

ORDINANCE 31.167

AN ORDINANCE OF THE CHARTER TOWNSHIP OF LANSING, INGHAM COUNTY, MICHIGAN, PROVIDING THAT THE CODE OF ORDINANCES, CHARTER TOWNSHIP OF LANSING, MICHIGAN, BE AMENDED BY AMENDING CHAPTER 85 (“USE, HEIGHT, AREA REGULATIONS”) OF TITLE VIII (“ZONING”) TO: ADD SECTION 85-12 (“COMMERCIAL CORRIDOR OVERLAY DISTRICT”) TO FACILITATE THE REVITALIZATION AND REDEVELOPMENT OF CERTAIN COMMERCIAL ROADS WITHIN THE TOWNSHIP; AND ADDING THE FOLLOWING: SECTION 85-12.1 INTENT, SECTION 85-12.2 DEFINITIONS, SECTION 85-12.3 APPLICABILITY, SECTION 85-12.4 USES PERMITTED, SECTION 85-12.5 SITE DEVELOPMENT AND DESIGN STANDARDS, SECTION 85-12.6 BUILDING DESIGN STANDARDS AND SECTION 85-12.7 MIXED USE; AND TO REPEAL ORDINANCES AND PORTIONS OF ORDINANCES INCONSISTENT WITH THIS ORDINANCE; AND PROVIDE AN EFFECTIVE DATE THEREOF.

Section 85-12. Commercial Corridor Overlay District

Section 85-12.1 Intent

This section of the Charter Township of Lansing Code of Ordinances is meant to facilitate the revitalization and redevelopment of certain commercial roads within the Township. It recognizes the need for walkable, mixed-use, infill development and larger scale redevelopment and re-purposing of land along these urban corridors, and emphasizes the role of urban design in the creation of an attractive urban environment that fosters lasting economic development and community activity.

Section 85-12.2 Definitions

Commercial corridor: A public roadway that has been so designated due to certain conditions including its classification as an urban minor or major arterial road and characterized by adjacent commercial, residential and/or industrial land uses.

Cut off lighting: Lighting that is shaded in a way that prevents any light from radiating above a horizontal plane that is parallel to the average finished grade of a site.

High density residential: residential land use developed at a density of greater than 20 dwelling units/acre of developable land.

Integrated stormwater management plan: A coordinated plan consisting of structural and nonstructural stormwater best management practices that meets water quality, channel protection, and flood management standards as set forth by local, state, and federal regulations.

Landscaping and street furniture area (LSFA): An area that is at least 6' in width for landscaping such as trees, shrubbery, vegetative groundcover and grass and furnished with amenities such as lighting, seating, planters or trash receptacles.

Live-work unit: Live/work units are dwelling units wherein each unit is designed to accommodate a small business and living quarters. A live-work unit may also consist of multiple unattached structures built on the same lot wherein at least one of the structures serves as a workshop, retail shop, studio, office or other nonresidential building that is used by resident(s) as a place of work. Live-work units shall meet the design standards applicable to mixed-use buildings.

Neighborhood street: Sometimes referred to by Federal Highway Administration functional classification as "urban local", "urban collector", or "local" streets, these roadways provide a high level of land access and convenient circulation within residential, commercial, industrial, and mixed use neighborhoods. Neighborhood streets typically have lower traffic volumes, and are tributary to larger, higher capacity arterial roadways.

Pedestrian clear area (PCA): An unobstructed pedestrian area measuring at least 7' in width and 8' in height.

Pedestrian zone (PZ): The general area that includes the PCA and LSFA.

Pedestrian zone amenity area (PZAA): An area with a maximum of 15' in width designated for landscaping, seating, public art, outdoor dining or similar purposes.

Open space, private: an open, outdoor area accessible to and for the exclusive use of the residents of individual dwelling units; includes private patios, balconies, and decks.

Open space, private shared: an open, outdoor area accessible to and for the exclusive use of all residents of a multiple family housing development.

Open space, public: an open, outdoor area accessible to and for use by the general public.

Public art: Original works created by an individual or group on display in the LSFA or PZAA for the purposes of self expression and aesthetic enhancement of the corridor that does not also promote a commercial venue or interest.

Recreation, fitness, health and athletic clubs and facilities: usually a commercial facility or establishment supported by dues paying members who pay fees in order to use exercise and fitness equipment and related facilities and amenities. Examples include gymnasiums, racquet clubs, martial arts studios, aquatic sports centers, ice rinks, indoor soccer fields, batting cages, and roller rinks. Facilities that provide wellness services exclusively are not included in this definition.

Section 85-12.3 Applicability

A Commercial Corridor Overlay District (CCOD) shall be so designated by the Charter Township of Lansing Board of Trustees upon consultation with the Planning Commission and pursuant to the requirements of Public Act 110 of 2006 the Michigan zoning enabling act (MZEA). The provisions of this section shall serve as a supplement to the original zoning of each property located within the district. Where a conflict arises between the original zoning and the provisions of this subdivision, the CCOD shall control.

(1) Corridor overlay boundaries

For the purposes of site design review (Site Plan Review) and zoning, the Commercial Corridor Overlay District shall be described by the exact geographic extent and boundaries depicted in Appendix A.

(2) Applicability

Unless exempted in Section 85-12.2(3) below, this subdivision is applicable to

A. The construction of any new structures or major expansion of any existing structures;

B. Any change of an existing use of land or structure that affects site characteristics and/or function such that it requires site plan approval by the Planning Commission and Township Board of Trustees according to Section 85-10. *Site Plan Review-Purpose*. Development activities that involve physical changes to a property and changes of use requiring site plan approval shall be brought into compliance with the Commercial Corridor Overlay District to the maximum extent practical.

C. Any party seeking site plan approval for alterations of site characteristics, conditions, or changes of use requiring administrative site plan approval as according to *Section 85-10.2 Administrative Review* may choose voluntarily to have the proposed modifications reviewed under this section or under the requirements of the existing zoning. If the modifications are reviewed under this section, the property shall thenceforth be regulated under this section.

(3) Exempt activities

Development of temporary or transitional uses as described in Section 85-12.4 (3) Uses Permitted, Temporary transitional land use license; uses currently permitted by underlying zoning requirements shall be permitted to continue under the regulation of the underlying zoning as long as no physical changes or changes of use requiring site plan approval are proposed. Properties zoned PD Planned Development are exempt from the provisions of this section.

Section 85-12.4 Uses Permitted

The specific uses permitted in the Commercial Corridor Overlay District shall be the erection, construction, alteration, conversion or use of buildings and/or land for:

(1) Uses permitted as of right:

A. All uses permitted as of right, except those expressly prohibited in (2), in the “F” Commercial zone, the “D” Administrative zone, the “E” Local Business zone, and uses permitted by special permit listed in subsection 85-6.1(2), and the following specifically enumerated uses: brewpubs and microbreweries or similar facility with a minimum of 1,000 square feet of bar or restaurant service area; offices and facilities for health and wellness practitioners; fitness and athletic clubs and facilities and dance studios; rummage sales and flea markets; childcare; home occupations as defined by Section 82-2(35); live work units; facilities for the production of artisanal foods and handicrafts including furniture, pottery, blown glass, provided that a minimum of 500 square feet of net usable floor area of the facility is devoted to retail sales of goods produced on site and provided that production activities will not create noxious fumes, unlawful noise as defined in

Chapter 54, extraordinary traffic or any other conditions that endanger the public or undermine or degrade public health and safety.

B. High density residential uses.

C. A vertical mix in a single building or multiple adjacent buildings of the aforementioned uses.

(2) Prohibited uses:

Filling stations, miniwarehousing or self storage, car dealerships, warehousing where less than 20% of net first floor square footage is devoted to retail sales, freestanding communications towers, drive-through facilities, drive-in restaurants, freestanding billboards as described and regulated by Section 102-2 “Advertising Signs”, contractor supply yards, and outdoor storage of materials and equipment not available for on premises retail sales, and adult entertainment theaters and stores. Any use of barbed-wire is prohibited.

(3) Temporary transitional land use:

Temporary transitional land uses including food carts, pop-up businesses, outdoor events, and farmers markets are permitted with an outdoor event or vendor license obtained from the Zoning Administrator.

Section 85-12.5 Site Development and Design Standards

In order to promote the revitalization of commercial corridor overlay districts, site development and design standards shall encourage appropriate massing and placement of buildings; safe and efficient pedestrian and non-motorized access to individual sites and between individual sites and surrounding neighborhoods, transportation systems, and other destinations.

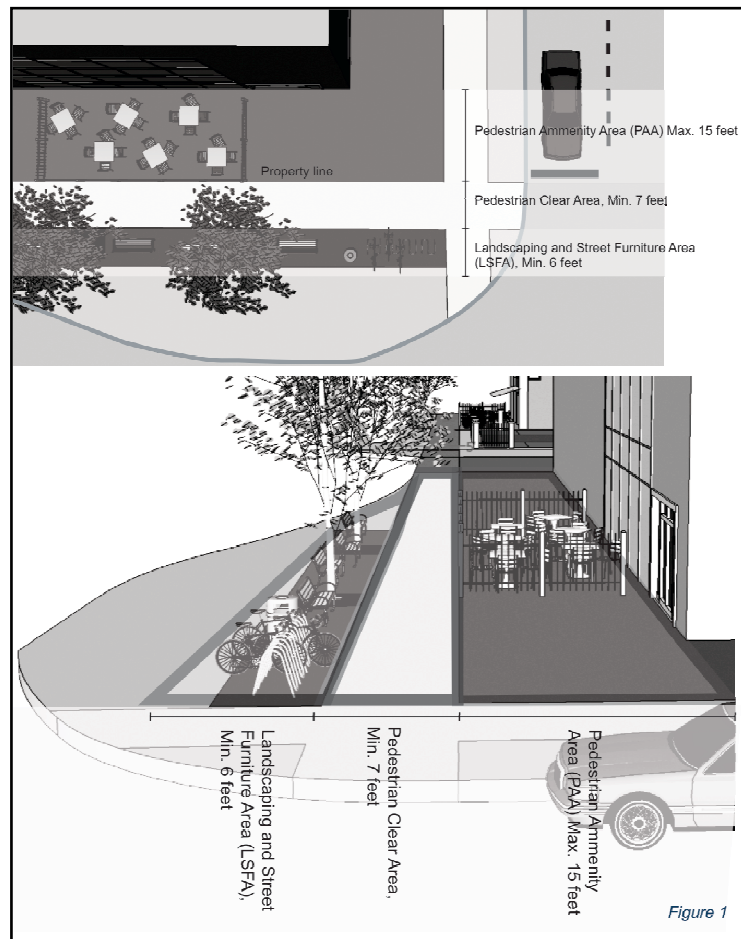
(1) Pedestrian Zone

The roadside (the area between a building’s façade and the face of the road pan curb) is composed of a pedestrian zone (PZ) and an optional pedestrian zone amenity area (PZAA). The Pedestrian Zone shall consist of an unobstructed, Pedestrian Clear Area (PCA) and Landscaping and Street Furnishings Area (LSFA) (see Figure 1).

A. The PCA shall be not less than 7’ in width and 8’ in height as measured horizontally from the building façade or edge of the Pedestrian Zone Amenity Area and vertically from the top of sidewalk pavement (see Figure 1);

B. Where feasible, the LSFA shall not be not be less than 6' in width as measured from the edge of the PCA to the back of curb or edge of pavement of the public right-of-way. All light standards, tree grates, seating, trash receptacles, etc. shall be dark finished metal, stone, or other durable materials. This requirement does not apply to works of art as defined within this section.

C. An optional pedestrian amenity area or public plaza (PZAA) of not more than 15' in width may be located between the Pedestrian Zone and building façade provided that the area is used for landscaping, seating, public art, outdoor dining, public assembly or similar purpose. Standards for street furnishing and landscaping are further described below in 85-12.5(2).

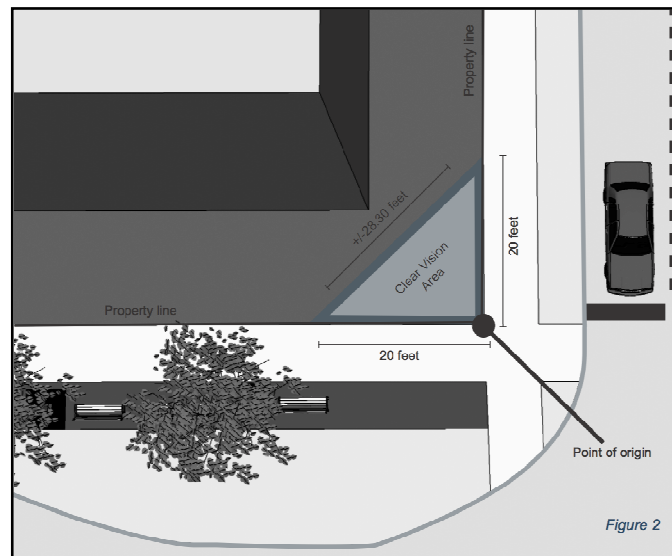


D. When located on neighborhood streets and not the designated Commercial Corridor, buildings shall be constructed not less than 10' and not more than 15' from the inside edge of the PZ. This front yard setback area shall not be used for parking except where parking is provided on a paved driveway. This setback area

may be used for landscaping but shall otherwise be free of obstruction by any permanently affixed structures. Steps, ramp or similar accessibility measure may project a maximum of 4 feet into the setback area.

E. A clear vision triangle (see Figure 2) shall be maintained where roads, whether public or private, intersect, and whether there is traffic control or not. The clear vision triangle shall be determined using one of the following methods:

1. A line extending 20 feet away from the corner of the property nearest the intersection (this point shall be considered the point of origin) along the property line adjacent and parallel to the outer edge (typically the edge of pavement) of the outer most travel lane; a second line extending 20 feet away from the same property corner (the point of origin) shall be drawn perpendicular to the first line; a third line which will form the hypotenuse shall be drawn connecting the termini of these 2 lines. The resulting triangular area is the clear vision triangle and shall be free of visual obstructions between the heights of 3 and 7 feet.
2. Alternatively, an applicant may undertake a "sight distance" study to determine the most effective location and dimensions of clear vision/sight triangles. Any such study shall be consistent AASHTO and other accepted best practices for calculating intersection and stopping sight distances. For



intersections without traffic control, an approach sight triangles shall be determined; for intersections with traffic control a departure clear vision/sight triangle shall be determined.

(2) Landscaping—roadway frontages

- A. All unpaved portions of the site shall be planted with grass, ground cover, shrubbery, or other suitable live plant material, which shall extend to any abutting street pavement edge. Seeded areas shall be maintained regularly so as to provide a healthy vegetative ground cover within 90 days after planting, or for dormant seeding, for the first 90 days of the next growing season.
- B. All plantings should be suitable to urban conditions. Site-specific conditions related to soils, sunlight, exposure to pollutants, etc. should be taken into account when selecting plantings.
- C. Clear sightlines between 3 and 7 feet above the grade of the PCA and/or parking area shall be maintained to promote visibility and safety.
- D. All trees adjacent to the PCA shall not encroach upon the PCA.
- E. A minimum of one canopy tree shall be planted for each 40 lineal feet or portion thereof of public road frontage, plus, a minimum of one ornamental tree shall be planted for each 100 lineal feet or portion thereof of public road frontage, plus, a minimum of eight shrubs shall be planted for each 40 lineal feet or portion thereof of public road frontage. For the purpose of computing length of public road frontage, openings for driveways and sidewalks shall be counted. Trees and shrubs may be planted at uniform intervals, at random, or in groupings, as approved by the Township. Required ornamental trees and shrub plantings may be waived if planting areas are used for the purposes of stormwater management and/or approved street furnishings.

(3) *Landscaping—offstreet parking*

All off-street surface parking along a Commercial Corridor shall have a landscaped buffer conforming to requirements of this section. Buffer areas shall be counted toward requirements for interior landscape islands.

- A. The landscaped buffer shall be at least 5 feet in width and shall consist of permanent landscape elements such as architectural metal fencing, masonry walls, trees or other plantings meeting the standards set forth by 85-12.5(1) and (2).
- B. Clear sightlines between 3 and 7 feet above the sidewalk top of pavement are to be maintained to promote visibility and safety.
- C. Off-street surface parking areas shall be provided with at least 30 square feet of interior landscaping per parking space. Such space shall be counted towards the minimum open space requirements of this section. Parking decks are exempt from this requirement.
- D. Landscape areas in parking lots shall meet the following dimensional standards
 - 1. Each interior landscaped area will include at a minimum one canopy tree (minimum 4 inch caliper at time of planting) and eight shrubs.

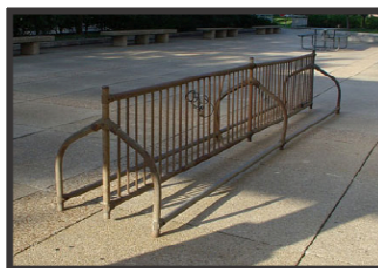
2. Existing mature trees shall be retained whenever feasible.
 3. Not more than 15 continuous parking spaces shall be allowed in a row of parking without separation by a landscaped area or island with minimum dimensions of 9 feet wide by 18 feet deep.
 4. Planting alternatives may be considered if they support an approved integrated stormwater management plan.
- E. Minimum requirements for landscape areas in parking lots may be waived or modified by the planning commission if they are part of an approved integrated stormwater management plan.

(4) *Bicycle parking*

- A. All non-residential developments which provide automobile parking facilities shall provide bicycle parking facilities (bike racks and similar devices) at a ratio of at least 1 bicycle parking space for every 10 automobile parking spaces.
- B. Multi-family developments shall provide said facilities at a ratio of at least 1 bicycle parking space for every 2 multi-family units.
- C. No development, except a one or two-family developments, shall have fewer than three bicycle/moped parking spaces nor be required to exceed a maximum of 25 spaces.
- D. Bicycle spaces may be located within the LSFA, PAA or other accessible location at a maximum distance of 50 feet from the main building entrance, or shall be located at least as close as the closest automobile parking space.
- E. Each space shall include a metal bicycle rack, stand, or similar device for securing bicycles with a user-supplied lock. Sheltered bicycle stalls or similar storage devices are strongly encouraged and may, at the discretion of the Planning Commission, be used to reduce total bicycle parking requirements for a site by as much as 50% of the original number required.
- F. Shared bicycle parking facilities, whether public or private, may be used to meet the requirements of this section provided that evidence of permanent access is submitted to and accepted by Township staff or the planning commission as proof of access to such facilities.



Bicycle parking and storage examples: sheltered and secured bicycle parking facilities are always encouraged in the commercial corridor overlay district. Bicycle racks or stands should provide easy access and removal and support the frame of the bicycle, not the wheels.



Bike racks, like those shown to the left, are not easy to use, do not adequately support bicycle frames or protect bicycles from damage. Use of these types of bicycle racks shall be avoided.

(5) Location of utilities

Every reasonable effort shall be made to locate utilities underground or behind buildings. However, an application reviewed under this section shall not be penalized for placements of public utilities that do not comply with this provision when the utility owner prevents through action or inaction the relocation of the utility infrastructure to a preferred location.

(6) Stormwater management facilities

Stormwater management facilities shall be provided onsite and/or offsite in accordance with local, state and federal stormwater management regulations and statutes.

(7) Off-street parking

Off-street parking requirements are generally delineated in Section 84-3. In order to discourage the construction of large surface parking lots along commercial

corridors and nearby neighborhood streets and to mitigate negative impacts of these facilities on neighborhood character and aesthetic quality, the following additional provisions shall apply for properties located within the overlay district.

A. Shared parking and offstreet parking reductions. Required offstreet parking may be reduced for individual, single use properties and mixed use properties according to the following:

1. Required offstreet parking for all properties located within the overlay district as calculated using Section 84-3.3 Amount of Space. shall be reduced by 20%.

2. For mixed-use buildings and multiple building mixed-use developments where 2 or more types of land uses share parking facilities, required offstreet parking may further be reduced according to the following computational method:

a. Required offstreet parking for individual land uses within a mixed-use building or development shall be calculated based on requirements set forth in Section 84-3.3 Amount of Space.

b. Using Table 1 Shared Parking Reduction, multiple the number of spaces required by each individual use by the appropriate percentage for each of the 6 time periods (for example, "Weekdays from 2:00AM - 7:00AM, Weekends 6:00PM - 2:00AM, etc.).

c. Sum the resulting numbers of required parking spaces in each column.

d. The minimum number of spaces required shall be the highest number among these totals.

3. Alternatively, an applicant may submit for review by the planning commission a shared parking study to justify reduced parking requirements based on different assumptions and methodology. The study shall be reviewed and accepted, accepted with conditions, or rejected by the planning commission or zoning administrator or director of planning.

4. Multiple building mixed-use developments must provide documentation of shared parking access between separate properties. Such documentation may consist of a lease of not fewer than 10 years in length, easement, or other legally binding contract made between affected property owners and accepted by the Township as adequate proof of a durable, binding agreement. All such legal arrangements shall be filed and recorded by Ingham County Register of Deeds and evidence of proper filing shall be provided to the Township Zoning Administrator prior to issuance of any permits, licenses, or certificates of occupancy.

Land Use	Weekdays			Weekends		
	2AM-7AM	7AM-6PM	6PM-2AM	2AM-7AM	7AM-6PM	6PM-2AM
Office	5	100	5	0	10	0
Retail sales & service	0	90	80	0	100	60
Restaurant	10	70	100	20	70	100
Residential	100	60	100	100	75	90
Theater	0	40	90	0	80	100
Hotel						
Guest Rms	100	55	100	100	55	100
Restaurant	40	60	100	50	45	100
Conference Rms	0	100	100	0	100	50
Religious Institution	0	25	50	0	100	50
Public Assembly	0	70	90	0	70	100
Museum	0	100	80	0	100	80
K-12 Schools	0	100	25	0	30	10
Totals						

Table 1, Shared Parking Reduction

B. Parking lots shall be constructed behind principal buildings. Parking lots may be constructed beside principal buildings provided that not less than 50% of the net frontage length along the Commercial Corridor or local road consists of continuous building façade built to the edge of the Pedestrian Zone or Pedestrian Zone Amenity Area.

C. Parking lots shall be connected to the public pedestrian way (usually the PCA) by a minimum 5 foot wide sidewalk.

D. Use, of back-in angled parking is encouraged to improve safety for drivers, pedestrians, and bicyclists.

E. Parking lots shall be separated from the Pedestrian Zone (PZ) by a landscaped buffer at least 5 feet in width and shall be composed of permanent landscape elements such as architectural metal fencing, masonry walls, trees or other plantings meeting the standards set forth by 85-.5(2) and (3).

F. Installation of curb and gutter may be waived when interior landscaped areas are integrated into an approved stormwater management plan for the purposes of reducing stormwater runoff and increasing pretreatment of stormwater runoff. Total planting area may, at the discretion of the Planning Commission, be reduced by 20% with an approved stormwater management plan that meets local, state, and federal regulations, rules, and statutes for post construction channel protection and water quality.

G. Parking lots shall be hard-surfaced with concrete or asphalt and meet the requirements of Section 84-3 Off-street parking. The Planning Commission may approve alternative paving materials like pervious concrete or asphalt, pavers, etc.

provided that any such application is a component of an approved stormwater management plan for the site.

H. Parking lots shall be lighted from dusk until dawn using approved 100% cut-off lighting fixtures.

I. Dimensions for parking spaces and parking lot drive aisles are described in following table:

Parking Space Configuration (in degrees)	Parking Space Dimensions (in feet)		Drive Aisle Widths (in feet)			
	Width	Length	2 Way, 2 Sides	2 Way, 1 Side	1 Way, 2 Sides	1 Way, 1 Side
75-90	9	18	24	24	18	14
30-75	9	18	Not Permitted	Not Permitted	15	12
Parallel	7	21	20	20	14	14

Table 2, Parking Lot Dimensions

(8) Lighting

A. Façade lighting that is integrated into and accentuates architectural features, such as principal entrances, fenestration, and signage, is recommended. Uniform floodlighting is not permitted.

B. All outdoor lighting, including façade lighting, shall be 100% cut-off.

C. Building entries, the Pedestrian Zone, and other heavily trafficked areas (including parking lots) shall be lighted between dusk and dawn to an average of 4 footcandles at grade not to exceed 5 footcandles or fall below 1.5 footcandles at grade.

D. Directional luminaries may be used to illuminate flagpoles, signs, art works, etc. provided that they are aimed at the object and will not light neighboring properties, roadways, or distribute excessive light skyward.

(9) Signage

Signage is an important means of advertisement, but also enables easy identification of destinations and should contribute to the architectural character of a building and district in general.

A. Signage should be compatible with building architecture and features in scale, architectural style, theme, and finishes.

B. Animated signs, tri-vision type signs, and similar signs as prohibited by Section 102-7.3 *Signs not permitted* are prohibited herein.

C. Grade level window signs are permitted but shall not obscure more than 50 percent of the total window area or more than 50 percent of any single storefront window. Windows signs shall never be designed or placed in a way that could impair the ability of public safety personnel in the effective performance of their duties.

D. All buildings shall have the street address number clearly visible during daytime and nighttime hours from the pedestrian way and from vehicular travel lanes for each public entrance. Numbers shall be a minimum of four inches in height.

E. Wall murals that are not used for advertising purposes are exempt from size restrictions provided that they do not obscure windows. Wall murals that contain or act as advertising shall not be painted or affixed to building facades, and may only be painted or affixed to the side or rear walls and shall not cover more than 20% of the gross surface area of a wall and shall not obscure windows.

F. All signs require sign permits shall be permitted according to Section 102-5 of the Township Code of Ordinances.

(10) Open space requirements

Individual buildings and multiple building developments shall provide open space according to the following standards:

A. Open space may consist of patios, yards, balconies, decks, parks, and other outdoor recreational facilities and landscaped and natural areas that are restricted to private access (private and private shared open space) or are open to the general public (public open space).

B. Different land uses require different amounts of open space. Open space requirements shall be calculated using the following table:

Use	Minimum Required Open Space/Dwelling Unit	Portion of private open space	Portion of private shared open space	Max open space requirement transferable offsite
Multifamily Residential more than 2 DU	375 square feet are required for each dwelling	Up to 50% of total required open space	At least 10% of total required open space	90%

Multifamily Residential 2 DU	625 square feet are required for each dwelling	At least 60% of total required open space	Up to 20% of total required open space	40%
Commercial	20% of building footprint	NA	At least 20%	80%
Institutional	20% of building footprint	NA	At least 20%	80%
Mixed Use	Pro-rata share			

Table 3, Required Open Space

C. Offsite transfer of required open space

Required open space may be voluntarily transferred to an offsite location according to the standards listed in Table 3, above, and the following:

1. Offsite open space facilities must be located within a quarter (1/4) of a mile walking distance from the development. Offsite open space shall easily and safely accessible by foot.
2. An approved site plan shall be required for all offsite open space facilities. Approval shall be obtained by the applicant simultaneously with a site plan reviewed under this section.

Section 85-12.6 Building Design Standards

(1) Building access and orientation

Primary pedestrian access to a building shall be easily identifiable and directly accessible from the public pedestrian thoroughfare (typically the Pedestrian Zone, see 85-12.5(1) above). In no case shall primary pedestrian access across a parking lot be permitted. In cases where the primary pedestrian access to a building is not directly through the public pedestrian thoroughfare, a landscaped pedestrian pathway or plaza shall link the entrance to the public pedestrian thoroughfare. Where appropriate, covered or sheltered corridors and plazas are encouraged. In addition to these requirements, the following shall apply:

- A. All primary building entrances shall face the public road and Pedestrian Zone unless site conditions prevent it or architectural benefits can be derived from an alternative location.
- B. Buildings that front on 2 roadways may have a corner entrance.

C. Doors shall not open into the PCA so as to obstruct it.

(2) Active ground floor uses:

Active uses shall occupy the ground floor level for a minimum depth of twenty-five feet (25') along the Commercial Corridor frontage. "Active uses" are hereby defined as retail goods establishments, retail service establishments, food store establishments, hotel and entertainment venue lobbies, restaurants and bars, specialty food stores, indoor commercial recreation, performance entertainment venues, and cultural facilities. Exhibit windows and public art may also be acceptable for areas where active uses are not currently feasible.

(3) Screening of equipment and utilities

A. All solid waste collection areas, receptacles, and mechanical equipment shall be screened from view by a solid, opaque wall or fence. This subsection shall not apply to trash cans located in the LSFA. The use of chain link fence for the purpose of screening is expressly forbidden.

B. Rooftop mounted mechanical equipment shall be screened from view of a person standing on the far opposite side of the Commercial Corridor.

(4) Maximum building height

Maximum building height for individual properties within the development area is depicted in Appendix B, Commercial Corridor Overlay District Height Regulating Plan. The following additional standards shall apply:

A. Buildings exceeding the 6 stories shall be subject to a minimum setback of 15 feet for floors or building areas above 6 floors or 60 feet (whichever is shorter).

B. In instances where a proposed building with a height exceeding 40 feet is to be located adjacent to an existing building that is under 3 stories or 30 feet in its maximum height, there shall be an area of separation between the proposed and existing building. The area of separation shall be 75% of the average maximum height of the proposed building. This area of separation may only be used for parking, entry and circulation drives, landscaping and open space, or may be built to a maximum height of 40 feet and only then with a 20 foot wide area of separation that is free of any vertical structures between the existing and proposed building.

(5) Awnings & Canopies

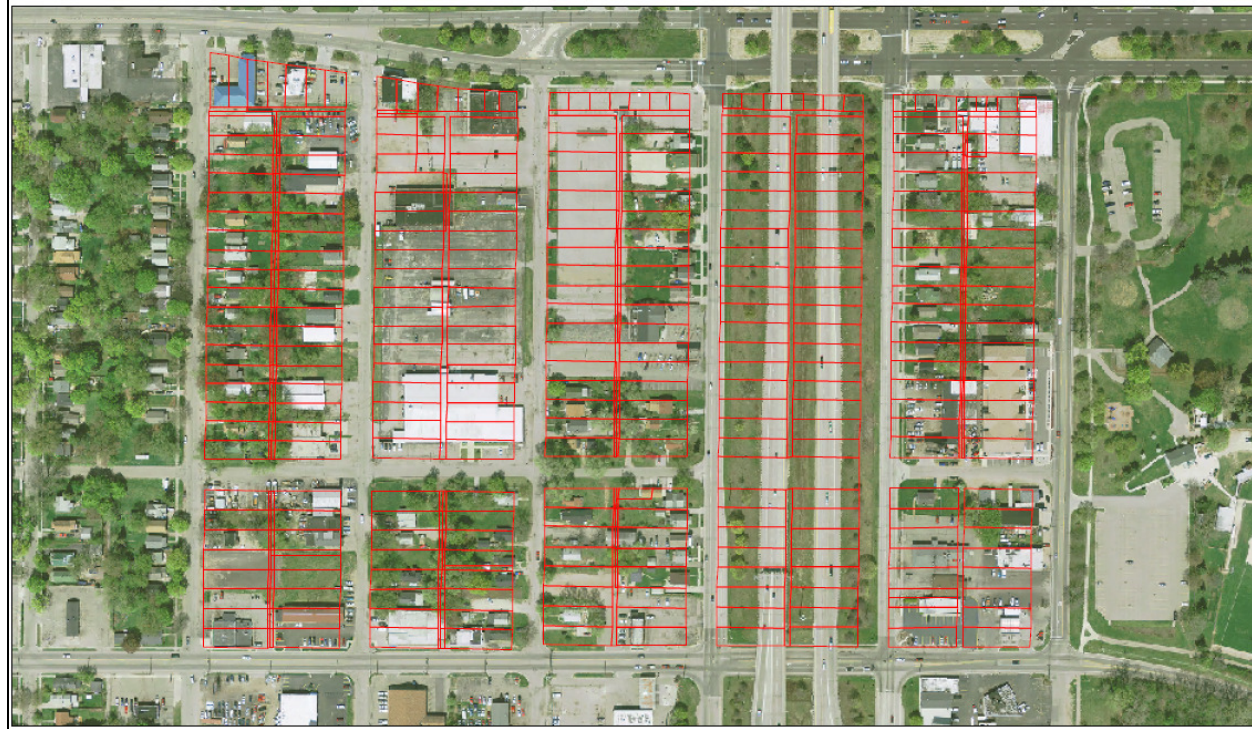
Awnings and canopies can create visual interest, provide passers-by with refuge from inclement weather, and provide shade to building interiors thereby reducing the need for artificial cooling.

- A. No more than 50 percent of an awning or canopy may be used for business identification signage.
- B. Awnings may not project any more than 3 feet into the public right-of-way. Permission to encroach into the right-of-way may be required from the appropriate road agency.
- C. Awnings shall never encroach into the PCA.

Section 85-12.7 Mixed Use

The development of a mix of compatible residential, commercial, and institutional uses within close proximity to each other is strongly encouraged within the Commercial Corridor Overlay District. Mixed use development may be realized vertically through construction of individual mixed use buildings or horizontally through a siting of compatible single use buildings in close proximity to one another.

Appendix "A"
Commercial Corridor Overlay District Zone



A part of section 14 of township 4 north, range 2 west, Ingham County, Michigan more particularly described as:

Beginning at the northwest corner of lot 243 of Urban Number 1 Subdivision, thence east along the south right-of-way line of East Michigan Avenue to the northeast corner of lot 1 of Urbandale Subdivision, thence south along the west right-of-way line of Clippert Street to the southeast corner of lot 211 of Urbandale Subdivision, thence west along the north right-of-way line of East Kalamazoo Street to the southwest corner of lot 261 of Urbandale Number 1 Subdivision, thence north along the east right-of-way line of Mifflin Street to the northwest corner of lot 243 of Urbandale Number 1 Subdivision.

Appendix "B"
Commercial Corridor Overlay District Height Regulating Plan

