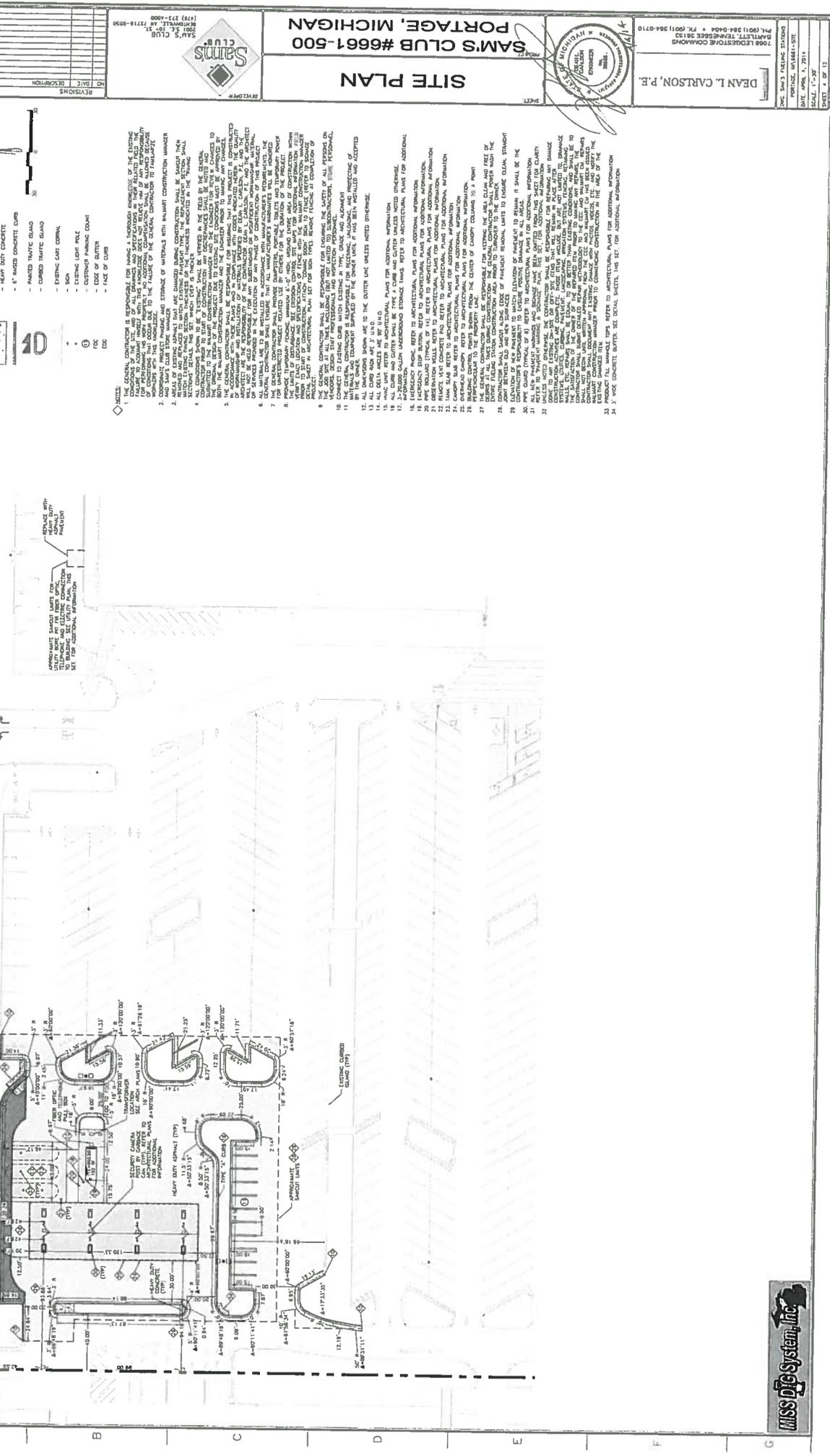








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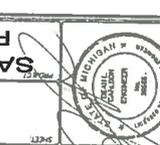


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REVISIONS



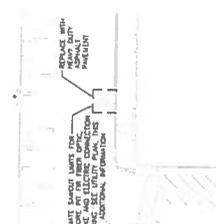
**SAMS CLUB #6661-500**  
**PORTAGE, MICHIGAN**



**DEAN L. CARLSON, P.E.**  
 1008 LEGACIOUS COMMONS  
 GARFIELD TOWNSHIP  
 PORTAGE, MICHIGAN 49783  
 PHONE: (616) 221-0404 • FAX: (616) 221-0410  
 DATE: JAN. 1, 2011  
 SHEET: 8 OF 13

**LEGEND**

- SAMS CLUB PROPERTY LINE
- ADJACENT PARCEL PROPERTY LINE
- PROPERTY CORNER
- HEAVY DUTY ASPHALT (REFER TO ARCH PLAN)
- HEAVY DUTY CONCRETE (REFER TO ARCH PLAN)
- 4" RIGID CONCRETE CURB
- PAVED TRAFFIC ISLAND
- EXTERIOR GART CORNER
- SIGN
- CEILING LIGHT POLE
- EXTERIOR LIGHTING COURT
- EDGE OF CURB
- FACE OF CURB



THE GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING A PROVISIONAL PERMIT FROM THE CITY OF PORTAGE AND A PROVISIONAL PERMIT FROM THE MICHIGAN DEPARTMENT OF TRANSPORTATION. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A PROVISIONAL PERMIT FROM THE MICHIGAN DEPARTMENT OF TRANSPORTATION. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A PROVISIONAL PERMIT FROM THE MICHIGAN DEPARTMENT OF TRANSPORTATION.

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DEAN L. CARLSON, P.E.  
 7090 LEDFORD DRIVE, CHEVY CHASE, MD 20815  
 TEL: (301) 264-0404 • FAX: (301) 264-0710

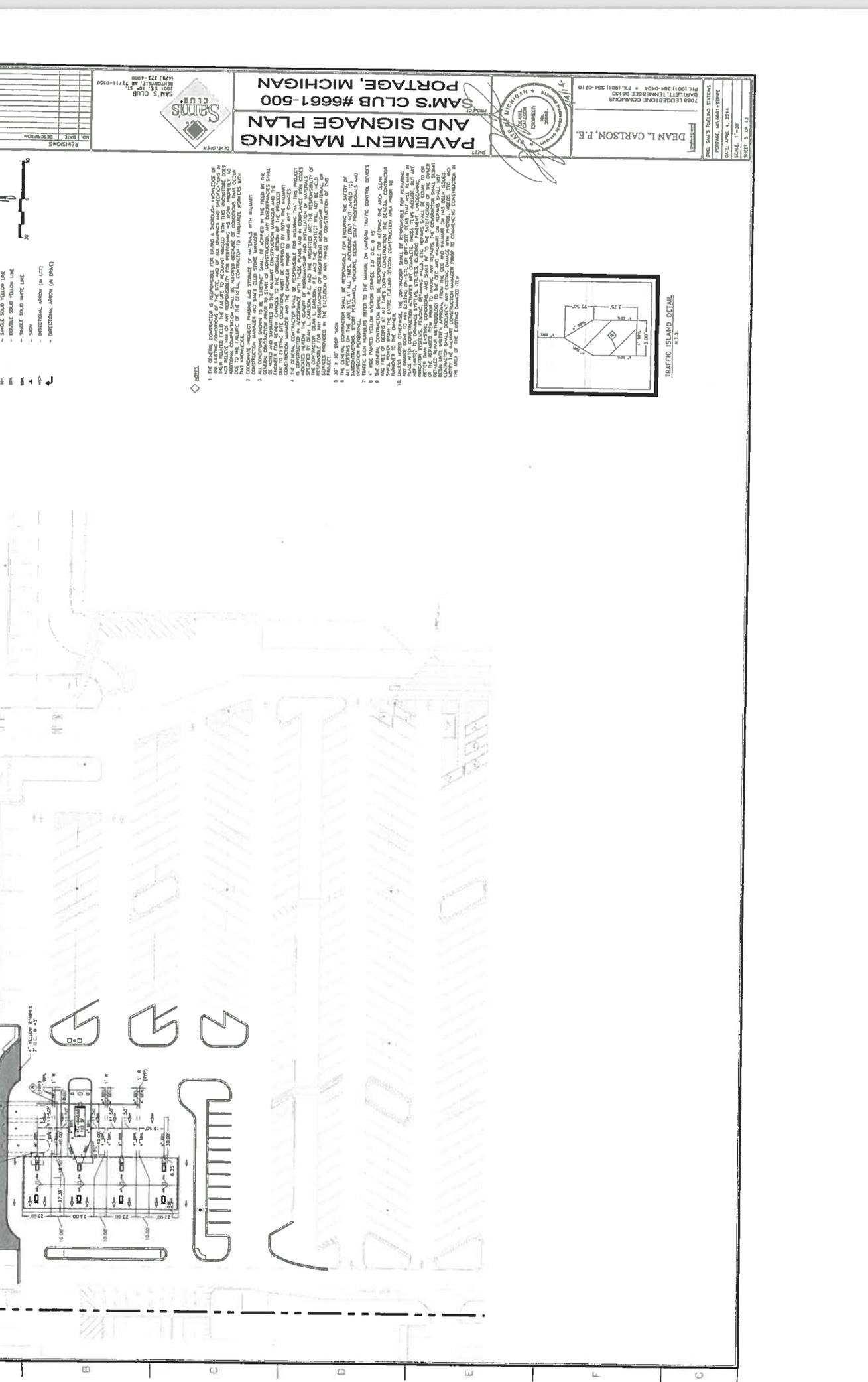
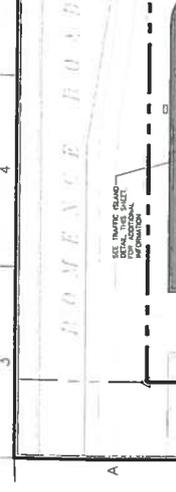
**PAVEMENT MARKING AND SIGNAGE PLAN**  
**SAM'S CLUB #6661-500**  
 PORTAGE, MICHIGAN

PROJECT: SAMS CLUB #6661-500  
 2801 E. 10<sup>TH</sup> ST. PORTAGE, MI 49783-2718-0050

NO.	DATE	DESCRIPTION



- LEGEND**
- - - - - SAM'S CLUB PROPERTY LINE
  - - - - - ADJACENT PARCEL PROPERTY LINE
  - ◻ PROPERTY CORNER
  - SINGLE DASHED YELLOW LINE
  - DOUBLE SOLID YELLOW LINE
  - SINGLE SOLID YELLOW LINE
  - SINGLE SOLID WHITE LINE
  - STOP
  - ↖ DIRECTIONAL ARROW (IN PRINT)



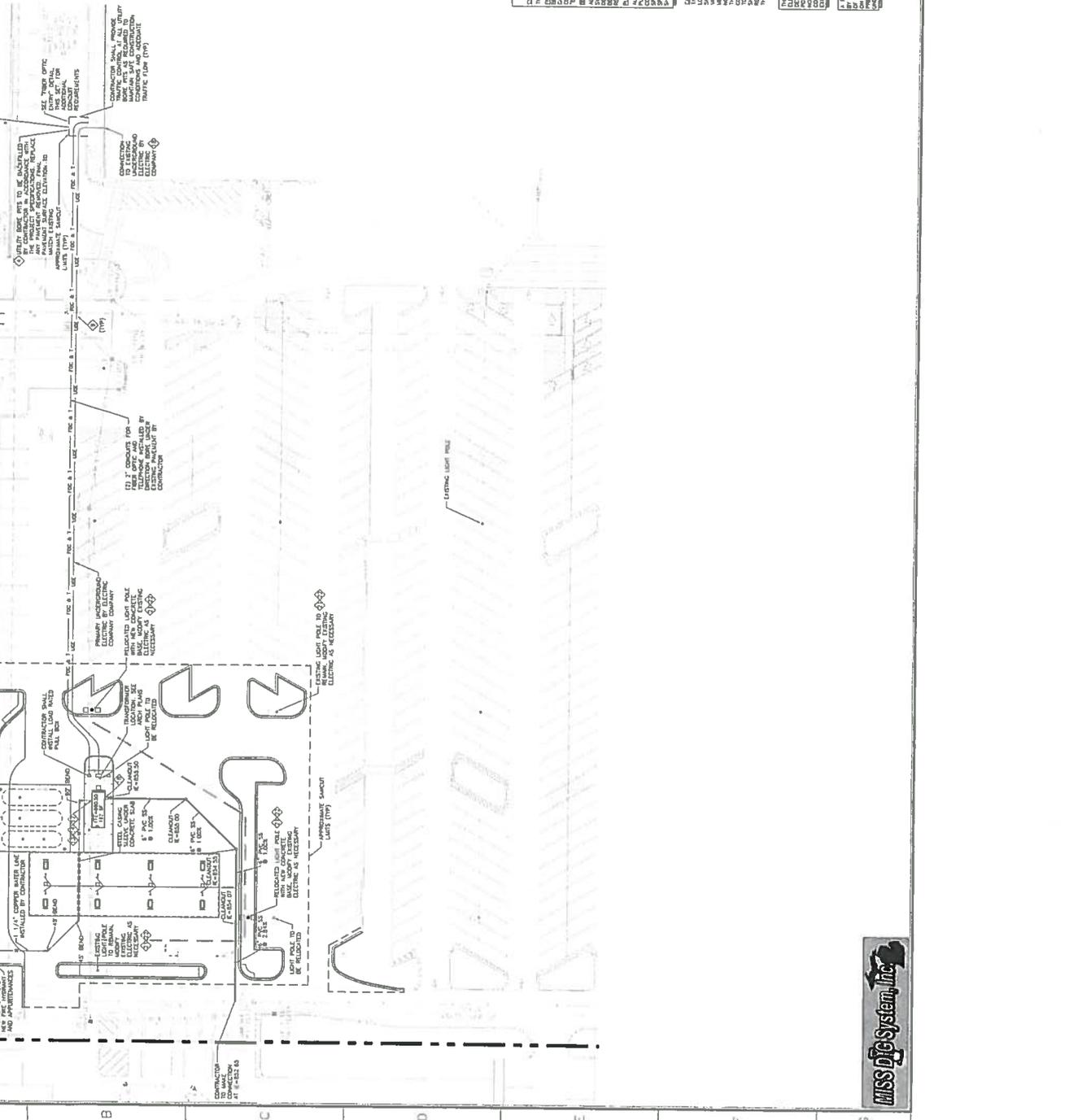
- NOTES**
1. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR MAKING A THOROUGH KNOWLEDGE OF THE EXISTING FIELD CONDITIONS AND THE MARKINGS TO BE APPLIED. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL EXISTING UTILITY LINES AND FOR MARKING THEM ACCORDING TO THE REQUIREMENTS OF THE MICHIGAN DEPARTMENT OF TRANSPORTATION (MDOT) AND THE MICHIGAN DEPARTMENT OF HIGHWAY DESIGN (MDOT/DHD).
  2. THE GENERAL CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITY LINES AND TO ALL EXISTING STRUCTURES AND SHALL BE RESPONSIBLE FOR PROTECTING THEM FROM DAMAGE DURING THE COURSE OF THE PROJECT.
  3. THE GENERAL CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITY LINES AND TO ALL EXISTING STRUCTURES AND SHALL BE RESPONSIBLE FOR PROTECTING THEM FROM DAMAGE DURING THE COURSE OF THE PROJECT.
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  9. THE GENERAL CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITY LINES AND TO ALL EXISTING STRUCTURES AND SHALL BE RESPONSIBLE FOR PROTECTING THEM FROM DAMAGE DURING THE COURSE OF THE PROJECT.
  10. THE GENERAL CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITY LINES AND TO ALL EXISTING STRUCTURES AND SHALL BE RESPONSIBLE FOR PROTECTING THEM FROM DAMAGE DURING THE COURSE OF THE PROJECT.





NOTES

1. ALL UTILITY SERVICES SHALL BE INSTALLED WITHIN THE 5' MINIMUM COVER.
2. ALL SIGHTLINE SERVICES SHALL BE INSTALLED WITHIN THE 5' MINIMUM COVER.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
4. THE LOCATION AND DEPTH OF ALL UTILITY SERVICES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.
6. ALL UTILITY SERVICES SHALL BE INSTALLED IN ACCORDANCE WITH THE MICHIGAN ELECTRICAL CODE AND THE MICHIGAN WATER CODE.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL NECESSARY MATERIALS AND LABOR.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS TO ALL ADJACENT PROPERTIES.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL NECESSARY SIGNAGE AND MARKING.
10. BACKFILL ALL UTILITY TRENCHES ACCORDING TO DETAILS AND SPECIFICATIONS.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL NECESSARY EROSION CONTROL MEASURES.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL NECESSARY SAFETY MEASURES.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL NECESSARY RECORD DRAWINGS.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL NECESSARY AS-BUILT DRAWINGS.
15. UNDERSTANDING THAT FROM AN UNDERGROUND STORAGE TANK (UST) TO UNDERGROUND PIPING.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL NECESSARY PROTECTION FOR ALL EXISTING UTILITIES.
17. 1" SCHEDULE 40 STEEL PIPE SHALL BE USED FOR ALL UTILITY TRENCHES.
18. 4" SHAW-WALKER SERVICE UNITS (SUS) (PER ARCHITECTURAL PLAN) SHALL BE USED FOR ALL UTILITY TRENCHES.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL NECESSARY PROTECTION FOR ALL EXISTING UTILITIES.
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21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL NECESSARY PROTECTION FOR ALL EXISTING UTILITIES.
22. BEFORE LAYING UNDERGROUND STEEL LINGING ELECTRICAL LINES AND BEFORE LAYING UNDERGROUND TELEPHONE LINES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL NECESSARY PROTECTION FOR ALL EXISTING UTILITIES.
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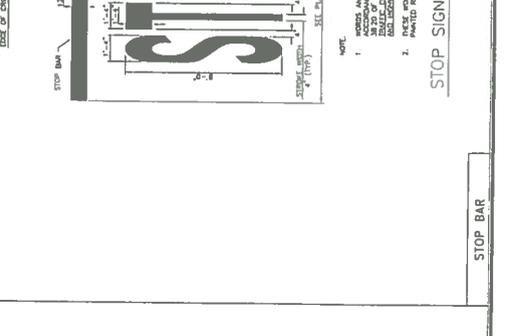
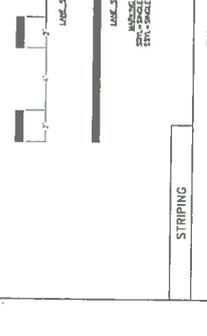
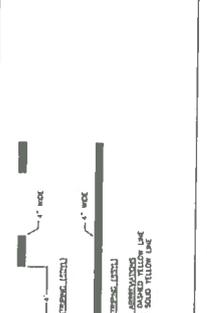
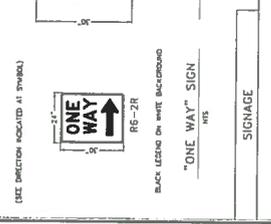
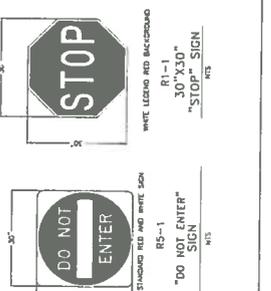
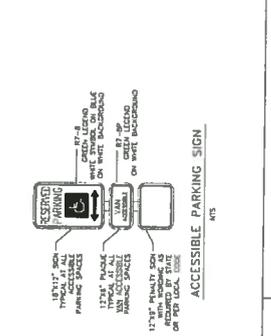
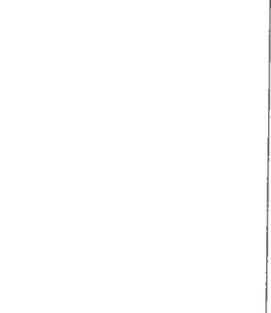
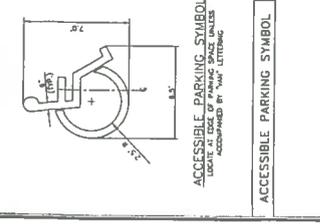
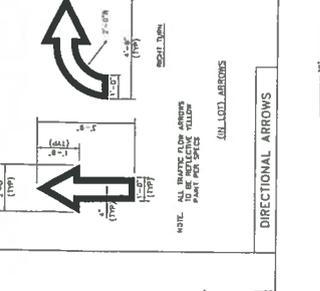
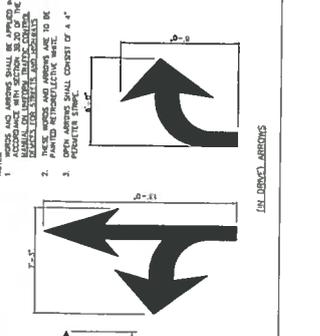
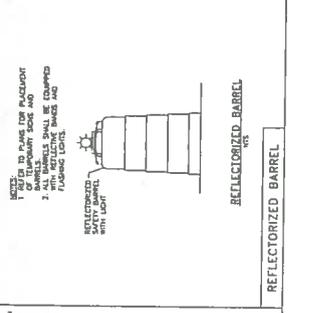
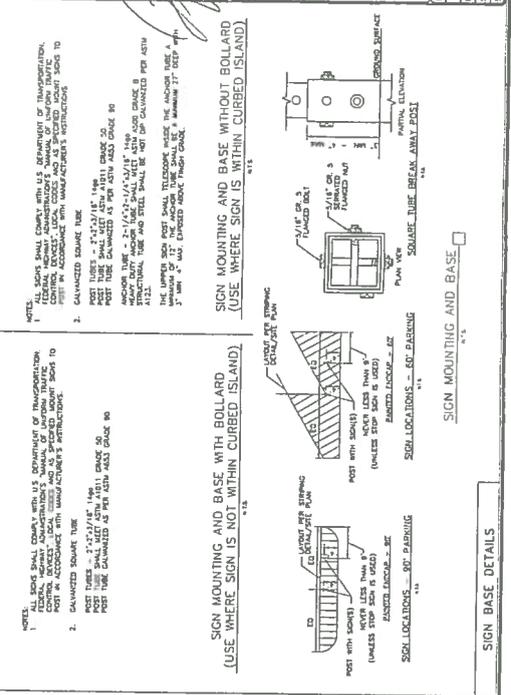
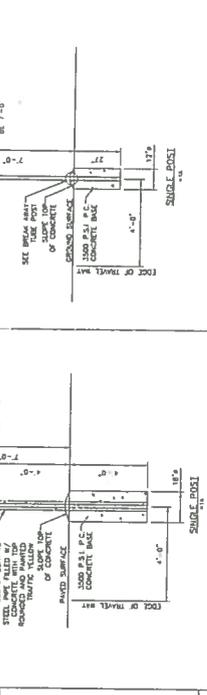
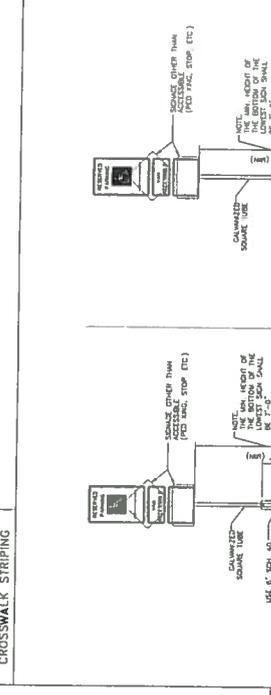
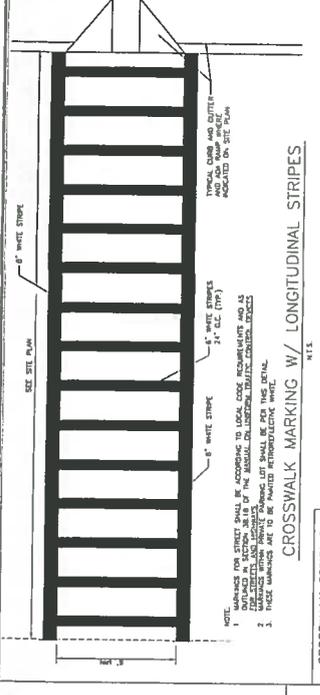


CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL NECESSARY PROTECTION FOR ALL EXISTING UTILITIES.

MISS Dye System, Inc.









NO.	DATE	DESCRIPTION

REVISIONS



**SAM'S CLUB #6661-500**  
**PORTAGE, MICHIGAN**

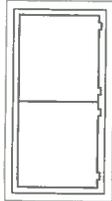


**DEAN L. CARLSON, P.E.**  
 7000 LEDGESTONE COMMONS  
 SUITE 100  
 PORTAGE, MICHIGAN 49781  
 (616) 221-1000  
 FAX: (616) 221-1000  
 DATE: APRIL 4, 2014  
 SCALE: AS SHOWN  
 SHEET 13 OF 17

**DETAILS**

**VCI-BU-3 DESIGN NOTES**

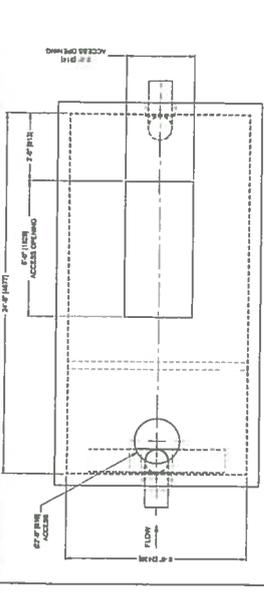
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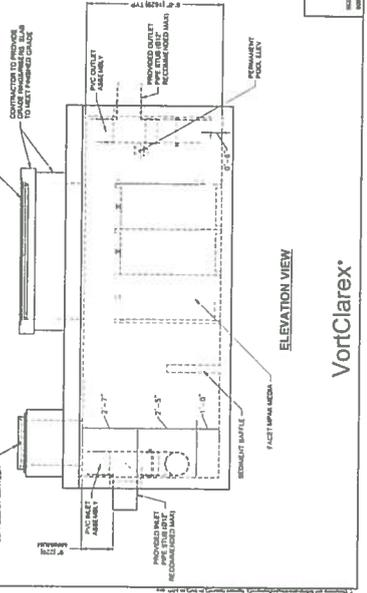
**36\"/>
 ACCESS HATCH**



**26\"/>
 FRAME AND COVER**



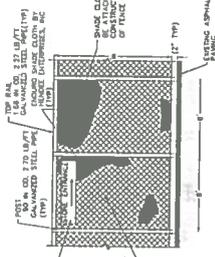
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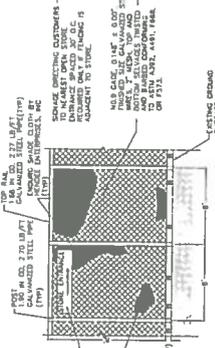
**ELEVATION VIEW**

**VortClarex®**  
**VORTCLAREX VCI-BU-3**  
**STANDARD DETAIL**

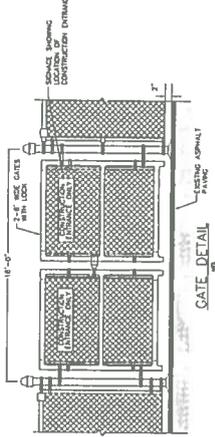
**CONTECH®**  
 CONSTRUCTION PRODUCTS INC.  
 10000 Green Point Dr., Suite 100  
 Houston, Texas 77036  
 (281) 416-1100  
 FAX: (281) 416-1100



**TEMPORARY SHADE FENCE IN PAVED AREAS-DETAIL**



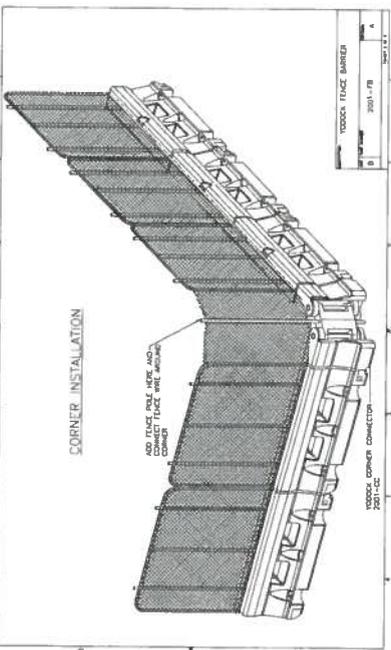
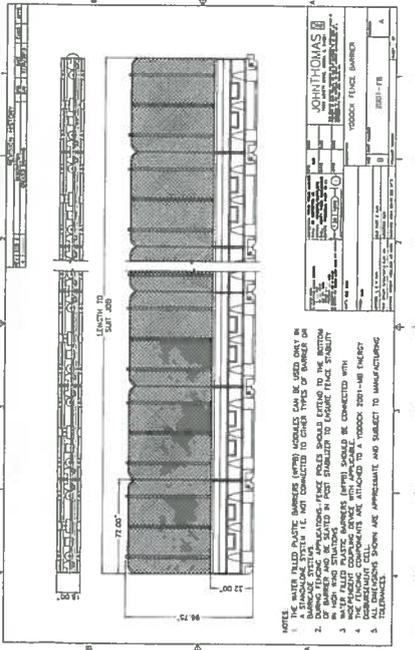
**TEMPORARY SHADE FENCE IN GRASS AREAS-DETAIL**



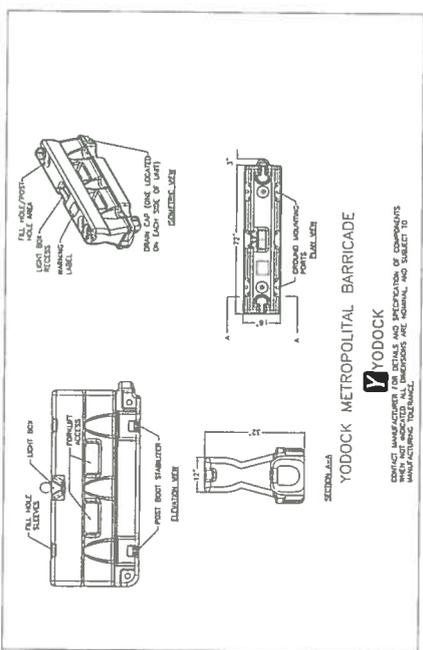
**GATE-DETAIL**

**TEMPORARY SHADE FENCE IN PAVED AREAS-DETAIL**

1. ALL TEMPORARY CONSTRUCTION SHALL NOT BE PLACED ON PAVED AREAS UNLESS THE CONTRACTOR ENTRANCE FOR THE FENCE SHALL NOT BE AT THE POINT OF THE FENCE.
2. ALL TEMPORARY CONSTRUCTION SHALL NOT BE PLACED ON PAVED AREAS UNLESS THE CONTRACTOR ENTRANCE FOR THE FENCE SHALL NOT BE AT THE POINT OF THE FENCE.



**CORNER INSTALLATION**



**YODOCK METROPOLITAN BARRICADE**

**YODOCK**  
 CONTACT MANUFACTURER FOR DETAILS AND SPECIFICATION OF COMPONENTS  
 MANUFACTURING TOLERANCES ARE SHOWN, AND SUBJECT TO MANUFACTURING TOLERANCES.

**YODOCK TEMPORARY JERSEY WALL WITH FENCE**





## Department of Community Development

**TO:** Planning Commission

**DATE:** April 11, 2014

**FROM:** Vicki Georgeau, Director of Community Development

**SUBJECT:** 2014 Comprehensive Plan Update, City Centre Subarea and Implementation Chapters

Attached for Planning Commission review are the City Centre Subarea and Implementation Chapters, the remaining two chapters of the 2014 Comprehensive Plan Update. The Commission is advised to review the attached documents for discussion during the March 17, 2014 meeting.

For Planning Commission information, a complete draft of the 2014 Comprehensive Plan Update is being assembled and will be delivered to the Commission members on Monday, April 14, 2014. Also included will be the several minor 2013 Recreation and Open Space Plan amendments previously reviewed by the Commission. The consultant, LSL Planning, Inc., will be at the April 17, 2014 meeting to present the plan to the Commission. Subject to Planning Commission review/approval, the draft Plan will be forwarded to City Council for review and authorization to distribute to adjacent communities and other applicable agencies for public comment pursuant to statutory requirements. Adjacent communities and other agencies have 42 days in which to review and comment. At the end of the 42 day review period, comments, if any, will be forwarded to the Commission and a public hearing related to formal adoption of the 2014 Comprehensive Plan will be scheduled.

**Attachments:** City Centre Subarea and Implementation Chapters

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## A. Introduction

The Portage City Centre Area is the geographic area that best serves as the “identifying” center and “heart” of the City of Portage. The long-standing importance of the City Centre Area has been documented over nearly 30 years and in some of the earliest planning efforts undertaken by the City of Portage. The vision to establish an “identity” and a “downtown” has extended from the early focus of centralizing “civic” activities in the geographic center of the community in the 1981 Comprehensive Plan and the subsequent 1982 City Center Plan. Establishing the geographic center of the city as the “city centre” has been emphasized in other planning documents including the Portage 2000 Report, Portage 2020 Plan, the 1996 and 2002 Comprehensive Plans and the 2008 Comprehensive Plan update. Additionally, the citizen-based Portage 2025 visioning project that occurred in early 2007 established the organizing concept statement to create a “world class community”, with a distinct and vibrant city center.

Two geographic areas delineated in the adopted 1982 City Centre Area Plan continue to be used and are defined as the following:

- **City Centre Study Area:** Bounded by Garden Lane to the north and east, Melody Avenue to the south and Perry Street/Timbercreek Court to the west. This geographically central area encompasses existing city facilities and Portage Public Schools education and administrative facilities as well as immediately adjacent residential neighborhoods and business areas, and is an estimated 700 acres in size.
- **Detailed Plan Area:** Situated wholly within the City Centre Study Area and bounded by Schuring Road to the north, Currier Drive to the east, extending to approximately 700 feet south of Centre Avenue, with the west boundary situated just west of Oak Street.

As proposed in this City Centre Area Plan, there are many elements that can serve as “building blocks” to establish and strengthen the City Centre as a “place” including the existing quality community facilities and distinctive public features, environmental elements including Portage Creek, municipal recreational amenities, the Portage Public School/Administrative complex and the diverse businesses, business centers and neighborhoods within and adjacent to the geographic center of the community.

### Did You Know?

Since adoption of the 2008 City Centre Area plan, the following has been accomplished:

- City Centre Area (CCA) zoning provisions were adopted that envisions an urban, small-scale and pedestrian-friendly governmental/business center with enhanced residential opportunities through the encouragement of mixed use developments.
- Work/Live accommodations were adopted that allows an on-site accessory residential dwelling unit in commercial areas for the business owner or employee.
- The old Portage Central High School was razed and a new high school and related pedestrian improvements were constructed.
- 123 acres of natural/wooded area was donated to the City and created the Eliason Nature Reserve and another contiguous 18 acres was acquired by the City and has been added to the Portage Park system.

*This subarea plan was created after the adoption of the last Comprehensive Plan in 2008. It was adopted as an amendment to that plan and is incorporated in summary form as a chapter of this plan. A complete copy of the City Centre Subarea Plan adopted in 2008 is available in the Department of Community Development.*

### **City Centre Area-related Opportunities**

- Several civic buildings including City Hall, Portage District Library and the Senior Center.
- Several recreational facilities including Central Park, Veterans Memorial Park, Liberty Park and the Shaver Road Bikeway Trail, Bicentennial Trail and Millennium Trail.
- Portage Central high school, middle school and elementary school campuses and sports complex.
- Encourage mixed use developments in the City Centre Area.
- Promote cultural and recreational activities in City Centre Area.
- Increase residential opportunities for more people to live in the City Centre Area.
- Continue efforts to make the City Centre Area more user-friendly for non-motorized forms of transportation into and out of the area and between existing land uses.
- Continue to encourage the use of municipal facilities, businesses and institutions located in the City Centre Area as gathering places.
- Preserve/protect Portage Creek and adjacent environmentally sensitive areas.
- Leverage the views and use of Portage Creek and adjacent environmentally sensitive areas to encourage quality development and passive recreation opportunities.

When recreational improvements have been completed, a multi-use trail will extend from the City Centre Area via the Shaver Road Bikeway trail south to West Osterhout Avenue.

***Vision: To create a “world class community,” which includes establishment of a distinct, identifiable and vibrant City Center that is walkable and connects entertainment, restaurants and retail venues and is connected to trailways and transportation.***

### **Goals and Objectives**

In addition to the overall goals and objectives identified earlier in this plan, more specific sub area planning objectives are defined for the City Centre Area. Also, the 2025 Vision Project identified goals associated with the City Centre. Specific City Centre Goals and Objectives from the 2025 Vision Project 2014 Plan and include the following:

- To encourage an area in the geographic center of Portage that can be easily identified by residents and visitors as the “downtown” and which provides a core activity area for public facilities and a destination for the general public.
- Encourage use of the City Center Area zoning provisions that nurture the unique characteristic and potential of this area and ensure walkable

community and business centers that connects entertainment, restaurants and retail venues and is connected to trailways and transportation.

- Encourage (re)development activities which ensure the continued strength of the Portage Commerce Square, the central business area, and the City Centre Area, the geographic center of the city.
- Nurture a small town feel and sense of community while facilitating access to cultural and recreational amenities.
- Create mixed-use developments, including residential uses located within or adjacent to nonresidential uses, that will become community gathering areas.

## B. Concepts and Recommendations

The City Centre Area Plan proposes future land use concepts and suggests placemaking concepts that can be considered as means to foster a multi-faceted, vibrant, walkable and identifiable center. Implementation strategies intended to enhance civic features, protect natural resources, encourage private sector investment and create a “place” for citizens and visitors known as the Portage City Centre Area conclude the Plan.

### City Centre Future Land Use Concepts

The City Centre provides a concentrated area of business activities, civic and recreational facilities and opportunities surrounded by residential neighborhoods. The **City Centre Future Land Use Plan Map**, shows the future land use patterns projected for the City Centre Area (refer to Table 6 in the 2008 Plan for a list of each future land use category, acreage and the percent of total for each category). This information reflects the City Centre Area as developed in a final, built-out condition.

As shown on the **City Centre Future Land Use Plan Map**, the following general land use observations, with recommendations, can serve to focus plan implementation through zoning and other development-oriented actions to strengthen the center of the community and, over time, with a more urban, central city character, particularly within the boundaries of the Detailed Plan Area.

#### *General Land Use*

Although there exists a mixture of uses in the City Centre Area, the amount and type of land uses could be further expanded and diversified in an effort to facilitate a multi-faceted destination with an urban character for residents and visitors alike, easily accessible by motorists and pedestrians. Such complementary urban/central city uses include local and specialty retail and eateries (sidewalk cafes and coffee shops), bookstores, flower shops, personal service establishments, secondary educational facilities, banks, offices and other ancillary uses. City Centre Area (CCA) zoning standards that permit this type of expansion and diversification were adopted in 2011 and should be encouraged through the rezoning and (re)development review process to ensure success.

#### *Residential Land Uses*

High quality low-density (single-family) to higher density (multi-family) residential uses are desirable within the City Centre Area. People living in the City Centre Area help support the products and services offered by the local businesses, which contribute to a strong business sector. An increase in the City

Centre population can be accommodated through residential and mixed-use developments. The mixed-use developments could involve residential units located above commercial establishments or integrated into the development as freestanding units. This residential concept is best suited in the Detailed Plan Area, as it presents a more urban character.

The areas designated for low-density residential use are existing neighborhoods with the exception of an area located along the north side of Schuring Road. These stable neighborhoods offer a range of housing choices. Protection of these neighborhoods from impacts associated with non-residential uses is an important component of the City Centre Area Plan.

Two primary areas are designated for medium/higher density residential use: The first area is located between Currier and Kingston Drives and is currently occupied by the Hearthside retirement village and Tendercare Nursing Home. The second area is located between Centre Avenue and Schuring Road. Existing land uses include apartment units, greenhouse operation and a concrete operation. There is also vacant land located north and east of the existing greenhouse and commercial concrete operations. The southern portion is vacant and partially encumbered by environmentally sensitive lands.

#### *Commercial/Retail/Office Land Uses*

There are several vacant areas along Brown Avenue, the northwest corner of Centre and Shaver Road (Portage Creek Landings – City Centre) and along South Westnedge near Schuring Road. Other areas that could be considered underutilized include the west side of South Westnedge Avenue south of Schuring Road, East Centre Avenue between South Westnedge Avenue and Currier Drive and the west side of Shaver Road south of Centre Avenue. These areas, which encompass approximately 42 acres, would most likely be candidates for redevelopment in the near future. The CCA zoning standards can also be applied to guide private sector development decisions and would be particularly suited in the Detailed Plan Area.

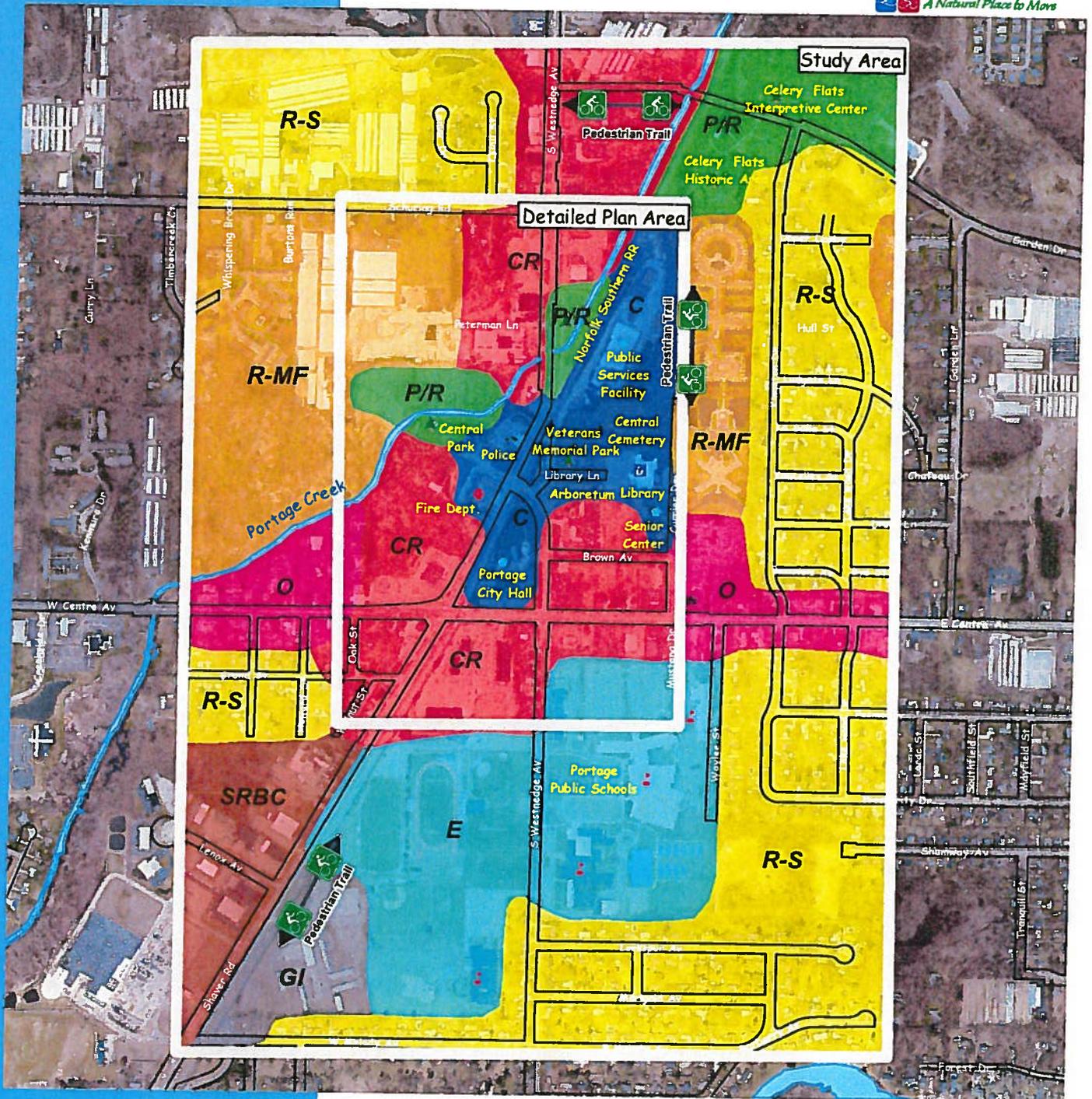
In the City Centre Study Area, two other areas are designated for commercial use. The first area is located north of Schuring Road and Garden Lane. It is anticipated that the area located near the northeast corner of Garden Lane and South Westnedge could redevelop in the near future. The second area is located along Shaver Road south of Centre Avenue. This section of Shaver Road is generally developed with light industrial uses and redevelopment potential exists.

Two areas are designated for office use: The first area is located along West Centre Avenue west of Oak Street. The second area is located along East Centre Avenue east of Currier Drive. Both areas are located outside of the Detailed Study Area and are developed with a mix of residential and office uses.

Continued implementation of landscaping, tree planting, green space standards in the Zoning Code during project review and approval is also important to the appearance and function of the City Centre. These landscape and design features can help connect the larger, overall Study Area to the central part of the city with more urban characteristics to be established in the Detailed Plan Area.

#### *Shaver Road Business Corridor*

Although only the north end of the Shaver Road Business Corridor is located



### City Centre Area Future Land Use

March 2014

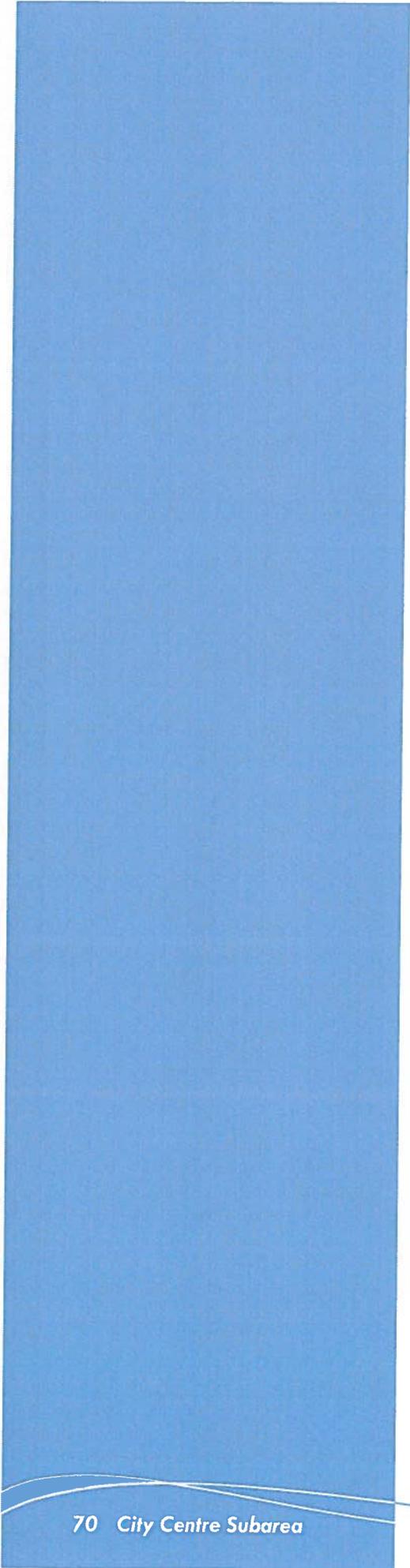


0 250 500 1,000 Feet

Sources: City of Portage, MCGI

- |   |   |
|---|---|
|  Civic (C)                 |  Residential - Single (R-S)           |
|  Commercial / Retail (C/R) |  Residential - Multi-family (R-MF)    |
|  Education (E)             |  Shaver Road Business Corridor (SRBC) |
|  Office (O)                |  General Industrial (GI)              |
|  Parks / Recreation (P/R)  |   |

City Centre FLU map back page



in the City Centre Area, the corridor serves as an important employment generator where a variety of products and commercial needs that benefit the city are produced/provided. A mixture of land uses exist along the west side of the corridor consisting of light industrial uses, commercial uses and some nonconforming single-family dwellings. Uses located on the east side of the Shaver Road, east of the Grand Elk railroad line, are primarily growing or stable industrial uses.

#### *Public Facilities*

The Civic Facilities represent anchor activities (municipal buildings, Portage District Library, Central Cemetery, Central Park and Donald E. Overlander Band Shell, Liberty Park, Veterans Memorial Park and other venues and facilities) and are all located within the Detailed Study Area. Maintaining and enhancing these facilities and fostering further activities that are compatible with the residential and business land uses in and adjacent to the geographic center are essential to ensure the continued success and to strengthen the identity of the City Centre Area. Pedestrian linkages are essential between civic functions and the commercial/residential uses, including pedestrian street crossings at appropriate locations along South Westnedge Avenue and Centre Avenue to enhance safety within a more urban, central city area.

With regard to Educational Facilities, Portage Central High School, Central Middle, Central Elementary, McCamley Field, the Technology and Training Center, and the Portage Public Schools Administrative offices are present. Future school-related improvements/enhancements should be coordinated with the public sector and private sector. A partnership effort between the city and the schools should be fostered in the interests of creating complimentary complexes for municipal government and for public school education purposes. Interconnections between the school campus and the City Centre Area through the Bicentennial Trail, Shaver Road Bikeway Trail and/or public sidewalks as examples, would be very appropriate.

As conveyed above, this mixture of land uses would allow existing business centers, school campus areas, local government facilities that are situated at visible and convenient locations to be utilized to the maximum potential, creating an unique City Centre Area, beginning within the overall Study Area and extending into the Detailed Plan Area, where there would be concentrated, urban/central city development characteristics accessible by pedestrians and motorists. Care will be needed when considering zoning changes, use of zoning regulations, accomplishing public improvement projects and other activities as means to implement the recommendations of this sub-area plan to provide a scale, density, and design that is beneficial to the center of the city while minimizing impacts on other uses/activities.

#### **City Centre Placemaking Concepts**

In an effort to create a sense of identity and arrival as residents and visitors enter into the City Centre Area, several enhancements can be considered and implemented over time. The following observations, with recommendations, can serve to further enhance the City Centre Area as a "place":

##### *Creating/Strengthening the City Centre Identity*

Combinations of elements can be significant and can serve to establish an "entry" statement into the community. Elements can be utilized to create a sense of "arrival" into a city center that with appropriate "dock and

wayfinding” features help to create an “experience”. The “economic theme” in the geographic center can create a “destination” to which residents and guests wish to regularly visit and participate. Enhancements include the following possible elements:

- Unified public street/business - landscaping/green space
- Facilitate business development/redevelopment
- Unified public street/business site lighting
- Turning circles/roundabouts - business centers
- Residential/Mixed-use development
- City centre gateway signage
- City centre and wayfinding signage/banners
- Recreation/cultural programming
- Pedestrian linkages between activities - civic, business and other uses
- South Westnedge/East Centre intersection improvements
- Encourage public art forms
- Gathering place - civic/business/religious
- Portage sports/recreation complex
- Pedestrian islands/safety refuge points
- Brick-paver pedestrian crosswalks/signals
- Natural/environmental protection/enhancement
- Enhanced public transit facilities

These elements can be considered by the public and/or private sectors for individual properties/projects or in conjunction with business/office centers, as examples. Implementation can occur in the immediate future or over the long-term.

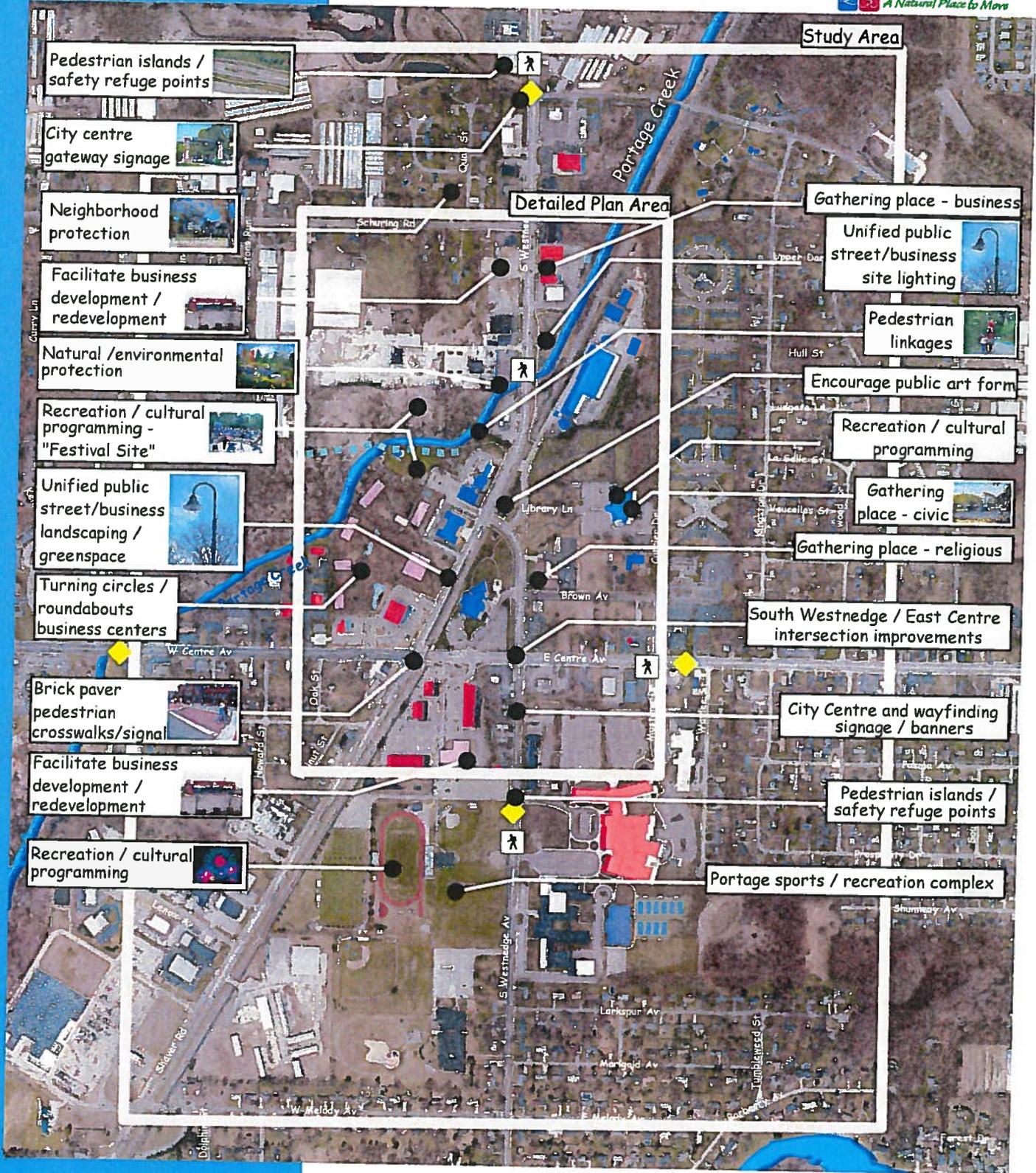
These placemaking concepts/ideas are shown and labeled on the **City Centre Area Placemaking Concepts Map**.

As for opportunities to consider and implement these elements that foster “placemaking”, the following sections discuss potential approaches that can be considered. Other approaches summarized in this chapter’s implementation strategies are also possible and the following are suggestions to foster creativity on placemaking.

#### *Site/Building Design Considerations.*

Development and redevelopment activities can utilize common characteristics to enhance the appearance and function of the City Centre. Consistent with the City Centre Area (CCA) zoning provisions, a common thematic approach can present a cohesive or unifying statement, but still allow for “signature” building styles and elevations that are sought by businesses. Such approaches include, among others:

- Parking lots should be placed behind or along the side of buildings, so buildings can be located proximate to public sidewalks.
- Increased landscaping, consistent with the established standards as properties are developed.
- Facility lighting that is consistent with the “shepherds hook”-style light fixture that is now used along the public streets and in municipal facilities can be encouraged.
- Building materials, mass and style alternatives that are complementary



Pedestrian islands / safety refuge points

City centre gateway signage

Neighborhood protection

Facilitate business development / redevelopment

Natural / environmental protection

Recreation / cultural programming - "Festival Site"

Unified public street/business landscaping / greenspace

Turning circles / roundabouts business centers

Brick paver pedestrian crosswalks/signal

Facilitate business development / redevelopment

Recreation / cultural programming

Detailed Plan Area

Study Area

Gathering place - business

Unified public street/business site lighting

Pedestrian linkages

Encourage public art form

Recreation / cultural programming

Gathering place - civic

Gathering place - religious

South Westnedge / East Centre intersection improvements

City Centre and wayfinding signage / banners

Pedestrian islands / safety refuge points

Portage sports / recreation complex

**City Centre Area  
Future Land Use**

March 2014



-  City centre / gateway signage
-  Pedestrian Island / safety refuge point
-  Proposed Connector Trail
-  Municipal Facilities
-  Recent Construction
-  Planned Private Construction



placemaking map back page

with existing City Centre buildings and facilities.

- Advertising/identification signage that is complementary and, perhaps, with uniform “City Centre Area” design components.
- While a regulatory approach by rezoning property to the CCA district could be initiated that incorporates architectural design controls, voluntary efforts that recognize the creative possibilities of various property, business and office owner, tenants and others is encouraged.

#### *City Centre Walkability.*

Sidewalks exist on both sides of nearly every public street and multi-use trails (Portage Creek Bicentennial Trail, Millennium Trail and Shaver Road Bikeway Trail) are located in and around the City Centre Area to facilitate pedestrian movement between civic facilities, businesses centers, educational facilities and other points of interest.

- Infrastructure improvements that encourages “walkability” should be maintained and enhanced, when possible, as part of public sector and private sector activities.
- The City of Portage can consider appropriate pedestrian improvements including unique City Centre crosswalk designs and crosswalk signals during annual capital improvement programming. Consider pedestrian “refuge islands” at various locations.

#### *City Centre Activity/Gathering Places.*

Each of the activity centers – civic, business, educational and others – can involve and become gathering places. These gathering places can be park and recreation facilities where events are held, restaurant locations, and business centers in which the variety of business tenants attract consumers. Institutional uses including churches can also serve as gathering places. Gathering places and linkages should be identified and strengthened, or created and made attractive and functional in the City Centre, particularly by businesses and institutions in this area, which complement the existing and planned “links” by the educational sector and by the City of Portage, as appropriate.

#### *City Centre Cultural/Recreation Programming and Sports Complex.*

A showcase for cultural/recreational programming and community events would be invaluable to establish the City Centre. Additionally, recreational activities, including active recreation opportunities and sports events can be beneficial in the center of the city. While the City of Portage maintains park facilities, historic venues for cultural programs, biking/walking trails, Portage Public Schools has formal sports facilities including gymnasium space, indoor swimming pool facilities, McCamley Field, where high school football, baseball, softball, soccer and other sporting events and activities are held. These City Centre Area facilities attract large numbers of people throughout the year. The following suggestions can be of benefit:

- Explore sponsors to reinstate the Summer Entertainment Series of cultural and entertainment events.
- Explore a public-private partnership to initiate a “festival site”, perhaps using Central Park and abutting public land that is located adjacent to commercial centers, where the Summer Entertainment Series and commercial center business activities/events can be staged.

- Maintain existing facilities at a high quality, as expected by the community and program enhancements as funds permit on an annual basis.
- Explore a partnership between the City of Portage and Portage Public Schools to facilitate use and enhancement of existing sports/active recreation facilities that will serve the needs of the schools and the greater community.

#### *City Centre Area Transportation Activities.*

The width of roadways and the speed and volume of vehicles on the roadways that interconnect the City Centre Area each day are significant. Metro Transit also provides bus services through the geographic center of the community. In an effort to promote all modes of transportation and enhance safety and aesthetics, the following proposals should be considered:

- Install unique pedestrian crossing facilities (that can also serve as traffic calming devices) at grade level at primary public street and other “entrances” to the City Centre Area. With other types of “gateway” devices, perhaps spanning overhead, these facilities/devices can also serve to create an identifying element within the area.
- Continue to encourage developers of business centers to incorporate traffic calming techniques such as turning circles/roundabouts as included in the Portage Creek Landing – City Center project concept plan

#### *City Centre Area – Business Interests.*

Private sector owners/interests can interact as a collective association of members that have a common set of interests. Businesses can separately, or as business centers, advertise and strengthen the identity of adjacent businesses and reinforce each other:

- Streetscape enhancements could be coordinated by business interests including the use of civic “banners” and other artistic forms.
- Joint marketing efforts, special business events and other types of information and activities by diverse business interests can enhance the center of Portage as a successful business location.

Businesses can be a tremendous asset in developing and utilizing ideas from a business perspective and particularly with their customers, which can serve to enhance the City Centre Area as a destination point to which residents, shoppers and other guests and visitors wish to return.

## **C. Implementation Strategies**

The City Centre Area Plan is intended to provide more specific land use recommendations involving the physical development or redevelopment of the geographic center of the city. There are various development-related “tools” available to implement plan recommendations/actions. A more detailed discussion of these “tools” can be found in Chapter 7.

Placemaking activities can be directly related to development-oriented methods to achieve desired outcomes. The following Implementation Strategies suggests methods that can guide activities, actions and programming to implement the City Centre Area Future Land Use Plan concepts and the placemaking concepts, and the related concepts discussed above.

For a complete listing of implementation strategies, tools, and timeframes, see Chapter 7: Implementation





## City Centre Implementation Strategies

- Install public street and business site lighting consistent or compatible with the "shepherds hook" style located in Liberty Park and along the South Westnedge Avenue bridge over Portage Creek.
- Develop public street landscaping/green space plan for implementation that would include consistent plant materials and locations.
- Consider improvements to facilitate safe pedestrian travel at appropriate public street crossings:
  - Installation of stamped, brick paver pedestrian crosswalks.
  - Installation of pedestrian crosswalk signals that incorporate audible sounds and a countdown timer.
  - Installation of pedestrian islands/safety refuge points
- Develop a unique City Centre logo that can be used by businesses and also incorporated into gateway signs, street/wayfinding signs and banners.
- Continue recreation/cultural/entertainment programming that establishes the City Centre Area as a destination in the community.
  - Coordinate with private partners to offer various community events and activities
- Continue efforts to protect and preserve the natural/environmental features located in the City Centre Area.
- Identify locations and consider gateway signage at the primary entrances into the City Centre (East/West Centre and at the north and south ends of South Westnedge Avenue)
- Identify traffic calming techniques at appropriate locations for implementation along Centre Avenue, South Westnedge Avenue and Shaver Road.
- Promote locations in the City Centre Area as gathering places for community residents and visitors including civic facilities and business and religious establishments.
- Continue to maintain and construct new pedestrian linkages in the City Centre Area to increase walkability and interconnection between land uses.
- Encourage the public display of art through collaboration with local artist groups, Kalamazoo Institute of Arts and other related organizations.
- Encourage a Portage sports/recreation complex through a collaborative effort with the Portage Public Schools Central Campus located in the City Centre Area.
- Continue efforts to protect residential neighborhoods by :
  - Conducting analyses of potential impacts on residential neighborhoods for any non-residential development that is constructed adjacent to or near residential areas.
  - Require adequate buffering and transitions between residential and non-residential uses.
- Continue to facilitate business development/redevelopment through low tax and utility rates, public infrastructure.
- Encourage organization of City Centre business owner interests to take the lead and mobilize City Centre enhancement efforts, including implementation of the CCA zoning district.



## A. Introduction

The Comprehensive Plan is intended to serve as a guide for land use and physical development or redevelopment. Goals, objectives and strategies noted throughout the Plan should be carefully considered during decisions on rezonings, zoning text amendments, other regulations, capital investments for improvements to streets, “complete streets” bikeways/walkways, utilities, public facilities, land acquisition, and development proposals. Recommendations in this Plan apply to both public land (parks, sites, and right-of-way) and guidance for development and redevelopment of privately owned property. Some Plan recommendations may involve the need for changes to land use regulations and/or potential new programs. Others may involve partnerships with other municipalities, agencies, organizations, or groups. Since the Plan is a long range guide, refinements or additional studies may also be appropriate in the future to reflect new information, respond to unanticipated factors or to address changes in city policies.

The Comprehensive Plan is only valuable if used consistently. This chapter has been prepared to summarize the various recommendations into a checklist to outline actions and responsibilities for implementation. A cumulative listing of implementation recommendations is included in this chapter. Where appropriate, a timetable is suggested for execution of these strategies and actions consistent with available staff and financial resources of the City of Portage.

Also included in this chapter is a zoning plan that compares consistency between zoning classifications and future land use map designations and development guidelines used to evaluate land use proposals

### Evaluation and Monitoring

This plan has been developed with a degree of flexibility, allowing nimble responses to emerging conditions, challenges, and opportunities. To help ensure the plan stays current and useful, periodic reviews are required and amendments may be necessary. This will ensure plan goals, objectives, and recommendations reflect changing community needs, expectations, and financial realities.

The plan should be reviewed at least every five years consistent with state statute. Detailed subarea plans should be adopted as comprehensive plan amendments. Updates should reflect changing conditions, unanticipated opportunities, and acknowledge the implementation to date. Yearly workplans should be prepared to assess what has been accomplished in the implementation table and what should be achieved in the coming year.

### Planning Commission as Facilitators

The Planning Commission is charged with overseeing plan implementation and is empowered to make ongoing land use decisions. As such, it has a great influence on how sustainable the City of Portage will be. As an example, the Planning Commission is charged with preparing studies, ordinances, and certain programmatic initiatives before they are submitted to the City Council. In other instances, the Planning Commission plays a strong role as a “Plan Facilitator” overseeing the process and monitoring its progress and results. Together, City staff and the Planning Commission must be held accountable, ensuring the City’s comprehensive plan impacts daily decisions and actions by its many stakeholders.

### Roles of the City Council

The City Council should be engaged in the process to implement the plan. In this regard, Council should assist with implementation strategies and consider and weigh the funding commitments necessary to realize the city's vision, whether involving capital improvements, facility design, municipal services, targeted studies, or changes to development regulations, such as municipal codes, the zoning ordinance and procedures.

## B. Implementation Tools

Tools to implement the Comprehensive Plan generally fall into six categories and some strategies may include more than one:

- Land use regulations
- Capital improvement programs, such as streets, city buildings, or other major purchases
- Property acquisition programs
- Special Funding Programs
- Programs or additional studies
- Partnerships, such as working with other organizations on planning, education, funding, or delivery of cost-efficient services.

Each tool has a different purpose toward Plan implementation and may suggest specific immediate changes, long-term policies and others involve ongoing activities.

### 1. Land Use Regulations

The primary tool for Plan implementation, which includes the Zoning Ordinance and other land use regulations, is summarized below. The city also has a number of other codes and ordinances to ensure that activities remain compatible with the surrounding area, such as noise, blight and nuisance ordinances.

#### *Zoning Regulations*

Zoning regulations control the intensity and arrangement of land development through standards on lot size or units per acre, setbacks from property lines, building dimensions and similar minimum requirements. Various site design elements discussed in this Plan are also regulated through site plan review and address landscaping, lighting, driveways, parking and circulation, pedestrian systems and signs. Zoning can also be used to help assure performance in the protection of environmentally sensitive areas such as floodplains, state regulated wetlands, woodlands and wellhead areas.

#### *Zoning Map*

Over time, changes to the zoning map should become more consistent with the land use pattern identified on the Future Land Use Map. In some cases, the city may wish to initiate certain rezonings as part of an overall zoning map amendment. Other changes to the zoning map can be made in response to requests by landowners or developers. In those cases, city officials will need to determine if the time is proper for a change. It is important that the future land use plan be understood as a long range blueprint: Implementation is expected, but gradually in response to needs, conditions and availability of infrastructure. The Zoning Plan section of this chapter outlines how the Future Land Use Plan relates to current zoning. The Development Guidelines later in this chapter contain rezoning guidelines.

### *Construction Codes*

The City of Portage is required to administer the State of Michigan Construction Codes (building, mechanical, plumbing and electrical). The City of Portage has also adopted the International Fire Code. These construction codes are intended to protect the public health, safety and welfare related to building construction and occupancy. Administration of one set of standardized state construction codes ensures consistency and uniformity during building plan preparation/review and construction.

### *Subdivision, Land Division and Condominium Regulations*

Subdivision, land division and condominium regulations control the manner in which property is subdivided in the city and the public improvements required to support the development. The distinctions are not always apparent once a project is built, but the approval procedures are different due to separate state statutes that govern these types of land development approaches in Michigan.

### *Access Management Ordinance*

Access Management Ordinance governs the number, location, placement and design of access points. The foundation for this ordinance has been established through the Comprehensive Plan, Transportation element updates and findings from national studies. The provisions of the Access Management Ordinance are applied to development proposals, street improvement projects and other opportunities to improve traffic flow and enhance safety through modifications to driveways or interconnection of properties.

### *Public Infrastructure Standards*

Public infrastructure refers to the basic facilities and services needed for the functioning of the city such as city streets, water, sanitary sewer, storm sewer, among others. Standards to ensure consistency and uniformity have been adopted so that each facility is designed and constructed to support existing and future development.

Most land use regulations are applied when new construction or substantial redevelopment is proposed. The City of Portage has a comprehensive development review process from development conceptualization to building occupancy. This process is explained in the various public information materials available at City Hall. Once proper zoning is in place, a site plan must be approved followed by approval of building and site engineering, construction plans and then permits for construction. Buildings and sites are inspected and then occupancy permits are issued. The subdivision and subsequent development of land is also carefully reviewed. Regulations are administered and enforced through monitoring by city staff and in response to complaints.

## **2. Capital Improvement Program (CIP)**

Since 1985, the City of Portage has had an annual multi-year CIP that contains recommended capital projects, timing, estimated costs and funding for public infrastructure (streets, bikeways, sidewalks, sanitary sewers, waterlines, storm sewers and drainage) and community facilities (public buildings, fire, police and parks). Capital projects have been identified and constructed to help support and promote desired development, and to meet the needs of residents and businesses in the city. The number of projects and project timing are influenced by several factors, in particular, the cost, need for environmental clearance or approval by other agencies, and funds

available. For example, the amount of funding available from outside sources varies as new programs are established.

### **3. Property Acquisition Programs**

Like all municipalities, Portage has the authority to acquire private property for a public purpose. This may include outright purchase acceptance of land donated by another party or acquisition through eminent domain. In addition to the ability to acquire private property for public infrastructure or facilities such as roads, sewers, public buildings and parks, the city may acquire private property to facilitate redevelopment and to eliminate nonconforming uses or structures. Land may also be acquired or managed through conservation easements for historic and environmental preservation purposes or easements to allow non-motorized connections.

### **4. Funding Programs**

Some of the recommendations may be funded locally, some through outside funds, and many through a combination. The City monitors new federal and state funding programs that may be available to assist in implementation. In addition, foundations and other organizations may provide contributions. In addition to traditional sources, the city has the ability to raise revenues within a specific geographic area for specific purposes, or to capture the new increment of tax revenues in a specific geographic area for specific purposes. One example is the Downtown Development Authority. Another tax-based program is the Brownfield Act that provides funding for reuse of eligible sites. The City of Portage has used special assessment districts for several public improvement projects. In cooperation with other governmental agencies with taxing authority, the City has effectively used tax increment finance programs to capture the new increment of tax revenue for a specific area and use those funds for public improvements within that area.

### **5. Other Programs**

A variety of housing, economic development, informational and other programs may be used by the City to assist with implementation of recommendations in this Plan. Many of these are through state programs as identified in the preceding chapters such as the following:

- Michigan State Housing Development Authority (MSHDA)
- MSHDA MiPlace
- Michigan Economic Development Corporation (MEDC)
- MEDC Redevelopment Ready Communities
- Michigan Department of Transportation (MDOT) and Complete Streets Coalition
- Michigan Department of Natural Resources

### **6. Partnerships**

While the City is in a position to coordinate many of the plan's implementation tasks, responsibility should not solely rest on the government. Instead, the vast array of stakeholders having key roles in either the city or region should all participate. Partnerships with the public and private sector, including Portage Public Schools, Kalamazoo County, neighborhood associations, the nearby higher education institutions, neighboring municipalities, KCTA, major employers, and business will also lead to success implementing the plan's initiatives. Partnerships may range from sharing information to funding and shared promotions or services. The spirit of cooperation through alliances

and partnerships will be sustained to benefit everyone in the region. City government cannot and should not do it all. Only through public/private collaboration can the plan's vision be realized.

### C. Implementation Strategies

The implementation tools outlined above are available and should be used to achieve the goals and objectives of the Comprehensive Plan. Comprehensive implementation strategies have been developed to organize and apply these tools. Under each implementation tool, specific actions and a timeframe for implementation should be identified. The details of the strategies to implement the Comprehensive Plan are specified in the accompanying table.

Implementation Strategy	Key Word	Land Use Regulations	CIP	Programs or Studies	Partnerships	Short Term	Long Term	Ongoing
<b>Community + Quality of Life</b>								
Partner with the public schools and library to promote a high quality school system and lifelong learning.	community identity				✓			✓
Continue to pursue the long and short term goals identified in the Recreation and Open Space Plan consistent with the "Natural Place to Move" placemaking effort, and update the Plan as needed to maintain eligibility for state funding.	community identity		✓	✓				✓
Continue to communicate with regional partners to deliver quality and cost-effective services to the city's residents, businesses, and employees.	community identity				✓			✓
Utilize the City's website, social media, PMN Cable Access, newsletter and emerging technologies to educate residents and keep them informed of community development-related issues.	community identity	✓		✓				✓
Consider the use of pervious pavement for appropriate uses and locations by raising awareness on long-term benefits, practical applications, and how to maintain it.	public services/facilities			✓				✓
Continue sidewalk and public utility (water, sanitary sewers and drainage) improvements in neighborhoods throughout the community.	public services/facilities		✓					✓
Encourage innovative storm water treatment options consistent with the Storm Water Master Plan and Design Criteria that are environmentally friendly and aesthetically pleasing.	public services/facilities	✓		✓				✓
Ensure that municipal infrastructure is adequate to accommodate the demands necessitated by a proposed development project. This may require participation by the developer to fund improvements to meet the demands associated with a proposed project.	public services/facilities		✓	✓				✓
Promote underground utilities (electric, telecommunications, etc.).	public services/facilities	✓		✓	✓			✓

Implementation Strategy	Key Word	Land Use Regulations	CIP	Programs or Studies	Partnerships	Short Term	Long Term	Ongoing
Consider low impact design and other green development practices for city-funded capital projects where appropriate.	public services/facilities		✓					✓
Maintain and improve essential public services including police protection, fire and emergency services	public services/facilities		✓					✓
Modify or expand community facilities based on applicable standards and the changing needs of the city such as changes to demographics and types of land uses. This may include land acquisition when key parcels become available.	public services/facilities		✓		✓			✓
Consider incentives to encourage green development practices such as density bonuses, flexibility in uses, or reduced parking or landscaping requirements.	resources	✓				✓		
Continue public awareness campaign for homeowners through ongoing promotion and working with neighborhoods and other organizations on what they can do to protect the quality of the lakes and other natural features.	resources			✓	✓			✓
Continue the best management practices associated with site design to protect, lakes, streams, groundwater and well-head facilities, including low-impact design techniques.	resources	✓						✓
Continue to support the Environmental Board in their efforts and programs to protect and improve environmentally sensitive areas in Portage.	resources			✓				✓
Encourage planned development and/or cluster development to preserve key natural features on sites and link open space with adjacent open space, via greenways when and where appropriate.	resources	✓				✓		
Continue to support the Historic District Commission in the effort to preserve historic structures and sites in the City of Portage.	resources			✓	✓			✓
Protect water resources through management practices covering discharges into streams and lakes, storm water infiltration, and hazardous material spill prevention programs.	resources			✓	✓			✓
Conserve key natural and historic resources through public acquisition, flexible zoning or tax incentives that encourage private preservation, public dedication, or adaptive reuse.	resources	✓		✓	✓			✓
<b>Transportation</b>								
Pursue local, state and federal funding to continue implementation of the Non-Motorized Transportation system.	complete streets			✓	✓			✓
Pursue the installation of planned walkway and bikeway facilities in conjunction with scheduled road improvements projects.	complete streets		✓	✓				✓

Implementation Strategy	Key Word	Land Use Regulations	CIP	Programs or Studies	Partnerships	Short Term	Long Term	Ongoing
Work with organizations and advocacy groups such as bicycle users, seniors, and schools to develop Safe Routes to School Programs, identify priority needs for walking and bicycling.	complete streets			✓	✓			✓
Adopt a Complete Streets policy/plan consistent with the MDOT program for continued nonmotorized transportation planning efforts to provide alternative modes of transportation to promote sustainability, ensure all modes are considered for MDOT projects, and provide consistency with the Natural Place to Move placemaking effort.	complete streets			✓		✓		✓
Ensure transit-friendly features such as sidewalks to bus stops, pads or shelters in areas that are currently, or have the potential to be served by public transit.	complete streets	✓		✓	✓			✓
Encourage safe and efficient non-motorized circulation between public sidewalks and businesses, between businesses and also between businesses and residential neighborhoods during site plan review and City capital projects.	complete streets	✓	✓					✓
Complete gaps in the sidewalk system and work towards a non-motorized system especially around parks and schools.	complete streets							✓
Promote walking, bicycling, and use of alternative fuel vehicles through appropriate site design techniques, such as allowing for bike amenities to replace a required parking space.	complete streets	✓						✓
Ensure all transportation projects, including expressways and city streets, are designed in consideration of the defined corridor or area character and the needs and safety for all types of expected travelers.	context sensitive streets			✓				✓
For new development, ensure roadway capacity can accommodate site-generated traffic at the time of occupancy. This may require participation by the developer to fund improvements to address impacts of a proposed project.	corridor management	✓		✓				✓
Pursue access management techniques (restricting the number of access points, regulating placement, promoting driveway consolidation, using raised medians, etc.) along major thoroughfares to improve traffic flow and safety. Where appropriate, encourage joint access and parking opportunities.	corridor management	✓		✓				✓
Consider landscaped medians on three- or five-lane roads where possible to improve traffic safety by controlling left-turn lanes or using refuge for pedestrians crossing the street.	corridor management		✓					✓
Consider roundabouts as an intersection design alternative or an alternative to traffic signals to improve traffic flow and reduce the severity of crashes.	corridor management		✓	✓			✓	✓

Implementation Strategy	Key Word	Land Use Regulations	CIP	Programs or Studies	Partnerships	Short Term	Long Term	Ongoing
Coordinate transportation planning, project priorities, and funding for streets and non-motorized systems that extend into other municipalities with area communities and road agencies through the Kalamazoo Area Transportation Study (KATS) organization.	Operation Improvements			✓	✓		✓	✓
Require traffic impact studies for intensive use projects to determine direct impacts, improvements needed and data for future planning.	Operation Improvements	✓						✓
Continue to monitor traffic counts, pedestrian and bicycle use, and crash data in conjunction with proposed transportation improvement projects.	Operation Improvements		✓	✓				✓
Annually prepare the Transportation/Major Thoroughfare Plan Status Report using the recommendations of this plan as a foundation.	Operation Improvements			✓			✓	
Continue to pursue alternatives for improved traffic flow and safety such as new signal technology, "real time" traffic monitoring and reporting. Embrace emerging communication media to provide instantaneous traffic information.	Operation Improvements			✓				✓
<b>Land Use + Character</b>								
Continue to offer and strengthen programs to encourage home ownership and maintenance for low and moderate income groups.	housing			✓				✓
Encourage cluster housing on parcels with important natural features to preserve and encourage additional single-family homeownership on smaller lots consistent with the single-family detached - medium density residential description and locations identified in the plan.	housing	✓				✓		✓
Partner with local non-profits to provide assistance in retrofitting mature homes for seniors to have universal or barrier-free design to allow people to remain in their homes.	housing				✓		✓	
Review lake front property zoning regulations in consideration of the unique characteristics associated with site and building construction activities and the surrounding neighborhood character.	housing	✓				✓		
Promote opportunities for live/work accommodations and mixed-use development, especially in the City Centre, in the Lake Center Core node, and as redevelopment of greenhouse sites may occur.	mixed-use	✓					✓	✓
Continue to implement the recommendations contained in the City Center Area plan that focuses on the unique mixed-use attributes of the geographic center of the city. (see Chapter 5)	mixed-use	✓	✓	✓		✓	✓	
Implement key recommendations of the Lake Center Subarea plan to improve safety, aesthetics, and to encourage redevelopment at the Lake Center Core Node and other areas of the district. (see Chapter 6)	mixed-use	✓	✓		✓	✓	✓	

Implementation Strategy	Key Word	Land Use Regulations	CIP	Programs or Studies	Partnerships	Short Term	Long Term	Ongoing
Continue efforts to achieve the success of major office corridors as envisioned in the Comprehensive Plan, consider corridor-wide rezoning plans and capital improvement projects within office corridors to support new development and reinvestment.	business/ employment	✓	✓	✓				
Continue to evaluate (re)development opportunities involving the South Westnedge Avenue Commercial Corridor so this remains a magnet in the regional market.	business/ employment	✓	✓	✓			✓	✓
Enhance the appearance/functionality of the South Westnedge Commercial Corridor, including the Portage Commerce Square and Downtown Development District, by working with property owners to improve site and building design and attract new uses that respond to changing markets.	business/ employment	✓	✓	✓	✓		✓	
Encourage planned commercial development in designated areas and corridors for business expansion as nodes rather than strip commercial development.	business/ employment	✓						✓
Partner with local economic development organizations such as Southwest Michigan First to promote the expansion of existing industries and the attraction of new manufacturing and high technology businesses.	business/ employment			✓	✓		✓	
Continue to monitor the primary routes to each business area (from point of entry into the city) to ensure a high quality, aesthetically attractive, image. Motorists and pedestrians should view movement into and through the city as a pleasant experience.	business/ employment	✓	✓	✓		✓		✓
Continue to evaluate programs to provide financial assistance or incentives to landowners to upgrade their buildings and sites.	business/ employment			✓			✓	
During site plan review, conduct a careful analysis of potential impacts on residential neighborhoods for non-residential development constructed adjacent to or near residential areas and require adequate buffering and transitions where appropriate.	business/ employment	✓						✓
Review site design through the zoning regulations to ensure specific standards governing landscape, signs, exterior lighting and access are fulfilled.	business/ employment	✓						✓
Where appropriate, encourage non-motorized pedestrian circulation systems and features (e.g. sidewalks, bike paths, cross-walks, etc.) to encourage the safe and efficient movement of pedestrians between business establishments and between business establishments and residential neighborhoods.	business/ employment	✓						✓
Improve the compatibility of industrial areas with other use districts through transitional zoning and/or the use of increased setbacks, landscape buffers, and architectural screening.	business/ employment	✓						✓

		Land Use Regulations	CIP	Programs or Studies	Partnerships	Short Term	Long Term	Ongoing
<b>Implementation Strategy</b>	<b>Key Word</b>							
Continue community awareness programs on blighting influences, annual refuse collections, and comprehensive code enforcement efforts throughout residential neighborhoods.	land use			✓				✓
Encourage redevelopment of brownfield sites through the use of Brownfield Act financing as a method to remediate environmental contamination.	land use			✓				✓
Initiate rezonings for certain sites that may be inconsistent with the Comprehensive Plan.	land use	✓		✓				✓
Utilize the Development Review Guidelines during the evaluation of land use development proposals to assess the compatibility of the proposed land use with the Comprehensive Plan.	land use	✓						✓
Monitor changes to the state zoning act and other land use laws, along with key federal and state case law, and evaluate applicable city regulations to determine if changes are needed.	land use	✓		✓				✓
Review the entire Comprehensive Plan every five years and update as needed consistent with the state statute.	land use			✓			✓	
Annually review these strategies and set priorities for implementation for the coming year.	land use			✓		✓		
<b>City Centre</b>								
Install public street and business site lighting consistent or compatible with the "shepherds hook" style located in Liberty Park and along the South Westnedge Avenue bridge over Portage Creek.	placemaking		✓		✓	✓		
Develop public street landscaping/green space plan for implementation that would include consistent plant materials and locations.	placemaking				✓	✓		
Develop a unique City Centre logo that can be used by businesses and also incorporated into gateway signs, street/wayfinding signs and banners.	placemaking					✓		
Continue recreation/cultural/entertainment programming that establishes the City Centre Area as a destination in the community. Coordinate with private partners to offer various community events and activities	placemaking				✓			✓
Continue efforts to protect and preserve the natural/environmental features located in the City Centre Area.	placemaking	✓	✓					✓
Identify locations and consider gateway signage at the primary entrances into the City Centre (East/West Centre and at the north and south ends of South Westnedge Avenue)	placemaking		✓			✓		
Promote locations in the City Centre Area as gathering places for community residents and visitors including civic facilities and business and religious establishments.	placemaking			✓		✓		✓

Implementation Strategy	Key Word	Land Use Regulations	CIP	Programs or Studies	Partnerships	Short Term	Long Term	Ongoing
Consider improvements to facilitate safe pedestrian travel at appropriate public street crossings: <ul style="list-style-type: none"> <li>• Installation of stamped, brick paver pedestrian crosswalks.</li> <li>• Installation of pedestrian crosswalk signals that incorporate audible sounds and a countdown timer.</li> <li>• Installation of pedestrian islands/safety refuge points</li> </ul>	transportation		✓		✓	✓		
Identify traffic calming techniques at appropriate locations for implementation along Centre Avenue, South Westnedge Avenue and Shaver Road.	transportation		✓			✓		✓
Continue to maintain and construct new pedestrian linkages in the City Centre Area to increase walkability and interconnection between land uses.	transportation	✓	✓				✓	
<b>Lake Center</b>								
Explore MDOT TAP grant program to fund projects such as non-motorized paths, streetscapes, low impact development, and stormwater improvements.	street improvements		✓		✓	✓		
Continue sidewalk installation/repair/replacement program funded through the Capital Improvement Program.	street improvements		✓					✓
When improvements are made to Portage Road, changes in the right-of-way design could be incorporated, including bike lanes, enhanced crossings, medians, improved buffers, and sidewalks	street improvements		✓			✓	✓	✓
Embrace Lake Center identity through development of gateway features, banners, wayfinding signs, gathering spaces with lake access and views.	Business Association				✓			✓
Build a district-wide brand including businesses, the park, residences, churches, and Lake Center Elementary.	Business Association				✓			✓
Strengthen Lake Center brand through promotional events, public art installations, common retail hours, shared beautification efforts.	Business Association				✓			✓
Support neighborly site maintenance and upkeep.	Business Association				✓			✓
Explore the possibility of forming a CIA or BID for the Portage Road businesses	Business Association			✓	✓	✓		
Create a new overlay district for the Portage Road corridor	zoning	✓				✓		

## D. Zoning Plan

Zoning is a key mechanism for achieving the desired land use pattern and quality of development advocated in the plan. This section provides a useful guide relative to the inconsistencies between current zoning patterns and proposed future land use designations.

Because the Future Land Use Plan is a long range vision of how land uses should evolve over time, it should not be confused with the City's zoning map, which is a current (short-term) mechanism for regulating development. Therefore not all properties should be immediately rezoned to correspond with the plan. The Future Land Use Plan is intended to serve as a guide for land use decisions over a longer period of time (5+ years).

Review of the Existing Land Use map in comparison to the Future Land Use map reveals a gradual transition to the planned land use pattern. Achievement of this goal will be gradual particularly where established businesses and homes are located in areas intended for other types of uses in the long term.

In addition, the Future Land Use map is generalized. Any rezoning request by the City or property owner should consider the recommendations in this plan in tandem with the Development Guidelines included below. Zoning changes in accordance with the plan should be made gradually so that change can be managed. The Future Land Use map as well as the plan's goals and strategies should be consulted to judge the merits of a rezoning request.

The plan categories correspond to zoning districts, but there is some generalization. The following table provides a zoning plan indicating how the future land use categories in this comprehensive plan relate to the zoning districts in the zoning ordinance. In certain instances, more than one zoning district may be applicable to a future land use category. Notes are provided to guide the Planning Commission in determining the appropriate zoning district based upon the context of the surrounding area.

	Low Density Residential	Single-Family Detached - Medium Density Residential	Medium-Density Residential	High-Density Residential	Office	Local Business Node	General Business	Regional Business	Research/Development/ Technology	General Industrial	City Centre Mixed-Use Subarea
R-1A											
R-1B											
R-1C											
R-1D											
R-1E											
R-1T											
RM-1											
RM-2											
MHC											
PD											
OS-1											
B-1											
B-2											
B-3											
CPD											
OTR											
I-1											
I-2											
P-1*											
CCA											
CCMU											

\*P-1 Vehicular Parking must be contiguous to the districts noted in the corresponding row/land use category

## E. Development Guidelines

The Development Guidelines are intended to be used by city officials and staff in the review of development proposals (rezonings, special land uses, site plans, subdivisions, condominiums, and variances). In addition property owners, developers and their design professionals should refer to the guidelines to gain an understanding of the community goals and policies prior to application submittal. For mixed-use, institutional, and quasi-public projects, the guidelines for the most similar types of project should be used.

### Rezoning Requests

#### Z-1 Rezoning Requests.

**Intent.** To provide guidance on use of the Plan for requests to rezone land. Land uses should be arranged consistent with the policies and recommendations of this Plan.

**Guideline Z-1** Consider the following factors during a rezoning process:

- a) Is the request consistent with the future land use plan, applicable policies, and related recommendations of the Plan?
  - If yes, is the timing for a change appropriate in relation to adjacent land uses, demand, infrastructure capacity, and similar factors?
  - If no, have conditions changed since Plan adoption that supports a change in zoning or have all sites within a designated area been developed or redeveloped?
- b) Are the uses allowed in the requested zoning district appropriate given the size and character of the site and surrounding land uses?
- c) Can the traffic associated with the project be accommodated by the existing transportation network (Note: a traffic impact study may be required).
- d) Can the impacts of the uses allowed in the requested zoning district be accommodated by the existing utility infrastructure and services? Development should be in areas that are or will be served, rather than where premature publicly funded improvements are required.
- e) Is there a lack of available land zoned the same or similar to the requested zoning district, including land that could be redeveloped?
- f) Is the rezoning request consistent with the applicable guidelines listed below?
  - **Residential Guidelines** - R-1, R-2, R-3, R-6 (for manufactured housing park), M-1, M-2
  - **Office/Commercial Guidelines** – C-1, C-2, C-3 (for regional and general commercial), C-4 (for local business), C-5 (for Portage Commerce Square), M-1, M-2
  - **Research/Technology/Industrial Guidelines** – I-1, I-2, I-3, M-1, M-2

## Residential (Housing & Neighborhoods)

### *R-1 Protection of Residential Neighborhoods.*

**Intent.** To protect people's living environment.

This guideline does not mean that new or expanded non-residential land uses are automatically inappropriate on the perimeter of residential neighborhoods. Rather, it states a primary emphasis of the Plan -- preservation of the residential character of Portage.

**Guideline R-1:** Recognize the vulnerability of residential areas and protect these neighborhood areas through the following:

- a) Eliminate/Minimize traffic, noise and light from existing non-residential uses.
- b) Ensure that new or expanded non-residential land uses are not detrimental to existing or future residential areas.
- c) Prevent the conversion of stable residential uses within the neighborhood to non-residential uses.
- d) Maintain and/or strengthen the stability of neighborhoods.

### *R-2 Residential Development along Arterial Roadways.*

**Intent.** To permit residential uses to locate along arterial streets when appropriate design is used for compatibility and for arterial capacity preservation. Strip residential development along arterial streets where lot depth is insufficient to sustain the use in the future is discouraged.

**Guideline R-2:** Ensure appropriate residential lot and subdivision design when new residential uses abut arterial roadways to ensure compatibility and roadway capacity through:

- a) Establishment of reverse frontage lots which front on local streets rather on the arterial;
- b) Shared driveway entrances with an appropriately designed turn-around if access to a major thoroughfare is necessary; or
- c) Increased the front yard setbacks, providing a continuous hedge or earthen berm (or combination thereof) to screen the residential use, and an appropriately designed turn around in the driveway so that all vehicles face forward when entering the arterial if access to a major thoroughfare is necessary.

### *R-3 Locational Criteria for Residential Uses According to Density, Environmental and Traffic Factors.*

**Intent.** To limit residential densities when sensitive environmental conditions exist on the development site. To prevent severe soil erosion and sedimentation problems, foundation failures, drainage problems, and associated water pollution problems. Medium and high density residential development should have both a public centralized sanitary sewer and public potable water supply.

To create desirable land use relationships by locating higher residential densities on higher street classes, thereby making residential and non-

residential uses more compatible and promoting complementary land uses. To ensure that development of this density has streets with adequate capacity to handle the traffic volumes generated. The appropriate street class must exist at the time the development is proposed or at the time the development will be occupied. Higher densities should be on higher street classes to prevent disruption to significantly lower density or intensity areas from excessive through-traffic.

**Guideline R-3a:** Limit residential development to the “low density” category when:

- d) The development does not have a collector or higher street type for major access; or
- e) The development does not have both a public centralized sanitary and public potable water supply.

**Guideline R-3b:** Limit residential development to the “medium density” category or “low density” category when:

- a) The development site has soils characterized as wet; or
- b) A collector street is the highest available major access point for the development.
- c) There is public water/sanitary sewer systems; and
- d) No floodplains or wetlands are affected by site development.

**Guideline R-3c:** Locate residential developments of the high density category only where:

- a) There is a major access point on or very near an arterial street;
- b) There is adequate water pressure and quantity for domestic use and internal fire protection systems;
- c) There is public water/sanitary sewer systems; and
- d) No floodplains or wetlands are affected by site development.

#### **R-4** *Compatibility with Adjacent Land Uses.*

**Intent.** To encourage gradual, rather than abrupt, changes in size, height, mass and scale of abutting residential development and between residential and non-residential development to create harmonious neighborhoods that are visually compatible.

Significant changes in scale and size between adjacent developments may be undesirable or incompatible. Residential development of significantly different size, height or mass to adjacent areas may require special site design, careful building placement, or extensive buffering and screening. Likewise, low-density residential development may be inappropriate next to higher intensity non-residential uses without special site design for appropriate visual transition, and higher density residential development may be more appropriate where limitations exist to appropriate separation, screening and buffering. Appropriate transitions between types (single-family detached, townhouses, quadraplex, apartments, etc.) and densities of residential uses internal to a development or abutting the development should be provided. Clustering of dwelling units at higher densities, buffering and screening may be used to create a visual transition between residential areas of differing

intensities or densities, and to provide appropriate buffers for environmentally sensitive areas.

**Guideline R-4a:** Ensure new residential development is compatible with existing, abutting residential or non-residential development in size, height, mass, and scale.

**Guideline R-4b:** Provide landscaping to serve as a buffer from adjacent land use, where appropriate.

**Guideline R-4c:** Encourage innovative residential design such that a development may target a variety of markets, preserve and protect environmentally sensitive areas, and integrate different types and densities of housing while providing for appropriate transitions internal to the development.

*R-5 Open Space and Natural Resource Protection.*

**Intent.** To encourage innovative design of residential developments that provide for functional requirements of buildings and minimize the disruption of the natural site.

**Guideline R-5:** Encourage the design of residential development to:

- a) Provide planned, usable open spaces of adequate size to serve the needs of residents;
- b) Use, where possible, the natural drainage patterns;
- c) Save, to the extent possible, the natural vegetation;
- d) Provide vegetation that complements the natural environment, especially where existing vegetation must be removed;
- e) Use natural areas to act as a buffer from adjacent land uses or to soften views along roadways; and
- f) Incorporate natural areas and large open spaces as recreational amenities within a project.

*R-6 Streets and Pedestrian Systems.*

**Intent.** To ensure traffic flows at appropriate speeds for the neighborhood. To reduce the number of vehicle trips. To encourage travel by walking and bicycle. To improve views along streets.

**Guideline R-6:** Ensure streets and pedestrian systems achieve the following:

- a) Street width, alignment, and geometric design should encourage travel at 25 miles per hour;
- b) Street width should be reduced where densities are low and natural features can be preserved, provided utility and service needs can be accomplished;
- c) Subdivisions should be interconnected;
- d) Street design should respect the natural terrain to the extent practical;
- e) Sidewalks, walkways, or bikepaths must be provided along all streets to encourage non-motorized travel; and
- f) Street trees can be used to help reduce speeds and improve appearance.

*R-7 Manufactured Housing.*

**Intent.** To provide quality manufactured housing living environments to community residents. To recognize that manufactured housing can help satisfy the need for affordable, sound housing.

**Guideline R-7** Safety and compatibility objectives should be met by:

- a) Locating manufactured housing as a transitional use between lower and higher density uses;
- b) Providing lots of adequate size for fire protection and public safety;
- c) Providing adequate open space; and
- d) Ensure manufactured housing parks are designed and maintained to the minimum standards established by the state.

*R-8 Neighborhood Quality in Established Areas.*

**Intent.** To promote neighborhoods and to preserve housing redevelopment rather than demolition.

**Guideline R-8:** Create housing development, redevelopment, rehabilitation, and reinvestment opportunities in older neighborhoods by encouraging or providing:

- a) Innovative building design to fit oddly shaped or narrow lots;
- b) Adaptive reuse of existing buildings and underutilized land;
- c) Quality housing and property maintenance;
- d) Appropriate public services;
- e) Incentives through zoning and other land use regulations;
- f) Financial assistance through public and private institutions;
- g) Land assembly and improvement for new construction; and
- h) Historical designation.

*R-9 Residential Planned Unit Developments.*

**Intent.** To facilitate the supply of housing available to all income and age groups. To create convenient living environments where shopping and other services are included in the development. To take advantage of innovative design techniques such as housing clusters, types and designs, and common open space as part of an overall design for unique living environments.

**Guideline R-9** Encourage the mixture of housing types and land uses within planned developments to:

- a) Utilize cost-efficient site layout and design techniques;
- b) Create new, self-contained neighborhoods and areas; and
- c) Allow clustering or mixture of lot sizes when there is a clear benefit to the public overall and the environment.

*Other Applicable Guidelines.*

In addition to the above, the following guidelines may also be applicable for residential projects.

- N-1 Environmental Protection
- N-2 Floodplain
- N-3 Water Quality
- N-4 Noise
- N-5 Historic Resource Preservation
- N-6 Open Space Protection
- T-1 Transportation Systems in General
- T-2 Street Design
- T-3 Access Management
- T-4 Non Motorized Travel
- T-5 Right-of-Way Preservation
- M-2 Sanitary Sewer
- M-3 Underground Utilities

## Commercial & Office Uses

### C-1 *Coordinated Development.*

**Intent.** To promote the development of compact groupings of commercial/office uses with a coordinated design, even if on separate parcels, to:

- share vehicular access points and circulation patterns;
- cluster commercial uses together;
- share utility hook-ups, service entrances, and other building systems; and
- provide common pedestrian circulation.

To utilize land in an economical manner and limit the number of access points to major streets, reduce traffic congestion, and promote pedestrian safety. To restrict individual or isolated commercial uses from developing along streets or in non-commercial areas. To allow commercial/office uses in older or redeveloping areas. To allow single-lot development when a commercial/office use is appropriate and planned center development is not possible.

**Guideline C-1** Locate commercial/office uses only in existing or proposed planned commercial/office areas, as illustrated on the future land use map, and when the following situations exist (as applicable):

- a) for any "outlots" the future access and site design shall be compatible with the primary lot;
- b) a conversion from an existing non-commercial/office building to a commercial/office use is compatible with adjacent buildings and uses;
- c) an existing commercial/office use proposes to expand and the expansion is compatible to adjacent uses;
- d) a proposed use is of an intensity and size to be comparable to a planned commercial/office center;
- e) a proposed use requires a location in or near an existing specific land use or activity center; and/or
- f) single lot development shall only be considered when ownership patterns, existing land use conditions or other circumstances prohibit coordinated development.

### C-2 *Commercial/Office Uses in General.*

**Intent.** To prevent undesirable strip commercial/office development. To restrict linear and isolated development of single commercial/office uses along streets. To encourage commercial/office revitalization in redeveloping areas. To allow some commercial/office uses in mixed land use areas. To restrict commercial/office developments that do not share common access points, parking lots or other facilities. To prevent vehicular traffic problems and congestion. To utilize land in a more economical manner and prevent visually unpleasant and confusing environments along streets.

**Guideline C-2** Allow commercial/office uses:

- a) that limit strip commercial development
- b) where there is direct access to a major or minor arterial;
- c) when traffic impacts are addressed through access design or improvements such as passing lanes, signals, or deceleration lanes;
- d) when the size, intensity, and character of the proposed use is compatible with adjacent areas;
- e) within new residential developments where the commercial/office use mainly serves residents of the development (planned unit development), is buffered from or properly integrated into the residential area, and is similar in design and intensity to the residential uses;
- f) adjacent to older or redeveloping residential areas where the commercial/office use does not create nuisances and is compatible with the surroundings;
- g) within recreational and public areas where the commercial/office use is an ancillary use such as a concession business.

**C-3** *Local Business Uses.*

**Intent.** To allow the development of small "local" business uses or centers that primarily serve nearby neighborhoods or uses. To provide convenience shopping close to residential areas that is accessible by pedestrians or short vehicle trips.

Examples of commercial uses serving areas or neighborhoods or providing convenience goods, include neighborhood shopping centers, grocery, drugstores, convenience stores, small restaurants or take-out food service, barbers, laundromats, dry cleaners, and video rental.

**Guideline C-3** Local or neighborhood commercial uses should meet the following standards:

- a) location is preferably within an identified node and/or at the intersection of two major thoroughfares and provides convenience shopping facilities;
- b) safe pedestrian access should be provided within the site and with connections to the public walkway system;
- c) the intensity, size and hours of operation will not adversely affect existing residential areas;
- d) a good transition between adjacent uses must be provided that reflects existing architectural and residential character; and
- e) site design shall be consistent with the **Guideline C-8**

**C-4** *Regional and General Commercial Uses.*

**Intent.** Certain general and regional commercial uses are of such size and intensity that their potential for creating adverse impacts on surrounding areas can be significant. These guidelines are intended to ensure such uses are located in appropriate areas and designed to complement city policies.

**Guideline C-4** Locate and design commercial uses attracting large numbers of people or generating large volumes of traffic (200+ trips in peak hour or 1000+ daily) in accordance with the following:

- a) the use must be located on a major arterial street;
- b) access to a traffic signal may be necessary;
- c) the use should be sufficiently spaced or buffered from residential or institutional uses; and
- d) the design standards of **Guideline C-8** should be met.

**C-5** *Portage Commerce Square.*

**Intent.** To ensure there is sufficient land for new development and redevelopment that would be appropriate within and near Portage Commerce Square.

**Guideline C-5** Allow the expansion of Portage Commerce Square when:

- a) there are no longer sites of appropriate size for development or redevelopment;
- b) neighboring sites not within the Square would be appropriate for the type of development proposed and compatible with existing uses;
- c) stable residential uses within adjacent neighborhood are not jeopardized by expansion; and/or
- d) all sites within the Square with obsolete uses have been redeveloped.

**C-6** *City Centre Area.*

**Intent.** To establish a distinct, identifiable, vibrant area within the geographic center of Portage that provides an urban, small-scale, pedestrian-friendly land use pattern with enhanced residential opportunities and mixed-uses.

**Guideline C-6** New development and redevelopment activities within the City Centre Area should be consistent with the goals and objectives of the City Centre Area plan. The plan and the City Centre Area-Mixed Use Floating District zoning regulations should be utilized during the review and consideration of rezoning, special land use and site plan review. In addition, the City Centre Area Plan should be referenced during the development of capital improvement projects by the City of Portage.

**C-7** *Lake Center Business Area*

**Intent.** To create a vibrant commercial corridor along Portage Road, from East Centre Avenue south to East Osterhout Avenue, with a unified and attractive visual character that builds upon the history of the Lake Center District.

**Guideline C-7** New development and redevelopment within the Lake Center should be consistent with the goals and objectives of the Lake Center Subarea plan. The subarea plan should be referenced during review and consideration of rezoning, special land use and site plan review. In addition, the Lake Center Subarea plan should be referenced during the development of capital improvement projects by the City of Portage.

**C-8 Office/Commercial Site Design.**

**Intent.** To encourage the provision of pedestrian circulation and site amenities. To ensure compatibility between adjacent uses and to provide buffering for adjacent areas where necessary. To reduce the affects of stormwater runoff. To improve aesthetics through site and building design. To improve traffic circulation and safety and still provide reasonable access to businesses. To ensure that signs are not a nuisance, but are simple so businesses can be easily located.

**Guideline C-8** Encourage innovative commercial/office design to:

- a) preserve and protect quality significant trees and environmentally sensitive areas;
- b) to create a desirable transition in the type and intensity of uses through buffering, setbacks, and building/site design;
- c) provide clear, on-site circulation patterns for pedestrians, bicycles, and disabled persons;
- d) provide trees and landscaping along the street and within the site;
- e) where appropriate, include benches, bus stops, bicycle storage facilities, and other site amenities;
- f) promote a good transition between adjacent buildings and land uses in terms of building size, height, scale, and materials;
- g) provide access design consistent with the recommendations of the Plan;
- h) locate and screen waste receptacles to improve views and avoid nuisance;
- i) use properly designed lighting at appropriate footcandles to avoid glare and light pollution while still providing adequate lighting for safety;
- j) ensure sign base and materials complement the principal building and have a landscaped base; and
- k) prevent signs from being a visual nuisance or a safety hazard to vehicular traffic.

**Other Applicable Guidelines.**

In addition to the above, the following guidelines may also be applicable for commercial and office projects.

- N-1 Environmental Protection
- N-2 Floodplain

- N-3 Water Quality
- N-4 Noise
- N-5 Historic Resource Preservation
- T-1 Transportation Systems in General
- T-2 Street Design
- T-3 Access Management
- T-4 Non Motorized Travel
- T-5 Right-of-Way Preservation
- T-6 Parking
- M-2 Sanitary Sewer
- M-3 Underground Utilities

## Industrial Uses

### I-1 Industrial Uses in General.

**Intent.** To promote clustering of industrial and related uses to minimize conflicts with non-industrial land uses. To ensure more economical construction and a more effective use of roads and utilities. To promote effective screening, buffering and site planning.

**Guideline I-1:** Locate, to the extent possible, in the Shaver Road Business Corridor and Sprinkle Road Industrial Corridor, areas near the airport, and other designated areas of the Future Land Use Map, industries and industrial developments adjacent to an existing industry to form clusters.

### I-2 Environmental Standards.

**Intent.** To minimize risks to human life, property and the environment associated with hazardous materials. To prevent the effects of offensive industrial land uses on residential areas.

Hazardous materials include, but are not limited to, flammable liquids, gases, corrosives, poisons, explosives, toxins, and other materials used in such hazardous industrial operations as oil refineries and chemical plants.

**Guideline I-2** Locate industries which handle hazardous or flammable materials or are potentially offensive such as junkyards, landfills, and quarries away from residential areas, population concentrations, and outside of well head protection zones.

### I-3 Industrial Expansion.

**Intent.** To allow industry to expand at existing locations, rather than having to relocate. To retain jobs and the economic base, when such expansion can be compatible with the area.

**Guideline I-3** Allow the expansion of existing industries which are adjacent to non-industrial development in a manner that meets the needs of the industry and protects surrounding development from nuisances. Where adjacent to residential uses, expansion may be considered if the site can be redesigned to improve buffering and compatibility with adjacent uses and operations are contained to limit adverse off-site impacts such as noise, odors, and truck routing.

*I-4 Research and Technology Parks.*

**Intent.** To ensure adequate zoned land, up-to-date development regulations and infrastructure consistent with the creation of specialized business parks for heavy industry, corporate offices and high technology and small to medium sized enterprises.

**Guideline I-4** Facilitate the preservation of land for and the development of specialized research and technology business parks.

*I-5 Retention and Recruitment.*

**Intent.** To retain existing industries and to attract new industries which can meet environmental standards, expand the diversity of the economic base and provide jobs. Methods for increasing industrial employment include:

**Guideline I-5** Provide incentives to expand industrial employment, giving special attention to industries which are environmentally sensitive, expand the economic diversity of Portage and provide employment opportunities for community and area residents.

- a) providing reasonable flexibility through zoning and other regulations;
- b) assisting in the redevelopment of brownfield sites;
- c) partnering with local and state economic development agencies to offer incentives consistent with city policies;
- d) participating in job training programs to increase job skills; and
- e) providing public service and facility improvements--e.g., utilities and transportation.

*I-6 Building and Site Design.*

**Intent.** To ensure site design that provides adequate space for a safe, efficient site layout that is compatible with surrounding land uses.

**Guideline I-6** Design industrial development to:

- a) be compatible with adjacent development in terms of size, height, mass, and scale;
- b) provide, where appropriate, adequate lot sizes for buffering and screening adjacent development;
- c) provide sufficient space for on-site parking and service areas;
- d) use, where possible, the natural drainage patterns;
- e) preserve, to the extent possible, the natural vegetation;
- f) provide landscaping to improve aesthetics within a site, along street frontage, and as a buffer from other land uses;
- g) ensure access meets city standards, especially along arterial and collector streets;
- h) ensure site design promotes use for pedestrians, bicyclists, and transit users.

*Other Applicable Guidelines.*

In addition to the above, the following guidelines may also be applicable for industrial projects.

- N-1 Environmental Protection
- N-2 Floodplain
- N-3 Water Quality
- N-4 Noise
- N-5 Historic Resource Preservation
- T-1 Transportation Systems in General
- T-2 Street Design
- T-3 Access Management
- T-4 Non Motorized Travel
- M-2 Sanitary Sewer
- M-3 Underground Utilities

## Natural & Historic Resources

*N-1 Environmental Protection.*

**Intent.** To ensure that new or expanded development will not cause the pollution of groundwater, streams, land, and air. To minimize the risk associated with hazardous wastes. To minimize measures required to mitigate environmental hazards. To reduce the potential for environmental degradation.

To direct development away from environmentally sensitive areas such as floodplains, wetlands, natural groundwater recharge areas, steep slopes, unstable soils, lakes/streams and areas with archeological artifacts.

**Guideline N-1** Provide assurances that air emissions and the disposal of industrial waste water and solid wastes will meet environmental standards and that the storage, handling, and disposal of hazardous materials will be done in a safe and environmentally sound manner. In particular, locate certain uses away from environmentally sensitive areas.

### *N-2 Floodplain.*

**Intent.** To protect persons and property from the hazards of flooding. To discourage the placement of structures in the floodplain and to prevent development which would increase flooding pursuant to applicable state and federal requirements.

Examples of land uses suitable for the floodplain include private and public recreational uses—golf courses, parks, wildlife preserves, hiking trails and horseback riding trails; agricultural uses managed to prevent excessive soil loss—sod farming, pasture, orchards, horticulture and truck farming; and accessory uses to residential, commercial, and industrial development.

**Guideline N-2** Restrict development in the 100-year floodplain by:

- a) prohibit the location or expansion of structures and storage areas in the floodplain, except for instances when it is conclusively demonstrated that no increase in floodwater elevation and velocity will result and that no public hazards will be created and applicable flood resistant construction techniques utilized; and
- b) allow the modification or restoration of existing structures located in the floodplain only if the structural alterations do not increase the level or velocity of the 100-year flood and applicable flood resistant construction techniques utilized.

### *N-3 Water Quality.*

**Intent.** To prevent increased flooding and erosion from causing property damage and environmental problems. To prolong the useful life of man-made drainage improvements. To protect water quality in streams from pollution caused by stormwater runoff. To help achieve quality standards for lakes, streams, watersheds, and drinking water sources. To minimize adverse impacts on wetlands.

Adequate means to convey stormwater drainage, both on-site and off-site, are necessary for all development. Where existing on-site or off-site facilities are inadequate, the developer must provide all drainage improvements required by the proposed development. In some instances, correcting past drainage deficiencies may be the only way to properly develop an area. In those cases, developers may be required to improve on-site or off-site drainage conditions to remedy existing drainage problems if the proposed development would add to on-site or off-site drainage problems.

**Guideline N-3** Provide adequate stormwater design and avoid significant modifications to natural stream channels so that:

- a) water quality is preserved within the watershed and natural groundwater recharge areas;
- b) natural or man-made filtration of sediment is provided through retention basins, traps, or secondary containment ponds;
- c) natural systems are used or enhanced;
- d) flooding is significantly reduced;
- e) only minor impacts will occur to any wetlands or endangered species, and any such impact will be mitigated; and
- f) best management practices will be followed during and after construction; and
- g) spill prevention and response programs are included for any operations that involve potentially hazardous materials.

#### *N-4 Noise.*

**Intent.** To prevent health hazards and nuisances caused by locating noise-sensitive development in areas which already have excessive noise levels such as the Kalamazoo/Battle Creek International Airport and major freeway arteries.

**Guideline N-4** Discourage noise-sensitive land uses in areas where accepted noise standards may be exceeded, unless adequate abatement measures are provided.

The most common noise-sensitive land uses are residences, hospitals, nursing homes, schools, and churches. Noise-abatement measures include vegetative buffers, structural barriers, distance, and soundproofing of structures.

#### *N-5 Historic Resource Preservation.*

**Intent.** To preserve the community's heritage. Historically significant buildings, sites or districts are those listed on the National Register of Historic Places, the Michigan State Historic Preservation Office list, listed in the National Landmarks' records, or places which are locally significant and are designated under a city ordinance.

**Guideline N-5** Preserve buildings, sites and districts that are recognized as having historic, cultural or architectural value.

#### *N-6 Open Space Protection.*

**Intent.** To maintain the open space, vegetation and wildlife resources in Portage for future generations. To preserve significant natural areas from negative impacts due to intense development.

In some cases, when publicly owned open space is the site for the location or expansion of a necessary community facility, utility, highway, land use,

etc., replacement in kind of the open space resource would be acceptable under this guideline. Privately owned open space, unique natural areas and significant environmental features such as natural stream corridors, which are of proven significance to the public may be preserved through public acquisition, conservation easements, or protection as private open space. In some cases, a buffer area may be needed to maintain the quality of these resources.

**Guideline N-6:** Protect wildlife and endangered species areas, wetlands, publicly owned parks, unique natural areas, and other areas with significant landscape features.

## Transportation

### *T-1 Transportation Systems in General.*

**Intent.** To ensure that all parcels proposed for development have access to established facilities for deliveries, service, maintenance, emergency vehicles and parking. To ensure that access points are adequate in number and design to prevent both on and off-site traffic congestion. To prevent discontinuous travel movements that would increase the length of trips, local trips on the thoroughfare system, public facility costs, travel costs, energy costs and air pollution.

**Guideline T-1** Provide adequate access to, from and through all development for the proper functioning of the streets, walkways, bikeways and transit systems and for emergency vehicles by linking the interior roadway, walkway, bikeway and transit systems with systems already built or planned in the surrounding area.

### *T-2 Street Design.*

**Intent.** To ensure streets are constructed with adequate pavement materials, width, grade, and curvature to accommodate existing and anticipated vehicle, pedestrian and bicycle movements and the mix of vehicle types. To ensure that public expenditures are not necessary in the immediate future to correct deficiencies that could be reasonably anticipated at the time of initial development. To ensure that the internal circulation system of a development is designed to separate motor vehicle and pedestrian conflicts as needed and to provide continuous roadway, walkway and bikeway systems. To ensure street design is appropriate for the character of the development in terms of design, speed, streetscape, and protection of natural features.

**Guideline T-2** Streets should be designed for use by all modes of travel and in consideration of the desired character of the project and surrounding environment.

### *T-3 Access Management.*

**Intent.** To preserve the traffic carrying capability of the streets and promote safety. To promote reasonable through, not always direct access to

properties. To promote shared access among property whenever possible. Where property access on major arterials by way of local roads or frontage roads is impractical, appropriate design measures should be taken to control the frequency and manner of access such as driveway entrances, turnaround driveways, rear access to the property or right-in/right-out driveway entrances.

**Guideline T-3** Preserve the through traffic capacity of the thoroughfare system by:

- a) providing reasonable access to abutting property.
- b) placing access points a sufficient distance from interchange ramps, intersections, and other driveways as noted in **Chapter 3**;
- c) using, to the extent possible, local streets, frontage roads, rear service drives, or other types of shared access for access to property along arterials;
- d) providing improvements at access locations to minimize negative impacts on traffic flow and safety such as turning lanes, deceleration lanes or traffic signals when warranted.

#### **T-4** *Non Motorized Travel.*

**Intent.** To encourage pedestrian and bicycle travel as an alternative to the private automobile between closely related land uses in the neighborhood. To improve pedestrian access to public transit routes from places of residence and employment in order to encourage the use of public transit as an alternative to the car. To encourage the provision of walkways between retail facilities and major concentrations of pedestrian activity. To reduce major conflicts between vehicular and pedestrian movements for improved safety.

**Guideline T-4:** Provide for non-motorized travel through the provision of:

- a) walkways/sidewalks and clear pedestrian routes throughout all types of projects
- b) walkways/bikeways from residential areas to recreation areas, schools, and nearby shopping facilities;
- c) walkways for access to transit stops;
- d) walkways where heavy pedestrian movements may be anticipated between land uses;
- e) pedestrian overpasses/underpasses when street closings are impractical and vehicular and pedestrian volumes warrant such separation;
- f) bicycle storage facilities at major bicycle destinations such as parks, shopping centers and schools; and
- g) walkways through expressway interchange areas where appropriate.

#### **T-5** *Right-of-Way Preservation.*

**Intent.** To ensure adequate rights-of-way for streets and walkways are

required or used by the proposed development and that pass through or abut the development to maintain system continuity. The developer may be required to dedicate rights-of-way and/or easements for street, bikeway and walkway facilities within or abutting the development as set forth in the subdivision and other land use regulations and the adopted Comprehensive Plan.

**Guideline T-5** Provide adequate rights-of-way and/or easements to accommodate required and anticipated roadway, walkway and bikeway improvements, utilities and landscaping through dedication.

#### *T-6 Parking.*

**Intent.** To ensure that off-street parking and loading facilities are adequate in quantity and design for efficient and safe traffic movement on public streets to and from the site and within the site. To vary parking and loading requirements with the type and intensity of land use, the type of access to the site and the characteristics of the users.

The amount of off-street parking should be adequate to accommodate peak hour volumes by the automobile. If it can be demonstrated that a portion of the residents, clients or employees use other types of transportation than the automobile or that parking can be shared with adjacent uses, off-street parking requirements may be reduced. Off-street parking should be convenient (but not excessive) and not separated by heavy traffic volumes from the principal use.

**Guideline T-6** Provide off-street parking and loading of sufficient quantity and adequate design for the type and intensity of development.

## **Municipal Facilities & Services**

#### *M-1 Sound Fiscal Growth.*

**Intent.** To guarantee that new growth can be accommodated and does not result in an undue financial burden on the community.

**Guideline M-1:** Ensure that public infrastructure expenditures are adequate for future growth.

#### *M-2 Sanitary Sewer.*

**Intent.** To prevent health hazards due to contamination of ground and surface waters. To achieve and maintain water quality standards.

Adequate treatment and disposal of sewage wastes should be achieved through connection to the public sewer system. If public sanitary sewers are available, development must connect to the public sanitary sewer system. On-site sewage treatment systems may be approved for low intensity uses in areas where public sanitary sewers are not anticipated within the next ten years and in areas where environmentally sensitive lands do not exist.

**Guideline M-2:** Provide that all development has adequate means of sewage treatment and disposal to protect public health and protect water quality in lakes, streams, and water table. All future developments must be connected to the public sewer system.

*M-3 Underground Utilities.*

**Intent.** To improve the compatibility of traditional overhead utilities with surrounding land uses by placing them underground. This should be practical in new developments regardless of use and planned industrial, office and commercial areas. Exceptions may be appropriate for infill development on small lots.

**Guideline M-3** Require all new development to locate electric and telecommunications utilities underground.

*M-4 Utility Installation and Wireless Communication Towers.*

**Intent.** To ensure that utility installations are compatible with surrounding land uses. To include proper design measures in utility installations to reduce visual intrusion, odor, air pollution, noise, vibration, through traffic, siltation, erosion and disruption of drainage facilities. To facilitate the flow of automobile and truck traffic generated by large-scale utility facilities. To protect residential neighborhoods from increased volumes of through traffic, siltation, erosion, and flooding. For purposes of this guideline, "utility installations" are:

- power generation plants and electric substations,
- natural gas processing and storage facilities and pumping substations (above six feet in height),
- sewage pumping stations (above six feet in height),
- water treatment plants, water storage tanks and pumping stations (above six feet in height),
- telecommunications main switching facilities and substations, but exclude overhead and underground transmission lines, and
- wireless communication towers.

**Guideline M-4** Take all feasible measures to prevent utility installations from creating nuisances to the surrounding area. Where location within a residential area is the only practical one, landscaping and site design should be used to improve compatibility. Wireless communication facilities should utilize public land or locations where their visual impact can be reduced, sufficiently spaced from residential areas.

#### *M-5 Public Facilities in General.*

**Intent.** To ensure that community facilities and services are provided in a manner that satisfies area-specific and community-wide needs. To ensure that facility sites are located and designed to be physically accessible to their intended users.

**Guideline M-5:** Locate or expand community facilities:

- a) in areas with a demonstrated need for the facility;
- b) to avoid duplication of services;
- c) with convenient access to the area that the facility is intended to serve;
- d) where access into and within the facility is provided for elderly and handicapped persons;
- e) to improve response times and public safety;
- f) with design sensitivity to surrounding land uses and the environment;
- g) locate, where possible, on a shared site with compatible public uses or facilities;
- h) larger facilities should be located in the City Centre or along arterial streets; and
- i) reuse of existing buildings should be considered as an alternative to new construction.

#### *M-6 Regional Cooperation.*

**Intent.** To ensure the compatibility between existing and proposed uses on the boundaries of the City of Portage. To establish a mechanism for referral between abutting planning jurisdictions when major development projects with significant impacts (such as traffic) on other jurisdictions are being reviewed for approval. To coordinate area-wide transportation issues with the Kalamazoo Area Transportation Study and other area-wide infrastructure issues through appropriate regional forums.

**Guideline M-6** Coordinate the review of major developments and major infrastructure investments that have major regional impacts or significant impacts on abutting jurisdictions.