



MASTER PLAN | CITY OF WALKER, MI

Book 2c:

Standale Neighborhood Cluster

Adopted August 12, 2024

Acknowledgments

The participation and cooperation of the numerous community leaders and residents in the preparation of the City of Walker Master Plan is greatly appreciated. In particular, we would like to acknowledge the efforts of the following individuals:

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1.

Introduction

Introduction

Standale is a proud, historic community with a deeply-held identity. It is also emerging as an important regional node due to transportation investments like the Laker Line Bus Rapid Transit and the Fred Meijer Standale Trail. Balancing development pressure with community identity will be the key challenge of the next 20 years.

In summary, the recommendations include:

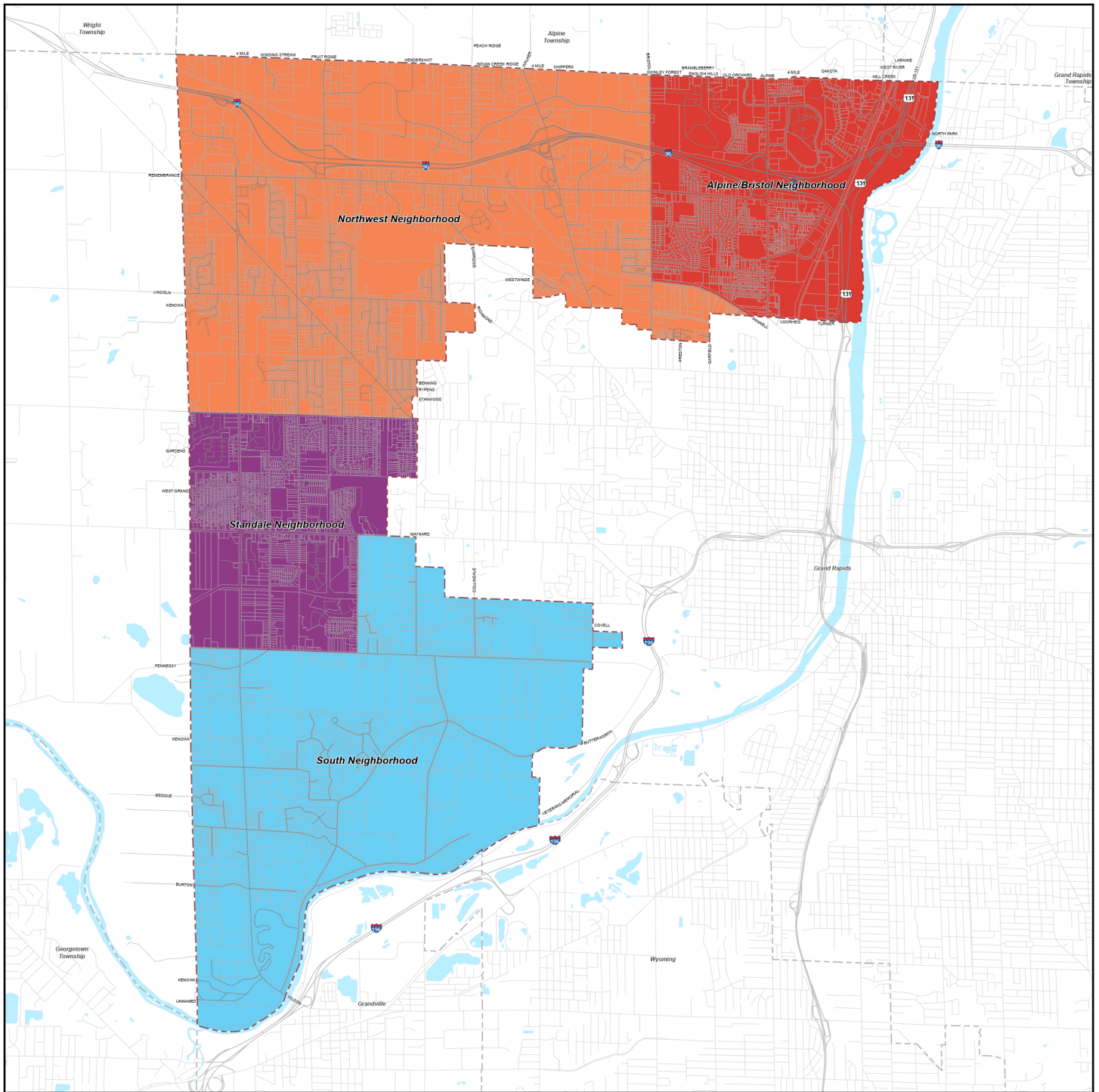
- The preservation and protection of existing residential neighborhoods.
- Enhancing the Lake Michigan Drive corridor, including preserving and extending the “slip street” design that supports many local businesses.
- Developing the land west of Meijer into a mixed-use, mixed-density node with a transit-oriented component near the Ferndale Laker Line Station.
- Promoting infill development in appropriate places, as designated by this plan, while discouraging it in places where it would harm neighborhood connectivity.
- Improved connectivity, in the form of new road and trail connections, new transit routes, and new road designs that improve efficiency for all modes of travel.

Standale is shown in purple on the map on the following page.

2024 Amendment:

In 2024, this plan was amended to address the following topics:

- Confirming that the City will use Net Density to calculate the allowable housing density on a property, and defining that term.
- Updating the Significant Undeveloped Lots to reflect development and new priorities since 2020.
- Creating a new RPUD-3 zoning tool to allow for higher density housing development, while ensuring long-term quality of life for the residents of those developments.
- Re-evaluating the West Standale development site, and creating a detailed vision for the creation of a mixed-density, mixed-use neighborhood on that site.



Nighborhood Clusters

City of Walker, Michigan

July 2, 2024



0 2,500 5,000
Feet

Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: City of Walker 2019. McKenna 2024.



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2.

Existing Conditions

Existing Conditions: Population

Demographic Profile

Demographic analysis, or the study of the characteristics of the population, is a fundamental element of master planning. Future growth and development require consideration of how many people will need City services, how much housing is affordable, how many new houses will be built, and other vital signs. One must understand these existing conditions and past trends in order to appropriately anticipate and plan for the future needs of the community.

The comprehensive data source for the Standale Neighborhood of the City of Walker is the U.S. Census in 2010, ESRI 2019 Forecasts (Utilizing Census data), as well as the 2000 U.S. Census and the 2012-2016 American Community Survey 5-Year Estimates. This analysis compares Standale to the City of Walker as a whole, in addition to comparisons to Kent County and the State of Michigan where appropriate. Differences in demographics may indicate issues or areas in which land use planning and public policies are warranted; may identify strengths or assets that can be further developed; or may identify weaknesses or issues that need to be addressed.

Population Trends

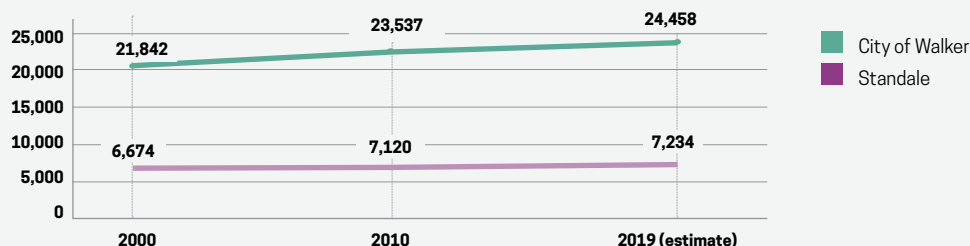
Changes in the number of people in an area serves as an important indicator of community health; examining these trends is an integral tool in community planning. Table 2c.1 shows the relative populations of Standale in comparison with the City of Walker as a whole, as well as Kent County and the State of Michigan.

Table 2c.1: Population Change, 2000-2019, Standale Neighborhood

	2000	2010	2019 (estimate)	% Change 2000-2019	Average % Growth/Year
Standale	6,674	7,120	7,234	18.05%	0.95%
City of Walker	21,842	23,537	24,618	12.71%	0.748%
Kent County	574,335	602,622	636,376	10.80%	0.635%
State of Michigan	9,938,444	9,883,640	9,925,568	-0.00129%	-0.00007%

Source: U.S. Census (2000, 2010); 2019 ESRI Forecasts

**Figure 2b.1:
Population Change,
2000-2019,
Standale
Neighborhood**



Standale has experienced a large gain in population over the last 19 years, with a yearly growth rate of about 0.95%, about 0.2% more of a growth rate than the City of Walker, which has experienced a yearly growth of about 0.748%. As populations increase in this neighborhood, the City of Walker must plan to be a place that can retain growth while maintaining and improving the quality of life for existing residents in Standale.

Age Distribution Trends

The age of a community's population has implications for planning and development, whether it is a need for housing alternatives, an increased or decreased need for schools, or services for empty nesters and older residents.

Figure 2c.1: Median Age, 2010, Standale Neighborhood

The figure below compares the median age (the mid-point where half the population is younger and half is older) of Standale and the comparison communities.

33.1 Standale **34.6** City of Walker **34.4** Kent County **38.9** State of Michigan

Source: U.S. Census Bureau

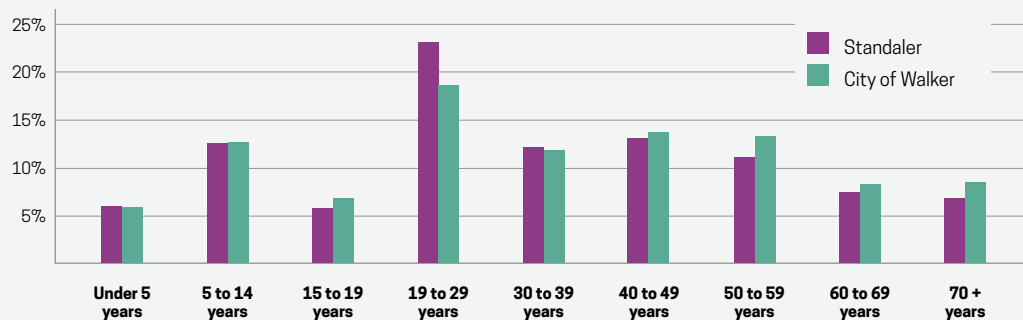
Age structure (analyzing which proportions of a municipality's populations are in which stages of life) gives a nuanced view of the makeup of a community. The age range in this neighborhood skews young, with 35.5% of the population in the 20 to 39 years old age bracket, as well as having a lower median age than comparison communities. Table 2c.2 illustrates age structure in comparison with the surrounding City of Walker.

Table 2c.2: Age Structure, 2010, Standale Neighborhood

	Standale		City of Walker	
	Count	Percentage	Count	Percentage
Under 5 years	455	6.39%	1,396	5.93%
5 to 14 years	887	12.46%	2,994	12.72%
15 to 19 years	425	5.97%	1,625	6.90%
19 to 29 years	1,660	23.31%	4,379	18.60%
30 to 39 years	868	12.19%	2,794	11.87%
40 to 49 years	918	12.89%	3,255	13.83%
50 to 59 years	840	11.81%	3,139	13.34%
60 to 69 years	543	7.63%	1,936	8.23%
70 years and Over	524	7.35%	2,019	8.58%
Total:	7,120	100.0%	23,537	100.0%

Source: U.S. Census Bureau

**Figure 2c.2:
Age Structure,
2010, Standale
Neighborhood**



Racial Distribution

Table 2c.3 illustrates these racial distributions for the area in comparison with the City of Walker, as well as Kent County and the State of Michigan.

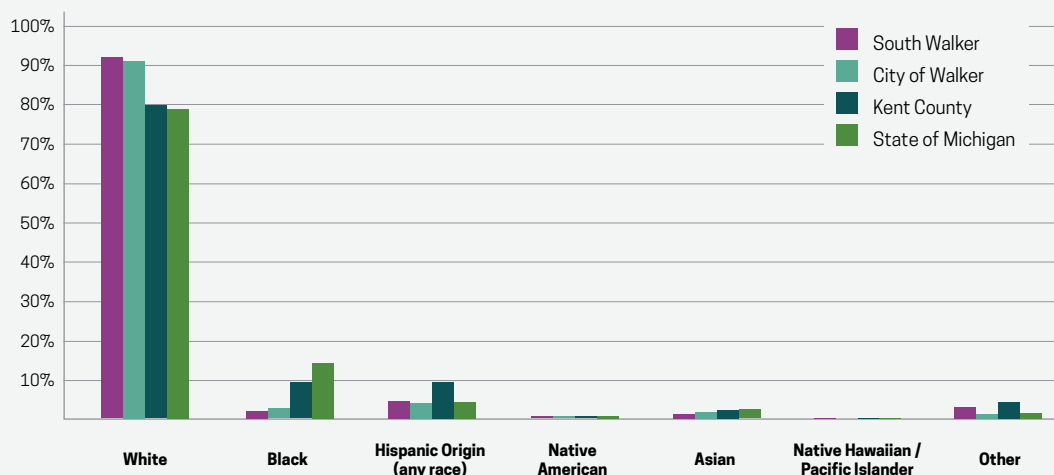
Table 2c.3: Racial Distribution, 2010, Standale Neighborhood

	White	Black	Hispanic Origin (any race)	Native American	Asian	Native Hawaiian/Pacific Islander	Other
Standale	92.2%	2.6%	4.3%	0.5%	1.2%	0.0%	3.6%
City of Walker	91.3%	2.8%	4.1%	0.5%	1.9%	0.0%	1.4%
Kent County	79.9%	9.7%	9.7%	0.5%	2.3%	0.04%	4.5%
State of Michigan	78.9%	14.2%	4.4%	0.6%	2.4%	0.026%	1.5%

Source: U.S. Census Bureau, ESRI Converted Census 2010 Data.

Portions of the population may be left out of these counts due to identifying as two or more races. This information is provided for reference purposes and will not influence land use decisions.

Figure 2c.3: Racial Distribution, 2010, Standale Neighborhood



Housing Profile

The quality, affordability, and availability of a community's housing stock has a significant impact on the vitality and quality of the community as a whole. The following analysis of trends relating to the number of housing units, the amount of owner-occupied, rental, and vacant units, and households by type helps evaluate the health of Standale's housing stock.

Housing Units

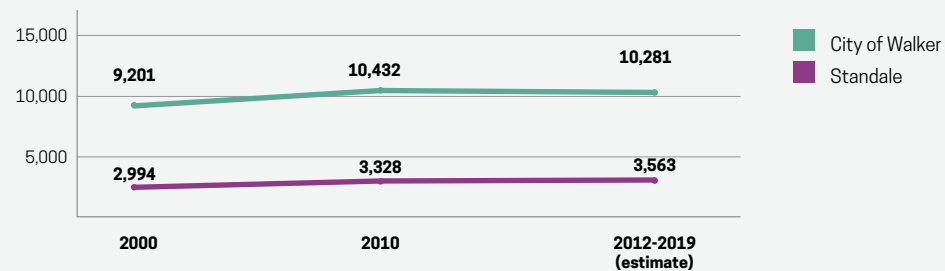
As of the 2010 Census, the Standale area had 3,328 total housing units, which makes up about 31.9% of the total housing units in the City of Walker. Each housing unit represents one dwelling unit- a house, apartment, condominium, etc.

Standale has seen a significant increase in the number of housing units in the last 19 years. In comparison to the City of Walker as a whole and the surrounding Kent County, the rate of growth in housing units between 2010 and 2019 is 19%, about 7.3% more than that of encompassing areas.

Table 2c.4: Change in Number of Housing Units, 2000 - 2019, Standale Neighborhood

	2000	2010	2012-2019 Estimates	Change in Number of Housing Units (2000 - 2019)	Change in Percent of Housing Units (2000 - 2019)
Standale	2,994	3,328	3,563	569	19.00%
City of Walker	9,201	10,432	10,281	1,080	11.74%
Kent County	224,000	246,901	249,029	25,029	11.17%
State of Michigan	4,234,279	4,532,233	4,544,920	310,641	7.34%

Source: U.S. Census Bureau 2012-2016 American Community Survey Estimates, U.S. Census Bureau 2000 and 2010 Census
 *2019 ESRI Estimates

**Figure 2c.4:
Change in Number
of Housing Units,
2000-2019, Standale
Neighborhood**

Housing Tenure

Housing tenure describes how housing is occupied – by the owner, by a renter, or whether it is vacant. The table below shows that, in the South Neighborhood, there is a much larger proportion of home owners than in the surrounding areas, with about 92% of the housing units being owner-occupied. In comparison, only 62.8% of units the occupied units are owner-occupied in the City of Walker as whole.

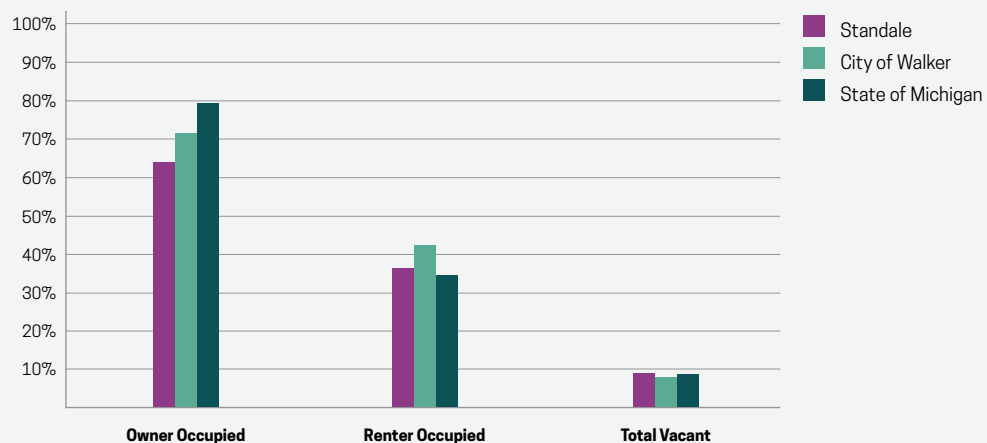
Table 2c.5: Housing Tenure, 2010, Standale Neighborhood

	Total Occupied Dwellings	Owner Occupied		Renter Occupied		Total Vacant		Total Units
		Units	Percentage*	Units	Percentage*	Units	Percentage	
Standale	3,044	1,939	63.7%	1,105	36.3%	284	8.5%	3,328
City of Walker	9,684	6,081	62.79%	3,603	37.21%	748	7.17%	10,432
Kent County	227,239	158,301	69.7%	69,938	30.3%	19,662	8.0%	246,901

Source: U.S. Census Bureau

*Numbers appear as a percentage of the Occupied Dwellings

Figure 2c.5:
Housing Tenure, 2010,
Standale Neighborhood



Households

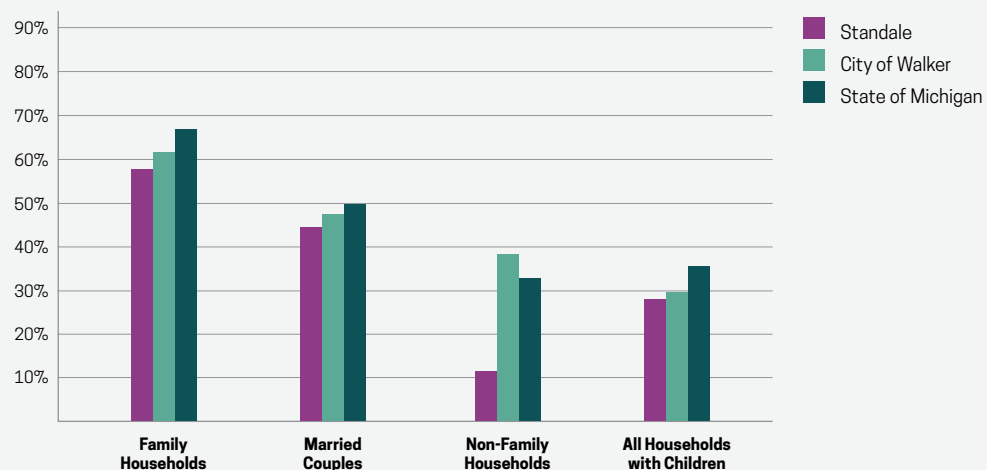
Table 2c.6 below breaks down the types of households in the Standale area, as well as the City of Walker and Kent County. Standale has a slightly smaller average household size than the City of Walker as whole, as well as a smaller percentage of non-family households, however other ratios remain fairly equivalent to surrounding areas.

Table 2c.6: Households by Type, 2010, Standale Neighborhood

	Total	Family Households	Married Couples	Non-Family Households	All Households with Children	Average Household Size
Standale	3,044	58.5%	43.9%	10.9%	28.6%	2.33
City of Walker	9,684	61.2%	47.8%	38.3%	29.9%	2.40
Kent County	227,239	67.0%	50.0%	33.0%	35.5%	2.60

Source: U.S. Census Bureau

Figure 2c.6:
Households by Type,
2010, Standale
Neighborhood



Existing Conditions: Economy

Economic Profile

This section describes the employment distribution, income, educational attainment, and other economic information of the population of this Subarea. It compares Standale with the City of Walker as a whole, Kent County, and the State of Michigan to allow comparisons to be made by readers. It also includes a Tapestry Segmentation profile, which summarizes the segments, based on demographics and socioeconomic factors, that can be found in Standale.

Occupation Summary

This section addresses the employment of residents of Standale in comparison to the City of Walker as a whole. This is not an analysis of what kinds of jobs are available or what businesses are located within the community, but rather in what occupations residents are employed, regardless of where they work. Major occupational sectors for residents of the South area include services, retail trade, and manufacturing.

Table 2c.7: Occupational Sectors, 2016, Standale Neighborhood

Industry	Standale*	City of Walker
Total Employed Persons Over 16 Years of Age	4,646	13,211
Agriculture/Mining	0.4%	0.5%
Construction	4.0%	4.0%
Manufacturing	13.1%	15.3%
Wholesale Trade	1.8%	2.7%
Retail Trade	11.2%	12.9%
Transportation/Utilities	4.7%	3.8%
Information	1.7%	2.1%
Finance/Insurance/Real Estate	8.0%	7.2%
Services	51.4%	49.2%
Professional, scientific, and management, and administrative and waste management services	N/A	11.1%
Educational services, and health care and social assistance	N/A	22.5%
Arts, entertainment, and recreation, and accommodation and food services	N/A	11.1%
Other services, except public administration	N/A	4.5%
Public Administration	3.5%	2.2%
Total	100%	100%

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

*ESRI forecasts for 2018 utilizing converted U.S. Census 2000 data into 2010 geography

Top 5 Occupational Sectors

Standale

1. Unspecified Services
2. Manufacturing
3. Retail Trade
4. Finance / Insurance / Real Estate
5. Transportation / Utilities

City of Walker

1. Educational services, health care, and social assistance
2. Manufacturing
3. Retail Trade
4. Professional, scientific, and management, and administrative and waste management services
5. Arts, entertainment, recreation and accommodation, and food services

Income and Poverty

The median household income for the South Subarea is \$57,404, according to the 2019 ESRI Forecasts. This means that half of all workers earned more than this amount and half earned less. The median income for the City of Walker is \$55,781 and \$57,302 for Kent County, according to the 2013-2017 American Community Survey 5-Year Estimates. This places Standale at an income bracket that is fairly comparable with the surrounding communities.

According to the 2013-2017 American Community Survey, about 15.1% of the households in Standale earned an income in the last 12 months that places them below the poverty level.

Educational Attainment

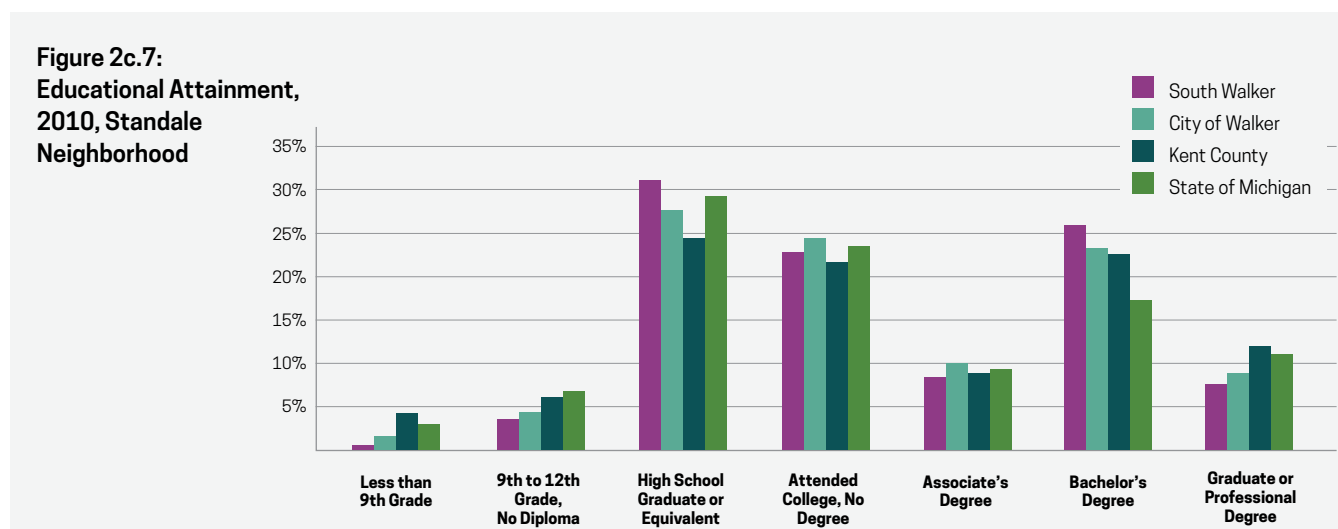
This section analyzes the educational attainment in Standale and the comparison communities for persons age 25 and older. Generally, Standale has similar levels of educational attainment compared to the City of Walker as a whole, with slightly higher levels of residents with a Bachelor's degree.

Table 2c.8: Educational Attainment, Standale Neighborhood

Education Level	Standale* (2019)	City of Walker (2017)	Kent County (2017)	State of Michigan (2017)
Less than 9th grade	0.4%	1.6%	4.2%	3.0%
9th to 12th grade, No Diploma	3.9%	4.4%	6.0%	6.7%
High School Graduate or Equivalent	30.8%	27.7%	24.5%	29.3%
Attended College, No Degree	22.7%	24.4%	21.7%	23.6%
Associate's Degree	8.6%	10.0%	8.9%	9.3%
Bachelor's Degree	25.7%	23.3%	22.7%	17.1%
Graduate or Professional Degree	7.9%	8.7%	12.0%	11.0%

Source: U.S. Census Bureau 2013 - 2017 American Community Survey

*Source: U.S. Census Bureau (2010), ESRI Forecasts for 2019



Commuting

An indication of this area's economic position relative to the surrounding City and region can be illustrated in travel time to work for residents. The following table further outlines the time residents, age 16 and older, spend traveling to their place of employment, as well as which places of work can be reached in that radius. Table 7.9 illustrates that the majority of the residents in Standale's work within the Walker, Grand Rapids, Wyoming, and Grandville area, with about 60% of commuting only 10 to 25 minutes to their place of employment.

Table 2c.9: Commuting Destinations, 2016, Standale Neighborhood

Travel Time to Work	Places of Work within this Commute Radius	% of Population
Under 10 minutes	Walker/Grand Rapids	13.2%
10 to 25 minutes	Grand Rapids/Wyoming/Hudsonville	60.2%
25 to 40 minutes	Grand Rapids/Holland/Dorr/Rockford	21.5%
40 to 60 minutes	Muskegon/South Haven/Big Rapids/Portland	2.5%
Over 60 minutes	Lansing/Chase/Ludington/Benton Harbor	2.5%
Total		100%

Source: U.S. Census Bureau, 2012-2016 American Community Survey

Tapestry Segmentation Profile

Tapestry segmentation profiles provide an accurate, detailed description of America's neighborhoods, classifying them into unique segments based not only on demographics, but also socioeconomic characteristics. For Standale, there are three major segments which can provide information about the neighborhoods and its residents.

Bright Young Professionals, 49.1%

The Bright Young Professionals segment exists primarily in urban outskirts, consisting of young, educated, working professionals, with a median age of 33. Residents are relatively well educated, with about 35% having completed some college or an associate's degree or higher. The average household size is 2.41, with more than two-fifths of the segment living in single-family homes, while over a third live in multi-unit buildings. Households are primarily couples and contains a higher level of renters compared to home owners.

Young And Restless, 30.2%

The Young and Restless segment consists of well-educated young workers, with a median age of 29.8 years and a median household income of \$40,500. This is one of the youngest markets, made up of primarily single-person households. This group has high levels of renters as opposed to home ownership. Young and Restless residents are diverse, favoring densely populated neighborhoods in large metropolitan area and are fairly mobile; almost 1 in 5 residents move each year. The majority live alone or in shared non-family dwellings.

Comfortable Empty Nesters, 20.7%

Residents of the Comfortable Empty Nesters segment are older, with nearly half of all householders aged 55 or older and a median age of 48. This segment exists throughout the suburbs of metropolitan areas, where most residents own and live in single family detached homes. Comfortable Empty Nesters are generally married and most are without children, with an average household size of 2.52. Households in this segment having a median household income of \$75,000, a substantial portion of which coming from investments and retirement.

Source: ESRI Tapestry Segmentation Profiles, ESRI and Infogroup.

Existing Land Use

Overview

Knowledge of current land uses allows the City to consider the compatibility of new land uses and is a valuable tool when considering the day-to-day problems associated with land management and the delivery of key public services. The existing land use survey provides an inventory of land use within the community and is a key source of background information used in developing the Master Plan.



Single Family Residential

Standale contains a high concentration of single-family residential, which consists of single-family detached homes at typical suburban densities. Single family residential neighborhoods in Standale are typically contained in neighborhoods, concentrated around amenities such as schools, parks, and Lake Michigan Drive.



Multi-Family Residential

Multi-family residential sites are those that contain attached housing units, with two or more units per structure, such as duplexes, townhouses, and apartment buildings. Multi-family housing in the Standale area includes Appletree Estates, Hampton Lake Apartments, and others. These sites are concentrated around Lake Michigan Drive and Leonard Street, which each connect directly to Grand Rapids through transit routes that run along these corridors.



Mobile Home

Mobile Home sites includes areas that contain 10 or more mobile homes for primarily residential use. Two major manufactured or mobile housing sites can be found in Standale in the northwest corner of the cluster, bordering Leonard Street.



Commercial

Commercial sites are those that contain real estate intended for use by for-profit businesses, such as grocery stores, restaurants, and malls. Commercial districts in Standale are concentrated along either side of Lake Michigan Drive and includes various small businesses and restaurants.



Public/Semi-Public

Public/Semi-Public sites include any site for facilities such as governmental offices, hospitals, and churches, and utility sites that serve the public. Public/Semi-Public uses in the Standale area include various churches, physicians and medical specialists, and a City utilities site. Schools are also included in this category.



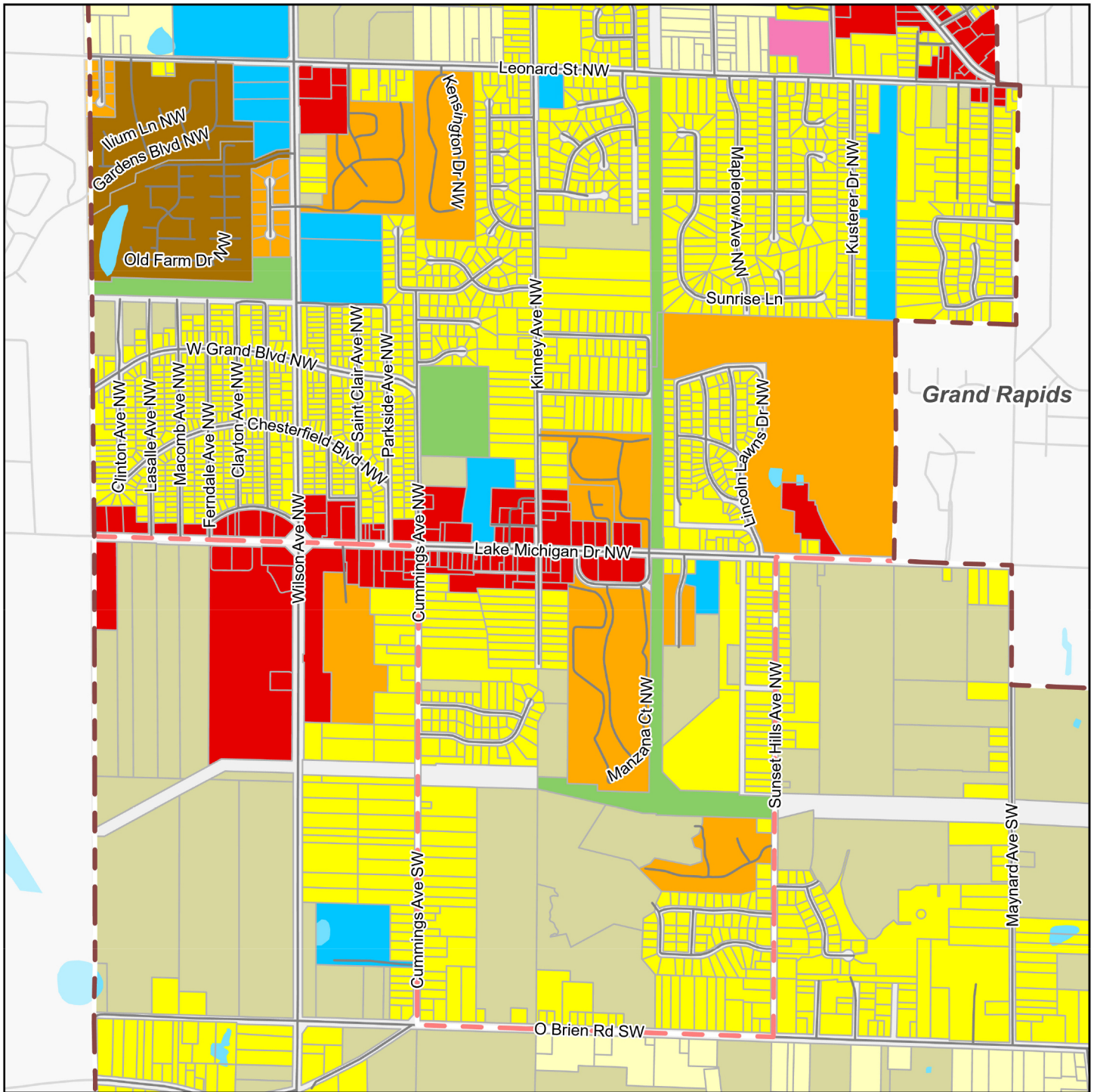
Open Space

Open Spaces are areas that are left open as woodland, prairie, grass etc. Open spaces are those that are currently undeveloped, and often exist between single-family housing in this area. Most of the undeveloped open space in Standale exists south of Lake Michigan Drive, and is fairly sparse north of Lake Michigan Drive.



Parks and Recreation

Parks and Recreation areas are any site that is public park or recreation space for the enjoyment of the community. In Walker's Standale neighborhood, parks and recreation spaces include Walker Community Park, Lincoln Lawns Neighborhood Park, Chesterfield Park, and the Lincoln Golf Course. These provide valuable green space and recreational opportunities to residents and the region as a whole. The Fred Meijer Standale Trail provides non-motorized recreational opportunities.



Existing Land Use

Standale Neighborhood
City of Walker, Michigan

April 25, 2024

LEGEND

- City of Walker Boundary
- Other Municipal Boundaries
- Freeways
- Lakes, Rivers, Streams, Drains
- Existing Land Use**
- Agriculture and Open Space
- Rural Residential
- Single-Family Residential
- Multi-Family Residential
- Mobile Home Park
- Commercial
- Office
- Industrial
- Extractive Mining
- Parks and Recreation
- Public/Semi-Public



0 860 1,720
Feet

Basemap Source: Michigan Center for
Geographic Information, Version 17a.
City of Walker 2023. McKenna 2023.



Existing Conditions: Mobility

Road Network

The road system is of vital importance to the overall well-being of the City of Walker and its residents. At its most basic level, the road system provides the means of transportation, of moving people and goods.

Due to the many functions of the road network, transportation has a significant impact on the environmental quality, economy, energy consumption, land development, and the general character of the City. Accordingly, it is important to identify and understand deficiencies in the road system and to prepare alternatives to address those deficiencies.

The road network in Standale contains both a major connection to Grand Rapids, as well as a retail corridor and various residential streets. Due to the retail activity and direct access to downtown Grand Rapids, much of the motorized activity in Standale is centered around Lake Michigan Drive (M-45), with a majority of the users utilizing the road for its connection to downtown Grand Rapids and the surrounding region, as well as retail opportunities.

Wilson Avenue (M-11) and Leonard Street are important connections to the Grand Rapids region as well and are utilized frequently as a thoroughfare, as well as a mechanism for carrying traffic throughout Standale. Remaining streets in Standale are residential, providing residents access to their homes in a gridded street network.

Road Classifications

The intended purpose of each specific road or highway can be best communicated through classification. Road classifications also identify the type and volume of traffic that are appropriate for each segment of the road network.

For the purposes of transportation planning and this master plan, the following classifications have been assigned to the roads in the Standale Neighborhood;

Regional Street

Regional streets are those that carry traffic between the Standale Neighborhood and other communities in the region. Regional streets serve the major centers of activity in an area and are often the highest traffic volume corridor. Lake Michigan Drive runs through the southern portion of the Standale neighborhood and serves as a regional street, as well as Wilson Avenue which runs perpendicular to Lake Michigan Drive.

Major City Street

Major City Streets are those that carry traffic throughout Standale and the City of Walker a whole, as well as to adjacent parts of the region. Standale's only major city streets are Leonard Street and O'Brien Road.

City Collector

City Collector streets provide shorter distance movements in Standale, collecting traffic from local streets and higher volume Regional and Major City Streets. City Collector streets includes those such as Kinney and Cummings Avenue.

Residential/Local Street

Local/residential streets are those that are lightly traveled and meant to provide residents access to residential areas. Movement of through traffic is generally discouraged on local streets. Examples of Local/Residential Streets in Standale are generally found in single family residential neighborhoods, such as Chesterfield Boulevard and Edinboro Street.

Access Management

The capacity of a highway or road can be quickly depleted and traffic safety compromised if development is allowed to occur without proper attention to access control. Access management can benefit properties on all types of roads within the community. With the growth Standale and the greater Grand Rapids region has experienced thus far, and is projected to experience in the future, the presence of traffic on Lake Michigan Drive, Wilson Avenue, and Leonard Street will increase. Good access management design will reduce potential congestion on streets, vehicle-pedestrian conflict points, and on-site congestion.

Transit Service

The Rapid, a public transit system operated by the Interurban Transit Partnership, provides service to the Grand Rapids metropolitan area and beyond. In Standale, access to the Rapid is available at a transit stop in front of the Meijer grocery store along Lake Michigan Drive. Routes 12 and 50 run on Lake Michigan Drive into downtown Grand Rapids with various stops in Standale. Route 7 runs on Leonard Street, with multiple stops along the way, and then runs down Wilson Avenue, where it meets Routes 12 and 50 in front of the Standale Meijer. Residents in Standale have access to three different bus routes, all of which run throughout the area, as well as connect to other parts of Walker and downtown Grand Rapids.



Existing Road Network

Standale Neighborhood Cluster
City of Walker, Michigan

June 15, 2020

Legend

- Regional Road
- Major City Street
- City Collector
- Residential/Local Street
- Freeways
- Lakes, Rivers, Streams, Drains
- Neighborhood Boundary



SOURCES
Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: City of Walker 2019. McKenna 2019.

Non-Motorized Transportation

Non-motorized transportation is an important component of a City's transportation infrastructure. Unlike motorized transportation, modes that focus on efficient and safe movement of individuals and bicycle and pedestrian circulation play an important role in improving the community's connectivity, physical & mental health, and perception of safety.

Pedestrian Networks

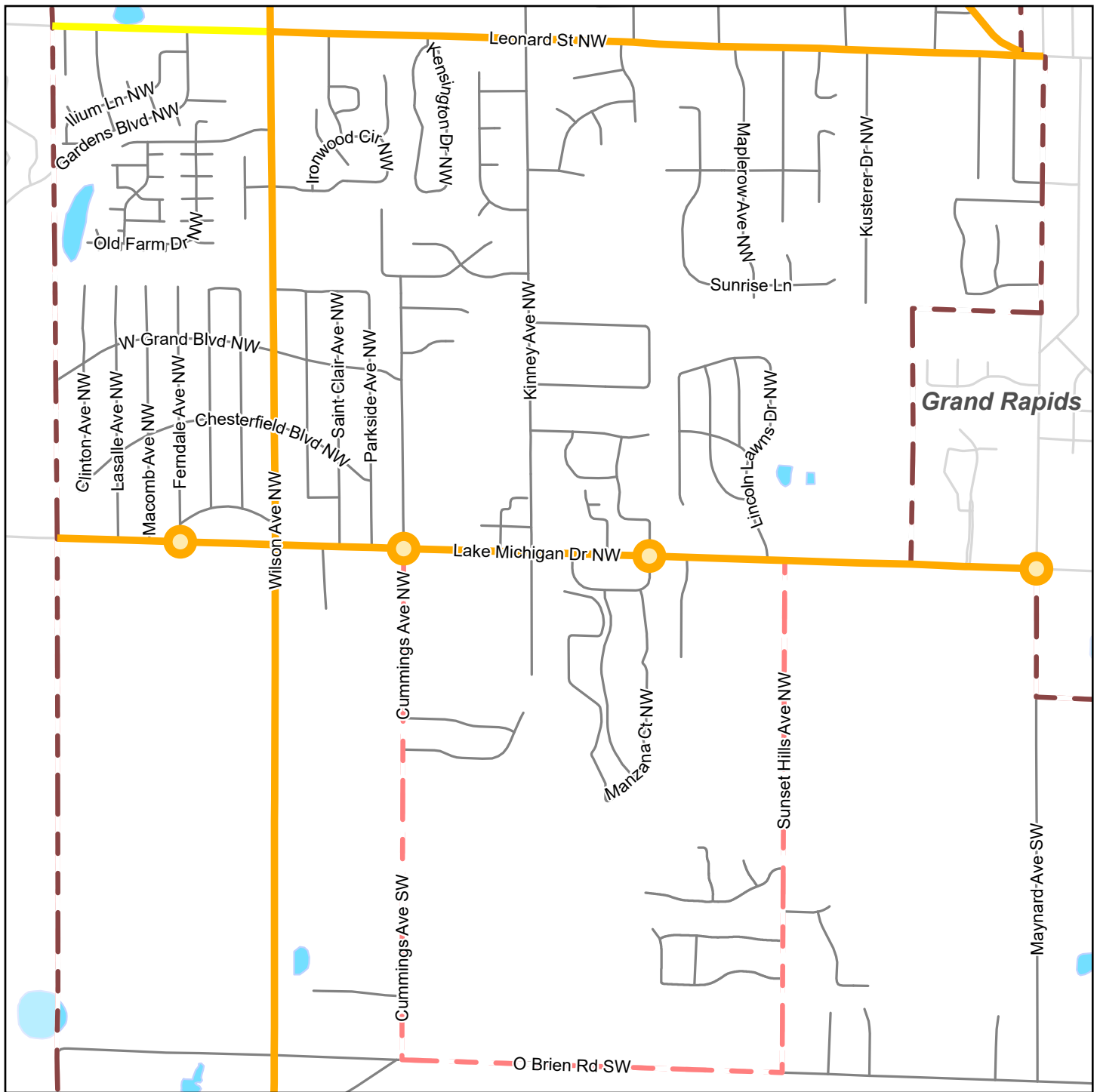
As a residential center combined with retail activity, pedestrian activity and safety are an important component of the Standale neighborhood. As it stands, the City of Walker as a whole is very car dependent, with almost all errands requiring a car. In Standale, attractive frontages and well maintained sidewalks along Lake Michigan Drive encourage pedestrian activity, but high traffic volumes and infrequent crosswalks provide barriers to pedestrian mobility. Despite various protected crosswalks, ease of pedestrian access between the north and south portions of Standale is hindered by the high traffic volume of Lake Michigan Drive.

Bicycling

Biking is an environmentally friendly and healthy travel mode, as well as a key component of a multi-modal transportation system. Standale has a fairly robust bicycle trail system running throughout the area, with access to the Fred Meijer's Standale Trail. The Fred Meijer Standale Trail connects to many other trails in the region, such as the Millennium Trail network and Kent Trails that runs through Millennium and Johnson Park in Walker, as well as beyond in the greater Grand Rapids region. These systems are connected to one another and provide residents with safe recreational opportunities.

Sidewalks along Lake Michigan Drive allow for bicycle use throughout the Standale business district, but there is no bicycle-specific infrastructure along the corridor.















Transit Routes

Standale Neighborhood
City of Walker, Michigan

November 1, 2019

Legend

-  BRT Stops
-  High Priority Transit Route
-  Future Transit Route
-  City of Walker Boundary
-  Neighborhood Boundaries
-  Other Municipal Boundaries
-  Freeways
-  Roads
-  Walker_SurroundingRoadsx
-  Lakes, Rivers, Streams, Drains



SOURCES
Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: City of Walker 2019. McKenna 2019.



Existing Conditions: Infrastructure

Water and Sewer

Existing Conditions

A majority of the parcels in the Standale Subarea are served by municipal water and sanitary sewer. Water service and sanitary sewer are provided by the City of Grand Rapids. The Tallman Sewer, the major trunk line sewer for the area, was upgraded to a 20 inch diameter gravity sewer within the past 15 years and has sufficient capacity to serve the area in to the future.

Capacity and Development Considerations

Currently, the water and sewer systems have sufficient capacity to serve the existing land use. New construction and redevelopment would require evaluation of each instance to determine available capacity and if upgrades are needed. In the Standale Subarea, much of the infrastructure for water and sewer is built out except for a couple of areas. These areas include the Lincoln Hills Golf Course on the north side of Lake Michigan Drive and several parcels in the southern part of the subarea (north of O'Brien St., east of Cummings Ave.) Intensity and type of development will drive whether or not upgrades to the water and sanitary sewer system are needed.

The City of Grand Rapids completed a 2015 update to their Comprehensive Master Plan that included intensive study of their water distribution and sanitary sewer systems. Two projects were identified in the plan:

- 350 feet of 12-inch water main on West Grand Boulevard from Clinton Avenue west to the Kent County Line
- 650 feet of 16-inch water main on Lake Michigan Drive from Wilson Avenue east to St. Clair Avenue

No specific sanitary sewer system upgrades were identified in the Comprehensive Master Plan.

3.

Goals and Objectives

Goals and Objectives



Housing & Neighborhoods

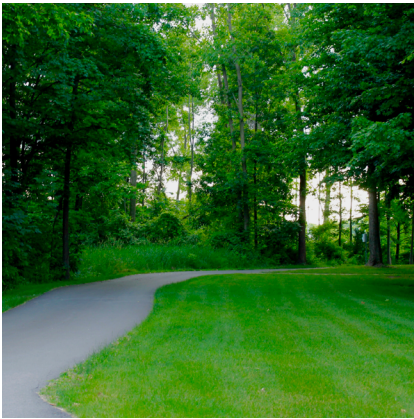
1. **To maintain Walker's place in Kent County as a City that provides safe, attractive, and vibrant neighborhoods that can accommodate residents at all stages of life.**
 - a. Support a system of organized land use to provide greater housing choices, where new and redevelopment areas respect existing neighborhoods, while seamlessly connecting to them.
 - b. Encourage residential developments which are needed by persons of all ages, incomes and household sizes.
 - c. Retrofitting diverse types of multiple family "missing middle" housing within established multiple family areas, and existing suburban commercial areas, through infill development and strong urban design.
 - d. Promote the development of small-scale and walkable commercial and service nodes that serve the immediately adjacent neighborhoods.



Transportation

2. **Invest in improving and maintaining Walker's vehicular and non-motorized infrastructure to ensure that the City's transportation network provides accessibility and connectivity to City destinations, is designed for people, and responds to advances in transportation technology.**
 - a. Maintain the subarea's existing network of highways, roads, streets, and sidewalks to accommodate the safe and efficient movement of vehicles and pedestrians.
 - b. Create new connections and redesign streets as necessary to ease traffic congestion and increase desirability of use by non-motorized transportation modes.
 - c. Promote the use of alternative modes of transportation such as ridesharing, bicycling, and walking, throughout the subarea.
 - d. Improve the subarea's network of trails, bicycle amenities, and other connections.
 - e. Implement a comprehensive pedestrian network that focuses on creating safe intersections and crossings, encourages pedestrian-scale streetscapes, and supports walkable land use arrangements.
 - f. Implement contextually appropriate street designs on key corridors and at nodes, including formalizing and extending the existing slip street arrangement on Lake Michigan Drive to serve the subarea's traditional business district.

- g. Partner with Michigan Department of Transportation (MDOT) to program safety improvements along the Wilson Avenue corridor that create a safer environment for pedestrians, and for vehicles making crossing and turning movements. These improvements should deprioritize capacity expansion in favor of contextually appropriate design solutions.
- h. Prepare for the emergence of new transportation technologies by revisiting traditional uses of the transportation network and by investing in new mobility strategies and “smart” infrastructure.



Sustainability & Resiliency

- 3. **Support land use planning efforts that encourage environmentally-friendly development including efforts that promote air pollution and greenhouse gas reduction as well as energy and water conservation.**
 - a. Promote land use patterns that increase sustainability and resiliency in buildings and transportation systems by making sustainability a critical element when developing new zoning regulations and modifying old regulations and the comprehensive map.
 - b. Conserve and restore open spaces, waterways, tree canopies, and other natural resources to increase resiliency, adaptability, and biological integrity.
 - c. Think beyond first costs and consider long-term, cumulative impacts when making infrastructure and policy decisions.
 - d. Prepare the public and city staff for emergencies by updating emergency plans and expanding emergency management initiatives.



Economic Development Goals

- 4. **Retain and promote Walker's mix of commercial and industrial uses in defined locations throughout the City that provide desired employment, goods, and services for residents, visitors, and workers alike. Encourage economic development that responds to the changing economy while positioning the City to enhance its tax base and maintain a stable and diverse revenue source.**
 - a. Assist the education and business communities in developing a competitive workforce to provide job skills demanded by the regional market place and employment opportunities for local graduates.
 - b. Focus on retention of legacy businesses that lend to the subarea's unique character and sense of place.
 - c. Establish a framework to incentivize creative redevelopment of unoccupied and declining “big box”, highway commercial, and single-use strip center retail.
 - d. Direct new business growth along existing corridors, at defined nodes, and to new infill development areas, as is contextually appropriate.



Parks, Trails and Open Space

5. **Reinvest in existing recreation facilities, and consider new facilities, to provide quality of life benefits for Walker residents, including active living, accessibility to recreation, and environmental preservation.**
 - a. Provide new parks and/or recreation areas within all new development and retrofitted existing development, while studying opportunities for park expansion and development within previously developed areas.
 - b. Preserve and/or incorporate natural drainage and flood plains wherever possible into park and recreation sites.
 - c. Pursue funding sources and develop partnerships and advocates to manage park needs, and study creation and management of future nature preserve areas within the Subarea.
 - d. Develop, maintain, and preserve sufficient open space and recreation facilities to fully satisfy the wide variety of recreation needs of residents.



Infrastructure Goals

6. **Invest in improving and maintaining City infrastructure to ensure that City services can be available for all current and future development. Implement innovative and effective strategies for maintenance and improvement of the stormwater, wastewater, solid waste, and recycling systems to ensure the health and safety of Walker's residents.**
 - a. Invest in and implement comprehensive and innovative urban water management, green infrastructure practices, and renewable energy systems.
 - b. Provide appropriate resources for staff to maintain and improve infrastructure systems.
 - c. Explore opportunities for infrastructure system improvements as new technology becomes available.
 - d. Increase the use of renewable resources to reduce dependence on fossil fuels.



Urban Design

7. **Achieve a positive and lasting community image by encouraging high quality and durable materials as well as current best practices for human scale and aesthetic character. Strive to incorporate design elements that contribute to a sense of place within the community.**
 - a. Incorporate unique and functional community design components with all new developments, public spaces, and streetscapes.
 - b. Develop detailed policy guidance, such as form-based codes and pattern books, to ensure the predictable and orderly development of mixed-use districts and nodes with a high level of urban design.
 - c. Develop detailed policy guidance, such as form-based codes and pattern books, to unify existing corridors by ensuring that infill development and redevelopment of existing buildings achieve consistency and quality architecture.
 - d. Enhance landscaping and site design through redevelopment to enhance the sense of place along all corridors.
 - e. Reserve underdeveloped land for high quality development emphasizing the use of high quality materials and the establishment of a sense of place.

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4.

Community Character Plan

Future Land Use

The Future Land Use map shows the generalized, at-a-glance development pattern that is planned for the Standale Neighborhood Cluster. It provides the framework upon which the Community Character Plan is built.

Each Future Land Use Category contains one or more Character Areas, which more specifically articulate the vision, and tie into zoning recommendations, including appropriate zoning categories to implement the vision of the Character Area.

Future Land Use Categories



Residential: Existing Density

This future land use category indicates residential areas that are not intended to increase in density, or change in character, over the life of the plan. While significant change is not planned, these neighborhoods can still be upgraded with sidewalks, lighting, crosswalks, and other improvements.

Character Areas:

- Neighborhood Preservation



Residential: Growth 4-8 Units Per Acre

This future land use category indicates areas that are planned for residential growth, with the resulting built-out neighborhood featuring between four and eight units per gross acre of land. The type of residential unit may vary (duplex, townhouse, small apartment buildings, large apartment buildings, etc), but the density should remain between five and ten units per acre.

Character Areas:

- Residential Growth 4-8 Units Per Acre



Residential: Growth 2-4 Units Per Acre

This future land use category indicates areas that are planned for residential growth, with the resulting built-out neighborhood featuring between two and four units per gross acre of land. The type of residential unit may vary (single family, duplex, townhouse, small apartment buildings, etc), but the density should remain between two and four units per acre.

Character Areas:

- Residential Growth 2-4 Units Per Acre



Mixed Use

This future land use category indicates areas that are planned for a mix of uses. The specific mix, and anticipated character and design, are articulated by the various future land use categories.

Character Areas:

- Neighborhood Corridor
- Neighborhood Node
- Urban Corridor



Public-Semi Public

This future land use category indicates areas that contain public amenities and facilities, which are planned to stay in place.

Character Areas:

- Parks
- Schools
- Civic/Municipal Facilities

2024 UPDATE

Net Density

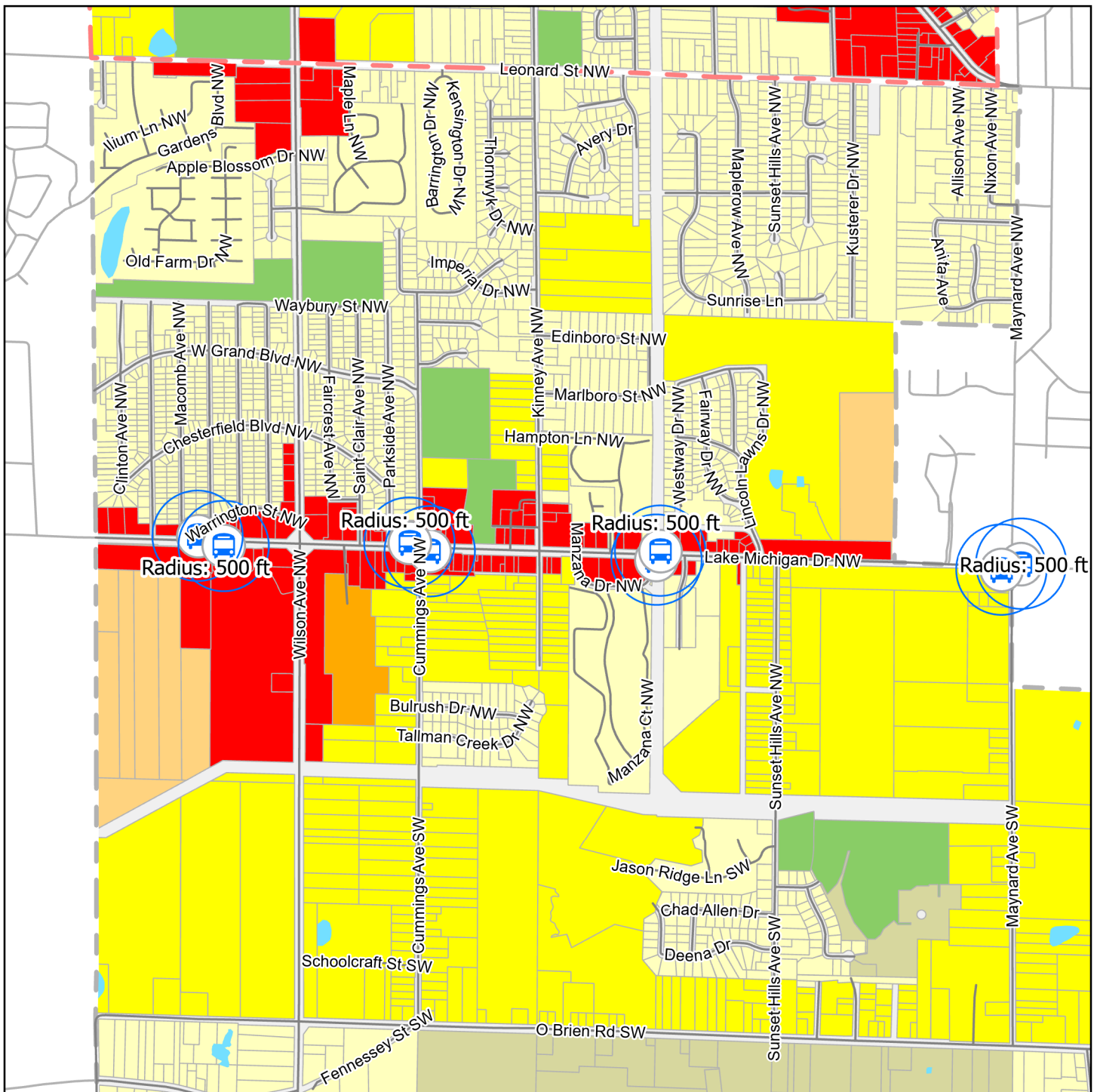
The City of Walker has determined that the allowable housing density on a piece of property shall be determined by "net density."

Net density is determined by subtracting the acreage of regulated wetlands, flood plains, and other protected lands that cannot be built on due to County, State, or Federal regulations. Permanent water bodies on the site will also be subtracted out, as well as steep slopes exceeding 20% grade. Multiplying the maximum allowable housing units per acre, based on this Plan, by the remaining acreage gives the number of housing units permitted on the property.

The purpose and intent of using net density is to accurately determine the actual carrying capacity of a given parcel, by removing site features that are difficult or impossible to develop. This ensures that the character of a development is consistent with the intent of purpose of the various zoning districts in the City, rather than protected land being used to create out-of-scale developments.

Further, the City of Walker considers natural features preservation to be an expectation of every new development in the City, not a special design feature to be rewarded. Therefore, all references to density in this plan should be consisted to be referencing net density.

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Future Land Use

Standale Neighborhood
City of Walker, Michigan

Adopted August 12, 2024

LEGEND

- Neighborhood Boundaries
- Transit Oriented Development
- Rural Residential (0-1 Units/Acre) - RR
- Cluster Residential (0-1 Units/Acre) - CR
- Residential Growth (2-4 Units/Acre) - RG (2-4)
- Residential Growth (4-8 Units/Acre) - RG (4-8)
- Residential Growth (8-12 Units/Acre) - RG (8-12)
- Residential Existing Density - RED
- Business - B
- Mixed Use - MU
- Public/Semi-Public - P/SP
- Lakes, Rivers, Streams, Drains



0 500 1,000
Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a.
City of Walker 2023. McKenna 2024.

Community Character Plan



Types of Multi-Family Buildings

The descriptions of the Community Character Categories on the following page frequently reference “Small”, “Medium”, or “Large” Apartment/ Multi-Family Buildings. Those terms should be understood to have the following meaning:

“Small” Apartment Buildings include between 3 and 6 units, and should be no more than two stories in height.

“Medium” Apartment Buildings include 6 to 12 units, and should be up to three stories in height.

“Large” Apartment Buildings include more than 12 units, and can be up to the maximum height permissible in the Community Character District.

Walker’s Future Land Use plan is conveyed using a “Community Character Plan” which identifies how different areas of Walker should look and function, in addition to what the land uses should be. A Community Character Plan establishes land uses and dimensional requirements like a traditional future land use plan, but it also discusses the look and feel of streets, how buildings should look and function, how uses relate to each other, and overall intensity of development within the context of a specific area.

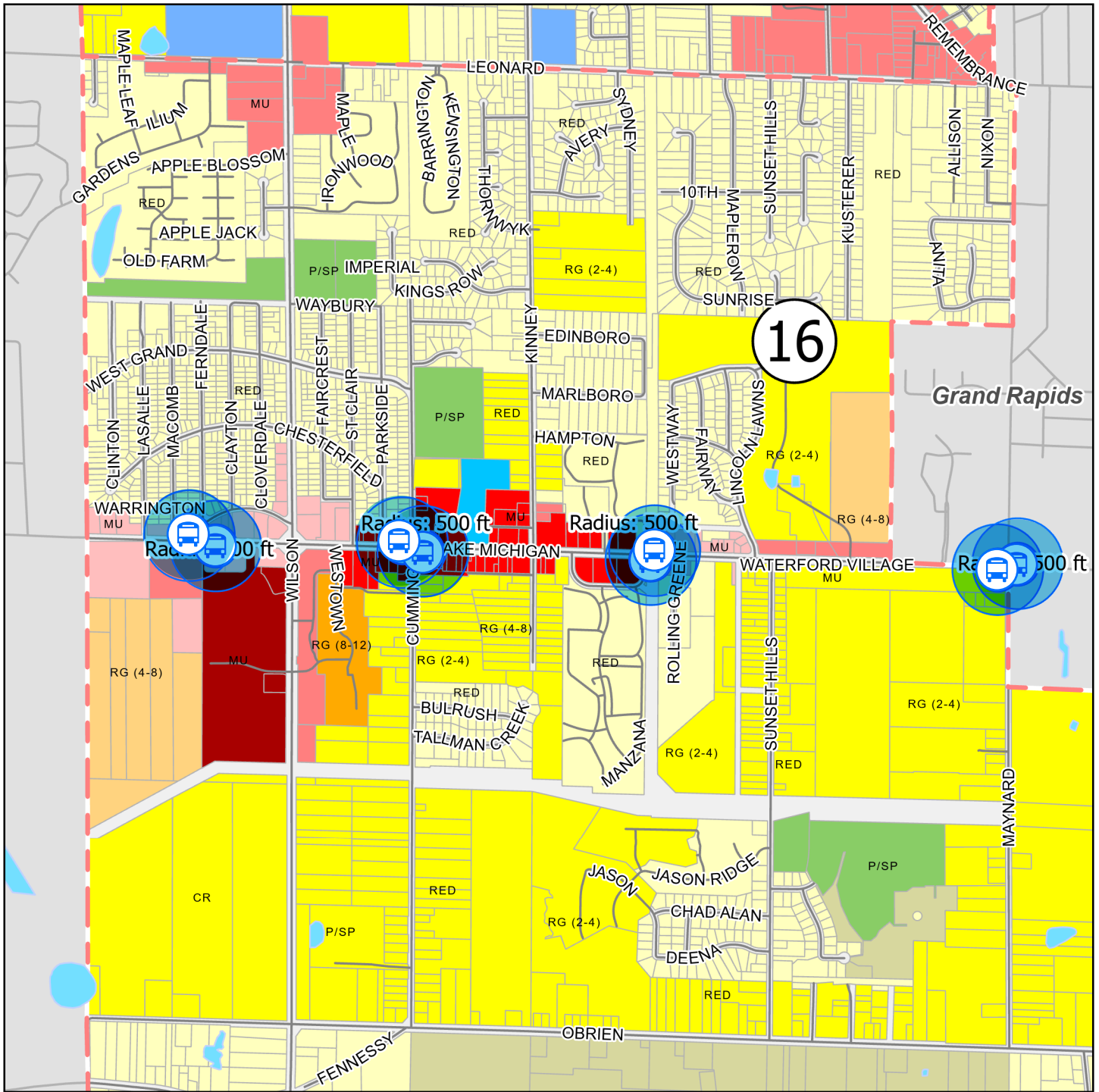
The purpose of a Community Character Plan is to recognize distinct land use areas like residential, industrial, and commercial, and identify all of the parts that add up to create character, such as use, design, and density. The Plan establishes several Community Character categories, each with the following components:

1. **Land Use:** Uses which are appropriate within the character area.
2. **Buildings:** How the building looks and functions and where it is located on the lot.
3. **Design:** How lots, streets, and frontages are designed, and how lots relate to each other in the public realm.

The Community Character Plan serves as a guide for how the community envisions itself in the next 10 to 15 years. It is based on an analysis of land uses issues in the city, existing land use, demographics, housing conditions, retail market potential, housing market potential, community infrastructure, transportation and circulation, public input from workshops and online engagement, and the goals and objectives set forth by the community.

The Community Character Plan constitutes the development policy of the City. The Plan should be updated on a regular basis to address the impact of new developments or other changing conditions. The elected and appointed officials of Walker are responsible for the interpretation of the intent of the Community Character Plan.

Each Community Character category is explained in greater detail on the following pages with the guidelines specifying the preferred land uses, buildings, and designs for each area, as well as pictures showing the existing and planned character of each area.



Community Character

Standale Neighborhood
City of Walker, Michigan

Adopted August 12, 2024

LEGEND

- Neighborhood Boundary
- Transit Oriented Development
- Neighborhood Preservation - NP
- Rural Residential (0-1 Units/Acre) - RR
- Cluster Residential (0-1 Units/Acre) - CR
- Residential Growth (2-4 Units/Acre) - RG (2-4)
- Residential Growth (4-8 Units/Acre) - RG (4-8)
- Residential Growth (8-12 Units/Acre) - RG (8-12)
- Community Enterprise - CE
- Enterprise - E
- Business/Residential (8-12 Units/Acre) - BR (8-12)
- Neighborhood Corridor - NC
- Neighborhood Node - NN
- Urban Corridor - UC
- Retrofit Mixed Use - RMU
- River Enhancement - RE
- City Municipal - CM
- School - S
- Park/Open Space - P/OS
- Preserved Open Space Overlay
- Lakes, Rivers, Streams, Drains



0 500 1,000
Feet

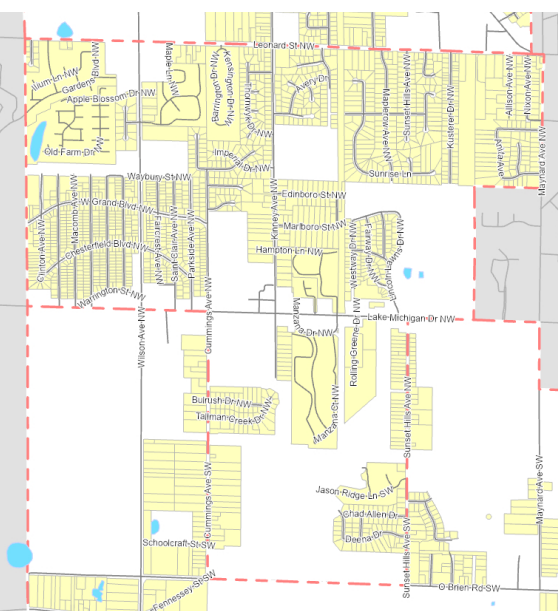
Basemap Source: Michigan Center for Geographic Information, v. 17a.
City of Walker 2023. McKenna 2024.



Standale Community Character Map Footnotes:

- 16. Lincoln Lawns Road Network.** Roads within a development on the Lincoln Lawns site should reflect the principles of “complete streets”, with pedestrians and cyclists prioritized. The road network should be designed to connect to surrounding neighborhoods, and to make two connections to Lake Michigan Drive, but within the neighborhood, streets should be designed to discourage cut-through traffic and minimize traffic increases on existing neighborhood streets.

Neighborhood Preservation



Appropriate Zoning Districts

- Keep current zoning,
- Or rezone as necessary to keep consistency with surroundings, using the following districts:
 - » A Residential
 - » SA Suburban Residential,
 - » S Suburban Residential

General Characteristics

This designation is characterized by existing residential areas that are fully or nearly built-out, and have an existing character that is highly valued by the residents. These neighborhoods are planned to remain as-is in terms of character and density, although enhancements such as park spaces and new sidewalks/bike paths are recommended where envisioned by this plan. Undeveloped land within Neighborhood Preservation areas should be developed with a similar character and density to the surrounding homes, or acquired by the City as new park space.

Appropriate Land Uses

Appropriate uses include dwelling units matching the character and density of the surrounding uses, schools, parks, and other compatible municipal and civic uses.

Streets and Transportation

Residential streets should be designed for slow traffic and easy pedestrian and bicycle usage. However, they should form a connected, logical pattern with as many connections to the existing street system as possible, including connections to neighborhoods in the surrounding townships. Culs-de-sac are highly discouraged, except where they already exist, or where there are no realistic alternatives.

Building and Site Design

New homes should be designed with quality materials and should be consistent with surrounding homes in terms of scale, massing, and site design. Garages should be located so that they do not dominate the front façade of the home.

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

Consistent with surrounding character

Recommended Lot Width:

Consistent with surrounding character

Building Setbacks

Minimum / Maximum / Side / Rear:

Consistent with surrounding character

Building Height

Minimum:

Consistent with surrounding character

Maximum:

Consistent with surrounding character

Street Frontages

Front porch

Lawn / greenscape

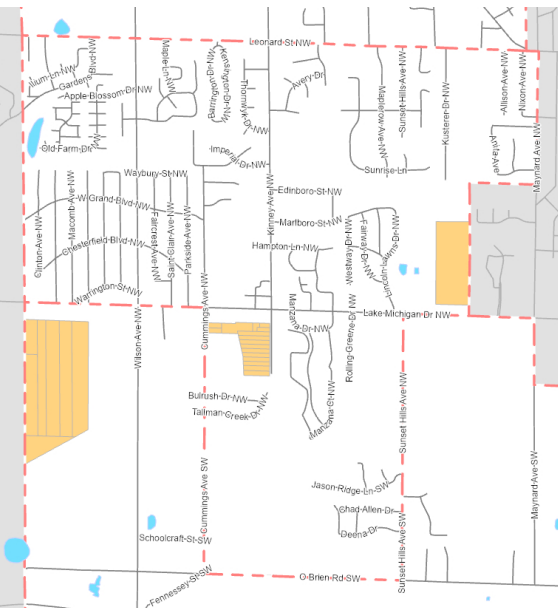
Trees and landscaping

(unless other street frontages are consistent with surrounding character)

Recommended Zoning Amendments

- Address frequently requested variances and barriers to investment in existing properties by amending zoning to reflect the built character of neighborhoods.
- Consider allowing existing setbacks and building heights to always be considered conforming.
- Require new construction to meet the massing and design of existing homes in the neighborhood.

Residential Growth 4-8 Units Per Acre



General Characteristics

This designation is characterized by residential housing units in neighborhoods with densities of 4-8 units per gross acre of land. Gross acreage is used in order to incentivize the creation of compact developments that retain important natural features such as wetlands, woodlands, and topographical changes.

Single family houses, as well as “missing middle” housing types such as townhouses, duplexes, quadplexes, and small multi-family buildings are encouraged. Large apartment buildings are also appropriate, which differentiates this Character Area from less dense character areas. Neighborhoods should be designed with connected street patterns, including connections to existing neighborhoods where possible, and should have amenities (such as parks and schools) within their boundaries. Businesses and retail should be within walking distance, along major corridors.

Appropriate Land Uses

Typical uses include residential dwelling units, schools, parks, open space, and other compatible municipal or civic uses.

Appropriate Zoning Districts

- ARM Multiple Family
- ARM Multiple Family-1
- RPUD-2 High Density Residential PUD
- A2 Residential

Streets and Transportation

Streets should follow a connected pattern that respects topography and natural features, and therefore may not constitute a true “grid.” Streets should feature elements such as sidewalks, pedestrian scale lighting, and a tree canopy. Some streets may be “Neighborhood Connectors” (see Mobility Plan) and may be appropriate for bike lanes.

Building and Site Design

Sites should be designed to give homes a front and back yard, while maintaining a human, walkable scale that promotes social interaction and reduces unnecessary and unused lawn space.

Buildings should be designed with quality materials and consistent with architectural styles common in Walker and the greater Grand Rapids area. Alternative architectural styles may be appropriate in some neighborhoods, provided that the unique design enhances the general character of the area. Buildings should include front (street) entrances to encourage connection to the street, and garages should be located in rear yards to the extent possible.

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:
5,000-10,000 square feet, in order to accommodate 4-8 units per gross acre.

Recommended Lot Width:
50-70 feet

Building Setbacks

Recommended Front Setbacks:
15-25 feet

Recommended Side Setbacks:
5-10 feet, with space for a driveway on one side.

Recommended Rear Setbacks:
30-40 feet

Building Height

Minimum: 1 story

Maximum: 4 stories, with a maximum height of 55 feet.

Street Frontages

Front porch

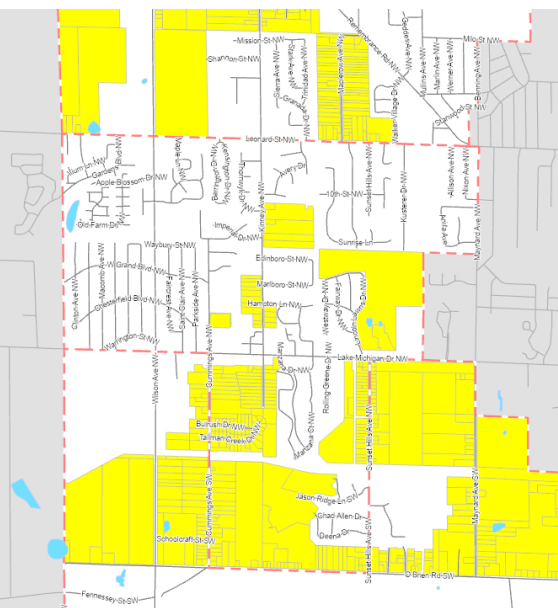
Lawn / greenscape

Trees and landscaping

Recommended Zoning Amendments

- Work closely with developers to ensure that the neighborhood will provide high quality of life, and be appropriately supported by infrastructure.
- Allow for creativity in lot size and design to allow for retained open space where envisioned by this plan.
- Allow a variety of housing types, provided that the overall density is between 4 and 8 units per gross acre.
- Require a connected grid of internal streets, multiple connections to thoroughfares, and stub streets along interior lot lines.
- Require connections to existing stub streets, and other connections to existing neighborhoods where possible.
- Require a central gathering place or park in new neighborhoods.
- Require sidewalks in new neighborhoods.
- Require streets to be designed in accordance with the Corridor Design Plan in this document.

Residential Growth 2-4 Units Per Acre



Appropriate Zoning Districts

- A Residential
- A-2 Residential
- SA Suburban Single Family
- S Suburban Residential
- RPUD-1 Low Density Residential PUD
- Choose district in order to achieve a density of 2-4 units per gross acre

General Characteristics

This designation is characterized by residential housing units in neighborhoods with densities of 2-4 units per gross acre of land. Gross acreage is used in order to incentivize the creation of compact developments that retain important natural features such as wetlands, woodlands, and topographical changes.

Single family houses, as well as housing types such as townhouses, duplexes, quadplexes, and small multi-family buildings are encouraged. Neighborhoods should be designed with connected street patterns, including connections to existing neighborhoods where possible, and should have amenities (such as parks and schools) within their boundaries. Businesses and retail should be within walking distance, along major corridors.

Larger multi-family buildings are also appropriate, when included within cluster developments that consolidate units within larger buildings in order to preserve natural and recreational space elsewhere on the site.

Appropriate Land Uses

Typical uses include residential dwelling units, schools, parks, open space, and other compatible municipal or civic uses.

Streets and Transportation

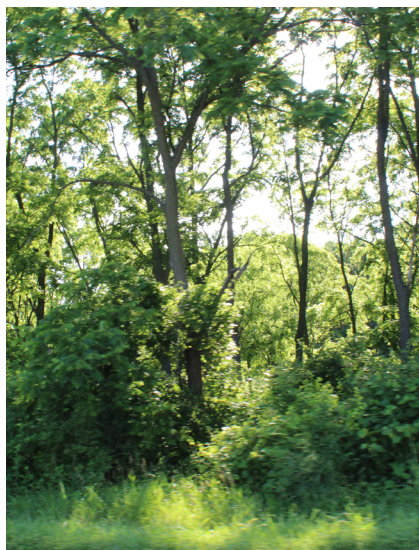
Streets should follow a connected pattern that respects topography and natural features, and therefore may not constitute a true "grid." Streets should feature elements such as sidewalks, pedestrian scale lighting, and a tree canopy. Some streets may be "Neighborhood Connectors" (see Mobility Plan) and may be appropriate for bike lanes.

Building and Site Design

Sites should be designed to give homes a front and back yard, while maintaining a human, walkable scale that promotes social interaction and reduces unnecessary and unused lawn space.

Buildings should be designed with quality materials and consistent with architectural styles common in Walker and the greater Grand Rapids area. Alternative architectural styles may be appropriate in some neighborhoods, provided that the unique design enhances the general character of the area. Buildings should include front (street) entrances to encourage connection to the street, and garages should be located in rear yards to the extent possible.

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:
5,000-15,000 square feet, in order to accommodate 2-4 units per gross acre while retaining natural open space

Recommended Lot Width:
50-100 feet

Building Setbacks

Recommended Front Setbacks:
15-35 feet

Recommended Side Setbacks:
5-10 feet, with space for a driveway on one side.

Recommended Rear Setbacks:
30-50 feet

Building Height

Minimum: 1 story

Maximum: 3 stories

Street Frontages

Front porch

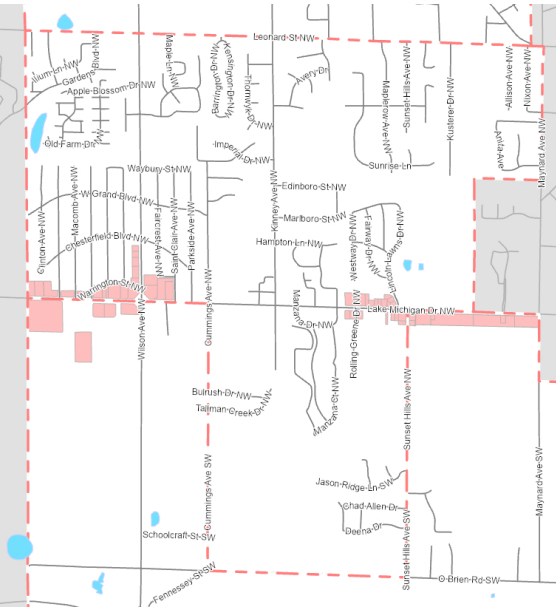
Lawn / greenscape

Trees and landscaping

Recommended Zoning Amendments

- Allow for creativity in lot size and design to allow for retained open space where envisioned by this plan.
- Allow a variety of housing types, provided that the overall density is between 2 and 4 units per gross acre.
- Require a connected grid of internal streets, multiple connections to thoroughfares, and stub streets along interior lot lines.
- Require connections to existing stub streets, and other connections to existing neighborhoods where possible.
- Require a central gathering place or park in new neighborhoods.
- Require sidewalks in new neighborhoods.
- Require streets to be designed in accordance with the Corridor Design Plan in this document.

Neighborhood Corridor



General Characteristics

The Neighborhood Corridor area is a low intensity mixed use character districts intended for Walker's thoroughfares that run through predominantly residential areas. The Neighborhood Corridor districts should provide amenities to the surrounding residential areas in a human scale and walkable, though not necessarily urban, format.

Appropriate Land Uses

Low-intensity businesses such as personal services, small offices (including medical offices), and convenience stores, as well as religious institutions, schools, and similar uses. Residential uses, including small multi-family and "missing middle" style housing units, are also appropriate.

Streets and Transportation

All streets lined with Neighborhood Corridor uses should have sidewalks or bike paths on both sides. Streets should be Neighborhood Connectors (see Mobility Plan).

Building and Site Design

Buildings should be built with high-quality materials and should be architecturally compatible with surrounding neighborhoods. Buildings with a connection to the street, including designs with attractive front facades, entrances, and porches are all highly encouraged. Open spaces should be functional and allow for recreational enjoyment and the preservation of natural features. Architectural variation is highly encouraged to create a character on long and connected facades.

Parking areas may be located in the front, side, or rear yards for buildings, but, where practical, buildings should front the street and provide parking to the rear. Large areas of parking should be broken up with landscaped islands and trees. Parking space requirements may vary based on the location of the development and availability of shared parking.

Appropriate Zoning Districts

- ORP Office Research and Parking
- C-1 Local Commercial
- ARM Multiple Family
- ARM Multiple Family-1
- MPUD Mixed Use PUD
- P-SP Public/Semi-Public
- RPUD-2 High Density Residential PUD
- Consider creating new "Suburban Mixed Use" Zoning District
- CPUD Commercial Planned Unit Development in certain circumstances

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

20,000 to 60,000 square feet, though larger or smaller lots may be appropriate in some areas

Recommended Lot Width:

100-200 feet

Building Setbacks

Recommended Front Setbacks:

15-35 feet

Recommended Side Setbacks:

10-20 feet, though larger setbacks to allow driveways to rear parking could also be appropriate

Recommended Rear Setbacks:

As needed for parking and loading

Building Height

Minimum: 1 story

Maximum: 4 stories, though lower heights may be necessary near residential, and taller buildings may be appropriate when supported by appropriate infrastructure and not out of scale with the surrounding character

Street Frontages

Welcoming office/institutional entrances

Retail storefronts

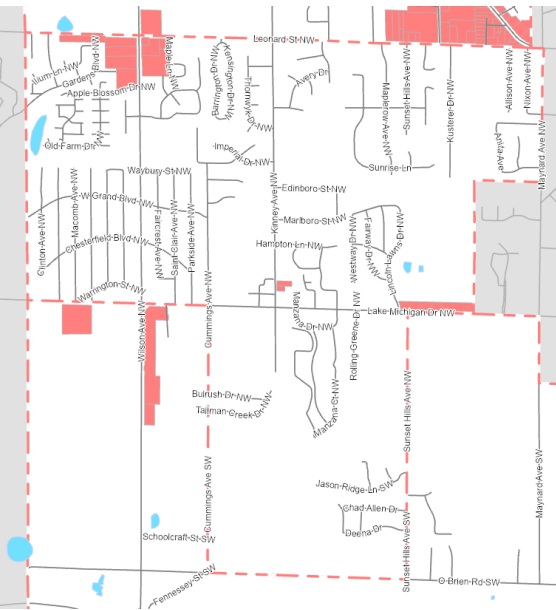
Outdoor patio / seating areas

Lawn / greenscape

Recommended Zoning Amendments

- Reduce minimum front setback requirements.
- Consider a maximum front setback requirement.
- Increase maximum building height.
- Reduce minimum parking requirements.
- Consider a new Suburban Mixed Use zoning district, permitting community, religious, educational, institutional, office, and research uses, as well as multi-family housing.

Neighborhood Node



General Characteristics

The Neighborhood Node area is a low intensity mixed use or commercial district intended to serve 1-3 neighborhoods and provide services, small-scale retail, and amenities. Neighborhood Node districts should provide amenities to the surrounding residential areas in a human scale and walkable format, while keeping a “small town”, rather than “urban” character.

Appropriate Land Uses

Low-intensity businesses such as small retail stores, personal services, small offices (including medical offices) should populate ground floors of buildings. Residential uses or office uses should be on upper floors.

Streets and Transportation

All streets lined with Neighborhood Node uses should have sidewalks or bike paths on both sides. Streets should be Neighborhood Connectors (see Corridor Design Plan). On-street parking is encouraged where possible. Bike racks, street trees, benches, trash cans, and other streetscaping should also be included.

Appropriate Zoning Districts

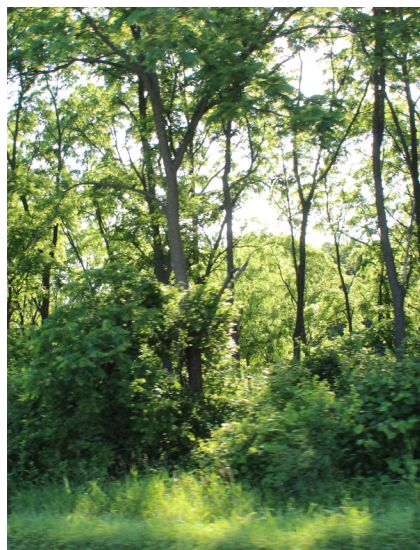
- ORP Office Research and Parking
- C-1 Local Commercial
- C-2 Community Commercial
- P-SP Public/Semi-Public
- MPUD Mixed Use PUD
- CPUD Commercial Planned Unit Development in certain circumstances
- RPUD-3 (when within 500 feet of a Laker Line Station)

Building and Site Design

Buildings should be built with high-quality materials and should be architecturally compatible with surrounding neighborhoods. Buildings should be constructed with storefront-style first floors, although the use may not necessarily be retail. Individual buildings are encouraged, even if they do not have side yards, rather than large, wide buildings that take up entire lots.

Parking areas should be located in the side or rear yards for buildings. Large areas of parking should be broken up with landscaped islands and trees. Parking space requirements may vary (or be waived completely) based on the location of the development and availability of shared parking.

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:
5,000 to 20,000 square feet, though larger lots featuring multiple buildings with shared parking would also be acceptable.

Recommended Lot Width:
40-60 feet, except as described above.

Building Setbacks

Recommended Front Setbacks:
0-10 feet

Recommended Side Setbacks:
0-15 feet, though larger setbacks to allow driveways to rear parking could also be appropriate.

Recommended Rear Setbacks:
As needed for parking and loading

Building Height

Minimum: 1 story

Maximum: 4 stories, though lower heights may be necessary near residential.

Street Frontages

Welcoming office/institutional entrances

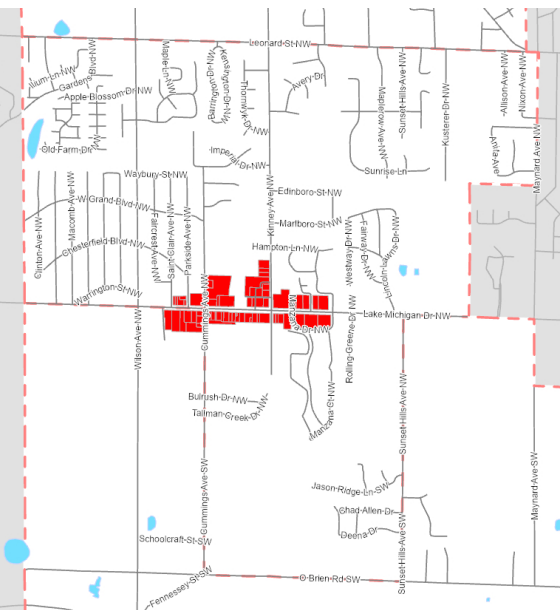
Retail storefronts

Outdoor patio / seating areas

Recommended Zoning Amendments

- Reduce minimum front setback requirements.
- Consider a maximum front setback requirement.
- Eliminate required side setbacks, or only require side setbacks if a building has windows.
- Increase maximum building height to 3 or 4 stories.
- Reduce minimum parking requirements – consider automatically waiving parking requirements if shared, public, or on-street parking can be made available.
- Allow upper-floor residential uses in the C-1 and ORP districts.

Urban Corridor



Appropriate Zoning Districts

- MPUD Mixed Use PUD
- New Urban Mixed Use Zoning District
- CPUD Commercial Planned Unit Development in certain circumstances
- C-1 Local Commercial
- C-2 Community Commercial

General Characteristics

Urban Corridors should be mixed-use, walkable boulevards designed for active and vibrant business and social interactions. They should be lined with buildings at least two stories tall, and have wide, inviting sidewalks. All parking should be located in the rear. Upper floors of buildings could contain offices, residential space, hotel space, or other, creative uses.

Appropriate Land Uses

Mixed uses are envisioned. Commercial businesses intended for this category include service, professional, and retail businesses that encourage foot traffic and do not require large parking lots, although grocery stores and other larger retail uses could be appropriate with proper accommodations for their parking needs. Other land use types such as institutional or recreational uses, as well as small business “maker spaces” are also encouraged. Some residential uses, such as upper floor apartments, should also be located along the corridor.

Streets and Transportation

Urban Boulevard street types are the most appropriate for this character district (see Mobility Plan). Lake Michigan Drive, however, is a Regional Boulevard with slip streets through the area designated as “Urban Corridor.” The slip streets allow improved local mobility and pedestrian safety.

Building and Site Design

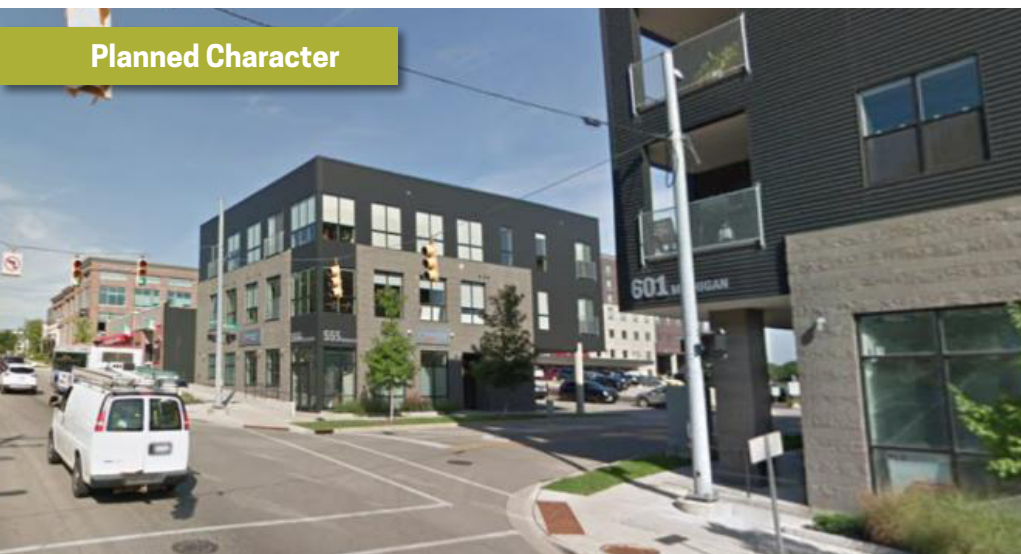
Buildings should contain two or more stories, be located right on the sidewalk, or with a small landscaped setback (never parking) and have off-street parking located to the rear. No front and side yard setbacks are encouraged. First floor storefronts should be transparent and welcoming with minimal window signage. Signage should be attractive, with projecting signs encouraged.

On street parking should be encouraged where street right-of-way and through traffic needs permit, and off street parking should be located at the rear of buildings. Shared parking should be encouraged, including potentially publicly owned or managed parking. Wayfinding signage should clearly identify parking.

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

Utilize existing lots, except where they are too deep or too shallow to accommodate the design recommendations of the Urban Corridor character area.

Recommended Lot Width:

Utilize existing lots, except where they are too deep or too shallow to accommodate the design recommendations of the Urban Corridor character area.

Building Setbacks

Recommended Front Setbacks:

0-15 feet

Recommended Side Setbacks:

0 feet, except for driveways to parking.

Recommended Rear Setbacks:

As needed for parking.

Building Height

Minimum: 1 story

Maximum: 6+ stories, except where excessive height would negatively impact nearby residential.

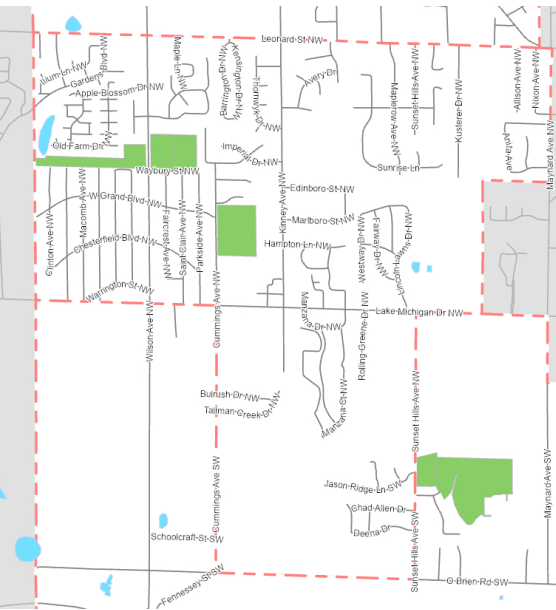
Street Frontages

Storefronts

Recommended Zoning Amendments

- Create a zoning system where property owners have the option to redeveloping in the fashion recommended by the Urban Corridor character area, without creating non-conformities. Options include:
 - » Rezoning some or all of the Urban Corridor character to area to MPUD.
 - » Creating a new Urban Mixed Use Zoning District and rezoning some or all of the Urban Corridor to the new district.
- Decrease setbacks and parking requirements, and increase maximum building heights.
- Allow residential uses on upper floors.
- Require transparent first floors, with retail-style storefronts, but do not necessarily require ground floor uses to be retail – office or service uses can be appropriate as well.

Parks



Appropriate Zoning Districts

- P-SP Public/Semi-Public

General Characteristics

This designation identifies park land and open space as well as land not owned by the City that could be acquired in the future, or could be used for private outdoor recreation. Areas within this designation can be used for both passive and active recreation. Natural features and developed parklands should be compatible with the surrounding landscape and neighborhood.

Parks and Open Space Target Areas are less specific than land designated solely for parks and open space. They indicate general areas where new parks or preserved open space could be located.

Appropriate Land Uses

All areas should maintain uses which promote the inclusion of the public and provide recreational and gathering opportunities.

Streets and Transportation

Existing pedestrian and cyclist trails should be maintained. Additional pathways and associated amenities (e.g. bicycle racks, water fountains, wayfinding signage, lighting, etc.) should be constructed as needed. The connection of such pathways to connect the parks is strongly encouraged.

Building and Site Design

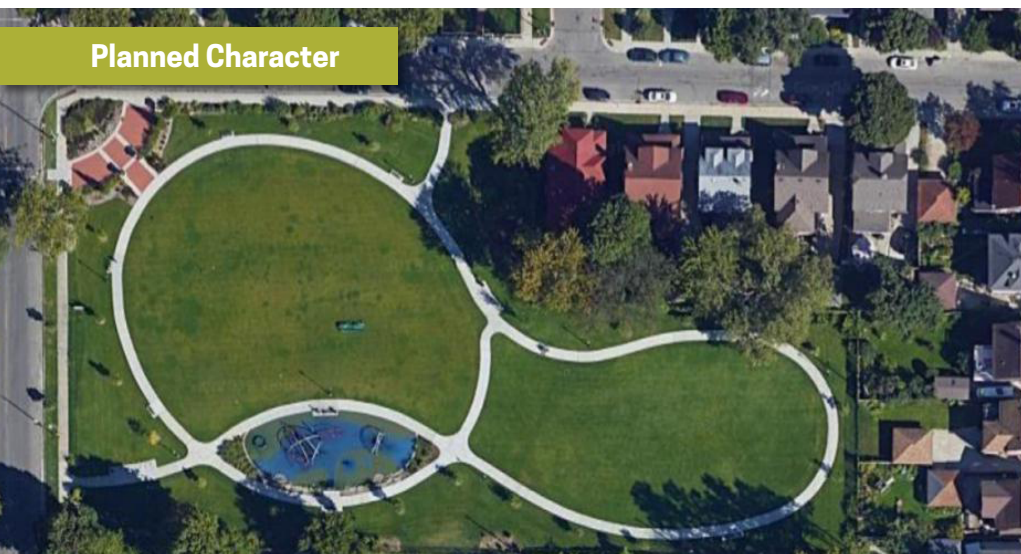
There are no specific Building and Site Design recommendations in this Plan for the Parks district, although high quality architecture is encouraged. Buildings should be well lit, highly visible, and provide public amenities. Parks should be maintained and upgraded as needed.

Sufficient parking should be provided for public facilities. Parking areas should be designed to minimize stormwater runoff and implement low-impact development techniques (pervious pavement, bioswales, etc.)

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas: N/A

Recommended Lot Width: N/A

Building Setbacks

Minimum / Maximum / Side / Rear:
As necessary for park amenities

Building Height

Minimum: 1 story**Maximum:** As necessary to
accommodate use

Street Frontages

Recreational amenities
Lawn / greenscape
Preserved treesRecommended Zoning
Amendments

- Ensure that parks are permitted uses (or special uses if deemed appropriate) in most or all zoning districts.
- Consider a new zoning district or overlay for areas where conservation or open space are the planned land use.
- Consider a Transfer of Development Rights program for private property where the planned land use is conservation or open space.

Schools and Civic / Municipal Facilities



These facilities are planned to remain in place. If renovated or expanded, they should strive to enhance the character of the surrounding area. If they are re-located or removed, redevelopment should proceed consistent with the immediately adjacent Community Character areas.

Transit Oriented Development

With the completion of the Laker Line through Walker, the City's Lake Michigan Drive corridor now has access to Grand Rapids area's premier transit line, with access to Grand Valley State University's Allendale campus going west, and Downtown Grand Rapids going east.

There are four stops along the line within the City of Walker – Ferndale, Cummings, Standale Trail, and Maynard. Within walking distance of those stops, development should be designed to allow an easy, efficient, safe, and enjoyable walk for residents to the station platform.

Pedestrian crossings should also be created to allow riders to get to the platform on the opposite side of the street.

Mixed use development should be prioritized, with a particular focus on housing. The RPUD-3 tool described in this plan should be used to both allow densities over 8 units per acre, and also require high-quality development that connects seamlessly to the transit line.



Transit-Oriented Development near a Laker Line Station in the City of Grand Rapids. Development in Walker near stations should be similarly walkable to the station platform.

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5.

West Standale Sub-Area Plan

2024 UPDATE

Introduction

For the 2024 Master Plan Amendment, the vision for the West Standale site was re-imagined and given more detail and guidance for future City development review decisions. This section explores the site in detail, and gives recommendations for the type of development that should be constructed there.

Background

The West Standale district is approximately 270 acres of land to the south of Lake Michigan drive, bordered by Tallmadge Township to the west, the existing Meijer development to the east, and O'Brien Road to the south. This area was also called Sub-Area 4-B in the 2007 Update to the 1998 Walker Master Plan, and this section serves as an update to that Sub-Area plan.

The West Standale site fronts the Lake Michigan Drive (M-45) corridor, which is the main axis connecting downtown Grand Rapids to Grand Valley State University. This axis includes Bus Rapid Transit (BRT) service between these points via the Laker Line. The northeast corner of the West Standale district is the location of Ferndale Station, one of fifteen stops on the route (four of which are inside the Walker City limits).

The West Standale site should be developed with a high-quality, connected, and vibrant mix of uses, not merely a conventional suburban apartment complex with commercial outlots. Both apartments and commercial outlots are appropriate in some parts of the site, as described in this plan, but connectivity to the Laker Line, walkable and bike-able internal streets and pathways, natural preservation, and a high-image gateway for the City are also high priorities that should not be sacrificed to automobile convenience.

How to Use This Section

This section is intended to be a guide for the Planning Commission and City Commission in evaluating any development proposal on the West Standale site. This section contains two parts:

- **Sub-Area Plan:** This section describes the land uses, transportation network, and character of the envisioned development. This section is meant to be prescriptive and to give clear guidance to City leaders as they evaluate development proposals for the site.
- **Action Plan:** This section describes the necessary actions by the City in order to support a development on the site as envisioned by this plan, including zoning changes, precise platting roadways, and ensuring sufficient water and sewer service.

Within the Sub-Area Plan description, there are “**Essentials**” and “**Aspirations.**” Those terms should be understood as follows:

- **Essentials** are aspects of the development that must be in place in order for any proposal to be considered consistent with this Master Plan. They are key components of realizing the vision the City has for this site.
- **Aspirations** are goals of the City that are more long-term in nature, and therefore may not be implemented by a development on the site that occurs in the short term following the adoption of this plan. Development proposals for the site need not implement aspirations in order to be approved, but should not be designed in a way that makes aspirational infrastructure and amenities more difficult to implement in the future.

In the event of a conflict between this section and any other section of this Plan, this section shall take priority.

Place Names

In order to make descriptions of the envisioned development clearer and easier to understand, portions of the development roadways have been given names in this Section. **These names are not meant to be finalized or otherwise prescriptive, and have not been approved by the City, the US Postal Service, any potential developer, or any other entity.** However, they are used in this plan for precision of language and clarity of understanding, and may serve as inspiration for the names.

One exception to the above is LaSalle Avenue, which should be named after the existing road north of Lake Michigan Drive that will be extended onto the site.

Housing Density

As with all guidelines regarding housing density in this plan, the density target listed in this section should be understood as **net density**, as described in the Future Land Use section.

Sub-Area Plan

Overview

The Sub-Area Plan calls for a transect of land uses, ranging from most intense along Lake Michigan Drive, to least intense south of the existing power line corridor. These land uses are grouped into sub-districts of the Sub-Area Plan that are intended to fit together into a coherent whole.

In some cases, the envisioned land uses are very specific. In other cases, a wider range of land uses may be appropriate, as designated in this plan.

Key Development Goals

- Extend LaSalle Avenue, as a precise-platted public road, from Lake Michigan Drive to O'Brien Road.
- Create a high-image gateway for the Standale area and the City of Walker generally.
- Construct a mix of market-responsive land uses that fit together into a coherent neighborhood offering high quality of life.
- Design and build a multi-modal transportation network that serves residents, customers, and employees on the site, while improving traffic flow for the surrounding area, and creating new non-motorized connectivity and walkability.
- Leverage the Ferndale Laker Line Station to create a transit-oriented development that enables a car-lite lifestyle for its residents.
- Find ways to improve other public transit options, such as an extending Rapid Routes 7 and 12 into the residential portion of development from their current terminus at Meijer.
- Construct housing at 4-8 units per net acre (north of the power lines) and 2-4 units per net acre (south of the power lines). Higher densities are possible in close proximity to the Laker Line stop, as well as for senior housing.
- Preserve the existing wetlands and, to the extent possible, woodlands.
- Construct a development that elevates its surroundings, the natural environment, and the City of Walker as a whole.

WEST STANDALE DEVELOPMENT VISION DIAGRAM

City of Walker, MI

April 17, 2024.

- ■ ■ Roads and street
- Existing wetlands
- Pedestrian/Bike connectivity
- Surrounding Context

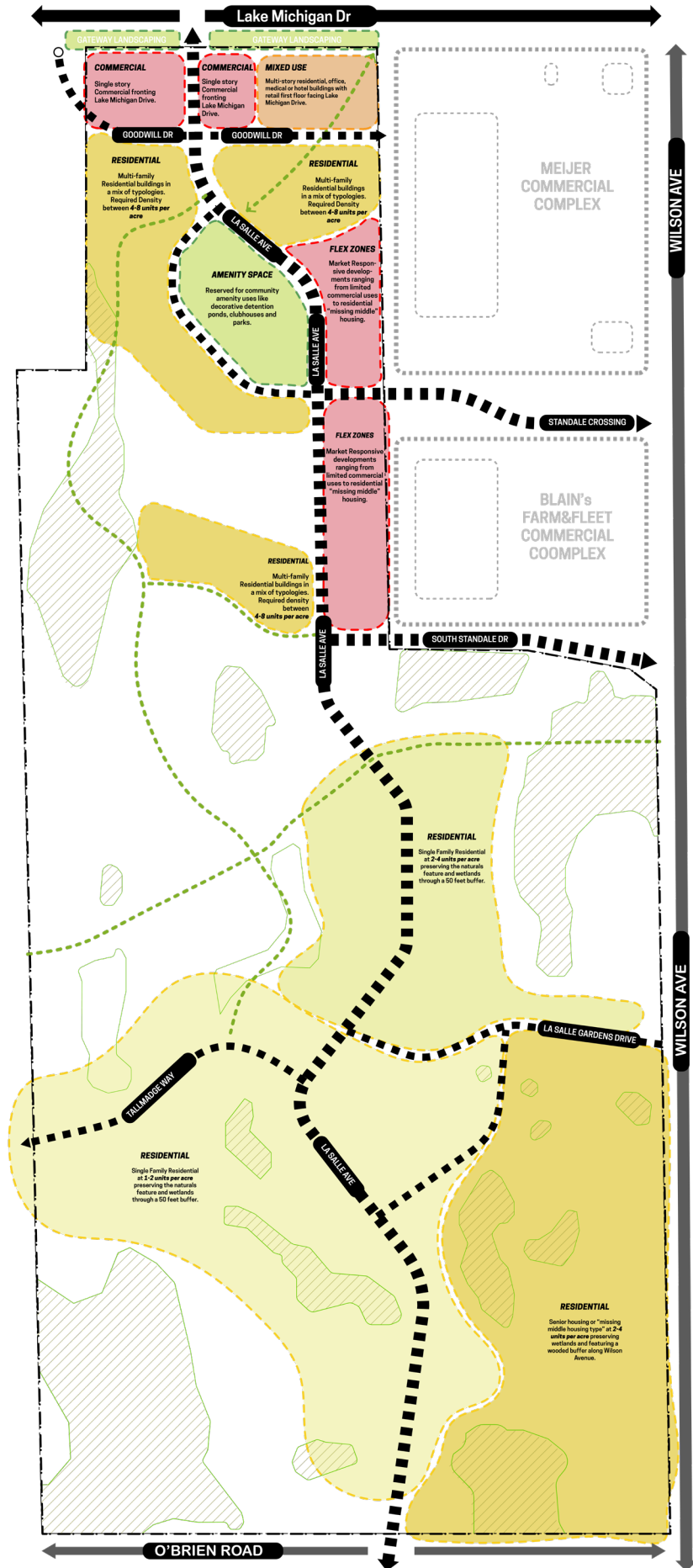


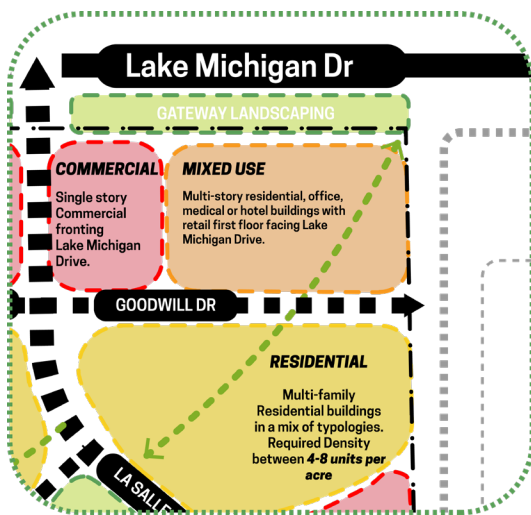
Table 2c.10: Summary of Essentials and Aspirations

Sub-District	Essentials	Aspirations
Ferndale Walk	Housing within walking distance of transit, potentially exceeding 8 units per acre if located within 500 feet of the Laker Line stop.	—
	Retail facing Lake Michigan Drive	—
	Buildings of at least two stories.	Buildings of 3-6 stories.
	Residential, office, or hotel on upper floors.	Upper floor residential as close to the Laker Line station as feasible.
	Residential, office, or lobby first floors where retail is deemed not viable due to lack of visibility.	—
	Architecture that creates an attractive gateway to Walker.	Architecture that creates a regional landmark.
	Easy and safe walk from residential units to the Ferndale Laker Line Station.	Walkway also connects green spaces for recreation and gathering.
	Easy and safe walk from Ferndale Walk to Standale Square and LaSalle Flex Zone.	Creation of a pedestrian-oriented crossing point at a key location along LaSalle Avenue.
	Continuous sidewalks along Lake Michigan Drive, Goodwill Drive, and LaSalle Avenue.	Continuous sidewalk along Meijer rear service drive.
	Outdoor Gathering Space for Residents	Outdoor Gathering Space for the Public.
	Parking areas that do not create pedestrian hazards.	Parking underground, in a parking ramp, or within the buildings.
Vista45	Well-designed Access Management, including an Extension of the Service Drive ("Goodwill Drive").	Goodwill Drive designed to public road standards.
	Landscaped frontage along Lake Michigan Drive.	Landscaping above and beyond Zoning requirements.
	Streetscape consistent with Standale DDA.	Upgraded streetscape, with additional pedestrian amenities.
	Continuous sidewalks on Lake Michigan Drive, LaSalle Avenue, and Goodwill Drive.	—
	Gateway Signage for the City of Walker.	Enhanced Gateway Elements (Public Art, Archway, Pillars, Fountain, etc)
	High-Quality Architecture.	Non-Corporate Architecture with a Consistent Theme.
Standale Square/ Pondside Place	Multi-family residential buildings, between 4 and 8 units per acre.	Mixed housing types (multi-family apartments and townhouses).
	Outdoor Gathering Space for Residents.	Outdoor Gathering Space for General Public.
	Retention Pond for Stormwater	Decorative Pond turning Stormwater Management into an Amenity.
	North-South bike route, either on trail or on-street via bike lanes on LaSalle Avenue.	North-South bike trail running through preserved wetlands and connecting through the site to the Laker Line Station and/or Chesterfield Heights neighborhood.
	Preserve existing trees outside of area disturbed for construction	Preserve existing trees outside of footprint of buildings, roads, and parking.
	Preserve existing wetlands	Preserve existing wetlands, plus 50-foot buffer around them.
	Landscaping consistent with Zoning	Landscaping above and beyond zoning.

Sub-District	Essentials	Aspirations
LaSalle Flex Zone	Quality Architecture	Non-Corporate Architecture with a Consistent Theme
	Residential, Senior Housing, Office, Medical, Hotel, Retail, or similar uses as dictated by the market.	—
	Safe and easy pedestrian access to all buildings.	Pedestrian-oriented design, buildings built to LaSalle Avenue sidewalk, and parking behind.
	All land uses contribute positively to the vibrancy, safety, and activity level of the LaSalle Avenue corridor and the entire West Standale area.	—
	Continuous sidewalks on LaSalle Avenue and Standale Crossing Drive.	Sidewalks on the driveway behind Meijer and Blain's
	Landscaping consistent with Zoning	Landscaping above and beyond zoning.
LaSalle Gardens	Single family residential development at 2-4 units per acre.	—
	North-South and East-West Bike Trail Connections	Leverage existing wetlands for increasing access to natural amenities to the public via walking and biking trails.
	Preserve all State-regulated wetlands.	Preserve all wetlands, plus a 50 foot buffer around them.
	Road and trail connections to Wilson Avenue, consistent with adopted 2005 access management plan.	Public stub street to the west, connecting to Ottawa County/Tallmadge Township.
	Any private roads designed to public road standards, including sidewalks and street trees.	All new roads dedicated to the City.
Wilson Villass	Residential units, 2-4 units per acre.	Senior Housing, up to 8 units per acre.
	Preserved woodland buffer along Wilson Ave	—
	Bike trail along Wilson Avenue, with connections into Wilson Villas and LaSalle Gardens.	Interior bike trail network within Wilson Villas.
	Unified road network with LaSalle Gardens, with at least one public street connecting Wilson Avenue to LaSalle Avenue.	—
	Preserve all State-regulated wetlands.	Preserve all wetlands, plus a 50 foot buffer around them.
	Any private roads designed to public road standards, including sidewalks and street trees.	All new roads dedicated to the City.

Ferndale Walk

Transit-Oriented Development



Ferndale Walk is envisioned as a multi-story mixed use development, with a pedestrian-oriented core providing an easy and safe walking path to the Ferndale Laker Line Station, while also providing high visibility on Lake Michigan Drive for retail businesses.

Encouraged Land Uses: Multi-story mixed use buildings with retail first floors, where the retail will be visible from Lake Michigan Drive. Upper floors could be residential, hotel, office, or medical. First floors that are not visible from Lake Michigan Drive could contain those uses, or lobbies/amenities that support those uses on the upper floors.

Discouraged Land Uses: Drive-thrus, car washes, gas stations, and other auto-oriented uses that are difficult or impossible to integrate into multi-story mixed use buildings, and which detract from the goal of creating an easy walk for residents to access the Laker Line Station.

Residential Density Range: Densities greater than 8 units per acre permissible within 500 feet of the Laker Line station. Beyond that, density should be between 4 and 8 units per acre. No vulnerable natural features have been identified in this area, so this plan does not envision the net density calculation reducing the number of units.

Building Heights: 2-6 Stories.

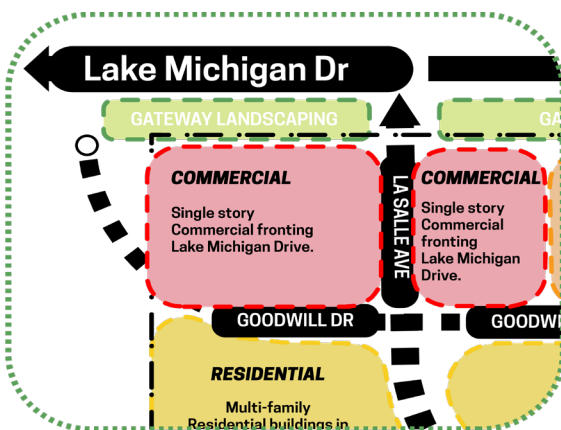
Essentials	Aspirations
Housing within walking distance of transit, potentially exceeding 8 units per acre if located within 500 feet of the Laker Line stop.	—
Retail facing Lake Michigan Drive	—
Buildings of at least two stories.	Buildings of 3-6 stories.
Residential, office, or hotel on upper floors.	Upper floor residential as close to the Laker Line station as feasible.
Residential, office, or lobby first floors where retail is deemed not viable due to lack of visibility.	—
Architecture that creates an attractive gateway to Walker.	Architecture that creates a regional landmark.
Easy and safe walk from residential units to the Ferndale Laker Line Station.	Walkway also connects green spaces for recreation and gathering.
Easy and safe walk from Ferndale Walk to Standale Square and LaSalle Flex Zone.	Creation of a pedestrian-oriented crossing point at a key location along LaSalle Avenue.
Continuous sidewalks along Lake Michigan Drive, Goodwill Drive, and LaSalle Avenue.	Continuous sidewalk along Meijer rear service drive.
Outdoor Gathering Space for Residents	Outdoor Gathering Space for the Public.
Parking areas that do not create pedestrian hazards.	Parking underground, in a parking ramp, or within the buildings.

Precedent Images



Vista45

Drivable Commercial Gateway



Vista45 is envisioned as a commercial gateway to the City of Walker taking advantage of the high traffic counts on Lake Michigan Drive to bring popular retail and/or restaurant brands to the City, and establish a high quality image to visitors as they arrive.

Encouraged Land Uses: Retail, restaurant, office, and service businesses. Medical offices or hotels would also be appropriate. Drive-thrus, car washes, gas stations, and other auto-oriented uses should be permitted in this area.

Discouraged Land Uses: Residential and business types that do not generate vibrancy or do not contribute to the high image gateway.

Residential Density Range: N/A

Building Heights: 1-2 stories. Taller buildings may be approved for medical, office, or hotel uses.

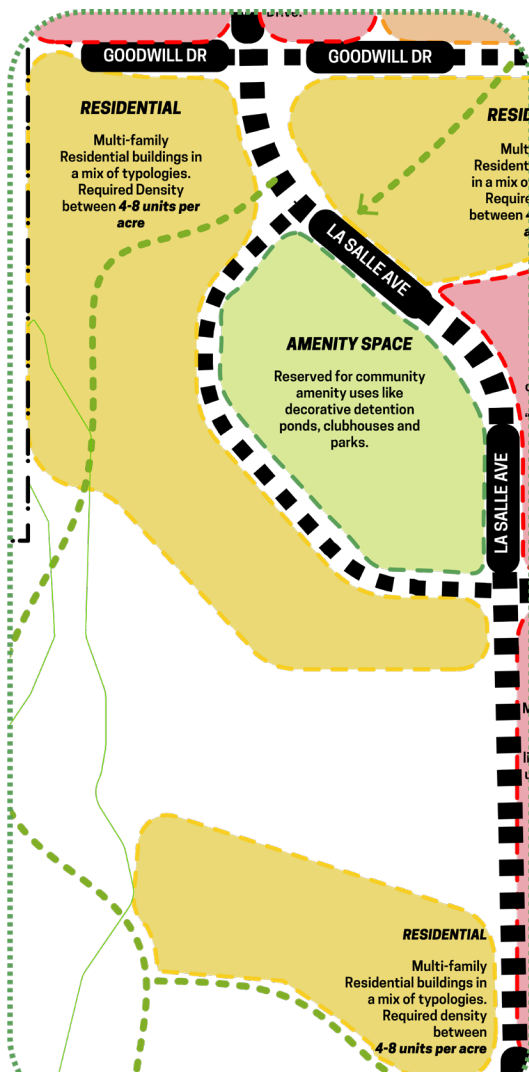
Essentials	Aspirations
Well-designed Access Management, including an Extension of the Service Drive ("Goodwill Drive").	Goodwill Drive designed to public road standards.
Landsaped frontage along Lake Michigan Drive.	Landscaping above and beyond Zoning requirements.
Streetscape consistent with Standale DDA.	Upgraded streetscape, with additional pedestrian amenities.
Continuous sidewalks on Lake Michigan Drive, LaSalle Avenue, and Goodwill Drive.	—
Gateway Signage for the City of Walker.	Enhanced Gateway Elements (Public Art, Archway, Pillars, Fountain, etc)
High-Quality Architecture.	Non-Corporate Architecture with a Consistent Theme.

Precedent Images



Standale Square/ Pondside Place

Walkable, High-Quality Multi-Family



Standale Square is envisioned as a sought-after multi-family living experience featuring preserved open space, walkability to amenities, and outdoor gathering areas. Pondside Place is the component of Standale Square south of the stormwater pond that may have a different character in a future development, but is part of the multi-family portion of the site.

Encouraged Land Uses: Multi-Family Residential, with associated amenities.

Discouraged Land Uses: Non-Residential Uses

Residential Density Range: 4-8 Units per acre (net density, removing preserved wetlands and other sensitive natural features).

Building Heights: 2-4 stories.

Essentials	Aspirations
Multi-family residential buildings, between 4 and 8 units per acre.	Mixed housing types (multi-family apartments & townhouses).
Outdoor Gathering Space for Residents.	Outdoor Gathering Space for General Public.
Retention Pond for Stormwater	Decorative Pond turning Stormwater Management into an Amenity.
North-South bike trail connection and continuous sidewalks on "Standale Square"	Connect bike trail to "Ferndale Walk" and Create East-west Bike Connection from LaSalle to North-South bike trail
Preserve existing trees outside of area disturbed for construction	Preserve existing trees outside of footprint of buildings, roads, and parking.
Preserve existing wetlands	Preserve existing wetlands, plus 50-foot buffer around them.
Landscaping consistent with Zoning	Landscaping above and beyond zoning.

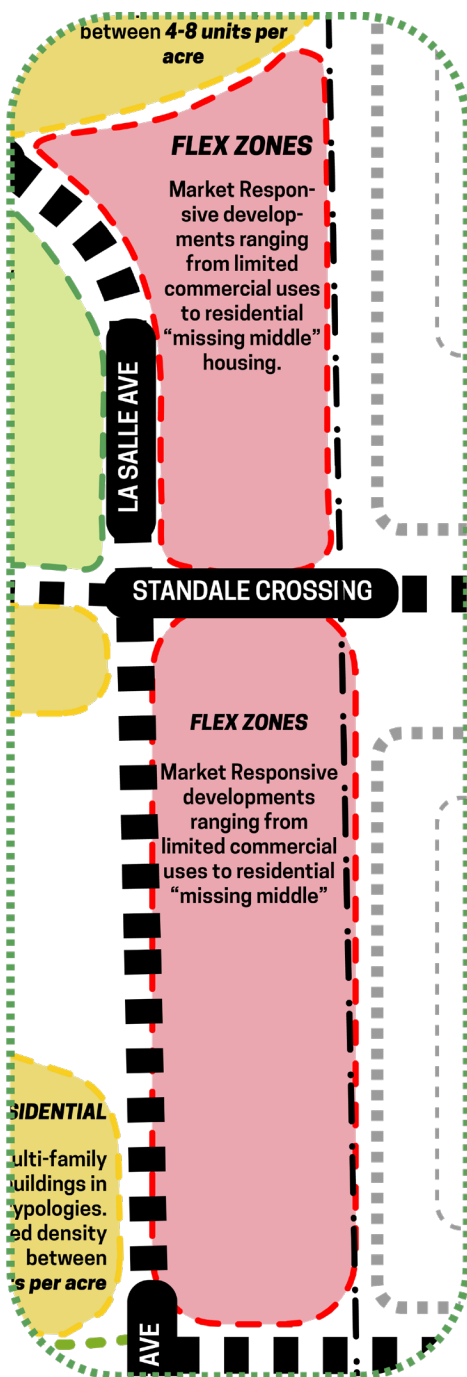
Precedent Images

Note: These precedent images show five story buildings, but otherwise demonstrate the intended character of Standale Square.



LaSalle Flex Zone

Market Responsive Opportunity



The east side of LaSalle Avenue between Goodwill Drive and the power line corridor has been designated as the "LaSalle Flex Zone." Because of the proximity of this portion of the site to the Meijer and Blain's big box stores, commercial uses may be appropriate here, such as medical offices, professional offices, or hotels. However, the sites have very little visibility on Wilson Avenue or Lake Michigan Drive, and thus may be more appropriate for residential, either matching the character of Standale Square, or intended for senior housing. Mixed use buildings combining those uses (as well as retail or restaurants, if deemed feasible by a future developer) would also be appropriate.

Encouraged Land Uses: Office (professional or medical), hotel, multi-family residential, senior housing (including assisted living), retail, or restaurants.

Discouraged Land Uses: Uses that do not create an active, vibrant character, such as self-storage, as well as uses that could create negative impacts on Standale Square through noise, odor, and other nuisances, such as contractor's yards with outdoor storage.

Residential Density Range: 4-8 Units per acre, potentially higher for senior housing.

Building Heights: 1-4 stories.

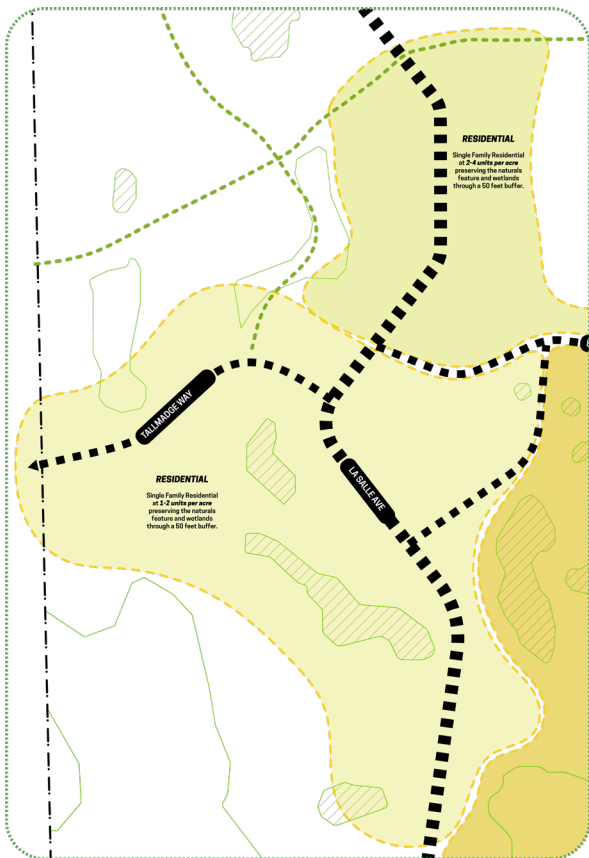
Essentials	Aspirations
Quality Architecture	Non-Corporate Architecture with a Consistent Theme
Residential, Senior Housing, Office, Hotel, or Retail, as dictated by the market. No Self-Storage.	—
Safe and easy pedestrian access to all buildings.	Pedestrian-oriented design, buildings built to LaSalle Avenue sidewalk, and parking behind.
Continuous sidewalks on LaSalle Avenue and Standale Crossing Drive.	Sidewalks on the driveway behind Meijer and Blain's
Landscaping consistent with Zoning	Landscaping above and beyond zoning.

Precedent Images



LaSalle Gardens

Clustered Low Density



In the portion of the site south of the power line corridor and away from Wilson Avenue, housing density should be kept low, and new homes should be built in a pattern that respects the existing wetlands and preserves as many trees as possible.

Encouraged Land Uses: Single Family Homes

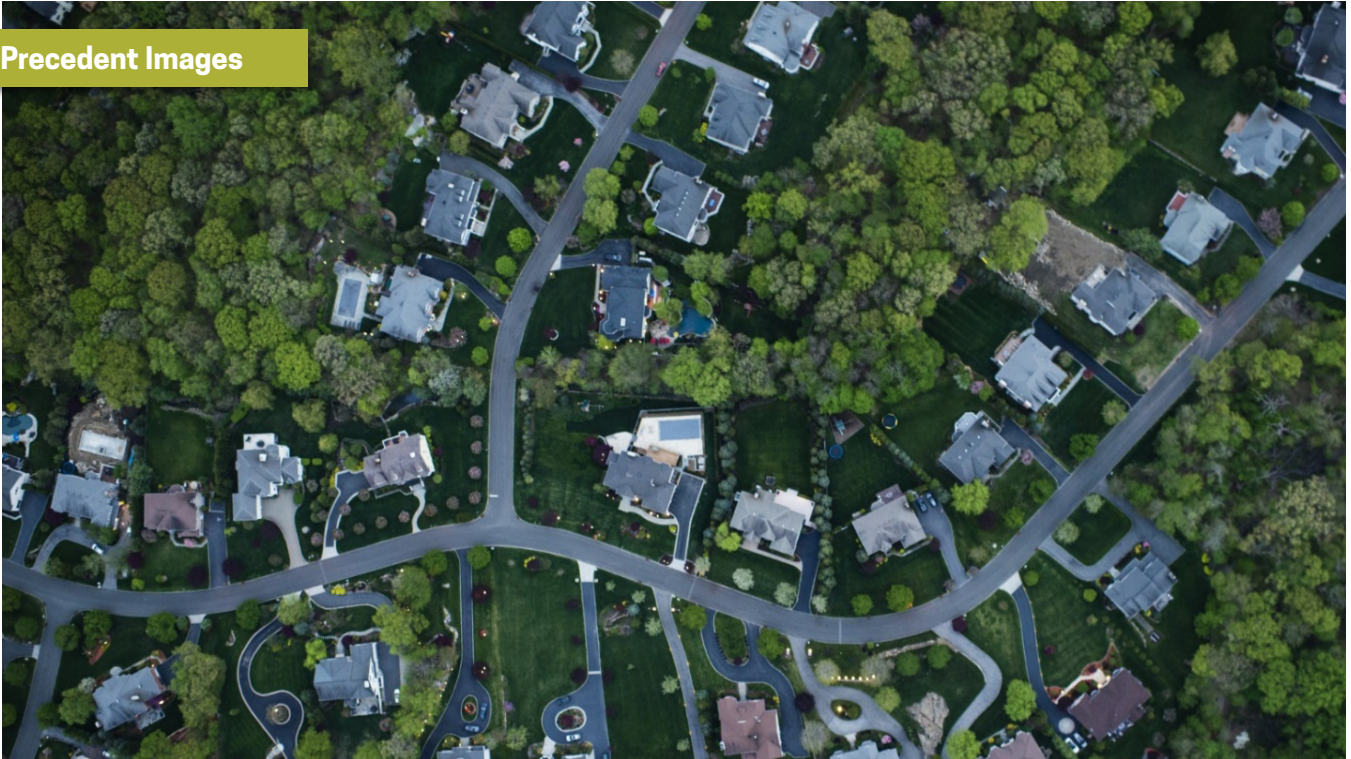
Discouraged Land Uses: Non-Residential Uses

Residential Density Range: 2-4 units per acre, (net density, removing preserved wetlands and other sensitive natural features).

Building Heights: 1-2 stories

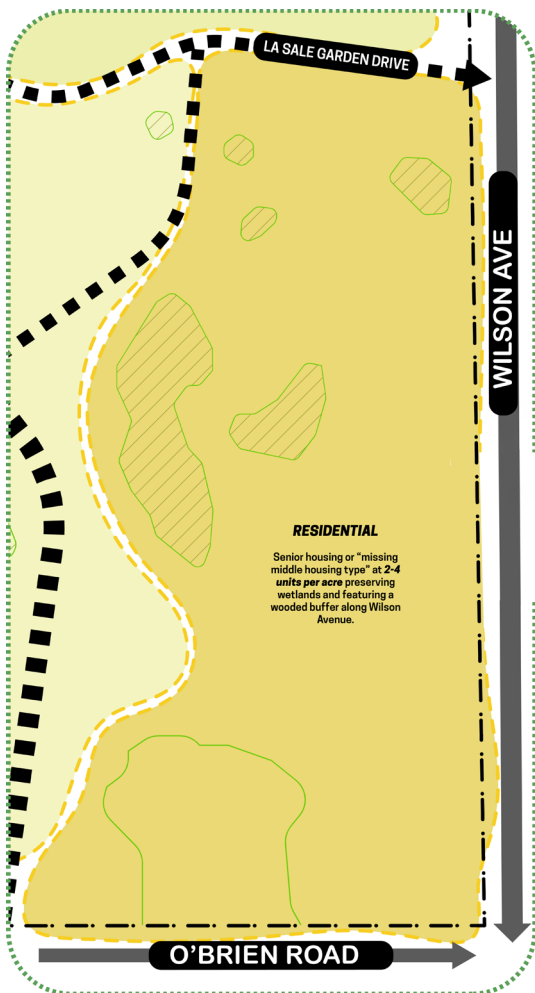
Essentials	Aspirations
Residential development/single family detached, minimum lot area 0.5 acres, maximum lot area approximately 2 acres.	—
North-South and East-West Bike Trail Connections	Leverage existing wetlands for increasing access to natural amenities to the public via walking and biking trails.
Preserve all State-regulated wetlands.	Preserve all wetlands, plus a 50 foot buffer around them.
Road and trail connections to Wilson Avenue, consistent with adopted 2005 access management plan.	Public stub street to the west, connecting to Ottawa County/Tallmadge Township.
Any private roads designed to public road standards, including sidewalks and street trees.	All new roads dedicated to the City.

Precedent Images



Wilson Villas

Senior Housing or Gentle Density



The Wilson Avenue frontage presents an opportunity for senior housing, or, alternatively, gentle density such as duplexes or townhouses. These uses should be designed to interface smoothly with the single family LaSalle Gardens area, and should be buffered from the traffic on Wilson Avenue by preserved trees and other landscaping.

Encouraged Land Uses: Senior Housing, Duplexes, or Townhouses.

Discouraged Land Uses: Non-Residential Uses

Residential Density Range: 2-4 units per acre (up to 8 units per acre if senior housing).

Building Heights: 1-2 stories (up to 4 stories for senior housing)

Essentials	Aspirations
Residential units, 2-4 units per acre.	Senior Housing, up to 8 units per acre.
Preserved woodland buffer along Wilson Avenue.	—
Bike trail along Wilson Avenue, with connections into Wilson Villas and LaSalle Gardens.	Interior bike trail network within Wilson Villas.
Unified road network with LaSalle Gardens, with at least one public street connecting Wilson Avenue to LaSalle Avenue.	—
Preserve all State-regulated wetlands.	Preserve all wetlands, plus a 50 foot buffer around them.
Any private roads designed to public road standards, including sidewalks and street trees.	All new roads dedicated to the City.

Precedent Images



Road Network

Essential Roadways

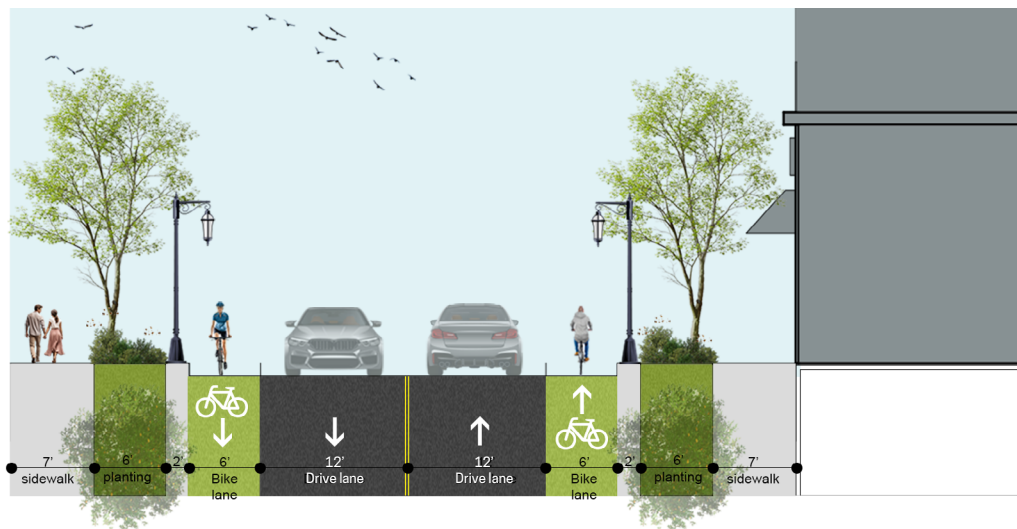
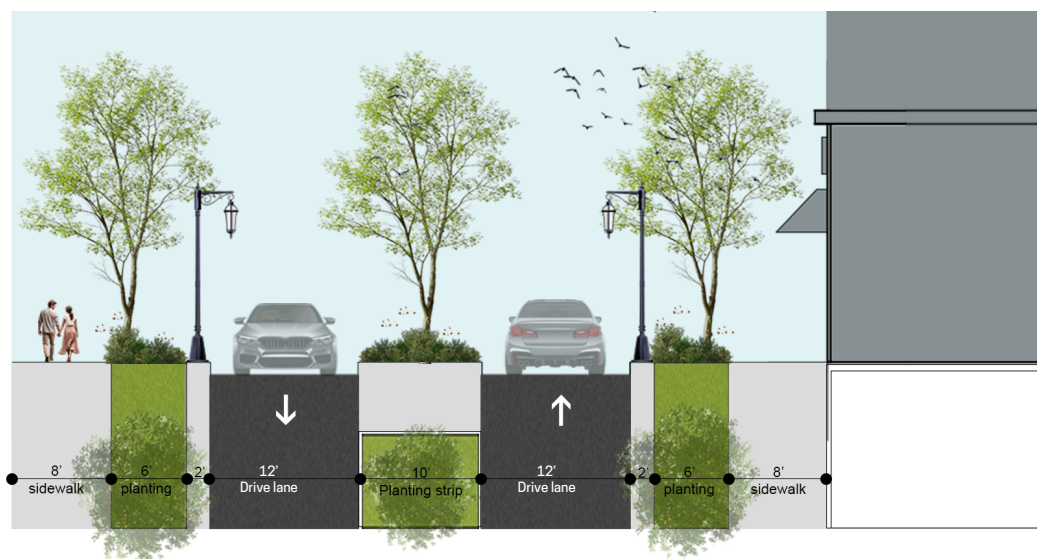
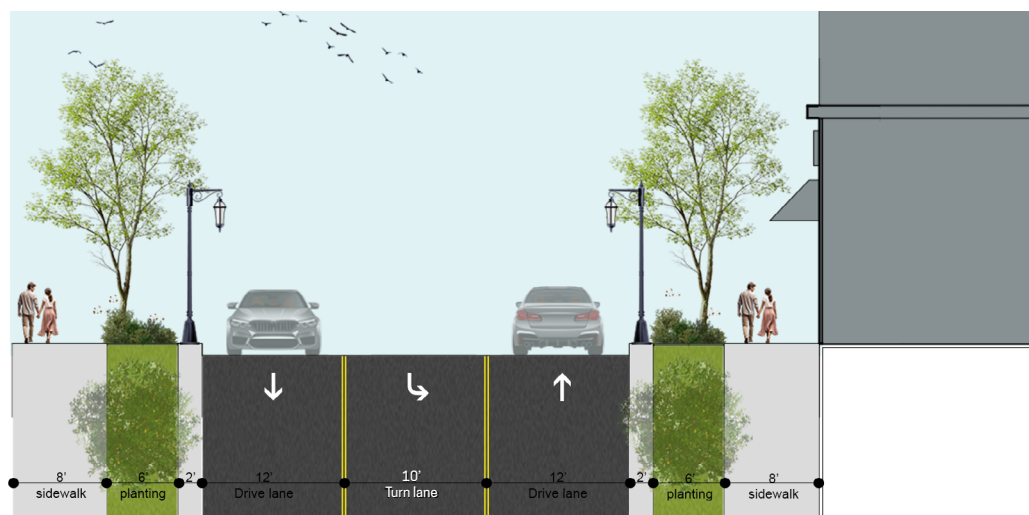
The following roadways make up the key facets of the envisioned road network in West Standale. These roadways should be part of any development. As mentioned above, the names are subject to change, but are being used here for clarity's sake.

LaSalle Avenue (Public Neighborhood Connector)

LaSalle Avenue will be a precise-platted public road running from Lake Michigan Drive to O'Brien Road, extending the existing LaSalle Avenue, which is part of the Chesterfield Heights plat north of Lake Michigan Drive.

LaSalle Avenue will be the key "spine" of the West Standale neighborhoods, and will carry local automobile, bicycle, and pedestrian traffic. While adding it to the network will take pressure off Wilson Avenue, it is not intended as a bypass or throughway.

LaSalle should be designed as "Neighborhood Connector", as described in the Corridor Design Plan - designed for low speed traffic, with sidewalks on both sides, street trees, pedestrian-scale lighting, and frequent marked crosswalks. A grass or landscaped "parkway" of at least 8 feet should be included between the sidewalk and the roadway. In some areas, either on-street parking or bike paths may be appropriate, though not likely both in the same place. A dedicated central turn lane may also be needed near some intersections.

LaSalle Ave
Bike LanesLaSalle Ave
MedianLaSalle Ave
Turn Lanes

Standale Crossing Drive (Public Business Connector):

Standale Crossing Drive is an existing public road that connects the Westtown development on the east side of Wilson Avenue to Meijer and Blain's, and currently stubs into the West Standale site. Standale Crossing will extend to connect to LaSalle Avenue.

A portion of Standale Crossing was created out of the parking lots of Meijer and Blain's, meaning that some of it does not meet the ideal standard for a public road in Walker. However, the new portion on the West Standale site should be built to the City's public road standards, under the guidelines for "Business Connectors" in the Corridor Design Plan, with sidewalks and street trees, and turn lanes as necessary.

Goodwill Drive (Private Business Connector)

Goodwill Drive will be a private roadway that extends the existing drive aisle north of Meijer to connect to the existing stub driveway on the Goodwill site. This East-West connection will provide cross-access between businesses on Lake Michigan Drive, reducing the number of driveways needed and allowing motorists to access the existing traffic light at Lake Michigan Drive and Ferndale Avenue and the planned traffic light at Lake Michigan Drive and LaSalle Avenue.

Goodwill Drive should be designed as a "Business Connector" under in the Corridor Design Plan, and have sidewalks on both sides and at least one mid-block crosswalk east of LaSalle Avenue for pedestrians accessing the Ferndale Laker Line Station.

Standale Square (Private Neighborhood Street)

Standale Square will be a roadway that branches off LaSalle Avenue to provide access to the multi-family buildings. It is envisioned as a private road, primarily focused on local access and resident parking. However, it should be designed to be safe for pedestrians, with sidewalks on both sides that connect to the public pedestrian and non-motorized network that will surround it.

Ideally, Standale Square will be a loop road that will connect to LaSalle Avenue south of Goodwill Drive and then again at a four way intersection with LaSalle and Standale Crossing. However, engineering considerations may necessitate alternative designs.

Standale Square should be considered a Neighborhood Street under the Corridor Design Plan.

LaSalle Gardens Drive (Public Neighborhood Connector)

LaSalle Gardens Drive will be a public roadway connecting LaSalle Avenue to Wilson Avenue south of the power line corridor, consistent with the 2005 Access Management Plan for that stretch of Wilson. The purpose of LaSalle Gardens Drive is to connect the LaSalle Gardens and Wilson Villas areas to Wilson Avenue.

LaSalle Gardens should be designed as a Neighborhood Connector under the Corridor Design Plan, with sidewalks and street trees on both sides. It should also have traffic calming elements designed to minimize cut-through traffic, such as bump outs and gentle curves.

Neighborhood Streets (Public or Private)

Within LaSalle Gardens, Wilson Villas, and potentially Standale Square, there will be a need for additional Neighborhood Streets (as defined in the Corridor Design Plan) to create a network for those neighborhoods. Those neighborhood streets should have sidewalks on both sides, as well as street trees, and should be designed to the City's public road standards.

Aspirational Roadways

The following roadways would enhance the transportation system for West Standale and its surroundings, but are not considered essential by this plan. While these roadways need not be in place for development to be approved, no action should be taken, by the City or a private entity, to prevent these roadways from eventually being built.

South Standale Drive (Public Business Connector)

South Standale Drive is envisioned as an additional connection from LaSalle to Wilson south of Blaine's. This roadway should be public, designed to the Business Connector guidelines in the Corridor Design Plan, and should have sidewalks on both sides. Street trees are also envisioned on the north side, though they may not be necessary on the south side, which abuts a preserved wetland and stormwater pond.

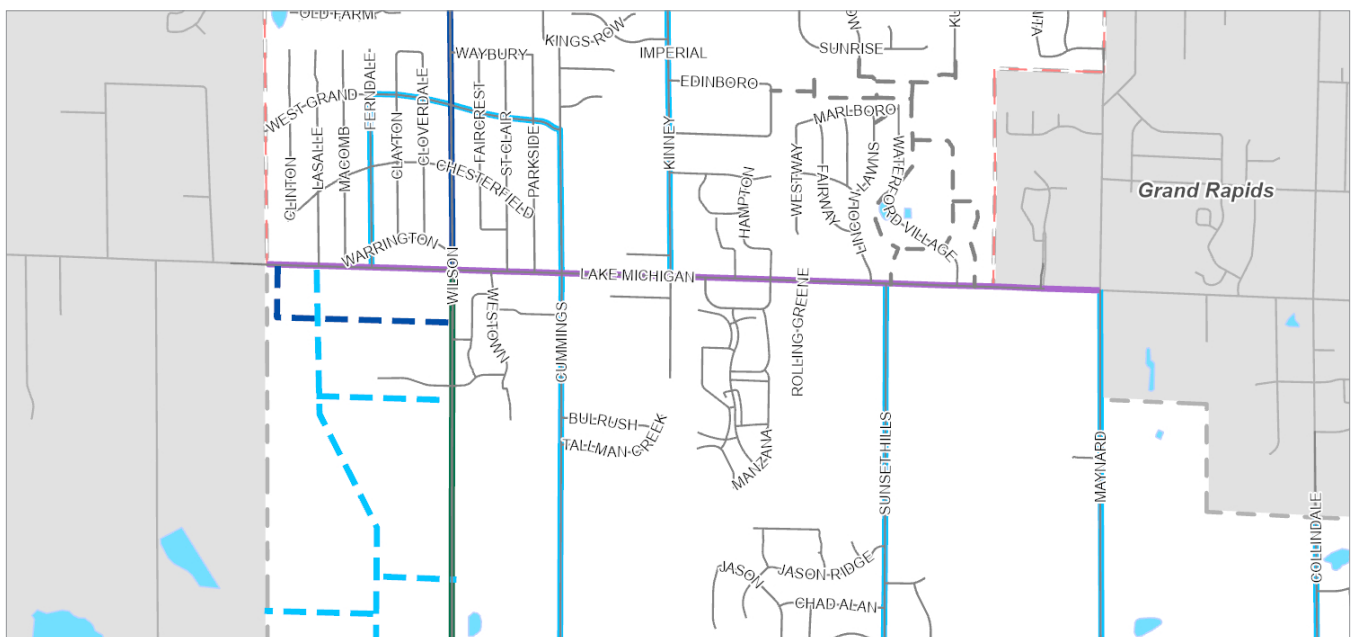
Tallmadge Way (Public Neighborhood Connector)

Tallmadge Way is envisioned as a stub street from LaSalle Avenue to the western edge of the site, to create a potential future connection to Tallmadge Township and Ottawa County, including potential development immediately to the west of West Standale.

Tallmadge Way should not intersection with LaSalle Avenue at a four-way intersection that also includes LaSalle Gardens Drive, to discourage cut-through traffic. Tallmadge Way is not intended as a thoroughfare – that role is already played by O'Brien Road, Fennessy Road, and Lake Michigan Drive. Instead, Tallmadge Way is intended to be a local connection between West Standale and a future neighborhood to its west.

Tallmadge Way should be designed as a Neighborhood Connector under the Corridor Design Plan, with sidewalks and street trees on both sides. It should also have traffic calming elements designed to minimize cut-through traffic, such as bump outs and gentle curves.

If Tallmadge Way is not constructed during the development of LaSalle Gardens, then an easement for its right-of-way should be dedicated to allow for the future construction of the road.



Bike Trails and Pedestrian Paths

Essential Trails and Walkways:

It is the intent of this plan that West Standale should be an internally walkable and connected series of neighborhoods, with pedestrian, bicycle, and transit connections to the rest of the city and region. Therefore, in addition to the sidewalks described above, the following bike trails and walkways should be considered essential to any development.

Ferndale Walk

Ferndale Walk will be a walkway from Standale Square to the Ferndale Laker Line station, providing safe, efficient, and attractive pedestrian access from the residential units and other uses on the interior of the site to the transit stop.

Ferndale Walk will also serve as the “spine” of the transit oriented development along its length. It should be designed not only as transportation infrastructure, but also a gathering place, with lighting, benches, trash cans, picnic tables, public art, and potentially even recreational amenities.

Where it crosses LaSalle Avenue and Goodwill Drive, Ferndale Walk should have marked, signposted crosswalks. Additional pedestrian safety measures like HAWK signals should also be considered.

While the Sub-Area Plan shows it as a straight diagonal line, it could potentially take a more winding path, widening out in some places to allow for amenities. But ultimately its primary purpose should be to provide a safe and comfortable walk from homes to transit, as well as to the businesses along Lake Michigan Drive.

North-South Bike Access

A safe and efficient bicycle route should be constructed through West Standale. Ideally, that will take the form of a bike trail running through the preserved natural space. Alternatively, it could take the form of bike lanes on LaSalle Avenue.

East-West Bike Trail

The East-West Bike Trail will be a trail through the power line corridor. While easements from the power line owner will be required, similar agreements have been reached two miles east of West Standale for the Meijer Standale Trail. The East-West Trail will be an important local transportation and recreation amenity, and will eventually serve as a link to the broader regional trail networks of both Kent and Ottawa Counties (see “Aspirational Trails and Walkways” section).

Wilson Avenue Bike Trail

A bike trail along Wilson Avenue from Standale Crossing Drive to O'Brien Road is considered an essential element of any development south of the power line corridor. Not only does Wilson need a pedestrian or non-motorized amenity to meet the requirements of Article 13 of the Zoning Ordinance (see “Zoning Analysis” section), a bike trail along this stretch of Wilson helps implement the City's larger vision for non-motorized transportation, including connecting the East-West Trail to the traffic lights at Standale Crossing and Wilson, and at O'Brien and Wilson, to help cyclists continue east.

Aspirational Trails Connection: Crossing Wilson Avenue

Consistent with the Non-Motorized section in Book 1, the East-West Trail will eventually be connected to the Standale Trail. There are three options to connect the trail across Wilson Avenue, - connecting to an existing traffic light, creating an additional signalized crossing on Wilson, or building a bridge.

An underpass under Wilson is not feasible due to the wetlands in the area.



Connecting to a Traffic Light

Connecting to a light allows for trail users to cross when all cars are stopped for them and paying attention. There are existing lights at Standale Crossing Drive and O'Brien Road, but both would require constructing a new trail on the east side of Wilson Avenue to connect to the light, and then to the "essential" trail on the west side, and then to the East-West Trail.

New Signalized Crossing

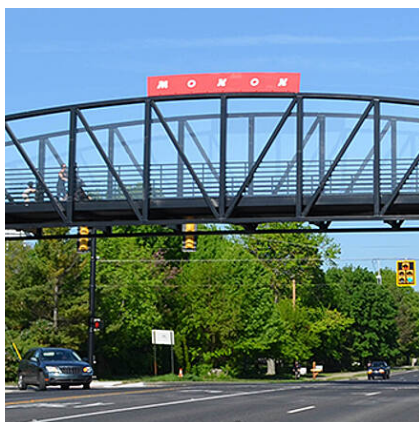
While a new traffic light on Wilson between Standale Crossing and O'Brien is unlikely (and any new light should be at LaSalle Gardens, not the trail crossing), a push-button activated HAWK signal may be appropriate.

HAWK, or High intensity Activated crosswalk, signals are a way to encourage drivers to slow down and look for pedestrians or bikers. The following are examples of aesthetically pleasing and safe HAWK signals on busy roads similar to Wilson Avenue.



Bridge

A bridge allows for trail users to completely avoid the dangers of the roadway and its drivers. The following are examples of bridges used to get trail users across busy roads similar to Wilson Avenue.



This option requires an appropriate gain of elevation, at an appropriate grade. In order to do that, a boardwalk over the wetland may be required.

Streetscape

North of Power Line Corridor

North of the power line corridor, streetscape elements should use the Standale Downtown Development Authority's designs, and developers should work with the City and DDA to utilize fixtures that match—especially light poles.

Along Lake Michigan Drive, the streetscape should be enhanced with additional landscaping, especially trees, signage, benches, trash cans, and knee walls to create a high-image gateway and improve the pedestrian experience.

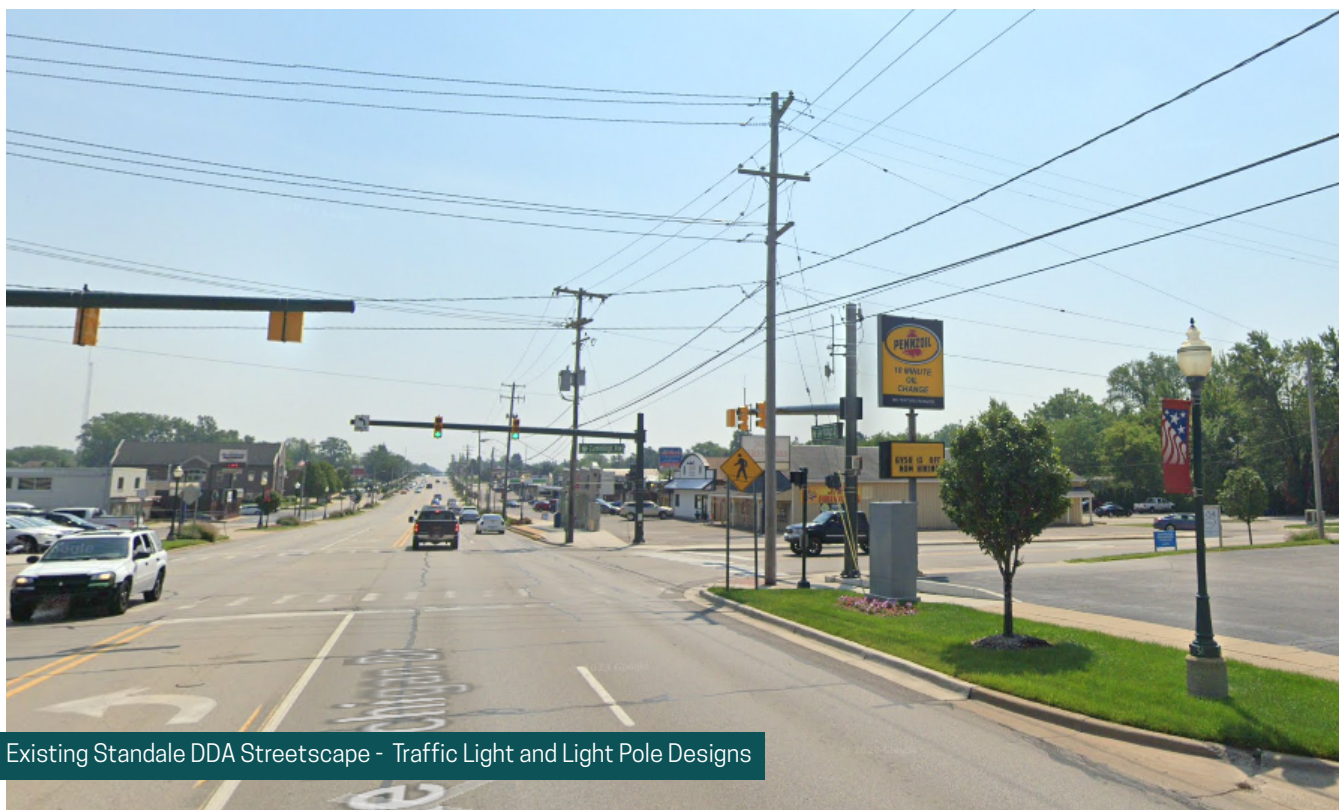
Along LaSalle Avenue, the streetscape should be enhanced with street trees, benches, and trash cans for a welcoming pedestrian environment.

Other streets should also be enhanced consistent with their surroundings.

South of Power Line Corridor

South of the power line corridor, the streetscape should be much more residential in nature, featuring ample green space and trees. Light poles along LaSalle Avenue should match the Standale DDA, but other fixtures such as benches and trash cans are not necessary.

Along Wilson Avenue, a wooded frontage of preserved trees should be maintained, with a bike path along the roadway (or cutting through the preserved woodlands). Decorative light poles are not necessary, though the roadway and bike path should be well-lit for safety.



Existing Standale DDA Streetscape - Traffic Light and Light Pole Designs

Natural Features Preservation and Parks

Essential Preservation and Parks

The following preservation and recreation components of the Sub-Area Plan are essential, and must be included in any West Standale development.

Standale Square Park

Between Standale Square and LaSalle Avenue, a recreational park space should be developed. This space could include amenities such as playground equipment or sports courts, or could be a more formal park with walking paths and public art.

As the Standale Square Park area is a low spot on the site, the park may contain a stormwater retention pond. Such a pond should be equipped with a fountain, decorative fencing, water-loving plants (such as milkweed), and other design features to make it an aesthetic amenity, and not merely a functional piece of infrastructure.

State-Regulated Wetlands

The State of Michigan regulates wetlands over 5 acres in area, and requires any regulated wetland that is impacted to be replaced by wetlands elsewhere. It is the intent of this plan that all regulated wetlands on the site stay as they are, and not be impacted by the development. Preserving the regulated wetlands should be the first design step, with all other aspects of the site design, including the routing of LaSalle Avenue, flowing from that preservation.

Wilson Avenue Wooded Buffer

As noted above, a wooded buffer should be preserved along Wilson Avenue south of Blain's to reduce noise and other impacts from the busy road on the residents of Wilson Villas and LaSalle Gardens.

Aspirational Preservation and Parks:

The following preservation and parks actions are aspirational, but would enhance any development on the West Standale site:

- Preserving all wetlands, not just the ones over 5 acres.
- Preserving a buffer of at least 50 feet around as many wetlands as possible.
- Preserving as many old growth trees as possible, especially south of the power line corridor.
- Adding additional recreational parks, above and beyond Standale Square Park.

Utilities

Public water and sewer are available nearby, but would have to be extended onto the West Standale site. No development should occur without public water and sewer being extended onto the site.

Stormwater should also be managed on-site to the extent possible, utilizing the existing grades and wetlands where practical. Green infrastructure such as bioswales and green roofs are encouraged, aspirational opportunities to reduce the impacts of stormwater on the design, as well as reduce the likelihood of flooding events.

Precedent Images



Action Plan

Precise Plat

LaSalle Avenue will be precise platted through the site. The exact route of the road will be determined by the City Engineer based on topography, road design standards, and other factors, but the road will take approximately the path shown on the Sub-Area Plan, and will run continuously from Lake Michigan Drive to O'Brien Road, subject to environmental considerations on the site such as wetlands and oil wells.

Construction of LaSalle Avenue will take place alongside the development of land adjacent to it, following the Precise Plat process (see "Phasing of Development" below).

Zoning Option 1: Custom PUD Tools

This plan envisions the West Standale site being rezoned as shown on the following page. These zoning districts are consistent with the Future Land Use and Community Character districts designated in this plan.

Because the West Standale development will take creativity, and because the City expects it to be a high quality development that goes "above and beyond" (and includes significant preserved open space), the Zoning Ordinance's Planned Unit Development options are the best Zoning tool for the development. However, because each sub-district has different goals and regulatory needs, different PUD types are recommended for each sub-district, as shown on the map.

RPUD-3 (Ferndale Walk)

The RPUD-3 tool, which allows density over 8 units per acre within 500 feet of Laker Line stations, but also requires high quality design and enhanced site amenities, is the recommended zoning tool for Ferndale Walk. In addition to high density housing, RPUD-3 also allows up to 10% of the floor area of the development to be used for commercial using, allowing for storefronts facing Lake Michigan Drive, as envisioned in the Example Development.

The Ferndale Walk area is approximately 8 acres in area, meaning that it exceeds the 2 acre maximum area to be considered a "Small Site" PUD. Therefore, the "Large Site" standards would apply, meaning the following would be required:

- Sidewalks on all road frontages (including private roads such as Goodwill Drive).
- Balconies for all upper floor residential units.
- Bicycle parking.

CPUD (Vista45)

The commercial uses in the Vista45 sub-district would be best constructed under the CPUD tool, which allows a wide variety of commercial uses, while requiring high site design standards, including a "unified architectural treatment."

MPUD (LaSalle Flex Zone)

The MPUD tool allows the flexibility and market-responsiveness that is needed for the LaSalle Flex Zone. Within MPUDs, the

Planning Commission can permit both residential and non-residential uses, and the Flex Zone can be built out with hotels, medical offices, multi-family residential, senior housing, or other uses listed as appropriate in this plan.

The MPUD tool does have some restrictions on where certain uses can be placed, such as drive-thrus, car washes, gas stations, self-storage, automobile repair, automobile sales, and single family homes, but none of those are considered appropriate uses by this Plan.

RPUD-2 (Standale Square, Wilson Villas)

The RPUD-2 tool, which allows a variety of housing units up to 8 units per acre, is the most appropriate zoning tool to implement the vision for both Standale Square and Wilson Villas.

RPUD-1 (LaSalle Gardens)

RPUD-1 is the City's single family PUD tool, and would allow the development of LaSalle Gardens, as well as enforce the preservation of the preserved wetlands and other open space.

Zoning Option 2: MPUD

The development envisioned by this section could also be constructed under the City's MPUD tool, with the entire West Standale site being rezoned to that category.

MPUD allows a variety of residential and non-residential uses, and a variety of residential densities, meaning all of the district characters envisioned in this section could be built under that single category.

The following would need to be addressed during the PUD Approval process, if the zoning tool used for implementation is a single MPUD zone:

- No single family homes would be permitted within 1,000 feet of Lake Michigan Drive or Wilson Avenue. This could alter the design of LaSalle Gardens.
- No residential-only buildings would be permitted within 500 feet of Lake Michigan Drive or Wilson Avenue. That could alter the design of both Ferndale Walk and Wilson Villas, and may mean Wilson Villas would have to be approved under a different zoning tool, such as RPUD-2.
- Drive-thrus, car washes, and gas stations could be permitted in the Ferndale Walk area, and would have to be specifically prohibited through the PUD agreement in order for the development to be consistent with this plan.

Zoning Option 3: MPUD + RPUD-3

The third zoning option would be to rezone the entire site to MPUD, except for the 500 foot radius around the Ferndale Laker Line Station, which would be rezoned to RPUD-3. RPUD-3 would both prevent uses that are not envisioned in that area, such as gas stations, and would also allow residential densities exceeding 8 units per acre and first-floor retail fronting Lake Michigan Drive, as envisioned by this plan.

Neighborhood Design Requirements (Article 13)

Article 13 of the City's Zoning Ordinance includes the following Neighborhood Design Requirements, which will apply to development on the West Standale site.

Public Road Requirement:

Article 13 requires that all new roads be public, unless specifically waived by the Planning Commission. This plan supports such a waiver for Goodwill Drive and other roads designated as private in the Sub-Area Plan, provided that the perpetual maintenance and access agreement required by the Zoning Ordinance is in place prior to construction. This plan does not support such a waiver for roads designated as public in the Sub-Area Plan.

Sidewalks:

Sidewalks are required along all street frontages where they do not currently exist, and on both sides of all new roadways. While the Planning Commission can grant waivers, this plan does not support them for any roadways in West Standale, except that instead of sidewalks on Wilson Avenue, a bike path is more appropriate.

Required Open Space:

The Zoning Ordinance requires at least 10% of the site to be preserved as open space. The Sub-Area Plan far exceeds that requirement.

Road Network Requirements:

- **Connections to All Abutting Roadways.** The Sub-Area Plan calls for connections to Lake Michigan Drive, Wilson Avenue, and O'Brien Road, the abutting roadways of the site, and therefore meets the requirements of the Zoning Ordinance.
- **Connections to Existing Stub Streets.** The Sub-Area Plan calls for a connection to Standale Crossing Drive (and the extension of a Meijer drive aisle as Goodwill Drive) and therefore meets the requirements of the Zoning Ordinance.
- **Creation of New Stub Streets.** The Zoning Ordinance calls for one stub street or bike/pedestrian connection for every 300 feet of property line. The Planning Commission may waive that requirement upon finding that there is a "physical, legal, public safety, or environmental preservation reason" that the connection cannot be made. This plan supports such waivers as may be necessary to allow for the road network in the Sub-Area Plan (including Tallmadge Way, or at least an easement for the future construction of Tallmadge Way) without additional connections.
- **Cul-De-Sacs.** Cul-de-sacs are limited to 800 feet in length, and cannot serve more than 25 dwelling units. The Sub-Area Plan does not include any cul-de-sacs, though the Example Development shows that they may be necessary in LaSalle Gardens and Wilson Villas. All cul-de-sacs should comply with the zoning requirements.
- **Gated Community Prohibition.** Gated communities are prohibited. No roadway within West Standale shall be closed to public access.
- **Residential Blocks.** The maximum residential block length is 1,320 feet. All roadways in the Sub-Area Plan comply with this requirement.

Phasing of Development

In order for West Standale to be built out as a coherent series of neighborhoods, certain aspects of the design must be constructed before other aspects. Following are the pre-requisite actions for the construction of the buildings in each sub-district:

Ferndale Walk:

- Precise platting of LaSalle Avenue, and construction from Lake Michigan Drive to Goodwill Drive.
- Easement and perpetual maintenance/access agreement for Goodwill Drive, and construction from Meijer parking lot to Goodwill parking lot.
- Extension of water and sewer utilities as needed.

Vista45:

- Precise platting of LaSalle Avenue, and construction from Lake Michigan Drive to Goodwill Drive.
- Easement and perpetual maintenance/access agreement for Goodwill Drive, and construction from Meijer parking lot to Goodwill parking lot.
- Extension of water and sewer utilities as needed.

Standale Square:

- Precise platting of LaSalle Avenue, and construction from Lake Michigan Drive to Standale Crossing Drive.
- Easement and perpetual maintenance/access agreement for Goodwill Drive, and construction from Meijer parking lot to Goodwill parking lot.
- Easement and perpetual maintenance/access agreement for Standale Square, and construction of that roadway.
- Conservation easement or other method of ensuring the preservation of envisioned open space north of the power line corridor.
- Construction of Standale Square Park (concurrent with construction of buildings).
- Construction of North-South Bike Trail (concurrent with construction of buildings) from northern terminus to power line corridor.
- Extension of water and sewer utilities as needed.

LaSalle Flex Zone:

- Precise platting of LaSalle Avenue, and construction from Lake Michigan Drive to Standale Crossing Drive (or, optionally, to South Standale Drive or the power line corridor).
- Extension of water and sewer utilities as needed.

LaSalle Gardens:

- Precise platting of LaSalle Avenue, and construction from O'Brien Road to Standale Crossing Drive (or, optionally, to Lake Michigan Drive).
- Precise platting of LaSalle Gardens Drive, and construction from Wilson Avenue to LaSalle Avenue.
- Easement and perpetual maintenance/access agreement for all other roadways.
- Conservation easement or other method of ensuring the preservation of envisioned open space south of the power line corridor.
- Extension of water and sewer utilities as needed.

Wilson Villas:

- Precise platting of LaSalle Avenue, and construction from O'Brien Road to Standale Crossing Drive (or, optionally, to Lake Michigan Drive).
- Precise platting of LaSalle Gardens Drive, and construction from Wilson Avenue to LaSalle Avenue.
- Easement and perpetual maintenance/access agreement for all other roadways.
- Conservation easement or other method of ensuring the preservation of envisioned open space south of the power line corridor.
- Extension of water and sewer utilities as needed.

Market Study and Data Analysis

In order to determine the appropriate mix of uses, as dictated by the market, and also react to road, sidewalk, bike path, and transit usage trends, the City and Downtown Development Authority should use a data-driven approach. The DDA should pursue market studies, cell-phone data, Rapid ridership data, and other useful quantitative information, and base its investments and other decision making on the conclusions provided.

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6.

Mobility Plan

Corridor Design Plan

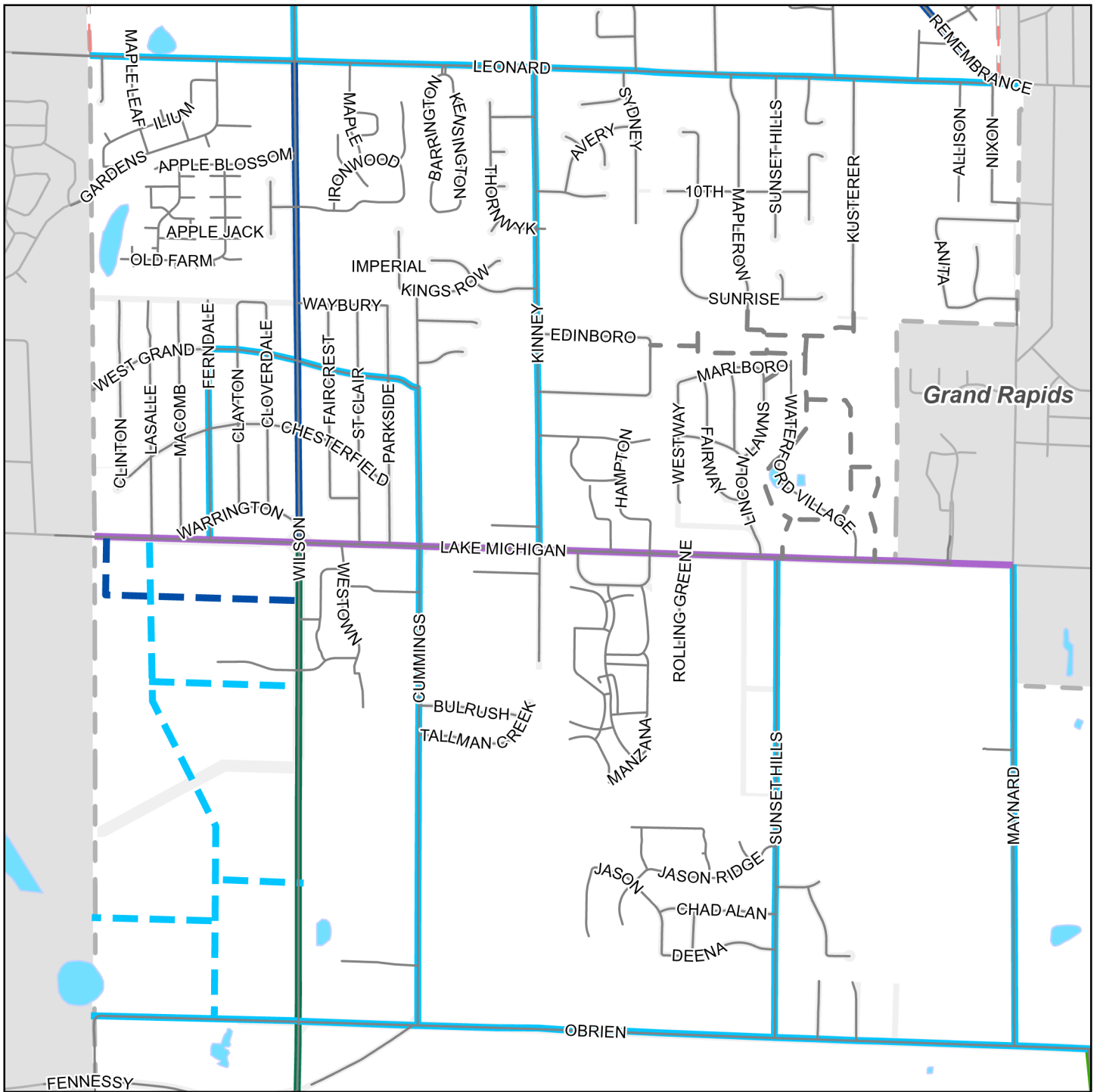


Introduction

The Corridor Design Plan is intended to give guidance and state goals for the corridors throughout Walker. Because specific contexts may vary from street to street and neighborhood to neighborhood, the images and text on the following pages should be taken as guidelines and best practices, rather than specific designs.

However, it is City's goal to achieve the concept of **Complete Streets** throughout Walker, designing corridors to be safe and attractive for all users, and ensuring that streets contribute positively to the vibrancy and economic vitality of the community. Therefore, the guidelines expressed in this plan contain recommendations to re-orient streets away from the needs of through traffic, and towards the needs of local traffic, pedestrians, and bicyclists.

Note: MDOT has not approved any of the designs in this plan for M-11 or M-45.



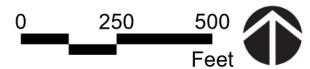
Corridor Design Plan

Standale Neighborhood
City of Walker, Michigan

Adopted August 12, 2024

LEGEND

- Proposed Business Connector
- Proposed Neighborhood Connector
- Proposed Neighborhood Street
- Regional Throughway
- Urban Throughway
- Business Connector
- Neighborhood Connector
- Natural Beauty Corridor
- Natural Beauty Throughway
- Neighborhood Street
- Other Municipal Boundaries
- Freeways
- Lakes, Rivers, Streams, Drains



Basemap Source: Michigan Center for Geographic Information, Version 17a.
City of Walker 2023. McKenna 2024.



Regional Thruway



General Characteristics

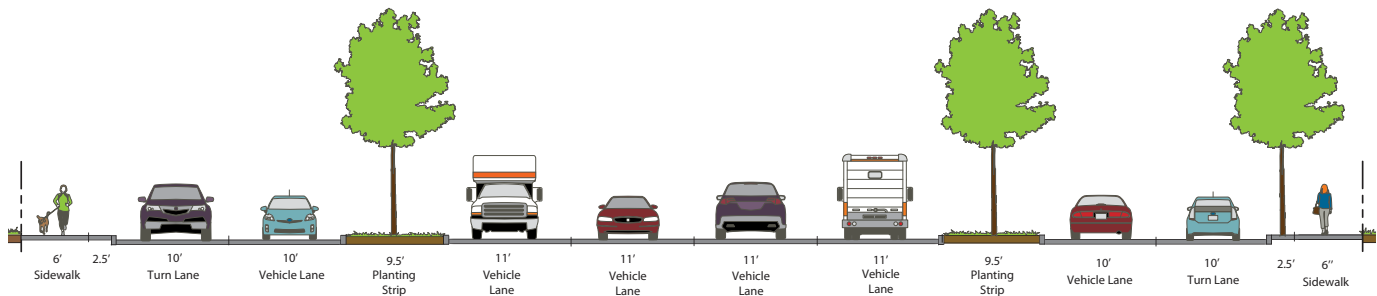
- 100-120 feet of ROW
- 25,000 – 50,000 cars per day
- 45-55 MPH

Regional Thruways carry high volumes of through traffic. As major commuter routes for the Grand Rapids region, they are frequently designated as State Highways and maintained by MDOT. Therefore, the needs of through traffic must be kept in mind in their design.

However, these corridors are also lined with businesses, and many residents live in close proximity to them. Therefore, the needs of local traffic, pedestrians, and bicyclists must be taken into account as well.

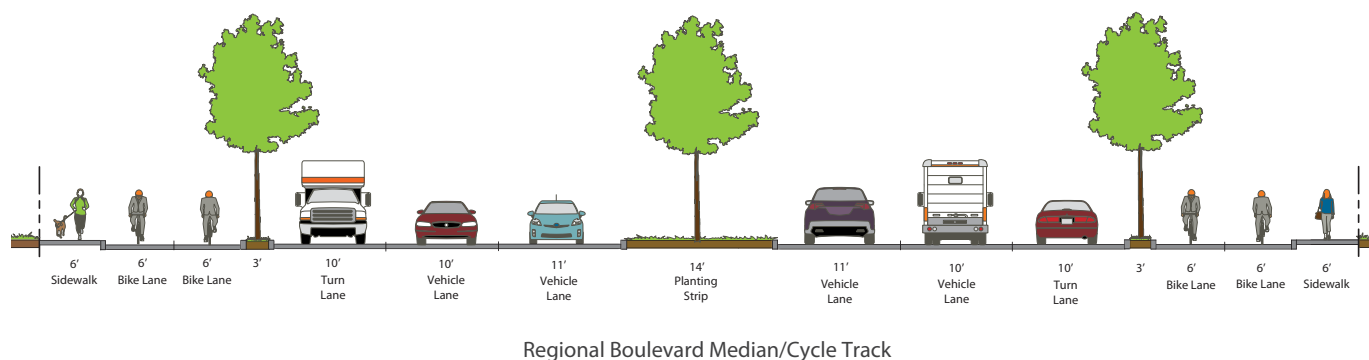
Guidelines for Regional Thruways

1. Creative solutions should be investigated for allowing through traffic to continue to its destination at an efficient rate, while also allowing for turning movements and local access. **Slip streets**, as illustrated below, separate through traffic from local traffic.

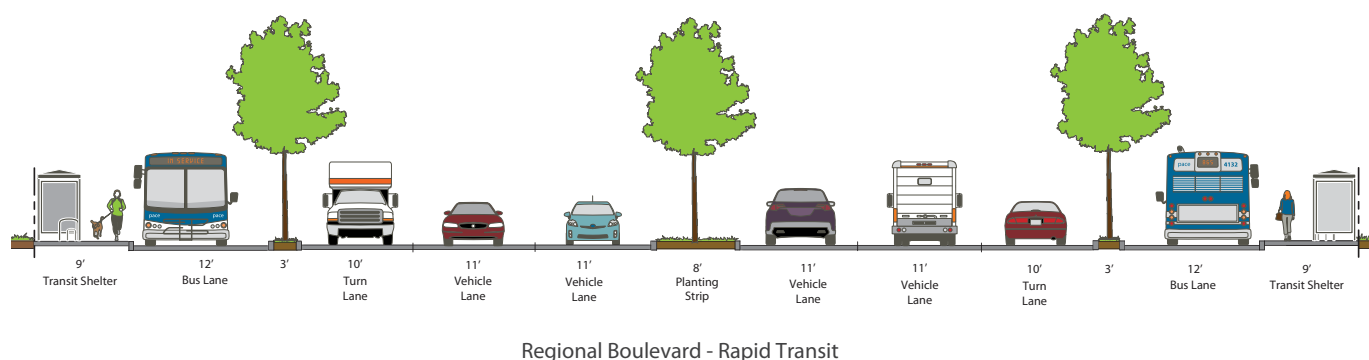


Regional Boulevard - Slip Streets

- Although they will always feature heavy automobile traffic, Regional Thruways should also be designed to be safe for pedestrians and bicyclists. One way to achieve that safety is to create **cycle tracks**, which separate cyclists into their own two-way path. The cycle-track can also be used to separate pedestrians from automobile traffic.



- Medians** allow for greenery in the center of roadways, as well as controlling left turns and assisting in the efficient flow of through traffic – especially through the use of “Michigan Lefts.” Medians also reduce the heat island effect and improve the pedestrian environment.
- Regional Thruways are also excellent candidates for **Rapid Transit**. In addition to being high-traffic corridors with destinations that drive ridership, their wide rights-of-way allow for dedicated transit lanes, including for Bus Rapid Transit or Light Rail.



Business Connectors within the Standale Neighborhood Cluster

- Lake Michigan Drive/M-45** one the City and region’s busiest corridors. The existing slip street configuration in the center of Standale should be enhanced and expanded, due to its positive impact on businesses and safe mobility.

Business Connector

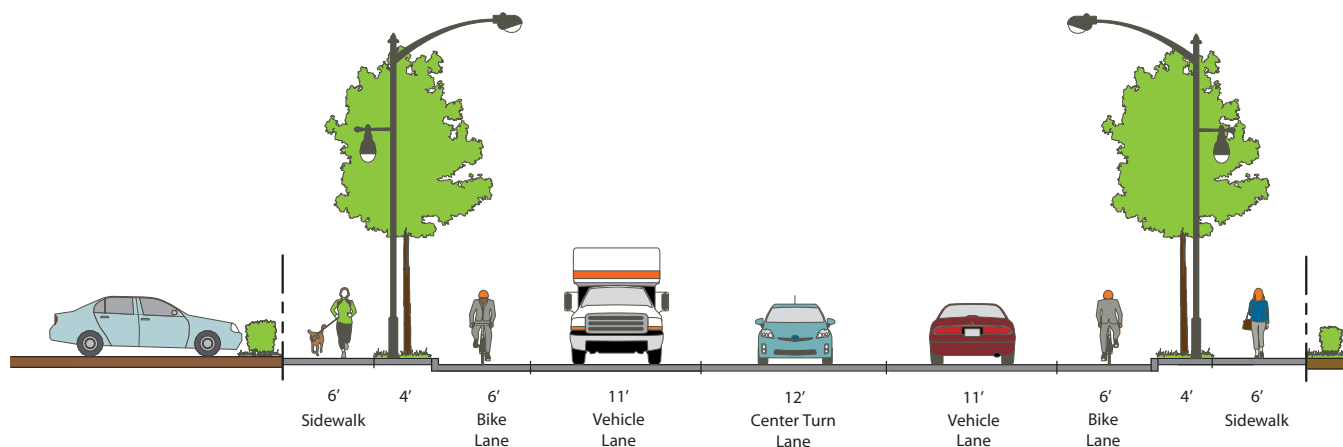


General Characteristics

- 66-100 feet of ROW
- 10,000 to 25,000 cars per day (and heavy truck traffic)
- 30-45 MPH

Business Connectors are roadways that travel through non-residential areas – particularly Enterprise and Community Enterprise Character Areas. They are designed for high levels of truck traffic. While pedestrians and bicyclists should be able to traverse them safely, and transit access should be efficient, they are predominantly corridors for commercial traffic and commuters.

Guidelines for Business Connectors



Business Connector

1. Business Connectors should have **wide lanes**, particularly turning lanes, to accommodate trucks safely.
2. Although other designs may be appropriate, business connectors should generally have a **3 or 5 lane cross section** with a **continuous center turn lane**. This prevents rear-end accidents, and allows for efficient through traffic and turning movements.
3. **Sidewalks** should be constructed where possible. **Bike lanes** (or other appropriate bicycle infrastructure) should be constructed where designated in this plan. **Bus bulbs** are desirable in these areas at transit stops to keep through traffic moving.

Business Connectors within the Standale Neighborhood Cluster

- **M-11/Wilson Avenue**

Neighborhood Connector



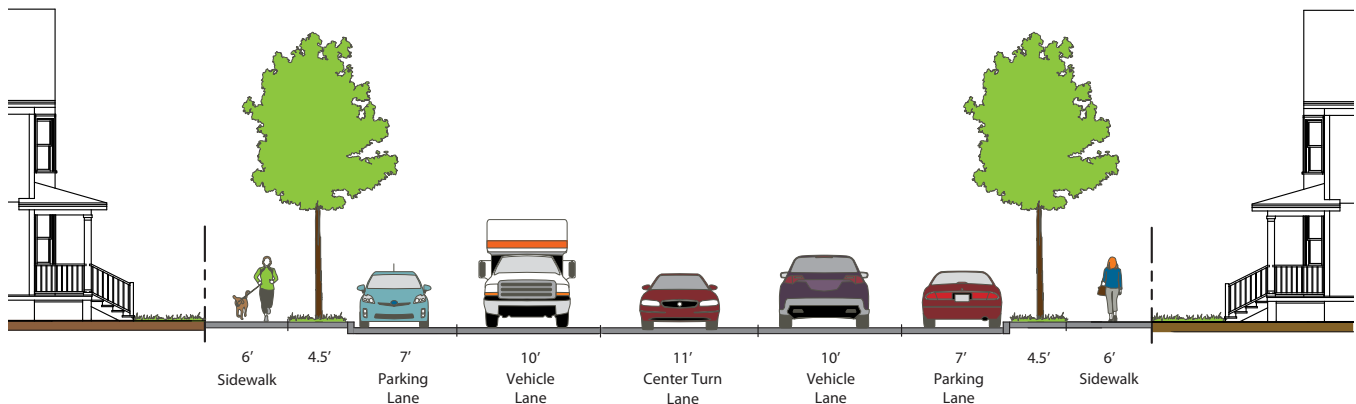
General Characteristics

- 66-100 feet of ROW
- 5,000 to 25,000 cars per day
- 25-35 MPH (faster in undeveloped areas)

Neighborhood Connectors are roadways that travel through and between neighborhoods, connecting those neighborhoods together. Their land use context is generally residential, but could also include low-intensity retail/service businesses, religious or educational institutions, recreational areas, or preserved open space.

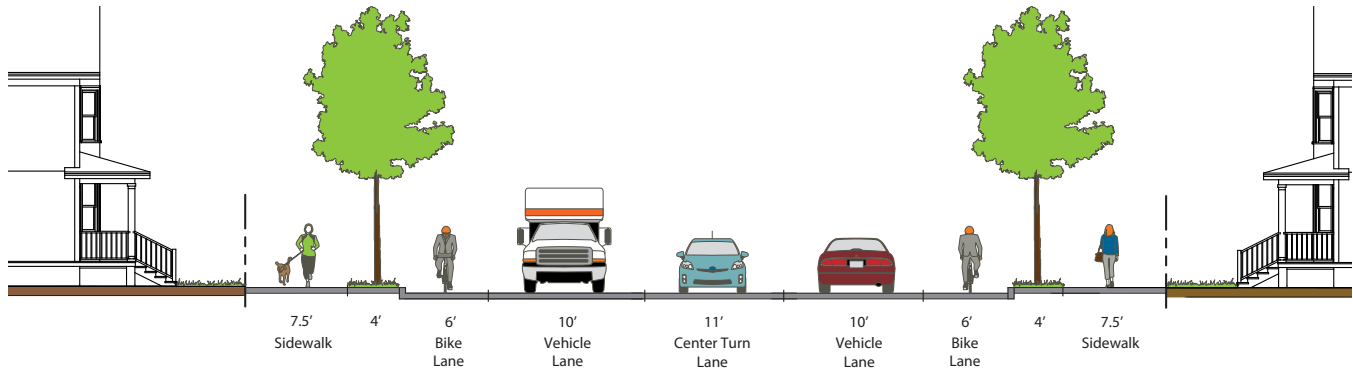
Guidelines for Neighborhood Connectors

1. Neighborhood Connectors with frequent intersections and driveways should have a **three lane cross section** to allow for left turns and efficient movement of through traffic.
2. Where there are businesses nearby that need the support of **on-street parking**, it should be provided. On street parking is also appropriate in residential areas.



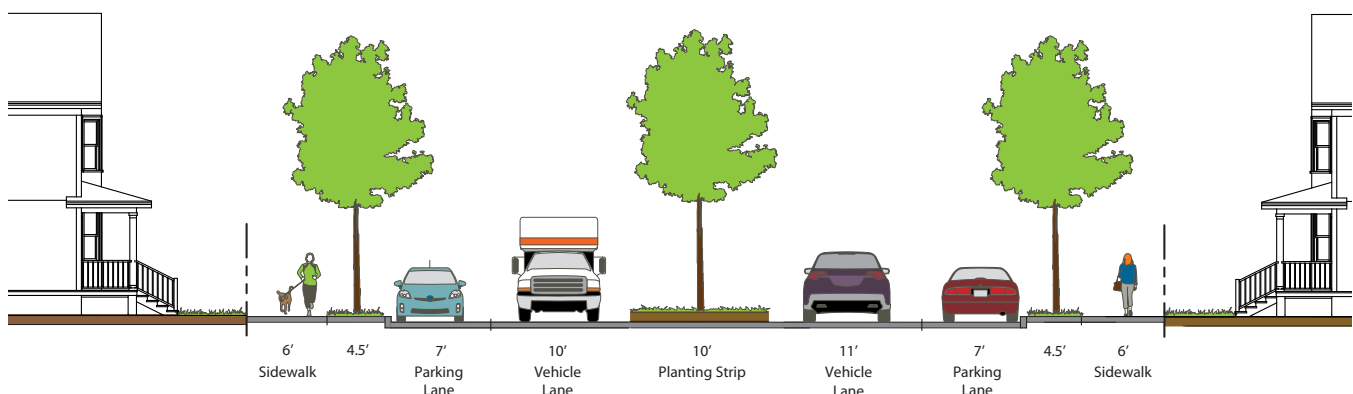
Neighborhood Connector - On Street Parking

3. Neighborhood Connectors should always have **sidewalks**, with wide, **tree-lined buffer areas** separating them from the automobile lanes.
4. **Bike lanes** (or other appropriate bicycle infrastructure) should be constructed where designated in this plan.



Neighborhood Connector - Bike Lanes

5. **Bus bulbs** are desirable at transit stops to keep through traffic moving.
6. In some areas, **medians** may be desirable, for aesthetic and tree canopy reasons, and to calm traffic. Medians are recommended for roadways with through traffic within residential areas.

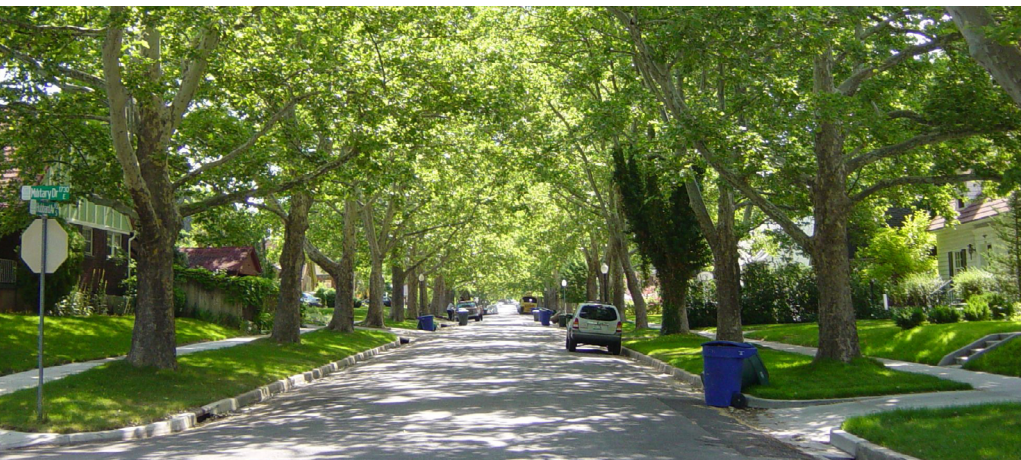


Neighborhood Connector - Median

Neighborhood Connectors within the Standale Neighborhood Cluster

- **Kinney Avenue (North of Lake Michigan Drive)**
- **Cummings Avenue (O'Brien Road to West Grand Blvd)**
- **Sunset Hills Avenue (South of Lake Michigan Drive)**
- **West Grand Blvd (Cummings Avenue to Ferndale Avenue)**
- **Ferndale Avenue (Lake Michigan Drive to West Grand Blvd)**
- **New Roads west of Meijer to support development in that area**
- **A new public road running south of Meijer and looping through the Westtown development up to Lake Michigan Drive.**

Neighborhood Streets

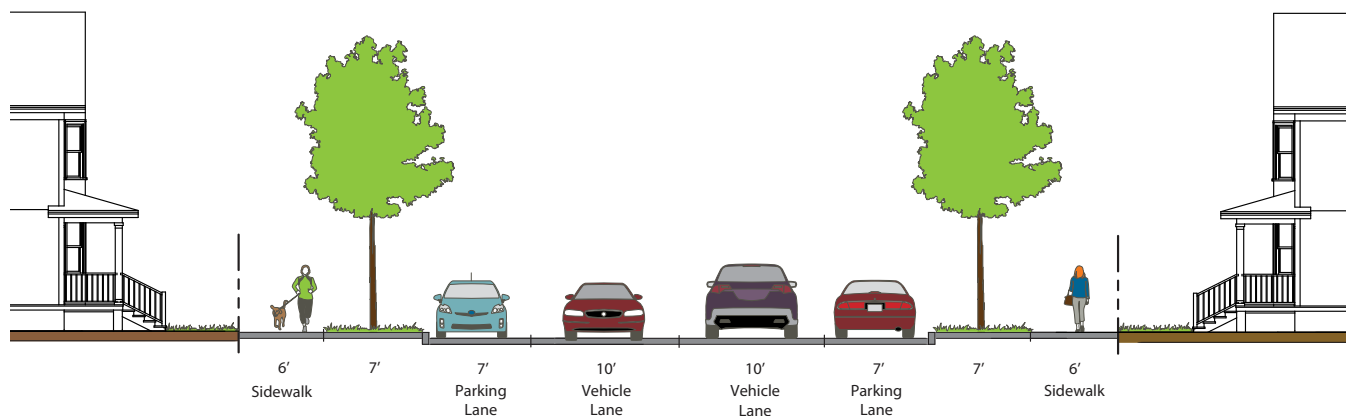


General Characteristics

- 60-66 feet of ROW
- Local Traffic
- 25 MPH

Neighborhood Streets are low traffic corridors designed for local access, mainly to residential uses.

Guidelines for Neighborhood Streets



Neighborhood Street

1. Neighborhood Streets should be designed with **narrow traffic lanes** and **space for on-street parking** along the curbs.
2. All Neighborhood Streets should have **sidewalks**, buffered from the roadway by **wide, tree-lined landscape areas**.
3. Cycling on Neighborhood Streets should be encouraged, but bike lanes need not be specifically designated.
4. Transit lines and truck traffic should not be permitted on Neighborhood Streets.
5. Newly constructed Neighborhood Streets should be public roadways, dedicated to the City, and designed based on the guidelines of this plan and the City's engineering standards.

Neighborhood Streets within the Standale Neighborhood Cluster include all roadways not listed in one of the other categories. There are several new neighborhood streets envisioned to create connected residential road networks in the undeveloped portions of the neighborhood cluster.

New Road Connections

West of Meijer Roads: New Neighborhood Connectors are envisioned west of Meijer to support new development in that area. There should be a clear and efficient route from Lake Michigan Drive to O'Brien Road, to provide access to the development and ease the pressure on Wilson Avenue.

Standale Crossing Drive: A new public road running south of Meijer, and then looping north to Lake Michigan Drive through the Westown development, will provide improved circulation and efficiency in the Lake Michigan/Wilson area, especially as new development occurs.

Lincoln Lawns Roads: If the Lincoln Lawns Golf Course is developed for residential uses, a new grid of streets should be constructed. The road network should connect to Lincoln Lawns Drive in several places, and should also connect to the Maplerow Avenue and Kusterer Drive stub streets, as well as Edinboro Street.

Kinney Infill Connectors: Between Edinboro Street and Macey Drive, there is land available for new housing. Roads built to support this new housing should connect to Calvert Avenue and Sydney Drive, as well as other nearby roads as possible.

Sunset Hills-Maynard Roads: If new residential development occurs south of Lake Michigan Drive between Sunset Hills and Maynard, it should be supported by a connected network of streets, including multiple connections to Sunset Hills, Maynard, and Lake Michigan Drive.

Sunset Hills-Cummings Roads: If new residential development occurs south of Lake Michigan Drive between Sunset Hills and Cummings, it should also be supported by a connected network of streets, although existing roadways and development will make the pattern less predictable than in potential new neighborhoods to the east.

LaSalle Avenue and Associated West Standale Road Network: LaSalle Avenue should be a precise-platted public road, connecting to a broader network of roads as described in Book 2c.

Expressways

- There are no expressways in Standale.

Truck Routes

Truck traffic is necessary for the function and efficiency of businesses throughout Walker, but it can also cause negative impacts on residential areas, educational and religious institutions, and small retail businesses. Within the Standale Neighborhood Cluster, the following roads are designated as truck routes. On all other roads, truck traffic should be discouraged.

- Wilson Avenue/M-11
- Lake Michigan Drive/M-45

Transit Routes

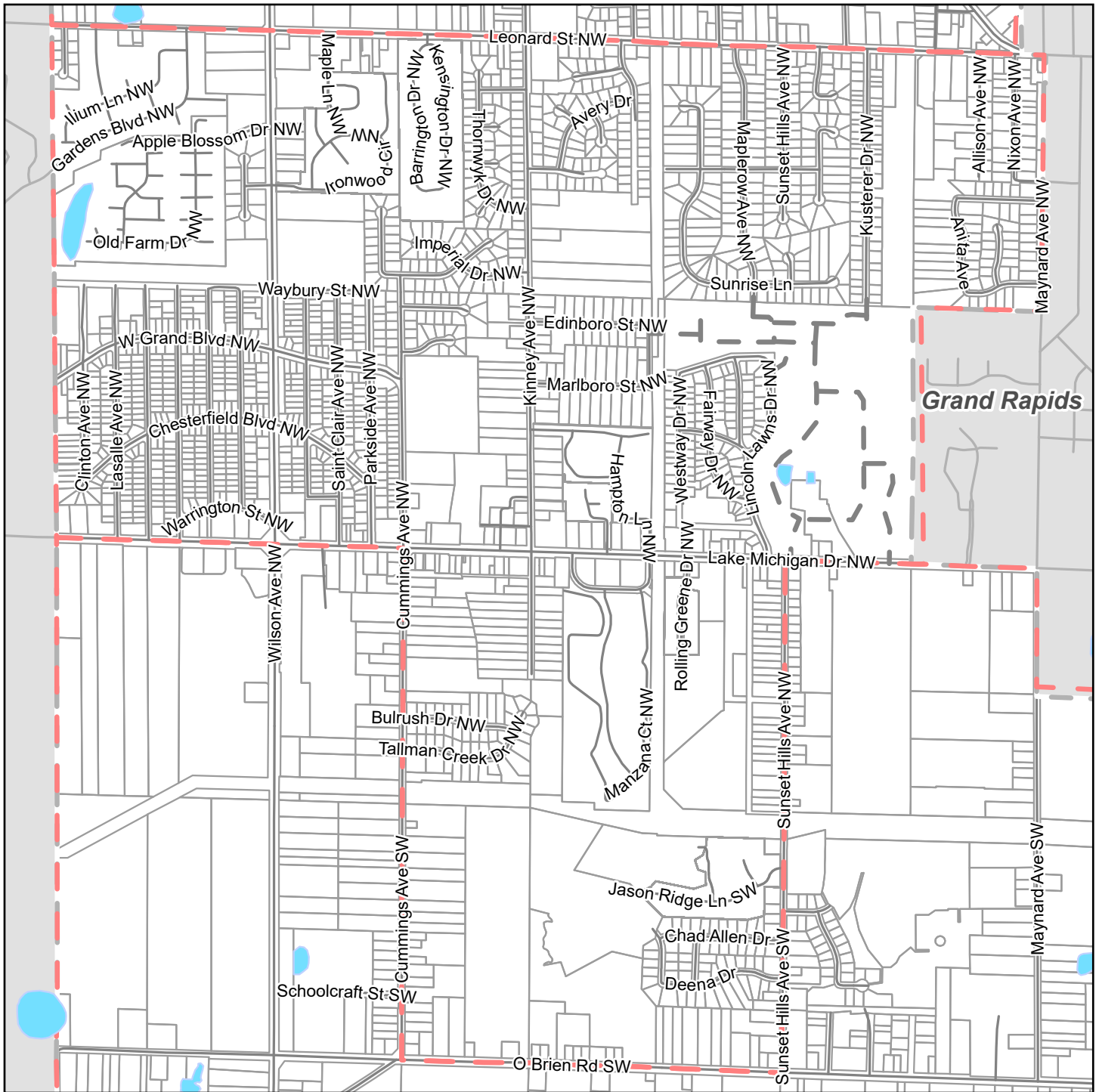
Public transportation is a crucial part of the transportation system. In some areas, the only way to reduce congestion is to take cars off the street by providing other options. Within the Standale Neighborhood Cluster, the following routes are designated for transit:

High Priority

- » **Lake Michigan Drive.** Lake Michigan Drive is already one of the region's busiest transit corridors, and the under-construction Laker Line Bus Rapid Transit will give it the highest capacity service in the Rapid system. The corridor should continue to be monitored for additional transit needs, including potentially light rail service (on a 15-20 year time horizon).

Future Vision

- » **Wilson Avenue.** A new Wilson Crosstown route should be created and operated by The Rapid. The new route will make a key North-South connection between Rivertown Crossings Mall, Downtown Grandville, the planned "village center" development on the Fenske site (see the South Walker Neighborhood Cluster), Standale (including the Laker Line Bus Rapid Transit, and other Rapid routes), the Walker Civic Center, and, eventually, the industrial park at Wilson and 3 Mile Road.



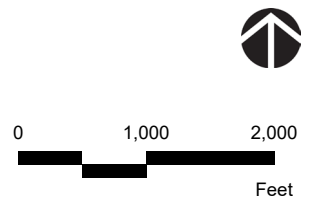
New Road Connections

Standale Neighborhood
City of Walker, Michigan

September 28, 2020

LEGEND

- 1 Neighborhood Boundary
- Proposed Business Connector
- Proposed Neighborhood Connector
- Proposed Neighborhood Street
- Lakes, Rivers, Streams, Drains



Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: City of Walker 2019. McKenna 2020.

Non-Motorized Transportation Plan

Non-Motorized Connectivity is crucial for sustainability, vibrancy, and transportation efficiency. This plan envisions the following non-motorized transportation improvements.



Bike Paths

Off-street bike paths provide the highest level of safety and efficiency for cyclists, but they require right-of-way that is not always available. Therefore, they are best prioritized on high-traffic corridors and roads that run through lightly developed areas.

Within the Standale Neighborhood Cluster, the following bike paths already exist:

- The Fred Meijer Standale Trail, running along the power line right of way between Kinney and Cummings Avenues.

The following additional bike paths are proposed:

- A bike path running in the East-West power line right-of-way, from the where the Standale Trail turns north to the Ottawa County line (and beyond).
- Wilson Avenue, from the power line corridor south to Lake Michigan Drive.
- Along the new road west of Meijer, then north on Ferndale Avenue, and then back on the city-owned land north of West Grand Blvd to Wilson, allowing the Wilson bike path to continue north while bypassing the busy Wilson/Lake Michigan Drive intersection.



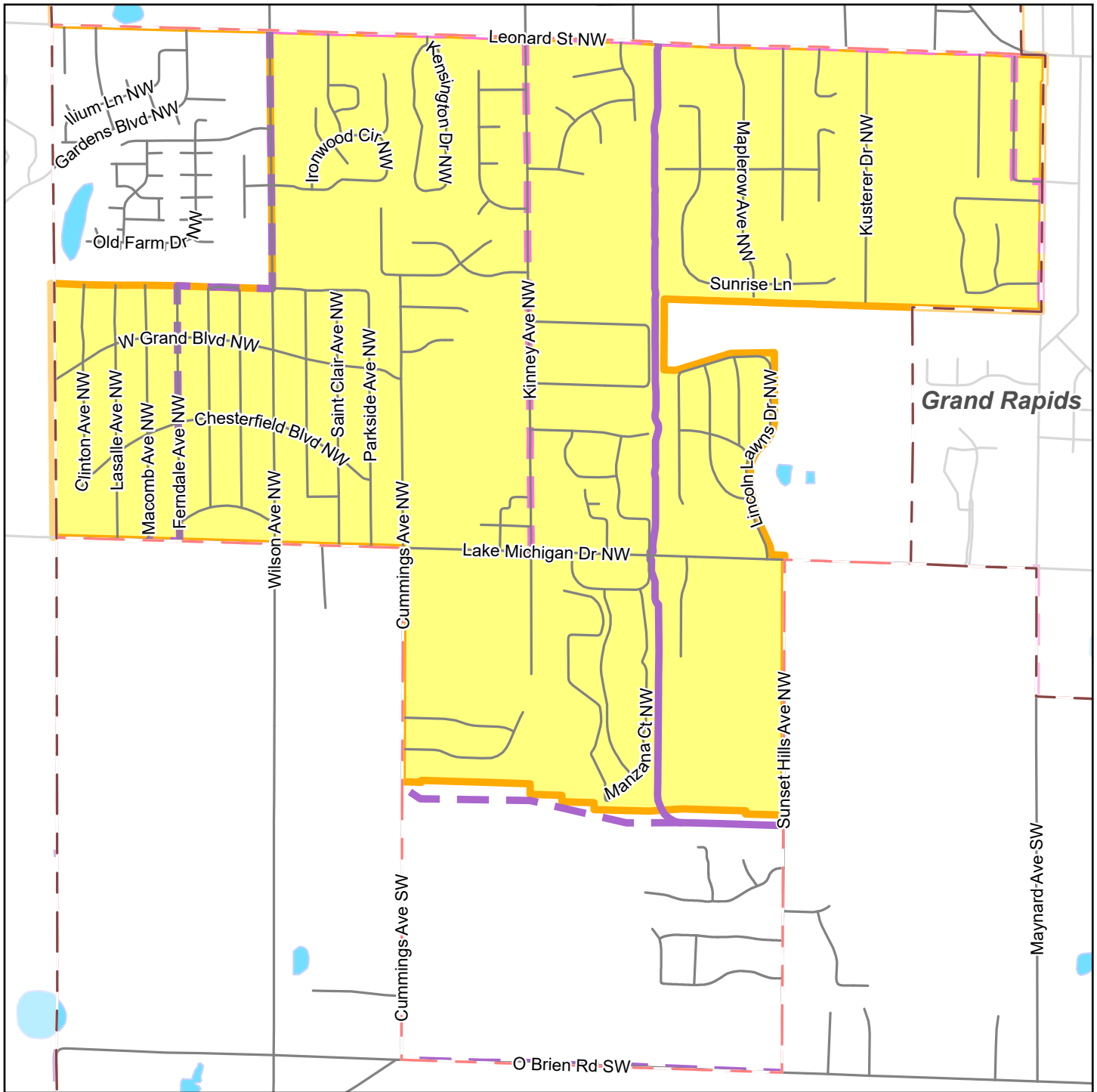
Bike Lanes

On-street bike lanes are an effective design when space is limited, and through areas where urban-style development is existing or planned. There are no existing bike lanes in the Standale Neighborhood Cluster, but bike lanes are planned for Maynard Avenue, at least the portions that are within the Walker City limits. The City of Grand Rapids Bicycle Action Plan designates **Maynard Avenue** as a “Bicycle Community” roadway. The two Cities should work together to ensure a consistent environment for cyclists on the corridor.

Sidewalk Improvement Zones

Within Sidewalk Improvement Zones, sidewalks should be repaired and widened where they exist and built where they do not exist. Crosswalks should be constructed at busy intersections, including signage and signalization where appropriate.

Sidewalk improvement zones exist throughout Standale, **particularly north of Lake Michigan Drive.**



Non-Motorized Transportation

Standale Neighborhood
City of Walker, Michigan

November 1, 2019

Legend

- Sidewalk Improvement Zone
- Existing Bike Path
- Proposed Bike Path
- Existing Bike Lane
- Proposed Bike Lane
- City of Walker Boundary
- Neighborhood Boundaries
- Other Municipal Boundaries
- Freeways
- Roads
- Walker_Surrounding
- Lakes, Rivers, Streams, Drains
- Neighborhood Whiteout



SOURCES
Basemap Source: Michigan Center for Geographic Information, Version 17a.
Data Source: City of Walker 2019. McKenna 2019.



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7.

Action Plan

Action Plan

The Action Plan table below details activities and actions needed to implement this plan over the 20 year planning horizon. Actions are listed in time based on when they are likely to be realistic and practical.

Table 2c.11: Standale Action Plan

Land Use	Mobility	Infrastructure	Open Space and Parks
Key Partners: Developers, Business Owners	Key Partners: MDOT, Kent County Road Commission, The Rapid	Key Partners: City of Grand Rapids,	Key Partners: Kent County Parks
2020 - 2025			
Ensure that development west of Meijer meets the designs in this plan	Work with the DDA to enhance the "slip street" system along Lake Michigan Drive.	Ensure that water and sewer infrastructure is sufficient to meet the needs of ongoing development.	Maintain and improve existing parks.
Ensure that any redevelopment of Lincoln Lawns Golf Course meets the design recommendations of this plan.	Ensure the Laker Line is implemented in a fashion that supports and promotes Standale.		
	Redesign Kinney, Cummings, and Sunset Hills Avenues as Neighborhood Connectors.		
	Construct the "Westown Loop", including a light at Wilson Avenue.		
	Partner with the City of Grand Rapids to create a consistent experience for cyclists along Maynard Avenue, including bike lanes.		
	Precisely plat Neighborhood Connectors west of Meijer for new development.		
	Protect O'Brien Road as a Natural Beauty Corridor		
	Ensure any development west of Meijer has a North-South bike path		
2026 - 2030			
Ensure that any new development south of Lake Michigan Drive meets the design goals of this plan.	Redesign West Grand Blvd and Ferndale Avenue as Neighborhood Connectors.	Ensure that water and sewer infrastructure is sufficient to meet the needs of ongoing development.	If Lincoln Lawns Golf Course is redeveloped, ensure there is public park space retained within the new neighborhood.
	Construct a bike path running west through the power line right-of-way from where the Standale Trail turns north.		
	Advocate for transit improvements on Wilson Avenue		

Land Use	Mobility	Infrastructure	Open Space and Parks
Key Partners: Developers, Business Owners	Key Partners: MDOT, Kent County Road Commission, The Rapid	Key Partners: City of Grand Rapids,	Key Partners: Kent County Parks
2031 - 2035			
Ensure that any new development meets the goals of this plan.	Ensure that the mobility network is continually improved to meet the needs of the community.	Ensure that water and sewer infrastructure is sufficient to meet the needs of ongoing development.	If development occurs south of Lake Michigan Drive and east of Sunset Hills Avenue, ensure that a public park is retained within the new neighborhood.
2036 - 2040			
Ensure that any new development meets the goals of this plan.	Ensure that the mobility network is continually improved to meet the needs of the community.	Ensure that water and sewer infrastructure is sufficient to meet the needs of ongoing development.	Ensure the parks system meets the needs of the community.

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