



AGENDA
CHARTER TOWNSHIP OF MERIDIAN
PLANNING COMMISSION – REGULAR MEETING
September 23, 2019 7PM

1. CALL MEETING TO ORDER
2. PUBLIC REMARKS
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES
 - A. September 9, 2019 Regular Meeting

5. COMMUNICATIONS - listed on separate page
6. PUBLIC HEARINGS - None
7. UNFINISHED BUSINESS - None
8. OTHER BUSINESS
 - A. Form based code initiative.

9. REPORTS AND ANNOUNCEMENTS
 - A. Township Board update.

10. PROJECT UPDATES
 - A. New Applications - None
 - B. Site Plans Received - None
 - C. Site Plans Approved - None

11. PUBLIC REMARKS
12. ADJOURNMENT

TENTATIVE PLANNING COMMISSION AGENDA
October 14, 2019

1. PUBLIC HEARINGS
 - A. Rezoning #19090 (Okemos Land Investment LLC), rezone approximately 83 acres from RR (Rural Residential) and RAAA (Single Family-Low Density) to RAA (Single Family-Low Density) and PO (Professional and Office) with conditions located on the north side of Bennett Road, west of Hulett Road, and east of Hagadorn Road.
 - B. Rezoning #19080 (Minerva Realty Capital LLC), rezone approximately 4.99 acres from RR (Rural Residential) to PO (Professional and Office) conditioned on development as a mixed use planned unit development at 4606 Hagadorn Road.

2. UNFINISHED BUSINESS
 - A. None

3. OTHER BUSINESS
 - A. Form based code initiative

**CHARTER TOWNSHIP OF MERIDIAN
PLANNING COMMISSION
REGULAR MEETING MINUTES**

DRAFT

**September 9, 2019
5151 Marsh Road, Okemos, MI 48864-1198
517-853-4560, Town Hall Room, 7:00 P.M.**

**PRESENT: Commissioners Lane, Scott-Craig, Hendrickson, Trezise, Shrewsbury, Cordill,
Premoe and Richards**

ABSENT: None

**STAFF: Director of Community Planning & Development Mark Kieselbach, Principal
Planner Peter Menser and Economic Development Director Chris Buck**

1. Call meeting to order

Chair Scott-Craig called the regular meeting to order at 7:01 P.M.

2. Public Remarks - None

3. Approval of Agenda

Commissioner Premoe moved to approve the agenda as written.

Seconded by Commissioner Cordill.

VOICE VOTE: Motion approved unanimously.

4. Approval of Minutes

A. August 26, 2019 Regular Meeting

Commissioner Hendrickson asked for the following changes/updates to be made to the minutes:

- Correct 7A to note the motion was supported by Commissioner Richards.
- Correct 7C to note the following, "Friendly amendment offered by Commissioner Hendrickson to require the applicant dim the lights in the parking lot to 50% outside of business hours. Amendment was not accepted by the maker.
- Add to 7E, fourth bullet, "The Planning Commission requested clarification on whether the Planning staff had discovered the code enforcement violations."
- Add to 7E, fifth bullet, "Director Kieselbach indicated having all the information coming to light since the initial ruling-that he would have made the same decision on this minor amendment.

Commissioner Hendrickson moved to approve the minutes as amended.

Seconded by Commissioner Lane.

VOICE VOTE: Motion approved unanimously.

5. Communications

Chair Scott-Craig noted the communications listed in the meeting packet and have been reviewed by the Planning Commission.

6. Public Hearings - None**7. Unfinished Business - None****8. Other Business**

A. Form based code initiative.

Principal Planner Menser provided information in the meeting packet for discussion on the Form based code initiative. The Form based code would establish an overlay district for a geographical area (Grand River Avenue corridor) where special rules would apply. Principal Planner Menser noted he and Director Kieselbach would be available to answer questions about the ordinance.

Planning Commission Discussion:

- The Form Based Code District would be limited in scope to begin with but the long term goal could continue moving to the east.
- The esthetic character in the area will eventually move into a new direction if the Form based code becomes mandatory.
- Implementing Form base code would drive strategy and speed up the process for developers.
- Chair Scott-Craig suggested speaking with Supervisor Styka about having a joint meeting to discuss draft ideas before discussing the details.
- The overall goal is to work through the ordinance more quickly.
- There are five areas to define in the ordinance: building location, parking, connectivity, access and esthetics.
- During the next Planning Commission meeting on September 23, 2019 the discussion will continue to focus on General Provisions in Section 4, pages 9-12 of the Grand River Avenue Form District Document.
- Principal Planner Menser will work with the Meridian Township Engineering Department for guidelines relating to the road right of way and Michigan Department of Transportation (MDOT) jurisdiction.

9. Reports and Announcements

A. Township Board updates.

Principal Planner Menser provided an update from the September 3, 2019 Township Board meeting and noted the next Township Board meeting will be September 17, 2019.

Chris Buck, Economic Development Director provided a update on the Haslett PICA Study and stated a report will be forthcoming on the studies conducted by the consultant firm.

Chair Scott-Craig provided an update from attending a Land Use luncheon sponsored by the Mid-Michigan Environmental Action Council on September 6, 2019.

Commissioner Premoe provided an update from the September 4, 2019 Environmental Commission meeting.

10. Project Updates

A. New Applications - None

B. Site Plans Received

1. Site Plan Review #19-16-15-2 (Okemos Pointe LLC), develop Phase 2 of Elevation at Okemos Pointe mixed use planned unit development at northwest corner of Jolly Oak Road/Jolly Road.
2. Site Plan Review #19-13 (Louis J. Eyde Family, LLC), construct 34,685 square foot office building at 2843 Eyde Parkway.
3. Site Plan Review #19-10 (Meridian Township Parks & Recreation Department), construct pavilion and restroom building at the Harris Nature Center at 3998 Van Atta Road.

C. Site Plans Approved - None

11. Public Remarks - None

12. Adjournment

Commissioner Premoe moved to adjourn the meeting.

Supported by Commissioner Cordill.

VOICE VOTE: Motion carried unanimously.

Chair Scott-Craig adjourned the regular meeting at 8:37 P.M.

Respectfully Submitted,

Debbie Budzynski, Recording Secretary

Communications Received

Meridian Township Planning Commission

Monday, September 23, 2019

1. Lynne Page RE: Rezoning #19060
2. Yingxin Zhou RE: Rezoning #19060
3. Yingxin Zhou RE: Rezoning #19060
4. Lynne Page RE: Rezoning #19060
5. Yingxin Zhou RE: Rezoning #19060
6. Yingxin Zhou RE: Rezoning #19060

Peter Menser

From: Lynne Page <page.okemos@gmail.com>
Sent: Tuesday, September 10, 2019 2:00 PM
To: Frank Walsh
Cc: Board; Planning Commission (DG)
Subject: Mayberry Rezoning

Hello Frank,

Thank you for facilitating intensive discussion on this issue. Although the disclosure of potential conditions does not constitute a dialogue, I appreciate having the opportunity to consider Mayberry's preliminary development concept in advance, prior to their filing of a new rezoning application.

Here is my feedback on the draft proposal:

1. The wetlands on the entire property need to be delineated to support the required yield calculation.
2. The density is somewhat high. I am hopeful that the wetlands assessment will reduce the density to more acceptable levels.
3. The condition specifying the development of single-family, detached homes is optimal. Lot sizes and required setbacks need to be realistic and consistent to preserve public safety and property values.
4. The 20-acre natural area designated for future donation to Meridian Township is a huge positive, in terms of environmental impact and accessibility to the adjacent Township Land Preserve property.
5. The plan to maintain an unpaved emergency access road is necessary to address valid traffic concerns. However, the emergency access road easement and related maintenance responsibility should be transferred from Champion Woods HOA to Meridian Township. It's one thing to maintain such an easement on private property, but there is too much at stake once the property is made public. If there is a public benefit, all residents should be responsible for the safety and condition of the emergency access road/pathway.
6. The 3-acre parcel designated for PO zoning is problematic. This is definitely spot zoning, since the requested zoning is inconsistent with the Township's future Land Use Map and the zoning of the adjacent properties. The property appears to fall within Meridian Township's Commercial Medical Marijuana Overlay District #6, which raises concerns about the permitted future uses of the property. Also, PO zoning is often leveraged as transitional zoning for other land uses that may impact adjacent properties. Finally, the size of the designated PO parcel raises additional concerns about the possibility of a multi-story, multi-tenant building that could be detrimental to the nearby residential neighborhoods.
7. Obviously, drainage issues are a huge concern. The Township needs to ensure that all planned or potential development occurring within the drainage district is considered in context during the planning process.
8. Incremental changes requested during the development process need to be documented, publicly disclosed, discussed, and tracked. Allowing multiple "minor" changes often results in significant deviation from the approved, original plans.

I am encouraged by your willingness to consider possible amendment of the zoning ordinances and review process to facilitate a fair, transparent, and consistent rezoning process. Thank you for considering my input.

Sincerely,
Lynne Page
3912 Raleigh Drive
Okemos, MI 48864

Peter Menser

From: Yingxin Zhou <zhou0824@gmail.com>
Sent: Friday, September 13, 2019 11:47 AM
To: Board; Planning Commission (DG)
Cc: Frank Walsh
Subject: Mayberry rezoning density analysis 9-13-2019
Attachments: Mayberry density analysis_9-13-2019.pdf; Mayberry vs. Summer park realty.xlsx

Hello board and planning commission,

please see the attached for my analysis and an excel file that I shared with Frank before. Thank you very much!

Yingxin Zhou

Yingxin Zhou
2565 Sophiea Pkwy
Okemos, MI 48864

September 13, 2019

Re: Mayberry rezoning (Okemos Land Investment LLC)

Dear Meridian Township Board and Planning Commission,

I'd like to share my analysis on Mayberry development at Hagadorn & Bennett road in terms of zoning and density. I shared it with our Township Manager Mr. Frank Walsh before and will greatly appreciate it if you could give it consideration. **If rezoning #16060 Summer park realty is a guidance, the cap on units for Mayberry development should be in mid 130s while keeping the EXISTING zoning of RR and RAAA.**

1. Precedent Rezoning #16060 Summer park realty

Rezoning #16060 Summer park realty (Walnut hills) is a precedent that asked for rezoning 156 acres from RR to RAA. Another piece of 34 acres is already RAA. So the entire project site is 190 acres. After the township board denied the rezoning request in early 2017 the applicant sued the township and the parties went into a court ordered facilitating discussion. Per the consent judgment **311 units** will be allowed, while **262 units** are allowed under existing zoning before the agreement vs. **427 units** will be built should the entire site were to rezoned to RAA. Please see details below and detailed calculation in the attached excel file. Also the consent agreement **didn't change the existing zoning. The original RR and RAA stay the same.**

Through a facilitated discussion that lasted more than a year, the applicant only got 49 more units, which represents 29.7% of the difference between # of units allowed under proposed RAA and # of units allowed under existing zoning. And the 49 units represent 18.7% more units than what is allowed under existing zoning.

Summer park realty	262	# allowed under existing zoning
	311	# allowed per agreement
	427	# allowed under RAA
	165	diff between # allowed under RAA and existing zoning
	49	more # developer got than # allowed under existing zoning
A	29.7%	% more # divided by diff
B	18.7%	more # divided by # allowed under existing zoning

2. Mayberry development

If we use the compromise level made at Summer park realty on Mayberry rezoning, the number of units allowed will be 130 or 137 for PUD with 25% density bonus included and the applicant will need to stay with existing zoning of RR and RAAA.

Mayberry	92	# allowed under existing zoning	*
	115	# allowed under existing zoning with PUD density bonus	
	132	# allowed under RAA	*
	165	# allowed under RAA with PUD density bonus	
	50	# allowed between RAA and existing zoning	
	129.8	# allowed based on A	
	136.5	# allowed based on B	
* Provided by Mr. Bob Schroeder from Mayberry in the Aug 8, 2019 Township Board meeting.			

I'd like to emphasize that the facilitated discussion is about compromise. Based on the calculations above, the density for Mayberry development should be in mid 130s.

3. Dwelling units per acre

The original proposed density of 142 units matches Champion woods (CW)' 1.47 dwelling unit/acre for RAA with PUD. In my opinion the dwelling unit/acre for Mayberry development should be lower than 1.47 since the physical features of the land at Mayberry site are quite different from those of the land at CW: there is very decent size of floodplain and floodway, and 20 acres wetlands at Mayberry's Vs. not much floodplain, and much less wetlands in CW.

The dwelling unit/acre for Summer park realty is a bit higher at 1.64 due to the facts that there are only 14.64 acres wetlands and no floodplain in the 190 acres land. So that land is supposed to yield more units per acre when compared to Mayberry project site.

Summer park realty

262	# allowed under existing zoning
311	# allowed per agreement
427	# allowed under RAA
165	diff between # allowed under RAA and existing zoning
49	more # developer got than # allowed under existing zoning
A	29.7%
	% more # divided by diff
B	18.7%
	more # divided by # allowed under existing zoning

Mayberry

92	# allowed under existing zoning	*
115	# allowed under existing zoning with PUD density bonus	
132	# allowed under RAA	*
165	# allowed under RAA with PUD density bonus	
50	# allowed between RAA and existing zoning	
129.8	# allowed based on A	
136.5	# allowed based on B	

* Provided by Mr. Bob Schroeder from Mayberry in the Aug 8, 2019 Township Board meeting.

Yingxin Zhou
2565 Sophiea Pkwy
Okemos, MI 48864

September 13, 2019

Re: Mayberry rezoning (Okemos Land Investment LLC)

Mr. Frank Walsh, Meridian Township Manager
Meridian Township Board
Meridian Township Planning Commission

Dear Mr. Walsh, Board Members and Planning Commissioners,

First I'd like to thank Mr. Walsh for his great efforts on facilitating the discussion.

For the current proposal, I'm very concerned about the density and zoning, which is the core component of a rezoning application. In my opinion, the proposed development with 150 units at 1.6 dwelling units/acre is too dense for a sensitive parcel that has decent size of floodplain and 20 acres wetlands, leading to greater risk of flooding; The requested 3 acres PO zoning is inconsistent with the zoning of the adjacent properties and the township's future land use map.

The property is already zoned and can be developed under existing zoning. If the current proposal in terms of density is approved, it will be a very bad guidance for future developments in the township. Please consider reduce the density to more acceptable levels and not allow PO zoning in R2-Residential Future Land Use Map designation.

1. The Planning Commission denied the request for RAA by 6-2 vote on July 22, 2019

First and foremost, I'd like to remind everyone that 1). The applicant didn't pay the application fee for rezoning #19060 that was submitted in Apr 2019. This is clearly in violation of the township's policies and procedures. 2). The Planning Commission has very good reasons to deny the request for RAA on July 22, 2019.

2. Development with 150 units at 1.6 dwelling units/acre is too dense

2.1. There is a precedent (Rezoning #16060 Summer park realty) and I shared my analysis with Mr. Walsh before. If we use the compromise level made at rezoning #16060 on Mayberry rezoning, the number of units allowed will be around 135 and the applicant will need to stay with existing zoning of RR and RAAA. The proposed RAA with 150 units **exceed the expected levels on both of zoning class and density (unit #)**.

2.2. At 150 units the Mayberry development has 1.6 dwelling units/acre. It's denser than surrounding neighborhoods. The surrounding neighborhoods density are all under 1.5 du/a:

College Fields, neighborhood south and west of the subject property: 1 du/a

Woods of Heron Creek, neighborhood directly east of the subject property: 1.27 du/a

Champion Woods (CW), neighborhood directly east of the subject property: 1.47 du/a

On another note, Sundance Estate with RA zoning has been used for density comparison in facilitated discussion. Please consider that Sundance Estate does not directly neighbor the subject property. This neighborhood was developed in 1990s. The land has NO floodplain or wetlands and thus could support relatively denser development.

3. Physical features of the property

Physical features of the property must be considered for zoning/density decisions. The original 142 units proposed by Mr. Walsh as of Aug 19, 2019 matches CW's 1.47 du/a for RAA with PUD. At 142 Mayberry development is already denser than CW on buildable land since the physical features of the land at Mayberry site are quite different from those of the land at CW: there is very decent size of floodplain and floodway, and 20 acres wetlands at Mayberry's Vs. not much floodplain, and much less wetlands in CW.

At current proposed 150 units with 1.6 du/a, the development will be much denser on buildable land than CW and Woods of Heron Creek. The dense development will put a lot of pressure on that sensitive land and lead to greater risk of flooding.

4. The 8 acres RR cannot be directly up-zoned to RAA

The 8 acres RR can not be rezoned to RAA since it will be 2 steps forward (RR-RAAA-RAA). I looked at all rezoning requests since 2014 in Meridian Township. Since 2017 when the most recent master plan was adopted, all rezoning requests that asked for rezoning from RR to RAA were turned down. They are #16060 Summer park realty (157 acres), #18050 Eyde (10.01 acres), and #18010 Giguere homes at Sanctuary (7.36 acres). I understand it's different case by case but they are not that different fundamentally. If the township applies the same standards on Mayberry case, the new zoning class for the 8 acres RR could possibly be RAAA, not RAA. Again, the property can be developed as currently zoned.

5. The requested 3 acre PO zoning is spot zoning

The requested 2.8 acres PO zoning doesn't fit in the area. It is inconsistent with the zoning of the adjacent properties and the R2- Residential Future Land Use Map. We're very concerned about the additional traffic the professional office under PO zoning will bring on Bennett road and the safety over the kids at Bennett Woods Elementary which is just 4~5 minutes walk away. Mayberry can build an office as part of the PUD development without rezoning to PO when the 75% occupancy rate is reached.

I will not be able to attend the meeting on Sep 17, 2019 due to my work schedule. Thank you very much for reading my letter and considering my input.

Sincerely,

Yingxin Zhou

Peter Menser

From: Lynne Page <page.okemos@gmail.com>
Sent: Tuesday, September 17, 2019 5:28 PM
To: Board
Cc: Planning Commision (DG); Frank Walsh
Subject: Mayberry Rezoning Application Review-Due Diligence
Attachments: Okemos Land Investment LLC_33-02-02-29-300-025.pdf

To the Meridian Township Board:

1. Rezoning #19060 (Bennett Road Holding LLC) is listed on the 09.17.19 Board agenda as Action Item #12-A. According to Meridian Township's Rezoning Application form, the applicant must provide evidence of fee or other ownership of the subject property. Please be advised that, according to the the Township's assessing database, Bennett Road Holding LLC is not the current owner of the subject property #33-02-02-29-300-025. A copy of the Township's Assessing record is attached for your reference. The property was transferred to Okemos Land Investment LLC on 7/16/19, prior to the Planning Commission's action to recommend denial on 7/22/19. How can the validity of the Rezoning Application be determined without disclosure, documentation, and verification of ownership?

2. Meridian Township's Rezoning Application form states that " Parts I, II, and III of this application must be completed. Failure to complete any portion of this form may result in the denial of your request." The multiple, incomplete Rezoning Application Forms submitted by Bennett Road Holding LLC should have been rejected by Township Planning staff. Other municipalities stipulate that "For an application to be considered complete, all requested information must be provided. If an item is not applicable to your application, please state "not applicable" and provide an explanation why it is not applicable."

3. Amendments by the applicant subsequent to acceptance by the Township should mandate a new Rezoning Application filing, together with the payment of a new application fee and the assignment of a new application number. Considering multiple rezoning scenarios without adhering to this procedure subverts the intent and purpose of the Township's zoning ordinances and the Michigan Zoning Enabling Act, and does not facilitate a fair, consistent, transparent process.

Since it's most recent Rezoning application submitted on 7/23/19 is no longer relevant, Mayberry should be required to submit a new Rezoning Application to Meridian Township's Community Planning & Development department, subject to review by the Planning Commission.

Sincerely,
Lynne S. Page
3912 Raleigh Drive
Okemos, MI 48864

BENNETT RD OKEMOS, MI 48864 (Property Address)

Parcel Number: 33-02-02-29-300-025

Property Owner: OKEMOS LAND INVESTMENT LLC

Summary Information

- > Assessed Value: \$78,500 | Taxable Value: \$78,500
- > Property Tax information found
- > 1 Special Assessment found
- > 1 Building Department records found

Item 1 of 2 1 Image / 1 Sketch

Parcel is Vacant

Owner and Taxpayer Information

Owner OKEMOS LAND INVESTMENT LLC
1650 KENDALE BLVD STE 200
EAST LANSING, MI 48823

Taxpayer SEE OWNER INFORMATION

General Information for Tax Year 2019

Property Class	COMMERCIAL VACANT	Unit	02 MERIDIAN TOWNSHIP
School District	OKEMOS	Assessed Value	\$78,500
MG	No Data to Display	Taxable Value	\$78,500
APPRAISAL	Not Available	State Equalized Value	\$78,500
C. AREA	Not Available	Date of Last Name Change	08/06/2019
INFLUENCE	Not Available	Notes	Not Available
Historical District	Not Available	Census Block Group	No Data to Display
PROBLEMS	Not Available	Exemption	No Data to Display

Principal Residence Exemption Information

Homestead Date No Data to Display

Principal Residence Exemption		June 1st	Final
2020		0.0000 %	-
2019		0.0000 %	0.0000 %

Previous Year Information

Year	MBOR Assessed	Final SEV	Final Taxable
2018	\$78,500	\$78,500	\$78,500
2017	\$78,500	\$78,500	\$78,500
2016	\$78,500	\$78,500	\$78,500

Land Information

Zoning Code	RAAA	Total Acres	30.191
Land Value	\$157,000	Land Improvements	\$0
Renaissance Zone	No	Renaissance Zone Expiration Date	No Data to Display
ECF Neighborhood	2035 OKEMOS DOWNTOWN/HAGADORN /OUTLYING OFFICE	Mortgage Code	No Data to Display
Lot Dimensions/Comments	No Data to Display	Neighborhood Enterprise Zone	No

Lot(s)	Frontage	Depth
No lots found.		
Total Frontage: 0.00 ft		Average Depth: 0.00 ft

Legal Description

(M 29-15) PART OF E 1/2 OF SW 1/4 OF SEC 29 T4N R1W DESC AS: COM AT S 1/4 COR OF SEC 29 - W ALNG S SEC LN 200 FT TO POB - W 259.18 FT - N 00D 13'

20" W PLL WITH W 1/8 LN OF SEC 230 FT - N 63D 28' 47" W 223.95 FT - W 200 FT - N 00D 13' 20" W 50 FT - N 45D 06' 39" W 283.39 FT - N 00D 13' 20" W 973.57 FT - N 45 D 02' 06" E 134.42 FT - S 89 D 57' 54" E 962.26 FT TO NS 1/4 LN - S 00D 16' 21" E ALNG NS 1/4 LN 1147.98 FT - S 79D 14' 28" W 250.38 FT - S 49D 08' 47" W 114 FT - S 30D 18' 55" E 175.77 FT - ALNG CURVE TO RT 174.36 FT, RAD OF 333 FT, CHD BRG S 15D 18' 55" E 172.37 FT - S 00D 18' 55" E 60.77FT TO POB EXC COM AT S 1/4 COR OF SEC 29 - W 200 FT ALNG S SEC LN - N 19D 46' 54" W 259.83 FT - N 40D 01' 43" W 147.79 FT - N 19D 32' 36" W 143.97 FT - N 00D 56' 32" E 112 FT TO POB - N 00D 56' 32" E 320 FT - E 275 FT - S 00D 56' 32" W 320 FT - W 275 FT TO POB 30.191 A

Sale History

Sale Date	Sale Price	Instrument	Grantor	Grantee	Terms of Sale	Liber/Page	Comments
07/16/2019	\$1.00	QC	BENNETT ROAD HOLDING LLC	OKEMOS LAND INVESTMENT LLC	NOT USED ECF	2019-024479	
08/21/2014	\$1.00	QC	EL HOLDING CO LLC	BENNETT ROAD HOLDING LLC	NOT USED ECF	2014-033591	
10/31/2013	\$213,492.00	WD	ICD PROPERTIES LLC	EL HOLDING CO LLC	LAND ONLY	2013-051852	SALE \$ FROM PTA
01/22/2008	\$1.00	WD	GTC INVESTMENTS CO	ICD PROPERTIES LLC	NOT USED ECF		

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Peter Menser

From: Yingxin Zhou <zhou0824@gmail.com>
Sent: Thursday, September 19, 2019 1:34 PM
To: Frank Walsh; Board
Cc: Peter Menser; Mark Kieselbach; Planning Commission (DG)
Subject: Mayberry rezoning yield rate

Hello Frank and Board members,

I watched the 9/17/19 board meeting online. In the meeting Clerk Dreyfus asked a very good question: how many units could the developer build by rights under existing zoning?

Mr. Bob Schreoder from Mayberry stated in the 8/8 board meeting that 92 units could be built under existing zoning and 132 units could be built under proposed RAA zoning. These numbers should not include the 25% density bonus for PUD. We asked for preliminary detailed yield plan calculation but couldn't get this information from the applicant.

Regards,

Yingxin Zhou

2565 Sophia Pkwy

Okemos, MI 48864

Peter Menser

From: Yingxin Zhou <zhou0824@gmail.com>
Sent: Thursday, September 19, 2019 9:47 AM
To: Frank Walsh
Cc: Planning Commision (DG); Board; Peter Menser;
<championwoodsokemos@gmail.com>; McCole, Daniel
Subject: Re: Update from Board meeting

Hello Frank,

Thank you again for your great efforts on facilitating the discussions. We have the following concerns and would greatly appreciate it if you could consider them and convey them to Mayberry.

1. We confirmed with Peter that rezoning to PO is not necessary to build an office and Mayberry could build the office under the zoning it would have for the PUD they are planning. As part of a PUD, the office could be built after 75% of the houses in the new development are completed.

2. Many residents are concerned about the density of the development. Your original proposal as of Aug 19 is only 142 units for the entire 96.74 acres. Now it has gone up to 150 units for 93.74 acres without justification (the remaining 3 acres has been requested for PO zoning). After the 142 units proposal was released to the public, Mayberry offered to pave and maintain the emergency road from Sophiea Pkwy to Creekstone Trl that Champion Woods is partially obligated to IN RETURN OF an increase density from 142 units to 150 or 155 units and an office.

Surprisingly, from the all neighborhood meeting on Sep 5, we found out that Mayberry removed the condition of assuming the responsibility of paving and maintaining the emergency road from the the condition list, but is KEEPING the increased density to 150 units. Now the township is most likely to take over the ownership of the emergency road. It makes no sense for Mayberry to keep the increased density due to the negotiation on the emergency road and we strongly urge the applicant to go back to your original proposal of 142 units and start from there.

In my opinion, the ownership of the emergency road, no matter what the final decision will be on it, does not affect the density and zoning of a property applied for rezoning.

Thank you very much for your consideration!

Regards,
Yingxin Zhou

On Wed, Sep 18, 2019 at 12:52 PM Frank Walsh <walsh@meridian.mi.us> wrote:

Good afternoon,

There are two things I want to share with you today regarding the proposed rezoning. I appreciate the time many of you took last night to attend the Board meeting and listen to the Board's feedback.

The Board voted unanimously to send the rezoning request to the Planning Commission. The planners will take up the proposal on Monday, October 14 at 6 P.M. I will personally let you know if that date changes.

Also, we've heard and listened to your concerns regarding the opportunity Mayberry may have to convert the 3 acres to apartments. I think we could all agree that the likelihood of Mayberry, or a future owner, converting the stamp sized parcel to apartments is almost naught. However, there is the legal process to do so through a future Mixed Use Planned Unit Development (MUPUD), Given there is a speck of chance this could occur, I discussed our objections to Mayberry. I believe he is going to offer a further condition that the 3 acre site could not be converted to apartments in perpetuity.

I will let you know if this voluntary condition is offered. I'd be highly disappointed if Mayberry doesn't offer the condition. If you never plan to do something, memorialize your thoughts.

Frank

"Be Somebody that Makes Everybody Feel Like Somebody."



Frank L. Walsh

Township Manager

A Prime Community

walsh@meridian.mi.us

W 517.853.4258 | F 517.853.4251

5151 Marsh Road | Okemos, MI 48864

meridian.mi.us



To: Planning Commission

From: Peter Menser, Principal Planner

Date: September 20, 2019

Re: Form-Based Code – Part 4. Building Code Standards

The Planning Commission discussed the Form-Based Code (FBC) initiative at its last meeting on September 9, 2019. It was determined at the meeting that discussion would start with an in-depth discussion of Part 4 of the draft ordinance, titled Building Form Standards, which focuses on specific zoning provisions such as building height, window coverage (fenestration), placement of buildings and parking lots (setbacks), and some design elements. This memorandum will attempt to provide some information on each section of Part 4 of the draft ordinance and comparing, when possible, the proposed standards to existing zoning provisions.

Commercial building Height (Sections 402.A & B, 403.A)

Current C-2 zoning allows a maximum of 35 feet in height unless each required yard is increased one foot for every foot of height above 35 feet. The draft code proposes both a minimum building height of one story (16 feet) and a maximum of three stories (45 feet). Minimum building height would be required to be maintained at least 30 feet back from the front building façade. There is an additional requirement for residential units on the ground floor of a building to be raised three feet above grade to avoid units at pedestrian eye level. The draft code includes a minimum second floor finished elevation of 18 feet, the origin or intent of which is unclear.

Section 402(B) allows for a bonus to building height up to four stories (or 52 feet, whatever is less) based on the applicant providing three specific amenities, including on-site pedestrian circulation with connection to the Township's pedestrian/bicycle system, additional bicycle amenities (undefined), and design features that support transit use (undefined). A fifth story (or 60 feet, whatever is less) would be granted when an additional four amenities (in addition to the three needed to qualify for the fourth story) are provided from the list on page 10.

In addition to the standards for building height, the draft code proposes a different method of measuring height from that in the existing zoning ordinance. In the FBC building height is measured from the average fronting sidewalk elevation to the top of the wall plate rather than the current method of the midpoint of the peak and eaves. The FBC measurement method will generally allow taller buildings when a peaked roof is proposed, as the height of the roof won't be counted toward the overall height of the building.

Commercial building placement/setbacks (Sections 402.C, 403.A)

Existing minimum building setbacks for C-2 (Commercial) zoning, the only district in the area of the Township currently under consideration for FBC, are as follows:

Front	Grand River Ave:100 feet from C/L Park Lake Road: 85 feet from C/L
Side	15 feet
Rear	15 feet
Side & Rear adjacent to residential district	100 feet (60 feet if screened)

The draft code identifies building setbacks in the Building Form Standards table on page 14. Exceptions to building setbacks are noted in Section 402.C, which allows overhanging eaves (undefined, but possibly meant to include roofed porches or an extended roof), awnings, shopfronts (defined in the design guidelines as that portion of the ground story façade intended for marketing or merchandising), bay windows, stoops, steps, or balconies. Stoops and steps are required to allow at least five feet of clearance for any adjacent sidewalk/pathway.

The draft code offers provisions on building placement that differ from the current standards. The code suggests both a minimum and maximum front yard setback depending on the adjacent street on which the building fronts. For Grand River Avenue, the minimum front yard setback is 15 feet and the maximum is 25 feet from the right-of-way. There is another provision noting a larger setback when side access lanes are required, however there are no access lanes shown in the draft regulating plan.

The draft code eliminates side yard building setbacks completely, allowing buildings to be constructed up to and on the side property line. For the rear yard, a minimum 10 foot setback is required when a shared drive is provided, increased to 25 feet for properties without a shared drive. This appears to incentivize the installation of shared rear drives. When properties are adjacent to a single family zoning, the setback is equal to the rear setback of that adjacent district, which is either 30 or 40 feet depending on the depth of the adjacent residential lot.

Commercial parking lot placement/location (Sections 402.E & 403.A)

The zoning ordinance does not currently regulate the location of parking lots on a property. There are setbacks requiring a landscape buffer between parking areas adjacent to a residential district (20 or 40 feet depending on the number of parking spaces), a landscape buffer between a parking area and the adjacent road right-of-way (20 feet), and a landscape buffer between a parking area and the property line of a property with the same or any other nonresidential zoning classification (15 feet).

The draft code prohibits parking in front of a building and limits parking to only side or rear yards. When parking is proposed in a side yard, a minimum eight foot landscaped setback is required. Exceptions are provided for interior/enclosed parking. The eight foot landscaped setback can be reduced to five feet when a minimum three foot tall masonry garden wall is provided. A 20 foot landscaped buffer is required when a property is adjacent to residential zoning, which is reduced to 15 feet when adjacent to non-residential.

Commercial building coverage/Maximum impervious surface coverage (Section 403.A)

The current zoning ordinance allows no greater than 70 percent of a property to be covered with impervious surface, which includes all land covered with paving and buildings. The draft code does not provide any superseding provision; therefore the 70 percent standard would still apply in the overlay area. The draft code does limit the maximum footprint of a building to no more than 15,000 square feet.

Design elements Sections 402.D, 403.A(3), 405, & 406.A(3)

The draft code ordinance includes standards for design elements such as wall/window fenestration and façade projections. It requires minimum percentages of fenestration for both the ground story (40 percent) and upper stories (25 percent) and prohibits blank walls exceeding 25 linear feet. It also requires that at least 75 percent of street facing building elevations to include masonry such as brick or stone. While the C-2 zoning district has no provisions related to building materials, the MUPUD and CPUD ordinances requires building materials to be wood, brick, clapboards, beadboard, glass, or stone and says to avoid use of vinyl, aluminum, and other metal sidings. Both the MUPUD and CPUD ordinances require that buildings be completed on all sides with acceptable finishing materials.

Access Management (Section 402.H)

Section 86-441 of the Code of Ordinances, the Grand River Avenue Corridor Access Management Overlay District, regulates issues such as the number and location of access points/driveways and provision of shared access drives between properties. The street setbacks and service drives map from Section 86-367 notes the areas of the Township where frontage roads/service drives are required, which includes Grand River Avenue in the area under consideration for FBC. The draft code generally promotes property connections and the removal or redesign of driveways where necessary and requires that new driveways meet the standards established in Section 86-441.

Townhouse/Small Apartment (Section 406)

The draft code includes a section with building form standards for townhouse/small apartment buildings. These are grouped into areas not currently contemplated for application of the FBC. The Planning Commission may want to consider whether or not this section should be applied and if so, which properties would be most appropriate. The areas on the draft regulating plan identified for the townhouse/small apartment overlay are zoned either multiple or single family.

**Form Based Code – Part 4 Review
Planning Commission (September 23, 2019)
Page 4**

Attachments

1. Draft form based code ordinance dated June 21, 2019.
2. Street setback and service drives map from Section 86-367.

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Part 1. Purpose and Intent

101. Overview

The purpose of this Form-Based Code (FBC) district is to create a more walkable, pedestrian-friendly and transit-supportive mixed-use environment along the Grand River Avenue corridor that aligns with the goals and objectives of the Meridian Township Master Plan. In order to maintain or create traditional urban design and to preserve and enhance community character, this district places a primary emphasis on placemaking (physical form and character) and a secondary focus on land uses. The Avenue Form District is an optional corridor overlay; either the new FBC standards or the underlying zoning district may be selected at the time of (re)development. This optional overlay FBC provides flexibility to development through parking and dimensional requirements, height bonuses when certain amenities are included, and is overall more efficient through the development submittal process. Additionally, the Grand River Avenue Design Form District Guidelines was created as a companion document to the Form-Based Code district. These guidelines serve as a design tool for redevelopment to ensure that the standards and intent of the form district are met regarding architecture, signage, lighting, streetscaping, landscaping, and street design.

102. Form District Components

This district includes the follow sub-sections:

A. Administration

Part 2. Administration covers those aspects of the application and approval process that are unique to developing in this Form District. These standards form an optional corridor overlay district, where either these standards or the underlying zoning district may be selected at the time of (re)development. If this optional overlay is selected, all aspects of these district standards apply.

B. Regulating Plan

Part 3. Regulating Plan is the application key for the Form District. Comparable to the zoning map, this plan provides specific information on the development parameters for parcels within the districts based on street frontage. The general parameters for the Regulating Plan are between the Township western boundary edge along Grand River Avenue to the railroad to the east. However, the district boundaries may be expanded in the future by Meridian Township or by the request of a property owner into the future expansion area as shown on the Regulating Plan.

C. The Building Form Standards

Part 4. Building Form Standards establishes the development standards for parcels within the Form Districts and includes building height bonuses if certain amenities are provided.

D. Parking and Loading Standards

Part 5. Parking and Loading Standards provide goals and requirements to promote a “park once” pedestrian-friendly, multi-modal environment within these districts.

E. Building Use Standards

Part 6. Building Use Standards establishes the broad range of uses allowed in the districts.

F. Definitions

Part 7. Definitions covers certain terms that are used in these district regulations in very specific ways, often excluding some of the meanings of common usage. Defined terms are shown in SMALL CAPITAL LETTERS.

103. How to Use this Form District

I want to know what is allowed for my property:

Look at the Township Zoning Map and determine if property in question is located within a Form District.

If yes:

1. Look at the REGULATING PLAN. Note the color of the fronting STREET-SPACE—this determines the applicable BUILDING FORM STANDARD (see the key located on the REGULATING PLAN).
2. Find the applicable building form standard in *Part 4. Building Form Standards*. (Note the *General Standards* in *Part 402* that apply to all properties in the Form Districts.) The BUILDING FORM STANDARD will tell you the parameters for development on the site in terms of height, placement, elements, and use.
3. Additional regulations regarding parking requirements, building materials, and permitted building uses are found in the following sections: *Part 5. Parking and Loading Standards*; and *Part 6. Building Uses*. See also Section 86-367 of the Township's *Code of Ordinances* for information on plans for the public rights-of-way.
4. See *Part 2. Administration and Application Process* for information on the development review process.

If no:

1. ***I want to modify an existing building:*** *If one of these districts is applicable to your property, determine whether your intended changes would trigger a level of code compliance by looking at the Part 2, Table 202 Applicability Levels. If yes, follow the process delineated therein (and the indicated portions of steps 2-4, above).*
2. ***I want to establish a new use in an existing building:*** *Find the property on the REGULATING PLAN and determine the applicable BUILDING FORM STANDARD. Determine whether the use is allowed by looking at the Permitted Use Table in Part 6. Building Uses. Also, determine whether your intended changes would trigger a level of code compliance by looking at the Part 2, Table 202 Applicability Levels.*
3. ***I want to change the Regulating Plan regarding my property:*** *See Part 302, Amending a REGULATING PLAN.*
4. ***I want to subdivide my property:*** *Property can only be subdivided in accordance with the procedures of Chapter 62 of the Township's Code of Ordinances. Any such subdivision of a property within a Form District shall also meet the Form District standards.*

Part 2. Administration

201. Application of Regulations

Within the Grand River Avenue Overlay all requirements of the Meridian Township Zoning Ordinance shall apply, except as modified by this Section. When applying the regulations of the Form Districts, if regulations elsewhere within this ordinance conflict or appear to conflict with the regulations in this Section, the regulations of this Section shall apply.

202. Applicability

A. Grand River Avenue Overlay Form District

Properties located in the Grand River Overlay Form District, as designated on the Zoning Map, may elect to follow the requirements of this district as outlined in this Article. If this Article is elected, development proposals shall comply with all applicable provisions of this Article, unless otherwise modified by the Township Board. Refer to Part 3. Regulating Plans and the maps therein to determine the applicability of the FBC.

Table 202 indicates when the FBC overlay and sections of the code are applicable based on different development scenarios, including new construction, expansion of a building and/or parking area, change in use, and façade changes.

Table 202: Applicability Levels	Building Form Standard: Height	Building Form Standard: Siting	Building Form Standard: Elements	Building Form Standard: Uses	Architectural Standards: Dooryard and Private	Architectural Standards: Materials	Architectural Standards: Signs	Public Realm Standards	Parking: Location	Parking: Quantity
New Construction	X	X	X	X	O	O	O	O	X	X
Expansion of Gross Floor Area:										
0%-25% of gross floor area						O	O			
26% - 50% of gross floor area	X	X	X	X	O	O	O	O	X	
51% or more of gross floor area	X	X	X	X	O	O	O	O	X	X
Changes in Use:										
Does not require additional parking or building additions				X						
Requires additional parking or expand the parking lot by more than 10% from the approved site plan			X	X	O	O		O	X	X
Expansion of Parking Area		X	X		O	O		O	X	
Façade Changes			X		O	O	O			

Note: Improvements to nonconforming sites, structures and uses are also subject to review according to *Article V, Division 6: Nonconforming*.

X: This is a required provision

O: This is an encouraged optional provision

203. Plan Review

A. Site Plan:

1. Development requiring Site Plan Review shall follow the Site Plan Review process set forth in *Article II, Division 5: Site Plan Review* and shall meet the standards described in Part 4. Building Form Standards. For traffic impact studies, certain cases may reduce the requirements per Section 203.B.
2. Provide information available on any existing or foreseen environmental issues per *Section 86-156 Review Criteria*. Building placement requirements may be reconfigured by staff if the presence of a flood plain or wetland on the parcel prohibits development envisioned by the code.
3. In addition to the Site Plan Review process, for redevelopment projects or those seeking height bonuses where a public hearing is not required the applicant is encouraged to host a public workshop with adjacent neighbors or neighborhood to provide information on the proposed development and seek input. This should typically be held before submittal of an application, but following a preapplication meeting to obtain input from the Community Planning & Development Director.
4. Approvals are obtained from the Planning Commission, Township Board, or Community Planning & Development Director, depending upon the nature of the proposed construction or use. Where Township Board approval is required, it shall be based upon the recommendation of the Planning Commission. Where the Ordinance allows the Township to grant modifications to a specific requirement, the approval authority shall be the body with the authority to grant the associated modification or waiver, based upon the standards provided in that section. Variances may only be granted by the Zoning Board of Appeals (ZBA) per *Article II*.
5. Activities and uses that are exempt from site plan approval still require a building permit. All construction or building modification is subject to Township building permit requirements of the Building Division.

B. Traffic Impact Study:

1. The Zoning Ordinance requires a traffic impact study when a use including when there is a change in a use or expansion, is expected to generate 100 or more directional trips in a peak hour, based on the current edition of the ITE Trip Generation Manual. The typical study includes an evaluation of site access points and nearby signalized intersections including current conditions, impacts associated with the development, and the mitigation needed to address those impacts.

The Community Planning & Development Director shall make a determination if a development or redevelopment under this Form-Based Code may reduce the extent of the traffic analysis required to just the operations at the site access points in consideration of the following:

- a. The development includes a mixture of uses to reduce traffic trips (refer to the methodology for trip reduction factors in the ITE Trip Manual and Handbook).

- b. Non-motorized amenities are provided to promote travel options as an alternative to driving a vehicle such as:
 - Upgraded bike parking beyond what is required (such as covered or indoor parking, bicycle repair station, showers for commuters, etc.).
 - Transit amenities, such as shelters or seating, endorsed by CATA.
 - The employer offers a program to encourage non-automotive travel such as bus passes to employees or incentives to walk, bicycle or use transit.
- c. Existing nonconforming driveways are closed to improve safety for all types of travel.
- d. Other site amenities or programs similar to the above.

204. Deviations from Approved Site Plan

Upon application and payment of the fee in the amount established in the schedule of fees adopted by the Township Board, modifications to an approved site plan may be granted by the Director of Community Planning and Development, provided that such changes conform to the provisions of this chapter and all other Township, county, state, and federal laws and regulations.

For building height, the following modifications are permitted to be granted by the Director of Community Planning and Development. For additional height increases, please refer to 402.B Height Bonuses:

A. Height

1. Up to five percent for any cumulative increase (or decrease) in building height, as long as it does not exceed the maximum (or minimum) allowed building height in feet.
2. Finished floor elevation – up to six inches.

Part 3. Regulating Plans

301. Purpose and Intent

- A. A REGULATING PLAN is the controlling document and principal tool for implementing the Form Districts. It is a subset of the zoning map.
- B. The REGULATING PLAN makes the Form District development standards place-specific by:
1. identifying the boundaries of the district;
 2. laying out a specific street and BLOCK configuration, including new streets; and
 3. designating the BUILDING FORM STANDARDS for each STREET-SPACE (BUILDING FORM STANDARDS are regulated in *Part 4. Building Form Standards*);

302. Expanding District or Amending Regulating Plan

- A. Amendments to the adopted REGULATING PLAN are permitted as follows:
1. An expansion of the Regulating Plan into the future expansion area as identified on the Regulating Plan (303).
 2. Additional adjustments may be allowed subject to the process and procedures enumerated in *Part 2. Administration*.
 3. Any other changes to an adopted REGULATING PLAN shall meet all the criteria of this chapter and will require a rezoning.

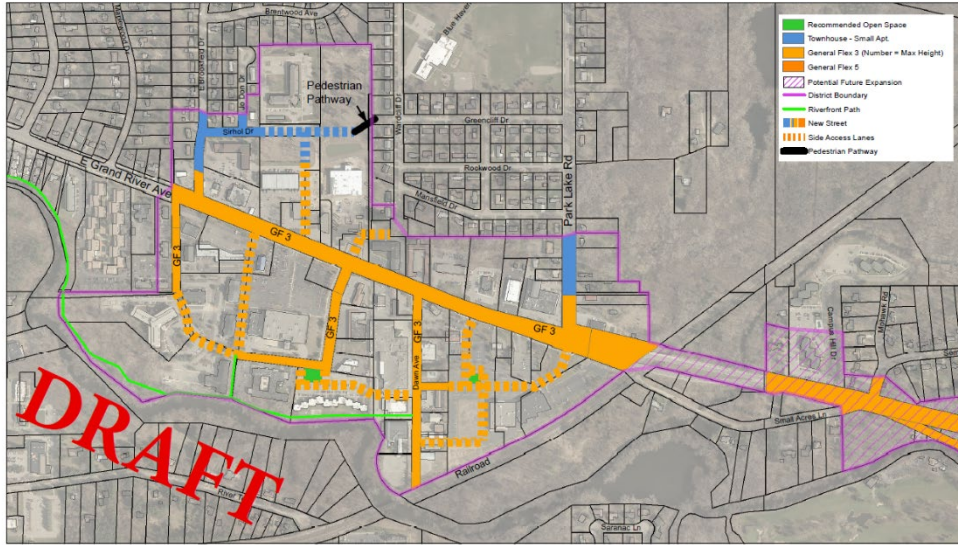
303. Regulating Plan Configurations

A. Streets

A high level of connectivity is desired in the Form District to provide people with ample opportunity to walk, bicycle or travel by vehicle within the district without a need to drive along Grand River Ave. for short trips. As sites redevelop, this connectivity shall be provided through an internal transportation network that links to the existing or planned non-motorized systems, and to existing local streets. New connections between sites should be provided as shown on the Regulating Plan including new streets, rear service drives, links between parking lots, and non-motorized pathways. The locations shown are flexible and may be aligned in a different manner provided the goal for connectivity is met. These street connections may be public streets that meet the standards of the Ingham County Roads Department or private roads that meet the requirements of Meridian Township.

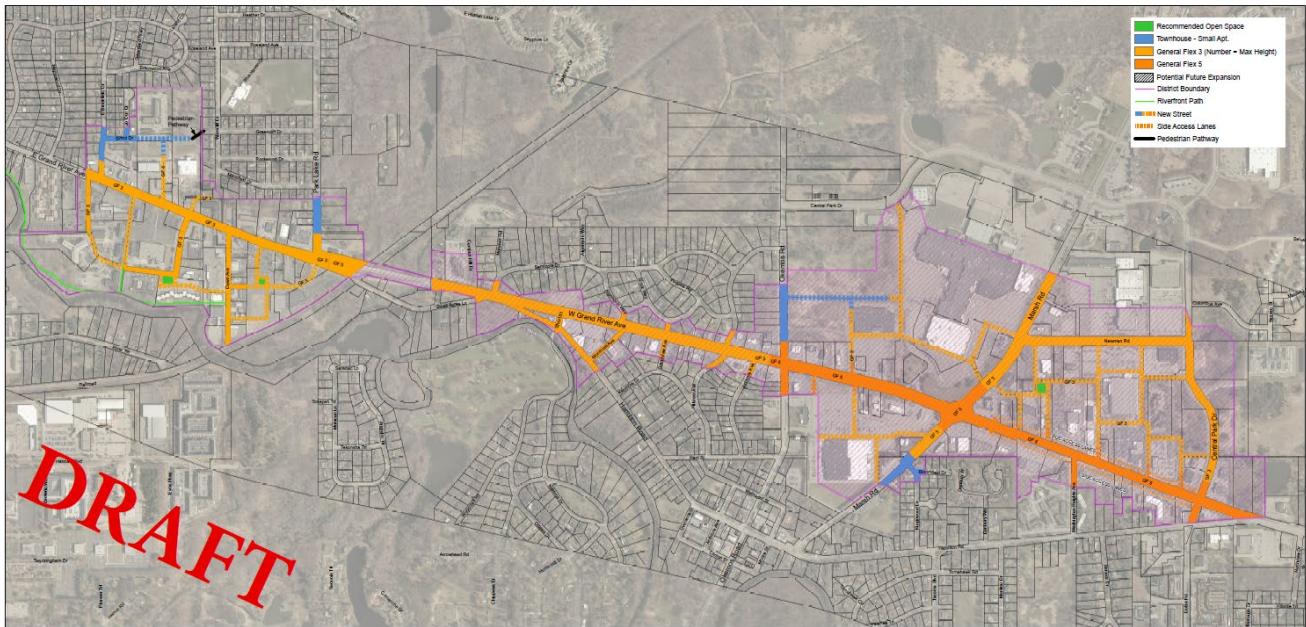
303. The Regulating Plans

The following is a small-scale reproduction of the REGULATING PLAN prepared for the Avenue Form District and a future expansion area of the REGULATING PLAN. Digital versions of this plan are available from the Township



SHAPING THE AVENUE DRAFT REGULATING PLAN FOR MERIDIAN TOWNSHIP, MICHIGAN, ON GRAND RIVER AVENUE Not to Scale
UNIQUE PLACES AND COMMUNITY SPACES JUNE 2019 DRAFT

Grand River Avenue Regulating Plan



SHAPING THE AVENUE JUNE 2019 DRAFT DRAFT REGULATING PLAN FOR MERIDIAN TOWNSHIP, MICHIGAN, ON GRAND RIVER AVENUE Not to Scale
UNIQUE PLACES AND COMMUNITY SPACES

Grand River Avenue Future Expansion Regulating Plan

Part 4. Building Form Standards

401. Purpose

A. The goal of the BUILDING FORM STANDARDS is the creation of a vital and coherent PUBLIC REALM through the creation of good STREET-SPACE. The form and function controls on building frontages work together to frame the STREET-SPACE while allowing the buildings great flexibility behind their FAÇADES.

B. The BUILDING FORM STANDARDS set the basic parameters governing building form, including the building envelope (in three dimensions) and certain required or permitted functional elements, such as FENESTRATION (windows and doors), STOOPS, BALCONIES, and FRONT PORCHES. A REGULATING PLAN identifies the applicable BUILDING FORM STANDARD(s) for all parcels within a Form District.

C. The BUILDING FORM STANDARDS establish the rules for development and redevelopment on private lots.

402. General Provisions

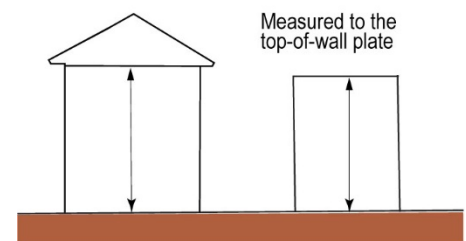
The following apply throughout the Form Districts, to all BUILDING FORM STANDARDS, unless expressly stated otherwise within an individual BUILDING FORM STANDARDS or otherwise designated on the REGULATING PLAN.

A. Height

1. The height of all buildings is measured in STORIES, with an ultimate limit in feet, measured from the average fronting sidewalk elevation to the top of the wall plate. (See figure 402.A)
2. The required minimum building height designated in each BUILDING FORM STANDARD shall be satisfied at the front building FAÇADE back to a minimum depth of 30 feet.
3. The GROUND STORY finished floor elevation requirements are measured from the average fronting sidewalk elevation at the front building FAÇADE.

B. Height Bonus

1. The Township may permit an increase in height up to four stories (or 52 feet, whichever is less) and up to five stories (or 60 feet, whichever is less) if at least the following is provided in addition to amenities prescribed in 402.B.2.
 - The site plan contains a higher level of amenities to support walking, bicycling and transit travel that is required by this overlay, emphasizing a minimum of conflict points between vehicles and pedestrians and cyclists. All of the following would need to be included: a designated pedestrian system throughout the site that connects to the Township's pedestrian/bicycle system identified in the Township's Greenspace Plan, additional bicycle amenities beyond what is required, and design features that support transit use that are endorsed by CATA.
2. An additional three amenities are required to permit an increase in height up to four stories (or 52 feet, whichever is less) and additional 4 amenities are required to permit an increase in height up to five stories (or 60 feet, whichever is less):



402.A Height measurement relative to the fronting sidewalk illustration

- Parking is provided within the footprint of the building, provided that access to this parking shall be from the side or rear, and that parking is not placed along the front building façade. Any parking within the building shall be designed to match the materials and architecture of the remainder of the building.
- Open space accessible and visible to the public shall be provided as described in the “Squares and Civic Greens” section of the Grand River Avenue Design Guidelines and public art at 1% of the project cost designed to withstand natural elements and reasonable public contact for at least 10 years to be approved by the Township and is provided in a location visible to the public.
- Streetscape elements are provided including street trees and amenities, as described in the Streetscape section of the Grand River Avenue Design Guidelines.
- Incorporate quality building materials and site design as described in the Grand River Avenue Design Guidelines, related to facades and architecture, signage, and lighting.
- Existing driveways are closed or consolidated to bring the site into greater conformity with the Access Management Standards of Meridian Township and MDOT’s standards.
- Minimize environmental impacts by using green building and site development techniques, such as an alternative energy system, green roofs, electric car charging stations, significantly increased pervious surfaces, etc.
- The site contains a complementary mix of uses, such as residential with commercial or office.
- For residential, some dwelling units are specifically designed to accommodate those with physical disabilities (consistent with “Universal Design” standards).

C. Placement

1. Front, side and rear lot setbacks, where required, are specified in the individual BUILDING FORM STANDARD.
2. No part of any building may be located forward of the minimum front setback except overhanging eaves, AWNINGS, SHOPFRONTS, BAY WINDOWS, STOOPS, steps, or BALCONIES. STOOPS and steps shall not be located within a 5’ minimum CLEAR SIDEWALK area. Handicapped ramps, approved by the Community Planning & Development Director, may be located within the DOORYARD.
3. The maximum building footprint is specified in the individual BUILDING FORM STANDARDS. Publicly accessible parking structures built according to this Code are not included in the calculation of the maximum building footprint.

D. Elements

1. Fenestration

- a. FENESTRATION is regulated as a percentage of the FAÇADE between floor levels. It is measured as glass area (including MUNTINS and similar window frame elements with a dimension less than one inch) and/or open area within the wall.

- b. Blank lengths of wall exceeding 25 linear feet are prohibited on all FAÇADES below their 3rd STORY.
- c. At least one functioning entrance shall be provided along each GROUND STORY FAÇADE.
- d. Windows shall not direct views into an adjacent private lot where the COMMON LOT LINE is within 20 feet.

2. Façade Projections

- a. GROUND STORY AWNINGS shall have a minimum 9-foot CLEAR HEIGHT above the sidewalk and a minimum five-foot depth, measured from the FAÇADE. The maximum depth is to back-of-curb or the TREE LAWN edge, whichever is less.
- b. BALCONIES:
 - i. Shall not be located within 2 feet of any COMMON LOT LINE and shall not encroach into the public right-of-way.
 - ii. BALCONIES may be a single level or multiple BALCONIES stacked vertically for multiple STORIES.
- c. BAY WINDOWS shall have an interior clear width of between four and eight feet at the main wall and shall project no more than 42 inches into the setback.
- d. STOOPS and FRONT PORCHES:
 - i. Shall not encroach into the CLEAR SIDEWALK.
 - ii. FRONT PORCHES may be screened (insect screening) when all architectural elements (columns, posts, railings, etc.) occur on the outside of the screen facing the STREET-SPACE
 - iii. Finished floor height shall be no more than 8 inches below the first interior finished floor level of the building.

E. On-Site Vehicle Parking and Location

- 1. Vehicle parking shall be located, at minimum, behind a front parking setback of 8 feet behind the front building FAÇADE.
- 2. Parking may occur forward of the parking setback if:
 - a. Interior: It is completely within the building envelope; the floor level is at least five feet below grade; and FENESTRATION is not greater than 20%.
 - b. Exterior: The required parking setback may be reduced to 5 feet behind the front building FAÇADE if a minimum 3 ft. tall masonry GARDEN WALL is provided.
- 3. Any portion of a parking structure within 30 feet of a building constructed under this code shall not exceed that building's primary ridge or parapet height.
- 4. Refer to Part 5. Parking and Loading Standards for additional regulations, including parking minimum requirements and special parking standards.

F. Civic Buildings

CIVIC BUILDINGS are exempt from the BUILDING FORM STANDARD provisions except those that relate to single-family detached dwelling districts.

G. Pedestrian, Bike, and Transit-Friendly Design

- 1. Emphasis shall be placed on enhancing the overall walkability and safety of the area through appropriate pedestrian, bike, and transit accommodations and streetscape improvements. Refer to the Grand River Avenue Design Guidelines

for guidance on the design of the streetscape, landscaping, transit amenities, streets, and open space areas.

2. A pedestrian crosswalk and sidewalk of a minimum of 5 feet wide (min 7 feet when adjacent to parking to accommodate vehicle overhang) shall be provided in parking lots that provides a direct connection from the street side non-motorized path or sidewalk to the entrance of the building.
3. The crosswalk or path within a parking lot shall be clearly delineated with striping or use of other non-slip materials that contrast with parking lot's primary material.
4. Appropriate yield, crosswalk markings or traffic calming design elements shall be provided to indicate where pedestrians are crossing vehicular aisles in a parking lot.
5. Bus stops and/or connections and amenities that support use of transit, are encouraged with the endorsement of CATA. Any bus stops shall be located at a place that provides a convenient pedestrian crossing of Grand River Ave. (refer to Pedestrian Crossing Guidelines in the Design Guidelines).
6. All sites shall meet the Bicycle Parking standards per Section 86-760 of the Zoning Ordinance.

H. Access Management

1. As redevelopment occurs, existing driveways that do not meet current standards should be removed or redesigned, to the extent practical, as determined by the Township. These changes should be a site improvement priority to improve safety for all types of travel, traffic flow, and the overall appearance of the district. In particular, elimination of access points are a priority where close to signalized intersections or where there is a poor offset spacing from driveways on the opposite side of Grand River Ave. Shared access may be required with adjacent sites where the driveway spacing standards cannot be met. Additionally, if there is there is a rear access drive located on an adjacent lot, than the development should provide a connection to that rear drive. Easements shall be provided for shared access with adjacent sites or cross circulation between adjacent parking lots.
2. Access points for new driveways shall meet the Township's standards described in Section 86-441 Grand River Avenue Corridor Access Management Overlay District along with the standards of the MDOT (for Grand River Ave.) or Ingham County Roads Department (for all other streets).

403. General Flex Avenue

ILLUSTRATIONS AND INTENT

Note: These photos and statements are provided as illustrations of intent and are advisory only. They do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the BUILDING FORM STANDARD.

This is the basic urban STREET-SPACE FRONTAGE. It fully defines the street edge and accommodates a range of uses, including residential, office, institutional, and retail. This frontage is in the most intense areas, generally along the Avenue. It is anticipated that there will be significant pedestrian traffic along this frontage.

The maximum height varies by location and is designated on the REGULATING PLAN.

*Retail buildings fronting onto the street
New development with parking behind the building*



Retail buildings with DOORYARD



Residential buildings with raised DOORYARDS



Buildings with DOORYARD, sidewalk, TREE LAWN



A. General Flex Avenue: Building Form Standards

(1) Height

Minimum (GF 3)	1 story, 16 ft.
Maximum (GF 3)	3 stories, 45 ft.
Maximum (Height Bonus or Future GF 5)	5 stories, 60 ft
Ground Floor Elevation - Residential Units (min.)	3 ft.
Second Floor Finished Elevation (min.)	18 ft.

(2) Placement

Front Setback (minimum)	Grand River Ave: 15 ft. from ROW ¹ All other streets: 5 ft. from ROW
Front Setback (maximum)	Grand River Ave: 25 ft from ROW ¹ All other streets: 15 ft from ROW

¹Buildings shall be placed between 72' to 75' from ROW where Side Access Lanes are required on the Regulating Plan. Placement may be adjusted in coordination with the Community Planning & Development Director at time of development review; access lanes shall align on adjacent parcels.

Front yard parking Not permitted (see 402.E)

Parking front yard screening A 8' min. landscape buffer shall be provided; may be reduced to 5 ft. with a min. 3 ft. masonry GARDEN WALL

Parking rear yard screening A 20' minimum landscape buffer if adjacent to residential or 15' minimum landscape buffer if adjacent to non-residential

Side Setbacks (min.) 0 ft.

Rear Setback with SHARED DRIVE (min.) 10 ft.

Rear setback with no SHARED DRIVE (min.) 25 ft.

Adjacent single-family setback (side and rear) Setback equal to the rear setback of adjacent district

Adjacent single-family screening (side and rear) 6 ft. opaque screenwall or fencing within 1 ft. of common lot line

Building footprint (max.) 15,000 sq. ft.

(3) Architectural Elements

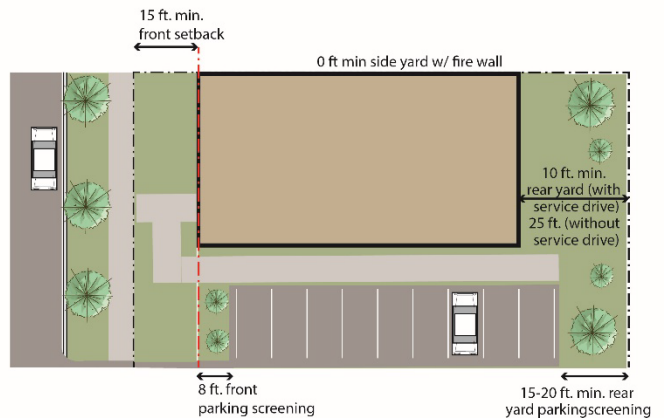
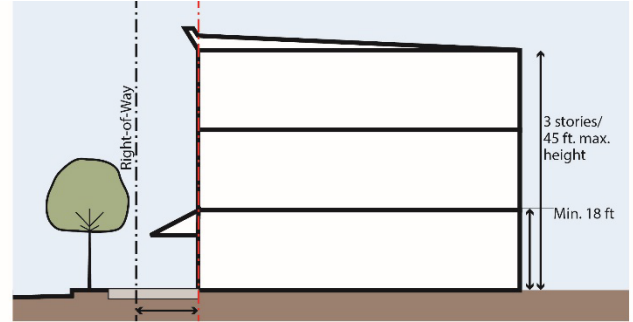
GROUND STORY FENESTRATION 40 to 90%

Upper Story FENESTRATION 25 to 80%

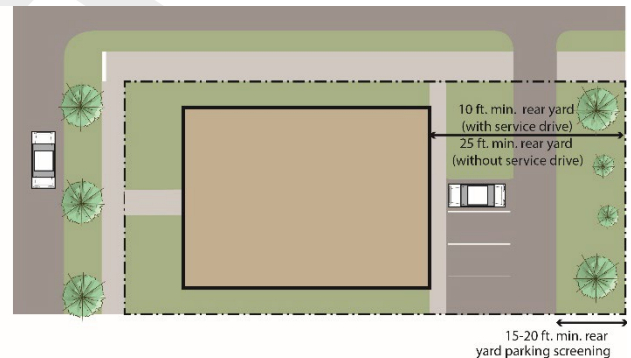
Buildings greater than 3 stories shall be designed to reduce apparent mass by including a clearly identifiable base, body, and top, with horizontal elements defining these components.

Blank walls exceeding 25 linear feet are prohibited.

Elevations facing a street shall contain a minimum of 75% masonry such as brick or stone



Side Yard Parking Option



Rear Yard Parking Option (Preferred)

405. Storefront

ILLUSTRATIONS AND INTENT

These photos and statements are provided as illustrations of intent and are advisory only. They do not have the power of law. Refer to the standards below and on the previous pages for the specific prescriptions and restrictions of this BUILDING FORM STANDARD. Where photos or statements may be inconsistent with the regulations, the regulations prevail.

Where Storefront Frontage is designated on the REGULATING PLAN, the General Flex BUILDING FORM STANDARDS (previous pages) apply, except that the GROUND STORY configuration shall be that of a SHOPFRONT with uses limited to COMMERCE (RETAIL included).

- A. Single panes of glass shall not be permitted larger than 11 feet in height by 6 feet in width.
- B. GROUND STORY windows may not be made opaque by window treatments (excepting operable sunscreen devices within the conditioned space). A minimum of 80% of the window surface shall allow a view into the building interior for a depth of at least 15 feet.

ELEMENTS	
SHOPFRONT FENESTRATION	60 to 90%
FAÇADE: Max door to door ¹	60'
AWNING CLEAR HEIGHT Min	10'

Notes:

- 1. On the FAÇADE of an individual building. Applicants with phased projects must satisfy this rule for each phase of their project.



406. Townhouse/Small Apartment

ILLUSTRATIONS AND INTENT

Note: These photos and statements are provided as illustrations of intent and are advisory only. They do not have the power of law. Refer to the standards on the following pages for the specific prescriptions and restrictions of the BUILDING FORM STANDARD.

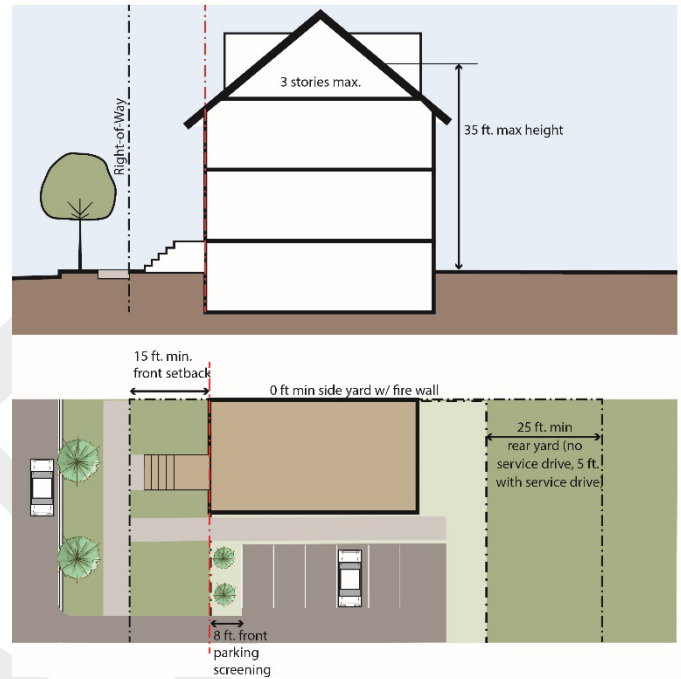
The Townhouse/Small Apartment frontage is of moderate intensity, created by a series of smaller structures—configured as single-family residential or stacked flats. This BUILDING FORM STANDARD has regular STREET-SPACE entrances, as frequently as 18 feet. The character and intensity of this frontage varies depending on the STREET-SPACE and the location of the front building line—the buildings may be placed up to the minimum setback line with STOOPS, or further back with gardens and/or FRONT PORCHES.

Similar in scale to the townhouse and rowhouse, a small apartment is of limited size and can also be used to transition from the more intense form of the Avenue to adjacent single-family neighborhoods.



A. Townhouse/Small Apartment: Building Form Standards

(1) Height	
Minimum	2 stories, 25 ft.
Maximum	3 stories, 35 ft.
(2) Placement	
Front Setback (min.)	5 ft. from ROW
Front Setback (max.)	15 ft from ROW
Front yard parking	Not permitted (see 402.E)
Parking front yard screening	A 8' min. landscape buffer shall be provided; may be reduced to 5 ft. with a min. 3 ft. masonry GARDEN WALL
STOOP Placement	A STOOP may occur forward of the Front Setback; a 5' min CLEAR SIDEWALK area shall be maintained
Side Setbacks (min.)	0 ft.
Rear Setback with SHARED DRIVE (min.)	5 ft.
Rear setback with no SHARED DRIVE (min.)	25 ft.
Adjacent single-family rear setback	Setback equal to rear setback of adjacent residential district
(3) Architectural Elements	
All Stories FENESTRATION	25 to 70%
Blank walls exceeding 25 linear feet are prohibited	
Elevations facing a street shall contain a minimum of 75% masonry such as brick or stone	



Part 5. Parking and Loading Standards

501. Intent

These Form District standards are intended to:

- A. Promote a “park once” environment with walkable nodes that will enable people to conveniently park and access a variety of commercial, residential, and civic enterprises in pedestrian-friendly environments by encouraging SHARED PARKING.
- B. Reduce fragmented, uncoordinated, inefficient, reserved single-purpose parking.
- C. Provide flexibility for redevelopment of sites.
- D. Increase visibility and accessibility of publicly available parking.

502. Minimum Parking Requirements

Parking requirements in the Grand River Avenue Overlay Form District shall be regulated by *Sec. 86-755* but with the following specific departures from that section. These parking reductions are based on an anticipated shift from single-occupant vehicle travel to walking, bicycling, transit, and car share services often associated with the mixture of uses within compact walkable areas consistent with the code.

- A. If SHARED PARKING is provided as described in *86-753*, the combined amount of parking required is reduced by up to 20% as determined by the Township based on a demonstration by the applicant that the combined peak hour utilization of the uses will not exceed 85-90% of the parking supply on a typical day.
 1. This percentage may be increased by up to 40% if the applicant provides information to demonstrate a maximum 85% of parking available is expected to be occupied during peak periods and the development features the elements described in B below.
 2. The Township may require a parking study by a qualified professional using accepted sources and methodology.
 3. In addition, the Township may require some additional parking area be “banked” for future use if the anticipated SHARED PARKING is inadequate or if a use change to one that requires significant additional parking is made.
- B. The Township may reduce the required parking further, as noted above, if the applicant demonstrates that on-site parking demand will be reduced through amenities and programs that will shift travel from single occupant vehicles to other modes of travel such as:
 - Provision of a bus stop with amenities such as a shelter, shade trees and other design features endorsed by CATA.
 - Incentives for employees to use transit, such as free transit passes or other programs endorsed by CATA.
 - Site design elements that promote walking and bicycling, such as bike racks by building entrances, indoor parking and other facilities for those who travel by bicycles.
- C. Parking Requirements by Use:
Residential:

1. 1.25 parking spaces shall be provided per multiple family unit (Grand River Avenue) with an additional 0.25 space per unit available for visitor and public use.
2. Required parking per unit may be reduced if the development provides a “car-share” system for use by residents.

Commercial centers and general retail:

1. 3.5 spaces per 1,000 sq. ft. (minimum) and 4.0 spaces (maximum¹) for buildings with a gross floor area less than 25,000 sq. ft.
2. 4.0 spaces per 1,000 sq. ft. (minimum) or 5.0 spaces (maximum¹) for buildings with a gross floor area over 25,000 sq. ft.

Restaurants, taverns & bars, nightclubs, distilleries and brew pubs, Grand River Avenue:

1. 1 space per 100 sq. ft. of usable floor area.

For uses not specifically listed above, the minimum parking requirements in the Township Zoning Ordinance shall apply.

503. Achieving Parking Requirements

- A. Parking requirements may be met either on-site or within an 800-foot walking distance of the development. The required parking must all be on the same side of Grand River Avenue however parking on the opposite side may be included if within 660' (1/8 mile) of a designated pedestrian crosswalk
- B. Parking shall be located in compliance with the parking standards in *Sections 504*, below.
- C. Bicycle Parking shall be provided as required by *Sec. 86-760*.
- D. All other parking standards of *Article XIII Off-Street Parking & Loading* shall apply.

504. Special Parking Standards

A. Joint Parking

Sites abutting one another shall physically connect their surface parking areas at the lot line to create connecting drive aisles. Where such surface parking areas lie within 50 feet of one another, a mutual access easement acceptable to the Community Planning & Development Director shall be executed. Parking lot configurations existing (*insert effective adoption date*) are exempt from this requirement.

B. On-Street Parking

If on-street parking is provided along building frontage, public street frontage, or approved alongside access lanes, those spaces may be counted towards parking requirements for the specific use.

C. Off-Street Parking

Off-street parking shall be located in compliance with the parking setback regulations for the site on which it is located, as indicated in the BUILDING FORM STANDARDS.

¹ *Maximum standards only apply to surface parking lots, not structured or underground parking.*

D. Off-Site Parking

1. Off-site parking must be located within a walking distance of 800 feet from the site it is serving.
2. The off-site parking shall be located within the Avenue Form District.
3. The off-site parking must be the subject of a long-term lease approved as to form by the Township attorney, or permanently dedicated for off-site parking use.

505. Loading

Development under this code prohibits any street-side loading facilities. Consistent rear-access and circulation on SHARED DRIVES is recommended.

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Part 6. Building Uses

601. General Provisions

A. Permitted Uses

Uses are grouped into broad categories. Permitted uses by BUILDING FORM STANDARD are shown in *Section 602*. The categories in the use table are listed in *Section 603*.

B. Use Determination

1. The Community Planning & Development Director is responsible for categorizing all uses. If a proposed use is not listed in a use category but can be said to be reasonably similar in impact on a Form District to a listed use, the Director shall treat the proposed use as a use under that category. If a proposed use is not listed in a use category, and is fundamentally different from any other listed use, the use shall be prohibited.
2. Special Use Permit: If the site has an approved Special Use Permit, than no additional Special Use Permit is required for an additional use or building on the site, unless a new use is classified as a Special Use in Table 602 or if the existing use is proposed to change to another special use (refer to Article VI Special Use Requirements and Restrictions).
3. Uses not specifically listed: When determining whether a proposed use is similar to a permitted use, the Director shall consider the following criteria:
 - a. The actual or projected characteristics of the proposed activity in relationship to the stated characteristics of each use.
 - b. Types of vehicles used and their parking and or loading requirements.
 - c. The likely impact on surrounding properties.
 - d. The intent of the Form Districts.

602. Use Table

The use table identifies the uses allowed in the respective BUILDING FORM STANDARD frontages.

		General Flex	Townhouse / Small Apt	
RESIDENTIAL	Household Living (including one, two, and three-family dwellings and multi-family dwellings)	■	■	
	Supported and Assisted Living (Group Homes and Senior Housing)	■	■	Section 86-654 of the Township's <i>Code of Ordinances</i>
COMMERCE	Office	■		
	Hotel	■	□	
	Recreation/ Entertainment	■		
	Day Care (adult and child)	■	■	children: Section 86-403 (d)(1) adults: Section 86-403 (d)(2) of Township's <i>Code of Ordinances</i>
	Retail Sales & Personal Services ¹	■		
	Restaurant/Bar/Microbreweries ¹	■		
	Vehicle Service/Gas Station ²	□		
	RESEARCH and Laboratory Facilities	□		Sec. 86-434
	Office	■		
CIVIC	Police, Fire, Municipal	■	■	

■ Permitted □ Special Use Permit Blank Box: Prohibited

Footnotes to 602. Use Table:

- Outdoor eating areas for restaurants shall be allowed in General Flex and/or Storefront frontages, subject to the Township's "outdoor displays and cafes" ordinance (see Section 86-403 (c)(6) of the Township's Code of Ordinances). A RETAIL SALES use or restaurant is permitted in the second STORY of a Storefront or General Flex site provided it is an extension of that GROUND STORY use, with equal or less floor area.
- Gas stations shall be subject to the standards in the Township's Code of Ordinances per Section 86-403 (e)(5).

Part 7. Definitions

701. Defined Terms

The following terms are defined for the purpose of the form districts. Terms not defined here may be defined elsewhere in the zoning ordinance. In such case, the definition contained in the zoning ordinance shall be used. Certain terms in these districts are used in very specific ways, often excluding some of the meanings of common usage. Where there is an apparent conflict or contradiction, the definition herein shall prevail.

AWNING. A cantilevered, projected or suspended cover over the sidewalk portion of the STREET-SPACE, or a roof like covering, usually of canvas, metal, or similar material and often adjustable, placed over the sidewalk, windows, or doors to provide protection from sun and rain. It is distinguished from a canopy because it is not permanent, nor a structural portion or architectural feature of the building and does not support substantial weight.

BALCONY. An exterior platform attached to the upper floors of the building FAÇADE.

BAY WINDOW. Generally, a U-shaped enclosure extending the interior space of the building outward of the FAÇADE (along its STREET-SPACE side).

BLOCK. An increment of land comprised of lots, COMMON DRIVES, and tracts circumscribed and not traversed by streets (PEDESTRIAN PATHWAYS excepted). BLOCKS are measured at the REQUIRED BUILDING LINE (RBL).

BUILDING FORM STANDARDS (BFS). The part of these district standards that establish basic parameters regulating building form, including: the envelope (in three dimensions); placement on the lot; and certain permitted and required building elements, such as storefronts and BALCONIES.

CLEAR HEIGHT. Within a structure, the habitable distance between the floor and ceiling. For entrances and other external building features, the unobstructed distance from the ground/sidewalk to the lowest element above.

CLEAR SIDEWALK. An area within a STREET-SPACE, the portion of the sidewalk that must remain clear of obstructions and allow public passage. In the Avenue Form District area, the CLEAR SIDEWALK width shall be 5' minimum.

COMMERCE. See USE, COMMERCE.

COMMON LOT LINES. Lot lines shared by adjacent private lots.

CONSERVATION LANDS. Areas that are not developable due to environmental constraints or easements, such as floodplains, wetlands, steep topography, wildlife preserves, etc.

DOORYARD. The area within the STREET-SPACE, extending across the entire width of the lot, between the FAÇADE of the building and the CLEAR SIDEWALK portion of the sidewalk, which may be paved or planted, depending on the *Street Type Specification* designation.

FAÇADE (Building Face). The building elevation facing the STREET-SPACE. Building walls facing private interior courts, COMMON LOT LINES, and SHARED DRIVES are not FAÇADES (they are elevations).

FENESTRATION. Openings in a wall, including windows and doors, allowing light and views between the BLOCK and/or building interior (private realm) and sidewalk and/or street exterior (PUBLIC REALM).

FRONT PORCH. The ground floor platform attached to the FAÇADE side of the main building.

GARDEN WALL. A masonry wall defining a property line or delineating a private area. (For height and gate specifications, see the BUILDING FORM STANDARDS.)

GROUND STORY. The first habitable level of a building at or above grade. The next STORY above the GROUND STORY is the second floor or STORY.

MUNTIN. A strip of wood or metal separating and holding panes of glass in a window, less than 1" in thickness. MUNTINS divide a single window sash or casement into a grid system of small panes of glass.

PRIVACY FENCE. An opaque fence along COMMON DRIVES, pedestrian pathways, and COMMON LOT LINES. See the *Building Form Standards* for height and placement specifications and *Architecture* for material and configuration standards.

PUBLIC REALM (STREET-SPACE). All space between fronting building FACADES, including streets, squares, plazas, parks, pedestrian pathways, sidewalks, parks)—including transit service operator passenger platform—but not within GARAGE ENTRIES or COMMON DRIVES.

REGULATING PLAN. The implementing plan for development within the form districts. REGULATING PLANS designate the BUILDING FORM STANDARDS. The REGULATING PLAN also shows how each site relates to adjacent STREET-SPACES, the overall district, and the surrounding neighborhoods.

SHARED DRIVE. The public right-of-way or easement for vehicles and pedestrians within a block that provides service access to the rear or side of properties, vehicle parking (e.g., garages), loading docks, utility meters, recycling containers, and garbage bins.

SHARED PARKING. Automobile parking that is visible and accessible to the public for a minimum portion of each day.

STOOP. An entry platform on the FAÇADE of a building. (See the BUILDING FORM STANDARDS for specifications.)

STORY. That space within a building and above grade that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above.

STREET-SPACE (PUBLIC REALM). All space between fronting building FACADES, including streets, squares, plazas, parks, pedestrian pathways, sidewalks, parks)—including transit service operator passenger platform—but not within GARAGE ENTRIES or COMMON DRIVES.

TREE LAWN. A continuous strip of soil area—typically covered with grass, other vegetation, bridging pavement, or sometimes porous pavers—located between the back of curb and the CLEAR SIDEWALK and used for planting street trees and configured to foster healthy street tree root systems.

USE, COMMERCE. For the purpose of these form districts, COMMERCE USES shall be considered to encompass all of the by-right and conditional uses permitted in the following Meridian zoning districts: Commercial (C1-3), Professional and Office (PO), and Research Park and Office Park (RP), unless expressly prohibited herein, and all of the CIVIC USES defined above, except transit centers.

USE, RESIDENTIAL, RESIDENTIAL USES shall be considered to encompass all of the uses allowed by-right and with a conditional use permit in the residential zoning districts as defined in the Meridian zoning ordinance.

USE, RETAIL. Includes the following:

RETAIL SALES. Establishments wherein the primary use is the sale of merchandise for use or consumption by the immediate purchaser.

RETAIL SERVICE. Establishments providing services, as opposed to products, to the general public, including restaurants, hotels and motels, finance, real estate and insurance, travel agencies, health and educational services, and galleries; as well as personal services as defined in the Meridian zoning ordinance

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Grand River Avenue Form District Design Guidelines

DRAFT June 21, 2019

Introduction

Part A. Architectural Guidelines

Part B. Signage Guidelines

Part C. Lighting, Mechanical and Service Area Guidelines

Part D. Streetscaping and Landscaping Guidelines

Part F. Street Design Guidelines

Part G. Definitions

Introduction

Shaping the Avenue is a multi-jurisdictional partnership between the municipalities of Lansing, Lansing Township, East Lansing, Meridian Township and the Capital Area Transportation Authority (CATA). The initiative realizes years of community visioning for the Michigan and Grand River avenues (the Avenue) by putting the land use and street design regulations in place to support economic development, build upon community character, and improve comfort and safety for all modes of travel – cyclists, drivers, pedestrians and transit users.

The Shaping the Avenue partners have drafted regulations that incorporate transit-oriented development (TOD) principles into form-based codes (FBC), a style of zoning ordinance that offers more direction on how buildings and streets should look (their form), as opposed to conventional zoning which is primarily focused on the types of uses allowed on land. These ordinances will guide how buildings and streets develop over time.

In Meridian Township, the Grand River Avenue Form District is intended to create a more walkable, pedestrian-friendly and transit-supportive mixed-use environment along the Grand River Avenue corridor, aligning with the goals and objectives of the Meridian Township Master Plan. The Avenue Form District is an optional corridor overlay; either the new FBC standards or the underlying zoning district may be selected at the time of (re)development. Additionally, Grand River Avenue Design Guidelines was created as a companion document to the Form-Based Code district. These guidelines serve as a design tool for redevelopment to ensure that the standards and intent of the form district are met regarding architecture, signage, lighting, streetscaping, landscaping, and street design.

Part A. Architectural Guidelines

1. Purpose and Intent

- A. These Architectural Guidelines establish basic parameters regarding functional building element configurations and a material palette for exterior building materials.
- B. These architectural guidelines serve to establish a coherent character and encourage a high caliber, lasting quality of development.
- C. In order to establish and maintain a sense of place, these standards specify an architectural aesthetic of load-bearing walls and regional materials. The guidelines also specify details, such as window proportions, roof or CORNICE configurations, SHOPFRONTS, and overhangs. Buildings should reflect and complement the traditional materials and techniques of the Mid-Michigan region.

2. General Principles

- A. Where CLEARLY VISIBLE FROM THE STREET-SPACE.
 - 1. Many of these guidelines are encouraged only where CLEARLY VISIBLE FROM THE STREET-SPACE.
 - 2. These controls concentrate on the PUBLIC REALM/views from the PUBLIC REALM and minimize interference in the private realm. For example, an architectural element that is visible only through an opening in a STREET WALL is not CLEARLY VISIBLE FROM THE STREET-SPACE.
- B. All building materials to be used should express their fundamental properties. For example, stronger and heavier materials (masonry) should be located below lighter materials (wood).

3. Building Walls

A. Purpose and Intent

FAÇADES define the PUBLIC REALM—the STREET-SPACE. All walls should express the construction techniques and structural constraints of their building materials. Simple configurations and solid craftsmanship are favored over complexity and ostentation in building form and the articulation of details.

B. Applicability

The standards in this section are encouraged for all building FAÇADE that are CLEARLY VISIBLE FROM THE STREET-SPACE.

C. Illustrations

Photographs are provided as illustrations of intent. The illustrations and statement on this page are advisory only.



Left to right: Buildings with brick FAÇADE; Cast iron SHOPFRONT with brick second STORY; Material change in a logical location



Left to right: Brick building walls; Newly constructed brick townhouses with architectural detailing; Building FAÇADES with limestone ground floor and wood siding above.

D. Primary Façade Materials.

Any of the following building materials are encouraged to be used on a minimum of 75% of the FAÇADE. This should be calculated as a percentage of the wall portion of the FAÇADE, exclusive of FENESTRATION.

1. Brick
2. Wood (or approved fiber cement siding);
3. Natural Stone (or integrally-colored synthetic, EQUIVALENT OR BETTER);
4. Stucco (cement plaster);
5. Cast iron, copper, stainless steel (18-8 or better), and titanium metal siding.

E. Secondary Materials

Any of the following materials are suggested on a maximum of 25% of the FAÇADE and additionally on all side and rear elevations.

1. All permitted primary materials;
2. Metal;
3. Ground- or Split-faced block (integrally colored);
4. Glass block;
5. Decorative tile;
6. Pre-cast masonry;
7. Synthetic materials (only above the second STORY) as approved by the Community Planning & Development Director.

F. Configurations and Techniques

1. Walls

- a. Wall openings (FENESTRATION): the horizontal dimension of the opening should not exceed the vertical dimension.
- b. Wall openings (FENESTRATION) should correspond to the interior space and should not span across building structure such as floor or wall structural thicknesses.
- c. Material changes should be made with appropriate construction details for each abutting material—as where an addition (of a different material) is built onto the original building.

2. Wood Siding and Wood Simulation Materials

- a. Horizontal siding should be configured with a maximum board exposure of 8”.
- b. Board and batten siding should have a maximum board width of 12”.
- c. Siding, shingles and shakes may be smooth or rough-sawn finish.

3. Brick, Block and Stone

- a. All masonry should be in an apparent load-bearing configuration.

4. Stucco (cementitious finish)

- a. Finish coat should be smooth or sand only, no rough textured finish.
- b. Stucco should not come in contact with the ground surface.

4. Roofs and Parapets

A. Purpose and Intent

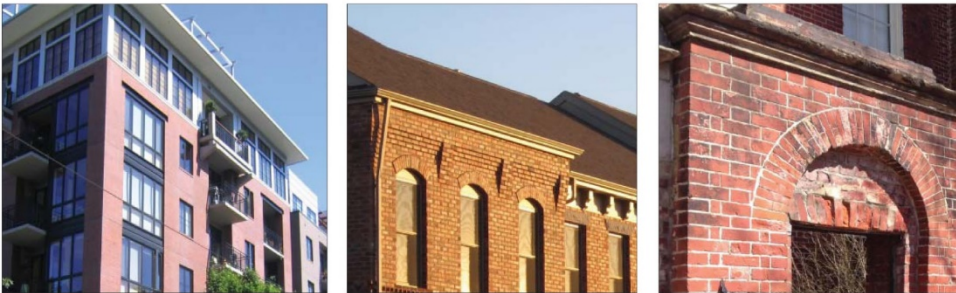
Roofs and parapets are part of the FAÇADE COMPOSITION (its crown or hat) and important to the spatial definition of the STREET-SPACE. Roofs and parapets should demonstrate common-sense recognition of the climate by utilizing appropriate pitch, drainage, and materials in order to provide visual coherence to the district. Roof forms are not interchangeable. The roof type is integral to the design of the building and its architectural character and these elements should be appropriate for the building and its FAÇADE.

B. Applicability

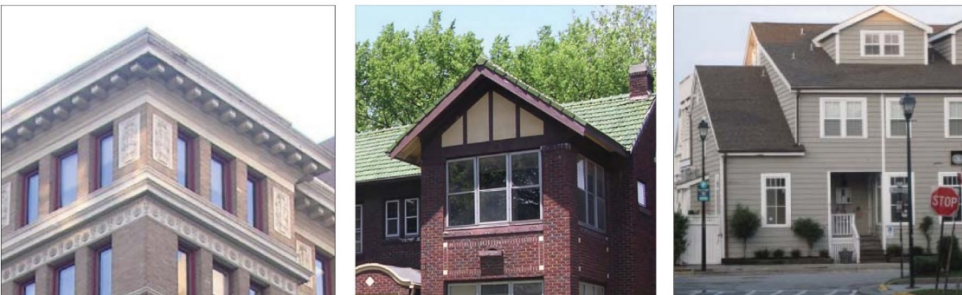
The standards in this section are encouraged for any roof or parapet that is CLEARLY VISIBLE FROM THE STREET-SPACE.

C. Illustrations

Photographs are provided as illustrations of intent. The illustrations and statement on this page are advisory only.



Left to right: Projecting CORNICE; Pitched roof with projecting CORNICE; Parapet wall with COPING



Left to right: Parapet wall with projecting CORNICE; Overhanging eave; Pitched roof

D. Materials

1. The following roofing materials are promoted:
 - a. Tile;
 - b. Slate (and equivalent synthetic or better);
 - c. Metal (standing seam, EQUIVALENT OR BETTER);
 - d. Dimensional architectural grade composition shingles; or
 - e. Wood shingles.
2. Additional roof elements include:
 - a. Skylights and solar panels;
 - b. CORNICES and soffits may be comprised of wood, vinyl, synthetic materials and/or metal, as approved by the Community Planning & Development Director; and
 - c. Gutters and downspouts may be vinyl, and/or metal, in accordance with industry standards.
3. Parapet wall materials should match the building wall.

E. Configurations and Techniques

1. Flat Roofs with Parapets

Where the roof material is not visible from an adjacent STREET-SPACE, Flat roofs with parapets are encouraged in General Flex, and Storefront frontage sites.

2. Pitched Roofs

Pitched roofs, excluding areas behind parapet walls should be pitched..

3. Overhang Requirements

- a. Eaves should overhang 6 to 30 inches on the primary structure.
- b. Eaves on accessory buildings, dormers, and other smaller structures should overhang at least 4 inches.
- c. Exposed timber eaves should be a minimum of three inches by three inches in dimension.
- d. Buildings may satisfy these overhang requirements with a CORNICE or similar form projecting horizontally from near the top of the building wall between 6 and 30 inches horizontally beyond the building wall.

4. Other Elements

- a. Roof vents or other roof-oriented equipment are encouraged only on the roof plane opposite the STREET-SPACE or when shielded from STREET-SPACE view by the building's parapet wall.

5. Street Walls

A. Purpose and Intent

The STREET-SPACE is physically defined by buildings, walls, or fences. Land should be clearly public or private—in public view or private and protected. STREET WALLS establish a clear edge to the STREET-SPACE where the buildings do not. These guidelines include masonry walls that define outdoor spaces and separate the STREET-SPACE from the private realm (e.g. parking lots, trash cans, gardens, and equipment). All STREET WALL faces should be as carefully designed as the building FAÇADE, with the finished side out (i.e. the “better” side facing the STREET-SPACE).

B. Applicability

The following standards are encouraged for all STREET WALLS that are CLEARLY VISIBLE FROM THE STREET-SPACE.

C. Illustrations

Photographs are provided as illustrations of intent. The illustrations and statement on this page are advisory only.



Left to right: STREET WALL defining private yard; STREET WALL with a door; STREET WALL with gate between FAÇADES



Left to right: STREET WALL with gates shielding service area; STREET WALL fronting an unbuilt frontage

D. Materials

The following materials are encouraged on STREET WALLS and gates:

1. Walls

- a. Native/regional stone and EQUIVALENT OR BETTER imitation stone;
- b. Brick;
- a. Stucco on concrete block or poured concrete (only when a brick or stone COPING is provided);
- c. A combination of materials (e.g. stone piers with brick infill panels);
- d. Native/regional stone and EQUIVALENT OR BETTER imitation stone;
- e. Wood (where configured to be effectively opaque); or

2. Gates

- b. Metal (wrought iron, welded steel and/or black aluminum) - may also be used for FENESTRATION in the wall itself; or
- c. Wood.

E. Configurations and Techniques

1. STREET WALLS along any unbuilt REQUIRED BUILDING LINE should be built to the height and length specified in the BUILDING FORM STANDARD.
2. COPING, or similar finish cap, should project between one inch and four inches from the face of the street wall.
3. Metal work may additionally be treated to imitate a copper patina.

6. Windows and Doors

A. Purpose and Intent

The placement, type, and size of windows and doors on the FAÇADE largely establishes the scale and character of the STREET-SPACE. For retail buildings, windows allow interplay between the SHOPFRONT interiors and the STREET-SPACE. Commercial uses (especially restaurants and retail establishments) benefit from exposure to the passers-by and the STREET-SPACE benefits from the visual activity. For residences, windows foster the “eyes on the street” surveillance which provides for the security and safety for the area.

Windows should be divided by multiple panes of glass to provide a pedestrian scale.

B. Applicability

The standards in this section are encouraged for any window or door that is CLEARLY VISIBLE FROM THE STREET-SPACE.

C. Illustrations

Photographs are provided as illustrations of intent. The illustrations and statement on this page are advisory only.



Left to right: Door with TRANSOM; Multi-paned SHOPFRONT windows and glass doors; SHOPFRONT window



Left to right: Grouped windows; SHOPFRONT frontage; Grouped windows

D. Materials

Only the following materials are permitted on windows and doors:

1. Window glass should be clear, with light transmission at the GROUND STORY at least 90 percent and for the upper STORIES at least 75 percent (modification as necessary to meet applicable building and energy code requirements);
2. Specialty windows (only a single FENESTRATION opening) per FAÇADE COMPOSITION maximum) may utilize stained or opalescent glass, or glass block;
3. Doors should be made of wood, clad wood, glass, steel, or any combination; and
4. Shutter materials should be wood or clad wood.

E. Configurations and Techniques

1. All Windows

- a. The horizontal dimension of the opening should not exceed the vertical dimension except for SHOPFRONT TRANSOM windows;
- b. Windows may be grouped horizontally if each grouping (maximum five per group) is separated by a MULLION, column, pier or wall section that is at least seven inches wide;
- c. Exterior shutters, if applied, should be sized and mounted appropriately for the window (one-half the width), even if inoperable;
- d. For SHOPFRONTS in the Form District, the maximum dimensions for glass panes should be 120 inches vertical by 60 inches horizontal;
- e. The maximum dimensions for glass panes should be 60" vertical by 36" horizontal in all other frontages;
- f. Window panes should be recessed behind their FAÇADE surface a minimum of three inches, except for BAY WINDOWS, and SHOPFRONTS; and

- g. Snap-in MULLIONS and MUNTINS are encouraged for FENESTRATION.

2. Upper-Story Windows

Windows located above the GROUND STORY FAÇADE should meet the following:

- a. Windows should be triple-hung, double-hung, single-hung, hopper, AWNING, or casement windows.
- b. Fixed windows should only as part of a window grouping that includes an operable window.
- c. Egress windows should be installed as required by the applicable building code.

3. Doors

- a. Double-height entryways (those that span more than one STORY) should not be allowed.
- b. General Flex and Storefront FAÇADE doors should not be recessed more than four feet behind their FAÇADE/SHOPFRONT and, in any case, should have a clear view and path to a 45-degree angle past the perpendicular from each side of the door into the STREET-SPACE.

Part B. Signage Guidelines

1. Purpose and Intent

Signs along frontages within the Form Districts should be clear, informative to the public and durable. Signs should be scaled and detailed for these mixed-use, pedestrian-oriented areas; and not for high speed automobile traffic. Signage that is glaring or too large creates distraction, lessens the pedestrian experience, and creates visual clutter.

2. Applicability

The following standards are encourage for all signage that is CLEARLY VISIBLE FROM THE STREET-SPACE.

3. Illustrations

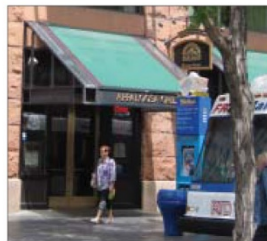
Photographs are provided as illustrations of intent. The illustrations and statement on this page are advisory only.



Left to right: Wall sign; Neon sign, within the SHOPFRONT



Left to right: Wall sign above entry; Sign band, window signs; Projecting signs



Left to right: Wall sign, AWNING; Projecting sign; AWNING sign; AWNING and wall signs

A. General Standards

1. Wall signs are encouraged within the area between the FIRST FLOOR ceiling and the second STORY floor line, within a horizontal band not to exceed three feet in height. This band should not be higher than 24 feet or lower than 12 feet above the adjacent sidewalk.
2. Letters should not exceed 24 inches in height or width and two inches in relief (depth). Signs should not come closer than two feet to an adjacent COMMON LOT LINE.
3. A single masonry or bronze plaque should be placed in the building's CORNICE/parapet wall or under the eaves, and above the upper STORY windows. Any such plaque should not be no larger than a rectangle of 18 square feet in size.
4. Projecting signs and marquee signs should be a maximum of three feet by four feet, vertical or horizontal with a minimum nine feet CLEAR HEIGHT above the sidewalk and may be hung within the permitted area between the FIRST FLOOR ceiling and the second STORY floor line, perpendicular to the front yard setback or from an AWNING.
5. Temporary A-Frame Boards – should not exceed 36 inches in height, 24 inches in width and 24 inches in depth (spread). Signs should occupy the DOORYARD area only and shall not occupy the CLEAR SIDEWALK.

B. Discouraged Signs:

Outdoor advertising signs, roof signs, free-standing pole signs, monument signs, any kind of animation, and signs painted on the exterior walls of buildings. No digital, flashing, scrolling, traveling, animated, or intermittent lighting shall be on the exterior of any building whether such lighting is of temporary or long-term duration. Portable or wheeled signs and advertising located outside any building are also discouraged.

C. Awnings and Overhangs

1. AWNING overhangs should have a minimum of ten feet CLEAR HEIGHT above the sidewalk and be minimum of five feet deep, measured from the FAÇADE. The maximum depth is to back-of-curb or the far (street) side of the CLEAR SIDEWALK edge, whichever is less.
2. Only the following materials are promoted: canvas or equivalent (no shiny or reflective materials), metal or glass.
3. Internal illumination through the AWNING or overhang is discouraged.
4. Lettering on AWNINGS should be limited to six inches in height on the outside edge/vertical face of the AWNING. Lettering and/or signs on AWNINGS should not be above the GROUND STORY.

Part C. Lighting, Mechanical and Service Area Guidelines

1. Purpose and Intent

Appropriate lighting is desirable for night-time visibility, safety, and decoration. However, lighting that is too bright or intense creates glare, hinders night vision, and creates light pollution. Pedestrian-scaled streetlights should occur along all streets within a Form District. “Cobra-head” highway-type fixtures shall be limited to major intersections and only when absolutely necessary. Lighting elements should that cast a clearly/perceptively unnatural spectrum of light (such as low pressure sodium) should not be used. LED, metal halide, or halogen elements with a spectrum of light more perceptively “natural” are preferred.

Mechanical includes any heating, ventilation, and air conditioning (HVAC) or electrical machinery but also includes air compressors, hoods, mechanical pumps, exterior water heaters, water softeners, utility company transformers, meters or boxes, trash compactors, dumpsters, storage tanks, and similar elements. These should not be located in any public areas or be visible from the street.

2. Applicability

The guidelines in this section apply to all properties in a Form District.

3. Illustrations

Photographs are provided as illustrations of intent. The illustrations and statement on this page are advisory only.



Left to right: Street light luminaire and banner; Pedestrian-oriented street lights; Not encouraged within the STREET-SPACE (The examples in the right column are mechanical equipment arrangements that are only acceptable away from and/or not visible from a STREET-SPACE, e.g. within a SHARED DRIVE or hidden from view).

A. Lighting

1. Streetlights should be coordinated by the Department of Public Works, MDOT and/or ICRD. Streetlights should be located on each side of the STREET-SPACE and between 9 feet and 16 feet above grade.
2. Streetlight and STREET TREE placement should be coordinated and should sit no less than 10 feet apart from one another.
3. Exterior lights at the building FAÇADE (maximum 100-watt incandescent or equivalent lumens) should be mounted between 8 feet and 12 feet above the adjacent sidewalk. These fixtures should illuminate the DOORYARD and CLEAR SIDEWALK area, and should be shielded or aimed in such a way that they do not direct light upward, or out of the Form District.
4. All lots with SHARED DRIVES should have lighting fixtures within five feet of the SHARED DRIVE. These fixtures should illuminate the SHARED DRIVE, be from 9 to 16 feet in height, and not cause glare into adjacent lots.
5. High-intensity discharge (HID) or fluorescent lights (excepting compact fluorescent bulbs that screw into standard sockets) should not be used on the exterior of buildings.
6. Directional lights, which cast light in a specific direction to highlight a particular surface, or floodlights (maximum 100-watt incandescent or equivalent) may be used to illuminate SHARED DRIVES, parking garages and working (maintenance and service) areas, but should be shielded or aimed in such a way that they do not shine into other lots, the STREET-SPACE, or direct light out of the Form District.

7. Flood or uplighting should not be used to illuminate private building walls. Accent lighting may be permitted on CIVIC BUILDINGS or monuments, to highlight architectural features (such as church steeples).
8. Site lighting should be of a design, height and location so as to illuminate only the lot. An exterior lighting plan should be approved as consistent with these guidelines by the Township.
9. Temporary holiday lighting is exempt from these regulations, in accordance with other Township standards.

B. Mechanical Equipment

1. The following should be placed behind and away from any front yard setback may not be stored or located within nor CLEARLY VISIBLE FROM THE STREET-SPACE: air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, dumpsters, storage tanks, and similar equipment.
2. Utility lines, fiber optic, etcetera, should be placed underground, under the street pavements or under an alley or SHARED DRIVE pavement.

Part D. Streetscaping and Landscaping Guidelines

1. Purpose and Intent

- A. These guidelines include the public right-of-way include streetscape and landscaping elements and have the following goals:
1. To help implement the Township's Master Plan, the Street Master Plan, and other adopted planning document as well as any future Corridor Improvement Authority Plans.
 2. To ensure the coherence of the STREET-SPACE as an environment that encourages and facilitates walking and bicycling as safe, accessible, and healthy travel options.
 3. To ensure the design and use of public and quasi-public spaces supports the intended character of the district and complements private development.
 4. To contribute to ultimate sustainability. Native (and non-native adapted) trees and plants contribute to privacy, the reduction of noise and air pollution, shade, maintenance of the natural habitat, conservation of water, and storm-water management.

2. Applicability

- A. This section includes design standards for public road rights-of-way under the jurisdiction of the agencies above. The standards herein are intended to be applied to the right-of-way in front of private development but also to be considered by the road agency as part of any improvement or reconstruction of the transportation systems in the Form Districts.

3. Street Trees

- a. Each STREET-SPACE should have STREET TREES planted generally 3 to 3½ feet from the back of the curb, at an average spacing not greater than 30 feet on center. STREET TREE spacing should not exceed 45 feet on center except where necessary for transit stops or stations, curb cuts, fire hydrants and other infrastructure elements. Encouraged STREET TREE planting area configurations are specified below.
- b. Tree planting area suggestions are as follows:
 1. STREET TREE planting areas should be at grade or not greater than six inches above or below the sidewalk
 2. Soil surface area should not be less than 110 square feet per isolated tree or 90 square feet per tree for connected (TREE LAWN) situations.
 3. No dimension of the soil surface for any STREET TREE area should be less than 5.5 feet unless otherwise specified in this District.
 4. The above guidelines may be met through the use of bridged slab or other techniques that clearly exceed these standards in the fostering of vital and long-lived STREET TREES.
 5. At planting, STREET TREES should be at least 2.5 inches in diameter at designated breast height (DBH) and at least 12 feet in overall height. Species should be selected from the STREET TREE list (see Tree Lists). The Township may designate the appropriate tree species for a particular STREET-SPACE.
 6. Any unpaved ground area should be planted with groundcover or flowering vegetation, not to exceed 12 inches in height. STREET TREES should be "limbed up" as they gain appropriate maturity so as to not interfere with pedestrian or truck travel (minimum 7 feet clear over the sidewalk and 14 feet over any travel lanes) and to maintain visibility.

4. Streetscape Elements and Materials

1. At the time of development, or as coordinated by MDOT (Grand River Ave.) or the ICRD, the developer should install Sidewalks or shared pathways on the side of the STREET-SPACE being developed.
2. Sidewalks are encouraged to be a minimum of five feet wide and shared pathways a minimum seven feet wide (refer to the Street Standards and Township Pathways Plan).
3. Street furniture should be provided that is simple, functional, and durable and meets Township standards. Generally these elements should be installed on both sides of the street and aligned with STREET TREES (out of the CLEAR SIDEWALK area). Street furnishings should include but are not limited to elements such as Township-approved banners, art, and hanging baskets

on light poles, planter boxes, benches, litter receptacles, newspaper racks, sidewalk cafe seating where space permits, sidewalk advertisements or civic kiosks, and CATA-approved transit stop amenities.

4. Streetlights to support a walkable and safe district are encouraged for larger-scale developments. In other cases, lighting is funded through a Special Assessment District. The selection of streetlights and street furnishings should be harmonious between individual elements in order to create a consistent aesthetic language for the STREET-SPACE as a whole or by District. The Board of Water and Light or Consumers Power have a selection of street light fixtures available.
5. Streetscape elements should consist generally of high quality and well-detailed construction materials including clay or concrete permeable brick pavers, natural stone or granite curbs and pavers, and finely detailed cast concrete.

5. Tree Lists

A. General

STREET TREES and public space trees should be selected from an approved list provided by Meridian Township or Ingham County. If no accepted or applicable standards exist, STREET TREES should be selected from the following list and approved by Meridian Township during the plan review process.

B. Street Trees

STREET TREES are part of an overall STREET-SPACE plan designed to provide both canopy and shade and to give special character and coherence to each street. The desired aesthetic should be achieved through the use of native and/or proven hardy adapted species. Appropriate STREET TREE species may change over time and acceptable species may be periodically amended by the Township and/or Ingham County.

C. Private Space Trees

No trees, or other plant species that have been identified as invasive by the Michigan Invasive Plant Council may be planted in any outdoor location within the Form Districts.

Street Tree List (Large Canopy Trees – mature height 60 feet and above)	
<i>Acer rubrum</i> 'Sun Valley'	Sun Valley Red Maple
<i>Acer saccharum</i> Green Mountain®	Sugar Maple
<i>Ginkgo biloba</i> 'Autumn Gold'	Ginkgo (male only)
<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Skyline'	Skyline Honey Locust
<i>Platanus occidentalis</i> 'Bloodgood'	London Plane tree
<i>Quercus alba</i>	White Oak
<i>Quercus bicolor</i>	Swamp White Oak
<i>Quercus macrocarpa</i>	Bur Oak
<i>Quercus palustris</i>	Pin Oak
<i>Quercus imbricata</i>	Shingle Oak
<i>Quercus rubra</i>	Northern Red Oak
<i>Tilia Americana</i>	Basswood/American Linden
<i>Ulmus hollandica</i> 'Groenveldt'	Groenveldt Elm
<i>Ulmus americana</i> 'libertas', 'princeton', 'forge', 'delaware'	Elm
<i>Ulmus x spp.</i> 'Prospector'	Elm
<i>U. x spp.</i> 'Patriot'	Elm

6. Squares and Civic Greens

A. Intent

1. These guidelines apply to those spaces that are either publicly owned or publicly accessible, as designated on the REGULATING PLAN.
2. PUBLIC SPACES such as SQUARES and CIVIC GREENS should be situated at prominent locations. The plants and trees of SQUARES and CIVIC GREENS provide a landscape and civic architecture that complement the surrounding private building architecture.
3. SQUARES are active pedestrian centers. CIVIC GREENS are spaces intended for less intensive foot traffic.
4. A new CIVIC GREEN OR SQUARE shown on the REGULATING PLAN may be relocated in the general vicinity that meets the Purpose of such spaces to provide consolidated and functional open space.
5. Pervious paving materials (to allow oxygen for tree roots and absorb storm-water run-off) are encouraged in both SQUARES and CIVIC GREENS, and the percentage of impervious paving material is limited. (see *C. Materials and Configurations*)

B. Guidelines

1. SQUARES and CIVIC GREENS should be designed, planted and maintained according to the following requirements:

2. SQUARES and CIVIC GREENS should have at least 60 percent of their perimeter fronting public rights-of-way. Both should be surrounded by STREET TREES. Their dimensions should be no narrower than a 1:5 ratio and no SQUARE or CIVIC GREEN width or breadth dimension shall be less than 25 feet.
3. Appropriate to their high (pedestrian) traffic level SQUARES should be designed with a higher percentage of paved surface area.
4. A clear view through the SQUARE or CIVIC GREEN (from two to seven feet in height) is encouraged, both for safety and urban design purposes.

C. Materials and Configurations

1. General

- a. STREET TREES should be planted in accordance with *Section. 508, B. Street Trees*. They may be of a different species than the connecting streets. The ground surface level elevation should be between 0 and 18 inches above the top of the adjacent curb.
- b. The maximum slope across any SQUARE or CIVIC GREEN should not exceed ten percent.
- c. Except for tree trunks, streetlights, CIVIC USE BUILDINGS, public art or monuments, there should be a clear view between two and seven feet above grade. The foliage of newly planted trees may intrude into this area until the tree has sufficient growth to allow such a clear trunk height.
- d. Trees within a SQUARE or CIVIC GREEN may also be selected from the Public Space Tree Lists (see *Sec. 508 Tree Lists*).

2. Pedestrian Pathways

The area within a PEDESTRIAN PATHWAY should be a public access easement or public right of way. The easement width for these pathways should not be less than 20 feet with a paved walkway not less than 10 feet wide providing an unobstructed view straight through its entire length, except where otherwise specified on the REGULATING PLAN.

Part E. Street Design Guidelines

1. Applicability

- A. Guidelines in this section regarding design in the public road right-of-way are intended to ensure road design and reconstruction project complement the Form District. These guidelines are also subject to the standards and approval of the Ingham County Road Department (ICRD) or Michigan Department of Transportation (MDOT) as applicable.
- B. Establish the design principles for the complete STREET-SPACE.
- C. Roads within Meridian Township are under the jurisdiction of one of the following:
1. MDOT (Grand River Ave.)
 2. ICRD (all other public roads)
 3. Private roads and drives – owned and maintained by a private property owner or association (including front access lanes along Grand River Avenue)
- D. This section includes design standards for public road rights-of-way under the jurisdiction of the agencies above. The guidelines herein are intended to be applied to the right-of-way in front of private development but also to be considered by the road agency as part of any improvement or reconstruction of the transportation systems in the Form Districts.



The STREET-SPACE is a human and sustainable environment

2. Intent

- A. The guidelines have the following goals:
1. To help implement the Township's Master Plan, the Street Master Plan, the M-43 Access Management Plan and other adopted planning documents and any future Corridor Improvement Authority Plans.
 2. To promote the Township and MDOT Complete Streets policies.
 3. To ensure the coherence of the STREET-SPACE as an environment that encourages and facilitates walking and bicycling as safe, accessible, and healthy travel options.
 4. To improve pedestrian connectivity between destinations and CATA bus stops to support transit ridership.
 5. To ensure the design and use of public and quasi-public spaces supports the intended character of the district and complements private development.

3. Bus Stop Guidelines

One purpose of this district is to provide convenient access and amenities to support transit use. Developers are encouraged to work with the Capital Area Transportation Authority (CATA) to coordinate transit access, designation of new bus stops, relocation of existing bus stops, or bus stop enhancements. In general, the following standards shall apply:

- A. Pedestrian connections should be provided between building entrances and the public sidewalk or pathway system that links with a bus stop.
- B. Development within 660' (1/8 mile) of a bus stop in particular should be designed to support transit use.
- C. In some cases, CATA may work with a major land owner to provide transit access within a development or relocate a bus stop. In such cases, the internal site circulation must be designed to accommodate bus maneuvers.
- D. Developers with a bus stop along the frontage are encouraged to work with CATA to provide bus stop amenities.
- E. If a bus stop is within 660' (1/8 mile) of a development or redevelopment, developers should contact CATA for its potential relocation.

F. Locations:

1. Stops should be located in safe areas along streets for buses to stop and/or pull out to access the curb. Any in-street bus zone or pull-out areas should be sized to facilitate bus movements, and be at least 11-feet wide.
2. Stops should be located as closely as possible to the pedestrian access points of nearby trip-generating land uses or other activities, such as commercial centers, schools, employment sites or residential areas.

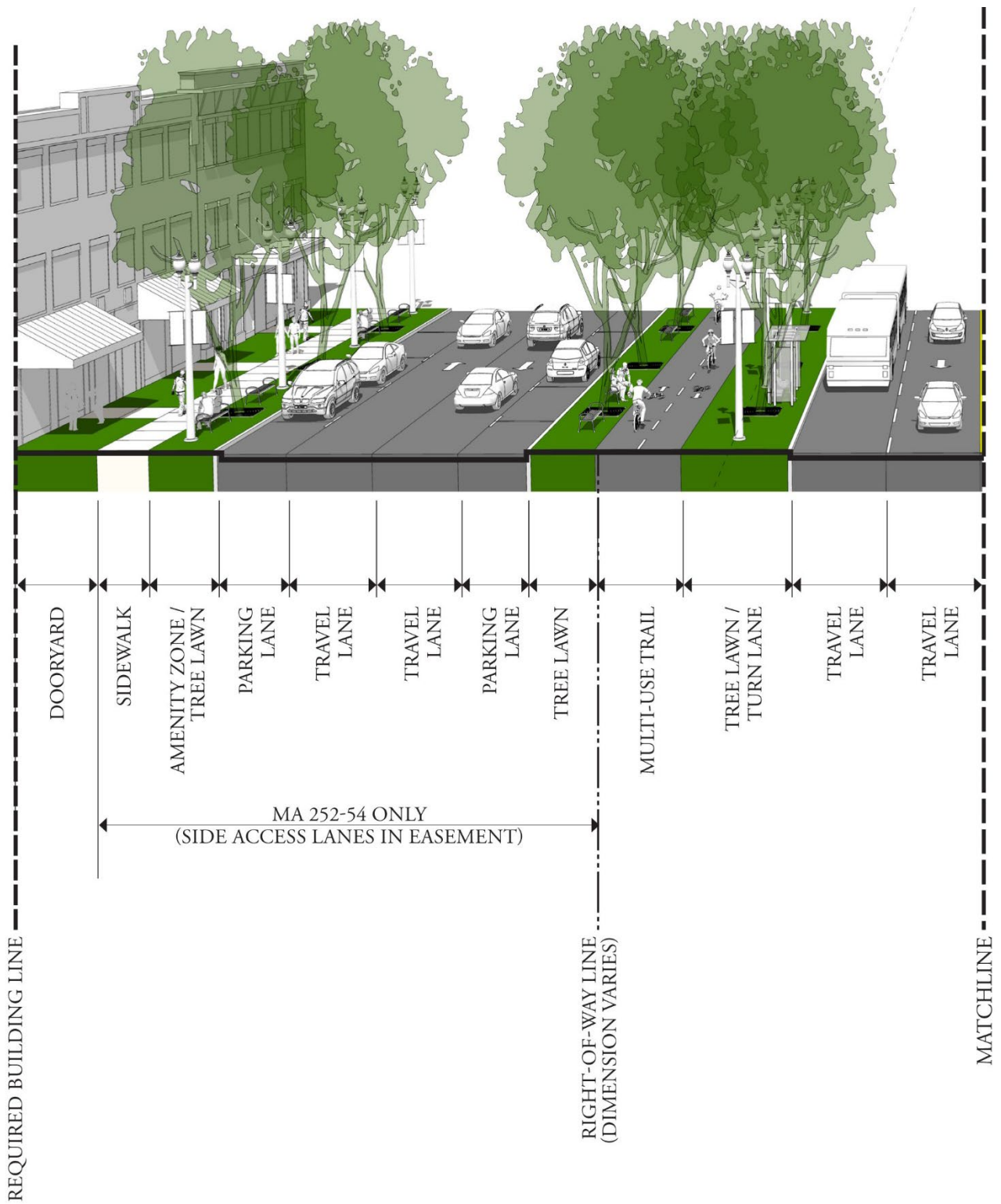
3. Stops should be positioned to be directly accessible by sidewalk, with any stop features positioned so as not to impede a minimum 5-foot clearance on the passing sidewalk.
4. Stops should be located near accessible and signed pedestrian crossing locations.
5. Stops should be located near lighting to allow for safe customer waiting experience during times of darkness.
6. To facilitate better operations, it is preferred that bus stops be located on the far side of signalized intersections. For these far-side stops, it is preferred that there is room for the front of the bus to stop a minimum of 80 feet past the intersection in order to give clearance to adjacent crosswalks.
7. Coordination with CATA is recommended to facilitate stop placement, relocation and design consistency.

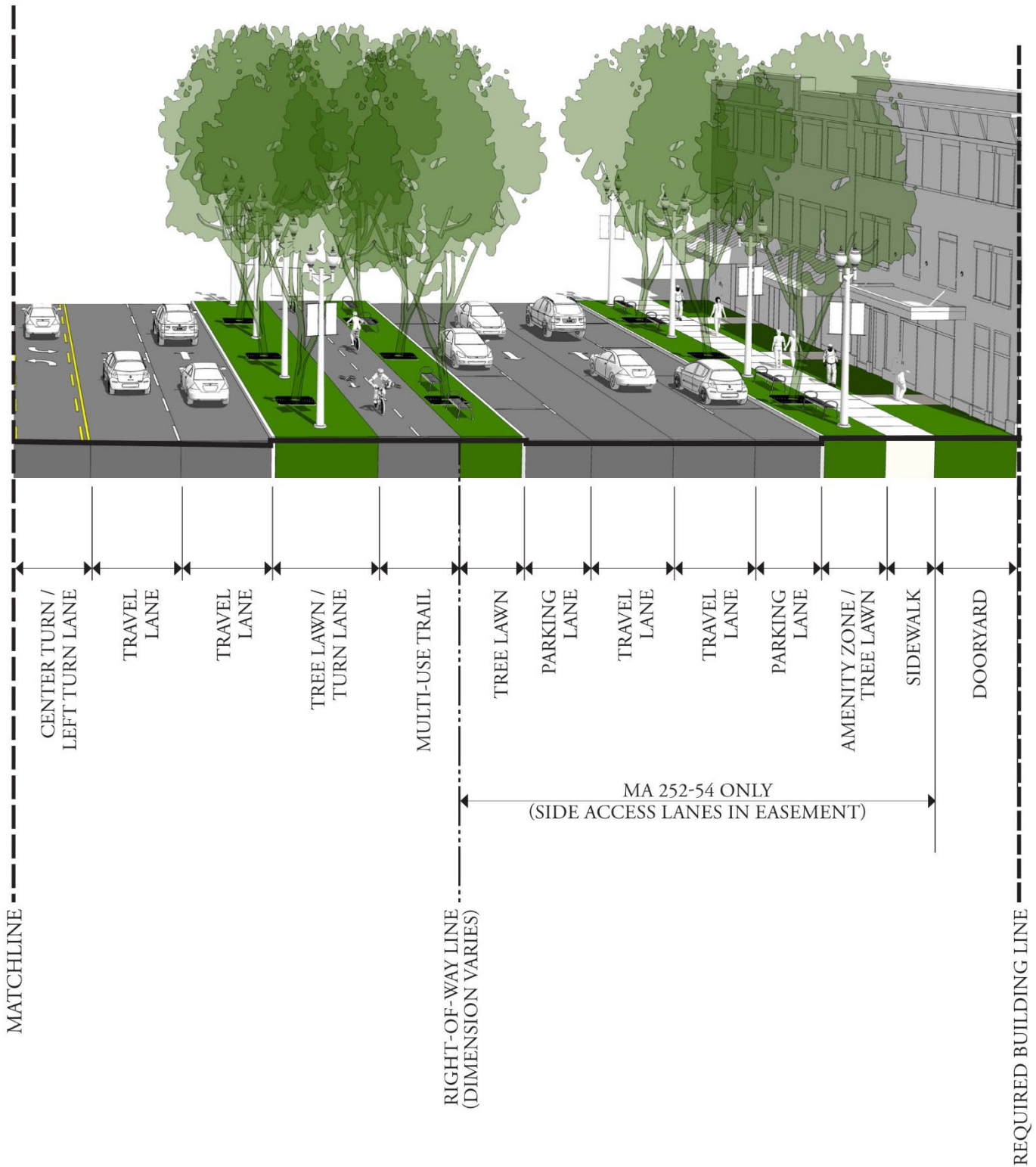
4. Pedestrian Crossing Guidelines

Distances along Grand River Avenue between current designated pedestrian crossings are not ideal to support a walkable district and provide safe access across the road to transit stops. To improve pedestrian travel, comfort and safety the following design features should be considered:

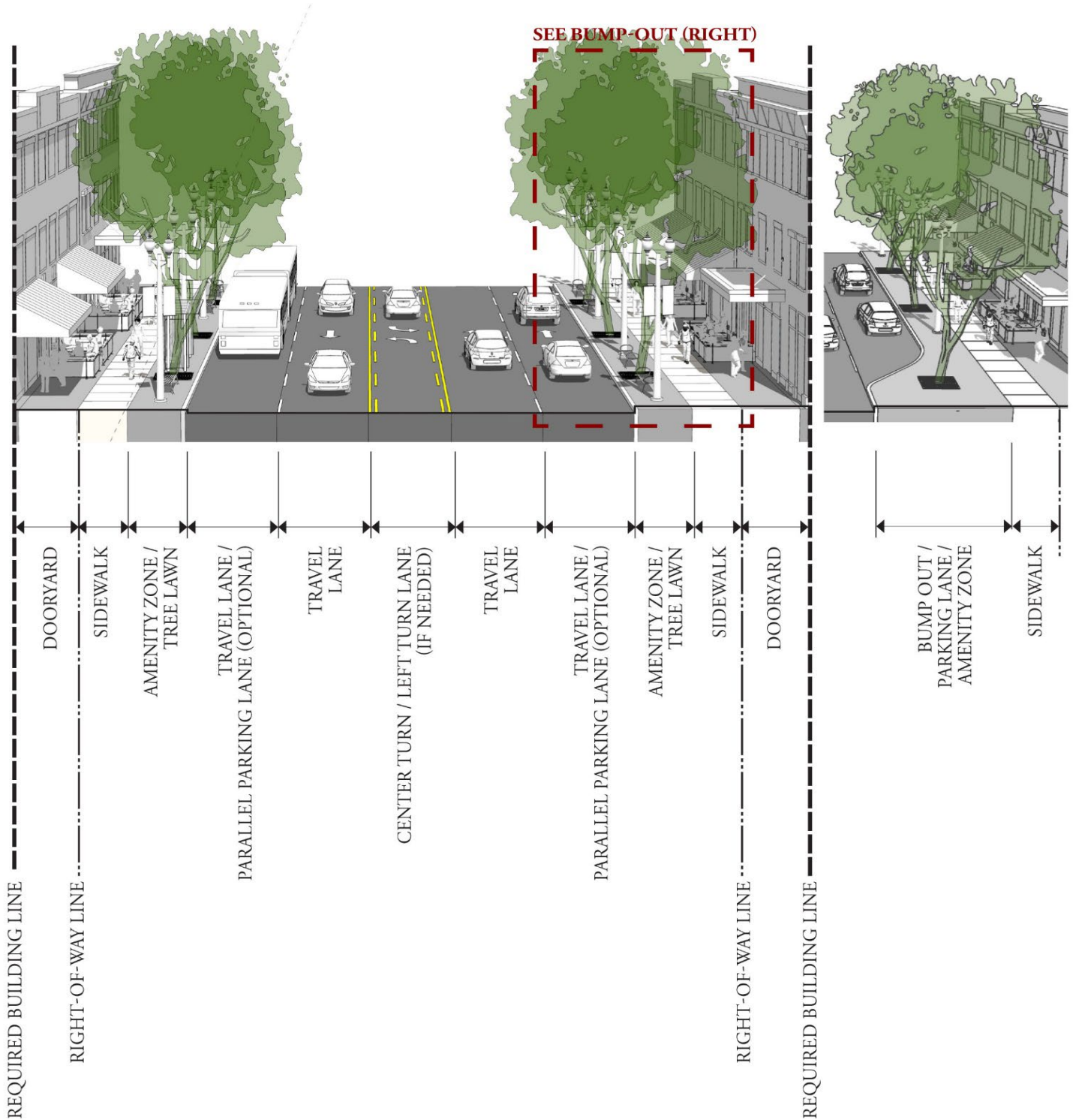
- A. Pedestrian crosswalks and transit stops should be located near each other to encourage crosswalk use by transit riders.
- B. Development design should encourage pedestrians to use designated pedestrian crosswalks and discourage crossings at other locations. Design elements such as door locations, other site access locations, sidewalk placement, streetscape amenity placement, and decorative walls or hedges can help direct pedestrians to desired crossing locations.
- C. Crosswalks may be needed within larger parking lots to connect with the public sidewalks or pathways. Such crosswalks may include treatments such as pavement markings, different pavement materials, signs, overhead beacons, curb extensions, crossing islands, and raised pedestrian islands.
- D. The MDOT “Guidance for Installation of Pedestrian Crosswalks on Michigan State Trunkline Highways” provides guidelines for crosswalks and mid-block pedestrian crossings.

5. Major Arterial Street Cross Section





6. Neighborhood Street Cross Section



Part G. Definitions

Defined terms are shown throughout the guidelines in SMALL CAPITAL LETTERS.

AWNING. A cantilevered, projected or suspended cover over the sidewalk portion of the STREET-SPACE, or a roof like covering, usually of canvas, metal, or similar material and often adjustable, placed over the sidewalk, windows, or doors to provide protection from sun and rain. It is distinguished from a canopy because it is not permanent, nor a structural portion or architectural feature of the building and does not support substantial weight.

BAY WINDOW. Generally, a U-shaped enclosure extending the interior space of the building outward of the FAÇADE (along its STREET-SPACE side).

CIVIC GREEN OR SQUARE. A public open space designated on the REGULATING PLAN. The term CIVIC GREEN is generally used to describe a formally configured small public lawn or park that is primarily unpaved. The term SQUARE is generally used to describe spaces that have more paved surface area.

CLEAR HEIGHT. Within a structure, the habitable distance between the floor and ceiling. For entrances and other external building features, the unobstructed distance from the ground/sidewalk to the lowest element above.

CLEAR SIDEWALK. An area within a STREET-SPACE, the portion of the sidewalk that must remain clear of obstructions and allow public passage.

CLEARLY VISIBLE FROM THE STREET-SPACE. A building element more than 40 feet from a REQUIRED BUILDING LINE or STREET-SPACE is by definition *not* CLEARLY VISIBLE FROM THE STREET-SPACE (such as elements facing a COMMON LOT LINE). Also, common or party walls are by definition *not* CLEARLY VISIBLE FROM THE STREET-SPACE.

COMMON LOT LINES. Lot lines shared by adjacent private lots.

COPING. The cap or covering on top of a wall.

CORNICE. A CORNICE (from the Italian CORNICE meaning “ledge”) is a horizontally overhanging element that crowns a building.

DOORYARD. The area within the STREET-SPACE, extending across the entire width of the lot, between the FAÇADE of the building and the CLEAR SIDEWALK portion of the sidewalk, which may be paved or planted.

EQUIVALENT OR BETTER. A building material or construction technique that has been determined, by the Director of Community Planning & Development Director, to be at least equal to, in appearance, durability, etc., or surpassing those expressly permitted herein.

FAÇADE (Building Face). The building elevation facing the STREET-SPACE. Building walls facing private interior courts, COMMON LOT LINES, and SHARED DRIVES are not FAÇADES (they are elevations).

FAÇADE COMPOSITION. The arrangement and proportion of materials and building elements (windows, doors, columns, pilasters, bays) on a given FAÇADE.

FENESTRATION. Openings in a wall, including windows and doors, allowing light and views between the BLOCK and/or building interior (private realm) and sidewalk and/or street exterior (PUBLIC REALM).

FIRST FLOOR. See GROUND STORY.

GROUND STORY. The first habitable level of a building at or above grade. The next **STORY** above the **GROUND STORY** is the second floor or **STORY**.

MULLION. A vertical structural member in a window.

MUNTIN. A strip of wood or metal separating and holding panes of glass in a window, less than 1" in thickness. **MUNTINS** divide a single window sash or casement into a grid system of small panes of glass.

PEDESTRIAN PATHWAY. A publicly accessible interconnecting paved way providing pedestrian and bicycle passage running from a **STREET-SPACE** to another **STREET-SPACE**, **SHARED DRIVE**, or an interior parking area.

PUBLIC REALM (STREET-SPACE). All space between fronting building **FACADES**, including streets, squares, plazas, parks, pedestrian pathways, sidewalks, parks)—including transit service operator passenger platform—but not within **SHARED DRIVES**.

REGULATING PLAN. The implementing plan for development within the form districts.

REGULATING PLANS designate the **BUILDING FORM STANDARDS**. The **REGULATING PLAN** also shows how each site relates to adjacent **STREET-SPACES**, the overall district, and the surrounding neighborhoods.

SHARED DRIVE. The public right-of-way or easement for vehicles and pedestrians that provides service access to the rear or side of properties, vehicle parking (e.g., garages), loading docks, utility meters, recycling containers, and garbage bins.

SQUARE. See **CIVIC GREEN**.

SHOPFRONT. That portion of the **GROUND STORY FAÇADE** intended for marketing or merchandising and allowing visibility between the sidewalk and the interior space.

STORY. That space within a building and above grade that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above.

STREET-SPACE (PUBLIC REALM). All space between fronting building **FACADES**, including streets, squares, plazas, parks, pedestrian pathways, sidewalks, parks)—including transit service operator passenger platform—but not within **SHARED DRIVES**.

STREET TREE. Used to define the **STREET-SPACE/** pedestrian realm and listed in the **STREET TREE List**. **STREET TREES** are of proven hardy and drought tolerant species and large enough to form a shade canopy with sufficient clear trunk to allow traffic to pass under unimpeded.

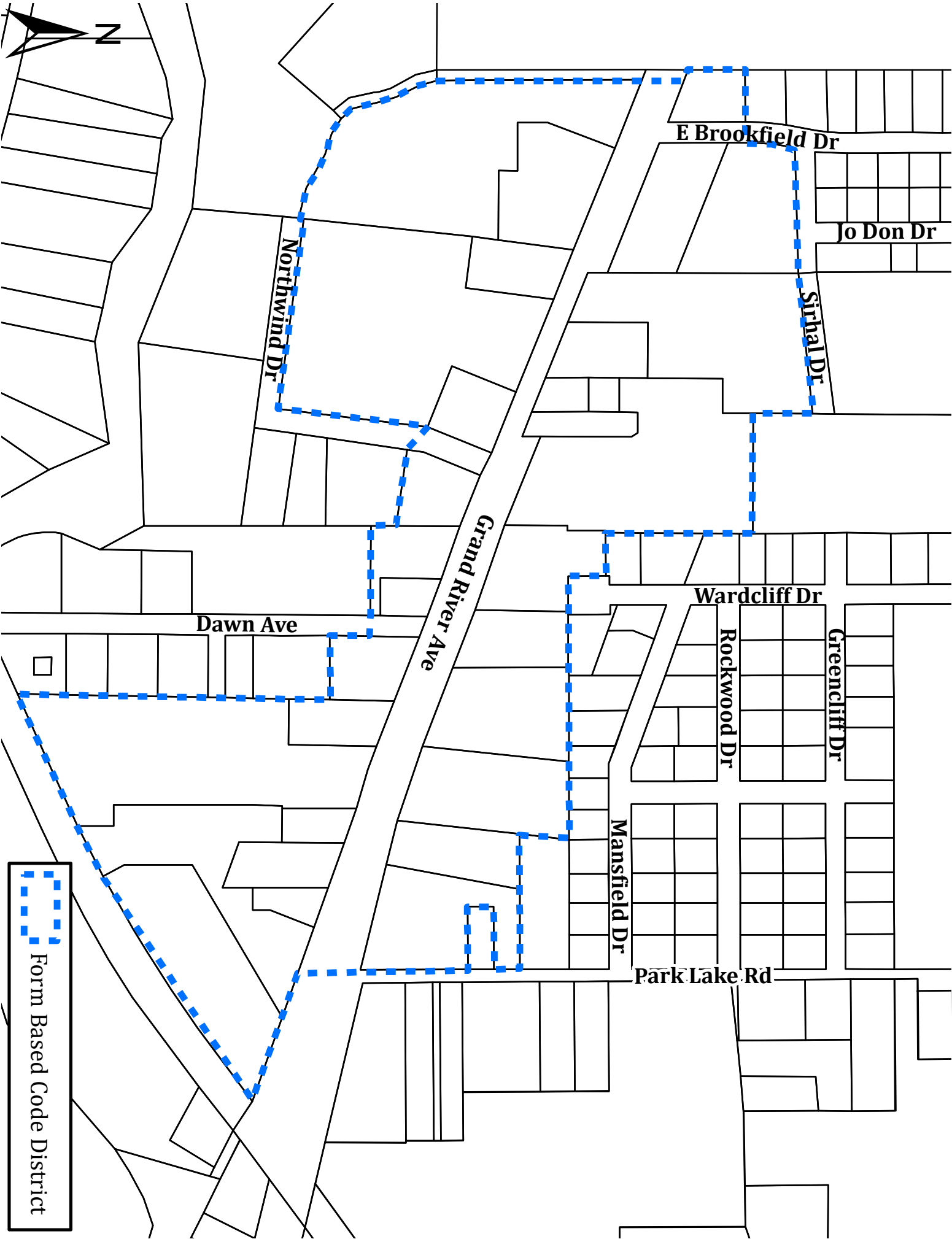
STREET WALL. A masonry wall which assists in the definition of the **STREET-SPACE** in the absence of a building. See the **BUILDING FORM STANDARDS** for height and gate specifications.

TRANSOM. **TRANSOM** or **TRANSOM window** refers to a **TRANSOM light**, the window over a structural crosspiece in a window or door opening.

TREE LAWN. A continuous strip of soil area—typically covered with grass, other vegetation, bridging pavement, or sometimes porous pavers—located between the back of curb and the **CLEAR SIDEWALK** and used for planting **STREET TREES** and configured to foster healthy **STREET TREE** root systems.



N



Northwind Dr

Dawn Ave

Grand River Ave

Mansfield Dr

Park Lake Rd

Wardcliff Dr

Rockwood Dr

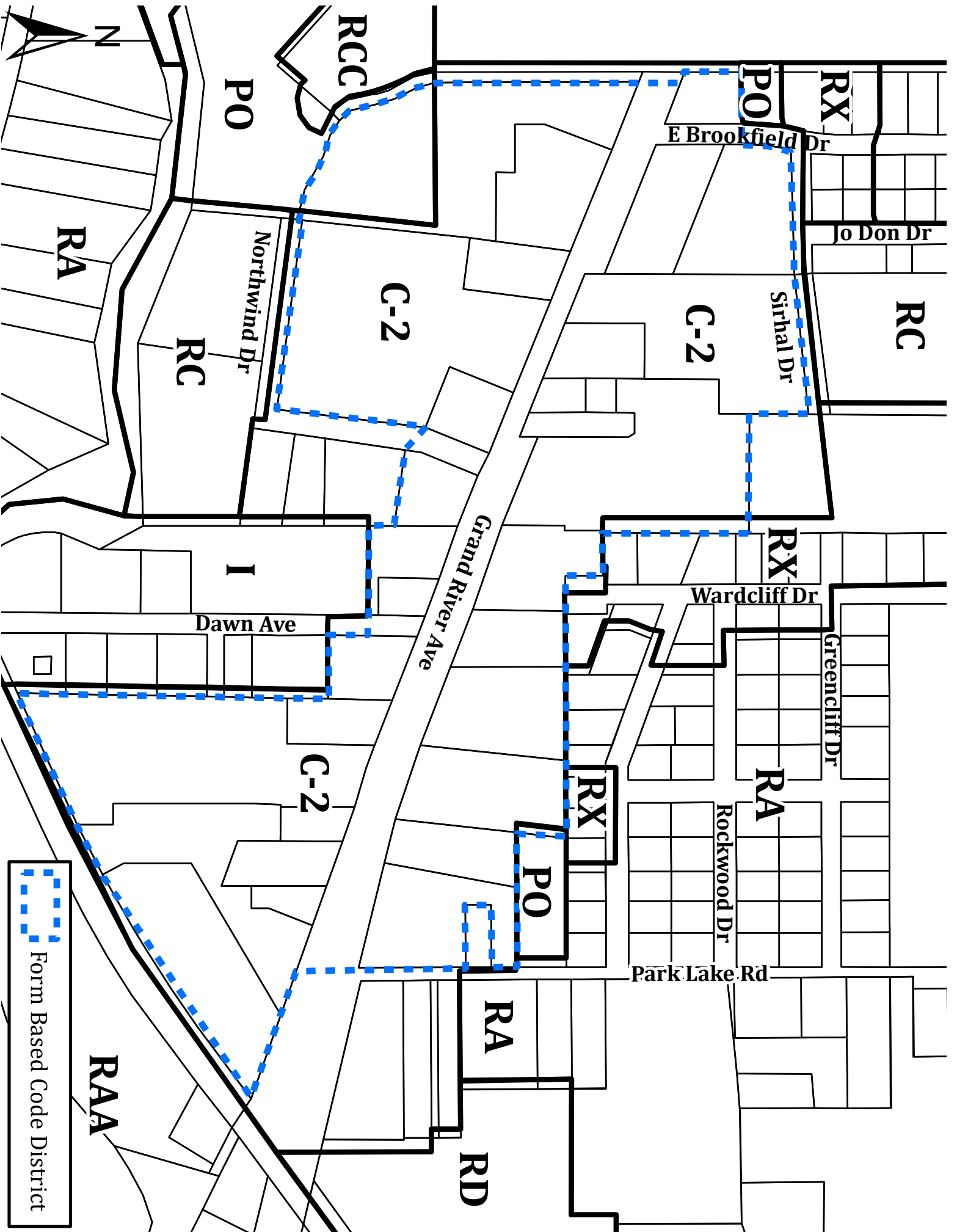
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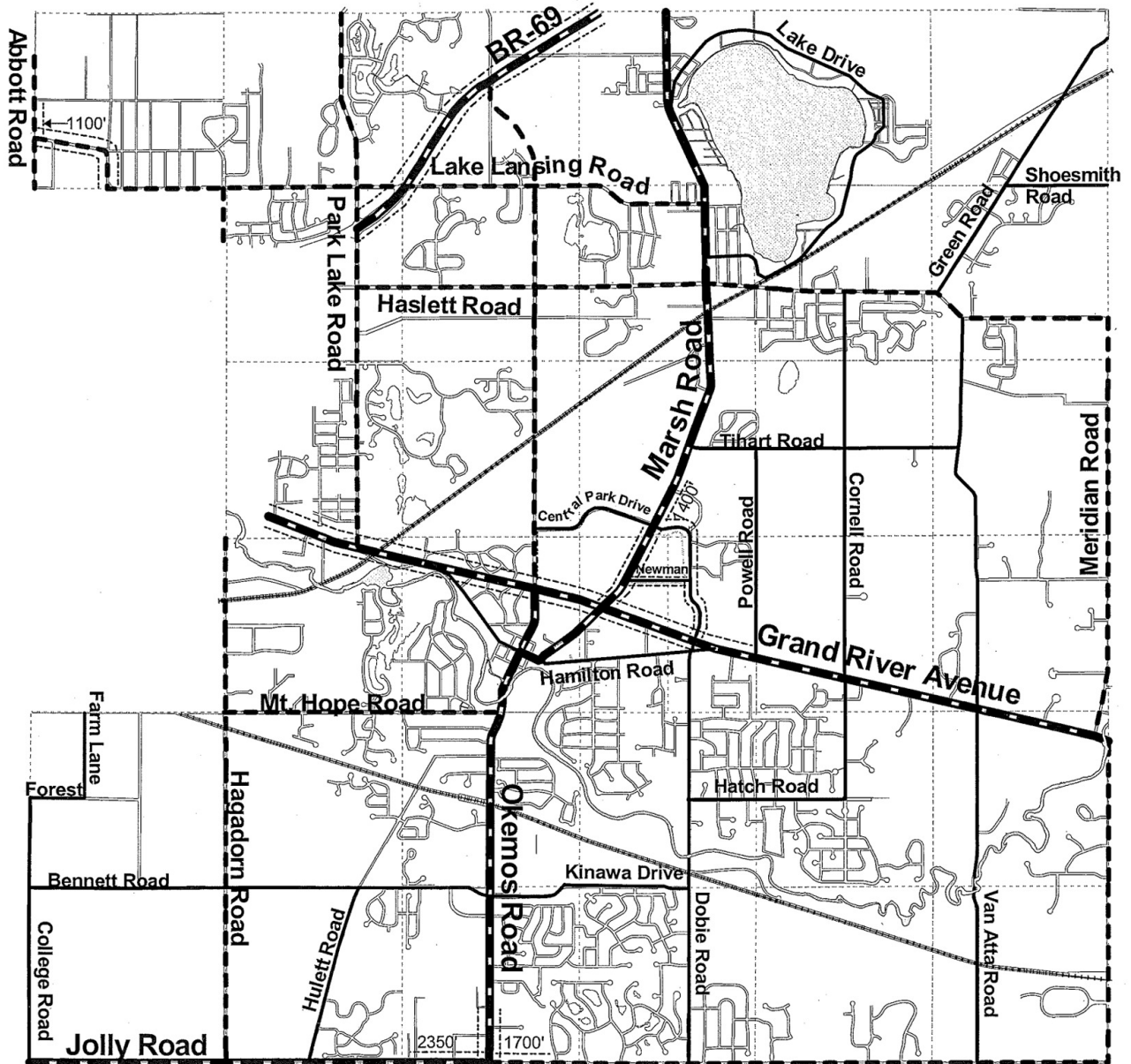
Jo Don Dr

Signal Dr

Form Based Code District



Form Based Code District



Classifications	Setback from C/L
— Collector	85'
- - - Minor Arterial	100'
— Principal Arterial	100'
- - - - Required Frontage Road/Service Drive Locations	

Local Street Setback: 25' from street right-of-way line

Street Trees required along all Principal and Minor Arterials

For designated Truck Routes, refer to Chapter 21 of the Code of Ordinances

