AGENDA

1. OPENING SESSION
   A. Roll Call
   B. Excused Absences

2. APPROVAL OF AGENDA

3. COMMUNICATIONS
   a. Letter from Janet Hershberger, 1216 Prospect Street, regarding NCU-1-2019

4. PUBLIC HEARINGS
   a. Z-9-2019, 3440 N. East Street, Conditional rezoning from “F” Commercial district to “G-2” Wholesale district
   b. NCU-1-2019, 230 S. Holmes Street, Request for Class A Nonconforming Status
   c. Form-Based Code

5. COMMENTS FROM THE AUDIENCE (please limit comments to 3 minutes per person)

6. RECESS

7. BUSINESS
   A. Consent Items
      (1) Minutes for approval: October 1, 2019
      (2) 2020 Planning Board Meeting Schedule
      (3) Z-9-2019, 3440 N. East Street, Conditional rezoning from “F” Commercial district to “G-2” Wholesale district
      (4) NCU-1-2019, 230 S. Holmes Street, Request for Class A Nonconforming Status
   B. Old Business
   C. New Business
      (1) Act-16-2019, 2122 N. M.L. King Jr. Blvd., Easement for private use of public right-of-way
(2)  **Z-8-2019**, 5400 S. Cedar Street, Conditional rezoning from "F" Commercial & "J" Parking districts to "G-2" Wholesale district.................................8

(3)  **SLU-3-2019**, 1315 Massachusetts Avenue, Special Land Use Permit, Parking lot in the "B" Residential zoning district.................................9

8.  REPORT FROM PLANNING MANAGER
9.  COMMENTS FROM THE CHAIRPERSON
10. COMMENTS FROM BOARD MEMBERS
11. PENDING ITEMS: FUTURE ACTION REQUIRED
12. ADJOURNMENT

FOR SPECIAL ACCOMMODATIONS, PLEASE GIVE NOTICE 24 HOURS PRIOR TO THE MEETING BY CALLING 517-483-4066 OR 517-483-4088 TDD.
GENERAL INFORMATION

APPLICANT/OWNER: Jeffrey & Sheryl Landgraf
FTZ Laboratories, LLC
110 N. Market Street
Dewitt, MI 48820

REQUESTED ACTIONS: Rezone 3440 N. East Street from “F” Commercial District to “G-2” Wholesale District, with a condition restricting the allowable uses

EXISTING LAND USE: 858 Square Foot Office Building

EXISTING ZONING: “F” Commercial District

PROPOSED ZONING: “G-2” Wholesale District

PROPERTY SIZE: 94’ x 115’= 10,810 square feet - .248 acres

SURROUNDING LAND USE: N: Commercial
S: Vacant
E: Single Family Residential
W: U-Haul

SURROUNDING ZONING: N: “F” Commercial & “J” Parking Districts
S: “F” Commercial District
E: “A” Residential District
W: “G-2” Wholesale District

MASTER PLAN: The Design Lansing Comprehensive Plan designates the subject property for “Suburban commercial” land use. N. East Street is designated as a principal arterial.

DESCRIPTION:

This is a request by Jeffrey & Sheryl Landgraf to rezone the property at 3440 N. East Street from “F” Commercial District to “G-2” Wholesale District, with a condition prohibiting the property from being used for any purpose involving marijuana with the exception of a safety compliance facility, which condition would run with the land and be binding upon the successor owners of the land. The purpose of the rezoning is to permit a medical marijuana safety compliance facility on the subject property.
AGENCY RESPONSES

BWL: See attached

Fire Marshal: No comments

Forestry: No Forestry concerns

Parks & Recreation: No comments.

Public Service: Any significant changes to the site may require a site plan for review. Any significant changes to the sanitary flow from the site, either in content and quantity will need to be reviewed by this department.

COMPATIBILITY WITH SURROUNDING LAND USE:

The applicant is requesting a rezoning of the subject property to the “G-2” Wholesale District to allow for a medical marijuana safety compliance (testing) facility. Under the City’s marijuana ordinance, safety compliance facilities are permitted only in the “G-2” Wholesale, “H” Light and “I” Heavy Industrial zoning districts. As evidenced by the attached map, the subject property is located in an area that has no consistent zoning or land use patterns. The site is surrounded by "A" residential zoning to the east, "F" Commercial zoning to the north and south and "G-2" Wholesale zoning to the west. Since the property to the west is already zoned ‘G-2”, rezoning the subject property to the “G-2”district would not be considered a “spot zone”, even though the sites are located on opposite sides of the street. In fact, the majority of the properties in the 3400 and 3500 blocks of the west side of N. East Street are currently zoned “G-2” Wholesale and thus, the proposed rezoning will be consistent with the general zoning pattern in the area.

The land uses in the area include offices, single family residential homes, various retail uses, vehicles sales/rentals, repair shops and storage facilities. Given the eclectic mix of existing land uses, it is not anticipated that the proposed medical marijuana safety compliance facility will be incompatible or disruptive to the surrounding area. Medical marijuana safety compliance facilities typically do not generate much traffic, noise, odors or other nuisances and do not involve hazardous materials that would be detrimental to the health, safety and welfare of the community. Such uses are generally in operation during normal business hours only, traffic is limited to employees or small delivery trucks and all activities are confined to the building with controls in place to prevent odors/fumes from emanating outside of the building.

COMPLIANCE WITH MASTER PLAN:

The Design Lansing Comprehensive Plan designates the subject property for “Suburban Commercial” land use. The Plan specifies the following for this land use classification:

“To allow for general retail and commercial use, including large footprint and automobile-oriented uses, in a suburban development format that also encourages a mix of uses and accommodates pedestrians, cyclists and transit users.”
The Plan lists the following as “typical uses” for the “Suburban Commercial” land use category:

“General and convenience retail uses; medium-density residential in a suburban format (see Medium-Density Residential, above); office; and light industrial with special approval.

The proposed safety compliance facility would qualify as a “light industrial” use and is therefore, consistent with the future land use being advanced in the master plan for the subject property. It is also consistent with some of the existing light industrial uses in the area such as storage facilities and repair shops.

**IMPACT ON VEHICULAR AND PEDESTRIAN TRAFFIC:**

The proposed rezoning will have no negative impacts on vehicular or pedestrian traffic. Safety compliance facilities typically generate a very low volume of traffic, particularly in comparison to most highway commercial uses such as gasoline stations, convenience stores, restaurants and other uses that would be permitted by right under the current “F” Commercial zoning. Traffic for testing facilities is generally limited to employees and small delivery trucks. Furthermore, since it is not a customer oriented business, it is not anticipated to generate any pedestrian traffic.

Primary access to the site will continue to be via N. East Street which is a principal arterial designed to carry a high volume of traffic. There is a secondary access to the site on Sanford Street but given the projected low volume of traffic for the safety compliance facility, additional traffic on the side street should be negligible.

**IMPACT ON PUBLIC FACILITIES:**

The site is already served by all necessary public facilities. No changes are proposed for the site that would have an impact on public facilities.

**ENVIRONMENTAL IMPACT:**

The proposed rezoning will have no impacts on the physical environment as the site is already developed and no changes are proposed at this time. New construction would require administrative site plan review at which time the site would have to be brought into compliance with all City codes and ordinance including those regulating storm water management.

If the rezoning is approved, the applicant will be required to obtain a building permit to change the use of the building at 3440 N. East Street from an office to a medical marijuana safety compliance facility. As part of the building permit process, the applicant will be required to disclose the type of hazardous chemicals that will be used, the quantity of said chemicals that will be stored in the building, how the materials will be stored and by what method they will be disposed of. The building will then be inspected to ensure compliance with all codes relating to the use and storage of hazardous chemicals.
IMPACT ON FUTURE PATTERNS OF DEVELOPMENT:

The applicant’s request will not be disruptive to the development pattern in the area which is already characterized by a variety of land uses and zoning designations. The site is currently zoned “F” Commercial and the applicant is requesting that the site be rezoned to “G-2” Wholesale. The only significant differences between the 2 zoning districts is that the “G-2” Wholesale district permits, warehouses, storage and medical marijuana safety compliance facilities. The applicant’s proposal to establish a medical marijuana safety compliance facility on the site is anticipated to be compatible with the adjoining residential land uses, particularly in comparison to many other uses that would be permitted by right under the current “F” Commercial zoning such as a fast food restaurant, gas station, car wash, or auto repair facility. Such uses would generate a high volume of traffic, activity beyond normal daytime business hours, light glare, noise, etc. that could be disruptive to the peaceful enjoyment of the adjoining houses to the east. The safety compliance facility, by contrast, will be quiet, generate very little traffic and all activity will be confined to the building. It is also not anticipated that the facility will generate fumes that can be detected outside of the building. If that were to occur, the City has an ordinance in place to take corrective action against the facility.

SUMMARY

This is a request by Jeffrey & Sheryl Landgraf to rezone the property at 3440 N. East Street from “F” Commercial District to “G-2” Wholesale District, with a condition prohibiting the property from being used for any purpose involving marijuana with the exception of a safety compliance facility, which condition would run with the land and be binding upon the successor owners of the land. The purpose of the rezoning is to permit a medical marijuana safety compliance facility on the subject property.

The findings of fact as outlined in this staff report support a positive recommendation for the requested rezoning. The proposed rezoning will be consistent with the existing zoning and land use patterns in the area and with the future land use pattern being advanced in the Design Lansing Comprehensive Plan. Additionally, the proposed rezoning will have no negative impacts on traffic patterns, the environment or future patterns of development in the area.

RECOMMENDATIONS

Pursuant to the findings described above, the following recommendation is offered for the Planning Board’s consideration:

Z-9-2019 be approved to rezone the property at 3440 N. East Street from “F” Commercial District to “G-2” Wholesale District with a condition prohibiting the property from being used for any purpose involving marijuana with the exception of a safety compliance facility, which condition shall run with the land and be binding upon the successor owners of the land.

Respectfully Submitted,

Susan Stachowiak
Zoning Administrator
December 26, 2019

TO: City of Lansing – Planning Department, Susan Stachowiak
FROM: Andy Baumgartner, Real Property Analyst, Legal Services, 517-702-6795
RE: Z-8-2017

BWL Electric: We have no comments or concerns.

BWL Water & Steam Distribution:
Conditionally Approved
Please note that this approval does not constitute an agreement for service, and is subject to the following conditions:

- The proposed rezoning does not appear to impact existing BWL water facilities.
- Should the customer require changes to the water service to meet new zoning requirements, the customer will be required to submit an application to the LBWL Utility Service Department at 517-702-6700. The customer will be required to enter a service agreement, meet LBWL requirements, and pay applicable fees prior to receiving service. Additional information can be found online at http://www.lbwl.com/Commercial/Water-Services/Water-Service-Installation/

Any questions about specific water service requirements may be directed to the LBWL Water Distribution Department; Jerrod Wade, via e-mail at Jerrod.Wade@lbwl.com

BWL Water Operations: I have no comments or concerns. Randall Roost

BWL Environmental Wellhead Protection: Angie Goodman, Water Quality
We have no Wellhead Protection concerns in this area.

Note: Any site plan approval does not constitute an agreement for service. All customers must meet BWL requirements and enter a service agreement prior to receiving service.
Jeff and Sheryl Landgraf

Z-9-2019 - Conditional Zoning for
3440 N. East Street, Lansing, MI 48906

Date: November 26, 2019

The undersigned, Jeff & Sheryl Landgraf, on behalf of FTZ Laboratories, LLC, being the owners of 3440 N. East Street, Lansing, MI 48906 and the applicants for the request (Z-9-2019) to rezone said property from “F” Commercial district to “G-2” Wholesale district, represents, offers, agrees and consents to a condition prohibiting the property from being used for any purpose involving marijuana with the exception of a safety compliance facility, which condition shall run with the land and be binding upon the successor owners of the land upon approval of Z-9-2019 by the Lansing City Council.

Jeff/Landgraf 11-26-19

Sheryl Landgraf 11-26-19

SARAH A. STOLTZFUS
NOTARY PUBLIC - STATE OF MICHIGAN
COUNTY OF CLINTON
My Commission Expires January 19, 2022
Acting In the County of Clinton

Notary public
Sign and seal

SARAH A. STOLTZFUS
01-19-2022
11-26-2019
GENERAL INFORMATION

APPLICANT/OWNER: Unity Spiritual Center of Lansing
230 S. Holmes Street
Lansing, MI 48912

REQUESTED ACTION: Class A Nonconforming Status to permit restoration of the fire damaged church building at 230 S. Holmes Street

EXISTING LAND USE: Church

EXISTING ZONING: “C” Residential District

PROPERTY SIZE & SHAPE: Irregular Shaped Lot – 15,042 square feet (.345 acres)

SURROUNDING LAND USE: N: Single Family Residential
S: Single Family Residential
E: Single Family Residential
W: Single Family Residential

SURROUNDING ZONING: N: “C” Residential District
S: “C” Residential District
E: “C” Residential District
W: “C” Residential District

MASTER PLAN DESIGNATION: The Design Lansing Master Plan designates the subject property for medium-low density residential use. S. Holmes & Prospect Streets are both designated as local roads.

ANALYSIS

This is a request by Unity Spiritual Center of Lansing for Class “A” Nonconforming Status in order to permit the fire damaged church building at 230 S. Holmes Street to be restored/repaired. The property does not conform to the minimum 2 acre lot size and does not have access to a major or minor arterial as required for churches on a residentially zoned parcel of land. The site is currently classified as a Class “B” Nonconformity which limits the amount of money that can be put into the building for restoration/repair to 50% of the building value prior to the damage. The Class “A” Nonconforming Status is to allow repair/restoration work in excess of 50% of its pre-fire damage. The estimate from the church’s insurance company to restore the building is $650,000. While the exact value of the church building prior to the damage is unknown, it would not even come close to $1,300,000 and thus, there is no question as to the need for obtaining Class A status to allow its restoration/repair.
Section 1294.06 (b) of the Zoning Ordinance provides that:

“A Class A nonconformity damaged by fire, explosion, flood, erosion or any other catastrophe may be restored or reconstructed if the cost of restoration or reconstruction is not more than 50 percent of the nonconformity's precatastrophe fair market value of the building, except that this 50 percent limitation on restoration and reconstruction shall not apply for 15 years from the date credits are issued for a building that receives Federal IRS low income housing tax credits and which has been granted a payment in lieu of taxes under Chapters 884 and 886 of these codified ordinances. When the 50 percent limitation applies and damage is greater than 50 percent, the restoration or reconstruction may be permitted only by the Board of Zoning Appeals.”

The request to exceed the 50% limitation will be heard by the Board of Zoning Appeals on January 9, 2019. Staff is recommending approval of that request.

The Planning Board has final approval authority over Class A Nonconforming Status requests.

**CLASS A NONCONFORMING STATUS - CRITERIA**

Section 1294.04 of the Zoning Code states that Class A status may be granted to nonconformity if the public health, welfare and safety would be served. However, this section goes on to state that Class A status will *not* be granted if any of the following exist:

1. **The request involves a nonresidential use located on a local street and the Transportation Engineer reports a negative impact.**

   The request does involve a non-residential use (church) located on local street. The City’s Transportation Engineer has not reported any negative impacts on the street system in the area caused by the church.

2. **The activities associated with the nonconformity generate smoke, odor, air pollution, water pollution, vibration, glare or noise which is more than the level associated with the uses permitted by right in the district in which the nonconformity is located. The Planning Division may require the applicant to provide reliable technical evidence for the purpose of determining the amount of smoke, odor, air pollution, water pollution, vibration, glare or noise which exists on the lot for which Class A status is being sought.**

   The church that is the subject of this request does not generate smoke, odors, vibrations, noise or any other type of nuisance or hazardous condition.

3. **The nonconformity does not meet one or more of the parking requirements designated in Chapter 1284. However, if an applicant provides reliable data to the Planning Division which indicates that peak hour parking demand for the use shall not exceed the number of parking spaces available during the highest**
intensity of use, then Class A status may be granted. The highest intensity of use shall be determined by the Division.

Based on the seating capacity in the sanctuary, 20 parking spaces are required. The church property can accommodate the required 20 parking spaces. On a regular basis, the church only operates at peak demand for a short period of time during a church service on Sunday. The vast majority of the time, there are less than 10 vehicles on the site.

FINDINGS

This is a request by Unity Spiritual Center of Lansing for Class “A” Nonconforming Status in order to permit the fire damaged church building at 230 S. Holmes Street to be restored/repaird. The property does not conform to the minimum 2 acre lot size and does not have access to a major or minor arterial as required for churches on a residentially zoned parcel of land. The site is currently classified as a Class “B” Nonconformity which limits the amount of money that can be put into the building for restoration/repair to 50% of the building value prior to the damage. The Class “A” Nonconforming Status is to allow repair/restoration work in excess of 50% of its pre-fire damage value, subject to further approval by the Board of Zoning Appeals.

The applicant’s request for “Class A” nonconforming status complies with the evaluation criteria set forth in Section 1294.04 of the Zoning Ordinance as described in this staff report. Based on this evaluation, a recommendation to approve the request is offered for the Planning Board’s consideration.

RECOMMENDATION

Staff recommends approval of the request for Class A Nonconforming Status for the church building at 230 S. Holmes Street, based on the findings of fact as outlined in this staff report, with the condition that the necessary permits are obtained and the work to restore/repair the fire damage to the building at this location commences within one (1) year from the date of this approval.

Respectfully Submitted,

Susan Stachowiak
Zoning Administrator
FBC Benefits – COMMUNITY PERSPECTIVE

- Prevents undesirable development, or construction that is out of character with existing context
- Better assists in achieving a specific vision (i.e. Master Plan)
- More effective at transforming a site or district
- Can more adequately protect neighboring properties than conventional zoning
- Supports transportation choices (including transit) and welcomes pedestrians
- Can be easier to understand (more graphic) with more predictable results.
- Better aligns design with the type of street the site fronts, resulting in increased density for underutilized properties along corridors (along with increased property value, return on investment, and tax base)
- Provides for the “missing middle” of the housing market
- The Form-Based Code articulates community expectations for the design of development projects
**FBC Benefits – DEVELOPER PERSPECTIVE**

- Can speed up development review.
- Can led to denser urban environments where appropriate.
- Predictable; provides certainty, which can help secure financing.
- Design standards are already established before projects are submitted.
- Wide array of uses permitted with more emphasis on the building types and site design (form).
- Creates incentives – more flexibility allowed when the applicant provides certain public benefits/higher design etc.
Form-Based Code - Public Outreach Measures

• Three public workshops (March 20, 2013, October 2, 2013, May 8, 2014).

• Continuous presence on the web (http://www.lansingmi.gov/271/DRAFT-Form-Based-Code-FBC) for more than four years (Summer, 2015 to present).

• Several public hearings before the Planning Board (February 2, 2016, October 4, 2016, November 1, 2016, May 2, 2017). On May 2, 2017 the Planning Board recommended approval of the DRAFT Form-Based Code.

• Partnered with the CATA “Shaping the Avenue” public presentations (August 9, 2017, September 13, 2017)

• A developers’ preview (September 6, 2017).

• Public notices on social media (September, 2017).

• A presentation in each of the four City Council wards (September 14, 19, 20, and 21, 2017).

• Presentation to the City Council Committee of the Whole on October 23, 2017.

• Presentation to Neighborhood Roundtables April 26 and 27, 2018.

• Presentation to Greater Lansing Association of Realtors on August 7, 2018.

• Brief presentations to Saginaw Street Corridor Improvement Authority and Michigan Avenue Corridor Improvement Authority on October 10 and 11, November 22, and December 12, 2019, respectively.
Form-Based Code — Additional Provisions

A component of the FBC is a set of General Provisions that include, but are not limited to:

- **Keeping of Animals on Residential Properties** — Prohibits the keeping of wild animals that may be detrimental to the health, safety and welfare of the community, regulates the keeping of livestock and limits the number of dogs that can be kept as household pets.

- **Recreational Vehicles** — Restricts the number of RV’s that can be kept on a residential property and regulates where they may be parked or stored on the lot.

- **Exterior Lighting** — Requires that parking lots be adequately lit while regulating the lights to limit off-site glare.

- **Wind Energy Conversion Systems and Residential Antennae** — Regulates the height, placement and allowable number of wind turbines and antennae in residential zones.

- **Waste Receptacles & Enclosures** — Regulates the placement of dumpsters and requires them to be screened/enclosed.

- **Demolitions** — Provides the City with additional controls over authorizing requests to demolish buildings for the purpose of constructing non-required parking.
Chapters 1240 - 1276

- 1240: Purpose and Definitions
- 1242: Districts Generally and Zoning Map
- 1243: Commercial Mixed-Use Districts
- 1244: Residential Districts
- 1245: Special Districts
- 1246: Building Types
- 1250: General Provisions
- 1252: Landscaping
- 1254: Parking
- 1260: Site Plan Review
- 1262: Special Land Use Permits
- 1264: Planned Residential Developments
- 1270: Nonconformities
- 1272: Administration, Enforcement and Penalty
- 1274: Board of Zoning Appeals
- 1276: Amendments
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<th>Commercial/Office</th>
<th>SC</th>
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<td>At least one property line abutting and all points of ingress/egress directly to an arterial, suburban or activity corridor.</td>
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<td>1. Assembly area for funeral procession shall be provided in addition to off-street parking requirements.</td>
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<td>2. At least one property line abutting and all points of ingress/egress directly to an arterial, suburban or activity corridor.</td>
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<td>1. Structures must be setback at least 50 feet from each adjacent residential lot line.</td>
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<td>2. Lot size of at least 3 acres for a kennel having an outside exercise run or treatment area.</td>
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<td>3. Outside exercise run or treatment area must be located at least 100 feet from all lots lines and at least 400 feet from an adjacent residential lot line.</td>
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<td>1. The building shall meet the district placement standards.</td>
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<td>2. For a building located on a corner lot, the secondary front facade may occupy no less than 50% of the frontage. The remainder of the frontage not occupied by the building shall be screened per the parking standards of the district.</td>
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<td>3. The fueling pumps shall be located a minimum of 20 feet behind the build-to-line.</td>
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<td>4. The canopy over the fueling pumps shall have a roof with the same slope as the principal building. Canopy clearance should not exceed 14’ from the ground to the bottom of the canopy. Maximum canopy height is limited to 20’.</td>
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<td>5. One access per street frontage however a second access may be approved by city staff upon a finding that the additional access is essential for convenient access, and that the access is spaced adequately and designed to minimize conflicts per Section 1254.01.12. A secondary access drive is permitted for shared access with adjacent parcels.</td>
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<td>Motor vehicle service station</td>
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<td>Nursery, commercial greenhouse</td>
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<td>1. The lot on which the nursery or commercial greenhouse is located contains not less than three (3) acres.</td>
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<td>2. The lot on which the nursery or commercial greenhouse is located has not less than one property line which abuts and has primary access to a major or minor arterial.</td>
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<td>3. The outdoor storage of landscape materials, other than plants, shall be screened from view of all public right-of-ways and residential parcels of land by a six (6) foot high opaque wood or vinyl fence, decorative screen wall or landscaped berm.</td>
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<td>Use Description</td>
<td>SC</td>
<td>MX-C</td>
<td>MX-1</td>
<td>MX-2</td>
<td>MX-3</td>
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</table>
| Parking structure                                   | C  | C    | C    | C    | C    | C    |      |      | 1. Parking structures are encouraged to be lined on exterior elevations by non-parking uses.  
2. On Activity Corridors, the first floor shall have a minimum depth of 20 feet to be occupied by commercial uses permitted in the district.  
3. Access drives shall be permitted on the ground level, provided they are collectively no more than 25% of the frontage.  
4. The facade of the parking structure shall be integrally designed with the architecture of the overall building, utilize the same building materials, provide an architectural treatment at the top of the structure, such as a cornice, and have wall openings with proportions that comply with the fenestration requirements in Section 1246.04  
5. New parking structures shall be designed with a upper story minimum clear height of 9'|
| Restaurant, bar, tavern                             | C  | C    | C    | C    | C    | C    | C    |      | Permitted on non-local streets. Permitted on local street only within 50' of a non-local street |
| Studio (dance, health, music, etc)                   | P  | P    | P    | P    | P    | P    | P    |      | 1. The area of the lot on which the items described in this subsection are located shall be covered with Portland cement or asphaltic concrete.  
2. Each point of vehicular ingress and egress to the lot shall be not less than sixty feet from the intersection of any two streets.  
3. Any repair or refinishing which is done on the lot shall be done within the confines of an enclosed structure.  
4. Lighting shall be confined within and directed onto the parking area only.  
5. The portion of the lot on which the items described in this subsection are located shall have a buffer zone of at least eight (8) feet from all lot lines adjacent to the public right-of-way, excluding approved driveways, and any residentially zoned property. The buffer zone shall be landscaped, screened and buffered in accordance with the requirements of Section 1252.09  
6. In MX-3, the storage of vehicles in the front is limited to one (1) single loaded bay. |
| Vehicle sales, vehicle leasing, and other outdoor sales facility | C  | C    | C    | C    | S    | S    |      |      | 1. The drive-thru window shall be on the side or rear of the building. The side of the building with the drive-thru lane shall be setback a minimum of twenty five (25) feet from any lot line.  
2. The site will be adjacent to a Suburban Corridor, Arterial Corridor, Prime Connector, or Activity Corridor and all points of ingress and egress will be directly onto one of the aforementioned street types.  
3. Adequate waiting or standing areas for vehicles shall be provided on-site so that no vehicle is required to wait, stand, or be stored within a right-of-way, in accordance with the parking requirements of Chapter 1254.  
4. Methods to minimize the impact of noise from outdoor speakers on adjacent residential are required. |
| Drive-thru, as accessory use                          | C  | C    | C    | C    | S    | S    |      |      | 1. The area of the lot on which the items described in this subsection are located shall be covered with Portland cement or asphaltic concrete.  
2. Each point of vehicular ingress and egress to the lot shall be not less than sixty feet from the intersection of any two streets.  
3. Any repair or refinishing which is done on the lot shall be done within the confines of an enclosed structure.  
4. Lighting shall be confined within and directed onto the parking area only.  
5. The portion of the lot on which the items described in this subsection are located shall have a buffer zone of at least eight (8) feet from all lot lines adjacent to the public right-of-way, excluding approved driveways, and any residentially zoned property. The buffer zone shall be landscaped, screened and buffered in accordance with the requirements of Section 1252.09  
6. In MX-3, the storage of vehicles in the front is limited to one (1) single loaded bay. |

**Residential Uses**

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<tr>
<th>Use Description</th>
<th>SC</th>
<th>MX-C</th>
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<th>MX-2</th>
<th>MX-3</th>
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<th>Notes</th>
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<tbody>
<tr>
<td>Single-Family detached</td>
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<td>For MX-1, MX-2, MX-3, ground floor multiple-family dwelling not permitted on Arterial Corridor, Suburban Corridor, and Activity Corridor street types</td>
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</tbody>
</table>
| Two-Family dwelling   | P  |      |      |      |      |      |      |      | Must be the principal residence of the owner and the owner shall live on the premises when in operation.  
Must provide one surfaced off-street parking spot per guest room in addition to standard parking for residence. |
| Multi-Family dwelling | P  | P    | C    | C    | C    | P    | P    |      | For MX-1, MX-2, MX-3, ground floor multiple-family dwelling not permitted on Arterial Corridor, Suburban Corridor, and Activity Corridor street types |
| Mobile Home           | P  | P    |      |      |      |      |      |      | Must be the principal residence of the owner and the owner shall live on the premises when in operation.  
Must provide one surfaced off-street parking spot per guest room in addition to standard parking for residence. |
| Bed and Breakfast     | P  | P    |      |      |      |      |      |      | Must be the principal residence of the owner and the owner shall live on the premises when in operation.  
Must provide one surfaced off-street parking spot per guest room in addition to standard parking for residence. |
## City of Lansing Form-Based Code Master Use Table

**P = PRINCIPAL PERMITTED**
**C = CONDITIONAL USE**
**S = SPECIAL LAND USE**

<table>
<thead>
<tr>
<th>Human Care Facilities</th>
<th>SC</th>
<th>MX-C</th>
<th>MX-1</th>
<th>MX-2</th>
<th>MX-3</th>
<th>DT-1</th>
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<th>Notes</th>
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<td>Adult Day Care Facility</td>
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<td>At least one property line abutting an arterial, suburban or activity corridor</td>
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<td>commercial day care</td>
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| Group Day Care Home (7-12 children, <24 hours/day) | C  | C    | C    | C    | C    | C    | C    | C    | 1. The facility provides and maintains on the lot not less than 900 square feet of outdoor play space.  
2. The use of the structure as a group day care home shall be clearly incidental to the principal residential use.  
3. One person, other than a member of the family residing in the dwelling, may be employed, so long as that person is not the primary caregiver.  
4. No change occurs in the outside appearance of the dwelling.  
5. No signs are permitted.  
6. The outdoor play space shall be fenced. This requirement can be waived by approval of the Planning Office if the specified outdoor area is common open space shared with other dwelling units. |

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<td>Convalescent or Nursing Home</td>
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## City of Lansing Form-Based Code Master Use Table

<table>
<thead>
<tr>
<th>P = PRINCIPAL PERMITTED</th>
<th>C = CONDITIONAL USE</th>
<th>S = SPECIAL LAND USE</th>
<th>R-1</th>
<th>R-2</th>
<th>R-3</th>
<th>R-4</th>
<th>R-5</th>
<th>R-6a</th>
<th>R-6b</th>
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<td>Research laboratory</td>
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</tbody>
</table>

1. Front, rear and side yards are not less than 25 feet, except as provided below.
2. If a front, rear or side yard abuts a Commercial Mixed-Use District, then the yard which abuts such District shall meet the dimensional requirements of the District which abuts such front, rear or side yard.
3. No parking exists in the front yard.
4. No accessory structure is located in the front yard.

All education facilities, except elementary or middle schools, must have at least one property line abutting and all points of ingress/egress directly to an arterial, suburban or activity corridor or it must be determined by the City Engineer or his/her designee that the existing transportation system is sufficient to accommodate the proposed use. A traffic impact study may be required to assist in making this determination.

At least one property line abutting and all points of ingress/egress directly to an arterial, suburban or activity corridor.

1. The lot on which the nursery or commercial greenhouse is located contains not less than three (3) acres.
2. The lot on which the nursery or commercial greenhouse is located has not less than one property line which abuts and has primary access to a major or minor arterial.
3. The outdoor storage of landscape materials, other than plants, shall be screened from view of all public right-of-ways and residential parcels of land by a six (6) foot high opaque wood or vinyl fence, decorative screen wall or landscaped berm.
# City of Lansing Form-Based Code Master Use Table

**P = PRINCIPAL PERMITTED**  
**C = CONDITIONAL USE**  
**S = SPECIAL LAND USE**

<table>
<thead>
<tr>
<th>Industrial</th>
<th>IND-1</th>
<th>IND-2</th>
<th>IND-3</th>
<th>INST-1</th>
<th>INST-2</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cleaning, processing, servicing, or repair of any product</td>
<td>P</td>
<td>P</td>
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<tr>
<td>Dry cleaning plants</td>
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<td>Industrial scrap metal processing</td>
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<td>P</td>
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<tr>
<td>Lumber yards</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Manufacture of already processed components (bakeries, cosmetics,</td>
<td>P</td>
<td>P</td>
<td>P</td>
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<tr>
<td>candles, etc.</td>
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<tr>
<td>Manufacture of automobiles parts and car assembly</td>
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<tr>
<td>Manufacture of toys, furniture, appliances, etc</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Metal forming</td>
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<tr>
<td>Mining</td>
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<tr>
<td>Motor vehicle repair station</td>
<td>P</td>
<td>C</td>
<td>C</td>
<td></td>
<td></td>
<td>1. All activities shall be conducted within an enclosed structure.</td>
</tr>
<tr>
<td></td>
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<td>2. Any vehicle stored on the lot shall be stored in an enclosed</td>
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<td></td>
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<td></td>
<td></td>
<td>structure or within a completely fenced area.</td>
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<tr>
<td>Power plants</td>
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<tr>
<td>Production of consumer goods, with 20% GFA retail sales</td>
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<td>P</td>
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<tr>
<td>Research laboratory</td>
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<tr>
<td>Salvage yards</td>
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<td>1. The materials are enclosed by a structure or a fence, not less</td>
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<td>than eight feet in height, that obstructs vision.</td>
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<td>2. The materials stored within 20 feet of the fence shall not</td>
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<td>exceed the height of the fence.</td>
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<td>3. A plan is submitted to and approved by the Planning Division,</td>
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<td></td>
<td>which plan shows the type and location of the fence.</td>
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<td></td>
<td>4. No outdoor burning occurs on the lot on which the salvage</td>
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<td></td>
<td></td>
<td>yard is located.</td>
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<tr>
<td>Sanitary landfill</td>
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<td>Tool, die, and machine shops</td>
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<td>Truck terminals</td>
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<td>Wholesale and warehouse uses</td>
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<td>Adult Business Uses</td>
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<td><a href="#">See 1250.02.11</a></td>
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<td>Single-Family detached</td>
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<tr>
<td>Multi-Family dwelling</td>
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<td>P</td>
<td>P</td>
<td>In Industrial Districts, multiple-family only as part of renovation</td>
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<td>of or addition to an existing structure.</td>
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<table>
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<tr>
<th>Human Care Facilities</th>
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<td>AFC large group home (13-20)</td>
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<td>Child Care centers, preschools, and commercial day care</td>
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<td>C</td>
<td>C</td>
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<td>At least one property line abutting an arterial, suburban or activity</td>
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</table>

- Table entries for IND-3, IND-2, and IND-1 indicate different land use categories.  
- Notes provide specific conditions or requirements for each entry.  
- See 1250.02.11 for detailed requirements regarding Adult Business Uses.
## City of Lansing Form-Based Code Master Use Table

**P** = PRINCIPAL PERMITTED  
**C** = CONDITIONAL USE  
**S** = SPECIAL LAND USE

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<td>Museum</td>
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<td>School</td>
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<td>All education facilities, except elementary or middle schools, must have at least one property line abutting and all points of ingress/egress directly to an arterial, suburban or activity corridor</td>
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<td>Park, open space, plaza</td>
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<tr>
<td>Commercial/Office</td>
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<td>At least one property line abutting and all points of ingress/egress directly to an arterial, suburban or activity corridor</td>
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<td>Kennel</td>
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<td>Laundromat, dry cleaner</td>
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<td>Mobile Food Vending (Food trucks and carts)</td>
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<td>Motor vehicle service station</td>
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</tr>
<tr>
<td>Nursery, commercial greenhouse</td>
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<td>P</td>
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<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. Front, rear and side yards are not less than 25 feet, except as provided below.  
2. If a front, rear or side yard abuts a Commercial Mixed-Use District, then the yard which abuts such District shall meet the dimensional requirements of the District which abuts such front, rear or side yard.  
3. No parking exists in the front yard.  
4. No accessory structure is located in the front yard.
## City of Lansing Form-Based Code Master Use Table

<table>
<thead>
<tr>
<th>P = PRINCIPAL PERMITTED</th>
<th>C = CONDITIONAL USE</th>
<th>S = SPECIAL LAND USE</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>IND-1</td>
<td>IND-2</td>
<td>IND-3</td>
</tr>
<tr>
<td>Parking structure</td>
<td></td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Restaurant, bar, tavern</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Self-storage rental</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Studio (dance, health, music, etc)</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Vehicle sales, vehicle leasing, and other outdoor sales facility</td>
<td></td>
<td></td>
<td>C</td>
</tr>
<tr>
<td>Drive-thru, as accessory use</td>
<td></td>
<td></td>
<td>C</td>
</tr>
</tbody>
</table>
# Lansing Form Based Code | Commercial Districts Site Layout Requirements Table

## Building Massing

<table>
<thead>
<tr>
<th></th>
<th>SC</th>
<th>MX-C</th>
<th>MX-1</th>
<th>MX-2</th>
<th>MX-3</th>
<th>DT-1</th>
<th>DT-2</th>
<th>DT-3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Minimum Height</strong></td>
<td>16'</td>
<td>25'</td>
<td>25'</td>
<td>25''</td>
<td>25''</td>
<td>25''</td>
<td>25''</td>
<td>25''</td>
</tr>
<tr>
<td>1 Story</td>
<td>1 Story</td>
<td>1 Story</td>
<td>1 Story</td>
<td>2 Stories</td>
<td>2 Stories</td>
<td>2 Stories</td>
<td>2 Stories</td>
<td>1 Story</td>
</tr>
<tr>
<td><strong>Maximum Height</strong></td>
<td>40'</td>
<td>60'</td>
<td>40'</td>
<td>40'-60'</td>
<td>*</td>
<td>80'</td>
<td>40'</td>
<td>40'-60'</td>
</tr>
<tr>
<td>3 Stories</td>
<td>5 Stories</td>
<td>3 Stories</td>
<td>3 Stories</td>
<td>6 Stories</td>
<td>6 Stories</td>
<td>6 Stories</td>
<td>6 Stories</td>
<td>4 Stories</td>
</tr>
<tr>
<td><strong>Required Upper Floor Step-Backs - when adjacent to R-1 through R-6</strong></td>
<td>For the elevation adjacent to a residential district, the floors above the second story shall be tiered-back so that the highest point of the building is setback from the adjacent residential district a distance at least equal to the height of the building</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Min. Frontage, Primary Street</strong></td>
<td>0%</td>
<td>75%</td>
<td>75%</td>
<td>75%</td>
<td>85%</td>
<td>50%</td>
<td>75%</td>
<td>85%</td>
</tr>
<tr>
<td><strong>Min. Frontage, Secondary Street</strong></td>
<td>0%</td>
<td>25%</td>
<td>25%</td>
<td>25%</td>
<td>75%</td>
<td>25%</td>
<td>25%</td>
<td>75%</td>
</tr>
<tr>
<td><strong>Required Corner Massing</strong></td>
<td>-</td>
<td>-</td>
<td>When site is a corner lot, the primary and secondary frontages at the corner must be occupied by building elevations for the first 20 feet of each frontage from the corner.</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Building Placement

### Build-to-Line

<table>
<thead>
<tr>
<th></th>
<th>5' from the inside edge of public sidewalk, The Zoning Administrator may approve alternatives on condition*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Minimum Side Setback</strong></td>
<td>0' adjacent to S-C, otherwise 10'</td>
</tr>
<tr>
<td><strong>Minimum Rear Setback</strong></td>
<td>10'</td>
</tr>
<tr>
<td><strong>Maximum Lot Coverage</strong></td>
<td>Width equal to rear setback of adjacent res. District. 6' opaque screenwall/ fencing</td>
</tr>
<tr>
<td><strong>Min. Setback from Adjacent Residential Districts</strong></td>
<td>25'</td>
</tr>
</tbody>
</table>

## Parking

### Allowed Surface Parking Locations

- Front, Side, or rear; max. Front yard parking limited to one double loaded bay of parking.
- Municipal Parking; On-Street Parking; On-Site, or Rear.
- Municipal Parking; On-Street Parking; On-Site: Side or Rear.
- Municipal Parking; On-Street Parking; On-Site: Side or Rear.
- Municipal Parking; On-Street side or rear. Front yard parking limited to one single loaded bay of parking.

### Front parking lot setback/screening

- 8' landscape buffer, may be reduced to 5' with 3' masonry wall
- 8' landscape buffer, may be reduced to 5' with 3' masonry wall

### Side and Rear Parking Lot setback/screening

- 8' landscape buffer
- 6' landscape buffer.
- Rear OR Side setback may be reduced to 5' with 3' opaque masonry wall

### Required Parking Spaces

- Parking per Chapter 1254 Section 1254.01.04 for reductions

*Please see Zoning Code text for more complete descriptions*

*Updated 11/21/19*
## Lansing Form Based Code | Residential Districts Site Layout Requirements Table

<table>
<thead>
<tr>
<th>Building Massing</th>
<th>R-1</th>
<th>R-2</th>
<th>R-3</th>
<th>R-4</th>
<th>R-5</th>
<th>R-6A</th>
<th>R-6B</th>
<th>MFR</th>
<th>R-MX</th>
<th>R-AR *</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Height</td>
<td>20'</td>
<td>15'</td>
<td>15'</td>
<td>20'</td>
<td>15'</td>
<td>20'</td>
<td>20'</td>
<td>15'</td>
<td>20'</td>
<td>15'</td>
</tr>
<tr>
<td></td>
<td>2 Story</td>
<td>1 Story</td>
<td>1 Story</td>
<td>2 Stories</td>
<td>1.5 Stories</td>
<td>2 Stories</td>
<td>2 Stories</td>
<td>1 Story</td>
<td>2 Stories</td>
<td>1 Story</td>
</tr>
<tr>
<td>Maximum Height</td>
<td>35'</td>
<td>35'</td>
<td>25'</td>
<td>35'</td>
<td>25'</td>
<td>35'</td>
<td>35'</td>
<td>45'</td>
<td>45'</td>
<td>*</td>
</tr>
<tr>
<td></td>
<td>2.5 Stories</td>
<td>2.5 Stories</td>
<td>2 Stories</td>
<td>2.5 Stories</td>
<td>2 Stories</td>
<td>2.5 Stories</td>
<td>2.5 Stories</td>
<td>4.5 Stories</td>
<td>4.5 Stories</td>
<td>*</td>
</tr>
<tr>
<td>Maximum Dwelling Units per lot</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building Placement</th>
<th>The average setback on block face</th>
<th>25' or the average setback on block face</th>
<th>25' or avg. setback on block face. Max: 50'</th>
<th>Lessor of 20' or the average setback on the block face</th>
<th>20'</th>
<th>20'</th>
<th>*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Front Setback</td>
<td>5'; total of two side yards 15'</td>
<td>5'; total of two side yards 15'</td>
<td>5'; total of two side yards 15'</td>
<td>5'; total of two side yards 15'</td>
<td>5'; total of two side yards 15'</td>
<td>10% up to a maximum of 25'</td>
<td>5'; total of two side yards 15'</td>
</tr>
<tr>
<td>Minimum Side Setback</td>
<td>30'</td>
<td>30'</td>
<td>30'</td>
<td>30'</td>
<td>30'</td>
<td>30'</td>
<td>25'</td>
</tr>
<tr>
<td>Minimum Rear Setback</td>
<td>6000 sq. ft.</td>
<td>5000 sq. ft.</td>
<td>4000 sq. ft.</td>
<td>4000 sq. ft.</td>
<td>4000 sq. ft.</td>
<td>Efficiency: 2200</td>
<td>Efficiency: 2400</td>
</tr>
<tr>
<td>Minimum Lot Size square feet per dwelling unit</td>
<td>1 bdrm: 2600</td>
<td>2 bdrm: 3000</td>
<td>3+ bdrm: 3800</td>
<td>1 bdrm: 2800</td>
<td>2 bdrm: 3200</td>
<td>3+ bdrm: 4000</td>
<td></td>
</tr>
<tr>
<td>Lot Width</td>
<td>Min: 60' Max: 200'</td>
<td>Min: 50' Max: 100'</td>
<td>Min: 40' Max: 80'</td>
<td>Min: 40' Max: 70' *</td>
<td>Min: 40' Max: 60'</td>
<td>Min: 40' Max: 60'</td>
<td>Min: 30' Max: 60'</td>
</tr>
<tr>
<td>Lot Depth</td>
<td>Min: 100' Max: 200'</td>
<td>Min: 100' Max: 175'</td>
<td>Min: 100' Max: None</td>
<td>Min: 100' Max: 150'</td>
<td>Min: 100' Max: 200'</td>
<td>Min: 100' Max: 200'</td>
<td>Min: 150' Max: 200'</td>
</tr>
<tr>
<td>Maximum Lot Coverage</td>
<td>Impervious Surfaces: 55%, Building: 40%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Parking</th>
<th>Please see Chapter 1254 for parking standards. Parking is permitted in rear or side yards</th>
</tr>
</thead>
</table>

| Garages | Garages may be attached but may not project in front of the front building façade. Side entry garage preferred | Rear | Garages shall be in the rear yard or along alley | - | Garages in rear or alley | - |

See Chapter 1246 - Building Types for architectural standards  
See Section 1250.04.01 for placement of accessory buildings  

* Please see Zoning Code text for more complete descriptions *
# Lansing Form Based Code | Residential Districts Site Layout Requirements Table

## Building Massing

<table>
<thead>
<tr>
<th></th>
<th>IND-1</th>
<th>IND-2</th>
<th>IND-3</th>
<th>INST-1</th>
<th>INST-2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Minimum Height</strong></td>
<td>16'</td>
<td>16'</td>
<td>16'</td>
<td>16'</td>
<td>16'</td>
</tr>
<tr>
<td><strong>Maximum Height (See 1250.03.02 for height exceptions)</strong></td>
<td>45'</td>
<td>60'</td>
<td>60'</td>
<td>60' *</td>
<td>60'</td>
</tr>
<tr>
<td><strong>Required upper floor step-backs - when adjacent to R-1 through R-6 districts</strong></td>
<td>For the elevation adjacent to residential district, the floors above the second story shall be tiered back so that the highest point of the building is set back a distance at least equal to the height of the building</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Minimum Frontage, Primary Street</strong></td>
<td>50%</td>
<td>0%</td>
<td>75%</td>
<td>75%</td>
<td>75%</td>
</tr>
<tr>
<td><strong>Minimum Frontage, Secondary Street</strong></td>
<td>25%</td>
<td>0%</td>
<td>25%</td>
<td>25%</td>
<td>25%</td>
</tr>
</tbody>
</table>

## Building Placement

<table>
<thead>
<tr>
<th></th>
<th>IND-1</th>
<th>IND-2</th>
<th>IND-3</th>
<th>INST-1</th>
<th>INST-2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Minimum Front Setback</strong></td>
<td>25' *</td>
<td>25' *</td>
<td>Min: 0', Max: 15'-30' *</td>
<td>Min: 30'</td>
<td>Activity Corridor - Min: 0', Max: 15' *</td>
</tr>
<tr>
<td><strong>Minimum Side Setback</strong></td>
<td>10'</td>
<td>0'</td>
<td>allowed provided it meets building code for firewall, otherwise, minimum 10'</td>
<td>Min: 30'</td>
<td>*</td>
</tr>
<tr>
<td><strong>Minimum Rear Setback</strong></td>
<td>10'</td>
<td>0'</td>
<td>0'</td>
<td>Min: 30'</td>
<td>*</td>
</tr>
<tr>
<td><strong>Minimum Setback from Adjacent Residential District</strong></td>
<td>Whichever is greater: A: Match or double the setback in adjacent res. district. B: Equal to building height</td>
<td>10' + 1' setback for each 1' in height above 10'</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Maximum Lot Coverage</strong></td>
<td>45%</td>
<td>60%</td>
<td>75%</td>
<td>75%</td>
<td>100%</td>
</tr>
</tbody>
</table>

## Parking

<table>
<thead>
<tr>
<th></th>
<th>IND-1</th>
<th>IND-2</th>
<th>IND-3</th>
<th>INST-1</th>
<th>INST-2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Allowed surface parking</strong></td>
<td>One single-loaded bay in front. Side or rear parking allowed.</td>
<td>Side or rear only</td>
<td>Front, Side, and/or Rear *</td>
<td>Front, Side, and/or Rear *</td>
<td></td>
</tr>
<tr>
<td><strong>Front parking lot setback / screening</strong></td>
<td>-</td>
<td>8' landscape buffer</td>
<td>8' landscape buffer. May be reduced to 5' with 3' masonry wall at Build-to line</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td><strong>Side and rear parking lot setback / screening from non-industrial districts</strong></td>
<td>8' landscape buffer</td>
<td>8' landscape buffer</td>
<td>8' landscape buffer. May be reduced to 5' with 6' opaque fence or screen wall when adjacent to R-1 - R-6</td>
<td>42” screen wall</td>
<td></td>
</tr>
<tr>
<td><strong>Required parking spaces</strong></td>
<td>See Table 1254.01.03 and Section 1254.01.04 for parking reductions</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Loading Bays</strong></td>
<td>Not permitted in front yard</td>
<td>Not more than 50% of front yard frontage</td>
<td>Not permitted in front yard</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Please see Zoning Code text for more complete descriptions*

See Chapter 1246 - Building Types for architectural standards
See Section 1250.04.01 for placement of accessory buildings
See Chapter 1254 for required parking

Updated 11/21/19
1. OPENING SESSION

A quorum was not present and thus, no official action was taken at this meeting.

2. APPROVAL OF AGENDA

3. COMMUNICATIONS

4. PUBLIC HEARINGS


Ms. Witherspoon stated that this is the time for a public hearing which will provide an opportunity for citizens to identify housing and community development needs and express preferences for the use of federal funds to address those needs in the City of Lansing in preparation of the City’s action plan for fiscal year 2020 covering the time period July 1, 2020 – June 30, 2021. The action plan is the annual application that the City of Lansing submits to the Department of Housing and Urban Development (HUD) to request federal funds, specifically, Community Development Block (CDBG), HOME and Emergency Solutions Grant (ESG) funds. CDBG funds provide funding for community revitalization purposes and can only be used to fund activities that fulfill at least one of the three national objectives:

(1) Benefit persons of low and moderate income,

(2) Elimination of slum and blight, or

(3) Urgent community need.

Ms. Witherspoon said that CDBG funds can be used to fund activities such as: housing rehabilitation, public service programs, and economic development. She said that the HOME program provides funding for activities such as down payment assistance and new construction. ESG eligible activities include: rapid re-housing, homelessness prevention, street outreach, emergency shelter (shelter operations), HMIS (Homeless Management Information System) and administration.

Ms. Witherspoon stated that last year, the City received increases in both CDBG and ESG funds and more than a 10% decrease in HOME funds. She said that it is important that we address our community’s priority needs and that we use funds strategically so as to maximize the impact of federal resources available to the City of Lansing.
Ms. Witherspoon said that this is the final action plan for the City of Lansing’s current 5-year consolidated plan (FY 2016-2020) and the City will soon begin preparing for its next 5-year consolidated plan for FY 2021-2025 which will involve some new requirements.

Ms. Witherspoon said that any person in the audience that wishes to address the Planning Board on these matters should come forward, state their name and address and provide their comments. She said that written proposals and requests will also be accepted for consideration. She also said that it is required that all verbal proposals made at this time be submitted in writing to the City’s Development Office prior to January 15, 2019.

Emma Henry, Capital Area Housing Partnership, 600 W. Maple Street, read the following letter into the record:

“Capital Area Housing Partnership is honored to have received support for continued HOME and CDBG funding to provide housing opportunities for Lansing residents – both current and future. Lansing’s affordable housing needs are vast and growing and the programs administered by CAHP are key in the efforts to improve the condition and affordability of housing in our neighborhoods. These dollars provide hardworking neighbors the opportunity to increase family stability, improve education results and contribute to improved community infrastructure.

Through our existing partnership with the Development Office as a Community Housing Development Organization (CHDO), CAHP is able to offer a variety of programs. Our Acquisition, Development, and Resale (ADR) of single-family homes is thriving, with one completed rehabilitation, five new construction homes in progress, and one new construction home out to bid during this fiscal year.

The Homeowner Education and Resource Opportunity (HERO) program has grown and now offers weekly DIY classes, a Tool Library with over 300 tools, Skilled Trades Recruitment with local community partners, and the always popular Tuesday Toolmen Program; a group of volunteers who build accessible ramps for seniors and the severely disabled at no cost.

CAHP also employs MSHDA and HUD-certified Housing Counselors who provide Income Verification services for the Lead Safe Lansing program, Homeowner Rehabilitation program, and the Down Payment Assistance program.

Additionally, our partnership with the City of Lansing to acquire the Neighborhood Empowerment Center ensures that residents and community members have access to a state-of-the-art facility for meetings and community gatherings.

Further partnership includes the acquisition of the Walnut Street Apartments and Ferris Manor Apartments, which were successfully awarded Low Income Housing Tax Credit (LIHTC) dollars in June of 2019 to continue providing a safe and affordable rental option for some of the most vulnerable members of our communities.
As you update the 20/21 Action Plan, we encourage you to reflect on program and agency successes. CAHP is committed to expanding the reach of each program we help implement in order to serve more Lansing residents. We are excited to continue working together to keep Lansing a great place to live, work and play."

Brenda Look, Disability Appeals Advocate, 2110 S. Cedar Street, stated that the organization works with those who are disabled and unable to work secure income with social security disability and health benefits. She spoke about the need for funding to assist with housing for disabled persons in the community.

Ms. Witherspoon reminded those who spoke to submit their proposals in writing to the City of Lansing Development Office.

b. SLU-3-2019, 1315 Massachusetts Avenue, Special Land Use Permit, Parking lot in the “B” Residential zoning district

Diane Hickens, 1319 Massachusetts Avenue, expressed concerns about the impact of the parking lot on the residential building that she owns directly to its north. She said that she would like to purchase the property that is the subject of this request to combine it with 1319 Massachusetts to create a larger yard.

Tenant at 1319 Massachusetts Avenue, no name provided, expressed concerns about the impact of the parking lot on the residential building to its north, particularly with regard to snow removal and headlights shining into the windows.

Mary Farrand, Capital Area Community Headstart Services, 101 E. Willow Street, spoke in favor of the SLU.

Ms. Stachowiak stated that there will be 8 feet of green space between the north line of the parking lot and the north property line which is more than adequate for snow removal. She also said that the buffer area north of the parking lot will be screened by both a fence and landscape materials to shield the house from lights and any other negative impacts that may result from the parking lot. Ms. Stachowiak also pointed out that part of the proposal is to deed a strip of land to 1319 Massachusetts so that the driveway will be located entirely on its property.

c. Z-8-2019, 5400 S. Cedar Street, Conditional rezoning from “F” Commercial & “J” Parking districts to “G-2” Wholesale district

5. COMMENTS FROM THE AUDIENCE

6. RECESS

7. BUSINESS

A. Consent Items

(1) Minutes for approval: October 1, 2019
(2) 2020 Planning Board Meeting Schedule

(3) SLU-3-2019, 1315 Massachusetts Avenue, Special Land Use Permit, Parking lot in the "B" Residential zoning district

(4) Z-8-2019, 5400 S. Cedar Street, Conditional rezoning from "F" Commercial & "J" Parking districts to "G-2" Wholesale district

B. Old Business

C. New Business

(1) Act-16-2019, 2122 N. M.L. King Jr. Blvd., Easement for private use of public right-of-way

8. REPORT FROM PLANNING MANAGER

9. COMMENTS FROM THE CHAIRPERSON

10. COMMENTS FROM BOARD MEMBERS

11. PENDING ITEMS: FUTURE ACTION REQUIRED

12. ADJOURNMENT
<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>PLACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday, January 7, 2020</td>
<td>6:30 PM</td>
<td>Neighborhood Empowerment Center 600 W. Maple St.</td>
</tr>
<tr>
<td>Tuesday, February 4, 2020</td>
<td>6:30 PM</td>
<td>Neighborhood Empowerment Center 600 W. Maple St.</td>
</tr>
<tr>
<td>Tuesday, March 3, 2020</td>
<td>6:30 PM</td>
<td>Neighborhood Empowerment Center 600 W. Maple St.</td>
</tr>
<tr>
<td>Tuesday, April 7, 2020</td>
<td>6:30 PM</td>
<td>Neighborhood Empowerment Center 600 W. Maple St.</td>
</tr>
<tr>
<td>Tuesday, May 5, 2020</td>
<td>6:30 PM</td>
<td>Neighborhood Empowerment Center 600 W. Maple St.</td>
</tr>
<tr>
<td>Tuesday, June 2, 2020</td>
<td>6:30 PM</td>
<td>Neighborhood Empowerment Center 600 W. Maple St.</td>
</tr>
<tr>
<td>Tuesday, July 7, 2020</td>
<td>6:30 PM</td>
<td>Neighborhood Empowerment Center 600 W. Maple St.</td>
</tr>
<tr>
<td>Tuesday, August 4, 2020</td>
<td>6:30 PM</td>
<td>Neighborhood Empowerment Center 600 W. Maple St.</td>
</tr>
<tr>
<td>Tuesday, September 1, 2020</td>
<td>6:30 PM</td>
<td>Neighborhood Empowerment Center 600 W. Maple St.</td>
</tr>
<tr>
<td>Tuesday, October 6, 2020</td>
<td>6:30 PM</td>
<td>Neighborhood Empowerment Center 600 W. Maple St.</td>
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<td><strong>Wednesday, November 4, 2020</strong></td>
<td>6:30 PM</td>
<td>Neighborhood Empowerment Center 600 W. Maple St.</td>
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<tr>
<td>Tuesday, December 1, 2020</td>
<td>6:30 PM</td>
<td>Neighborhood Empowerment Center 600 W. Maple St.</td>
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** Meeting date and/or time changed due to holiday or Election Day
An Act 33 Review is a planning level review of the location, character and extent of public improvements and City property transactions. Act 33 Reviews are conducted by the City of Lansing pursuant to the provisions of the Michigan Planning Enabling Act (P.A. 33 of 2008) and Section 208 of the Lansing Code of Ordinances.

APPLICANT AND PROPOSAL: Applicant, 2122 N MLK Holdings, LLC proposes the creation of an easement to repair/replace and use of a portion of the existing parking lot that is within the N Martin Luther King Jr. (MLK Jr.) Blvd. right-of-way. Existing pavement in right-of-way will be resurfaced and improved; a driving lane within parking lot will be widened, and there will be maintenance of existing parking lot lighting.


CURRENT OWNER(S): City of Lansing

EXISTING LAND USE

PROPERTY SIZE AND SHAPE: Irregular, ~5.8 acres

SURROUNDING LAND USE & ZONING
North: Street ROW
South: The Grand River
West: Businesses (Zoned “H” Light Industrial)
East: Businesses (Zoned “F” Commercial)

AGENCY REFERRALS

Lansing Board of Water and Light
BWL Electric: Approved, No Comments. Gerald Wheeler – 517-702-6644

BWL Water & Steam Distribution: Approved

- The proposed parking lot addition does not appear to impact existing BWL water facilities.
- During construction, if it is determined that work will expose, disturb, or otherwise carries the risk of damage to existing BWL Water Distribution facilities, including change of soil cover, is subject to review by the BWL. The owner is responsible for the costs of preparing a plan to protect these facilities, as well as the costs of inspection and/or repair, if deemed necessary by the BWL.
Any questions about specific water service requirements may be directed to the LBWL Water Distribution Department; Jerrod Wade via phone at 517-702-6564 or e-mail @ Jerrod.Wade@lbwl.com.

BWL Environmental Wellhead Protection: No concerns.

Public Service Department

- It was noted, during Engineering’s review of the site plan for 2122 N MLK, that there was a significant encroachment of the sites parking lot. The issue was flagged for further review.
- The 1964 aerial photograph (see attached) indicates that the encroachment dates back to when the former bowling alley was constructed in the early 1960s.
- MLK (formerly Logan) did not connect with Grand River Avenue until 1960, when the bridge over the Grand River was constructed. The bridge plans (drawn in 1957 and reviewed in 1959) did not show the bowling alley.
- In 1946, the City started obtaining property in this area. The property obtained was a gravel pit. It is not known if the City used it as a gravel pit or was obtaining property in anticipation of extending Logan (now MLK) to Grand River Avenue.
- In 1960, the City swapped some property to obtain additional right-of-way (see attached 1-18-1960 council resolution). The Council resolution reserved a public utility easement over this property. The swapped property became part of the bowling alley property.
- In 1948, Landel constructed a 15" sanitary sewer along the river. No easement was found for this sewer has been found. However, the 1-18-1960 Council Resolution reserves for the City the right of ingress and egress for the sewer.
- Also in the 1-18-1960 Council Resolution, the City accepted the southern 30 feet of the parcel to be used for river improvement. That is why property at 2122 N MLK does not extend to the Grand River.
- A review of the MLK right-of-way indicates that there is more ROW than what is required for the bridge. With that said, access to the river is likely the reason for the extra ROW on the east side of the north approach. This is based on the Council reserving 30 feet along the river in the 1-18-1960 resolution. Other reasons for retaining extra ROW include the Consumers Energy gas main that runs through the property as well as the City’s potential need to access the 15” sanitary sewer.
- A review of the Council proceedings from the early 1960s did not find a license agreement or easement to allow the encroachment of the bowling alley parking. With that said, the open and obvious encroachment of the parking was likely permitted by the City.
- The use of the right-of-way for parking does not interfere with the City’s use of the right-of-way for access to the bridge and for access to the sanitary sewer.
- Consumers Energy may have a gas main in the MLK ROW. Any license agreement should protect the rights of utilities to use the MLK ROW.
Recommendations:

- Public Service can foresee potential future uses for that property. These uses include, but are not limited to, bridge construction, sewer construction, and access to the Grand River. As such, Public Service does not recommend the vacation or selling of the right-of-way.
- The use of the ROW for parking does not interfere with current operations of Public Service in regards to the bridge and to the sewers. A license agreement for the parking encroachment is an acceptable option.
- The City should, in the license agreement, protect its right to develop the right-of-way (bridge, river access, sewers).
- The City should formalize the easement for the 15” sanitary sewer. Although the Council Resolution provides us access to the sewer, it is a weak document compared to the City’s current easement language. The proposed Council resolution should include language that will authorize Public Service to obtain an easement for the 15” sewer.
- The developer does have some property along the river. Obtaining a river trail easement on that property should be considered.
- The Applicant should provide a detailed description for the boundaries of the proposed license agreement.
- The Applicant should draft an easement plan for the 15” sanitary sewer. It should be a 40-foot wide easement centered on sewer pipe. It should also include a right of access on the paved surfaces of the property.

ANALYSIS

LOCATION: In addition to the paved area of MLK Blvd, the street right-of-way extends further east past the embankment. The area has vegetation growth and some parking lot area presumably created by a former owner of 2122 N MLK Jr. Blvd. The existing area that is paved for parking has no current effect on the actual street since they are of different elevations and separated by a guard-rail and a row of trees. The southern area of the right-of-way also has a 15” sanitary sewer. The portion of the right-of-way at the southern border provides the City with additional river access.

CHARACTER: The part of property directly adjacent to 2122 N MLK Jr. Blvd. is paved for parking, but in a state of great disrepair. There is vegetation growth and debris in the area. Although there is no known record of permission to use this area as parking, if resurfaced and repaired, the continued use as parking/interior drive lane will have no expected impact on the current paved area of N MLK Jr. Blvd. The street and the parking area are of a different elevation and separated by a guard-rail and vegetation.
EXTENT: The parking lot encroachment ranges from 50 feet to 75 feet into the N MLK Jr. Boulevard. The proposed easement is limited to the eastern edge of the street right-of-way, separate of the paved area of N MLK Jr. Blvd. Legal description of the land will be detailed in City Council’s resolution.

STAFF RECOMMENDATION

Staff recommends approval of Applicant’s limited use of the N MLK Jr. Blvd. right-of-way (ROW) on the condition that a license agreement is drafted, reviewed, and signed with the following stipulations:

- The Applicant shall provide a detailed description for the boundaries of the proposed easement.
- The City of Lansing reserves the right to use and develop all land within the M L King Jr. Blvd. ROW for street maintenance, bridge construction, sewer construction, other utility construction and maintenance, and access to the Grand River, as necessary.
- The City of Lansing reserves the right of access to all land within the M L King Jr. Blvd. ROW, including paved surface of the parking lot, as necessary.
- The Applicant’s use of the ROW is confined to the existing area of parking and that such use does not interfere with current or future operations of the City of Lansing Public Service Department in regards to the bridge and to the sewers.
- The Applicant shall work with the City of Lansing Public Service Department to formalize a 40-foot wide easement centered on the 15” sanitary sewer.
- The Applicant and City of Lansing shall explore a River Trail easement agreement for the use of the Applicant’s property along the Grand River.
ACT 33 REVIEW APPLICATION
CITY OF LANSING
PLANNING OFFICE

FILE NUMBER: ACT-
DATE SUBMITTED:

Applicant: 2122 N MLK Holdings, LLC
Address (including zip code): 5815 S. Pennsylvania Ave., Lansing, MI 48911
Phone number: (937) 469-1442
Fax number: Email: micahsiegel@gmail.com

Interest in Property:
☑ Owner ☐ Represent owner ☐ Option to buy
☐ Other:

If applicant of not the owner, or if there is more than one owner, provide the following information (attach additional sheets if necessary):

Name of owner(s): N/A
Address (including zip code): 
Phone number(s): 
Fax number: Email:

SUBJECT PROPERTY GENERAL INFORMATION:
Address (if any): 2122 N. Martin Luther King, Jr. Blvd., Lansing, MI 48906
Location description: Western property line bordering N. MLK Blvd.
Permanent parcel #: 33-01-01-05-476-063
Legal description (see note below): See attached.

Applicant's proposal: See attached.
REQUESTED ACTION: (please check one)

- City Acquisition of Property
- Street or Alley Closure
- City Sale of Property

- Vacation of R.O.W
- Significant Change of Use of City Property

☑ Other: Easement to repair/replace and use a portion of parking lot within the MLK Blvd. right-of-way

What positive impacts (if any) will occur as a result of approving this proposal?

(1) Existing pavement in ROW will be resurfaced and improved; (2) Wider driving lane within parking lot, (3) Maintenance of existing parking lot lighting

What negative impacts (if any) will occur if this proposal is not approved?

Owner will be required to shrink its existing parking lot surface area, thus eliminating a drive lane for its facility's primary parking lot, elimination of some parking lot lighting, and potentially requiring the addition of new parking facilities (and related non-permeable surfaces) in another area of the owner's property.

What negative impacts (if any) will occur as a result of approving and implementing your proposal?

None known. The portion of the parking lot within the right-of-way pre-exists the current owner's ownership of the subject property.

Please fill out this application COMPLETELY and make sure that the following items are included:

Maps describing proposal. Maps should be readable and drawn to a specific scale.

Any other materials, brochures, pictures, etc. which will further explain the proposal.
NOTE:

If the action applied for will result in transfer of legal title from the City to the applicant or another or if the City otherwise requires, the applicant agrees to provide at the applicant's expense:

- A certified legal description
- Title insurance
- An appraisal
- An environmental report for the property

or to pay for same at closing, whichever the City determines.

FEES:

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee</th>
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<tr>
<td>Involving land sales over $50,000</td>
<td>$100.00</td>
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<tr>
<td>Involving land sales under $50,000</td>
<td>$50.00</td>
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</tbody>
</table>

Signature of applicant: __________________________ / __________________

Date

Signature of owner(s): __________________________ / __________________

Date

Signature of owner(s): __________________________ / __________________

Date

Signature of owner(s): __________________________ / __________________

Date

SUBMIT THE FULLY COMPLETED APPLICATION TO THE ADDRESS BELOW.

For assistance, please contact:

PLANNING OFFICE
316 N. CAPITOL AVE., SUITE D-1
LANSING, MI 48933
(517) 483-4066
FAX: (517) 483-6036
Act 33 Application of
2122 N. MLK Holdings, LLC

Legal Description of Property Involved:

SPLIT/COMBINED ON 01/04/2018 FROM 33-01-01-05-476-062, 33-01-01-05-476-122; BEARINGS SHOWN ON THIS SURVEY WERE DETERMINED IN THE FOLLOWING MANNER: THE EAST LINE OF LOT 24, TOWNSEND'S SUBD WAS ASSUMED AS BEING S.0°55'-16"W., PER EODETIC DESIGNS SURVEY DATED MAY 24, 2017 PART OF LOTS 21 AND 24 OF TOWNSEND'S SUBDIVISION OF PART OF SECTIONS 4, 5, 8 AND 9, T.4 N.-R.2 W., CITY OF LANSING INGHAM COUNTY, MICHIGAN, AS RECORDED IN LIBER 37 OF PLATS, PAGE 150, INGHAM COUNTY RECORDS, DESCRIBED AS FOLLOWS: BEGINNINGS AT A POINT ON THE SOUTH LINE OF LOGAN ACRES ROAD, WHICH IS 322.00 FEET, ON SAID EAST LINE OF LOT 24, S.0°55'-19"W., OF THE INTERSECTION OF SAID EAST LINE AND THE SOUTH LINE OF GRAND RIVER AVENUE; THENCE CONTINUING S.0°55'-19"W. ON SAID EAST LINE AND SAID SOUTH LINE OF LOGAN ACCESS ROAD, 29.80 FEET; THENCE N.58'-45'-46"E., ON SAID SOUTH LINE, 9.97 FEET; THENCE S.0°55'-19"W., PARALLEL WITH SAID EAST LINE OF LOT 24, 366.84 FEET, THENCE S.89'-19'-52"E., 30.75 FEET; THENCE S.0°40'-08"W., PARALLEL WITH THE EAST LINE OF LOT 21, TOWNSEND'S SUBDIVISION, 353.00 FEET; THENCE S.89'-16'-52"E., 296.00 FEET TO EAST LINE OF SAID LOT 21; THENCE S.0°40'-08"W., ON SAID EAST LOT LINE, 474.11 FEET TO A TRAVERSE LINE ALONG THE NORTHERLY BANK OF THE GRAND RIVER, IT IS THE INTENTION OF THIS SURVEY TO INCLUDE ALL LANDS BETWEEN SAID TRAVERSE LINE AND THE WATER'S EDG OF SAID GRAND RIVER; THENCE N.84'-45'-38"W., ALONG SAID TRAVERSE LINE, 370.57 FEET TO A POINT ON THE EAST LINE OF SAID LOT 24; THENCE N.0°55'-19"E., ON SAID EAST LINE, 30.00 FEET; THENCE N.57'-07'-25"W., 240.00 FEET TO A POINT ON THE EAST LINE OF MARTIN LUTHER KING JUNIOR BOULEVARD; THENCE N.0°46'-53"E., ON SAID EAST LINE, 765.00 FEET TO THE SOUTH LINE OF SAID LOGAN ACCESS ROAD; THENCE ON THE SOUTH LINE OF SAID LOGAN ACCESS THE FOLLOWING TWO COURSES: NORTHEASTERLY 127.00 FEET, ON THE ARC OF A 260 FEET RADIUS CURVE TO THE RIGHT. SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF N.49'-15'-43"E., 125.75 FEET THENCE N.63'-15'-19"E., 126.00 FEET TO THE POINT OF BEGINNING, CONTAINING 7.74 ACRES OF LAND WITHIN TRAVERSE BOUNDARY AND 8.0+- ACRES TO WATER'S EDGE SUBJECT TO ANY EASEMENTS OF RECORD.

Applicant's Proposal:

Introduction

2122 N MLK Holdings, LLC ("MLK Holdings" or "Applicant") is a real property holding company which owns the former "Pro Bowl" complex on North Martin Luther King, Jr. Blvd. near its intersection with Grand River Avenue.

MLK Holdings acquired the facility in 2018 and closed on the sale and acquired title in April 2019 in connection with the construction of a licensed medical marijuana grower facility to be operated by PG Manufacturing, LLC ("Pro Gro"). Pro Gro won eight (8) Class C licenses from the City of Lansing medical marijuana licensing program in 2018.

In the time since Pro Gro was awarded this local approval, MLK Holdings and Pro Gro have been constructing improvements on the Pro Gro complex. These efforts have
included asbestos remediation, installation of new electrical, plumbing, HVAC, foundation, flooring, and grow room demising walls within the facility. These and other improvements will permit Pro Gro to execute on its plans to operate the largest grow facility within the City of Lansing in Q1 2020.

Since the Pro Gro facility will have employment levels ranging between 100-250 employees and will, on a routine basis, be visited by third parties such as customers and regulators, Pro Gro needs to provide a substantial, well-maintained parking lot. The parking lot left behind by the former bowling alley user was in a serious state of disrepair. Applicant is committed to improve the parking lot.

*The MLK Blvd. Right-Of-Way*

In connection with surveying the property and obtaining quotes to resurface the parking lot running parallel with MLK Blvd., Applicant discovered that a portion of the parking lot depicted in the attached site plan was built within the MLK Blvd. right-of-way by a prior owner of the property.

An examination of the title records did not indicate that a license or other easement was ever executed in favor of a previous property owner permitting the construction of the parking lot within the ROW.

MLK Holdings wishes to maintain the parking lot as it is located now because removal of the parking lot within the ROW will require elimination of a drive lane for the parking lot.

The impact on the City and the integrity of the ROW is minimal: the impacted portion of the parking lot, as currently located, has likely been within the ROW since the bowling alley was constructed with little or no negative impact on the City and motorists on MLK Blvd.

In fact, as can be seen in the attached photographs, MLK Blvd. is between twelve and three feet above the grade of the parking lot. In other words, the lands located within the ROW which are impacted by the parking lot are not currently needed by the City, nor will it likely ever be needed, for expansion of the roadway or shoulder.

On the other hand, requiring Applicant to remove the parking lot will work a substantial hardship on MLK Holdings. It will require shrinking the parking lot and
removing a drive lane, resulting in cars and pedestrians having less room to navigate the remaining parking lot. It may also necessitate construction of additional parking facilities elsewhere on the parcel, resulting in additional non-permeable surfaces and more unnecessary storm water runoff.

In short, balancing the pros and cons of granting the license/easement to maintain and improve the parking lot — but not expand it — clearly results in a conclusion that this Act 33 application should be granted in favor of the Applicant.

MLK Holdings welcomes the opportunity to provide additional information regarding this application. The undersigned serves as MLK Holding’s representative regarding this matter. His contact information appears below.

Respectfully submitted

[Signature]

Micah M. Siegal
5815 S. Pennsylvania Ave.
Lansing, MI 48911
(937) 469-1442 (cell)
micahsiegel@gmail.com
Looking north.

Denmark portion of the property is within the R30.
Elevation from Martin Luther King, Jr. Blvd.

Right of Way extends past the grating down an embankment to the current parking lot.
January 14, 1940.

Honorable Mayor and
Members of the City Council

Concluded:

The Planning Board recommends that the property owned by Robert Stewart at No. 122 Halley Street and having the description of 51.95 feet on the West side of said street, 129.77 feet on the South side of said street, a width of 75 feet, and measured at the point of beginning, be rezoned for residential purposes.

Respectfully submitted,

PLANNING BOARD
VICTOR G. LEYER, Secretary

Deservedly referred to Committee on Planning.

PLANNING BOARD
VICTOR G. LEYER, Secretary

January 14, 1940.

Honorable Mayor and
Members of the City Council

Concluded:

The Planning Board recommends that the property located at the intersection of Halley Street and South Street, being the southerly and northerly boundaries, be rezoned for residential purposes.

Respectfully submitted,

PLANNING BOARD
VICTOR G. LEYER, Secretary

Deservedly referred to Committee on Planning.

PLANNING BOARD
VICTOR G. LEYER, Secretary

January 15, 1940.

Honorable Mayor and
Members of the City Council

Concluded:

The Planning Board recommends that the property owned by W.B. Anderson at the intersection of East Street and School Street, being the southeastern and northerly boundaries, be rezoned for commercial purposes.

Respectfully submitted,

PLANNING BOARD
VICTOR G. LEYER, Secretary

Deservedly referred to Committee on Planning.

PLANNING BOARD
VICTOR G. LEYER, Secretary

January 15, 1940.

WHEREAS, it appearing that the property located at the intersection of East Street and School Street, being the southeastern and northerly boundaries, is located in an area not properly zoned for commercial purposes, and

WHEREAS, it being desirable to provide for the future development of the area in question, and

WHEREAS, it being desirable to provide for the public welfare and safety, and

WHEREAS, it being desirable to provide for the convenience and comfort of the public,

NOW, THEREFORE, the City Council of the City of Lansing, Michigan, do hereby pass the following resolution:

RESOLVED, That the City Council hereby rezone the property located at the intersection of East Street and School Street, being the southeastern and northerly boundaries, for commercial purposes, and that the same be and hereinafter be known as "Commercial District No. 10."
GENERAL INFORMATION

APPLICANT: AMERICO Real Estate Company
2727 N. Central Avenue, Suite 500
Phoenix, AZ 85004

OWNER: A & W Greshenson
31500 Northwestern Hwy., Suite 100
Farmington Hills, MI 48334

REQUESTED ACTIONS: Rezone the property at 5400 S. Cedar Street (former K-Mart Building) from “F” Commercial & “J” Parking district to “G-2” Wholesale district

EXISTING LAND USE: Vacant Commercial Building

EXISTING ZONING: “F” Commercial & “J” Parking Districts

PROPOSED ZONING: “G-2” Wholesale District

PROPERTY SIZE: 9.380 +/- acres of the 11.43 +/- acre parcel– Irregular Shape

SURROUNDING LAND USE: N: Commercial/Vacant
S: Consumer’s Energy Right-of-Way/Parking Lot
E: Commercial
W: Vacant

SURROUNDING ZONING: N: “F” Commercial District
S: “F” Commercial & “A” Residential Districts
E: “F” Commercial & “J” Parking Districts
W: “G-2” Wholesale District

MASTER PLAN: The Design Lansing Master Plan designates the subject property for “Community Mixed-Use Center”. S. Cedar Street is designated as a major arterial.

DESCRIPTION:

This is a request by AMERICO Real Estate Company to rezone approximately 9.38 acres of the property at 5400 S. Cedar Street from “F” Commercial & “J” Parking Districts to “G-2” Wholesale District, with the following conditions:

* No marijuana facilities of any kind may be established on the property
* The proposed storage building located north of the S. Cedar Street driveway will have
an architectural design that is consistent with the rendering shown on the plan dated 8/29/2019

* The site improvements shown on the plan dated 8/29/2019, which includes landscaping, a connection path to the abutting non-motorized pathway and the provision of a bicycle rest area, will be installed prior to occupancy of the existing building or any new buildings on the site.

The purpose of the rezoning is to permit the property to be used for self-storage, U-Haul truck and trailer sharing and a moving and storage retail store.

AGENCY RESPONSES

BWL: See attached.

Building Safety: The Building Safety Office has no objections. This project will be subject to site and building plan reviews as set forth by the State Construction Code Act

Parks & Recreation: I have concerns about the sight lines for people using the pathway if the proposed storage unit goes to the road.

Public Service: The use for proposed self-storage facility does not typically generate any significant sanitary flows that I’m aware of. Further, the redevelopment uses the existing building structure that would have had to have been served by bathroom facilities, so, historically, there would have been existing flows from the building. I believe this building would be connected to the 10-inch sanitary sewer in Cedar Street. Based on the above, it appears there are no sanitary service issues considering the info we have. Also, since there does not appear to be increased impervious areas (same building, etc.), stormwater requirements should not be an issue here.

Traffic Engineer: No comments or requirements relative to the rezoning request.

REZONING ANALYSIS

COMPATIBILITY WITH SURROUNDING LAND USE:

The subject property adjoins a parcel of land zoned “G-2” Wholesale to its west that is accessed via Perry Robinson Circle off of E. Jolly Road. The adjoining properties to the north, south and east are zoned “F” Commercial. As evidenced by the attached map, the zoning pattern along S. Cedar Street is very inconsistent. In fact, there are numerous other parcels in close proximity to the site that are zoned
“G-2” Wholesale and “H” Light Industrial, all of which could be used for storage facilities as a matter of right. The proposed rezoning, therefore, will not create an inconsistent zoning pattern along S. Cedar Street.

The primary concern with self-storage uses along a commercial corridor is that they are not customer oriented businesses and as a result, they generate very little traffic on a regular basis. This typically results in a large sea of unused parking that is unattractive and does not contribute to the vibrancy of a commercial district. In this case, however, the conditions that the applicant is offering as part of the rezoning will make the site far more attractive that what currently exists. There is virtually no landscaping/green space on the site, the parking lot is in poor condition and the building is unattractive and is showing signs of deterioration from sitting vacant. The applicant’s proposal includes a significant amount of landscaping around the perimeter and interior to the site as well as parking lot repair and improvements to the appearance of the existing building. The proposed building near S. Cedar Street north of the driveway will be designed to look like a general commercial building rather than a typical self-storage building. Also, the applicant is excluding approximately 2 acres of land along the S. Cedar Street road frontage from the rezoning so that it will be available for general commercial development. Once developed, it will provide a buffer between the street and the parking lot for the U-Haul business so that it will not appear to be a hole of little activity along a commercial corridor. When 930 W. Holmes Road was rezoned to the “G-2” Wholesale district to allow the building at that location to be used for self-storage, the frontage of the property along both W. Holmes Road and S. Washington Avenue was excluded (remained zoned “F” Commercial) for the same reason. Similarly, when the area of the property west of the building at 3512 S. MLK was rezoned to “H” Light Industrial, the property that leads from the storage area to W. Holmes Road remained zoned “F” Commercial to ensure that it would be developed for commercial purposes rather than additional storage units, in keeping with the existing zoning and land use patterns along W. Holmes Road.

**COMPLIANCE WITH MASTER PLAN:**

The Design Lansing Master Plan designates the subject property for Community Mixed-Use Center. The purpose of this district, as stated in the Plan, is to:

“Encourage the transformation of large commercial concentrations into mixed-use districts.”

The Plan recommends development that includes first floor retail uses clustered to create a shopping core with residentially-scaled structures (4-6 stories) on neighborhood edges.

The proposed rezoning will not allow for the specific type of development being advanced in the Master Plan as described above in that the “G-2” Wholesale district does not allow residential use, even with a special land use permit. The applicant’s proposal, however, allows for the adaptive reuse of and improvements to a site/building that has sat vacant for a significant amount of time and continues to fall further into a state of dilapidation. This is consistent with one of the primary goals of the Master Plan which is to improve the appearance of the City’s commercial corridors.
IMPACT ON VEHICULAR AND PEDESTRIAN TRAFFIC:

The proposal will not result in any negative impacts on vehicular or pedestrian traffic in the area. S. Cedar Street is a major arterial that is designed to carry the highest volumes of traffic. Storage facilities typically generate a very low volume of vehicular traffic, have few employees and virtually no pedestrian customer traffic.

IMPACT ON PUBLIC FACILITIES:

The proposed building and site improvements will require administrative site plan review, during which the drainage system as well as all other physical aspects of the property will be reviewed for compliance with all applicable City codes.

ENVIRONMENTAL IMPACT:

Reuse of the existing building for indoor, self-storage which will have no impact on the physical environment. The site is almost entirely covered by impervious surface which generates a great deal of storm water run-off. The applicant’s proposal to remove a significant amount of pavement in and around the site to create landscape buffers will have positive impacts on the environment.

IMPACT ON FUTURE PATTERNS OF DEVELOPMENT:

The zoning pattern along S. Cedar Street is already characterized by a myriad of zoning designations including “G-2” Wholesale and “H” Light Industrial. Given the inconsistent zoning pattern that already exists, the proposed rezoning is not anticipated to have any negative impacts on future patterns of development in the area.

SUMMARY

This is a request by AMERICO Real Estate Company to rezone the property at 5400 S. Cedar Street from “F” Commercial & “J” Parking Districts to “G-2” Wholesale District, with the following conditions:

* No marijuana facilities of any kind may be established on the property
* The proposed storage building located north of the S. Cedar Street driveway will have an architectural design that is consistent with the rendering shown on the plan dated 8/29/2019
* The site improvements shown on the plan dated 8/29/2019, which includes landscaping, a connection path to the abutting non-motorized pathway and the provision of a bicycle rest area, will be installed prior to occupancy of the existing building or any new buildings on the site.

The purpose of the rezoning is to permit the property to be used for self-storage, U-Haul truck and trailer sharing and a moving and storage retail store.
RECOMMENDATION

Based on the findings of fact as described in this staff report, staff recommends approval of Z-8-2019 to rezone the property at 5400 S. Cedar Street from “F” Commercial & “J” Parking Districts to “G-2” Wholesale District, with the following conditions:

* No marijuana facilities of any kind may be established on the property
* The proposed storage building located north of the S. Cedar Street driveway will have an architectural design that is consistent with the rendering shown on the plan dated 8/29/2019
* The site improvements shown on the plan dated 8/29/2019, which includes landscaping, a connection path to the abutting non-motorized pathway and the provision of a bicycle rest area, will be installed prior to occupancy of the existing building or any new buildings on the site.

Respectfully Submitted,

Susan Stachowiak
Zoning Administrator
**Project Narrative**

AMERCO Real Estate Company (AREC) has prepared this application package for the opportunity to receive the City of Lansing’s participation and counseling in regards to a Conditional Rezone for the property located at 5400 Cedar St. Lansing, MI. AREC is the wholly owned real estate subsidiary of the U-Haul System.

The subject 11.43-acre property is located at 5400 Cedar St. U-Haul is proposing an adaptive reuse of the existing 119,650 SF building by converting it into a U-Haul Moving and Storage Store. Our use will consist of interior, climatized self-storage and U-Haul truck and trailer share. The interior of the building will be retrofitted to house self-storage units. U-Haul also intends to provide two outparcels along S Cedar St. for commercial development. This infill development will allow U-Haul to better serve the storage needs of the community, activate a property that is currently vacant, and allow for future commercial development along S Cedar St.

The property is presently zoned F- Commercial District. Neither self-storage nor U-Haul truck and trailer share are permitted uses within that zoning district. U-Haul is proposing to rezone an approximate 9.38-acre portion of the property to G-2 - Wholesale District in order for our uses to be permitted. The building will be used structurally as is with the exception of imaging and signage. The two outparcels along S Cedar St, approximately 1 acre per outparcel, will not be included in our rezoning request and will remain zoned as F - Commercial District. Additionally, U-Haul will provide a connection path for the abutting S Lansing Pathway leading to a bike rest area which will have a water fill-up station and bike tools for the community.

Custom site design for every U-Haul store assures that the facility complements the community it serves. Adherence to community objectives is key in order to ensure each U-Haul store is both a neighborhood asset and an economic success.

**Explain what changes or changing conditions make the passage of this rezoning necessary:**

It is important to recognize the significant changes in retail that have occurred throughout the country, namely with “big-box” retailers such as Kmart. These retailers are closing at a rapid pace leaving behind large buildings that then remain vacant for years at a time. It is becoming increasingly difficult to find retailers who are willing or able to occupy such a large footprint. A rezone of the property favors the successful and sustainable
redevelopment of this property. U-Haul has a long and proud history of revitalizing commercial properties in a sustainable way. Through reuse, we are able to meet the citizen’s needs without compromising the resources and land associated with new construction. We have been met with great success in converting outdated big-box stores into productive businesses that both provide jobs and help to promote infill development.

Comment on other circumstances which justify the amendment:

Our proposal, to rezone a portion of the property G-2 for the use of self-storage and U-Haul truck and trailer share while creating two outparcels along S Cedar St to remain zoned as F, is the most beneficial use of the land. As previously mentioned, the footprint of big-box stores are not appealing to the majority of commercial developers. The building itself creates a hardship for any developer as it is extremely difficult to utilize that amount of space in a viable way. U-Haul is invested in the growth and economic well-being of your community. Our proposal allows for the creation of new retail / commercial development along S Cedar St, creating a vibrant frontage. This also allows for the vacant building to be adaptively reused to help better serve the surrounding residential neighborhoods and promote infill development. Self-storage is complementary to surrounding commercial uses and acts as an excellent buffer between commercial and residential zones.

Significant Policies:

- Hours of Operation:
  
  Mon. - Thurs.  7:00 a.m. to 7:00 p.m.
  Fri. 7:00 a.m. to 8:00 p.m.
  Sat. 7:00 a.m. to 7:00 p.m.
  Sun. 9:00 a.m. to 5:00 p.m.

- All U-Haul storage customers are issued a card-swipe style identification card that must be used to gain access to their room. This is but one of many security policies which protect the customer’s belongings and decrease the ability of unauthorized access to the facility.

- It is against policy for a business to be operated from a U-Haul storage room.

- Customers and community residents who wish to use the on-site dumpsters for disposing of refuse must gain permission to do so, and are assessed an additional fee.

- Items that may not be stored include: chemicals, flammables, and paints.

- U-Haul stores are protected by video surveillance.
• U-Haul stores are non-smoking facilities.

• U-Haul will provide added services and assistance to our customers with disabilities.

U-Haul looks forward to working with the City of Lansing as you consider the Rezone we are currently submitting.

Sincerely,

Stephany Sheekey
AMERCO Real Estate Company- Planner
GENERAL INFORMATION

APPLICANT: Capital Area Community Services, Inc.
101 E. Willow Street
Lansing, MI 48906

OWNER: Ingham County Land Bank
3024 Turner Street
Lansing, MI 48906

REQUESTED ACTION: Special land use permit to construct a parking lot at 1315 Massachusetts Avenue to provide additional parking for Capital Area Community Services located to the south

EXISTING LAND USE: Vacant

EXISTING ZONING: “B” Residential District

PROPERTY SIZE & SHAPE: 33’ x 132’ = 4,356 square feet

SURROUNDING LAND USE: N: Duplex
S: Capital Area Community Services
E: Single Family Residential
W: Parking Lot

SURROUNDING ZONING: N: “C” Residential District
S: “B” Residential District
E: “B” Residential District
W: “B” Residential District

MASTER PLAN DESIGNATION: The Design Lansing Comprehensive Plan designates the subject property for low density residential use. Massachusetts Avenue is designated as a local road.

SPECIFIC INFORMATION

This is a request by Capital Area Community Services, Inc. for a special land use permit to construct a parking lot on the south 28 feet of the vacant property located at 1315 Massachusetts Avenue in order to provide additional parking for the Capital Area Community Services facilities to the south. Parking lots are permitted in the "B" Residential district, which is the zoning designation of the subject property, if a Special Land Use permit is approved by the Lansing City Council.
AGENCY RESPONSES:

BWL:

Building Safety: No objections to parking lot. The project is subject to site plan review.

Parks & Recreation: No comment.

Public Service:

Transportation:

ANALYSIS

Section 1282.03(f)(1)-(2) sets forth the criteria which must be used to evaluate a Special Land Use permit request. The criteria and evaluation are as follows.

1. **Is the proposed special land use designed, constructed, operated and maintained in a manner harmonious with the character of adjacent property and the surrounding area?**

   The applicant, Capital Area Community Services, Inc., owns the former Grand River Elementary School to the south that houses the Head Start program. The applicant has a pending offer with the Ingham County Land bank to purchase the subject property, which is located on the north side of the 20 foot wide public alley that separates it from the applicant’s property to the south. The proposal is to provide 11 additional parking spaces for the Head Start program in order to, in large part, reduce the amount of on-street parking in the area.

   The proposed plan includes the installation of a 6 foot high privacy fence in the buffer area between the parking lot and the house to its north and a row of evergreen trees on the remainder of the buffer area. These improvements should mitigate any negative impacts that the parking lot may have on the house to its north. No other properties in the area that are not under the control of the applicant would be directly impacted by the proposed parking lot.

2. **Will the proposed special land use change the essential character of the surrounding area?**

   The proposed parking lot will not change the essential character of the area as it will merely provide additional and much needed parking for the Head Start facility to its south. The applicant owns the existing parking lot to its west and the property to its south which currently has a row of parking that is accessed via the alley that separates it from the subject property. The proposed parking will be located on the north side of the alley and will be accessed via it as well.
3. Will the proposed special land use interfere with the enjoyment of adjacent property?

The residential property to the north is the only property that would be directly affected by the parking lot. In order to mitigate any potential problems, particularly with regard to headlights shining into the windows, the applicant is proposing to install a 6 foot high privacy fence that would extend the length of the house to provide screening from the parking lot. The remainder of the buffer area will contain a row of evergreen trees. The overall proposal also includes deeding the north, approximately 6 feet of the subject property to the property to the north in order to accommodate its driveway/parking needs.

4. Will the proposed special land use represent an improvement to the use or character of property under consideration and the surrounding area in general, and will the use be in keeping with the natural environment of the lot?

The proposed parking lot will provide much needed off-street parking for the facility to its south and thus, it would be considered and improvement to the surrounding area. If the special land use permit is approved, the parking needs for the adjoining residential property to the north will be vastly improved by the addition of a 6+/- foot wide strip of land. The proposed landscaping and fencing will enhance the appearance of the site and mitigate any negative impacts that could result from the new parking lot.

5. Will the proposed special land use be hazardous to adjacent property or involve uses, activities, materials or equipment which are detrimental to the health, safety or welfare of persons or property through the excessive production of traffic, noise, smoke, odor, fumes or glare?

The parking lot will not generate any nuisances or hazardous conditions. The traffic is anticipated to be relatively light and headlight glare will be mitigated by the installation of an opaque fence and a row of evergreen shrubs in the buffer area between the parking lot and the house to the north.

6. Will the proposed special land use be adequately served by essential public facilities and services, or is it demonstrated that the person responsible for the proposed special land use is able to continually provide adequately for the services and facilities deemed essential to the special land use under consideration?

No comments have been received from any of the reviewing departments with regard to the parking lot negatively impacting public facilities and services. The proposed parking lot will need to be reviewed through the City’s administrative site plan review process during which a storm water management plan will be reviewed by the City engineers.

7. Will the proposed special land use place demand on public services and facilities in excess of current capacity?

The proposed special land use is not expected to increase the demand on public services and facilities in excess of current capacity. The proposed parking lot will not draw additional
traffic to the site but merely provide more off-street parking to accommodate the needs of the Capital Area Community Services Head Start facility to the south. The only other public service that will be impacted by this proposal is storm water management which will be reviewed during the site plan review process.

8. Is the proposed special land use consistent with the intent and purpose of this Zoning Code and the objectives of any currently adopted Comprehensive Plan?

The Design Lansing Comprehensive Plan designates the subject property for low density residential use. The proposed parking is intended to serve the needs of the Capital Area Community Services/Head Start property to its south, which is the former site of the Grand River Elementary School. Both the subject property and the property to its south are zoned “B” Residential which is the appropriate zoning designation for elementary schools and for the Head Start program that currently occupies the property. Adaptive reuse of vacant elementary school buildings is one of the goals of the City’s Master Plan and providing adequate off-street parking to support these uses minimizes the use of on-street parking which can create issues along residential streets (blocking driveways, obstructing the free-flow of 2-way traffic, eliminating on-street parking that residents may need, etc.). Since the school sites are in residential neighborhoods, so is the parking lots that support the uses operating thereon. The reason that parking lots in residential neighborhoods require a special land use permit is so that the City can ensure that the location is appropriate and that it is will be designed to be compatible with adjoining uses and the surrounding residential area in general. With the landscape, screening and buffering plan proposed by the applicant, it is not anticipated that the parking lot will negatively impact the area in which it is located.

9. Will the proposed special land use meet the dimensional requirements of the district in which the property is located?

The proposed parking plan demonstrates compliance with the dimensional requirements for parking spaces (9’ x 18.5’). The subject property is zoned “B” Residential, which district does not permit parking within the required 20 foot front yard setback. The proposed parking lot will need to be shifted slightly further to the west to accommodate this requirement. The area between the parking lot and the front property line along Massachusetts Avenue must be landscaped in accordance with Section 1290.08 of the Zoning Ordinance which requires 5 shrubs for each 20 linear feet of landscape buffer area and 1 tree for each 30 linear feet of landscape buffer area. Shrubs must have a minimum starting size of 24 inches in height and spread and trees must have a minimum starting size of 2 caliper inches.

The plan demonstrates compliance with the 8-foot wide landscape buffer that is required between the parking lot and the north property line. The applicant is proposing to construct a 6 foot high privacy fence in the buffer area that would extend the length of the house and provide screening from headlights so that they do not shine into its windows. The plan shows a row of arborvitaes for the remainder of the buffer area to be planted approximately 4 feet on center. Staff supports the proposed buffering plan as it is designed to protect the property to the north from any negative impacts of the proposed parking lot.
OTHER

The applicant has submitted an application to split off the north, approximately 6 feet of the subject property and to combine it with the adjoining residential property to its north. While a “purchase offer” is sufficient interest in a property to apply for a special land use permit, a lot split application can only be made by the owner of the property. The subject property is still owned by the Ingham County Land Bank. It is assumed that the applicant’s purchase agreement is conditioned upon receiving the necessary zoning approvals to allow the parking lot so that the applicant is not locked into the sale in the event that it is not permitted to use it for that purpose.

If the special land use permit is denied, the subject property could only be used for the construction of a single family dwelling. The property is 33 feet wide which is the minimum width necessary to construct a single family home and therefore, if the property is not used for a parking lot, no portion of it can be split off as it would render the property completely unbuildable. To that end, the lot split application, even if it were to be made by the Land Bank, cannot be approved until such time as the parking lot is constructed.

SUMMARY

This is a request by Capital Area Community Services, Inc. for a special land use permit to construct a parking lot on the south 28 feet of the vacant property located at 1315 Massachusetts Avenue in order to provide additional parking for the Capital Area Community Services facilities to the south. Parking lots are permitted in the "B" Residential district, which is the zoning designation of the subject property, if a Special Land Use permit is approved by the Lansing City Council.

Based on the findings described in this staff report, the proposal complies with all of the criteria of Section 1282.03(f)(1)-(9) of the Zoning Code for evaluating Special Land Use permits.

1. The proposed Special Land Use will be harmonious with the character of adjacent properties and surrounding uses.
2. The proposed Special Land Use will not change the essential character of the surrounding properties.
3. The proposed Special Land Use will not interfere with the general enjoyment of adjacent properties.
4. The proposed Special Land Use does represent an improvement to the lot as it currently exists.
5. The proposed Special Land Use will not be hazardous to adjacent properties.
6. The proposed Special Land Use can be adequately served by public services and utilities.
7. The proposed Special Land Use will not place any demand on public services and facilities in excess of current capacities.
8. The proposed Special Land Use is consistent with the goals of the Zoning Code and the Design Lansing Comprehensive Plans.
9. The proposed Special Land Use will comply with the dimensional requirements of the Zoning Ordinance.
RECOMMENDATION

Staff recommends approval of SLU-3-2019, to permit a parking lot on the property at 1315 Massachusetts Avenue, based on the findings of fact as described in this staff report.

Respectfully Submitted,

Susan Stachowiak
Zoning Administrator