

AGENDA

REGULAR MEETING OF THE MIDLAND CITY PLANNING COMMISSION, TO TAKE PLACE ON TUESDAY, SEPTEMBER 27, 2016, 7:00 P.M., COUNCIL CHAMBERS, CITY HALL, MIDLAND, MICHIGAN

1. Call to Order
2. Pledge of Allegiance to the Flag
3. Roll Call
4. Approval of the Minutes Regular
Meeting – August 23, 2016
5. Public Hearings
 - a. Site Plan No. 353 – initiated by Wahlack, LLC for site plan review and approval for the construction of Larkin Village, a development containing 28 two family dwellings, located at 204 Commerce Drive.

Public Hearing Process
 1. Staff presentation and overview of petition
 2. Petitioner presentation
 3. Public comments in support of the petition
 4. Public comments in opposition to the petition
 5. Opportunity for petitioner rebuttal and final comments
 6. Closing of public hearing
 7. Deliberation and possible decision by Planning Commission
6. Old Business
7. Public Comments (unrelated to items on the agenda)
8. New Business
9. Communications
10. Report of the Chairperson
11. Report of the Planning Director
12. Items for Next Agenda – October 11, 2016
 - a. Presentation on Access Management
13. Adjournment

Reminder: Work Session on October 11, 2016 at 6:00 PM in Council Overflow Conference Room

**MINUTES OF THE MEETING OF THE
MIDLAND CITY PLANNING COMMISSION
WHICH TOOK PLACE ON
TUESDAY, AUGUST 23, 2016, 7:00 P.M.,
COUNCIL CHAMBERS, CITY HALL, MIDLAND, MICHIGAN**

1. The meeting was called to order at 7:00 p.m. by Chairman McLaughlin
2. The Pledge of Allegiance was recited in unison by the members of the Commission and the other individuals present.

3. **Roll Call**

PRESENT: Bain, Hanna, Heying, Koehlinger, Mayville, McLaughlin, and Stamas

ABSENT: Pnacek and Tanzini

OTHERS PRESENT: Brad Kaye, Assistant City Manager for Development Services; Grant Murschel, Community Development Planner; and two (2) others.

4. **Approval of Minutes**

Moved by Hanna and seconded by Mayville to approve of the minutes of the regular meeting of July 26, 2016. Motion passed unanimously.

5. **Public Hearing**

- a. **Conditional Use Permit No. 57** – initiated by Aaron Deckrow to permit a drive-thru window lane for a coffeehouse on property located at 711 Ashman Street.

Murschel gave the staff presentation. He explained that the proposal is a retrofitted drive-thru onto an existing developed site. The proposed plan is compliant with the objective criteria established within the site plan standards and the standards of the RC zoning district. He explained the reasoning for the required directional signage and for the pavement markings to facilitate pedestrians through the site.

Bain wondered if the Commission had the ability to require limited hours of operation so that the drive-thru was not operating late at night. Murschel indicated that the Commission can place conditions of approval such as that if they so choose. Heying wondered about a directional change to the curb-cut on Ashman Street to better direct existing vehicles. Murschel indicated that the City Engineering Department had reviewed the plan and did not think it was necessary for the dimensions of the driveway to change and that directional signage will be adequate.

Aaron Deckrow, property owner of 711 Ashman Street, spoke as the applicant. He indicated that the business is intending to have hours of operation from 6:00 a.m. to 9:00 p.m. He also spoke about the work his team did with City staff to arrive at this proposal. The curb cut onto Ashman Street is primarily used as an exit currently so in practice it will not change much. He has spoken with the tenants in the abutting houses, which he owns, and they are in support of having a coffeehouse be located near them.

No one spoke in support or opposition of the proposal. The public hearing was closed.

A motion was made by Heying to waive the procedural requirements to permit consideration of the proposed application. The motion was seconded by Hanna. The motion was approved unanimously.

Stamas indicated that he believes it would be arbitrary to require the drive-thru to have limited hours given the other businesses in the area that do not have limited hours currently. Heying agreed and further stated that he feels comfortable with the proposal as the owner appears to have worked with the tenants in the building and in the abutting residences to make it work.

It was moved by Heying and supported by Hanna to recommend approval of Conditional Use Permit No. 57 initiated by Aaron Deckrow to permit a drive-thru window lane for a coffeehouse on property located at 711 Ashman Street contingent on:

1. Approval is granted to the proposed drive-thru restaurant in compliance with the accompanying site plan. Any additional uses of the property shall be reviewed and approved in accordance with the standards of the City of Midland Zoning Ordinance, including the requirements for site plan approval under Article 27.

YEAS: Bain, Hanna, Heying, Koehlinger, Mayville, McLaughlin, and Stamas
NAYS: None
ABSENT: Pnacek and Tanzini

Hanna provided some history on the subject property much to the enjoyment of the property owners.

6. Old Business

None

7. Public Comments (unrelated to items on the agenda)

None

8. New Business

- a. 2017 Meeting Schedule

Kaye indicated that this schedule follows consistently with the required second and fourth Tuesday's of each month, with the exception being the standard one meeting in the month of December.

It was moved by Heying and seconded by Hanna to approve the proposed 2017 Meeting Schedule. The motion was approved unanimously.

9. Communications

Michigan Planner and Planning & Zoning News magazines were distributed to the Commissioners.

10. Report of the Chairperson

None

11. Report of the Planning Director

Kaye advised that staff continue to work on securing a presentation for the Planning Commission on access management approaches. Staff are also trying to coordinate a work session in September for the purpose of discussing procedural and administrative documentation.

12. Items for Next Agenda – September 13, 2016

- a. Site Plan No. 353 initiated by Wahlack, LLC for site plan review and approval for the construction of Larkin Village, a development which contains 28 two family dwellings, located at 204 Commerce Drive.

13. Adjourn

It was motioned by Hanna seconded by Mayville to adjourn at 7:37 p.m. Motion passed unanimously.

Respectfully submitted,



C. Bradley Kaye, AICP, CFM
Assistant City Manager for Development Services

MINUTES ARE NOT FINAL UNTIL APPROVED BY THE PLANNING COMMISSION



Site Plan SP #353

Date: September 22, 2016

STAFF REPORT TO THE PLANNING COMMISSION

SUBJECT: Larkin Village

APPLICANT: Wahlack, LLC

LOCATION: 204 Commerce Drive

ZONING: (RA-4) One & Two Family Residential

ADJACENT ZONE: North: Residential A (Larkin Twp.)
 East: Residential A (Larkin Twp.)
 South: Residential A (Larkin Twp.)
 West: RB and CC (City of Midland)

ADJACENT DEV: North: Agricultural/vacant (Larkin Twp.)
 East: Sparse residential (Larkin Twp.)
 South: Agricultural/vacant (Larkin Twp.)
 West: Developing multiple family residential (City of Midland)

REPORT

Site Plan No. 353, initiated by Wahlack, LLC., is for a development containing 28 two-family residences, for a total of 56 units. The site plan includes two new streets, including Bartos Trail (to be public) and Wahlack North, South, & West (to be private). The residences will face the Wahlack loop. Bartos Trail will be built on the easternmost portion of the subject site and will be stubbed to allow for future development of the lands to the north and east of the subject site. The site plan further contains landscaping features and stormwater management facilities.

The subject property was recently zoned RA-4 One and Two Family Residential. Two-family residences (duplexes) are a permitted use by right within the RA-4 One & Two Family Residential zoning district. Site plan review and approval under Section 27.02(A) of the Zoning Ordinance is required for this proposed use. Section 27.06(A) of the Zoning Ordinance states that: "The following criteria shall be used as a basis upon which site plans will be reviewed and approved:"

BASIS FOR ACTION

1. Adequacy of Information

The site plan shall include all required information in sufficiently complete and

understandable form to provide an accurate description of the proposed uses and structures.

The site plan contains all of the information required for site plan approval but is in need of final approval of the following items:

- A final stormwater permit.
- A final soil erosion and sedimentation control permit.
- Temporary turnaround provisions during the phasing of construction.
- Connection to the abutting emergency access driveway of the Redwood development site.
- Sign provisions to prohibit parking on one side of the street.
- A refuse collection agreement.
- Public sanitary sewer and water utility easements.
- Additional general site landscaping.

2. Site Design Characteristics

All elements of the site design shall be harmoniously and efficiently organized in relation to topography, the size and type of parcel, the character of adjoining property, and the type and size of buildings. The site shall be developed so as not to impede the normal and orderly development or improvement of surrounding property for uses permitted by this Ordinance.

The proposed development is seen as harmonious and efficiently organized on the parcel. The development is proposed to the east of a multi-family development that is currently under construction. The proposed Bartos Trail is designed to service the development as well as future development on lands to the north and east of the site. The internal private Wahlack drive loop will provide internal circulation for vehicles, while sidewalks along Commerce Drive, the west side of Bartos Trail, and the interior of Wahlack drive will provide appropriate pedestrian circulation.

3. Appearance

Landscaping, earth berms, fencing, signs, walls and other similar site features shall be designed and located on the site so that the proposed development is aesthetically pleasing and harmonious with nearby existing or future developments.

The site improvements are seen as harmonious with the site and surrounding land and ongoing developments. Additional landscaping provisions are needed to be compliant with the general site landscaping standards of the zoning ordinance. This is discussed more within criterion number five below.

4. Compliance with District Regulations

The site plan shall comply with the district requirements for height of building, lot size, lot coverage, density, and all other requirements set forth in the Schedule of Regulations (Article 26.00) unless otherwise provided in this Ordinance.

The project meets all setbacks, lot area, height and other dimensional requirements for the proposed use in the (RA-4) One & Two Family Residential zoning district.

5. Preservation and Visibility of Natural Features

Natural features shall be preserved as much as possible, by minimizing tree and soil removal alteration to the natural drainage course and the amount of cutting, filling, and grading.

The proposal is utilizing the natural drainage course of the site and minimizes the amount of cutting and filling required. The site design maximizes preservation of existing trees on the northern edge of the property.

New landscaping is proposed along the Commerce Drive and Bartos Trail frontages to meet ordinance standards. However, the site plan is deficient on the required general site landscaping. A minimum additional 36 trees scattered throughout the interior of the site are needed to satisfy this requirement. The applicant has indicated that they will provide updated plans to address this requirement ahead of the public hearing on September 27, 2016. It is understood by staff that these additional trees will be planted along the front of the proposed dwellings.

6. Privacy

The site design shall provide reasonable visual and sound privacy. Fences, walls, barriers, and landscaping shall be used, as appropriate if permitted, for the protection and enhancement of property and the safety and privacy of occupants and uses.

The site development is located within an existing agricultural field. A landscaping buffer strip is proposed along Commerce Drive where the back sides of the duplexes will face the street.

7. Emergency Vehicle Access

All buildings or groups of buildings shall be so arranged as to permit convenient and direct emergency vehicle access.

The Fire Department has reviewed the proposed site plan for adequate emergency vehicle access to each of the proposed dwellings and is satisfied with the plan as proposed. Adequate access will exist on all sides of the duplexes and adequate fire hydrant coverage has been provided.

The applicant has indicated that they anticipate constructing the development in four phases. Utilities, the entirety of Bartos Trail, and eight duplexes will be included in phase one. As the Wahlack drive loop is phased, the developer must provide an adequate turnaround on any street that is stubbed and not fully completed. These turnarounds are necessary for emergency vehicle response. Since this item will be dealt with as needed throughout construction, staff is suggesting that it be added as a contingency item. The responsibility of ensuring a turnaround is completed at each phase will fall to the City Fire Marshal and City Engineer.

Emergency Access Connection to Redwood Site

During site plan review of the abutting Redwood development site (Site Plan No. 335 – copy attached), provisions were put in place for an emergency access driveway to connect to this subject property when it is proposed to develop. This connection was known as Driveway B and is located on the northeastern portion of the Redwood development site. The main driveway to the Redwood development off Commerce Drive was designed in a way to function as a split-driveway design utilizing a center boulevard. With these design provisions in place, Driveway B was then required to be a secondary, emergency-only access point.

Since the time of site plan approval of the Redwood development (Oct. 2014), nothing has changed regarding the need for two access points into that development. Staff has pointed this previous requirement out to the current developer. However, the applicant of

the current site plan (Larkin Village) has indicated that they do not desire the emergency connection point through their property and have made no provision for it on the submitted site plan.

Staff remains of the opinion that an emergency access driveway connecting the Redwood development and the current proposed development is important to protect the interests of both developments and to provide adequate emergency vehicle access to each site. Although direct road connection would be preferable, a full-access roadway is not necessary nor is it requested. Instead, an emergency-only access between the developments is recommended to meet the standard of providing direct and efficient emergency vehicle access.

8. Ingress and Egress

Every structure or dwelling unit shall be provided with adequate means of ingress and egress via public or private streets and pedestrian walkways.

Adequate vehicular site access is proposed via Bartos Trail and the Wahlack drive loop. Bartos Trail is proposed to be designed and constructed to City standards to become a public street at some point in the future once the street is extended. The Wahlack drive loop is proposed to remain private after construction.

As indicated previously, during any phasing of construction the development must provide adequate turnarounds to facilitate proper ingress and egress within the site for emergency and public service vehicles. A resolution to the emergency access connection from the Redwood site is also needed, as discussed under criterion seven.

9. Pedestrian Circulation

Each site plan shall provide a pedestrian circulation system, which is insulated as completely as is reasonably possible from the vehicular circulation system.

Pedestrian circulation for this proposal is seen as adequate. New sidewalks are proposed along Commerce Drive, Bartos Trail, and within the interior of the Wahlack loop. The size of the sidewalks are proposed as 5 feet in width along Commerce Drive and Bartos Trail and 4 feet in width along the Wahlack loop. These proposed widths comply with the standards of the City Engineering Department.

Future development east of Bartos Trail will require the installation of additional sidewalks along the eastern length of this road.

10. Vehicular and Pedestrian Circulation Layout

The layout of vehicular and pedestrian circulation systems shall respect the pattern of existing or planned streets or pedestrian or bicycle pathways in the vicinity of the site. The width of streets and drives shall be appropriate for the volume of traffic they will carry in accordance with subsection 3.10. In order to insure public safety and promote efficient traffic flow and turning movements, the applicant may be required to limit street access points or construct a secondary access road.

Both vehicle and pedestrian circulation are considered appropriate for this development; although it should again be noted that during any phasing the developer will be required to provide adequate turnarounds on the proposed streets to facilitate proper vehicle ingress and egress within the site.

11. **Parking.**

The proposed development shall provide adequate off-street parking in accordance with the requirements in Article 5.00 of this ordinance.

The parking proposed for the new development is compliant with Article 5.00 of the Zoning Ordinance. All units provide the required number of parking spaces within the proposed garages and on the driveways for each unit.

12. **Drainage**

The project must comply with the City's Stormwater Ordinance.

The City Engineering Department has reviewed the proposal and indicated that the calculations presented are sufficient to meet the City's stormwater management ordinance. The final stormwater permit must still be signed off by the City Engineering Department, something that it typically completed at the final engineering design and permitting stage.

13. **Soil Erosion and Sedimentation**

The proposed development shall include measures to prevent soil erosion and sedimentation during and upon completion of construction, in accordance with current State, County, and City standards.

Soil erosion and sedimentation control details must be submitted for review and approval. The City Building Department will give final approval on this permit, which is typically addressed at the final permitting stage.

14. **Exterior Lighting**

Exterior lighting shall be designed so that it is deflected away from adjoining properties and so that it does not impede vision of drivers along adjacent streets and comply with the provisions in Section 3.12.

The applicant has submitted detailed photometric plans that are compliant with the City's ordinance standards for exterior lighting.

15. **Public Services**

Adequate services and utilities, including water, sewage disposal, sanitary sewer, and storm water control services, shall be available or provided, and shall be designed with sufficient capacity and durability to properly serve the development. All streets and roads, water, sewer, and drainage systems, and similar facilities shall conform to the design and construction standards of the City.

As previously discussed, a final stormwater management permit must be approved by the City Engineering Department. This is typically addressed at final permitting stage.

Since the Wahlack drive loop is proposed to be a private street, a refuse collection agreement is needed to the satisfaction of the City Department of Public Services. Such an agreement will provide for door-to-door curb-side refuse and recycling collection.

As usual with developments of this nature, public utility easements for the water and sanitary sewer mains will be needed after construction. This item is dealt with during the final construction phase and is handled administratively by the City Utility Department, Engineering Department, and City Attorney.

16. **Screening**

Off-street parking, loading and unloading areas, outside refuse storage areas, and other storage areas shall be screened by walls or landscaping of adequate height and shall comply with Articles 6.00 and 7.00 of this Ordinance. All roof-top mechanical equipment shall be screened from view from all residential districts and public roadways.

The proposal meets all City screening requirements.

17. **Health and Safety Concerns**

Any use in any zoning district shall comply with all applicable public health, pollution, and safety laws and regulations.

Aside from the issue of emergency vehicle access discussed in subsection 7 above, no additional health and safety concerns have been identified.

18. **Sequence of Development**

All development phases shall be designed in logical sequence to insure that each phase will independently function in a safe, convenient and efficient manner without being dependent upon subsequent improvements in a later phase or on other sites.

The applicant has indicated that they intend to develop the site in four (4) phases. Utilities, the entirety of Bartos Trail, the first stub of the Wahlack drive loop, and eight duplexes are part of the first phase. Each of the next three phases will include an additional portion of the Wahlack drive loop and six to eight duplexes.

While staff believes that this sequencing is appropriate, certain turnaround measures must be in place as the Wahlack drive loop is constructed in phases. This item can be addressed through the addition of a contingency of approval. If this is the case, staff is recommending that the City Fire Marshal and City Engineer be given the responsibility of ensuring adequate temporary turnarounds are provided.

19. **Coordination with Adjacent Sites**

All site features; including circulation, parking, building orientation, landscaping, lighting, utilities, common facilities, and open space shall be coordinated with adjacent properties.

The proposal is mostly contained on the single site. However, coordination with the City Engineering Department will be necessary during construction of the proposed Bartos Trail connection to Commerce Drive. Work within the Commerce Drive right-of-way for the sidewalk will also need to be coordinated with the City Engineering Department. This will be handled through the issuance of a right-of-way permit during the final permitting phase.

20. **Signs.**

All proposed signs shall be in compliance with the regulations in Article 8.00 of this Ordinance

The applicant has indicated a single ground mounted sign as part of this development. While size details have not been provided, the location indicated on the site plan is compliant with setback standards. Final approval of the sign is necessary and will be handled through the City Building Department to ensure full compliance with Article 8.00.

CONTINGENCY ITEMS

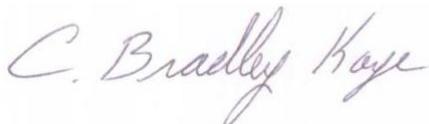
Based on consideration of the site plan thus far, staff is of the opinion that the proposed site plan is adequately designed and that any outstanding items are minor enough in magnitude that can be resolved by staff. That said, approval of the site plan should be considered subject to the following contingencies to ensure completion of the outstanding items:

1. A final stormwater permit to be approved by the City Engineering Department.
2. A final soil erosion and sedimentation control permit to be approved by the City Building Department.
3. Temporary turnaround provisions during the phasing of construction shall be provided to the satisfaction of the City Fire Marshal and City Engineer.
4. An emergency access driveway shall be provided to the connection point of Driveway B on the Redwood development site, to the satisfaction of the City Fire Marshal and City Engineer.
5. Sign provisions to prohibit parking on one side of the street shall be provided to ensure compliance with the Fire Code. Such signs must be approved by the City Fire Marshal.
6. A refuse collection agreement shall be provided to facilitate curb-side collection to the satisfaction of the City Department of Public Services.
7. Public sanitary sewer and water utility easements shall be provided to the satisfaction of the City Utilities Department, Engineering Department and City Attorney.
8. An additional 36 trees shall be provided, at minimum, to satisfy general site landscaping standards to the satisfaction of the City Planning Department.

PLANNING COMMISSION ACTION

Staff currently anticipates that the Planning Commission will hold a public hearing on this request during its regular meeting on September 27, 2016 and will formulate a recommendation to City Council thereafter. If recommended to City Council the same evening, we anticipate that on October 10, 2016 the City Council will consider the site plan and Planning Commission recommendation. Please note that these dates are merely preliminary and may be adjusted due to Planning Commission action and City Council agenda scheduling.

Respectfully Submitted,

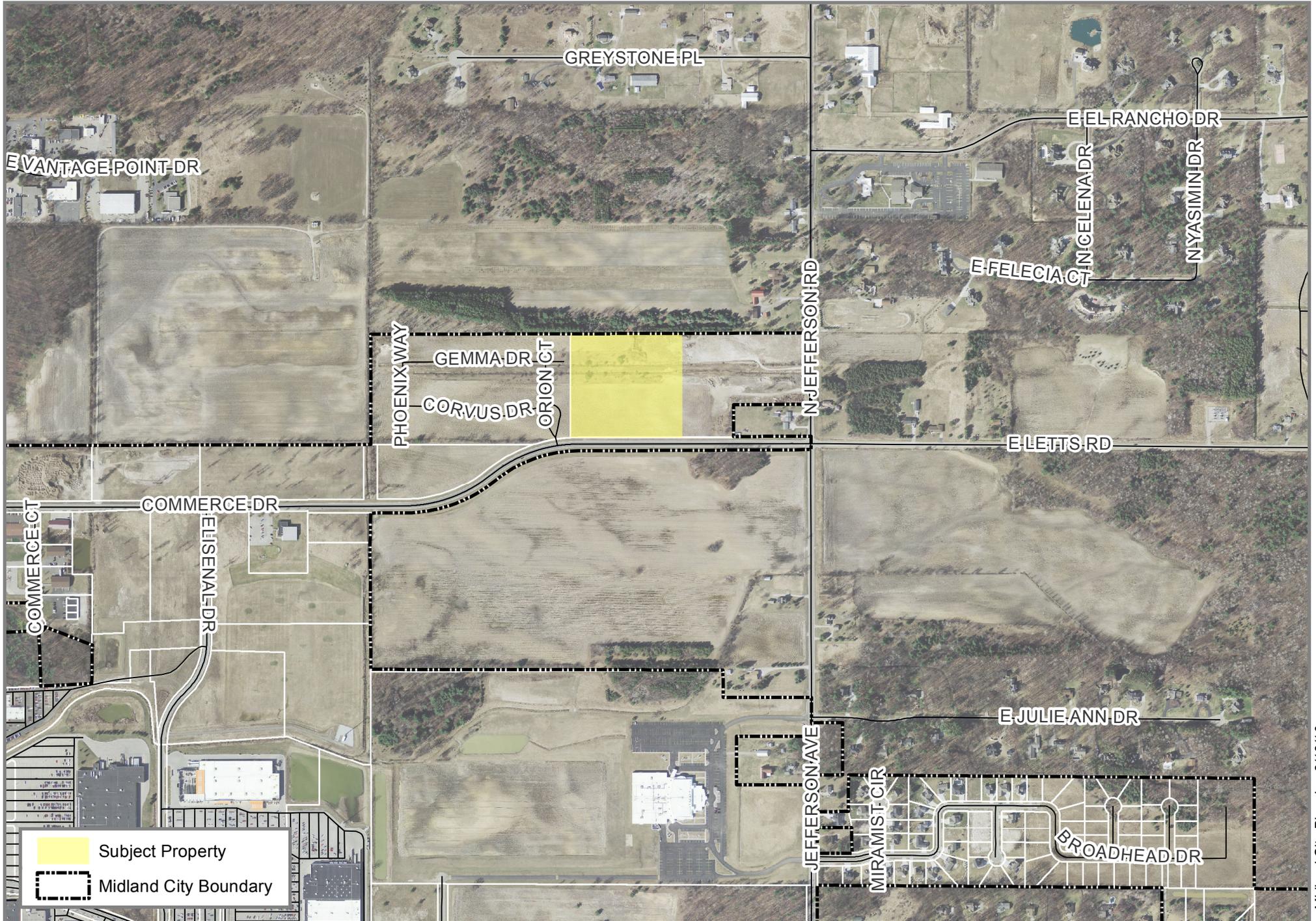


C. Bradley Kaye, AICP, CFM
Assistant City Manager for Development Services

/grm

SP #353 | Larkin Village

> 204 Commerce Drive - Wahlack, LLC



SP #353 | Larkin Village

> 204 Commerce Drive - Wahlack, LLC



GEMMA DR

ORION CT

CORVUS DR

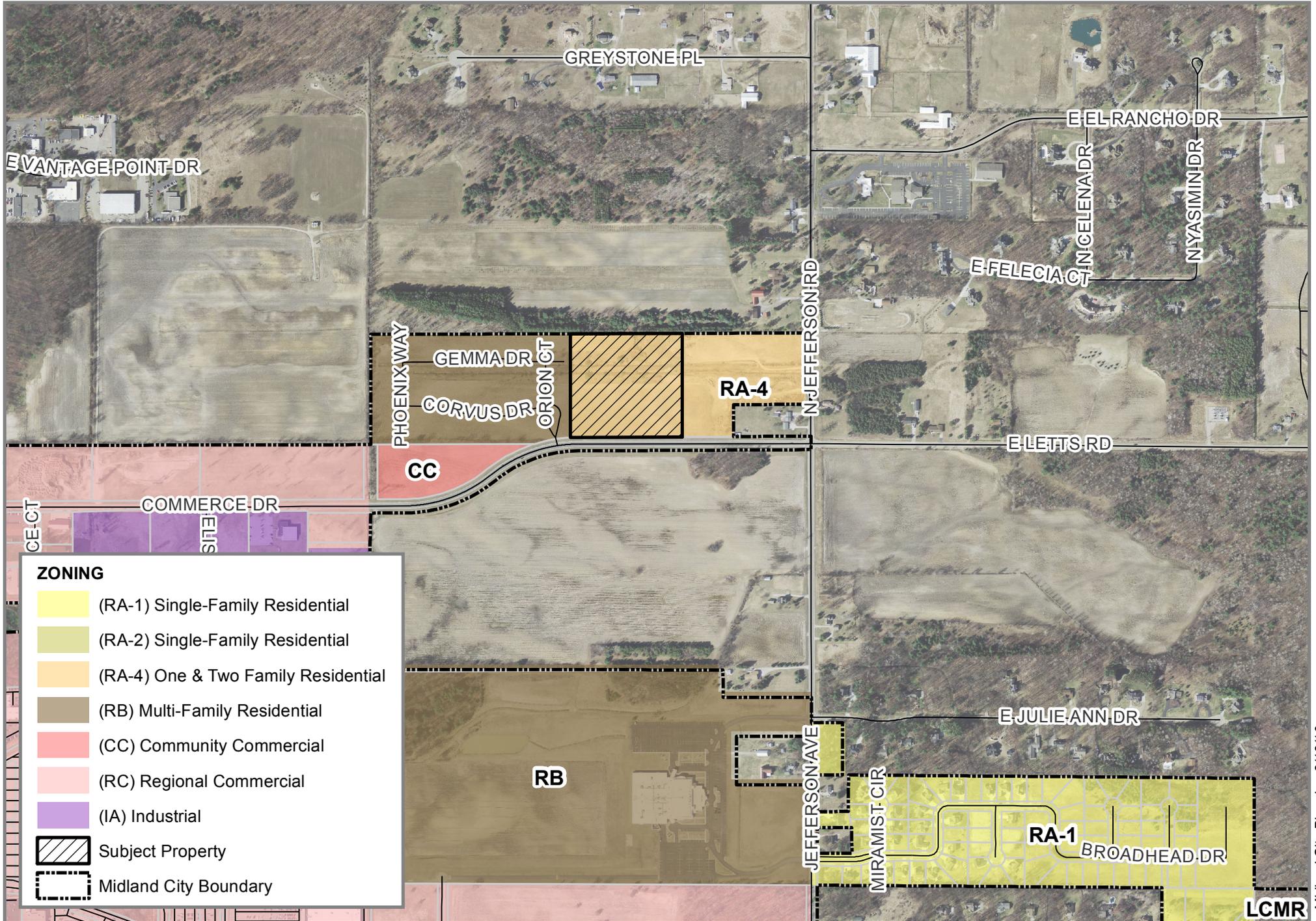
COMMERCE DR

 Subject Property

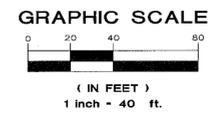
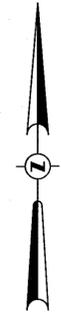
 Midland City Boundary

SP #353 | Larkin Village

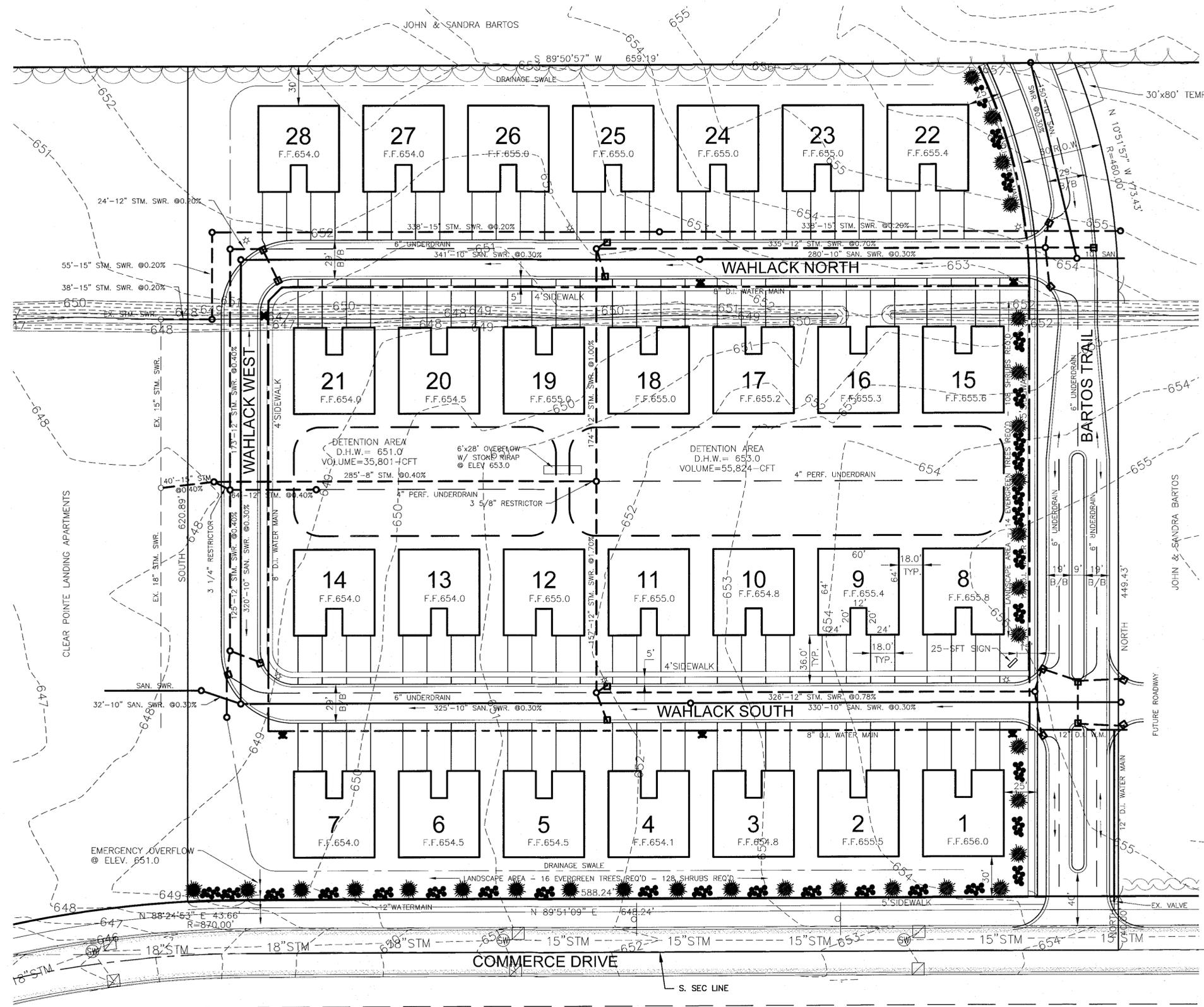
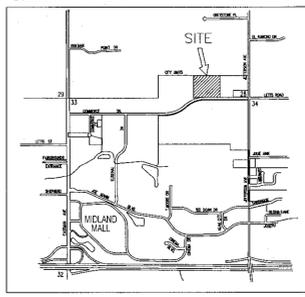
> 204 Commerce Drive - Wahlack, LLC



RECEIVED
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PLANNING DEPT



LOCATION SKETCH



LEGAL DESCRIPTION

PART OF THE SOUTHEAST 1/4 OF SECTION 28, T15N-R2E, LARKIN TOWNSHIP, MIDLAND COUNTY, MICHIGAN BEGINNING 744.95 FEET, S 89 DEG 51 MIN 09 SEC W AND 40.00 FEET NORTH OF THE SOUTHEAST SECTION CORNER; THENCE NORTH 449.43 FEET; THENCE ALONG A 460.00 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING AND DISTANCE OF N 10 DEG 51 MIN 57 SEC W, 173.43 FEET; THENCE S 89 DEG 50 MIN 57 SEC W, 659.19 FEET; THENCE SOUTH, 620.89 FEET; THENCE ALONG A 870.00 FEET RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING AND DISTANCE OF N 88 DEG 24 MIN 53 SEC E, 43.66 FEET; THENCE N 89 DEG 51 MIN 09 SEC E, 648.24 FEET TO THE POINT OF BEGINNING. CONTAINING 9.80 ACRES.

GENERAL NOTES

THE INTERIOR STREETS ARE PRIVATE
ENTRY ROADWAY IS PUBLIC AND CONFORMS TO CITY SPECIFICATIONS

LEGEND

- 36" DIA. C.B.
- 48" DIA. MANHOLE
- ✱ FIRE HYDRANT
- ☆ STREET LIGHT
- 651--- EXISTING CONTOUR
- 🌲 PINE TREE
- 🌳 SHRUB CLUSTER (FIR & SPRUCE)
(8) PER CLUSTER

ZONING: RA-4

SETBACKS:
FRONT 25 FEET
SIDE 7 FEET
BOTH SIDES 16 FEET
REAR 25 FEET
SIDE STREET 15 FEET

SOUTHEAST CORNER
SECTION 28
T15N-R2E
LARKIN TWP.
MIDLAND CO., MI

DEVELOPER:

WAHLACK LLC
P.O. BOX 604
MIDLAND, MICHIGAN
48623
TEL: 989-615-1558



LARKIN VILLAGE

LARKIN VILLAGE DUPLEXES
SITE PLAN

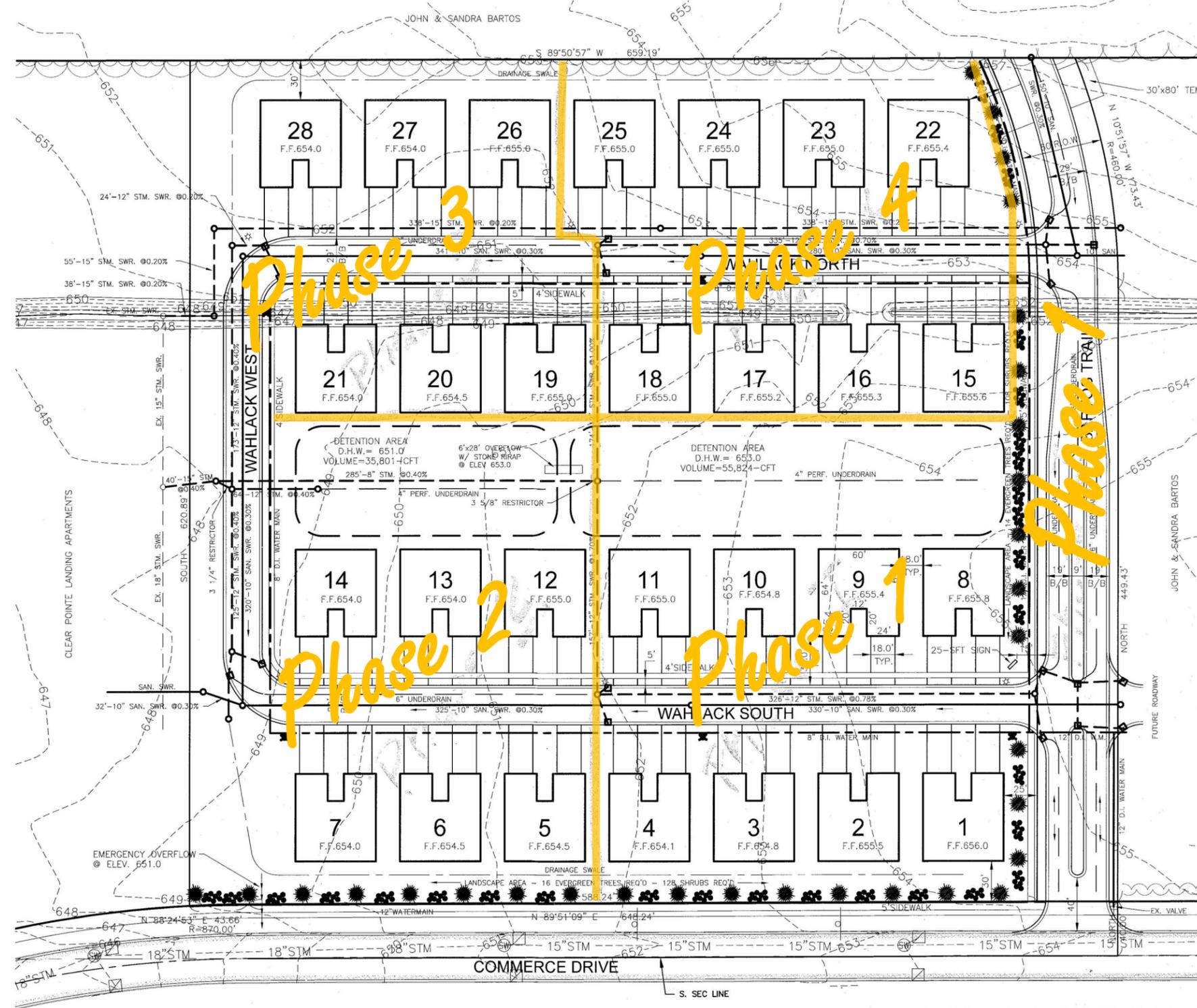
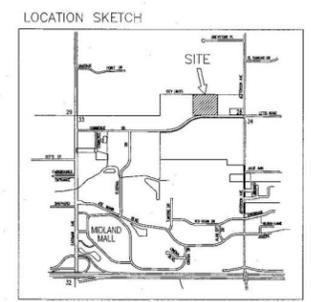
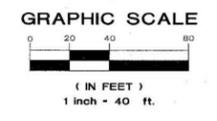
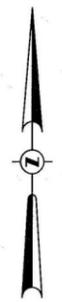
JEROME SCHAFER, P.E.
637 WHITTAL
MIDLAND, MICHIGAN 48640

DRAWING No.

51

9-8-16

RECEIVED
SEP 08 2016
PLANNING DEPT



LEGAL DESCRIPTION

PART OF THE SOUTHEAST 1/4 OF SECTION 28, T15N-R2E, LARKIN TOWNSHIP, MIDLAND COUNTY, MICHIGAN BEGINNING 744.95' FEET, S 89 DEG 51' MIN 09 SEC W AND 40.00 FEET NORTH OF THE SOUTHEAST SECTION CORNER; THENCE NORTH 449.43 FEET; THENCE ALONG A 460.00 FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD BEARING AND DISTANCE OF N 10 DEG 51' MIN 57 SEC W, 173.43 FEET; THENCE S 89 DEG 50' MIN 57 SEC W, 659.19 FEET; THENCE SOUTH, 620.89 FEET; THENCE ALONG A 870.00 FEET RADIUS CURVE TO THE RIGHT HAVING A CHORD BEARING AND DISTANCE OF N 88 DEG 24' MIN 53 SEC E, 43.66 FEET; THENCE N 89 DEG 51' MIN 09 SEC E, 648.24 FEET TO THE POINT OF BEGINNING. CONTAINING 9.80 ACRES.

GENERAL NOTES

THE INTERIOR STREETS ARE PRIVATE.
ENTRY ROADWAY IS PUBLIC AND CONFORMS TO CITY SPECIFICATIONS

LEGEND

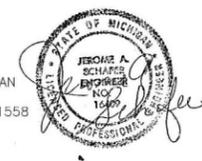
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- 48" DIA. MANHOLE
- * FIRE HYDRANT
- ☆ STREET LIGHT
- EXISTING CONTOUR
- PINE TREE
- SHRUB CLUSTER (FIR & SPRUCE) (8) PER CLUSTER

ZONING: RA-4

- SETBACKS:
- FRONT 25 FEET
- SIDE 7 FEET
- BOTH SIDES 16 FEET
- REAR 25 FEET
- SIDE STREET 15 FEET

SOUTHEAST CORNER
SECTION 28
T15N-R2E
LARKIN TWP.
MIDLAND CO., MI

DEVELOPER:
WAHLACK LLC
P.O. BOX 604
MIDLAND, MICHIGAN
48623
TEL: 989-615-1558



DATE	PROJECT No.
09/07/16	
DATE	

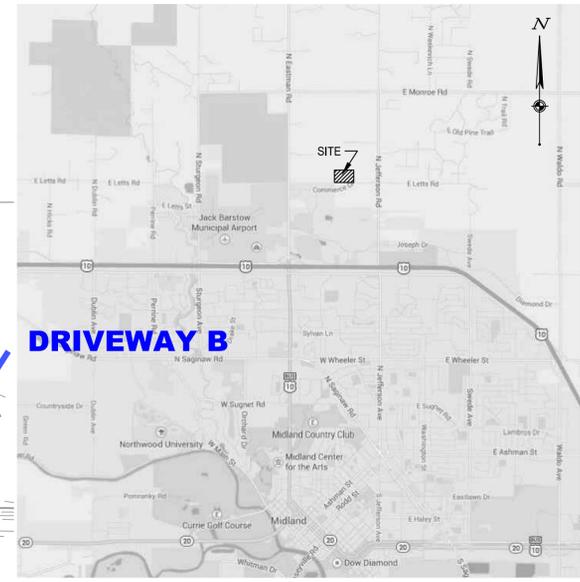
LARKIN VILLAGE DUPLEXES
SITE PLAN

JEROME SCHAFFER, P.E.
837 WHITTAIL
MIDLAND, MICHIGAN 48640

DRAWING No.
51

LARKIN VILLAGE

9-8-16



DEVELOPER
 REDWOOD DEVELOPMENT, LLC
 23775 COMMERCE PARK ROAD, SUITE 7
 BEACHWOOD, OHIO 44122
 CONTACT: KELLIE McIVOR
 EMAIL: kmivor@redwood.com
 OFFICE: (216) 360-9441

ENGINEER
 CESCO, INC.
 395 SPRINGSIDE DRIVE, SUITE 202
 AKRON, OHIO 44333
 CONTACT: JEFF DEZORT
 EMAIL: jdezon@cesoinc.com
 OFFICE: (330) 685-0660

REVISIONS	NO.	DATE	DESCRIPTION
	1	10/31/14	ADD HC PARKING, PAVERS, INCR. ENTRANCE WIDTH

OVERALL SITE PLAN

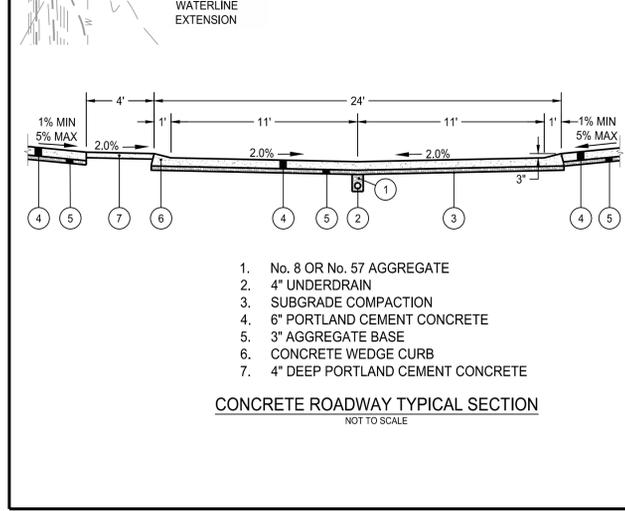
CLEARPOINTE LANDING APARTMENTS

MICHIGAN
 CITY OF MIDLAND

NOT FOR CONSTRUCTION



ISSUE:	DRAFT
DATE:	10/29/2014
JOB NO.:	750757
DESIGN:	JL
DRAWN:	LDB
CHECKED:	MRB
SHEET NO.:	1



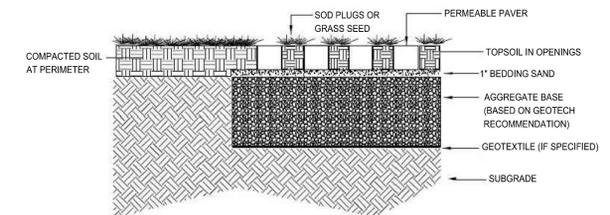
PROPERTY DATA

PARCEL OWNER: REDWOOD DEVELOPMENT, LLC
 LOCATION: NORTH SIDE OF COMMERCE DRIVE, APPROXIMATELY 1437 FEET WEST OF N. JEFFERSON ROAD, MIDLAND, MICHIGAN
 PROPERTY AREA: 18.01 ACRES
 EXISTING LAND USE: FARMLAND
 PROPOSED LAND USE: SINGLE STORY APARTMENTS
 DENSITY: 6.1 UNITS / ACRE
 LOT COVERAGE: BUILDINGS / DRIVEWAYS = 5.78 ACRES (32%)
 ROADS / SIDEWALKS = 1.73 ACRES (10%)
 TOTAL COVERAGE = 7.51 ACRES (42%)
 SETBACKS: NORTH, SOUTH = 25'
 EAST, WEST = 10'
 ROADWAY FRONTAGE = 25'
 PARKING: 220 ENCLOSED GARAGES
 220 IN DRIVEWAYS
 45 GUEST SPACES
 2 ACCESSIBLE
 FLOOD STATEMENT: THE SUBJECT PARCEL IS NOT WITHIN AREAS OF FLOOD HAZARD AS INDICATED BY THE FLOOD INSURANCE RATE MAP (FIRM) NUMBER 280170175E, EFFECTIVE DATE: SEPTEMBER 9, 2010, PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.
 PROJECT SCHEDULE: CONSTRUCTION TO BE SINGLE-PHASE, BEGINNING NOVEMBER 2014 AND COMPLETING MAY 2015

- PROJECT NOTES**
- ALL FIRE HYDRANTS SHALL BE A MINIMUM OF 5'-0" FROM DRIVE PAVEMENTS.
 - PROPOSED APARTMENT BUILDINGS ARE NOT SPRINKLED FOR FIRE PROTECTION PURPOSES.
 - ALL INTERIOR SIDEWALKS SHALL BE 4'-0" MINIMUM IN WIDTH.
 - NO ON-STREET PARKING WILL BE PERMITTED IN THIS DEVELOPMENT.
 - PER THE CONDITIONAL REZONING, THE MAXIMUM BUILDING HEIGHT ALLOWABLE ON THE SUBJECT PARCEL SHALL BE NO GREATER THAN 18 1/2 FEET.

UNIT TYPE CHART

28' WIDE UNIT
110



LEGEND

- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- PROPOSED HEADWALL
- PROPOSED SANITARY SEWER
- PROPOSED WATERLINE
- PROPOSED HYDRANT
- STORM WATER FLOW ARROW
- PROPOSED SIDEWALK
- PROPOSED DRIVEWAY

