

NOTICE

The Grand Ledge Planning Commission will hold its regular meeting on **Thursday, February 4, 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 January 7, 2016
5. Notice of Agenda Item Conflicts
6. Business from the Floor

NEW BUSINESS

7. Site Plan Review – 403 S. Clinton Street – Building Addition
8. Request for 1st Floor Apartment – 118 S. Bridge Street
9. Master Plan Update – Chapter 4, Transportation Plan
10. Zoning Ordinance Amendments – Article V, R-LD, R-MD: One Family Residential Districts

OTHER BUSINESS

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

Address	Name	Violation	Date letter sent or notice posted on site	Compliance Date	Status
10 Willard Court	Raymond & Sandra Evert	Camper in yard	1/22/2016	2/5/2016	Open
1150 Willow Street	Robert & Anjanette Monroy	Illegal Fence	1/22/2016	2/22/2016	Open
821 N. Clinton Street	Michael Batcheller	Junk	1/28/2016	2/11/2016	Open
214 High Street	Gary Landon	Junk Vehicle	1/28/2016	2/11/2016	Open
119 High Street	Nichola & Deanna Kamp	Trailer in front yard	1/28/2016	2/4/2016	Open
113 High Street	Robb Thelen	Junk Vehicle	1/28/2016	2/11/2016	Open
302 Union Street	Raymond & Terri Dewey	Junk Vehicle	1/28/2016	2/11/2016	Open
138-144 Grand Manor Drive	Kevin & Lori Rademacher	Junk	1/28/2016	2/11/2016	Open
149-155 Grand Manor Drive	Kathleen Nackfor Trust	Junk	1/28/2016	2/11/2016	Open
233 Union Street	Richard & Janice McCubbin	Junk Vehicle	1/28/2016	2/11/2016	Open
713 Maple Street	Concrete Development	Junk	1/8/2016	1/22/2016	Complied
327 N. Bridge Street	Orlan's Financial	Junk	1/6/2016	1/20/2016	Complied
700 Maple Street	Clinton Wells	Junk	1/6/2016	1/20/2016	Complied
111 Bouck Avenue	Ralph Rounds	Trash can by curb	12/29/2015	1/5/2016	Complied
214 E. Main Street	Lettie Penfield	Junk	12/29/2015	1/12/2016	Complied
815 N. Clinton Street	Concrete Development	Junk	12/29/2015	1/12/2016	Complied
730 N. Clinton Street	Grand Ledge Auto Body	Junk	12/29/2015	1/12/2016	Complied
800 N. Clinton Street	Justin & Ann Kobus	Junk	12/29/2015	1/12/2016	Complied
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	Complied
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	11/30/2015	12/14/2015	Complied
942 Degroff	Lisa Campbell	Junk	11/16/2015	11/24/2015	Complied
1132 Degroff Street	Dylan Barry Land Development	Junk	11/12/2015	11/19/2015	Complied
265 S. Clinton	Kempf's Auto	Junk Vehicles	11/5/2015	11/20/2015	Final notice sent
925 Brookside	James & Susan Bonfiglio	Junk	11/3/2015	11/10/2015	Complied

City of Grand Ledge
Planning Commission Meeting
Minutes from Meeting Held on
Thursday, January 7, 2016

Chairman Mike Stevens called the meeting to order at 7:01 p.m.

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

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

Approval of the Agenda

Mr. Morris 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 December 1, 2015 minutes, with the following corrections:

Page 3, 3rd paragraph: "...that if she and her husband are out of town, ~~the~~ THEY have someone..."

On a voice vote, the motion carried 7-0.

Notice of Agenda Items Conflicts - None

Business from the Floor

Cheryl Mattson, 1114 Timbercreek Drive, spoke about the need for more housing for senior citizens. She said that she has friends that have had to move out of Grand Ledge because the City does not have adequate housing for senior citizens. Ms. Mattson said that a lot of seniors do not need a 1,400 square foot home on a large lot. She said that she would like to be kept informed as more progress is made on amending the Zoning Ordinance to address this matter. She also said that she hopes that new development, possibly condominiums, will occur in the City that will provide one-story, accessible housing with smaller houses on smaller lots.

Mr. Stevens said that the Planning Commission is in the process of developing ordinance language that would allow higher density single family residential development. He said that the Commission is also working on updating the Master Plan to determine appropriate locations for this type of development.

Mr. Kane said that there should be a zone for smaller houses with narrower streets and smaller lot sizes. He said that he is not sure where this should occur.

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Ms. Mattson said that she is not sure exactly where these types of developments should be located but there needs to be easy access to stores and offices as well.

NEW BUSINESS

Master Plan Update – Chapter 4, Transportation Plan

Mr. Doty said that on page 46, last paragraph, Ms. Stachowiak removed “Unfortunately, the wide, expansive lanes on N. Bridge Street...”. He asked if this sentence should this be removed.

Mr. Stevens said that there are some inconsistencies because some of these issues have been resolved since the last Master Plan.

Mr. Morris said that a Master Plan is a forward looking document that does not need to describe what has already occurred. He said that traffic on Jefferson and Bridge has calmed down quite a bit. Mr. Morris said that he spent quite a bit of time reviewing this section of the Master Plan over the past week and he has some questions, some of which are philosophical in nature. He said that the Master Plan seems very progressive in terms of future, new road construction although it does not address growth that would necessitate construction of those roads. Mr. Morris said that there needs to be a discussion about growth of the business districts as well as new residential development. He said that the new roads to the south make sense but he is not sure about the one off of Tallman Road as well as the second bridge crossing outside of the City.

Mr. Kane said that the Master Plan has to address the future use of the Gilbert property was recently annexed into the City. He said that the north end of that property may be a good location for the type of higher density residential development that the Commission has been discussing as well as some convenience retail uses that would create a walkable community in that area. Mr. Kane said that the other area that may be appropriate is the area north of the railroad tracks on W. Jefferson Street. While that area may not be very walkable to the downtown, it is a nice, underdeveloped area.

Mr. Doty said that the area Mr. Kane is referring to is the Gulf Street area and it would be really ideal for a senior citizen housing development.

Mr. Stevens said that the area north of the railroad tracks on Gulf Street would be ideal for higher density residential use. He only down side to this area is a lack of connectivity to the downtown. Mr. Stevens said that the Commission did identify “PRD” areas in the Master Plan and needs to specifically identify parcels that would be appropriate for higher density, single family development.

Mr. Kane said that the Dible property on Charlevoix may not be ideal for this type of development but it makes sense on some levels. He said that the connectivity to Candlewood needs to be revisited.

Mr. Mulder said that the Dible property is a good location for such use and it is near some convenience commercial uses.

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Mr. Stevens said that people want to be connected to a variety of uses and not just by automobile.

Mr. Morris asked if there is still a vision for a median along M-43.

Mr. Stevens said that Delta Township has this in its master plan but it seems unlikely to ever occur.

Mr. Doty said that there used to be a boulevard on M-43 from M-100 to Nixon Road.

Mr. Morris said that a boulevard within the City would be beneficial. It calms traffic and provides a refuge for pedestrians. He said that there is precedence for boulevards as there are safety as well as aesthetic benefits.

Mr. Stevens said that there is a great deal of excess right-of-way on M-43 to accommodate a median.

Mr. Morris said that the entrances to the City, particularly from the north, need to be improved.

Mr. Gute said that some priority should be given to improving a couple of the entrances to the City from an aesthetic standpoint.

Mr. Morris said that the problem with the north entrance is that it is an industrial area. He suggested focusing on the M-43/M-100 area from a transportation, safety and aesthetic standpoint.

Mr. Doty said that there are numerous walkways around town but the pathways/sidewalks at the M-43/M-100 intersection are completely snow covered. This requires the folks from Serenity Place to go in road.

Mr. Salmon said that the pathway on M-43 is very inviting but it does not go anywhere. It should be connected to the downtown to truly make the City walkable.

Mr. Morris said that he supports Mr. Gute's suggestion of focusing on a couple of entrances to the City. He said that the plans/maps need to be updated. Mr. Morris said that the latest thinking in urban transportation planning is utilizing transportation facilities to drive a communities planning needs. He said that M-43 in the City is ripe for connecting areas of the City. He suggested including a plan/exhibit that specifically shows what the City wants to see on M-43.

Mr. Stevens said that a defined plan for M-43 needs to be included in the Master Plan. He said that the changes to Jefferson Street and the Willow/Clinton/Jefferson intersection came to fruition because the City's has a very specific plan defined in Master Plan.

Mr. Baribeau said that on page 54, item D needs to be removed.

Mr. Doty said that item "C" on Map 6 also needs to be taken out.

Mr. Baribeau said that at one point, there was talk about a median on Bridge Street to slow traffic.

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Mr. Stevens said that curb bump-outs help to slow traffic and make it a much safer environment for pedestrians. He said that these types of things need to be specifically shown in the Master Plan.

Mr. Morris said that there are still references in the plan to traffic calming measures. He suggested eliminated things like speed bumps and roundabouts and focusing on things that actually may come to fruition. Mr. Morris said that he strongly encourages requesting a safety study at the corner of Jefferson and Bridge. He said that he has personally almost been hit a few times standing there with his family.

Mr. Salmon agreed. He said that he is very uncomfortable at that intersection when he has his son with him.

Mr. Morris said that there is not enough room at that intersection to change the geometry. He said that the conflicts at the Bridge/Jefferson intersection are between vehicles and pedestrians. Mr. Morris suggested signal phasing options and restrictions on turning movements. The only other way to calm traffic at that intersection is to prohibit trucks and that is not a practical option.

Mr. Gute suggested getting together with Mr. Morris and possibly other members of the Commission and putting together some sketches.

Mr. Mulder said that the various Council committees have talked about options for the Bridge/Jefferson intersection to make it safer. He said that this issue is on the City's radar and having it in the Master Plan helps to bring it to fruition.

Mr. Doty said that a lot of great ideas have been discussed this evening. He asked that the Commissioner's email their suggestions to Ms. Stachowiak.

Mr. Morris said that a second bridge across the Grand River could have unintended consequences for the downtown. The further away the crossing is from the downtown, the less of an impact a second bridge will have on downtown. If it is close to downtown, people are going to use it for convenience purposes and will not visit the businesses in the downtown.

Mr. Kane said that there will never be a bridge at Clinton Street and therefore, it may as well be removed from the Master Plan. He said that he can support Delta Township's recommendation for a bridge at Broadbent but if that is going to happen, they need to start acquiring right-of-way.

Mr. Stevens agreed that there will not be a vehicular bridge at M-100 but a pedestrian bridge may still be appropriate.

Mr. Salmon said that the pedestrian bridge is a good idea as long as it connects to something.

Mr. Kane said that the pedestrian bridge is not going to happen unless it is in the Master Plan. He also said that the City has made a list of capital improvement priorities over the next 3 years and he asked that the Planning Commission be provided with that information.

Mr. Mulder said that a list of priorities has been developed by the Council and this information could be provided to the Commission.

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

Mr. Morris said that on page 17 it states that the Planning Commission chairman will distribute copies of the plan when actually it will be the Zoning Administrator.

The Commission decided to delay its discussion on this matter until the next meeting when Ms. Stachowiak is present.

Mr. Kane stated that the ordinance is a good start.

Mr. Stevens said that higher density residential homes are very desirable right now and there is a significant demand for them. He said that the biggest challenge is how to handle the garages from an architectural standpoint so that they do not become dominant features of the building.

Election of Officers (Chairman, Vice-Chairman & Secretary)

Mr. Gute made a motion, seconded by Mr. Salmon to nominate Mr. Stevens for Chairman, Mr. Doty as Vice-Chairman and Ms. MacDowell for Secretary. On a roll call vote (7-0), the motion carried unanimously.

OTHER BUSINESS

City Charter Update

Joint Planning Committee Report

Mr. Doty stated that there was a Jaycee Park update last evening by the City Administrator. He said that the 90 days to vacate the Rounds property is about to expire so the State has given the City a 30 day extension. There is a request into the contractor for a re-bid to leave the garage for storage for the park. If it is going to cost more to keep it than to tear it down, it will be torn down. He said that this demolition will occur at the same time as the demolition of the Scout building.

Zoning Administrator's Report – Ms. Stachowiak was absent.

Zoning Board of Appeals Representative's Report – Ms. MacDowell was absent.

Council Representative's Report - None

Mayor's Report – Mayor Smith was absent.

Comments from Commissioner's

Mr. Morris said that this will be his last meeting. He thanked the Commission for the opportunity to serve. He said that he has enjoyed these meetings and being part of this community. Mr. Morris said that he is looking forward, however, to work with Mr. Gute on some designs.

Mr. Salmon thanked Mr. Morris for helping him get up to speed when he first joined the Commission.

Mr. Doty said that as of last evening, the LDFA has officially been rejuvenated. He said that Verizon Wireless will be moving from its current location to the new strip mall to its east. He also said that there will be a flashing light like the one by Neff Elementary School by Serenity Place to make it easier for pedestrians to cross M-100 in that area. Mr. Doty said that if any of the Commissioners know of someone to serve on the Charter Commission, please let him know as they are in need of additional members. He said that the members of the Charter Commission have to have lived in the City for at least 3 years. Mr. Doty passed out copies of a site plan for an addition to the building at 403 S. Clinton Street. The stated that this site plan will be on the February agenda for review and approval.

Mr. Kane asked how many members were on the Commission when the last Master Plan was approved.

Mr. Doty said Mr. Stevens, Mr. Baribeau, Mr. Kane and himself.

Mr. Kane said that the Commission held a community meeting and presented the Plan to the City Council the last time and we should do the same this time around.

Comments from Chairman

Mr. Stevens wished Mr. Morris well and thanked him for his service on the Commission.

Adjournment

Ms. Morris made a motion, seconded by Mr. Salmon to adjourn the meeting at 8:15 p.m. On a voice vote, the motion carried unanimously (7-0).

Submitted By:

Susan Stachowiak
Zoning Administrator

Lynne MacDowell, Secretary
Planning Commissioner

STAFF REPORT

TO: Planning Commission
City of Grand Ledge

FROM: Susan Stachowiak
Zoning Administrator

DATE: January 27, 2016

RE: Site Plan Review – Office Building Addition & Related Site Improvements
403/407 S. Clinton Street

This attached site plan prepared by Lyle Funkhouser, dated December 22, 2015, is for the construction of a 3,288 square foot addition to the south side of the existing office building at 403 S. Clinton Street. An addition of 11 parking spaces directly south of the existing parking lot at this location is also being proposed. The site comprises 2 separate parcels of land that will need to be combined before any building permits can be issued for the construction of the proposed addition.

Attached is a copy of the proposed site plan, landscape plan, building elevations, floor plan and department head and agency reviews that have been received thus far.

APPLICANT/OWNER: Key Builders, Inc.
403 S. Clinton Street
Grand Ledge, MI 48837
517-622-4314

PARCEL SIZE& SHAPE: 186.9' x 185' = 34,576.5 square feet
.793 acres - Rectangular Shape

SURROUNDING LAND USES: N: Office Building
S: Residential/Plumbing Business
E: Residential
W: Serenity Place/Office Building

SURROUNDING ZONING: N: "OS" Office Service District
S: "OS" Office Service District
E: "R-MD" Single Family Residential District
W: "R-PC" Residential Planned Community & "OS"
Office Service Districts

ZONING: The subject parcels are zoned “OS” Office Service District

SITE DEVELOPMENT STANDARDS:

Article XVI of the Zoning Ordinance mandates the following site development requirements for buildings in the “OS” Office Service District:

	Required	Proposed
Front Yard Setback (west)	25 feet	27+/- feet
Rear Yard Setback (east)	35 feet	80+/- feet
Side Yard Setback (south)	5 feet	19 feet
Lot Coverage by Buildings	25%	20%
Building Height Limitation	25 feet	24 feet

LANDSCAPING

A landscape plan is included as part of the site plan. The following planting plan specification requirements of the Zoning Ordinance have or have not been provided on the plan:

- I. Minimum scale of 1"=50'yes
- II. Existing and proposed contours not to exceed 2'yes
- III. Proposed landscape materials.....yes
- IV. Berm cross section.....n/a
- V. Construction details.....yes
- VI. Tree Survey.....yes

The shrubs within the 25 foot corner clearance at the southwest corner of the site must be planted and maintained at a height that does not exceed 36 inches.

The required buffer area along the front property line must contain at least four (4) shrubs for each twenty (20) linear feet and at least one (1) tree for each thirty (30) linear feet, or fraction of buffer area. The proposed landscaping plan complies with all requirements of the Zoning Ordinance.

STREETS AND ACCESS

The site will continue to be accessed via the curb cut along Cedar Street and will also have access via the existing one-way/entrance only curb cut on S. Clinton Street. Section 220-74 of the Zoning Ordinance requires a minimum distance of 150 feet between driveways along S. Clinton Street. The one-way driveway on S. Clinton Street is located approximately 60 feet from the driveway on the parcel to the south. While the driveway does not comply with the minimum separation distance requirement, the 2 driveways have existed for many years and have never

resulted in any problems. Furthermore, the driveway on the site is just a one-way in driveway and the driveway on the site to the south only serves a single family home with an accessory business operation. Therefore, it is recommended that the Commission approve the location of the driveway as shown on the site plan.

As noted by the City Engineer, the driveway on S. Clinton Street must be increased to 15 feet in width as required by Section 220-58 of the Zoning Ordinance. Furthermore, it must be signed appropriately for a one-way driveway and must be upgraded to a commercial, rather than a residential style driveway opening. A permit from the Michigan Department of Transportation will be required for work with the S. Clinton Street public right-of-way.

PARKING

Numerical Parking Space Requirements

Based on the requirements of Section 220-57(L) of the Zoning Ordinance (one parking space for each 200 square feet of usable floor area), 25 parking spaces are required (4,903 square feet of usable floor area/200 square feet = 25 parking spaces required). 29 parking spaces are shown on the site plan.

The site plan also depicts a location for a bicycle rack that can support at least 2 bicycles at the southeast corner of the proposed building addition as required by Section 220-57(O) of the Zoning Ordinance.

Parking Lot Design Requirements

The proposed parking lot complies with all dimensional requirements contained in Section 220-58 of the Zoning Ordinance.

A curb around the entire parking lot is required by Ordinance.

Parking Area Lighting

A photometric plan has not been received. No free-standing light poles are proposed. All exterior lighting will be mounted on the building.

WASTE RECEPTACLES

The site plan states that no dumpsters will be located on the property

UTILITIES

Please refer to the review from the City Engineer, Jim Foster dated January 15, 2016 and Public Services Director, Larry LaHaie dated January , 2016.

MISCELLANEOUS

- A 5' wide sidewalk as required by City ordinance along exists along both the Cedar Street and S. Clinton Street road frontages.
- New signs will require separate permits.

STAFF RECOMMENDATION

The following motion is offered for the Commission's consideration:

"I move that the City of Grand Ledge Planning Commission approve the site plan prepared by Lyle Funkhouser, dated December 22, 2015, for the construction of a 3,288 square foot addition to the south side of the office building with related site improvements at 403 S. Clinton Street, subject to compliance with the applicable items contained in this staff report and the following:

1. The 2 parcels of land that comprise the site as depicted on the above-referenced site plan must be combined into one parcel of land;
2. Compliance with the applicable items contained in the City Engineer's letter dated January 15, 2016 and the Public Service Director's letter dated January, 2016; and
3. Compliance with the items contained in the Grand Ledge Area Fire Department's letter dated January 13, 2016.

Respectfully Submitted,

Susan Stachowiak
Zoning Administrator



1/15/2016

Re: 403 S. Clinton Street Site Plan Review
 Project No: 16001

Susan Stachowiak
 Zoning Administrator
 City of Grand Ledge
 310 Greenwood Street
 Grand Ledge, MI 48837

Dear Susan:

We are in receipt of your memorandum dated December 29, 2015 for a site plan review (SPR) of the proposed building addition to the 403 S. Clinton Street office building. Plans have been prepared by Mr. Lyle Funkhouser, P.E. of Funkhouser & Jones of Eagle, Michigan. We offer you the following comments:

The proposed project consists of a 3,288 square foot office addition to an existing office building. The addition is being proposed off the south side of the existing building, extending south into the 407 S. Clinton parcel.

USE DISTRICT	MINIMUM YARD SETBACK			
	FRONT	SIDE	SIDE	REAR
OS - REGULATION	25'	5' Min	15' Total	35'
OS – PROVIDED	26' – West	18' – South	0' - North	91' - East
Adjoining Zoning	OS & R-PC	OS	OS	R-MD

General Comments / Plan Deficiencies

1. No additional signs were proposed on the drawings. An existing monument sign is located on the 403 parcel. Petitioner should clarify if additional square foot of sign area is being proposed and that it is in accordance with Section 220-78 of the Ordinance.
2. Site lighting locations were indicated on the drawing. No photometric plan was provided to ensure that illumination meets Section 220-70 of the Ordinance.
3. No Landscaping details were included for review.
4. The "One-Way" driveway indicated on the plans at the southern most area of S. Clinton (M-100) indicates a 10 foot wide driveway instead of the required 15 foot width as

required in Section 220-58 of the Ordinance. Additionally, the driveway opening should be upgraded to more of a "Commercial" style opening instead of a "Residential" style that exists today. One-way driveways need be signed appropriately.

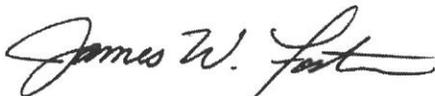
5. No curbing is indicated on the plans as required per Section 220-58 of the Ordinance.
6. A 6 foot privacy fence is being proposed in lieu of a wall along the residential (east) side of the development. The style or type of privacy fence should be indicated or detailed on the drawings.
7. Water System:
 - a. It is unclear from the drawing if domestic water service is being proposed from the new building to the historical water service or if a new water service and tap is being proposed.
 - b. No dedicated fire service line is indicated to the building.
8. Sanitary Sewer System:
 - a. It is unclear from the drawing if sanitary sewer service is being proposed from the new building to the historical sanitary sewer lead or if a new sewer lead and tap is being proposed.
9. Stormwater Management:
 - a. It is unclear from the plans what is being proposed for stormwater collection, conveyance, treatment, or discharge location. A note depicting an arrangement with Larry LaHaie is noted on the plan. The arrangement should be shown or described in more detail prior to final review and approval.
 - b. No stormwater calculations have been provided for review.
10. Petitioner should review the Americans with Disabilities Act (ADA) Standards to ensure an accessible sidewalk route for clear width, landings, and handrails.

Additional Comments

Please provide ZFE with an electronic set (AutoCAD and PDF) of the final site plan drawings and as-built drawings for system records and utility mapping updates.

If you have any questions, please contact our office.

Sincerely,
ZIEMNICK FOSTER ENGINEERING, LLC



James W. Foster, P.E.

Delivered by: via Email (PDF)

Cc: Mr. Larry LaHaie – City of Grand Ledge Public Service Director
Mr. Casey Godlewski – Fire Chief, Grand Ledge Area Emergency Services Authority

Grand Ledge Area Fire Department

500 N. Clinton St.
Grand Ledge Mi. 48837
(517) 627-1157

January 13, 2016

Susan Stachowiak, Zoning Administrator
310 Greenwood St
Grand Ledge Mi 48837

RE: 403 S. Clinton St.

Dear Susan,

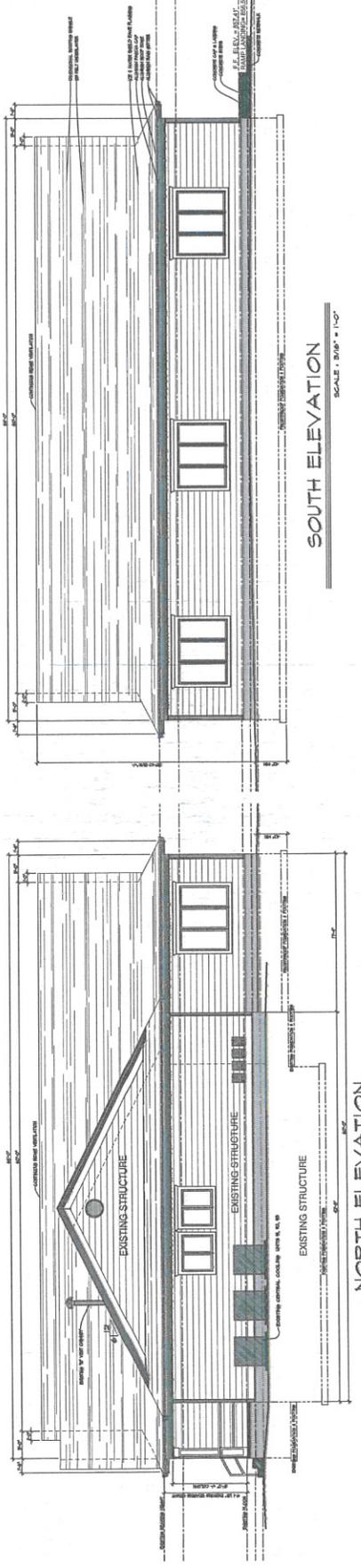
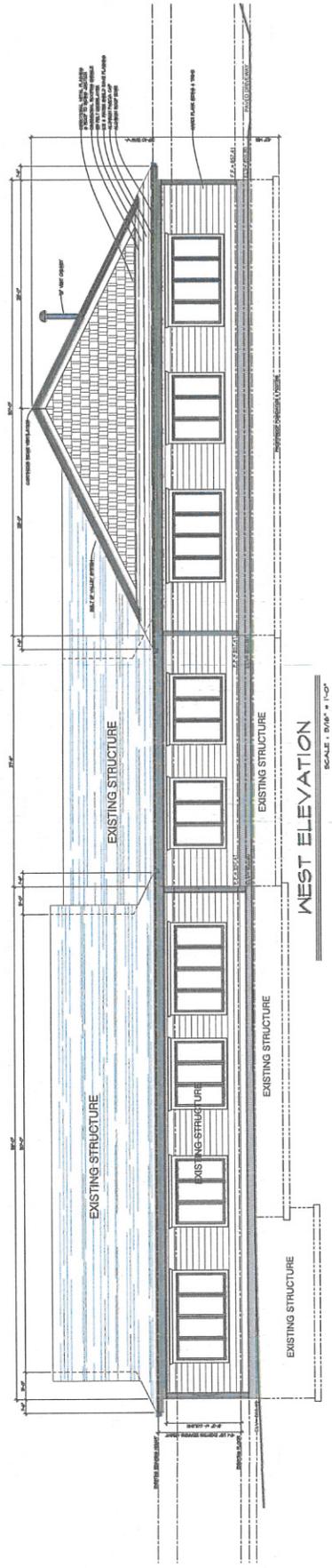
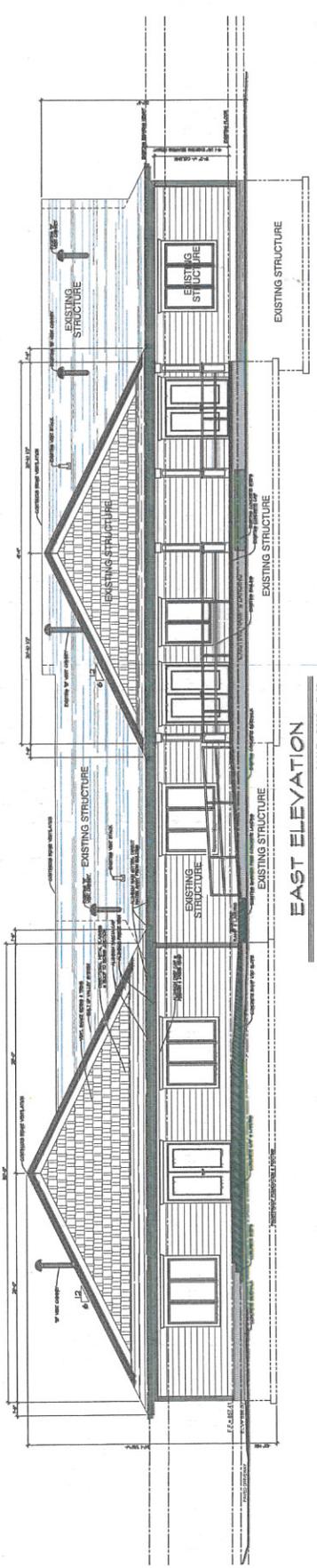
During the review of the office building addition / construction project. We have noted a few Requirements to assist in providing efficient fire coverage to this structure.

- Require per IFC 2006 Sec 506.1: Fire Department lock Box is Required on Buildings. Lock Box forms to be Picked up at the Fire Department, usually takes 3-4 weeks for delivery
- IFC 2006 Sec 503.2: Adequate driveways and parking lots, capable of supporting fire apparatus and meeting City of Grand Ledge standards are necessary. Temporary roadways capable of supporting fire apparatus must be constructed prior to any combustible construction. Roadways to be a minimum of 20' in width. Access for fire apparatus requires a turning radius of not less than 50'
- IFC 2006 Sec 505.1: Permanent, City approved addressing is necessary.
 - Temporary addressing during construction to be provided on the street side of all buildings.
 - Building Numbers to be placed in a position that is plainly legible and visible from the street fronting the building, these numbers shall contrast with their background.
- Pre-Fire evaluation for all buildings prior to occupancy to include:
 - Any MSDS'S Required
 - Hazard Storage
 - Emergency contact information
 - Premises Floor Plan
 - Pre-plan evaluation for site

- REQUIRED – Pre-occupancy fire department inspection/Walk through

Again, thank-you for the opportunity to participate in this project, and if you have any further questions, please do not hesitate to call. Station (517) 627-1157 or Cell phone @ (517) 420-5221

Rodney VanDeCastele, Captain/Fire Inspector
Grand Ledge Area Fire Department



SOUTH ELEVATION
 SCALE : 3/8" = 1'-0"





CLINTON ST

100

100

S CLINTON ST

403

407

-040-00

421

-030-00

-010-00



**CITY OF GRAND LEDGE
PLANNING COMMISSION
STAFF REPORT**

TO: Planning Commission

FROM: Susan Stachowiak
Zoning Administrator

DATE: January 28, 2016

APPLICANT: Dr. William Brooks
912 Charlevoix Drive, Suite 100
Grand Ledge, MI 48837
(517) 881-6609

LOCATION: 118 S. Bridge Street (W. River Street Suite)

ZONING: CBD, Central Business District

EXISTING LAND USE: Offices, Nail Salon

ZONING ON ADJACENT PARCELS: N: R-MD, Single Family Residential District
S: CBD, Central Business District
E: CBD, Central Business District
W: CBD, Central Business District

SURROUNDING LAND USES: N: Fitzgerald Field
S: Commercial
E: Opera House
W: Park

REQUEST

This is a request by Dr. Williams Brooks to allow the vacant dental office suite in the building at 118 S. Bridge Street to be used for a single family residential apartment. The suite is approximately 1,500 square feet in area and is accessed via the entrance to the building on W. River Street located between "The Nail Shop" and Ledge Craft Lane. It is part of the same building that contains Edward Jones Investments which has its entrance on S. Bridge Street. The suite is designed as a typical dental office but does contain a kitchen and bathroom. If this request is approved, a building permit will be required to convert the office into a residential apartment.

Section 220-36(D) of the Zoning Ordinance states:

“To encourage and provide for the economic vitality of the Central Business District, residential occupancy shall be permitted in buildings of two stories in height or greater.

In those instances where residential uses are proposed to occupy the same floor as a business use the Planning Commission shall review such mixed use and may approve such mixed use based on findings that compatibility of the business with residential occupancy will occur. Such findings may include but are not limited to:

- (a) Compatible hours of operation.
- (b) Noise of operation or occupancy that would be detrimental to the business operation or vice-versa.
- (c) Excessive foot traffic.”

Since there are commercial/office uses on the first floor of the building at 118 S. Bridge Street, in order to approve a first floor apartment at this location, the Planning Commission must find that the commercial, office and residential uses will be compatible with each other.

There is nothing to suggest that the office/commercial uses would have any negative impacts on the occupant(s) of the proposed residential unit. The businesses at 118 S. Bridge Street include “The Nail Shop”, “Edward Jones Investments” and a chiropractic office. These types of businesses typically do not generate any noise, vehicular and pedestrian traffic is minimal and their operations are generally confined to normal, daytime business hours.

RECOMMENDATION

Staff recommends that the Planning Commission approve the request by Dr. William Brooks to utilize the 1,500+/- square foot, vacant office suite at 118 S. Bridge Street for a single family residential occupancy, based on a finding that the residential use will be compatible with the adjacent commercial and office uses.

Respectfully submitted,

Susan Stachowiak
Zoning Administrator



WILLIAM L. BROOKS D.D.S.,P.C.

912 CHARLEVOIX DRIVE, SUITE 100
GRAND LEDGE, MI 48837
(517) 627-4027

January 13, 2016

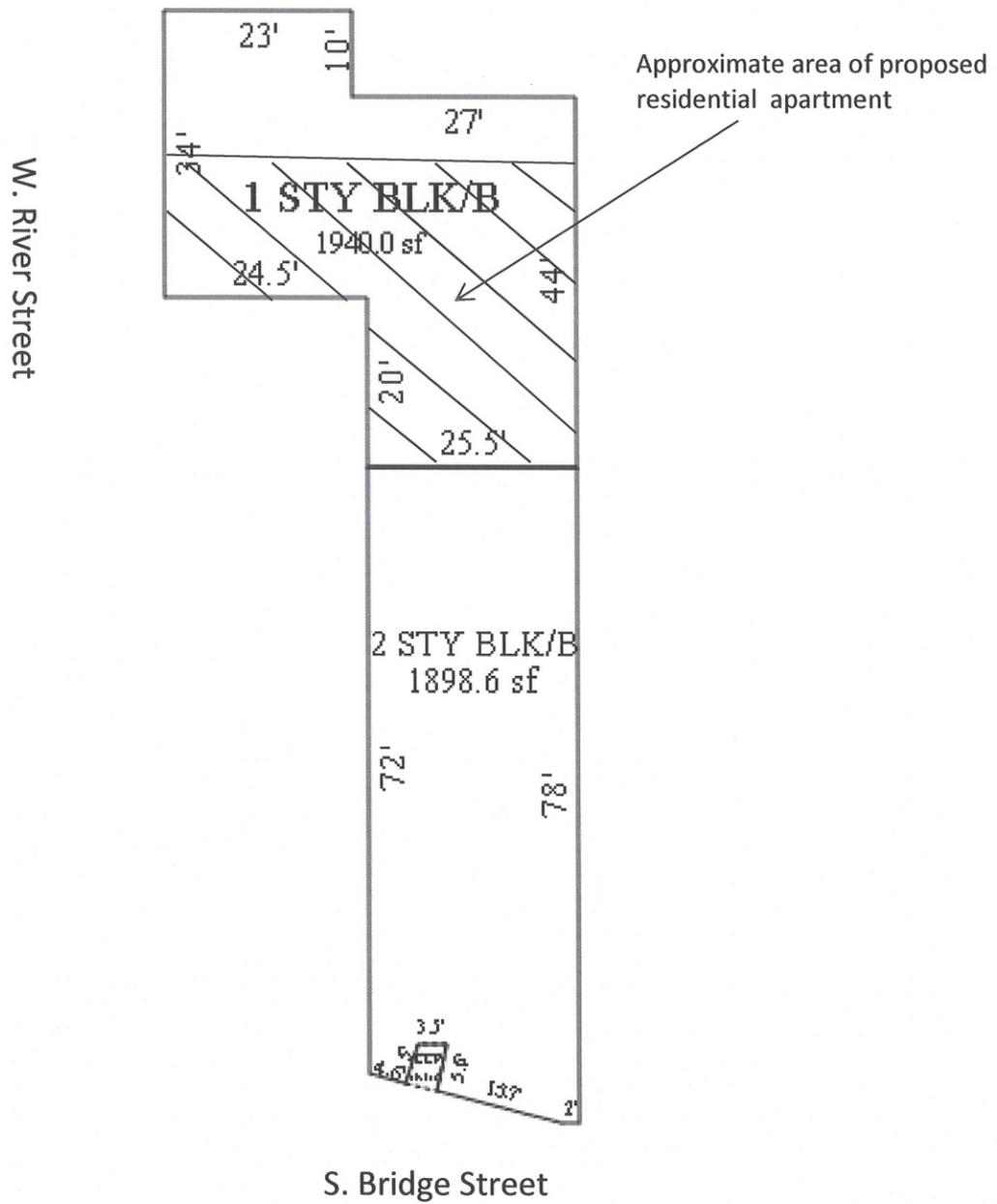
Dear Ms. Susan Stachowiak,

I would like to request permission to possibly place a 1500 square foot apartment on the street level On West River street. There is a small side door between Ledge Craft Lane and Lori Bigg's nail business. I have two other commercial businesses in my building, Edward Jones and Dr. Ray Lanjopolous. I met with you already to show you the entrance site. I am enclosing photos for you to review. Thank you, I look forward to hearing from you.

Sincerely,

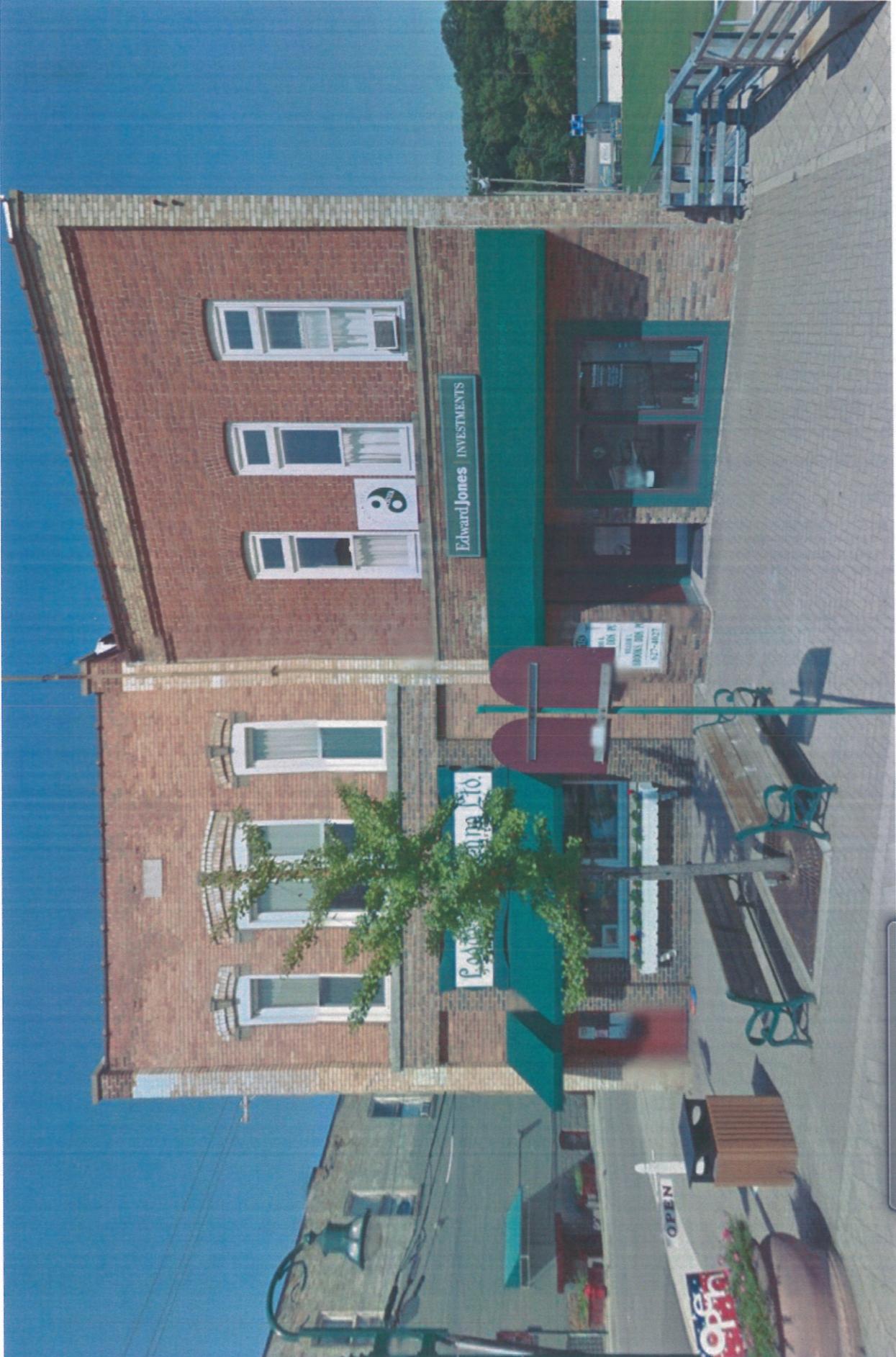
William L. Brooks D.D.S.

Image/Sketch for Parcel: 400-000-654-017-00





**Entrance to 1,500 square foot, existing dental office suite
Proposed for use as a single family residential apartment**



Edward Jones INVESTMENTS

CASH & CARRY LTD.

OPEN

OPEN

WALKWAY FOR PEDESTRIANS



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 REPAIRING AND RECONSTRUCTING ROADS THAT ARE IN A SIGNIFICANT STATE OF DISREPAIR WHILE CONTINUING TO MAINTAIN ROADS THAT ARE ALREADY IN GOOD SHAPE.** 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. IT IS IMPORTANT, Therefore, THAT amenities and safety provisions must be ARE 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 WHERE IT CURRENTLY DOES NOT EXIST. **IN ADDITION, IT IS STRONGLY RECOMMENDED THAT THE CITY OBTAIN A STUDY OF THE JEFFERSON/BRIDGE STREET INTERSECTION TO DETERMINE WHAT MODIFICATIONS WOULD BE NECESSARY TO INCREASE PEDESTRIAN SAFETY AT THAT LOCATION.**

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 possible locations to consider; one at Clinton Street, and the other at Nixon Road AND THE OTHER AT BROADBENT ROAD. THE MOST VIABLE OPTION IS AN EXTENTION OF BROADBENT ROAD CONNECTING WILLOW HIGHWAY TO EATON HIGHWAY.~~ 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 devices 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, **BUMPOUTS**, 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 islands 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 REMOVAL AND CONSOLIDATION 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.~~

4. A NONMOTORIZED BRIDGE AT M-100 WOULD PROVIDE A SAFE LOCATION FOR PEDESTRIANS TO CROSS THE BRIDGE WITHOUT HAVING TO MIX WITH THE HEAVY VEHICULAR TRAFFIC THAT IS PRESENT ON BRIDGE STREET. A PEDESTRIAN BRIDGE AT M-100 WOULD ALSO PROVIDE ANOTHER MEANS OF CONNECTIVITY BETWEEN THE NORTH AND SOUTH SIDES OF THE BRIDGE AND GREATER OPPORTUNITIES TO EXPAND THE CITY'S NONMOTORIZED TRANSPORTATION SYSTEM.

Sidewalk Program. The City should continue to repair, replace and install new sidewalks as necessary, throughout the City. ~~New~~ IN ACCORDANCE WITH CITY ORDINANCE, IS SIDEWALK 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.

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.

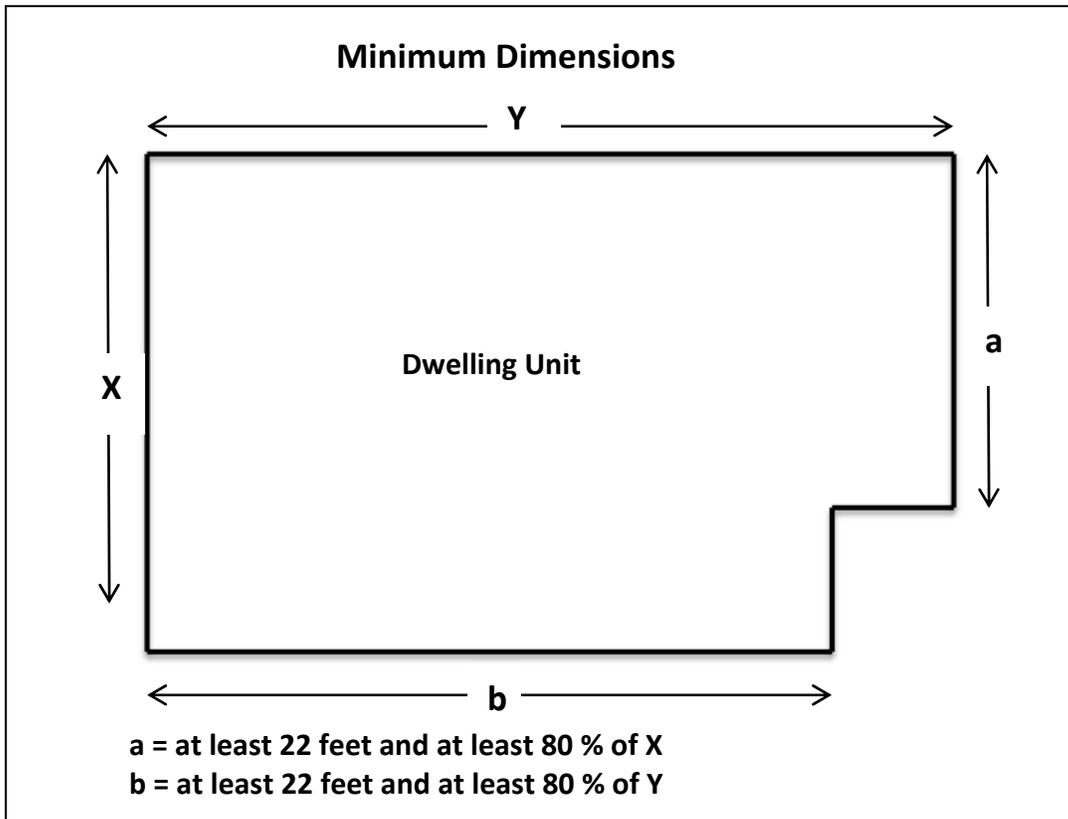
In an R-LD or R-MD District, no building or land shall be used and no building shall be erected except for one or more of the following specified uses unless otherwise provided in this chapter:

- 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.~~

⊖ 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.



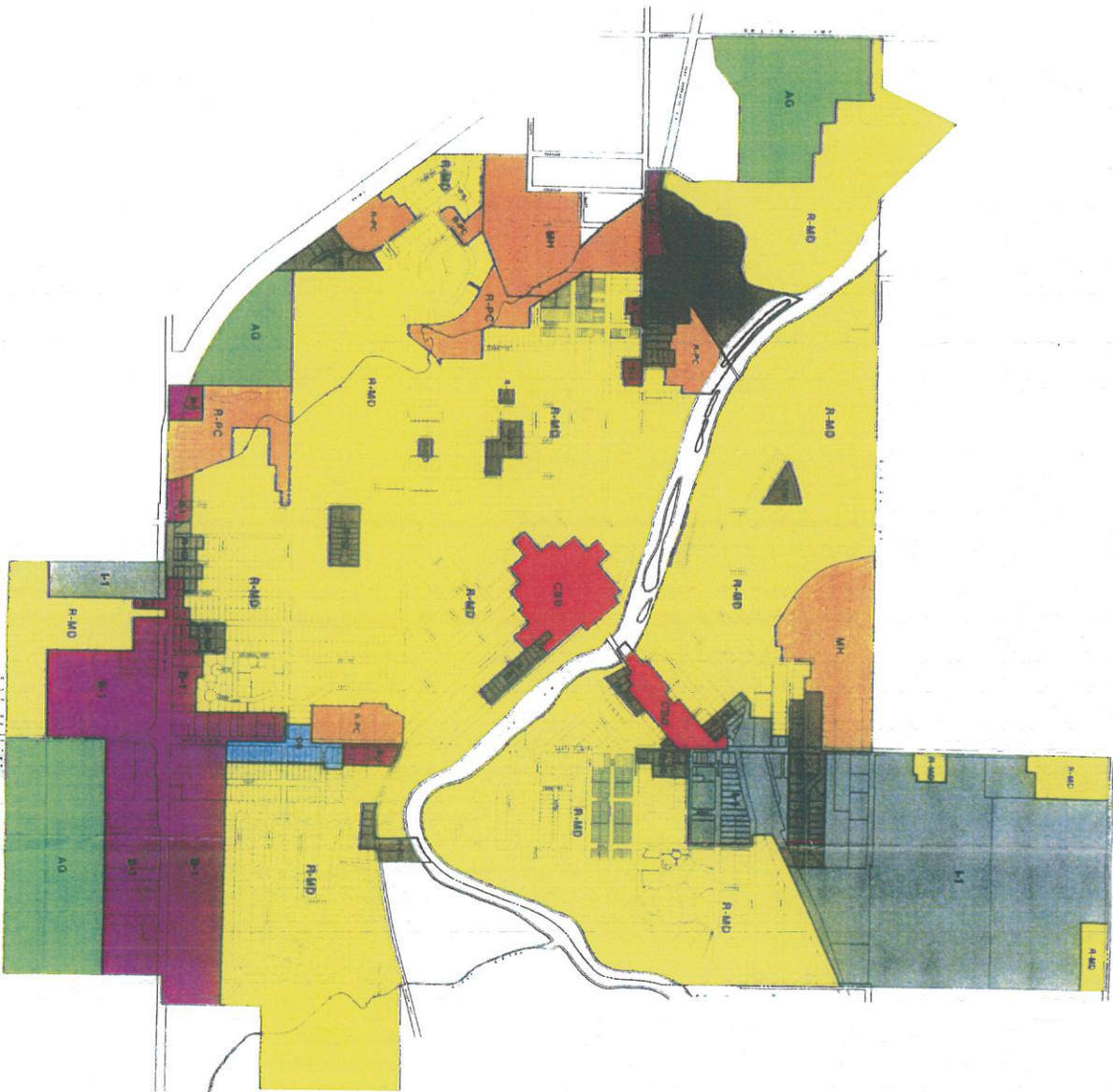
Possible location for higher density residential development



North

Zoning District Map

City of Grand Ledge



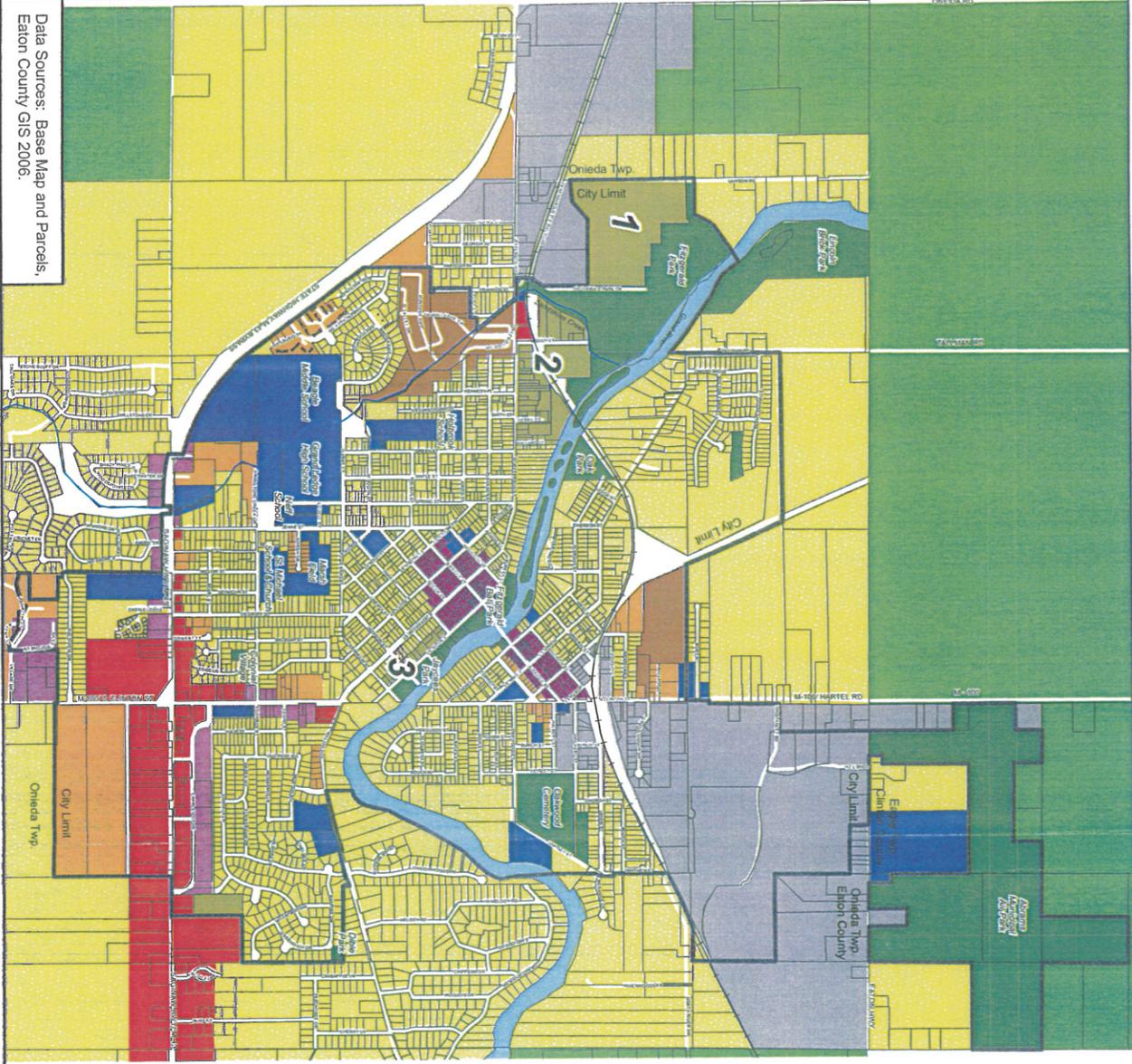
Legend

AG	Agricultural
R-LD	Low Density Residential
R-MD	Medium Density Residential
R-HD	Multiple Family Residential
R-PC	Residential Planned Community
R-MH	Mobile Home
OS	Office Service
CBD	Central Business District
B-1	Highway Service
P	Parking
I-1	Light Industrial
I-2	Heavy Industrial

Vilcan-Leman & Associates, Inc.
 Planning Consultants • Landscape Architects



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



Map 4
Future Land Use
 Grand Ledge Master Plan
 City of Grand Ledge, Michigan

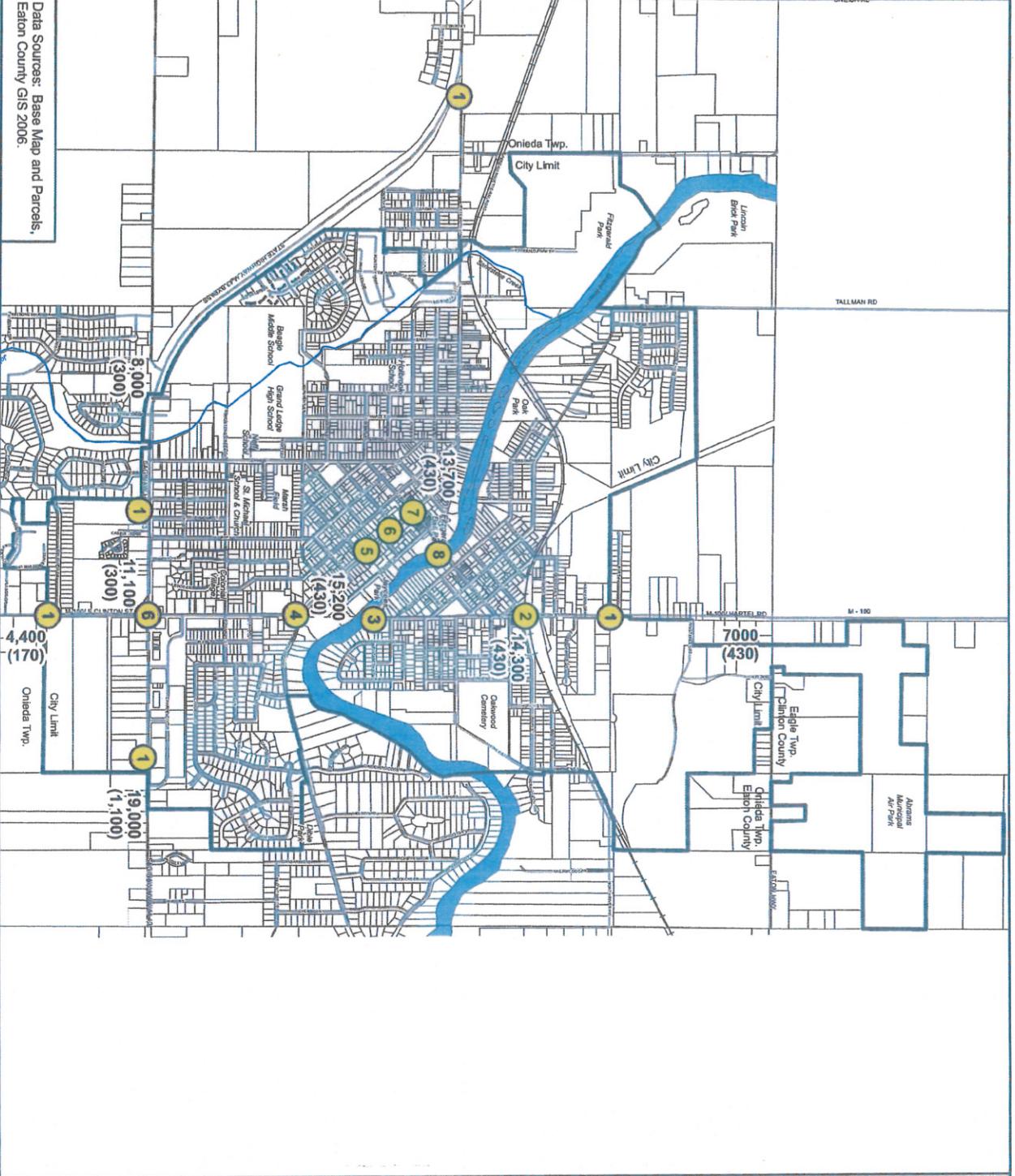
- Legend**
- Single Family Residential
 - Planned Residential
 - Multiple Family Residential 2+ Units
 - Mobile Home Community
 - Central Business District
 - Commercial/Highway Services
 - Office
 - Industrial
 - Institutional: Churches, Schools, Public Facilities
 - Public Open Space/Airport, City & County Parks, Cemeteries
 - Agricultural



March, 2008



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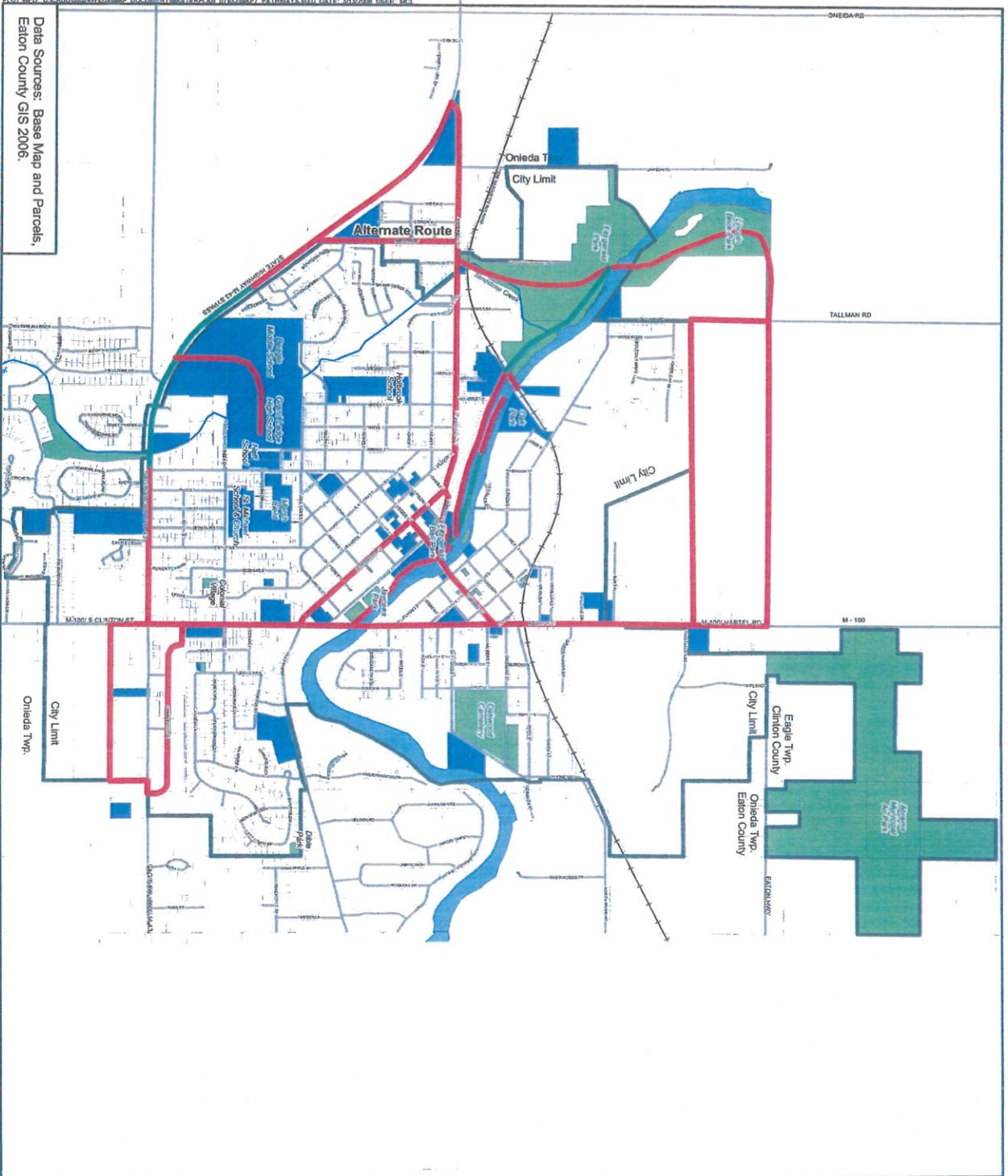
Data Sources: Base Map and Parcels, Eaton County GIS 2006.

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.

fishbeck, thompson, carr & huber, inc.
March, 2008
0 1,500 Feet
NORTH

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



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

NORTH



March, 2008



0 1,500 Feet

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