

NOTICE

The Grand Ledge Planning Commission will hold its regular meeting on **Thursday, April 7, 2016 at 7:00 p.m.** The meeting will be held at Grand Ledge City Hall, 310 Greenwood St., Grand Ledge, MI.

AGENDA

1. Call to Order
2. Pledge of Allegiance
3. Approval of the Agenda
4. Approval of minutes of regular meeting held March 3, 2016
5. Notice of Agenda Item Conflicts
6. Business from the Floor

NEW BUSINESS

7. Zoning Ordinance Amendments – Article V, R-LD, R-MD: One Family Residential Districts
8. Master Plan Update – Chapter 5, Subarea Plans

OTHER BUSINESS

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

| Address | Name | Violation | Date letter sent or notice posted on site | Compliance Date | Status |
|---------------------------|---------------------------|-----------------------|---|-----------------|--------------------|
| 325 W. Washington | Nathan Floyd | Illegal Structure | 3/31/2016 | 4/14/2016 | Open |
| 921 Degroff Street | Richard Kellogg | Parking on lawn | 3/30/2016 | 4/6/2016 | Open |
| 942 Degroff Street | Lisa Campbell | Parking on lawn | 3/30/2016 | 4/6/2016 | Open |
| 215 Oakwood Street | Michael Smith | Junk | 3/24/2016 | 4/7/2016 | Open |
| 326 W. Main Street | Jennifer Botek | Junk Vehicle | 3/24/2016 | 4/7/2016 | Open |
| 348 E. Front Street | Carol Larsen | Junk Vehicle | 3/18/2016 | 4/1/2016 | Open |
| 515 E. Jefferson | Sidney Waterman | Junk Vehicle | 3/15/2016 | 3/30/2106 | Final notice sent |
| 300 Morley | Terry Stevens | Parking on lawn | 3/15/2016 | 3/30/2016 | Owner has complied |
| 208 High Street | Kimberley Byers | Junk | 3/15/2016 | 3/30/2016 | Final notice sent |
| 215 E. Front Street | Justintyme Properties | Junk | 2/29/2016 | 3/7/2017 | Complied |
| 265 S. Clinton | Richard Kempf | Junk Vehicles | 2/25/2016 | 3/10/2016 | Complied |
| 507 North street | Marcia Gales | Junk Vehicle | 2/25/2016 | 3/10/2016 | Final notice sent |
| 505 N. Clinton | Shirley & Mark Waldrop | Junk/Junk Vehicles | 2/25/2016 | 3/10/2016 | Final notice sent |
| 715 W. Jefferson Street | Summer Franch | Junk | 2/3/2016 | 2/17/2016 | Complied |
| 835 W. Jefferson Street | Jeffrey Bone | Junk | 2/3/2016 | 2/17/2016 | Complied |
| 1060 E. Saginaw | Beydoun Sons, LLC | Illegal Signs | 2/3/2016 | 2/10/2016 | Not Complied |
| 421 Morley | Jack Thompson | Junk | 2/2/2016 | 2/16/2016 | Owner is complying |
| 10 Willard Court | Raymond & Sandra Evert | Camper in yard | 1/22/2016 | 2/5/2016 | Complied |
| 1150 Willow Street | Robert & Anjanette Monroy | Illegal Fence | 1/22/2016 | 2/22/2016 | Owner is complying |
| 821 N. Clinton Street | Michael Batcheller | Junk | 1/28/2016 | 2/11/2016 | Complied |
| 214 High Street | Gary Landon | Junk Vehicle | 1/28/2016 | 2/11/2016 | Complied |
| 119 High Street | Nichola & Deanna Kamp | Trailer in front yard | 1/28/2016 | 2/4/2016 | Complied |
| 113 High Street | Robb Thelen | Junk Vehicle | 1/28/2016 | 2/11/2016 | Complied |
| 302 Union Street | Raymond & Terri Dewey | Junk Vehicle | 1/28/2016 | 2/11/2016 | Complied |
| 138-144 Grand Manor Drive | Kevin & Lori Rademacher | Junk | 1/28/2016 | 2/11/2016 | Complied |
| 149-155 Grand Manor Drive | Kathleen Nackfor Trust | Junk | 1/28/2016 | 2/11/2016 | Complied |
| 233 Union Street | Richard & Janice McCubbin | Junk Vehicle | 1/28/2016 | 2/11/2016 | Complied |
| 713 Maple Street | Concrete Develompent | 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 |

City of Grand Ledge
Planning Commission Meeting
Minutes from Meeting Held on
Thursday, March 3, 2016

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

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

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

Approval of the Agenda

Mr. Doty made a motion, seconded by Mr. Gute to approve the agenda as printed. On a voice vote, the motion carried 6-0.

Approval of the Minutes

Mr. Gute made a motion, seconded by Mr. Salmon to approve the February 4, 2016 minutes, as printed. On a voice vote, the motion carried 6-0.

Notice of Agenda Items Conflicts - None

Business from the Floor - None

NEW BUSINESS

1. Public Hearing – Preliminary Plat, Phase 5, Fieldstone Subdivision

Ms. Stachowiak said that the first 4 phases of Fieldstone Subdivision are located in Oneida Township. The subject property, along with the properties to its north and west, were annexed into the City of Grand Ledge in 2015. The proposed phase 5 is merely an extension of the existing subdivision from where it current ends at the north terminus of Stone Bluff Drive. This phase will complete the subdivision as it was designed in the original preliminary plat.

Ms. Stachowiak said that the preliminary plat demonstrates compliance with all applicable requirements of the Subdivision Ordinance and the Zoning Ordinance. She said that Fieldstone Subdivision has already received the necessary preliminary plat approvals from the various State and County agencies required by Sections 113 through 118 of the State of Michigan Land Division Act (P.A. 288 of 1967), as amended. Ms. Stachowiak said that the City Engineer's noted a few technical details that need to be changed on the plat. None of the changes would affect the layout of the plat.

Ms. Stachowiak said that approval of the preliminary plat allows the subdivider to proceed with the preparation of a final plat, which must conform substantially to the approved preliminary

plat. Although preliminary plat approval does not constitute approval of the final plat, it is considered approval of the layout which serves as a guide to the preparation of a final plat. Construction plans for the utilities and streets must be reviewed and approved by the City Engineer, Public Service District and Fire Department prior to installation of any infrastructure improvements.

Ms. Stachowiak said that staff is recommending approval of the preliminary plat with the condition that the items contained in the City Engineer's letter are addressed. She also said that Planning Commission's approval is advisory with respect to plats. Ms. Stachowiak said that City Council has final authority over the approval of plats.

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

Larry Bryant, Kebs, Inc., stated that he prepared the plats for the first four phases of Fieldstone Subdivision as well. He said that Phase 5 will complete Fieldstone Subdivision. Mr. Bryant stated that Mr. Gilbert intends to start construction on Phase 5 as soon as possible.

Seeing no one else wishing to speak, Mr. Stevens closed the public hearing at 7:06 p.m.

Mr. Salmon asked if this phase will connect to Arrowhead.

Ms. Stachowiak stated that it will connect to Arrowhead, via Silver Leaf Drive.

Mr. Gute asked about sidewalk along Saginaw.

Mr. Stachowiak said that it would be required.

Mr. Gute said that at a minimum, the sidewalk along Stone Bluff should be extended to the north to connect with Saginaw. He said that this is a nice area to ride bikes in the street because it is a low traffic area. He also said that he is glad that there will now be a second outlet to this neighborhood.

Mr. Kane questioned whether lots 128 and 129 should be rotated 90 degrees.

Ms. Stachowiak said that the developer has the option of orienting the houses on the corners to either street. She also said that buffering is not required along the Saginaw road frontage.

Mr. Doty made a motion, seconded by Ms. MacDowell to recommend approval of the Preliminary Plat for Phase 5 of Fieldstone Subdivision (lots 121-132), as depicted on the plan dated 1/27/2016, with the following conditions:

- 1. Sidewalk, as required by City Ordinance No. 173, must be provided in the Saginaw Highway right-of-way north of Lots 127, 128 & 129; and**

2. **Compliance with the conditions contained in the City Engineer's letter dated 2/8/2016."**

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

2. Site Plan Review – Capitol Bedding Company, Inc., Winstanley Blvd.

Ms. Stachowiak said that the site plan is for the construction of a 38,072 square foot manufacturing building with related site improvements on the vacant site located immediately west of the Lowes Distribution Warehouse in the Grand Ledge Willis Industrial Park.

Ms. Stachowiak said that while the landscape plan does not contain the amount of shrubs and trees required under the new landscape ordinance, it is consistent with the landscaping on the existing sites in the Industrial Park which were developed under the previous landscape ordinance. Ms. Stachowiak recommended that the landscape plan be accepted as submitted, particularly since the site is located in an industrial park.

Ms. Stachowiak stated that the only other issue is sidewalk. She said that since Winstanley Drive is a public street, a 5 foot wide sidewalk must be constructed along the entire frontage of the site. She also said that the Planning Commission does not have the authority to waive the sidewalk requirement.

Mr. Mulder asked if the existing sites in the industrial park have sidewalk.

Mr. Smith stated that the existing sites in the industrial park do have sidewalk as required by City Ordinance. He also said that the goal is to fully develop the industrial park which, when completed, will hopefully have 100's, if not 1,000's of employees. Mr. Smith said that sidewalk is very important as it encourages physical fitness and provides a safe area for employees to walk.

Mr. Kane said that he is glad to see the industrial park coming back to life but he is concerned about requiring sidewalk in an industrial park as it just does not seem necessary. He also said that with regard to curb and gutter, there is already at least one site in the park that does not have curb and gutter. He said that rolled curb may be better as straight-back curb can be a real pain for snow removal.

Ms. Stachowiak said that the City has approved rolled curb for other sites, including McDonald's and the parking lot extension for the office addition at 403 S. Clinton Street.

Mr. Kane asked about the site still having to be approved by the LDFA Architectural Control Committee.

Mr. Smith stated that the Covenants do not require approval by an Architectural Control

Planning Commission Minutes

March 3, 2016

Page 4

Committee. He said that Planning Commission's approval is sufficient to comply with the Covenants.

Mr. Kane said that the Covenants should be made clearer in this regard as it does not state that approval by the Architectural Control Committee is not required. He also said that there are 2 different building facades included with the site plan. Mr. Kane said that the masonry exterior seems to fit in better with the industrial park.

Brock Mellema, FCC, Inc. stated that he is the project manager. He said that they provided 2 options for the building façade and while the final decision as to which one to utilize has not been made, they are leaning towards the one with the masonry façade. Mr. Mellema said that the cost is the primary factor.

Mr. Salmon said that landscaping can become a problem from a law enforcement standpoint because as it grows, it provides a hiding place. He said that the lighting is very good but the potential for concealment by the plant materials could make the site a target for crime. Mr. Salmon said that he is just saying that security needs to be taken into consideration.

Mr. Gute welcomed Capitol Bedding into the community. He asked if this will be their only location or if they will continue to operate from their current site as well.

Bill Barley, Capitol Bedding Inc., owner, said that they are relocating the business from its current site in Lansing. He said that the site in Lansing will be closed. Mr. Barley said that the existing building is no longer large enough for their operations. He said that the proposed building is what he can afford at this time. Mr. Barley said that he is setting the business up for his daughter to take it over and she will be the one that selects the façade from the 2 designs that were provided to the Commission. He stated that they make beds and mattresses and the employees all spend most of their time in the shop rather than the office.

Mr. Gute said that he is supportive of giving the developer the option of rolled or standard curb around the parking lot.

Mr. Barley said that they would prefer to only have curbing at the entrances and not around the parking lot.

Mr. Stevens said that the Planning Commission is in the process of updating its ordinances and the requirement for parking lot curbs may need to be reconsidered. He said that the Commission needs to show consistency.

Mr. Gute said that in an industrial park where there is a lot of open space, it is ecologically responsible to allow the storm water to clean itself as it sheet flows into the drainage system.

Mr. Salmon said that consistency is important but if a change can be made for the better, it should be permitted.

Mr. Gute said that while he likes the dumpster location, the drivers that come to empty it may not as there is a long distance for them to back up.

Ms. Stachowiak stated that staff is recommending approval of the site plan subject to compliance with the applicable items contained in the City Engineer's letter dated February 17, 2016 and the Grand Ledge Area Fire Department's letter dated February 9, 2016.

Mr. Doty made a motion that the City of Grand Ledge Planning Commission approve the site plan prepared by Exxel Engineering, Inc., dated January 8, 2016, for the construction of a 38,072 square foot manufacturing building with related site improvements on the vacant site located immediately west of the Lowes Distribution Warehouse in the Grand Ledge Willis Industrial Park, subject to compliance with the applicable items contained in the staff report, the City Engineer's letter dated February 17, 2016 and the Grand Ledge Area Fire Department's letter dated February 9, 2016. On a roll call vote (6-0), the motion carried unanimously.

3. Master Plan Update – Chapter 4, Transportation Plan

Ms. Stachowiak reviewed the change she made to the document since the last meeting. She said that she would like to review the maps that relate to Chapter 4 before we move on to Chapter 5.

Map 5, Transportation Issues:

The Commission agreed to removed items 3 through 6 under the "Legend".

The Commission agreed to add "Traffic Calming in the Downtown/Bridge" and "Median/Boulevard from M-100 to the East City Limits).

Map 6, Future Street Improvements:

The Commission agreed to remove the vehicular crossing from North to South Clinton Streets.

The Commission agreed to show a street connection from the School property to M-43. Ms. Stachowiak said that she would contact the School to get the location that was proposed when the School was seeking a millage for this and other improvements.

Ms. Stachowiak asked about a street connecting Oneida Hills Blvd. to Charlevoix Drive through the property at 1093 Charlevoix Drive (Bye Insurance).

Mr. Kane said that this street was shown on the street plan at one time but the neighbors were unhappy with it as they were concerned about cut-through traffic.

Mr. Gute said that the City's transportation system is characterized by a series of inter-connective streets.

Ms. Stachowiak said that most people would not find it convenient to cut through Candlewood Estates to get to Clinton or Willow Highway.

After discussion, the Commission decided to put a street connection from Oneida Hills Blvd. to Charlevoix Drive in the street plan.

Map 7, Non-Motorized Pathway Plan:

The Commission agreed to remove the pathways from Charlevoix Drive and from the South Access Road.

The Commission agreed to show the connection from the Island to the Riverwalk.

Ms. Stachowiak stated that she would show the existing pathways on the plan.

Chapter 4 Text:

Mr. Stevens said that the word "improve" in the first line on page 47 should be changed to "expand and enhance".

Mr. Doty pointed out that the word "several" should be removed from the bottom of page 46. He also pointed out that "calming" is spelled "clamming" in the first line of paragraph 5 on page 52.

Mr. Stevens said that "devices" is misspelled on pages 50 and 53. He also pointed out that the word "turning" is misspelled in the last line of page 56.

The Commission agreed that the last paragraph on page 56 should state that the new road should align with the Gilbert Annexation property.

The Commission agreed that the last line in the last line of paragraph 4 on page 50 needs to be rewritten.

Ms. Stachowiak said that she would make the necessary changes from this meeting and the Commission can start reviewing Chapter 5 at the next meeting. She said that the Commission is on pace to have the entire document updated and adopted by the end of the year.

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

Ms. Stachowiak stated that she removed the 3rd criterion that would have been necessary for a parcel of land to qualify for high density single family residential use. This criterion was:

“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.”

Ms. Stachowiak said that the density and minimum lot sizes still need to be worked out. She also said that she added a clause that prohibits garages from extending any closer to the street than the front wall of the house. Ms. Stachowiak said that this may be problematic, however, on smaller lots. She said that most people are going to want an attached garage and architecturally, it may have to extend beyond the front wall of the house.

Ms. Stachowiak stated that she would continue to work on the ordinance and will prepare some sketches that demonstrate how the proposed ordinance would look like for an actual parcel of land.

OTHER BUSINESS

Joint Planning Committee Report

Mr. Doty stated that the Committee will meet on March 10, 2016.

Zoning Administrator's Report - None

Zoning Board of Appeals Representative's Report

Ms. MacDowell said that the ZBA did not meet in February.

Council Representative's Report

Mr. Mulder thanked everyone for their participation on the Commission.

Mayor's Report - None

Comments from Commissioner's

Mr. Doty said that the City Administrator has stated that the boat launch will not include a parking lot. He stated that the City Administrator has said that there is not a need to construct a new parking lot in the floodplain when there is other parking available in the area.

Mr. Stevens said that it is a mistake to construct the new boat launch and not provide parking. He said that the reason for obtaining the Rounds property was to provide room for a better boat launch. The other Commissioners agreed.

Mr. Mulder said that the final decisions have not been made yet with regard to the boat launch.

Comments from Chairman

Mr. Stevens thanked everyone for attending and said that it is nice to see the improvements being made to the former city hall.

Adjournment

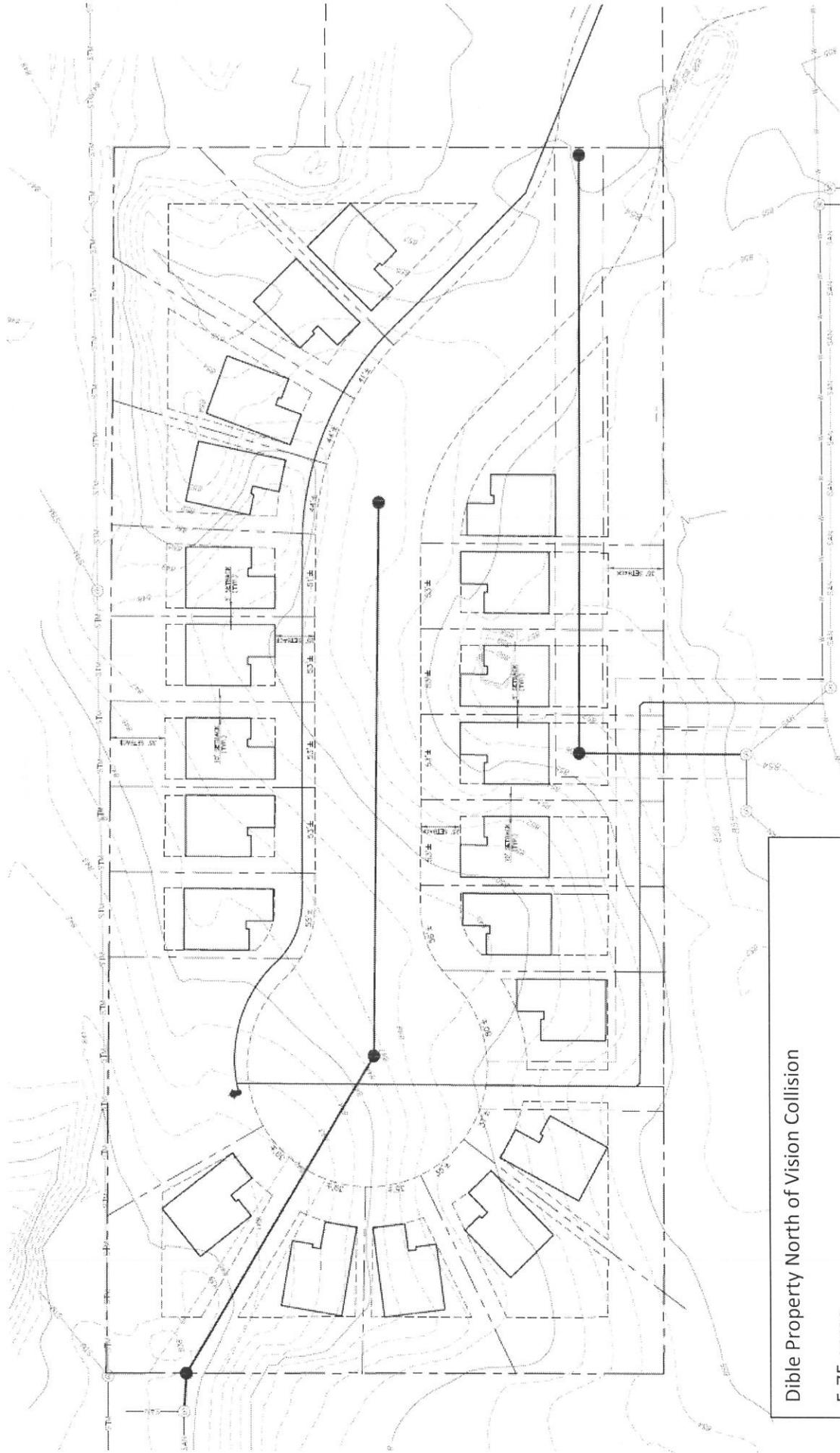
Mr. Stevens adjourned the meeting at 8:40 p.m.

Submitted By:

Susan Stachowiak
Zoning Administrator

Lynne MacDowell, Secretary
Planning Commission

DRAFT



Dible Property North of Vision Collision

5.75 acres

21 condominium units

66' public right-of-way

5 units per acre

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.

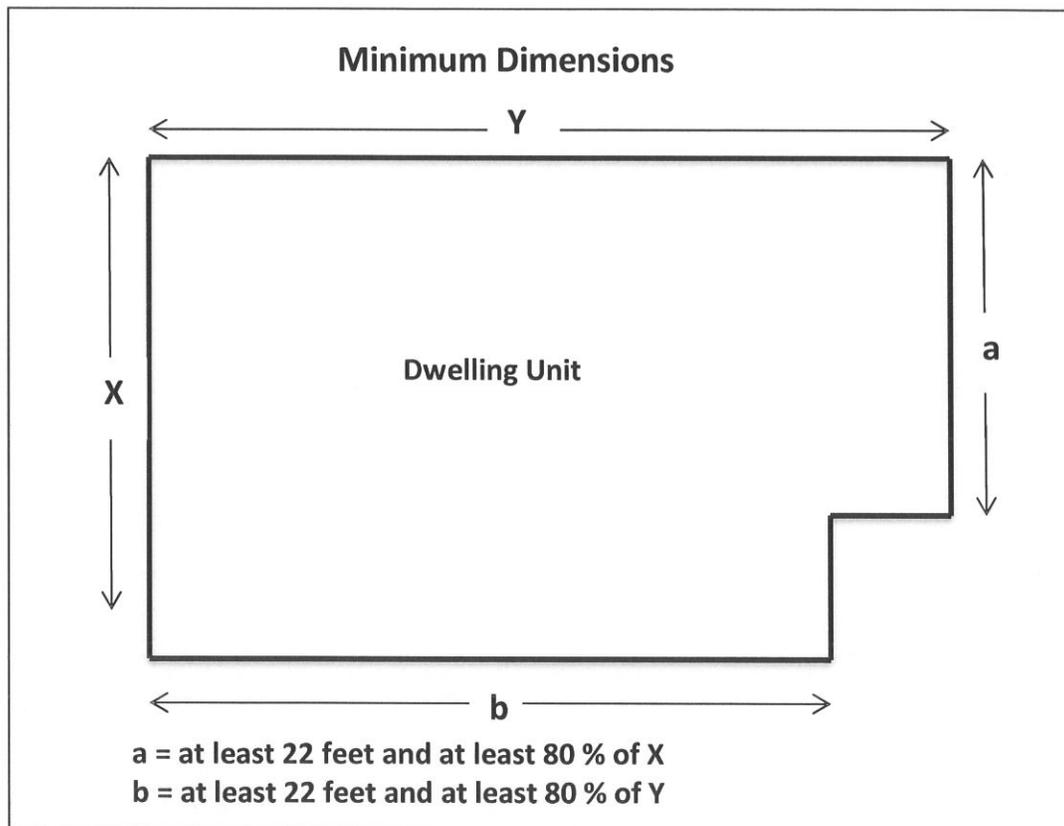
In an R-LD or R-MD District, no building or land shall be used and no building shall be erected except for one or more of the following specified uses unless otherwise provided in this chapter:

- 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~~ Such parking be located a minimum of 10 feet from the road right-of-way **LINE**.
- (2) Access shall be in accordance with § 220-77, Access to major or collector thoroughfare.
- (3) **A temporary use ZONING permit shall be obtained from the City.**

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

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

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

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

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

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

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

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

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

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

§ 220-14. Required conditions.

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

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

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

§ 220-15. Subdivision open space plat.

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

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

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

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

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

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

§ 220-16. One-family clustering option.

A. Intent.

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

B. Conditions for qualification.

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

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

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

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

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

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

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

- (1) The attaching of one-family dwelling units, one to another, may be permitted when said homes are attached by means of one of the following:
 - (a) Through a common party wall forming interior room space which does not have over 75% of its length in common with an abutting dwelling wall, including garage.
 - (b) By means of an architectural wall detail which does not form interior room space.
 - (c) Through common garage party walls of adjacent structures.
 - (d) No other common party wall relationship is permitted and the number of units attached in this manner shall not exceed three. This number may be increased to four if, in the opinion of the Planning Commission, greater preservation of natural assets would result.

(2) Yard requirements shall be provided as follows:

- (a) Spacing between groups of attached buildings or between groups of four unattached buildings shall be equal to at least 25 feet, measured between the nearest points of adjacent buildings. The minimum distance between detached units within groups of four shall be 15 feet, unless there is a corner to corner relationship in which case the minimum may be reduced to 10 feet.
- (b) It is intended that setbacks for each dwelling shall be such that one car length space will be available between the garage or required off-street parking spaces and the street pavement. Setbacks from minor residential streets should follow the guidelines below:
 - [1] Garages or required off-street parking spaces shall not be located less than 20 feet from the right-of-way of a public street.
 - [2] Where streets are private, required off-street parking spaces shall not be located less than 30 feet from the pavement edge of the street.
- (c) That side of a cluster adjacent to a major or secondary thoroughfare shall not be nearer than 25 feet to said road right-of-way.
- (d) Any side of a cluster adjacent to a private road shall not be nearer to said road than 20 feet.

(3) The area in open space (including subdivision recreation areas and water)

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

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

E. Procedures.

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

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

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

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

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

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

C. Review by the Planning Commission.

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

D. Review by the City.

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

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

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

- A. THE MEDIUM DENSITY SITE CONDOMINIUM OPTION IS INTENDED TO PROVIDE FOR THE DIVISION OF LAND AS REGULATED BY THE CONDOMINIUM ACT (ACT 59 OF 1978, AS AMENDED, MCLA § 559.101 ET SEQ.) RATHER THAN THE SUBDIVISION CONTROL ACT (ACT 288 OF 1967, AS AMENDED, MCLA § 560.101 ET SEQ.) TO A GROSS DENSITY OF **UP TO 6 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 BOTH 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.
- 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 TO 40 FEET 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) GARAGES, WHETHER ATTACHED OR DETACHED, MAY NOT EXTEND MORE THAN 10 FEET CLOSER TO THE STREET THAN THE FRONT WALL OF THE DWELLING.
- (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.



Chapter 5: Subarea Plans

The Subarea component of the Master Plan offers specific guidance and recommendations on how to achieve the goals for certain areas within the City. The overall intent is to establish strategies and policies which ensure these areas develop in a manner consistent with the unique character of the City of Grand Ledge.

These areas are the residential neighborhoods, Saginaw Highway/M-43 Corridor and the Central Business District. The residential component embodies all residential areas within the city. Project limits for the corridor discussion is bound to the west where Saginaw Highway and the State Highway Bypass split off and to the east by the city limits at Charlevoix Drive. This is primarily a regional commercial corridor serving motorists traveling through the city at this point.

The Central Business District boundaries are along Bridge Street between North Clinton Street and Lincoln Street. Most of the discussion is focused at Bridge and Jefferson and at the riverfront properties.

NEIGHBORHOOD DEVELOPMENT

Neighborhoods are a critical component of the overall community. In the City of Grand Ledge, single family and multiple family residential development can be categorized into three types: the official historic district, the traditional neighborhoods and the newer subdivisions. Although each possesses its own attributes, as neighborhoods within the City, the overall goals are the similar.

Neighborhood Development Goals

- ❖ *Preserve the historic, small-town character of the existing neighborhoods.*
- ❖ *Ensure new residential development creates neighborhoods that embody sound community design and are consistent with the traditional character of the community.*
- ❖ *Promote neighborhoods that possess their own unique and definable sense of identity while also being integral parts of the community.*
- ❖ *Provide safe locations within each neighborhood for recreation.*
- ❖ *Ensure property land use transitions commercial and residential uses.*
- ❖ *Ensure in-fill development has compatible design with neighborhood architecture and character.*
- ❖ *Provide a well-balanced, sound and diverse mixture of housing types, opportunities and prices in the City.*

Neighborhood Planning Framework

As described previously in the document, Grand Ledge is characterized primarily by stable traditional neighborhoods that offer a variety of housing options with sidewalks, street trees, neighborhood parks and schools, historic architecture and inviting front porches. These elements, among others, have contributed to a strong sense of community for residents. This subarea plan includes all areas that provide housing for the City's residents ranging from large historic homes near downtown to affordable manufactured housing. The plan also addresses single family and multiple family housing.

A majority of the areas designated for residential on the future land use map are established neighborhoods that possess the predominant characteristics described above. The neighborhoods concentrated around the core of the City are part of the grid pattern street network and possess many attributes that define it as the traditional neighborhoods. Directly adjacent to the Central Business District is a smaller neighborhood area about seven blocks long and three blocks deep that is on the National Register of Historic Places, and is considered the

historic neighborhood. Regardless of official designations, both areas possess many important elements that define the traditional, small-town character of the City. Preserving the character of these areas is of utmost importance to the citizens of Grand Ledge. Therefore, they should be preserved and protected in the future as the City changes and develops.

In addition to the established, historic neighborhoods, Grand Ledge has experienced newer “suburban” style residential development on the outskirts of the City. These developments are distinguishable from the older neighborhoods because the roads are designed with a wider cross section, are curvilinear, have longer block faces, and use cul-de-sacs to efficiently develop the land. The homes in these developments possess modern architecture and have attached two-car garages. Lot dimensions are somewhat similar, however, the new neighborhoods tend to have a larger width to accommodate the two-car garage and driveway.

Neighborhood Design

Although the majority of the City is built-out, there are some larger parcels that have the potential for residential redevelopment. These sites should be developed in a manner which is consistent with the traditional neighborhood character of the established residential areas but should also possess the modern amenities of the new developments.

As the predominant land use within the City, the residential neighborhoods should be developed and redeveloped in a manner which is consistent with the surrounding character of the area. As mentioned above, there are three categories that describe single family and multiple family neighborhoods that must be considered. Regulations must be developed that will guide the design and layout of these areas. These regulations should apply to both single family and multiple family projects located in the three types of neighborhoods. All attributes and design considerations listed below should be included in the regulations. There are a few considerations that area specific to multiple family residential that are described separately.

Architecture. Residential structures should have curb appeal that creates a friendly environment and promotes interaction between neighbors. The dominant feature as viewed from the street should be the entryway to the home through design features such as a front porch, front walkway and living area. Garages and garage doors should not dominate the front façade of the home. To prevent this dominance, garages should be recessed, or setback, from the front building line or should be side or rear entry so that the doors area not directly visible from the street. In keeping with the historic character of the neighborhood, detached garages located to the rear of the lot are encouraged.

Building materials should be high quality such as brick, carved stone or wood siding. For in-fill

development and renovations, the use and type of materials must possess the high quality elements of adjacent housing. The intent is to ensure new construction is compatible with the existing neighborhood. New residential development should attempt to preserve historic characteristics and at the same time, work to achieve its own unique design theme.

Lot sizes/width. Residential development is recommended throughout the City in the future land use map at varying densities. It is permitted under the three land use designations: single family, multiple family and planned residential. These densities are consistent with existing development and with the intended character of the particular area. The typical minimum lot size for single family development throughout the City is 8,450 square feet, which translates to a lot width of approximately 65 feet. Lot sizes, widths and required setbacks within the single family districts allow for "close-knit:", yet comfortable spacing between homes. For NEW single-family development ON LARGE TRACTS OF LAND ON THE OUTSKIRTS OF THE CITY, these same densities and dimensions should continue in order to perpetuate and enhance the existing traditional neighborhood atmosphere. AN AMENDMENT TO THE ZONING ORDINANCE, HOWEVER, SHOULD BE CONSIDERED TO PERMIT HIGHER DENSITY SINGLE FAMILY RESIDENTIAL DEVELOPMENT. SMALLER SINGLE FAMILY DWELLINGS (700-1,000 SQUARE FEET IN AREA) ON REDUCED LOT SIZES WOULD ACCOMMODATE THE NEEDS OF EMPTY NESTERS, RETIREES, YOUNG PROFESSIONALS AND OTHER SEGMENTS OF THE POPULATION THAT DESIRE TO OWN RATHER THAN RENT THEIR HOMES WITHOUT HAVING TO MAINTAIN A 1,400 SQUARE FOOT HOME ON AN 8,450 SQUARE FOOT LOT AS REQUIRED UNDER THE CURRENT ZONING ORDINANCE.

Multiple family housing includes townhouses, apartments, duplexes and senior housing. The density of these developments is currently based upon the number of total rooms proposed and the acreage of the site. Planned densities are a minimum of 6 units per acre and no greater than 12 units per acre. The lower density multiple family developments are encouraged to be townhouse style housing with each having an individual entrance to the units. Higher density development may be townhouse style as well, but more likely apartments.

Neighborhood Parks. Neighborhood parks are a key design element to any quality neighborhood. These can take the form of a public park, a school playground or a common area held by a subdivision or condominium association. The City should pursue opportunities to create pocket parks or small open space areas within established neighborhoods where accessibility of green space is not currently available. Further, as new residential projects develop, neighborhood parks and open space areas should be required to accommodate the increased demand created by new residents. These parks may either be public and dedicated to the City, or the developer may maintain the land as private under the control and ownership of an association.

Sidewalks/Pathways. Neighborhoods need an integrated pedestrian circulation system which conveniently and safely links residents to other neighborhoods, public gathering places and other key destination points within the City. Currently, the City strictly follows a yearly sidewalk replacement and construction program for the existing system. As new residential development is proposed, the City should ensure that sidewalks are provided throughout the neighborhoods. Additionally, it is important to ensure that appropriate connections are made to adjacent sidewalk and pathway systems and to key, nearby destinations. Pathways and sidewalks should be enhanced by abutting green space and street trees.

Street Lighting. In order to promote activity in the neighborhoods and to establish a safe environment for residents, street lighting should be provided along roadways and sidewalks. Ideally, the lighting should be decorative to ensure computability with the neighborhood. In some instances, such as intersections, a more powerful light fixture may be more appropriate. Lighting should be reasonably spaced and should by no means negatively impact nearby sites or motorists driving along the road.

Street Design. A traditional street cross-section should be applied throughout the community. This consists of concrete curb and gutter and not excessively wide pavement which accomplishes on-street parking. Streets should be designed to keep speeds and volumes low. Methods to accomplish this goal include maintaining a narrow pavement with, creating short block faces and accommodating some curves in the road. The use of stop signs should be avoided. Additionally, streets should be interconnecting and provide ample and safe access to the existing network. Where a vehicular connection is not possible, a pedestrian link should be provided.

Streetscape Design. Design feature within the streetscape such as street trees between the sidewalk and curb can also be used to alert a driver to slow down. Streetscape elements also establish the roadway as a design feature and not just an impervious surface for vehicles. Street trees should be provided within a 5'-8' curb lawn area between the street and the sidewalk. Street trees should generally be spaced 30 to 40 feet along the road.

Landmarks. Landmarks are features that create a distinct neighborhood identifier or focal point. Many of the existing neighborhoods possess a landmark and all new development should incorporate such a feature. They can be in the form of natural plantings such as trees and flowers, or a man-made feature such as a sculpture or a fountain situated in a neighborhood park or public gathering area. Often times the landmark feature is a building such as a school or a church. Landmarks provide a sense of place at key locations and create visual focal points by which people can identify. Landmarks can also provide a sense of arrival and identity to a neighborhood.

Walkability. The design and density of new residential development should be at a walkable scale. The actual size of a defined neighborhood should be a reasonable walking distance of ½ mile across. There should be a neighborhood such as a park or school. Residential uses need to be within walkable distance to some form of recreation, civic and/or shopping opportunity to maintain this sense of a “walkable community”.

Blocks. As key aspect of maintaining physical connections throughout the community is an interconnected series of streets and blocks. While new streets do not necessarily need to follow a rigid grid pattern, at a minimum, maintaining street connections should be provided. These links are vital to shortening driving and walking distance within the community. The typical suburban street design element of cul-de-sacs contributes to creating isolated neighborhoods and interruptions of traffic patterns and should, therefore, be avoided.

Signs. Older platted subdivisions within the City have individual names, but are fully integrated into the overall network and do not have any type of signage to delineate their boundary. On the contrary, most subdivisions developed in other communities during the mid 1900’s up to the present day have been designed to be separate entities, thereby creating the desire for separate identification. This was not only accomplished through disconnected road systems, it was also perpetuated by the use of subdivision names. Residents no longer referred to their place of residence by the street name, it was by the subdivision name.

The concept is not consistent with the traditional neighborhood design of the community within the core community CITY. Single family residential development within this area should not be provided signs. Multiple family development may provide a sign, however, it must be subtle and low to the ground with planting beds. Illumination of the sign should not be permitted unless the lightly serves to identify the entrance to the development for motorists. Signs may also be allowed in single family developments located along the outskirts of the City where there is existing “suburban style” neighborhoods. Again, the signage must be subtle.

Historic Neighborhood District

Within the existing traditional neighborhood framework, there is a segment that is listed on the National Register of Historic Places. The site is seven block in length and three blocks deep, less the Central Business District and a few other properties. The three main roads which home front on are W. Jefferson, Scott and Lincoln. It extends to the southeast to Franklin and to the northwest to Maple.

Establishing local regulations should be considered in this area, if not a great boundary, to

control development in this area. This may be accomplished through the establishment of a local Historic Preservation District under the guidelines of Michigan P.A. 213, 1957 and P.A. 169 of 1970, as amended.

The purpose of a Historic Preservation Commission is typically to assist the local body of government in the preservation, protection, enhancement, rehabilitation, reconstruction, or use of historic structures, buildings, site, or areas in the community, and to educate residents regarding the importance of such historic preservation.

To begin with, the legislative body of the local unit of government must first adopt policies and processes relating to historic preservation and create a Historic Preservation Commission to oversee the procedures.

The first step towards adopting such policies is to appoint a historic district study committee to assess the historical merit of portions of the community or community as a whole. In particular, the primary responsibilities of the study committee is to inventory proposed districts, evaluate the significance of existing historic resources based upon the criteria used for inclusion of resources in the National Register of Historic Places, and prepare related summary reports and recommendations for the legislative body of the local units of government.

If the recommendations determine that a historic district or districts are warranted, the final report shall include a draft of the proposed ordinance language defining the membership, qualifications, functions, duties, and duration of appointment of historic commission members. The ordinance shall also delineate boundaries for each proposed district and historical significance of each district as a whole and shall provide for review of alterations of buildings an structures, based upon state rehabilitation standards and guidelines, through Certificates of Appropriateness.

Upon adoption of the local historic preservation ordinance, a historic district commission shall be established and included member with demonstrated interest or knowledge of historic preservation. Upon appointment, historic commission members shall educate and inform on historic preservation issues, review applications for any changes to the exterior appearance or interior arrangement of any resources within a historic district and provide input to government entities on historic preservation issues.

The City shall seek guidance and support for the long established Historic Society which is active in all aspects in the heritage of the community and the historical significance of sites and buildings within the community. The non-governmental organization is 200 members strong and is headed by an appointed 10 member board. The Society's activities include creation and operation of the museum and maintenance of the historic archives in the library. The Society

also sponsors civic functions and serves as an information advisory role to public officials on matters related to historical preservation in the community.

Multiple Family Residential

The design elements described above for neighborhood developments apply to both single and multiple family developments. However, there are a few recommendations that are only applicable to multiple family or high density housing to ensure they are quality developments and are consistent with the traditional character of the City.

Building Orientation/Space. Multiple family housing is typically a more massive building than single family housing. Therefore, buildings should be set back from the roadway slightly more than a single family home. However, if the structure emulates the scale of a single family home through the use of front porches or stoops, peaked rooflines and a maximum of two stories, similar setbacks are appropriate. In either case, the entrances should be oriented to the street, providing a sidewalk connection to the right-of-way. For developments which include multiple buildings, the spacing of the structures should be directly related to their size, the acreage of the site and the natural features on the property. Ideally, they should be fairly well spaced. In an attempt to preserve natural features, however, closer spacing may be acceptable.

Open Space. Open space must be provided to adequately serve the recreational needs of the additional population. The required amount of open space must be based on the number of units or rooms in the development. Preservation and protection of natural features is encouraged whenever possible, however, a portion of the open space must be determined to be usable for recreation.

Parking. Multiple family developments commonly provide parking areas for guests and residents. These areas must be appropriately located so as not to be directly visible from the street. Where they are located abutting single family residential, enhanced screening is necessary to offset impacts of noise and lighting. For developments that provide garages for the units, the same design guidelines would be applied as described above which states that garages must not dominate the front façade of the structure as it is viewed from the roadway.

Landscaping/Screening. Although traditional design supports the mixture of uses, there are some instances where screening is appropriate. As discussed above, parking areas and dumpsters should be screened from view of the street and adjacent uses. Sensitivity should be given to nearby single family residential development. Although compatibility is encouraged, there are some instances where the two uses should be buffered in some manner.

Senior Housing Options

The demographic information analyzed in Chapter 2 indicates a large percentage of the population in 2000 2010 is over the age of 65. This percentage has only increased since the 1990 2000 Census. While there ~~have been two recent~~ IS senior citizen ~~developments~~ HOUSING in the City of Grand Ledge (SERENITY PLACE, Independence Village, Maguire Senior Apartment), it is clear the City must consider ~~the provision of~~ more housing OPTIONS for seniors. Many reasons support this recommendation, the primary motivation being that residents do not want their parents and grandparents to be forced to move out of the community in order to find proper housing. THIS INCLUDES THE PROVISION OF HIGHER DENSITY, SINGLE FAMILY RESIDENTIAL CONDOMINIUM DEVELOPMENT THAT ALLOWS SENIORS, AS WELL AS OTHER SEGMENTS OF THE POPULATION TO CONTINUE AS HOME OWNERS BUT WITH LESS MAINTENANCE DUE TO SMALLER LOT AND HOUSE SIZES. Currently, the basic facilities are covered as required by law and are described below. However, there are new trends that have expanded the market for senior housing options that should be considered and accommodated in the Zoning Ordinance.

Adult Foster Care. Currently, the City accommodates state regulated adult foster care facilities in some fashion in a majority of the zoning districts. By this, they are accommodating residential facilities for seniors that are primarily independent but required some medical assistance or simply prefer daily assistance with household activities such as cooking. These facilities range in size from a traditional home environment of six (6) people to congregate facilities of twenty (20) or more. The intent of these facilities is to provide a “group home” environment where facilities are shared by all residents to a certain extent.

Nursing Homes. A few of the districts allow state licensed nursing homes which are facilities for seniors significantly more dependent and require more intensive assistance both medically and in daily activities. These facilities function similar to a hospital where around-the-clock medical assistance is provided.

Recent Trends. Recent trends have expanded the market and offer seniors a variety of housing options that that vary in not only the extent of the services offered but also the amenities. This newly created market, coupled with high demand and a strong economy, has developed fierce competition amongst the senior living development community. This has been a benefit for communities because they are seeing higher quality senior living facilities for their current residents as well as future residents.

SAGINAW HIGHWAY

Saginaw Highway, also called M-43, is a state trunkline that functions as the “front door” of the community. This corridor has slowly developed into a thriving regional commercial center for the area. Generally, recent development has produced quality architecture, landscaping and site design. However, further analysis of the corridor reveals that it is missing cohesive elements and the necessary strong visual statement that is needed as one enters Grand Ledge.

Through the recommendations contained in this plan and the commitment of the City, both private and public investment can provide the catalyst to turn this gateway into a positive announcement and welcome into the City.

Saginaw Highway Corridor Goals

- ❖ *Limit the number of access points and carefully manage their spacing and placement to preserve street capacity, reduce crash potential and improve environmental for non-motorized travel.*
- ❖ *Ensure new construction and building renovations are harmonious with the established “character” of Grand Ledge.*
- ❖ *Maintain strong visual relationships and continuity between the building, the site and adjacent development.*
- ❖ *Commit to enhancing the environment for safe pedestrian movement from within the City and along the corridor.*
- ❖ *Construct service drives to allow travel between uses outside of M-43 and increase motorists safety and convenience.*
- ❖ *Upgrade new and existing sites with additional landscaping to provide screening, buffering, circulation and site enhancements.*

Development patterns and building placement along Saginaw Highway and South Clinton Street need to be sensitive and complimentary to the overall character of this area of the City. The corridor should not be “suburbanized” with excessive building setbacks and large front parking lots. Excessive building setbacks create an impersonal atmosphere, overemphasized reliance on the automobile, diminish pedestrian activity and produce sterile, unattractive environments. Development in this area needs to relate to the identity of the rest of the community.

Signs. Signs are an aspect of site design which has a major effect on the streetscape. While having adequate signage to advertise and draw customers is important for the viability of a

business, uncontrolled proliferation of large, unattractive signs not only degrades the appearance of the community, but also distracts motorists. The CITY SHOULD CONTINUE TO REQUIRE THE use of monument signs TO MINIMIZE THE NEGATIVE EFFECTS CREATED BY LARGE SIGNS THAT COMPETE FOR ATTENTION ~~should be required~~. Sign materials and color should match the building materials.

Landscaping. Development should maximize the amount of green through street trees and plantings, landscape parking lot setbacks, providing trees within parking lots, and discouraging large and uninterrupted pavement areas. AS NEW DEVELOPMENT OR REDEVELOPMENT OCCURS, Parking lot greenbelt buffers for parking areas between the road and building area ARE needed. A greenbelt may include berms, hedge rows and street trees.

In addition to walls, the city should promote the use of landscaping to help buffer residential areas from non-residential uses. The intensity of landscaping should be related to the potential for land use conflict. A combination of preserving existing trees, new landscaping and walls SHOULD BE REQUIRED ~~may be appropriate~~.

Architecture. Because this area serves as the primary entrance to the community, commercial architecture is of vital importance. The development of franchise commercial tends to homogenize communities and increase a lack of unique identity.

Building architecture is a key component of good site design. Quality architecture can help ensure that a building/use is compatible with surrounding uses and can help protect the investment of adjacent landowners.

Building shapes such as peaked roof lines, archways and other treatments should be used to provide variety while complementing the existing buildings in the area. Brick with traditional windows are preferred for most commercial, office and industrial buildings. Concrete block, aluminum siding, dry-vit and metal panels should be discouraged. Building walls over 100 feet in length should be broken up with varying building lines, architectural accents and trees.

Lighting. To minimize conflicts between commercial site lighting and adjacent residential areas, special consideration needs to be given to the site lighting plan. The height and intensity of light fixtures need to be minimized. Special attention should be paid to the location and orientation of light location, in relationship to nearby residences. Areas of the site which require more intense lighting, such as parking lots, should be physically located on the site to minimize the impacts of lighting.

Access Management. Saginaw Highway is a critical roadway for traffic. ~~Protecting the roadway's ability to carry traffic, particularly around the intersection with South Clinton Street is critical.~~ The lack of controls over the number and placement of driveways will increase potential for traffic congestion and crashes. A pattern of closely spaced driveways, which serve individual businesses and homes, will hamper the corridor's ability to accommodate additional traffic without severe congestion. Continued implementation of the City's access management standards will reduce traffic conflicts and preserve the capacity of through-traffic flow.

Service Drives/Shared Access. In addition to recent intersection improvements at M-100 and M-43, the City has begun efforts to alleviate traffic congestion along the corridor through the development of service drives. Charlevoix Drive provides a rear service lane providing road frontage for office development to the north and allows for interconnection of access points for developments that front onto Saginaw Highway. This allows motorists to access these sites without entering back onto the highway.

The service drive has been so successful, another service drive is planned to run parallel to Saginaw Highway on the southeast side of the road. This will serve a substantial portion of the commercial development along this segment of the corridor. At this point, the only area lacking in plans for connections is the developments on the west side of the intersection. There is a mixture of land uses planned along this segment. Although many of these sites are too shallow for accommodation of a service drive, shared access between parking should be encouraged.

Pedestrian Circulation. As the area develops, pedestrian circulation and non-motorized connections should be accommodated. Consistent with the City's Non-Motorized Pathway Plan, ~~pathways~~ SIDEWALKS OR PATHWAYS should be constructed along the Saginaw Highway/M-43 corridor WHERE IT DOES NOT CURRENTLY EXIST ~~west of M-100~~. Other ~~pathway~~ SIDEWALK/PATHWAYS connections along the corridor should be provided along existing and planned service drives. Promoting ~~pathways~~ SIDEWALKS along service drives ensures a safer pedestrian environment because it is separated from heavy traffic. To further enhance the benefit of pathways, connections to buildings should be required as well. While there exists an opportunity to connect to adjacent residential neighborhoods, this should also be encouraged.

Identification to Downtown. The downtown area is not identified which causes confusion for visitors unfamiliar to the area as to the core of the community. As a result, motorists pass by without venturing into the City. Better signage should be provided at the M-100/M-43 intersection to enhance way-finding to the downtown area.

CENTRAL BUSINESS DISTRICT

The downtown (CBD) is the traditional heart of Grand Ledge but competes with the M-43, Saginaw Highway commercial corridor for business. Recently, businesses have been moving to the highway frontage because of more convenient parking and improved exposure causing fluctuation in its vitality. Opportunity exists to revitalize the area through new residential lofts, parking, circulation and urban design solutions and marketing efforts. A Downtown Development Authority and an active merchants association is in place.

Central Business District Goals

- ❖ *Ensure the economic viability of the downtown through a diversified mixture of complementary commercial, office, residential and civic uses.*
 - ❖ *Preserve the historic, small-town character of the downtown.*
 - ❖ *Maintain and strengthen the "sense of place" which currently exists in the downtown area.*
 - ❖ *Ensure that renovation of historic buildings in the downtown retains the existing historical and architectural integrity.*
 - ❖ *Ensure new infill development is compatible with the downtown's historic architecture, scale, proportion and character.*
 - ❖ *Ensure proper land use transitions and design treatment between the downtown district and the surrounding residential neighborhoods.*
-

The Central Business District (CBD) possess a mid-western, small-town setting with a variety of land uses, small lots, commercial buildings, built up to the front lot line and an overall quaint historic appearance. The structures within the downtown are mainly two story buildings, with some buildings one and three stories. The downtown streetscape is characterized by wider sidewalks, pedestrian furniture, formal street trees, ornamental streetlights and on-street parking.

The Central Business District generally follows Bridge Street, with the Grand River being the central feature of the downtown. In addition to the elements that define the urban form and character of the downtown, the Grand River and the bridge are key landmarks that help define Grand Ledge as a distinct place.

The downtown is split into two distinct areas that are split by the Grand River. These areas are linked by the bridge which includes pedestrian walkways and ornamental lighting that visually tie the two halves of the downtown together.

Historic Preservation. The Central Business District contains significant historic, architectural and cultural resources that are a major asset to the community. The Planning Commission needs to carefully consider renovations to older structures in order to ensure that the historic character of these buildings is retained. In addition, development or redevelopment in the district should be designed in keeping with the established building character. In order to ensure consistent enhancements in the future, the City should adopt architectural design guidelines which must be followed by developers to regulate development and redevelopment of property within the area.

Downtown Uses. The desired form of development within the downtown is retail on the first floor, with residential and offices on upper floors. This mixture of uses creates more vitality and strengthens the downtown. While the downtown is relatively small in scale, having some office workers within the downtown helps support the market for commercial uses, particularly restaurants. Redevelopment of some of the currently vacant upper floors of buildings provides an excellent opportunity to introduce additional office space. Upper story apartments and residential neighborhoods within close proximity to the downtown maintain a population within the downtown during evening hours and enhances its vitality ~~of the community~~. The development of upper story apartments should be encouraged in the downtown.

A mixture of uses should be continued and encouraged. While specific uses will be dictated largely by market factors, the City needs to ensure that a proper mix of uses evolve which are mutually supportive of creating a strong and viable downtown. The City needs to ensure that the physical manifestation of the downtown, including architecture, building height, building location and design of parking areas fosters a cohesive unit that continues to result in a desirable place to live, shop and work.

Civic Uses. The ~~City Hall~~, Post Office and Library bring people and add vitality to the district. Therefore, these civic uses should remain connected to the downtown area. As plans begin for the expansion and redevelopment of these sites, criteria should be established to ensure that new construction will be compatible with the character of the district. For example, the buildings should be located near each other to create a "civic complex". They should be oriented toward the downtown, the river and nearby park land so that there is a continuous connection between the various uses. This will generate more activity in the downtown. Also, the architecture should be consistent with the historic downtown.

Proper Scale: Development and redevelopment needs to be consistent with the historic architecture, mixture of uses and compact layout of a traditional small town. The density and design of development needs to be at a scale that puts uses within a walkable distance. There should be a complimentary and integrated mixture of employment, shopping, entertainment,

civic and residential uses within a walkable town. To reinforce the downtown as a distinctive place, it is important that there be a proper transition between the downtown and surrounding neighborhoods.

Relationship to Pedestrians: Buildings should be designed to relate to the pedestrian scale. Pedestrians respond differently to different building frontages. The most attractive and comfortable building frontages to pedestrians are shopfronts with large windows and displayed merchandise. Commercial structures need to have windows that relate to the public sidewalk and provide interest. Building entrances should utilize windows, canopies and awning, provide unity of scale, texture, color and provide a sense of place. In addition, long black walls along the sidewalk should be avoided.

Architecture: Special consideration should be given to architecture within the downtown area, as well as other areas of the City. Individual innovation in building design should be allowed, provided the form of an individual development does not detract from the traditional small-town character. Renovations and infill development needs to be compatible with surrounding uses, provide visual harmony between old and new buildings, blend into the streetscape and create a positive image for the City. The primary goal is to maintain architectural styles that foster the intended traditional small-town character and blend with the context of the traditional urban form. The downtown needs to be maintained as a community center that fosters a sense of civic pride. The following standards should be applied to renovations, additions and infill development in the Central Business District:

- √ Commercial architecture should contribute to the overall small-town character as a place that has history and substance. Each structure needs to have its own identity and provide variety to the streetscape.
- √ Architectural styles should be compatible with and not detract from the historic integrity of the downtown. Buildings should provide individualized architectural features, details and ornaments such as archways, colonnades and cornices to make them distinctive. Building materials and colors need to relate well and be harmonious with the surrounding area. The use of natural building materials such as brick and wood should be encouraged.
- √ The first floor of the building's front façade should be primarily glass. Upper stores should contain less glass and upper-story windows should be vertical in proportion. The ratio of void to solid of the upper story façade should create a consistent rhythm from one building to another.

- √ Because many of the commercial buildings back toward residential neighborhoods, the appearance of the rear facades of buildings need to be considered in relation to the front façade.

Corner Locations: Special treatment to the corners of street intersections is an important and effective means to create community landmarks. Buildings located on corner lots can be designed to become very distinct and prominent architectural features. Special consideration towards architecture and site elements should reflect the importance of the building's corner location and create a positive visual landmark. Particular attention should be given to any redevelopment or renovation of buildings at the corner of Jefferson and Bridge Street and where Bridge Street terminates at Clinton Street.

Creation of Defined Streetscape. Commercial developments need to front towards and relate to the street. Buildings need to be maintained at the front lot line in order to create a defined streetscape through uniform setbacks and proper relationship to adjacent structures.

Landmarks. Landmarks are features that create a distinct community center and focal point such as the bridge over the Grand River. More subtle landmark features can also be provided at key locations such as at "gateways" at prominent corners and at the end of visual corridors. Landmarks are intended to announce entry to a unique area, provide a sense of place at key locations and create visual focal points at the terminus of vistas.

Street Trees. The City currently has streets trees along most City streets. Over time, trees will need to be replaced as they overgrow their environment. While the placement of trees along main commercial streets needs to give a property sense of rhythm and enclosure, consideration also needs to be given to the relationship of trees to buildings and signs. Where possible, trees should be planted at lot lines to properly frame the building as seen from the street and opposing sidewalk. As trees are replaced, their location should be determined with consideration given to the spacing from other trees, architectural elements, adjacent buildings and the way finding mechanisms within the City.

Street Lights. The City currently has good quality, ornamental lighting that is part of the overall streetscape for the downtown. Using a consistent style of lighting within the various areas of the City is a unifying and recognizable element. Ornamental lighting also reinforces linkages by leading pedestrians to other areas of the city such as the riverfront park. It is important that a consistent style of ornamental lighting be used throughout the City.

Public Spaces/Connections to Grand River. Finally, one of the most important aspects of a positive downtown environment is open public spaces in the form of parks and plazas. The

Grand River and associated parks throughout the City is a great strength of the community. Development must continue to promote and enhance the connections to the Grand River, Island Park and other parks along the River that have been preserved through public open space along its banks. The City should continue to maintain and expand park areas along the riverbank within the downtown whenever possible.

Circulation. Vehicle speeds across the bridge are excessive and need to be controlled to give pedestrians a more comfortable environment. Recommendations contained in Chapter 4 offer solutions through lane reductions, curb bump-outs, on street pathways and on-street parking to slow speeds down. Slowing speeds generates more economic activity because motorists have time to read business signs and view what is in the downtown.

Another element of circulation is non-motorized circulation. There are a number of recommendations contained in this plan as an update to the Non-Motorized Plan relate to pedestrian circulation in and around the downtown that should be considered. These comments include extension of pathways along the river and Bridge Street and improving pedestrian crosswalks to increase safety. Finally, the recommendation above regarding slowing traffic on the bridge will strengthen pedestrian safety and encourage more cross activity between the two sides of the river.

Parking. ~~Parking availability can be increased, particularly on the north side of the river by providing on-street parking along the bridge. In addition, the Downtown Development Authority has acquired land along Madison Street for the construction of a new parking lot. Many of the buildings along this area offer apartment spaces that require safe, long term parking areas.~~

The overall design of parking areas ON THE SOUTH SIDE OF THE BRIDGE should be enhanced to improve the visual impacts. Enhancements needed include redesigning and repaving certain parking lots to more efficiently use space. ~~In particular, the lot east of the Opera House extending to East Jefferson could be more efficiently designed to handle parking and safer traffic circulation. It is also recommended that these concepts be applied in the redevelopment of the City lot located on West Front Street and North Bridge Street.~~ Landscaping is the most effective method for screening and enhancing parking areas. To provide shade and green space within parking lots, curbed islands should be installed within parking lots in place of striping. The islands should be large enough to accommodate lawn area and one or two large canopy trees. Where rows of parking must be screened from view, a continuous evergreen hedgerow or decorative brick seat wall is recommended. All lots should provide safe, decorative lighting.

Business Retention and Recruitment. In cooperation with the Downtown Development Authority, a marketing strategy should be developed that outlines short and long term goals and implementation strategies for the district. There are a number of potential problems that can be addressed through this recommendation. To begin with, many current and future merchants are small business owners that do not have the benefit of either experience or funding to invest in this type of development plan on their own. If it is done as a team, there is a greater likelihood of success.

A second issue that would be addressed is strengthening the foundation of the downtown small businesses which will allow them to more successfully differentiate themselves with the businesses along Saginaw Highway. It is not the intention of the City to create direct competition between the two districts. They should develop their own identity and their own market. This can be more clearly defined through a marketing strategy plan. This plan will also serve a dual purpose in retaining existing businesses and also work to promote new businesses to fill vacant spaces. A business district that is dedicated to stabilizing the market for merchants is one that will be significantly more desirable for potential business owners.