



# Future Land Use Plan City of Wayland

*Adopted*

November 16, 2015



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**City of Wayland Master Plan**  
**As Adopted by the Wayland City Council**  
**November 16, 2015**

***Acknowledgements***

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# Future Land Use Plan City of Wayland

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# CHAPTER 1

## INTRODUCTION

A community's "Master Plan" or "Future Land Use Plan" is a widely recognized policy tool used as the basis for zoning decisions as well as a guide for land use, economic development and capital improvement projects. The City of Wayland prepared and adopted its first modern master plan in 1998, revised it in 2005, and this 2013 edition is a further update. The revised plan takes into consideration recent population and development trends while incorporating Wayland's visions and goals.

This plan includes basic inventories of community resources, identification of current trends, and a discussion of land use related issues and opportunities. Based on an evaluation of this information a proposed Future Land Use Map is provided. The Future Land Use Map and the supporting Future Land Use Plan text will serve as a basis of future development and zoning recommendations for both the Planning Commission and City Council.

The planning process involved five basic steps and components:

1. An overview and understanding of the community including a determination of problems and trends, and an assessment of future needs.
2. The review of goals, objectives, and policies to serve as a guide for future development.
3. An inventory and evaluation of vacant land.
4. A written and graphic plan designed to achieve the community's long-range goals.
5. Recommendations for implementation of the plan.

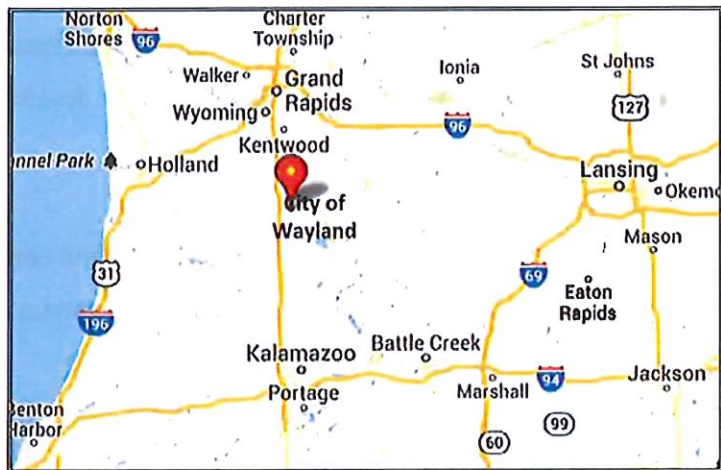
## CHAPTER 2

### COMMUNITY DESCRIPTION

The City of Wayland is a rural community located between the Grand Rapids and Kalamazoo metropolitan areas. Wayland offers a relaxed atmosphere and safe quality of life, has good schools, and is close to high quality health and higher education institutions. Wayland is currently a bedroom community with most of the residents commuting to Grand Rapids, Kalamazoo and elsewhere for employment. From year 2000 on the City's commercial and industrial base has grown and the years to come promise to make Wayland much more economically diverse as focused efforts are made to restructure businesses and revitalize downtown Wayland.

#### NATURAL FEATURES

Natural features are an important influence and can shape the course of community development. They influence the type of development in terms of intensity and scale and even the feasibility of developing a given site. A brief assessment of the existing natural features is important to assure that the



City develops in a fashion that recognizes physical limitations as well as strengths.

#### Topography

The landform of the City and surrounding area is generally level to gently rolling. This topography is typical of ancient glacial lake plains with incised drainage ways. The terrain is fairly uniform with higher elevations and rolling terrain found in the southeast. The Rabbit River flows from the east central boundary of the City to the northwest establishing the river and its floodplain as the dominant natural features. So far very little development has encroached in the floodplain, ranging from widths of 400 to 600 ft. A broad low area, slightly higher than the flood plain itself, also exists south and west of the river, north of East Superior St. The southwest portion of the City is also characterized as flat and relatively poorly drained.





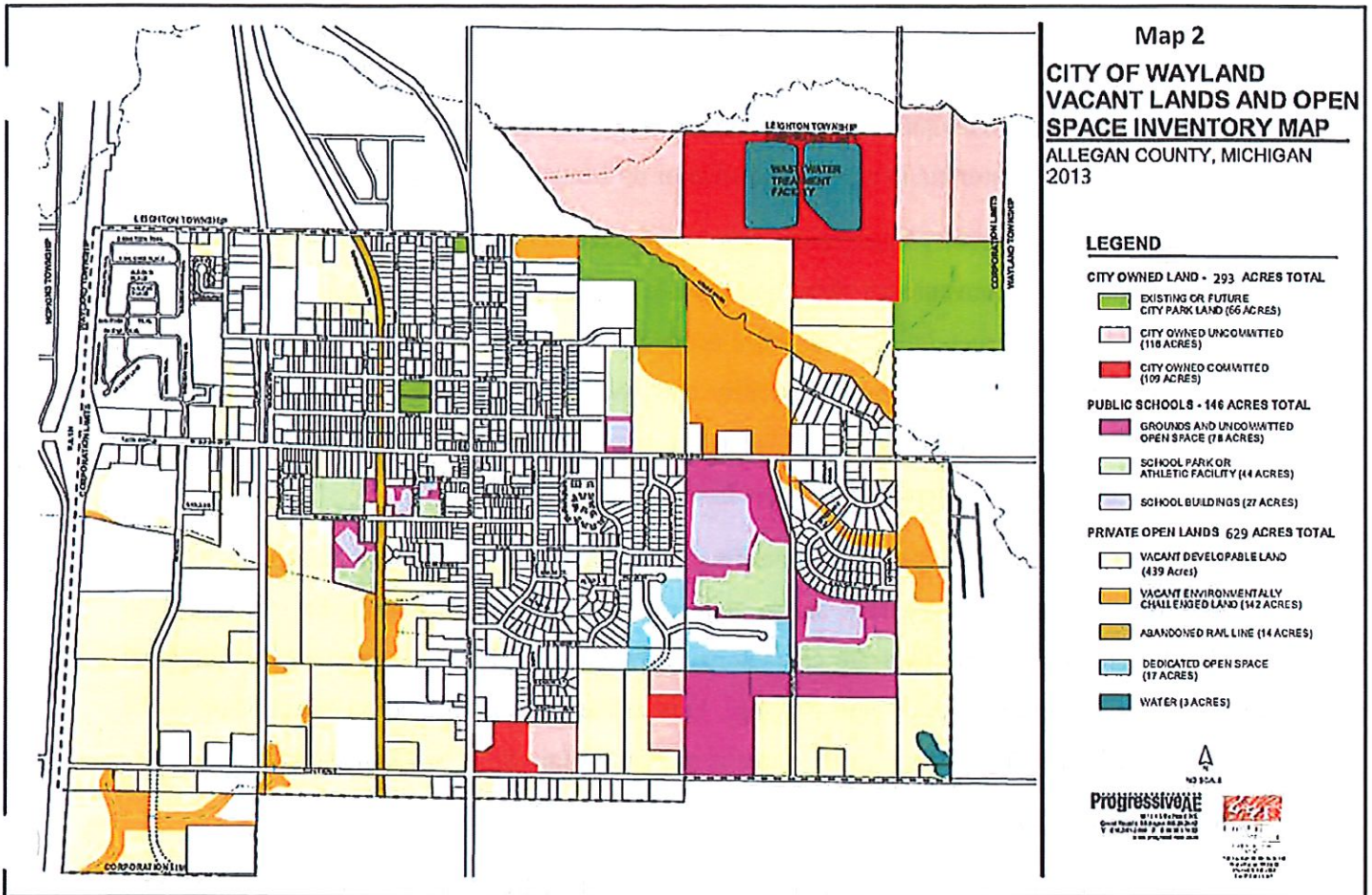
**Figure 1**  
**Aerial View**

### **EXISTING DEVELOPMENT PATTERNS**

The aerial map (Figure 1) illustrates the existing development pattern of the City and adjacent areas. Map 2 graphically provides an inventory of the remaining vacant land. By extrapolation (white region), the general pattern of existing development is also shown. Below is a summary of the general development pattern of the City.

#### **Residential Development**

The majority of homes in Wayland are single family in nature. Most lots created prior to 1970 were sized 10,000 to 15,000 square feet and located near the central business district in all four quadrants of the City. Newer single family development has occurred almost exclusively in the southeast quadrant and is consisting of larger single family lots ranging from 15,000 to 20,000 square feet.



*Map 2*  
**Vacant Lands**

The multiple family developments that exist in Wayland include several apartment complexes, two attached condominium neighborhoods and an extended care nursing facility. The multi-family and institutional housing is distributed evenly throughout the city. There is also a large manufactured home community located north of West Superior St. along the U.S.-131 expressway.

Land available for new residential expansion is located near the flood plain or involves land that is limited due to environmental factors. Given those constraints, the land use policies of the City must now stress the use of the more compact, neo-traditional housing layouts, and clustering techniques to maximize development efficiency while preserving sensitive environments and natural features.

**Commercial Land Use**

The Central Business District (CBD) of Wayland continues to the foremost center of commerce for shopping, personal services and business offices. Wayland, similar to other small town

commercial centers, typically have a market area extending five miles. Its CBD serves the broader community which extends well beyond the city limits. The CBD contains several restaurants, taverns, municipal and professional offices, and several specialty shops. Buildings within the CBD are historical in nature with little or no front or side setbacks.

The W. Superior St. freeway interchange area is very conducive to commercial development. It includes restaurants, convenience shopping, vehicle sales, service stations and personal service uses. A regional commercial area has been established south of West Superior, west of Reno Drive. This area has high freeway visibility and good access to the expressway from West Superior St. An area further south of West Superior and along Reno Dr. is also capable of supporting "big box" commercial businesses having a regional trade area.

Wayland also contains several small pockets of neighborhood commercial land uses. These include neighborhood convenience stores and service establishments designed to meet daily needs of residents. These uses are characterized by clusters of two or three small individual businesses with both on-site or curbside parking. One of the areas is located on North Main at the northern city limits. The second smaller area is on South Main St. at Sib Rumery St.

### **Industrial Land Use**

There are two general areas of industrial development in the City. Locations were determined by accessibility to freeway and railroads. The northern industrial area lies north of W. Superior, along Clark and Railroad Streets, and extends to Dahlia Street. The largest industry in the north is Bay Valley Foods. Several service uses such as auto-body repair and welding shops are located south of Bay Valley Foods along Clark Street.

The southwest quadrant of the City contains the larger industrial area. It encompasses the existing industrial areas south along Main Street to 133<sup>rd</sup> and south along Reno Drive to The City limits. This extensive area is only partially developed but includes a number of free-standing industrial sites. Industrial development also extends down Reno Drive, south 133<sup>rd</sup> Ave.

### **POPULATION PROFILE**

The U.S. Census Bureau reported that the official 2010 the population for the City of Wayland stood at 4,079. Throughout the 1990s to 2005, Wayland and West Michigan in general led Michigan in population growth. Since 2005, consistent with the economic downturn of the state and nation, population growth has slowed dramatically.

Prior to 1980, a relatively slow growth rate was the norm and was associated with a primarily agrarian economy in slow transition to a bedroom community, dependent upon a “regional manufacturing” based economy. In the early part of the 1980s, the City actually lost residents and in the 1970’s and 1980’s, an extended economic recession was felt throughout Michigan. Significant and manufacturing job losses forced many families to leave the area.

Population projections indicate that Wayland and the vicinity will continue to grow but will increase at a significantly lower rate as the regional and local economies continue to economize from their manufacturing base. In retrospect, the period of rapid growth in the 1990s to early 2000s appears to be the exception and the likely rates of increase will be in an annual range of one to three percent.

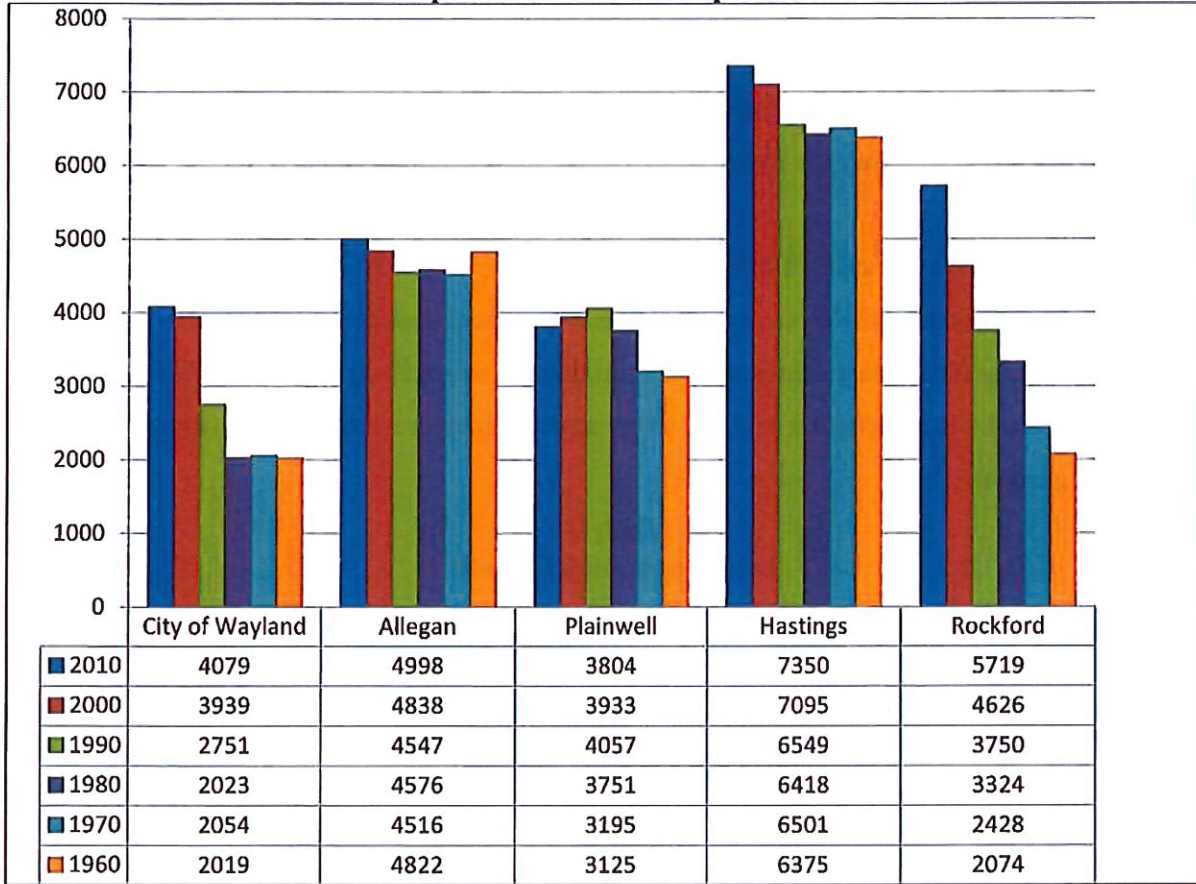
**Table 1**  
**Total Population Growth**

<u>Decade</u>	<u>Population</u>	<u>Increase/Decrease</u>	<u>% In Decade</u>
1960	2,019	0	0
1970	2,054	35	1.7%
1980	2,023	-31	(-1.5%)
1990	2,751	728	35.9%
2000	3,939	1,188	43.1%
2010	4,079	140	3.5%

*Source: U.S. Census Bureau*

A comparison of Wayland’s growth with similar sized communities nearby and a similarly situated community, Rockford, located in northern part of the Grand Rapids metropolitan area, is presented in figure 2. Between 1990 and 2000, no other city witnessed the total or percentage increases in population that occurred in Wayland. In both Wayland and Rockford, demand for affordable housing coupled with the availability of utilities and land for residential construction are seen as major factors for the faster growth rates. In at least two of the other communities, the lack of adequate utilities and land for expansion were at least partially to blame for limited growth in the early part of the 1990s. In Plainwell, the closing of a major local employer was a major factor in their population decline. Between 2000 and 2010 those same factors were in play, but the recession significantly dampened the demand for growth, particularly in the later part of the decade.

**Figure 2  
Population Trends Comparison**

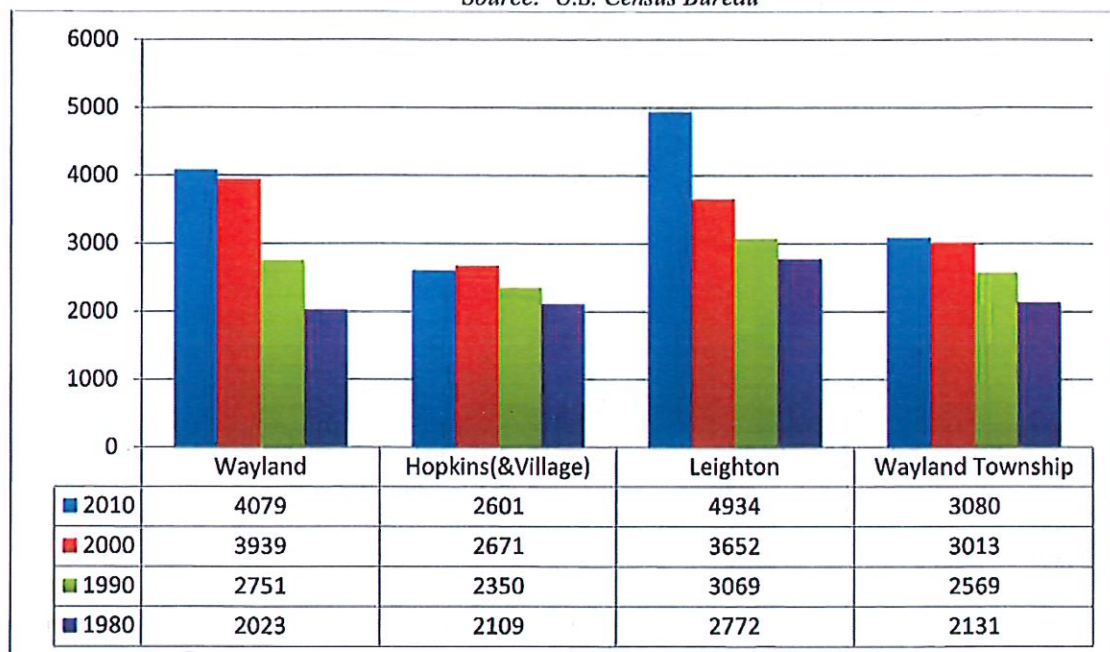


Source: U.S. Census Bureau

It is also helpful to place the City’s population change into a more localized context. Figure 3 compares the 30-year population growth history of Wayland City and of the surrounding townships. Every surrounding unit of government saw significant growth during the period and each also saw growth slow in the latter part of the last decade. Much of the growth over the last 30 years is explained by the general pattern of migration from the urban and suburban areas of Grand Rapids, and to some extent, Kalamazoo. The strength of the West Michigan economy and excellent highway accessibility to the U.S.-131 expressway and the M-6 expressway bolsters this out-migration. In Figure 3, Leighton Township nearest to the Grand Rapids metro area experienced the largest amount of growth. The rate of growth decreases as the distance increases from major employment centers, as is the case in Wayland, Wayland Township and Hopkins.

**Figure 3**  
**Comparative Rates of Population Growth in Adjacent**  
**Units of Government**

*Source: U.S. Census Bureau*



**Race, Hispanic Origin and Ethnic Diversity**

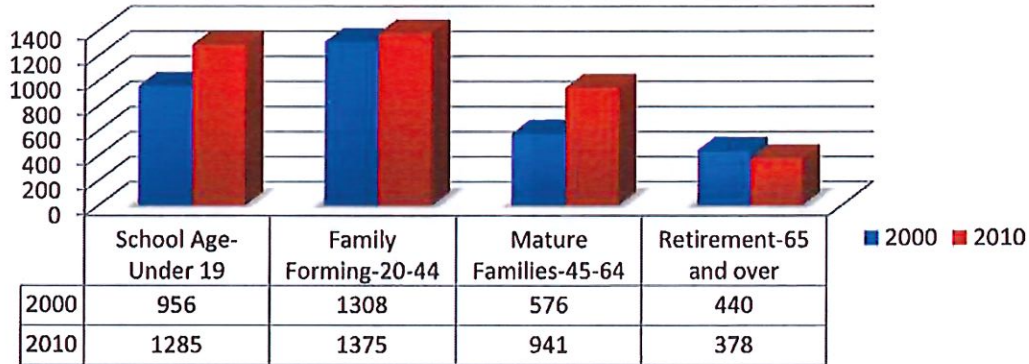
Of the 4,079 people living within the City in 2010, 3,979 (97.5%) were white, 51 were listed as African American, 77 were listed as American Indian, Eskimo or Aleut, 24 were listed as Asian, 3 were listed as Hawaiian or other Pacific Island, and 56 persons were listed as other race. One hundred sixty (160) persons were listed as Hispanic in origin, of any race. This nearly homogenous population is similar to the racial and ethnic makeup of Allegan County as a whole. The makeup of the population has altered a bit, primarily due to changes in census reporting, but overall has changed relatively little over the last two decades. In 1990 the percentage of white persons as compared to other races was 98.5%. In 2000, the percentage of persons listed as white was 96.8% and in 2010, the percentage of whites stood at 97.5%.

**Age Characteristics**

Another measure of change involves comparing the age distribution of a community over time. This assists planners in determining the type and amount of housing demands and recreational facilities needed. For example, if a large portion of the population were younger, the City would be expected to have a greater expectation for park and playground facilities. In contrast, retirees in a community are sometimes forced to move away due to lack of senior living opportunities within the community.

Similar to national and statewide trends, Allegan County and Wayland are aging. The U.S. Census notes that the median age for the citizens of Wayland was 30.6 years 1990, 31.0 years in 2000, and 33.3 years in 2010. The median age in the City is still considerably less than Allegan

**Figure 4**  
**City of Wayland**  
**Age Profile Change over Time**  
*Source: U.S. Census*



County as a whole (39.2 years) and that of the state (38.6). Demographers usually take the median age as a surrogate measure of the overall age of the population because it represents the mid-point in the range of all ages within the population. One-half of the population is younger and one-half of the population is older than the median age. The increase in younger age population in Wayland is a result of the relatively high number of new, younger families that have moved into the city taking advantage of the schools and affordable single-family housing.

The combined age cohort of 20 to 44 years is important as it represents the prime wage-earning population and is the main age group for family formation. About 34% of the City’s population falls in that age group. While the total number of individuals in that group is up, the percentage is down from 40.1% in 2000. This age cohort symbolizes a demand for single-family housing and future demand for recreational facilities for children.

The relatively high number of individuals in the 5 to 19 year age group signals a strong current demand for recreational facilities and also signals a potential for increased retail spending and higher demand for personal services to serve that age group.

While the number of children under 19 is up slightly since 2000, the number of households with school age children now stands at 37%, down from 43.4% of all households in the City. The decrease in percentage of the population in the family forming years and the percentage of families with school age children can be explained by the shifting of a large number of households into the group known as “mature families” or “empty nesters.”

In 2000, 14.6% percent of the City's population was in the 45 to 64 age cohort. Today, this group represents 20.6% of the population. Empty nesters are generally high-income households that no longer have children living at home.

Retirees and seniors are in the over 65 age cohort. In 2000, this cohort comprised 11.2% of the population; in the year 2010, this cohort comprised slightly less of the population at 9.3%.

The age cohort statistics taken together are indicators that the City needs to provide and or accommodate a wide range of living and quality of life opportunities serving both older and younger populations. The population is obviously aging, however, local demands for health care, housing, and leisure time opportunities that cater to older age groups are likely to be pushed more than in previous years.

### **Education**

According to the 2010 U.S. Census estimates, approximately 85.5% of persons over 25 years of age have the equivalent of a high school education or better. 15.7% of persons 25 years or older hold a bachelor's degree or higher. This is up from 9.9% in 2000. In Allegan County, 89.4% of the population has at least a high school education with 20.1% report a bachelor's degree or higher. Statewide, 88.4% of the population in Michigan has a high school education or similar equivalency, and 25.3% holds at least a bachelor's degree. A slightly lower percentage of the population in the City and has attained at least a high school education when compared with the State and an even greater percentage of the State's population has attained advanced degrees at the college or graduate level. Higher educational attainment levels generally correlate with higher earning or income potential.

### **Income**

Median household income is traditionally used to measure the economic strength of a region. Income can also have land use implications, whereas people with high incomes often invest more in their home and therefore expect more services from local government through their taxes.

According to a U.S. Census survey, the estimated 2011 median household income in the City was \$44,103.00. That figure also compares with \$51,232 for the County and approximately \$48,000 for the state of Michigan overall. Household incomes in surrounding Townships are also on average substantially higher than in the City, ranging from roughly \$51,000 in Wayland Township to as high as \$68,000 in Dorr Township.

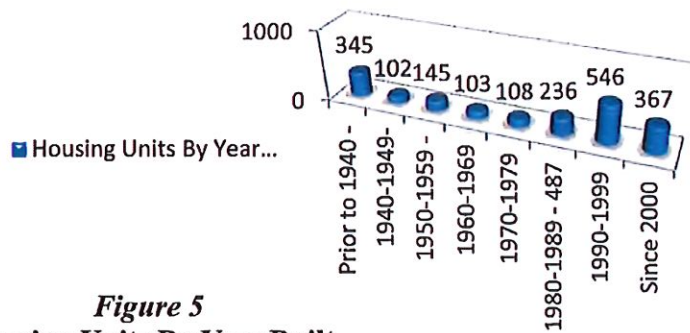
As a sign of the recent economic downturn, the percentage of the population that is currently living beneath the poverty line has increased in the City. Year 2011 estimates placed the percentage at 12% in the City of Wayland and 12.6% countywide.

In 1999, the poverty level was 7.9 and in 1990, the figure was 8.3%. The poverty level in Wayland is slightly higher than the County average, which stood at 7.3% in 1999. The poverty figures for both the City and Allegan County are still somewhat lower than state and national averages.

**Housing**

In 2010, there were 1,751 total housing units in the City. Similar to other small town communities, single-family homes comprise the largest single type of dwelling unit. A majority of 64% are owner occupied but the percentage of owner occupied housing is down from 69.8% in 2000. A high percentage of owner occupied units is generally perceived as a healthy characteristic that is reflected by stability in the community and relatively higher housing standards.

Census figures also show that 17.0% of the houses in Wayland were built prior to 1940, 33% were built between 1960 and 1990,



**Figure 5**  
**Housing Units By Year Built**  
*Source: U.S. Census*

27% between 1990 and 2000, and over 21% since 2000. Since 2000, records show that over 365 new dwelling units have been built but the majority was built prior to 2005, before the effects of the “great recession.”

Another measure of the health of a community is the ratio of renter occupied homes to owner-occupied homes. Many urban and growing communities try to maintain a 2:1 to 3:1 ratio of owner-occupied to rental housing within the market. Wayland has a ratio of just over 2:1, remaining within the range that is comparable to rural towns of similar size.

Year 2011 Census survey figures placed the vacancy rate of houses at 6.5% or (116 units). As a rule, when housing vacancy rates exceed 5%, neighborhood stability begins to be a concern. Vacancy rates exceeding 10% reflect a higher probability that the community may be experiencing problems of blight. Within Wayland the vacancy rate for homes not classified as rental units was less than 1%. Rental units recorded a vacancy rate of 11.9%. Within the City, no statistics are available which provide insight into the question of whether the high rental vacancy rates are within the apartment complexes or within the number of single-family and two-family rental homes, or mixed-use situations. An encouraging note, with regard to the

vacancy rates, is that the overall rate of 6.5% is lower than the 7.9% rate in the year 2000, and far less than the 16.7% rate that existed in 1990.

Family households are the predominant household type (67%). Married-couple families make up 45.6% of all family households. Non-family households make up about 33% of the total.

Over 25% of all households consisted of a householder living alone. The average household size is 2.56 and the average family size is 3.04 people.

The following table shows the housing stock within the city by type of structure.

**Table 2**  
**Type of Housing Structure 2010**

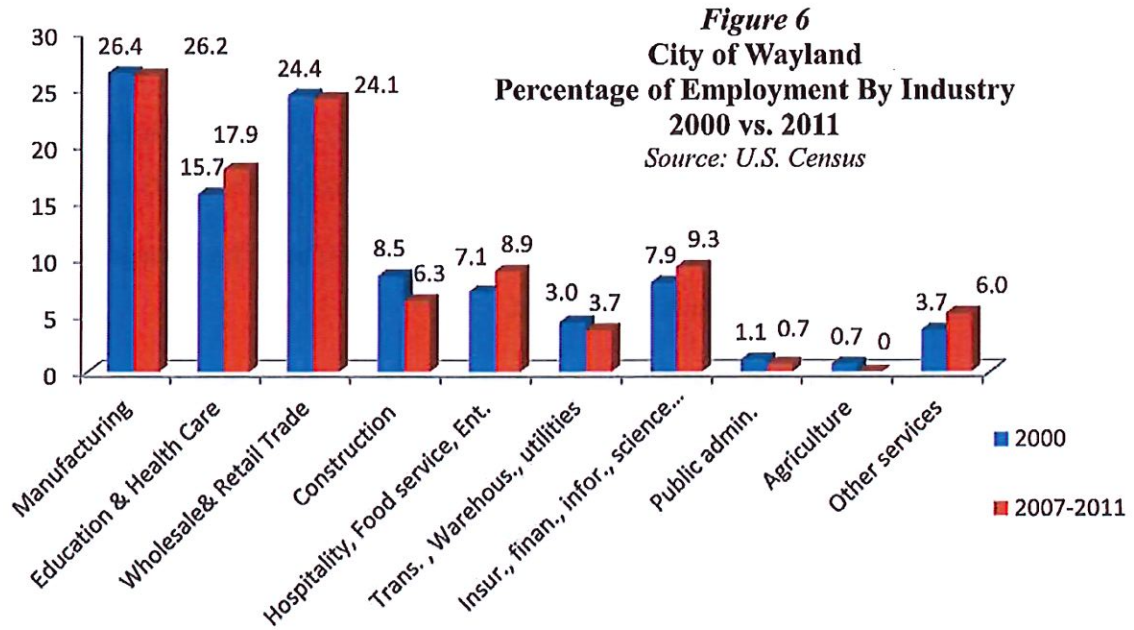
	<u>Number</u>	<u>Percent (%)</u>
1 unit, detached	717	40.2
1 unit, attached	95	5.3
2 units	112	6.3
3-4 units	56	3.1
5-9 units	311	17.4
10-19	105	5.9
Mobile Homes	338	18.9

Source: U.S. Census Bureau

Similar to the desire to maintain a 2:1 to 3:1 ratio of owner-occupied dwellings to rental units, many communities in the past desired to maintain a predominance (60% or better) of single-family homes. Economic realities and social makeup require a variety of housing choices today. While single family homes continue make up the largest category of housing types (48%), the City's housing stock has kept pace with housing demand and has diversified considerably over time.

**Labor Force**

Based on U.S. Census figures, it was estimated that the 2011 civilian labor force living in the City of Wayland stood at roughly 1,929 people. The labor force is defined as persons over 16 years of age, that are either employed or seeking work. In 2011 the unemployment rate averaged approximately 13.5%. The largest percentage of the labor force in the City continues to be employed in occupations related to manufacturing (26.2%). However, the shift in the labor force away from manufacturing and construction, to the service (retail and professional sectors) is quite apparent when you compare 2000 census data to more recent census data taken between 2007 and 2011.



The labor force can also be grouped by “occupations”. The Census Bureau reveals that 29.2% of workers are in production, transportation, and material moving occupations. 5.4% in construction, natural resources, and maintenance. 31.7% are in sales and office occupations. 10.3% are in service occupations. 23.3 % are in management, business, arts, or scientific occupations.

62% of the workers travel less than 20 minutes to work. Nevertheless, with nearly 53% of workers commuting 15 minutes or more, it can be determined that most individuals also work at the industries located outside of the City.

## CHAPTER 3

### GOALS AND STRATEGIES

As cities grow and mature, local government has a responsibility to actively guide and shape the physical makeup of the community. Land use and development policies can have a significant impact on an area's quality of life. Determining a "future vision" of a community and knowing what it is that the community is aspiring to be, is therefore a critical component of the City of Wayland's Master Plan. The following vision statement is offered as a way of expression that vision:

***The City of Wayland and surrounding area will offer diverse, safe and walkable neighborhoods that all age groups will find inviting. Parks, open space and other points of interest will be well marked and linked together by sidewalks, bike routes and greenways supporting multi-purpose pathways. Downtown will be a welcoming gathering place for residents and visitors. Public space will be available for local art, entertainment and cultural activities and events to occur. Wayland will still have its small town "character" and businesses will be prosperous. The branding of Wayland as an All American small town and its economic restructuring will be successful and new businesses will be created to serve growing local and regional markets. In addition, the manufacturing and service sectors will expand, providing stable employment and tax base.***

Planning goals are statements that further express and define the community's future. They provide long-range direction for virtually all planning activities in the community's attempt to achieve its future vision. For that reason there needs to be a good understanding of the community's planning goals both in terms of the physical direction, and terms of the social, economic and regulatory implications they provide. Equally important, there needs to be a consensus among the elected officials and the Planning Commission that the goals stated in the Master Plan are relevant, realistic, and reflective of the overall needs and desires of residents and land owners. It is important that the Planning Commission, elected officials, and residents periodically review and revalidate the Master Plan's goals and the tools that are used to achieve its goals.

A community's goals and its development strategies are related and co-dependent. The strategies are in essence "what to do" action statements that if completed or implemented will enable the community to reach its goals. The strategies, along with certain other recommended

implementation measures also need to be periodically updated and validated.

The following goals and strategies build upon the goals and strategies included in the previous Master Plan, as well as more recent planning efforts, such as the *2012 City of Wayland Market Study* and *Parks and Recreation Plan*. They were refined subsequent to a process of identification and discussion of a number of current and emerging development issues. The process included analysis of demographic and development trends and discussions about local development issues, concerns, and priorities.

The statements below are listed by topic areas. Following each goal are policy statements that describe the means used to achieve the desired goal.

### THE BUSINESSES COMMUNITY

**GOAL 1: Strengthen the business climate and promote the long-term viability of the City's Central Business District by fostering a mixed use, pedestrian-oriented character in downtown.**

Recommended Action Steps:

1. Work with the DDA and Main Street Program to develop a DDA plan that fosters an historical feature to the downtown and continues with downtown façade improvements and with upgrades to the streetscape.
2. Revise the CBD Zone District by the creation and implementation of “form based” code provisions and other provisions which:
  - a. Specifies “build-to lines” within a specified distance of the street right of way line as an alternative to the customary “minimum setback” approach.
  - b. Incorporates urban design principles to insure the creation of adequate and attractive public spaces streets, building facades, and off-street parking areas.
  - c. Promotes vertically integrated mixed-use buildings and implements the business clustering concept within the downtown, as outlined in the *2012 Wayland Market Study*.
  - d. Creates “core” and “edge” zones with the edge zone designed to facilitate a smoother transition to adjacent residential neighborhoods. For example, limited office and retail uses within conversion of existing residences could be the principle forms of development in the “edge” zone.
  - e. Evaluates and considers the allowance of multi-family residential buildings on redevelopment sites.
3. Maintain a downtown parking inventory and monitor utilization.
4. Monitor parking needs and, if necessary, commission a parking study to establish or revise parking policies. The study would include:
  - a. Research on appropriate downtown parking ratios based on guidelines for mixed uses and “walkability”.
  - b. Estimates of future downtown parking needs based on alternative development and redevelopment scenarios.

- c. The identification of additional locations for shared public parking lots, if needed.

***GOAL 2: Accommodate a wide range of retail and service businesses that meet comparison and convenience needs of Wayland market areas expanding population while preserving the essential character of the City's downtown area.***

Recommended Actions and Steps:

1. Range of use: Re-evaluate the appropriateness of the range of land uses allowed in each business district.
2. In corridor commercial settings, improve access controls to promote safety and enhance property values. Identify areas of needed improvement as part of a street and circulation plan.
3. Consider the potential for the adaptive reuse of older structures. Where viable and minimally disruptive to surrounding uses, enable their conversion with flexible zoning provisions.

**RECREATION AND OPEN SPACE**

***GOAL 1: Enhance current City parks and acquire new parks and open space sites to broaden the recreation and leisure time activities available to residents and better serve all age groups and abilities.***

Recommended Actions and Steps:

1. Maintain an up to date and comprehensive Parks and Recreation Plan for the City of Wayland that identifies and prioritizes needed park and recreation facilities and programs.
2. Cooperate with Wayland Schools and local organizations to ensure that playground and athletic fields are adequate and open to the community at large.
3. Encourage private property owners, land developers, and private organizations to preserve and dedicate open spaces and active recreation areas.
4. Catalog, describe and prioritize parcels of environmental, recreational, and historical value for potential public acquisition and recreation use.

***GOAL 2: Create an integrated sidewalk and trail system connecting significant open space areas, parks, neighborhoods, schools and business districts.***

Recommended Actions and Steps:

1. Implement a comprehensive plan for the completion of sidewalks and on-street bicycle routes. Give priority to filling in gaps and making sidewalk replacements to segments that will provide or maintain continuity.
2. Pursue multi-purpose trail development along the inter-urban route.
3. Establish the ultimate route and extent of the trail system and establish the desired types and standards for the construction of the various trail segments. Incorporate park benches and other rest stop amenities along the trail system. Incorporate ADA design along major segments.

4. Plan for a pedestrian crossing of the Rabbit River that eventually links public lands north and south of the river.
5. Work with the school and adjoining communities to promote trail expansion and regional connections, as well as joint financing.

***GOAL 3: Provide a well-balanced array of organized recreation and leisure time programs and special events for residents of all ages.***

Recommended Actions and Steps:

1. Aggressively pursue private, non-profit, and non-local funding for land acquisition facility improvements and program development.
2. Continue to sponsor successful events, such as concerts in the park, and evaluate the feasibility of new special events, such as craft shows and flea markets.
3. Prepare a public outreach program that maximizes (remove) the participation in programs and the use of existing facilities.
4. Identify and encourage public and private programs for senior citizens, organized sports, arts and drama, and commercial entertainment, such as movie theaters and outdoor amusements.

***GOAL: Pursue a "complete streets" policy to create a more efficient and safe street pattern within the City and surrounding area that is proportionate with current and projected residential and economic development patterns. Provide safe and comfortable routes for walking, bicycling, and when feasible, public transportation, to increase use of these modes of transportation, enable convenient and active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets, including children, families, older adults, and people with disabilities.***

**TRAFFIC AND CIRCULATION**

Recommended Actions and Steps:

1. Develop and maintain a short and long- range street plan that accomplishes the following objectives:
  - a. Maintain or enhance existing street capacities through planned maintenance and capacity improvements.
  - b. Minimizes commercial truck traffic through the downtown area and on residential streets.
  - c. Encourage, as the area develops, east/west circulation east of Main Street in the southwest quadrant. This may include the creation of a street network between South Main and Reno Drive, north of 133<sup>rd</sup> Avenue.
  - d. Improve circulation in the southeast quadrant by one or more logical north/south street extension to 133<sup>rd</sup> Avenue.
  - e. Implement a comprehensive plan for the completion of sidewalks and on street bicycle routes.

***GOAL: Provide all residents and businesses with safe and adequate public services and infrastructure.***

2. Provide an interconnected, logical and efficient street pattern for new residential and business developments occurring to the east, north, and south of the City, both inside and outside of the current City limits. Examples include Reno Drive south of the City limits and improvements on 7<sup>th</sup> Street between 133<sup>rd</sup> and 135<sup>th</sup> Avenues.
3. Integrate, where feasible, complete streets infrastructure and design features in the design and construction of street projects, to improve transportation options for pedestrians, bicyclists, and public transportation riders of all ages and abilities.

***GOAL: Optimize the City's ability to finance needed public improvements.***

#### **FINANCING OF CAPITAL IMPROVEMENTS**

##### Recommended Actions and Steps:

1. Prioritize six-year capital improvements as part of an annual capital improvements plan.
2. Develop public/private partnerships in financing major improvements that will benefit the City at large and individual developers.
3. Require developers to finance improvements that primarily benefit specific projects.
4. Actively identify and pursue private, federal and state grants and low interest loan opportunities for infrastructure improvements.
5. If justified, seek dedicated millage to finance specified improvements.

***GOAL: Through proactive planning and investment in public infrastructure, create a positive environment that retains current business and encourages new industry to locate here.***

#### **INDUSTRIAL GROWTH AND DEVELOPMENT**

##### Recommended Actions and Steps:

1. Ensure appropriate street access by extending Reno Drive south of 133<sup>rd</sup> Avenue.
2. Work with railroad officials to maintain rail service.
3. Determine an appropriate mix of basic and non-basic industries and adopt performance standards for each.
4. Identify desirable target industries for the City owned industrial land (such as research and high technology firms), develop, and implement appropriate development and marketing plans to maximize the recruitment of the targeted industries.
5. Adopt utility and infrastructure concurrency policies for use in managing the timing of planned industrial land expansions.

## **EMERGENCY SERVICES, PUBLIC SAFETY**

### Recommended Actions and Steps:

1. Monitor and understand the relationships of facility location and equipment needs with population, housing, business and employment patterns.
2. Plan future facility locations well in advance of actual need.
3. Plan future street and waterline locations and extensions to ensure appropriate access, response times and water pressures.
4. Continue to utilize utility extension policies, access control, and site plan design standards, in zoning and other regulations to take into consideration the needs for fire protection, security, and safe ingress and egress and site circulation for emergency vehicles.

***GOAL: Work with the fire and police departments and other emergency service providers to achieve and maintain high quality emergency service to all residents and areas of the City.***

## **PUBLIC WORKS AND UTILITIES**

### Recommended Actions and Steps:

1. Monitor demands and maintain plans and implementation programs for increased water and sewer capacity commensurate with demands by residents, businesses and industry.
2. Monitor update and implement trunk line and transmission line plans for the City.
3. Periodically review and revise utility extension policies pertaining to development within and outside of the City's boundaries, as appropriate.
4. Prepare and implement a DPW facilities plan to provide for the departments' operational needs.
5. Maintain a wellhead protection plan in the City and rely upon its recommendations when considering land use changes.

***GOAL: Provide for well served, diverse housing opportunities for the full range of socio-economic circumstances, while integrating public improvements such as parks, pedestrian ways and open space linkages that can maintain or enhance the livability of neighborhoods.***

## **HOUSING AND LAND USE**

### **Recommended Actions and Steps:**

1. Continue to allocate land for various housing densities on the Future Land Use Plan.
2. Arrange the density zones so that higher densities do not weaken the integrity of low density areas.
3. Utilize medium and higher densities as transitional uses between nonresidential and low density land uses.
4. Provide for a wide range of lot sizes in the City's Zoning Ordinance.
5. Encourage quality single-family unit development by enforcing suitable pedestrian, street and "green" amenities in the design standards included in the subdivision and site condominium development standards.
6. Encourage cluster residential development to obtain open space preservation.
7. Ensure quality development through the site plan review process and enforcement of high design standards for mobile home parks and multi-family developments.
8. Ensure that "infill" development is compatible with existing development.
9. Recognize the demand, and make provisions for, alternative housing styles in the downtown area as part of the City's effort to promote an economically viable historic but mixed-use center.

## CHAPTER 4

### PROJECTIONS

Projections of future population growth represent a bridge between the present and the future, which provides a general basis for determining future land needs, future public capital improvements, and community service needs. Population projections are only refined estimates of what the future might hold because of the difficulty to accurately forecast the end result of untold individual and public decisions. A valuable population projection must be structured upon reliable background information and good judgment. The projections are then implemented as a measuring stick to help formulate long range planning decisions.

There are numerous techniques for projecting future population growth and four methods are embodied in Table 3. By considering each of the four methods along with an average of the four, one can obtain a reasonable range of where the population is headed.

*Table 3*

#### Population Projections City of Wayland

<u>Projection Method</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2030</u>	<u>2035</u>
A. Constant Average Proportion	2,751	3,939	4,079	4,329	4,576	4,993	5,326
B. Growth Rate	2,751	3,939	4,079	4,218	4,356	4,505	4,582
C. Arithmetic	2,751	3,939	4,079	4,332	4,585	5,091	5,344
D. WMRPC high projection	2,751	3,939	4,079	4,582	5,084	6,090	6,593
E. Average	2,751	3,939	4,079	4,293	4,505	5,004	5,461

Source: U.S. Census and West Michigan Regional Planning Commission with extrapolations by LandMark Strategies.

Method A: Assumes that the City will maintain its 2010 proportion of Allegan County's projected average population as projected by the West Michigan Regional Planning Commission.

Method B: Assumes a 40 year average growth rate of 3.42 percent per decade.

Method C: Assumes an average yearly gain of 50.6 persons based on 1970 - 2000 growth patterns.

Method D: WMRPC projections, 2012

Method E: Based on an average of the above methods.

The number of anticipated future housing units within a community can also be determined by utilizing a simple statistical formula. By dividing the projected population count by the average number of persons per unit (in 2010), an approximate total number of dwelling units in each projected year can be obtained. By then subtracting that number from the number of dwelling units that existed in 2010, an estimate of the number of new housing units for each of the various projection years can be determined. Table 4 represents projected total dwelling units based on "Projection Method E" (average of all methods) found in Table 3.

By subtracting the number of homes in existence in 2010 from the projected number in 2035, it can be seen that essentially 600 new housing units are projected. This represents a 34 percent increase over the twenty-five year period, or an average of 24 new housing units per year.

**Table 4**  
**Dwelling Unit Projections - City of Wayland**

<u>Total Housing Units 2010</u>	<u>2010 Ave. Persons/Housing Unit(Occupied And Unoccupied)</u>	<u>2020 Est. Housing Units</u>	<u>2030 Est. Housing Units</u>	<u>2035 Est. Housing Units</u>	<u>2010 to 2035 Projected Total New Housing Units</u>
	(4,079/1,751)	(4,505/2.32)	(5,004/2.32)	(5,461/2.32)	
1,751	2.32	1,941	2,157	2,354	603

Source: Extrapolated from 2010 Census and Population Projections

The City of Wayland serves as a local hub for business, education, and employment activities. It is important to look at population growth and economic development activity in a regional context and to recognize that development does not begin or end at political boundaries. As a tool to help gauge additional land needs as well as the market potential for businesses within the northeast part of Allegan County, Table 5 represents population projections to the year 2035 for the City of Wayland and the surrounding four townships. Table 5 indicates that the overall population of the area is expected to see substantial growth with the highest amount of growth occurring in the northern units of Dorr Township, the City of Wayland, and in Leighton Township. The biggest factors in the projections for the northern communities are their proximity to Grand Rapids and the additional metropolitan growth area expanding southward into those communities.

**Table 5**  
**Straight Line Increasing Proportion**  
**2030 Population Projections**

<u>Community</u>	<u>2010</u>	<u>2015</u>	<u>2035</u>	<u>Numerical increase</u>
Leighton Twp.	4,934	6,115	6,707	1,773
Dorr Twp.	7,439	8,683	9,308	1,869
Hopkins Twp.	1,991	2,002	2,008	17
Wayland Twp.	3,088	3,404	4,448	1,360
City of Wayland	4,079	4,505	5,461	1,382
<b>Total</b>	<b>21,531</b>	<b>24,709</b>	<b>27,932</b>	<b>6,401 (+27.2%)</b>

Source: West Michigan Regional Planning Commission "Trend" projections. 2035 figures are extrapolated from 2015 to 3030 projections. Projections for the City of Wayland are from Table 3, prepared by LandMark Strategies.

Table 6 presents housing projections by type of housing based on the mix of housing found in each community in 2010. Table 7 takes the projected population of the City and the surrounding

townships and applies statistical planning standards to determine rough additional acreage requirements for retail, industrial, and recreational land for 2035.

At the present time there are approximately 630 acres of private, vacant land in the City. Approximately 440 acres are considered developable and of those approximately 400 acres are readily accessible by roads and utilities. Based on the above projected land needs approximately 90 acres of residential land, and at least 125 acres of commercial and industrial land can be expected to be developed within the city over the next 20 to 25 years.

**Table 6  
Northeast Allegan County  
2035 Residential Land Needs**

<u>Community</u>	Single family Homes Dwelling		Attached 2,3 and 4-Plex Dwelling		Apartments Dwelling		Manufactured Homes Dwelling	
	Units	Acres	Units	Acres	Units	Acres	Units	Acres
Leighton Twp.	581	215	68	13	68	9	89	18
Dorr Twp.	620	229	64	12	32	8	10	2
Hopkins Twp.	9	9	3	6	4	1	5	1
Wayland Twp.	455	455	23	5	29	7.5	69	14
City of Wayland	300	45	180	20	120	24	0	0
<b>Total</b>	<b>1965</b>	<b>953</b>	<b>338</b>	<b>56</b>	<b>253</b>	<b>49.5</b>	<b>173</b>	<b>35</b>

Notes:

1. Dwelling unit estimates are based on 2010 US Census figures for units in structure and persons per household as applied to 2035 population projections.
2. Acres are approximations derived from averaging the various housing density standards contained in each local unit's zoning ordinance. A uniform average density of 5 units per acre was used for manufactured homes.

**Table 7  
City of Wayland and Environs  
Non-Residential Projections Land Needs**

	<u>Current Baseline<sup>1</sup></u>	<u>2035 Projected Need</u>
<b>Retail and service uses (41 sf. per capita x 3/43560)</b>		
City of Wayland	11.5 ac.	15.4 ac
Total environs	66.5 ac.	79 ac.
<b>Industrial (.2 workers per person x 1 ac. per 10 to 20 workers)</b>		
City of Wayland	40 to 81 ac.	55 to 110 ac.
Total environs	215 to 430 ac.	279 to 559 ac.
<b>Recreation and Open Space (11 ac./1000 persons)</b>		
City of Wayland	45 ac.	60 ac.
Total environs	236 ac.	307ac.

Sources: Development Impact Assessment Handbook, ULI, 1994 adjusted to reflect ratios based on 2010 U.S. Census.

Population Projection, Landmark Strategies, 2013

<sup>1</sup> Current baseline reflects the estimated land need based the application of ULI ratios to the 2010 population. It does not reflect a current land inventory.

## **Projection Summary**

Each of the forecasting methods presented above assumes that the City will generally continue the patterns of growth exhibited in the past. In a community such as Wayland, the proximity to urban areas coupled with housing and population growth of the urban area are strongly impacted by trends experienced within the larger geographic region. For Wayland this involves consideration of the growth characteristics of Allegan County, Grand Rapids metropolitan area and West Michigan. In addition, the reality is that both Wayland and West Michigan are now closely integrated to the global economy. Primary determinations of future population, housing, and economic growth in Wayland will rest on the City's ability to attract people and businesses. The ability to attract businesses and people depend on the following:

- The continued availability of buildable land and adequate public utilities either within or external to the city's current political boundaries.
- The economic health of the Grand Rapids and Kalamazoo metropolitan areas and the success of growth management attempts in adjacent rural areas.
- Future gasoline prices and their effect on people's willingness to commute to work. The quality of roads, congestion, and the travel time to and from the area will also affect people's willingness to commute.
- The types and quantity of housing permitted or encouraged within the City.
- The quality of life in terms of the availability and quality of local support services required for development. These include police and fire protection, streets and sidewalks, parks and the quality schools and shopping opportunities.
- The availability of jobs locally and within commuting distance.

## **CHAPTER 5**

### **FUTURE LAND USE PLAN**

#### **THE RELATIONSHIP OF PLANNING TO ZONING**

This chapter contains the recommendations and descriptions for future land use in the City of Wayland. These recommendations will provide an overall framework for land use management and the integration of future development. It is also intended to serve as the basis for evaluating zoning requests. Because of the constant change in our social and economic structure and activities, the Master Plan must be maintained through periodic review and revision so that it reflects contemporary trends while maintaining continuity with City's overall vision and its long-range goals.

The Michigan Planning Enabling Act, (MCL 125.3801 et. seq.) Public Act 33 of 2008, as amended, specifically gives City Planning Commissions the authority to prepare and officially adopt a Future Land Use Plan, sometimes referred as a Master Plan.

The Master Plan is the principal official policy statement on land use and redevelopment for the City of Wayland. Combined with supporting tools of a practicable and effective zoning ordinance, land division and subdivision regulations, utility plans and other capital improvement plans, the Master Plan and the Future Land Use Plan (map) serves as an important guide to decision making. The Master Plan strives to create compatible land arrangements which can preserve or enhance property values, advance economic development, guide capital improvement expenditures, and to ultimately help define the quality of life.

The Michigan Planning Enabling Act also empowers the City to include "any areas outside of its boundaries which, 'in the Planning Commission's 'judgment', bear relation to the planning of the municipality." The City of Wayland's Future Land Use Plan therefore includes areas immediately adjacent to the City which, if developed intensively, could have an impact on City services and residents. The future land uses recommended for these areas are not meant to indicate an overt intent or a direct desire for future annexation, but rather a desire to cooperate with adjacent townships to coordinate planning along common boundaries for the benefit of each municipality. In most cases, this plan reflects development trends and land use policies already embraced by development trends in the adjacent Townships.

The Master Plan and Future Land Use Map are general in scope. In particular, the Future Land Use Map is not always to be relied upon to establish precise boundaries of land use or exact locations of future uses. It is also important to note that there is no precise schedule to implement the recommendations contained here. For example, the timing of a particular rezoning to allow for commercial development may be dependent upon a number of factors such as availability of public utilities, provisions for adequate roadways, effect on public services, environmental impact, and the demand for a particular land use versus the available land zoned for this use. Those and other factors must be considered when reviewing a request for rezoning a particular parcel of land.

The following narrative provides an explanation of the important, but sometimes confusing, relationship between land use planning and zoning.

The laws of the State of Michigan require that a community engage in land use planning activities, including the preparation of a "zoning" plan prior to the initiation of a zoning ordinance in a community. The following paragraphs provide basic definitions of the terms "planning" and "zoning."

***Planning:*** Planning is the process of guiding future growth and development for a city, township, village, local municipality or community. The process includes preparation of a document known as the Comprehensive Plan, Future Land Use Plan or Master Plan, which addresses the various factors relating to the growth of a community. Through the process of land use planning, it is intended that a community can identify those measures needed to preserve, promote, protect and improve the public health, safety and general welfare. Additional considerations include: comfort, good order, appearance, convenience, law enforcement and fire protection, prevention of overcrowding and avoidance of undue concentrations of population, the facilitation of adequate and efficient provision of transportation, water, sewage and services, and the conservation, utilization and protection of natural resources within the community. A Plan is a guide to development but it is not a legally enforceable document.

***Zoning:*** The enactment and administration of the zoning ordinance are legislative and administrative processes used by local units of government to achieve or implement the goals and policies of the Master Plan. Zoning is only one of several such instruments. Other instruments include capital improvements programming, downtown development plans (administered by downtown development authorities) and the enactment and administration of local subdivision regulations. Zoning and subdivision regulations are typically, however, the only major implementation tools having the force of law.

## OVERVIEW OF THE MASTER PLAN AND FUTURE LAND USE MAP

A basic principle guiding the formulation of the Master Plan was the adherence to a series of goals and objectives developed by the Planning Commission. Obtained through a citizen questionnaire, the Master Plan's goals and objectives were originally developed as part of the 1998 Future Land Use Plan with the input of citizens. The goals have been updated in response to current needs and changing conditions, but they continue to reflect their original framework. The ultimate decisions made by the Planning Commission were also based on several physical factors including:

- **Community Character-** Within the Master Plan, strong emphasis is placed on enhancing the City's small town atmosphere and maintaining environmental quality.
- **Adaptability of Land-** Important considerations are the environmental constraints of the land and other physical limitations.
- **Community Needs-** Decisions regarding the future use of land requires consideration of trends and opportunities and what uses might be needed in the City. What types of retail and service businesses are viable here and is industrial development still going to play a role in the City's makeup and economy? To what extent should the downtown be developed or redeveloped? These and other crucial questions are part of the planning process.
- **Available Services-** The status of community services and their ability to accommodate additional development are critical issues. Are utility systems able to accommodate the intensity and type of development desired or contemplated?
- **Existing Development-** By necessity any discussion of future land use requires consideration of current uses. Since much of the City is already developed, ensuring that existing homes and businesses are not adversely affected by new development or recognizing where or when redevelopment is a more positive alternative are both critical factors to consider.

The Master Plan firmly retains the single family character of the City while making some alternate housing types possible to meet the changing economic and demographic needs of the City's population. It also emphasizes natural features preservation and open space while not promoting unrealistic and scattered growth that could lead to inefficient infrastructure decisions and expenditures. Conversely, the Master Plan seeks to avoid unnecessary constraints on legitimate development that the City may experience and in some cases suggests one or more alternative future uses. The Plan is also consistent with the future population estimates.

The Future Land Use Plan is presented on Map 3. Table 8 displays the acreage composition by land use category.

The residential areas shown on the Master Plan are adequately able to accommodate over 6,000 people, depending upon the density development that eventually occurs. This number of people is however, not likely to be approached until after the current 20 year planning period. With this latitude, the Master Plan still does not promote unrealistic and scattered growth that could lead to inefficient infrastructure decisions and expenditures. Rather, it does seek to avoid unnecessary constraints on legitimate growth pressures that the city could experience should developable land area within the City's boundaries become scarce. For that reason, it is important that the City continue to look beyond its current political boundaries when planning for its long-term growth and to work closely with adjacent municipalities to coordinate land use decisions.

The Future Land Use Map (Map 3) recommends a number of distinct land use classifications. The following descriptions of the future land use classifications explain the type, intensity, and location of the proposed uses.

#### **CENTRAL BUSINESS DISTRICT (CBD Central Business Zoning District)**

The Central Business District (CBD) of Wayland continues to be the City's major center of commerce for shopping, personal services, and business offices. Among the major businesses, the CBD hosts several restaurants, taverns, municipal offices, professional offices, and several specialty shops. It serves the Wayland community and areas that extend beyond city limits. Small town commercial centers typically have a market area extending in excess of five miles. The CBD is characterized by zero lot line developments, i.e., no front or side yard setbacks. Parking is provided by large off-street areas serving a number of stores.

The Future Land Use Plan intends that the Central Business District exist as a strong and vibrant commercial and service center for the community. However, this includes recognition that many types of businesses have left the downtown district and other businesses are no longer attracted to the confined spaces and "off the beaten track" location of the downtown area. Many businesses rely heavily upon easy highway access, high traffic and high visibility, all factors that are vital to their operation. Furthermore, many existing businesses in the CBD cannot easily compete with businesses that enjoy this better access and visibility. It is not reasonable to prevent businesses from locating in the preferred locations near the expressway in the hopes of "saving" the CBD.

Rather, the General Highway Commercial District and Regional Commercial areas are expected to provide the majority of comparison and convenience shopping needs for the area.

Many people however, are rediscovering the day-to-day conveniences and pleasures of living in a small town. “Downtowns” therefore need to offer variety in the types shopping and services that are available at a scale that is pleasing to the pedestrian. This variety includes: shopping, offices, groceries, coffee shops, restaurants, galleries, cultural and recreational attractions, and more. Among the types of businesses that a recent market study for the City identified the following business types and merchandise lines as having potential for location or expansion in downtown Wayland: specialty food stores, food service and drinking establishments, and retail outlets for sporting good, hobbies, books and music.

A few of the measures that can work to improve the long term viability of the CBD include:

**“Downtowns” ... need to offer variety in the types of shopping and services that are available, and at a scale that is pleasing to the pedestrian...**

1. Allowance of multi-family residences on the fringe of CBD as well as residential units on second and third floor of retail and service buildings. This is intended to help bolster the demand for the local retail and service businesses. Another advantage will be to promote a nearby market that is within easy walking distance of the downtown. This will minimize parking needs and create opportunities for small businesses that can cater to pedestrians.
2. Encourage specialty retail businesses as the priority street level business occupancy
3. Allow a flexible mix of retail and service uses.
4. As a convenience to people wanting to park near downtown, allow parking lots as transitional uses on residential lots adjacent to the CBD.
5. Offer flexibility toward major redevelopment that might require the closure of existing streets and district expansions. Under certain conditions and with assurances that traffic circulation and emergency access is maintained, some degree of redevelopment and street realignment may be appropriate.
6. Create an engaging outdoor atmosphere - one that will appeal to all five senses. This includes expanding the classic streetscapes including landscaping, hardscape (brick pavers, walls, and decorative concrete), street furniture, relocation of overhead electric lines to underground, public art, attractive lighting fixtures, and the allowance of patio/al fresco dining.

The Future Land Use Map shows that the CBD is planned to contain approximately 20 acres and that over time, a slight expansion in the geographic area of the CBD may be justified to allow for the provision of additional retail and office floor space, as well as for facilities such as off-street parking lots.

The rezoning necessary to accommodate the expansions shown, should however, not occur until vacancy rates for existing CBD structures are reduced significantly and until prolonged market demands dictate the need for outward expansion.

The Future Land Use Plan suggests that two land use classifications be created within the downtown area (CBD) to differentiate the core and the edge (see Figure 6). The intent of this

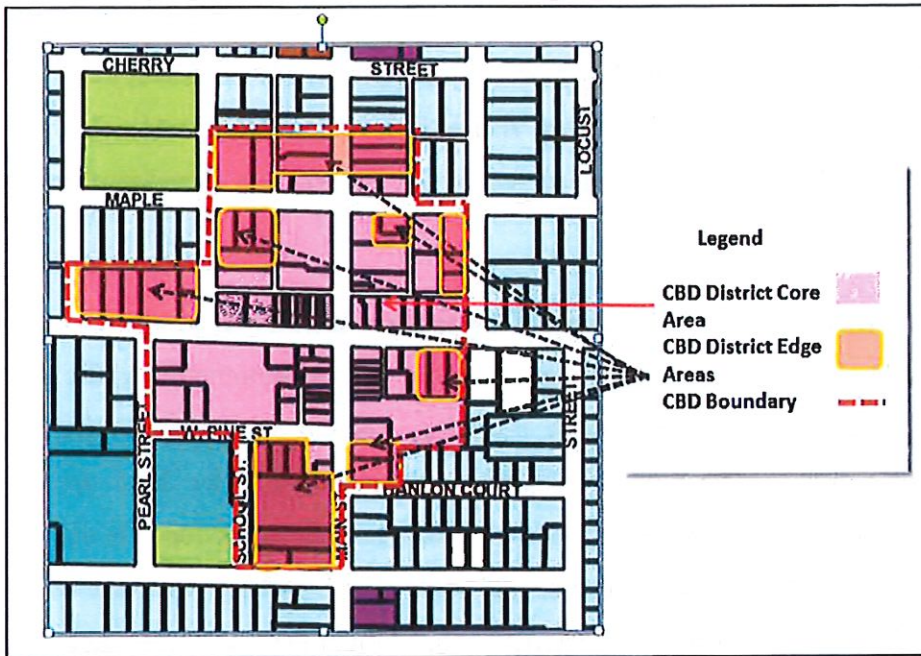


Figure 6  
**PROPOSED CBD DISTRICT**

differentiation is to allow residential dwellings as a free-standing use, mixed used residential, and commercial buildings within a traditional residential style of building. This will create smoother transitions between downtown businesses and near-downtown neighborhoods. The implementation of this

land use strategy will require either the establishment of an overlay district within the existing CBD zoning, or the creation of a new downtown edge zoning classification.

- **Central Business District Core.** The core is the heart of the downtown district. In this district, residential use on the upper stories of buildings is appropriate with active ground floor commercial uses that add to street vitality.
- **Central Business District Edge Overlay.** Freestanding residential (as well as residentially scaled office uses) on the edges of the CBD area can help to create a smoother transition in land use and intensity to adjacent neighborhoods. A maximum residential density of 14.0 units per acre (3,000 square feet of lot area per dwelling unit) is anticipated. As in the core, it will be important for buildings to front the street with parking located to the rear on the interior of the block.

Revisions are also recommended to the existing CBD zoning district provisions. The revisions should at a minimum, specify a build-to line, allow a vertical mix of uses in multi-story

buildings, and improved urban design standards for the creation of public spaces used in screening and buffering.

It is also recommended that development “guidelines” or a “form based code” be adopted. These tools are useful for encouraging the retention and protection of the buildings and features that contribute to Wayland’s historical “main street” feel and small town character. They can also be used to ensure that new development and redevelopment occurs in a fashion that enhances the downtown’s “sense of place.”

While each of the above ideas may be significant, they represent only pieces of a cohesive, long-term strategy to revitalize the CBD. The overall strategy also includes a number of additional, planning, design and promotional efforts to be carried out by the Downtown Development Authority, through the Main Street Program.

#### **GENERAL HIGHWAY COMMERCIAL (B-2 General Business Zoning District)**

This category of commercial land use includes business generated by passing automobile traffic. Its primary activities include restaurants, convenience shopping, vehicle sales and service stations, and personal service uses. The General Highway Commercial future land use designation coincides with the B-2 General Business District. These land uses provided for are characterized by the need for quick and easy access, and convenient parking with quick identification through extensive signage. These characteristics make them generally unsuitable for neighborhood or Central Business District locations. These uses are particularly suited to high traffic volumes near the freeway interchange areas, and along major thoroughfares and major intersections.

Recognizing that the West Superior St. /U.S. 131 freeway interchange area is very conducive to commercial development, the Future Land Use Plan continues to call for the frontage of West Superior St. between U.S. 131 and Commerce Street to be utilized in general /highway oriented commercial use. The shopping center area south of West Superior and along Reno Dr. is included in this area.

General Highway commercial is also planned for specific properties along the southern half of South Main. These represent a carryover from a time when South Main was the major entrance to the city and contained most of the city’s vehicular oriented commercial activities. It is expected that increasing traffic volumes over the years will eventually lead to a revitalization of the commercial areas along this corridor.

### **REGIONAL COMMERCIAL (B-3 Regional Commercial)**

The Regional Commercial future land use designation coincides with the B-3 regional Commercial Zoning District. It is established south of the General/Highway Commercial District on the West side of Reno Drive. The District has freeway visibility and access to the expressway from West Superior Street. The District is intended to support so called "Big Box" commercial businesses having a large regional trade area. They are characterized by having large land area needs, expansive parking lots, and high land area to building ratios.

### **LOCAL SERVICE COMMERCIAL (B-1 Local Business Zoning District)**

Local Service Commercial land uses consist essentially of neighborhood convenience stores and service establishments, designed to meet day-to-day needs of nearby residents. These uses are characterized by small parcels, on-site or curb parking, and are/or clustered as small neighborhood shopping areas on two or three acres of land.

Several areas are shown on the Future Land Use Plan for neighborhood commercial land use. One area is located on North Main at the northern city limits. This is intended for a small retail/service center to serve the residents on the north end of the city, as well as the residents of the township. A second, smaller area is indicated on South Main at Sib Rumery Street. It recognizes an existing use. A third area is indicated for properties along Railroad and Clark Streets. In this area, the local commercial designation is viewed as more appropriate than the existing general business and highway zoning orientation.

### **INDUSTRIAL LAND (I-1 and I-2 Zoning Districts)**

Within the City, there are two industrial zoning districts. Both categories are highly dependent upon access to transportation facilities. Nearness to the freeway and railroad are therefore the major influences determining the locations of the various industrial areas of the City.

- The General Light Industrial future land use category corresponds with the "I-1 General Industrial" zoning designation and encompasses a variety of industrial and heavy commercial uses. It consists mainly of the older, freestanding manufacturing processing and warehousing, and truck terminal operations as well as outdoor supply yards. Intermixed with these are service uses such as auto-body repair and welding shops.
- The Planned Industrial future land use category corresponds with the "I-2 Planned Industrial" zoning designation. It encompasses industrial sites along Reno Drive to its terminus at the City limits south of 133<sup>rd</sup> Ave., and along 133<sup>rd</sup> Ave. A number of freestanding industrial sites are located in this area and pre-designed "industrial parks" are accommodated and encouraged.

The Future Land Use Map and zoning map categorizes the existing industrial uses along the east side of Railroad Street within the “General Light Industrial” category. Also included are existing industrial uses on Commerce Street and South Main Street. In these areas, expansion of existing businesses and infill by smaller “startup” or service businesses are foreseen as the most likely forms of development. While the Future Land Use Plan could support industrial park development of the extensive vacant land area of South Main St., east of the old “Inter-urban”, there is recognition that new development in this area is likely to be more closely aligned with the existing uses along South Main rather than with “industrial park” form of development. This area is therefore illustrated on the Future Land Use Map as General Light Industrial. General Light Industrial is also applied to parcels along the east side of Reno drive, North of the Wayland Industrial Park, and to the parcels with direct service to the railroad south of 133<sup>rd</sup> Ave.

The most critical planning concerns with regard to the General Light Industrial areas are traffic and land use conflicts. Due to concerns over increased truck traffic through the center of the City and along streets that also support residential development, expansions to the General Light Industrial area’s boundaries in areas other than in the City’s southwest quadrant are not recommended. Efforts must also be made to ensure that appropriate buffers and transitional uses are in place to minimize land use conflicts with adjoining residential areas.

The “Planned Industrial” future land use category (I-2 Zoning District) encompasses the existing industrial park areas along Reno Drive and the north side of 133<sup>rd</sup> Ave. In the past decade this area was the focus of a great deal of public investment with respect to extensions of public utilities and street improvements. Improvements to 133<sup>rd</sup> Ave. coupled with the construction of Reno Drive made the area an ideal location for modern high quality industrial growth.

The Planned Industrial district extends down Reno Drive off of 133<sup>rd</sup> Ave. and is further discussed under the “Transition Area 2-Light Industrial/Regional Commercial” planning district.

#### **TRANSITION AREA 1-COMMERCIAL/INDUSTRIAL/MULTI-FAMILY**

This designation is given to relatively small vacant tract south of the Wayland Hardware store on the east side of Reno Drive. It is located between the county drain and a parcel zoned and used for general industrial (truck transport terminal). Retail uses lie to the northwest and a multiple family residential apartment complex is located to the northeast. Commercial development, industrial development, or multi-family development may be acceptable on this parcel if appropriate site design measures are taken.

## **TRANSITION AREA 2 –LIGHT INDUSTRIAL/REGIONAL COMMERCIAL**

“Transition Area 2” area is applied to property having frontage on US-131, south of 133<sup>rd</sup> Ave. and west of Reno Drive. Both Planned Industrial (I-2) and Regional Commercial (B-3) may be supported in this area. In this area, “big box” regionally oriented retail outlets are recognized as a potential development option. Access to US-131 is restricted, however, and there are concerns such an intensive traffic generator would over capacitate Reno Drive and West Superior Street, particularly at the intersection of these two streets. If proposed for this area, high traffic generators, such as regionally oriented retail outlets, should be subjected to a high level of scrutiny and appropriate street capacity improvements should be made. A special use process of review and approval for these types of land uses is recommended.

## **RESIDENTIAL LAND USE**

### **Low Density Open Space Residential (LDOSR)**

The Low Density Open Space Residential future land use categories (LDOSR-1 and LDOSR-2) are established to recognize the two categories of low density suburban residential zoning that currently exist in the City and to encourage the creation of new single family residential neighborhoods that incorporate components of open space in their design. Collectively, the land uses and the arrangement of land uses envisioned are intended to create a smoother transition between the outlying rural areas in adjacent townships and the traditional, higher intensity residential blocks already established. These are projected to the northeast, east and southeast, outward from the CBD. The conservation of important natural physical features as elements in the design of housing developments, as well as street and pedestrian connectivity is encouraged in the development of this transitional area.

- The Low Density Open Space Residential-1 (LDOSR-1) area correlates with the R-A Residential Agricultural zoning district. The base gross density is approximately one dwelling unit per acre.
- The Low Density Open Space Residential-2 (LDOSR-2) area correlates to the R-1 Single Family Residential zoning district. The base gross density is approximately three dwelling units per acre.

Within both of the LDOSR areas, new developments containing integrated open space and recreation amenities are encouraged, and taking advantage of available planned unit development (PUD) zoning options, developers may attain density bonuses. The highest zoning and density bonuses will be granted to those developments dedicating public open space, specifically within the fulfillment of park and open space objectives. Gross density bonuses ranging from ten to

twenty percent are recommended.

A more detailed presentation of some of the intended objectives for this planning area is included within the Parks and Open Space section of this Chapter.

#### **Traditional Low Density Residential (R-2 Single and Two Family Residential)**

This is the principal single family land use category supporting the majority of homes within the City developed prior to 1960. It includes single family detached housing and some two family homes and conversions. The majority of existing lots range from 10,000 to 20,000 square feet in area. This category corresponds to the R-2 "Single and Two Family Residential Zoning District" where lot sizes for single family homes as small as 8,200 square feet are permitted. The minimum lot size for two family homes is 10,000 square feet. The density range for single family homes is three to four units per gross acre with an anticipated population density of six to ten people per acre.

The Future Land Use Plan recommends a small expansion to the R-2 Zoning District at the end of Oak Street where higher density residential use was once envisioned. The R-2 use of this property will facilitate a public street and public utility extensions that can be used to further the development of additional land to the east and south. Except for this direct extension of Oak Street, using the traditional form of development, new areas of development with similar gross densities to the R-2 District are expected to be accomplished under PUD provisions or under the Conservation/Cluster option offered within the Low Density Open Space Residential areas.

#### **Medium Density Attached Residential (R-4 Attached Single Family Residential)**

This category allows for somewhat higher densities than the Traditional Single Family Residential area. It includes existing attached triplex, four-plex, townhouses, and mobile home parks. An area of medium density residential is indicated for the area south of the school site off west Sycamore. This fairly large land area will require the extension of utilities and new streets. Attached units with overall housing densities of up to 10 units per acre are suggested. This area is also large enough that consideration needs to be given to the public acquisition of several acres for community park development. Such development could benefit from street and utility extensions brought about by private residential development.

The manufactured home park located in the northwest corner of the City has been included within the MDR classification. There is a desire to keep the percentage of manufactured homes

to less than 20 percent of the total housing stock. In addition, it is anticipated that the capacity of the existing park and that of an adjacent park at the City's east boundary in Wayland Township will be able satisfy the local demand for this type of housing. Therefore, no additional land areas have been allocated to support new development of this type.

**Table 8  
Future Land Use Acreage Comparisons**

<u>Land Use Category</u>	<u>Acres</u>
Low Density Open Space Residential-1	134
Low Density Open Space Residential-2	225
Medium Density Attached Residential	115
High Density Residential	59
Traditional Low Density Residential	175
Local Service Commercial	17
Transition 1- Commercial/industrial/multi-family	7
Transition 2- Planned Industrial/Regional Commercial	17
Regional Commercial	71
General Highway Commercial	65
Central Business District	20
Office	3
General Light Industrial	111
Planned Industrial	151
Institutional/Community Service	351
Parks and Open Space	153

### **High Density Residential**

This category coincides with the RM “Multiple Family Residential Zoning District” and includes garden apartments and other multi-family housing developments. Apartment developments are suited to locations along thoroughfares and used as a “buffer” between commercial and lower density developments. Apartment developments typically contain smaller household sizes than do single family units. The expected density is 10 to 16 units per acre.

Future land area needs are expected to be modest. A small area of vacant RM land remains in the northeast quadrant of the City. Additional demand for high density residential development might also be expected to be satisfied within the boundaries of the CBD.

### **RABBIT RIVER PROTECTION ZONE (Rabbit River Overlay Zone)**

This land use designation is created as a means of providing protection for the Rabbit River. It is created in response to the potential that if left unrestricted, development is likely to encroach within close proximity of the river. If that were the case, negative environmental consequences, such as poor water quality and other forms of environmental degradation would occur.

Regulations have now been added to the Zoning Ordinance in an overlay fashion that crosses several underlying zoning districts. The regulations extend to include a natural vegetation zone 35 feet from the ordinary high water mark, and a transition zone, which is an additional 15 feet from the natural vegetation zone. Land use restrictions, minimum building setbacks from the water's edge and the reservation of a natural vegetation strip along the water's edge are the types of developmental restrictions that been implemented by the overlay.

### **OPEN SPACE**

There are many advantages to preserving open space. Open space provides a more desirable living environment, enhancing human emotional attachment to nature, thereby helping with individual's well-being. It allows an opportunity to escape from the stress of everyday life. In addition to mental health benefits, open space benefits our physical and economic well-being.

Less pavement in developments also reduces and slows runoff, and consequently lessens the erosion of soils and reduces flood potential. Open space can therefore benefit developers by helping them meet the requirements for storm water management. Open space also increases the marketability of neighborhoods and new development by enhancing the aesthetics and recreational opportunities of the area. This makes areas more attractive places to locate businesses and workers and adds more value to property.

Finally, the maintenance of open space enhances the environment. Open space contributes to surface and groundwater quality protection and provides habitat for animals and plants. Trees purify the air. Land put to open space use reduces pollution in the air and can have a cooling effect.

As the City continues to become more developed, it is inevitable that vacant areas now considered by many as open space will be lost. However, opportunity still exists for the City to plan for and preserve a network of open space.

For areas that the City wishes to keep open to the public, direct governmental ownership and its incorporation into the City's system of parks is the most appropriate. Conservation easements

however, are appropriate when governmental ownership is not necessary, when public access is not desired, and the property is not intended to be physically altered. Deed restrictions may be placed on land by property owners to limit a property's development by subsequent owners. Another method of preserving open space is through a land trust. A land trust is a nonprofit organization organized to acquire land and interest by gift, purchase or bargain sale. A land trust's nonprofit status provides for tax deductions that encourage public support.

***Types of Open Space: "Open space" may be defined as land and water areas retained in an essentially undeveloped state, on a permanent or semi-permanent basis. Parks are the most recognizable and commonly accepted forms of open space. To one degree or another, however, all of the following are potential open space components within the City of Wayland:***

- ***Streams and floodplains, wetlands, storm water detention basins***
- ***Wooded areas, ravines, hillsides, tree-lined roads, scenic views***
- ***Parks***
- ***Large lot residences, private conservation areas, vacant parcels***
- ***Cemeteries, historic sites,***
- ***Abandoned railways, utility rights-of-way***
- ***School sites, community and cooperative gardens***

Innovative zoning techniques can also be used in open space preservation. The zoning techniques utilized the most include Planned Unit Developments and Open Space subdivisions that contain density bonus incentives in exchange for defined useable open space components.

Within the areas designated as Low Density Open Space Residential, housing developments should be designed around important physical features. Diversity and originality in lot layout should be encouraged to achieve the best relationships between development and conservation areas.

Therefore the Planning Commission should evaluate proposals according to the following criteria, which may be adopted as an amendment to the zoning ordinance as intent and purpose sections for Planned Developments and Open Space subdivisions:

1. Protect and preserve floodplains, wetlands, and steep slopes from clearing, grading, filling, or construction.
2. Preserve and maintain significant mature woodlands or existing fields and creates sufficient buffer areas to minimize conflicts between residential and other uses.
3. Determine, that when development must be located on open fields because of greater constraints in all other parts of the site, if dwellings can be sited in locations at the far edge of a field, as seen from existing public roads: Other considerations include whether the development will be visually buffered such as by a planting screen consisting of trees and shrubs.
4. Maintain or create buffer of natural vegetation adjacent to wetlands and surface waters, including creeks, streams and ponds.
5. Minimize impacts on woodlands, especially those containing mature trees or a significant wildlife habitat. Woodlands on highly erodible soils with slopes should be avoided. However, some woodlands are in poor condition with limited management potential. These can provide suitable locations for residential development.
6. Protect wildlife habitat areas of species listed as endangered, threatened, or of special concern by the U.S. Environmental Protection Agency, and/or by the State of Michigan.
8. Improve public safety and vehicular carrying capacity by avoiding development fronting directly onto existing public streets.
9. Landscape common areas (such as community greens), cul-de-sac islands, and both sides of new streets with shade trees and flowering shrubs with high wildlife conservation value.
10. Provide active recreational areas in suitable locations that offer convenient access by residents and adequate screening from nearby house lots.
11. Include a pedestrian circulation system designed to assure that pedestrians can walk safely and easily on the site, between properties and activities or special features within the neighborhood open space system. All roadside footpaths should connect with off-road trails, which in turn should link with open space on adjoining undeveloped parcels (or with existing open space on adjoining developed parcels, where applicable).
12. Provide open space that is reasonably contiguous. Fragmentation of open space should be minimized so that resource areas are not divided into small parcels located in various parts of the development. To the extent practicable, this land should be designed as a single block with logical boundaries. Long thin strips of conservation land should be avoided, unless the conservation feature is linear or unless such configuration is necessary to connect with other streams or trails. The open space should generally abut existing or potential open space land on adjacent parcels, (such as in other subdivisions, public parks, or properties owned by or eased to private land conservation organizations).

As discussed below; subdivision open space can be designed as part of larger, contiguous and integrated trail systems.

The Future Land Use Map (Map 3) conceptually shows several linkages considered important to the creation of an inter-connected open space network. Areas include both public and privately held lands. The preferred extent of the open space network ultimately extends northward into Leighton Township within the old Inter-Urban rail corridor, along the Rabbit River and southward into Wayland Township. Major components also include school property, cooperation and coordination with Wayland and Leighton townships, as well as the school district, and the cooperation of individual property owners, will be the keys to moving forward with this concept.

## **INTEGRATED SIDEWALKS AND TRAIL SYSTEM**

Pedestrian and non-motorized circulation provides numerous health, social, economic, and environmental benefits to residents that improve the quality of life within the community. Several of these benefits have been previously introduced, but include:

- An alternative to automobiles so traffic volumes can be reduced.
- Improved accessibility to schools, churches, the library, parks, and other public or institutional uses.
- Designation of specific areas for non-motorized travel can improve safety since this separates bicyclists (especially the younger and casual bicyclists) from vehicular travel lanes.
- Increased public access to natural features such as the Rabbit River, woodlands, and wetlands.
- A heightened awareness of sensitive environmental attributes and resources.
- Increased access to the river and parks improves opportunities for recreation.
- Affordable, year round active recreation available to all age groups. This improves community health, family togetherness and neighborhood cohesion.
- New business and economic development opportunities in the downtown.

The City should strive to continue to improve and expand its pedestrian system, helping maintain community cohesiveness. The creation of an integrated sidewalk and trail system that connects significant parks and open spaces, neighborhoods, schools and the business district can help achieve cohesiveness.

The “freeway” of Wayland’s sidewalk and trail system will be the “Inter Urban Rail Trail”. It will be built in the abandoned railroad corridor and will be separated from vehicular traffic. It is envisioned that this non-motorized, greenway trail, will ultimately connect with the extensive trail system in southern Kent County, and with trails in the Kalamazoo area and points south. It will also be connected to sidewalks and bicycle routes developed within the City.

Logical interconnections of the pathway with the existing and future sidewalks and the existing street system will help to extend walkable and bike-able streets throughout the City. Under this approach the network of sidewalks, off street pathways, and designated bike routes will make the entire City (residential neighborhoods, commercial areas, schools and parks, and open space) accessible to pedestrians and cyclists under the concept of “complete streets.”

In August of 2010, PA 33 of 2008 (the Michigan Planning Enabling Act) was amended to require that local master plans include consideration of additional elements related to transportation. These elements include safe and efficient movement of people and goods by not only motor vehicles but also by bicycles, pedestrian, and other legal users including users who require assistance with wheelchairs, walkers, or other devices. Additionally, the amended statute defines street as “a street, avenue, boulevard, highway, road, lane, alley, viaduct, or other public way intended for use by motor vehicles, bicycles, pedestrians, and other legal users.”

*“Complete streets” are streets that are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to move safely along and across a complete street.*

In December of 2010, PA 33 was further amended to require that local master plans also take into consideration the location, character, and extent of public transit routes and public transportation facilities in the preparation of the master plan, and to coordinate with public transportation agencies in the planning process. Allegan County Transportation Services provides transportation including barrier-free travel on a reservation basis for a nominal fee. Accessible vehicles are lift-equipped. Allegan County Commission on Aging provides transportation for senior citizens through the Allegan County Resource Development Committee, a non-profit organization.

### **Sidewalks and Bicycle routes**

More critical to the “complete streets” concept than the multi-purpose Inter Urban Trail is the completion of the City’s sidewalk system and the designation of certain street segments as “bicycle routes.” Map 4 assigns generalized priorities for sidewalk extensions, based on the following criteria:

#### **High priorities:**

1. Those segments not currently having a sidewalk on either side of the street and the sidewalk fills a missing link and/or connects two significant pedestrian generators (parks, schools, community centers, post office, shopping, employment) by providing a sidewalk on one side of the street.
2. The new sidewalk segment (on one side) fills a gap along a truck route through a residential neighborhood and help to achieve the goal of providing pedestrian opportunities on at least one side of the truck route along its entire course through the

neighborhood, and/or connects two pedestrian generators on the route.

### **Medium priorities**

1. The sidewalk segment connects two high pedestrian generators and serves as an extension (same side of the street) as an existing sidewalk.
2. The segment is within 660 feet of a school or is along a route serving school-age children that use walking as a primary form of transportation.

### **Low priorities**

1. Sidewalks on residential cul-de-sac and dead-end streets are low priorities unless they are tied to a cut through used to make a direct connector to a high pedestrian generator.
2. Minor industrial side streets are low priorities given their low use by pedestrians.

Segments in each of the categories above should be periodically evaluated to determine their ultimate priority on an annual list of sidewalk projects. For instance, even though a segment may be categorized as a high priority, additional factors may come into play when deciding priorities for projects within the same category and those factors may therefore dictate that a given segment is not an immediate priority. The following factors are useful in making this determination:

- **Geographic balance** – Does the project improve or maintain the balance of sidewalk funding to be spent among geographic sectors of the City?
- **Community interest** – Is there significant community support for the project?
- **Cost/opportunities** – Are there grant opportunities available? Can the project be timed to coincide with other City projects and make implementation more efficient?
- **Previous commitments** – Has a commitment been made to complete a project?

Based upon application of the above methodology, the following maps illustrate the recommended sidewalk improvement priorities within the City of Wayland.

### **Designated Bicycle Routes**

From a design and engineering point of view, cyclists fall into two broad categories:

#### *Type I-Recreational Cyclists: Novice or occasional riders*

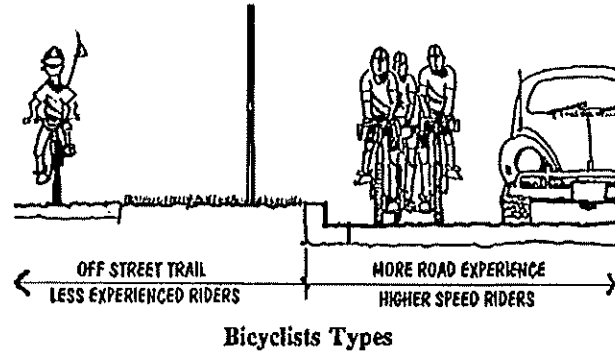
These cyclists tend to ride at slower speeds. Generally, they have less road experience and avoid automobile traffic because of a fear of being hit by a car. Slower speed riders prefer residential streets and off-street trails.

#### *Type II- Serious Cyclists: Experienced and frequent riders*

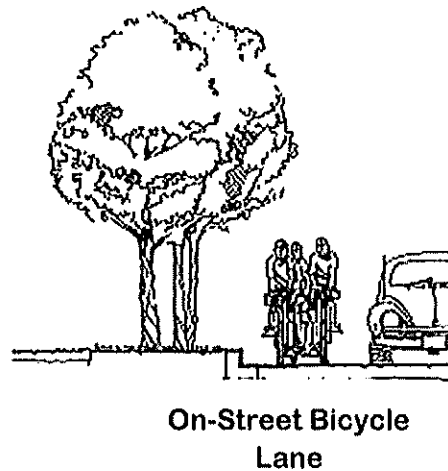
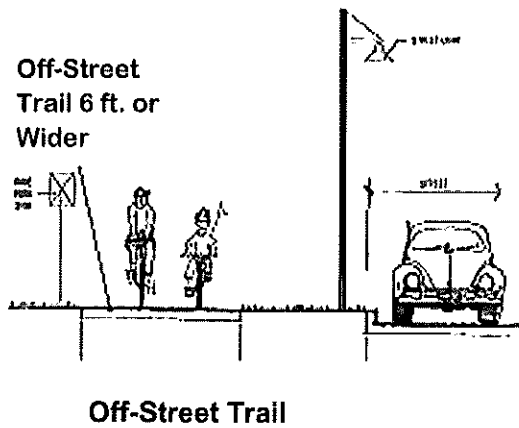
The second category of cyclists is typically the higher speed riders. They generally have more road experience and thus, are more willing to ride on most streets in heavier vehicular traffic. The higher speed riders, like the first group, choose the roads less traveled when they have a choice, but will use the major roads when necessary to get where they want to go.

For on-street routes the faster riders require stricter design criteria but those criteria also meet the needs of the slower riders. For the purpose of design guidelines, and the goal of improving the riding and trail conditions for all cyclists, using the more experienced cyclists as the prototypical rider to accomplish this objective.

For the off-street trail the same is not true. Compared to roads, the off-street trail is relatively narrow and winding. Riders traveling at higher speeds under these conditions will increase the trail's accident potential.



The off-street trail is still within the street right-of-way and is basically an extra wide sidewalk designed to accommodate the higher travel speeds of cyclists and skaters. These trails are, typically, 6'-12' wide and are separated from the vehicular traffic by at least 6 feet of the right-of-way when available. They are not always parallel to the curb but can meander around existing trees and landforms to give interest and variety to the walking or riding experience. These trails usually connect residential neighborhoods to neighborhood centers, retail, schools and parks.



**On Street Bicycle Route Criteria**

The selection of routes to be used as designated bicycle routes should be based on the following criteria:

- Location of governmental and educational centers schools, City Halls, Public Library, Post Office,
- Locations of local churches

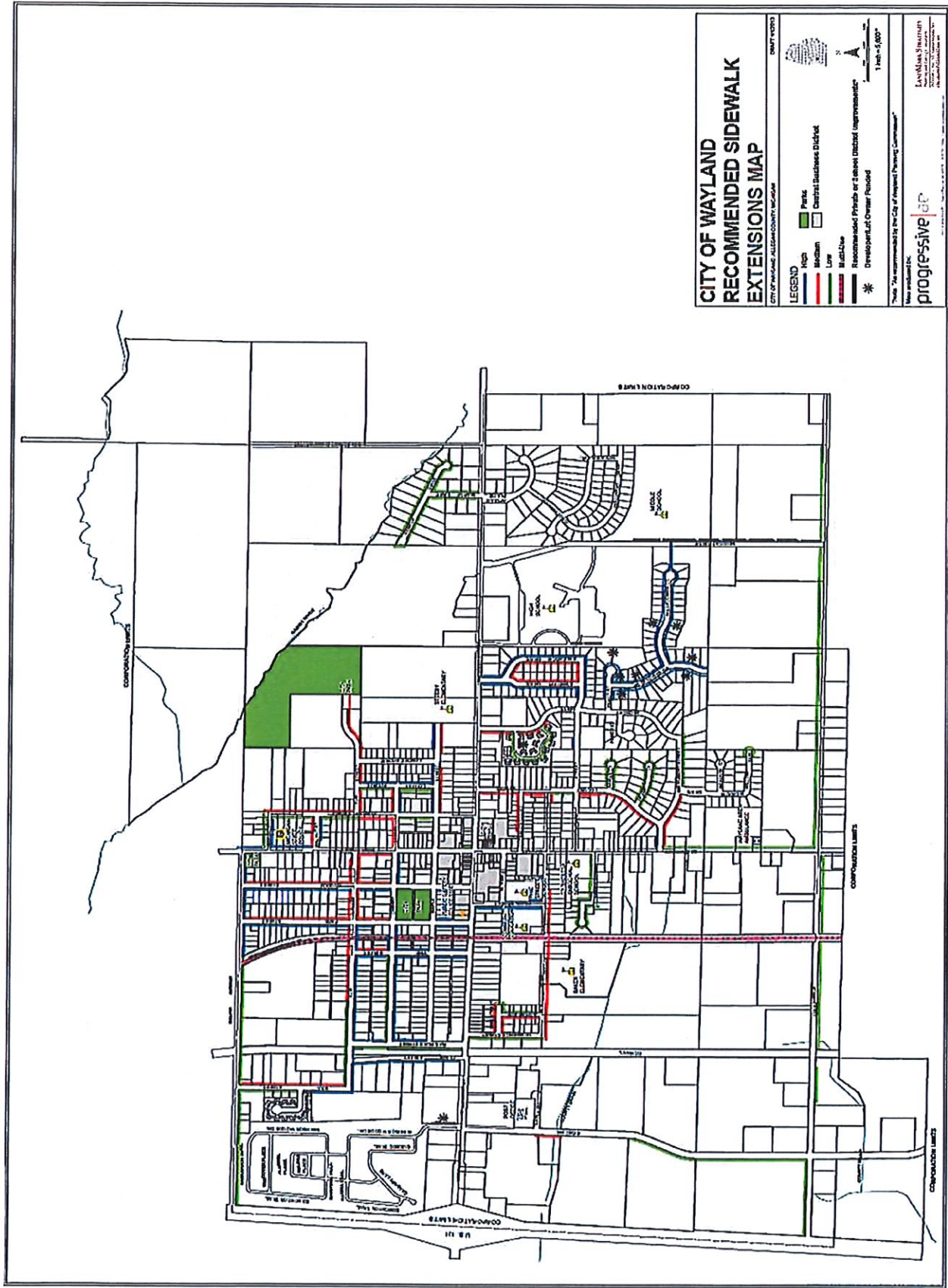
- Locations of existing and future City parks and routes to regional parks
- Location of retail (CBD and West Superior)
- The condition and design of existing streets
- Truck routes
- Avoiding dead end routes, loops are the optimum configuration
- Connections to the Rail to Trail Pathway.

### **Ways to Implement**

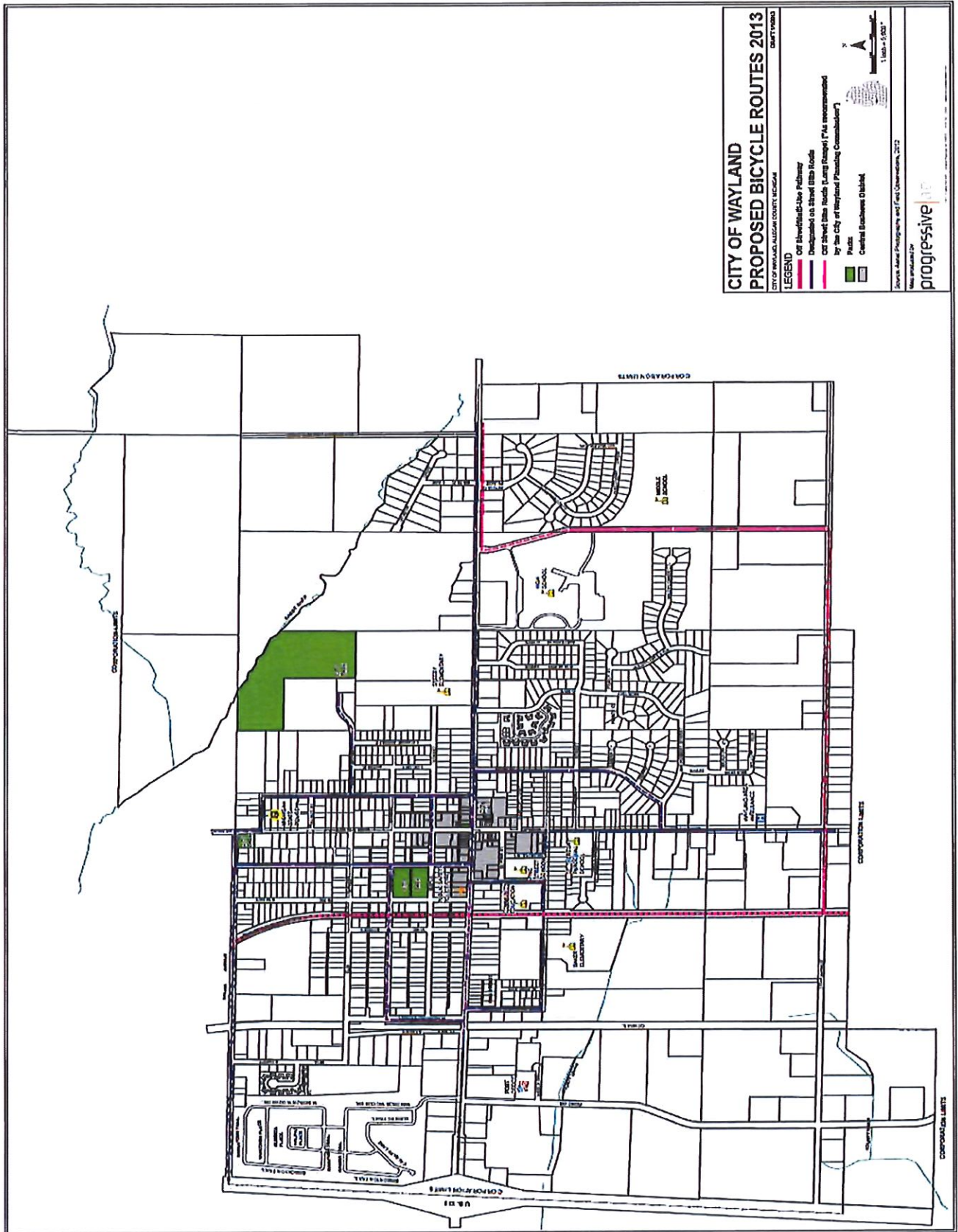
1. Bike route signage is used to identify bike routes.
2. The roadway is restriped to provide a wider outside lane for bicycle traffic. The restriping should take place if the restriped traffic lanes are at least 11' wide and restriping will allow for at least 1.5' of additional lane width in the outside lane.
3. Prohibition of on-street parking may be necessary in order to complete certain on-street bike route segments.
4. Where street width is too narrow to accommodate two on-street bicycle lanes on the route, consideration should be given to the widening of sidewalks to at least 6 feet to create an off-street trail segment on at least one side of the street. An additional option is to provide markings for sharrows, where cyclists and motorists share the travel lane.

The proposed sidewalk extensions and the designated bike routes recommended within the City of Wayland are illustrated on the following maps.

Map 4



Map 5



## **CHAPTER 6**

### **IMPLEMENTATION**

This chapter sets forth the measures necessary to implement the recommendations for the Wayland Future Land Use Plan. The Planning Commission, City Council, and city staff is primarily responsible for implementing the Plans through ordinance adoption and enforcement, administrative procedures, and other programs. The private sector, land developers, as well as individual home and landowners, are also involved in fulfilling the recommendations of the Plan by the actual physical development of land uses and through the rezoning of land.

The Future Land Use Plan itself has no legal authority to regulate land development in order to implement the Master Plan's recommendations. This implementation must come from the decisions of the City Council and Planning Commission to provide needed public improvements and to administer and establish regulatory measures relative to the use of the land and also the allocation of city resources.

#### **ZONING ORDINANCE AND ZONING MAP AMENDMENTS**

Zoning represents a legal means for the City to regulate private property to achieve orderly land use relationships. It is the process most commonly used to implement major components of future land use plans. The zoning process consists of an official zoning map and zoning ordinance text. The official zoning map divides the community into different zones or districts within which certain uses are permitted and others are not. The zoning ordinance text notes the uses that are permitted and establishes regulations to control densities, height, bulk, setbacks, lot sizes, and accessory uses.

The zoning ordinance also sets forth procedures for special approval regulations and controls over signs. These measures permit the city to control the quality as well as the type of development.

Following are specific plan implementation recommendations for amending the Zoning Ordinance and Map:

**I. Central Business District**

- a. When appropriate, implement the recommendations as found on page 28 through 31, including the creation of a two tiered CBD and form based codes.

**IV. Residential Land Use**

- a. Make allowances in zoning provisions relating to the CBD for high density residential development.
- b. Rezone the area shown the Future Land Use map south of West Sycamore as Medium Density Residential to R-1 Single Family Residential and/or R-4 Attached Single Family Residential. This area is presently zoned PERC and I-2.

**V. Miscellaneous changes to the Zoning Ordinance:**

- a. Adopt access control measures to better regulate traffic circulation on the major City streets.
- b. Consider rezoning those areas on the east side of Reno Drive that are currently zoned PERC, and currently undeveloped, to those zoning districts recommended by the Master Plan.

**PARKS, RECREATION AND OPEN SPACE**

The recommendations of the Future Land Use Plan contain several aspects relating to the preservation of open space and of an integrated trail system. It is recommended that the City's Parks and Recreation Plan continue to address these elements and that prioritizes for future trail development, land acquisition and funding are established.

**SIDEWALK, INTEGRATED TRAILS AND BIKEWAYS**

Chapter 5 contains the basis for an integrated sidewalk and trail system within the City. An ongoing effort should be made to improve sidewalks and to pursue that strategy should be maintained. The major elements of the strategy include:

1. Maintain a Sidewalk Inventory which periodically
  - a. Identifies gaps along each street.
  - b. Inventories and rates the condition of existing sidewalks and identify maintenance or replacement needs.
2. Establish priorities.
3. Review and establish design criteria.
4. Establish construction and maintenance priorities and construction and reconstruction schedules.

- a. New construction.
  - b. Sidewalk replacement.
5. Identify locations for connection and integration of sidewalk system with proposed bicycle/trail system.

## **NEW STREETS AND CORRIDOR PLANS**

1. **Corridor and Access Control Plans:** Prepare a new street circulation plan to study street capacities and identify long-range street extensions and circulation improvements. Access control plans for the East and West Superior Street corridors as well as for existing commercial areas along North and South Main Streets outside of the CBD should also be included. These plans should be used to establish the basis for existing driveway closures and consolidations, and to establish new driveway spacing requirements within the Zoning Ordinance.
2. **Peach Street/133<sup>rd</sup> Ave. Connector:** As housing development proceeds, require and if necessary, participate in the extension of a residential street connector between Peach St. and 133<sup>rd</sup> adjacent to the City Water Tower.
3. **Seventh St. Connector:** Work with the Allegan County Road Commission and Wayland Township to begin planning for the eventual creation of a continuous street segment to connecting 133<sup>rd</sup> Ave. and 137<sup>th</sup> Ave., east of the current city limits.

## **CARRY OUT RECOMMENDATIONS OF OTHER CITY STUDIES AND PLANS**

The City has prepared several other studies and plans such as the Wayland Recreation Plan, the Downtown Development Authority Plan, and the Wayland Strategic Plan. These plans are updated from time to time. This Plan recommends that the Planning Commission work with other city officials and officials at the county level to ensure that the recommendations of interrelated studies and plans are carried out.

## **CAPITAL IMPROVEMENTS PROGRAM**

Capital Improvements Programming (CIP) is the first step in a comprehensive management system designed to relate priorities and programs to community goals and objectives. It is a means of planning ahead for the funding and implementation of major construction and land acquisition activities. The typical CIP is six years in length and updated yearly. The first year in each CIP contains the capital improvement budget. The program generally includes a survey of the long range needs of the entire governmental unit covering major planned projects along with their expected cost and priority. The City Council then analyzes the projects, financing options, and the interrelationship between projects. Finally, a project schedule is developed. Priority projects are included in the Capital Improvements Program. Low priority projects may be

retained in a Capital Improvements Schedule which may cover as long as 20 years.

The CIP is useful to the city, private utilities, citizens, and investors, since it allows coordination in activities and provides the general public with a view of future expectations.

City officials currently follow a capital improvements program but the Planning Commission needs to be actively involved and formally adopt the Capital Improvements Plan as required by the Michigan Planning Enabling Act, PA 33 of 2008 as amended.

### **PLANNING COMMISSION WORK PROGRAM**

The Master Plan recommends that the Planning Commission prepare a work program in January of each year. This work program would set forth the tasks or goals, which the Planning Commission determines, to accomplish for the upcoming year. This will allow the Commission to stay focused on important tasks and develop to implement the goals and strategies identified within this Plan.

### **PLANNING EDUCATION**

Planning Commissioners should be kept informed of planning seminars to learn how to better carry out their duties and responsibilities as Planning Commissioners. These seminars are regularly sponsored by the Michigan Association of Planning (MAP) and the Michigan Municipal League (MML) and are a valuable resource for Planning Commissions. There are also several planning publications, which are a useful information tool for Planning Commissioners. The main publications are Planning and Zoning News and Michigan Planner Magazine.

### **REVISIONS TO THE MASTER PLAN**

The Future Land Use Plan should be reviewed every five years as required by the Michigan Planning Enabling Act in order to be responsive to new growth trends and current city attitudes. As growth occurs over the years, the Master Plan's goals, land use information, population projections, and other pertinent data should be reviewed and revised as necessary so the Master Plan can continue to serve as a valid guide to the growth of the city.