

NOTICE

The Grand Ledge Planning Commission will hold its regular meeting on **Thursday, December 3, 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 November 5, 2015
5. Notice of Agenda Item Conflicts
6. Business from the Floor

NEW BUSINESS

7. Public Hearing - Zoning Ordinance Amendments -- Section 220-35- Accessory Structures & Hotels/Motels in the Central Business District
8. 2015 Planning Commission Annual Report
9. 2016 Planning Commission Action Plan
10. Master Plan Update – Chapters 1, 2, 3 & 4

OTHER BUSINESS

11. Joint Planning Committee Report
12. Zoning Administrator's Report
13. Zoning Board of Appeals Representative's Report
14. Council Representative's Report
15. Mayor's Comments
16. Comments from Commissioners
17. Chairman's Report
18. Adjournment

Address	Name	Violation	Date letter sent or notice posted on site	Compliance Date	Status
942 Degroff	Lisa Campbell	Junk	11/16/2015	11/24/2015	Complied
1132 Degroff Street	Dylan Barry Land Development	Junk	11/12/2015	11/19/2015	Complied
265 S. Clinton	Kempf's Auto	Junk Vehicles	11/5/2015	11/20/2015	Final notice sent
925 Brookside	James & Susan Bonfiglio	Junk	11/3/2015	11/10/2015	Complied
406 N. Bridge	North Bridge Rentals	Junk	11/3/2015	11/10/2015	Complied
311 Mineral Street	Mark & Sheila Gokey	Junk	10/30/2015	11/6/2015	Complied
314 E. Main Street	Matilda Kollman	Junk Vehicle	10/30/2015	11/9/2015	Complied
1200 Degroff Street	Braden Warren	Parking on lawn	10/30/2015	11/6/2015	Complied
1224 Seymour Street	Brittney Hammond	Junk Vehicle	10/30/2015	11/9/2015	Complied
300 Morley Street	Alma Stephens	Junk Vehicles	10/30/2015	11/9/2015	Complied
520 W. Jefferson	George Ammann	Junk	10/30/2015	11/6/2015	Final notice sent
310 Mineral Street	Sherrill Cody	Junk	10/30/2015	11/6/2015	Complied
541 W. Main Street	David & Anastacia Johnson	Junk Vehicle	10/30/2015	11/9/2015	Complied
601 W. Jefferson Street	Jerry Norris	Chickens	10/26/2015	11/2/2015	Complied
222 Fleming Street	Timothy & Cindy Bouchard	Motor Home	10/26/2015	11/2/2015	Complied
415 Morley Street	Jack Thompson	Junk Vehicle	10/26/2015	11/2/2015	Final notice sent
120 Oakwood Street	Todd Ewing	Sign in ROW	10/26/2015	11/2/2015	Complied
330 N. Clinton Street	Sam Gay	Junk	10/26/2015	11/2/2015	Complied
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	Complied
117 Edwards Street	Matthew McGill	Front Yard Parking	10/23/2015	11/2/2015	Complied
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	Complied
220 Edwards Street	Toby & Dana Hartwick	Junk	10/23/2015	11/2/2015	Complied
635 Jenne Street	John Hansen	Junk	10/23/2015	11/2/2015	Complied
321 E. South Street	Catherine McFee	Tall Grass/Weeds	10/23/2015	11/2/2015	Complied
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

City of Grand Ledge
Planning Commission Meeting
Minutes from Meeting Held on
Thursday, November 5, 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, Eric Morris, Jamie Malecki, Lynne MacDowell & Matt Salmon. Also present: Zoning Administrator Sue Stachowiak & Council Representative Keith Mulder.

Pledge of Allegiance – Ms. Malecki led those present in the pledge of allegiance.

Approval of the Agenda

Mr. Doty made a motion, seconded by Mr. Gute to approve the agenda with the addition of “Charter Amendment” as the first item under “Other Business”. On a voice vote, the motion carried 9-0.

Approval of the Minutes

Mr. Doty made a motion, seconded by Mr. Baribeau to approve the October 1, 2015 minutes with the following corrections:

Page 3, paragraph 9, change to:

“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). On a roll call vote, the motion carried unanimously (6-0).”

Mr. Doty made a motion, seconded by Mr. Salmon to recommend 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).”

Page 4, paragraph 13, change to:

“Mr. Baribeau asked for clarity about the provision under “Hotels/Motels” which would not permit someone to stay in the facility for more than 60 consecutive days.”

Page 6, paragraph 8, line 4, change “feet” to “fee”

Page 6, paragraph 8, line 5, remove “4” from the end of the first “the”.

On a voice vote, 9-0, the motion carried.

Notice of Agenda Items Conflicts - None

Mr. Kane stated that he is losing his hearing and would appreciate it if everyone would speak loudly so that he can hear what is being said.

Business from the Floor - None

NEW BUSINESS

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

Ms. Stachowiak stated that she made the corrections that were discussed at the last meeting. She said that if the Commission is satisfied with the ordinance amendments, a public hearing can be scheduled for the December 3, 2015 meeting. Ms. Stachowiak said that additional changes can still be made to the ordinance after the public hearing.

Mr. Stevens said that there are two paragraph (5)'s on the second page.

There was discussion about whether "device" is the correct term to use in paragraph 1 on page 2.

Ms. Stachowiak stated that the intent is to prevent someone from parking a trailer behind their building with an accessory structure on it.

Mr. Mulder questioned how this would affect food trucks.

Ms. Stachowiak said that the food trucks are a temporary use and are regulated under a separate section in the Zoning Ordinance.

The Commission agreed to change "device" to "carrier".

Mr. Stevens stated that this ordinance would correct a deficiency in the Zoning Ordinance in that it currently does not allow overnight lodging of any kind in the Central Business District.

Mr. Baribeau made a motion, seconded by Ms. MacDowell to schedule a public hearing on the proposed amendments to Chapter 220-35 of the Zoning Ordinance for the December 3, 2015 meeting. On a voice vote, (9-0), the motion carried unanimously.

Master Plan Update

Ms. Stachowiak stated that, in accordance with the requirements of the Michigan Municipal Planning Act, she sent a notice of "Intent to Master Plan" to all surrounding municipalities, Tri-County Regional Planning Commission, Eaton and Clinton County Offices, MDOT, Consumers Energy and CSX Transportation. She said that she received a very detailed response from Delta Township that outlining various referenced in the Twp. Plan that could impact Grand Ledge with respect to master planning. This includes a second bridge over the Grand River.

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Ms. Stachowiak stated that the municipalities/agencies that were given notice are under no obligation to respond but she would hope that, at a minimum, Oneida Township and the Tri-County Regional Planning Commission would respond since they may have information that is essential to consider in the preparation of our Master Plan.

Ms. Stachowiak stated that she made the changes that were brought up at the last meeting. She asked Mr. Kane if her definition of "city leaders" was acceptable.

Mr. Kane stated that he would like it thoroughly defined so that it is clear as to who is responsible for monitoring the progress in fulfilling the goals of the Master Plan.

The Commission discussed "city leaders" and which administrative staff members should be specifically mentioned in the Master Plan. The Commission agreed that it should state "The City administrative staff which includes the City Administrator and all applicable City Department Heads".

Mr. Doty provided Ms. Stachowiak with a list of the City parks and the associated acreage.

The Commissioners agreed on the following changes to the document:

Page 13, 2nd paragraph, 2nd sentence, change to:

"In contrast to the more compact downtown environment, this corridor contains a wide variety of businesses that depend on a high degree of automobile turnover, characterized by larger lots with parking in front of the buildings such as fast food and franchise restaurants, pharmacies, banks, convenience and commercial retail, auto repair, auto parts, hardware, farm and outdoor machinery dealerships, offices and gas stations."

Page 13, paragraph 4, line 5, add "Roberts Sinto Corporation" after "ETM".

Page 14, paragraph 3, line 4, add "Beagle" to the list of elementary schools.

Page 14, paragraph 3, line 8, change "radii" to "proximity".

Page 14, paragraph 3, include a list of the various City parks: Oak, Jaycee, Fitzgerald, Island, Elaine Dible, Colonial Park, Riverside and Fitzgerald Memorial Field.

Paragraph beginning on the bottom of page 14 and continuing on to page 15: add a statement about the future use of the Gilbert property.

Page 17, paragraph 2, line 1, change: six to seven.

Page 17, paragraph 2, line 6, delete: "and the part time recreation director"

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Page 17, paragraph 3, line 12, add: "is" between "it" and "used".

Page 18, paragraph 2, line 10, replace "The library currently has plans to construct..." to "In 2016, the library constructed...".

Page 21, paragraph 1, change "site" to "sites".

Page 21, paragraph 5, line 2, change: "most" to "must".

Page 22, paragraph 3, change to: "The Fire Department is in need of essential equipment and facility upgrades."

Page 27, paragraph 1, line 2: do not delete "City" and end sentence after that word.

Page 27, paragraph 2: make it the first paragraph at the top of page 27.

Page 32, paragraph 5, line 2, change: "middle" to "Beagle".

Mr. Kane said that the information that Delta Township provided is very helpful. He said that there is a need for another bridge across the Grand River but Nixon Road does not seem like the appropriate location. Mr. Kane said that Broadbent Road seems to make more sense. He also said that if the Township is serious about a crossing at that location, it should start acquiring the necessary right-of-way to make it happen.

Mr. Morris said that Broadbent makes far more sense than Nixon Road as it involves cutting through farmland rather than a developed residential area.

Mr. Morris asked about an additional fire station, south of the bridge.

Ms. Stachowiak stated that the Grand Ledge Area Emergency Service Authority owns property south of M-43. She said that this is addressed in a subsequent chapter of the Master Plan.

Mr. Kane said that an appropriate site needs to be determined in consultation with the Fire Department.

Ms. Stachowiak said that she will make the changes noted by the Commissioners and provide a revised version for the December 3, 2015 meeting. She also said that there are still a couple of Sections left in Chapter 3. Ms. Stachowiak said that she will finish that Section and all or part of Chapter 4 for the December meeting as well.

2015 Planning Commission Meeting Schedule

The Commission agreed to move its September meeting to the 8th.

Mr. Doty made a motion, seconded by Mr. Gute to approve the 2016 Planning Commission meeting schedule as presented, with the change in the date for the September meeting from the 1st to the 8th. On a voice vote (9-0), the motion carried unanimously.

OTHER BUSINESS

City Charter Update

Mr. Doty provided the Commission with the results of the recent election. He said that the vote was 298 in favor and 151 opposed to the proposal that will require that candidates for City Offices, including the Charter Commission, obtain the signatures of 25 registered voters or pay a \$100.00 filing fee to get on the ballot as opposed to having to obtain the signatures of at least 4% of the registered voters of the City or ward.

Mr. Doty stated that he met with City Administrator Adam Smith today and the Charter Commission will model the City Charter after the Jonesville Charter which was just updated 2 years ago. Mr. Smith was integrally involved in rewriting the charter for Jonesville.

Mr. Doty said that the Charter Commission will consist of 9 members, no alternates. He said that they will meet monthly, although the Commission may take some time off in the summer. Mr. Doty said it is a big commitment as it is estimated that it will take 3-4 years to complete the update. He said that the members of the Commission can also serve on other boards in the City and it is desirable to have someone on the Commission representing the other Boards (Parks & Recreation, Planning Commission, DDA, Zoning Board of Appeals, etc.). The election of Commission members will take place in August of 2016 and the candidates have to file with the City Clerk by April 21, 2016. Candidates will only need to obtain 25 signatures of registered voters in the City.

Mr. Kane asked how many sections there are of the Charter because 4 years seems like a long time. He also said that it seems like a big commitment for the members of the Charter Commission.

Mr. Doty said that there are around 35 sections. The intent at this point is to divide the Commission up into 3 Committees, consisting of 3 members each to deal with certain sections of the Charter. The recommendations of those Committee's would then be reviewed by the Commission as a whole. Once a final draft is approved by the Committee, it will go to the City Council, after which it must be reviewed by the Governor, approved by the voters and then back to the Governor for final approval.

Zoning Administrator's Report - None

Zoning Board of Appeals Representative's Report - None

Council Representative's Report - None

Mayor's Report - None

Comments from Commissioner's

Mr. Baribeau asked if the sign on the north side of the bridge is done and if it constitutes art rather than signage.

Mr. Stevens said that it appears to be finished and it is considered art. He said that community signs are a positive thing for the community. He said that the sign does not stand out enough.

Mr. Baribeau spoke about public art in Carmel Indiana. He said that they have life size statues that are very interesting. Mr. Baribeau said that the skeleton playing music in our downtown is a bit strange.

Ms. MacDowell stated than the artist that did the skeleton put it in the downtown.

Mr. Morris said that he goes past the CSX building a lot now that he lives north of town and it looks really bad. He asked if Ms. Stachowiak could provide him with a contact at CSX that he could speak to about improving the condition of the freight station. Mr. Morris said that CSX needs to be a good corporate citizen.

Ms. Stachowiak said that she will try to provide him with a contact name and number.

Mr. Doty said that Crossroads has a very nice façade and is doing a good business.

Mr. Mulder said that the City is in the process of completing a survey of the library parking lot. He said that the smoker(s) will be located under the bank canopy until the Spring, after which a property swap will take place which will allow the smoker(s) to be located behind Crossroads. Mr. Mulder stated that the DDA has approved the funding for the land swap and the removal of the bank canopy to make all of this happen.

Mr. Kane said that it appears that the Norms' s have chickens again.

Ms. Stachowiak said that she sent them a violation notice and she hasn't seen any chickens on the property lately.

Mr. Kane said that the new sculpture in the downtown is very nice. He said that some landscaping around the base of the sculpture would bring it into scale so that it does not appear so tall. Mr. Kane said that have artwork in the downtown is great for the City.

Comments from Chairman

Mr. Stevens stated that there is a lot more excitement these days in the downtown what with the new businesses and activities taking place. He said that Crossroads has been packed since it opened and the new brew pub in the former City hall will bring more people to that area as well.

Adjournment

Ms. Malecki made a motion, seconded by Mr. Kane to adjourn the meeting at 8:25 p.m. On a voice vote, the motion carried unanimously (9-0).

Submitted By:

Susan Stachowiak
Zoning Administrator

Jamie Malecki, Secretary
Planning Commissioner

DRAFT

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.
- (7) ACCESSORY STRUCTURES MUST BE COMPATIBLE IN DESIGN, COLOR AND MATERIALS WITH THE GENEREAL CHARACTER OF THE CENTRAL BUSINESS DISTRICT.

City of Grand Ledge Planning Commission 2015 Annual Report

1. INTRODUCTION:

The City of Grand Ledge Planning Commission functions under and has its duties set forth by the Michigan Planning Enabling Act (MPEA) (PA 33 of 2008) and the Michigan Zoning Enabling Act (ZEA) (PA 110 of 2006). The Michigan Planning Enabling Act (MPEA) provides for the creation, organization, powers and duties of Planning Commissions. The Michigan Zoning Enabling Act (MPEA) provides for the adoption of zoning ordinances and the establishment of zoning districts and prescribes powers and duties of certain officials including the Planning Commission.

Section 125.3819(2) states that: “A planning commission shall make an annual written report to the legislative body concerning its operations and the status of planning activities, including recommendations regarding actions by the legislative body related to planning and development.”

2. MEMBERSHIP:

The current membership of the Planning Commission is as follows:

Mike Stevens, Chairman
Bob Doty, Vice-Chairman
Jamie Malecki, Secretary
Bill Kane
Eric Morris

Lynne MacDowell
Matt Salmon
Steve Baribeau
Todd Gute

Council Representative: Keith Mulder
Staff: Susan Stachowiak, Zoning Administrator

3. MEETINGS:

The Planning Commission meets at 7:00 p.m. on the first Thursday of each month. Meetings are held in Council Chambers at City Hall, 310 Greenwood Street, Grand Ledge, MI 48837. All meetings are held in compliance with the Open Meetings Act (PA 267 of 1976).

The Planning Commission held eleven (11) meetings in 2015.

4. PLANNING COMMISSION RESPONSIBILITIES:

The Planning Commission's basic duties and responsibilities include the following:

- Perform Site Plan Reviews as required in the Zoning Ordinance.
- Conduct public hearing and make recommendations to the City Council with regard to requests for Special Use Permits and rezonings.
- Conduct public hearings and make recommendations to the City Council on Zoning Ordinance Text/Map Amendments and the Master Plan.
- Update and maintain the Master Plan in accordance with the MPEA.
- Review and comment on any proposed Master Plans or Master Plan amendments for other communities as required by the MPEA.
- Provide recommendations on capital improvements as required by the MPEA.

5 PLANNING COMMISSION ACTIVITY IN 2015:

A. Zoning Ordinance Update

The Planning Commission continued its efforts to update the Zoning Ordinance. This was done with careful consideration of the needs of the community and upholding the integrity of the Master Plan. At this time, there are 2 ordinance amendments pending at the Council level:

1. Section 220-63, Recreational Vehicles
2. Section 220-70, Exterior Lighting

The Planning Commission has also recommended approval of amendments to Article XX, Nonconforming Lots, Structures and Uses and Section 220-80, Site Plan Review. The Commission is currently working on amendments to the Zoning Ordinance to regulate accessory structures and permit hotels/motels in the Central Business District. The Commission is also working on amending the R-MD Section of the Zoning Ordinance which regulates single family development.

The Planning Commission has updated approximately ½ of the Zoning Ordinance at this point and will begin working on updating the various use district sections of the Ordinance.

B. Master Plan Update

The Planning Commission is in the process of updating the City Master Plan in accordance with the requirements of the Michigan Municipal Planning Act. This Act requires that the Commission either amend or adopt a new master plan every five years after the plan was initially adopted. The Commission has completed its review of Chapters 1, 2, 3 and is in the process of reviewing Chapter 4. At this time, the update is approximately 1/3 complete.

C. Rezoning, Special Land Use Permits & Plats

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

The Planning Commission, at its May 7, 2015 meeting, voted to 7-1 to recommend approval of a Special Land Use permit to allow a gasoline station at 720 S. Clinton Street (former Family Fare site). City Council approved the SLU request at its May 26, 2015 meeting.

2. Gilbert 425 Annexation Property – Zoning

Section 220-9 of the Zoning Ordinance provides that any area annexed to the City is automatically zoned AG Agricultural District, until a zoning map for said area has been adopted by the City Council, after review and recommendation by the Planning Commission. The property that was annexed to the City from Oneida Township, commonly referred to as “The Gilbert Property) consists of 4 parcels. At its regular meeting held on October 1, 2015, the Planning Commission voted unanimously (6-0) 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). The Council approved the zoning designations, as recommended by the Planning Commission, at its October 26, 2015 meeting.

D. Site Plan Review

The Planning Commission reviewed and approved the following site plans in 2015:

1. Meadow Woods Condominiums – Phase 1

At its meeting on April 2, 2015, the Planning Commission voted 9-0 to recommend approval of a site plan for phase 1 (21 condominium sites) of Meadow Woods Condominium, located on the vacant land immediately east of the existing Meadow Woods subdivision. The City Council approved the site plan at its meeting on April 13, 2015. The construction plans for this development have been approved and the project is currently well underway.

2. Speedway Gasoline Station/Retail Center

At its meeting on May 7, 2015, the Planning Commission voted to 7-1 to recommend approval of a site plan to permit the construction of a new Speedway Gasoline Station and conversion of part of the existing building at 720 S. Clinton Street (former Family Fare Supermarket) into a retail center. The site plan was approved by the City Council at its meeting on May 26, 2015. The final engineering plans for the retail center have been approved and that project is currently under construction. The engineering plans for the Speedway project are not approved. The City is awaiting revised site plans to address the issues raised by the City Engineers in their reviews of the original engineering plans.

3. Library Addition

At its meeting on August 6, 2015, the Planning Commission approved a site plan for a 280 square foot second story mezzanine addition and a 1,045 square foot addition to the first floor of the west side of the existing library building at 131 E. Jefferson Street. The City has not received engineering plans for this project.

E. Joint Planning Committee (Planning Commission, Parks & Rec, DDA)

The Planning Commission has 2 representatives on this Committee (Bill Kane & Bob Doty). This Committee was very active in 2015. Mr. Kane and Mr. Doty attended numerous Committee meetings throughout the year and provided monthly reports to the Planning Commission with regard to the following projects:

6. Zoning Board of Appeals

The Zoning Board of Appeals meets on the 3rd Thursday of each month when there is business to be conducted. Lynne MacDowell is the Planning Commission representative to the Zoning Board of Appeals. Ms. MacDowell provides monthly updates to the Commission on the activities of the ZBA.

In 2015, the Zoning Board of Appeals acted upon the following variance requests:

1. Approval of variances to the front and rear yard setback requirements to permit the construction of 3 new storage buildings at 918 W. Jefferson Street (Grand Ledge Comet Mini Storage)
2. Approval of a variance to the side yard setback requirement to permit the construction of a carport on the west side of the house at 222 W. River Street

3. Approval of variances to permit 4 wall signs on the canopy and 8.5 square foot signs on the gas station pumps for the proposed Speedway Gasoline Station at 720 S. Clinton Street.
4. Denial of a variance request to permit an increase in the allowable height for the proposed Speedway Station ground signs at 720 S. Clinton Street.
5. Approval of a variance to permit a 6 foot high, wood privacy fence in the Kent Street front yard of the property at 609 Liberty Street.
6. Approval of a variance to the setback requirement to permit a new ground sign at 100 W. Saginaw Highway

7. Budget

The expenses associated with the Planning Commission and Zoning Board of Appeals (postage, publishing, copying, etc.) are included in the Planning & Zoning budget (Dept. 300-410). The Planning Commission will continue its efforts to update the Zoning Ordinance which will result in costs for public hearing notices.

8. Recommendations

1. Process recommended Zoning Ordinance amendments so that the overall goal of updating the Zoning Ordinance can be achieved in a timely manner
2. Work with the Planning Commission on matters of public improvements (roads, recreational facilities, etc.) as required by the Municipal Planning Act, Section 125.3861.

City of Grand Ledge Planning Commission

2016 Proposed Work Plan

1. Zoning Ordinance Update.

Continued work on updating the Zoning Ordinance with the goal of completing amendments to all of the use district chapters by the end of the year.

(The Commission is currently working on amendments to the Zoning Ordinance to regulate accessory structures and permit hotels/motels in the Central Business District. The Commission is also working on amending the R-MD Section of the Zoning Ordinance which regulates single family development.)

Work with the City Council to get the following pending ordinance amendments adopted:

1. Section 220-63, Recreational Vehicles
2. Section 220-70, Exterior Lighting
3. Article XX, Nonconforming Lots, Structures and Uses
4. Section 220-80, Site Plan Review.

2. Master Plan Update.

Finish updating the Master Plan in its entirety with the goal of having the revised document adopted by the end of the year.

(The Planning Commission has completed updates to Chapters 1, 2 and 3 of the Master Plan and is in the process of reviewing Chapter 4.)

3. Coordinated Planning

Continue to work with the City Council, DDA and Parks and Recreation Commission on all matters of planning and zoning through participation on committees, attendance at meetings and open communication and reporting between Board representatives and liaisons.

(Continued participation on the Joint Planning Committee is essential. Commissioners Kane and Doty have been very active on this Committee)



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.

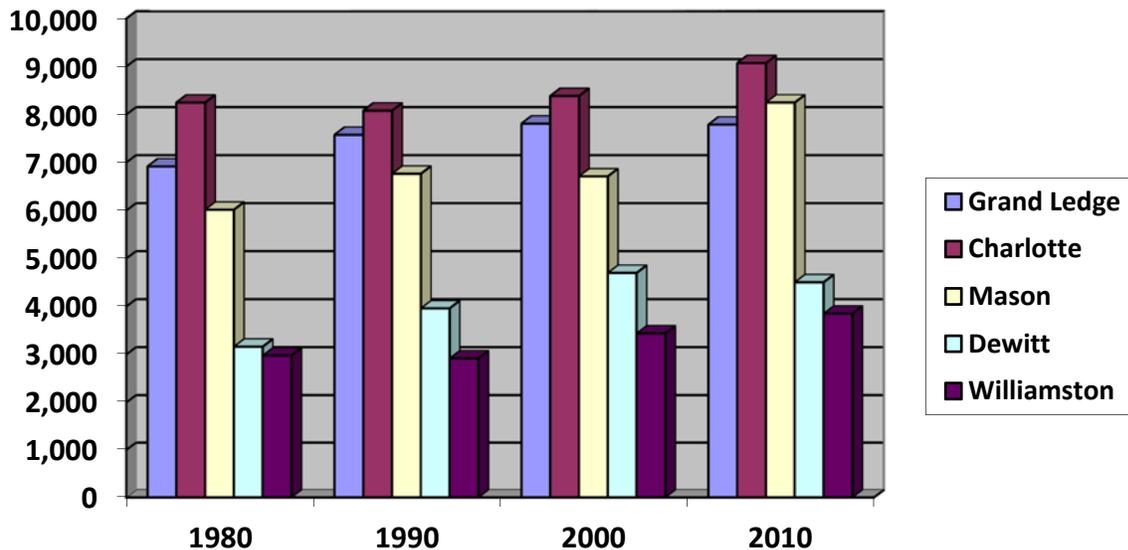
Prospective residents were, and continue to be, attracted to the small town environment LOCATED IN CLOSE PROXIMITY TO ~~so near~~ Lansing’s major employment centers. Today’s population includes many who live in Grand Ledge but work in Lansing or somewhere else outside the City. With the ever increasing 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%

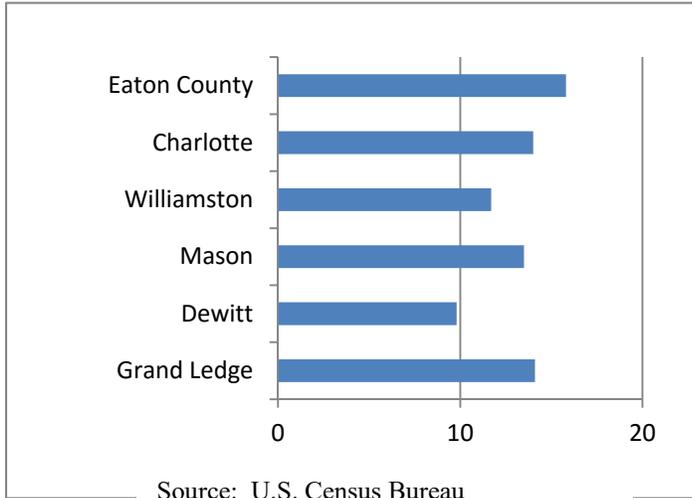
Sources: U.S. Census Bureau

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

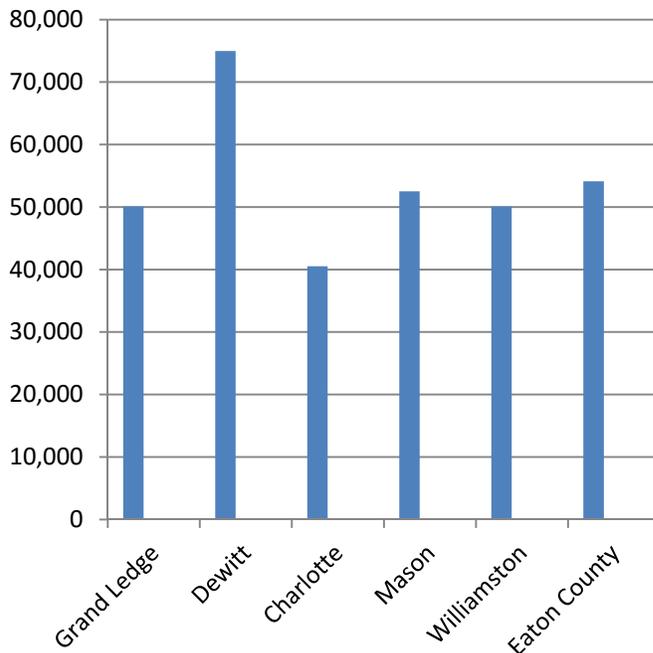


Age Distribution. The median age in Grand Ledge in ~~2000~~ 2010 was reported at ~~35.7~~ 40.3 years, similar to surrounding communities and ~~Eaton County overall~~. COMPARED TO 35.7 YEARS IN 2000. Most of the Grand Ledge population falls into the 25 to 44 year old age category according to the ~~2000~~ 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

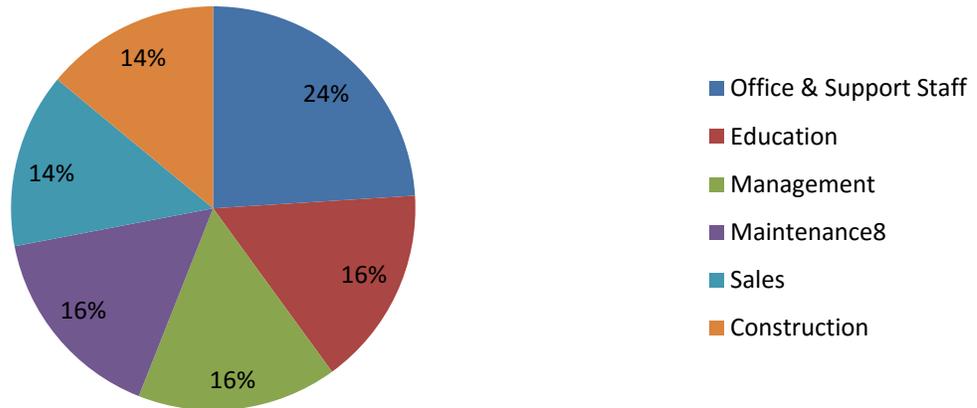


Income. The ~~2000~~ 2010 median household income reported for Grand Ledge was ~~\$47,043~~ \$54,104, slightly lower than ~~the~~ Eaton County median income of ~~\$49,588~~ \$54,115. As ~~the chart~~ TABLE 5 indicates, the MEDIAN INCOME FOR THE City is equivalent to surrounding communities.

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~~ BUSINESSES THAT DEPEND ON A HIGH VOLUME OF AUTOMOBILE TURNOVER, CHARACTERIZED BY LARGER LOTS WITH PARKING IN FRONT OF THE BUILDINGS SUCH AS fast food and franchise restaurants, pharmacies, banks, ~~supermarkets and other convenience commercial~~ RETAIL, 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, ROBERT SINTO 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~~ EIGHT City and County parks (FITZGERALD MEMORIAL FIELD, OAK, JAYCEE, FITZGERALD, ISLAND, ELAINE DIBLE, COLONIAL AND RIVERSIDE 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, BEAGLE, 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~~ PROXIMITY 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 TWO largest of which ~~is~~ ARE the City owned property located west of Fitzgerald Park AND THE RECENTLY ANNEXED PARCELS LOCATED BETWEEN SAGINAW HIGHWAY AND OLD SAGINAW HIGHWAY. THERE IS ALSO A 40 ACRE PARCEL AND A 26 ACRE PARCEL 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 SEVEN 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 CITY ADMINISTRATOR ~~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 IS 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.~~ IN 2016, THE LIBRARY CONSTRUCTED A 1,300 SQUARE FOOT ADDITON TO THE WEST SIDE OF THE BUILDING THAT WILL ALLOW FOR ADDITIONAL CUSTOMER SPACE AND AN ELEVATOR THAT WILL PROVIDE BARRIER-FREE ACCESS TO ALL AREAS 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 (~~41~~ 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 SITES 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~~ IS 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.

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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.

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, ~~those 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.

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.

Multiple Family Residential. Multiple family residential ~~designates~~ DESIGNATIONS INCLUDE

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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~~ BEABLE ELEMENTARY ~~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

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~~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.

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.~~

Natural Features Goals

- ❖ *Preserve the quality of life in Grand Ledge by retaining significant sensitive amenities within the community.*
 - ❖ *Encourage integration of natural features such as woodlands and wetlands into site development as aesthetic and functional features while protecting the quality of the features.*
 - ❖ *Protect the quality of the Grand River and its tributaries from the harmful impacts of development while at the same time promoting it as one of the City's greatest assets.*
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NATURAL FEATURES

The Master Plan emphasizes the importance of the resource base of the community. Protection of the City's resources requires the adoption of policies directed toward specific resource problems including drainage, groundwater quality, natural topography and vegetation. Resource protection regulations can be incorporated in subdivision, zoning and PRD regulations. Where sites containing significant natural features are proposed for development, clustered development and other innovative site planning methods should be utilized to preserve and protect the natural features of the site.

Natural Features Setback. With the exception of the Grand River, wetlands and other waterways are very limited in the City. However, those that do exist contribute to the aesthetic character of the community and should be incorporated as part of the future development. This will allow the continuance of open and green space as well as contribute to retaining the rural, small-town setting.

Maintaining a designated setback will go a long way towards protecting the eco system of any wetlands within the community. Any wetlands greater than five acres in size or contiguous with a waterway are regulated by the Michigan Department of Environmental Quality (MDEQ) through the Goemaere-Anderson Wetland Protection Act, Public Act 203, as amended. Any activity which requires these regulated wetlands be filled or drained requires a permit from the MDEQ. Permits will generally not be granted unless the issuance is in the public interest and necessary to realize the benefits derived from the activity.

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There is a strong basis for this type of requirement. Development surrounding water features, particularly wetlands, affects the function of the water feature. For example, wetlands are dependent upon an interaction between the wetland and the surrounding upland. The upland soil and vegetation surrounding the wetland all affect the amount, the means and the rate at which water enters the wetland following a storm or snow melt. Development of the surrounding upland will alter water flow to the wetland. In other instances, physical improvements such as structures, roads and storm sewer systems can intercept surface flow to the wetlands. The undisturbed soil between the site improvements and the wetlands acts as a buffer to try to maintain the natural upland/wetland interaction that existed prior to development.

Grand River Protection. The City has gone to great lengths to maintain the natural character and history along its stretch of the Grand River. ~~All~~ Four of Grand Ledge's beautiful City parks and a county park are located along the banks of Grand River: Island Park, Jaycee Park, Fitzgerald Field, Fitzgerald Park and Oak Park. These facilities have allowed ample visual and physical accessibility to the river.

Many components of natural features protection are directly related to the river. The impacts of development throughout the City will slowly make its way to the system. Grand Ledge must continue to emphasize natural features protection in order to prevent future damage to the river. Protection of the river can further be accomplished through the maintenance of open space along the river. As private property develops, there should be a consistent emphasis on the river as an asset to be preserved. Through zoning and Planned Residential Development regulations, the City can ensure that the Grand River will continue to offer benefits to the community far into the future. A riverfront corridor overlay zoning district could be used to provide these type of regulations, modeled after the MDNR's suggestions.

A STUDY OF THE SEVEN ISLANDS DAM WAS COMPLETED BY ENG. SURVEYING AND ENGINEERING IN NOVEMBER, 2014. THE STUDY OUTLINES 3 OPTIONS FOR ADDRESSING DEFICIENCIES IN THE GATES AND THE GATES SUPPORT STRUCTURE, THE OVERALL ABILITY OF THE DAM TO HOLD BACK WATER AS WELL AS THE CONDITION OF THE SPILLWAY AND THE EROSION OF THE NORTH BANK.

OPTION 1: THE FIRST OPTION CONSISTS OF AN ENTIRELY NEW DAM CONNECTING THE EXISTING SPILLWAY, CONSTRUCTED BY POURING AN OVERLAPPING STRUCTURE OVER THE SPILLWAY. THE DAM WOULD EXTEND NORTHEASTERLY AND TIE INTO THE NORTH BANK. THE EXISTING GATES WOULD BE REPLACED AND THE WALKWAY WOULD BE INTEGRATED WITH THE

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CONCRETE DAM BY SAFETY RAILS. THIS OPTION PROVIDES THE ABILITY TO OPEN GATES TO PERIODICALLY LOWER THE WATER LEVEL FOR MAINTENANCE ACTIVITIES WHILE MAINTAINING THE CURRENT WATER LEVEL FOR RECREATION ACTIVITIES.

OPTION 2: OPTION 2 INVOLVES REMOVING THE GATE STRUCTURE AND REPLACING IT WITH A ROCK-LINED CHANNEL. THIS OPTION WOULD DIVERT THE FLOW THAT CURRENTLY GOES OVER THE SPILLWAY THROUGH A NEW CHANNEL. THE STUDY CONCLUDES THAT THIS OPTION WOULD REQUIRE LOWERING THE WATER LEVEL OF THE RIVER TO AN UNACCEPTABLE LEVEL.

OPTION 3: OPTION 3 INVOLVES REMOVING THE DAM COMPLETELY, MAINTAINING UPSTREAM WATER LEVELS. THE DAM WOULD BE REPLACED WITH A SERIES OF CHANNELS AND POOLS WHICH WOULD MAINTAIN THE WATER ELEVATION UPSTREAM AND GRADUALLY STEP DOWN TO THE DOWNSTREAM ELEVATION. THIS OPTION PROVIDES FOR A MORE NATURAL RIVER FLOW. WHILE OPTION 3 IS THE MOST EXPENSIVE, IT ALSO HAS THE BEST LIKELIHOOD TO OBTAIN GRANT FUNDING.

THE CITY SHOULD DEVELOP A PLAN TO FUND THE IMPLEMENTATION OF OPTION 3 AS DESCRIBED IN THE NOVEMBER, 2014 STUDY. THE ADVANTAGES TO OPTION 3 ARE:

1. MORE AND BETTER OUTSIDE FINANCING OPPORTUNITIES (GRANTS).
2. BETTER WATER QUALITY AND FISH PASSAGE.
3. BETTER RECREATIONAL OPPORTUNITIES.
4. REMOVAL OF THE FISH LADDER.

UNTIL SUCH TIME AS OPTION 3 CAN BE IMPLEMENTED, THE CITY SHOULD CONTINUE TO MONITOR THE CONDITION OF THE DAM AND MAKE REPAIRS AS NECESSARY. IN ADDITION, THE DAM SHOULD BE INSPECTED AT LEAST ONCE EVERY FIVE YEARS BY A QUALIFIED ENGINEER.

Stormwater Management. For an almost built-out community with more construction planned in the future, one can anticipate additional burden on existing natural drainage systems. Problems with the system may involve localized flooding, environmental damage and costly drainage improvements to be borne by taxpayers.

A comprehensive approach to storm water management should be considered which will encourage the preservation of the natural drainage systems of the community. The City should consider creating a stormwater management program based on the state's " Best Management Practices" program. The guidelines and policies of this program address sensitive and responsible management of stormwater in the City. The City may also consider working with the Eaton County Drain Commissioner's Office and surrounding communities to implement this program ~~since~~ stormwater affects a more regional context.

Woodlands. While the City is primarily built-out, there are many sites that remain to be developed or could be redeveloped in the future. Some of the sites contain woodlands and significant trees. The City should regulate the extent of tree clearing and site grading that occurs by requiring an inventory of trees during site plan review and a demonstration that trees were preserved. Also, protection methods should be required during construction to prevent damage.

Fish and Wildlife Habitat. Waterways and natural open space corridors not only provide a benefit for people, they also serve as fish and wildlife habitats. In other words, development immediately adjacent to these areas has an impact on habitat. Protection of the area that lines natural features is also important to wildlife because this is the interface between the aquatic and terrestrial (upland) ecosystems. In Grand Ledge, the primary focus of corridor preservation is on the Grand River.

COMMUNITY FACILITIES AND SERVICE

Community Facilities and Services Goals

- ❖ *Provide quality responsive and cost effective services to the community such as prompt response to public inquiries, zoning enforcement, inspections, maintenance of public facilities and roads, recreation programming, recycling and waste disposal.*
 - ❖ *Improve response emergency response times through modifications to the transportation system and/or additional buildings to meet the needs of the entire service area.*
 - ❖ *Continue to improve the park and recreation system, including regular updates of the Parks and Recreation Master Plan.*
 - ❖ *Assist with efforts to improve the environment through best management practices for stormwater and consideration of environmental impacts on all major capital improvements and municipal operations.*
 - ❖ *Provide safe quality drinking water and adequate sanitary sewer service through continuous improvements to the system.*
 - ❖ *Utilize technology to improve public awareness and access to planning and zoning decisions, such as through a Web Page and internet access to ordinances and this Master Plan.*
 - ❖ *Provide a quality working environment to retain and attract quality employees.*
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Parks and Recreation. Recommended improvements to the City's park and recreation system are listed in the 2011 Master Recreation Plan. That document contains a number of recommendations regarding improvements and maintenance to the City's parks, and is considered a chapter of this Master Plan. Updates to the plan are necessary every four to five years.

Recommendations include ~~developing a~~ EXPANDING THE NONMOTORIZED PATHWAY SYSTEM/riverwalk ~~to connect various City and county parks and also tie into the non-motorized pathway plan~~ IMPLEMENTING THE JAYCEE PARK AND RIVERFRONT MASTER PLAN, IMPROVING EXISTING NEIGHBORHOOD PARKS AND ACQUIRING LAND FOR FUTURE NEIGHBORHOOD PARKS. THE JAYCEE PARK/RIVERFRONT MASTER PLAN INCLUDES A NEW BOAT LAUNCH, PARK AMPITHEATER, MULTI-USE FARMERS MARKET, PLAYGROUNDS, VOLLEYBALL/BASKETBALL COURTS AND A PICNIC SHLETER.

City Hall and Police Department. ~~It is recommended that a new city hall be constructed on the vacant property in the 200 block of S. Bridge Street that would accommodate all city administrative offices. It is further recommended that the site of the existing city hall be used for the police department operations, either by renovating the existing building or constructed a new building in the same location.~~ IN 2014, THE CITY COMPLETED ITS RENOVATIONS OF THE FORMER GREENWOOD ELEMENTARY SCHOOL BUILDING AT 310 GREENWOOD STREET FOR USE AS A CITY HALL, POLICE DEPARTMENT AND COMMUNITY CENTER. THE NEW FACILITY INCLUDES ALL CITY ADMINISTRATIVE OFFICES, A STATE-OF-THE-ART POLICE DEPARTMENT AND SEVERAL COMMUNITY MEETING ROOMS. INDOOR AND OUTDOOR RECREATIONAL FACILITIES ARE ALSO PROVIDED. THE NEW FACILITY SHOULD BE ADEQUATE TO ACCOMMODATE THE NEEDS OF THE CITY FOR THE FORESEEABLE FUTURE.

Library. IN 2016, THE LIBRARY CONSTRUCTED A 1,300 SQUARE FOOT ADDITION TO THE WEST SIDE OF THE BUILDING. THE ADDITION WILL PROVIDE ADDITIONAL CUSTOMER SPACE AS WELL AS AN ELEVATOR TO MAKE THE BUILDING HANDICAP ACCESSIBLE. FUTURE EXPANSIONS SHOULD ALSO BE CONSIDERED AS NECESSARY TO ACCOMMODATE ITS GROWING NEEDS. ~~The library should be expanded as needed.~~ The most practical expansion seems to be from the rear, which would require relocation of all or part of the GTE fenced lot. An architectural space needs evaluation should be considered to evaluate options and compare costs.

Fire Station. To provide faster responses to emergencies and to contribute toward decreasing the ISO ratings for both the City and Oneida Township, a new station should be constructed on the newly purchased land located south of the city limits, or substantial alterations made to the existing station.

Public Service Department. The PUBLIC SERVICE DEPARTMENT FACILITY AT 13253 LAWSON ROAD ~~existing garage~~ should be evaluated for its adequacy and alterations or expansions made as necessary.

Sewer System. Existing sanitary and storm sewer systems should be monitored and upgraded as necessary to ensure compliance with all state environmental regulations. These systems should also be evaluated to determine if there is adequate capacity to accommodate all existing demands as well as future growth. An overall plan for replacement of older lines should be considered.

GRAND LEDGE MASTER PLAN

Water System. Water lines should be monitored for problems and replacement coordinated with other capital improvements to maximize efficient use of spending. The water system should also be evaluated to determine whether there is adequate capacity for future needs.

Wellhead Protection. The City shall continue to monitor activities occurring near the City's wells to prevent groundwater contamination.



Chapter 4: Transportation Plan

As an established community that is facing potential growth pressures, Grand Ledge must address not only current transportation concerns, but those associated with increased traffic volumes in the future. Similar to land use, traffic volumes in the city are influenced by development patterns in the region, and the amount of through traffic. Thus, the city must look beyond its boundaries and jurisdiction in order to ensure responsible planning. This involves cooperation with the EATON County Road Commission, THE MICHIGAN DEPARTMENT OF TRANSPORTATION (MDOT) and surrounding communities. In the Lansing area, the Tri-County Regional Planning Commission is available to ensure transportation decisions are made ~~with~~ BASED ON a regional perspective. This Chapter describes improvements to the transportation system that involves small scale “fine tuning”, an increased emphasis on a walkable environment and more ambitious projects.

Grand Ledge’s development pattern has been greatly influenced by the motorized transportation system. The impact of the river crossing, rail line, convergence of two state highways and nearby I-96 interchanges is clearly evident when one views the land use map. More intense uses have historically clustered near the river crossing or located along the higher volume state trunklines (M-43 and M-100).

Streets have influenced the character of the City on a smaller scale. The width, continuity (or lack of it), alignment and design of individual streets affects the types of vehicles that use it, travel patterns, traffic volumes, vehicular speeds and its overall appearance. Therefore, the City must also ensure that future road improvements and development do not jeopardize the pedestrian environment and small town atmosphere of the community. This includes not only in the location and design of the streets, but how they relate to existing and future land uses. In addition, this evaluation must be comprehensive looking not just at the street system for vehicles, but also the rail lines, airport, pedestrian circulation and non-motorized transportation

routes.

MOTORIZED TRANSPORTATION

Motorized Transportation Goals

- ❖ *Preserve the capacity, level of service, and safety of the road network to support current and future development.*
 - ❖ *Utilize the roadway as a design element to create a positive image of the community.*
 - ❖ *Coordinate road improvements with city policies on land use, non-motorized circulation, natural features preservation and provision of community facilities.*
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General Motorized Transportation Issues and Recommendations

There are a few overriding issues that cannot be graphically represented but should be discussed to better understand and determine implementation strategies.

Street Pattern. Grand Ledge has three basic street system types that typify the time period of their construction. The innermost core developed from the city's first settlement to around 1910 with a grid pattern set at right angles to the river. In the next growth spurt through about 1950, the street pattern changed to a grid skewed at an angle to the original grid. More recent developments have used a curvilinear, or wrap grid, system. In general, the roads, right-of-way widths and building setbacks have become wider over time. This pattern has created some distinct characteristics in various neighborhoods - more compact development with narrow streets in the more mature neighborhoods, larger lots and setbacks along wider curved streets in the newer subdivisions. Each pattern has its proponents and critics.

Jurisdiction. Planning for streets is complicated by the various governmental units that have control over decisions on access permits, improvements and maintenance. Though Grand Ledge has jurisdiction over most streets in the city, except two key ones, M-100 and M-43, are under the jurisdiction of the Michigan Department of Transportation (MDOT). In addition, the Eaton County Road Commission has jurisdiction over most of the roads just outside the city limits. Tri-County Regional Planning Commission has the responsibility to help ensure these three agencies coordinate decisions and investments on streets.

M-100 (Hartel Road/ Clinton/Jefferson/Bridge Streets) runs generally north-south through the center of the city. M-100 connects M-43 with the downtown, the downtown with the north side of the river, and crosses the rail line to connect with the airport and an I-96 interchange

approximately 2.5 miles north of the City limits. M-43 (Saginaw Highway) runs east-west near the city's south border. Saginaw Highway carries the highest traffic volumes in the city and has become a significant commercial corridor. Design, traffic operations and character along those streets produces the image of Grand Ledge for many motorists since those streets carry the highest traffic volumes and are the primary entrances into the city.

The jurisdictional situation along M-100 and M-43 has caused several concerns. Some MDOT projects aimed at reducing crash potential have been in conflict, to some degree, with the City's vision for a "walkable" community with grand entryways, a median along M-43 and well as spaced site access. In addition to Grand Ledge, Delta Township to the east also envisions a median along M-43 in the future. The Tri-County long range plan does not currently identify this project.

Cooperation between the city, MDOT and EATON COUNTY Road Commission can help ensure that the goals of each are being considered with street and pathway projects. The MICHIGAN Municipal Planning Act states that no street shall be constructed in conflict with a city's adopted master plan unless approved by the city's Planning Commission. The Planning Commission decision can only be overturned by a 2/3 vote of the City Council (for city streets) or Michigan Transportation Commission (for state trunklines). Communication early during project development can help ensure the type of cooperation envisioned in the Planning Act. Cooperative ventures could increase the likelihood for the city to receive funding assistance through MDOT's discretionary funds to help implement recommendations in this plan for street and pathway improvements.

Street Maintenance. Street maintenance is generally the most significant cost to maintaining and improving the City infrastructure. Many City streets are in need of repair and/or resurfacing. The Public Service and City Engineers Department selects certain streets each year for resurfacing based on budget constraints and the condition of the streets. The City should also develop a plan to hard-surface all unpaved public streets.

Pedestrian Comfort and Safety. The small town character of Grand Ledge makes it very inviting to those who choose not to drive but rather walk or ride a bike. Therefore, amenities and safety provisions must be in place to accommodate pedestrians. Unfortunately the wide, expansive lanes on North Bridge Street and the bridge encourage motorists to speed through the heart of downtown. This traffic makes it less comfortable for pedestrians. Certain street crossings are also less than inviting for pedestrians.