

NOTICE

The Grand Ledge Planning Commission will hold its regular meeting on **Thursday, January 7, 2016 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 December 3, 2015
5. Notice of Agenda Item Conflicts
6. Business from the Floor

NEW BUSINESS

7. Master Plan Update – Chapter 4, Transportation Plan
8. Zoning Ordinance Amendments – Article V, R-LD, R-MD: One Family Residential Districts
9. Election of Officers (Chairman, Vice-Chairman & Secretary)

OTHER BUSINESS

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

Address	Name	Violation	Date letter sent or notice posted on site	Compliance Date	Status
111 Bouck Avenue	Ralph Rounds	Trash can by curb	12/29/2015	1/5/2016	Open
214 E. Main Street	Lettie Penfield	Junk	12/29/2015	1/12/2016	Open
815 N. Clinton Street	Concrete Development	Junk	12/29/2015	1/12/2016	Open
730 N. Clinton Street	Grand Ledge Auto Body	Junk	12/29/2015	1/12/2016	Open
800 N. Clinton Street	Justin & Ann Kobus	Junk	12/29/2015	1/12/2016	Open
321 E. South Street	Catherine McFee	Junk	12/17/2015	12/28/2015	Owner is complying
505 E. Saginaw Hwy.	H&H Auto Care 2 LLC	Junk	12/17/2015	12/28/2015	Complied
503 Jones Street	Samantha Wontor	Junk	12/17/2015	12/28/2015	Complied
327 N. Bridge Street	Concrete Development	Junk	12/17/2015	12/28/2015	Owner is complying
176 McMillan Street	Karen Hummel	Junk	12/8/2015	12/22/2015	Complied
325 W. Washington Street	Nathan Floyd	Junk	12/8/2015	12/22/2015	Complied
411 W. Main Street	Wells Fargo Bank	Junk	12/8/2015	12/22/2015	Complied
660 Jenne Street	Thomas & Nicole Brown	Junk	12/8/2015	12/22/2015	Complied
813 W. Main Street	US Bank NA	Junk	11/30/2015	12/14/2015	Complied
1099 W. Main Street	Teresa Boyer	Junk	11/30/2015	12/14/2015	Complied
220 Edwards Street	Dana & Toby Hartwick	Junk	11/16/2015	11/24/2015	Complied
942 Degroff	Lisa Campbell	Junk	11/12/2015	11/19/2015	Complied
1132 Degroff Street	Dylan Barry Land Development	Junk	11/5/2015	11/20/2015	Owner is complying
265 S. Clinton	Kempf's Auto	Junk Vehicles	11/3/2015	11/10/2015	Complied
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	Complied
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	Owner is complying
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 Cospoer	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
514 E. Jefferson Street	Gateway to Homes	Sign in ROW	10/23/2015	10/29/2015	Complied
321 Pleasant Street	Brent Bargaquast	Parking on lawn	10/21/2015	10/26/2015	Complied
326 W. Main Street	Chuck Fitz	Junk	10/21/2015	10/30/2015	Complied
430 W. Main Street	Ben Shields	Junk	10/21/2015	10/30/2015	Complied
Charlevoix Drive	Dart Bank	Tall Grass/Weeds	10/12/2015	10/19/2015	Complied
504 E. Saginaw Hwy.	Geoffrey & Lisa Dines	Tall Grass/Weeds	10/12/2015	10/19/2015	Complied
968 E. Saginaw Hwy.	Park Place of Kalamazoo	Tall Grass/Weeds	10/7/2015	10/14/2015	Complied
800 W. Main Street	James Andrzejewski	Poison Ivy	10/7/2015	10/14/2015	Complied
1101 Tulip Street	Kerry Simons	Front Yark Parking	10/7/2015	10/12/2015	Complied
720 S. Clinton Street	GR Ledge LLC	Tall Grass/Weeds	9/25/2015	10/2/2015	Complied
1129 Tulip Street	Ranae Smith	Tall Grass/Weeds	9/25/2015	10/2/2015	Complied
167 McMillan Street	Alvin & Bethany Pahl	Front Yark Parking	9/25/2015	9/30/2015	Complied
182 McMillan Street	Rodney Davis	Front Yark Parking	9/25/2015	9/30/2015	Complied
215 Torrey	Richard Cullins	Junk	9/25/2015	10/2/2015	Complied
202 E. Main Street	Lanny & Sue Preston	Junk	9/25/2015	10/2/2015	Complied
420 Madison Street	Ramona Burnham	Front Yark Parking	9/25/2015	9/30/2015	Complied
310 Lampson Street	Moji Miller	Junk	9/25/2015	10/2/2015	Complied
811 W. Main Street	Andrew & Jessica Boyd	Tall Grass/Weeds	9/25/2015	10/2/2015	Complied
813 W. Main Street	US Bank NA	Tall Grass/Weeds	9/25/2015	10/2/2015	Complied
430 W. Main Street	Kassandra Whitaker	Junk	9/25/2015	10/2/2015	Complied
326 W. Main Street	Charles & Joann Fitz	Junk	9/25/2015	10/2/2015	Complied

City of Grand Ledge
Planning Commission Meeting
Minutes from Meeting Held on
Thursday, December 3, 2015

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

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

Pledge of Allegiance – Ms. MacDowell 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 as printed. On a voice vote, the motion carried 7-0.

Approval of the Minutes

Mr. Doty made a motion, seconded by Mr. Kane to approve the November 5, 2015 minutes, as printed. On a voice vote, the motion carried 7-0..

Notice of Agenda Items Conflicts - None

Business from the Floor - None

NEW BUSINESS

Zoning Ordinance Amendments – Section 220-35- Accessory Structures & Hotels/Motels in the CBD District

Ms. Stachowiak stated that the ordinance amendments would permit accessory structures in the Central Business District, 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 with 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 aesthetically compatible with the general character of the Central Business District.

Ms. Stachowiak stated that the amendments would also permit “hotels/motels” in the Central Business District, 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 local 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.

Mr. Stevens opened the public hearing at 7:10 p.m.

Dennis Duchene spoke in support of the proposed ordinance amendment permitting and regulating hotels/motels in the downtown. He said that he and his wife already have a business in the downtown and are interested in establishing a “boutique inn” in the downtown as well. Mr. Duchene said that they have considered 4 sites, including the Fitzgerald House, the former Church building at 205 W. Scott and the former boarding house at 119 W. Front Street, but are focusing on the former Davis Professional building at 207 E. Jefferson Street. He said that they selected this site, in part, because it does have on-site parking. The while it will not be a bed and breakfast, it will function in a very similar manner. Mr. Duchese stated that he and his wife are supportive of the proposed conditions although they may not want to have 24-hour on-site management at the site, particularly if there are only one or two rooms occupied. He said that they would like to move on this site as soon as possible but do not want to get locked into something if the ordinance is not going to permit the overnight lodging.

Seeing no one else wishing to speak, Mr. Stevens closed the public hearing at 7:13.

Mr. Mulder stated that requiring 24 on-site management may not be practical for buildings that contain just a few units.

Mr. Morris asked what the City’s interest would be in having 24-hour on-site management.

Ms. Stachowiak stated that it is just to ensure that there are no problems with the people who are staying there.

Mr. Salmon said that from a law enforcement standpoint, there is a benefit to having someone to go to that has access to all of the rooms.

Mr. Kane stated that he has stayed at Bed & Breakfasts where the owner has left them a key, an emergency contact number and then left for the evening to return in time to serve breakfast. He said that he questions whether it is necessary to require someone to stay at the site around the clock just because someone is staying in one of the rooms.

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Mr. Stevens said that there really just needs to be someone locally that emergency service personnel or the lodgers themselves can get ahold of if there is an issue.

Mr. Gute said that the intent of zoning is to protect property values and ensure that people are good neighbors. He said that if there is an issue with Meijer, we contact the corporation and make them correct the problem but we do not tell them how many employees they must have in order to prevent potential problems in the first place.

Ms. MacDowell said that if she and her husband are out of town, they have someone who looks after the property.

The Commission decided to change condition number 2 to require "24 hour *local* management..."

Mr. Gute asked whether storefronts should be used for something related to the lodging or should the storefronts be required to be used for retail, office, restaurant or some other type of customer oriented use.

The Commission decided that it would be acceptable to allow an entire building, including the storefront, to be for a hotel/motel.

Mr. Mulder stated that item 7 under accessory structures seems very subjective. He said that who determines what is "...*aesthetically compatible* with the general character of the Central Business District."

Ms. Stachowiak stated that she had more specific regulations in the first couple of drafts but it was felt that they were too specific.

Mr. Morris made a motion, seconded by Ms. MacDowell to recommend approval of the proposed amendments to Chapter 220-35 of the Zoning Ordinance regulating accessory structure and allowing hotels and motels in the Central Business District, subject to certain conditions, with the change to condition number 2 under hotels/motels requiring 24 hour "local" management as opposed to 24 hour "on-site" management. On a voice vote, (7-0), the motion carried unanimously.

2015 Planning Commission Annual Report

Ms. Stachowiak reviewed the proposed report:

- In addition to the amendments that were recommended for approval this evening, there are 4 ordinance amendments pending at the Council level including: Recreation Vehicles, Exterior Lighting, Nonconforming Lots, Structures and Uses and Site Plan Review. An amendment to allow higher density single family residential use is also in the process of being developed. The Zoning Ordinance update is approximately ½ complete.

- The updates to Chapters 1, 2 and 3 of the Master Plan are in the final stages and the Commission is beginning its review of Chapter 4. The Master Plan update is approximately 1/3 complete.
- The Commission approved the following in 2015:
 1. Speedway Gasoline Station - Special Land Use Permit & Site Plan
 2. Grand Ledge Retail Center- Site Plan
 3. Gilbert 425 Annexation Property Zoning
 4. Meadow Woods Condominiums – Phase 2
 5. Grand Ledge Library Addition
- The Commission continues to have 2 members (Bill Kane & Bob Doty) on the Joint Planning Committee.
- The Zoning Board of Appeals took action on the following cases in 2015:
 1. Approval of front & rear yard setback variances to permit 3 new storage buildings at 918 W. Jefferson Street (Comet Storage).
 2. Approval of a side yard setback variance to permit a carport at 222 W. River Street.
 3. Approval to permit 4 wall signs on the canopy and 8.5 square foot signs on the gas pumps for the future Speedway 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 fence in the E. Kent Street front yard at 609 Liberty Street.
 6. Approval of a variance to the setback requirement to permit a new ground sign at 100 W. Saginaw Highway.
- Recommendations (to the City Council):
 1. Process ordinance amendments that are pending at the Council level in order to ensure that the Zoning Ordinance can be updated in a timely manner.
 2. Work with the Planning Commission on matters of public improvements as required by the Michigan Municipal Planning Act.

Mr. Stevens stated that the ordinance amendments that are pending should be listed under recommendation number 1.

Mr. Doty made a motion, seconded by Mr. Kane to approve the 2015 Annual Report. On a voice vote, the motion carried unanimously (7-0).

2016 Work Plan

Ms. Stachowiak reviewed the proposed work plan for 2016:

1. Zoning Ordinance Update – Work with Council to get all of the pending ordinance amendments approved and continue to work on updating the use chapters of the Zoning Ordinance.
2. Master Plan Update - Finish updating the Master Plan with the goal of having the revised document by the end of the year.
3. Coordinated Planning - Continued to work with the City Council and all other city Boards and Commissions on all matters of planning and zoning, primarily through continued participation by Planning Commissioners Kane and Doty on the Joint Planning Committee.

Mr. Gute made a motion, seconded by Mr. Morris to approve the 2016 Work Plan as written. On a voice vote, the motion carried unanimously (7-0).

Master Plan Update

Ms. Stachowiak stated that she made the changes that were discussed at the last meeting.

Mr. Doty stated that on page 5, first paragraph, 1.85 square miles does not include the newly annexed area.

Mr. Kane stated that the Master Plan needs to include a better description of the key points of the Parks and Recreation Master Plan.

Ms. Stachowiak stated that the entire Parks and Recreation Master Plan is included, by reference, as part of this Master Plan.

Mr. Mulder said that the City recently contracted with The Spicer Group to prepare a new Parks and Recreation Master Plan.

Mr. Kane asked if anyone has looked at the covenants for the Industrial Park to see if they are out-of-line and possibly contributing to the lack of interest in the Park.

Mr. Stevens said that it is location. He said that the Delta Township industrial park is thriving because of its location and easy access to the freeway.

Mr. Mulder said that the City is currently trying to market the Industrial Park. He agreed that the development standards are too restrictive for an industrial park.

Mr. Doty stated that that the gates have been replaced on the dam and a new access road has been installed as well.

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The Commissioners agreed on the following changes to the document:

Page 9, delete the “8” from the end of “Maintenance”

Page 22, delete the first 2 paragraphs

Page 32, last paragraph, line 2, delete “elementary”

Pages 38 & 39, delete references to options 1 and 2 from the 2014 Dam Study

Page 41, add an “S” to the end of Service at the top of the page

Include the proposed road through the school property and a signaled intersection aligning with Old Saginaw Highway.

Ms. Stachowiak said that she will make the changes noted by the Commissioners and provide a revised version for the January 7, 2016 meeting.

OTHER BUSINESS

City Charter Update

Mr. Doty stated that the Charter update is expected to take 1-2 years to complete. He said that there is a dispute as to whether members of the Charter Commission can serve on other boards. Mr. Doty said that the City Attorney is saying no but there is an opinion from a former Attorney General saying that it is acceptable. He said that it is a 9 member Commission and there are already 6 people who want to serve.

Zoning Administrator's Report - None

Zoning Board of Appeals Representative's Report

Ms. MacDowell said that the ZBA approved a variance to the setback requirement to permit a new ground sign at 100 W. Saginaw Highway. She said that the new sign will be significantly smaller than the existing sign.

Council Representative's Report

Mr. Mulder said that the City has hired Jodie Willobee as the assistant to the City Administrator. He also said that the City has a new treasurer starting on January 1, 2016.

Mr. Mulder said that the City has authorized a contract to raze the Rounds building and the Scout building. He said that the Fire Department may use both of them for smoke training before they are demolished. He also said that the City may move forward with the new boat launch in the Spring of the year.

Mayor's Report - None

Comments from Commissioner's

Mr. Gute stated that he is looking forward to the Christmas parade.

Mr. Morris said that he will be at the January meeting. He also asked about a 5-year capital improvements plan that includes an analysis of the City's under and above ground infrastructure and a plan for use of the county road millage funds.

Mr. Kane stated that Larry LaHaie had a meeting with the City Council and the first round of millage funds will be used to repair roads that are already in pretty good shape in order to keep them that way.

Mr. Morris said that it is a smart strategy as it is cheaper to keep infrastructure in good shape.

Mr. Salmon said that Mr. Morris's expertise will be very valuable to the Commission as it works on the Transportation section of the Master Plan.

Mr. Doty said that he and the Mayor spent the day in Frankenmuth recently and one of the things that the Mayor is concerned about is allowing more housing options for seniors.

Mr. Doty said that the City is considering closing the recycling center as it is becoming too costly to maintain and Granger is handling recycling. He said that the yard waste section will still be available.

Mr. Doty wished Ms. Malecki well as she begins serving on the City Council.

Comments from Chairman

Mr. Stevens said that Jamie Malecki has been wonderful addition to the Planning Commission and he wished her the best in serving on the City Council.

Adjournment

Ms. Morris made a motion, seconded by Mr. Salmon to adjourn the meeting at 8:45 p.m. On a voice vote, the motion carried unanimously (7-0).

Submitted By:

Susan Stachowiak
Zoning Administrator

Jamie Malecki, Secretary
Planning Commissioner



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.*

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 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 FOCUS ON MAINTAINING ROADS THAT ARE ALREADY IN GOOD SHAPE WHILE CONTINUING TO REPAIR AND RECONSTRUCT THOSE THAT ARE IN A SIGNIFICANT STATE OF DISREPAIR. 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.~~ SEVERAL CHANGES TO THE CITY'S TRANSPORTATION SYSTEM OVER THE PAST FEW YEARS HAVE MADE THE CITY A FAR MORE INVITING AND COMFORTABLE ATMOSPHERE FOR PEDESTRIANS AND BICYCLISTS. THESE INCLUDE:

- REDUCING THE NUMBER OF TRAVEL LANES ON JEFFERSON STREET
- ON-STREET AND OFF-STREET NONMOTORIZED PATHWAYS
- NEW SIDEWALKS ALONG M-43
- PEDESTRIAN TRAFFIC SIGNALS AT KEY INTERSECTIONS
- INSTALLATION OF A RIVERWALK
- IMPROVED BARRIER-FREE SIDEWALK RAMPS
- DESIGNATED PEDESTRIAN CROSSWALKS IN THE DOWNTOWN

THE CITY SHOULD CONTINUE TO IMPROVE ITS NONMOTORIZED TRANSPORTATION SYSTEM BY REDUCING STREET WIDTHS, EXPANDING THE RIVERWALK TO FITZGERALD PARK, IMPROVING EXISTING SIDEWALK AND INSTALLING NEW SIDEWALK.

Specific Transportation Issues and Recommended Improvements

Map 5 graphically identifies the key transportation issues and locations in the community. The following text directly corresponds to the items listed on this map. Following this map is Map 6 which illustrates some recommendations best represented on a map. Issues and recommendations are discussed below and are based on the above listed overriding motorized transportation goals, with due consideration to the other community goals outlined in this plan.

It should be noted that a traffic operations analysis should be completed before implementation of any of the following recommendations to ensure that traffic and safety requirements are met.

1 *Aesthetics Issues at City Entrances*

Strong physical features should be provided at key entrance points to the community to alert motorists they are entering the City. This will accomplish a number of positive objectives. Entrance features will make a positive statement about the community character for visitors and residents as they enter. For motorists traveling through the City along major corridors it will signify the entrance to the community and differentiate the City from other communities located along that route. Providing entrance features to the community may also stimulate the economy and activity in the City as it can help guide motorists to downtown shopping and neighborhoods.

The key entrance points are identified on the map and include along M-43, M-100/Hartel Road and at West Jefferson. Entrances located along the key corridors should ~~be strong and~~ include landscaping and signage. The proposed median will assist in accomplishing a dramatic recognition of the community along M-43. Signage at the M-100/M-43 intersection and at M-100 to the north should include direction to the Central Business District. ~~A MORE SUBTLE LANDSCAPING AND SIGNAGE THAT EXEMPLIFIES THE RESIDENTIAL CHARACTER OF THE COMMUNITY SHOULD BE INSTALLED ON West Jefferson Street, a more residential area, should include low signage and subtle landscaping that exemplifies the residential character of the community.~~

2 *Railroad Crossing Delays*

Numerous trains each day along the CSX rail line (formerly Pere Marquette Railroad) that intersects M-100 near the north side of town are an impediment to traffic circulation through Grand Ledge. Rail activity at this single grade crossing not only produces long and inconvenient delays for motorists, it can also compromise emergency response

service from the Grand Ledge fire, police and EMS. Vehicles waiting for trains to pass can back-up as far south as the fire station, blocking its driveway. Alternative routes are limited for some distance away. Improving circulation in the downtown and possibly an additional river crossing may help to disperse traffic.

3 *Vehicular Bridge*

Bridge Street provides the only crossing of the Grand River within the City and nearby areas. This single crossing forces all truck traffic and automobiles through the downtown which, ~~as described above,~~ has negatively impacted the area, PARTICULARLY FROM A PEDESTRIAN SAFETY STANDPOINT. In addition, the single crossing limits the options for emergency response vehicles.

A second river crossing has been discussed on numerous occasions as a viable consideration to evaluate. The future road improvement maps identify ~~two~~ THREE possible locations to consider; ~~one at Clinton Street, and the other at Nixon Road BROADBENT ROAD.~~ THE MOST VIABLE OPTION IS AN EXTENTION OF BROADBENT ROAD CONNECTING WILLOW HIGHWAY TO EATON HIGHWAY. THE EXTENTION WOULD CONSIST OF A 2-LANE BRIDGE/ROADWAY, APRPOXIATELY 1 MILE IN LENGTH OVER THE GRAND RIVER. ~~Although past decisions have not supported a second vehicular crossing within the City, during development of this plan, the option was again discussed as a long term option. Other locations for crossings over the Grand River outside the City limits should also be evaluated.~~

4 *Limited Sight Distance/Poor Design/Traffic Calming*

~~The M-100/Willow Highway intersection was identified through public workshops as an important transportation issue. While this intersection has not been associated with a high number of reported crashes, improvements need to be considered to address the confusing design. First, drivers traveling northbound on M-100 approaching Willow and vehicles in the intersection are unable to see each other because of limited sight distance due to grade changes.~~

~~Second, there are currently no pavement markings (lane lines, stop bars) on Willow at the intersection. This causes confusion for the drivers wishing to turn right and left onto M-100. Likewise, there is no center turn lane provided for southbound M-100 traffic wishing to turn left onto Willow. Because of this, vehicles must swerve onto the shoulder~~

~~of the road to avoid collision with traffic waiting to turn left.~~

~~This intersection is also noted on Map 6 as item "B". The City should work with MDOT to get the intersection reconstructed in a timely fashion. As part of the reconstruction, safe non-motorized circulation must also be taken into account. Among the options discussed during the planning process were channelization, signalization, complete geometric reconstruction or even a possible roundabout.~~

Vehicular speeds through downtown and throughout the community have become a concern. Map 5 identifies two main focus areas - item number 5 at West Jefferson and item number 8 - along Bridge Street in downtown. This segment, however, addresses traffic calming concern throughout the entire community.

Community-Wide Action. Historically, a primary goal of traffic engineering was to provide an efficient, fast, and safe movement of traffic through the road network. As areas develop and traffic volumes increase, fast and efficient roadway design in neighborhoods contributes to problems related to cut-through traffic, especially when the adjacent arterial streets become congested and motorists begin seeking alternate routes. In order to alleviate these traffic problems, traffic calming measures can be employed, particularly in residential neighborhoods.

The Institute of Transportation Engineers defines traffic calming as "the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users." Traffic calming measures are both regulatory features and/or design of a street that causes drivers to slow-down and be more attentive. Traffic calming is a way to visually and physically impede speeding in residential areas. The physical change is in the road parameters and the psychological change is the "feel" of THE driving environment ~~of the road and reduce the speed of vehicles.~~ The intent is that this reduction in speed will reduce crashes, air pollution and congestion levels, ~~and~~ noise pollution and generally improve the environment of the street. Some of the most common traffic calming devises are as follows:

- **Speed humps** are vertical constraints on vehicular speed and are designed according to a safe vehicle speeds (15 to 20 mph). They are raised areas that extend across the width of the pavement and range between 2-4 inches in height and 14-22 ft in length. Specifications on speed hump design are site specific and

dimensions are unique to each location area.

- **Speed tables** are vertical constraints, similar to speed humps, and constructed with a table or flat portion in the center. They can create a street environment that is pedestrian friendly by being used in combination as a raised crosswalk. They provide visual enhancement, reduce vehicle speed and enhance the use of non-motorized transportation.
- **Street narrowing, slow points, or chokers** include curb modifications, channelization, and sometimes landscaping features that narrow the street to a minimum safe width. They are often installed at intersections to reduce speed and/or redirect traffic. They provide for larger areas for landscaping, enhance the neighborhood, facilitate loading and unloading and optimize the pedestrian crossing locations.
- **Angle points or chicanes** are curbed horizontal deflections in the path of vehicle travel. They are built along the edge of travel-way similar to street narrowing treatments. They use physical obstacles and parking bays, and are staggered so drivers must slow down in order to maneuver through the street. Trees are often used at the slow point to restrict driver vision and create a feeling of a “closed” street.
- **Median slow points or channelization** include center located island that divides the opposing travel lanes at intersections or at mid-blocks, pedestrian refuge treatments and the other standard forms of intersection traffic control islands. These are aimed at reducing speeds while enhancing the pedestrian crossing points and safety.
- **Intersection diverters** are features that partially close an intersection to limit the allowable turning movements and divert traffic. They are used to convert an intersection into two unconnected streets, each making a sharp turn. This alters traffic flow patterns and limits the ability of vehicles to cut-through residential neighborhoods.
- **Street closures** are highly constrictive and affect the network traffic flow by eliminating neighborhood traffic from cutting-through.
- **Roundabouts** are raised, center rotary islands that are used as a replacement for

traffic signals and stop signs at intersection. While these can be used as an effective intersection control, they also have an added traffic-calming benefit by deflect vehicles out of their normal path, slow traffic, and reduce the number of conflict points. They also improve capacity, safety and neighborhood aesthetics.

- **Getaways or perimeter treatments** are visual and physical treatments used to communicate a message to drivers entering residential neighborhood. Traffic signs, intersection narrowing, medians, textured pavement surfaces such as brick and landscaping features are often used to create this effect. Entry treatments are used to increase driver awareness to changes in roadway environment.

Traffic Calming on the Bridge. Traffic speeds must be specifically addressed in the downtown in order to ensure a safe pedestrian environment and to stimulate activity and exposure for the businesses. To that end, the recommendations of the 2006 traffic calming study should be implemented in coordination with MDOT. The specific recommendations of the 2006 traffic study include a reduction in the number of lanes on Bridge and Jefferson Streets, on-street pathways, curb bump-outs at certain intersections and parallel parking on the bridge. THE LANE REDUCTION WAS COMPLETED BY MDOT WITHIN THE PAST FEW YEARS AND HAS RESULTED IN REDUCED SPEEDS ON THE BRIDGE.

A lane of on-street parking may act as a “visual obstacle” and cause drivers to decrease their speeds. On-street parking also creates a buffer between the sidewalk and the street, having the potential to improve pedestrian safety for those walking across the bridge or watching a baseball game.

Effective Implementation. Implementing a traffic clammng program should consider the following:

- Traffic calming measures should be looked at from an area-wide traffic calming prospective.
- Traffic calming measures should be used as speed controls rather than volume controls to prevent the diversion of through-traffic to parallel residential streets
- It is important to highlight the presence of traffic calming measures by landscaping and treating the street edges. These measures complement the

engineering design by softening the appearance of speed humps and enhancing the appearance of more aesthetic measures such as chicanes and traffic circles. Also, landscaping measures can enhance engineering measures and make them more effective and safer by highlighting their presence.

- Traffic calming devices should be designed in coordination with emergency services to ensure that safe emergency vehicle access is maintained to all areas. Details such as mountable curbs and gutters can often help resolve the problem.
- A risk management program should be implemented to minimize liability issues through proper design, signage, and lighting of traffic calming devices.

Due to the predominance of residential neighborhoods in the community, the City could turn to the residents to assist in effective traffic calming. The most effective method applied in other communities begins and ends with community involvement. By forming a “Citizens Traffic Committee” the neighborhood creates an organized forum to identify, discuss and resolve traffic speed problems. The components and process the committee should follow is listed below:

1. Problem Identification: Isolate and establish the real problems and dangers.
2. Education: Public campaigns on traffic speed calming can “spread the word” and raise awareness about the issue. This could also involve a neighborhood speed watch program where residents work with the police department to control speeds.
3. Enforcement: If the citizen’s committee worked with the sheriff’s department, this organized group may have better luck enforcing speeds in this neighborhood.
4. Engineering: If community education policies do not prove to be effective, traffic management tools should be evaluated. These include traffic control devices, traffic calming methods, and roadway markings.

5 *Access Management Issues*

Within the community and along the major corridors, access management should CONTINUE TO be improved. The goal of access management is to provide standards which will facilitate through traffic operations and improve public safety along major roadways. The access guidelines have two functions: 1) to protect the public investment

in the roadway by minimizing congestion and accident potential; and 2) providing property owners with reasonable, though not always direct, access.

Community-Wide Access Management. WHILE RECENT DEVELOPMENT ALONG M-43 AND S. CLINTON STREET HAS RESULTED IN THE CLOSURE OF SEVERAL DRIVEWAYS AND IMPROVED TRAFFIC MANAGEMENT CONTROLS, the City should continue to carefully evaluate the number and placement of driveways in relation to intersections and other driveways throughout the community. Fewer and better spaced driveways will preserve the capacity of the streets and reduce the potential for crashes. ~~Standards should be established in the Zoning Ordinance that incorporate the following:~~

- ~~· Number of driveways per site~~
- ~~· Shared driveways and shared access~~
- ~~· Sight distance~~
- ~~· Driveway spacing and location~~
- ~~· Driveway design and construction standards~~

~~*Saginaw Highway/M-43 Access Management.* Traffic management along M-43 is increasingly becoming a concern, particularly with the removal of the median on M-43 (Saginaw Highway) where it intersects with M-100 (Hartel Road). Vehicles are now allowed to turn left out of the commercial driveways creating many more traffic movements and potential conflicts along the roadway, creating the need for possible driveway closures as sites develop. The above described spacing and limitation to driveways will assist this situation, however, because of the higher volumes and speeds of traffic and intersection with Hartel Road/M-100 greater restrictions must be considered in this area. Specific recommendations FOR TRAFFIC MANAGEMENT ALONG M-43 are discussed in greater detail in the subarea plan. Essentially, a newly constructed and designed median discussed will WOULD create a new and improved environment for access management. The location of the proposed median is noted as item "D" on Map 6.~~

⑥ *Truck Traffic in the Downtown Area*

Although not perceived as an industrial town, there are two substantial industrial areas at the west and northeast sides of Grand Ledge. These areas require deliveries and pick-ups from large trucks, and therefore generate daily truck traffic in the downtown area. The majority of this truck traffic enters the City via M-43 (onto M-100 or West

Jefferson Street) or M-100 from either the north or south side of town. Trucks often travel through the center of the Central Business District since Bridge Street offers the most convenient crossing of the Grand River. WHILE RECENT IMPROVEMENTS TO THE GEOMETRICS OF THE BRIDGE STREET/JEFFERSON STREET INTERSECTION HAVE IMPROVED TURNING MOVEMENTS, ~~the narrow rights-of-ways and small turning radii at the South Bridge Street/West Jefferson Street intersection forces trucks making turns to swing out into adjacent lanes. This route ultimately disrupts the Downtown area and~~ HEAVY TRUCK TRAFFIC AND high speeds CONTINUE TO create hazards for pedestrians ~~accessing the riverfront parks.~~ AN ALTERNATIVE CROSSING OF THE GRAND RIVER WOULD HELP TO ALLEVIATE TRUCK TRAFFIC IN THE DOWNTOWN MAKING IT A MORE INVITING ATMOSPHERE FOR PEDETRIANS.

~~A number of options were considered to address concerns with decline in road condition, noise impacts, conflicts with pedestrians and traffic congestion associated with trucks in the downtown. The options were refined down to three alternatives. An evaluation of each option follows.~~

~~Option 1: Ban truck traffic through downtown, forcing alternate routes to be found. Because Bridge Street and Jefferson Street are both state trunk lines under the jurisdiction of MDOT, it would be very difficult for the City to ban truck traffic in the downtown area.~~

~~Option 2: Redesign Jefferson/Bridge Street intersection to better handle truck turning movements. By realigning the lanes to allow for larger turning radii, large trucks would not be forced to swing into the other lanes of traffic. A temporary improvement could be implemented with bump-out pavement markings before widening the sidewalk. This alternative is detailed on Map 6 as item "A" and is more highly recommended than the other options.~~

~~Option 3: Re-time the signal at East Jefferson Street and M-100. To allow for the north and southbound East Jefferson Street/M-100 traffic to progress through the intersection, the traffic signal would need to be re-timed for a north-south split phase.~~

City Street Master Plan

The following are the recommended locations for road extensions that have been prepared as part of the City of Grand Ledge Street Master Plan and are represented on Map 6. ~~Most have already been incorporated into the yearly capital improvement budget.~~

~~**Connect Rupp Road to Candlewood Estates.** A road connecting Candlewood Estates Subdivision to Rupp Road should be constructed. The intent of this road is to provide an outlet from Candlewood Estates Subdivision to the east. Currently, most of the traffic from this subdivision is forced to go through the M-43/M-100 intersection. Therefore, the purpose of this road is to relieve traffic at the M-100/M-43 intersection.~~

Connect Tallman Road to M-100. A road connection should be constructed along the north line of Meadow Woods Subdivision ~~and the south edge of Coscarelli Grand Slam Park to~~ connecting Tallman Road to M-100. ~~An alternate location available is 200 feet south.~~ The intent of this road is to provide an alternative traffic route for existing and future development in the West Main Street/Tallman Road area. The proposed road ~~as described above~~ would be designed to alleviate traffic from primarily West Main Street and also Tallman Road. This road and the extension of Eaton Highway described below would be designed in a manner that would not adversely affect the operations at Agri-Sales located ~~directly~~ to the north.

Extend Eaton Highway to Tallman Road. Eaton Highway should be extended west to Tallman Road. The intent of this road is to provide an alternative traffic route from Tallman Road to M-100. Currently, a driver who ~~wanted~~ TRYING to get from Tallman Road to M-100 would need to either take Tallman Road north to State Road or take West Main Street into the City. If the property north of Meadow Woods Subdivision develops, this road would provide a traffic route to M-100 that would not only be more convenient for the future residents of that area; but would also relieve traffic from Tallman Road, State Road and West Main Street.

Southern Access Road. An access road ~~easement~~ should be established running parallel with M-43 that extends east from Hartel Road/M-100 to the City limits. The northern boundary of the easement should be 660 feet south of the centerline of M-43. The road should turn north to M-43 to create a four-way intersection with Charelvoix Drive. The easement should be 66 feet wide and serve as an east-west transportation utility corridor.

New Road from M-100 to Fieldview Drive. Access to M-100 for the parcel directly east of Woodview Estates should align with Fieldview Drive.

NEW ROAD FROM SCHOOL PROPERTY TO M-43.

A NEW ROAD SHOULD BE CONSTRUCTED CONNECTING JENNE STREET TO M-43, THROUGH THE SCHOOL PROPERTY, TO ALIGN WITH OLD SAGINAW HIGHWAY. A SIGNALIZED INTERSECTION WOULD MITIGATE SAFETY CONCERNS REGARDING LIMITED SIGHT LINES FOR TURNING MOVEMENTS AT THIS LOCATION.

NON-MOTORIZED TRANSPORTATION

Non-Motorized Goals

- ❖ *Continue to provide and expand a comprehensive, multi-modal pathway system throughout the community that promotes walkability as well as accessibility for bicycles.*
 - ❖ *Ensure that ~~design of the~~ facilities are DESIGNED TO BE safe and accommodate ~~the~~ A variety of intended users ~~of the pathways~~.*
 - ❖ *Increase accessibility through the City by utilizing pathways to link various points of interest within the community.*
 - ❖ *Promote the development of new facilities as well as integrated facilities within the developed portions of the community as appropriate.*
-
-

Non-motorized circulation throughout a community provides enormous benefits to residents from a social, economic and environmental perspective that improves the quality of life within the community. These benefits include:

- ❖ An alternative to automobiles so traffic volumes can be reduced.
- ❖ Improved accessibility to schools, churches, the library and others public or institutional uses.
- ❖ Designation of specific areas for non-motorized travel can improve safety since it separates bicyclists (especially the younger and casual bicyclists) from vehicular travel lanes.
- ❖ Increased public access to natural features such as the Grand River, woodlands and wetlands. This will heighten awareness and preservation of sensitive resources.
- ❖ Increased access to the river and riverfront parks improves opportunities for recreation.
- ❖ Affordable, year round active recreation available to all age groups that improves community health, family togetherness and neighborhood cohesion.
- ❖ Contributions to economic development efforts in the downtown and along other business corridors.
- ❖ Usually improves the value of property situated along the pathway.

The CITY CONTINUES TO IMPLEMENT A comprehensive sidewalk AND NONMOTORIZED PATHWAY system THROUGHOUT THE COMMUNITY. ~~near the downtown and within adjacent neighborhoods~~ THE SYSTEM is well used by CITY residents BUT there remainS a number of gaps in the system, PARTICULARLY ALONG M-43, and expansions are needed to reach newer development on the outskirts of town. In some areas, the pathways are not wide

enough to accommodate the higher pedestrian traffic volumes and road crossings are not well marked for safety.

Implement ~~1998 Non-Motorized Pathways Plan, as amended.~~ A pathway plan IS INCLUDED AS PART OF THIS DOCUMENT. ~~was developed in 1998. As part of the Master Plan update, the City analyzed the recommendations of this plan and has updated the plan. The revised Pathway Plan is illustrated in Map 7. The final engineering has not yet been determined at this stage. Further analysis will be necessary in order to determine the specific location and design of each individual pathway. For example, it has not yet been determined which side of the road the paths would be located and the width of pathway is also undetermined. There are four significant features to the PLAN map.~~

1. Pathways are planned along the following roadways.

- ~~❖ East and West Jefferson Street~~
- ❖ M-100/Clinton Street/Hartel Road
- ~~❖ M-43/Saginaw Highway (west of M-100)~~
- ❖ North and South Bridge Street
- ❖ Charlevoix Drive
- ❖ South Access Road (proposed)

2. A pathway connection is proposed to connect West Jefferson Street through Fitzgerald Park and across the river to Lincoln Brick Park.

3. ~~A riverwalk trail is proposed between Jaycee Park and Island Park. A future~~ THE riverwalk SHOULD BE EXTENDED along the south bank of the river from ISLAND PARK TO FITZGERALD Park ~~should also be developed.~~

Sidewalk Program. The City should continue to repair, replace and install new sidewalks as necessary, throughout the City. ~~New~~ SIDEWALK, IN ACCORDANCE WITH THE CITY SIDEWALK ORDINANCE, IS REQUIRED TO BE PROVIDED ALONG ALL PUBLIC STREET FRONTAGES AS NEW development OCCURS. THE GAPS IN THE SIDEWALK SYSTEM ALONG M-43 WILL CONTINUE TO CLOSE AS NEW DEVELOPMENT OR REDEVELOPMENT OCCURS ~~should install sidewalk along all public street frontages in accordance with the City sidewalk ordinance.~~

Additional Recommendations. More consideration must be given towards the design of pedestrian crosswalks. ~~Crossings at intersections should be designed~~ to ensure the safety of the pedestrian. This includes PEDESTRIAN SIGNALS AND ENOUGH SPACE FOR PEDETRIANS clear signage of when they can walk and not walk and a large enough space for them to stand a

safe distance from moving traffic. Pavement should be striped or treated in some way that will alert motorists of common pedestrian crossing areas. Finally, at larger intersections where pedestrians have to cross four or more lanes of traffic, the sidewalk should project out as much as possible at the corners to decrease the length of the walk.

Funding. Various sources of funding should be explored to implement construction of the pathways. ~~To begin with, new developments along the designated major roadways should be required to install the pathway as part of their site plan approval. Secondly,~~ The Michigan Department of Transportation administers a federal grant program called Transportation Equity Act for the 21st century. This program funds projects that are related to the enhancement and development of transportation facilities such as non-motorized pathways, streetscape and landscape improvements and historic preservation of transportation related facilities. ~~Finally, the City can assist in funding pathway improvements by incorporating it into the general fiscal year budget through existing revenues, a bond issue or possible special millage.~~

Coordination. In order to ensure the pathway system is comprehensive, the City must continue to coordinate with neighboring communities such as Delta and Oneida Township to provide pathway connections. There are also many regional efforts to link pathways. The City should support these agencies and organizations by getting involved in their plans and initiatives. For example, in the future IF the railroad ~~may~~ becomeS abandoned, ~~at such time~~ the City and surrounding townships should be in a position to acquire the right-of-way for pathway connections.

Map 5 Transportation Issues

Grand Ledge Master Plan City of Grand Ledge, Michigan

Legend

0000 — 2006 Annual Average Daily Traffic
(000) — Commercial Annual Average Daily Traffic

- 1** Aesthetics Issues at City Entrances
- 2** Railroad Crossing Delays
- 3** Vehicular Bridge
- 4** Limited Sight Distance/Poor Design
- 5** Traffic Calming
- 6** Access Management Issues
- 7** Truck Traffic in the Downtown Area
- 8** High Speed Bridge Traffic

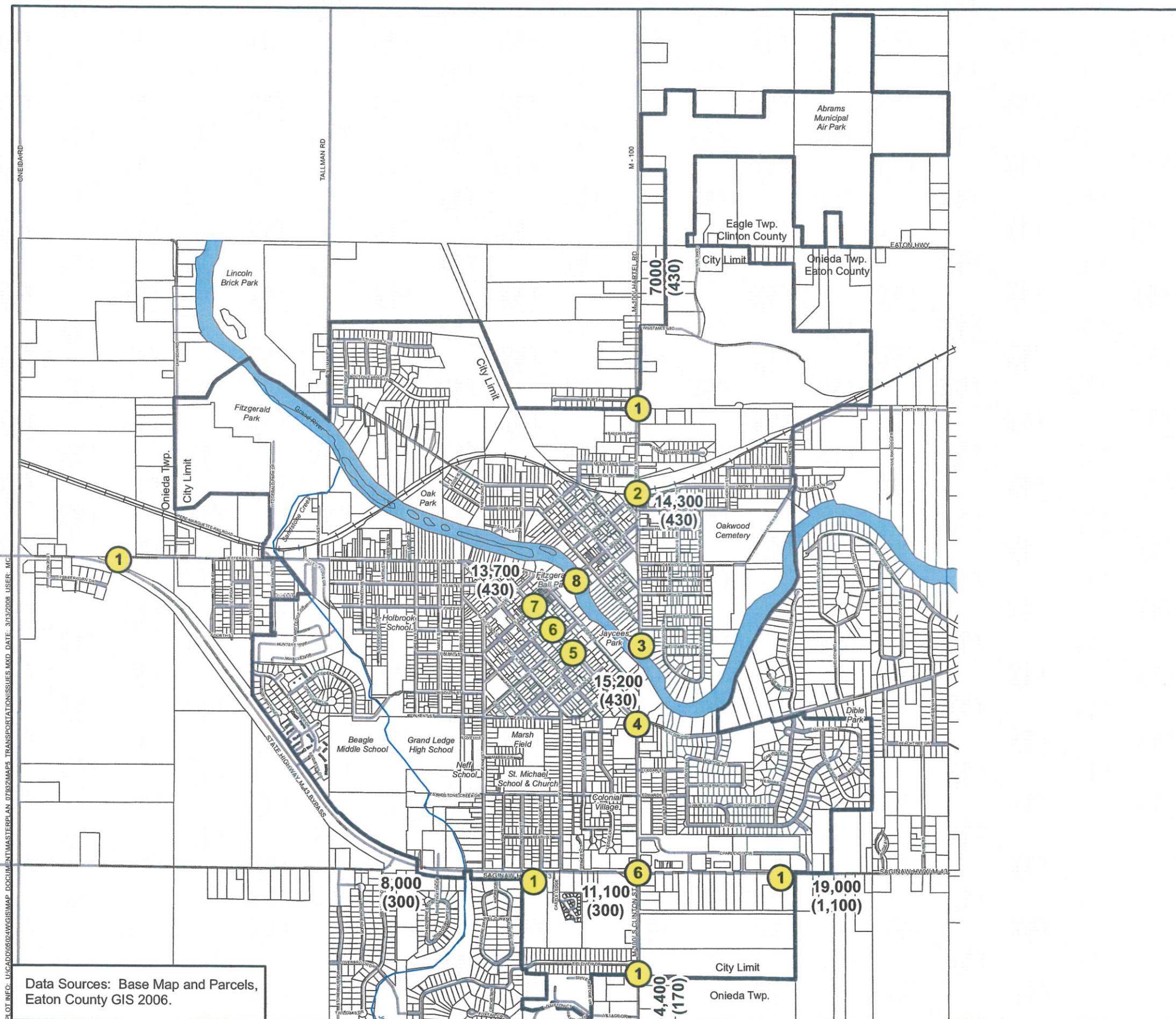
Note: Refer to text for description and discussion of citywide transportation issues.



March, 2008

0 1,500 Feet

fishbeck, thompson, carr & huber, inc.

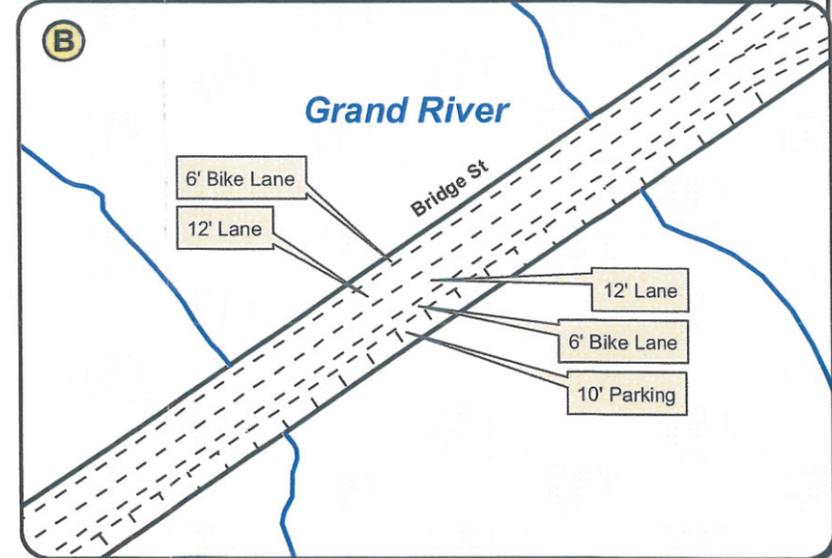
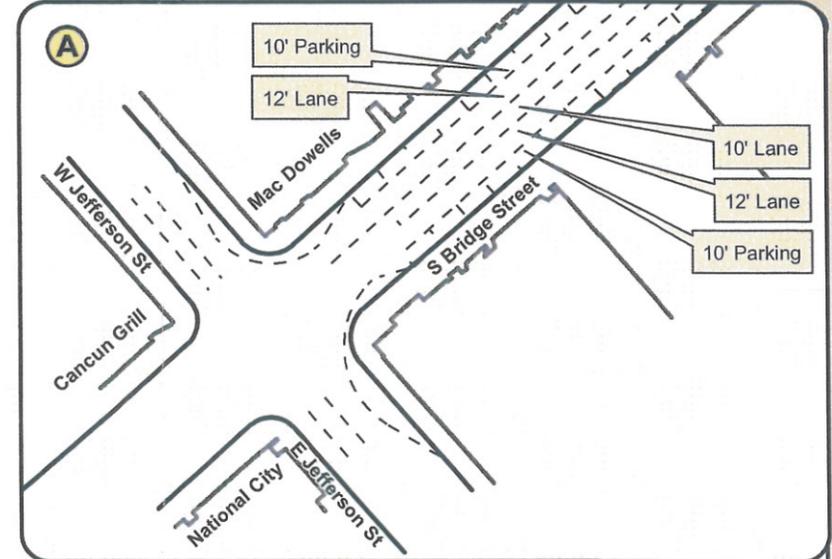
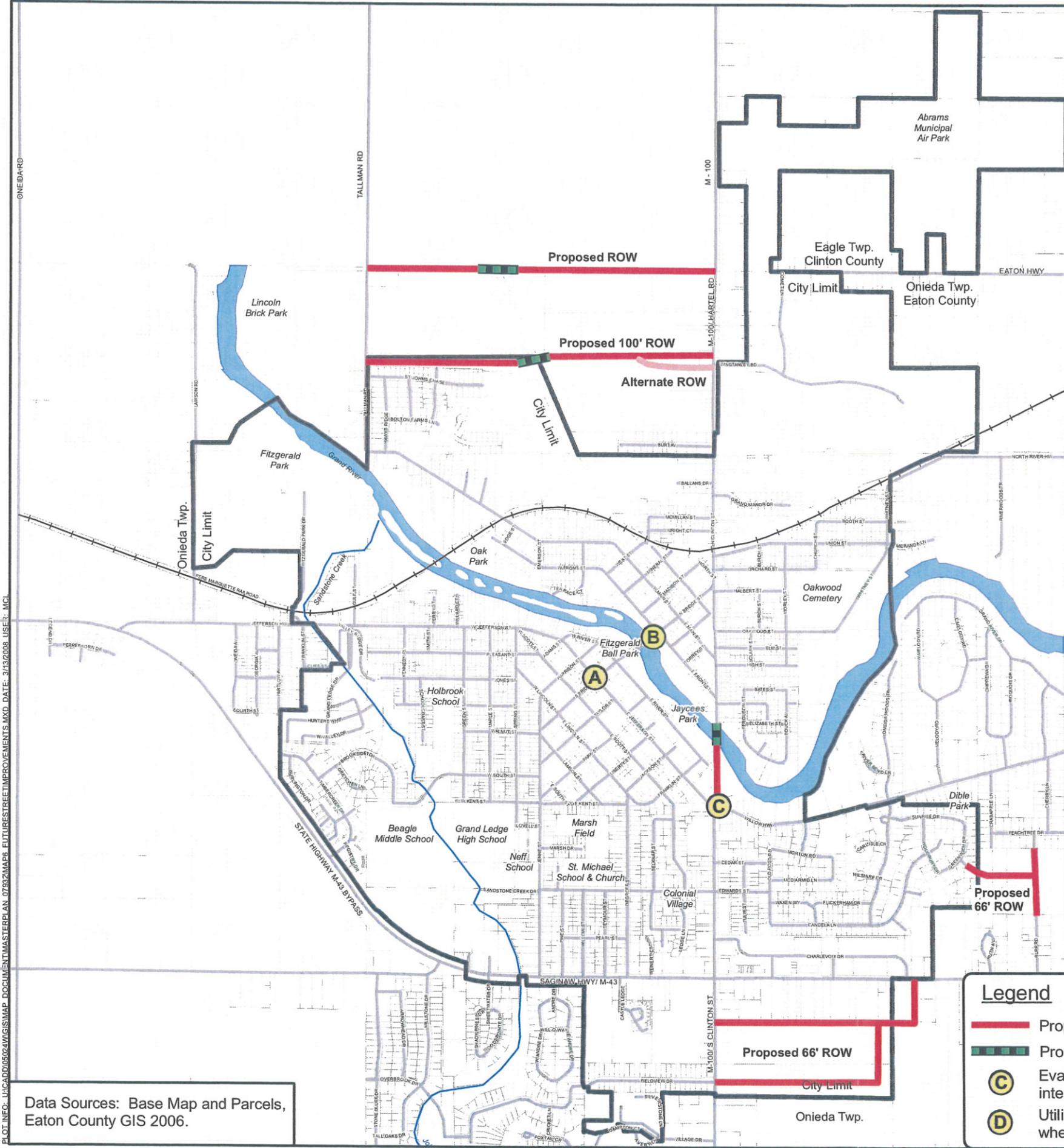


Data Sources: Base Map and Parcels,
Eaton County GIS 2006.

PLOT INFO: U:\CADD\05\024\GIS\MAP5_TRANSPORTATIONISSUES.MXD DATE: 3/13/2008 USER: MC

Map 6 Future Street Improvements

Grand Ledge Master Plan City of Grand Ledge, Michigan



Legend

- Proposed Streets
- - - Proposed Bridge Crossing (Vehicular Traffic)
- C** Evaluate alternatives to improve intersection traffic operation and safety.
- D** Utilize traffic calming measures where appropriate (refer to text).

NORTH

March, 2008

0 1,500 Feet

fishbeck, thompson, carr & huber, inc.

Data Sources: Base Map and Parcels, Eaton County GIS 2006.

PLOT INFO: U:\CADD\05024\GIS\MAP_DOCUMENT\MASTERPLAN_07832\MAP6_FUTURESTREETIMPROVEMENTS.MXD DATE: 3/13/2008 USER: MCL

Map 7
Non-Motorized Pathway Plan
 Grand Ledge Master Plan
 City of Grand Ledge, Michigan

Legend

-  Existing Non-Motorized Pathway Plan
-  Proposed Non-Motorized Pathway Plan

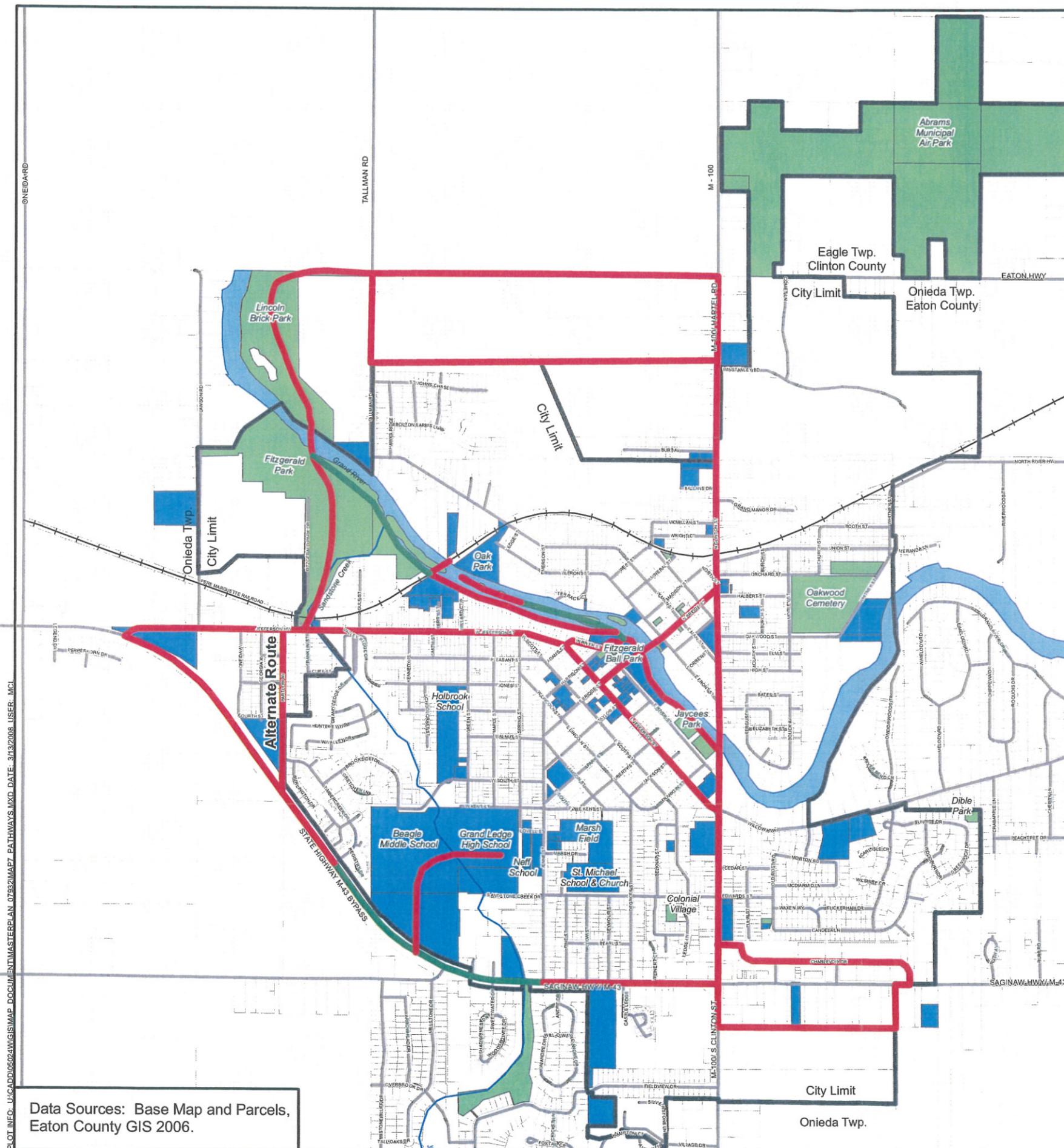


March, 2008

0 1,500 Feet



fishbeck, thompson, carr & huber, inc.



Data Sources: Base Map and Parcels,
 Eaton County GIS 2006.

PLOT INFO: U:\CADD\05024\GIS\MAP_DOCUMENT\MASTERPLAN_078332\MAP7_PATHWAYS.MXD DATE: 3/13/2008 USER: MCI

Chapter 220. ZONING

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

§ 220-10. Purpose.

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

§ 220-11. Principal uses permitted.

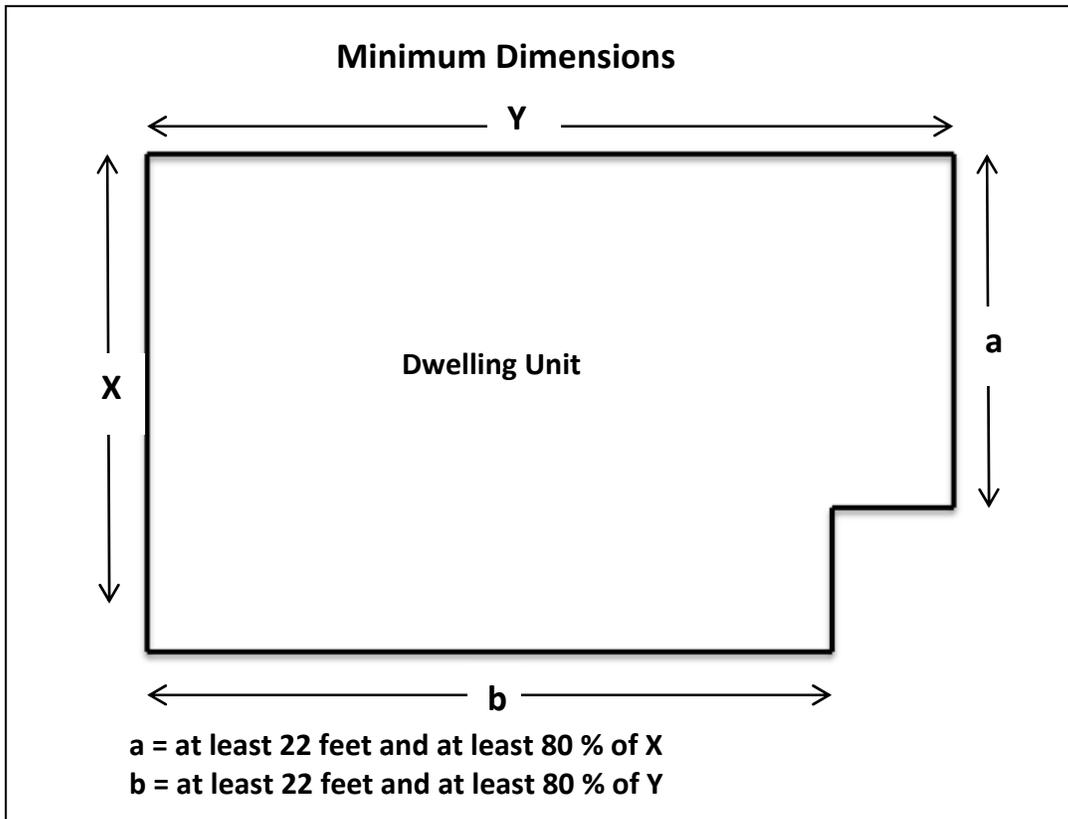
In an R-LD or R-MD District, no building or land shall be used and no building shall be erected except for one or more of the following specified uses unless otherwise provided in this chapter:

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

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

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

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



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

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

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

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

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

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

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

- (1) The site shall contain a minimum of 1/2 acre.
- (2) The outdoor play space shall have a total minimum area of not less than 1,200 square feet for up to six children.
- (3) There shall be provided and maintained an additional area of 100 square feet of outdoor play space for each child licensed in the facility in excess of six. Such space is not permitted in a required front yard or required side yard when such side yard abuts a street.

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

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

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

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

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

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

B. State-licensed family day-care homes are permitted after review and approval by the Zoning Administrator. [Amended 7-27-1998 by Ord. No. 442-98.2]

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

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

- ~~(1) The licensee shall occupy the dwelling as a residence.~~
- ~~(2) One non-illuminated nameplate, not more than one square foot in area may be attached to the building which shall contain only the name and occupation of the resident of the premises.~~
- ~~(3) Group day-care homes must be located on a major or secondary thoroughfare.~~
- ~~(4) Backing of vehicles directly onto a thoroughfare shall not be permitted.~~

D C. Home occupations as defined in § 220-4, Definitions (**A business use which is clearly secondary or incidental to the use of a single-family dwelling for residential purposes. Such occupation may include the giving of instruction in a craft or fine art within the residence. All home occupation uses shall be subject to noise, advertising, hours of operation or other conditions which may accompany the use of a residence as a home occupation pursuant to the terms of this chapter**), may be permitted after review by the Zoning Administrator provided that:

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

§ 220-14. Required conditions.

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

- A. Compliance with Article XVI, Schedule of Regulations, limiting the height and bulk of buildings, the minimum size of lot permitted by land use, the maximum density permitted and minimum yard setback requirements.

- B. New single-family buildings shall have an appearance that is non-obtrusive and consistent in color, materials, roofline and architecture with the residential district in which it is located.

§ 220-15. Subdivision open space plat.

- A. The purpose of a subdivision open space plat is to promote the preservation of open space while allowing a reduction in lot sizes and maintaining the density of population. In reviewing a subdivision open space plat, the Planning Commission shall consider the following objectives:
 - (1) To provide a more desirable living environment by preserving the natural character of open fields, stands of trees, brooks, hills and similar natural assets.
 - (2) To encourage developers to use a more creative approach in the development of residential areas.
 - (3) To encourage a more efficient, aesthetic and desirable use of open area while recognizing a reduction in developing costs and by allowing the developer to bypass natural features on the site.
 - (4) To encourage the provision of open space within reasonable distance of all lot development of the subdivision and to further encourage the development of recreational facilities or preservation of natural environmental assets.

- B. Modifications of the standards as outlined in Article XVI, Schedule of Regulations, may be made in the R-LD Districts when the following conditions are met:
 - (1) Lot dimensions may be reduced provided that the number of residential lots shall be no greater than if the land area to be subdivided was developed in the minimum square foot lot areas as required for the R-LD District under Article XVI, Schedule of Regulations.
 - (2) Lot widths may be reduced from a minimum width of 80 feet to a minimum of 70 feet.
 - (3) Lot depths shall not be less than 140 feet except as otherwise provided in this chapter.
 - (4) Minimum front setbacks may be reduced from 35 feet to 30 feet.
 - (5) Lot depths may be reduced to not less than 120 feet when such lots border on land dedicated to the common use of the subdivision as indicated in Subsection C below:
 - (6) Rear yards may be reduced to not less than 30 feet when rear yards border on land dedicated to the common use of the subdivision as indicated in Subsection C below.

- C. For each square foot of land gained under the provisions of Subsection B within a residential subdivision through the reduction of lot sizes below the minimum requirements as outlined in Article XVI, Schedule of Regulations, equal amounts of land shall be dedicated to the common use of the lot owners in the subdivision in a manner approved by the City.

- D. Access shall be provided to areas dedicated for the common use of the subdivision for those lots not bordering on such dedicated areas by means of streets, parkways or

pedestrian access-ways. The open space for pedestrian access-ways shall be no less than 20 feet in width.

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

§ 220-16. One-family clustering option.

A. Intent.

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

B. Conditions for qualification.

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

size, shape or dimension or because the site is located in a transitional use area or the site has natural characteristics which are worth preserving or which make platting difficult. In approving a parcel for cluster development, the Planning Commission shall find at least one of the following conditions to exist:

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

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

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

- (4) In those instances where increased densities may be permitted under Subsection C(2) above, the Planning Commission must find that such increased density does not result in the destruction or total removal of the natural features.

D. Development standards and requirements. On parcels meeting the criteria of Subsection B(1) above, the minimum yard setbacks, heights and minimum lot sizes per unit as required by Article XVI, Schedule of Regulations, may be waived and the attaching of dwelling units may be accomplished subject to the following:

- (1) The attaching of one-family dwelling units, one to another, may be permitted when said homes are attached by means of one of the following:
 - (a) Through a common party wall forming interior room space which does not have over 75% of its length in common with an abutting dwelling wall, including garage.
 - (b) By means of an architectural wall detail which does not form interior room space.
 - (c) Through common garage party walls of adjacent structures.
 - (d) No other common party wall relationship is permitted and the number of units attached in this manner shall not exceed three. This number may be increased to four if, in the opinion of the Planning Commission, greater preservation of natural assets would result.
- (2) Yard requirements shall be provided as follows:
 - (a) Spacing between groups of attached buildings or between groups of four unattached buildings shall be equal to at least 25 feet, measured between the nearest points of adjacent buildings. The minimum distance between detached units within groups of four shall be 15 feet, unless there is a corner to corner relationship in which case the minimum may be reduced to 10 feet.
 - (b) It is intended that setbacks for each dwelling shall be such that one car length space will be available between the garage or required off-street parking spaces and the street pavement. Setbacks from minor residential streets should follow the guidelines below:
 - [1] Garages or required off-street parking spaces shall not be located less than 20 feet from the right-of-way of a public street.
 - [2] Where streets are private, required off-street parking spaces shall not be located less than 30 feet from the pavement edge of the street.
 - (c) That side of a cluster adjacent to a major or secondary thoroughfare shall not be nearer than 25 feet to said road right-of-way.
 - (d) Any side of a cluster adjacent to a private road shall not be nearer to said road than 20 feet.
- (3) The area in open space (including subdivision recreation areas and water)

accomplished through the use of one-family cluster shall represent at least 15% of the horizontal development area of a one-family cluster development.

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

E. Procedures.

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

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

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

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

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

- (8) Plans for the development and landscaping of all commons areas must be submitted and shall meet the applicable requirements of § 220-66, Landscaping.
- (9) All streets shall be dedicated to the public AND CONSTRUCTED IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS OF ORDINANCE 182, EXCEPT THAT THE MINIMUM RIGHT-OF-WAY WIDTH MAY REDUCED AFTER REVIEW AND RECOMMENDATION BY THE CITY ENGINEER, PUBLIC SERVICE DIRECTOR AND FIRE CHIEF.
- (10) The means of maintaining all limited and general commons areas shall be specified in the master deed.
- ~~(11) —A copy of the master deed shall be submitted for review and recommendations of the City Attorney prior to final plan approval.~~

C. Review by the Planning Commission.

- (1) The Zoning Administrator shall receive and check the plan for completeness per § 220-80, Site plan review, of this chapter. If the plan contains all of the items noted, the Zoning Administrator shall schedule a public hearing as per § 220-107, Notice of public hearings.
- ~~(2) —The Zoning Administrator will also place the proposal on the agenda of the next regular Planning Commission meeting which follows the public hearing. Such meeting may be held directly following the public hearing or at the next regular meeting.~~
- (3 2) The Commission shall review all details of the proposed plan within the framework of this Zoning Chapter, within the various elements of the Master Plan, and within the standards of Chapter 182, Subdivision of Land.
- (4 3) The Commission shall give preliminary approval or disapprove the plan.
 - (a) Should the Commission disapprove the plan, it shall record the reasons in the minutes of the regular meeting. A copy of the minutes shall be sent to the applicant.
 - (b) Should the Commission find that all conditions have been satisfactorily met and the plan conforms to the provision of this chapter, it shall recommend approval to the City Council. The Planning Commission Chairman shall make a notation to that effect on each copy of the plan and distribute copies of same as follows:
 - [1] Return one copy to the applicant;
 - [2] Retain one copy which shall become a matter of permanent record in the Commission files;
 - [3] Forward one copy to the School Board or School Superintendent of the School District having jurisdiction in the area concerned;
 - [4] File the remaining copies in the office of the Clerk.

D. Review by the City.

- (1) No installation or construction of any improvements shall be made before the plan has received final approval of the City Council, engineering plans have been reviewed by the City Engineer and any deposits required have been received by the City.

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

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

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

C. IF THE MEDIUM DENSITY SITE CONDOMINIUM OPTION IS SELECTED AND AUTHORIZED UNDER SECTION 220-18 (B) THE FOLLOWING CONDITIONS ARE APPLICABLE:

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

Minimum Lot Size Per Unit		Maximum Height of Structures		Minimum Yard Setbacks			Minimum Floor Area Per Unit (sq. ft.)	Maximum % of Lot Area Covered by all Buildings
Area (sq. ft.)	Width (feet)	In Stories	In Feet	Front	Sides	Rear		
4,500	45	2	30	15	5	25	576	50%

(3) ALL STREETS SHALL BE DEDICATED TO THE PUBLIC AND CONSTRUCTED IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS OF ORDINANCE 182, EXCEPT THAT THE MINIMUM RIGHT-OF-WAY WIDTH MAY REDUCED AFTER REVIEW AND RECOMMENDATION BY THE CITY ENGINEER, PUBLIC SERVICE DIRECTOR AND FIRE CHIEF.

(4) EXCEPT AS PROVIDED FOR IN THE PRECEDING PARAGRAPH, THE SITE CONDOMINIUM DEVELOPMENT MUST COMPLY WITH ALL PROVISIONS OF ARTICLE V, DESIGN STANDARDS, AND ARTICLE VI, IMPROVEMENTS, OF CHAPTER 182, SUBDIVISION OF LAND, OF THE CODE OF THE CITY OF GRAND LEDGE.

(5) A SITE PLAN SHALL BE SUBMITTED IN ACCORDANCE WITH § 220-80, SITE PLAN REVIEW, OF THIS CHAPTER.

(6) OTHER OPTIONS AS DEFINED AND REGULATED BY § 220-15, SUBDIVISION OPEN SPACE PLAT, OF THIS CHAPTER CAN BE USED IN CONJUNCTION WITH THIS SECTION.

(7) IF BUILDING FOOTPRINTS ARE SHOWN ON THE SITE PLAN, SETBACKS SHALL BE MEASURED TO THE BUILDING. OTHERWISE, SETBACKS SHALL BE PROVIDED FOR EACH BUILDING ENVELOPE EQUAL TO THE MINIMUM SETBACK REQUIREMENTS OF THE ZONING DISTRICT AND SHALL BE MEASURED AS SPECIFIED BELOW:

(A) REAR SETBACKS SHALL BE MEASURED FROM THE REAR AREA LINE TO THE REAR BUILDING ENVELOPE.

(B) SIDE SETBACKS SHALL BE MEASURED FROM THE SIDE AREA LINE TO THE SIDE BUILDING ENVELOPE.

(C) FRONT SETBACKS SHALL BE MEASURED FROM THE STREET RIGHT-OF-WAY FOR PUBLIC OR PRIVATE STREETS, AND FROM THE PAVEMENT EDGE FOR STREETS NOT HAVING A RIGHT-OF-WAY.

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

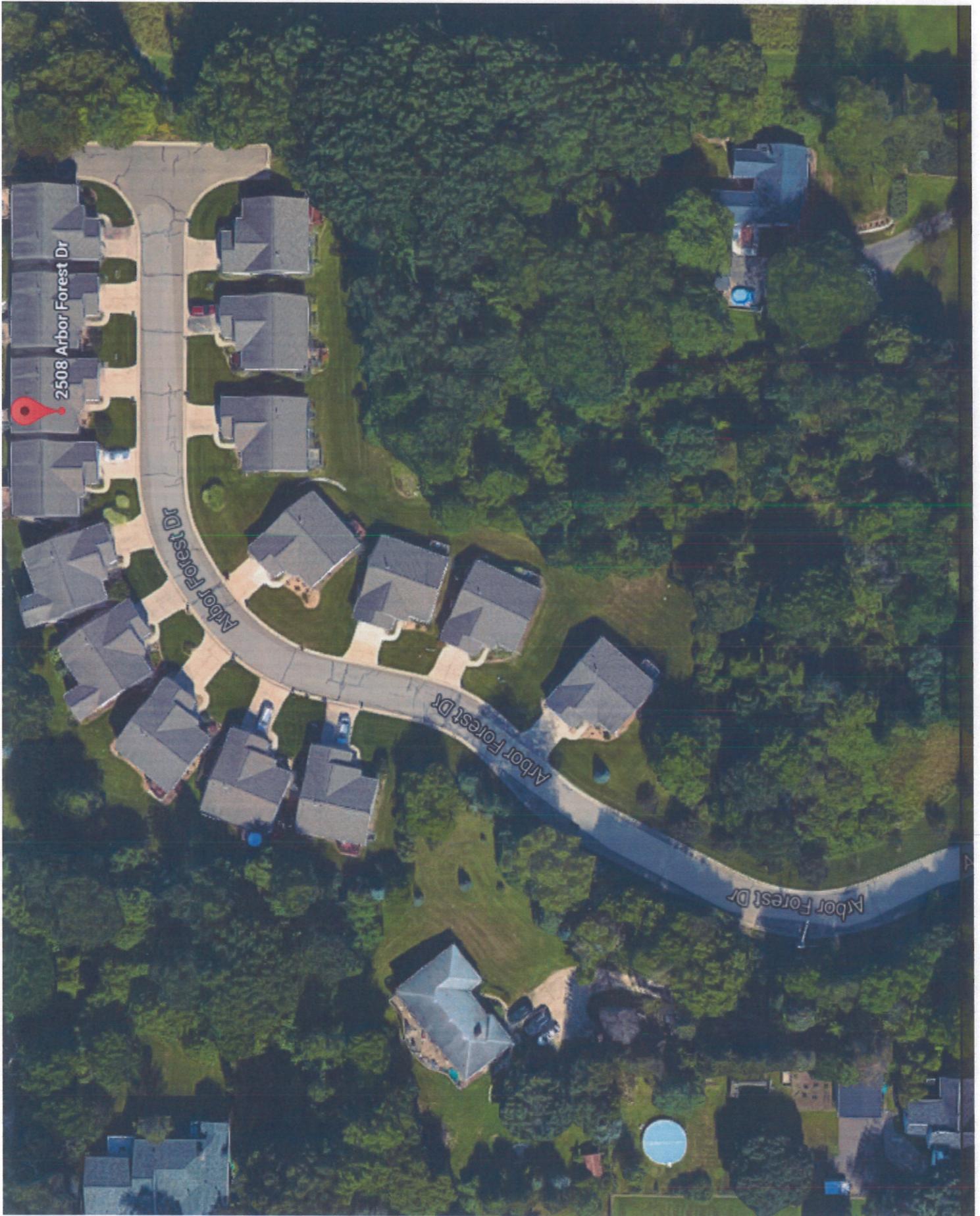
D. REVIEW BY THE PLANNING COMMISSION.

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

D. REVIEW BY THE CITY.

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

Arbor Forest, Lansing



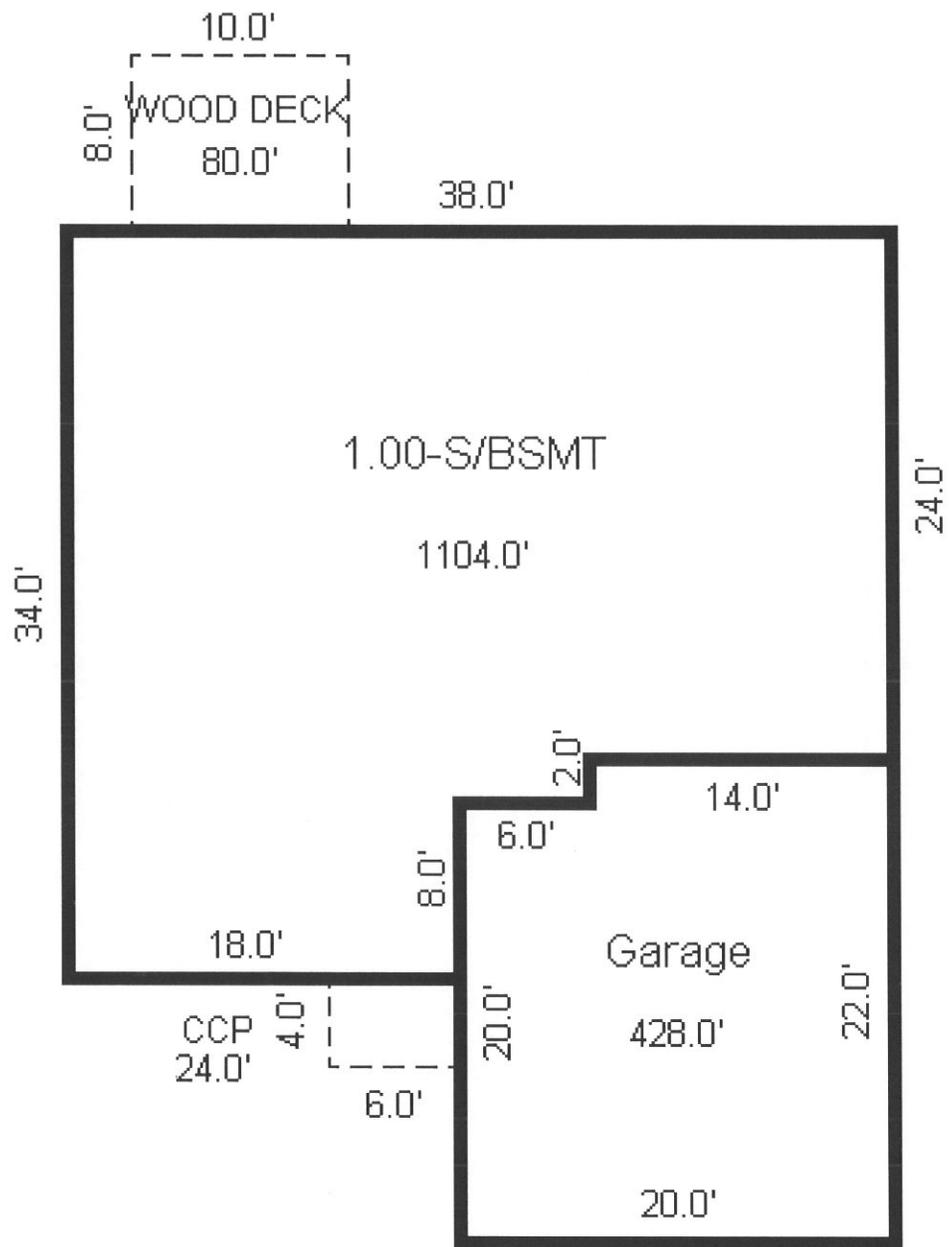
North

Image/Sketch for Parcel: 33-01-01-26-182-001



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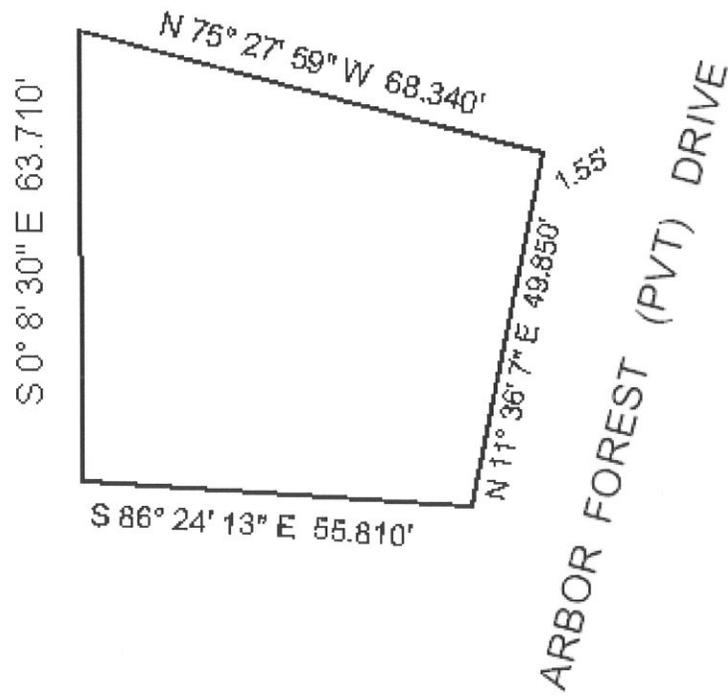


2520 ARBOR FOREST DR

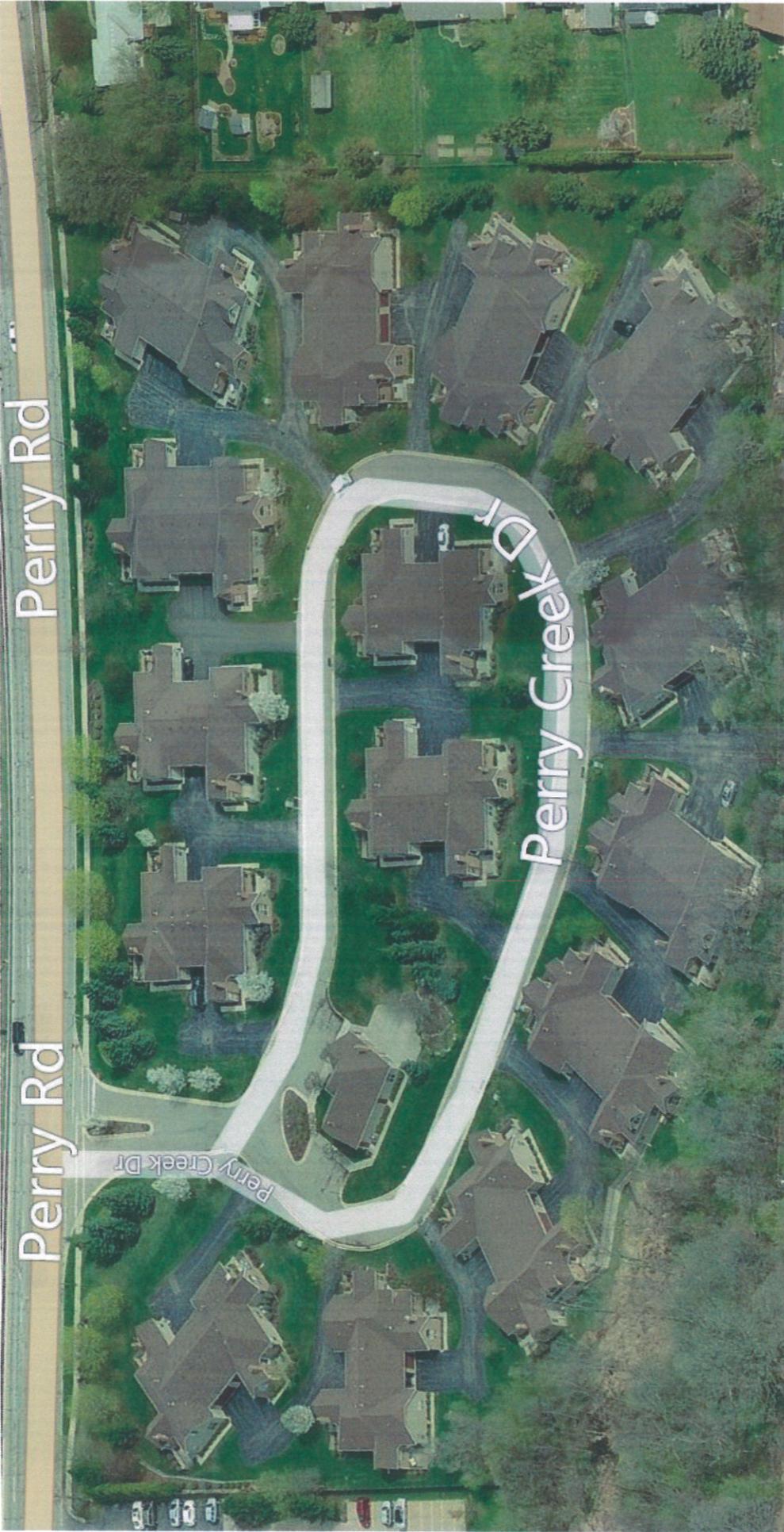
Subject Site

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0.08 Acres

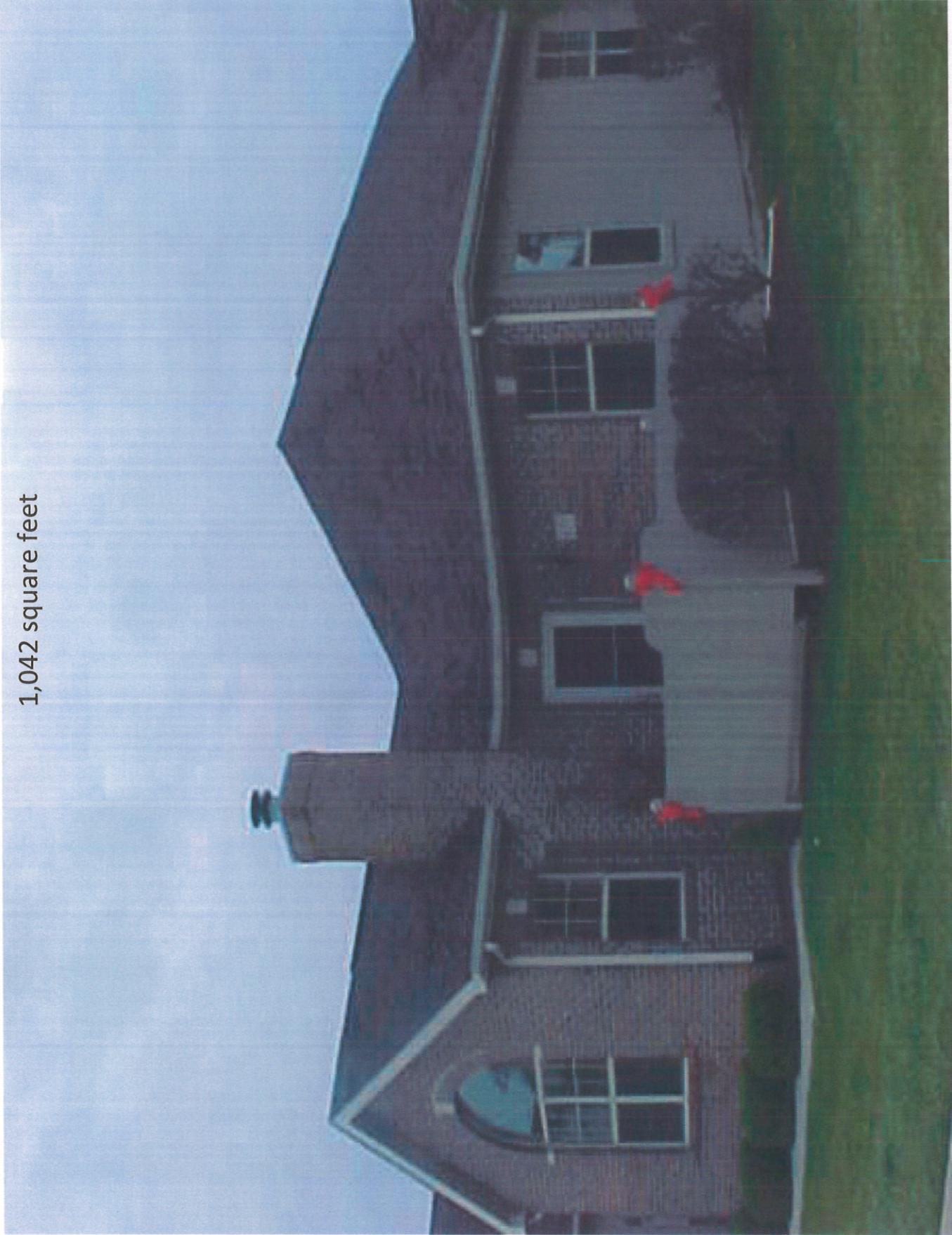


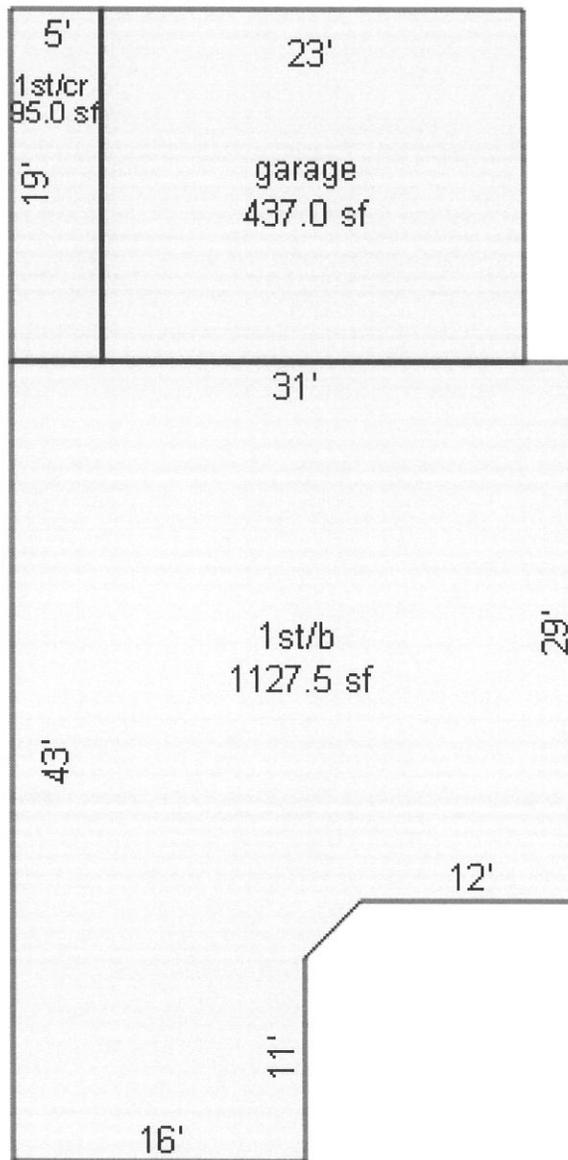
JCG 2005



Perry Creek Condos
- Grand Blanc, MI

1,042 square feet







Applegats Condos
- Grand Blanc, MI

1,301 square feet

