

15.15A0 CHAPTER 15A
U.S. 31 and M-45 AREA OVERLAY ZONE

15.15A1 SECTION 15A.01 FINDINGS AND STATEMENT OF PURPOSE

U.S. 31 is a state highway that serves as the primary north-south arterial through the Township and M-45 serves a similar function for east-west travel. The primary function of the highways is to accommodate relatively high volumes of traffic as a link between Grand Rapids, Grand Valley, Holland, Grand Haven, Muskegon and other destinations along the west Michigan coast. The corridor also provides access to a number of commercial, industrial and residential uses in the Township. The purpose of the U.S. 31 and M-45 Overlay Zone is to promote a balance between the various functions of this corridor and the preservation of its natural characteristics.

This special zoning district was developed following specific evaluation and planning for the corridor through the Township's Master Land Use Plan Update, and thereafter in a subarea plan titled the U.S. 31/M-45 Corridor Study. The zoning regulations herein are based on analysis of trends along the U.S. 31/M-45 corridors, recommendations in the Township's planning documents and findings along other corridors in Michigan and nationally.

The Township finds that special comprehensive standards are needed along the U.S. 31 and M-45 corridors based upon the following findings:

1. The combination of roadway design, traffic speeds, traffic volumes, traffic crashes and other characteristics necessitate special access standards.
2. Studies by transportation organizations in Michigan and nationally have found a direct correlation between the number of access points and the number of crashes.
3. The standards of this district are based upon considerable research and recommendations by the Michigan Department of Transportation ("MDOT").
4. Preservation of roadway capacity through access management protects the substantial public investment in the roadway system and helps avoid the need for costly reconstruction, which disrupts businesses.
5. Growth and development resulting in increased demand upon natural resources has had the effect of encroaching upon, despoiling and/or eliminating many of the woodlands, trees and associated forms of vegetation. These resources, if preserved and maintained in an undisturbed and natural condition, provide air quality protection, maintenance of water quality, reduction of flood surges and soil erosion,

and protection of vital wildlife habitat. In addition, these resources provide important aesthetic, ecological, recreational and economic benefits to existing and future residents of the Township and must, therefore, be protected.

6. Trees and woodland systems are essential components to the general welfare of the Township, providing natural beauty, natural character, recreational opportunities and wildlife habitat.
7. Protecting woodlands, and reproductive and regenerating capabilities of trees and woodland systems maintains this heritage for existing and future Township residents.
8. The protection of such natural resources is a matter of paramount public concern, as provided by Article IV, Section 52 of the Constitution of the State of Michigan and the Michigan Environmental Protection Act of 1970, M.C.L. 324.1701 et seq.
9. Building design and architecture is an important aesthetic consideration for the future image of the Township. Architectural guidelines are necessary to ensure building design is consistent with the intended character of the area, but such guidelines must be flexible to encourage creativity.

Specifically the Overlay Zone is intended to:

1. Accommodate a variety of uses permitted by the underlying zoning, but ensure such uses are designed to achieve an attractive built and natural environment.
2. Provide architectural and site design standards that are more demanding than required elsewhere in the Township in order to promote harmonious development and complement the natural characteristics in the western sections of the Township.
3. Promote public safety and efficient flow of vehicular traffic by minimizing conflicts from turning movements resulting from the proliferation of unnecessary curb cuts and driveways.
4. Ensure safe access by emergency vehicles.
5. Encourage efficient flow of traffic by minimizing the disruption and conflicts between through traffic and turning movements.
6. Preserve the capacity along U.S. 31/M-45 and other roads in the Overlay Zone by limiting and controlling the number and location of driveways, and requiring alternate means of access through shared driveways, service drives, and access via cross streets.

7. Reduce the number and severity of crashes by improving traffic operations and safety.
8. Require coordinated access among adjacent lands where possible.
9. Provide landowners with reasonable access, although the access may be restricted to a shared driveway, service drive, or via a side street, or the number and location of access points may not be the arrangement most desired by the landowner or applicant.
10. Require demonstration that prior to approval of any land divisions, the resultant parcels are accessible through compliance with the access standards herein.
11. Preserve woodlands, view sheds, and other natural features along the corridor.
12. Ensure that distractions to motorists are minimized by avoiding blight and clutter while providing property owners and businesses with appropriate design flexibility and visibility.
13. Implement the goals expressed in the U.S. 31/M-45 Corridor Study.
14. Establish uniform standards to ensure fair and equal application.
15. Address situations where existing development within the Overlay Zone does not conform with the standards of this chapter.
16. Promote a more coordinated development review process with the Michigan Department of Transportation and the Ottawa County Road Commission.
17. Support development along the corridor that is consistent with the growth in the Township and national design standards by reviewing this chapter of the Zoning Ordinance annually. This annual review will be initiated by the Planning Commission and/or the township planner and the Planning Commission will report any findings and/or recommendations for amendment to the Board of Trustees.

15.15A2 SECTION 15A.02 DEFINITIONS

1. Construction Zone: The exact size and placement of construction zones will be determined by the Planning Commission or the Zoning Administrator during the plan review permits and construction process, but will include, at a minimum, the following areas:
 - A. The building footprint(s) plus a maximum area of twenty five feet (25') surrounding the footprint(s) and a twenty foot (20') wide

utility driveway access for all principal building(s) on the property.

- B. Road rights-of-way, and utility easements.
- C. Designated area that must incur regulated tree losses due to engineering requirements such as, but not limited to utilities, swales, site grading, stormwater systems approved, paved areas or other regulatory requirements.

- 2. Diameter Breast Height (d.b.h.): The diameter in inches of a tree measured at four and one-half (4 1/2) feet above the existing grade.
- 3. Heritage Tree: A heritage tree shall include any tree known to have significance because of its size, location, and/or memorial or historic value as designated by the Township or the State, not excluding other cognizant authorities. If staff and the developer are unable to agree upon whether a tree should be classified as a “heritage tree”, the Planning Commission shall make a determination on classifying any tree as a “heritage tree” after reviewing information from staff and/or the developer.
- 4. Landmark Tree: A tree, of size and/or species listed below and found to be in good health/condition.

The following based on their species and horticultural qualities are considered Landmark trees.

<u>COMMON NAME</u>	<u>BOTANICAL NAME</u>	<u>d.b.h.</u>
All Trees		24"
American Hornbeam	Ostrya Virginiana	8"
Arborvitae	Thyja	18"
Beech, (American)	Fagur grandifolia	18"
Beech, (Blue)	Carpinus caroliniana	8"
Birch	Betula	18"
Black walnut	Juglan nigra	20"
Cedar, (Red)	Juniperus virginiana	12"
Chestnut	Castanea	10"
Crabapple/hawthorne	Malus/crataegus	12"
Dogwood, (Flowering)	Cornus florida	8"
Fir	Abies	18"
Ginkgo	Ginkgo	18"
Hemlock	Tsuga	18"
Hickory	Carya	18"
Kentucky Coffeetree	Gymnocladus dioicus	18"
Larch/Tamarack	Larix	12"
London plane/Sycamore	Platanus	18"
Maple	Acer	18"
Oak	Quercus	18"

Redbud	Cercis canadensis	8"
Sassafras	Sassafras albidum	15"
Serviceberry	Amelan chier	8"
<i>Spruce</i>	<i>Picea</i>	18"
Sweetgum	Liquid amber styraciflua	16"
Tulip poplar	Liriodendrom tulipifera	18"
White pine	Pinus Strobus	18"
Wild Cherry	Prunus	18"
Witch hazel	Hamamelis virginiana	8"

5. Protected Area: Area between the trunk of any protected tree extending 10 feet beyond the drip line of the tree canopy.
6. Protected Tree: Any heritage tree, landmark tree or any tree of eight (8) inches or greater d.b.h.

15.15A3 SECTION 15A.03 APPLICABILITY

1. Except as otherwise provided in this Section, the regulations herein apply to all lands contained within the area illustrated as the U.S. 31/M-45 Overlay Zone on the Zoning Map, and specifically delineated in Section 15A.14, which lists all parcels, as listed in the Township's property records, on the effective date of the Ordinance adding this Chapter, that are wholly or partially included in the Overlay Zone.
2. Agricultural uses and single-family dwellings are exempt from these Overlay Zone regulations, unless the property upon which they exist is planned, pursuant to the Master Plan, for office/service, commercial, industrial or planned unit development. (ord. no. 380 eff. July 25, 2003)
3. Sites in the Overlay Zone that do not have frontage along U.S. 31 or M-45 are exempt from the dimensional standards of Section 15A.08. In those cases, the applicable dimensional standards of the underlying zoning district shall apply. All other standards of the Overlay Zone shall be applied.
4. Where the standards of this Overlay Zone are more restrictive, as determined by the Zoning Administrator, such standards replace those that apply to the underlying zoning district outside the Overlay Zone. For example, if the underlying zoning district illustrated on the Township Zoning Map is C-1, the uses listed as permitted in Section 15.02 are permitted for that lot, but the access, landscaping, setbacks, freestanding signs and building architecture must comply with this Overlay Zone.
5. No land division shall be approved within this Overlay Zone unless compliance with the transportation access spacing standards herein is

demonstrated.

6. The Michigan Department of Transportation or the Ottawa County Road Commission, as applicable, has jurisdiction within the highway's right-of-way, while the Township has the authority for land use and site plan decisions along the frontage. This special set of zoning standards was created to help ensure a collaborative process between the MDOT, County and Township in decisions on access within the U.S. 31/M-45 Overlay Zone Area, and to implement the recommendations of the U.S. 31/M-45 Corridor Study and site design standards applicable to this area.
7. Proposed PUD's within the Overlay Zone shall generally be consistent with the standards herein, but may be modified by the Township based upon the specifics of the particular site and proposed use(s).

15.15A3A SECTION 15A.03A APPLICABILITY MATRIX

The standards described or referenced in this Ordinance apply to both new and existing development as listed or exempted in the following table for all Lots in the U.S. 31/M-45 Overlay Zone. All development in the U.S. 31/M-45 Overlay Zone shall require full compliance with all applicable regulations including reviews, approvals, and permits from the Planning Commission prior to the start of any project or land disturbance.

	Lands caping Impro vemen ts	Access Manage ment Improve ments	Archite ctural Improv ements	Woodla nd Protecti on	Discr etion ary Impr ovem ents*	Full Com plia nce
Parking Area Expansion (5% or greater increase in spaces)						
Any New or Expanded Parking Area	X	X		X	X	
Existing Development						
Change in Use-Minor**	X	X			X	
Change in Use-Major***	X	X	X****		X	
Reoccupation of Principal Building after Extended Vacancy (Greater than 180 consecutive days)	X	X			X	
Alteration of Existing Principal Building (When site plan review is required)	X	X	X (For expanded portion)	X (For expanded portion)	X	
Renovation Due to Disaster (fire, flood, tornado, etc.)			X****		X	
New Construction						
New Construction (Including tear down redevelopments)	X	X	X	X		X

* The Planning Commission may have discretion in required improvements based upon the circumstances of the property. In determining whether to impose discretionary improvements of the Overlay Zone, the Planning Commission shall determine whether those improvements are reasonably necessary to ensure compliance with the standards of Section 19.05 for Special Land Uses.

** A minor change in use occurs when one permitted land use is replaced by a different permitted land use.

*** A major change in use occurs when one permitted land use is replaced by a special land use, a special land use is replaced by a different special land use, or the property is rezoned to allow for a different permitted or special land use.

**** See Sections 15A.11.3.R, 15A.12.4.C, and 15A.13.1.F

X = Compliance with regulations required.

No **X** = Compliance not required.

15.15A4 SECTION 15A.04 USES PERMITTED

Permitted and special land uses within the Overlay Zone shall be as regulated in the underlying zoning district (as designated on the Zoning Map) with the following additional provisions:

1. To ensure adequate information is provided to evaluate the impact on traffic operations, any permitted use that can be expected to generate 50 peak hour directional trips or 100 peak hour trips (in and out) or 1000 trips during a typical day shall be classified as a special land use. Calculations of trips shall be based on the most recent edition of Trip Generation published by the Institute of Transportation Engineers. The applicant shall be responsible for providing the traffic calculations for review. Where no information is provided, the Township shall make the determination. (A guideline that lists typical sizes for various uses where the thresholds are met is available from the Township.)
2. Any site that provides more than the minimum parking required shall be considered a special land use.
3. The use and site design shall comply with the standards of this section and other applicable regulations of the Overlay Zone.
4. Removal of more than 25% of any PROTECTED trees outside of the construction zone as defined by Section 15.A.02.1 following the effective date of the Ordinance adding this Chapter shall require a Special Land Use permit.
5. Replacement of any overhead utility lines shall require a separate special land use permit.
6. For special land uses, the following standards shall be considered along with those listed in Section 15A.05:
 - A. The building and site design will complement the existing and desired character within the Overlay Zone.
 - B. Existing views to natural areas, woodlands and other natural features, will be preserved to the extent practical as deemed by the Planning Commission.
 - C. The number of access points will be restricted to the fewest needed to allow motorists reasonable access to the site.
 - D. Access spacing from intersections, other driveways, and any median crossovers will meet the standards within the Overlay Zone, and will meet the standards of the applicable road agency

(MDOT or the Ottawa County Road Commission), and will be the maximum practical.

- E. Provision will be made to share access with adjacent uses, either now or in the future, including any necessary written shared access and maintenance agreements to be recorded with the Ottawa County Register of Deeds.
- F. Traffic impacts associated with the proposed use will be accommodated by the road system without degradation in the level of service below one grade (example from B to C) but in no case shall any movement(s) be projected at a level of service below D, unless improvements are being made to address the impacts.

15.15A5 SECTION 15A.05 SUBMITTAL INFORMATION

In addition to the submittal information required for site plan review in Section 23.06, the following shall be provided with any application for site plan or special land use review. The information listed in items 1-4 below shall be required with any request for a land division.

1. Existing access points within 500 feet of the frontage, on both sides of any adjoining roads, shall be shown on the site plan or on a separate plan sheet.
2. Information on sight distance. The applicant shall submit evidence indicating that the sight distance requirements of the MDOT or Ottawa County Road Commission, as applicable, are met. (This section may require profiles)
3. Dimensions between proposed and existing drives, intersections, and U.S. 31 median crossovers shall be shown.
4. Where shared access is proposed or required, a shared access and maintenance agreement shall be submitted for approval. Once approved, this agreement shall be recorded with the Ottawa County Register of Deeds.
5. Dimensions shall be provided for driveways (width, radii, throat length, length of any deceleration lanes or tapers) and all curb radii within the site.
6. The site plan shall illustrate the route and dimensioned turning movements of any expected truck traffic, tankers, delivery vehicles, waste receptacle vehicles and similar vehicles. The plan should confirm that routing the vehicles will not disrupt operations at the access points nor impede maneuvering or parking within the site.

7. Traffic impact study. Submittal of a traffic impact study may be required for any special land use that would be expected to generate 100 or more vehicle trips during any peak hour, or 1000 or more vehicle trips daily, or where modifications from the generally applicable access spacing standards are requested. The traffic impact study shall be prepared by a firm or individual that is a member of the Institute of Transportation Engineers with demonstrated experience in production of such studies. The methodology and analysis of the study shall be in accordance with accepted principles as described in the handbook “Evaluating Traffic Impact Studies, a Recommended Practice for Michigan,” developed by the MDOT and other Michigan transportation agencies.
8. Review coordination. The applicant shall provide correspondence that the proposal has been submitted to the MDOT or Ottawa County Road Commission for their information. Any correspondence from the MDOT and OCRC shall be considered during the site plan review process. The Township may request attendance at coordination meetings with representatives of the applicable road agency. An access permit shall not be requested from the road agency until a land division or site plan is approved by the Township. The approval of a land division or site plan does not negate the responsibility of an applicant to subsequently secure access permits from the road agency.
9. Building elevations. Elevation drawings shall be submitted illustrating the building design and height, and describing construction materials for all proposed structures. Elevations shall be provided for all sides visible from an existing or proposed public street or visible to a residential district. Color renderings of the building shall be submitted for Planning Commission review and approval. Proposed materials and colors shall be specified on the plan and color chips or samples shall also be provided at the time of site plan review. These elevations, colors and materials shall be considered part of the approved site plan.
10. Existing woodland information. An inventory of all protected trees within ten (10) feet of the area proposed for construction or grading shall be provided. The Planning Commission may waive this requirement where large areas of the existing woodland will be preserved, where the applicant demonstrates through overlays on aerial photography or other means that the site has been designed to protect woodlands or where the applicant demonstrates that existing trees are of poor quality through an evaluation by a qualified forester or landscape architect. The applicant is encouraged to meet with the Planning Commission at a study session or with Township staff, to discuss the amount of woodland evaluation needed.
11. Woodland protection information. The site plan shall demonstrate the manner in which existing trees and other natural features will be protected during and following construction in accordance with Sec. 15A.09. Such methods shall include tree protection fencing placed around the protected

area, illustrated limits of grading during construction, and a demonstration that the requested site arrangement best preserves woodlands in comparison with alternative site plans.

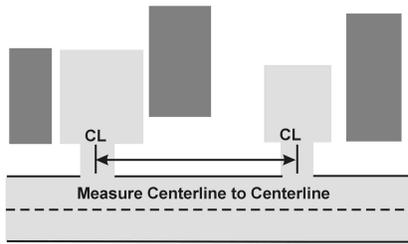
12. Sign Design Details. Information shall be given on all proposed signs, including details on the base materials and sign materials, and on landscaping around the base. Material used for all proposed signs (whether freestanding or ground) is acceptable only if found by the Planning Commission to be similar to or at least compatible with materials used for the principal building on the lot where the signs are located. (amend. by ord. no. 498 eff. August 21, 2011)
13. Parking Information. A parking study shall be required wherever requested parking or paved areas exceed the minimum required by this Ordinance.
14. Information of any parking lot deferment shall be provided.

15.15A6 SECTION 15A.06 ACCESS STANDARDS

Access points (not including driveways that serve a single family home, duplex, agricultural activity or essential service facility structure) shall meet the following standards. These standards are based on considerable research in Michigan and nationally, and were prepared concurrent with guidelines promoted by the MDOT.

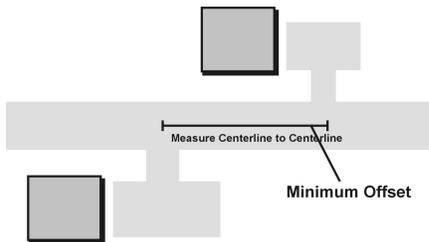
1. Each lot shall be permitted one access point. This access point may consist of an individual driveway, a shared access with an adjacent use, or access via a service drive or frontage road. As noted above, land divisions shall not be permitted that may prevent compliance with the access location standards of this district.
2. An additional driveway may be permitted by the Planning Commission upon finding the conditions A and B, or C and D, below exist. The additional driveway may be required to be along a side street or a shared access with an adjacent site.
 - A. The site has a frontage of over 660 feet and the spacing standards between access points listed below are met, and
 - B. The additional access will not prevent adjacent lands from complying with the access spacing standards when such lands develop or redevelop in the future. OR:
 - C. A traffic impact study, prepared in accordance with accepted practices as described in this chapter, demonstrates the site will generate over 300 trips in a peak hour or 3000 trips daily, or 400 and 4000 respectively if the site has access to a traffic signal, and
 - D. The traffic study demonstrates the additional driveway will provide conditions for the motoring public and will not create

negative impacts on through traffic flow.



Minimum Driveway Spacing Measurement

3. Access points shall provide the following spacing from other access points along the same side of the public street (measured from centerline to centerline as shown on the figure), based on the posted speed limit along the public street segment. Required spacing along U.S. 31 and M-45 is greater than other roadways to acknowledge MDOT access guidelines and that their primary function is to accommodate through traffic while the function of other roads is more balanced with access to properties.



Minimum Offset Spacing

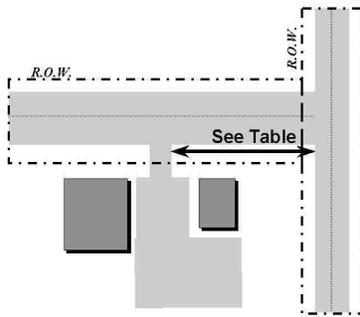
<u>Posted Speed limit</u>	<u>Along U.S. 31/M-45*</u>	<u>Along other Roadways*</u>
35 mph or less	245 ft.	150 ft.
40 mph	300 ft.	185 ft.
45 mph	350 ft.	230 ft.
50 mph	455 ft.	275 ft.
55 mph	455 ft.	350 ft.

(*unless greater spacing is required by MDOT or required to meet other standards herein)

4. Where the subject site adjoins land that may be developed or redeveloped in the future, including adjacent lands or potential outlots, the access shall be located to ensure the adjacent site(s) can also meet the access location standards in the future.
5. Access points along sections of U.S. 31 and M-45 with an existing or

planned median shall be located in consideration of existing or approved median crossovers in order to provide a sufficient length for weaving across travel lanes and storage within the median consistent with MDOT published standards. In some cases, existing median cuts may need to be redesigned to meet current design standards. The township supports MDOT policies to limit the number of median crossovers to maintain traffic flow and reduce the potential for accidents.

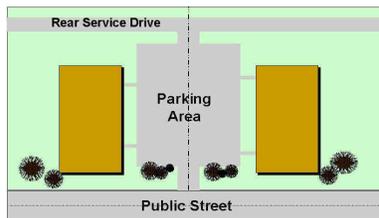
6. Access points along arterial roads without a median, such as M-45, shall be aligned with driveways on the opposite side of the street or offset a minimum of 250 feet, centerline to centerline. The Planning Commission may reduce this to not less than 150 feet where each of the opposing access point generates less than 50 trips (inbound and outbound) during the peak hour of the public street or where sight distance limitations exist.



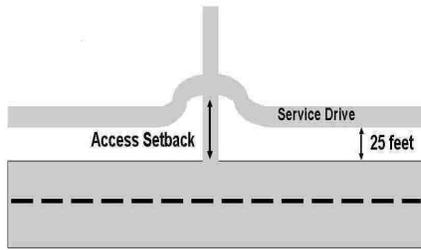
Driveway Spacing from Intersections

7. Minimum spacing of access points from intersections shall be in accordance with the table below (measured from pavement edge to pavement edge as shown on the figure):

<u>Signalized locations:</u> *	
along U.S. 31/M-45	300 feet
along other public streets	200 feet
 <u>Unsignalized locations:</u>	
along U.S. 31/M-45	300 feet



Rear Service Drive Design



Frontage Road Minimum Setbacks

intersections with U.S. 31/M-45 300 feet
other intersections 150 feet

(* Spacing shown for signalized intersections shall also be applied at intersections where MDOT indicates spacing and approach volumes may warrant a signal in the future.)

8. Where direct access consistent with the various standards above cannot be achieved, access should be via a shared driveway or service drive. In particular, the Planning Commission may require development of frontage roads, or rear service drives where such facilities can provide access to signalized locations, where service drives may minimize the number of driveways, and as a means to ensure that traffic is able to more efficiently and safely ingress and egress.

Frontage roads or service drives shall be constructed in accordance with the following standards:

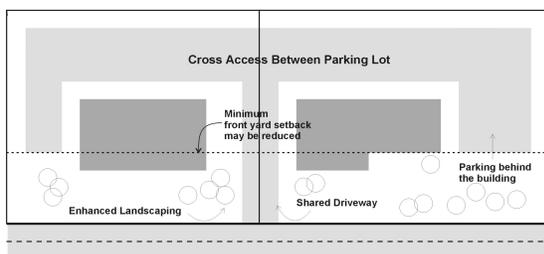
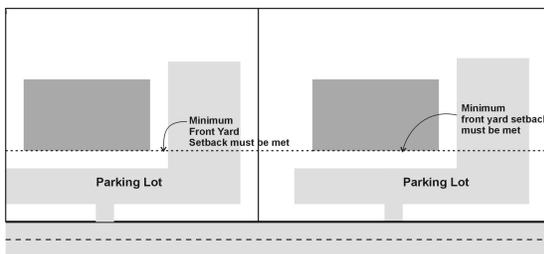
- A. Service drives and frontage roads shall be set back as far as reasonably possible from the intersection of the access driveway with the public street. A minimum of twenty-five (25) feet shall be maintained between the public street right-of-way and the pavement of the frontage road, with a minimum 60 feet of throat depth provided at the access point.
- B. The alignment of the service drive can be refined to meet the needs of the site and anticipated traffic conditions, provided the resulting terminus allows the drive to be extended through the adjacent site(s). This may require use of aerial photographs, property line maps, topographic information and other supporting documentation
- C. In cases where a shared access facility is recommended, but is not yet available, temporary direct access may be permitted, provided the plan is designed to accommodate the future service drive, and a written agreement is submitted that the temporary access will be removed by the applicant, when the alternative access system becomes available. This may require posting of a financial performance guarantee.

9. Driveways shall be located to provide safe sight distance, as determined by the applicable road agency.
10. No driveway shall interfere with municipal facilities such as street light or traffic signal poles, signs, fire hydrants, cross walks, bus loading zones, utility poles, fire alarm supports, drainage structures, or other necessary street structures. The Zoning Administrator is authorized to order and effect the removal or reconstruction of any driveway which is constructed in conflict with street structures. The cost of reconstructing or relocating such driveways shall be at the expense of the abutting property owner.

15.15A7 SECTION 15A.07 MODIFICATION OF ACCESS STANDARDS

Modifications by Planning Commission. Given the variation in existing physical conditions along the corridors, modifications to the spacing and other standards above may be permitted by the Planning Commission as part of the site plan review process after consideration of whether the following conditions apply:

1. Practical difficulties exist on the site that make compliance unreasonable (sight distance limitations, topography, wetlands, drain or water body, woodlands that will be preserved, existing development, unique site configuration or shape), or existing off-site access points make it impractical to fully comply with the standards.
2. The use involves an access improvement to an existing site or a new use that will generate less traffic than the previous use.
3. The proposed modification is consistent with MDOT guidelines and MDOT staff support the proposed access design.



Variable Setbacks Permitted

4. The proposed modification is consistent with the general intent of the standards of this Overlay Zone and the recommendations of the U.S. 31 and M-45 Corridor Study.
5. If deemed necessary by the Planning Commission, a traffic study by a qualified traffic engineer has been provided that certifies the modification will improve traffic operations and safety along U.S. 31 or M-45, and is not simply for convenience of the development.
6. The applicant shall demonstrate with dimensioned drawings that such modification shall not create non-compliant access to adjacent lands that may develop or redevelop in the future.
7. Roadway improvements will be made to improve overall traffic operations prior to the project completion or occupancy of the first building.
8. Indirect or shared access is not reasonable.
9. Such modification shall be demonstrated to be the minimum necessary.

15.15A8 SECTION 15A.08 DIMENSIONAL STANDARDS (LOT WIDTH AND SETBACKS)

1. Lot width. Except for lots of record in existence of the effective date of the Ordinance adding this chapter, the minimum lot width along U.S. 31 and M-45 shall be 400 feet, except where future conformance with the access spacing standards herein is demonstrated such as through provision for a shared access service drive. In no case shall the minimum lot width be less than 300 feet unless provisions have been made for shared access in the future.
2. Front yard greenbelt. A minimum 35 foot greenbelt is required along U.S. 31 and M-45. Said greenbelt shall be planted as required in Section 20.13.6 except for approved driveways.
3. Building Setbacks. Buildings shall be set back a minimum of 100 feet from the right-of-way for U.S. 31 and for M-45.
4. Variable front yard setback. The Planning Commission may reduce the required front yard setback by up to 10 feet for the greenbelt and up to 50 feet for the building from that ordinarily required above or within the various zoning districts along the U.S. 31 or M-45 frontage upon a finding that the following conditions exist:
 - A. The minimum depth of the driveway throat shall be at least 35 feet or greater if warranted by projected traffic volumes.
 - B. In all cases, the reduced setback shall not significantly reduce views to an existing adjacent business.

In addition to the above, at least three of the following conditions must exist:

- C. The applicant demonstrates the reduced setback will not increase the permitted building envelope on the site.
- D. The reduced front yard setback will accommodate construction of a shared access system, rear service drive or frontage road.
- E. The site frontage area lacks any significant natural features and the reduced setback will preserve important woodlands in the rear of the site.
- F. The building and site design utilize high quality materials and plant quantities in excess of what is otherwise required.
- G. No parking, loading, or bay doors are provided in the front of the building.

15.15A9 SECTION 15A.09 WOODLAND PROTECTION

To promote preservation of the important woodlands and viewsheds in the Overlay Zone, along the corridor, the following standards must be met:

1. An inventory of woodlands is provided, as required in Section 15A.05 above, for any areas where disruption may occur unless waived by the Planning Commission pursuant to 15A.05.10 above.
2. The site plan shall be designed to preserve existing woodlands and individual protected trees to the greatest extent reasonable. In particular, the plan shall demonstrate an effort to preserve mature oak, hickory, beech, maple, ash, white pine and landmark trees. Trees that are likely to be lost during construction activity or not expected to remain healthy due to the change in the site environment may be removed without penalty with the approval of the Planning Commission.
3. Heritage trees shall not be removed unless and until the applicant has demonstrated that no other practical options exist. Replacement requirements will not be waived.
4. Woodlands, trees, protected areas, and natural areas to be preserved shall be protected during construction by fencing or other barrier obvious to construction personnel. (see definitions of Construction Zone in Section 15A.02)
5. Trees found to be in good health but less than eight inches d.b.h. which are preserved may be counted toward required replacement trees.
6. Trees within the public street right-of-way shall not be removed, except as

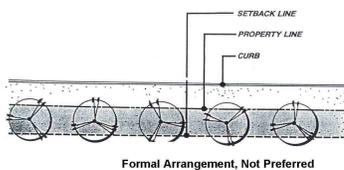
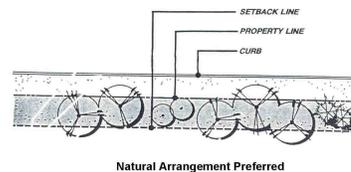
illustrated on the site plan. A letter of understanding between the applicant, Township, and MDOT shall be provided.

7. Any protected tree(s) removed or damaged, so as to threaten its continued viability, in non-compliance of this ordinance must be replaced on a caliper by caliper basis. If a protected tree's caliper is too large to be replaced directly, than the largest available caliper tree in multiple groups would be required. *(For example, if a twenty-four inch caliper maple tree is removed, four six inch caliper maple trees would need to be planted.)* Any unauthorized removal of a protected tree regulated by this Ordinance shall constitute a municipal civil infraction. The maximum fine under Section 27.09 of this Ordinance is five hundred dollar (\$500.00), plus costs and other sanctions, for each tree removed.

15.15A10 SECTION 15A.10 LANDSCAPING AND OVERALL SITE DESIGN

Design elements shall comply with the applicable regulations in the Ordinance, with the following additional requirements.

1. The overall design shall promote the impression of a natural landscape, particularly along the U.S. 31 and M-45 frontage.



Site Frontage Landscape Design

- 2.

Where practical, existing trees that are in good health and above three inches in caliper along the frontage shall be preserved.

3. Landscaping shall be provided along walls to reduce the visual impact of building mass as viewed from the street.
4. Retention, detention and the overall stormwater system shall be designed to use "best management practices" and create the appearance of a natural pond or feature including gentle (5:1) or varying side slopes, irregular

shapes, water tolerant grasses and seed mixes at the bottom of the pond/basin; appropriate flowers, shrubs and grasses along the banks based on environment (wet, dry, sedimentation basin v. pond) to improve views, filter runoff and enhance wildlife habitat.

5. For parking lots of over 100 spaces or 30,000 square feet, the interior of the parking lot shall have one square foot of landscaped area for each 15 square feet of paved area. For parking lots 100,000 square feet or greater in total area, minimum island width shall be 18 feet. At least 75% of the required parking lot landscaping shall be within the interior of the parking lot, not on the edges. Islands shall be located to improve traffic flow and views. Details on islands shall be provided including radii, length two feet shorter than parking space depth, ground cover and any lighting or irrigation.
6. Loading and service bay doors shall not face a public street. Such doors shall be in the rear of the site. Where this is not practical, location on the side may be permitted provided additional walls and landscaping are provided, and/or such areas are recessed, to minimize the negative visual impact.
7. Generally, curbs must be used throughout the parking lot and paved areas. The Planning Commission may grant an exception upon a finding that overall stormwater disposition will be enhanced.
8. If a monument sign is provided, the size of the sign may be increased 10% above that otherwise permitted if the sign base materials match the building, and foundation plantings are provided around the sign base.
9. Fences. Any fence must be shown on the site plan, including details on materials and color. Fences shall be durable and decorative in nature. Chain link fences shall only be approved for a location not generally visible to the public or dwelling unit occupants. Any visible segments of fence will be vinyl coated with additional landscaping provided to screen the view.
10. Parking. To improve views and reduce impacts on the environment, the amount of parking constructed shall be less than what is typically required for commercial uses. Parking shall be provided at a rate of one space per 200 square feet of useable floor area, unless a parking study demonstrates the need for additional parking to the satisfaction of the Planning Commission.
11. Parking lot deferment (banking). Where the property owner can demonstrate or the Planning Commission finds that the required amount of parking is excessive for the particular use, the Planning Commission may approve a smaller parking area, provided that area of sufficient size to meet the parking space requirements of this chapter is retained as open

space, and the owner agrees to construct the additional parking at the direction of the Township based on observed usage within six (6) months of being informed of such request in writing by the Township. A written legal agreement, which has been approved by the Township Attorney, to construct the deferred parking shall be provided by the applicant. The Township may require posting of a performance bond to cover the estimated construction cost of the deferred parking with a refund in two (2) years if the additional parking is not found necessary. The site plan shall note the area where parking is being deferred, including dimensions and dotted parking lot layout.

12. Overhead Utility lines. Generally, all utility lines shall be buried. Placement of any additional overhead utilities shall require special land use approval and be subject to the franchised utilities ordinance.
13. Pathways. Where the site abuts an existing pathway, or is along a segment where a pathway within the public right-of-way is planned by the Township, a pathway shall be provided along the frontage within the public right-of-way. The Planning Commission may also require internal safety paths during the site plan review process.

**15.15A11 SECTION 15A.11 COMMERCIAL, OFFICE AND
INSTITUTIONAL ARCHITECTURE**

1. All proposed commercial development shall utilize quality architecture to ensure a building is compatible with surrounding uses, protects the investment of adjacent landowners, blends harmoniously with the natural features and promotes a high quality image to those traveling through the Township.
2. The applicant and the applicant's design professionals are encouraged to submit or present architectural concepts and alternatives at a study session with the Planning Commission to receive comments on compliance with the guidelines prior to preparation of detailed design drawings. This can include sketches, photographs or other graphic materials.
3. Commercial, office, and institutional architecture shall be reviewed by the Planning Commission as a part of site plan review under the following criteria:
 - A. Buildings shall possess architectural variety, but shall also promote the desired character in the Overlay Zone.
 - B. Buildings shall be consistent with the scale and proportion of existing structures in the Overlay Zone.
 - C. "A minimum of eighty percent (80%) of the exterior finish material of all **BUILDING** facades (excluding the roof) visible

from the **PUBLIC STREET, PRIVATE STREET, PARKING LOT** or adjacent residentially zoned land, exclusive of window areas, shall consist of **FACING BRICK**, cut stone, split face block, fluted block, scored block, native field stone, cast stone, or wood with an opaque or semi-transparent stain, or bleaching oil. Any other block, or building material not specifically listed may be reviewed and approved by the Planning Commission if the material is compatible with surrounding uses, protects the investment of adjacent landowners, blends harmoniously with the natural features and promotes a high quality image to those traveling through the Township.

- D. For properties located north of Hayes Street within the Overlay Zone, a minimum of eighty percent (80%) of the exterior finish material of all building facades (excluding the roof) visible from the **PUBLIC STREET, PRIVATE STREET, PARKING LOT** or adjacent residentially zoned land, exclusive of window areas, shall consist of **FACING BRICK**. Any other building material may be reviewed and approved by the Planning Commission if the material is compatible with surrounding uses, protects the investment of adjacent landowners, blends harmoniously with the natural features and promotes a high quality image to those traveling through the Township.” (ord. no. 391 eff. April 23, 2004)
- E. Exterior Insulation and Finishing Systems (EIFS) materials shall not be the primary building material. The remaining maximum twenty (20) percent of the facade may utilize other materials for architectural detailing such as fiberglass reinforced concrete, polymer plastic (fypon) or EIFS. The Planning Commission may permit other materials for facades not visible from a public street that are adequately screened from adjoining land uses.
- F. Commercial, office or institutional buildings that currently utilize EIFS materials as the primary building material and which are being renovated or expanded, or which are simply being maintained on a site which is subject to site plan review, may continue to use EIFS, if the Planning Commission determines it will be compatible with the surrounding properties. In such cases where EIFS is used as the primary building material for a renovation or expansion, other materials such as brick, stone or decorative block shall be used for architectural detailing. (ord. no. 380 eff. July 25, 2003)
- G. Front building facades shall provide a minimum 15% glass windows but shall not exceed 80% glass. Calculations are exclusive of the roof area.
- H. Building materials and colors shall be related and harmonious with

the surrounding area.

- I. Roof shape and materials shall be architecturally compatible with adjacent buildings and enhance the predominant streetscape. Subtle colors shall be used for roofing material. Metal roofs shall only be permitted if compatible with the overall character of the building, and architectural elements are used to significantly reduce the roof mass when viewed from the street.
- J. Buildings, ground signs and pole signs shall be of the same architectural character and material. The signs shall provide architectural features, details, or ornaments. (amend. by ord. no. 498 eff. August 21, 2011)
- K. Building walls over 100 feet in length shall be broken up with items such as varying rooflines, varying building lines, recesses, projections, wall insets, arcades, windows, architectural accents, bands of complementary building materials and trees.
- L. Building entrances shall utilize windows, canopies, and/or awnings; provide unity of scale, texture, and color; and provide a sense of place.
- M. Rooftop equipment shall be illustrated on the plans, and shall be screened from view by parapet walls or other architectural elements that complement the overall building design.
- N. Building rear facades shall be constructed to a finished quality comparable to the front facade where visible to a public street or residential district or use.
- O. Any interior play place associated with a restaurant or lodging facility shall be designed in accordance with the above standards.
- P. Overhead canopies for gas stations or other uses shall be designed to be compatible with the architectural characteristics of the principal building such as peaked roofs, shingles, support structures that match or simulate materials of the principal building, lighting fixtures fully recessed into the canopy and in neutral colors.
- Q. Any neon lights must be shown and found to be complementary to the overall design of the building and approved as part of the site plan approval. Neon lights proposed to be used as an architectural detail shall be indicated on the building elevation and must be specifically found to be compatible with surrounding properties by the Planning Commission.

- R. With respect to major changes in use and renovations due to disaster (fire, flood, tornado, etc.), the Planning Commission shall have the discretion to require less than full compliance with the architectural standards stated in this Section, based upon a consideration of the standards of Section 19.05 for Special Land Uses.
4. Any person claiming to be aggrieved by a decision of the Planning Commission pursuant to Section 15.A.11.3 above may appeal that decision to the Township Board, if the decision is the sole reason for the person being denied site plan or Special Land Use approval by the Planning Commission. Any such appeal shall be the exclusive remedy for the aggrieved person and must be filed with the Township Clerk within ten (10) days of the decision by the Planning Commission from which the appeal is taken. The appeal must be based on the same documentation previously submitted to the Planning Commission, not on any revised documentation. The Township Board shall then consider the appeal, applying the same standards set forth in Section 15A.11.3 above and using the same procedure as was used by the Planning Commission (e.g., if the Planning Commission held a public hearing, the Township Board shall hold a public hearing with the same notice requirements as were used for the Planning Commission public hearing). The Township Board may affirm, reject or revise the Planning Commission decision only with respect to Section 15A.11.3. If the Township Board rejects or revises the Planning Commission decision on the site plan or Special Land Use application with respect to Section 15A.11.3, the Planning Commission shall then reconsider its decision on the site plan or Special Land Use Application. However, in its reconsideration, the Planning Commission shall accept the Township Board's decision on the appeal described in this subsection.

15.15A12 SECTION 15A.12 INDUSTRIAL ARCHITECTURE

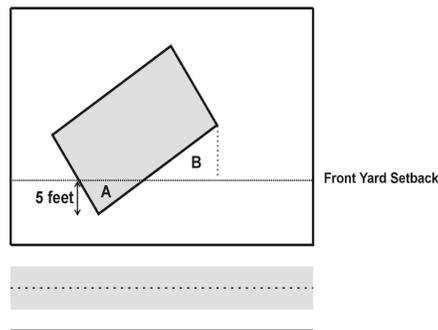
1. All proposed industrial buildings should be designed to be compatible with surrounding uses, protect the investment of adjacent landowners, blend harmoniously with site features and promote a high quality image to those traveling through the Township.
2. A minimum of fifty percent (50%) of the exterior finish material of all front building facades (excluding the roof) visible from the public street, parking lot or adjacent residentially zoned land, exclusive of window areas, shall consist of brick, cut stone, split face block, fluted block, scored block, native field stone, cast stone, EIFS materials, or wood with an opaque or semi-transparent stain, or bleaching oil. Any other block, or building material not specifically listed may be reviewed and approved by the Planning Commission if the material is compatible with surrounding uses, protects the investment of adjacent landowners, blends harmoniously with the natural features and promotes a high quality image to those

traveling through the Township.

3. The applicant and the applicant's design professionals are encouraged to submit or present architectural concepts and alternatives at a study session with the Planning Commission to receive comments on compliance with the guidelines prior to preparation of detailed design drawings. This can include sketches, photographs or other graphic materials.
4. Industrial architecture shall be reviewed by the Planning Commission as a part of site plan review under the following criteria:
 - A. Buildings shall be consistent with the scale and proportion of existing structures in the Overlay Zone.
 - B. Building walls over 100 feet in length shall be broken up with items such as varying rooflines, varying building lines, recesses, projections, wall insets, arcades, windows, architectural accents, bands of complementary building materials and trees. The Planning Commission can waive this requirement for walls that are effectively screened from view by other buildings, landscaping or woodlands.
 - C. With respect to major changes in use and renovations due to disaster (fire, flood, tornado, etc.), the Planning Commission shall have the discretion to require less than full compliance with the architectural standards stated in this Section, based upon a consideration of the standards of Section 19.05 for Special Land Uses.
 - D. Buildings, ground signs and pole signs shall be of the same architectural character and material. (amend. by ord. no. 498 eff. August 21, 2011)
5. Any person claiming to be aggrieved by a decision of the Planning Commission pursuant to Section 15.A.12.4 above may appeal that decision to the Township Board, if the decision is the sole reason for the person being denied site plan or Special Land Use approval by the Planning Commission. Any such appeal shall be the exclusive remedy for the aggrieved person and must be filed with the Township Clerk within ten (10) days of the decision by the Planning Commission from which the appeal is taken. The appeal must be based on the same documentation previously submitted to the Planning Commission, not on any revised documentation. The Township Board shall then consider the appeal, applying the same standards set forth in Section 15A.12.4 above and using the same procedure as was used by the Planning Commission (e.g., if the Planning Commission held a public hearing, the Township Board shall hold a public hearing with the same notice requirements as were used for the Planning Commission public hearing). The Township Board may

affirm, reject or revise the Planning Commission decision only with respect to Section 15A.12.4. If the Township Board rejects or revises the Planning Commission decision on the site plan or Special Land Use application with respect to Section 15A.12.4, the Planning Commission shall then reconsider its decision on the site plan or Special Land Use Application. However, in its reconsideration, the Planning Commission shall accept the Township Board's decision on the appeal described in this subsection.

15.15A13 SECTION 15A.13 MULTIPLE FAMILY RESIDENTIAL ARCHITECTURE AND VARIABLE SIDE YARD SETBACKS



1. **Variable Setback**

As noted in Section 15A.12 above, a study session with the Planning Commission to discuss architectural concepts prior to development of a site plan package is encouraged. Elevations and information on materials shall be provided for each type of building, including residential buildings, offices, clubhouses, maintenance buildings and carports. Elevations shall be given for all sides of principal buildings. The building design must be consistent with the following standards:

- A. All proposed development shall utilize quality architecture to ensure a building is compatible with surrounding uses, protects the investment of adjacent landowners, blends harmoniously with the natural features in the surrounding Grand Haven Township, and promotes a high quality image to those traveling through the Township.
- B. Garage locations shall be varied and/or recessed to reduce the emphasis on the garages along the street edge.
- C. Multiple family residential units shall be varied using color, arrangement and/or materials to emphasize facade elements. The planes of exterior walls shall be varied in height, depth or direction. Long facades shall include sufficient relief and landscaping to reduce the dominance of the building.

- D. Rear elevations that face U.S.-31 or M-45 shall utilize materials and design details similar to the front facade.
 - E. The Planning Commission may permit a section of the building to encroach up to five feet into the required side yard to provide improved views along the roadway upon a finding by the Planning Commission that all of the following exists:
 - 1) The size of the encroachment footprint (A on the figure) shall be no more than one-third (1/3) of the area of additional setback (B on the figure).
 - 2) The average setback along the building frontage shall meet or exceed the amount typically required.
 - 3) Sight distance is not affected.
 - 4) The variable setback shall improve views along the street or preserve woodlands.
 - F. With respect to major changes in use and renovations due to disaster (fire, flood, tornado, etc.), the Planning Commission shall have the discretion to require less than full compliance with the architectural standards stated in this Section, based upon a consideration of the standards of Section 19.05 for Special Land Uses.
2. Any person claiming to be aggrieved by a decision of the Planning Commission pursuant to Section 15.A.13.1 above may appeal that decision to the Township Board, if the decision is the sole reason for the person being denied site plan or Special Land Use approval by the Planning Commission. Any such appeal shall be the exclusive remedy for the aggrieved person and must be filed with the Township Clerk within ten (10) days of the decision by the Planning Commission from which the appeal is taken. The appeal must be based on the same documentation previously submitted to the Planning Commission, not on any revised documentation. The Township Board shall then consider the appeal, applying the same standards set forth in Section 15A.13.1 above and using the same procedure as was used by the Planning Commission (e.g., if the Planning Commission held a public hearing, the Township Board shall hold a public hearing with the same notice requirements as were used for the Planning Commission public hearing). The Township Board may affirm, reject or revise the Planning Commission decision only with respect to Section 15A.13.1. If the Township Board rejects or revises the Planning Commission decision on the site plan or Special Land Use application with respect to Section 15A.13.1, the Planning Commission shall then reconsider its decision on the site plan or Special Land Use Application. However, in its reconsideration, the Planning Commission

shall accept the Township Board’s decision on the appeal described in this subsection.

15.15A14 SECTION 15A.14 PARCELS INCLUDED WITHIN THE DISTRICT

As delineated on the Zoning Map, the following parcels are included within the Overlay District:

70-03-33-100-016		70-03-33-100-023	
70-03-33-100-046		70-03-33-100-047	
70-03-33-100-057		70-03-33-100-063	
70-03-33-100-064		70-03-33-300-013	
70-03-33-300-015		70-03-33-300-023	
70-03-33-300-024		70-03-33-300-026	
70-03-33-300-027		70-03-33-300-037	
70-03-33-300-040		70-03-33-300-044	
70-03-33-300-046		70-03-33-300-047	
70-03-33-300-048		70-03-33-300-049	
70-03-33-300-050		70-03-33-300-051	
70-03-33-300-054		70-03-33-400-011	Part of
70-03-33-400-012	Part of	70-03-33-400-013	
70-07-04-100-007		70-07-04-100-009	
70-07-04-100-014		70-07-04-100-016	
70-07-04-100-017		70-07-04-100-019	
70-07-04-100-020		70-07-04-100-022	
70-07-04-100-023		70-07-04-100-026	
70-07-04-100-028		70-07-04-100-032	
70-07-04-100-033		70-07-04-200-009	

70-07-04-200-012	70-07-04-200-013
70-07-04-200-015	70-07-04-200-017
70-07-04-200-030	70-07-04-200-031
70-07-04-200-032	70-07-04-200-033
70-07-04-200-034	70-07-04-200-035
70-07-04-300-038	70-07-04-300-055
70-07-04-400-009	70-07-04-400-017
70-07-04-400-018	70-07-04-400-020
70-07-04-400-021	70-07-04-400-028
70-07-04-400-032	70-07-04-400-033
70-07-04-400-038	70-07-04-400-039
70-07-04-400-040	70-07-04-400-041
70-07-04-400-042	70-07-04-400-043
70-07-04-400-045	70-07-09-200-009
70-07-09-200-010	70-07-09-200-015
70-07-09-200-016	70-07-09-200-017
70-07-09-200-018	70-07-09-200-019
70-07-09-200-022	70-07-09-400-005
70-07-09-400-006	70-07-09-400-021
70-07-09-400-033	70-07-09-400-036
70-07-09-400-041	70-07-09-400-042
70-07-09-400-043	70-07-10-100-003
70-07-10-100-021	70-07-10-100-038
70-07-10-100-041	70-07-10-100-043

70-07-10-100-046	70-07-10-100-047
70-07-10-100-048	70-07-10-100-049
70-07-10-100-051	70-07-10-100-052
70-07-10-100-053	70-07-10-100-054
70-07-10-300-001	70-07-10-300-008
70-07-10-300-009	70-07-10-300-010
70-07-10-300-013	70-07-10-300-015
70-07-10-300-018	70-07-10-300-020
70-07-10-300-021	70-07-10-300-025
70-07-10-300-026	70-07-10-300-027
70-07-10-300-029	70-07-10-300-030
70-07-10-300-031	70-07-10-300-032
70-07-10-300-033	70-07-10-300-034
70-07-15-100-001	70-07-15-100-002
70-07-15-100-005	70-07-15-100-006
70-07-15-100-011	70-07-15-100-012
70-07-15-180-003	70-07-15-180-004
70-07-15-180-005	70-07-15-180-006
70-07-15-180-007	70-07-15-180-008
70-07-15-180-009	70-07-15-180-010
70-07-15-180-011	70-07-15-200-027
70-07-15-300-004	70-07-15-300-005
70-07-15-400-002	70-07-15-400-006
70-07-15-400-009	70-07-15-400-011

70-07-15-400-012		70-07-15-400-019
70-07-15-400-020	Part of	70-07-22-200-003
70-07-22-200-004		70-07-22-200-006
70-07-22-200-007		70-07-22-200-011
70-07-22-200-012		70-07-22-200-013
70-07-22-200-014		70-07-22-200-015
70-07-22-200-016		70-07-22-400-002
70-07-22-400-003		70-07-22-400-014
70-07-22-400-017		70-07-23-300-001
70-07-23-300-007		70-07-23-300-008
70-07-23-300-009		70-07-23-300-010
70-07-23-300-011		70-07-23-300-014
70-07-23-300-015		70-07-23-300-017
70-07-23-300-018		70-07-23-300-019
70-07-23-300-022		70-07-23-300-023
70-07-23-300-024		70-07-23-300-025
70-07-23-300-026		70-07-23-400-002
70-07-23-400-005		70-07-23-400-007
70-07-23-400-011		70-07-23-400-015
70-07-23-400-016		70-07-23-400-017
70-07-23-400-018		70-07-23-400-019
70-07-23-400-020		70-07-23-400-021
70-07-24-300-005		70-07-24-300-006
70-07-24-300-007		70-07-24-300-008

70-07-24-300-009		70-07-24-300-019
70-07-24-400-001		70-07-24-476-024
70-07-25-100-002		70-07-25-100-009
70-07-25-100-010		70-07-25-100-011
70-07-25-100-012		70-07-25-200-013
70-07-25-200-014		70-07-26-100-002
70-07-26-100-004		70-07-26-100-005
70-07-26-100-007		70-07-26-100-009
70-07-26-100-011		70-07-26-100-014
70-07-26-100-015		70-07-26-100-021
70-07-26-100-024		70-07-26-100-025
70-07-26-100-026		70-07-26-100-027
70-07-26-100-029		70-07-26-100-030
70-07-26-100-031		70-07-26-100-034
70-07-26-100-041		70-07-26-100-042
70-07-26-100-043		70-07-26-100-044
70-07-26-100-046		70-07-26-100-047
70-07-26-100-048		70-07-26-200-002
70-07-26-200-005	Part of	70-07-26-200-006
70-07-26-200-022		70-07-26-200-023
70-07-26-200-028		70-07-26-200-029
70-07-26-200-036	Part of	70-07-26-200-037
70-07-26-300-006		70-07-26-300-012
70-07-26-300-013		70-07-26-300-033

70-07-26-400-002	70-07-26-400-003	
70-07-26-400-008	70-07-26-400-013	
70-07-26-400-017	70-07-26-400-018	
70-07-26-400-019	70-07-26-400-020	
70-07-26-400-022	70-07-26-400-023	
70-07-26-400-026	70-07-26-400-027	
70-07-26-400-028	70-07-27-100-038	Part of
70-07-35-100-007	70-07-35-200-006	
70-07-35-200-007	70-07-35-200-008	
70-07-35-200-011	70-07-35-200-013	
70-07-35-200-014	70-07-35-400-003	
70-07-35-400-004	70-07-35-400-007	
70-07-35-400-008	70-07-36-300-002	Part of
70-07-36-300-003		Part of

(ord. no. 309 eff. February 22, 1999; amended by ord. no. 357 eff. April 20, 2002;
Amended by ord. no. 469 eff. November 9, 2009)