) – add “...unless they are intended to be used for human occupancy”

Page 2 – Item G (7) – delete entire section and add language such as “The design of the accessory structures must be in keeping with the character of the Central Business District.”

Mr. Kane stated that no overnight parking is permitted on the streets or in City parking lots. He said that the overnight lodging facilities would have to have some arrangements with the City or DDA for overnight parking in the public parking lots.

Mr. Gute stated that it would be very helpful to have an aerial photograph of the downtown that shows the parcel lines for this conversation. He also suggested getting input from the DDA on the ordinance changes before finalizing and making a recommendation to the City Council.

Ms. Stachowiak said that she would provide an aerial photo of the downtown for continued discussion at the next meeting.

Master Plan Update

Ms. Stachowiak reviewed the changes she made to Chapter 1 and about ½ of Chapter 2.

Mr. Kane stated that the City’s industrial park covenants are overly restrictive and may be affecting businesses from wanting to locate in the park. He said that requiring curb and gutter, sidewalks, etc. may be too much for that area. Mr. Kane said that other communities are filling their industrial park and ours is still mostly vacant.

Mr. Doty said that the City paid Kuntzsch Solutions \$5,000 to market the industrial park for 6 months but he does not believe that anything has occurred just yet.

Mr. Salmon said that the industrial parking in Watertown is thriving.

Mr. Kane said that something is wrong. For one thing, truck drivers do not like to be told that they cannot turn left to go through town but instead have to go back out to the freeway to get to Saginaw Highway.

Mr. Gute stated that there is a large new Meijer warehouse at Creyts and Mt. Hope. He said that it is a great location because this warehouse serves the Meijer stores to its east and west in the State of Michigan and it has easy access on and off the freeway.

Mr. Doty said that the City’s industrial park not only has easy access to I-96 but it also has railroad access and an airport directly to its north.

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Mr. Kane said that the Master Plan mentions housing needs for an aging population. He said that allowing more dense single family developments to accommodate downsizing has been discussed in recent months with respect to amending the Zoning Ordinance.

Mr. Stevens said that he mentioned at the last meeting that multi-family or relatively dense single family residential would provide a good transition/step-down zoning pattern between the highway and the lower density residential zoning to the south for the recently annexed property.

Mr. Salmon said that the "speedway" begins right at the Old Saginaw/M-43 intersection. He also said that the right-of-ways in the City are too wide and cause people to speed.

Mr. Stevens said that narrower streets do slow down traffic but it involves changing mindsets because people do not like it when their streets are being narrowed.

Mr. Kane stated that "City officials" and "City Administrative Staff needs to be explained.

Mr. Stevens pointed out the following corrections that need to be made to the document:

Page 1 – 1st line of 1st paragraph – "vacant" is misspelled.

Page 1 – last line of 1st paragraph – delete capitalized "THE"

Page 1 – 1st line of 2nd paragraph – add "Master" between "The" and "Plan"

Page 1 – 1st line of 2nd paragraph – remove the first "the"

Page 2 – 1st line of 1st paragraph – add "Master" between "The" and "Plan"

Page 2 – 2nd line of 1st paragraph – spell out DDA

Page 2 – 3rd line of 3rd paragraph – change "areas" to "area"

Page 5 – 1st line of 1st paragraph – capitalize Master Plan

Page 5 – Chapter 2 – 5th line of 3rd paragraph – add "higher education" after governmental employment

Page 7 – under "Household Size" change "will" to "may"

Page 11 – 4th line of 4th paragraph – add "annexed" between "on" and "land" and delete "farmland"

Ms. Stachowiak said that she would make the changes and bring them back to the Commission at the next meeting.

City Charter Update

Mr. Doty provided the Commission with an information sheet on the charter amendment that will be on the November 3, 2015 election ballot. He stated that it is imperative that the City approves this amendment. It would require that candidates for City Offices obtain the signatures of 25 registered voters or pay a \$100.00 filing fee to get on the ballot. Right now, the potential candidates have to obtain the signatures of at least 4% of the 4 registered voters of the City or ward.

Mr. Doty stated that there are 9 members on the Charter Commission and it is very difficult to obtain the required number of signatures when it is based on a percentage. He said that the City Charter is 53 years

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old and it is time for it to be updated. Mr. Doty said that the Charter Commission will model the City Charter after the Jonesville Charter which was just updated 2 years ago.

He asked all of the Commissioners to please vote yes on this initiative.

OTHER BUSINESS

Joint Planning Committee Report

Mr. Doty said that the DDA and the owner of the former Michigan National Bank building at the corner of Bridge and Jefferson have come to an agreement for a land swap. This would involve the bank canopy being removed to provide access from the City parking lot to E. Jefferson Street and the City providing land to accommodate the BBQ smoker and outdoor dining area. Mr. Doty said that the owner of the bank building is amenable to installing the required doors in the back of the bank building.

Mr. Doty said that the canopy behind Fortino's will be coming down as it is located on City property.

Mr. Doty said that the Huhn family has donated \$10,000 to the City to erect a sculpture on the City property at the intersection of Harrison and Jefferson.

Mr. Doty said that Crossroads BBO opened this week. He said that he has eaten there and it is very good. He also said that the new owners of the former city hall are already working on the building to renovate it for a brewery.

Mr. Doty stated that the City is turning its parks and recreation operations over G.L. Schools and the City will pay them \$50,000 per year for the next 2 years. He said that this is a win-win situation for both the City and the School system. Mr. Doty also stated that the City has purchased the additional 5-6 acres of land to add to Oak Park.

River Park Master Plan from Rounds property to Fitzgerald Park - None

Mr. Doty stated that this item can be taken off the agenda. He said that the property has been purchased by the City. The building, along with the Scout building, will be demolished in the near future. Mr. Doty said that the additional land will allow the City to install additional parking and a good boat launch.

Mr. Stevens said that this is a real opportunity for the City to install a good, workable boat launch.

Zoning Administrator's Report - None

Zoning Board of Appeals Representative's Report

Ms. Stachowiak said that The Zoning Board of Appeals met on September 17, 2015 and approved a variance request for a 6 foot fence in the front yard (Kent Street) at 609 Liberty Street.

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Council Representative's Report - None

Mayor's Report - None

Comments from Commissioner's

Mr. Doty said that the Opera House continues to have issues with water flowing across its parking lot and is currently working with the DDA to address the situation. He also said that the City needs to look again at "granny pods".

Mr. Salmon stated that he appreciates the diversity and the longevity of the members on the Commission. He said that he met the brothers who are working on the former city hall and they are doing a very good job. Mr. Salmon said that this will be a great addition to the City.

Comments from Chairman

Mr. Stevens stated that the band exhibition at the high school last night was really great. He said that this is an amazing event that this City hosts. There were around 20 bands, including the MSU band and it is extremely well attended.

Mr. Doty said that traffic backed up at the M-43/Jenne intersection. He said that it would have been helpful for the police to direct traffic at the intersection in order to get people out more efficiently.

Mr. Gute stated that Grand Ledge is the only high school band exhibition that the MSU band attends. He also said that he would speak to the event organizer about the traffic problem.

Adjournment

Mr. Baribeau made a motion, seconded by Mr. Gute to adjourn the meeting at 8:50 p.m. On a voice vote, the motion carried unanimously (6-0).

Submitted By:

Susan Stachowiak
Zoning Administrator

Jamie Malecki, Secretary
Planning Commissioner

Definition:

Motel/Hotel: A series of attached, semidetached or detached rental units containing a bedroom, bathroom and closet space. Units shall provide for overnight lodging and are offered to the public for compensation, and shall cater primarily to the public traveling by motor vehicles, and may contain a general kitchen and public dining room for the use of the occupants and other passersby.

Amend the uses permitted in the Central Business District to permit Motel/Hotels.

Section 220-36 Uses permitted subject to special conditions.

F. MOTELS/HOTELS WHERE, BY PREARRANGEMENT AND FOR DEFINITE PERIODS OF TIME, TRANSIENT GUESTS ARE PROVIDED A SLEEPING ROOM IN RETURN FOR PAYMENT, SHALL BE PERMITTED SUBJECT TO THE FOLLOWING CONDITIONS:

- (1) AT LEAST ONE PARKING SPACE IS PROVIDED FOR EACH ROOM EITHER ON THE SITE OR WITHIN 300 FEET OF THE SITE.
- (2) 24 HOUR ON-SITE MANAGEMENT IS PROVIDED WHEN ONE OR MORE OF THE ROOMS ARE OCCUPIED.
- (3) NO GUEST SHALL ESTABLISH PERMANENT RESIDENCE AT A MOTEL/HOTEL FOR MORE THAN 60 CONSECUTIVE DAYS WITHIN ANY CALENDAR YEAR.
- (4) MOTEL/HOTEL ROOMS MAY BE PERMITTED AS A SECONDARY USE TO A PRIMARY PERMITTED USE IN THE CENTRAL BUSINESS DISTRICT.

G. ACCESSORY STRUCTURES CUSTOMARILY INCIDENTAL TO THE ABOVE PERMITTED USES SUBJECT TO THE FOLLOWING CONDITIONS:

- (1) ACCESSORY STRUCTURES ARE PERMITTED IN A REAR YARD ONLY.
- (2) AN ACCESSORY STRUCTURE MUST BE LOCATED DIRECTLY BEHIND THE BUILDING CONTAINING THE PRINCIPAL USE TO WHICH IT IS ASSOCIATED.
- (3) NO MORE THAN ONE ACCESSORY STRUCTURE PER PARCEL SHALL BE PERMITTED.
- (4) ACCESSORY STRUCTURES MAY NOT OBSTRUCT OR IN ANY WAY INTERFERE ACCESS TO A BUILDING.

- (5) ACCESSORY STRUCTURES CANNOT BE LOCATED ON OR IN A TRAILER OR OTHER MOBILE DEVICE.
- (6) ACCESSORY STRUCTURES MUST BE COMPLETELY ENCLOSED, UNLESS THEY ARE INTENDED TO BE USED FOR HUMAN OCCUPANCY.
- (5) ACCESSORY STRUCTURES MUST BE COMPATIBLE IN DESIGN, COLOR AND MATERIALS WITH THE GENEREAL CHARACTER OF THE CENTRAL BUSINESS DISTRICT.



↑ North

MEMO

TO: Planning Commissioners

FROM: Susan Stachowiak
Zoning Administrator

DATE: October 28, 2015

RE: Notice of Intent to Update Master Plan

The attached notice was sent to the following municipalities/agencies/utility companies, in accordance with the requirements of Public Act 33 of 2008:

- Tri-County Regional Planning Commission
- Oneida Township
- Delta Township
- Watertown Township
- Eagle Township
- Eaton County
- Clinton County
- Eaton & Clinton County Road Commissioners
- Eaton & Clinton County Drain Commissioners
- Consumers Energy
- Michigan Department of Transportation
- CSX Transportation

Attached is a response from the Delta Township Planning Department. No other comments have been received as of this date.



CITY OF GRAND LEDGE

NOTICE OF INTENT TO PREPARE A MASTER PLAN UPDATE

In accordance with the requirements of Public Act 33 of 2008 and related amendments, this is to notify you that the City of Grand Ledge, Michigan, is initiating the process to complete a Master Plan Update for the City.

The City would like to know if you have any thoughts, concerns, or issues you feel should be addressed in this effort that would allow us to work more cooperatively with you in land use planning for our area.

Later in the process, the City will be sending a draft copy of the Plan for your review and comment, as required by the Act. At that time we would appreciate your comments regarding the Plan's content and how you feel it may affect planning efforts for your agency.

The City of Grand Ledge thanks you for your cooperation and assistance. We would also like to take this opportunity to assure you of our cooperation in a similar fashion in any planning efforts you may choose to undertake in the years to come. Please direct any correspondence or questions to:

Susan Stachowiak
Zoning Administrator
City of Grand Ledge
310 Greenwood Street
Grand Ledge, MI 48837
517-483-4085
sstachowiak@grand-ledge.com



October 14, 2015

Ms. Susan Stachowiak
City of Grand Ledge
310 Greenwood St.
Grand Ledge, Michigan 48837

Re. Preparation of a Master Plan Update for the City of Grand Ledge

Dear Ms. Stachowiak:

Thank you for your recent letter informing Delta Township officials that the City of Grand Ledge is initiating the process to update the City's Master Plan. As per your request, please be advised that current copies of the Township's Zoning Ordinance & Map, as well as the Comprehensive Plan's Future Land Use Map, can be found on the Township's website at Deltami.org

On October 12, 2015 I informed the Delta Township Planning Commission of the City's "Notice of Intent" to update your Master Plan. I noted that the following references in the Delta Township Comprehensive Plan could have implications on the future Grand Ledge Master Plan:

- Page 65 states: "Limit new commercial development on West Saginaw Highway to areas east of Broadbent Road." (Note: There are 60 acres of vacant land adjacent to West Saginaw Highway which is already zoned commercial which would not be effected by this recommendation.)
- Page 67 states: "Continue the dialogue with the Michigan Department of Transportation regarding West Saginaw driveway closures, improvements to overpasses on I-96 & I-496 and **the establishment of a boulevard on West Saginaw Highway west of I-96.**" (Emphasis added)
- Page 68 states: "Prepare development plans for Mt. Hope Park, the Players Club property and a **canoe launch on the Grand River at the Willow Highway property.**" (Emphasis added)
- Page 69 states: "Expand communication efforts with adjacent communities in an attempt to reach common understandings regarding land use issues."
- Page 81 of the Plan displays the Future Land Use Map. The map depicts the Township's Urban Service Boundary which extends to our western border. The map recommends Low Density Residential development for the majority of the Township's western border with the exception of the aforementioned vacant commercially zoned lands adjacent to West Saginaw Highway and three sections of agricultural land in the southwestern portion of the Township.

Susan Stachowiak

October 14, 2015

Page 2

- Page 92 states: "Provide non-motorized connections between Delta Township and adjacent communities and regional destinations."
- Page 105 states: "Explore the necessity of the Nixon Road Bridge Project with input from the Eaton County Road Commission and Township staff." (Note: On January 8, 2004 the Grand Ledge Planning Commission made the following statement regarding the Delta Township Comprehensive Plan: "The plan should include another span across the Grand River, possibly at Nixon Road. Currently there is no other access across the Grand River between the bridge in Grand Ledge and the crossing in Delta Mills. This is a regional transportation concern that is addressed in the Tri-County Regional Plan, the Grand Ledge Master Plan and the Oneida Township Master Plan. This issue affects the western part of Delta Township particularly that area included in the Grand ledge School District. The current transportation system in the school district area is becoming more inefficient as this area continues to grow and more busses must access those areas north of the Grand River". (Note: Please find attached a five page report entitled "Nixon Road Extension, Willow Highway to North River Highway", dated July 2014 which was prepared by the Delta Township Community Development Department for review by the Township's Transportation Committee.)

The following resolution was unanimously passed by the Planning Commission at their October 12th meeting:

"Commissioner Meddaugh moved, seconded by Commissioner Laforet, that the Delta Township Planning Commission acknowledge receipt of a "Notice of Intent to Prepare a Master Plan Update" from the City of Grand Ledge. Further the Community Development Department Director is hereby directed to send a letter to the Grand Ledge Planning Commission summarizing the contents of his memo of October 5, 2015 referencing sections of the Delta Township Comprehensive Plan which could have implications on land use planning efforts in the City of Grand Ledge."

Thank you for informing the Delta Township Planning Commission of your intent to update the Grand Ledge Master Plan. Feel free to contact me if you have any questions regarding this correspondence.

Sincerely,



Mark Graham, Director

Community Development Department

NIXON ROAD EXTENSION, WILLOW HIGHWAY TO NORTH RIVER HIGHWAY
July 2014

Prepared by the Delta Township Community Development Department

Project Description

Project Length: Project includes a ½ mile extension of Nixon Rd. from Willow Hwy. to North River Hwy.

Improvements: Construction of a new 2 lane bridge over the Grand River & 2 lane roadway

Estimated Cost: \$7,076,072 estimated total cost at year of construction as of 2014, local match: \$1.4 million

Purpose: Enhance the overall transportation network, increase connectivity between roadways, and provide improved emergency access to northwestern Delta Township

Origin of the Project: The project was first proposed in the 1965 Delta Township Comprehensive Plan which was prepared by Tri-County Regional Planning Commission. The project was subsequently recommended in the 1973 Delta Township Comprehensive Plan prepared by Gerald Luedtke & Associates.

Timing: Programmed for 2034 in the 2035 Tri-County Regional Transportation Plan

Pros

1. There are only two road crossings of the northerly course of the Grand River in Delta Township being the Webster Road Bridge and the Waverly Road Bridge (Not including the I-69 & I-96 crossings.) The proposed Nixon Road bridge would provide a regional transportation improvement between Clinton & Eaton Counties. The river crossing would improve access by emergency, postal, road commission and school bus vehicles to this area.
2. The 1965 Delta Township Comprehensive Plan recommended a new roadway and bridge over the Grand River connecting Nixon Road with Wacousta Road to provide an additional inter-county route. The 1973 Comprehensive Plan stated: "It is proposed that Nixon Road be extended across the Grand River to link the northwest corner of Delta Township and the southwest corner of Clinton County to I-69. Because extension of Nixon Road will be a thoroughfare improvement of regional importance, it is likely that costs will be borne by the Department of State Highways."
3. Nixon Road is a 7½ mile north-south, regional corridor between Willow Highway on the north in Delta Township and Lansing Road on the south in Windsor Township.
4. On January 8, 2004 the City of Grand Ledge Planning Commission made the following statement regarding the proposed Delta Township Comprehensive Plan: "The plan should include another span across the Grand River, possibly at Nixon Road. Currently there is no other access across the Grand River between the bridge in Grand Ledge and the crossing in Delta Mills. This is a regional transportation concern that is addressed in the Tri-County Regional Plan, the Grand

Ledge Master Plan and the Oneida Township Master Plan. This issue affects the western part of Delta Township particularly that area included in the Grand Ledge School District (GLSD). The current transportation system in the GLSD area is becoming more inefficient as this area continues to grow and more buses must access those areas north of the Grand River.”

5. The 2012 Delta Township Non-Motorized Transportation Plan depicts bike lanes along the proposed Nixon Road Extension between Willow Highway & North River Highway with continuation of the route to the west to Grand Ledge along North River Highway.
6. Southwest Clinton County residents could utilize Nixon Road to access West Saginaw shopping areas benefitting retailers in this area.

Cons

1. The 1973 Comprehensive Plan depicted the Nixon Road Extension as 1 mile in length between the Wacousta Road/Eaton Highway intersection and the Willow/Nixon intersection. In later years the project was reduced to a half mile extension of Nixon Road between the Willow/Nixon intersection and North River Highway. The one mile Wacousta to Willow route would have provided a more direct north-south travel route than the more recent half mile route.
2. The 1973 Plan partially justified the Nixon Road Extension because it would connect the southwest corner of Clinton County to the proposed I-69 in Delta Township. However, after 1975, the routing of I-69 was shifted from the corridor depicted on the future land use map, which was an east-west route between St. Joe Highway and Mt. Hope Highway with a full access interchange at Nixon/I-69. I-69 was rerouted to cross only section 33 in Delta Township, primarily due to concerns relating to the loss of farmland. It could be argued that the loss of the Nixon/I-69 interchange in Delta Township diminished the benefits of the Nixon Road Extension.
3. In 1974, following adoption of the 1973 Comprehensive Plan, there were 2 houses served by Vernon Drive. Today there are 6 houses accessed off of Vernon Drive and 5 houses accessed off of Manitou Way which extends from Vernon Drive to the east. It may be necessary to relocate/remove several of these houses to accommodate the Nixon Road extension.
4. The existing Grand River crossings (Bridge St. in Grand Ledge, Webster St. in Delta Township and Waverly Road on the Delta/Lansing border) are operating at acceptable levels of service. Thus, traffic volumes on the existing Grand River crossings do not justify another crossing. Its unknown as to how much traffic, if any, would be diverted off of the existing Grand River crossings to the Nixon Road crossing.
5. Although the Nixon Road Extension/Bridge has been recommended in the Comprehensive Plan since 1965, there has been no right of way acquired for the project. It appears that right of way would have to be acquired from approximately 17 property owners. It's assumed that the Extension would be centered on Vernon Drive, a private, north-south, gravel surfaced road, north of the Grand River. However, the right of way for Vernon Drive is only 30 ft. wide and it's assumed that the Nixon Road right of way would be a minimum of 66 ft. wide.

6. There could be environmental Issues resulting from the Nixon Road Extension including the destruction of wetland areas and wildlife habitat, the removal of trees & vegetation, and the filling of portions of the 100 year floodplain which appears to be approximately 600 ft. wide.
7. In January 2012 a Fire & Ambulance Shared Services Agreement was executed between Delta Township and the Looking Glass Regional Fire Authority (Eagle & Watertown Townships). The Fire Authority has a modern 3 bay station on Grand River staffed 24 hours a day near the I-96/I-69 interchange which can respond to calls in northwest Delta Township and Eagle & Watertown Townships.
8. Southern Clinton County residents already have easy access to Delta Township via the Wright Road/I-96, Grand River Ave./I-96, and Airport Road/I-69 interchanges which access I-96, I-69 and I-496 in Delta Township.
9. The Nixon Road Extension could result in more pressure to extend utilities to the area, convert agricultural lands and wooded areas to housing, and necessitate improvements to rural roadways. These actions would be contrary to the Urban Service Boundary along the northern course of the Grand River depicted in the 2012 Delta Township Comprehensive Plan which states: "Delta Township will generally not support the development of residential subdivisions and high density growth outside of the designated boundary. Furthermore, public water and sanitary sewer services will not be provided to areas outside the boundary."
10. There hasn't been a traffic analysis, prepared by a traffic engineer, projecting future traffic volumes which would justify the need for the project.
11. Over the past several decades there hasn't been a public outcry for another crossing of the Grand River in northwest Delta Township.

General Information Regarding the Nixon Road Extension

1. Elevations increase by 50 ft. vertically for a distance of 1,000 ft. north of the Grand River resulting in an average grade of 5%.
2. The northern course of the Grand River is approximately 185 ft. wide directly north of the Willow/Nixon intersection. This compares to a width of approximately 210 ft. at the Webster Road Bridge.
3. North River Highway is paved from Eaton Highway to the City of Grand Ledge. However, Eaton Highway is a gravel road west of Delta River Drive.
4. Nixon Road had a 2013 24 hour traffic count of 2,760 mid-way between Willow and West Saginaw.
5. It's assumed that it would be necessary to improve Willow Highway for a short distance on either side of the Nixon Road Extension as well as address a possible sight distance issue on the west "leg" of the intersection.

6. In the past there have been proposals to extend Clinton Street in the City of Grand Ledge to the south to Willow Highway with a bridge over the Grand River which would provide a direct north-south route for M-100.
7. Staff could find no records of the Eaton County Road Commission making any comments on the proposed Nixon Road Extension. However, the Road Commission included the Nixon Road Extension as a future project in the 2035 Regional Transportation Plan submitted to the Tri-County Regional Planning Commission.

Alternatives to the Nixon Road Extension

Alternative #1: Broadbent Road Extension

Project Length: Project includes a 1 mile extension of Broadbent Rd from Willow Hwy to Eaton Hwy

Improvements: Construction of a new 2 lane bridge over the Grand River & 2 lane roadway

Estimated Cost: \$ 7 million total cost, local match: \$1.4 million

Purpose: Improve access to westernmost Delta Township, Clinton County & Grand Ledge

Pros

1. Large blocks of vacant land are available, it appears that right of way would be needed from as few as 4 property owners.
2. It appears that there could be a need to displace only 1 single family homeowner.
3. If the new road aligned with Forest Hill Road at Eaton Highway in Watertown Township it would provide excellent access to Grand River Avenue and the I-96/I-69 interchange in Watertown Township.
4. The Broadbent Road extension would provide secondary access for the 195 acre Eyde property which could be developed with as many as 500 dwellings in the future.

Cons

1. If the north-south road was located on the easternmost portion of the Eyde property it would be adjacent to the backyards of 7 homes in the Hearthstone Neighborhood.
2. The north-south road would traverse the easternmost portion of the Eyde property and could negatively impact future residential development.
3. Shifting the Grand River crossing one mile to the east of the original Nixon Road crossing could lessen it's desirability for traffic destined for the City of Grand Ledge.

4. This alternative would necessitate the construction of 1 mile of new roadway which is approximately double the length of the Nixon Road Extension.
5. Broadbent Road only extends 2½ miles south of Willow Highway and doesn't represent a major north-south route as does the 7½ mile Nixon Road corridor.
6. It's estimated that approximately 5 acres of land presently in agricultural production would be converted to road right of way.

General Information Regarding the Broadbent Road Extension:

1. There would be a 40 ft. elevation drop from the north side of the Willow/Broadbent intersection to the south bank of the Grand River, being a distance of approximately a half mile, and then a 50 ft. rise in elevation from the north bank of the Grand River to Eaton Highway being a distance of approximately a half mile.
2. Forest Hill Road is gravel surfaced between Grand River Avenue & Eaton Highway, there appear to be wetlands along Forest Hill Road and there is a steep elevation change at the point where Forest Hill Road intersects with Grand River Avenue.
3. The Broadbent Road extension, Willow Highway to Eaton Highway is not included in the 2035 Regional Transportation Plan. The Eaton County Road Commission has not provided any input regarding the proposed project.

Alternative #2: No-Build

Pros

1. The significant costs associated with a Grand River crossing and a corresponding road extension would be avoided.
2. Negative impacts on adjacent residents and the environment would be eliminated.
3. Elimination of the proposed Grand River crossing would diminish the possibility of growth pressures in a rural area which doesn't have public utilities and is outside of the Delta Township Urban Service Boundary. (See 2012 Delta Township Comprehensive Plan.)

Cons

1. The proposed Grand River crossing in western Delta Township constitutes a regional transportation improvement between Clinton & Eaton counties. The river crossing would significantly improve access by residents, emergency responders, and school busses to this area.



Chapter 1: Introduction

WHY ~~IS~~ DOES THE CITY OF GRAND LEDGE ~~PREPARING~~ NEED A MASTER PLAN?

Grand Ledge is almost fully developed, ~~ALTHOUGH A FEW LARGE TRACTS OF VACANT LAND STILL EXIST ALONG THE CITY BOUNDARY LINES.~~ THE CITY OF GRAND LEDGE IS CHARACTERIZED BY ~~with~~ an attractive historic downtown, outstanding neighborhoods of both historic and contemporary homes, SIGNIFICANT NATURAL RESOURCES THAT PROVIDE UNIQUE RECREATIONAL OPPORTUNITIES and a high quality of life FOR ITS RESIDENTS. At first glance, it might appear THAT planning for the future is not needed. But things are not static ~~here~~. There is always change and always opportunity for improvement. This Master Plan reflects the desire to guide the future rather than just react to individual situations. A sound Master Plan helps ensure THAT decisions made on development, redevelopment, transportation, parks and various capital improvement PROJECTS will help preserve the City's many admirable qualities while addressing ~~things~~ THOSE AREAS that can be enhanced.

This Master Plan DEMONSTRATES ~~continues~~ the CONTINUED commitment of THE City ~~officials and citizens~~ to protect the residential character of the community, improve and diversify its business corridors, and coordinate public improvements to support the community's vision for the future. Recommendations in this plan are based on an evaluation of existing conditions, issues and goals that were identified by the public and officials through the planning process, and an analysis of options to meet those goals. The City's aspirations and future land use plan will assist City leaders (CITY COUNCIL, ALL CITY BOARDS AND COMMISSIONS AND THE CITY'S ADMINISTRATIVE STAFF) in making balanced and thoughtful decisions which consider the long-term results for the community. These community-wide implications may not be immediately apparent to the individual property owner or citizen, but the impacts of each decision are linked and become visible over time.

The Master Plan can be viewed as a community blueprint for the future. Among the reasons to update the Grand Ledge Master Plan include:

- ❖ Grand Ledge has created an identity for itself based in large part on its residential character and “small town” atmosphere. The plan describes a multitude of actions to ensure this residential identity will ~~remain~~ BE PRESERVED. The overall framework provided in a Master Plan, combined with sound decisions by City officials LEADERS can ensure this vitality is maintained and enhanced.
- ❖ The City’s prosperity is directly related to decisions on land use, recreation, traffic, public facilities and services, business corridors and decisions outside its borders. The planning process provides a forum to evaluate those related elements together, rather than separately.
- ❖ The Master Plan provides a legal foundation for zoning and other regulations on the type, intensity, arrangement and timing of development. The plan is established to balance the rights of individual land owners with the rights of adjacent landowners and the community overall. Therefore, the plan supports the protection of community values from a legal standpoint, as set forth in the state planning and zoning acts.
- ❖ The Master Plan provides an outline of the following specific strategies:
 1. Ensure new development, renovations and redevelopment is compatible with the existing historic character, including land uses, site design and building architecture.
 2. Balance land uses to provide a sound tax base for community facilities and services.
 3. Invigorate the community’s most unique built feature - the downtown.
 4. Carefully manage land uses and access along major roadways to provide vibrant, safe and attractive corridors through the City.
 5. Maintain and expand the non-motorized pathway system and arrange land uses to ensure Grand Ledge is a “walkable” community.
 6. Promote both public and private investments to retain the neighborhood character.
 7. Preserve and emphasize the City’s greatest natural asset, the Grand River AND THE LEDGES.
 8. Preserve the historic heritage of the downtown and neighborhoods.
 9. Continue wise public investment in community facilities and improve delivery of emergency and other City services for today and tomorrow.
 10. Provide specific direction for proper development of large vacant sites.
 11. Upgrade the transportation system for both motorized and non-motorized travel using the best traffic management tools available and through coordination with the MDOT.

- ❖ The Master Plan assembles suggestions and recommendations from a variety of sources such as the DOWNTOWN DEVELOPMENT AUTHORITY, the Non-Motorized Pathway Plan, the Parks and Recreation Plan, the road extension plan, THE EATON COUNTY PARKS AND RECREATION COMMISSION PLAN and a “Walkability Audit” by a specialist from Florida.

In order to ensure the plan continues to accomplish the above described intentions, the City is committed to taking on two very important responsibilities. The first of which is continuing to follow the implementation strategies outlined in the plan. ~~The~~ City officials, INCLUDING THE CITY COUNCIL, ADMINISTRATIVE STAFF AND REPRESENTATIVES FROM THE PLANNING COMMISSION, DOWNTOWN DEVELOPMENT AUTHORITY AND PARKS AND RECREATION COMMISSION should meet together at the beginning of each calendar year, fiscal year or when the fiscal budget is being planned and develop an annual action plan. This will set a framework for the specific tasks to complete within the given time period. These tasks will be directly linked to the goals and recommendations contained in this document. ~~Grand Ledge officials~~ THE CITY ADMINISTRATIVE STAFF, WHICH INCLUDES THE CITY ADMINISTRATOR AND ALL CITY DEPARTMENT HEADS, will maintain a status of these projects throughout the year through status reports and joint meetings.

The second responsibility of the City is to continue to evaluate the goals and recommendations of the plan to ensure they are consistent with existing community conditions and development trends. As a result, specific sub area plans may be necessary or Master Plan amendments may also be appropriate.

PLANNING PROCESS

The original plan is based on the values of the community that were identified through a series of workshops. This process not only identified what is most important to the community, but also helped establish priorities, i.e. “what it most valued or needed”. These values are important when considering a development or capital improvement that may meet some goals, but not others.

Values of the Grand Ledge community and its vision for the future were documented through a lengthy, comprehensive and participatory planning process. This involved ample opportunity for residents and other landowners to provide comments and respond to preliminary alternatives. Additionally, this process provided an educational forum for residents, public officials, organizations, and representatives of adjacent communities to discuss community

attitudes, success stories, current issues, and concerns.

1. Walking and driving tours by the Planning Commission, City staff and consultant team to discuss past planning efforts, history, issues and ideas.
2. Completion and discussion of background information on characteristics and trends of the City's population and housing, existing land use patterns and previous planning documents.
3. A community workshop was held to explain the process and receive input and ideas on the various components of the plan. Attendees included the public, City council members, and representatives of various community and civic groups.
4. City department heads met to discuss future facility needs and help establish priorities.
5. Based on the analysis, drafts of the document were prepared for Planning Commission work sessions. All meetings were open to the public and were devoted to receiving input and building consensus on recommendations.
6. Based on work sessions with the Planning Commission, a series of changes were made to the draft plan. Then, in accordance with the State Planning Act, a public hearing was held. Finally, the Master Plan was adopted by the Planning Commission.
7. In 2008, the Master Plan was updated in its entirety to reflect those items in the original document that have been completed or, based upon new information, are no longer deemed appropriate for the future planning of the community. In addition, all demographic data was updated to reflect the 2000 U.S. Census figures.



Chapter 2: Community Profile

Located just ten miles west of the City of Lansing, the City of Grand Ledge covers an area THAT IS roughly 1.85 square miles. Grand Ledge was first settled in 1848. The City was first known as “Big Rocks” by the Ojibwa Indians. “Grand Ledge” became the official name in 1850 when local settlers petitioned the legislature to create a post office in the City. The name comes from the ledges of rock found along the Grand River that runs through the City.

As the City grew, residential neighborhoods developed generally south of the Grand River and businesses were established along the north side, close to the railroad. Over time, the central business district expanded along both sides of the river, surrounded by single family neighborhoods. The availability of public utilities allowed the City to develop more densely than the surrounding townships. Improvements to the highway system made it more convenient to live in Grand Ledge and work elsewhere, and vice versa.

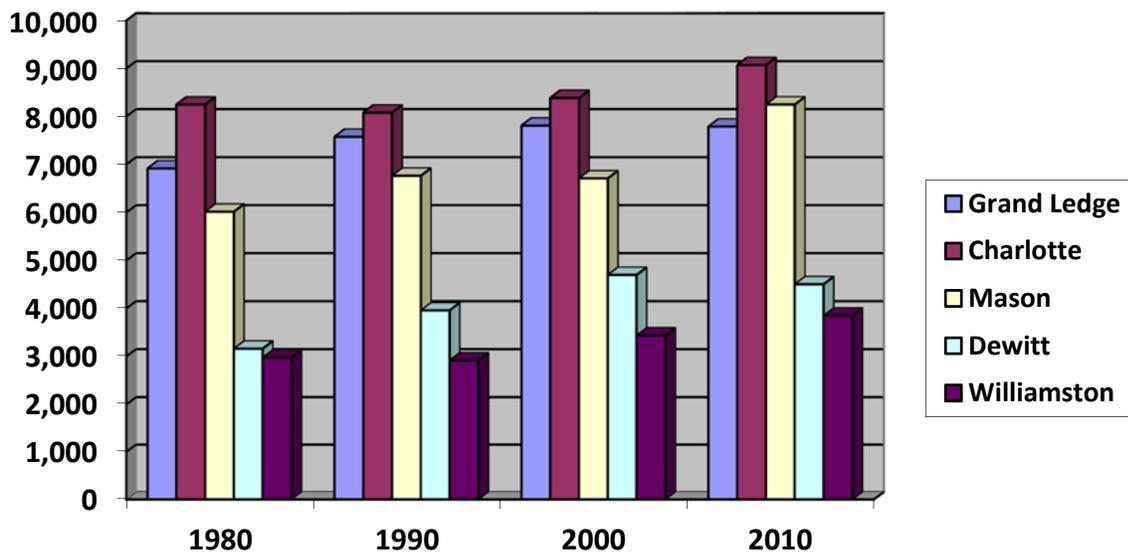
Prospective residents were, and continue to be, attracted to the small town environment LOCATED IN CLOSE PROXIMITY TO ~~so near~~ Lansing’s major employment centers. Today’s population includes many who live in Grand Ledge but work in Lansing or somewhere else outside the City. With the ever increasing development in the Lansing area due to expansion of governmental employment, HIGHER EDUCATION, the auto industry and other emerging industries, the City has been impacted as seen in its population, traffic and economic growth.

This section provides some general statistical information and comparisons to other communities. Generally, Grand Ledge is about average statistically when compared to similar sized cities in the Lansing area. Much of this information is based on figures in the most recent U.S. Census (~~1990~~ 2010), supplemented with projections from the Tri-County Regional Planning Commission. ~~Comparisons can be updated once the 2000 census is available in about two years.~~

POPULATION CHARACTERISTICS

The 1990 2010 Census reported the population of Grand Ledge to be 7,786 persons. The City grew at a steady pace between 1960 and 1980 with a slow down between 1980 and 1990 due to the unavailability of land for residential development. THE CITY EXPERIENCED A SLIGHT (1%) INCREASE IN POPULATION BETWEEN 1990 AND 2000 AND A SLIGHT (-2.3%) DECREASE IN POPULATION BETWEEN 2000 AND 2010.

TABLE 1



Source: United States Census Bureau

THE TRI-COUNTY REGIONAL PLANNING COMMISSION PROJECTS A 7.8% POPULATION INCREASE BETWEEN 2010 AND 2020. The increases in population that have occurred over the past several decades and the projected increase over the next few years are due to annexations of surrounding property, residential developments currently under construction and available vacant land.

As part of this profile, the demographics of communities comparable to Grand Ledge, as determined by the planning commission were considered. The comparable communities include Dewitt, Charlotte, Williamston AND Mason, and Oneida Township. Table 1 and ZTHE above chart TABLE illustrateS the population trends and projections of those FOR THESE communities compared to Grand Ledge in 1999 FROM 1980-2010. Most show a noticeable, yet manageable increase in population growth, consistent with Grand Ledge. AS THE ABOVE TABLE ILLUSTRATES, THE POPULATION CHANGES AMONG THE VARIOUS

COMMUNITIES ARE RELATIVELY COMPARABLE.

~~This steady increase is due to recent annexations of surrounding property, residential developments currently under construction and available vacant land. Population estimates and projections for surrounding communities, and Grand Ledge from 1970 to 1990, were based on information provided by the U.S. Census Bureau and Tri County Regional Planning. The population projections for Grand Ledge 2000-2020 were based on average building permit information provided by the Building and Zoning Department.~~

*Table 2
Population Trends in Grand Ledge and Surrounding Communities, 1980-2010*

	% Change 1980 - 1990	% Change 1990 - 2000	% Change 2000 - 2010*
<i>Grand Ledge</i>	9.28%	10.52%	-0.3%
<i>DeWitt City</i>	25.24%	18.6%	-4.1%
<i>Charlotte</i>	-2.0%	3.8%	8.2%
<i>Mason</i>	12.4%	-0.8%	22.9%
<i>Williamston City</i>	-2.0%	17.8%	12.0%
<i>Eaton County</i>	5.1%	11.6%	4.0%

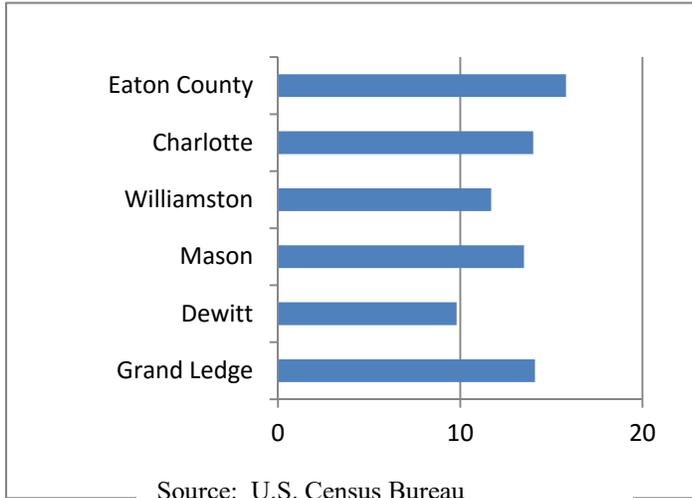
Sources: U.S. Census Bureau

**Table 2 3
2000 2010 Persons per Household
Grand Ledge and Surrounding
COMPARABLE Communities**

Grand Ledge	2.04	2.36
Dewitt	2.32	2.60
Mason	1.97	2.26
Charlotte	1.92	2.53
Williamston	2.10	2.35
Eaton County	1.95	2.45

Household Size. Table 2 3 indicates the ~~2000~~ 2000 2010 household sizes for Grand Ledge and comparable communities. The ~~slow projected~~ growth rate for Grand Ledge can be partially explained by a recent trend toward ~~smaller~~ larger household sizes, i.e. ~~fewer~~ more persons per dwelling unit than in ~~years past~~ THE PAST FEW DECADES. This means THAT the ~~city will~~ need to add dwelling units just to maintain its ~~current population~~ CITY'S POPULATION MAY EXPERIENCE SOME POPULATION GROWTH EVEN WITHOUT THE ADDITION OF MORE DWELLING.

Table 4
Percent of Population
65 Years and Older, 2010

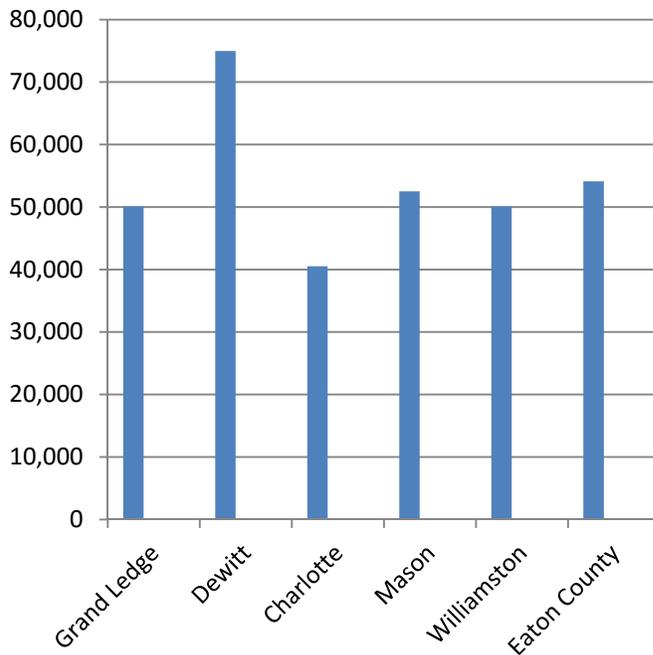


Age Distribution. The median age in Grand Ledge in ~~2000~~ 2010 was reported at ~~35.7~~ 40.3 years, similar to surrounding communities and ~~Eaton County overall~~. COMPARED TO 35.7 YEARS IN 2000. Most of the Grand Ledge population falls into the 25 to 44 year old age category according to the ~~2000~~ 2010 Census. Grand Ledge also has a significant percentage of people over 65 years of age. ~~The 65+ age category is expected to be the fastest growing group over the next 20 years as the “baby boomers” age.~~

ECONOMICS

Education. Approximately ~~88.3~~ 96.8 percent of Grand Ledge Residents older than 25 years in ~~2000~~ 2010 had attained the status of high school graduate or higher. This is slightly ~~lower~~ HIGHER than the ~~89.5~~ 93.4 percent reported for Eaton County. Approximately ~~24.7~~ 27.5 percent of the same persons have a bachelor’s degree or higher as compared to 21.

Table 5
Median Household Income

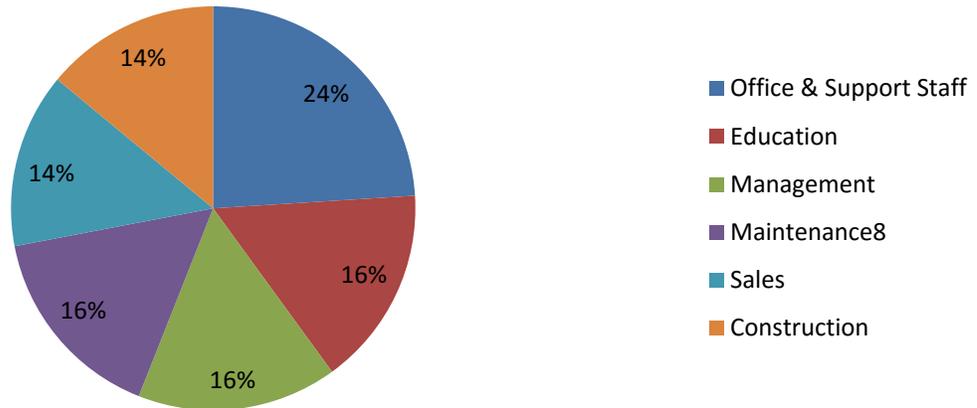


Income. The ~~2000~~ 2010 median household income reported for Grand Ledge was ~~\$47,043~~ \$54,104, slightly lower than ~~the~~ Eaton County median income of ~~\$49,588~~ \$54,115. As ~~the chart~~ TABLE 5 indicates, the MEDIAN INCOME FOR THE City is equivalent to surrounding communities.

Labor Force. Approximately ~~70.7~~ 70 percent of persons 16 years and over are in the ~~Grand Ledge~~ CIVILIAN labor force. Approximately ~~2~~ 2.8 percent of the civilian labor force was reported in the 2000 Census as unemployed. The majority of occupations are still high skill.

Table 6

Occupations



HOUSING

There were ~~3,405~~ 3,656 housing units reported in the ~~2000~~ 2010m Census. The following is a comparison of percent of occupied housing units for Grand Ledge and other communities. ~~The second~~ Table 8 compares median housing values. Grand Ledge ~~as well as other communities~~ offerS SEVERAL affordable housing OPTIONS.

Grand Ledge	63.5	65.7
Dewitt	77.2	80.5
Mason	60.4	62.9
Charlotte	63.8	64.1
Williamston	60.4	66.2
Eaton County	70.7	72.6

Grand Ledge	\$97,400	\$119,300
Dewitt	\$146,700	\$115,600
Mason	\$103,100	\$113,900
Charlotte	\$83,500	\$111,000
Williamston	\$109,900	\$123,601
Eaton County	\$112,400	\$138,300

EXISTING LAND USE

Existing land use patterns and densities are a major determinant in decisions on the type, location and densities of future land uses. This section describes the existing land use patterns and how it relates to the future land use plan and other recommendations described later.

Development Pattern in General. Grand Ledge's diverse existing land use pattern resembles a traditional developed Midwestern small city. One of the charms of a small city is that uses frequently defined as "incompatible" in modern zoning can co-exist and contribute to the unique sense of place and a walkable community. In fact, many suburban communities complain that they lack the sense of place which exists in places like Grand Ledge. Grand Ledge provides the community focal point for an area that extends well beyond the City limits because of the commercial, civic and entertainment uses.

The core Central Business District (CBD) along the river includes many historic two and three story buildings, and a number of new buildings that have generally blended in with the historic character. The CBD is surrounded by mature stable neighborhoods with sidewalks and relatively narrow tree lined streets. ~~Older industrial uses developed at scattered sites, especially along the river and rail line that once provided the primary means of transportation to markets. Some of those sites are still used as industrial, others have been converted to other uses.~~ More recent residential areas developed around the core CENTRAL BUSINESS DISTRICT. New commercial establishments have located along the streets with the highest traffic volumes (M-43 AND M-100). The most recent industrial development has taken place ~~near the airport and at the western end of the M-43 corridor~~ IN THE GRAND LEDGE WILLIS INDUSTRIAL PARK. The biggest difference in character between the older and newer areas is that the older areas are more historic and compact along grid streets WHEREAS, more recent development has a more suburban atmosphere with bigger lots along curvilinear streets.

Most of the existing land uses are considered fixed, that is, change over time is not desired or likely, ~~such as a large residential neighborhood.~~ In some cases, however, existing land uses are not appropriate in consideration of factors such as compatibility with surrounding land use, capacity of infrastructure or availability of better sites for the use elsewhere in the City. Many of these improperly located uses were established years ago, before planning and zoning tools were available. An example might be ~~an industrial use that developed near the rail line or along the~~

~~river years ago, on a site that lacks the amenities typically desired for an A RESIDENTIAL NEIGHBORHOOD LOCATED BETWEEN A RAIL LINE AND AN industrial use or is adjacent to residential land uses without sufficient buffering between.~~

The rich diversity of the community can be better understood through real life experience than any written description or map. Thus, this inventory of existing land uses is intended to describe how the City appears today and indicate where land uses need to change or sites need to be improved over time to meet the goals of the Master Plan.

Single-and Two-Family Residential. Single and two family residential uses are the most dominant in the City, as is typical for MOST small cities. Housing densities are moderately dense compared to surrounding areas, even in the new subdivisions, due in part to the availability of public utilities. Three eras of residential construction are easily discernable extending outward from both sides of the river in a pattern that resembles growth rings in a tree. The oldest neighborhoods were generally built in the early 1990's with relatively small lots and shallow setbacks placed on a grid street pattern at a right angle to the Grand River and immediately adjacent to the Central Business District. Some of these neighborhoods are eligible as historic districts. Several individual homes are on the national or state register of historic buildings.

The second large phase of development occurred in the 1940's and is also set on a grid street pattern but on a true north and south direction. This pattern surrounds the previous building period. The most recent development has happened since the 1970's primarily on the outer edges of the City on ANNEXED land ~~that was once annexed farmland.~~ These newer subdivisions are characterized by larger homes with larger garages on larger lots along curvilinear and cul-de-sac streets. The newer subdivisions are only marginally connected to the main fabric of the community. Two-family residences are scattered throughout the ~~south river~~ OLDER neighborhoods and mainly consist of converted larger homes.

The average age of the housing stock is obviously older than in more suburban communities. However, most of the older homes have been well maintained. Many of the residential homes in and around the CORE AREA OF THE CITY ~~W. Main Street and W. Front Street areas~~ have had significant renovations and improvements in the past few years. ~~This is also true of the residential areas east of N. Bridge Street from the Grand River on the south to Oakwood Street on the north.~~

Multiple-Family Residential. This category includes buildings that contain more than two dwelling units including converted homes, the adaptive reuse of the former chair factory on the west riverfront into loft apartments, apartment buildings, townhouse and the senior housing tower FACILITIES on South Clinton Street. The largest multiple family complexes are situated along or in close proximity to the north frontage of Saginaw Highway (M-43) west of South Clinton (M-100). Smaller buildings are in scattered areas throughout the City. Unfortunately, the architectural styles and site design do not reflect the established character of the surrounding single-family neighborhoods.

Mobile Home Parks. Grand Ledge has two large isolated manufactured housing communities. The largest contains 215 units and is south of the river near the far west portion of the City. A sole entrance is through a berm on West Jefferson Street. The other park has 168 units and is north of the rail lines with access from North Clinton Street and Burt Avenue in Oneida Township. THIS PARK IS UNDER NEW MANAGEMENT AND HAS UNDERGONE SUBSTANTIAL IMPROVEMENTS OVER THE PAST YEAR.

Commercial and Office. Commercial development occurs in two concentrations. The Central Business District is at the heart of the community. It is the historic center and spans both sides of the river through a bridge connection. Most buildings are two and three stories and abut against one another. A wide spectrum of uses include civic buildings, banks, convenience and comparison shopping, restaurants, specialty shops, gas stations, churches, offices, apartments, single-family houses and other businesses.

~~While the downtown has a lot to offer, its economic health is threatened by competition from commercial uses along M-43, in other communities and even over the internet. In addition, there are problems with the CBD that discourage patrons and investors. Among those problems are loss of some major commercial attractions, and~~ OVER THE PAST DECADE, SEVERAL BUILDINGS IN THE CBD HAVE UNDERGONE SUBSTANTIAL FAÇADE AND INTERIOR IMPROVEMENTS. IN ADDITION, THE CITY HAS CONSTRUCTED TWO NEW, THOUGHTFULLY DESIGNED PARKING LOTS ON THE NORTH SIDE OF THE RIVER AND HAS IMPROVED THE APPEARANCE OF ITS PARKING LOTS ON THE SOUTH SIDE OF THE RIVER. THERE ARE VERY FEW VACANCIES IN THE CBD AT THIS TIME AND NUMEROUS COMMUNITY EVENTS THROUGHOUT THE YEAR DRAW LARGE NUMBERS OF PEOPLE TO THE AREA WHICH HELPS SUPPORT THE

CBD BUSINESSES. SPEEDING TRAFFIC AND the prevalence of LARGE trucks, HOWEVER, as a result of Bridge Street being a designated State trunkline, ~~and speeding traffic that~~ makes the downtown less inviting for pedestrians. ~~Other issues involve an inconsistent façade design, and lack of building maintenance in some cases.~~

Saginaw Highway (M-43) and Clinton/Hartel Road (M-100) is the center point of more recent commercial and office development and functions as the front door to the community. In contrast to the more compact downtown environment, this corridor contains a wide variety of automobile related uses characterized by larger lots with front yard parking lots – fast food and franchise restaurants, pharmacies, banks, ~~supermarkets and other~~ convenience commercial, auto repair, auto parts, hardware, farm and outdoor machinery dealerships, offices and gas stations. NEW COMMERCIAL DEVELOPMENT HAS CREATED A MORE UNIFORM SETBACK PATTERN, INCREASED LANDSCAPING, A REDUCTION IN THE AMOUNT OF DRIVEWAYS AND A MORE CONSISTENT SIGN PATTERN ALONG M-43. ~~Lack of uniform setbacks, inconsistent landscaping, and excessive number of driveways, competing signs and lack of maintenance within the right-of-way all contribute to a confusing and less attractive corridor than is possible.~~ The developing Ledges Commerce Park HAS CONTINUED TO DEVELOP ~~demonstrates what is possible with~~ IN A cohesive MANNER ~~and integrated site plans that incorporate~~ INCORPORATING shared access, ~~unifying~~ UNIFIED landscaping, appropriate site lighting, brick facades and attractive monument signs. ~~This development serves as the model for new development and redevelopment along the remainder of the corridor.~~

In addition to the major commercial areas, there are a few commercial uses scattered around the City. A number of these uses are either spot zones or nonconforming in terms of zoning.

Industrial. Industrial uses provide important employment opportunities and tax base to support improvements to capital facilities and municipal services. Most of the industrial sites in the City have existed for many years. Industrial concentrations are located along N. Clinton Street from the Bridge Street intersection to north of the CSX rail lines and near W. Jefferson in Oneida Township. The grain elevator, lumberyard, ETM Corporation and other uses have been established for many years. Some renovation is needed to correct deterioration of the buildings and sites.

The largest concentration of industrial uses is located within the Grand Ledge Willis Industrial Park which provides greater acreage and modern amenities not available at other industrial

locations in the City.

Airport. ~~The recently annexed Abrams-Municipal Park is not completely represented on Map 1 due to limited mapping capabilities. It is, however, an important part of the City.~~ located just north of Eaton Highway. The airport is operated by the City and includes a few spin-off industrial operations such as airport equipment storage. SEVERAL NEW HANGARS HAVE BEEN CONSTRUCTED TO PROVIDE MORE MODERN FACILITIES FOR THE STORAGE OF AIRPLANES.

Institutional. This category includes city, state and federal buildings, water towers, schools, churches and other public or quasi-public buildings. City offices, police and fire departments, the library, U.S. Post Office, and several churches are directly adjacent to or located within the CBD. These functions strengthen the focus of this district both locally and regionally and provide an important social need. The high and middle schools serve a seven township area. Three elementary (two public and one private) schools and the administration buildings are located in a tight proximity to larger schools. ~~The third public elementary school is north of the bridge.~~ Government operations are discussed in greater detail in the Community Facilities section of this chapter.

Parks and Open Space. Parks, school playgrounds and cemeteries provide important social, recreation and greenspace needs for residents. Six city and county parks are aligned along the City's most important natural resource, the Grand River, ~~provide~~ PROVIDING ready open space for several neighborhoods. The ~~Holbrook, Neff, and~~ FORMER HOLBROOK AND Greenwood elementary school playgrounds and Marsh Field function as parks for neighborhoods located away from the river. Subdivisions in the most recent annexed parcels do not appear to be adequately served. The community facilities chapter in this document and the ~~1997~~ 2011 PARKS AND Recreation Master Plan more completely address service radii and needs. Finally, a cemetery in the northeast section provides passive visual relief from the hard surfaces of adjacent uses.

Agriculture. There is one actively farmed tract of land in the City, located south of M-43, on the east side of M-100.

Vacant. There are a few tracts of vacant land in the City; the largest of which is the City owned property located west of Fitzgerald Park. THERE IS ALSO A 40 ACRE PARCEL AND A 26

ACRE PARCELS LOCATED ON THE EAST SIDE OF S. CLINTON STREET, SOUTH OF SAGINAW HIGHWAY. Several modest and smaller areas are located on steep slopes, and adjacent to the railroad and Sandstone Creek.

Distribution of Land Uses.

A useful facet of existing land use is comparing dwelling unit numbers and acreage percentages of specific uses to similar communities. By no means should comparisons dictate the community’s vision for the future and the type of environment it desires. However, comparisons can shed light on the other development patterns and potential excesses and deficiencies in land use types.

Table 9
Existing Land Use Acreage Comparison

Unit Types	Grand Ledge Percentage	Williamston Percentage	Charlotte Percentage
<i>Residential</i>	41.9%	33.3%	42%
<i>Commercial & Office</i>	5%	6.2%	12%
<i>Industrial</i>	2.1%	8.7%	14%
<i>Institutional Facilities</i>	28%	19.7%	21%
<i>Vacant</i>	23%	32.1%	11%
TOTAL	100%	100%	100%

Sources: Williamston Master Plan, Charlotte Master Plan, Existing Land Use Survey, Grand Ledge

Distribution of dwelling unit type comparisons provide a meaningful foundation for zoning map amendments. The City can utilize the data to base future land use decisions, generate development policies and prepare zoning map amendments. It provides officials with one of several components in decision making. Williamston and ~~DeWitt~~ Charlotte were selected as comparative examples. As shown, the primary distinctions are that the comparison communities have a significantly greater percentage of INDUSTRIAL LAND USES. ~~single-family dwellings and a lower percentage of mobile homes.~~

Existing land use location is used to determine future land use. Williamston and DeWitt CHARLOTTE provided comparative land acreage numbers from their master plans. The percentages of single and two-family residential land uses were greater in Grand Ledge than in Williamston and DeWitt CHARLOTTE, yet agricultural and vacant lands comprised a smaller percentage in Grand Ledge COMPARED TO WILLIAMSTON AND A SIGNIFICANTLY LARGER PERCENTAGE IN COMPARISON TO CHARLOTTE. Map 1 indicates location of distinct uses.

NATURAL FEATURES

In terms of natural features, Grand Ledge is somewhat typical of towns in central Michigan, although some unique features are present. The City sits at an elevation of 860 feet and has some rolling terrain due to the river and glacial activity. This section briefly describes the natural features considered as the plan was developed. In some cases, development in sensitive areas should be limited, in others care should be taken or incentives offered to ensure responsible development.

General topography is characterized as being gently rolling with a downward slope from north to south. The most significant natural features in the City are the Grand River, and the Sandstone Creek AND THE LEDGES. The Grand River traverses the City in a southeast to northwest fashion and takes a southerly dip in the eastern portion. Sandstone Creek traverses the western part of the City to the south side of the Grand River. The Grand River has a profound presence in the City. At some point, the river is nearly 400 feet wide and the only crossing in the City is by Bridge Street.

The name “Grand Ledge” is a result of the unique natural features created by the Grand River along the two mile stretch within the City. Unlike most river basins in mid-Michigan, this stretch of the Grand River is entrenched in a “valley” of sandstone with walls nearly sixty feet high in some places. The result is beautiful exposed sandstone ledges that gave the City its name and help to create a dramatic and scenic landscape unlike any other in the lower peninsula of Michigan.

Some areas that are located along the Grand River have more gradual banks and are more prone to flooding. Because of the steep ledges along the Grand River, the majority of its local floodplain is located in the eastern half of the City. As a result of this floodplain, as well as steep slopes, development in this area is limited and reflects the topography.

COMMUNITY FACILITIES

~~The City's buildings and associated sites are generally too small to accommodate current and future demands. Currently, the City services are scattered at several sites. In some cases, these separations are logical, but in other cases it occurs due to lack of adequate space. In addition, like other Michigan small cities, the aging underground infrastructure and streets must be constantly monitored and upgraded. This section briefly describes the conditions at the key municipal facilities in 1999 based on city staff comments and interviews with department heads and representatives of the library.~~

Parks and Recreation. The City offers residents open space and recreation at six parks totaling 19 +/- acres and leases the 78 acre Fitzgerald Park property to Eaton County. The parkland is primarily situated along the Grand River. Under the authority of the City Council, the parks are maintained by the Streets Department. Programs, budgets and improvements are guided by the direction of the Parks & Recreation Commission and the technical assistance provided by the Director of Public Service and the part time recreation director. The City's adopted Master Recreation Plan provides detailed insight into existing facilities and programming needs, and goals for the future.

City Hall. ~~The Grand Ledge City Hall is located in close proximity to the Post Office, Library and downtown business district. Presence in the downtown reinforces the importance of the CBD as an important activity center. However, the building and site lacks space to accommodate all necessary functions. Not all of the departments typically found at city hall can fit within the building, parking is very limited and the seating area for public meetings is insufficient.~~ IN 2014, THE FORMER GREENWOOD ELEMENTARY SCHOOL AT 310 GREENWOOD STREET WAS RENOVATED INTO THE GRAND LEDGE CITY HALL AND POLICE STATION. THE NEW BUILDING PROVIDES STATE-OF-THE-ART FACILITIES FOR MEETINGS AS WELL AS OFFICES FOR THE CITY'S ADMINISTRATIVE STAFF AND POLICE DEPARTMENT. THE GYMNASIUM AND THE PLAYGROUND WERE RETAINED TO CONTINUE PROVIDING RECREATIONAL FACILITIES FOR THE SURROUNDING AREA. THE BUILDING ALSO SERVES AS A COMMUNITY CENTER AS IT USED ON A REGULAR BASIS BY VARIOUS COMMUNITY GROUPS. THE FORMER CITY HALL BUILDING AT 200 E. JEFFERSON STREET IS NOW UNDER PRIVATE OWNERSHIP AND IS

IN THE PROCESS OF BEING RENOVATED INTO A CUSTOMER-ORIENTED COMMERCIAL ESTABLISHMENT.

Library. The library is located across the street from THE FORMER city hall PROPERTY ON E. JEFFERSON STREET. The building includes the original library that fronts along E. Jefferson Street and now serves as a meeting room, and a later expansion THAT WAS CONSTRUCTED ~~in the rear~~ ON THE NORTH SIDE OF THE BUILDING. The library continues efforts to address BARRIER-FREE ACCESS TO THE BUILDING AND the rapidly changing demands of extended hours, programs, and internet access, ALTHOUGH expansion is constrained by adjacent buildings and parking. ~~The existing building has limited room to expand services; staff and storage areas are very cramped. The interior will need to be improved and the building possibly expanded in the future. A small area for expansion has been considered near the entrance, but it would be very small.~~ THE LIBRARY CURRENTLY HAS PLANS TO CONSTRUCT A 1,300 SQUARE FOOT ADDITON TO THE WEST SIDE OF THE BUILDING THAT WILL ALLOW FOR ADDITIONAL CUSTOMER SPACE AS WELL AS AN ELEVATOR THAT WILL PROVIDE BARRIER-FREE ACCESS TO ALL PARTS OF THE BUILDING.

Police Department. The police department is currently located in the ~~basement of~~ NEWLY RENOVATED City Hall. THE NEW FACILITY PROVIDES ADEQUATE OFFICE SPACE, PARKING, STORAGE AND TRAINING FACILITIES THAT WERE NOT AVAILABLE AT THE FORMER FACILITY ON E. JEFFERSON STREET. ~~The basement is small and lacks adequate space for offices, meeting areas, waiting rooms, interrogation rooms and evidence and interview rooms. In addition, it is not barrier free. As the City's and area population continues to grow, the Police Department will need to add officers and vehicles, an upgraded data retrieval system and preferably a larger, permanent building with sufficient indoor and outdoor parking.~~

Fire Protection. The Fire Station was erected in 1952 and is located at N. Bridge and Halbert Streets. The Department is managed and operated by the Grand Ledge Area Emergency Services authority and serves the City and Oneida Township. Future needs for the Fire Department fall into two categories: fire stations and equipment.

The fire station is located on the south side of the railroad tracks that cross N. Clinton Street. In the event of an emergency, problems occur when there is a crisis north of the railroad tracks and trains prohibit fire engines from crossing. In addition, the fire station is located north of the

bridge. If an emergency occurred on the bridge, it could prevent the Fire Department from responding to a call on the south side of the river.

The present station is inadequate in size and the design of the buildings prohibits certain fire apparatuses from being stored or parked inside the building. New stations would provide faster responses to emergencies and contribute toward decreasing the ISO ratings for both the City and the Township.

Public Service Buildings and Vehicles. The Department of Public Services is based at a six acre site on Lawson Road in Oneida Township. As the City continues to grow, increased demands will be placed on the department and facilities. Expansion of the garage and the site may be needed. Assuming the City will continue to facilitate garbage collection through private contractors, these expansions will be adequate to accommodate public services on an expanded scale in the future. The City Recycling Center site, located on Whitney Street, is adequate for the current program.

Sewer System. The existing sewage treatment plant is located at Fitzgerald Park. Built in 1975, the treatment facility ~~will~~ MAY need to be upgraded to correct ANY existing problems and to accommodate future demands. Underground lines are monitored and replaced as deficiencies occur.

Water System. Municipal water is an essential component of a City's infrastructure. In general, the City water service appears to function adequately, although there is an apparent need for additional services as development continues.

Wellhead protection. Due to the high volume and intensity of commercial activity along the M-43 corridor, wellhead protection CONTINUES TO BE A HIGH PRIORITY ~~was identified as a concern during the public workshop~~. Wellhead protection involves regulations on land uses and activities within an identified area to reduce the potential for groundwater contamination.

There are a number of potential sources of ground water contamination that may be controlled. These may include discharge of hazardous substances from commercial and industrial facilities, pesticides and fertilizer from residential and agricultural areas, overloaded septic systems, non-point source pollution from roadways and parking lots, leaking underground storage tanks, and site containing environmental contamination. Additionally, there are a number of

pathways by which contaminants can reach the groundwater including air contaminants, leaking underground storage tanks and floor drains that must be considered during development. The City has adopted a wellhead protection ordinance, the requirements of which should be strictly enforced and monitored.

KEY CHAPTER FINDINGS

The following are important findings that were determined as a result of the analysis of the existing conditions of the community. These findings have been utilized in determining the goals and recommendations contained in the Future Development Plan.

Population, Economic and Housing Characteristics

- ◇ Due to availability of vacant land for residential development and the consistent growth of the Lansing metropolitan area, Grand Ledge's population is expected to increase at a steady pace in the next 20 years. This implies a need to plan for increased demand for residential, commercial and professional services; and an impact on infrastructure such as roads and the public sanitary and water systems.
- ◇ The City has a relatively high median age due to the large percentage (~~11~~ 14.1%) of citizens over the age of 65. The City must plan for various senior living accommodations in order to adequately serve these residents.
- ◇ The City has a relatively well-educated population which has allowed for a stable median income, high skill level occupations and higher housing values. Overall, the City has been able to accommodate a substantial amount of desirable affordable housing opportunities. ~~They~~ THE CITY should continue to maintain a balance in order to serve all segments of the population. HIGHER DENSITY SINGLE FAMILY DEVELOPMENT SHOULD BE CONSIDERED TO ACCOMMODATE AN AGING POPULATION THAT MAY WANT TO DOWNSIZE WITHOUT GIVING UP THE OPTION OF HOME OWNERSHIP.

EXISTING LAND USE AND NATURAL FEATURES

- ◇ The residential areas of the community demonstrate traditional neighborhood design with tree lined streets, sidewalk and cozy spacing of homes. There are many signs of reinvestment that demonstrate the residents' devotion to the CITY'S character. This must be preserved as VACANT SITE DEVELOP AND existing sites redevelop ~~and vacant sites develop~~.
- ◇ Commercial and office development is concentrated primarily in the downtown and along Saginaw Highway. Both are valuable to the community yet serve different functions. Future business development must be directed to these areas, as appropriate, and must preserve the character of each of these corridors.
- ◇ Industrial development is an important component of the City's tax base. The City should aggressively pursue new industrial businesses ~~to locate~~ in the Grand Ledge Willis Industrial Park.
- ◇ Institutional land uses as well as parks and open space are scattered throughout the City and adequately serve the residents. This most continue as the population grows AND NEW RESIDENTIAL DEVELOPMENTS OCCUR.
- ◇ Available vacant and agricultural land within the City and beyond the City limits are expected to develop in the next 2 years.
- ◇ The City possesses a number of significant natural features, primarily located along the scenic Grand River. This river and its distinct attributes are one of the greatest assets of the community and protection, preservation and enhancement should be CONTINUE TO BE held as a high priority.

COMMUNITY FACILITIES AND SERVICES

- ◇ The City's key facilities, City Hall, Department of Public Services, Library and Fire and Police Stations need rehabilitation or expansion. The City should continue budgeting for these improvements and consider opportunities for land acquisition and alternative funding sources.
- ◇ It is the desire of the City to keep as many facilities downtown as possible.
- ◇ The Fire and Police Departments are both in need of essential equipment and facility upgrades.
- ◇ The current 2011 Master Recreation Plan outlines several goals and projects over a five year planning period. These projects should be implemented and at the end of the five year planning period, the plan should be updated.
- ◇ THE CITY SHOULD CONTINUE TO RIGOROUSLY MONITOR ITS WELLS AND ENFORCE THE CITY'S A-wellhead protection ordinance ~~has been developed to protect the City' groundwater supply.~~



Chapter 3: Future Development Plan

FUTURE LAND USE

The Future Land Use Plan serves to translate community goals into a narrative and graphic illustration. The map is to be used as a generalized guide to the location of growth and development in the future. Some of the future land use designations may be a reality now or in the near future, while others may take time before becoming an appropriate use of the land.

A number of factors were considered as the arrangement and intensity of land uses were designated. These factors are described below:

- **Growth in the metropolitan area-** The pace of development will be influenced by the economic health and growth in the Lansing metropolitan area.
- **Existing land use -** The CORE AREA OF THE City is ~~generally~~ built out AND, therefore, wholesale changes to the existing land use pattern would be difficult. The locations of existing single and multiple family residential, institutional and parkland uses have been preserved, WHILE commercial, office and industrial land use have been somewhat refined. THERE ARE A FEW LARGE TRACTS OF UNDEVELOPED VACANT LAND LOCATED ALONG THE CITY'S BOUNDARIES THAT ARE MASTER PLANNED FOR RESIDENTIAL LAND USE.
- **Goal to remove incompatible uses -** The future land use plan strives to diminish incompatible land use relationships by consolidating areas for commercial, office and industrial use. Commercial development is planned to be concentrated along Saginaw Highway and ~~to~~ the Central Business District. Office development is directed to Clinton Street, Charlevoix Drive and ~~the south side of~~ Saginaw Highway ~~west of M-100~~. Finally,

industrial development is proposed to be directed to the GRAND LEDGE WILLIS INDUSTRIAL PARK LOCATED AT northeast corner of the City on the east side of Clinton Street/M-100. Office areas and multiple family residential development serve as a transition between commercial activity and residential neighborhoods and prevents the sprawling of commercial development along Saginaw Highway. Gradually, it is intended that all businesses will be appropriately located within these areas which will protect surrounding neighborhoods.

- **Natural features** - The Grand River, natural topography and woodlands provide marketable property for residential development. These can best be protected and appropriately developed under the Planned Residential designation. These sites present a number of opportunities and challenges to development that warrant some flexibility in the design.
- **Infrastructure** - The capacity of the existing and planned sewer and water services and the road network, defines the intensity of uses that may be served without creation of capacity deficiencies or need for unplanned capital improvements.
- ~~■ **General market conditions** - Market conditions were considered even though they will change during the 10 year time frame of this plan. This 10 year time frame was also considered as the time it will take for the City to become completely built out.~~
- **Economic development** - The land use plan provides areas for business expansion and opportunity to diversify the employment and tax base of the City. CONSTRUCTION OF A ROAD ALONG THE SOUTH END OF THE PARCELS ON SAGINAW HIGHWAY, EAST OF M-100 WOULD ALLOW THE SOUTH ½ OF THOSE PARCELS TO BE DEVELOPED FOR COMMERCIAL OR OFFICE USE.
- **Preferences of the City** - The land use pattern desired by City officials and property owners has been expressed with the objective of a diversified tax base, employment opportunities, provision of services for residents, preserving natural features and land along Grand River, and the desire for a mixture of uses and housing opportunities.
- **Planned regional land uses** - In order to fully assess the impacts of planned land uses within the City, the planned land uses within the region were considered. The Regional Future Land Use Map depicts the geographical area considered. The study area is

bounded to the north by Grand River Avenue to include the Abrams Municipal Airpark; the eastern boundary extends a mile or so past the Oneida Township limits; to the west the area is bounded by Oneida Road and the southern boundary is marked by St. Joseph Highway.

All these factors are depicted in the map and are represented in the various land use types and intensities. The map is a representation of the desired land use pattern for the build-out of the community.

Regional Land Use Pattern

In accordance with the Michigan Municipal Planning Act, it is the responsibility of the City to look beyond its boundaries when planning future land uses. The intent is to ensure that future development within both the City and Oneida Township is harmonious, ~~does not negatively affect the area.~~ IT IS ALSO USEFUL IN ~~to evaluate~~ EVALUATING traffic impacts on ~~each BOTH community~~ COMMUNITIES and to plan for the possibility of shared services such as sewer and water. Map 3 depicts the planned land use pattern within the area. The majority of the parcels outside the City limits are used, zoned and planned by the townships for either single family homes or operating farms. The City supports the efforts of surrounding communities to continue preservation of agricultural operations to the extent possible, particularly in agricultural areas designated on the map. In the future, however, conditions may change and communities may see a conversion from agricultural operations. This is most likely in the southeast corner of region. If this trend occurs, the most appropriate and compatible land use for these properties is single family residential developed at a density that is compatible with surrounding development conditions.

The LARGEST AMOUNT OF INDUSTRIALLY ZONED LAND IN THE CITY IS CONTAINED WITHIN THE Grand Ledge Willis Industrial Park, located east of Hartel Road and south of Eaton Highway ~~is currently under development.~~ Highway Commercial development continues east along Saginaw. Surrounding communities are primarily rural townships whose predominant land uses are single family residential and agricultural operations. North of the City, although planned for a large tract of industrial development is primarily agricultural operations.

The Abrams Municipal Airpark is ~~also~~ a predominant land use to the north and is planned to be surrounded by primarily agricultural USE, some single family development and ~~some maintenance of existing industrial operations.~~ To the east of the City's boundaries, commercial

development will continue along M-43 and single family development is planned to the north and south of the corridor. West of the City, single family residential and agricultural operations are planned ALONG with some EXISTING industrial USES. Finally, single family residential is planned to the south, creating a complete ring of single family residential land use around the City.

Analyzing the future land use pattern of this area is important to Grand Ledge for two main reasons. Number one, the development of surrounding communities can impact transportation, land use, natural features and the economic development of the City. An understanding of their future plans provides the City foresight and the ability to plan and respond accordingly. For example, if surrounding communities planned for their agricultural land to develop as higher density residential development the City would be faced with major impacts to their road system and their businesses and services. There may also be an impact on community facilities such as sewer, water and parkland. It is extremely crucial to avoid any negative impacts and to promote the positive impacts of surrounding development.

The second reason for analyzing regional land use is to ensure that the City's land use decisions are compatible with adjacent communities. For example, it would not be responsible planning if industrial development was encouraged within the City's boundaries where it directly abutted existing single family development where there was no potential for adequate screening and buffering.

Future Land Use Plan and Categories

The following are the key goals established that guide the recommendations contained in this portion of the document. They are based on input from the public and findings established during the analysis. All of the land use goals and recommendations must be evaluated together, not just individually, to accomplish the desired vision of the community over the 10 year planning period.

Analysis of the regional future land use map, and other identified elements, assisted the City in preparing a future land use map that offers a strong urban core for the surrounding rural townships. The future land use map for the City offers a development plan that not only will serve the needs of City residents in a responsible manner but will also accommodate the planned growth of the surrounding communities. This section provides a narrative to explain the proposed development pattern illustrated on the future land use map.

Single Family Residential. Single family residential development occupies over 40% of the land use area within the City and a much larger majority including the land within Oneida Township that is designated on the map. This category encompasses areas that are established residential neighborhoods with single family homes, large vacant parcels that should be developed for SINGLE FAMILY residential USE, and sites that are used for some type of business that should be redeveloped as FOR SINGLE FAMILY residential USE in the future. The details of how these areas should be developed are described in the residential development subarea plan in Chapter 5.

AN AMENDMENT TO THE ZONING ORDINANCE SHOULD BE CONSIDERED TO PERMIT HIGHER DENSITY SINGLE FAMILY RESIDENTIAL DEVELOPMENT. SMALLER SINGLE FAMILY DWELLINGS (700-1,000 SQUARE FEET IN AREA) ON REDUCED LOT SIZES WOULD ACCOMMODATE THE NEEDS OF EMPTY NESTERS, RETIREES, YOUNG PROFESSIONALS AND OTHER SEGMENTS OF THE POPULATION THAT DESIRE TO OWN RATHER THAN RENT THEIR HOMES WITHOUT HAVING TO MAINTAIN A 1,400 SQUARE FOOT HOME ON AN 8,450 SQUARE FOOT LOT AS REQUIRED UNDER THE CURRENT ZONING ORDINANCE.

There are a few parcels that are designated for single family residential but are currently zoned and/or used for residential dwellings of two or more units and commercial businesses. Although these uses will likely remain for some time into the future, the City does not find them to be desirable within THE AREAS IN WHICH THEY ARE LOCATED ~~single family residential areas~~. Further, they are not consistent with ~~their~~ THE goal ~~to promote~~ OF CONCENTRATING multiple family and business development to more appropriate locations such as ~~in~~ the Central Business District, along Saginaw Highway and Clinton Street, and within the industrial park. If redevelopment or reuse of these sites is necessary, they will conform to the existing zoning ordinance.

As a City with the potential for future growth, it is important to plan beyond its boundaries to the abutting township. Although much of the land in Oneida Township was devoted to agricultural operations when the Master Plan was prepared, land use trends in the area indicate these areas will be ripe for other development such as residential and neighborhoods services. If the agricultural use changes, ~~these areas are planned for~~ single family residential land use is planned for most of these parcels in an attempt to preserve the character of the City and accommodate future growth in and around the community.

Multiple Family Residential. Multiple family residential ~~designates~~ DESIGNATIONS INCLUDE areas for buildings with two or more dwelling units. Although, by ordinance, density is calculated based on the number of rooms in the structure, these developments typically are a minimum of 6-8 units per acre. It is important to provide and plan for multiple family development within the City in order to offer a variety of housing options for residents. Multiple family units above the businesses along Bridge Street are not shown on the map but are recommended to remain in the plan (see CBD section). Multiple family developments also provide an effective transition between single family residential uses and high intensity uses such as commercial and major thoroughfares.

Within the City limits, areas with this designation are primarily areas ALREADY occupied by multiple family USES and where expansion of THOSE existing areas are appropriate. These are located in various small pockets throughout the City. The majority are ~~planned~~ LOCATED along major roadways such as M-43/Saginaw Highway and M-100/Clinton Street. These uses generate a higher concentration of activity and require adequate access and larger sites.

~~While in some areas multiple family is being expanded and preserved,~~ There are a number of areas where multiple family structures are not consistent with the intended character of the area and are planned for alternative uses. Spotty multiple family USES within ~~the~~ existing established neighborhoodS ~~is~~ ARE not encouraged and should be phased out as the sites redevelop. Where redevelopment is not practical, at a minimum, the site design of these properties must be upgraded. East of M-100 and north of the railroad tracks is Grand Manor Drive. This is a small strip of multiple family dwellings that is nestled between existing industrial development and the railroad tracks. The land use pattern in this area is predominantly industrial and has resulted in a negative impact on the quality of the neighborhood. Attempting to preserve ~~the~~ THIS multiple family development is not in the best interest of the City and ~~is planned to be~~ SHOULD BE converted to industrial use in the future.

The ~~two~~ largest areas AREA planned for multiple family residential USE ~~are~~ IS located ~~along the southern boundary line~~ on the east and west side of M-100, SOUTH OF THE COMMERCIAL UES ALONG M-43. ~~To the west is an existing multiple family senior citizen development. The eastern parcels are currently vacant.~~ Adequate access coupled with the adjacent SURROUNDING commercial development makes the siteS ideal for multiple family RESIDENTIAL DEVELOPMENT ~~as a transition to the residential planned further south and east.~~

The entire ~~site~~ AREA EAST OF M-100 should not, however, develop with one, consistently high density RESIDENTIAL DEVELOPMENT. The intent for ~~this~~ THESE siteS is to create a natural transition between the commercial uses along M-43 and the agricultural and residential uses south of the City's boundaries. To accomplish this transition, the areaS designated for multiple family should be high density (~~6-8~~ 12-15 dwelling units per acre) near the commercial area and along the south access drive. This will provide safe access and circulation for the higher traffic volumes. The density should be less intense approaching Oneida Township in order to provide a more compatible land use with the nearby single family and agricultural operations. Appropriate development in this areas would be either duplexes, attached single family complexes or small lot single family neighborhoods.

Guidelines and recommendations for the design of future multiple family residential development are described in the residential development subarea plan in Chapter 5.

Planned Residential Development. The Planned Residential Development designation identifies sites that are appropriate for residential development of varying densities. But, due to specific characteristics directly related to the site, there are a number of constraints that requires departure from conventional residential site design in order to accomplish a successful project that both the City and developer can appreciate. Through the Planned Residential Development (PRD) ordinance, the developer should be allowed flexibility from the zoning ordinance requirements and standards to develop the site, provided an overall benefit is achieved for the community. Amendments to the current ordinance will be necessary to implement these recommendations.

On the future land use map the PRD sites are numbered. For the development of each site, the City has established a specialized goal that should be accomplished in order to maximize the full potential of the property. Below is a description of how the City intends for each of these sites to be developed.

PRD #1. This site is located in the northwestern corner of the City fronting on Lawson Road. It shares the eastern boundary with Fitzgerald Park. This site presents a few key issues/constraints that need to BE addressed in the development of the plan. These include the following:

- Adjacent to Fitzgerald Park
- Valuable natural features

- Nearby industrial development
- Significant frontage on Lawson Road
- Secluded from the rest of the neighborhoods
- Agricultural and single family residential to the north and west

Goal: Develop a single family residential neighborhood that maintains the traditional neighborhood characteristics of Grand Ledge with safe access to Lawson Road and adjacent residential neighborhoods while protecting the natural features of the site and the abutting park and prevents negative impacts that may result from the nearby industrial development.

To maximize the potential for this site and accomplish this goal, there are a number of methods that could be employed. To begin with, to prevent impacts from the industrial area, the City could consider allowing the home sites to be smaller than the minimum lot size and clustered away from the industrial uses, providing a well-designed buffer area. The density of the development could also be higher than typical single family of 5 units per acre to serve as a transition between the industrial and single family development in the surrounding area. In fact, it may be desirable to cluster the homes to attached housing to allow for more open space. Further, proper clustering of the units will allow for flexibility to protect woodlands on the site and along the border of the park.

The road system of the development should provide safe access and a connection to future development to the north. The right-of-way should be utilized in a manner that preserves the traditional neighborhood character of the City. Although it is secluded from the other neighborhoods, they should be designed under the same concepts that are described for single and multiple family residential development. For instance, sidewalks and street trees should be provided with building entrances oriented to the street. A pathway connection should be accomplished that will link the development with the rest of the City.

PRD #2. This site is located just east of PRD #1 and fronts on West Jefferson Street. This site presents constraints that may not make it desirable for residential development. ~~The tendency is to allow these marginal areas to remain and not take the initiative to improve them. However,~~ The City believes there is a lot of potential in this area that cannot be overlooked. Through ~~the~~ flexibility in THE PRD DEVELOPMENT OPTION, both the City AND ALL OTHER PARTIES INVOLVED can benefit from a development that revitalizes the neighborhood ~~and the parties involved in developing the site can accomplish their objectives as well.~~

The site is split into two components. The first is north of the railroad tracks along Gulf Street and is planned for higher density multiple family residential development. The second portion primarily fronts on West Jefferson Street and is south of the railroad tracks. This area is planned for lower density single family residential development. The site possesses the following characteristics that warrant the need for a planned development designation:

- Adjacent to Fitzgerald Park
- Presence of natural features such as a woodlands and Sandstone Creek
- Railroad tracks
- Mobile home park across West Jefferson
- Existing marginal uses on the site and surrounding area
- Renovated industrial building to multiple family
- The 47 acre site to the north is owned by the City and is a possible location for a wastewater treatment facility

Goal: Redevelop the two components in a manner which preserves natural features on the site and results in high-quality development that is considered a significant re-investment in the area that will serve as a catalyst for additional improvements to the area.

The northern component is planned for multiple family residential Use with a minimum density of 6-8 units per acre and can be developed to meet this goal through a few simple elements. For instance, the road right-of-way must be improved to provide a paved road, curb and gutter for drainage, sidewalks and street trees. A buffer zone should be established along the railroad tracks to offset noise and safety concerns. Extensive measures must be taken to prevent the clearing of trees and protect the Sandstone Creek, which feeds into the Grand River.

The southern portion of the site is ideal for Medium Density Residential development. To begin with, clearing existing buildings will be required to redevelop the area. In order for the redevelopment to have the possibility of a profitable investment, a density of approximately 6-8 units per acre is necessary. While there is a trend of multiple family residential development in the area, there is also a substantial amount of single family development. A medium density residential development, designed in a manner that would be harmonious with the surrounding uses, would be most appropriate for the subject property.

To ensure that the project is desirable and that it promotes high quality redevelopment in the area, certain site design elements should be incorporated. First, the site should be configured so

that the buildings front on West Jefferson and Perry Street and the required parking areas are in the rear, along the railroad tracks. Second, an effective buffer should be installed between the parking area and the railroad tracks to screen and minimize the impacts of noise from railroad activity. Finally, buildings should possess high quality architecture and materials which are consistent with the traditional neighborhood character of the community.

PRD #3. This development site is located on THE SOUTH SIDE OF East River Street. The site faces Jaycees Park and offers an exceptional view of the Grand River. Existing use of the properties do not fully appreciate the value of its view and access to both the river and downtown. Redevelopment of this area has phenomenal potential that can only be maximized through A PRD DEVELOPMENT OPTION. Findings include:

- View and access to the river
- Close proximity to downtown
- City park across the street
- Shallow lots
- Steep topography
- Mixture of existing land uses
- Adjacent single family residential
- Minimal traffic

Goal: *Redevelop this strip of valuable residential land in a manner which maximizes its views to the Grand River and its access to the Central Business District while preserving the surrounding single family residential character of the neighborhood.*

The vision for this site is to develop “row housing”, or townhouse style development along the street front. Parking can be accommodated through a rear driving lane that accesses a carport or garage in the back of the unit and parallel parking can be accommodated on the street. The buildings should be predominantly brick, ~~meeting the City’s design guidelines,~~ with entryways that are oriented to the street and sidewalk. Front porches and/or stoops are encouraged along with other site elements that create a pedestrian oriented environment such as benches and street lights along the roadway ~~and park.~~

PRD #4. Situated along Saginaw Highway, this site is triangular in shape and backs up to the middle school and high school property. To the east and west is an existing multiple family development. The topography of the land is relatively flat and woodlands on the site consist of a narrow tree line along the property boundaries. This site is ideal for recreation play fields

and has been acquired by the Grand Ledge Public School District. The following are findings related to this site:

- Substantial frontage on a major roadway
- Adjacent to school property
- Flat land with minimal trees
- Citywide interest in providing more play fields
- Access either prohibited or restricted from Saginaw Highway

Goal: *Maximize the potential for the site to provide additional residential development within the community, should the property become available for private development in the future, while accommodating a community-wide need for active parkland and other institutional facilities.*

The City supports the use of the subject property for recreational use by the Grand Ledge School District. However, if the property becomes available for private development, the site should be developed to allow for the expansion of the existing multiple family development on the east side of the site. The development should be designed to be compatible with traditional neighborhood design, allowing adequate connection to the existing neighborhood.

In exchange for allowing high density development clustered to the east side of the property, there is potential to utilize the remaining open space for active recreation. It would be desirable to negotiate with the property owner/developer to allow the active recreation to be open to the public and possibly operated by the City Parks and Recreation Department or by the school district.

Mobile Home Community. This designation is located where there are established mobile home communities. These are located south of West Jefferson on the west side of the City and west of M-100 in the northern portion. Generally these developments are well-maintained and are located appropriately. The City should continue to monitor the condition of these developments and ensure they remain this way and offer a safe residential environment. These developments are important to the City because coupled with multiple family and single family neighborhoods, this designation allows the opportunity for various housing options within the community. As a result, a resident or family living in the City does not have to leave the community if their status changes.

There is no additional area devoted to mobile home communities for a few reasons. To begin

with, the existing developments are 3.2% of the land use acreage in the City which is almost equal to the amount devoted to multiple family RESIDENTIAL USE. Therefore, the City believes there is ample provision for this type of housing. Equally important, the sites that remain available for development present a number of constraints such as natural features and have largely been designated for Planned Residential DEVELOPMENT. A mobile home community would be difficult to develop on these parcels.

Central Business District. The Central Business District (CBD) is one of the core elements to the community. The historic character, walkability, diverse retail market and its link to the Grand River distinguishes Grand Ledge's downtown from other communities in the area. These features have created a real draw to residents living in adjacent Townships and nearby cities such as Delta Township, Oneida Township and Lansing.

Through the establishment of their Downtown Development Authority and recent substantial improvement projects, the City has demonstrated their devotion to maintaining the strength and vitality of the Central Business District. Specific recommendations for the downtown are discussed in the subarea plan.

The area designated for Central Business District is generally consistent with the Downtown Development Authority boundaries. Redevelopment and expansion within these limits should be promoted. Along Bridge Street, retail and office activity is encouraged at the street level. These businesses should continue to be oriented to the street environment and accommodate the abundant pedestrian activity. Above the street level, more office development AND RESIDENTIAL UNITS ARE ~~is encouraged as well as residential units.~~ The mixture of residential, office and commercial is very complimentary in an downtown environment because each use generates activity for the other uses.

Commercial/Highway Services. Retail businesses and services which serve the City and Oneida Township that are not located within the Central Business District are designated with this category. They are primarily located along Saginaw Highway/M-43 and run ~~about~~ a FEW blockS north and south along Clinton Street/M-100. Specific recommendations on the design and development of this corridor are addressed in the subarea plans. To summarize, the key design issues include:

- Access management
- Architectural design guidelines
- Landscaping/screening

- Lighting
- Pedestrian Circulation

~~Initially, the businesses planned downtown and along Saginaw Highway will serve the residential growth from Oneida Township. There will, however, be a need in the future to evaluate alternative locations for supportive services such as commercial to serve new neighborhoods developing within the Township. Consistent with the City's goal to limit commercial development and plan accordingly to prevent the overburdening of the road system, future commercial nodes north of the City should be considered. It is more appropriate, however, to evaluate the need and location further into the future because of the uncertainty of the pace of development and land ownership beyond City limits.~~

Office. Office development include uses such as professional offices, medical clinics and banks. These are primarily located along Saginaw Highway/M-43 with a small pocket along Clinton Street. Offices serve as effective transitions between residential and commercial uses and thoroughfares. AN ACCESS ROAD SOUTH OF M-43 ON THE EAST SIDE OF M-100 WOULD ALLOW FOR DEVELOPMENT OF THE SOUTH HALF OF THE COMMERCIAL PROPERTIES ALONG M-43. OFFICES IN THIS LOCATION WOULD PROVIDE AN APPROPRIATE TRANSITION BETWEEN THE COMMERCIAL USES ALONG SAGINAW HIGHWAY AND THE PLANNED MULTIPLE FAMILY RESIDENTIAL DEVELOPMENT TO THE SOUTH.

Charlevoix Drive is a service drive that has gone a long way towards alleviating traffic on ~~the highway~~ M-43 and has provided safe access for both the commercial and office sites. ~~A service drive~~ THE PLANNED ACCESS ROAD on the opposite side of M-43 ~~the highway is planned which will contribute to~~ WOULD ALSO PROVIDE FOR safer operations along M-43 ~~the road~~ and at the M-43/M-100 intersection. West of the intersection there is limited area for installation of a service road, however, ~~there is available space~~ REDEVELOPMENT IN THE AREA HAS RESULTED IN THE CLOSURE OF SEVERAL DRIVEWAYS ON M-43 AND M-100 AND PROVIDED FOR shared and cross access between parking lots.

Industrial. Industrial operations include uses such as manufacturing, assembly and warehousing. Some of the areas designated for industrial operations are existing businesses. Many of these sites are located right at the street front and have outdoor storage. This activity should be controlled through code enforcement and gradually upgraded during site plan review to present an improved appearance along roadways.

GRAND LEDGE MASTER PLAN

New industrial development is ~~occurring~~ CONCENTRATED at the northern end of the City in The Grand Ledge Willis Industrial Park. Site design and screening methods should be required to off-set any negative impacts of ~~the~~ INDUSTRIAL operationS ON ADJOINING RESIDENTIAL USES. ~~Where possible, sites should be developed which promote a campus setting of common open space and pathways.~~

Institutional: Churches, Schools, Public Facilities. ~~Uses considered to be~~ Institutional USES PROVIDE ~~are~~ important services to the community and SHOULD BE RETAINED ~~are planned to remain.~~ ~~In addition,~~ If INSTITUTIONAL ~~these~~ sites are to be reused ~~for another purpose,~~ they should be considered for other institutional development. This will ensure that residents will always be provided adequate community facilities.

Although no new parcels are shown for institutional use, there are plans for improvements, relocations and expansions to City owned and operated services. Through capital improvement programming, the City can plan reinvestment of these facilities 5 to 6 years in advance. The proposed capital improvement program is contained in a separate section of the document.

Public Open Space/Airport: City and County Parks, Cemeteries. These areas are public sites that should be preserved for the community. The majority of this land is along the Grand River. Preserving views and access along the river has been a tremendous benefit to the community and should continue to be protected. The other unique element to the City's public space is the Abrams Municipal Airport. The airport approach plan and layout plan as approved by the Michigan Aeronautics Commission are incorporated as part of this document. The future use, development and improvements to the airport should be an integral part of the City's capital improvement programming. The expansion areas for the City cemetery should be prepared for use, as needed.

Similar to the institutional category, no new sites are designated for public open space because there is no available publicly owned land. Providing these facilities for the citizens of Grand Ledge is of paramount importance. Available opportunities include preserved open space areas that is either useable recreation or preserved natural features such as woodlands within Planned Residential Developments. These areas could either be private and maintained by associations or dedicated to the City as public space in the Planned Residential Developments. ~~Consideration should be given towards generating funds to acquire property for open space. Based on responses from the public, there is support for a river walk along the Grand River and possibly a pedestrian bridge over the river. More detailed analysis is needed, however, to support any funding, future land acquisition and park planning.~~