

PLANNING COMMISSION AGENDA

Regular Meeting

June 11, 2025 at 7:00 PM



- 1) **CALL TO ORDER**
- 2) **ROLL CALL**
- 3) **APPROVAL OF MINUTES** - Items can be added or deleted from the Agenda by board action.
- 4) **APPROVAL OF AGENDA** - Items can be added or deleted from the Agenda by board action.
- 5) **PUBLIC COMMENT ON AGENDA ITEMS** Persons addressing the board are required to give their name and address for the record when called upon by the Chair. Members of the public shall be limited to speaking for a maximum of five (5) minutes. Comments should address AGENDA ITEM topics. Public Hearing items should be addressed during the PUBLIC HEARING portion of the meeting agenda. Non-Agenda items should be addressed during the PUBLIC COMMENT-NON-AGENDA ITEMS portion of the meeting agenda.
 - A. Communication received by Staff regarding Consumer's Credit Union
- 6) **PUBLIC HEARINGS & SUBSEQUENT BOARD ACTION**
- 7) **OLD BUSINESS**
- 8) **REPORTS AND RECOMMENDATIONS/NEW BUSINESS**
 - A. 2025 City of Marshall Master Plan Draft to City Council
 - B. 210 Winston Drive - Hotel
 - C. 1114 West Michigan Avenue - Consumers Credit Union Site Plan Amendment Request
- 9) **PUBLIC COMMENT ON NON-AGENDA ITEMS** Persons addressing the board are required to give their name and address for the record when called upon by the Chair. Members of the public shall be limited to speaking for a maximum of five (5) minutes. Comments should address NON-AGENDA ITEM topics. Public Hearing items should be addressed during the PUBLIC HEARING portion of the meeting agenda. Agenda items should be addressed during the PUBLIC COMMENT-AGENDA ITEMS portion of the meeting agenda.
- 10) **BOARD REPORTS**
- 11) **ADJOURNMENT**

To Whom It May Concern,

We are the owners of Sprinkles Sweet Shack (Formerly Ice Cream Dream), 1112 W Michigan. We purchased the business in December of 2023. At that time, we were aware that the former Pizza Hut adjacent to us had been sold, but we did not know any specifics regarding the new owners. There had been a long-standing agreement between the owners of Pizza Hut and Ice Cream Dream to share the west parking lot and allow our customers to exit through it. We were hopeful that this would continue. We did not have any contact with Consumers Credit Union or their construction crew until October of 2024, when we were contacted by Mike Murray from CCIM via phone and email. He informed us that we would need to sign a portion of our right-of-way over to Consumers for their driveway. This was surprising to us, as construction was already underway on the building and no one had reached out to us, even though their plan had been drawn up and approved nearly 10 months prior. We met with members of Consumers, MDOT, and the construction team several times over the next month, trying to reach an agreement. When it finally came out that they would only be leaving us 13' of street frontage if they proceeded with this plan, we declined to let them use our property for their drive. During these meetings, they did threaten to take the connecting drive between our properties away if things did not go according to their plan. The last time we spoke with anyone from their team was late November 2024. We were never informed that the approved plans had been changed. We believed, and regularly told our customers, that the lots would connect when they asked, right up until the time a concrete curb was poured around the entire lot. While we respect that Consumers Credit Union owns the property and the decision of how they use it is ultimately theirs, we fear for the safety of our customers. On a warm summer day, we can see 75-100 cars pass through our tiny lot. As each parking spot fills, we watch the customers struggle. Trapped and unable to maneuver their vehicles in the tight confines, they back up the length of the lot and onto Michigan Ave. This is becoming a daily occurrence and is terrifying to watch. The width of the drive makes it very difficult to accommodate cars entering and exiting at the same time. If a customer is trying to pull in at the same time someone is exiting, the entering customer is forced to come to a complete stop on Michigan Ave, and wait until the customer has left before they can enter the drive. Both of these cause dangerous situations to all drivers involved. We have spent a lot of time looking at our lot and trying to figure out a solution or possible change that would allow for better traffic flow for our customers. The size of our property is simply too small to allow for any changes that would alleviate our congestion. We appreciate you hearing us out and hope that you will ultimately decide that the connecting drive is necessary to keep our customers safe.

-Megan, Grace, and Dan Larder



ITEM 8.A

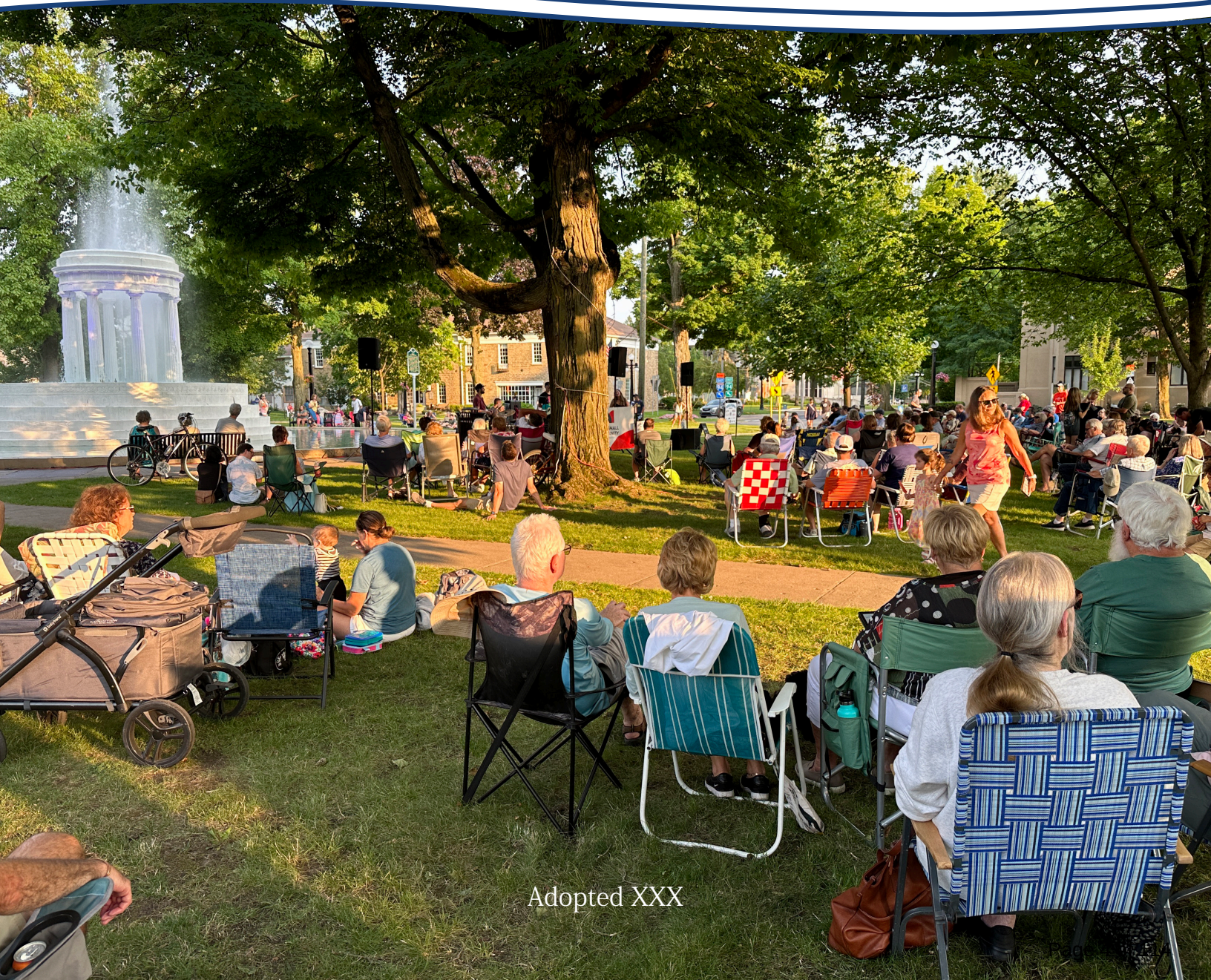
TO: [AGENDA_OFFICIAL_BODY]
FROM: Marcia Strange, Director of Community Development
DATE: June 11, 2025
SUBJECT: 2025 City of Marshall Master Plan Draft to City Council

The City's consultant, Progressive Companies, has joined us and is available for any questions associated with the Master Planning process or draft that is being reviewed.

RECOMMENDATION:



City of Marshall **MASTER PLAN 2025**



Adopted XXX

THANK YOU

A special thanks to:

MASTER PLAN STEERING COMMITTEE

Jen Bomba
James Durian
Aron Hodo
Jacob Gates
Alena Guenther
Lucy Hough
Amanda Lanker
Lisa McNiff
Andrew Scribbs
Ian Stewart
Ryan Traver

CITY STAFF

Derek Perry—City Manager
Marguerite Davenport—Director of Public Services
Marcia Strange—Director of Community Development

CITY COUNCIL

Scott Wolfersberger—Mayor
Ryan Underhill—Ward 1
James Hackworth—Ward 2
Jacob Gates—Ward 3
Theresa Chaney Huggett—Ward 4
Andrew Scribbs—Ward 5
Ryan Traver—At-Large

PLANNING COMMISSION

Lisa McNiff—Chair
Tim Banfield—Vice Chair
Carter Bright
Timothy Fitzgerald
Aron Hodo
Karl Sievertsen
Ian Douglas Stewart
Jim Zuck
Ryan Underhill—Ex Officio

PLANNING CONSULTANT



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1 Planning Context and Introduction

History and Regional Context

Established in 1830, Marshall exemplifies a delicate balance between historic preservation and progress. Renowned for its remarkable National Historic Landmark District, Marshall boasts the nation’s largest and best-preserved collections of 19th and 20th century architecture in the small-urban category. Encompassing over 800 structures, the National Historic Landmark District is a living museum showcasing Greek Revival, Gothic, and Victorian designs. This architectural legacy attracts visitors from across the nation and reflects the city’s commitment to preservation.

Marshall rose to prominence in the 19th century due to its strategic location along early transportation routes, including the Michigan Central Railroad and the Territorial Road. As one of the early settled areas in southern Michigan, Marshall became a vital commercial and governmental hub, even being considered as a potential state capital. In the early 20th century, the interurban rail ran through the heart of downtown Marshall, connecting communities from Jackson all the way to Portage.

Marshall also played a significant role in the Underground Railroad, serving as a safe haven for people seeking freedom. Marshall also contributed to the development of Michigan’s public school system. In 1839, it became the site of one of the state’s first organized public school districts under Michigan’s general school laws, setting a precedent for statewide education reform.

Today, Marshall still stands at the crossroads of two major highways (I-69 and I-94) which fuels the town’s prosperity through tourism, job opportunities, and transportation convenience. A community of roughly 6,800 residents, Marshall serves as the County Seat of Calhoun County. The city is about 50 miles south of Lansing and 40 miles east of Kalamazoo.

Visitors and residents appreciate Marshall for its preservation of history, but they also choose Marshall for its high quality of life, walkability, good schools, job opportunities, and its splendid access to nature. Marshall is rich in natural amenities, the North Branch of the Kalamazoo River runs through town, as well as Rice Creek and Talmadge Creek. The City’s parks such as Ketchum Park, Brooks Nature Area, and the Riverwalk attract hikers, bikers, and fishers. The unique natural features and location of Marshall have poised the city to link critical river and trail networks throughout Calhoun County and beyond.



What is a Master Plan?

A master plan is a policy document that guides land use decisions. Required by Michigan State Law – the Michigan Planning Enabling Act of 2008 – the master plan serves as a blueprint for a how a community wants to grow or change. A master plan should address land use issues like housing, neighborhood character, natural features preservation, and commercial development, but also infrastructure, such as roads, bike paths, or utilities.

The Planning Commission and City Council of Marshall will be guided by the master plan as they consider proposals for development. The Master Plan outlines specific goals and how to get there. A master plan typically looks 15 to 20 years into the future and is reassessed every five years to make sure its goals and objectives are still relevant.

How is a master plan different from zoning?

A master plan is a policy guide, while zoning is the law. The zoning ordinance of a community dictates where and how different types of development can or cannot exist. One of the ways to implement the master plan is through making changes to zoning law. For example, to create opportunities for people to age in place while remaining in their community, accessory dwelling units can be added as a permitted use in residential districts.

The history of zoning in the U.S. goes back about 100 years. While zoning and the places it created were shaped by the predominance of the automobile and single-unit detached housing for many years, there is a current trend to return to the form of earlier centuries – allowing for a variety of housing types, mix of units, and prioritizing pedestrian safety over ease of access for the car. Marshall is a testament to the beauty of older forms of development.

Past Planning Efforts

Master Plan (2015)

Many of the throughlines of the 2015 Master Plan continue to be relevant today: maintaining Marshall's historic character, supporting the vibrancy of the downtown, growing the area near Dark Horse Brewery into a "River District," and making West Michigan Avenue safer and more aesthetically pleasing. While several of the objectives have been achieved in the last decade, there is still work to do.

Economic Development Strategic Plan (2016)

Created in fulfillment of the Redevelopment Ready Communities program, this plan outlines goals to steer Marshall toward a proactive economic development strategy and encourage partnership with neighboring communities. Key goals include expanding infrastructure, diversifying housing options, developing "turn key" sites in the Brooks Industrial Park, incentivizing small businesses, and expanding the DDA district. Other strategies proposed include expanding downtown shopping hours and supporting an internship program between schools and local industry. As an implementation action for this Master Plan, a new Economic Development Plan will be created that is consistent with the goals and objectives of the 2025 Master Plan.

Marketing Strategy (2016)

Developed by the Marshall Area Economic Development Alliance (MAEDA), this plan explored ways to grow the number of jobs in Marshall. As of 2014, over two-thirds of Marshall residents worked outside the city and many in-city jobs were filled by non-residents. The analysis selected industries to target based on demographic, economic, and geographic conditions and suitable sites within the city, and provided strategies for attracting them. The Marketing Plan will also be updated as an implementation action of the 2025 Master Plan.

Parks and Recreation Plan (2024)

Adopted in December 2024, the Parks and Recreation Five-Year Master Plan makes Marshall eligible for significant recreation funds from the Michigan Department of Natural Resources (DNR). In addition to DNR eligibility, the Parks and Recreation Plan outlined the following goals for parks and recreation in Marshall: (1) Maintain and enhance existing parks and facilities, (2) Increase connectivity within and beyond Marshall by closing gaps in the sidewalks, trails, and waterway networks, (3) Market parks and recreation facilities and programming in a way that is more broad and effective, (4) Continue to innovate and provide high quality recreation programming and meet facility and amenity needs throughout the park system, and (5) Improve climate resilience, flood prevention, and health of local natural resources. Several of the priorities and projects in the Parks and Recreation Plan are carried through into the 2025 Master Plan.

Why Plan Now?

One of the biggest changes since the 2015 Master Plan is the ongoing development of the BlueOval Battery Park Michigan (BOBPM). Located on the MAJOR Campus, or the Marshall Area Jobs, Opportunity, and Recreation Campus, the BOBPM is a lithium iron phosphate battery plant owned by Ford Motor Company. The campus will be a business park for large specialized industrial manufacturing and distribution uses. Ford estimates that the plant will create approximately 1,700 jobs, helping to fill the 2,000 jobs lost with the closing of Eaton, State Farm, and other Marshall area employers over the past 30 years. The City of Marshall is estimated to receive more than two million dollars in additional tax revenue annually once the development is operable. In addition to jobs and tax revenue, the Campus will protect 500 acres of green space in a conservation easement for parks and trails. The Marshall Area Economic Development Alliance (MAEDA) and the City of Marshall have been key partners in the development of the MAJOR Campus.



A City and Region Connected by Trails

The MAJOR Campus has been a salient item of discussion in the community. Strong views on both sides echoed throughout the planning process for this master plan, as reflected in the following comments:

"Maintaining the quality and small town feel which is the reason people chose to live here. If I wanted to live near a manufacturing/ mega-site there are dozens of Michigan cities I could live in. We have lived here for nearly 50 years for a reason."

"We had a huge opportunity to make the megasite an amazing state park along the river with canoeing and biking back into town but I think that opportunity has left us."

"BOBPM is an incredible opportunity and anticipating what comes next will be even more important. Learn from everything that has happened over the past 18 months to ensure the community and city services are ready for whatever comes next."

"I hope we capitalize on the new Ford plant with increased shopping and restaurants."

Key concerns include increased traffic, impacts on the environment, infrastructure capacity, and the availability of housing for new residents. Key hopes are that the Campus will create jobs, bring economic investment, boost local businesses, and create needed regional recreational areas.

While the BOBPM and the MAJOR Campus were among the drivers for this Master Plan update, the plan itself is focused on the Marshall Community as a whole. Rather than planning around the new industrial development, this planning process has emphasized how to best integrate the new development, and the challenges and opportunities it brings, within the fabric of the Marshall Community to preserve the high quality of life expected by residents.

This plan has a view that is both pragmatic and hopeful – the plant is a reality and everything should be done to ensure that it is a success. However, defining success is not narrow. Success means that downtown Marshall continues to thrive, that the plant is as clean as possible, that businesses and their employees are active, contributing members of the community, and that existing residents see a benefit from the development. Numerous goals and objectives contained in this plan touch on ways to make the arrival of the MAJOR Campus a success.

PLAN OVERVIEW

The Plan that follows will place Marshall in context, describing the demographic, social, physical, and economic conditions of the community **(Chapter 2)**.

A description of the planning process follows, detailing how the community was engaged to formulate this plan and the high-level findings of these efforts **(Chapter 3)**.

The culmination of the plan is the Vision, Goals, and Objectives giving clear policy directives for the city to achieve over the next 15-20 years **(Chapter 4)**.

Next, a series of place types are proposed to direct land use, design, and infrastructure decisions. The future land use and place types chapter gives direction on use, the design of buildings and streetscapes, and how to change or maintain conditions in each **(Chapter 5)**.

Last is the Implementation Plan, turning the ideas, the goals and objectives into tangible projects to move the needle on priorities for the community, with metrics to track success **(Chapter 6)**.





Community Profile 2

Social Capital

The City of Marshall is a close-knit, engaged community. **While Marshall has many physical, natural, and economic assets, its most meaningful asset is the social connections within the community.** During initial stakeholder interviews, the sheer number of civic and volunteer organizations for a community of less than 10,000 people stood out.

This strong connection between residents, city officials, staff, and nonprofit organizations helps the community maintain strong social bonds that form the fabric of the life in Marshall. The level of civic engagement in Marshall is evidenced by strong arts and cultural programs, local festivals and events that draw upon hundreds of local volunteers, and the strong level of civic engagement on boards and commissions.

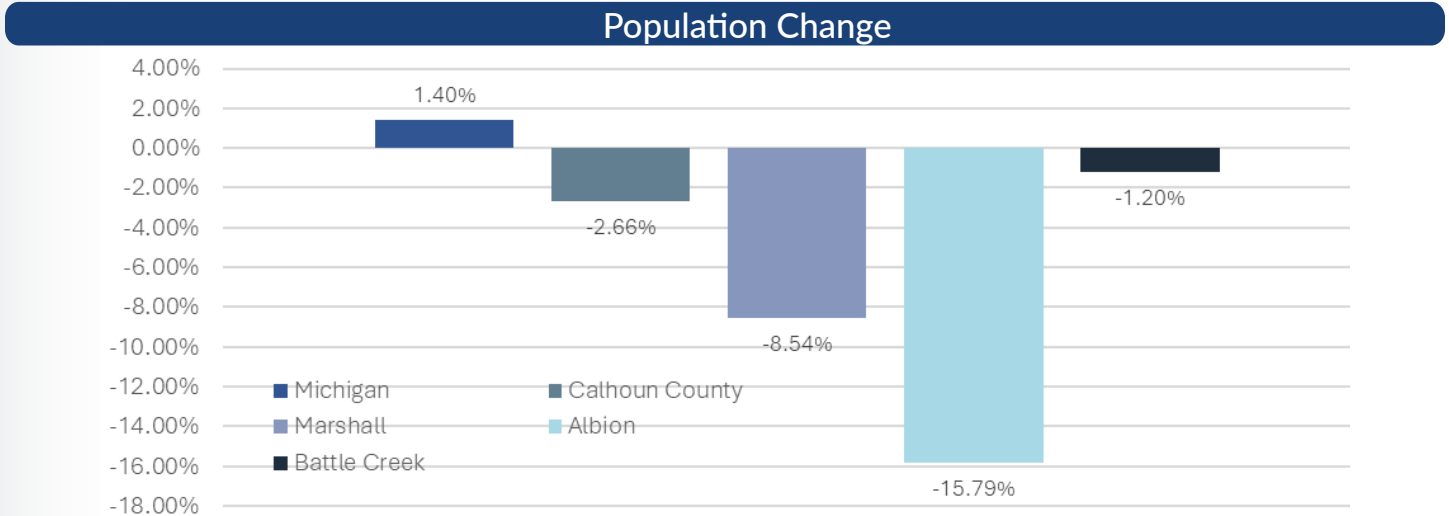


Marshall Civic and Cultural Organizations

- Exchange Club
- Franke Center for the Arts
- Cronin Foundation
- Henry BE Community Foundation
- Heritage Commons
- Marshall Area Economic Development Authority
- Marshall Area Manufacturers Association
- Marshall Business Association
- Marshall BenjaMen
- Marshall Chamber of Commerce
- Marshall Community Foundation
- Marshall Public Schools
- Marshall Downtown Development Authority
- Marshall Historical Society
- Marshall Local Development Finance Authority
- Neighborhood Improvement Authorities
- Parks and Conservation Clubs (Brooks Nature Area, Ketchum & Wilder Creek Conservation Groups, Kalamazoo River Watershed Council)
- Youngish Professionals Network
- Youth Advisory Council of the Marshall Community Foundation

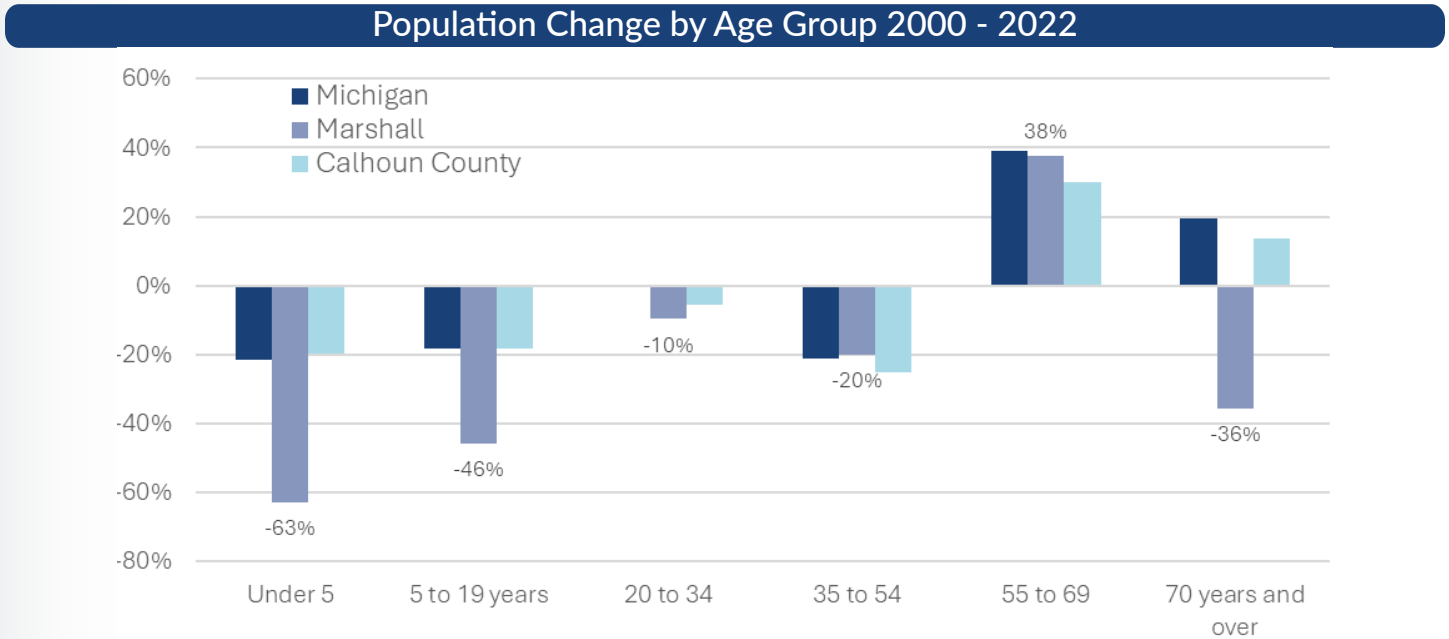
People

Marshall's population has steadily declined since 2000, at a rate greater than that of Calhoun County as a whole and the State of Michigan. **Since 2000, Marshall's population has decreased from 7,459 to 6,822, a loss of 637 people and 8.54 percent of the total population.** However, unlike nearby Albion where population has declined at twice that rate, Marshall does not have any issues with vacancy. For example, the Calhoun County Land Bank, which takes ownership of vacant or unsightly parcels, owns only one property in Marshall, which is identified as a potential redevelopment site in Chapter 6.



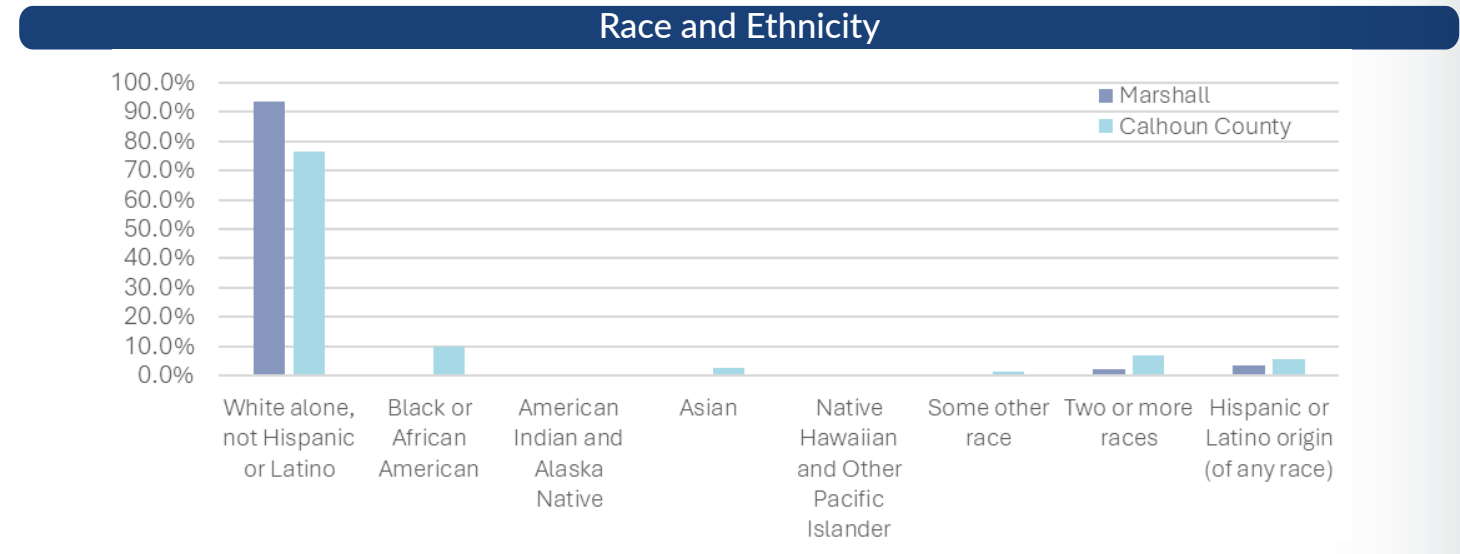
Population Change 2000-2020 (Source: Decennial Census)

Marshall's population has not declined equally across all age groups. As the chart below indicates, **each major age group in Marshall saw a decline between 2000 and 2022, except for people between 55 and 69, which increased as a percentage of the total population by 38 percent.** During this period, the number of children under the age of 5 decreased by 63 percent and the number of people between 5 and 19 decreased by 46 percent. As a consequence of this changing age dynamic, the median age of Marshall's residents increased from 36.4 in 2000 to 45.4 in 2022.



Population Change by Age Group (Source: American Community Survey & Decennial Census)

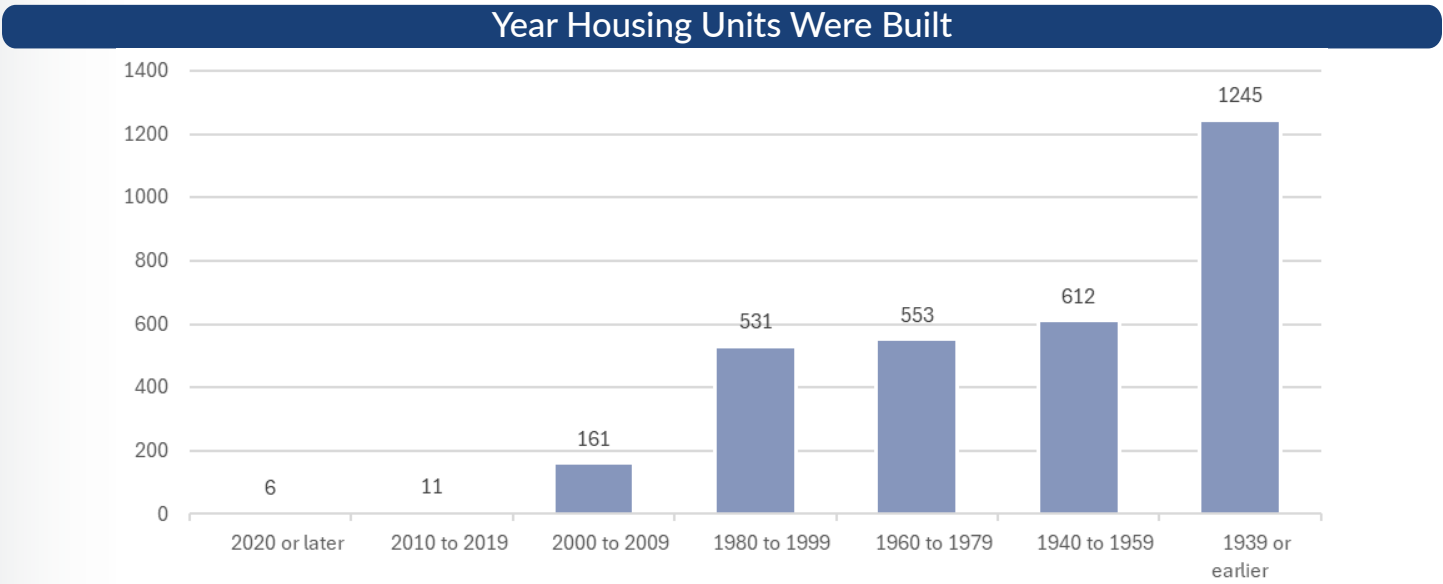
As a community, Marshall is fairly homogeneous with regards to race and ethnicity. Over 93 percent of the community considers themselves White, while the next largest racial or ethnic group is those that consider themselves Hispanic or Latino, at 3.6 percent. In comparison, 76.4 percent of residents in Calhoun County consider themselves White.



Marshall and Calhoun County Race and Ethnicity (Source: 2022 American Community Survey)

Housing Profile

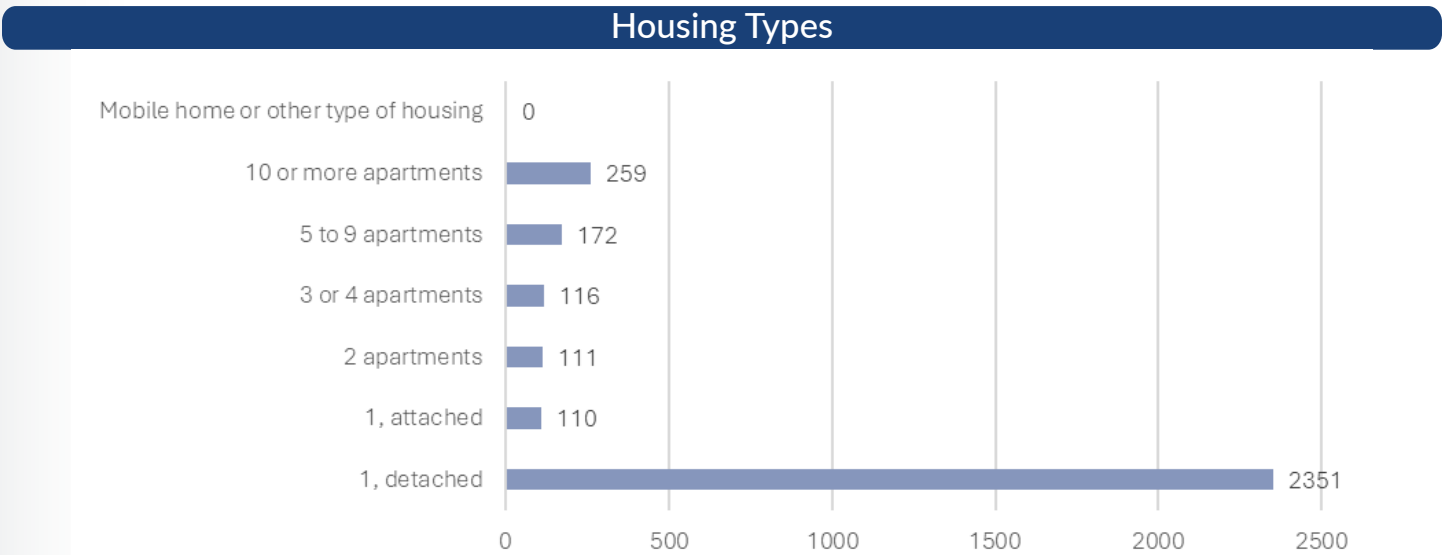
Among the most significant points of pride in Marshall is the community’s historic architecture and neighborhoods that support a strong sense of place and belonging. However, these historic neighborhoods were all built well over 50 years ago, and **no significant housing has been built in Marshall for 35+ years.**



Housing Unit Year Built (Source: 2022 American Community Survey)

While Marshall has not been building new housing, the number of people per household has been declining. **In 2000, the average household size in Marshall was 2.95 people, in 2022 the average household size was 2.14.** This is a decrease of 27 percent. In other words, in the year 2000, 100 housing units would have been home to 295 people, in 2022 those same housing units are home to just 214 people.

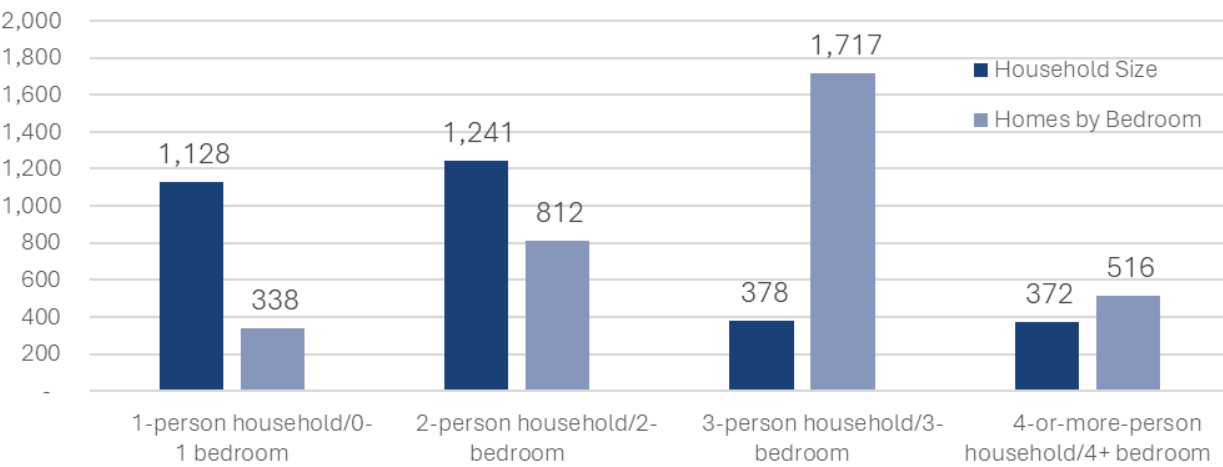
Over 75 percent of all housing units in Marshall are 1-unit, detached houses. These are traditional neighborhood homes that were the predominant type of home built during the time when Marshall was consistently adding new housing units (1940-1980).



Marshall Housing Typology (Source: 2022 American Community Survey)

While this emphasis on single-unit construction served Marshall well for many years, as household dynamics have changed, **the result is a mismatch between the kind of housing that Marshall has to offer, and the households and families that call the community home.** As the chart below demonstrates, Marshall has many more 1-2 person households than it has 1 or 2 bedroom houses. Furthermore, there are many more 3- and 4-bedroom houses than there are 3+ person households.

Household Size Compared to Homes by Number of Bedrooms



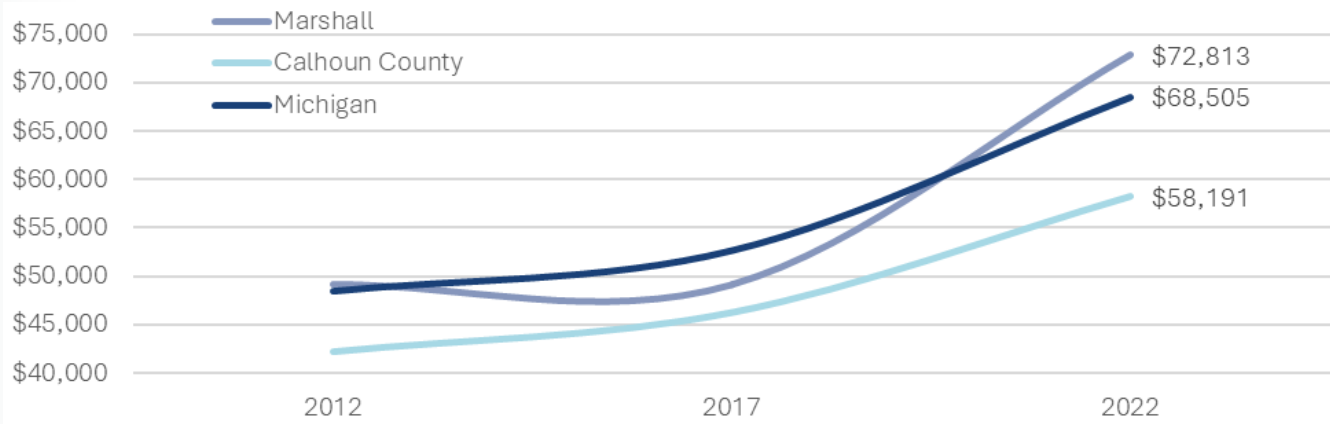
Household Size/Housing Unit Bedrooms (Source: 2022 American Community Survey)

Economic Profile

Marshall as a community is home to relatively high-income households and a significant number of employment opportunities. This dynamic is not likely to change with the opening of the Ford BlueOval Battery Park and further expansion of the MAJOR Campus.

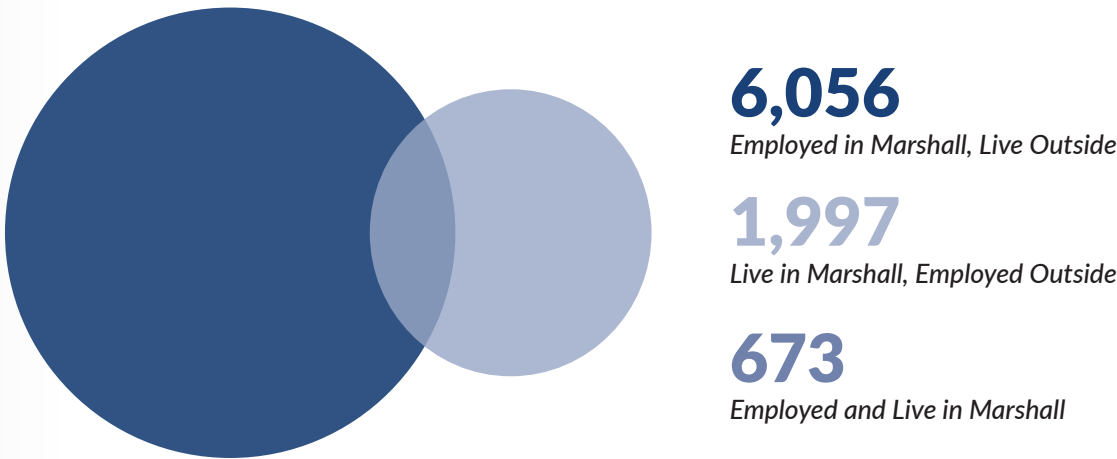
Over the last decade, Marshall’s Median Household Income has steadily risen, from just under \$50,000 in 2012 to nearly \$73,000 in 2022. Marshall’s median household income is now 6 percent higher than the State of Michigan and 25 percent higher than Calhoun County.

Median Household Income

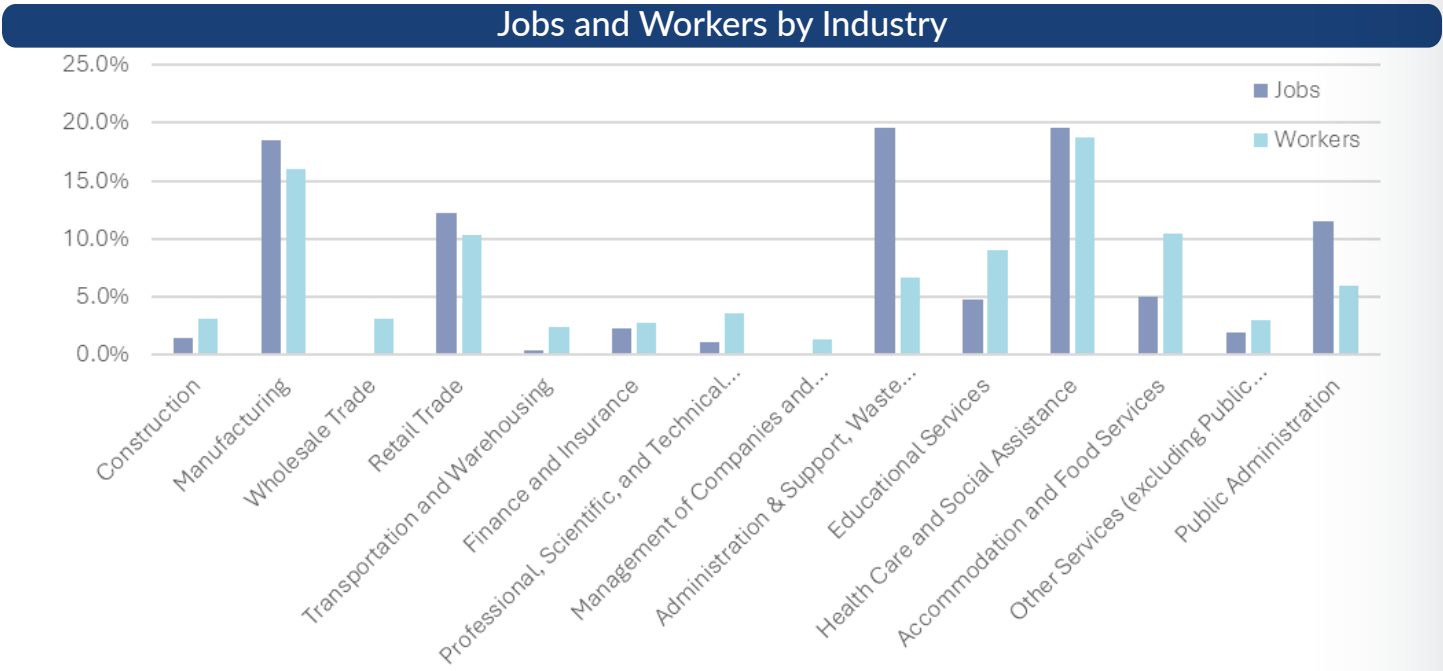


While many in Marshall think of the city as a “bedroom community,” the reality is that many more people come to Marshall for work every day than leave to work somewhere else. As of 2021, 6,056 people commuted into Marshall to work each day, and 1,997 left Marshall to work elsewhere. Finally, 673 people both live and work in Marshall.

Inflow/Outflow Job Counts in 2021: All Workers



Industries that are located in Marshall or those that employ Marshall residents are similar. **Manufacturing and Health Care both account for over 15 percent of jobs and workers.** However, Administration and Support Services accounts for significantly more jobs in Marshall than residents that work in the industry.



Taxable Value

Fundamentally, for the City of Marshall to continue to offer the services the community desires, it must have the resources to support the costs of those services. The figure below illustrates the taxable value per acre of all the properties within the City of Marshall. The figure illustrates the amount of revenue each property generates relative to how much infrastructure is required to service that property. Large properties at the edge of town require more infrastructure to service them, as roads and pipes must travel a greater distance to service them, as well as to reach the next property. In contrast, smaller properties make more efficient use of services with fewer feet of road and pipes required to service each property. Consequently, examining taxable value of properties per acre, rather than in total provides a glimpse into whether properties are contributing positively toward city finances.

As the figure demonstrates, properties in and around downtown are well above the average value per acre of \$160,736, while large properties on the edge of Marshall are below average in terms of value per acre.

Taxable Value per Acre

City of Marshall, MI

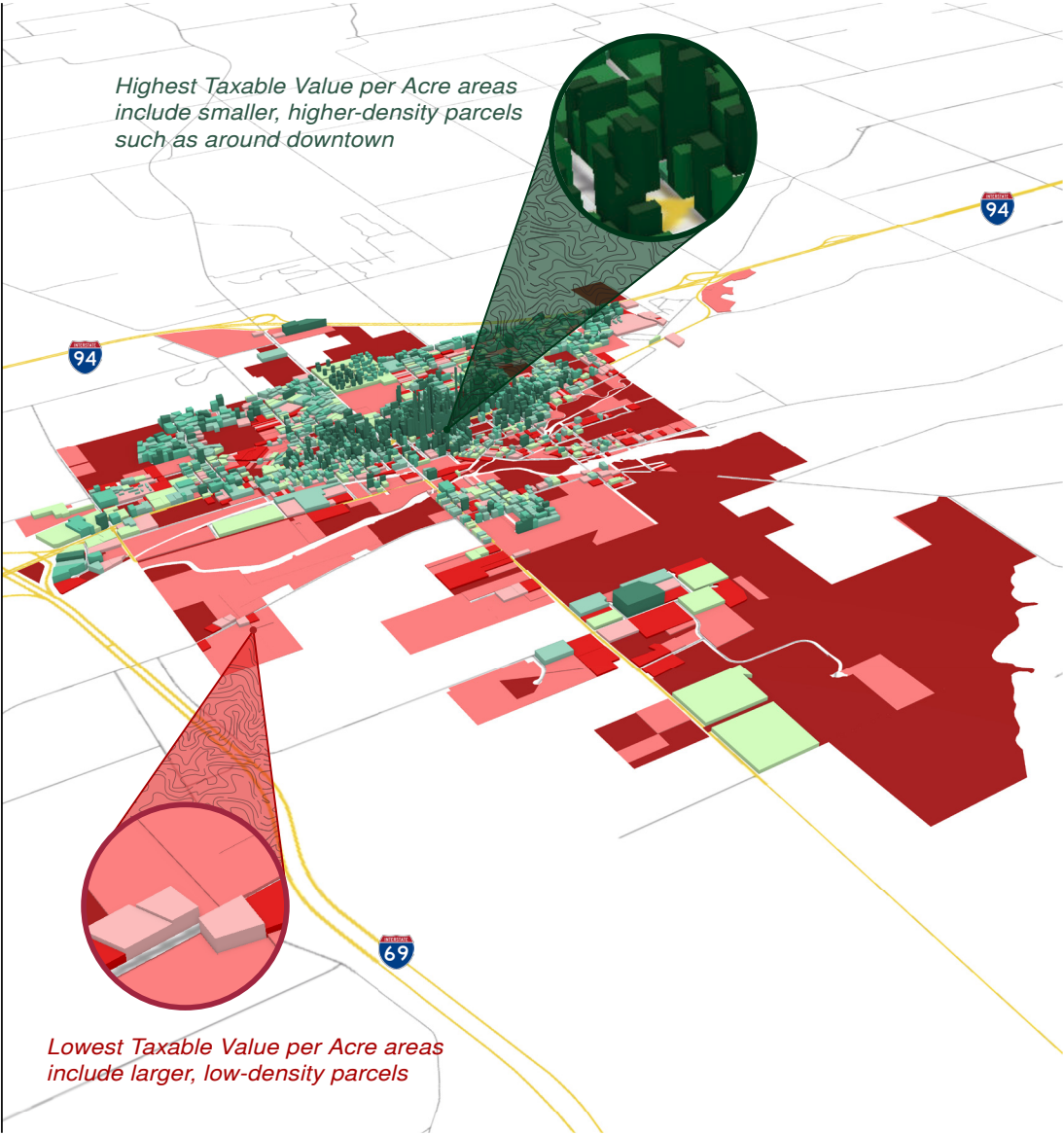
LEGEND

- Under \$999 per Acre
- \$1,000 - \$49,999 per Acre
- \$50,000 - \$99,999 per Acre
- \$100,000 - \$149,999 per Acre
- \$150,000 - \$199,999 per Acre
- \$200,000 - \$299,999 per Acre
- \$300,000 - \$399,999 per Acre
- Over \$400,000 per Acre

Average Parcel Taxable Value = \$160,736

0 0.2 0.5 Miles

Data Source: City of Marshall, 2024. Michigan Geographic Data Library, 2024. Progressive Companies, 2024.

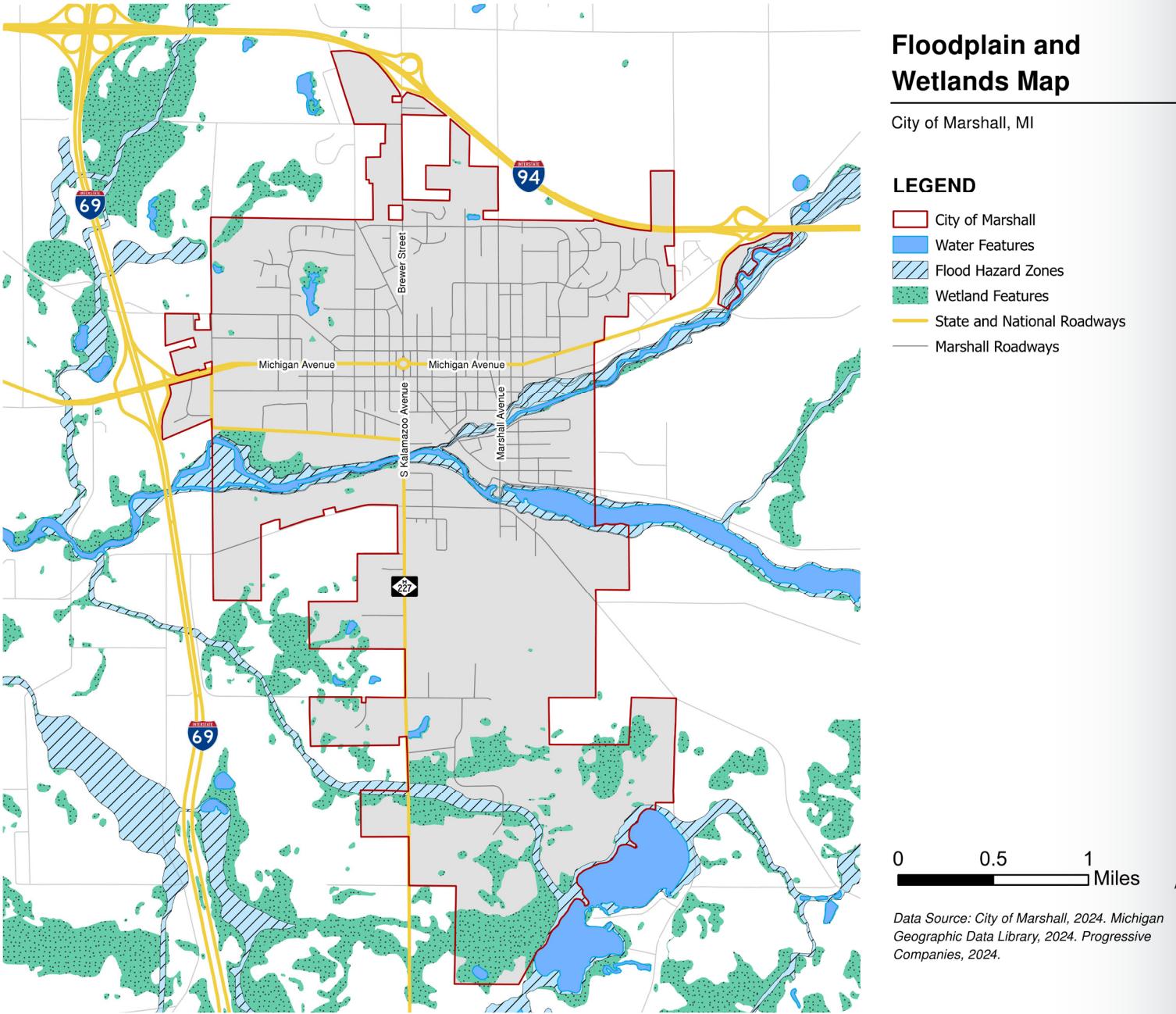


Natural Features

Located in southern Michigan, Marshall’s surrounding environment is characterized by deciduous forests and former oak savannahs converted to agricultural land uses. While Marshall shares rural characteristics with other small cities throughout the state, it does have unique natural features that may influence the City’s future growth and development.

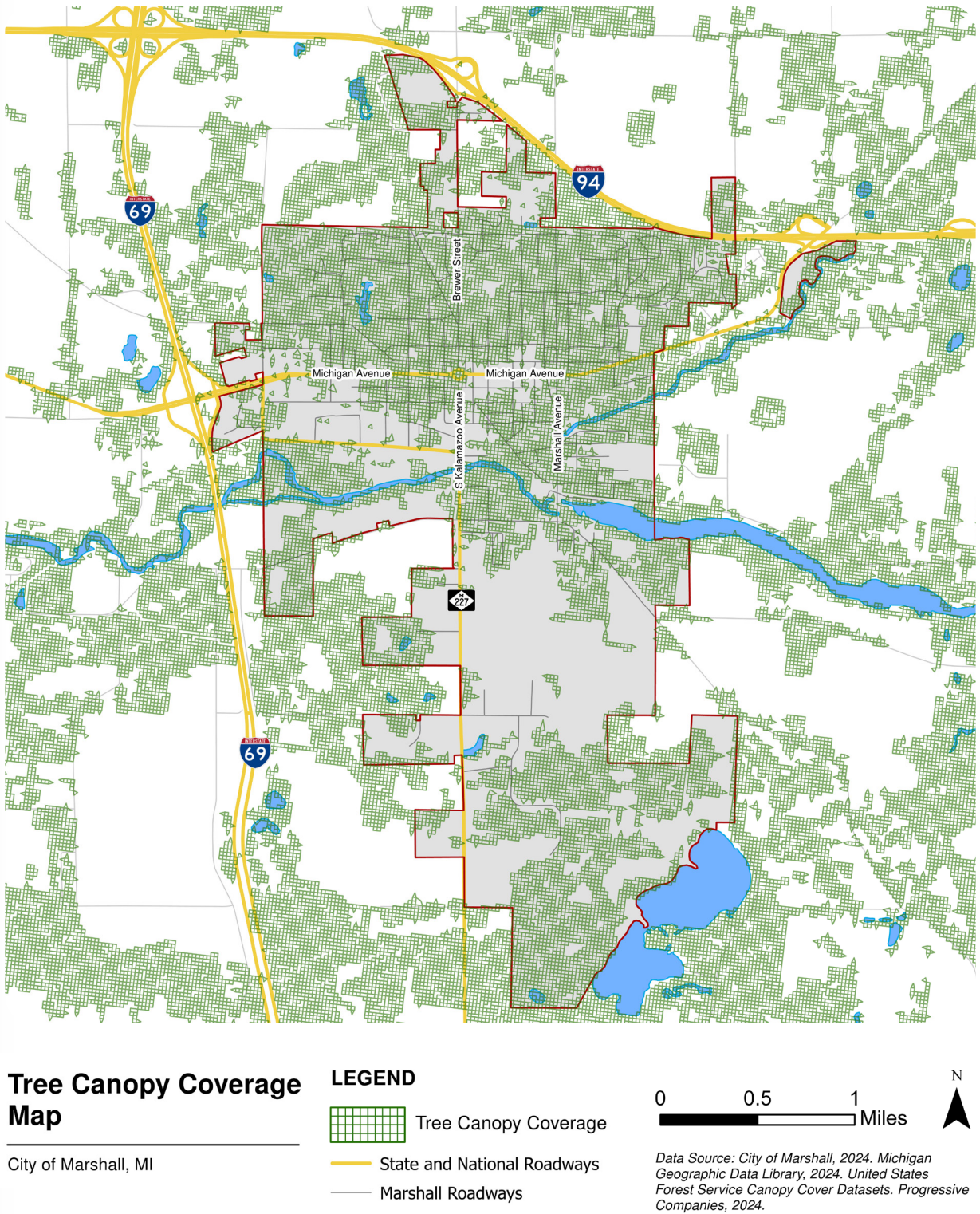
Wetland and Floodplain Areas

Both the North Branch of the Kalamazoo River and Rice Creek pass through the center of the community. Because of this, FEMA has designated Flood Hazard Zones abutting flood-prone portions of these waterways. There are few wetland features within the City of Marshall; the highest concentration of wetlands are in the southern portion of the City near Talmadge Creek and the Brooks Nature Area.



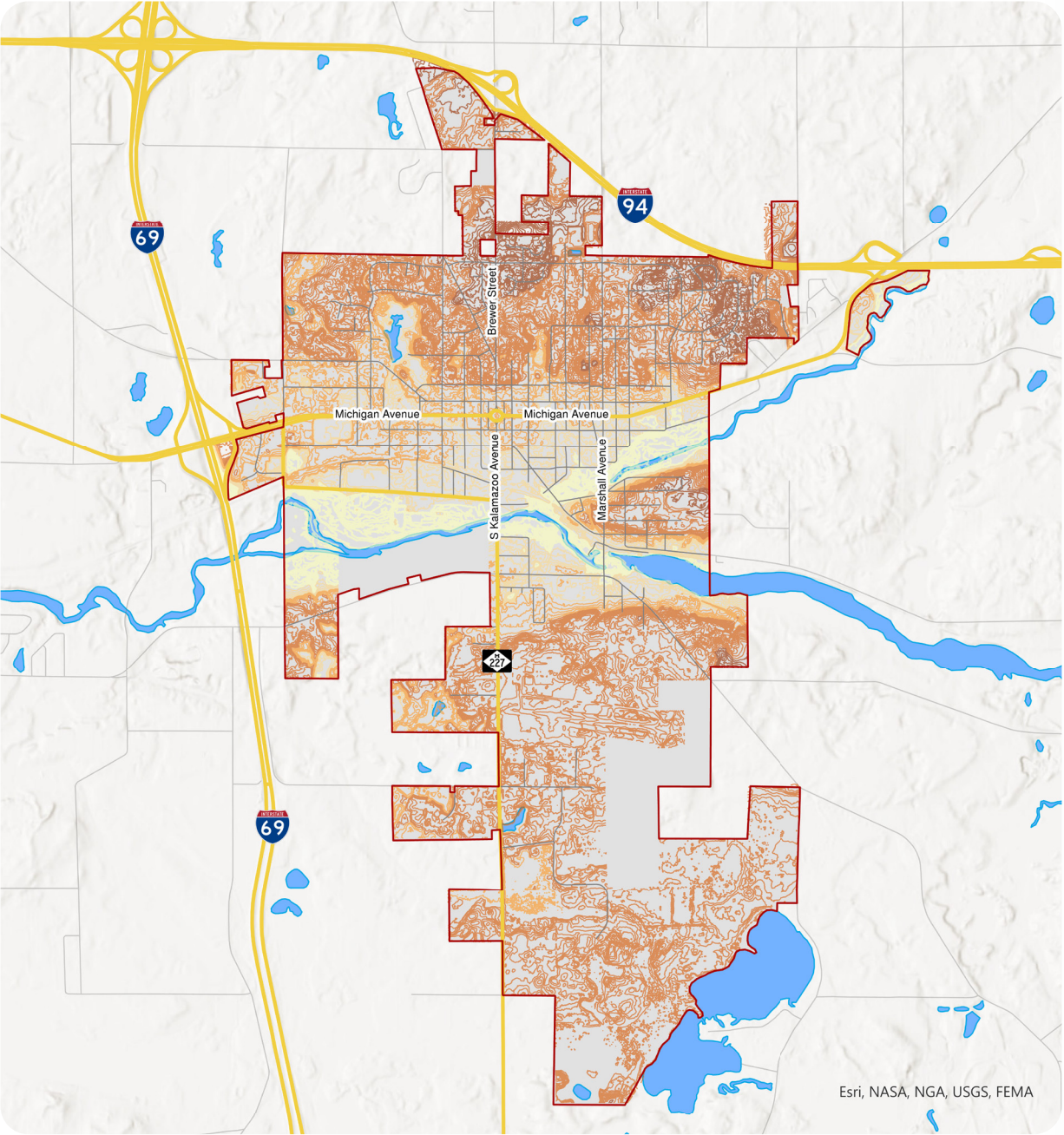
Trees and Canopy Cover

Marshall features an extensive tree canopy, with its tree-lined streets contributing to the community’s sense of place. Much of the city north of the Kalamazoo River features tree coverage while areas around the airport and County Fairgrounds feature the least amount of canopy coverage.



Topography

Characteristic to southern Michigan, Marshall is largely flat while featuring slight topographic changes in select areas. The lowest portions of the community are directly adjacent to the Kalamazoo River and Rice Creek, with elevations increasing further away from these waterways. The highest elevations in Marshall are located in the northern portion of the community – particularly near the high school campus.



Topographic Features Map

City of Marshall, MI

LEGEND

- Under 900 ft
- 900 ft - 910 ft
- 910 ft - 920 ft
- 920 ft - 950 ft
- 950 ft - 1000 ft

0 0.5 1 Miles

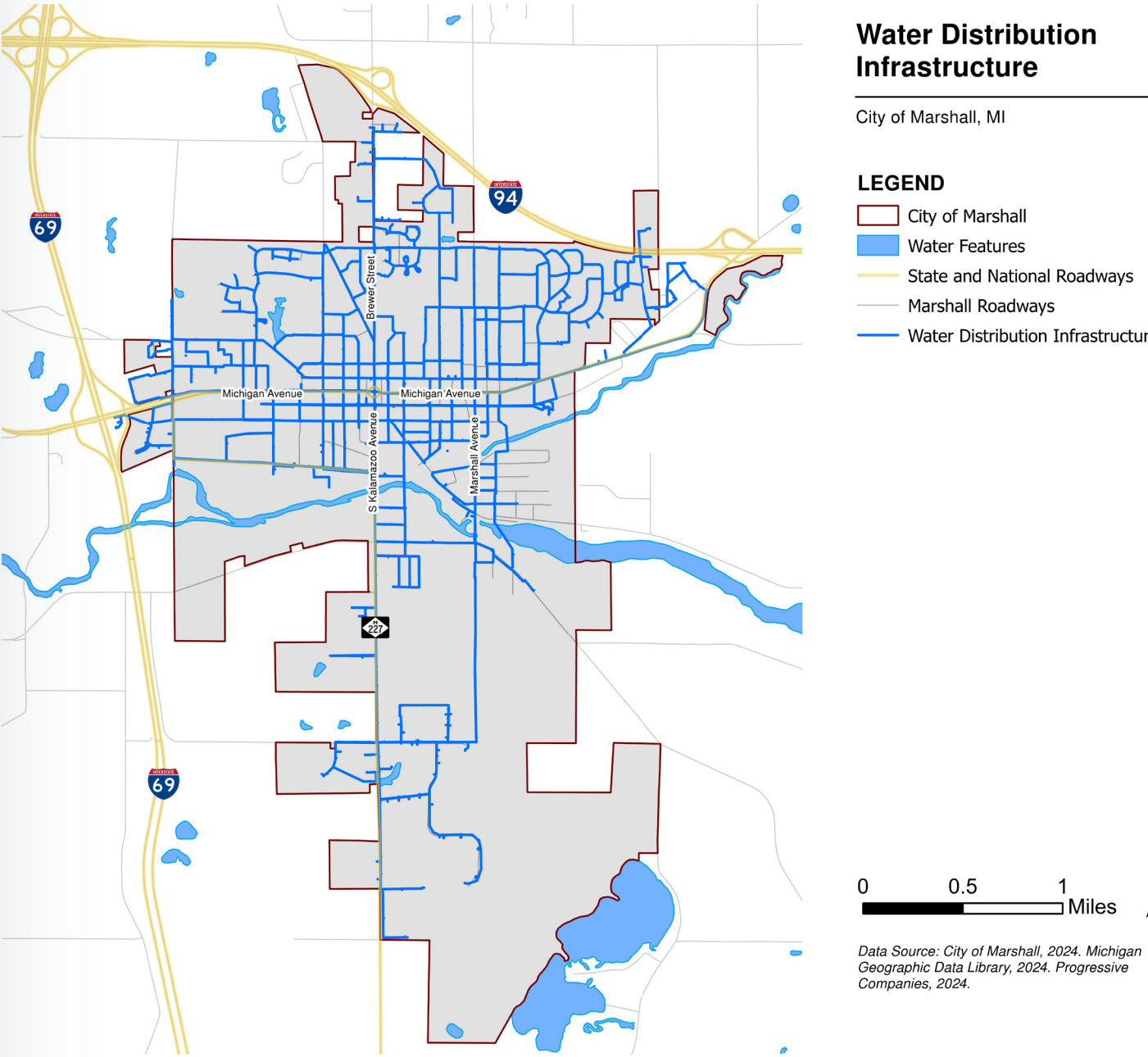
Data Source: City of Marshall, 2024. Michigan Geographic Data Library, 2024. Progressive Companies, 2024.

Infrastructure and Public Facilities

As a small city bounded by interstate highways, a significant railroad corridor, and extensive public amenities within its 6.5 square mile geography, infrastructure plays a key role in its built environment. Important components of Marshall’s infrastructure systems are highlighted in the following sections.

Sewer and Water Infrastructure

The City of Marshall’s sewer and water system features 55 miles of water mains and is fed by four wells accessing the Marshall aquifer over 100 feet beneath the City. The system distributes 1.2 million gallons of water per day which is roughly half of its capacity. The City also features an extensive sanitary sewer network that collects both industrial and domestic household waste and processes it at the City’s wastewater treatment plant located along the Kalamazoo River.



Water Distribution Infrastructure

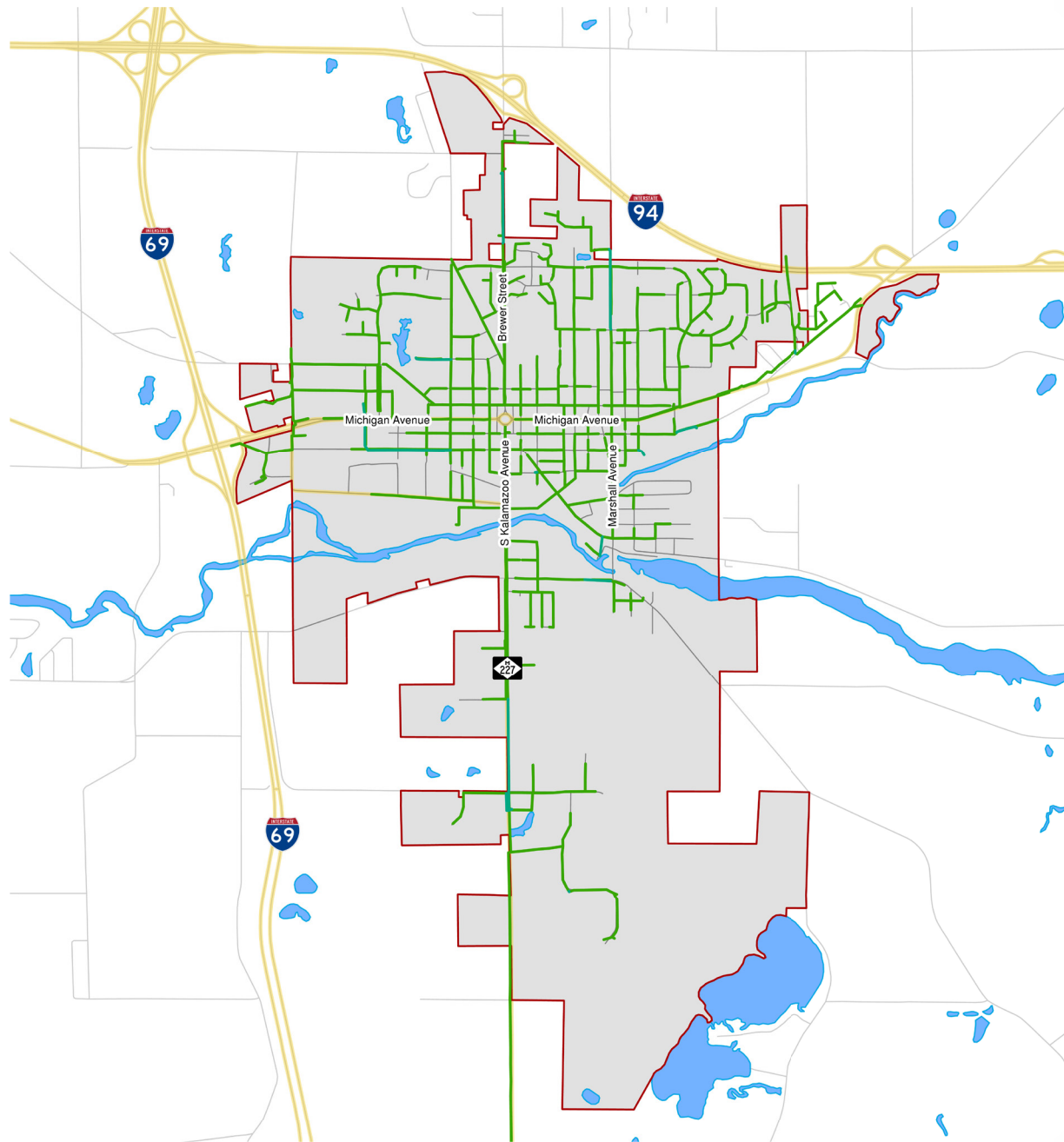
City of Marshall, MI

LEGEND

- City of Marshall
- Water Features
- State and National Roadways
- Marshall Roadways
- Water Distribution Infrastructure

0 0.5 1 Miles

Data Source: City of Marshall, 2024. Michigan Geographic Data Library, 2024. Progressive Companies, 2024.



Sanitary Sewer Infrastructure

City of Marshall, MI

LEGEND

- ▬ City of Marshall
- ▬ Water Features
- ▬ State and National Roadways
- ▬ Marshall Roadways
- ▬ Sanitary Sewer Infrastructure

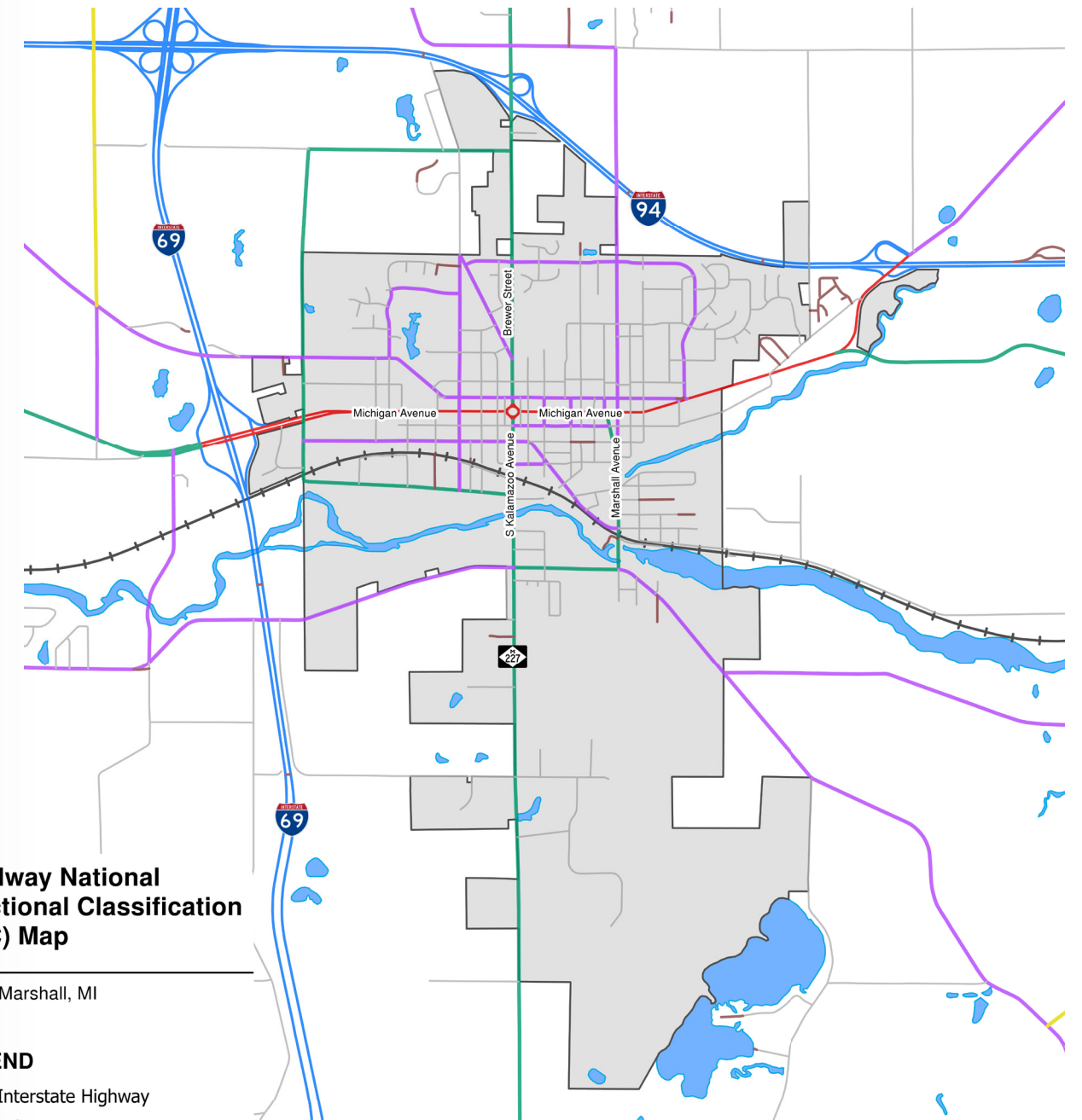
0 0.5 1 Miles



Data Source: City of Marshall, 2024. Michigan Geographic Data Library, 2024. Progressive Companies, 2024.

Street Classifications and Network

With Marshall's location at the crossroads of the state, there are many significant roadways within the area. The National Functional Classification (NFC) system was developed to classify roadways based on characteristics. Recorded traffic volumes also indicate annual average daily traffic (AADT), or the average volume of vehicles traveling on a given road segment each day.



Roadway National Functional Classification (NFC) Map

City of Marshall, MI

LEGEND

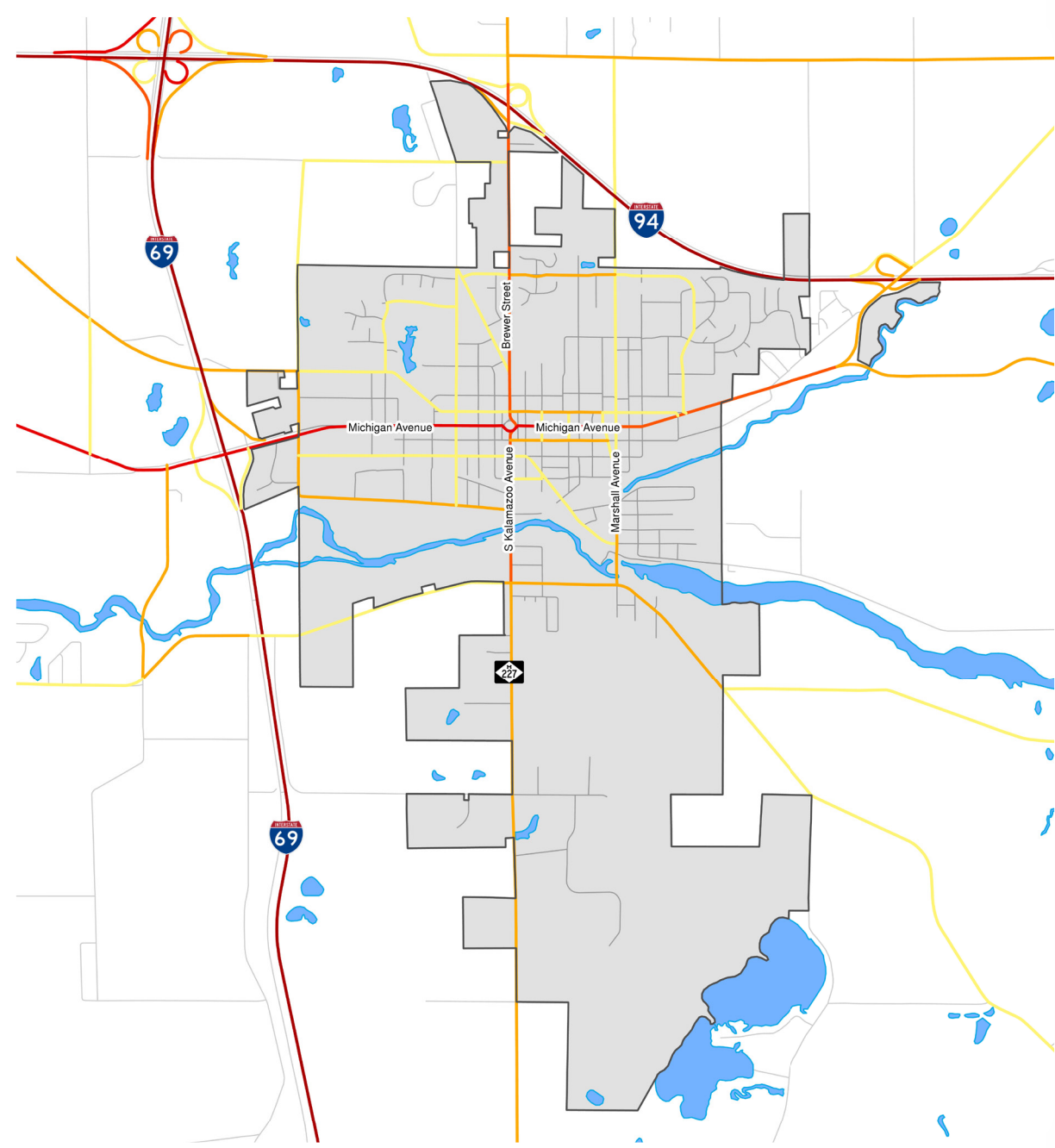
- ▬ Interstate Highway
- ▬ Other Freeway
- ▬ Principal Arterial
- ▬ Minor Arterial
- ▬ Major Collector
- ▬ Minor Collector
- ▬ Local Road
- ▬ Private Road
- ▬ Railroads

0 0.5 1 Miles



Data Source: City of Marshall, 2024. Michigan Geographic Data Library, 2024. Progressive Companies, 2024.

According to the AADT traffic volumes map, the busiest roadways are both I-94 and I-69 – with Michigan Avenue (Business I-94) being the third busiest roadway. Another significant roadway is Brewer Street/Kalamazoo Avenue as it is the primary north/south corridor within the City.



**2022 Annual Average
Daily Traffic (AADT)**

City of Marshall, MI

LEGEND

- Under 1,999 Vehicles Per Day
- 2,000 - 4,999 Vehicles Per Day
- 5,000 - 9,999 Vehicles Per Day
- 10,000 - 19,999 Vehicles Per Day
- 20,000 or More Vehicles Per Day

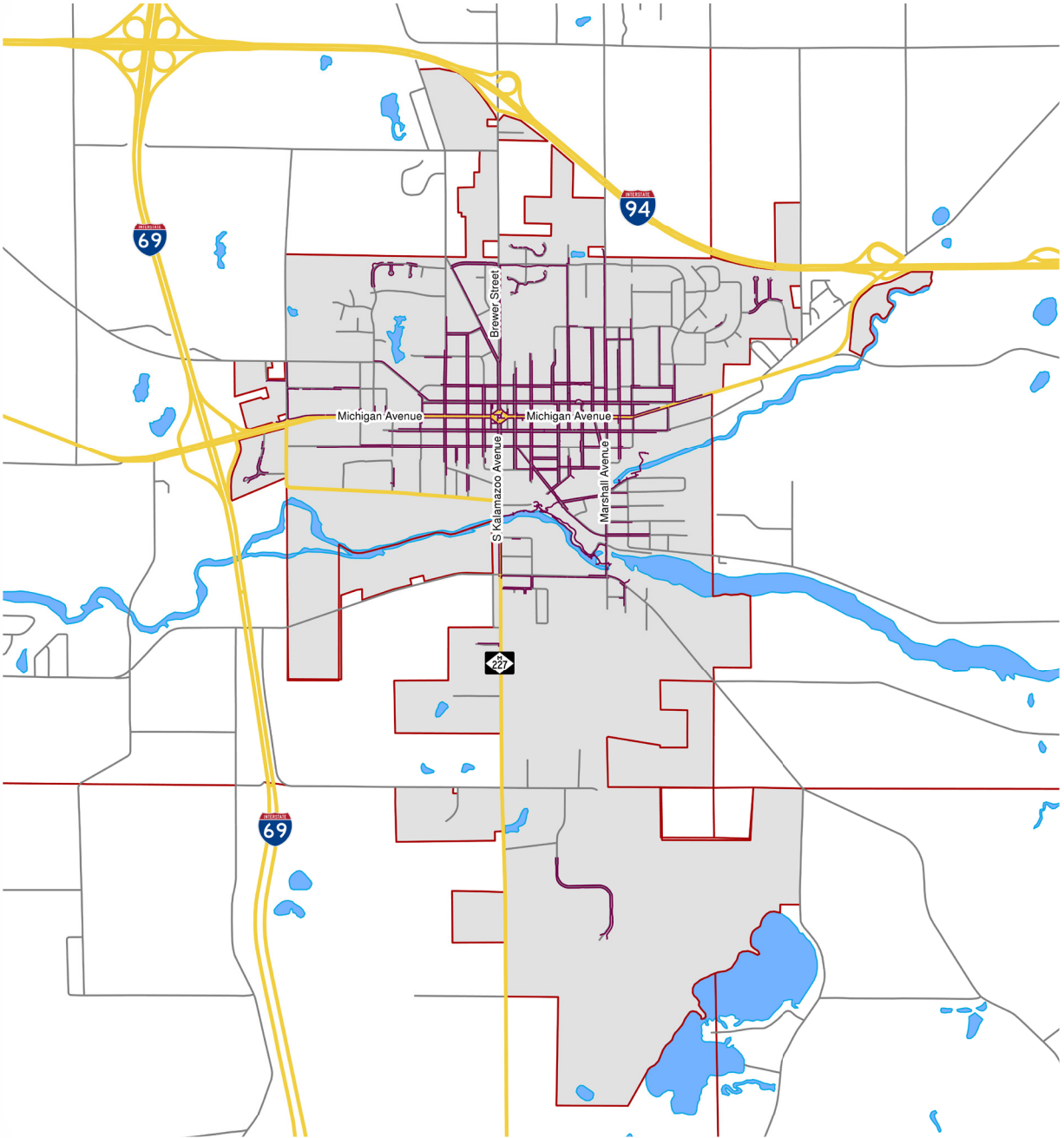
0 2,500 5,000 Feet

Data Source: City of Marshall, 2024. Michigan Geographic Data Library, 2024. Progressive Companies, 2024.



Sidewalk Network

Marshall's sidewalk network is primarily located in the City's downtown and traditional residential areas. Lower-density and more suburban portions of the City feature fewer sidewalk connections. This has implications for the City's overall mobility network, as disconnected sidewalks can discourage people from walking to destinations throughout the City. Plans for filling gaps in the sidewalk network are outlined in Chapter 6.



Sidewalk Network

City of Marshall, MI

LEGEND

- City of Marshall
- Water Features
- State and National Roadways
- Marshall Roadways
- Sidewalks

0 0.5 1 Miles

Data Source: City of Marshall, 2024. Michigan Geographic Data Library, 2024. Progressive Companies, 2024.



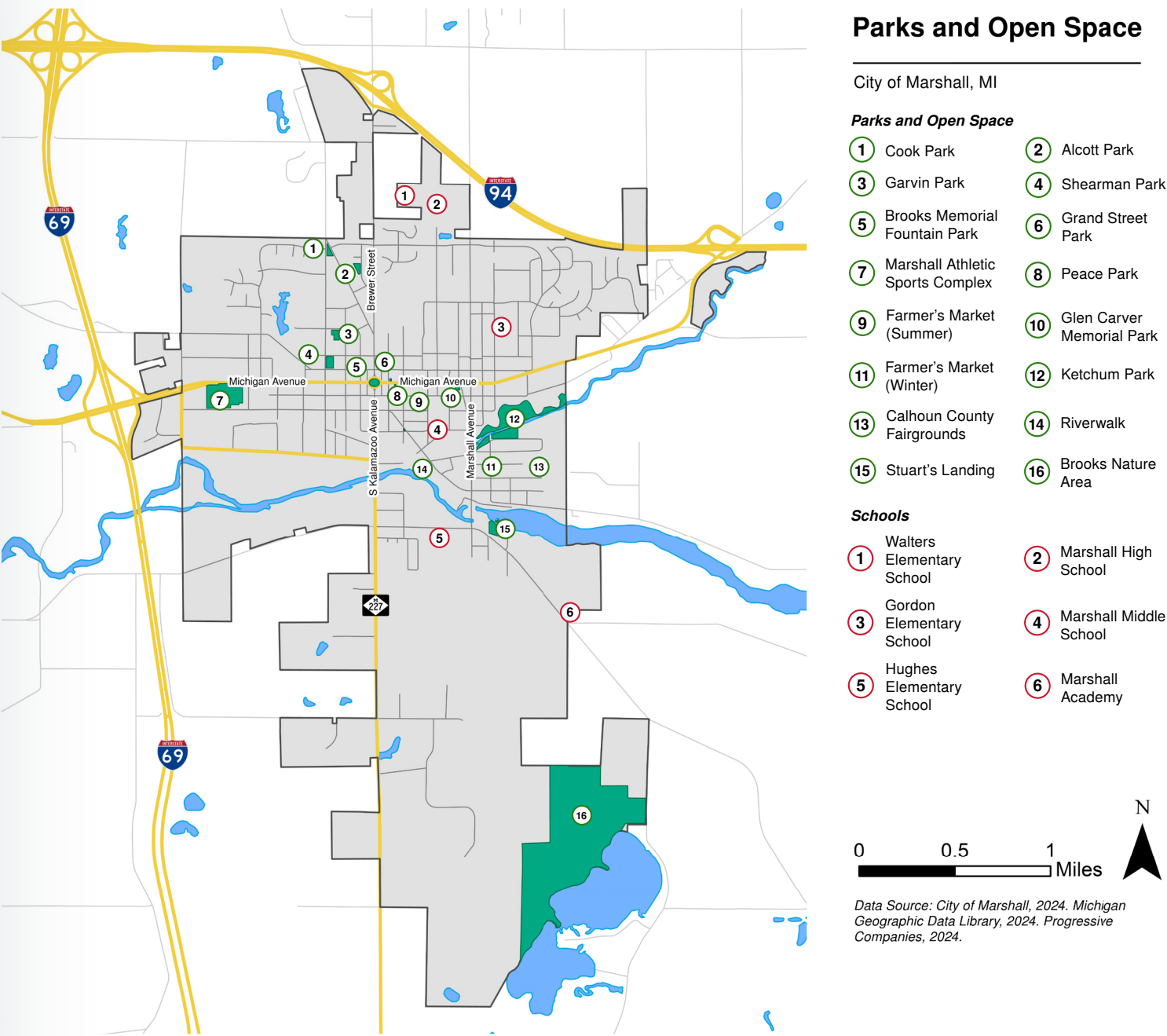
Parks, Schools, and Public Buildings

Marshall features many public land uses, including schools, parks and open spaces, an airport, and administrative office buildings. As the seat of Calhoun County, the County’s administration building is located in downtown Marshall. There are also numerous schools in the area, namely Marshall High School located on the north side as well as three elementary schools located on both sides of the Kalamazoo River. The City’s Middle School is located a block south of downtown Marshall. In addition to the City’s numerous parks, the Oakridge Cemetery and Brooks Field Airport represent other semi-public land uses within the City.



Parks

Marshall is home to 16 public parks as well as six school buildings that provide access to recreational amenities for the community. The 2024 Parks and Recreation Plan provides greater detail about all of the parks in Marshall, along with a complete inventory of parks assets and amenities.





Process and Engagement3

A master plan should marry the wisdom of local experience with planning best practices.

The goals and objectives outlined in this plan were formulated through the input of Marshall citizens, staff, and Steering Committee. The Marshall master planning process had the benefit of combining several planning objectives in one – allowing for a broad scope with many opportunities to get input from the community. The Master Plan, Parks and Recreation Five-Year Plan, Transportation & Mobility Plan, and Economic Development and Marketing Plan were all included in the planning and engagement process.

Summary of Engagement

A variety of engagement methods were used to collect feedback from as many people invested in the Marshall community as possible. This included not only residents, but business owners, employees, students in Marshall Public Schools, and visitors. A combination of in-person and online activities were used, including pop-ups at popular community events such as Fridays at the Fountain and the Marshall Area Farmers Market, as well as Community Open Houses at the Library, City Hall, and Dark Horse Brewery. Meeting people where they are was a critical component of the engagement approach.

Timeline

Engagement for Marshall's community plans took place over about a year, beginning in the spring of 2024 and ending in the summer of 2025 with adoption of the Master Plan.

- April 2024: Project Kick-Off and Pre-planning
- May 2024: Focus Groups
- June 2024: Community Survey Opens
- July-August 2024: Engagement Pop-Ups
- September 2024: Community Survey closes
- October 2024: Open House #1
- February 2025: Open House #2
- February-March 2025: Open House Survey
- Draft Master Plan
- Public Comment Period

- Plan Recommended by Planning Commission
- Plan Adopted by City Council

In total, over 1,600 points of engagement were received - representing almost 20 percent of the Marshall community. The list below shows a breakdown of the types of engagement events held and the representation at each.

Event	Participants
July Pop-Ups	141 people
August Pop-Ups	142 people
Survey #1	1,052 people
Open House #1	54 people
Open House #2	30 people
Survey #2	196 people
TOTAL POINTS OF ENGAGEMENT = 1,615	

Role of Steering Committee

Also critical to the formulation of the Marshall Master Plan was the time and effort of the dedicated group of citizens who served on the Steering Committee. The Steering Committee members were selected to represent a broad spectrum of stakeholders in Marshall - the school board, real estate, historic preservation, economic development, small business owners, arts and culture representatives - as well as members of the Planning Commission, City Council, and Staff. The Steering Committee met every 4-6 weeks throughout the planning process to shape the scope of engagement events, refine data to be presented back to the community, and make sure the process and results were authentic to the Marshall community.

To guide the planning process, the Steering Committee developed five project principles from their understanding of the community and initial public feedback:

PROJECT PRINCIPLES

- 1. Create Safe Connections:** Marshall is a walkable community today, but there are major gaps in networks and areas that do not feel safe. The planning effort must create new safe, comfortable connections for all users between destinations throughout the city.
- 2. Communication, Transparency, and Inclusion:** The planning effort and process must reach into the community and provide opportunities for all residents and stakeholders to participate, taking care to reach those who don't always readily participate, such as kids and teens.
- 3. Balancing History and Growth:** Marshall is known for its history and historic character. This character should be reflected in new development and serve as a catalyst for growth and investment.
- 4. Planning for Future Generations:** Investments envisioned by the planning effort must be sustainable and lead toward long-term prosperity for the community. This includes considering the financial impact of decisions, as well as the long-term cost of maintenance and eventual replacement.
- 5. Points of Pride:** Marshall is home to unique assets that make it a great place to live, work, and visit. The planning effort must emphasize the community's history, downtown character, residential neighborhoods, park system, and the Kalamazoo River as distinguishing features.



Steering Committee member, Amanda Lanker, presenting at the Second Community Open House

Focus groups were convened in the spring of 2024 on two topics – the economy and mobility/infrastructure. In the economy focus group, small business owners from Marshall were convened to share their firsthand knowledge of owning and operating a business in Marshall. With a uniquely historic downtown that draws visitors from across the state and region - it was important to understand the opportunities and challenges from the perspective of these local leaders. Key insights included:

- Civically engaged community that gets stuff done - a spirit of volunteerism
- People in the community wear many hats
- Downtown Marshall is the lifeblood of community and people want to ensure its vibrancy for decades to come
- 75 percent of visitors to downtown Marshall are not residents; residents need to travel to Battle Creek for some items
- Tourism driven by history
- Marshall is magical at the holidays
- Improved wayfinding signage and promotion of existing events and assets, including parks and trails, is needed
- MAJOR Campus and schools contentious issues
- Need for more housing - for seniors and young families especially
- Transition planning for family-owned businesses needed

In the mobility/infrastructure focus group, the conversation focused on needs for non-motorized transportation, regional trail connections, and public utilities. Key findings included:

- Need to upgrade water infrastructure
- Marshall uniquely situated as public power provider with extra capacity
- Internet access could be improved
- Holistic approach to capital improvements needed

- Need for more non-motorized infrastructure such as bike lanes, non-motorized paths, and sidewalks
- Safety around Brooks Memorial Fountain and on West Michigan needs improvement
- Desire to grow tree canopy and improve natural features protection standards

Input from these conversations with local leaders helped to shape the format of questions put to the community in subsequent engagement efforts.

Engagement kicked off in June of 2024 with an online survey. Aimed to assess strengths, opportunities, and challenges for Marshall, the survey was a useful tool in building awareness of the planning process and capturing baseline information about community aspirations and fears. Almost 700 people completed the survey. Here are a few highlights from the data:

1. Walkable **65%**
2. Safety/low crime **63%**
3. Local restaurants and businesses **60%**
4. Historic character **60%**
5. Family friendly **54%**

A word cloud for 'Small Town Marshall'. The words are arranged in a circular pattern around the center. The words include: growth, activities, housing, jobs, historic, community, river, opportunities, great, or, people, live, family, businesses, good, families, schools, opportunity, city, safe, area, downtown, and small. The words are in various colors (green, blue, orange, red, purple) and sizes, with 'small' and 'town' being the largest.

1. Historic character and small-town charm
2. Unique local businesses
3. A balanced approach to growth
4. Enhancing parks, trails, and natural assets (and marketing them!)
5. Maintaining and improving schools to attract young families
6. Leveraging location

A word cloud featuring various terms related to urban development and transportation. The most prominent words are 'traffic' and 'people' in large, dark blue font. Other significant words include 'housing', 'town', 'downtown', 'city', 'population', 'community', 'small area', 'increased', 'or', 'marshall', 'residents', 'michigan', 'mega', 'live', 'ford', 'affordable', 'fountain', 'ave', 'coming', 'jobs', 'plant', and 'increase'. The words are arranged in a dense, overlapping manner, with colors ranging from dark blue to light blue, green, and orange.

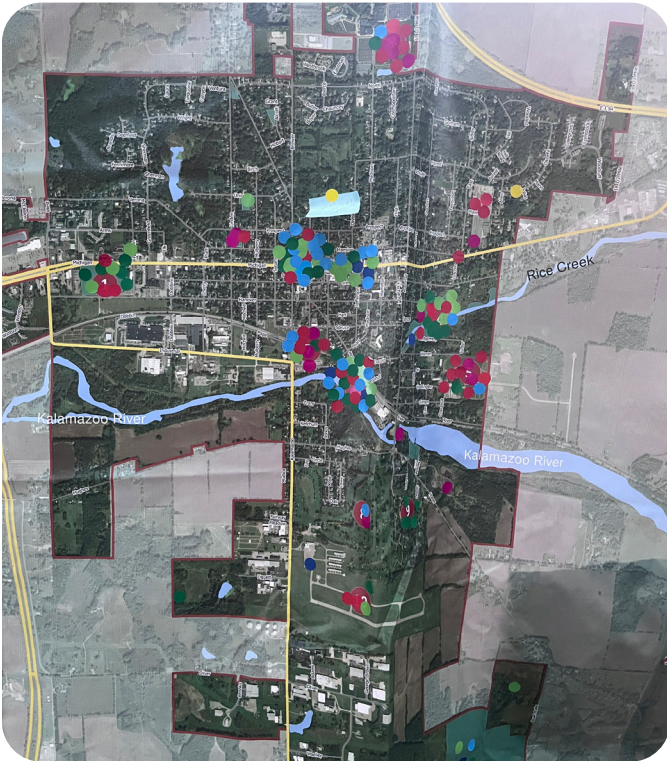
1. Population growth and associated strain on resources such as infrastructure and public services
2. Housing supply and affordability
3. Traffic - increased traffic already begun and fear it will get worse with opening of BlueOval Park
4. Environmental concerns including pollution, climate change, and littering
5. Economic - inflation, high taxes
6. Small businesses - desire to protect downtown businesses and other local businesses
7. Public safety and crime - concerns that as the city grows, crime will grow
8. Community identity and character - managing growth; fear of small-town character changing due to the Blue Oval Plant.

The survey also assessed economic development, mobility and transportation, parks and recreation, and housing. Findings from the survey are embedded into the Master Plan, being critical in formulating the goals, objectives, and future land use scenarios contained in the plan.

Pop-Ups

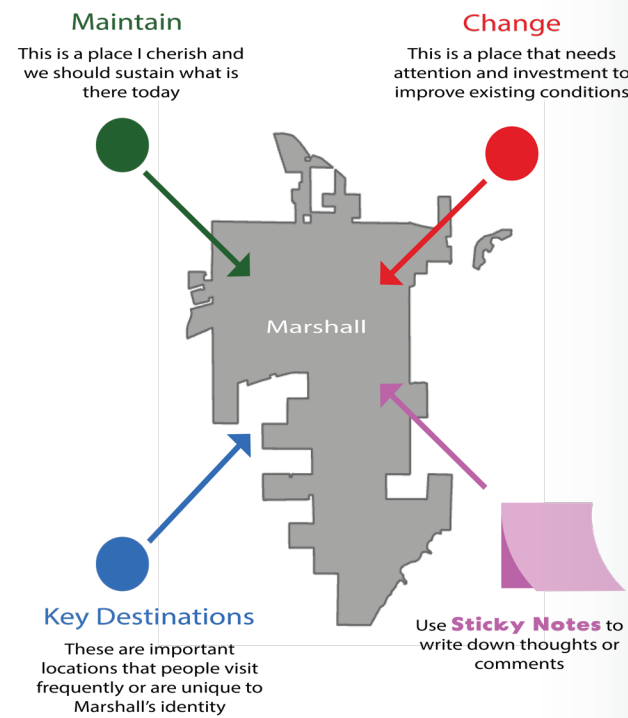
Taking advantage of the warm weather, four pop-up events were held throughout the summer of 2024. In July, the focus of the pop-ups was parks and recreation improvements; in August, the focus turned to transportation, mobility, and streetscape improvements for Michigan Avenue. Setting up tables at "Fridays at the Fountain" concerts and the Marshall Area Farmers Market allowed the team to catch people during an activity they were already planning to attend.

At each pop-up, people were given \$50 in "Marshall Money" to allocate according to the priorities they found most important. In July, Riverwalk enhancements and extension emerged as the top priority, followed by trails and bike paths, and an indoor recreation facility. In August, flexible/public space, dedicated bicycle infrastructure, and pedestrian crosswalks were the top improvements for Michigan Avenue in the downtown. For West Michigan Avenue, landscaped medians, gateway features, and wider sidewalks were the top three improvements.



Help Us Map Out Marshall!

We need your input on conditions in Marshall today. What are places you enjoy, what can be improved, and where are important places and key destinations?



At all pop-ups, there was also a large billboard map where participants could use colored stickers and post its to share what they would maintain or change, as well as tagging the key destinations in Marshall. Overall residents desired to maintain the Brooks Memorial Fountain, the Marshall Riverwalk, Ketchum Park, and the Marshall Athletic Fields along Hanover Street. Residents indicated key opportunities for change as the Marshall High School area, areas along the Riverwalk, Brooks Field Airport, the County Fairgrounds site, and the Brooks Nature Preserve. Key destinations included the Brooks Memorial Fountain, downtown Marshall, and areas along the Riverwalk. With over 100 data points collected at four pop-up events, these provide clarity on the locations residents deem as important to Marshall's future. This exercise created an asset map of Marshall and informed the creation of the future land use map. The map also helped to identify challenges to solve through land use and opportunities to leverage.

Open House 1

Building upon the results of the community survey and pop-up events, a community open house was held in October 2024 to dig deeper into stakeholder opinions on housing and land use. Key findings of the community survey were shared to provide context for the activities. Then, participants were asked to channel their inner real estate developer and invest \$100 in Marshall Money to build housing in Marshall. Four place types were proposed: Downtown, Traditional Neighborhood, Gateway Corridor, and Neighborhood Center. Options for housing types were available for each place type, based on feedback from the survey and pop-up events as well as data on existing conditions in Marshall.

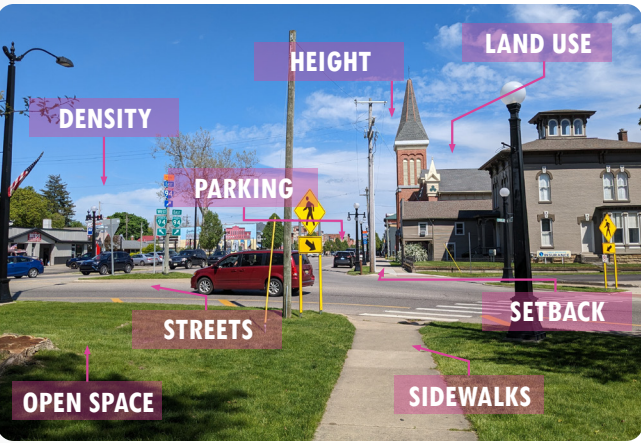


PLACE TYPES & HOUSING

ELEMENTS OF PLACE TYPES

"Place Types" are used to describe specific types of **physical environments** or **development patterns** within a community, considering factors such as land use, density, design, and function. Each Place Type is characterized by a distinct combination of buildings, public spaces, infrastructure, and uses that collectively shape the **character** and **function** of that area.

ELEMENTS MAKE PLACE



Instructions for Open House 1 Real Estate Activity.

HOUSING NEEDS & TYPES

Top 5 Housing Types Desired in Community Survey:

- 1. Single-unit detached – **70.8%**
- 2. Small apartment complexes – **36.4%**
- 3. Townhomes – **35.5%**
- 4. Mixed-used – **32.0%**
- 5. Cottage courts – **29.4%**

Vs. Existing Housing Stock: 3,119 total occupied housing units

- Single-unit detached – **75.4%**
- Townhomes (single-unit attached) – **3.5%**
- Duplexes – **3.6%**
- Small apartment complexes (3-9 units) – **9.2%**
- Apartments with 10+ units – **8.3%**

(**Source: U.S. Census, ACS 5-Year, 2022)

There is a mismatch between the type of housing people say that they want and what exists.

ACTIVITY

You are **real estate developer**; please review the Marshall Place Types on the following boards and fund the housing types you want to see in each of the different Place Types.

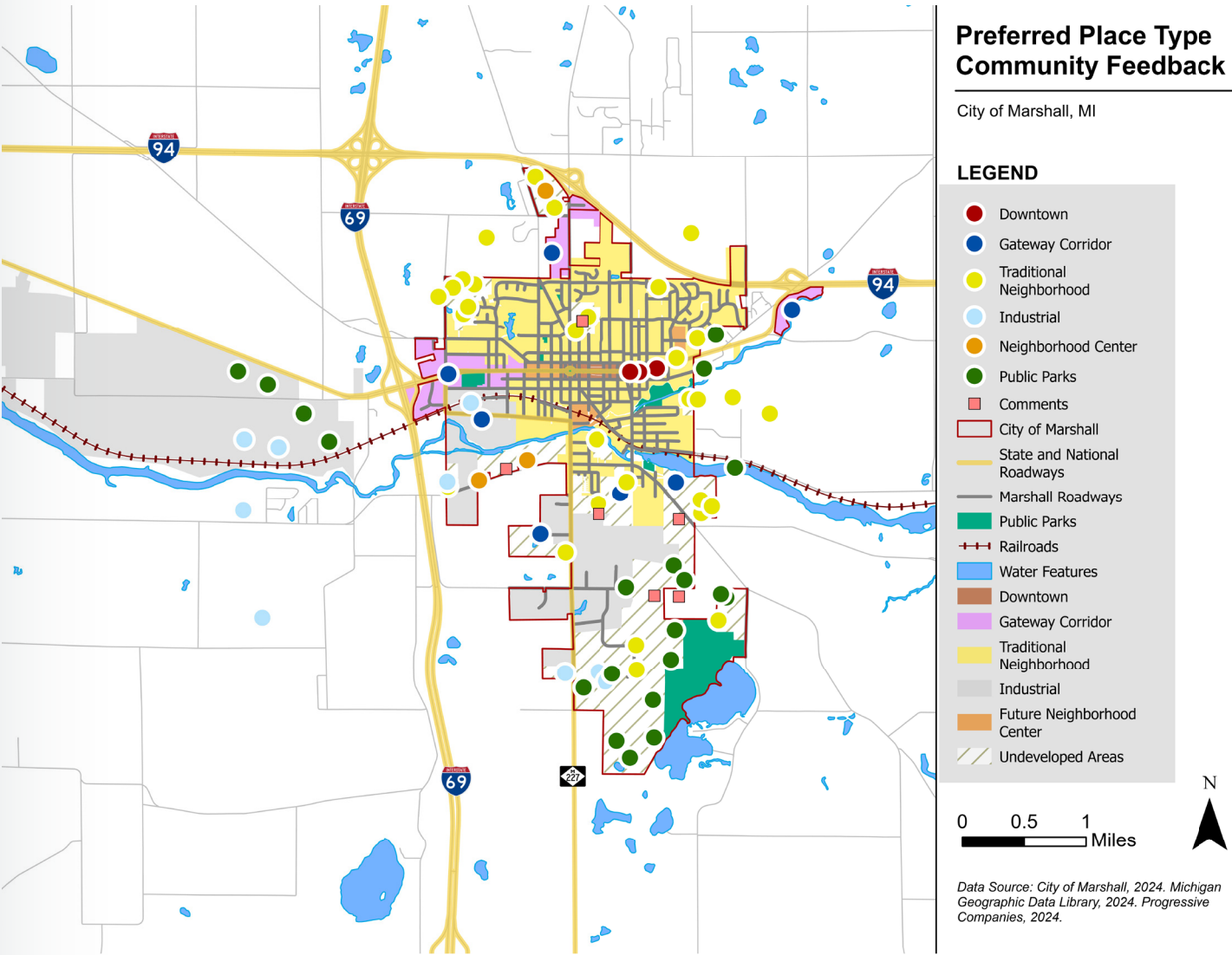
Each person had \$100 to allocate, here are the results:

Place Type	Top Housing Choices
Downtown	1. Mixed Use - \$910 2. Townhomes - \$400 3. Small apartment complexes = \$250 4. Other = \$0
Gateway Corridor	1. Mixed-use = \$540 2. Townhomes = \$180 3. Large apartment complexes = \$90 4. Other = \$20
Neighborhood Center	1. Small apartment complexes = \$440 2. Cottage courts = \$420 3. Mixed-use = \$400 4. Other = \$100
Traditional Neighborhood	1. Other = \$550 (most of these comments called for single-family) 2. Cottage courts = \$480 3. Duplexes = \$390 4. Accessory apartments = \$260



Next, participants were asked to locate the four place types plus industrial and parks/open space on a proposed place type map of Marshall. A green dot meant "I like this place type and its location" while a red dot meant "I do not like this place type and/or its location." For red dots, participants were encouraged to provide feedback clarifying their vote.

Last, participants provided input on key development sites in Marshall, providing guidance on the place type that would be most appropriate for each.



Key findings from the first open house: a strong desire for more single-family housing, support for developing Brooks Industrial Area into housing and open space, and concern about the BlueOval Park.

The housing preferences shown in the first survey and those indicated in the first open house were fairly consistent, as shown in the table below.

	Open House	Survey
1	Mixed-Use	Single-unit detached (70.8%)
2	Cottage Courts	Small apartment complexes (36.4%)
3	Small apartment complexes	Townhomes (35.5%)
4	Single-unit detached	Mixed-Use (32%)
5	Townhomes	Cottage Courts (29.4%)

Open House 2 & 2nd Survey

Between the first open house in October and the second open house in February, all data and community feedback to data was synthesized and used to create a vision statement, goals and objectives, and future land use map for the City of Marshall Master Plan. Data on transportation, mobility, and streetscape improvements were also crunched to create a series of activities for that would help prioritize proposed changes. The evening began with a presentation that gave an overview of the master planning process in Michigan and a summary of the engagement events and feedback received to date. Then, participants received a passport they could complete by providing input on nine activity boards. For participants who preferred to give feedback online, a survey version of the passport was available. This survey was open through the first week of March to allow those who weren't in attendance at the second open house to share their thoughts. Activities at the second open house were as follows:

- Ranking locations for non-motorized pathways, on-street bike facilities, and sidewalks.
- Ranking improvements to Brooks Memorial Fountain Traffic Circle, West Michigan Avenue, and East Michigan Avenue.
- Ranking the vision statement, goals, and objectives.
- Providing feedback on the proposed future land use map.

Between 30 and 40 people attended the second open house and over 150 participated in the event virtually through the online survey. The results have been incorporated into the goals and objectives, future land use map, and non-motorized transportation component of this plan.

Top five goals for the City of Marshall:

1. Maintain public safety and quality of life for Marshall residents.
2. Protect and enhance the historic integrity of Marshall.
3. Protect and invest in the river, parks, and open space, and actively promote their importance to residents and visitors alike.
4. Safeguard the vitality of the downtown business district.
5. Support the continued success of the Marshall Public School District.

Priorities for non-motorized pathways:

1. West Michigan Avenue (Traffic Circle to I-69)
2. Kalamazoo Ave. S.
3. Kalamazoo Ave. N.
4. I-69 to MAJOR Campus Connector

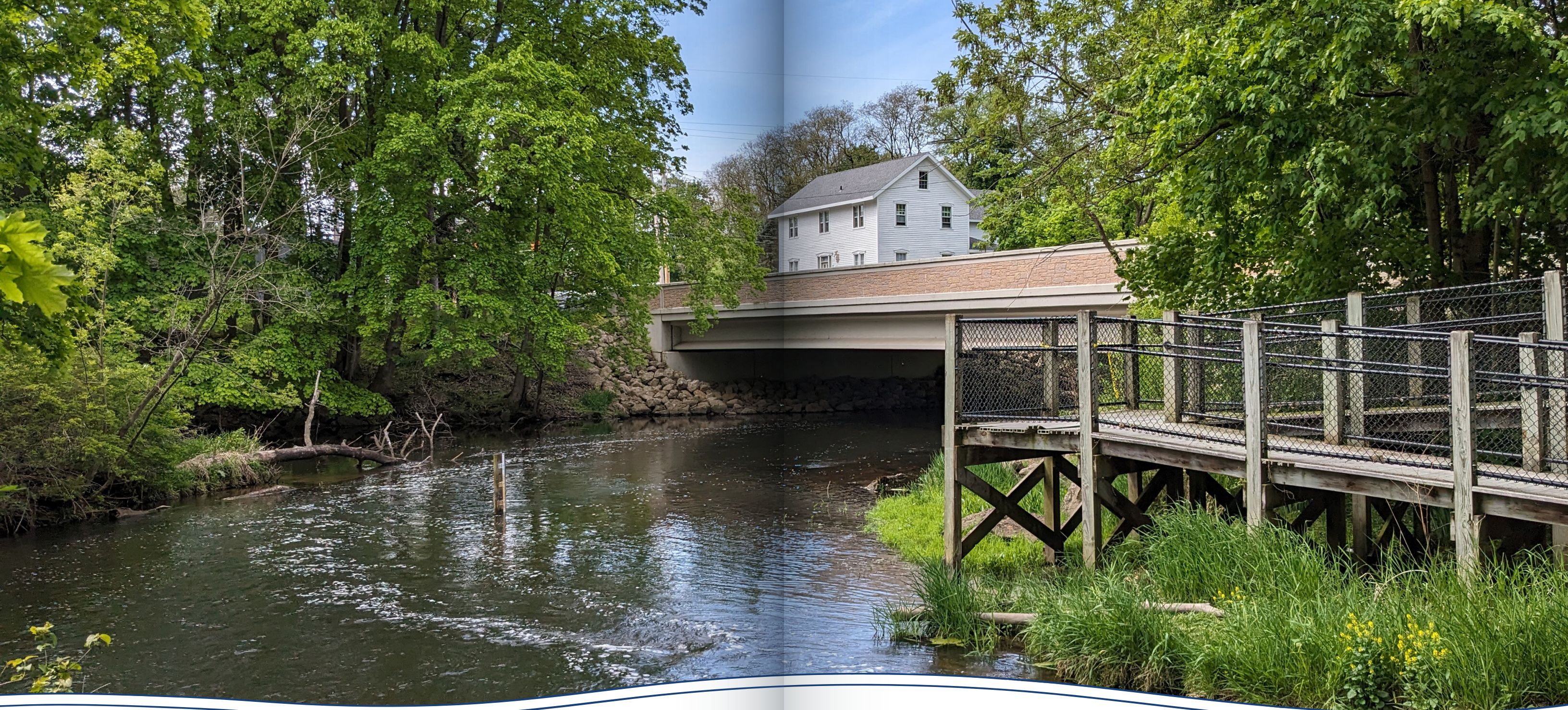
Priorities for East Michigan Avenue:

1. Pedestrian mid-block crossings
2. Flexible space (outdoor dining and/or extended sidewalks)
3. Reduced lanes to 2-3 instead of 3-4
4. Center landscape medians

Bringing It All Together

The surveys, pop-ups, focus groups, and open houses revealed the hopes, fears, aspirations, and preferences of Marshall residents. The vision for Marshall's future over the next 20 years is informed by this input, blended with an analysis of Marshall's existing conditions, and the Steering Committee's Project Principles to guide the way.





Vision, Goals, and Objectives4

The Master Plan goals and objectives provide a basis for land use, housing, transportation, and other decisions in the City of Marshall, guiding staff, Planning Commission, and City Council. Drawing on input across public engagement events, local expertise, and planning and zoning best practices – these goals and objectives reflect the current challenges and future aspirations of Marshall.

Four overarching themes emerged from the planning process: history, vibrancy, sustainability, and connectivity.



HISTORIC



VIBRANT



SUSTAINABLE



CONNECTED

Vision Statement

The vision statement encapsulates these four themes into a unifying vision:

The City of Marshall will be a thriving, connected community that invests in balanced growth to honor and protect its history, natural environment, and quality of life.

Goals and Objectives

High level goals were developed corresponding to each of the four themes, with objectives created to help advance each of the goals. The result is a series of 15 objectives that establish a road map for the City of Marshall to achieve its vision for the future. Chapter 6 shares implementation strategies and projects that will help achieve each of these goals and objectives in more detail.

During the second public open house and survey, respondents were asked to assess the importance of each goal. Under each goal that follows, the favorability rating is listed.



Historic

Marshall will maintain and celebrate its history.

Goal H1: Protect and enhance the historic integrity of Marshall.

86.4% “Most Important” or “Important”

- A. Tailor zoning guidelines to encourage development and investment that is consistent with the design and historic character of neighborhoods.
- B. Explore solutions to protect historic buildings and offer educational and other resources to homeowners.
- C. Work with the Michigan Department of Transportation (MDOT) to make changes to the Michigan Avenue streetscape through downtown which honors its history while improving its walkability and safety.
- D. Explore the creation of incentives for adaptive reuse of historic buildings.



Goal H2: Celebrate and incorporate Marshall’s history into parks, public spaces, and events.

81.0% “Most Important” or “Important”

- A. Strengthen the City’s partnership with the Marshall Historical Society to promote existing and develop new historical interpretive tours for Marshall’s downtown, neighborhoods, and parks.
- B. Incorporate Marshall’s unique history and stories into branding, marketing, and wayfinding.

The Why:

Boasting one of the biggest National Historic Landmark Districts in the country, Marshall’s historic character is central to its identity. When asked what makes Marshall unique, an overwhelming answer was its historic character. 60% of survey respondents included “historic character” as their favorite thing about Marshall.



Vibrant

Marshall will continue to be a vibrant community.

Goal V1: Safeguard the vitality of the downtown business district.

85.8% "Most Important" or "Important"

- A. Emphasize re-use and investment into existing commercial areas rather than areas where new infrastructure is necessary.
- B. Provide incentives for commercial developments to incorporate pedestrian amenities and public spaces.
- C. Expand the small business façade grants program with an emphasis on mixed-use buildings.
- D. Maintain Redevelopment Ready Communities Certification.
- E. Encourage residential living downtown to support an active street life through zoning incentives and grant programs.
- F. Prioritize street improvements to enhance vitality and pedestrian safety.



The Why:

Energetic, enthusiastic, and full of life or excitement – that's how Marshall defines vibrancy. Marshall already has that in spades. The downtown district is active with uniquely low vacancy, the city is walkable, and citizens are engaged. The top response for the thing people liked most about Marshall was "walkable" at 65%. Also in the top five was "local restaurants and businesses" at 60%.

The goals in this section were highly ranked in the second community open house and survey.

Goal V2: Establish the River District as a destination for residents and visitors alike.

65.8% "Most Important" or "Important"

- A. Encourage redevelopment of vacant or under-utilized parcels through zoning and public/private partnerships.
- B. Support enhancement of the Riverwalk and connections to regional trails to promote the biking-brewery-Kalamazoo River connection.
- C. Foster a unique identity for the District that supplements downtown and brings something new to the community.

Goal V3: Make gateway corridors safer and more attractive.

72.4% "Most Important" or "Important"

- A. Prioritize methods to reduce crashes and slow traffic.
- B. Add pedestrian crossings to increase safety and accessibility at key intersections, such as along West Michigan Avenue.
- C. Reallocate space in the right-of-way to add pedestrian and bicycle infrastructure.
- D. Add street trees, landscaping, and other design elements to beautify the corridor.
- E. Implement gateway features that welcome people to the City and convey its unique brand throughout the community.

Goal V4: Raise awareness of arts and culture opportunities in Marshall and invest in their success.

53.3% "Most Important" or "Important"

- A. Encourage cultural expression and placemaking by including art in parks, public spaces, and infrastructure projects.
- B. Incentivize the inclusion of art into private development projects.
- C. Continue to highlight visual and performing arts in Marshall community events as well as tourism initiatives.

Goal V5: Support the continued success of the Marshall Public School District.

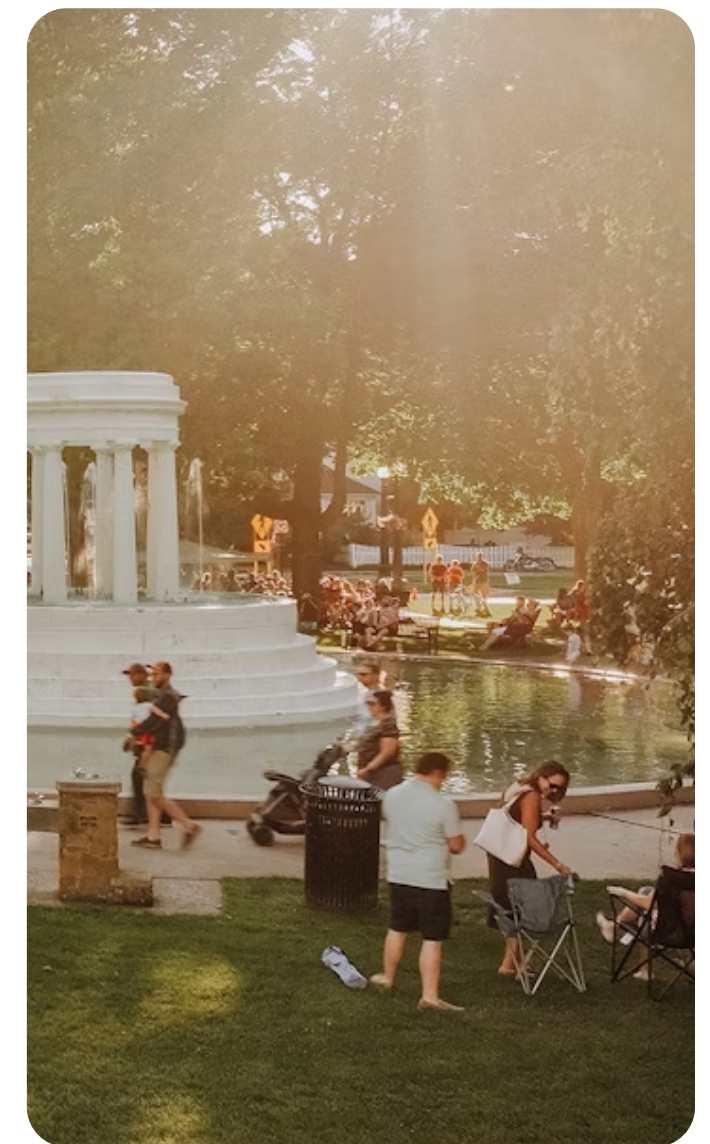
70.7% "Most Important" or "Important"

- A. Actively engage with the Marshall School Board and Leadership to pursue joint projects and programs for mutual benefit.
- B. Support efforts to attract resources and support operating and maintenance costs.

Goal V6: Maintain public safety and quality of life for Marshall residents.

88% "Most Important" or "Important"

- A. Utilize Crime Prevention Through Environmental Design (CPTED) measures to design and improve parks and public spaces, incorporating safety features like lighting and window transparency.
- B. Deliver high-quality municipal services that meet resident, visitor, and stakeholder expectations.





Sustainable

Marshall will be sustainable in its approach to growth and the environment.

Goal S1: Sustain Marshall’s future by expanding housing supply and choice to meet the needs of residents in all stages of life.

74.6% “Most Important” or “Important”

- A. Allow traditional forms of housing in developed neighborhoods to increase housing supply while maintaining character, including expanding options for accessory apartments and three or four-unit residential buildings.
- B. Target key undeveloped areas for mixed-density developments, including single-family, cottage courts, mixed-use, and small apartment buildings.
- C. Incentivize the development of ADA accessible homes and accessory dwelling units to allow residents to age in place or live with multiple generations
- D. Modify zoning standards to cut the cost of development, such as reducing minimums for parking, lot sizes, and setbacks.

The Why:

Protecting the environment and cherished natural features of Marshall was a leading priority in feedback received during the planning process. Goal S2 “Protect and invest in the river, parks, and open space, and actively promote their importance to residents and visitors alike” was the highest rated objective of all fifteen included in this plan.

There is also a connection between housing and sustainability. Housing opportunities for young families will ensure that Marshall Schools continue to have students and funding. Housing options at a variety of price points – possible through allowing smaller homes or types of homes apart from single-unit detached – means workers for Marshall businesses will be able to afford to live in the city.

Today, there is a mismatch between housing preferences and existing housing in the city. Goal S1 will help to align preferences with opportunities.

Goal S2: Protect and invest in the river, parks, and open space, and actively promote their importance to residents and visitors alike.

92.1% “Most Important” or “Important”

- A. Make Marshall a destination for outdoor tourism by leveraging existing recreation and natural resource amenities including the Kalamazoo River, Rice and Talmadge Creeks, parks and open spaces, and regional trails.
- B. Raise awareness of Marshall’s parks and natural features through a range of communication platforms.
- C. Promote the health and wellness of community members through investing in parks and open spaces.

Goal S3: Improve climate resilience, flood prevention, and the health of local natural resources.

79.7% “Most Important” or “Important”

- A. Promote environmental stewardship through planting native species and pollinators, removing invasive species, and hosting river cleanups.
- B. Incentivize the use of green infrastructure in new development and public projects.
- C. Develop zoning standards to promote the protection of and increase in tree canopy and native plantings.

Also Parks & Recreation Master Plan Goal #5!

Goal S4: Continue to develop the Marshall Area as a regional hub for employment.

52.0% “Most Important” or “Important”

- A. Make and maintain wise public investments in infrastructure and services that encourage balanced growth.
- B. Ensure strong connections, both physically and economically, between businesses located in the MAJOR Campus, Brooks Industrial Park, Industrial Avenue, and the entire Marshall Community.
- C. Facilitate partnerships between employers and educators to address workforce needs while providing economic opportunities for young people.





Connected

Marshall will be an even better-connected community.

Goal C1: Foster a safe transportation network that connects people to each other and key destinations in Marshall.

72.8% “Most Important” or “Important”

- A. Explore options to improve pedestrian and traffic safety at Brooks Memorial Fountain.
- B. Fill gaps in the sidewalk network, prioritizing connections to and from schools and parks.
- C. Update the existing Riverwalk route and extend it west of South Kalamazoo Avenue.
- D. Route regional trails through Marshall appropriately, including through the conservation easement to the south of the MAJOR campus.
- E. Designate bike routes throughout Marshall and add signage and infrastructure where needed to ensure safety for bike riders of all abilities.
- F. Continue to actively engage with regional trail and cycling organizations to make Marshall a focal point for trails in southern Michigan.

Also Parks & Recreation Master Plan Goal #2!

- G. Develop a Complete Streets policy that requires major new developments and infrastructure projects to appropriately accommodate all modes of transportation, including walking and bicycling.
- H. Implement a well-branded, intuitive wayfinding system to direct visitors to trails, parks, major attractions, and other amenities throughout Marshall.

The Why:

Connected means expanding and strengthening physical connections between places and the relationships between residents, businesses, local organizations, and the City of Marshall. Marshall already has a lot going for it in this regard. “Walkable” was the top thing survey respondents liked about Marshall.

Going by the Walk Score – a system for measuring the walkability of a place – Marshall has a 78, or “Very Walkable.” In comparison, the average Walk Score of the top 65 largest cities in Michigan is only 40 – meaning most errands are car dependent. Marshall’s Bike Score is also high, a 77, or “Very Bikeable.”

Goal C2: Enhance public communications to ensure that community members are aware of events, development proposals, and other city initiatives that are taking place and provide opportunity to engage and offer feedback.

88.5% “Most Important” or “Important”

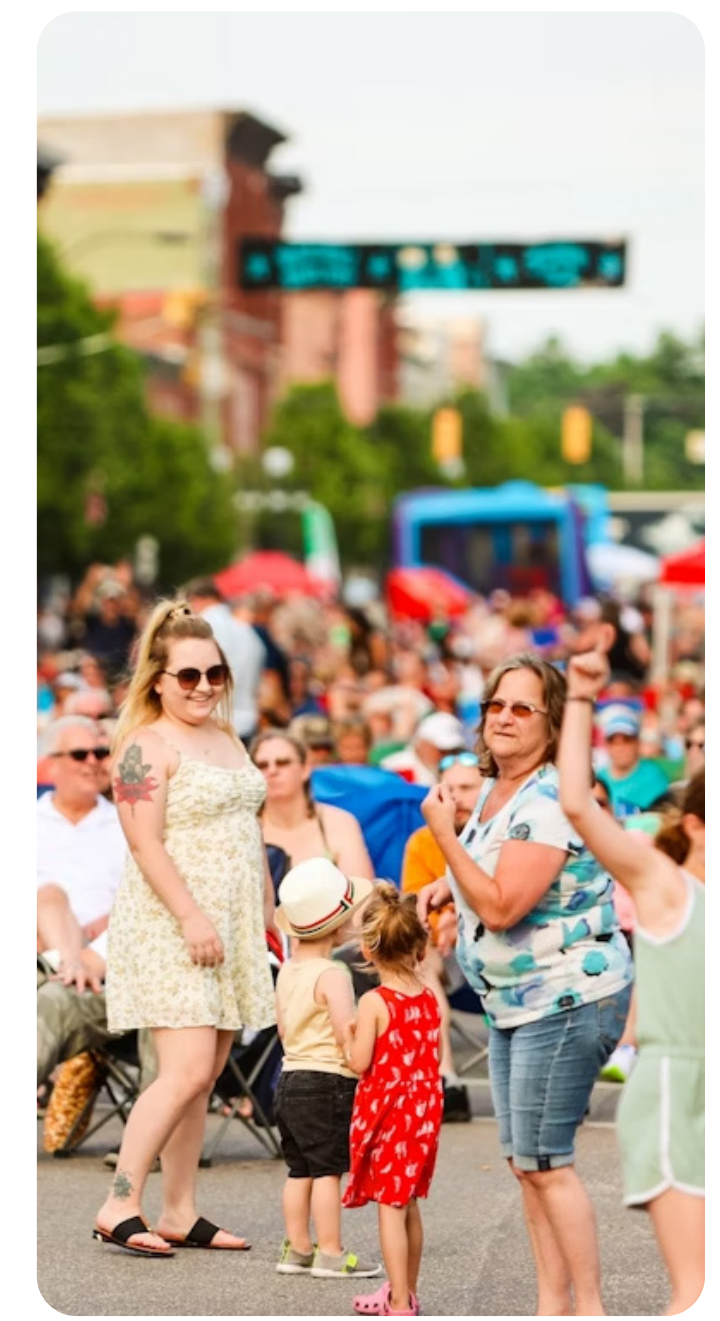
- A. Follow the City’s Public Participation Plan and update it regularly.
- B. Involve the public in the annual review of the Master Plan, including organizations represented in the Master Plan Steering Committee.
- C. Market parks and recreation facilities and community programming more broadly and effectively.

Also Parks & Recreation Master Plan Goal #3!

Goal C3: Maintain Marshall’s identity as a civically engaged and welcoming community.

72.2% “Most Important” or “Important”

- A. Continue to foster collaboration between city staff, elected officials, and local civic organizations through shared events and programs.
- B. Prioritize making Marshall a good place to raise a family.



City of Marshall Community Engagement Plan

The City of Marshall Community Engagement Plan guides public participation in decision making related to land use and development actions in Marshall. The plan provides clear expectations on the proper methods for outreach depending on the type of project, outlines opportunity for public input regarding a particular development, plan, or project, and serves as an accountability tool to ensure the City of Marshall and relevant public agencies are adhering to expectations for public participation in decision making.

The City of Marshall has a culture of civic engagement and pride that is driven by the active role the community plays in decision making. Consequently, the City of Marshall has high expectations for public engagement for any development project, community development-related plan, infrastructure project, or other similar activity that requires formal adoption or approval by a city board or commission. These expectations are as follows:

- Each project will be evaluated on an individual basis to determine appropriate methods of public engagement. This includes consideration of project scope, stakeholders, project limitations, approving body, and points of community impact.
- Information will be made available in a timely manner that is accessible to all interested parties to be involved in decisions at various stages of the review and approval process.
- Citizens will be engaged in a transparent manner, making information easy to access for all interested members of the community with a clear description of how their feedback will be utilized.
- Creativity is strongly encouraged. Opportunities to engage people arise frequently, as do new methods and tools. Constantly exploring new ways to involve a diverse set of community stakeholders in decision-making is vital to the success of the Community Engagement Plan
- Results of community engagement will be tracked and analyzed to the extent feasible, with summaries of feedback received provided back to the public and relevant decision-making bodies.

The full plan is available on the City of Marshall website.





Place Types and Future Land Use

Future Land Use and Character

What is Future Land Use?

The future land use map is a representation of how the City of Marshall will be developed over the next 20 years. The future land use categories provide a rationale for rezoning requests, offering a clear standard for the Planning Commission and City Council to consider. The future of Marshall's neighborhoods is about more than use, however. The built environment – from how far buildings are from the street, to the presence of porches and street trees, to the location parks and public space – shape the identity of and livability of a place. That is why Marshall is planning for both future land use and future character.

How Were Future Land Use & Character Determined?

Future land use was developed by considering numerous factors, including:

- 1. Existing land use
- 2. Existing zoning
- 3. Previous Master Plan (2015) Future Land Use Map
- 4. Analysis of demographic and economic trends
- 5. Identification of redevelopment opportunities
- 6. Input from community engagement
- 7. Review by Steering Committee

There is a direct relationship between the current use of land in Marshall, the regulations the city has adopted for the use of land in its zoning code, and the Future Land Use map that provides a vision for future development. In summary:

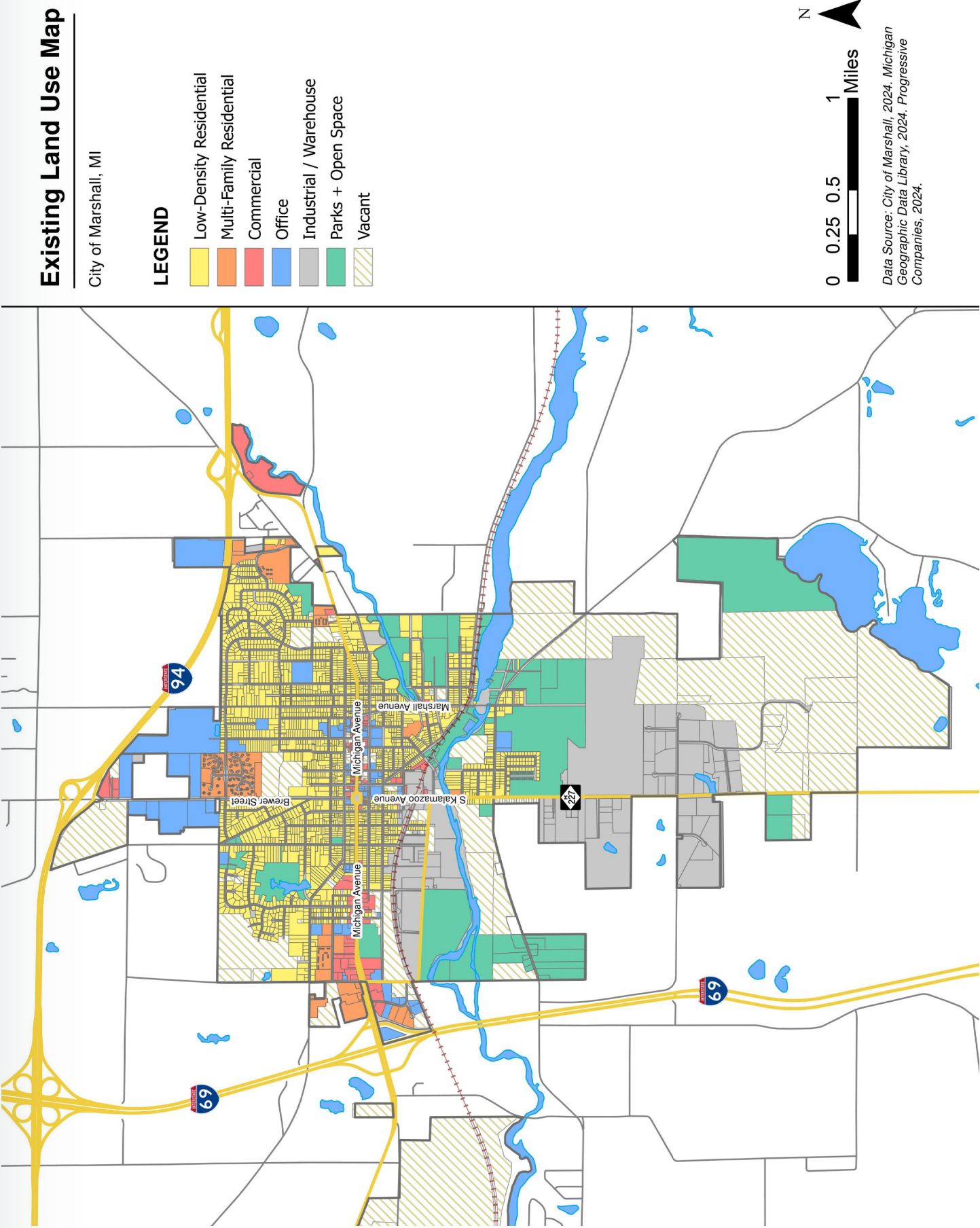


Existing Land Use The use of property today, primarily based on property tax classifications used by the city assessor.

Zoning The current zoning district that applies to each property. The zoning district and use of a property may be similar, but they do not have to be. Zoning indicates the types of uses that are permitted if new development occurs, zoning does not look backward and require changes to existing uses.

Future Land Use The Future Land Use Map provides a vision for Future Land Use and development in Marshall. While zoning regulates development of a property today, Future Land Use indicates the community's vision for development over the next twenty years. Future Land Use also provides a basis for changes to the zoning map.

Existing Land Use Understanding existing land use is a necessary first step before a meaningful exploration of future land use can occur. In the City of Marshall, existing land use is largely broken into seven categories, as shown on the map on the following page.



Low Density Residential

These are neighborhoods in and around downtown and the northern portion of the city. Characterized by single-family detached homes, this category includes both historic homes and newer builds. Lot sizes vary depending on the year of construction, with older homes generally constructed on smaller lots and newer homes constructed on larger lots. Small apartment buildings and missing middle housing (properties with 2-8 units) are found throughout the district as well.

Multi-family Residential

These areas contain multi-family or condominium developments. Often developed using the Planned Unit Development zoning tool, these areas feature developments that have largely been constructed in the last thirty years. Units are largely in two-to-three story buildings surrounded by green space and surface parking or attached garages.

Commercial

Much of Marshall's commercial land use is located along the Michigan Avenue corridor – both the historic downtown and the strip commercial of West Michigan Avenue. Corridors of commercial also exist along S. Kalamazoo Avenue and Monroe Street.

Office

Office in Marshall is often adjacent to commercial and serves as a transition in intensity between commercial and lower density residential. Many office parcels are large and developed with institutional uses such as Oaklawn Hospital or the local Michigan Department of Transportation office.

Industrial & Manufacturing

The areas along Industrial Road and South Kalamazoo Avenue contain most of the historically industrially zoned parcels in Marshall. The MAJOR Campus is the other industrial area in the community.

Parks and Open Space

Marshall is home to a variety of parks and natural areas, including the Brooks Nature Area, Shearman Park, and Ketchum Park. Undeveloped areas surround the Kalamazoo River and its tributaries.

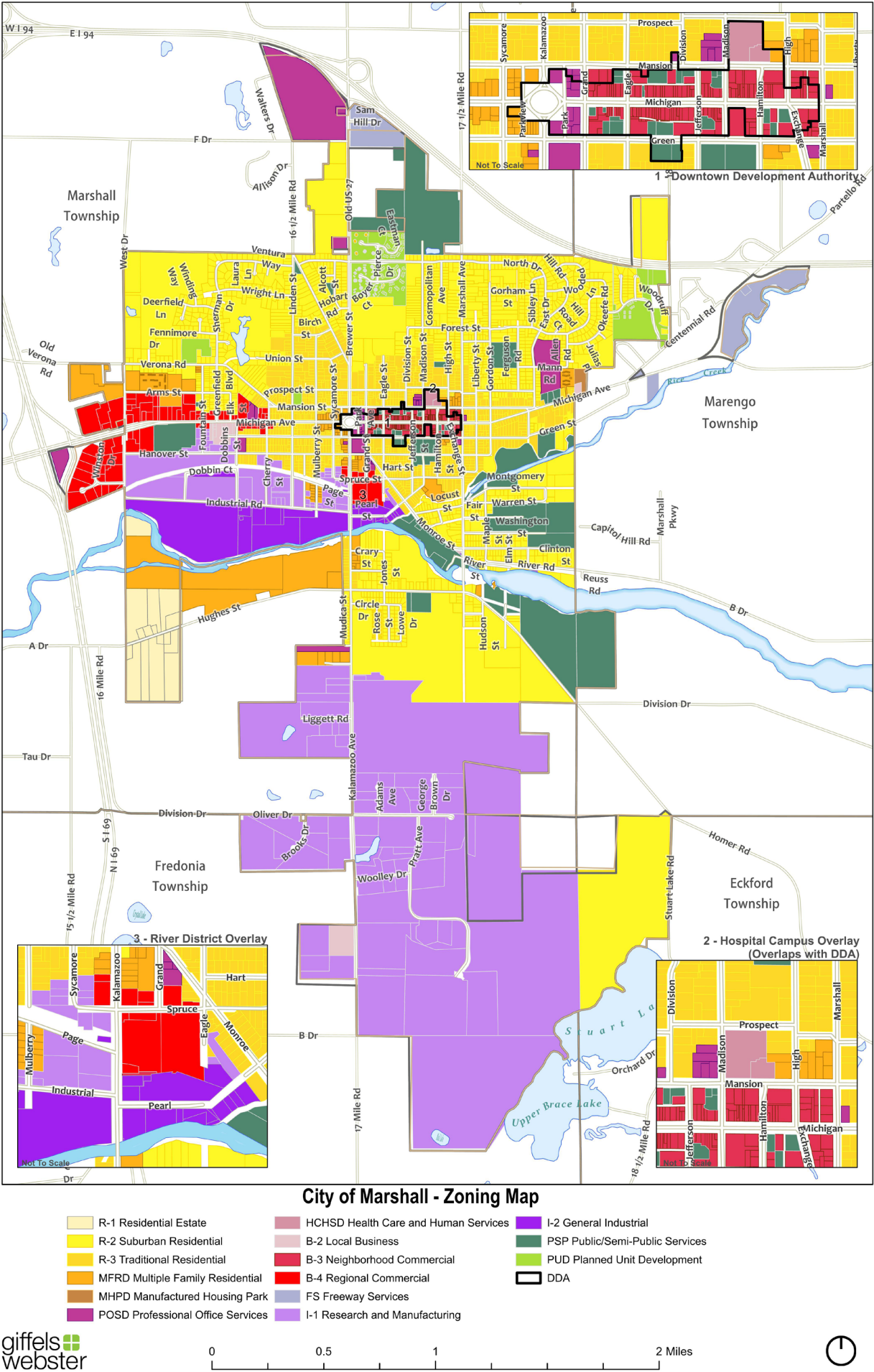
Vacant

Vacant areas indicate land that is not currently developed, or in the case of the MAJOR Campus site, is currently undergoing development.

Zoning

The existing zoning map also plays a role in the creation of the Future Land Use Map.

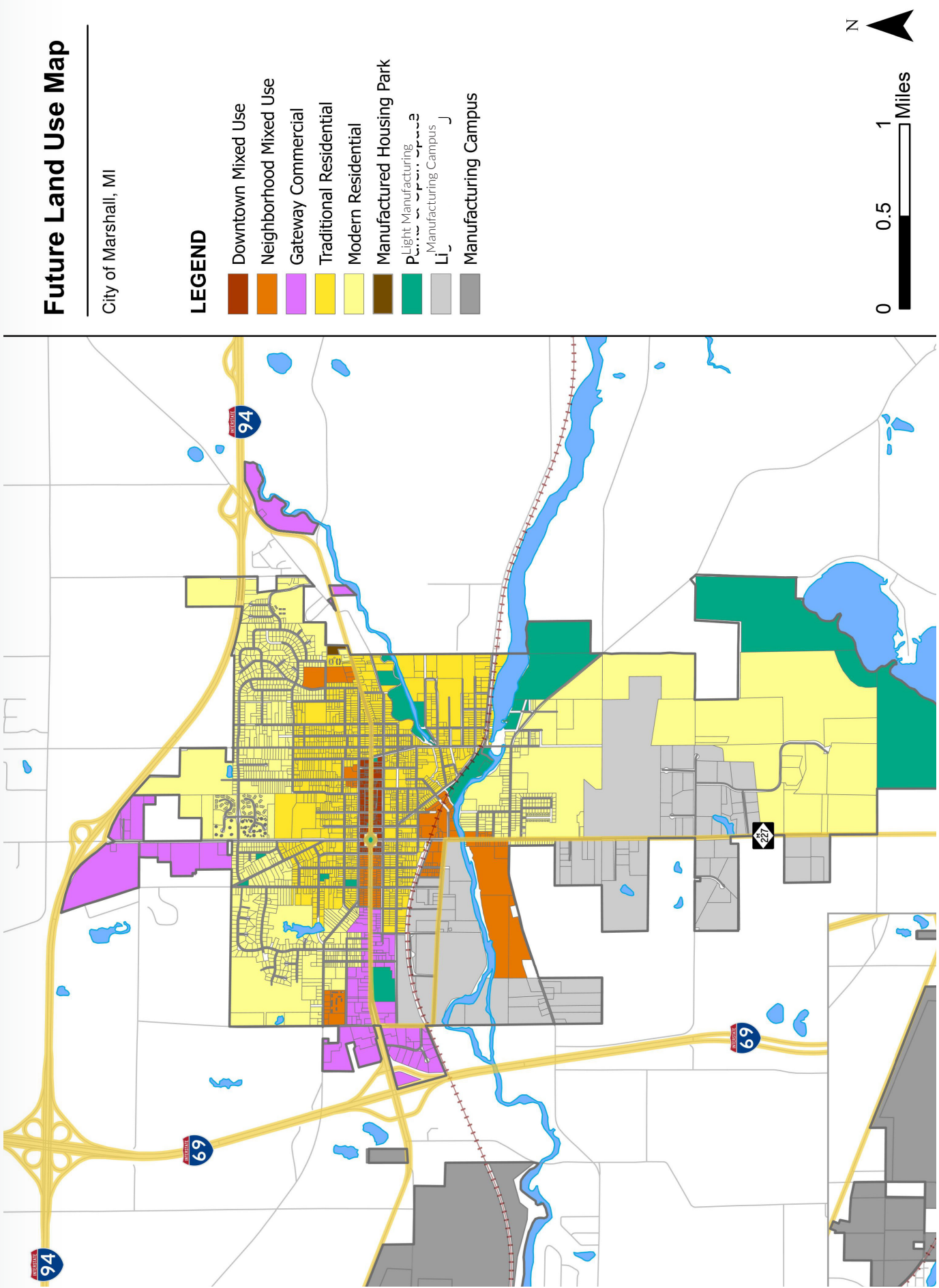
See the Zoning Map on the following page.



Changes to the Future Land Use Map

There are four key changes between existing land use/zoning/former future land use map and the proposed future land use map:

- 1. Fewer Categories:** The 2015 Master Plan has 19 Future Land Use categories – the 2025 Master Plan map has 7.
- 2. Expanded Modern Neighborhood:** Creating options for Brooks Industrial Area to become a new residential neighborhood with connections to Brooks Nature Area.
- 3. Expanded Traditional Neighborhood:** The historic core of Marshall is classified as Traditional Neighborhood, including the area around the Fair Grounds.
- 4. Neighborhood Mixed Use:** Several former land use categories were combined into one that provides for a variety of uses and more flexibility to support creation of walkable places with housing choices.



Place Types



Downtown

The Downtown District is the heart of Marshall’s economic and social life. Uniquely historic in nature, the downtown is characterized by distinct architecture, high pedestrian activity, and a range of commercial and institutional uses. It spans from the Memorial Fountain Traffic Circle to the west to Exchange Street in the east, from Green Street to Mansion Street.

Housing and Neighborhood Amenities

The Downtown features a dynamic mix of uses that serve residents and visitors. Unique museums, galleries, and theater spaces are woven into the fabric of the neighborhood. Residential is incorporated as upper-level apartments above active ground floor uses and small apartments and townhomes front Mansion and Green Streets.

Future Vision:

- Rehabilitation of vacant apartments on upper floors of downtown buildings.
- Continued variety and vitality of locally owned businesses along Michigan Avenue with architecture, signage, and features that maintain the historic integrity of downtown Marshall.

- Continued investment in cherished institutional uses that serve Marshall and beyond, including Oaklawn Hospital, the Marshall District Library, and the Historical Museum.
- Redevelopment of vacant and under-utilized buildings on Mansion and Green Streets to provide more residential density and low-intensity commercial or office uses that serve adjacent neighborhoods.
- Redevelopment of parcels not fronting Michigan Avenue may be more varied and less consistent with the architectural character of buildings along Michigan Avenue, but should still blend with the adjacent buildings and neighborhoods.



Streets and Connections

Historic East Michigan Avenue is the backbone of the downtown. Originally used as a trail for the Potawatomi Tribe, the road eventually became the main-east west artery into the Michigan Territory for early settlers. At the turn of the 20th century, rail was run down Michigan Avenue (then known as “State Street”), part of a line that connected Detroit to Kalamazoo.

The grid of the city is virtually intact from the nineteenth century and consists of twelve blocks of varying lengths with occasional green spaces. The Marshall Avenue cross-section is comprised of four travel lanes, two in each direction, with a parking lane on each side of the street. The right of way is approximately 100 feet. Street trees, benches, planters, light posts adorn the street edges and sidewalks. Parking is located on the street or to the rear of buildings in surface lots.

Future Vision:

- Michigan Avenue will transition from a wide-open throughfare that is designed to move cars efficiently through town to a street that supports a vibrant business community and access for pedestrians. This should include, among other things, a rebalancing of the roadway to provide equal emphasis on pedestrians and non-motorized users of the street, as well as beautification that enhances downtown’s visual appeal. Refer to the Transportation Plan in Chapter 6 for additional details.
- Streets running north and south to Michigan Avenue should also encourage a balanced approach to transportation with measures that prioritize people walking and biking to create a pleasant downtown environment.
- Mansion and Green Streets, which run parallel to Michigan Avenue, should provide strong access for bicyclists and opportunities to make easy connections to businesses and activity nodes along Michigan Avenue.

Building and Physical Characteristics

The district consists of two- to four-story mixed-use buildings along Michigan Avenue with scattered institutional, commercial, and residential buildings along Mansion Street and Green Street. Buildings are predominantly historic in nature. Many architectural styles from the 19th and early 20th centuries are represented including Federal, Greek Revival, Gothic Revival, Queen Anne, Beaux-Arts, and Art Deco. Mixed-use and civic buildings are generally constructed with stone or brick. Buildings have active ground floor uses with high transparency and architectural elements creating a pedestrian scale such as expression lines, recessed entries, and awnings. Historic signage and murals are incorporated into the neighborhood offering further distinctive design elements.

Future Vision:

- Maintenance of historic structures and architectural features that create the context of Downtown.
- Addition of new buildings and renovation that are consistent with the existing form and character, but allow for flexibility in terms of modern building materials and construction methods.
- Addition of wayfinding signage that is consistent with historic architectural character

Parks and Public Spaces

Iconic community gathering spaces and parks include Brooks Memorial Fountain, Carver Park, and pocket parks such as Peace Park and Grand Street Park. Downtown parks are essential to community events and offer places of respite for workers and visitors to the city.

Future Vision:

- Continued improvements for pedestrian safety crossing to and from Brooks Memorial Fountain Park.
- Consistent branded signage at city parks
- Improved wayfinding signage directing visitors and residents to nearby parks and natural amenities.



Traditional Residential

Marshall's Traditional Residential neighborhoods are critical to its identity. These neighborhoods surround the downtown with a mix of lot sizes, housing types, and architectural character. The buildings in these areas were generally constructed prior to 1950, and neighborhoods have sidewalks, large trees, and are within walking distance of downtown, schools, parks, and other amenities.

Housing and Neighborhood Amenities

Existing land uses in Historic neighborhoods are overwhelmingly residential, with most homes owner-occupied single-family homes that are two-stories. Institutional uses like schools and churches are also present, along with public parks and some low-intensity office uses adjacent to downtown Marshall.



Commercial activity within historic neighborhoods is limited to non-profit and institutional uses and some small office uses within two-blocks of Michigan Avenue. Home occupations are permitted if not visible from the street

Future Vision:

- The addition of more housing types that blend with the established neighborhood character, including backyard cottages, duplexes, and triplexes.
- Home-based occupations and uses should remain and are integrated into the neighborhood through high-quality standards for screening and parking that limit impact on adjacent residences.
- Commercial activity continues to be limited to non-profit and institutional uses within neighborhoods, but along Michigan and Kalamazoo Avenues some small neighborhood-based commercial establishments are appropriate that re-purpose former residential buildings or are new construction that provide walkable amenities to residents.



Example of a mixed-use building in a traditional residential neighborhood in Grand Rapids, Michigan.

Streets and Connections

Most neighborhood streets have sidewalks and traffic is light with low speed limits. Streets are safe for bicyclists and pedestrians. Major corridors like Kalamazoo Avenue and E. Michigan Avenue have more traffic and are not as bike-friendly. Streets are tree-lined with 10 feet or more of parkway separating the curb from the sidewalk. Sidewalks are relatively narrow and suitable for pedestrians only.

Future Vision:

- All streets will have sidewalks, with bicycle use of streets encouraged with "share the road" signage and traffic calming measures to slow vehicles in problematic areas.
- Major connectors will have wider sidewalks that can accommodate pedestrians, bicyclists, strollers, and wheelchairs.
- Streets will be tree-lined, with parkways and green space between the curb and sidewalk.

Building and Physical Characteristics

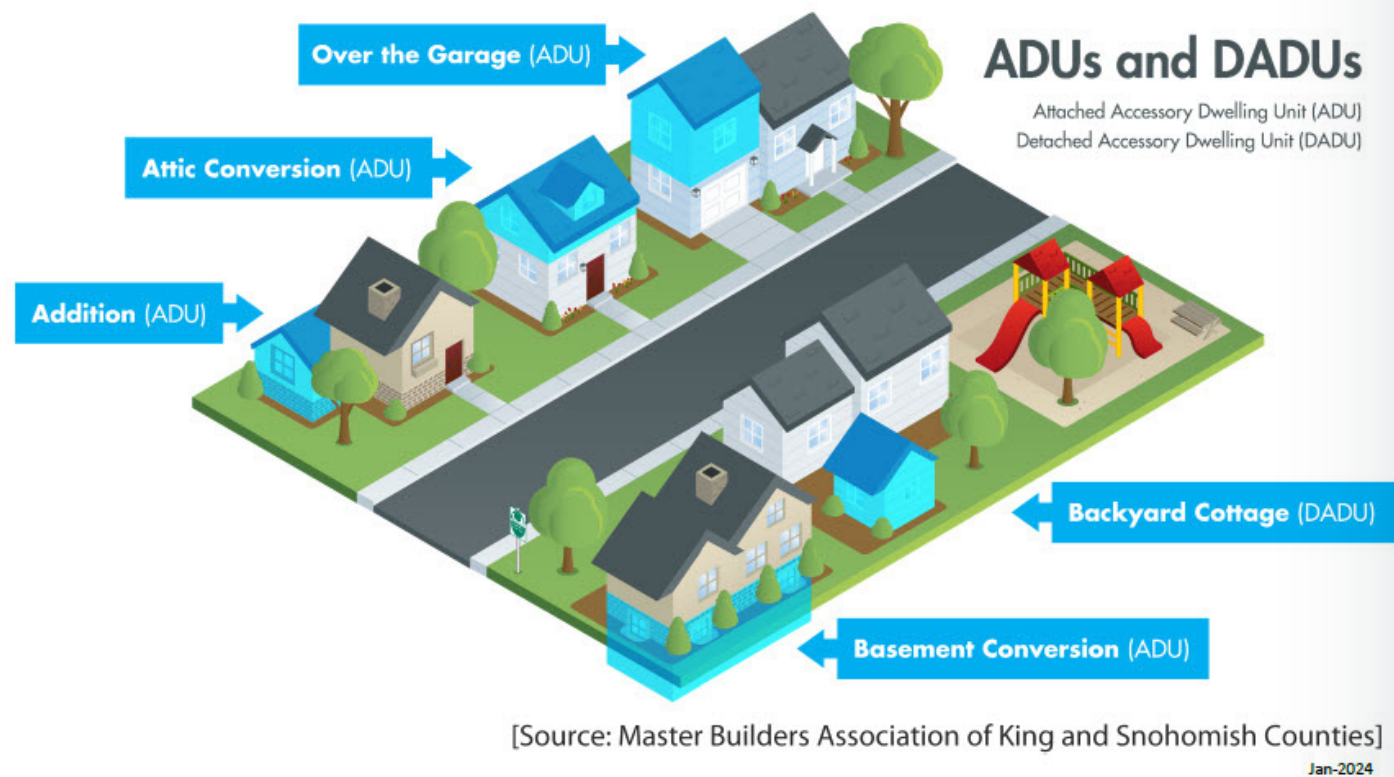
Today, residential lots vary in width, with some less than 40 feet wide, but most between 60 and 70 feet wide, with various depths. The first two blocks north and south of Michigan Avenue, are uniform, then block widths and lot sizes become more varied. Other physical characteristics of the Traditional Residential district include:

- Buildings are set back 20 to 35 feet from the back of sidewalks, with smaller distances closer to Michigan Avenue.
- Most buildings are one or two-stories, with a few three-story historic homes and institutional uses.
- Larger institutional buildings are primarily brick exteriors, with residential homes wood or vinyl siding, brick, or stone.
- Architecture within three blocks north of Michigan Avenue is generally Victorian-style, with pitched roofs, multiple roof lines, and prominent front porches. Nearly all homes within this area are two-story.
- Architecture more than three blocks north of Michigan Avenue, and South of Michigan Avenue is less consistent, with a combination of smaller, single-family homes and more architectural variety. Most houses have prominent front porches and all have pitched roofs.

Future Vision:

- Future development maintains existing neighborhood character, while creating more housing choices and density by expanding the types of housing options present within the neighborhood.





Examples of accessory dwelling units integrating within traditional neighborhoods.



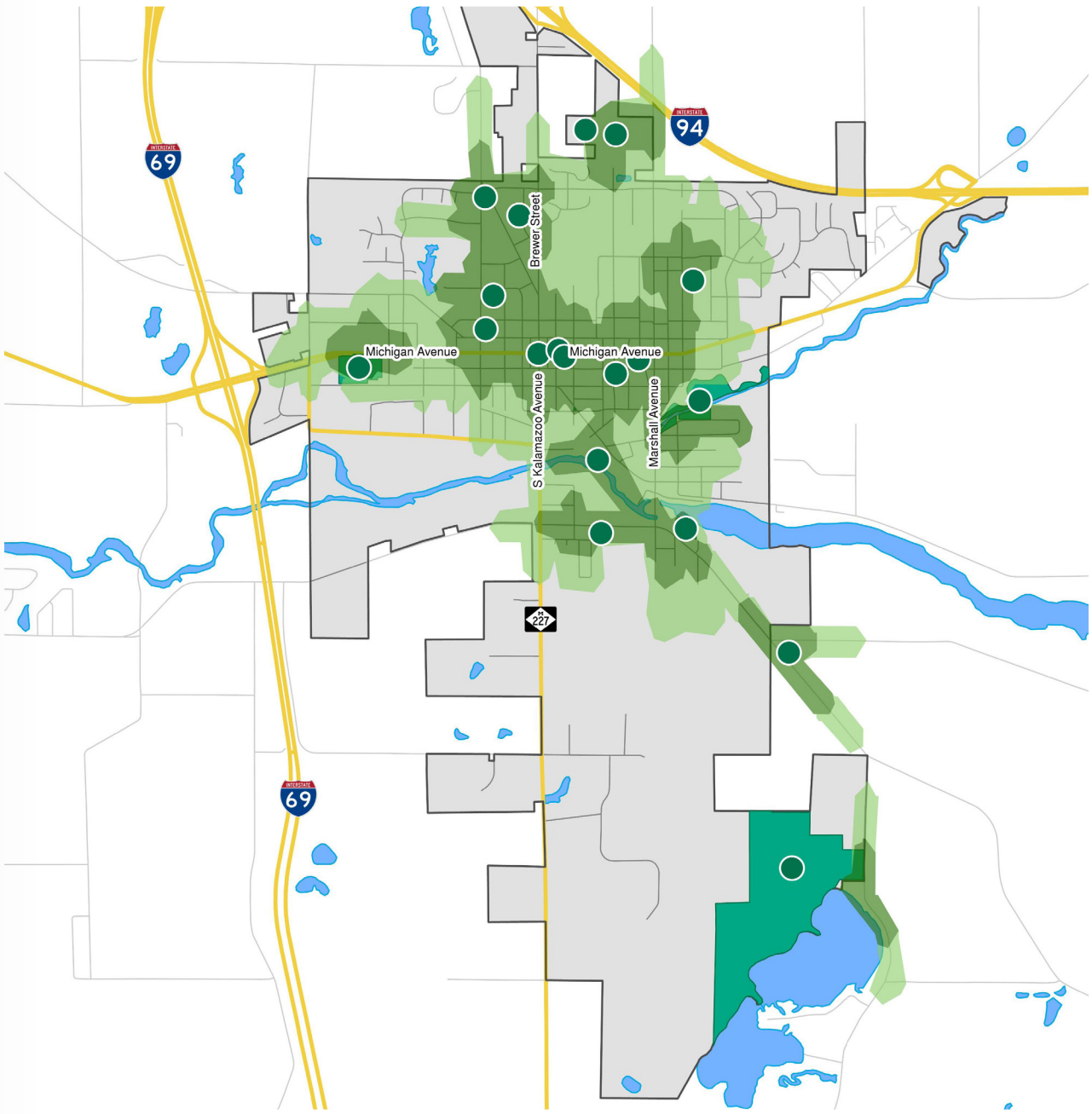
An example of mixed housing types within a traditional residential neighborhood context.

Parks and Public Spaces

Nearly all of the Traditional Residential are within 5-minute walk of a park. However, public spaces within the neighborhoods are limited to parks, schools, and churches.

Future Vision:

- All neighborhoods are within a 5-minute walk of a park or public recreational space like a school playground.
- Parks are well-maintained, with signage, appropriate lighting, and features that make them accessible to people of all ages.



Parks and Open Space 5 - 10 Minute Walkshed

City of Marshall, MI

LEGEND

- Parks + Open Space Location
- Area Within 10-Minute Walk of Park
- Area Within 5-Minute Walk of Park

0 0.5 1 Miles

Data Source: City of Marshall, 2024. Michigan Geographic Data Library, 2024. Progressive Companies, 2024.





Modern Residential

Modern Residential is characterized by suburban-style residential neighborhoods featuring cul-de-sacs and single-unit detached houses set back farther from the street.

Housing and Neighborhood Amenities

Housing in the Modern Residential district is primarily detached single-family residential with some condominium and apartment developments closer to the city limits.

Future Vision:

- Expanded housing choice offering a variety of sizes, types, and price points for residents at all life stages.
- Development of accessory dwelling units and houses on smaller lots in existing neighborhoods.
- On redevelopment parcels and currently vacant space, cottage courts, townhomes, and small apartment complexes should be developed in appropriate locations that blend with existing neighborhood context.
- Conversion of portions of land within Brooks Industrial Park to single-family residential to accommodate Marshall's need for additional housing.

Streets and Connections

Modern Residential neighborhoods are differentiated from Traditional Residential neighborhoods by the predominance of a curvilinear street pattern. The majority of streets do not contain sidewalks and separated bicycle facilities largely do not exist. Parking is provided in street-facing garages, in driveways, and along the street. Neighborhoods are less connected to one another than other areas of the city due to the lack of street connections and absence of pedestrian and bicycle infrastructure.



Future Vision:

- Addition of sidewalks to make conditions safer and more attractive for people walking, taking their dogs for a stroll, pushing a stroller, or using a wheelchair, with an emphasis on making connections to key destinations like schools and parks.

- On-street bicycle facilities added to connect neighborhoods to parks, schools, and downtown.
- New developments will be constructed with roads and sidewalks that connect to other neighborhoods and the city at large.

Building and Physical Characteristics

Buildings are predominantly detached single-unit homes with attached, street-facing garages. Blocks and lots are larger than in other portions of the city. Homes have deeper front yards and there is more space between dwellings than in Traditional Residential areas. Some condominium and apartments developments exist. Structures are typically no taller than three stories, with most two stories or less. Condominiums and multi-family developments are more recent, many developed in the 1970s-1990s. Common building materials include wood framing, concrete foundations, and vinyl, fiber cement, and brick siding.



Future Vision:

- Architecture will emphasize durability and high-quality building materials.
- Pedestrian-scale design to make neighborhoods more walkable.
- New homes will emphasize relationship to the street with porches and shallower setbacks and deemphasize the prominence of the garage and more closely resemble Traditional Neighborhood character.



Parks and Public Spaces

Neighborhood parks exist but may be farther from homes than in Traditional Residential neighborhoods. Brooks Nature Area and a portion of the Riverwalk are located near to these neighborhoods and connections to those should be enhanced.



Future Vision:

- Trail connections from downtown to Brooks Nature Area.
- Redevelopment of portion of Brooks Industrial Area into parkland adjacent to Brooks Nature Area.
- Riverwalk repair and extension to the west.



Neighborhood Centers

Neighborhood Center is the most varied of the Place Types, with an emphasis on creating opportunities for new developments that support existing neighborhoods while addressing Marshall's need for additional housing choices that reverse the trend of population decline.

Housing and Neighborhood Amenities

There are five areas of Marshall Designated as a Neighborhood Center, the current condition of each is described below.

1. The former State Farm Michigan Site on Michigan Avenue: The area currently includes a vacant office building being utilized as storage by Oaklawn Hospital and a large vacant lot owned by the Calhoun County Land Bank Authority. Single-family homes are located to the West and North, with apartments and condominiums to the East.
2. The River District: The parcels making up the river district are currently vacant or heavily underutilized within a light industrial district. The presence of the Riverwalk, the Kalamazoo River, and Dark Horse Brewery add vibrancy to the area that is in proximity to single-family neighborhoods and apartment buildings south of the Kalamazoo River.

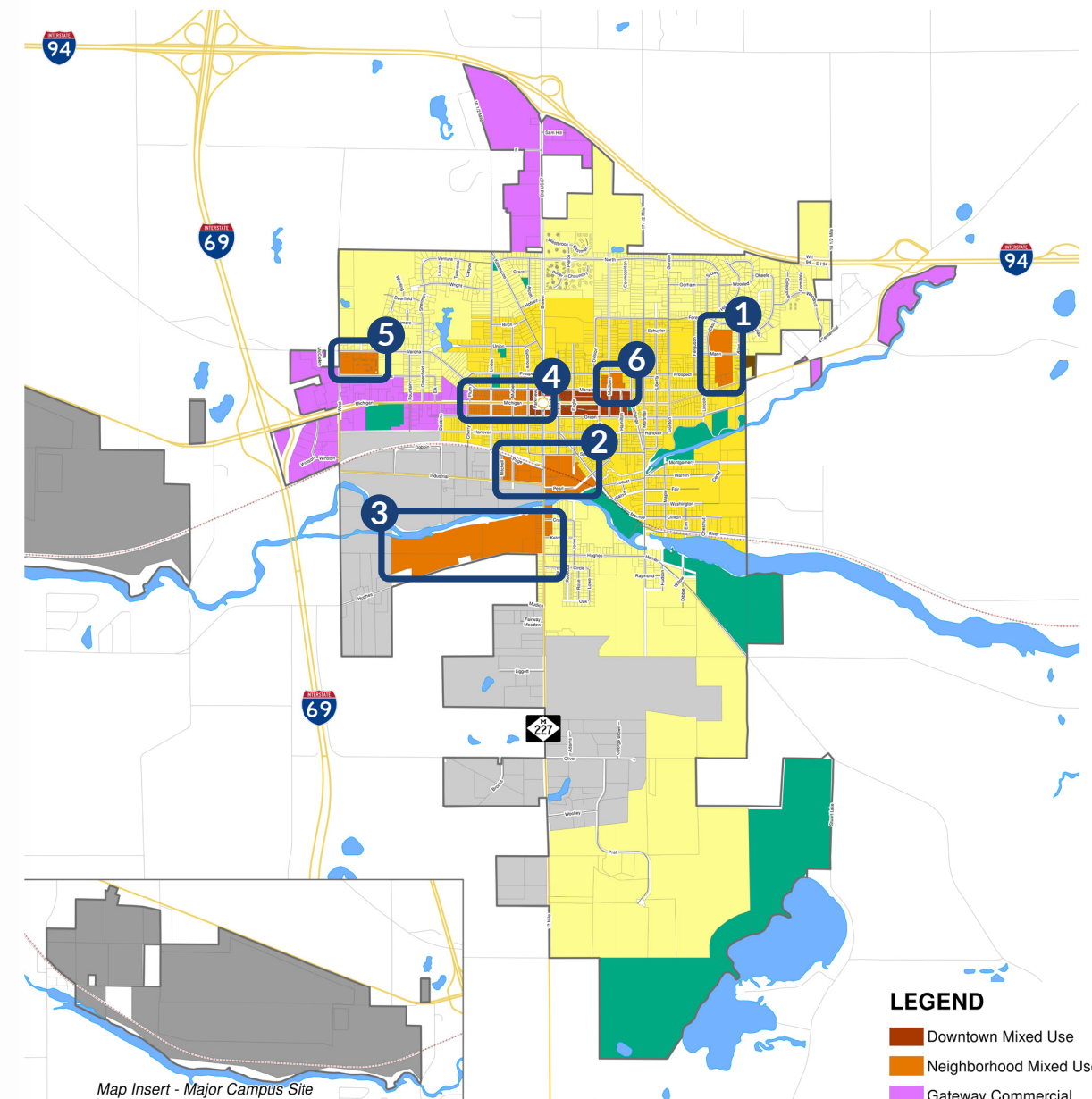
3. Vacant property south of the Kalamazoo River: Currently vacant agricultural land that is under consideration for development of new housing options.
4. One block north and south of Michigan Avenue between the Traffic Circle and Plum Street: A mix of land uses, primarily residential, including single family and duplex houses along with some limited commercial and office uses are currently present. The high speed and heavy traffic on Michigan Avenue makes residential use and development in this area a challenge.
5. The area surrounding Village Green Apartments and Walden Pond Townhomes: These existing more dense housing options are well-established, but disconnected from surrounding businesses and neighborhoods. The area also includes a significant amount of parking and open space.
6. The area surrounding Oaklawn Hospital and associated facilities: With the ever-changing nature of health care and the importance of the hospital to Marshall, use of this area will remain flexible, with an emphasis on effectively transitioning to surrounding traditional neighborhoods and managing the impacts of traffic, noise, and light on surrounding neighborhoods.

Future Vision: While the current state of Neighborhood Mixed Use Center varies, the vision for future development is consistent across each site, with the exception of the Oaklawn Hospital area. For the sites other than Oaklawn Hospital:

- Housing will be added to with an emphasis on housing types that provide more density and reduce the cost of construction and ownership by making efficient use of land.

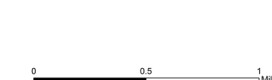
- Neighborhood centers may include small-scale retail, commercial and office uses that support new housing development within redevelopment sites as well as adjacent neighborhoods.

For the Oaklawn Hospital Site, the future vision is to maintain the current character and use of the site, with an emphasis on blending with the surrounding neighborhood.



Future Land Use Map

City of Marshall, MI



Data Source: City of Marshall, 2024. Michigan Geographic Data Library, 2024. Progressive Companies, 2025.

- LEGEND**
- Downtown Mixed Use
 - Neighborhood Mixed Use
 - Gateway Commercial
 - Traditional Residential
 - Modern Residential
 - Manufactured Housing Park
 - Parks & Open Space
 - Light Manufacturing
 - Manufacturing Campus

Streets and Connections

Streets and connections into and through neighborhood centers include major corridors like Michigan Avenue and Kalamazoo Avenue, as well as neighborhood streets that connect through the sites. Most streets currently lack sidewalks or bicycle infrastructure and do not support new development.

Future Vision:

- Streets to and through neighborhood centers will include sidewalks and be friendly for bicyclists with signage or infrastructure depending on the type of street and context (See Non-motorized Transportation Plan in Chapter 6).
- Neighborhood Centers will connect to existing neighborhoods with neighborhood-scale streets with non-motorized transportation infrastructure.
- Trails and pathways will be developed that connect to parks and the existing Riverwalk to provide access to the Kalamazoo River and nearby parks and recreation amenities.



Building and Physical Characteristics

Three of the current neighborhood centers are vacant with no buildings or under-utilized buildings currently present. The area West of the Traffic Circle on Michigan Avenue generally includes Victorian-style homes with front porches that are two stories. Some of these homes are well maintained, while others show signs of disinvestment and deferred maintenance. Buildings within the Village Green and Walden Pond area are traditional apartment buildings that are two or three stories, oriented around parking lots and away from adjacent streets and neighborhoods.

Future Vision:

- New buildings and development will create public spaces that are oriented toward streets, rather than parking lots, to create public spaces that support a neighborhood context similar to Marshall’s Traditional Neighborhoods.
- Garages and vehicle access should be provided from the rear of residential structures wherever possible, emphasizing front porches and community space along streets and public spaces.
- Buildings should not be setback from streets more than necessary to accommodate pedestrian activity and public spaces, with parking located in rear yards and at a minimum behind the front wall of the building.
- Building materials will be high-quality and reflect permanence, emphasizing materials the blend with surrounding neighborhood character.
- Timeless design and high-quality materials, including storefront transparency and concepts that support crime prevention through environmental design (CPTED).

Parks and Public Spaces

Neighborhood Centers are either adjacent to the Kalamazoo River or within reasonable proximity to a significant park and recreational assets in Marshall. The connections to these assets, particularly the Kalamazoo River are limited and should be a significant feature of any new development.

Future Vision:

- Create new connections and public access to natural features like the Kalamazoo River and ensure strong pedestrian and bicycle connections to parks and recreational assets like the Athletic Fields at Eaton Park.
- Large developments with many units should include green space within the development to provide a shared resource to the new neighborhood. These spaces may include active recreation features like play structures or exercise loops, or more passive features like walking trails and benches.

Gateway Corridors



Located along Marshall's highest-volume streets, these areas are primarily commercial in nature and serve both local and regional needs. Proximate to highway interchanges, these areas cater to travelers and users who are driving. Gateway Corridors provide the first impression of Marshall to many who travel there.

Housing and Neighborhood Amenities

Land uses in Gateway Corridors include medium- to large-scale retail featuring national and regional chains. Businesses include restaurants, banks, and grocery stores, and auto-oriented uses, including drive-throughs. Supporting office and personal service establishments are found here as well. Uses with some impact to adjacent properties, such as kennels or vets, are appropriate for this district. Hotels, gas stations, and other uses that serve travelers are found in these areas. Vacancy has been higher in these corridors compared to the downtown business district in recent years.

Future Vision:

- Gateway Corridors will be welcoming entrances to the city of Marshall and showcase the city's unique identity.
- Redevelopment of vacant commercial properties including creating pockets or nodes of residential development in the form of apartments, townhomes, or mixed-use development.

- Continued expansion of businesses that serve those beyond the city limits, but with greater emphasis on creating cohesive connections between businesses and properties.
- Chain restaurants, auto-oriented uses, office and personal services will remain.

Streets and Connections

Michigan and Kalamazoo Avenues generally include large blocks with very limited connections between uses. Large, often under-utilized surface parking lots are located in front of buildings with minimal lawns and open spaces separating parking lots from the roadway. Some corridors, such as West Michigan Avenue, have sidewalks on one side of the street, while others, such as North Kalamazoo Avenue, have no sidewalks.

Future Vision:

- Pedestrians and bicyclists will be more thoughtfully considered, with sidewalks and pedestrian crossings provided at key locations.
- Roadways will prioritize safety rather than vehicle speed and access.
- Larger pathways will be added along West Michigan Avenue to accommodate the regional trail system and connect Marshall's downtown with the MAJOR Campus.
- Street trees, benches, and pedestrian-scale lighting will be added to beautify corridors and enhance safety.

- Reduced number of driveways with shared access between adjacent uses to prevent crashes.
- See Chapter 6 for the envisioned cross section for West Michigan Avenue from Dobbins to the Traffic Circle.

Building and Physical Characteristics

Single-story buildings in strip malls or stand-alone facilities with large lots dominate Gateway Corridors. Drive-through uses such as banks and fast-food restaurants are common with parking located in the front of buildings.

Future Vision:

- Pedestrian access included for all buildings and uses, with parking in side and rear yards rather than front yards.
- Building design that is durable and adaptable to multiple uses and users.
- Timeless design and high-quality materials, including increased storefront transparency and elements that support crime prevention through environmental design (CPTED).
- Signs that are reasonably sized and scaled appropriately for the corridor, generally ground mounted or on walls of buildings.
- Development of vacant parking lots storefronts driven by changes to the roadway that encourage new investment.



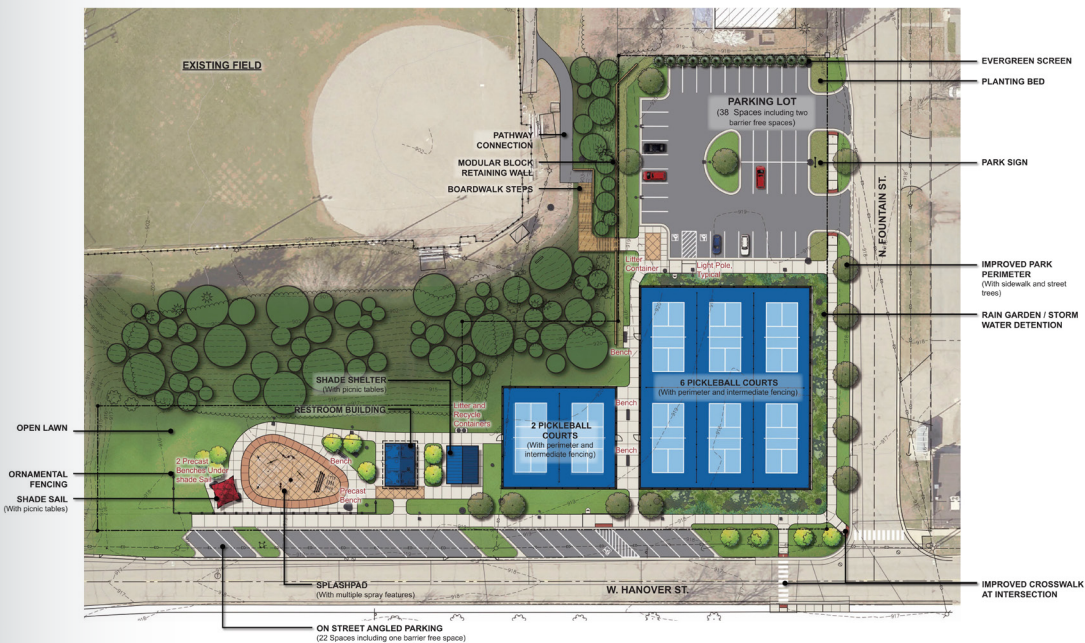
Example of outlot development changing the character of a road similar to West Michigan Avenue. Pictured is Plymouth Road in Ann Arbor, Michigan.

Parks and Public Spaces

Parks and public spaces are limited in Gateway Corridors. There is limited green space along North Kalamazoo, with an important community asset in the Marshall Athletics Fields and future splash pad and pickleball courts at Eaton Park.

Future Vision:

- Landscaped entry points
- Small green spaces where context allows.
- Recreational attractions, such as Marshall Athletic Complex and Eaton Park Splash Pad and Pickleball Courts.
- Improved bicycle and pedestrian connections, with safer vehicle access to the Athletic Fields from Michigan Avenue.





Light Manufacturing

Light manufacturing areas are located on South Kalamazoo Avenue south of the Kalamazoo River and in the area around Industrial Drive north of the Kalamazoo



Housing and Neighborhood Amenities

The Light Manufacturing area is appropriate for research, testing, manufacturing, assembly, warehousing, skilled trades, technology-based industries, and other limited industrial uses.

Future Vision:

- Any housing remaining is envisioned to gradually transition from residential use to industrial uses as a nonconforming use based on current zoning.
- Development of flexible spaces suitable for new and innovative industrial land uses with limited potential for creating noise, smoke, odor or other nuisances.

Streets and Connections

Typically located along rail corridors with easy access to the interstates. Streets are focused on moving vehicles and heavy truck traffic. There are limited sidewalks and bicycle connections for employees.

Future Vision:

- Connections to surrounding neighborhoods will be made. This may be via sidewalks if adequate right-of-way is present or trail or pathway connections using vacant land may be appropriate.
- Signage and infrastructure to support bicycle connections should be considered, particularly for Industrial Road, which is currently a regional trail route and has wide lanes in each direction that could accommodate bicycle lanes.



Building and Physical Characteristics

Buildings are generally large in scale and one or two stories. Structures are typically set back far from the street on large parcels, but smaller buildings set closer to the street also exist. Building materials vary according to the time of construction but include brick, steel, concrete, and composite panels.

Future Vision:

- Buildings with frontage on a street that faces a residential or commercial zoning district should be constructed of high-quality materials; metal paneling or siding is discouraged.
- Building faces that are oriented toward other industrial properties should be of high-quality material that provides adaptability for a variety of future uses.
- Adequate landscaping, fencing, and visual screening must be provided to limit negative visual impacts of industrial activity on surrounding residential or commercial uses.
- Landscaping, tree canopy, and green infrastructure should be incorporated into Industrial sites to contribute to stormwater management, air quality control, and the long-term viability of industrial areas.



The DeVine's Flowers building incorporates art and unique customer seating to add visual interest in an industrial setting.

Parks and Public Spaces

Parks and public spaces are not included within existing industrial developments, but in some cases can be close to the Light Manufacturing District, as in the case with the Marshall Athletic Fields and forthcoming Eaton Park.

Future Vision:

- Industrial development should be visually screened from adjacent land uses by landscaping, topography, fencing, and other means.
- Patios, courtyards, walking trails, or other amenities should be provided on site for use by employees.



Employee seating areas at an industrial headquarters in Holland, Michigan.



Manufacturing Campus

The Manufacturing Campus area is composed of the MAJOR Campus site, or the Marshall Area Jobs, Opportunity, and Recreation Campus. The Campus is located between Michigan Avenue and the Kalamazoo River, West of I-69. As the site is under construction, all descriptions to follow comprise the future vision for this future land use category.

Housing and Neighborhood Amenities

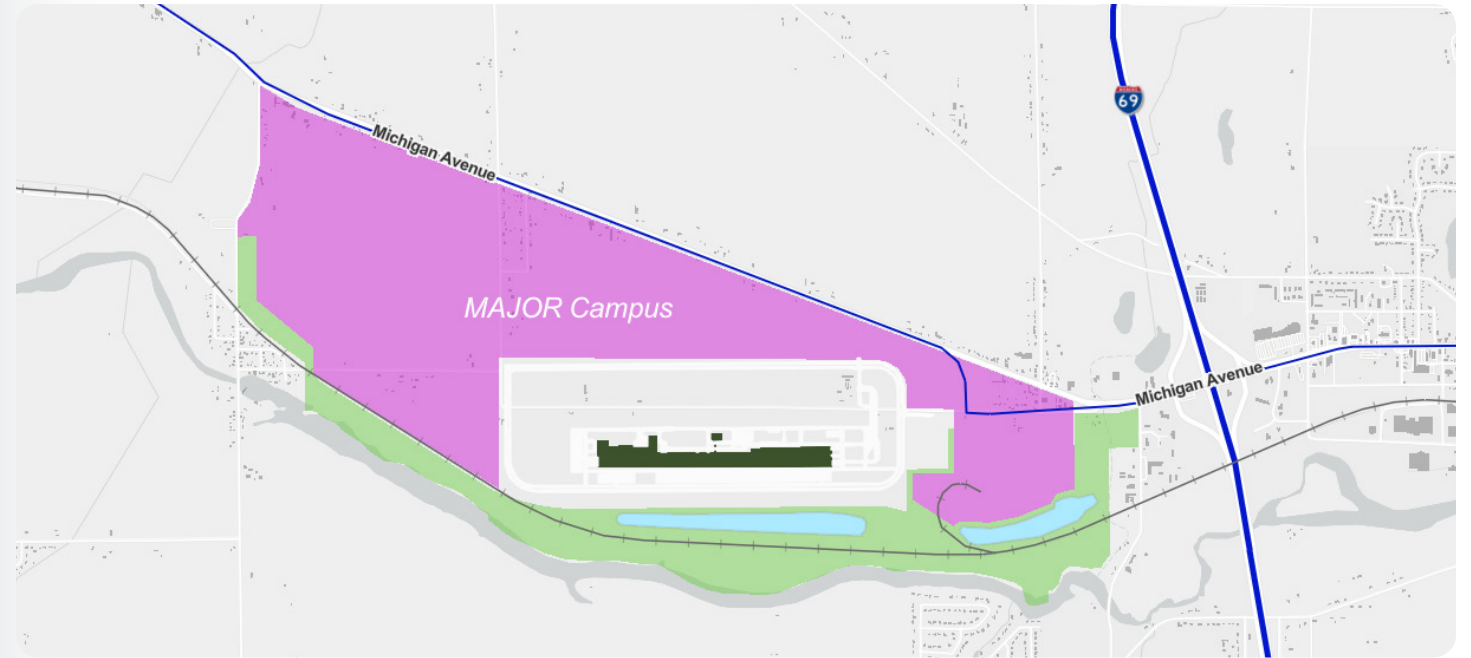
The Manufacturing Campus district is intended to provide a location for larger scale manufacturing, processing, and production operations which may require extensive access to transportation facilities and utilities.

To ensure the viability and vibrancy of Marshall's existing commercial districts, commercial land uses are not encouraged in the Manufacturing Campus District. Residential land uses are not appropriate in any case.

Streets and Connections

Block sizes are large to accommodate the unique scale of uses in the district. Streets are focused on moving vehicles and heavy truck traffic. However, connections to the Marshall community for residents working in the Industrial Campus area must be provided when new developments are added. All uses within the area must provide options for non-motorized transportation for employees.

The proposed Conservation Easement along the Kalamazoo River to the south of the site will include non-motorized pathways that serve as an extension of the Riverwalk and regional trail networks. Signage and infrastructure to support bicycle connections should be considered to ensure speeds are reasonable and there is infrastructure for workers to park or repair bicycles.



Building and Physical Characteristics

Structures will be set back appropriately from the road and other uses to minimize adverse impacts to surrounding land uses. Buildings will be constructed with high quality materials incorporating brick, face brick, stone, or cast stone, in addition to any metal paneling or siding. Buildings with frontage on a street that faces a residential or commercial zoning district should be constructed of high-quality materials and not metal paneling or siding. Building faces that are oriented toward other industrial properties should be of high-quality material that provides adaptability for a variety of future uses.

Adequate landscaping, fencing, and visual screening must be provided to limit negative visual impacts of industrial activity on surrounding residential or commercial uses.

Parks and Public Spaces

Industrial development should be screened via landscaping, topography, fencing, and other means. Landscaping, tree canopy, and green infrastructure should be incorporated into Industrial sites to contribute to stormwater management, air quality control, and the general positive benefit of greenery on human

beings. Patios, courtyards, walking trails, or other amenities should be provided on site for use by employees.

An area of approximately 245 acres to the east and south of this district along the Kalamazoo River is planned to be placed in a conservation easement to be protected against industrial development and preserved for generations. The North Country Trail, Iron Belle Trail, and Lake to Lake Trail are planned to run through this easement, helping to connect Marshall to Battle Creek to the west and Albion to the east.



Trees recently planted at the MAJOR Campus.



Parks and Open Space

The Parks and Open Space district is home to Marshall's plentiful parks, cemeteries, and natural areas. This designation calls for the preservation of these areas for generations to come. Additional recommendations for parks and open spaces in Marshall can be found in the Five-Year Parks and Recreation Master Plan.

Housing and Neighborhood Amenities

The Parks and Open Space designation is limited to open space, city-owned parks and cemeteries, and land adjacent to the Kalamazoo River and its tributaries. The following parks and open spaces exist in the City of Marshall:

- Carver Park
- Brooks Memorial Fountain Park
- Marshall Athletic Fields
- Ketchum Park
- Stuart Landing and Millpond Park
- Brooks Nature Area
- Shearman Park
- Riverwalk
- Alcott Park
- Cook Park
- Garvin Park
- Grand Street Park
- Peace Park
- Oakridge Cemetery



- Future Vision:**
- Parks, open space, and natural features will be adequately maintained for the continued enjoyment of Marshall residents and visitors.
 - Uses that expand recreational uses such as a permanent canoe/kayak livery are appropriate.



Streets and Connections

Many parks and open spaces in Marshall are accessible via walking or biking, but gaps in the sidewalk and trail network exist.

- Future Vision:**
- Parks and open spaces should be connected by a network of walking and biking trails.
 - Connections between parks and neighborhoods, schools, and the downtown should be prioritized.
 - Regional trail connections will be supported through coordination with state, local, and national partners.
 - Supportive infrastructure such as signage, bike racks, and bike repair stations will be provided.

Building and Physical Characteristics

Buildings are limited to recreational facilities such as bathrooms, pavilions, and concessions buildings. Playground equipment, kayak and boat launches, skate park equipment, picnic tables, and other recreational equipment are appropriate.

- Future Vision:**
- Structures should be made of high-quality materials.
 - Accessibility upgrades to equipment should be made wherever possible.
 - Buildings that support recreation programming and community gathering are appropriate.





Implementation6

Introduction

This Chapter focuses on tangible steps the City of Marshall, community stakeholders, and residents can take to implement the Goals and Objectives identified in Chapter 4.

The **Non-motorized Transportation Plan** provides greater detail and guidance for improvements to streetscapes, sidewalks, trails, and bicycle infrastructure throughout Marshall. Two of the implementation projects relate directly to non-motorized transportation.

The **Zoning Plan** clearly states the relationship between the Future Land Use Plan and the city’s current zoning ordinance. This section also identifies a series of recommended zoning updates that implement relevant goals from Chapter 4.

Implementation Projects are actions the City of Marshall can take that emphasize goals and objectives that were identified as a high priority during the final public open house in February 2025. The eight projects address each of the 15 goals identified in Chapter 4. Goals that were identified as the highest priority by the community have more projects proposed that help to implement them.

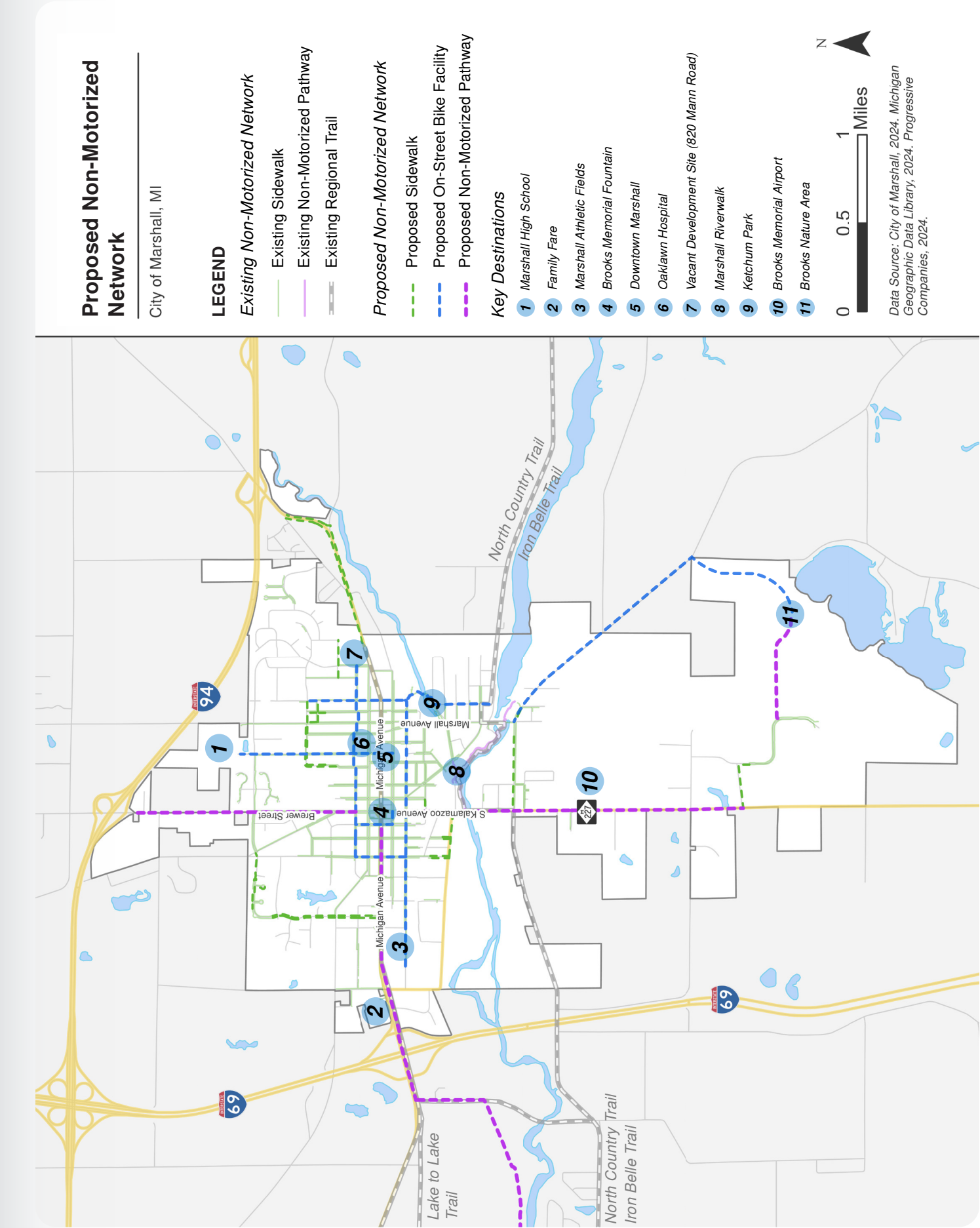
Lastly, a process for **Tracking Progress and Metrics** is provided to ensure the City staff and the Planning Commission can monitor the plan’s progress, recognize successes, and course correct if necessary.



Non-motorized Transportation Plan

Walkability defines Marshall to its residents and visitors. The ability to get around Marshall without a vehicle to experience the community’s local businesses, restaurants, parks, natural areas, and festivals is a feature of the community that was identified throughout the planning process as one of the best things about Marshall. Walkability and bikeability is something that absolutely must be sustained and enhanced by the Master Plan.

Despite Marshall’s recognition as a walkable community, there is room for improvement. There are significant gaps between sidewalks in key areas and the city’s bike network is fairly informal, making the experience of biking less comfortable for less experienced riders. Additionally, Michigan Avenue needs significant non-motorized enhancements as the primary East-West spine running through the City. These needs are all within the context a regional trail network, that runs through Marshall. The Non-motorized Network map illustrates the existing and proposed non-motorized infrastructure in Marshall.



Non-motorized Network Gaps

Key gaps in the non-motorized network are shown in the Non-motorized Network Graphic below.

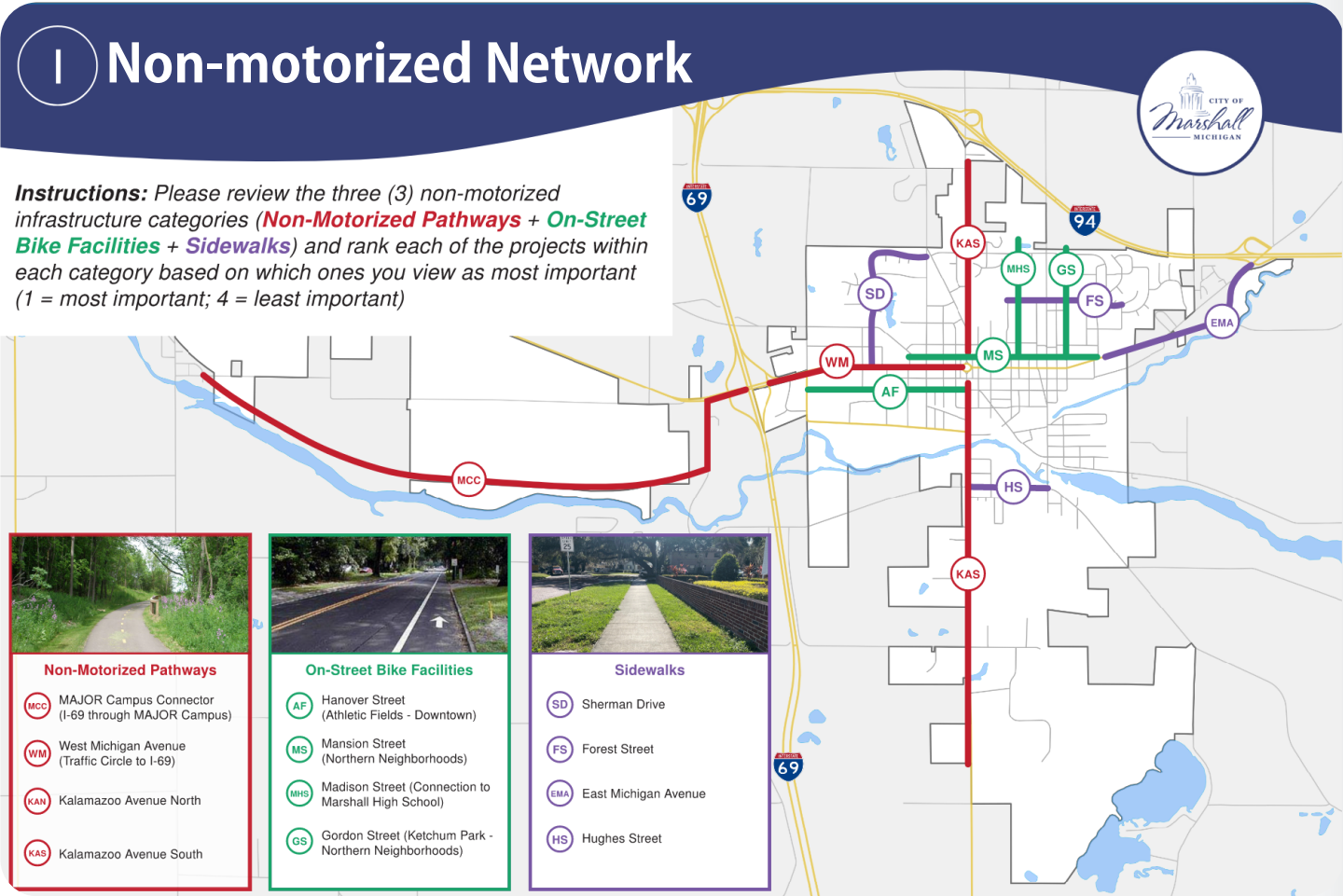




Illustration of Preferred Cross Section of Michigan Avenue through downtown.

The preferred cross section will help to increase pedestrian safety by slowing traffic speeds, widening sidewalks, and adding mid-block crossings so people can safely cross the street at more frequent locations in the corridor.

No Impact on Parades!

Additionally, the preferred cross section will not impact parades and other events on Michigan Avenue. The width of the right-of-way is approximately 100 feet, which includes sidewalks, parking lanes, and travel lanes. The City of Marshall Fire and Police Departments have offered their support for the preferred cross section and are fully confident that parades will be able to operate as they have always done.



West Michigan Avenue

While East Michigan Avenue is the most iconic street in Marshall, West Michigan Avenue serves as the primary gateway into the community, has the highest concentration of commercial activity, and is home to key destinations like the Marshall Athletic Fields.

This section of Michigan Avenue is dangerous, with 60 crashes occurring between 2019 and 2023, including seven crashes that resulted in a severe injury and one fatality. With traffic volumes steadily declining from over 18,000 vehicles per day in the early 2000s to less than 15,000 vehicles per day in 2023 (a decline of 22 percent), Michigan Avenue has more lanes and capacity than it needs. Furthermore, preliminary traffic studies related to the MAJOR Campus site do not project additional traffic volumes East of I-69 that will reverse this overall trend.



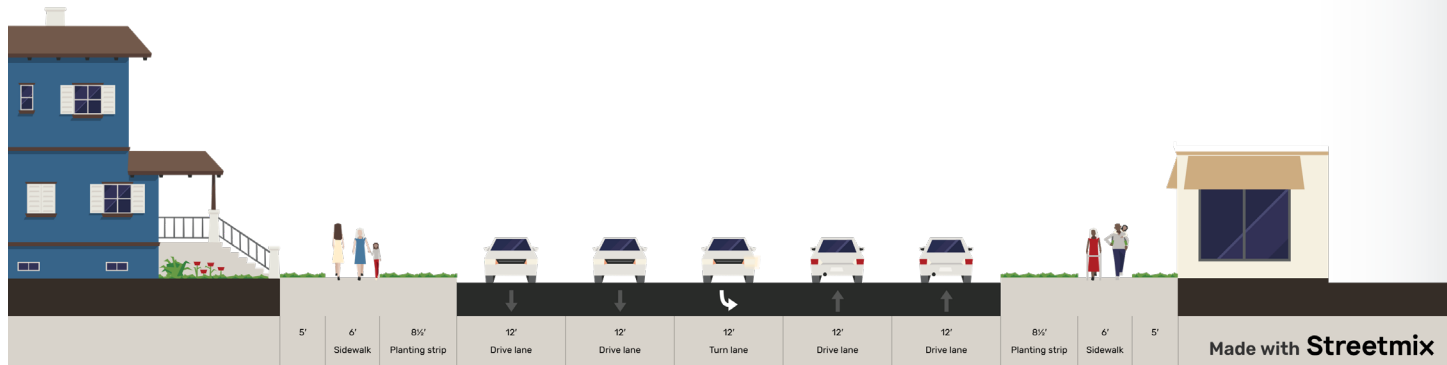
Sidewalk ramp with no crosswalk on West Michigan Ave.

Based on community feedback, as well as traffic volume trends, the overwhelming preference for West Michigan Avenue is to make improvements to the roadway that improve safety for vehicles by reducing crashes and provide better access for pedestrians and bicyclists. The roadway includes many significant destinations for the community, but sidewalks are either nonexistent or in poor condition, and there are no crosswalks at most intersections

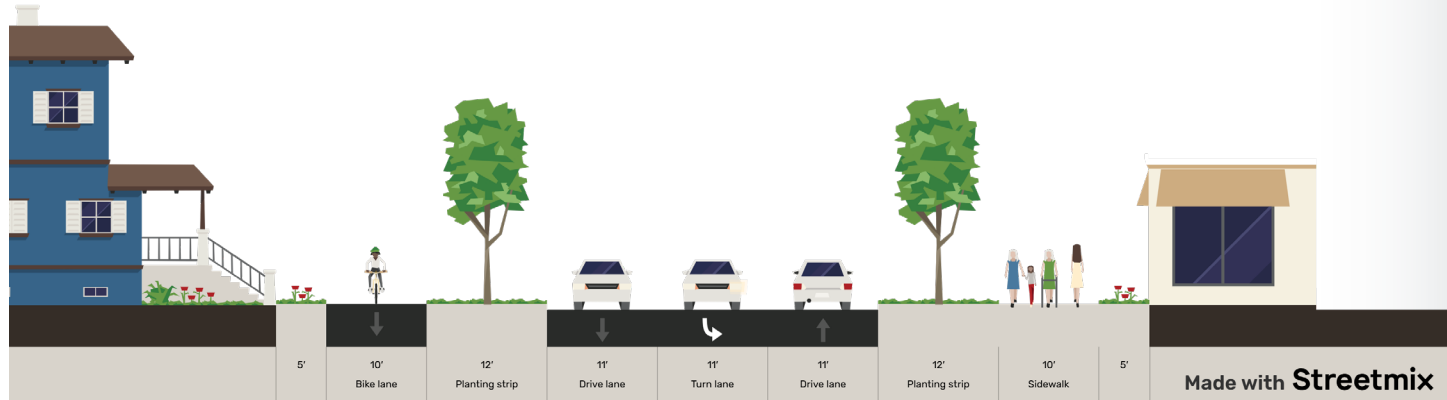


The preferred approach to achieving the community’s goals for safety on West Michigan Avenue, along with supporting redevelopment and investment in the properties along the corridor includes the following (in order of community priority):

1. Adding mid-block pedestrian crossings at key locations.
2. Adding sidewalks on both side of the roadway and providing a non-motorized pathway.
3. Reducing the number of lanes.



Current Cross Section (Dobbins St. to Traffic Circle)



Preferred Cross Section: Dobbins Street to Traffic Circle

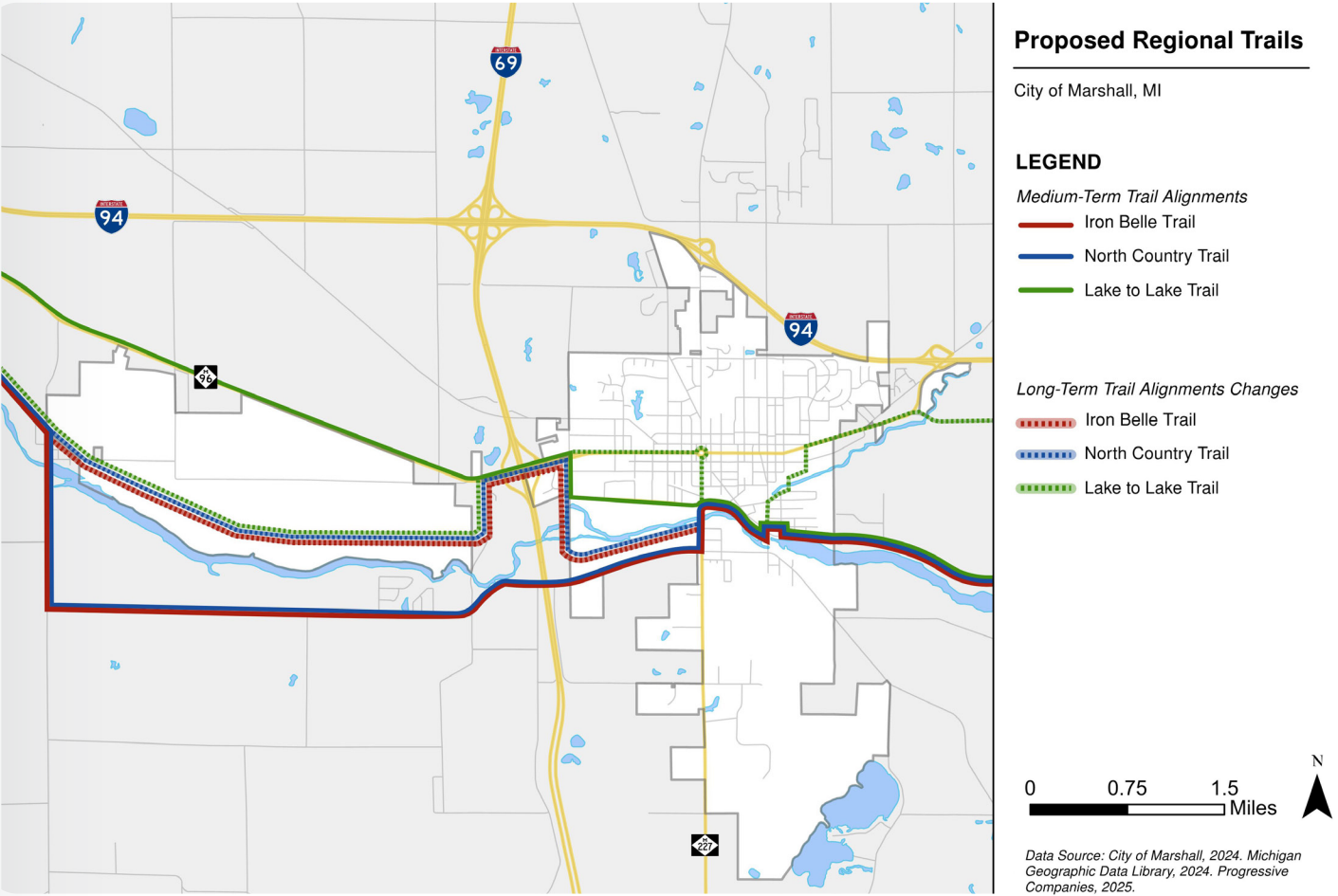
Regional Trail Network

Improvements to Marshall’s sidewalks and bicycle network occur within the context of a regional trail network that runs through Marshall. Three major state and national trails run through the heart of Marshall: the North Country Trail, Iron Belle Trail, and the Great Lake to Lake Trail.

The North Country Trail (NCT) stretches approximately 4,800 miles from Vermont to North Dakota, making it the longest National Scenic Trail in America. Michigan hosts the most North Country National Scenic Trail miles of all eight states at 1,180 miles. The NCT stretches across Calhoun County and routes right through Marshall, running along the Kalamazoo River as part of the Riverwalk. Given the development of the MAJOR Campus, there is opportunity to route the trail further north than originally planned, through the conservation easement running to the south of the MAJOR Campus site.

The Iron Belle Trail is a dual trail being developed by the Michigan Department of Natural Resources (DNR). Using existing trail networks and new connections, the Iron Belle Trail will extend more than 2,000 miles from the far western tip of the Upper Peninsula to Belle Isle in Detroit. The hiking route crosses through Marshall, south of downtown. Given the development of the MAJOR Campus, there is opportunity to route the trail through the new conservation easement at the south of the Campus. The trail is currently 71 percent complete.

The Great Lake to Lake Trail system is a group of five biking trails that traverse the state of Michigan. Each route connects two of the Great Lakes. Route 1 runs from Port Huron in the east to South Haven in the west and is routed through Marshall. While the trail is routed north of downtown at present, the goal is to route the trail south of the MAJOR Campus, through the conservation easement.



This map above shows the ideal routes of the three trails in the long term. The following improvements are critical to the desired routes:

1. A new crossing of the Kalamazoo River at Ketchum Park will link the Lake to Lake Trail to Marengo Township to the east. Plans for this crossing can be found in the Ketchum Park Master Plan.
2. Extension of the Riverwalk west of Kalamazoo Road, including a new crossing of the Kalamazoo River.
3. New I-69 bridge crossing at Michigan Avenue. MDOT plans for this improvement to include separated facilities for pedestrians and bicyclists, making the experience safer and more comfortable for all road users.
4. Addition of a shared-use path along West Michigan Avenue between the Traffic Circle and I-69.
5. Routing of all three trails through the new conservation easement at the south of the MAJOR Campus. The trails could access the Bear Creek Historical Campus that is being proposed by MAEDA, and connect with the Ceresco Kayak Launch to the east.

Zoning Plan

A zoning plan is required by the Michigan Planning Enabling Act. According to the act, a zoning plan must, “include an explanation of how the land use categories on the future land use map relate to the districts on the zoning map.” The table below illustrates how the future land use classifications relate to current zoning

districts. These future land use classifications are based on the “place types” used throughout the planning process. Furthermore, this zoning plan outlines recommendations for amendments to the City of Marshall Zoning Ordinance necessary to implement this Master Plan.

Future Land Use Classification	Current Zoning District(s)
Modern Residential	R-1 Residential Estate R-2 Suburban Residential
Traditional Residential	R-3 Traditional Residential
Manufactured Housing Park District	R-3 Traditional Residential
Neighborhood Mixed Use	MFRD Multiple Family Residential POSD Professional Office Services HCHSD Health Care and Human Services B-2 Local Business
Downtown Mixed Use	B-3 Neighborhood Commercial HCHSD Health Care and Human Services
Gateway Commercial	B-4 Regional Commercial FS Freeway Services POSD Professional Office Services
Light Manufacturing	I-1 Research and Manufacturing I-2 General Industrial
Industrial Manufacturing	I-3 Industrial and Manufacturing Complex
Parks & Open Space	PSP Public/Semi-Public Services PUD Planned Unit Development

Zoning Plan Recommendations

An update to the City of Marshall’s zoning ordinance has the opportunity to advance many of the goals and objectives in this plan. The following recommendations for updates to the zoning ordinance are comprehensive in that they address all goals and objectives of this plan, as well as best practices to support effective administration that encourages redevelopment. However, it is not necessary that all recommendations are implemented simultaneously. This plan has a twenty-year time horizon, and the Planning Commission may find that some recommendations require immediate implementation, while others are appropriate to be phased in over time.

- 1. **Collapse Zoning Districts:** The current zoning code has 17 zone districts, including 7 different types of commercial districts. The number of zoning districts should be reduced to more closely correspond with future land use classifications. While moving from 17 to 9 districts may not be possible immediately, reducing the number of districts will make the code much easier to administer.
- 2. **Revise Zoning Map:** Depending on how zoning districts are collapsed, the zoning map should be revised to reflect those changes as well as direction from the Future Land Use Map. Significant adjustments to the zoning map include:
 - a. Areas identified as Neighborhood Mixed Use in the Future Land Use Map have various zoning districts in the current map.
 - b. The delineation between R-2 and R-3 on the current map occurs mid-block and there is no clear rationale for the change in district. These classifications should generally be made by block and by type of development.

- c. A large portion of Brooks Industrial Park is identified in the Future Land Use Map as being appropriate for residential, rather than commercial development. This rezoning would permit development of new single-family homes within Marshall and make use of the existing infrastructure as well as access to open space in the Brooks Nature Area.

- 4. **Audit the ordinance to support housing choice:** Review the ordinance to identify opportunities to support housing development that provides more choice in terms of housing type and price point. The Michigan Association of Planning’s Zoning Reform Toolkit is an excellent resource, as are other national resources like Strong Town’s Housing Ready Toolkit.
- 5. **Explore design requirements to maintain historic integrity of neighborhoods and downtown:** Marshall’s history is integral to the community’s identity. Being good stewards of the community’s history involves both telling Marshall’s stories, but also considering how buildings and public spaces can communicate that history. However, it was clear that the desire of the Planning Commission is not to adopt overly restrictive design guidelines that add expense, time, and complexity to renovations or new construction.
- 6. **Consider the development of design guidelines for Downtown Marshall:** Ensuring future development or renovations of buildings in Downtown Marshall are supportive to the community’s historic integrity is a priority of this plan. Evaluation of the current B-3 zoning district and development of design guidelines to ensure that any future buildings or developments are consistent with Marshall’s current architectural character is recommended.

7. Crime prevention through environmental design (CPTED):

Incorporate CPTED strategies into mixed-use and commercial zoning districts to promote safety and deter crime and littering.

8. Natural features and green infrastructure:

Consider the addition of standards to project natural features and provide for additional green infrastructure in new development projects.

9. Industrial districts: The I-3 zoning district that applies to the MAJOR Campus site includes a great deal of duplication between other elements of the zoning ordinance. If the number of industrial districts is reduced from 3 to 2, these standards should be consistent across as much of the ordinance as possible.

10. Connectivity and Complete Streets:

Ensure that clear standards are present to require pedestrian connections between new development areas and existing non-motorized infrastructure as a means to implement the non-motorized plan.

Priority Redevelopment Sites

The Future Land Use Plan identifies five “Mixed Use Neighborhood Centers” throughout Marshall. These are underdeveloped or vacant areas that present the opportunity to develop new activity centers within the community. These centers are appropriate for a mix of medium-density housing like townhouses and small apartment buildings along with limited commercial uses that serve the surrounding neighborhood. Of the five areas identified in the Master Plan, two have been priority

redevelopment sites in Marshall for many years: The River District and the former State Farm Michigan Site. In addition to these two sites, this plan calls for reconsideration of vacant portions of Brooks Industrial Park as residential development, specifically for single-family homes. The location of this area adjacent to Brooks Nature Area, with existing water and sewer access, makes it extremely attractive.

To explore opportunities for redevelopment of these sites, this section provides “test fits,” or analyses of development of the River District and former State Farm Michigan sites. Potential development of the Brooks Industrial Park site depends upon delineation of wetland areas on the site, which are ongoing as of Spring 2025.

These test fits are not development proposals. Rather they illustrate a vision for redevelopment of the properties consistent with the goals of this Master Plan. Any entity considering redevelopment of these sites will be required to conduct their own site planning and proceed through community engagement consistent with the City of Marshall’s Community Engagement Plan and Marshall’s Code of Ordinances.

Former State Farm Michigan Site

This site is located between Michigan Avenue and Mann Road, bordered by single family homes to the west and apartment buildings to the east. Totalling just over 16 acres, the southern portion of the site is owned by Oaklawn Hospital and the northern portion is owned by the Calhoun County Land Bank Authority.

Two potential concepts for redevelopment of the site are displayed here. Key considerations for development include:

- A mix of housing options are necessary to address gaps in Marshall’s housing supply. This includes single-floor options for seniors and other people that do not want to have stairs, as well as townhomes and cottage court developments that provide opportunities for home ownership to young families.

- Higher-density housing types like small apartment buildings are located on the eastern portion of the site adjacent to existing apartments, while duplexes and cottage courts that are the same height as existing two-story residences are proposed on the western portion of the site.
- Mixed-use buildings with some retail opportunities should be provided along Michigan Avenue to add neighborhood services within walking distance of the proposed housing as well as the existing neighborhood.
- Development should include ample green space and landscaping to match the character of the existing neighborhood and create a visual buffer between any new development and the backyards of existing residences.

- Street connections within the development must be structured in such a way that extends the existing street network and provides connections and ensures any new development is integrated with the existing neighborhood.

While the test fits shown here illustrate the entire development area, it is possible that this site may be developed in phases, which would allow it to blend with the surrounding neighborhood more gradually.



Calhoun County Land Bank Site Today

Oaklawn & Land Bank Site Concept 1

- 86 Total Units
- (12) Side-by-Side Duplexes
 - 24 Units
- (3) Cottage Courts
 - 18 Units
- (4) Courtyard Apartments
 - 24 Units
- (2) Mixed Use Buildings
 - 20 Units
 - Commercial Space: 19,872 SF



Oaklawn & Land Bank Site Concept 2

- 84 Total Units
- (1) Cottage Courts
 - 8 Units
- (24) Townhomes
 - 24 Units
- (12) Fourplexes
 - 48 Units
- (1) Mixed-Use
 - 4 Units
 - Commercial Space: 3,919 SF



River District

This site is between the Kalamazoo River and the railroad tracks, south and east of Dark Horse Brewing Co. and is a total of 4.5 acres. The properties are currently privately owned by Dark Horse Brewing Co. and another private entity. Key considerations for the development concept displayed here include:

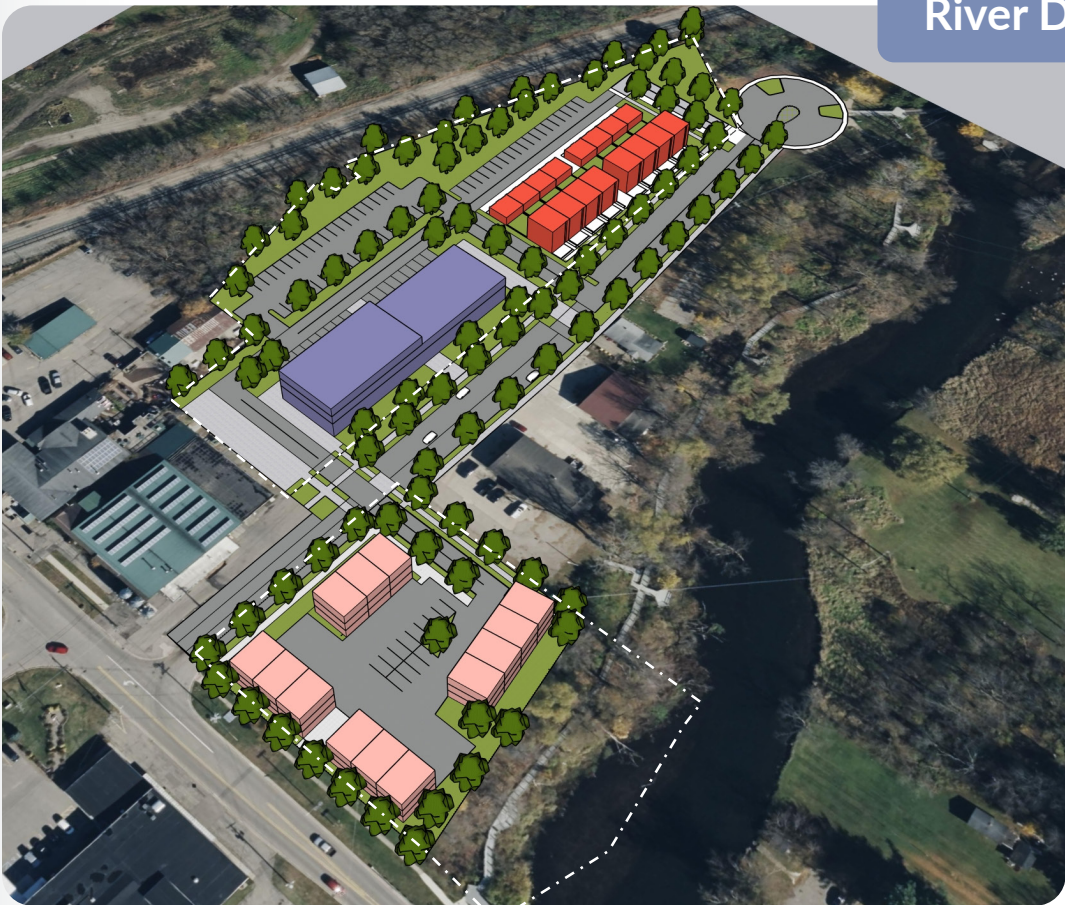
- A mix of medium-density housing will help address gaps in Marshall's housing supply while also adding new residents to this area of town will create the vibrancy necessary for the River District to fulfill the potential identified initially in the 2015 Master Plan. A combination of apartment-style housing and townhomes are envisioned that utilize the area's topography and views of the Kalamazoo River.
- Housing types along the Kalamazoo river and adjacent to the riverwalk should be set back to ensure that they do not negatively impact the experience of people using either.

- A strong north-south pedestrian connection and public space should be developed that builds upon Dark Horse Brewing's existing beer garden and outdoor event space to create vibrant and interesting public amenity spaces.
- Development should effectively connect with the Riverwalk trail head to the east and utilize planned non-motorized connections along Kalamazoo Avenue to provide easy access to downtown as well as the rest of Marshall.
- The intersection of West Pearl Street and Michigan Avenue is somewhat hazardous today, but with new development redesign of the intersection should be considered to align Pearl Street and Industrial Road.

While the test fits shown here illustrate the entire development area, it is possible that this site may be developed in phases, with the parcel adjacent to Kalamazoo Avenue the most obvious first phase of development.

River District Site Concept

- 98 Total Units
- (13) Townhomes with Tuck-Under Parking
 - 13 Units
- (8) Townhomes
 - 8 Units
- (1) Apartment Building
 - 77 Units
 - Commercial Space: 14,625 SF



Implementation Projects

The City of Marshall is a community that accomplishes a great deal with limited staff and resources. Consequently, it is imperative that the projects in which the city chooses to invest time and resources deliver the greatest impact. The following projects have been identified because they address multiple objectives of this plan and also align with the priorities expressed by the community throughout the planning process. It is the responsibility of the City Manager and City Staff to implement this plan, with direction from the City Council.

Planning Commission will track progress on these projects through annual reports to City Council.

During the final community open house and survey, the community was presented with plan goals and objectives and asked to prioritize them according to their level of importance. The table below summarizes the results of the community's feedback, with goals listed in order of the percent of respondents that rated each goal as "Very Important" or "Important".

Abbreviation	Goal	% of "Important" Responses
S2	Protect and invest in the river, parks, and open space, and actively promote their importance to residents and visitors alike.	92%
C2	Enhance public communications to ensure that community members are aware of events, development proposals, and other city initiatives that are taking place and provide opportunity to engage and offer feedback.	88%
V6	Maintain public safety and quality of life for Marshall residents.	88%
H1	Protect and enhance the historic integrity of Marshall.	86%
V1	Safeguard the vitality of the downtown business district.	86%
H2	Celebrate and incorporate Marshall's history into parks, public spaces, and events.	81%
S3	Improve climate resilience, flood prevention, and the health of local natural resources.	80%
S1	Sustain Marshall's future by expanding housing supply and choice to meet the needs of residents in all stages of life.	75%
C1	Foster a safe transportation network that connects people to each other and key destinations in Marshall.	73%
V3	Make gateway corridors safer and more attractive.	72%
C3	Maintain Marshall's identity as a civically engaged and welcoming community.	72%
V5	Support the continued success of the Marshall Public School District.	71%
V2	Establish the River District as a destination for residents and visitors alike.	66%
V4	Raise awareness of arts and culture opportunities in Marshall and invest in their success.	53%
S4	Continue to develop the Marshall Area as a regional hub for employment.	52%



The chart below indicates how each of the following projects addresses an objective listed in this plan. Projects are listed in order of priority, with those addressing the most objectives listed first, and those addressing the fewest objectives listed last.

Generally speaking, the projects that address the most objectives are the highest priority, but depending on available funding and other factors, some lower-priority projects may be pulled forward.

Project	Master Plan Goals														
	H1	H2	V1	V2	V3	V4	V5	V6	S1	S2	S3	S4	C1	C2	C3
Update the city's zoning code	●		●	●	●			●	●		●	●	●		
Invest in marketing & communications support		●	●			●				●		●		●	●
Implement the 5-Year Parks and Recreation Plan	●	●		●				●		●	●		●	●	●
Prioritize non-motorized transportation, accessibility, and environmental stewardship in all city infrastructure projects							●	●			●		●		
Continue to support civic engagement through city support for volunteer and civic organizations		●				●	●	●		●				●	●
Collaborate with MDOT on a plan for redesign of Michigan Avenue			●		●			●	●						
Engage the DDA as a tool to support downtown businesses and Marshall's unique character	●		●			●			●						
Utilize MEDC RRC Sites to attract redevelopment of key sites				●					●					●	

Update the City’s Zoning Code: The City of Marshall’s current zoning code creates many barriers to redevelopment and does not prioritize maintenance of the city’s historic identity in a manner that aligns with the community’s desires. Revisions to the zoning code and map will also open new opportunities for construction of housing that is in high demand. Priorities for the zoning code update are summarized in the Zoning Plan.

- **Estimated Cost:** \$50,000
- **Timeframe:** 1-2 years
- **Responsible Party:** Community Development Department
- **Funding Sources:** MEDC RRC, MSHDA Housing Readiness

Invest in Marketing and Communications: The City of Marshall has heard a clear public desire for more robust and consistent communication between the city and residents. Additionally, there is a strong need for marketing and branding to raise awareness of the city’s assets outside of its historic downtown, particularly parks, recreation, and natural assets. Identifying and committing assets toward a more consistent and deliberate communication and branding effort will pay immediate dividends.

- **Estimated Cost:** \$50,000+
- **Timeframe:** Ongoing
- **Responsible Party:** City Council & City Manager
- **Funding Sources:** Local foundations

Implement the City’s 5-Year Parks and Recreation Plan: Stewardship of Marshall’s natural resources was a clear priority for the public throughout the engagement process, and the Kalamazoo River has been identified as one of the City’s most under-utilized assets. The parks and recreation plan prioritizes maintenance and upgrades to the city’s existing parks and recreation assets, improving connectivity between parks and residential neighborhoods, marketing parks and recreation programs, continued high-quality programming, and climate resilience.

- **Estimated Cost:** The combined annual operating expenses for the parks and recreation departments are approximately \$500,000, which are funded through a combination of local taxes and user fees. The proposed capital expenses in the current capital improvement plan exceed \$20 million, and are funded through a combination of local funds, county funds, and grants from state and philanthropic sources.
- **Timeframe:** 5 years
- **Responsible Party:** City Council, Parks & Recreation Departments, City Manager, Volunteers
- **Funding Sources:** Michigan DNR, Calhoun County, local foundations, sponsorships

Prioritize Non-Motorized Transportation, Accessibility, and Environmental Stewardship in all City Infrastructure Projects: One of Marshall’s greatest assets is its high level of walkability and access for people of all ages, but there are gaps in the system that need to be filled as identified in the Non-motorized Transportation Plan. The best opportunity to fill these gaps is by bundling with other maintenance or infrastructure projects, reducing costs by completing multiple projects simultaneously. Furthermore, given the strong preference for a focus on environmental sustainability due to increasing growth pressure, incorporating a variety of green infrastructure concepts into infrastructure design will help reduce impact and maintenance costs over the long-term.

- **Estimated Cost:** Cost in changes to policy is negligible, costs for specific projects will vary and should be incorporated into the Capital Improvement Plan.
- **Timeframe:** 2 years to establish policies, ongoing implementation
- **Responsible Party:** Public Services
- **Funding Sources:** State of Michigan EGLE & MDOT

Continue to support civic engagement through city support for volunteer and civic organizations: Marshall is an incredibly active and civically engaged community. City staff and officials are represented on a variety of nonprofit, civic, and social organizations that contribute immensely to the community through events and programming. This strong connection between City officials, staff, and the community is critical to Marshall’s ability to tackle big problems while maintaining an environment of civility and respect for others.

- **Estimated Cost:** Negligible, some staff time.
- **Timeframe:** Ongoing
- **Responsible Party:** City Council & City Manager
- **Funding Sources:** N/A

Collaborate with MDOT on a Plan for Redesign of Michigan Avenue: Michigan Avenue is the spine of Marshall, connecting to I-69 and I-94 and bisecting the community’s historic downtown. The roadway is also the primary source of crashes in the community and includes the traffic circle around Brooks Memorial Fountain, Marshall’s most iconic feature. Working collaboratively with MDOT to improve safety, pedestrian and bicycle access, and support a vibrant downtown is a critical component of many of this plan’s goals and objectives. The non-motorized transportation plan provides a general framework and vision for redesign of Michigan Avenue, but there should be a formal agreement between MDOT and the City of Marshall to make those improvements through joint pursuit of resources.

- **Estimated Cost:** To be determined
- **Timeframe:** 1-2 years
- **Responsible Parties:** Public Services, MDOT
- **Funding Sources:** State of Michigan MDOT, USDOT

Engage the DDA, LDFA, and NIAs as a Tool to Support Downtown Businesses and Marshall’s Unique Character: The Marshall Downtown Development Authority (DDA) generates a moderate amount of revenue annually. There is an opportunity to re-engage the DDA by updating its outdated development plan and enabling the organization to re-purpose revenues in more creative ways to encourage development of housing downtown, enhance building facades, and create programs and resources to help ensure that downtown Marshall maintains its local, historic character.

- **Estimated Cost:** \$30,000
- **Timeframe:** 1-2 years
- **Responsible Party:** Downtown Development Authority
- **Funding Sources:** DDA Tax Increment

Maintain MEDC RRC Certification and Utilize the RRC Sites Program: The MEDC RRC sites program provides resources for communities to conduct due diligence and create RFQs for development of critical sites. This Plan identifies two sites – the River District and the former State Farm Michigan site – that hold potential for housing development with a small component of commercial or mixed-use space to serve nearby areas. Developing these sites with a variety of housing options, in addition to permitting new housing development in other areas of the city, will help to address the shortage of available housing as well as the need for more housing options.

- **Estimated Cost:** Staff time only
- **Timeframe:** 1-2 years
- **Responsible Party:** Community Services
- **Funding Sources:** N/A

Tracking Progress

Master Plans by their nature are complex documents that identify a wide range of goals/activities that are inter-related and impact communities in many ways. Consequently, it is critical that progress toward key goals of this plan is measured by staff using available data to inform future decision-making. Over time, as this data is measured, it can be used to set tangible targets for community priorities.

Planning Commission Annual Report

The Michigan Planning Enabling Act requires Planning Commissions to submit an annual report to the City Council summarizing its activities during the previous year. The City of Marshall has used this report in the past to summarize actions taken on development applications and ordinance recommendations, but has not used it to report on progress of implementing the Master Plan. As a means of tracking implementation of this plan, the report will summarize actions taken by the City that align with each goal of the Master Plan as well as the projects and metrics identified in this Chapter.

Key Metrics to Track Progress

- 1. **Building permits for new housing units:** Marshall has a housing shortage that is contributing to high costs and a stagnating population. To address this issue, more housing units must be built on an annual basis than have been built in previous years.
 - a. **Metric:** Single Family and Multi-Family building permits issued by the City of Marshall.
 - b. **Responsible Party:** Community Development Department

- 2. **Linear feet of non-motorized pathways installed and repaired:** Marshall's walkability is an asset that the community has clearly identified as critical to its continued success. To ensure the community continues to be an easy place to get around, gaps in the sidewalk network need to be filled, biking infrastructure added, and existing facilities maintained.
 - a. **Metric:** Linear feet of non-motorized facilities constructed.
 - b. **Metric:** Linear feet of non-motorized facilities repaired.
 - c. **Metric:** New non-motorized support structures added (e.g., bike repair stations).
 - d. **Responsible Party:** Public Services
- 3. **Park maintenance and improvement projects completed:** Addressing deferred maintenance and devising creative, cost-effective ways to enhance park facilities is a key component in ensuring that park facilities reflect the community's pride in its parks and natural assets.
 - a. **Metric:** Number of park improvements/maintenance projects completed.
 - b. **Responsible Party:** Recreation & Public Services
- 4. **Engagement with events and communication:** More robust and transparent communication, along with a continued vibrant civic life in Marshall are crucial to ensuring the quality of life and sense of community that people in Marshall value is continued.
 - a. **Metric:** Implementation of the City of Marshall's Community Engagement Plan.

- b. **Metric:** Level of engagement with Marshall communications and participation in public events, celebrations, and festivals. Specific metrics should be defined further in the Marketing & Economic Development Plan.
 - c. **Responsible Party:** City Manager with additional marketing or communications support
- 5. **Investments in Historic Properties and Story Telling:** Marshall's history is a significant part of the community's identity, but history is not woven together throughout the community. There are many opportunities to tell the community's history as a way to connect neighborhoods, downtown, parks, and other community destinations that will enhance quality of life for residents while also supporting additional tourism and generating income and interest for local businesses.
 - a. **Metric:** Number of and value of investments in historic properties or buildings within Marshall.
 - b. **Metric:** Number of new storytelling elements introduced either physically or through digital means to help people engage with Marshall's history (e.g., historical wayfinding signage)
 - c. **Responsible Party:** Community Development Department, working with Marshall Historical Society

- 6. **Downtown Vacancy and Utilization:** Marshall's downtown storefronts have an extremely low vacancy rate, but many buildings are under-utilized with vacant upper floors. Continued low vacancy rates for storefronts and increased utilization of buildings will be a strong indicator of this plan's success.
 - a. **Metric:** Vacancy rate for downtown storefronts.
 - b. **Metric:** Utilization/vacancy rate of upper-floor areas in downtown buildings.
 - c. **Responsible Party:** DDA & Community Development Department







ITEM 8.B

TO: [AGENDA_OFFICIAL_BODY]
FROM: Marcia Strange, Director of Community Development
DATE: June 11, 2025
SUBJECT: 210 Winston Drive - Hotel

The proposed project is a Home 2 Suites by Hilton to be located on the undeveloped site at Unit 5, 210 Winston Drive.

The site is 3.73 Acres and is zoned B-4 Regional Commercial and a Hotel is an allowed use. Lot Coverage is +/- 40.8% which is below the 60% coverage allowed.

4 stories is allowed in the area although the adjacent structures within 100' are 1.5-2 stories in height. The parapet is 46' high with the tallest "marquee" area at approximately 51'-6" which is still below the 60' maximum height.

Setback requirements are met.

There is a condominium agreement for this area and that information is included in the packet. A revised Condominium Agreement must be provided to the City containing any modifications to easements, setbacks, and as-built information following construction. As-built information must also be provided to the City as requested.

The project has been reviewed by Staff and the current plan is the revised version following that review process.

Some items of note from the reviews:

Drives indicated allow a 20' clear drive through the parking areas which will allow the fire truck access to all sides of the building. Maintaining this clear path at all times needs to be a priority by staff as large trucks look for parking spots on site. The width of the one-way drive and overhang at the main entry will restrict the passage of a fire truck through the NE portion of the site but the use of the cul-de-sac is not anticipated to be a problem.

Parking allocation meets the requirement. Pool and meeting rooms are for guest use, however, there are additional parking spots allocated for future parking if the City decides it is needed in the future. The entire parking area is curbed, sidewalks across drives are perpendicular for safety, and barrier-free ramps are acceptable.

There is some concern about the SE parking 'island' being too small (238sf) and the adjacent parked vehicle sticking out into the drive lane, but the designer chose to keep it as-is following their own review that found there is a large expanse of open pavement for any turning movements.(238sf) is also problematic.

The landscape plan is sealed by a Landscape Architect and includes parking screening to the adjacent property to the north (The Villa - assisted living facility). The planting counts, mix, and meet requirements and the mix of plants is adjusted to meet the ordinance

No generator, charging stations or solar panels are included in the project.

At connection to City sidewalk on N side of W entrance drive the adjustment to the sidewalk will require utility boxes to be relocated and the City will need to coordinate with the project.

We will require building electrical loads and a desktop review with our Electrical Department and the project AE team shall be completed after Planning Commission as a condition of receiving Building Permits.

There is a MDOT right of way permit for Stormwater discharge. Marguerite has worked with Spicer for the Stormwater review and confirmed there are no issues to hold up Planning Commission approval.

Water and Sewer require no public infrastructure that needs to be constructed as part of this project.

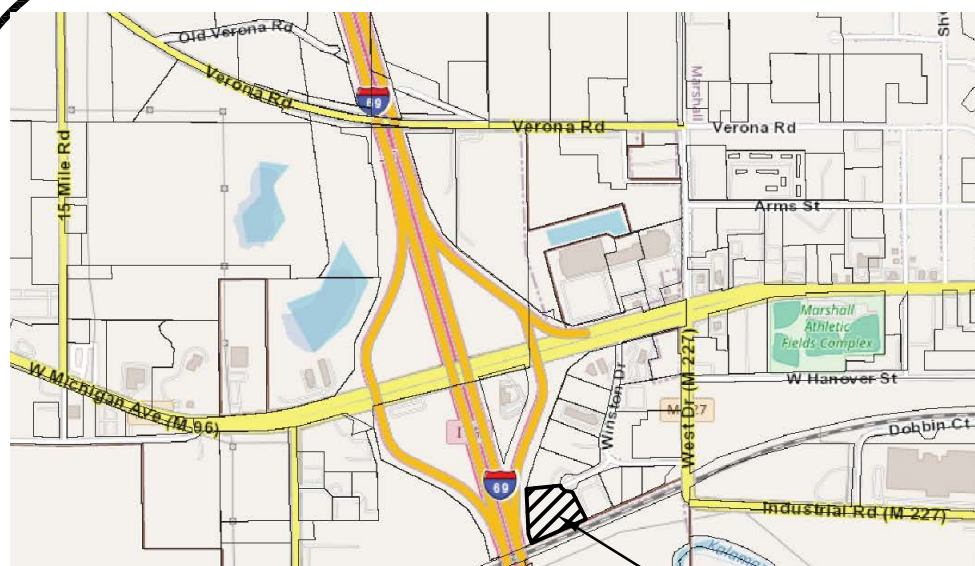
The designers have reached out to the Railroad regarding possible lighting requirements and there is no review required by the railroad commission because there is very little to no light spill at all on the railroad tracks at all. The eastern part of the property has a slight spill but it is all downlight. The lights are also dark-sky compliant light fixtures, meaning they are designed to reduce light pollution, minimize glare and reduce light trespass. The majority of the track is also several yards from the property lighting and has a light calculation of 0.0

RECOMMENDATION:

Staff recommends approval of the project with the following contingencies:

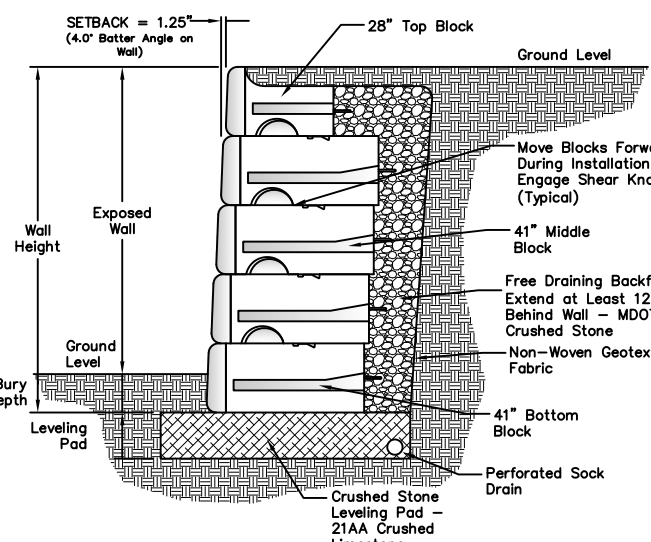
Any required final coordination with MDOT for permitting.

A revised Condominium Agreement must be provided to the City containing any modifications to easements, setbacks, and as-built information following construction. As-built information must also be provided to the City as requested.

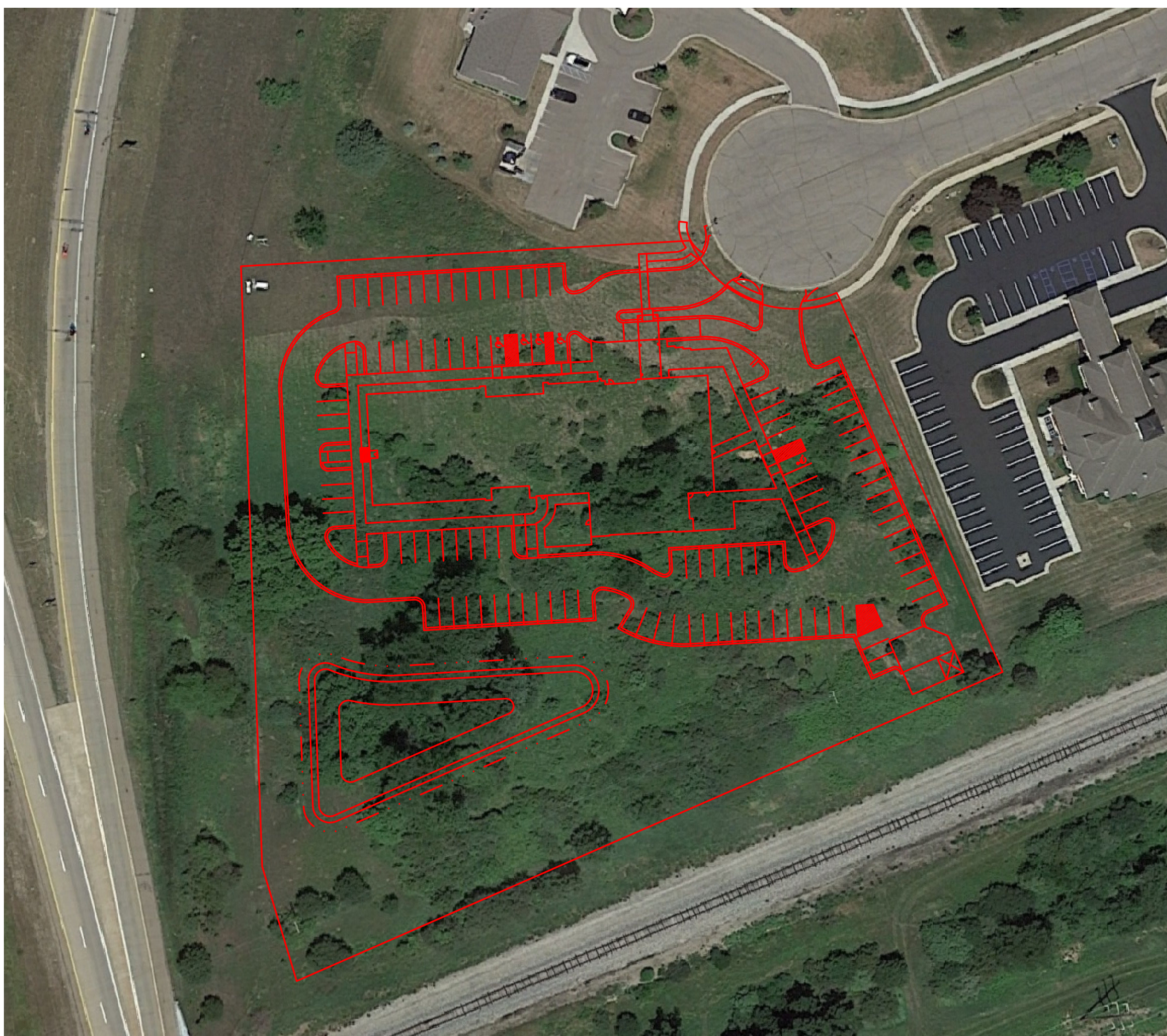


VICINITY MAP
NO SCALE

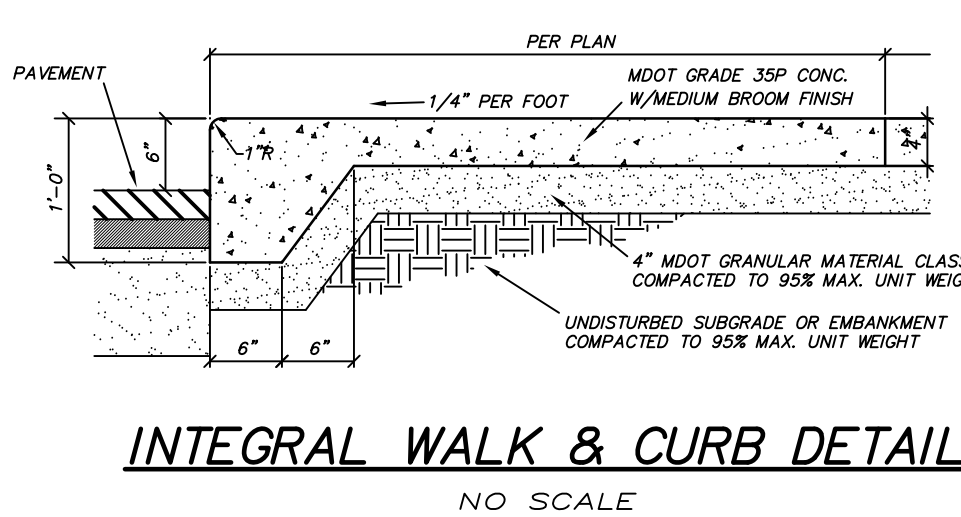
MDOT F-2 CURB DETAIL
ON-SITE CURBED AREAS
NO SCALE (PITCH OUT AS REQUIRED)



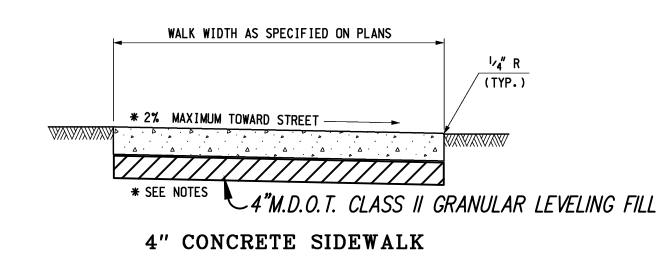
RETAINING WALL DETAIL WITH FENCE GUARDRAIL
NO SCALE - OR APPROVED EQUAL



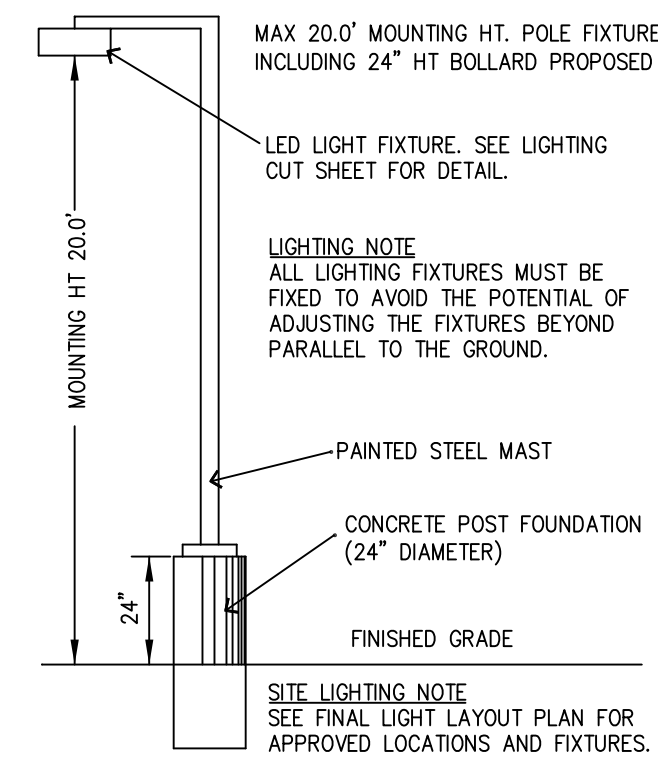
SURROUNDING AERIAL PHOTO OVERLAY
SCALE 1" = 60'± FOR REFERENCE ONLY



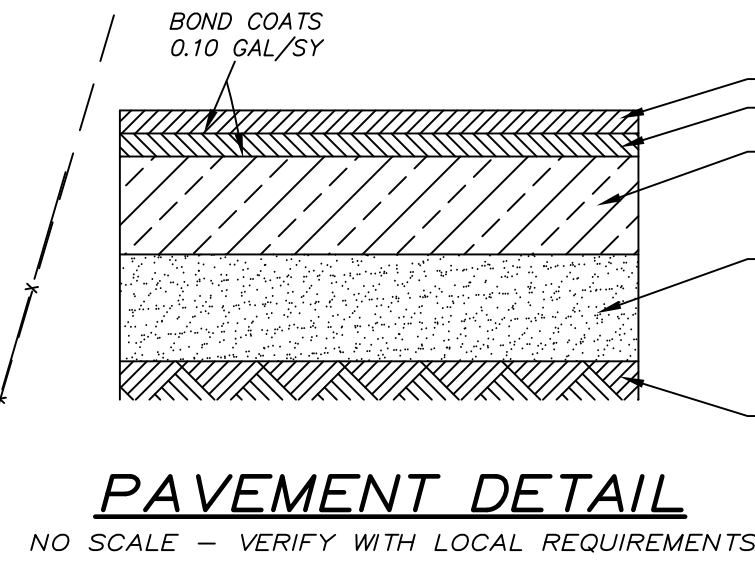
INTEGRAL WALK & CURB DETAIL
NO SCALE



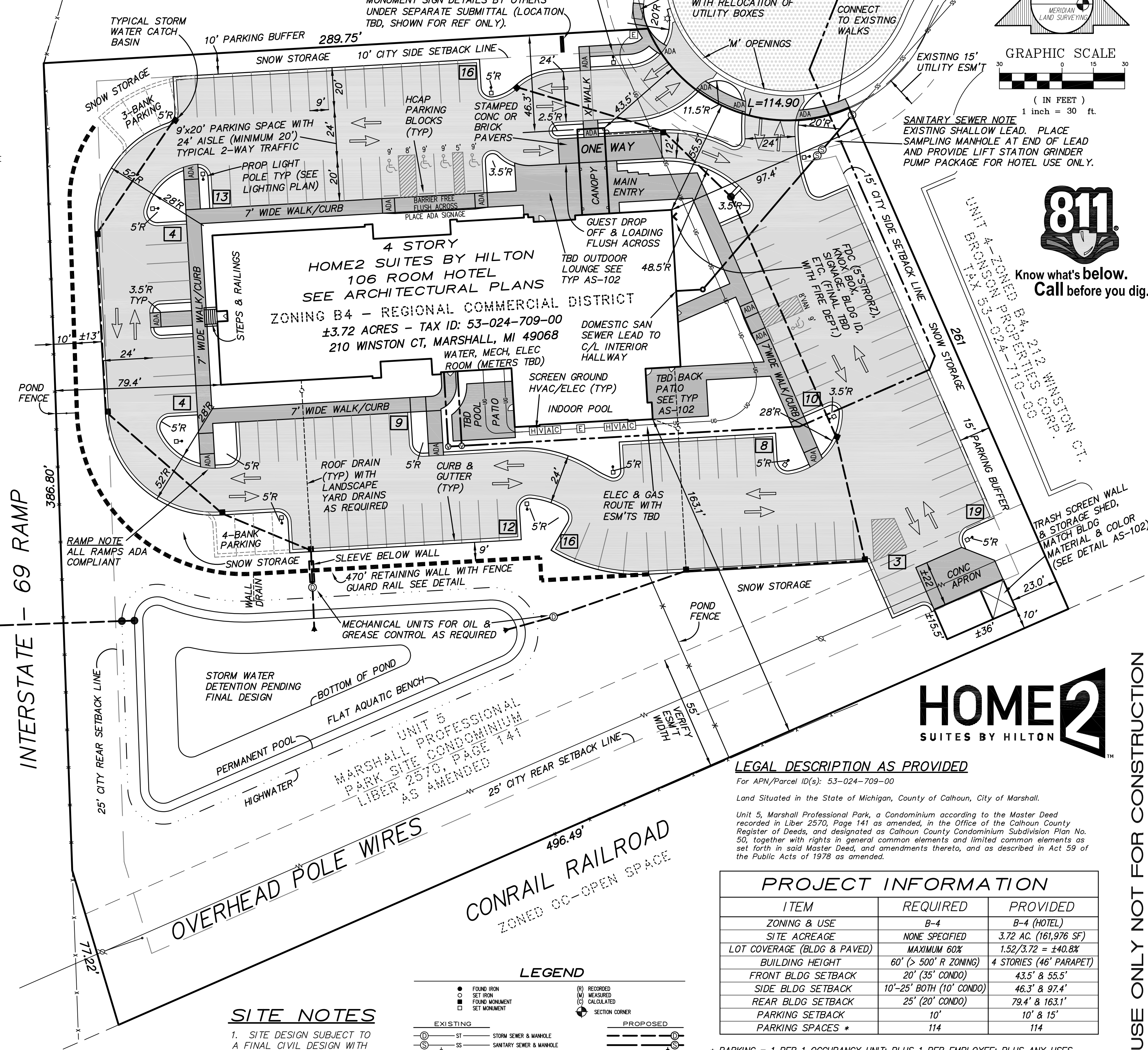
SIDEWALK DETAIL
NO SCALE (SEE LATEST EQUIVALENT MDOT DETAIL)



LIGHT DETAIL
NO SCALE



PAVEMENT DETAIL
NO SCALE - VERIFY WITH LOCAL REQUIREMENTS



DEVELOPER
MARENGO HOTELS, LLC
2369 FRANKLIN ROAD
BLOOMFIELD HILLS, MI 48302
TEL: (248) 601-2500
FAX: (248) 651-0717

SITE NOTES

- SITE DESIGN SUBJECT TO A FINAL CIVIL DESIGN WITH UTILITY ENGINEERING, WITH GRADING & DRAINAGE PLAN DESIGN & SOIL EROSION. THIS PLAN IS NOT FOR CONSTRUCTION.
- PLAN SUBJECT TO ALL LOCAL AND STATE APPROVALS.
- THE HOTEL IS CONSTRUCTED IN ONE PHASE AND GENERALLY COMPLETED WITHIN 12-24 MONTHS FROM CONSTRUCTION START.

LEGEND

EXISTING	PROPOSED
STORM SEWER & MANHOLE	STORM SEWER & MANHOLE
SANITARY SEWER & MANHOLE	SANITARY SEWER & MANHOLE
WATERMAIN, HYDRANT, & GATE VALVE	WATERMAIN, HYDRANT, & GATE VALVE
GAS MAIN & VALVE	GAS MAIN & VALVE
BURIED TELEPHONE (MISS DIS MARKERS -)	BURIED TELEPHONE (MISS DIS MARKERS -)
UNDER GROUND ELECTRIC (MISS DIS MARKERS -)	UNDER GROUND ELECTRIC (MISS DIS MARKERS -)
OVERHEAD ELECTRIC, POLE, & GUY WIRE	OVERHEAD ELECTRIC, POLE, & GUY WIRE
CATCH BASIN (CURB & ROUND)	CATCH BASIN (CURB & ROUND)
CONTOUR LINE	CONTOUR LINE
FENCE	FENCE
GUARD RAIL	GUARD RAIL
WELL	WELL
LIGHT POLE	LIGHT POLE
POST	POST
SIGN	SIGN
STREET SIGN	STREET SIGN
WALKWAY	WALKWAY
CONCRETE	CONCRETE
ASPHALT	ASPHALT

LEGAL DESCRIPTION AS PROVIDED

For APN/Parcel ID(s): 53-024-709-00
Land Situated in the State of Michigan, County of Calhoun, City of Marshall.
Unit 5, Marshall Professional Park, a Condominium according to the Master Deed recorded in Liber 2570, Page 141 as amended, in the Office of the Calhoun County Register of Deeds, and designated as Calhoun County Condominium Subdivision Plan No. 50, together with rights in general common elements and limited common elements as set forth in said Master Deed, and amendments thereto, and as described in Act 59 of the Public Acts of 1976 as amended.

ITEM	REQUIRED	PROVIDED
ZONING & USE	B-4	B-4 (HOTEL)
SITE ACREAGE	NONE SPECIFIED	3.72 AC. (161,976 SF)
LOT COVERAGE (BLDG & PAVED)	MAXIMUM 60%	1.52/3.72 = 40.8%
BUILDING HEIGHT	60' (> 500' R ZONING)	4 STORIES (46' PARAPET)
FRONT BLDG SETBACK	20' (35' CONDO)	43.5' & 55.5'
SIDE BLDG SETBACK	10'-25' BOTH (10' CONDO)	46.3' & 97.4'
REAR BLDG SETBACK	25' (20' CONDO)	79.4' & 163.1'
PARKING SETBACK	10'	10' & 15'
PARKING SPACES *	114	114

- * PARKING = 1 PER 1 OCCUPANCY UNIT; PLUS 1 PER EMPLOYEE; PLUS ANY USES
- * PARKING = 106 ROOMS + 8 EMPLOYEES = 114 REQUIRED (INCLUDES 5 ADA)
- * BOARD ROOM (GUEST USE ONLY) = 7 "BANK" SPACES SHOWN PER CITY REQUEST

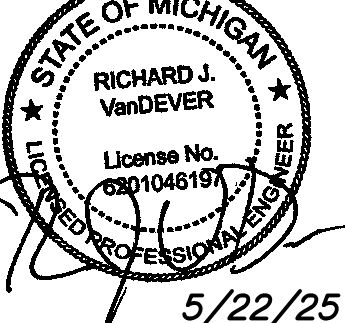
SHEET INDEX

- PRELIMINARY SITE PLAN
- ENLARGED PRELIMINARY UTILITY & GRADING PLAN
- ALTA/NSPS LAND TITLE SURVEY
- AS-102 ENLARGED TYPICAL DETAILS (BY OTHERS)
- A101 OVERALL FIRST FLOOR PLAN (BY OTHERS)
- A201 EXTERIOR BUILDING ELEVATIONS (BY OTHERS)
- L1-LANDSCAPE PLAN (BY OTHERS)
- L201-LIGHTING PLAN (BY OTHERS)

meridian
LAND SURVEYING
www.meridianla.com
(810) 339-6605
940 S. GRAND TRAVELER ST.
CITY OF FLINT * MICHIGAN * 48502

REVISIONS

No.	Description	Date	By
1	PER CITY REVIEW & INCLUDE ALTA SURVEY	2/25/25	R/V
2	CITY DRW REVIEW	4/10/25	R/V
3	CITY ZONING REVIEW (SHEET 1 & 2 ONLY)	5/22/25	R/V

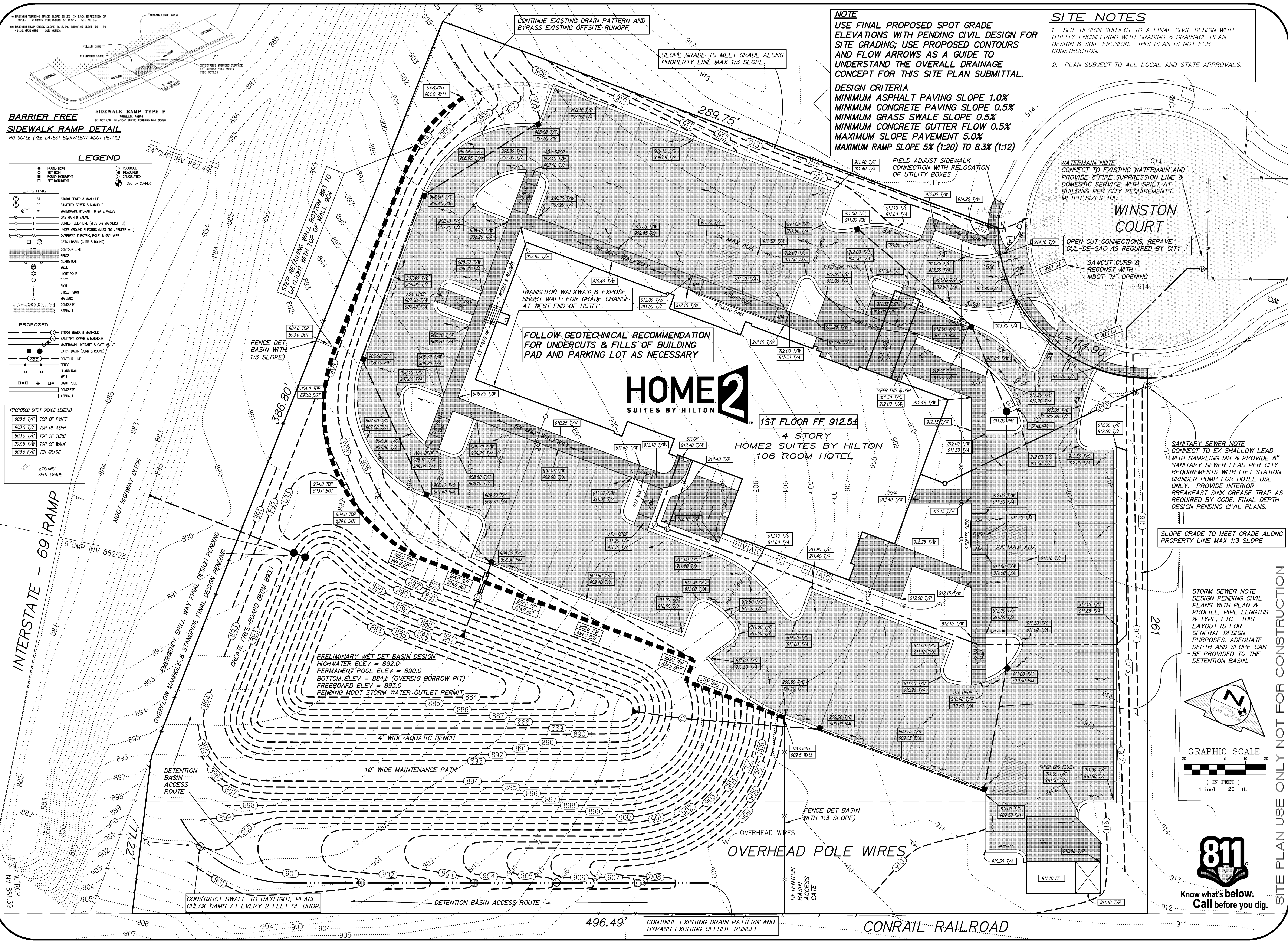


Meridian Land Surveying, Inc.
Drawn by: R.V.V. Field: D.S., B.S.
Designed by: R.V.V. Checked by: R.V.V.
Date: 01/22/25 Date Revised: 05/22/25
CLIENT: MARENGO HOTELS, LLC
SITE TAX ID: 53-024-709-00
JOB No. 2025009

PRELIMINARY SITE PLAN
HOME 2 SUITES BY HILTON
MARENGO HOTELS, LLC
PROJECT LOCATION:
UNIT 5 MARSHALL PROFESSIONAL PARK SITE CONDOMINIUM
210 WINSTON DRIVE, MARSHALL, MI 49068
SECTION 27, T2S-R6W, CITY OF MARSHALL, CALHOUN CO., MI

2025009
SHEET NO.
1 OF 3

SITE PLAN USE ONLY NOT FOR CONSTRUCTION



meridianLAND SURVEYING

510 S. GRAND TRAVELER ST.
CITY OF FLINT • MICHIGAN • 48502

REVISIONS

No.	Description	Date	By
1	PER CITY REVIEW & INCLUDE ALTA SURVEY	2/25/25	RJV
2	CITY DPW REVIEW	4/10/25	RJV
3	CITY ZONING REVIEW (SHEET 1 & 2 ONLY)	5/22/25	RJV

Meridian Land Surveying, Inc.

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CLIENT: MARENGO HOTELS, LLC
SITE TAX ID: 53-024-709-00

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HOME 2 SUITES BY HILTON
MARENGO HOTELS, LLC
PROJECT LOCATION:
UNIT 5 MARSHALL PROFESSIONAL PARK SITE CONDOMINIUM
210 WINSTON DRIVE, MARSHALL, MI 49068
SECTION 27, T2S-R6W, CITY OF MARSHALL, CALHOUN CO., MI

2025009

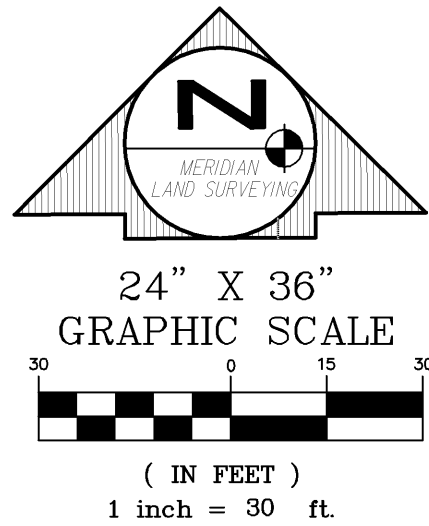
SHEET NO.
2 of 3

JOB No. 2025009

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VICINITY MAP
NO SCALE



811
Know what's below.
Call before you dig.

FLOODPLAIN NOTE

SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION "X". AREA OF MINIMAL FLOOD HAZARD, BY FEMA, ON FLOOD INSURANCE RATE MAP NO. 26025C0238C, WITH A DATE OF IDENTIFICATION OF EFFECTIVE 4/4/2011, FOR COMMUNITY NUMBER 260053 (CITY OF MARSHALL), IN CALHOUN COUNTY, STATE OF MICHIGAN, WHICH IS THE CURRENT AVAILABLE FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED.

PROVIDED TITLE COMMITMENT NO. 10300024
DATED 1/15/25, BY DEVON TITLE, A STEWART COMPANY
LEGAL DESCRIPTION SCHEDULE 'C'

Land situated in the City of Marshall, County of Calhoun, State of Michigan described as follows:

Unit 5, MARSHALL PROFESSIONAL PARK, a Condominium, according to the Master Deed recorded in Liber 2570, Page 141, Calhoun County Records, and designated as Calhoun County Condominium Subdivision Plan No. 50, together with rights in general common elements and limited common elements as set forth in the above described Master Deed and Amendments thereto and as disclosed by Act 59 of the Public Acts of 1978, as amended.

NOTE, BEARINGS ARE REFERENCED TO: MARSHALL PROFESSIONAL PARK SITE CONDOMINIUM

PROVIDED TITLE COMMITMENT NO. 10300024
DATED 1/15/25, BY DEVON TITLE, A STEWART COMPANY
EXCERPT - SCHEDULE 'B', PART II EXCEPTIONS

SURVEYOR NOTES
ITEM # 'ITALICS' IF APPLICABLE (TYPICAL)

16. Subject to the rights of the co-owners of Marshall Professional Park in general common elements and limited common elements and all of the terms, conditions, regulations, restrictions, easements and other matters as set forth in the Master Deed recorded in Liber 2570, Page 141, Calhoun County Records, and any subsequent amendments thereto, and as disclosed by Act 59 of the Public Acts of 1978, as amended, and any enforcement of Section 67 of the Condominium Act. **#16- 15' WIDE EASEMENT (AT ROAD) & NO WIDTH OVERHEAD WIRES ESM'T NOTED FOR SUBJECT PARCEL**
17. Any and all terms and conditions, regulations, restrictions and easements and other matters set forth in the Master Deed for said Condominium and any amendments thereto.
18. Terms, conditions and provisions contained in Grant of Easements recorded in Liber 1803, Page 979 of Calhoun County Records. **#18- EASEMENT IS NOT LOCATED ON OR ADJACENT TO SUBJECT PARCEL**
19. Terms, conditions and provisions contained in Notice of Compliance with Restrictions and Conditions and Release of Right of Reversion recorded in Liber 1885, Page 553 and in Liber 1886, Page 361 of Calhoun County Records. **#19- NOTHING TO PLOT**
20. Terms, conditions and provisions contained in Easement Deed by Court Order in Settlement of Landowner Action recorded in Liber 3836, Page 666 of Calhoun County Records. **#20- 20' WIDE COMMUNICATIONS EASEMENT ADJACENT ROUTE NOT DESCRIBED**

TABLE 'A' NOTES

ITEM 11: Note to the client, insurer, and lender - With regard to Table A, Item 11, information from the sources checked will be combined with observed evidence of utilities pursuant to Section 5.E.iv. to develop a view of the underground utilities. However, lacking excavation, the exact location of underground features cannot be accurately, completely, and reliably depicted. In addition, in some jurisdictions, 811 or other similar utility locate requests from surveyors may be ignored or result in an incomplete response, in which case the surveyor shall note on the plat or map how this affected the surveyor's assessment of the location of the utilities. Where additional or more detailed information is required, the client is advised that excavation may be necessary.

NOTE, UTILITY LOCATIONS SHOWN ONLY FROM OBSERVED EVIDENCE AND FROM PLANS PROVIDED BY CENTURY LINK, ATT, CONSUMERS ENERGY & CITY OF MARSHALL.

ITEM 16: NO EVIDENCE OF RECENT EARTH MOVING OR OTHER CONSTRUCTION

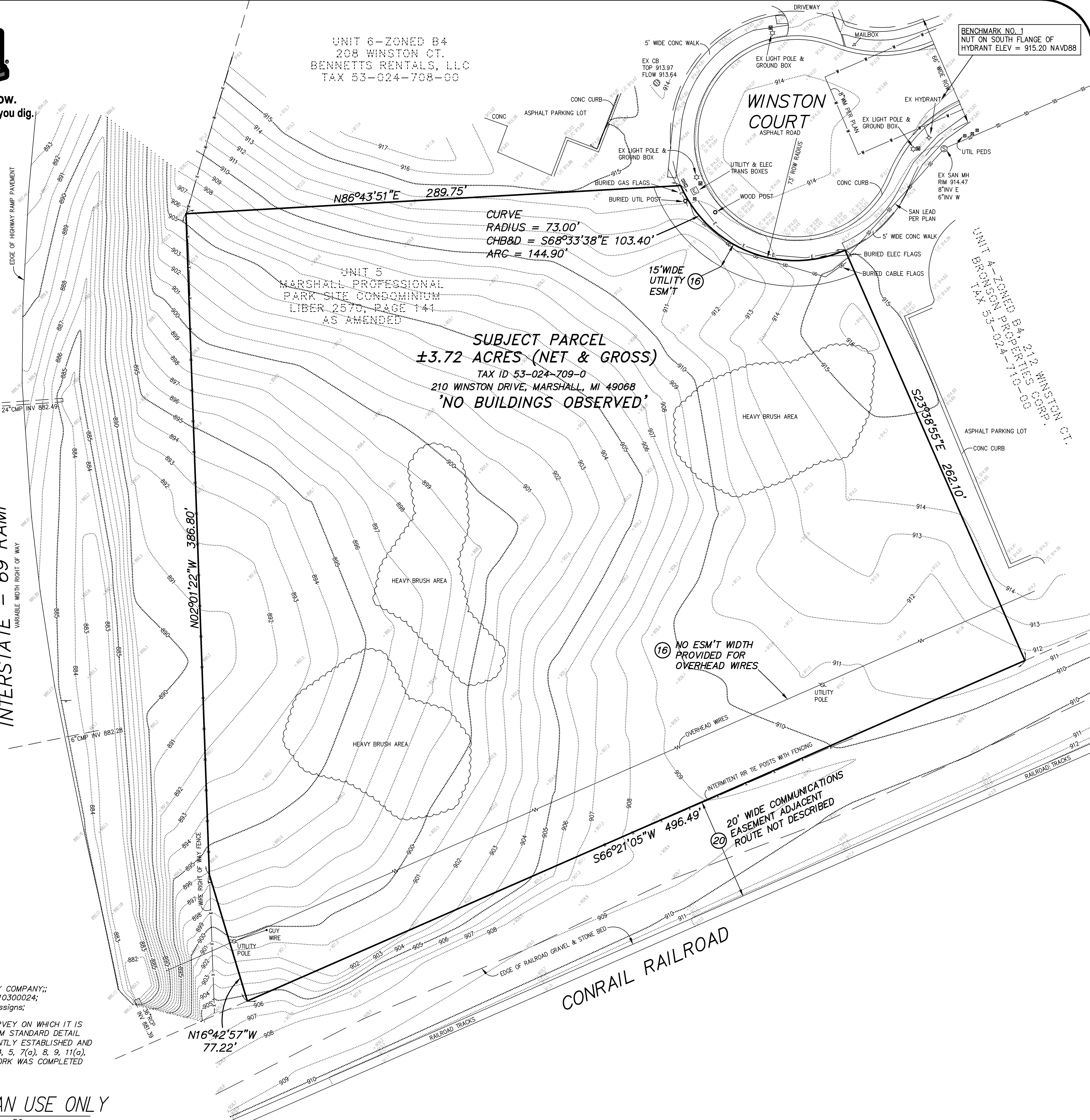
ITEM 17: NO OBSERVATION OF RECENT CHANGES IN RIGHT OF WAY OR REPAIRS WITHIN.

ITEM 20: OFFSITE SANITARY SEWER, WATERMAIN & STORM SEWER/DRAINAGE.

LEGEND (AS APPLICABLE)

- FOUND IRON
○ SET IRON
■ FOUND MONUMENT
■ SET MONUMENT
- (R) RECORDED
(M) MEASURED
(C) CALCULATED
SECTION CORNER
- EXISTING
- ST - STORM SEWER & MANHOLE
SS - SANITARY SEWER & MANHOLE
W - WATERMAIN, HYDRANT & GATE VALVE
G - GAS MAIN & VALVE
T - BURIED TELEPHONE (MISS DIG MARKERS = (-))
E - UNDER GROUND ELECTRIC (MISS DIG MARKERS = (-))
O - OVERHEAD ELECTRIC, POLE, & CITY WIRE
C - CATCH BASIN (CURB & ROAD)
- 765 - CONTOUR LINE
F - FENCE
G - GUARD RAIL
- - LIGHT POLE
P - POST
S - SIGN
S - STREET SIGN
M - MAILBOX
C - CONCRETE
A - ASPHALT

INTERSTATE - 69 RAMP
VARIABLE WIDTH RIGHT OF WAY



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CITY OF FLINT * MICHIGAN * 48502

REVISIONS

No.	Description	Date	By

Meridian Land Surveying, Inc.

Drawn by: R.J.V. Field: D.S., B.S.
Designed by: R.J.V. Checked by: R.J.V.
Date: 02/25/25 Date Revised:
CLIENT: MARENGO HOTELS, LLC
SITE TAX ID: 53-024-709-00
JOB No. 2025009

ALTA/NSPS LAND TITLE SURVEY
210 WINSTON DRIVE

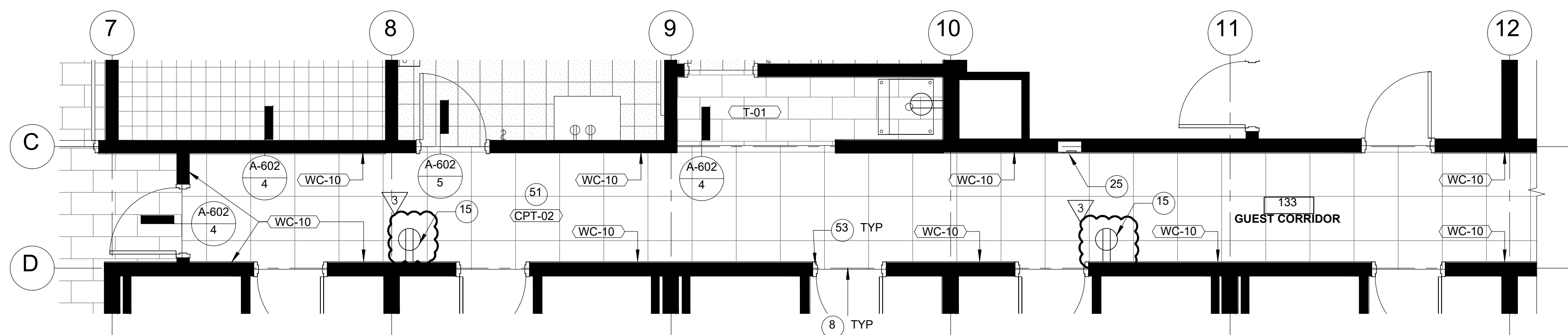
TAX ID 53-024-709-0
UNIT 5 MARSHALL PROFESSIONAL PARK SITE CONDOMINIUM
PROJECT LOCATION:
210 WINSTON DRIVE, MARSHALL, MI 49068
SECTION 27, T2S-R6W, CITY OF MARSHALL, CALHOUN CO., MI

2025009

SHEET NO.
3 OF 3

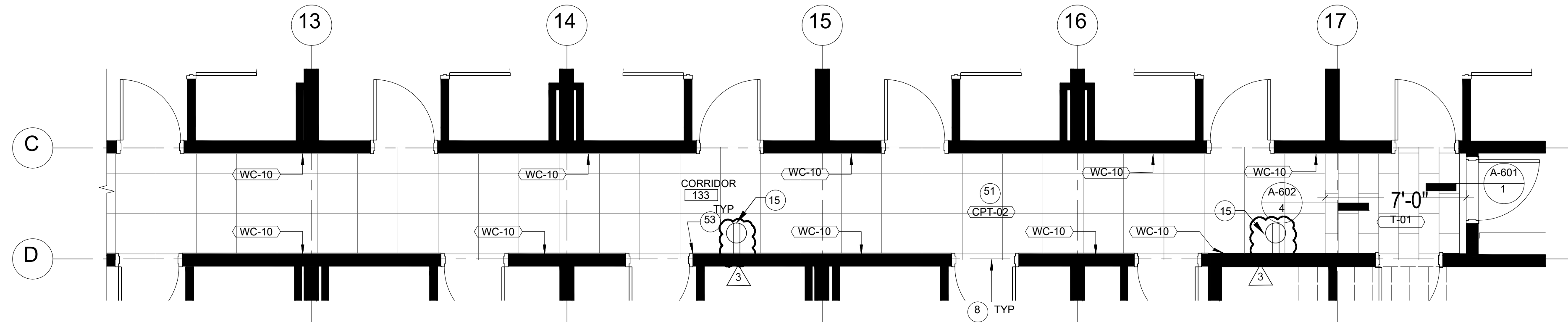


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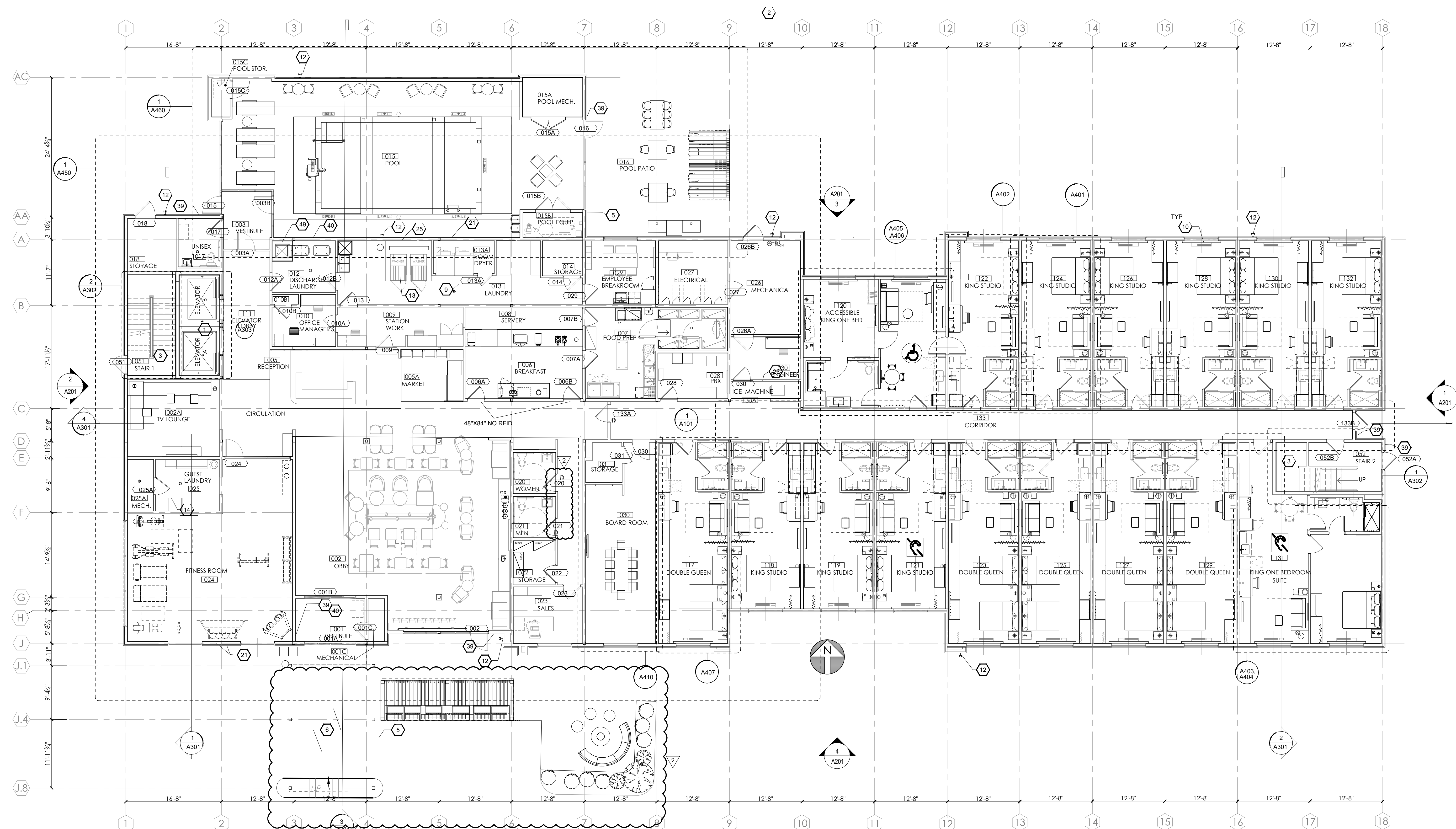
FINISH CODE LEGEND

PT	PAINT	MIR	MIRROR
PL	PLASTIC LAMINATE	G	GLASS
ST	STONE	QT	QUARRY TILE
SS	SOLID SURFACE	B	WALL BASE
CONC	CONCRETE	RF	RESILIENT FLOORING
CPT	CARPET	WC	WALLCOVERING
T	TILE	FILM	GLASS FILM



1 FIRST FLOOR CORRIDOR FINISH AND POWER PLAN

A101 SCALE: 1/4" = 1'-0"



A101 OVERALL FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

GENERAL NOTES - FLOOR PLAN

- REFER TO ENLARGED GUEST ROOM PLANS FOR DOOR TAGS & TYPES.
- REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL REQ'S FOR PASSENGER ELEVATORS, ELEVATOR LOBBIES & CORRIDORS.
- REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL REQ'S FOR STORAGE AREAS.
- REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL REQ'S FOR MECHANICAL, ELECTRICAL, & EQUIPMENT ROOMS.
- FIRE EXTINGUISHERS, SMOKE DETECTORS & OTHER EMERGENCY DEVICES TO BE LOCATED PER LOCAL CODE. FIRE EXTINGUISHER LOCATIONS WITHIN THE PUBLIC SPACE SHALL BE CONTAINED WITHIN FULLY RECESSED CABINETS.
- REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL REQ'S FOR ROOFING MATERIAL.
- REFER TO STANDARDS FOR FIXTURE & EQUIPMENT REQ'S.
- REFER TO HADG FOR FURTHER ADDITIONAL REQ'S FOR PUBLIC SPACES & EQUIPMENT.
- FIRE ALARM SYSTEM SHALL HAVE PERMANENTLY INSTALLED AUDIBLE & VISIBLE ALARMS COMPLYING WITH NFPA 72 (1999 OR 2022 ADDITION) & AS REQ'D BY LOCAL AUTHORITIES. ALARMS MUST BE LOCATED IN PUBLIC & COMMON USE AREAS & GUEST ROOMS DESIGNATED AS GUEST ROOMS WITH COMMUNICATIONS FEATURES AT A MINIMUM. WHERE EMPLOYEE AREAS HAVE AUDIBLE ALARMS, THE WIRING SHALL BE DESIGNED SO VISIBLE ALARMS CAN BE INTEGRATED INTO THE SYSTEM, UNLESS GREATER STANDARDS ARE REQ'D BY LOCAL AUTHORITIES.

KEYED NOTES - FLOOR PLAN

- THIS ELEVATOR CAR SHALL PROVIDE EMERGENCY ACCESS TO ALL FLOORS AND BE LARGE ENOUGH TO ACCOMMODATE AN AMBULANCE STRETCHER.
- OVERALL BUILDING DIMENSIONS BASED ON WOOD FRAME CONSTRUCTION. OVERALL DIMENSION WILL VARY BASED ON FINAL BUILDING CONSTRUCTION.
- EGRESS STAIR IN CONCRETE MASONRY STAIR ENCLOSURE.
- ALTERNATING TREAD STAIR FROM FOURTH FLOOR STAIR LANDING TO ROOF.
- LINE OF ROOF/CANOPY ABOVE.
- VEHICULAR DROP OFF - REFER TO SITE PLAN AND DETAIL.
- CARRY CARPET PATTERN INTO DOOR TO TRANSITION STRIP AS INDICATED - REFER TO SHEET A-601 FOR TRANSITION DETAIL.
- FLOOR DRAIN.
- PTAC UNIT.
- HOSE BIBB - FROST FREE WHERE REQUIRED. TAMPER RESISTANT, RECESSED.
- HOTEL LAUNDRY EQUIPMENT - REFER TO ENLARGED PLAN.
- GUEST LAUNDRY EQUIPMENT - REFER TO ENLARGED PLAN.
- PROVIDE CONVENIENCE OUTLETS IN CORRIDORS FOR HOUSEKEEPING EQUIPMENT AT MINIMUM EVERY 50'.
- ACCESSIBLE ICE MACHINE WITH REQUIRED ACCESSIBLE APPROACH AREA. PROVIDE FLOOR DRAIN CENTERED UNDER ICE MACHINE AND PROVIDE POSITIVE SLOPE TOWARDS DRAIN WITHOUT AFFECTING ACCESSIBLE REQUIREMENTS. INSULATE DRAIN PIPES. REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL AND HADG FOR ADDITIONAL REQUIREMENTS FOR ICE MACHINE AREA.
- ROOF OF POOL BELOW.
- CANOPY/TRELLIS BELOW.
- DRYER VENT LOUVER - REFER TO ELEVATIONS.
- WIRE SHELVING SYSTEM - REFER TO FF&E FLOORS AND BE LARGE ENOUGH TO ACCOMMODATE AN AMBULANCE STRETCHER.
- FIRE EXTINGUISHER (CABINET IN PUBLIC AREAS); INSTALLED SO THAT NO OPERABLE PART IS HIGHER THAN 48" A.F.F. CABINETS TO BE FULLY RECESSED.
- KEYCARD READER ENTRANCE HARDWARE, MOUNTED SO THAT TOP OF READER IS A MAXIMUM OF 48" ABOVE GRADE OR FINISH FLOOR.
- PUSH BUTTON INTERCOM OR HOUSE PHONE (OPTIONAL VIDEO MONITORING). MOUNT SO TOP OF DEVICE IS MAXIMUM OF 48" ABOVE GRADE. PROVIDE CLEAR FLOOR SPACE AS REQUIRED BY ACCESSIBILITY AT DEVICE. LAUNDRY CHUTE LOCATION CONTAINED WITHIN 2-HOUR RATED SHAFT WITH RATED DOOR MONITORING. MOUNT SO TOP OF DEVICE IS MAXIMUM OF 48" ABOVE GRADE. PROVIDE CLEAR FLOOR SPACE AS REQUIRED BY ACCESSIBILITY AT DEVICE.
- CONNECTING DOOR AT LEVEL 2 ONLY. REFER TO PRODUCT SPECIFICATION FOR CARPET PATTERN.
- HYDRATION STATION.
- SEE 5/A-456 FOR DOOR TRIM AND FINISHES.

LEGEND - FLOOR PLAN

- CARPET TILE
- FLOOR TILE
- QUARRY TILE
- FINISH TAG
- FF&E TAG
- EQUIPMENT TAG
- MAGNETIC DOOR HOLD OPENER - SEE ACCESSIBILITY SHEET FOR ALL LOCATIONS



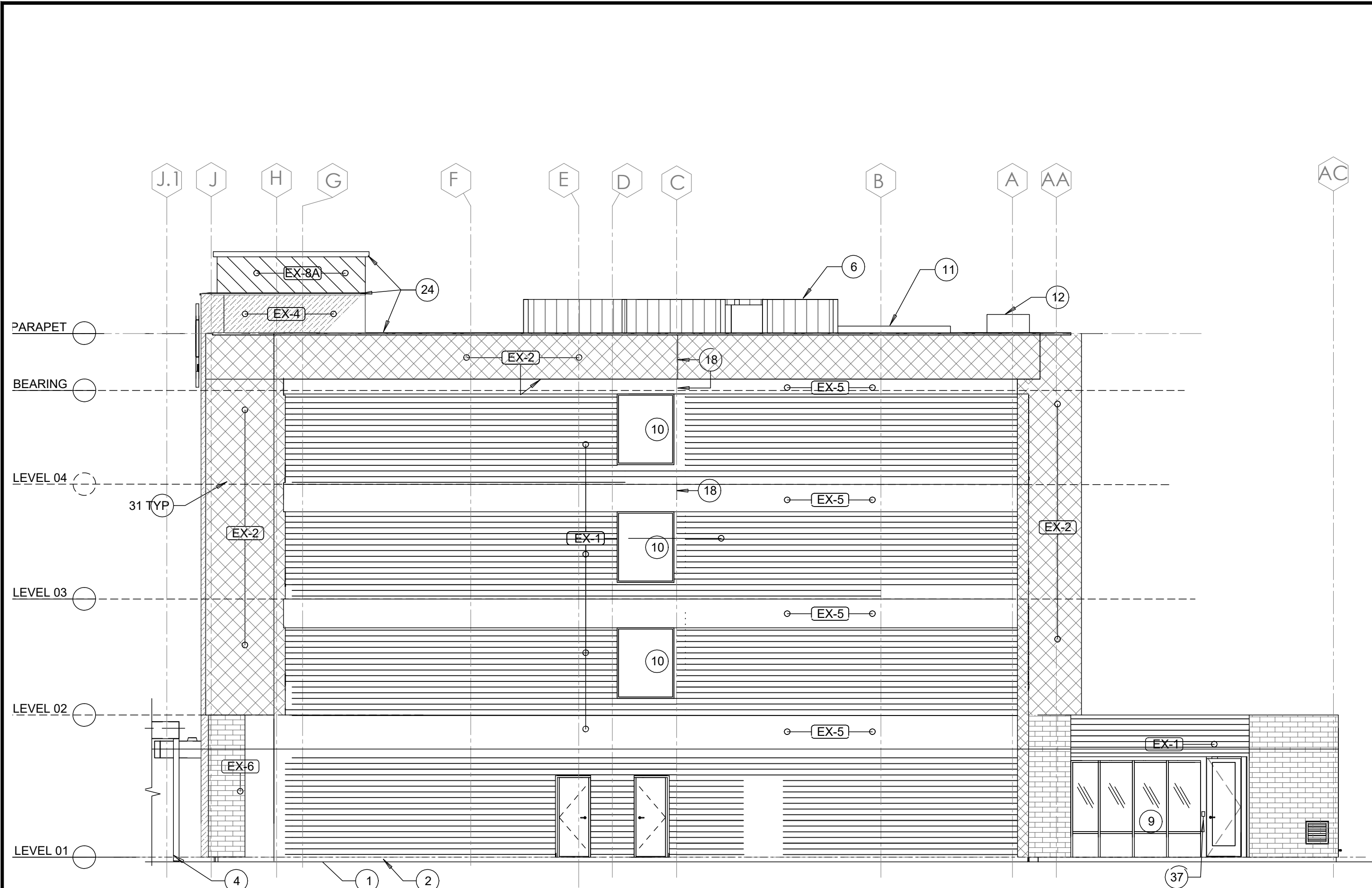
Rev.	By	Date	Issued For
1	J.S.	08/20/2022	NO
2	J.S.	08/20/2022	NO
3	J.S.	08/20/2022	NO
4	J.S.	08/20/2022	NO
5	J.S.	08/20/2022	NO
6	J.S.	08/20/2022	NO

Rev.	By	Date	Issued For
1	J.S.	08/20/2022	NO
2	J.S.	08/20/2022	NO
3	J.S.	08/20/2022	NO
4	J.S.	08/20/2022	NO
5	J.S.	08/20/2022	NO
6	J.S.	08/20/2022	NO

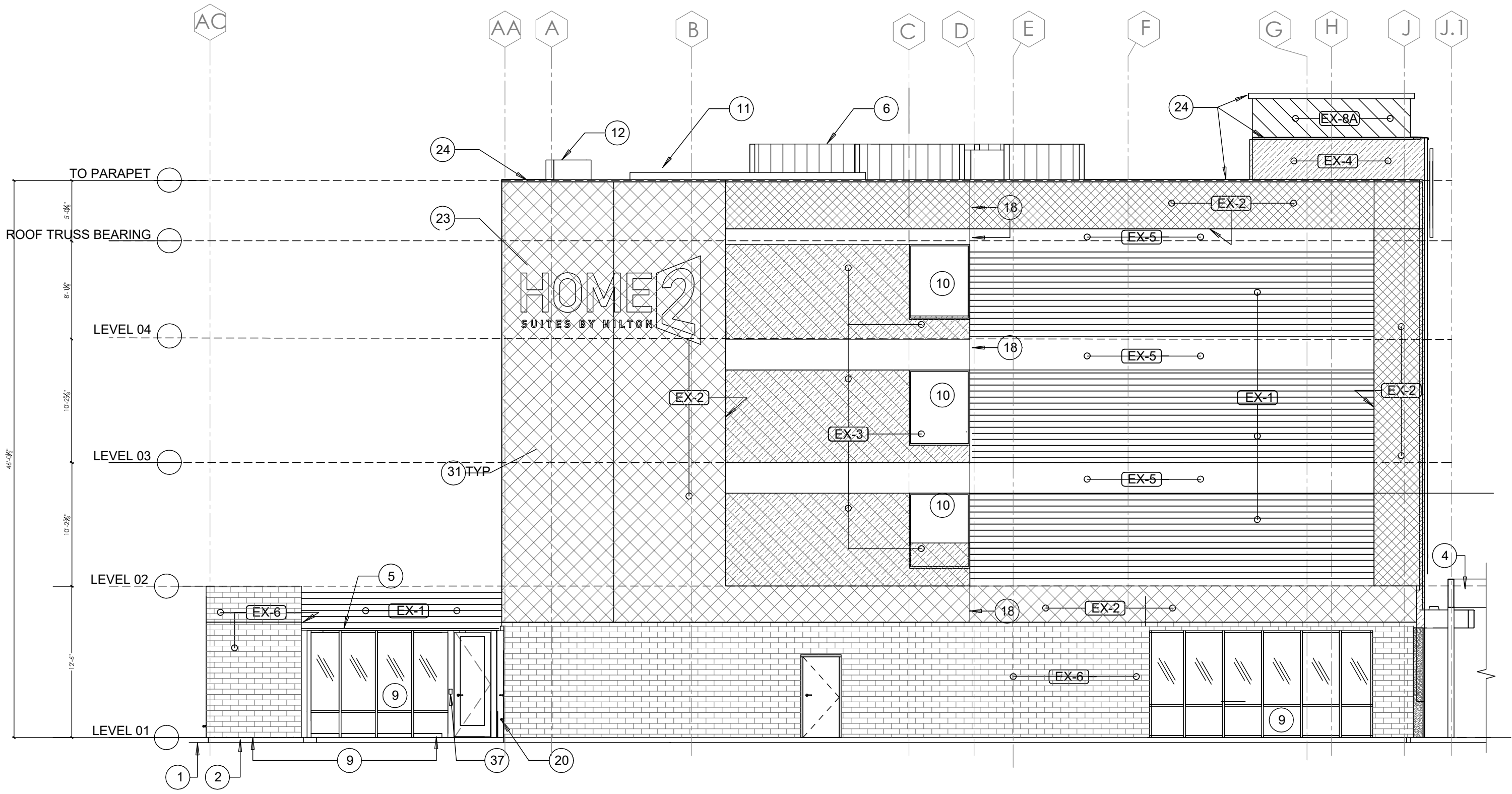
Rev.	By	Date	Issued For
1	J.S.	08/20/2022	NO
2	J.S.	08/20/2022	NO
3	J.S.	08/20/2022	NO
4	J.S.	08/20/2022	NO
5	J.S.	08/20/2022	NO
6	J.S.	08/20/2022	NO

Rev.	By	Date	Issued For
1	J.S.	08/20/2022	NO
2	J.S.	08/20/2022	NO
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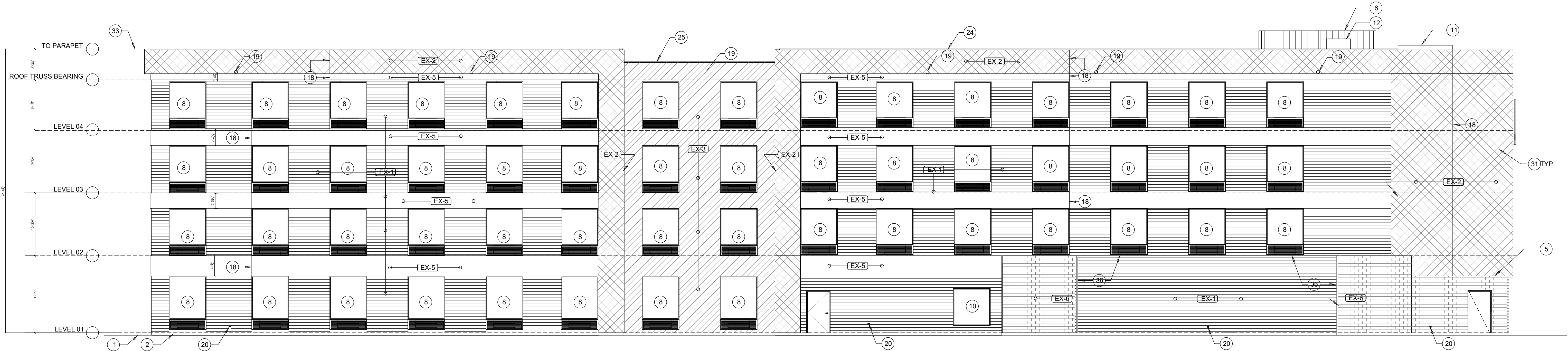
Rev.	By	Date	Issued For
1	J.S.	08/20/2022	NO
2	J.S.	08/20/2022	NO
3	J.S.	08/20/2022	NO
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5	J.S.	08/20/2022	NO
6	J.S.	08/20/2022	NO



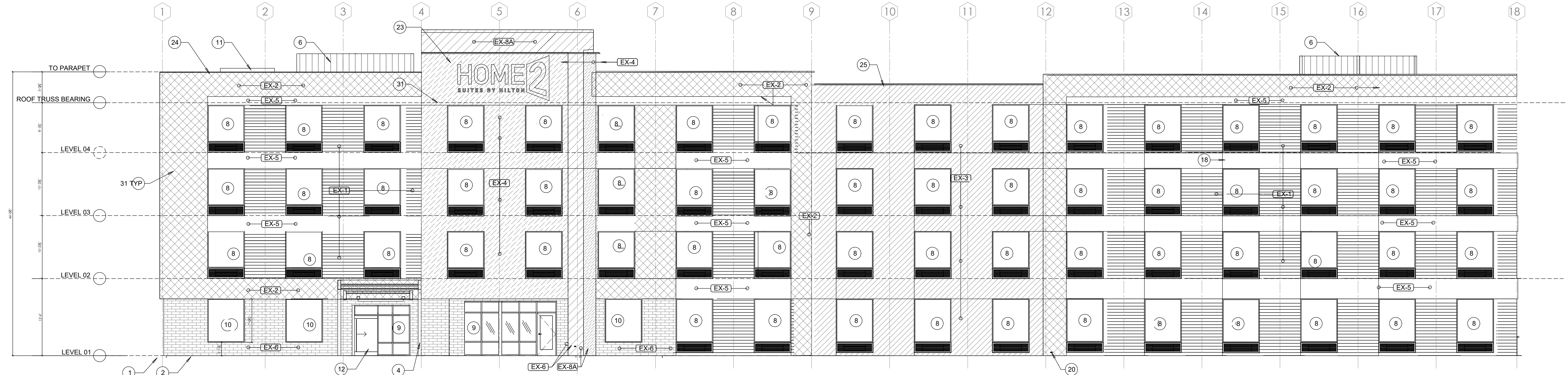
1 EXTERIOR ELEVATION
A201 SCALE: 1/8" = 1'-0"



2 EXTERIOR ELEVATION
A201 SCALE: 1/8" = 1'-0"



3 EXTERIOR ELEVATION
A201 SCALE: 1/8" = 1'-0"



4 EXTERIOR ELEVATION
A201 SCALE: 1/8" = 1'-0"

GENERAL NOTES - EXTERIOR ELEVATION

A. REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL GUIDE FOR ADDITIONAL INFORMATION REGARDING EXTERIOR MATERIALS, CONSTRUCTION REQUIREMENTS AND SIGNAGE REQUIREMENTS.

B. GROUT COLOR TO MATCH EXTERIOR TILE OR MASONRY

C. BUILDING HEIGHT DIMENSIONS ARE BASED ON WOOD FRAME CONSTRUCTION. THESE DIMENSIONS WILL VARY BASED ON FINAL BUILDING CONSTRUCTION. INTERIOR CEILING HEIGHTS ARE CRITICAL TO MAINTAIN AS MINIMUMS.

ARCHITECTURAL ELEMENTS

- EX-1 CORE: body
Background for layering of all other materials
- EX-2 WRAP: Unified element set proud (12" min) from the CORE
- EX-3 LINK: Connection
Piece to break up large segments of the WRAP
- EX-4 KEEP: foreground element of BEACON
Placed on primary building entry elevation in conjunction with the port cochere and with clear visibility from the frontage road. Extends up beyond the WRAP. Background for primary building sign.
- EX-5 ACCENT BAND: articulation
Horizontal 3D band proud of CORE. Sufficient depth (2" min) to create distinct shadow line. No visible joints.
- EX-6 SUPPORT: base
- EX-7 CANOPY
- EX-8 BEAM: vertical element
Set back in plane from the KEEP, extends to the ground. Composed of three elements:
- EX-8A REVEAL: vertical element extending through the KEEP
- BAND: horizontal element capping the reveal

PROTOTYPICAL MATERIALS

SUPPORT
Materiality: Building material authentic and substantial material with clean crisp lines such as tile, cut stone, cast stone, decorative masonry units (cmu) or brick
Color: Light to Medium value, natural inherent in the material
Texture: Sandstone-like, ground face, bush hammered or smooth
Contrast: High textural contrast to WRAP and ACCENT BAND. Medium color contrast to all other elements. High material contrast to all other elements.

CORE
Materiality: Building material with strong directionality and high relief to create shade and shadow such as textured EIFS, stucco, brick wood Siding, cement fiber board or corrugated metal
Color: Medium value, 40-60% value, earth toned, painted or natural depending on material
Texture: Medium to coarse texture
Contrast: High textural contrast to WRAP and ACCENT BAND. Medium to High to WRAP and ACCENT BAND. Low to medium material contrast to WRAP & ACCENT BAND

WRAP
Materiality: Building material with a minimal amount of joints and connections and a smooth finish such as EIFS, stucco or metal panels
Color: Light to medium value, painted
Texture: Smooth or Fine finish
Contrast: Low textural contrast to SUPPORT. Medium to high textural contrast to CORE. Low to High contrast to SUPPORT and ACCENT BAND. Low to High material contrast to CORE

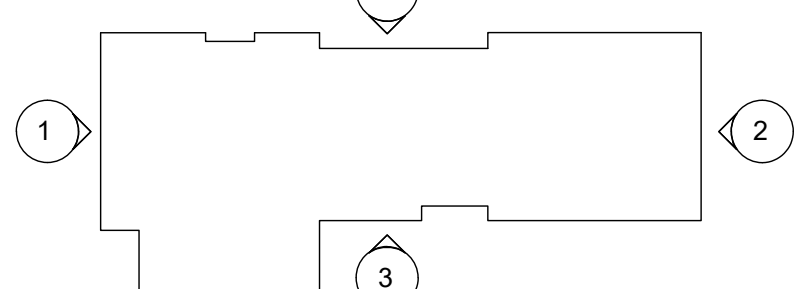
LINK & KEEP
Materiality: Building material with a strong horizontal direction and high relief to create shade and shadow. Smooth finish material: EIFS and stucco. Strong horizontal materials: brick, wood cement fiber board or metal
Color: Medium to Dark value, painted or natural depending on material
Texture: Smooth to Coarse
Contrast: Low to High textural contrast to WRAP and ACCENT BAND. High color contrast to WRAP. Low to High material contrast to WRAP.

ACCENT BAND
Materiality: Building material with a minimum amount of joints and connections and smooth finish: metal, EIFS or Stucco.
Color: Light to Dark value. Color must match or complement window and door frames throughout the design
Texture: Smooth or Fine finish
Contrast: Low textural contrast to WRAP. Medium to High color contrast to WRAP and CORE. Low material contrast to WRAP. Low to High material contrast to CORE.

CANOPY
Materiality: Steel columns and beams with T&G wood plank soffit and insulation for slope and membrane roofing.
Color: Dark value on steel, wood plank to be clear stain, membrane roofing color to match main roof.
Texture: Smooth, painted finish.

KEYED NOTES

- APPROXIMATE LINE OF GRADE
- ABOVE GRADE EXPOSED FOUNDATION WALL
- PAINTED TUBE STEEL CANOPY WITH WOOD FINISHED SOFFIT
- WOOD SLATTED CANOPY WITH STEEL SUPPORT
- MECHANICAL EQUIPMENT SCREEN - REVIEW ALL VIEWS AROUND PROPERTY BEFORE LOCATING ALL ROOF TOP MECHANICAL UNITS. VERIFY ALL EQUIPMENT IS ADEQUATELY SCREENED
- ALUMINUM FIXED WINDOW WITH THERMAL BROKEN FRAME, INSULATED GLAZING WITH INTEGRAL ALUMINUM LOUVER AT PTAC UNITS
- ALUMINUM STOREFRONT SYSTEM WITH THERMAL BROKEN FRAME AND INSULATED GLAZING
- ALUMINUM FIXED WINDOW WITH THERMAL BROKEN FRAME AND INSULATED GLAZING
- ELEVATOR OVERRUN
- FINISH CONTROL JOINT
- OVERFLOW SCUPPER - BASIS OF DESIGN NESCO MFG INC. - MODEL # SCT914R - REFER ALSO TO DETAIL 7/A-303
- TAMPER RESISTANT, RECESSED HOSE BIBS - MOUNT TOP AT 4"2" A.F.F
- SIGNAGE - REFER TO EXTERIOR SIGNAGE SPECIFICATIONS
- KYNAR FINISH ALUMINUM COPING SYSTEM - COLOR TO MATCH ADJACENT MATERIAL
- KYNAR FINISH ALUMINUM GRAVEL STOP - COLOR TO MATCH ADJACENT MATERIAL
- EXPANSION JOINT AT FLOOR LINE WITH BACKER ROD AND SEALANT
- BUILDING HEIGHT DIMENSIONS ARE BASED ON WOOD FRAME CONSTRUCTION. THESE DIMENSIONS WILL VARY BASED ON FINAL BUILDING CONSTRUCTION. INTERIOR CEILING HEIGHT DIMENSIONS ARE CRITICAL TO MAINTAIN AS MINIMUMS.
- ALUMINUM GUTTER AND DS. COLOR TO MATCH ADJ. MATERIAL
- ACCESSIBLE KEY CARD READER WIRED TO ELECTRIC STRIKE IN DOOR - TOP OF READER AT 48" MAX. HEIGHT
- POOL PERIMETER FENCE AS REQUIRED BY CODE WITH 3'-0" GATE
- PRECAST COPING



Rev.	Scale	AS NOTED
1	1/8" = 1'-0"	2111
2	1/8" = 1'-0"	2111
3	1/8" = 1'-0"	2111
4	1/8" = 1'-0"	2111
5	1/8" = 1'-0"	2111
6	1/8" = 1'-0"	2111
7	1/8" = 1'-0"	2111
8	1/8" = 1'-0"	2111
9	1/8" = 1'-0"	2111
10	1/8" = 1'-0"	2111
11	1/8" = 1'-0"	2111
12	1/8" = 1'-0"	2111

Client: MARENGO HOTELS, LLC
Project: HOME 2 BY HILTON - MARSHALL MICHIGAN
File Name: A201
Rev.: AS NOTED
Project Number: 2111
Sheet: A201

THE VILLA AT WINSTON COURT
ZONED: B-4

BRONSON LAB - MARSHALL
ZONED: B-4

KEYNOTES:

- MONUMENT SIGN LOCATION (11' x 8 3/4" X 6' 4 1/2") WITH MAXIMUM HEIGHT OF 25'
- ACCESSIBLE PASSENGER DROP OFF AREA W/ ADJACENT CLEAR ACCESS AISLE - DROP OFF & ACCESS AISLE SHALL BE @ THE SAME LEVEL & SHALL HAVE A SLOPE NOT TO EXCEED 1:48 (1:64 RECOMMENDED) - DRIVE AISLES SHALL RAMP UP TO LEVEL OF WALK AT DROP-OFF AREA -- REFER TO MATERIAL LEGEND FOR SPECIFIC PAVING OF THIS AREA. REFER TO THE HADG FOR MORE INFORMATION REGARDING ACCESSIBLE PASSENGER LOADING ZONES.
- ACCESSIBLE CURB RAMP TO MEET ALL ACCESSIBILITY REQUIREMENTS, MAXIMUM SLOPE OF RUN 1:12 (1:14 RECOMMENDED), MAXIMUM CROSS SLOPE OF 1:48 (1:64 RECOMMENDED). REFER TO THE HADG FOR FURTHER INFORMATION.
- ACCESSIBLE PARKING SPACES, SIGNAGE, LOGOS, WHEEL STOPS & ACCESS AISLES MUST MEET ALL ACCESSIBILITY REQUIREMENTS - PROVIDE SPACES IN SIZE, QUANTITY & LOCATIONS REQ'D BY ACCESSIBILITY AND BY APPLICABLE CODES AS DETERMINED BY LOCAL JURISDICTION. PROVIDE A MAXIMUM SLOPE IN EITHER DIRECTION OF 1:48 (1:64 RECOMMENDED). REFER TO HADG FOR FURTHER INFORMATION.
- EXTERIOR GARDEN STORAGE AREA
- PROPERTY LINE
- CURB CUT & DRIVEWAY ACCESS - SIZE & LOCATE CURB CUTS & DRIVE AISLES PER LOCAL REQUIREMENTS - MAINTAIN APPROPRIATE SIGHT LINES
- PARKING LOT & DRIVEWAY LIGHTING (P-1)
- TRASH, RECYCLING, AND ASH BINS
- ACCESSIBLE ROUTE FROM ACCESSIBLE PARKING TO BUILDING ENTRANCE, PRE-DETERMINE RUNNING SLOPE OF MAXIMUM 1:20 AND A CROSS SLOPE OF MAXIMUM 1:48 (1:64 RECOMMENDED). REFER TO HADG FOR FURTHER INFORMATION.
- PAINTED PARKING STRIPE ON PAVEMENT SURFACE, TYP.
- TREES - SPECIES DETERMINED BY LOCAL CLIMATE COND. - TREES SHALL NOT INTERFERE W/ PARKING OR PEDESTRIAN ACTIVITY-REFER TO LANDSCAPE DESIGN INTENT PLAN FOR LANDSCAPING GUIDELINES
- ASPHALT OR CONC. PAVING SHALL COMPLY W/ LOCAL REQUIREMENTS - PROVIDE POSITIVE DRAINAGE AWAY FROM BLOG. -- COORDINATE SITE DRAINAGE & DETENTION W/ CIVIL ENGINEER
- CONTINUOUS CONCRETE CURB - TYP.
- CONDENSING UNIT LOCATION-SCREENED FROM VIEW
- FREEZE-PROOF HOSE BIBBLE
- FLOOR DRAIN

PLANTING NOTES

- ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH AUTOMATIC SPRINKLER SYSTEM LANDSCAPE CONTRACTOR TO PROVIDE ALL PLANT AND POTTING MATERIAL FOR ALL FLOWER POTS AND PLANTERS.
- ANNUAL BEDS SHALL BE LOCATED AT THE FRONT ENTRY, AT THE MONUMENT SIGN(S), AND NEAR THE PATIO SEATING. BUDGET PERMITTING, POTS MAY BE PLACED AROUND THE POOL AREAS WITH ANNUALS.POTS SHALL INCLUDE PLANT MATERIAL.
- Ivy AND SIMILAR GROUNDERCOVER MAY BE PLANTED FROM FLATS. ALL OTHER GROUNDERCOVERS, PERENNIALS, MASS-PLANTED LOW SHRUBS SHALL BE 4"POT, QUART OR 1 GAL. AS IS APPROPRIATE FOR THE SPECIES.
- EDGING: 6" COMMERCIAL GRADE BLACK PLASTIC EDGING SHALL BE USED TO SEPARATE ALL PLANTING BEDS FROM ALL TURF AREAS. WHERE PLANTING BEDS ARE LOCATED NEXT TO SIDEWALKS, EDGING SHALL BE PLACED ALONG THE PAVED SURFACE TO PREVENT WASHOUT OF MULCH (EXCEPTION IF GRAVEL/MULCHES ARE USED SUCH AS IN THE SOUTHWEST SINCE THESE ARE NOT TYPICALLY TOP-DRESSED ON AN ANNUAL BASIS).

GENERAL NOTES

- The LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR ALL PRIVATE AND PUBLIC UTILITY LOCATIONS PRIOR TO COMMENCING LANDSCAPE OPERATIONS. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL UTILITY LOCATIONS THROUGHOUT THE DURATION OF LANDSCAPE CONSTRUCTION.
- The LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT OF ANY DRAINAGE OR UNSUITABLE SOIL CONDITIONS THAT MAY EFFECT THE LANDSCAPE INSTALLATION.
- The LANDSCAPE CONTRACTOR SHALL VISIT THE SITE DURING BID PREPARATION AND IDENTIFY ANY DISCREPANCIES BETWEEN THE DOCUMENTS AND THE SITE.
- The LANDSCAPE CONTRACTOR SHALL PROTECT THE EXISTING PAVEMENTS ADJACENT TO THE LANDSCAPE IMPROVEMENTS. ANY DAMAGE TO THE PAVEMENTS SHALL BE REPAIRED AT THE EXPENSE OF THE LANDSCAPE CONTRACTOR.
- ALL MATERIAL IDENTIFIED AS DEMOLISHED SHALL BE DISPOSED OF OFF-SITE.
- DO NOT STORE ANY CONSTRUCTION MATERIAL OR EXCESS SOILS WITHIN THE DRAINLINE OF TREES TO BE PROTECTED.
- The LANDSCAPE CONTRACTOR SHALL WARRANTY ALL TREES, SHRUBS, PERENNIALS, GROUND COVERS, AND ORNAMENTAL GRASSES FOR A PERIOD OF ONE YEAR.
- PLANT MATERIAL SHALL BE HEALTHY, FREE OF DISEASE AND INSECTS, SIZES OF PLANTS SHALL MEET OR EXCEED THE SIZES DENOTED IN THE PLANT LIST.
- PLANT SUBSTITUTIONS WILL ONLY BE ALLOWED WITH THE PRIOR APPROVAL OF THE LANDSCAPE ARCHITECT.
- MULCH PLANTING BEDS WITH 3" LAYER OF SHredded HARDWOOD BARK, NATURAL BROWN IN COLOR.

ID	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SPACING	% SPECIES
AB	Acer x freemanii 'Jeffersred'	Autumn Blaze Maple	23	2.5" CAL. - 8' B&B	20' O.C. MIN. - 30' O.C. MAX.	10%
MS	Malus 'Snowdrift'	Snow Drift Crabapple	14	1.5" CAL. - 6' B&B	8' O.C. MIN. - 15' O.C. MAX.	6%
IH	Ilex glabra	Inkberry Holly	72	5' HEIGHT	4' O.C. MIN. - 6' O.C. MAX.	29%
TO	Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae	18	5' HEIGHT	4' O.C.	8%
GS	Spiraea x bumalda 'Goldflame'	Goldflame Spirea	6	30" HEIGHT	3' O.C. MIN. - 4' O.C. MAX.	2%
HS	Hydrangea serrata	Mountain Hydrangea	13	30" HEIGHT	3' O.C. MIN. - 4' O.C. MAX.	5%
SMS	Spiraea nipponica 'Snowmound'	Snowmound Spirea	6	30" HEIGHT	3' O.C. MIN. - 4' O.C. MAX.	2%
BH	Ilex x meserveae	Blue Holly	24	3' HEIGHT	5' O.C.	10%
JCS	Juniperus chinensis 'Spartan'	Spartan Juniper	50	6' HEIGHT	5' O.C.	20%
JCG	Juniperus chinensis 'Sea Green'	Sea Green Juniper	19	30" HEIGHT	4' O.C. MIN. - 6' O.C. MAX.	8%
TOTAL PLANTS			245			

Assembly of Level Railing

Consists of Series 9000:
A-F: Railing Package
A-1: Top Rail
B-1: Bottom Rail
C-1: Screen Covers
D-1: Posts
E-1: End Brackets
F-1: Post Caps
G-1: Base Plates
H-1: Handrails
I-1: Kick Boards
J-1: Toe Boards
K-1: Balusters
L-1: Newel Posts
M-1: Glass Panels
N-1: Cable Rails
O-1: Solid Core Panels
P-1: Solid Core Panels
Q-1: Solid Core Panels
R-1: Solid Core Panels
S-1: Solid Core Panels
T-1: Solid Core Panels
U-1: Solid Core Panels
V-1: Solid Core Panels
W-1: Solid Core Panels
X-1: Solid Core Panels
Y-1: Solid Core Panels
Z-1: Solid Core Panels

Shortening a Railing Section

When shortening a railing section, it is important that the railing remains secure and stable. Follow these steps to ensure proper installation.

Determining Railing Height

Railing height must comply with local codes and standards. Typically, residential railings are required to be 36 inches high from the finished floor or ground level.

To Attach Railing To Posts

Use appropriate hardware to securely attach the railing to the posts. Ensure all connections are tight and secure.

Optional Adjustable End Fittings

For a clean finish, use optional adjustable end fittings. These allow the railing to be adjusted to fit perfectly against walls or other structures.

Optional Wall Plate

An optional wall plate can provide additional support and stability for the railing system. It also adds a decorative touch to the overall design.

Railing Dimensions

All dimensions shall conform to applicable codes and standards. Refer to the relevant sections for specific measurements and tolerances.

Shrub Planting Detail

Detail showing the planting area for shrubs, including soil preparation, mulch application, and irrigation setup.

Deciduous Tree Planting Detail

Detail showing the planting area for deciduous trees, including root ball protection, staking, and watering instructions.

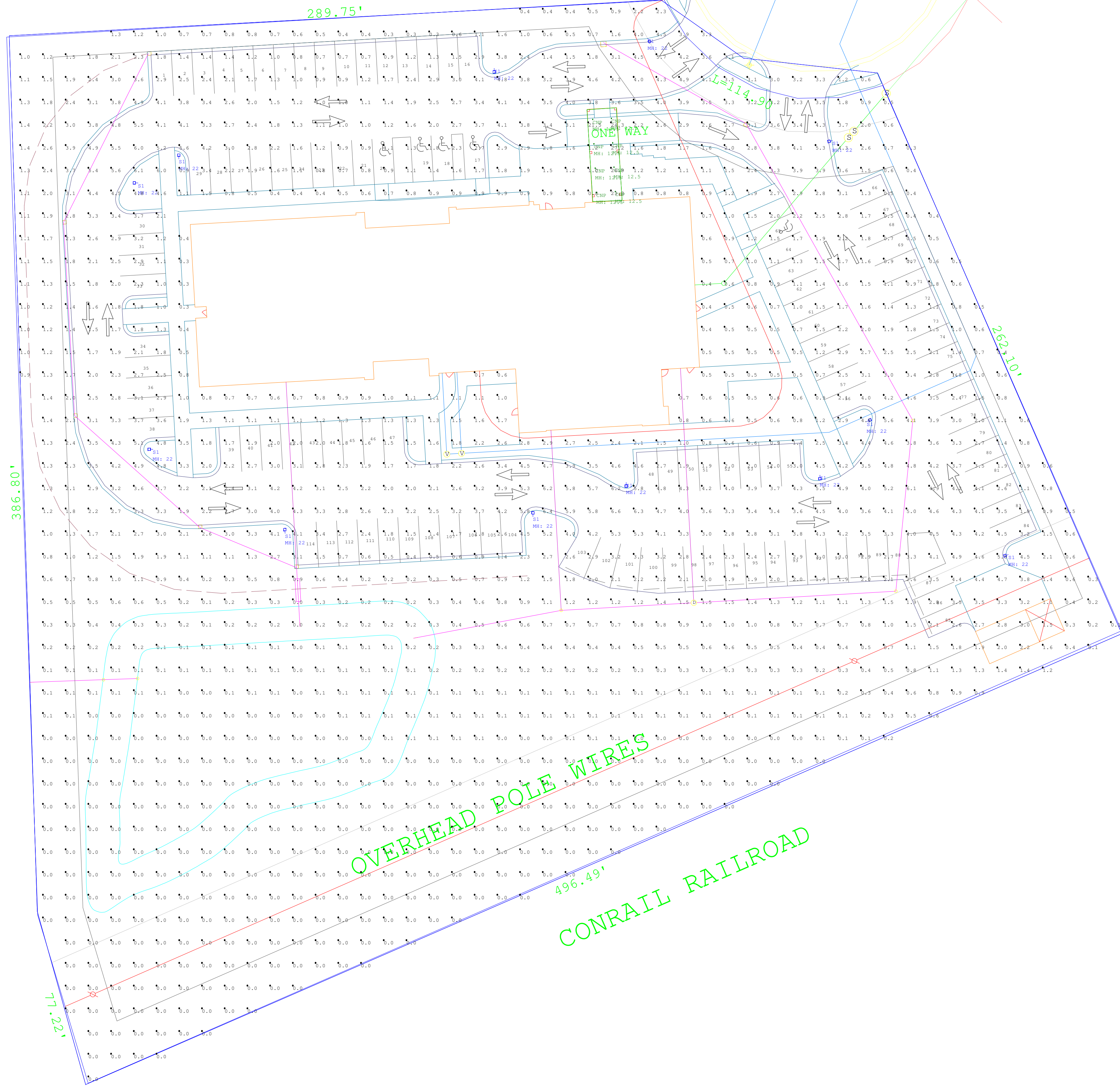
Evergreen Tree Planting Detail

Detail showing the planting area for evergreen trees, including root ball protection, staking, and maintenance requirements.

NOTE

1. THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF LAYOUT TO EXISTING/FUTURE FIELD CONDITIONS AND ALL MANDATORY BUILDING AND LIFE SAFETY CODES AND COMPLIANCE.
2. LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHOD. ACTUAL PERFORMANCE OF ANY MANUFACTURERS LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMP/LUMENS, AND OTHER VARIABLE FIELD CONDITIONS.
3. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP.
4. CLARUS DOES NOT ACT AS THE ELECTRICAL, CIVIL, OR STRUCTURAL ENGINEER AND DOES NOT DETERMINE BASE REQUIREMENTS AND APPLICABLE CODE COMPLIANCE. CLARUS IS NOT LIABLE FOR ANY CODE COMPLIANCE DISCREPANCY.
5. THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SAFETY AND SAFETY. THE ENGINEER AND/OR ARCHITECT OF RECORD IS RESPONSIBLE TO REVIEW FOR CODE COMPLIANCE INCLUDING AND NOT LIMITED TO: NFPA 70 LIFE SAFETY CODE, MICHIGAN ENERGY CODE, MICHIGAN BUILDING CODE AND/OR IBCS CODE AND LIGHTING QUALITY COMPLIANCE.

INTERSTATE - 69 RAMP

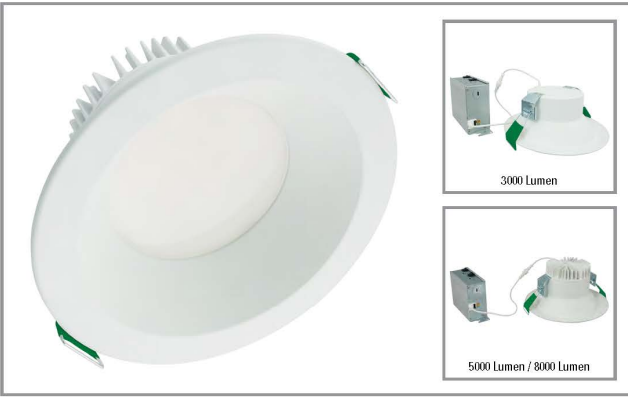


Luminaire Schedule						
Symbol	Qty	Label	LLF	Description	Lum. Watts	Lum. Lumens
	8	CNP	0.900	LCR8309FSE010MW (3000LM)	33.9	3221
	12	S1	0.900	PRV-XL-PA3A-730-U-T4W	172	22153

Calculation Summary

Label	Units	Avg	Max	Min	Max/Min	Avg/Min
PROPERTY LINES_Top	Fc	1.50	27.2	0.0	N.A.	N.A.

Project	Catalog #	Type
Prepared by	Notes	Date



HALO

LCR8
8-Inch Round All-Purpose LED Retrofit Module

Typical Applications
Residential • Multi-family • Mixed-Use

Product Certification



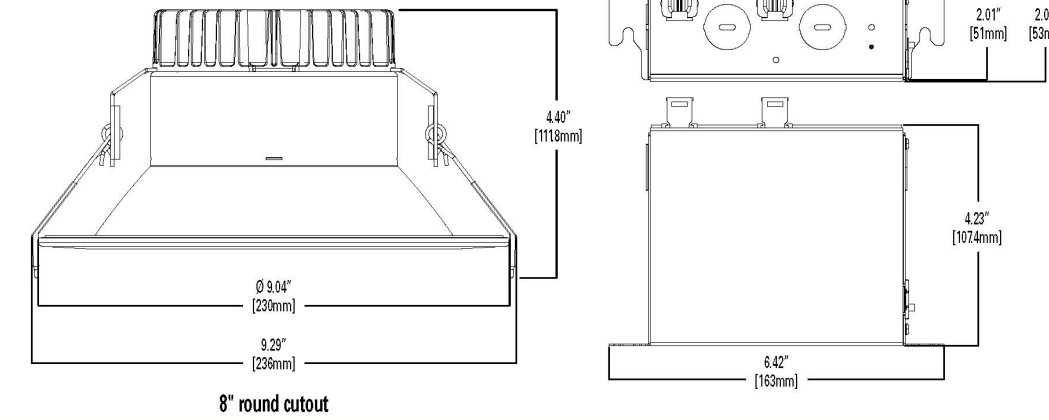
Product Features

Top Product Features

- Select from 5 CCTs via switch; 2700K, 3000K, 3500K, 4000K, 5000K CCT: 90 CRI
- Up to 8000 Lumens non-IC marked spacing; up to 5000 Lumens IC
- Direct mount - does not require recessed housing or junction box
- Dimmable down to 5%, 0-10V
- Wet location listed for showers and protected ceilings

Dimensional and Mounting Details

8000 lumen



COOPER
Lighting Solutions

PSS1804SEN page 1
March 14, 2024 (04/17/24)

Project	Catalog #	Type
Prepared by	Notes	Date



Lumark

Prevail Discrete LED

Area / Site Luminaire

Product Features



Product Certifications



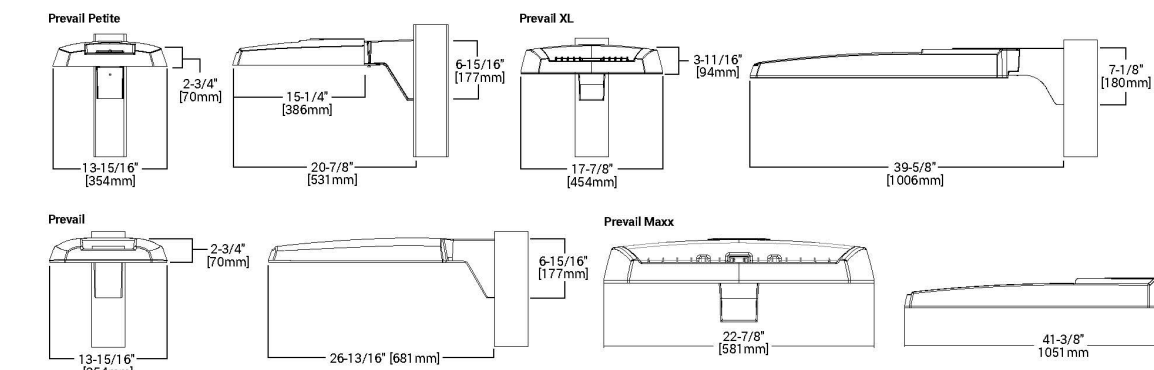
Connected Systems

- WaveLink PRO Wireless
- WaveLink LITE Wireless

Quick Facts

- Direct-mounted discrete light engine for improved optical uniformity and visual comfort
- Lumen packages range from 4,300 - 68,000 nominal lumens (30W - 550W)
- Replaces 70W up to 1,000W HID equivalents
- Efficacies up to 157 lumens per watt
- Standard universal quick mount arm with universal drill pattern

Dimensional Details



NOTES:
1. All dimensions shown are typical. Actual dimensions may vary.
2. All dimensions are in inches unless otherwise specified.

COOPER
Lighting Solutions

PSS000052N page 1
June 5, 2024 (04/17/24)

ALL-PHASE
ELECTRIC SUPPLY CO.

30775 Barrington Street
Madison Heights, MI 48071
Marc Drouillard (366)419-7563

CLARUS
LIGHTING + CONTROLS

PROJECT TITLE
Marshall Home 2
210 Winston Court
Marshall, Michigan 49068

SHEET TITLE
PARKING LOT PHOTMETRIC LAYOUT
20' POLES ON 2' PEDESTALS
EXTENDED CALCULATION AREA

DATE
5/6/2025
REVISION NO.

2
SHEET NO.

L201

EXHIBIT A
CONDOMINIUM BYLAWS

MARSHALL PROFESSIONAL PARK

ARTICLE I

CONDOMINIUM PROJECT

Section 1. Organization. Marshall Professional Park, a commercial site condominium project (the "Project") located in the City of Marshall, Calhoun County, Michigan ("City of Marshall" or "Marshall"), is being developed in successive segments so as to comprise a maximum of seven (7) building sites (the "Units"). Upon the recording of the Master Deed, the management, maintenance, operation and administration of the Project shall be vested in an Association of Co-owners organized as a non-profit corporation under the laws of the State of Michigan (the "Association").

Section 2. Compliance. All present and future Co-owners, mortgagees, lessees or other persons who may use the facilities of the Condominium in any manner shall be subject to and comply with the provisions of Act No. 59, P.A. 1978, as amended (the "Act"), the Master Deed and all amendments thereto, and the Articles of Incorporation, Association Bylaws, and other Condominium Documents which pertain to the use and operation of the Condominium property, current copies of which shall be kept by the Association and made available for inspection at reasonable hours to Co-owners, prospective purchasers, and prospective mortgagees of Units in the Project; provided, that in the event of a conflict between the provisions of the Act and any other Condominium Documents referred to herein, the provisions of the Act shall govern. The acceptance of a deed or conveyance, the entering into of a lease or the act of occupancy of a Condominium Unit in the Project shall constitute an acceptance of the provisions of these instruments and an agreement to comply therewith.

ARTICLE II

MEMBERSHIP AND VOTING

Section 1. Membership and Voting. Membership in the Association and voting by members of the Association shall be in accordance with the following provisions:

A. Each Co-owner shall be a member of the Association, and no other person or entity shall be entitled to membership.

B. The share of a Co-owner in the funds and assets of the Association cannot be assigned, pledged or transferred in any manner except as an appurtenance to a Unit in the Condominium.

C. Except as limited in these Bylaws, each Co-owner shall be entitled to one vote for each Unit owned when voting by number and one vote, the value of which shall equal the total of the percentages allocated to the Units owned by such Co-owner as set forth in the Master Deed, when voting by value. Voting shall be by number except in those instances when voting is required to be in value only. In the case of any Unit owned by more than one Co-owner, the voting rights appurtenant to that Unit shall be exercised jointly as a single vote for each Unit.

D. No Co-owner, other than the Developer, shall be entitled to vote at any meeting of the Association until the Co-owner has presented evidence of ownership of a Unit in the Condominium to the Association. No Co-owner, other than the Developer, shall be entitled to vote prior to the first annual meeting of members held in accordance with Article III, Section 1 hereof. The vote of each Co-owner may only be cast by the individual representative in subparagraph E below or by a proxy given by such individual representative. No Co-owner shall be entitled to vote unless it has fully paid the monthly assessments then in effect at the date on which the vote is cast.

E. Each Co-owner shall file a written notice with the Association designating the individual representative who shall vote at meetings of the Association and receive all notices and other communications from the Association on behalf of such Co-owner. Such notice shall state the name and address of the individual representative designated, the number or numbers of the Unit or Units owned by the Co-owner, and the name and address of each person, firm, corporation, partnership, association, trust or other entity who is the Co-owner. Such notice shall be signed and dated by the Co-owner. The individual representative designated may be changed by the Co-owner at any time by filing a new notice in the manner herein provided. At any meeting, the filing of such written notice as a prerequisite to voting may be waived by the chairman of the meeting.

F. There shall be an annual meeting of the members of the Association commencing with the first annual meeting held as provided in Article III, Section 2 hereof. Other meetings shall be held as provided for in the Corporate Bylaws of the Association. Notice of the time, place and subject matter of all meetings shall be given to each Co-owner by mailing the same to each individual representative designated by the respective Co-owners.

G. The presence in person or by proxy of fifty percent (50%) of the Co-owners entitled to vote shall constitute a quorum of members. The written vote of any person furnished at or prior to any duly called meeting at which meeting said person is not otherwise present in person or by proxy shall be counted in determining the presence of a quorum with respect to the question upon which the vote is cast.

H. Votes may be cast in person or by proxy or by a writing duly signed by the designated voting representative not present at a given meeting in person or by proxy. Proxies and any written votes must be filed with the Secretary of the

Association at or before the appointed time of each meeting of the members of the Association. Cumulative voting shall not be permitted.

I. Unless otherwise provided, any action which could be authorized at a meeting of the members shall be authorized by any affirmative vote of more than 50 percent (50%). The foregoing statement and any other provision of the Master Deed, these Bylaws or the Corporate Bylaws requiring the approval of a stated percentage (or majority) of the members or Co-owners shall be construed to mean, unless otherwise specifically stated, a stated percentage (or majority) in value of the votes cast by those qualified to vote and present in person or by proxy (or written vote, if applicable) at a given meeting of the members of the Association duly called and held.

ARTICLE III

MEETINGS AND QUORUM

Section 1. Initial Meeting of Members. The initial meeting of the members of the Association may be convened only by the Developer, and may be called at any time after 75 percent (75%) or more of the Units of the Project have been sold and the purchasers thereof qualified as members of the Association. In no event, however, shall such meeting be called later than 120 days after the conveyance of legal or equitable title to non-developer Co-owners of 90 percent (90%) of the total number of Units that may be created or 54 months after the first conveyance of legal or equitable title to a non-Developer Co-owner of a Unit in the Project, whichever first occurs, at which meeting the eligible Co-owners may vote for the election of directors of the Association. The Developer may call meetings of members of the Association for informational or other appropriate purposes prior to such initial meeting, but no such informational meeting shall be construed as the initial meeting of members.

Section 2. Annual Meeting of Members. Thereafter, an annual meeting of the members shall be held in each year at the time and place specified in the Association Bylaws. At least 10 days prior to the date of an annual meeting, written notice of the time, place, and purpose of such meeting shall be mailed or delivered to each member entitled to vote at the meeting; provided, that not less than 20 days' written notice shall be provided to each member of any proposed amendment to these Bylaws or to other Condominium Documents.

Section 3. Advisory Committee. Not later than 120 days after conveyance of legal or equitable title to non-Developer Co-owners of two-thirds (2/3) of the Units that may be created, or one year after the initial conveyance of legal or equitable title to a non-Developer Co-owner of a Unit in the Project, whichever first occurs, two (2) persons shall be selected by the Developer from among the non-Developer Co-owners to serve as an Advisory Committee to the Board of Directors. The purpose of the Advisory Committee shall be to facilitate communication between the Board of Directors and the non-Developer Co-owners and to aid in the ultimate transition of control to the Association. The members of the Advisory Committee shall serve for one (1) year, or until their successors are selected, and the Advisory Committee shall automatically cease to exist at the Transitional Control Date. The Board of Directors and the Advisory Committee shall meet with each other at such times as may be requested by the

Advisory Committee; provided, however, that there shall be not more than two such meetings each year unless both parties agree.

Section 4. Composition of Board. Not later than 120 days after conveyance of legal or equitable title to non-Developer Co-owners of 50 percent (50%) of the Units that may be created, at least 1 director and not less than one-fifth (1/5) of the Board of Directors of the Association shall be elected by non-Developer Co-owners. Not later than 120 days after conveyance of legal or equitable title to non-Developer Co-owners of 75 percent (75%) of the Units that may be created, not less than one-fourth (1/4) of the Board of Directors shall be elected by non-Developer Co-owners. Not later than 120 days after conveyance of legal or equitable title to non-Developer Co-owners of 85 percent (85%) of the Units that may be created and before conveyance of 95 percent (95%) of such Units, the non-Developer Co-owners shall elect all directors on the Board except that the Developer shall have the right to designate at least one director as long as the Developer owns and offers for sale at least 5 percent (5%) of the Units in the Project or as long as 5 percent (5%) of the Units remain that may be created.

Notwithstanding the formula provided above, 54 months after the first conveyance of legal or equitable title to a non-Developer Co-owner of a Unit in the Project, if title to not less than 75 percent (75%) of the Units that may be created has not been conveyed, the non-Developer Co-owners shall have the right to elect a number of members of the Board of Directors of the Association equal to the percentage of Units they hold, and the Developer has the right to elect a number of members of the Board equal to the percentage of Units which are owned by the Developer and for which assessments are payable by the Developer. This election may increase, but shall not reduce, the minimum election and designation rights otherwise established herein. Application of this provision does not require a change in the size of the Board as set forth in the corporate bylaws.

If the calculation of the percentage of members of the Board that the non-Developer Co-owners have a right to elect hereunder, or if the product of the number of members of the Board multiplied by the percentage of Units held by the non-Developer Co-owners results in a right of non-Developer Co-owners to elect a fractional number of members of the Board, then a fractional election right of 0.5 or greater shall be rounded up to the nearest whole number, which number shall be the number of members of the Board that the non-Developer Co-owners shall have the right to elect. After application of this formula, the Developer shall have the right to elect the remaining members of the Board. Application of this provision shall not eliminate the right of the Developer to designate at least one member as provided herein.

ARTICLE IV

ADMINISTRATION

Section 1. Board of Directors. The business, property and affairs of the Association shall be managed and administered by a Board of Directors to be elected in the manner set forth in the Association Bylaws; provided, that the directors designated in the Articles of Incorporation shall serve until such time as their successors have been duly elected and qualified at the initial meeting of members. All actions of the first Board of Directors of the Association named in its Articles of Incorporation or any successors thereto elected by the Developer before the initial

meeting of members shall be binding upon the Association in the same manner as though such actions had been authorized by a Board of Directors duly elected by the members of the Association at the initial meeting or at any subsequent meeting, so long as such actions are within the scope of the powers and duties which may be exercised by a Board of Directors as provided in the Condominium Documents. A service contract or management contract entered into between the Association and the Developer or affiliates of the Developer shall be voidable by the Board of Directors on the Transitional Control Date or within ninety (90) days thereafter, and on thirty (30) days' notice at any time thereafter for cause.

Section 2. Affairs. The affairs of the Association shall be governed by a Board of Directors, all of whom shall serve without compensation. Directors must be members of the Association except for the first Board of Directors designated in the Articles of Incorporation of the Association and any successors thereto appointed prior to the first annual meeting of members held pursuant to Section 1 of Article III. If a member is a partner or corporation, then any partner or employee of the partnership, or officer, director or employee of the corporation shall be qualified to serve as director.

Section 3. Powers and Duties. The Board shall have all powers and duties necessary for the administration of the affairs of the Association. The powers and duties to be exercised by the Board shall include, but shall not be limited to, the following:

- (a) Care, upkeep and maintenance of the Common Elements;
- (b) Development of an annual budget, and the determination, assessment and collection of amounts required for the operation and other affairs of the Condominium property;
- (c) Employment and dismissal of personnel as necessary for the efficient management and operation of the Condominium property;
- (d) Adoption and amendment of rules and regulations covering the details of the use of Condominium property;
- (e) Opening bank accounts, borrowing money and issuing evidences of indebtedness in furtherance of the purposes of the Condominium, and designating signatories required therefor;
- (f) Obtaining insurance for Condominium property, the premiums of which shall be an expense of administration;
- (g) Granting concessions and licenses for the use of portions of the Common Elements for purposes not inconsistent with the provisions of the Act or of the Condominium Documents;
- (h) Authorizing the execution of contracts, deeds of conveyance, easements and rights-of-way affecting any real or personal property of the Condominium on behalf of the Co-owners;

- (i) Making repairs, additions and improvements to, or alterations of, the Condominium property, and repairs to and restoration of the property in accordance with the other provisions of these Bylaws after damage or destruction by fire or other casualty, or as a result of condemnation or eminent domain proceedings;
- (j) Asserting, defending or settling claims on behalf of all Co-owners in connection with the Common Elements of the Project and, upon written notice to all Co-owners, instituting actions on behalf of and against the Co-owners in the name of the Association; and
- (k) To manage and administer the affairs of and maintain the Condominium and the common elements thereof.
- (l) To collect assessments from the members of the Association and to use the proceeds thereof for the purposes of the Association.
- (m) To acquire, maintain and improve, and to buy, operate, manage, sell, convey, assign, mortgage or lease any real or personal property (including Condominium Units, easements, rights-of-way and licenses) on behalf of the Association, including (but without limitation) the lease or purchase of any Unit in the Condominium. The purchase, sale, mortgage or lease of any real property (including any Unit in the Condominium) shall require the approval of 60 percent (60%) of the members.
- (n) To establish such committees as it deems necessary, convenient or desirable and to appoint persons thereto for the purpose of implementing the administration of the Condominium and to delegate to such committees any functions or responsibilities.
- (o) To enforce the provisions of the Master Deed, these Bylaws, the Corporate Bylaws, and the Articles of Incorporation.
- (p) Such further duties as may be imposed by resolution of the members of the Association or which may be set forth in the Condominium Documents.

Section 4. Books of Account. The Association shall keep books and records containing a detailed account of the expenditures and receipts affecting the administration of the Condominium, which shall specify the maintenance and repair expenses of the Common Elements and any other expenses incurred by or on behalf of the Association and its Co-owners. Such accounts shall be open for inspection by the Co-owners during reasonable working hours at a place to be designated by the Association, and the Association shall prepare therefrom, and distribute to all Co-owners at least once per year, a financial statement, the contents of which shall be defined by the Association. The books and records shall be reviewed annually and audited at such times as required by the Board of Directors by qualified independent accountants

(who need not be certified public accountants), and the cost of such review or audit shall be an expense of administration.

Section 5. Maintenance and Repair. All maintenance of and repair to a Condominium Unit, other than maintenance of and repair to any General Common Element contained therein, shall be made by the Co-owner of such Unit. Any Co-owner who desires to make repairs to a Common Element or structural modifications to his Unit must first obtain the written consent of the Association, and shall be responsible for all damages to any other Units or to the Common Elements resulting from such repairs or from his failure to effect such maintenance and repairs.

All maintenance of, repair to and replacement for the General Common Elements, whether located inside or outside the Units, and to Limited Common Elements to the extent set forth in the Master Deed, shall be made by the Association and be charged to all the Co-owners as a common expense unless necessitated by the negligence, misuse or neglect of a Co-owner, in which case such expense shall be charged to such Co-owner. The Association or its agent shall have access to each Unit from time to time during reasonable working hours, upon notice to the occupant thereof, for the purpose of maintenance, repair or replacement of any of the Common Elements located therein or accessible therefrom. The Association or its agents shall also have access to each Unit at all times without notice for making emergency repairs necessary to prevent damage to other Units, the Common Elements, or both. It shall be the responsibility of each Co-owner to provide the Association means of access to the Co-owner's Unit and any Limited Common Elements appurtenant thereto during all periods of absence; and in the event of the failure of such Co-owner to provide means of access, the Association may gain access in such manner as may be reasonable under the circumstances and shall not be liable to such Co-owner for any necessary damage to any Unit or any Limited Common Elements appurtenant thereto caused thereby or for repair or replacement of such damage.

Section 6. Reserve Fund. The Association shall maintain a reserve fund, to be used only for major repairs and replacement of the Common Elements, as required by Section 105 of the Act. Such fund shall be established in the minimum amount hereinafter set forth on or before the Transitional Control Date, and shall, to the extent possible, be maintained at a level which is equal to or greater than 105 of the then current annual budget of the Association on a noncumulative basis. The minimum reserve standard required by this Section may prove to be inadequate, and the Board shall carefully analyze the Project from time to time in order to determine if a greater amount should be set aside or if additional reserve funds shall be established for other purposes.

Section 7. Construction Liens. A construction lien arising as a result of work performed upon a Condominium Unit or Limited Common Element shall attach only to the Unit upon which the work was performed, and a lien for work authorized by the Developer or principal contractor shall attach only to Condominium Units owned by the Developer at the time of recording the statement of account and lien. A construction lien for work authorized by the Association shall attach to each Unit only to the proportionate extent that the Co-owner of such Unit is required to contribute to the expenses of administration. No construction lien shall arise or attach to a Condominium Unit for work performed on the General Common Elements not contracted by the Association or the Developer.

Section 8. Managing Agent. The Board of Directors may employ for the Association a professional management agent (which may include the Developer or any person or entity affiliated with the Developer) at reasonable compensation established by the Board to perform such duties and services as the Board shall authorize including, but not limited to, the duties listed in Section 3 of this Article IV; and the Board may delegate to such management agent any other duties or powers. In the event that the Board does employ professional management for the Association, the Board shall secure the written approval of each institutional holder of a first mortgage lien on any Unit in the Condominium prior to terminating professional management and assuming self-management. In no event may the Board enter into any contract for management, the maximum term of which is greater than two (2) years. In addition to the foregoing, any contract for management, or other services by and between the Association and the Developer or any affiliate of the Developer shall provide that such contract is voidable by the Board of Directors of the Association on the Transitional Control Date (as defined in the Master Deed) or within ninety (90) days thereafter, and on thirty (30) days' notice at any time thereafter for cause. To the extent any management contract extends beyond one (1) year after the Transitional Control Date, the excess period under the contract may be voided by the Board of Directors of the Association by notice to the management agent at least thirty (30) days before the expiration of the one (1) year period.

All of the actions (including, without limitation, the adoption of these By-Laws and any rules and regulations for the Association, and any undertakings or contracts entered into with others on behalf of the Association) of the first Board of Directors of the Association named in its Articles of Incorporation, or any successors thereto appointed before the first annual meeting of members, shall be binding upon the Association in the same manner as though such actions had been authorized by a Board of Directors duly elected by the members of the Association at the first or any subsequent annual meeting of members, provided that such actions are consistent with the powers and duties of the Board of Directors described in these Bylaws, the Corporate Bylaws, the Master Deed, and any other document establishing the Condominium.

Section 9. Officers. The Association Bylaws shall provide the designation, number, terms of office, qualifications, manner of election, duties, removal and replacement of officers of the Association and may contain any other provisions pertinent to officers of the Association not inconsistent herewith. Officers may be compensated, but only upon the affirmative vote of more than 75 percent (75%) of all Co-owners.

Section 10. Indemnification. All directors and officers of the Association shall be entitled to indemnification against costs and expenses incurred as a result of actions (other than wilful or wanton misconduct or gross negligence) taken or failed to be taken on behalf of the Association upon 10 days' notice to all Co-owners, in the manner and to the extent provided by the Association Bylaws. In the event that no judicial determination as to indemnification has been made, an opinion of independent counsel as to the propriety of indemnification shall be obtained if a majority of the Co-owners vote to procure such an opinion.

City of Marshall
Application for Site Plan Review

Attn: Planning and Zoning Administrator
323 W Michigan Ave.
Marshall, Michigan, 49068

The following application is made to the City of Marshall Planning Commission in accordance with the provisions of the Planning and Zoning Department.

1. Applicant Information

Address of property being developed:

210 Winston Court, Marshall, MI 49068

Owner of property being developed:

Marengo Hotels, LLC

Owner's Address: 2369 Franklin Rd.

Bloomfield Hills Michigan 48302
City State Zip

Owner's Phone Number:

248-686-2284

2. Owner's Agent if working for property owner.

Name and Title:

Rayhon Rana Director of Business Development | Shahraiz Malik Director of Development

Address: 2369 Franklin Rd.

Bloomfield Hills MI 48302
City State Zip

Phone Number:

(947) 268-0542 (Rayhon) | (248) 425-8233 (Shahraiz Malik)

City of Marshall
Application for Site Plan Review

3. Brief description of proposed project

Home 2 Suites Hotel by Hilton

4 Story Hotel - 106 Rooms

4. Property Information

Is this property located in a floodplain?	<u>No</u>
Is this property located in a wetland?	<u>No</u>
Land area in square feet?	<u>161,976 SF</u>
Proposed building area in square feet?	<u>17,193</u>
Proposed paved area in square feet?	<u>49,000</u>
Existing paved area in square feet?	<u>0</u>
Lake or stream within 500 feet?	<u>NO</u>
Any other agencies contacted for approvals?	<u>Yes</u>

If so, please list:

MDOT - Storm Water Outlet

City of Marshall
Application for Site Plan Review

5. Authorization (Must be signed by the owner of the property)

I am the owner of record for this property for which this application is being filed and as such, I am familiar with the development being proposed to be carried out on my property.

I hereby, give permission for this application to be filed with the full understanding that certain restriction may be placed on the property relative to the approval of the proposed work.

I further certify that under penalties of perjury, I am to sign this application.

Name (Please Print) Asad Malik

Title: CEO & President Date: 1/20/24

Signature: 

Note: If there are multiple owners of the property or you are representing a group, corporation, or other organization attach a copy of a certified letter authorizing you to sign this application for the proposed development.

LAND USE AND DEVELOPMENT FEES		
PLATS		
	Up to 30 Lots	\$550.00
	Over 30 Lots	\$750.00
SITE CONDOMINIUMS		
	Up to 30 Lots	\$450.00
	Over 30 Lots	\$650.00
SITE PLANS		
	Professional Fees for Consultants	As billed
	Commercial and Industrial	\$350.00
	Special Land Use	\$400.00
	Planned Unit Development	\$500.00
	Amend a PUD	\$150.00
	Multiple Family Developments (Apartment &	\$50 plus \$5.00 per unit or lot
	Additions to existing Site Plans if Planning Commission Review is required	\$100.00
	Extending Site Plan with Planning Commission	\$200.00

CITY OF MARSHALL

City of Marshall Grease Discharge Control Policy

All non-residential establishments that prepare, cook, or dispense food and discharge wastewater to the City of Marshall sanitary sewer system, are required to install and maintain an appropriately sized grease trap/grease interceptor. These establishments include but are not limited to restaurants, school kitchens, hotel kitchens, hospitals, church kitchens, bars, clubs, grocery stores, etc.

The City of Marshall Sewer Use Ordinance prohibits the discharge of grease in amounts that could cause interference or obstruction of wastewater flow. The Sewer Use Ordinance establishes the City's authority to enforce this policy and to impose fines and penalties for non-compliance, and to recover costs associated with enforcement & non-compliance.

Owners are required to contract a licensed plumber to install a properly sized grease trap/interceptor in accordance with the State of Michigan Plumbing Code. The grease trap or interceptor shall be certified by and/or designed according to the Plumbing and Drainage Institute standards. Prior to final connection to the City's sanitary sewer, the owner must notify the City Plumbing Inspector for inspection. The City of Marshall Wastewater Treatment Department must also be notified. Grease trap/interceptor location and specifications must be provided along with a written employee grease handling policy and an appropriate grease trap/interceptor maintenance schedule. Failure to meet code requirements, or provide required information will result in a denial to connect.

City personnel will inspect grease trap/interceptors and maintenance records on a regular basis. Failure to appropriately maintain a grease trap/interceptor may result in fines and/or disruption of service.

Cross Connections

In an effort to eliminate cross connections, the applicant needs to install backflow prevention devices in accordance with the Michigan Plumbing Code. For non-residential water users, backflow prevention devices for facility containment are preferred. Prior to connecting to water services, a cross connection inspection must be scheduled with the Water Superintendent.

Water Superintendent: Aaron Ambler 269.558.0328

Building Official: Tim Musser 269.781.3985

CITY OF MARSHALL

Site Plan Review Checklist for General Development

Date: 1/21/25

Zoning District B-4

Proposed Use: Hotel

Is this a Permitted Use? 3.1.10.B.1V ☒ Yes ☐ No
If yes list section number: 3.1.10.B.1V

Is the property in the Well Head Protection Area? ☐ Yes ☒ No ☐ NA

Property Address: 210 Winston Court, Marshall, MI 49068

Information of Responsible Party that prepared plans

Name: <u>Rich VanDever PE/PS</u>	<u>James Schiender AIA</u>
Company Name: <u>Meridian Land Surveying</u>	<u>Harbaugh Construction</u>
Company Address: <u>940 S Grand Traverse St.</u>	<u>2365 Franklin Rd.</u>
<u>Ellet, MI 49502</u>	<u>Bloomfield, MI 48302</u>

CITY OF MARSHALL

Zoning Ordinance, Article 6: Development Procedures: Section 6:3 - Site Plan Review is needed when:



(A) - Any use or development stipulated elsewhere in the ordinance.



(B) - All uses subject to land approval.



(C) - Any areas for which off-street parking is required except for single- and two-family dwellings on a single lot.



(D) - All permitted use, new construction, or any change of use lying contiguous to or across the street from a residential district.



(E) - All residentially related uses permitted in a one-family district such as, but not limited to, institutional uses, churches, or public facilities.



(F) - Any new use, addition or accessory structure that requires additional off-street parking to that already provided.



(G) - Site plans for subdivisions and site condo developments.



(H) - All uses not otherwise included within a specific use district.



(I) - Any use for which the zoning administrator determines that PC review is necessary to determine compliance with the zoning ordinance.



(J) - Amendments to approve site plans, except that the City Manager may approve minor modifications.

Note: Staff will review all plans prior to submitting them to Planning Commission.

Development Procedures: 6.3 – Site Plan Review: The following information should be included in your site plan:



Plans submitted for site plan review shall be stamped by a design professional licensed by the State of Michigan such as a landscape architect, architect, or civil engineer.



Site plans shall be drawn to an engineer's scale appropriate for a sheet size of at least 24 by 36 inches, not to exceed one (1) inch equals 50 feet. If a large development must be depicted in sections on multiple sheets, then an overall composite sheet shall be provided.



Date, north arrow scale, existing zoning, zoning of adjacent properties, legal description of the property, easements, and the names and addresses of the

CITY OF MARSHALL

architect, planner, designer, or civil engineer responsible for the preparation of the site plan.



The dimensions of all lot and property lines, showing the relationship of the subject property to abutting properties and a boundary survey of the parcel.



The location, height and dimensions of all existing and proposed structures on the subject property and all existing structures within 100 feet of the subject property.



A finished floor elevation and exterior building elevation drawing shall be submitted with the site plan.



The location of all existing and proposed drives, walks and parking areas.



The location and right-of-way widths of all abutting streets and alleys.



The location and size of all existing and proposed sanitary sewer lines, water lines, and storm drainage facilities must be shown.



The location and size of all existing and proposed electric, natural gas, telephone, cable TV and solid waste disposal facilities must be shown.



The location, height area of illumination and fixture details of all existing and proposed lighting shall be provided. All lighting shall be located and oriented to have a minimal impact on adjacent properties.



The size, height, location and illumination of all existing and proposed signs shall be provided to insure ordinance compliance.



The location of existing natural features such as wooded areas, floodplains, wetlands, drainage courses, and a topographic survey of spot elevations of the site.



Other information as requested by the Zoning Administrator or Planning Commission to verify that the site and use follow the Ordinance.



The Planning Commission may waive any of the foregoing requirements determined unnecessary for site plan review purposes.

CITY OF MARSHALL

PLANNING COMMISSION CONSIDERATIONS

The Planning Commission shall consider the following standards in the process of reviewing any site plan for approval:

1. **Adequacy of information.** The site plan information is complete, accurate, and in an understandable form that accurately depicts and describes the proposed development.
2. **Site appearance and preservation.** The site layout promotes the normal and orderly development of surrounding lots, and the development layout preserves, to the extent feasible, the site's natural, cultural, and historical features, such as but not limited to significant buildings, wetlands, topography, and woodlands.
3. **Pedestrian access.** Existing and proposed sidewalks or pedestrian pathways connect to existing and planned public sidewalks and pathways in the area, and comply with applicable barrier-free access standards.
4. **Vehicular circulation.** Drives, streets, parking, site access and other vehicle-related elements are designed to minimize traffic conflicts on adjacent streets, and to promote safe and efficient traffic circulation.
5. **Parking and loading.** Off-street parking lots and loading areas are arranged and located to accommodate the intensity of proposed uses, minimize conflicts with adjacent uses, and promote shared-use of common facilities where feasible.
6. **Building composition.** Building design and architecture are harmonious with the surrounding neighborhood with regard to scale, mass, proportion, and materials.
7. **Screening.** Adequate screening elements have been provided to buffer or separate unlike or conflicting land uses, and to screen off-street parking, mechanical appurtenances, loading and unloading areas and storage areas from abutting residential districts and street rights-of-way.
8. **Exterior lighting.** All exterior lighting fixtures are designed and arranged to minimize glare and light trespass, prevent vision impairments, and maximize security.
9. **Impact upon public services.** The impact upon public services (including utilities, streets, police and fire protection, emergency access, and public sidewalks and pathways) will not exceed the existing or planned capacity of such services.



ITEM 8.C

TO: [AGENDA_OFFICIAL_BODY]
FROM: Marcia Strange, Director of Community Development
DATE: June 11, 2025
SUBJECT: 1114 West Michigan Avenue - Consumers Credit Union Site Plan
Amendment Request

Consumers Credit Union (CCU) received site plan approval in November 2023. Those minutes are attached for reference.

The approved plan included a lot connection with the adjacent property (now Sprinkles). Discussion during the meeting indicates intent was to keep this historically shared access.

MDOT review was completed after PC approval. MDOT required CCU to receive approval for a wider drive throat from their neighbor - the new owners of the ice cream shop (now called Sprinkles) - prior to receiving their MDOT permit.

Sprinkles chose to not allow the use of their frontage.

To accommodate not being able to use some of the neighboring property right-of-way, CCU shifted their access to the West and eliminated two parking spots in that design process. (The end result still meets zoning requirements.)

CCU also chose to close the connection between the connection with the adjacent property.

CCU did not request a site plan change as part of that process.

CCU was notified by Staff that the plan they were following for construction did not meet Planning Commission requirements after a curb was poured effectively eliminating that connection.

It is the opinion of Staff that the decision of Sprinkles to not allow the use of their frontage by CCU led to an unfortunate decision to eliminate the cross connection. It is difficult to believe that maintaining the connection poses any additional risk within the CCU lot when comparing the traffic flow before and after the entrance shift.

The Sprinkles property has historically shared parking with the adjacent property and at the prior PC meeting CCU used the shared parking as a selling point for approval. I believe shared parking and the cross-connection between these two properties does benefit Sprinkles more than CCU, however, after hours parking would not be anticipated to hurt CCU business as these two uses are often recommended to share parking.

Requiring the cross-connection reduces the access problems for the Sprinkles lot, but I anticipate animosity between these entities might require a shared access agreement that should be included in the property deeds for both properties to ensure long term compliance with shared parking and cross-connection access.

If Planning Commission decides to allow the amendment (thus eliminating the cross connection), a safety review of the Sprinkles parking lot is recommended.

RECOMMENDATION:

It is staff recommendation to reject the request for site plan modification to eliminate the cross connection. The curb that has been poured should be sawcut and new curb and connecting drive be installed to allow for safe thru-passage of vehicles as originally approved by Planning Commission.



CITY OF MARSHALL

SITE PLAN APPLICATION

SITE PLAN REVIEW PROCESS

THE CITY NOW REQUIRES ALL SITE SUBMISSIONS IN ELECTRONIC .PDF FORMAT, ACCOMPANIED BY TWO (2) LARGE SIZE PAPER COPIES.

Plans can be emailed to: TNelson@cityofmarshall.com

1. Site plan application and fee are submitted to the Department of Community Services at City Hall, 323 W. Michigan Ave., Marshall, MI from the hours of 8:00 a.m.-5:00 p.m. Applications and fees may be submitted by mail or in person. Site plan submissions are **required electronically with 2 large size paper copies.**
2. The initial site plan submission is dedicated to internal City staff review. The developer is welcome to attend this meeting. If the developer does not attend, revisions will be suggested in a letter.
4. A deadline is given to the developer to prepare revisions and re-submit by the corresponding Planning Commission "Submission Date" (dates attached).
5. At their next regular meeting, Planning Commission accepts the site plan. If the plan is complete, upon request, the Planning Commission may also move to approve. If the plan is not complete or there is no request, the Planning Commission will move to approve at their next regularly scheduled meeting.

Site Plan Submission Requirements (Review Zoning Ordinance for all requirements)

1. Complete the Application.
2. Review and follow the Site Plan Review checklist.
3. Go to www.cityofmarshall.com - Planning and Zoning and click on "Zoning Ordinance" under Helpful Link.
4. Submit a certified survey of the property with the site plan.
5. Submit a copy of the deed showing ownership

City Departments

Web site: www.cityofmarshall.com

City Manager

Derek Perry

269.558.0315

DPerry@cityofmarshall.com

Planning and Zoning

Trisha Nelson

269.558.0304

TNelson@cityofmarshall.com

Chief of Police

Josh Lankerd

269.781.9810

JLankerd@cityofmarshall.com

Director of Public Utilities

Marguerite Davenport

269.558.0323

MDavenport@cityofmarshall.com

Director of Electric Utilities

Kevin Maynard

269.558.0329

KMaynard@cityofmarshall.com

Building Official

Tim Musser

269.781.3985 x1507

TMusser@cityofmarshall.com

Water Dept. Supervisor

Aaron Ambler

269.558.0338

AAmbler@cityofmarshall.com

Wastewater Dept. Supervisor

Alec Egnatuk

269.558.0337

AEgnatuk@cityofmarshall.com

County Department

www.calhouncountymi.gov

Health Department – Food Services- Battle Creek

269-969-6373

Road Department – Soil and Erosion Permits - Marshall

269-781-9841

Michigan Department of Transportation

www.michigan.gov

269-789-0560 or toll free 1-877-324-6368

City of Marshall
Application for Site Plan Review

Attn: Planning and Zoning Administrator
323 W Michigan Ave.
Marshall, Michigan, 49068

The following application is made to the City of Marshall Planning Commission in accordance with the provisions of the Planning and Zoning Department.

1. Applicant Information

Address of property being developed:

1114 W. MICHIGAN AVE

Owner of property being developed:

CONSUMERS CREDIT UNION

Owner's Address: 7200 ELM VALLEY DR

Kalamazoo

City

MI

State

49009

Zip

Owner's Phone Number:

1-800-991-2221

2. Owner's Agent if working for property owner.

Name and Title:

NICK LOCKS / BOSCH ARCHITECTURE

Address: 9065 VINCENTS PKWY

Kalamazoo

City

MI

State

49009

Zip

Phone Number:

O: 269-321-5151 C: 269-207-1744

City of Marshall
Application for Site Plan Review

3. Brief description of proposed project

AMENDMENT TO EXISTING APPROVED PLAN
ON 12/13/25. REMOVE OF CROSS ACCESS DRIVE
DUE TO MDOT REQUIRED CHANGES TO ENTRY
DRIVEWAY + REMOVAL OF 2 PARKING SPACES.
MANEUVERABILITY AFFECTED BY REVISED
DRIVEWAY.

4. Property Information

Is this property located in a floodplain?	<u>NO</u>
Is this property located in a wetland?	<u>NO</u>
Land area in square feet?	<u>23,770 SF</u>
Proposed building area in square feet?	<u>1185 SF</u>
Proposed paved area in square feet?	<u>9935 SF</u>
Existing paved area in square feet?	<u></u>
Lake or stream within 500 feet?	<u>NO</u>
Any other agencies contacted for approvals?	<u>MDOT</u>

If so, please list:

MDOT - REQUIRED CHANGES TO ACCESS DRIVEWAY TO
MEET MDOT SPECS.

City of Marshall
Application for Site Plan Review

5. Authorization (Must be signed by the owner of the property)

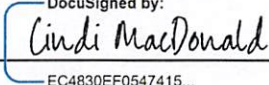
I am the owner of record for this property for which this application is being filed and as such, I am familiar with the development being proposed to be carried out on my property.

I hereby, give permission for this application to be filed with the full understanding that certain restriction may be placed on the property relative to the approval of the proposed work.

I further certify that under penalties of perjury, I am to sign this application.

Name (Please Print) Cindi MacDonald

Title: Senior Site Development and Construction Manager Date: 5/28/2025

Signature:  EC4830EF0547415...

Note: If there are multiple owners of the property or you are representing a group, corporation, or other organization attach a copy of a certified letter authorizing you to sign this application for the proposed development.

LAND USE AND DEVELOPMENT FEES		
PLATS		
	Up to 30 Lots	\$550.00
	Over 30 Lots	\$750.00
SITE CONDOMINIUMS		
	Up to 30 Lots	\$450.00
	Over 30 Lots	\$650.00
SITE PLANS		
	Professional Fees for Consultants	As billed
	Commercial and Industrial	\$350.00
	Special Land Use	\$400.00
	Planned Unit Development	\$500.00
	Amend a PUD	\$150.00
	Multiple Family Developments (Apartment &	\$50 plus \$5.00 per unit or lot
	Additions to existing Site Plans if Planning Commission Review is required	\$100.00
	Extending Site Plan with Planning Commission	\$200.00

CITY OF MARSHALL

City of Marshall Grease Discharge Control Policy

All non-residential establishments that prepare, cook, or dispense food and discharge wastewater to the City of Marshall sanitary sewer system, are required to install and maintain an appropriately sized grease trap/grease interceptor. These establishments include but are not limited to restaurants, school kitchens, hotel kitchens, hospitals, church kitchens, bars, clubs, grocery stores, etc.

The City of Marshall Sewer Use Ordinance prohibits the discharge of grease in amounts that could cause interference or obstruction of wastewater flow. The Sewer Use Ordinance establishes the City's authority to enforce this policy and to impose fines and penalties for non-compliance, and to recover costs associated with enforcement & non-compliance.

Owners are required to contract a licensed plumber to install a properly sized grease trap/interceptor in accordance with the State of Michigan Plumbing Code. The grease trap or interceptor shall be certified by and/or designed according to the Plumbing and Drainage Institute standards. Prior to final connection to the City's sanitary sewer, the owner must notify the City Plumbing Inspector for inspection. The City of Marshall Wastewater Treatment Department must also be notified. Grease trap/interceptor location and specifications must be provided along with a written employee grease handling policy and an appropriate grease trap/interceptor maintenance schedule. Failure to meet code requirements, or provide required information will result in a denial to connect.

City personnel will inspect grease trap/interceptors and maintenance records on a regular basis. Failure to appropriately maintain a grease trap/interceptor may result in fines and/or disruption of service.

Cross Connections

In an effort to eliminate cross connections, the applicant needs to install backflow prevention devices in accordance with the Michigan Plumbing Code. For non-residential water users, backflow prevention devices for facility containment are preferred. Prior to connecting to water services, a cross connection inspection must be scheduled with the Water Superintendent.

Water Superintendent: Aaron Ambler 269.558.0328

Building Official: Tim Musser 269.781.3985

CITY OF MARSHALL

Site Plan Review Checklist for General Development

Date: 5/28/25

Zoning District B-4

Proposed Use: CREDIT UNION

Is this a Permitted Use? ☒ Yes ☐ No
If yes list section number: _____

Is the property in the Well Head Protection Area? ☐ Yes ☒ No ☐ NA

Property Address: 1114 W. MICHIGAN

Information of Responsible Party that prepared plans

Name: NICK LOCKS

Company Name: BOSCH ARCHITECTURE

Company Address: 8065 VINCENT PKWY

KIAHUTZOO, MI 49009

CITY OF MARSHALL

Zoning Ordinance, Article 6: Development Procedures: Section 6:3 - Site Plan Review is needed when:

- ☐ (A) - Any use or development stipulated elsewhere in the ordinance.
- ☐ (B) - All uses subject to land approval.
- ☐ (C) - Any areas for which off-street parking is required except for single- and two-family dwellings on a single lot.
- ☐ (D) - All permitted use, new construction, or any change of use lying contiguous to or across the street from a residential district.
- ☐ (E) - All residentially related uses permitted in a one-family district such as, but not limited to, institutional uses, churches, or public facilities.
- ☐ (F) - Any new use, addition or accessory structure that requires additional off-street parking to that already provided.
- ☐ (G) - Site plans for subdivisions and site condo developments.
- ☐ (H) - All uses not otherwise included within a specific use district.
- ☐ (I) - Any use for which the zoning administrator determines that PC review is necessary to determine compliance with the zoning ordinance.
- ☒ (J) - Amendments to approve site plans, except that the City Manager may approve minor modifications.

Note: Staff will review all plans prior to submitting them to Planning Commission.

Development Procedures: 6.3 – Site Plan Review: The following information should be included in your site plan:

- ☒ Plans submitted for site plan review shall be stamped by a design professional licensed by the State of Michigan such as a landscape architect, architect, or civil engineer.
- ☒ Site plans shall be drawn to an engineer's scale appropriate for a sheet size of at least 24 by 36 inches, not to exceed one (1) inch equals 50 feet. If a large development must be depicted in sections on multiple sheets, then an overall composite sheet shall be provided.
- ☒ Date, north arrow scale, existing zoning, zoning of adjacent properties, legal description of the property, easements, and the names and addresses of the

CITY OF MARSHALL

architect, planner, designer, or civil engineer responsible for the preparation of the site plan.



The dimensions of all lot and property lines, showing the relationship of the subject property to abutting properties and a boundary survey of the parcel.



The location, height and dimensions of all existing and proposed structures on the subject property and all existing structures within 100 feet of the subject property.



A finished floor elevation and exterior building elevation drawing shall be submitted with the site plan.



The location of all existing and proposed drives, walks and parking areas.



The location and right-of-way widths of all abutting streets and alleys.



The location and size of all existing and proposed sanitary sewer lines, water lines, and storm drainage facilities must be shown.



The location and size of all existing and proposed electric, natural gas, telephone, cable TV and solid waste disposal facilities must be shown.



The location, height area of illumination and fixture details of all existing and proposed lighting shall be provided. All lighting shall be located and oriented to have a minimal impact on adjacent properties.



The size, height, location and illumination of all existing and proposed signs shall be provided to insure ordinance compliance.



The location of existing natural features such as wooded areas, floodplains, wetlands, drainage courses, and a topographic survey of spot elevations of the site.



Other information as requested by the Zoning Administrator or Planning Commission to verify that the site and use follow the Ordinance.



The Planning Commission may waive any of the foregoing requirements determined unnecessary for site plan review purposes.

CITY OF MARSHALL

PLANNING COMMISSION CONSIDERATIONS

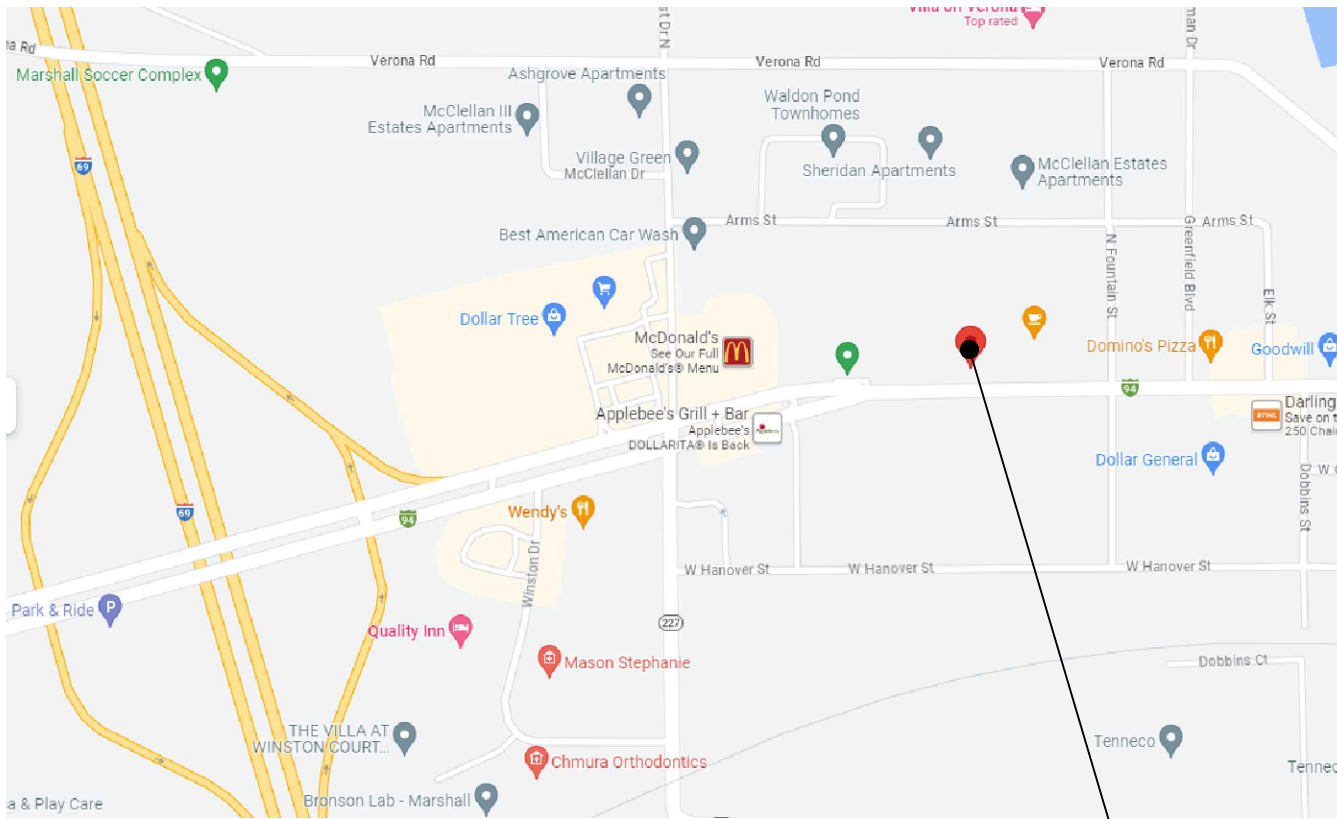
The Planning Commission shall consider the following standards in the process of reviewing any site plan for approval:

1. **Adequacy of information.** The site plan information is complete, accurate, and in an understandable form that accurately depicts and describes the proposed development.
2. **Site appearance and preservation.** The site layout promotes the normal and orderly development of surrounding lots, and the development layout preserves, to the extent feasible, the site's natural, cultural, and historical features, such as but not limited to significant buildings, wetlands, topography, and woodlands.
3. **Pedestrian access.** Existing and proposed sidewalks or pedestrian pathways connect to existing and planned public sidewalks and pathways in the area, and comply with applicable barrier-free access standards.
4. **Vehicular circulation.** Drives, streets, parking, site access and other vehicle-related elements are designed to minimize traffic conflicts on adjacent streets, and to promote safe and efficient traffic circulation.
5. **Parking and loading.** Off-street parking lots and loading areas are arranged and located to accommodate the intensity of proposed uses, minimize conflicts with adjacent uses, and promote shared-use of common facilities where feasible.
6. **Building composition.** Building design and architecture are harmonious with the surrounding neighborhood with regard to scale, mass, proportion, and materials.
7. **Screening.** Adequate screening elements have been provided to buffer or separate unlike or conflicting land uses, and to screen off-street parking, mechanical appurtenances, loading and unloading areas and storage areas from abutting residential districts and street rights-of-way.
8. **Exterior lighting.** All exterior lighting fixtures are designed and arranged to minimize glare and light trespass, prevent vision impairments, and maximize security.
9. **Impact upon public services.** The impact upon public services (including utilities, streets, police and fire protection, emergency access, and public sidewalks and pathways) will not exceed the existing or planned capacity of such services.

SCHEDULE "A" LEGAL DESCRIPTION
FROM: SUN TITLE AGENCY OF MICHIGAN, LLC
COMMITMENT NO.: 224670 (COMMITMENT DATE: AUGUST 24, 2023)

LAND SITUATED IN THE CITY OF MARSHALL, CALHOUN COUNTY, MICHIGAN:

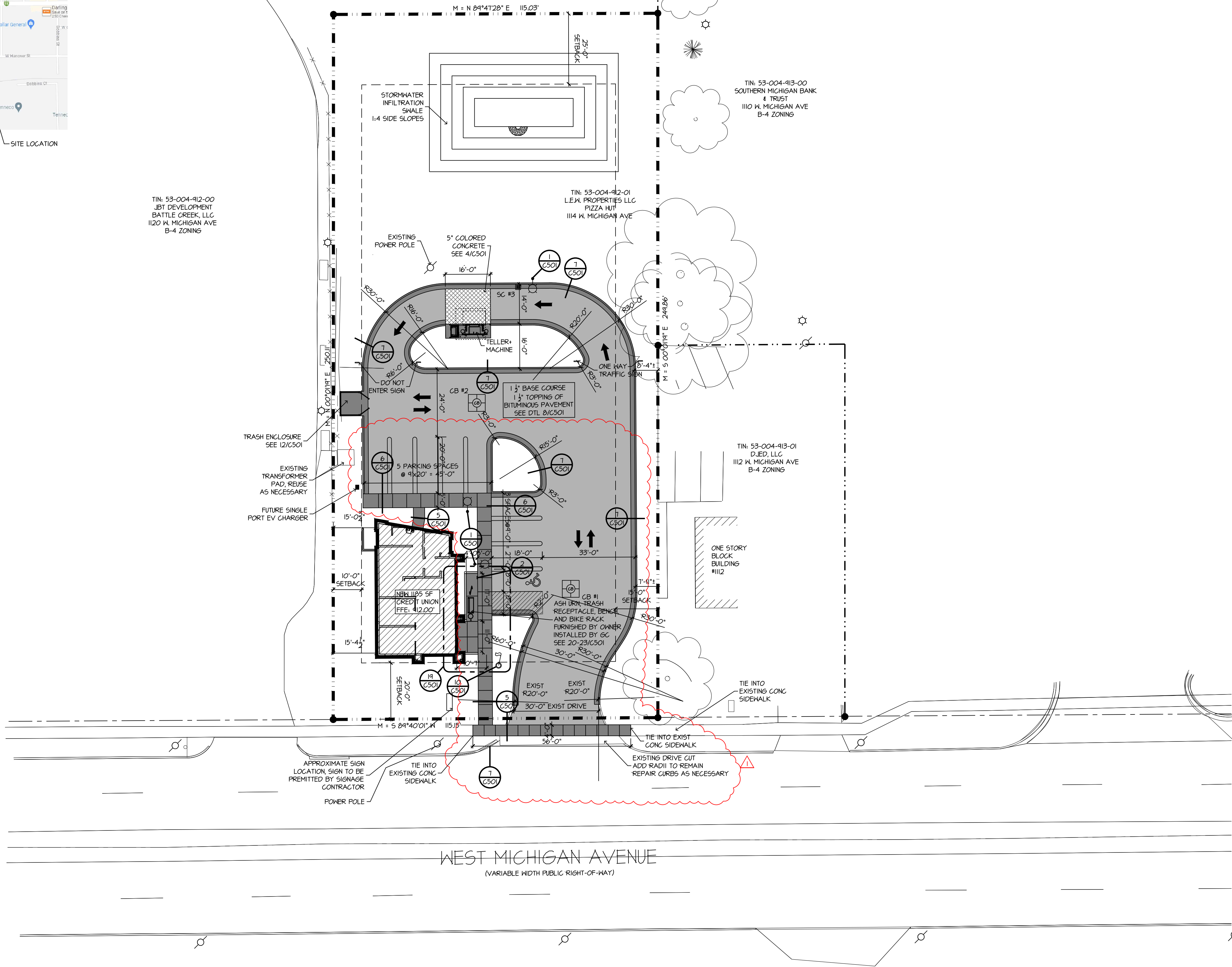
THE EAST 115 FEET OF THE SOUTH 250 FEET OF LOT 12 OF FARMERS LOAN AND TRUST COMPANY'S SUBDIVISION OF THE NORTHWEST 1/4 OF SECTION 26, TOWN 2 SOUTH, RANGE 6 WEST, ACCORDING TO THE PLAT THEREOF RECORDED IN LIBER 30 OF DEEDS, ON PAGE 454.



CONCRETE/BITUMINOUS SURFACE KEY

- BITUMINOUS SURFACE (B/C501)
- CONCRETE SURFACE (5/C501)
- COLORLED CONCRETE SURFACE-COAL DARK BY PRISM CORP. SYNERGY INTEGRAL COLORS (4/C501) REFER TO ARCHITECTURAL PLANS
- PAVER EDGING (4/C501)

TIN: 53-004-412-00
JBT DEVELOPMENT
BATTLE CREEK, LLC
1120 W. MICHIGAN AVE
B-4 ZONING



SITE INFORMATION

1. PARCEL ADDRESS: 1114 W. MICHIGAN AVENUE MARSHALL, MI 41068 PIN: 53-004-412-01
2. OWNER: CONSUMERS CREDIT UNION 1200 ELM VALLEY DRIVE KALAMAZOO, MI 49004
3. ARCHITECT: BOSCH ARCHITECTURE 8065 VINEYARD PKWY KALAMAZOO, MI 49004 (269) 321-5151
4. SURVEY: DRIESENGER & ASSOCIATES
5. ZONING: B-4 ZONING
4. PROPOSED LAND USE: CREDIT UNION
5. TOTAL SITE AREA: 28,764.92 SF
6. LAND USE PERCENT (%): OPEN: 60.2% BUILD: 4.1% PAVEMENT: 35.1%
7. BUILDING TYPE(S): 1185 SF CREDIT UNION
8. MAXIMUM BUILDING HEIGHT: 35' MAXIMUM 20' ACTUAL
9. REQUIRED PARKING: BANK: (1) STALL REQUIRED PER 250 SF UFA PLUS 4) VEHICLE STACKING SPACES AT ATM AND EACH DRIVE UP WINDOW.
BANK PORTION: 1185 SF / 200 = 5 SPACES REQUIRED.
5 SPACES REQUIRED
5 x 120' = 6 SPACES MAXIMUM ALLOWED
9 SPACES PROVIDED
REQUEST FOR ADDITIONAL SPACES BASED ON USE OF BUILDING, 2 EMPLOYEES + 6-T MEMBERS = 9 SPACES REQUESTED
10. LANDSCAPING: SEE LOOI
11. LEGAL DESCRIPTION: SEE THIS SHEET
12. OCC. CLASSIFICATION: B - BUSINESS
13. CONSTRUCTION TYPE: 5B
15. ALL SITE PARKING STRIPING, ARROWS, CROSSWALKS AND LINES TO BE YELLOW PAINT. ALL BARRIER FREE MARKINGS, LINES AND SYMBOLS TO BE BLUE.

GENERAL NOTES (SITE WORK)

1. SITE PREPARATION:
a. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE PERFORMED BY THE CONTRACTOR IN COMPLIANCE WITH PART 91 OF PUBLIC ACT 451 OF 1994.
b. ORGANIC TOPSOIL SHALL BE STRIPPED FROM THE CONSTRUCTION AREA AND STOCKPILED AS INSTRUCTED BY THE G.C. FOR LATER USE.
2. EARTHWORK:
a. CALL MISS DIG AT 1-800-482-7171 BEFORE BEGINNING EXCAVATION.
b. EXCAVATION SHALL BE LEVEL TO EXACT DEPTHS AND DIMENSIONS INDICATED ON DRAWINGS.
c. CONSTRUCTION OF FOUNDATIONS AND SLABS-ON-GRADE WILL BE ON COMPACTED FILL IN MOST AREAS. LAYERED COMPACTION SHALL BE PERFORMED TO A MINIMUM DENSITY OF 95 MAXIMUM DRY DENSITY AS DETERMINED BY ASTM DESIGNATION D-1551 VALUES.
d. PLACE A MIN. 6 INCHES OF BANK RUN SAND COMPACTED TO 95% OF MAXIMUM DENSITY UNDER ALL FLOOR SLABS ON GRADE.
e. SOIL TESTING WILL BE CONTRACTED AND PAID FOR BY THE GENERAL CONTRACTOR.
f. SITE SHALL BE FINE GRADED BEFORE PLACING TOP SOIL OR GRANULAR BASE MATERIAL.
g. EXTERIOR SURFACE DRAINAGE SHALL BE AWAY FROM BUILDINGS, 5% 10'-0" OUT FROM BLDG.
h. ALL TOPOGRAPHICAL INFORMATION HAS BEEN FURNISHED BY EXCEL AND ASSUMED CORRECT. THE CONTRACTOR SHALL VERIFY ALL EXISTING AND NEW GRADES PRIOR TO COMMENCEMENT OF ANY WORK. THIS OFFICE SHALL NOT BE HELD RESPONSIBLE FOR ANY MISSING OR ERRONEOUS INFORMATION.

GEN CONTR WILL PROVIDE NECESSARY SOIL BORINGS AS DIRECTED BY THE CITY OF MARSHALL
GEN CONTR WILL ALSO PROVIDE PERMEABILITY TESTS IF REQUIRED, WHICH WILL INCLUDE GROUNDWATER INFORMATION.

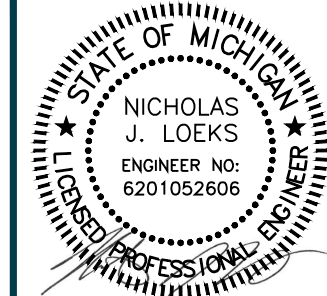
ALL PAVEMENT MARKINGS AND TRAFFIC SIGNS MUST CONFORM TO THE STANDARDS SET FORTH IN THE CURRENT EDITION OF THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

REQUIRED LANDSCAPE IS SHOWN ON LANDSCAPE PLAN. SEE LOOI FOR PLANTING DETAILS.

APPROPRIATE PERMITS TO BE OBTAINED FROM THE CITY OF MARSHALL.

AN EMERGENCY KNOX BOX FOR FIRE DEPARTMENT ACCESS WILL BE PROVIDED IF REQUIRED. KNOX BOX LOCATION TO BE DETERMINED UPON SUBMITTAL OF BUILDING PLANS, IF REQUIRED.

A FIREFIGHTER RIGHT-TO-KNOW AND HAZARDOUS MATERIALS RIGHT TO KNOW FORMS TO BE SUBMITTED PRIOR TO ISSUANCE OF A BUILDING PERMIT, IF REQUIRED.



Consumers Marshall
1114 W. Michigan Avenue, Marshall, MI 49068

2024-1-03 SITE PLAN REVIEW
2024-02-01 EXIST BUILDING
2024-02-01 EXIST ASH DRG
2024-02-01 EXIST 100'0" ROAD DIMENSIONS
2024-02-01 EXIST 100'0" ROAD DIMENSIONS
2024-02-01 EXIST 100'0" ROAD DIMENSIONS
2024-02-01 EXIST 100'0" ROAD DIMENSIONS

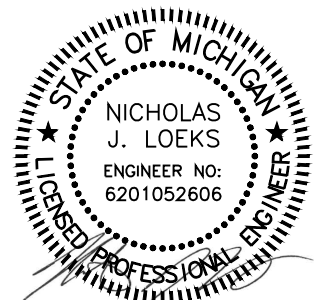
ISSUED

bosch
ARCHITECTURE
ENGINEERING & INTERIOR DESIGN

PN: 23074
File Name: 23074.dwg
8065 Vineyard Parkway
Kalamazoo, MI 49009
(269) 351-5151
BoschArch.com

Cool
SITE DEVELOPMENT PLAN

SITE DEVELOPMENT PLAN
SCALE: 1" = 20'



STORM SEWER STRUCTURES

CB #1	RIM = 910.75' NW INV 12" SOLID PIPE = 905.90' N INV 6" ROOF LINE = 907.00'
CB #2	RIM = 910.50' SE INV 12" SOLID PIPE = 905.53' N INV 12" SOLID PIPE = 905.53'
SC #3	MANUFACTURED TREATMENT UNIT RIM = 910.00' S INV 12" SOLID PIPE = 905.30' N INV 12" SOLID PIPE = 905.30'

STORM WATER DESIGN

1. SITE RISK ZONE DESIGNATION - COMMON STORAGE
2. BUILDING RISK DESIGNATION - "LOW RISK".
3. SITE SIZE - LESS THAN 5 ACRES.
4. STORM WATER STRATEGY - RETENTION ON SITE WITH INFILTRATION
5. SITE USE:
OVERALL DRAINAGE AREA 28,710 SF
BUILDINGS 1,195 SF
IMPERVIOUS PAVING 10,276 SF
LAWN/LANDSCAPE AREA 17,309 SF

2 YR - 24 HR STORM (2.53")

C VALUES

ROOF - 0.90
IMPERVIOUS AREAS - 0.90
LAWN - 0.10

WEIGHTED C

$$0.9(1195) + 0.9(10276) + 0.1(17309) = 0.414$$

CALCULATED RUNOFF

$$0.414 * (2.53)/12 * 28710 = 2542 CF$$

STORAGE PROVIDED

POND TO 908.00' ELEVATION = 3219 CF
12" STORM PIPES = 0.185 CF/FT x 178 FT = 140 CF
(3) 4' DIA BASINS x 6' TALL = 50 CF/BASIN = 150 CF

TOTAL STORAGE PROVIDED = 3550 CF > 2542 CF

REQUIRED INFILTRATION AREA

$$I_d = 12 * V_6 / (A * I)$$

$$A = (12 * 2542 CF) / (12 HR * 163 IN/HR)$$

MINIMUM INFILTRATION AREA = 260 SF

350 SF PROVIDED

STORM WATER OVERFLOW NARRATIVE

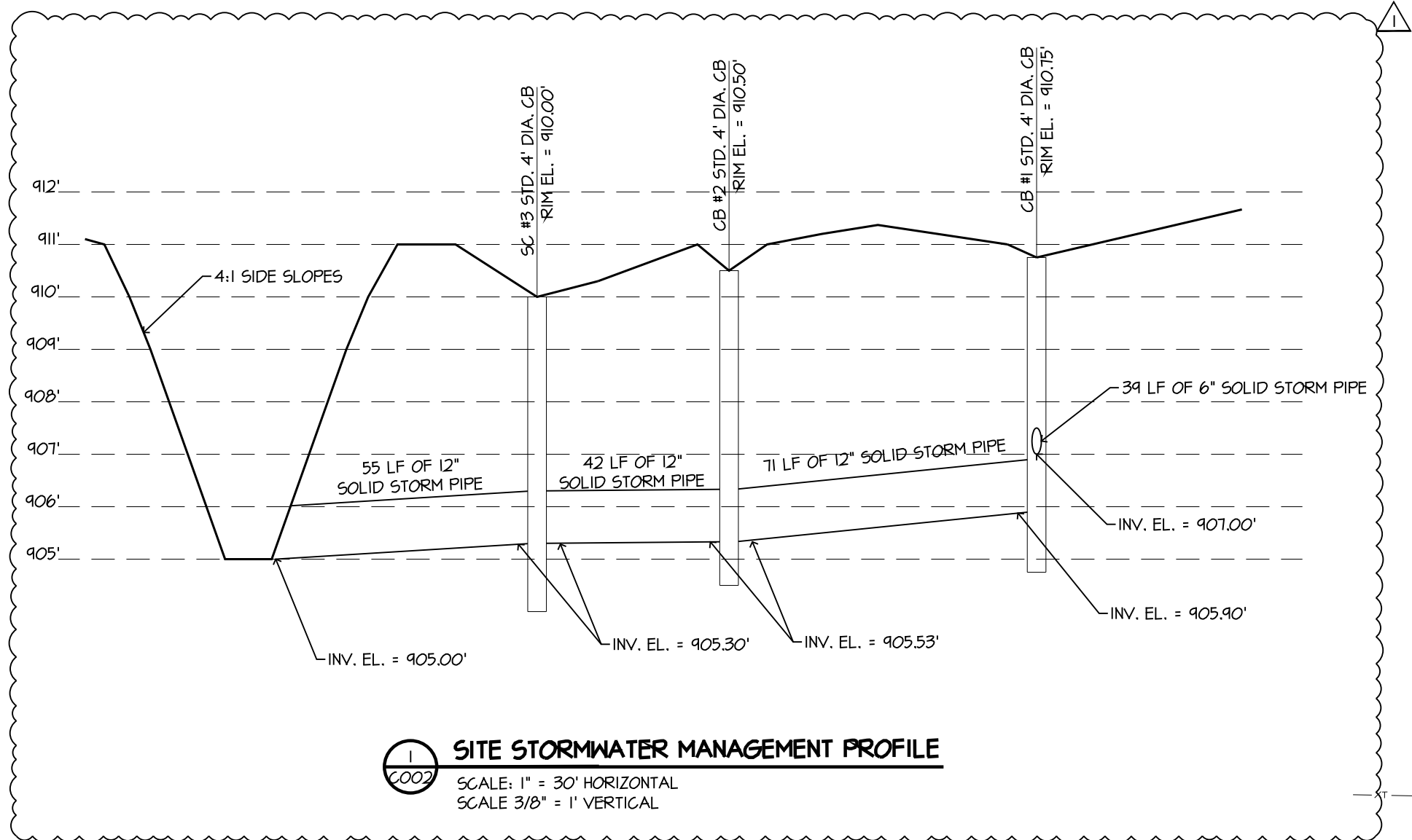
THE RETENTION POND IN THE NORTH SECTION OF THE SITE HAS BEEN SIZED TO ACCOMMODATE 13,113 CF OF STORM WATER BEFORE CRESTING THE BANK (EL. 911'). USING 5.58" FOR THE 100-YEAR 24-HOUR STORM EVENT, THE RETENTION POND WOULD NEED TO CAPTURE 5406 CF OF STORM WATER. THE PROPOSED RETENTION POND HAS DOUBLE THIS CAPACITY BEFORE OVERLAND OVERFLOW WOULD OCCUR. THE OVERLAND OVERFLOW PATH IS TO THE NORTH-EAST CORNER OF THE SITE.

CONSTRUCTION MAINTENANCE PROGRAM FOR SESC

1. INSPECTION OF ALL SOIL EROSION AND SEDIMENTATION CONTROL MEASURES AND DEVICES WILL BE COMPLETED ONCE PER WEEK AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT RESULTS IN A DISCHARGE FROM THE RIGHT-OF-WAY. INSPECTIONS WILL CONTINUE IN THE TEMPORARILY STABILIZED AREAS TO ENSURE THE ADEQUACY OF THE TEMPORARY MEASURES. THESE INSPECTIONS WILL CONTINUE UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
2. THE NEED FOR CORRECTIVE ACTIONS WILL BE DOCUMENTED AND FOLLOWED UP ON TO ENSURE THE ACTIONS ARE CARRIED OUT. WHEN NEEDED, CORRECTIVE ACTION IS REQUIRED WITHIN 24 HOURS OF THE INSPECTION IF SEDIMENT IS DISCHARGING TO THE WATERS OF THE STATE AND WITHIN 5 DAYS OF THE INSPECTION IN ALL OTHER CIRCUMSTANCES.
3. THESE INSPECTIONS AND CORRECTIVE ACTIONS WILL BE DOCUMENTED USING THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM AND SOIL EROSION AND SEDIMENTATION CONTROL INSPECTION REPORT (FORM 1126). A LOG OF THE INSPECTIONS AND CORRECTIVE ACTIONS WILL BE PLACED IN THE PROJECT FILE AND WILL BE RETAINED FOR A PERIOD OF THREE YEARS FROM THE DATE OF THE INSPECTION.
4. DURING THE SUSPENSION OF WEEKLY INSPECTIONS AND SITE VISITS, SESC INSPECTIONS MUST BE PERFORMED AT LEAST ONCE EVERY 30 DAYS DURING THE INACTIVE PERIOD IF WEATHER CONDITIONS ARE DEEMED SAFE FOR TRAVEL. IF SITE OR WEATHER CONDITIONS ARE DEEMED UNSAFE FOR TRAVEL, INSPECTIONS MUST RESUME AS SOON AS FEASIBLE.
5. PERMANENT SOIL EROSION AND SEDIMENTATION CONTROL MEASURES FOR ALL SLOPES, GULLIES, DITCHES, OR ANY DISTURBED LAND AREA WILL BE COMPLETE WITHIN FIVE CALENDAR DAYS AFTER FINAL GRADING OR THE FINAL EARTH CHANGE IS COMPLETE. IF IT IS NOT POSSIBLE TO PERMANENTLY STABILIZE A DISTURBED AREA AFTER AN EARTH CHANGE IS COMPLETE OR IF SIGNIFICANT EARTH CHANGE ACTIVITY CEASES, TEMPORARY SOIL EROSION AND SEDIMENTATION CONTROL MEASURES WILL BE MAINTAINED UNTIL PERMANENT SOIL EROSION AND SEDIMENTATION CONTROL MEASURES ARE IN PLACE AND THE AREA IS STABILIZED.

POST CONSTRUCTION MAINTENANCE PROGRAM FOR PERMANENT SESC

1. INSPECT FOR SEDIMENT ACCUMULATION ANNUALLY
2. REMOVE SEDIMENT ACCUMULATION EVERY 5-10 YEARS OR AS NECESSARY
3. INSPECT FOR DEBRIS EARLY SPRING, FALL AND AFTER MAJOR STORMS. REMOVE DEBRIS AS NEEDED
4. REPAIR ERODED BANKS AND SLOPES AS NEEDED WITH SEED BLANKETS TO ESTABLISH PERMANENT VEGETATION.
5. RECORD ALL INSPECTIONS, MAINTENANCE ACTIVITIES, AND SEDIMENT ACCUMULATION ANNUALLY.



DEPTH (FT)	ELEVATION (FT)	AREA (SF)	VOLUME (CF)	TOTAL VOLUME (CF)
0	910.5	350	0	0
1	910.6	774	562	562
2	910.7	1316	1075	1637
3	910.8	2006	1641	3278
4	910.9	2814	2410	5688
5	911.0	3131	3275	8963
6	911.1	5083	4410	13373

TYPICAL MATERIALS, SYMBOLS AND INDICATIONS

- ⊕

MANHOLE

⊕

STORM SEWER MANHOLE

⊕

SANITARY SEWER MANHOLE

⊕

PHONE CO MANHOLE

⊕

ELEC CO MANHOLE

⊕

WATER MANHOLE

⊕

CATCH BASIN/CURB INLET

⊕

UTILITY POLE W/ LIGHT

⊕

UTILITY POLE

⊕

LIGHT POLE

⊕

FLAG POLE

⊕

YARD LAMP + POLE

⊕

PHONE BOOTH

⊕

MONITOR WELL

⊕

ELECTRIC BOX / TRANSFORMER

⊕

AIR CONDITIONING UNIT

⊕

UNDERGROUND TELEPHONE MARKER

⊕

UNDERGROUND TELEPHONE MARKER
- EXIST SPOT GRADE
- FINISH GRADE
- FIRE HYDRANT
- WATER VALVE
- WATER METER
- GAS VALVE
- UNDERGROUND GAS MARKER
- GAS METER
- BASKETBALL NET
- MAIL BOX
- PARKING METER
- SIGN
- SOIL BORING
- CONCRETE BOLLARD
- EXIST TREE TO REMAIN
- NEW TREE
- TREE TO BE REMOVED

OVERHEAD ELEC LINE

UNDERGROUND ELEC LINE

GAS LINE

WATER LINE

FENCE LINE

CENTER LINE

PROPERTY LINE

STORM LINE

SANITARY LINE

TELEPHONE LINE

EXIST OVERHEAD ELEC LINE

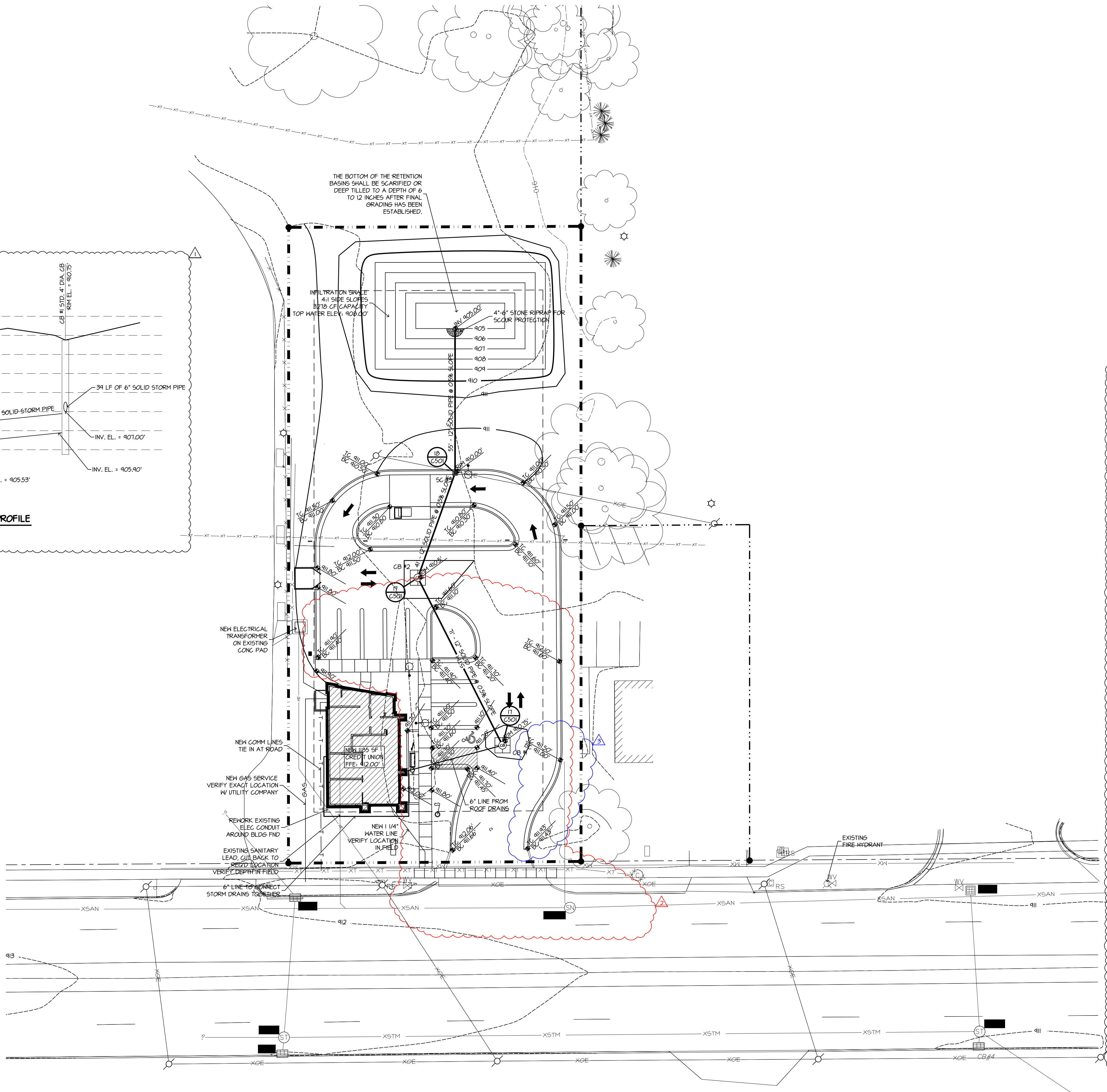
EXIST UNDERGROUND ELEC LINE

EXIST GAS LINE

EXIST WATER LINE

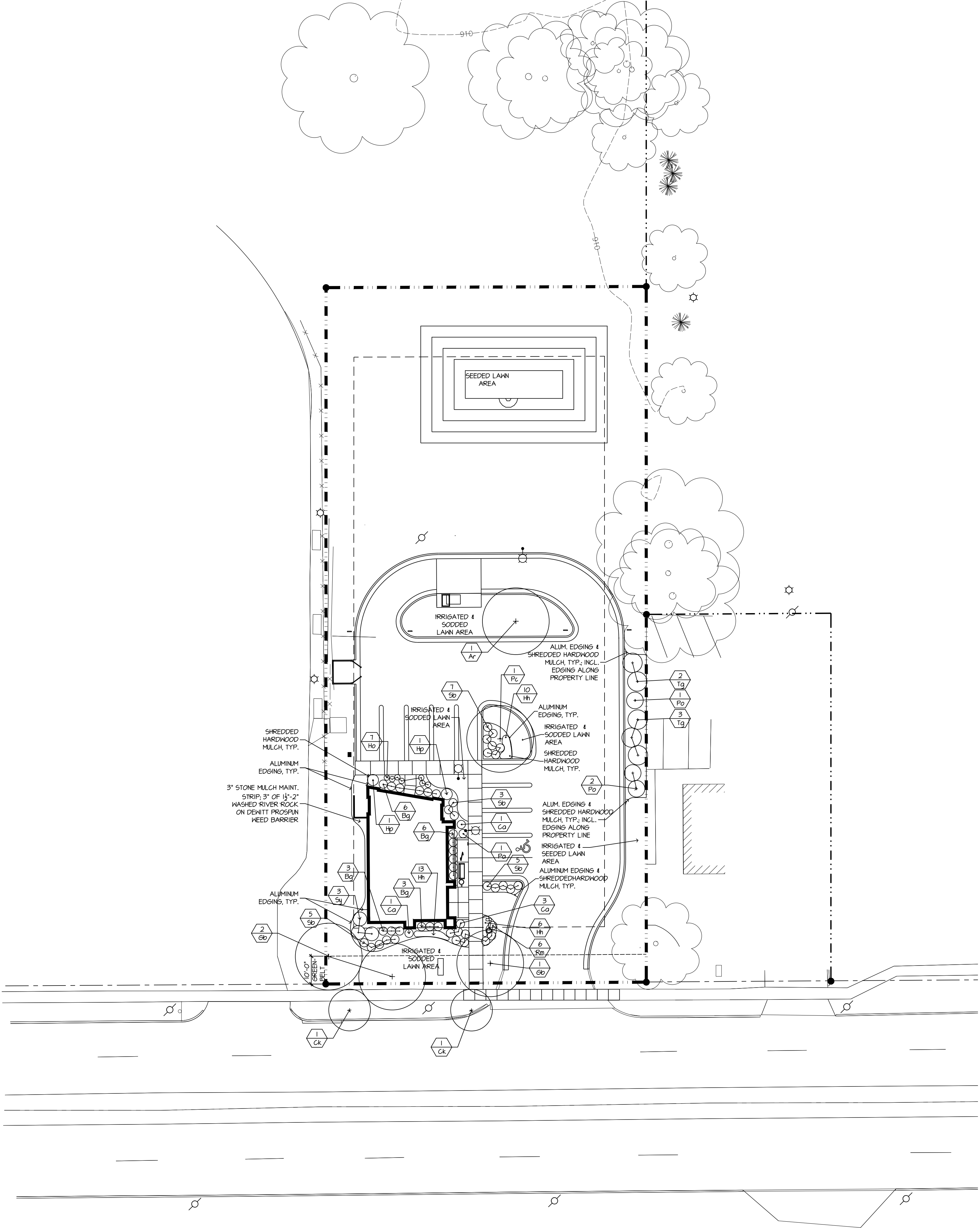
EXIST TELEPHONE LINE

EXIST STORM LINE

EXIST SANITARY LINE



SCALE: 1" = 20'



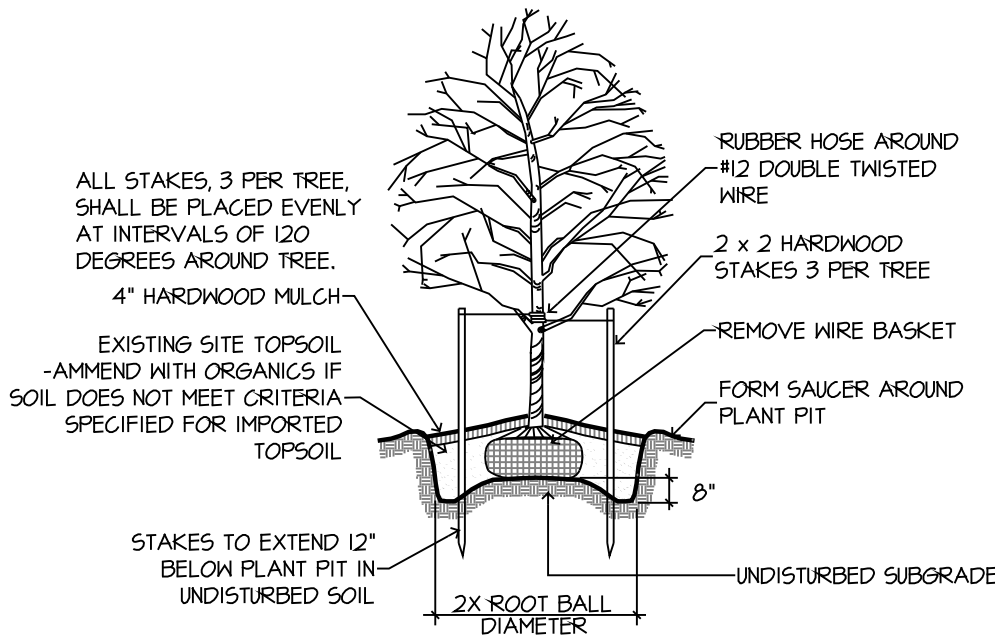
LANDSCAPING PLAN
SCALE: 1" = 20'

KEY	BOTANIC NAME	COMMON NAME	SIZE	QTY
CANOPY TREES				
Ar	Acer rubrum 'Franksred'	Red Sunset Maple	2 1/2" cal. min.	1
Bg	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	2 1/2" cal. min.	3
Pl	Pinus caryinata 'Redspire'	Redspire Pear	2 1/2" cal. min.	1
ORNAMENTAL TREES				
Ck	Cornus kousa	Kousa Dogwood	1 1/2" cal/6' ht. min.	2
EVERGREEN TREES				
Tg	Thuja 'Green Giant'	Green Giant Arborvitae	6' ht. min.	5
EVERGREEN SHRUBS				
Bg	Buxus 'Green Velvet'	Green Velvet Boxwood	3 gallon	18
DECIDUOUS SHRUBS				
Hp	Hydrangea paniculata 'Little Quikfire'	Little Quikfire Hydrangea	36" ht.	3
Po	Physocarpus opulifolia 'Summerwine'	Summerwine Ninebark	36" ht.	3
Rm	Rosa 'Navarospa'	Popcorn Drift Rose	3 gallon	6
Sb	Spiraea bumalda 'Goldflame'	Goldflame Spirea	30" ht. min.	20
Sy	Syringa x 'Bloomerang Dark Purple'	Bloomerang Dark Purple Lilac	36" ht.	3
PERENNIALS/ORNAMENTAL GRASSES				
Ca	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 gallon	5
Hh	Hemerocallis 'Happy Returns'	Happy Returns Daylily	1 gallon	18
Ho	Hosta 'Patriot'	Patriot Hosta	1 gallon	7
Pa	Pennisetum alopecuroides 'Hemph'	Dwarf Fountain Grass	1 gallon	1

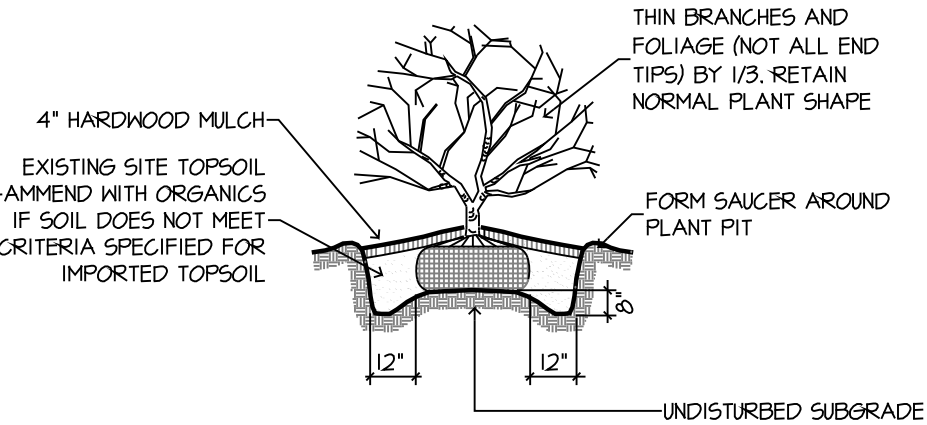
***QUANTITIES PROVIDED FOR INFORMATIONAL PURPOSES ONLY; CONTRACTOR RESPONSIBLE FOR FURNISHING PLANT MATERIAL AS DESCRIBED ON PLAN

LANDSCAPING REQUIREMENTS

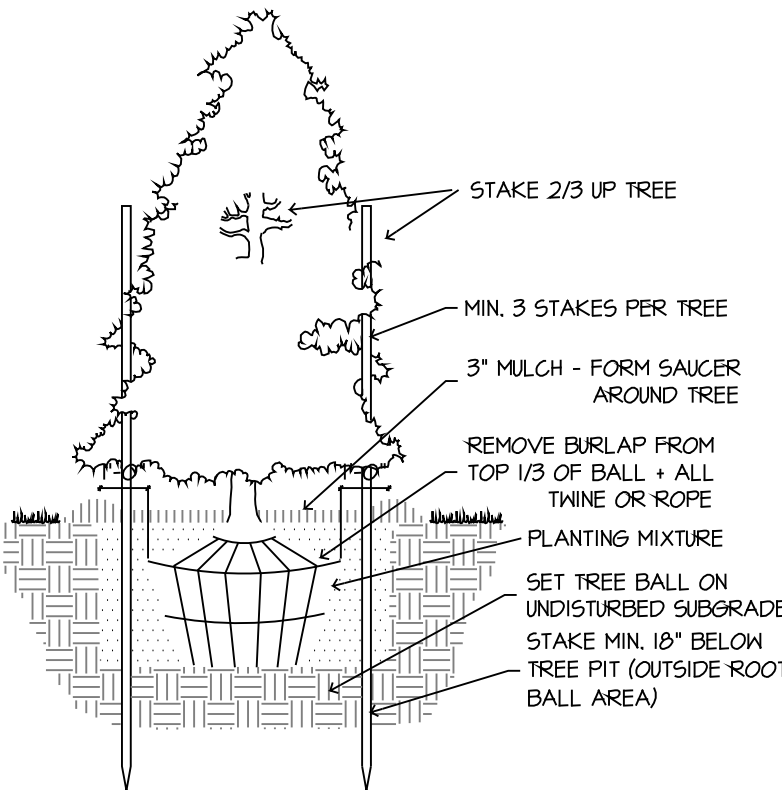
- STREET TREES: (2) TREES REQUIRED FOR EACH LOT GREATER THAN 80 LF OF FRONTAGE
LOT WIDTH 15.15 LF = (2) TREES REQUIRED
(2) TREES PROVIDED (ORNAMENTAL TREES UTILIZED DUE TO OVERHEAD POWER LINES)
- GREENBELT: 10' MIN. WIDTH REQUIRED ON ALL LAND ABUTTING PUBLIC R.O.W.; INCLUDE (1) TREE AND (4) SHRUBS PER 40 LF OF FRONTAGE.
15.5 LF / 40 LF = 2.88
(3) TREES REQUIRED/PROVIDED
(12) SHRUBS REQUIRED/ (20) PROVIDED
- INTERIOR LANDSCAPING: MINIMUM OF 5% OF LOT AREA EXCLUDING OTHER REQUIRED ELEMENTS; (1) TREE PER EACH 400 SF REQUIRED AND (6) SHRUBS PER EACH 250 SF REQUIRED
28,164.2 SF (TOTAL AREA) - 1151.5 SF (10' GREENBELT X 115.15 LF) = 27,012.7 SF
27,012.7 SF * 5% = 1350.64 SF OF LANDSCAPED AREA REQUIRED/ 16,580 SF PROVIDED
1350.64 SF / 400 = (4) TREES REQUIRED / (4) PROVIDED (3 EXISTING TREES PLUS ONE NEW EXCLUSIVE OF TREES PROVIDED TO SATISFY GREENBELT AND STREET TREE PLANTINGS)
1350.64 SF / 250 = (6) SHRUBS REQUIRED / (12) PROVIDED
- PARKING LOT PERIMETER: SCREEN FROM PUBLIC R.O.W.- SCREENING PROVIDED ON SOUTH SIDE OF PARKING BAY.
- PARKING LOT INTERIOR: PROVIDE ISLANDS AT END OF ROWS OF PARKING AT A RATE OF 20 SF PER PARKING SPACE WITH A MINIMUM OF 180 SF PER ISLAND. (1) DECIDUOUS TREE REQUIRED PER EACH 10 SPACES PLUS 25% OF ISLAND IS TO BE COVERED WITH LAWN OR PLANTINGS MAX. 30" HT.
4 TOTAL PARKING SPACES * 20 SF = 80 SF REQUIRED / 1350 SF PROVIDED
4 TOTAL PARKING SPACES PROVIDED/10 = (1) TREE REQUIRED / PROVIDED



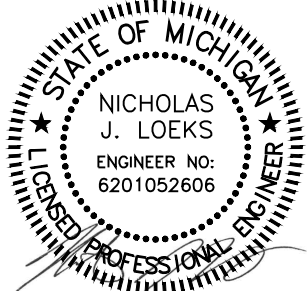
DECIDUOUS TREE PLANTING DETAIL
NOT TO SCALE



SHRUB PLANTING DETAIL
NOT TO SCALE



CONIFER TREE PLANTING DETAIL
NOT TO SCALE



Consumers Marshall
114 W. Michigan Avenue, Marshall, MI 49068

DESIGN: J. LOEKS	DATE: 03/21/2024
REVISION: 01/2024	DATE: 03/21/2024
REVISION: 02/2024	DATE: 03/21/2024
REVISION: 03/2024	DATE: 03/21/2024
REVISION: 04/2024	DATE: 03/21/2024
REVISION: 05/2024	DATE: 03/21/2024
REVISION: 06/2024	DATE: 03/21/2024
REVISION: 07/2024	DATE: 03/21/2024
REVISION: 08/2024	DATE: 03/21/2024
REVISION: 09/2024	DATE: 03/21/2024
REVISION: 10/2024	DATE: 03/21/2024
REVISION: 11/2024	DATE: 03/21/2024
REVISION: 12/2024	DATE: 03/21/2024

ISSUED

bosch
ARCHITECTURE
ENGINEERING & INTERIOR DESIGN

PN 23074
File Name
23074L001.dwg
8065 Vineyard Parkway
Kalamazoo, MI 49009
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0001
LANDSCAPING PLAN

Provide a complete site lawn and planting bed irrigation system, consisting of valves, water lines, sprinkler heads, drip tubing, and controller to adequately cover all lawn and plant beds. Plant beds to be in-line drip irrigation tubing, valved separately from the lawn zones. Controller to be installed on the exterior wall with the ability to be locked, with outlet supplied by electrician. Need to have the ability for all winterization to be done completely from the exterior of the building. The system into 1" backflow prevention device supplied and installed by plumber. Poly pipe MAY be substituted for PVC pipe specified in details. Sleeves not in irrigation contract, sleeves installed by Electric contractor. Irrigation to be installed from back of curb to back of curb around entire site including right of way areas.

ELECTRO-MECHANICAL CONTROLLERS

Model A ESP-48H
The controller shall be of a hybrid type that combines electro-mechanical and microelectronic circuitry capable of fully automatic or manual operation. The controller shall be housed in a wall-mountable, weather resistant plastic cabinet with a key-locking cabinet door (outdoor models only) suitable for either indoor or outdoor installation.

The controller shall have a base unit with 4 stations as well as three expansion slots capable of receiving station modules of three stations each to create a controller of up to 13 stations. Station 13 shall be called an "auxiliary station" and shall have the capability of bypassing an active rain sensor or of functioning as a normal station output. Station timing shall be from 0 minutes to 6 hours. Run time resolution shall be in 1-minute increments from 0 to 54 minutes and 10 minutes from 1 to 6 hours. The LCD shall display "No Run Times" or equivalent icon for 230 VAC models if no run time has been entered for any station in any program.

The controller shall have three separate and independent programs which can have different start times, station timing and watering days. Each program shall have up to 4 start times available. The controller shall stack multiple start times in sequence to prevent hydraulic overload. The LCD shall display "No Start Times" or the equivalent icon for 230VAC models if no start time has been entered for any program. The controller shall be capable of operating two 24 VAC solenoid valves per station plus a master valve or remote pump start relay. The controller shall operate on 120 VAC ± 20% at 60Hz (230VAC ± 20% at 50Hz for international models). The controller shall have an electronic, diagnostic, circuit breaker that shall sense a station with an electrical overload or short circuit and shall bypass that station and continue operating all other stations.

The controller shall have a 365-day calendar with a permanent day off feature that allows a day(s) of the week to be turned OFF on any cycle (odd/even/1-3/day cycle). A day set to "Permanent Off" shall override the normal repeating schedule and shall display the words "Day Always Off/Day Off" in the LCD screen. The controller shall have a seasonal adjust feature adjustable from 0% to 200% in increments of 10%. Seasonal adjust shall effect all programs simultaneously. If seasonal adjust is set to 0% the LCD shall display "SEASONAL ADJ." (equivalent icon for 230 VAC models).

The controller shall have a 12-hour AM/PM or 24 hour military (for 230VAC models) clock with a midnight day change over. The controller shall have a sensor circuit for connection to a rain sensor or to an underground moisture sensor system that will interrupt a scheduled watering under "wet" or "moist" conditions. The controller shall have an indicator on the LCD screen and one LED light to indicate that a sensor is connected and active and that watering has been temporarily disabled.

The controller shall have access to a variety of "hidden features" by turning the dial to a specific location on the dial and pushing the ON OFF buttons simultaneously. These features shall include: 1) save a custom default program 2) retrieve a custom default program 3) bypass an active rain sensor on the Auxiliary Station 4) allow the Auxiliary Station to be interpreted by an active rain sensor 5) Clear memory 6) Set a day as "Permanently Off" 7)Set master valve/pump start circuit by station 8) Set programmable delay between station.

The controller shall have the following manual operations and manual advances for semi-automatic control:

1. Run a single valve
2. Run multiple manually stacked valves
3. Run a semi-automatic program
4. Run a test on all valves (all stations with any time assigned regardless of the program) from 1 to 10 minutes

The controller shall have a removable, battery programmable front panel (uses a 9 volt battery (not included) for conveniently programming the controller away from the installation site or for teaching irrigation scheduling.

The controller shall have the capacity for the program to be erased allowing the user to start programming with a blank controller. The controller shall have multiple knockouts, sizes and locations, including the back of the cabinet, to facilitate installation and provide a clean professional look. The controller shall have a factory default program that runs 10 minutes every day beginning 8 hours after power resumption.

The controller shall have a reset button to reset the controller in the case of micro-controller block-up due to power surges or frequent interruption to the power supply.

The controller shall be as manufactured by Rain Bird Corporation, Azusa, California.

5000 Plus Series Full and Reversing Full Port Circle Sprinkler Specifications

The full and/or part circle sprinkler shall be a single stem, water lubricated, gear drive type. The sprinkler shall have a flow shut-off device that is integrated into the flow path of the rotor as well as adjustable arc coverage of 40 to 360 degrees. Arc adjustment can be performed with or without the sprinkler in operation and shall require only a flat-blade screwdriver.

The sprinkler shall have a smoothed flow path entrance to enhance the flow characteristics of the rotor. In addition, the sprinkler shall feature a flow path to nozzle bore transition radius to minimize pressure loss and assure peak nozzle radius is achieved.

The sprinkler shall have a pressure activated multi-function wiper seal that positively seals against the pop-up stem to keep debris out of the rotor and to clean debris from the pop-up stem as it retracts. This wiper seal shall prevent sprinkler from sticking up, and be capable of sealing the sprinkler cap to sprinkler body under normal operating pressures.

The sprinkler shall have a screen installed in the pop-up stem to filter inlet water, protect the drive from clogging and simplify its removal for cleaning and flushing of the system. It shall have a 3/4" (FNT) bottom inlet.

The sprinkler shall have a standard green rubber cover and a strong stainless steel retract spring for positive pop down. Pop-up height as measured from the top of the cap at normal installation to the middle of the nozzle orifice shall be 4".

The sprinkler shall have 12 interchangeable nozzles, 8 Rain Curtain nozzles for superior coverage and 4 Low Angle nozzles for reduced radius of throw and superior wind resistance with all nozzles containing Micro-Ramp for superior close-in watering. The angle of trajectory shall be 25 degrees for the Rain Curtain nozzles and 10 degrees for the low angle nozzles. The sprinkler shall come with a stainless steel adjusting screw capable of reducing the radius up to 25%.

The sprinkler shall be as manufactured by Rain Bird Corporation, Azusa, California.

SPRAY HEADS

1802, 1803, 1804, 1806, and 1812 Pop-up Full or Part Circle Spray Sprinkler

The sprinkler body, stem, nozzle, and screen shall be constructed of heavy-duty ultra-violet resistant plastic. It shall have a heavy-duty stainless steel retract spring for positive pop-down and a ratcheting system for easy alignment of the pattern. The sprinkler shall have a soft elastomer pressure activated cone-molded wiper seal for cleaning debris from the pop-up stem as it retracts into the case to prevent the sprinkler from sticking up and to minimize "flow-by".

The sprinkler shall have a matched precipitation rate (MPR) plastic or brass nozzle with an adjusting screw capable of regulating the radius and flow. The sprinkler shall be capable of housing protective, non-clogging filter screens or pressure compensating screens (PCS) under the nozzles. The filter screen shall be used in conjunction with the adjusting screw for regulating. The 6" (15 cm) and 12" (30 cm) models shall have both a side and bottom 1/2" (12.7mm) Female National Pipe Thread inlet (FNT) for ease of installation.

The sprinkler shall have a Pop-Up (TM) Flush Plug pre-installed. The plug shall prevent debris from clogging the sprinkler during installation and allow for system to be flushed before nozzle. The plug shall be bright orange in color and constructed of polypropylene material.

The sprinkler shall be as manufactured by Rain Bird Corporation, Azusa, California

ELECTRIC REMOTE CONTROL VALVES

100-PGA 150-PGA 200-PGA Electric Remote Control Plastic Globe/Angle Valve With Optional PRS-D Pressure Regulating Feature

The electric remote control valve shall be a normally closed 24 VAC 50/60 Hz (cycles/second) solenoid actuated globe/angle pattern design.

The valve pressure rating shall not be less than 150 PSI (10.35) Bars.

The valve body and bonnet shall be constructed of high impact, weather resistant PVC with stainless steel screws.

The valve shall have manual open/close control (internal bleed) for manually opening and closing the valve without electrically energizing the solenoid. The valve's internal bleed shall prevent flooding of the valve box.

The valve shall have a fully-encapsulated, one-piece solenoid. The solenoid shall have a captured plunger with a removable relation for easy servicing and a leverage handle for easy turning. This 24 VAC 50/60 Hz solenoid shall open with 116 VAC minimum at 150 PSI (10.35 bar). At 24 VAC, average inrush current shall not exceed 0.41 amps. Average holding current shall not exceed 0.28 amps.

The valve shall have a flow control stem for accurate manual regulation and/or shut off of outlet flow. The valve must open or close in less than 1 minute at 150 PSI (10.35 bar), and less than 30 seconds at 20 PSI (1.38 bar).

The valve construction shall provide for all internal parts to be removable from the top of the valve without disturbing the valve installation. The body shall have a removable O-ringed plug for installation in either globe or angle configuration.

The valve shall be as manufactured by Rain Bird Corporation, Azusa, California.

DRIP IRRIGATION COMPONENTS

A. Rain Bird Control Zone Kits

1. General Information
 - a. Provide control zone kits manufactured by Rain Bird as indicated on construction drawings.
 - b. Control zone kit assemblies for dripline irrigation zones must include control valve, filtration, and pressure regulation components sized to meet the hydraulic demands and flow requirements of the zones that they service.
2. Rain Bird Low Flow Control Zone Kit for dripline zones with flows from 0.2 to 5.0 GPM (0.8 to 18.8 lpm), including low flow valve (LFV) and pressure regulating filter (PRF).
 - a. Available model numbers:
 - 1) KCZ-OT5-PRF [3/4" (14 mm) Low Flow valve and 3/4" (14 mm) PR Filter]
 - 2) KCZ-LF-100-PRF [1" (25 mm) Low Flow valve and 3/4" (14 mm) PR Filter]
 - 3) KCXZ-OT5-PRF [3/4" (14 mm) Low Flow Anti-siphon valve and 3/4" (14 mm) PR Filter]
 - b. Low Flow Valve (LFV) component specifications include:
 - 1) Valve body and bonnet constructed of high impact, weather-resistant plastic, stainless steel and other chemical/UV resistant materials
 - 2) Diaphragm with a double-knife seal, constructed of durable Buna-N rubber with a clog-resistant metering orifice
 - 3) Energy-efficient, low-power, encapsulated solenoid with captured plunger and 40 mesh (200 micron) solenoid filter
 - 4) External bleed for manual system flushing during start-up, internal bleed for manual zone activation during maintenance operations
 - 5) Inlet pressure rating: 20 to 120 PSI (1.4 to 8.3 bar)
 - 6) Female threaded inlet and outlet connections
 - 7) Anti-siphon valve configuration includes listed features and incorporates atmospheric vacuum breaker with IAPMO and A.S.S.E. listing approval
- c. Pressure Regulating Filter (PRF) combines filtration and pressure regulation in one integrated unit for protection of downstream components of drip irrigation system. PRF component specifications include:
 - 1) Compact "Y" filter body and cap configuration constructed of glass-filled, UV-resistant polypropylene, with 120 PSI (8.3 bar) operating pressure rating. Maximum dimensions of filter body Height: 4 1/2" (114 cm), Length: 5 1/2" (14 cm), Width: 2" (51 cm)
 - 2) Standard 200 mesh (75 micron) filter screen constructed of durable polyester fabric attached to propylene frame. Screen is serviceable for cleaning purposes by unscrewing cap from filter body and removing filter element.
 - 3) Normally-open pressure regulating device with preset outlet pressure of approximately 30 PSI (2 bar). Pressure regulating device allows full flow with minimal pressure loss unless inlet pressure is greater than preset level. As inlet pressure increases above preset level, internal spring compresses to reduce downstream pressure.
 - 4) Male threaded 3/4" (14 mm) inlet and outlet connections.

(or)

3. Rain Bird Medium Flow Control Zone Kit for dripline zones with flows from 3.0 to 15.0 GPM (11.4 to 56.8 lpm), including Rain Bird DV or ASVF valve and pressure regulating filter (PRF).
 - a. Available model numbers:
 - 1) KCXZ-100-PRF [1" (25 mm) DV valve and 1" (25 mm) PR Filter]
 - 2) KCXZ-100-PRF [1" (25 mm) Anti-siphon Valve and 1" (25 mm) PR Filter]
 - b. DV Valve component specifications include:
 - 1) Valve body and bonnet constructed of high impact, weather-resistant plastic, stainless steel and other chemical/UV resistant materials
 - 2) Diaphragm with a double-knife seal, constructed of durable Buna-N rubber with a clog-resistant metering orifice
 - 3) Energy-efficient, low-power encapsulated solenoid with captured plunger and 40 mesh (200 micron) solenoid filter
 - 4) External bleed for manual system flushing during start-up, internal bleed for manual zone activation during maintenance operations
 - 5) Inlet pressure rating: 20 to 120 PSI (1.4 to 8.3 bar)
 - 6) Female threaded inlet and outlet connections
 - 7) Anti-siphon valve configuration includes listed features and incorporates atmospheric vacuum breaker with IAPMO and A.S.S.E. listing approval

(or)

4. Rain Bird Medium Flow Commercial Control Zone Kit for dripline zones with flows from 3.0 to 20.0 GPM (11.4 to 75.7 lpm), including PVC ball valve, Rain Bird PESB valve, and Rain Bird pressure regulating quick-check basket filter.
 - a. Available model numbers:
 - 1) KCXZ-100-B-COM [1" (25 mm) PVC ball valve, 1" (25 mm) Rain Bird PESB valve, and 1" (25 mm) PRB-QCKCH: pressure regulating basket filter]
 - b. PESB valve assembly component specifications include:
 - 1) 1" (25 mm) PVC full-port ball valve with female threaded inlet and outlet connections
 - 2) PESB valve body and bonnet constructed of durable glass-filled nylon, stainless steel and other chemical/UV resistant materials
 - 3) Diaphragm constructed of a durable Buna-N rubber material reinforced with nylon
 - 4) One-piece solenoid with captured plunger and 40 mesh (200 micron) solenoid filter
 - 5) External bleed for manual system flushing during start-up, internal bleed for manual zone activation during maintenance operations
 - 6) Inlet pressure rating: 20 to 200 PSI (1.4 to 13.8 bar)
 - 7) Female threaded inlet and outlet connections
 - c. Pressure Regulating Quick Check Basket Filter combines filtration and pressure regulation in one integrated unit for protection of downstream components of drip irrigation system. Pressure regulating basket filter component specifications include:

- 1) Basket style body and jar-top cap constructed of heavy-duty glass-filled, UV-resistant polypropylene, with 150 PSI (10.3 bar) operating pressure rating. Maximum dimensions of filter body Height: 6 1/2" (165 cm), Length: 6 1/2" (165 cm), Width: 3 1/2" (89 cm)
- 2) Indicator incorporated into filter cap that changes color from green to red during operation when the filter element requires cleaning.
- 3) Standard 200 mesh (75 micron) filter screen constructed of stainless steel attached to propylene frame. Screen is serviceable for cleaning purposes by unscrewing cap from filter body and removing filter element.
- 4) Normally-open in-line pressure regulating device, constructed of durable, UV resistant, non-corrosive material able to accommodate an inlet pressure rating of not less than 150 PSI (10.3 bar), with preset outlet pressure of approximately 40 PSI (2.8 bar). Pressure regulating device allows full flow with minimal pressure loss unless inlet pressure is greater than preset level. As inlet pressure increases above preset level, internal spring compresses to reduce downstream pressure.
- 5) Male threaded 1" (25 mm) inlet and outlet connections.

B. Rain Bird XF Series Dripline Components

1. General Information
 - a. Provide flexible dual-layered pressure-compensating inline XF Series Dripline manufactured by Rain Bird, with emitter spacing and dripline row spacing as indicated on construction drawings.
 - b. Provide insert or compression fittings manufactured by Rain Bird that are compatible with inline emitter tubing as indicated on construction drawings.
2. Rain Bird XFD On-Surface Dripline with pressure-compensating inline emitters.
 - a. Available Rain Bird XFD On-Surface Dripline model numbers for POTABLE water systems; brown colored dripline tubing with emitter flow rates and spacing as shown:
 - 1) Rain Bird XFD-06-12; 0.6 GPH (2.3 lph) emitters spaced 12" (305 cm) on-center
 - 2) Rain Bird XFD-06-18; 0.6 GPH (2.3 lph) emitters spaced 18" (45.1 cm) on-center
 - 3) Rain Bird XFD-06-24; 0.6 GPH (2.3 lph) emitters spaced 24" (61 cm) on-center
 - 4) Rain Bird XFD-04-12; 0.4 GPH (3.4 lph) emitters spaced 12" (305 cm) on-center
 - 5) Rain Bird XFD-04-18; 0.4 GPH (3.4 lph) emitters spaced 18" (45.1 cm) on-center
 - 6) Rain Bird XFD-04-24; 0.4 GPH (3.4 lph) emitters spaced 24" (61 cm) on-center
 - b. Available Rain Bird XFDP On-Surface Dripline model numbers for NON-POTABLE water systems; purple colored dripline tubing with emitter flow rates and spacing as shown:
 - 1) Rain Bird XFDP-06-12; 0.6 GPH (2.3 lph) emitters spaced 12" (305 cm) on-center
 - 2) Rain Bird XFDP-06-18; 0.6 GPH (2.3 lph) emitters spaced 18" (45.1 cm) on-center
 - 3) Rain Bird XFDP-06-24; 0.6 GPH (2.3 lph) emitters spaced 24" (61 cm) on-center
 - 4) Rain Bird XFDP-04-12; 0.4 GPH (3.4 lph) emitters spaced 12" (305 cm) on-center
 - 5) Rain Bird XFDP-04-18; 0.4 GPH (3.4 lph) emitters spaced 18" (45.1 cm) on-center
 - 6) Rain Bird XFDP-04-24; 0.4 GPH (3.4 lph) emitters spaced 24" (61 cm) on-center
- c. Dripline tubing material specifications and features include:
 - 1) XFD tubing: brown in color, conforming to an outside diameter (O.D.) of 0.634 inches (16 mm) and an inside diameter (I.D.) of 0.536 inches (13.6 mm) and wall thickness of 0.044 inches (1.2 mm)
 - 2) XFDP tubing: purple in color, conforming to an outside diameter (O.D.) of 0.634 inches (16 mm) and an inside diameter (I.D.) of 0.536 inches (13.6 mm) and wall thickness of 0.044 inches (1.2 mm)
 - 3) Factory installed, pressure-compensating, inline emitters welded to the inner circumference of the polyethylene tubing at spacing specified by model number
 - 4) Inline emitters designed to pressure-compensate by lengthening the emitter's turbulent flow path (Rain Bird patent pending)
 - 5) Consistent flow rate from each installed inline emitter when emitter inlet pressure is supplied between recommended operating range of 8.5 to 60 PSI (0.7 to 4.1 bar)
 - 6) Required filtration for XF Series dripline tubing and emitters is 120 mesh (125 micron)

PART 3 - EXECUTION

3.01 INSPECTIONS AND REVIEWS

A. Pre-construction Site Inspection

1. Verify construction site conditions and note irregularities affecting work of this section. Report irregularities in writing to Owner's Representative prior to beginning work. Commencement of work implies acceptance of existing site conditions.
2. Utility Locates ("Call Before You Dig")
 - 1) Arrange and coordinate Utility Locates with local authorities prior to construction.
 - 2) Repair underground utilities that are damaged during construction. Make repairs at no additional cost to contract price.

3.02 DRIPLINE LAYOUT OF WORK

- A. Stake out dripline irrigation system. Items staked include manifold/header pipe and tubing, sleeves, control zone assemblies, flush valves, air relief valves, and check valves.
- B. Dripline Irrigation System Layout Review: Dripline irrigation system layout review will occur after staking has been completed. Notify Owner's Representative one week in advance of review. Modifications will be identified by Owner's Representative at this review.

3.03 DRIPLINE EXCAVATION, TRENCHING, AND BACKFILL

- A. Excavate and install pipes at minimum cover indicated in drawings or specifications. Excavate at appropriate width for connections and fittings.
- B. Minimum cover for dripline components (distance from top of pipe to finish grade):
 1. Buried PVC manifold and supply header pipe to dripline grid layouts: 12" (305 cm) to top of pipe.
 2. Buried dripline lateral pipe downstream PVC manifold and supply header pipe: 4" (10 cm) to top of pipe
 3. On-grade dripline lateral pipe downstream PVC manifold and supply header pipe: Secure to finish grade with approved tubing stakes. Install and test prior to installation of landscape fabric and mulch.
 4. Backfill only after buried lines have been reviewed, tested, and approved.
- C. Excavated material is generally satisfactory for backfill. Use backfill free from rubbish, vegetable matter, frozen materials, and stones larger than 2" (50 mm) in maximum diameter. Remove material not suitable for backfill. Use backfill free of sharp objects next to pipe.
- D. Dress backfilled areas to original grade. Incorporate excess backfill into existing site grades. Dispose of excess backfill off site.
- E. Contact Owner's Representative for trench depth adjustments where utilities conflict with irrigation trenching and pipe work.

3.04 ASSEMBLING PIPE AND FITTINGS

- A. General:
 1. Keep pipe free from dirt and debris. Cut pipe ends square, deburr and clean as recommended by pipe manufacturer.
 2. Keep ends of assembled pipe capped. Remove caps only when necessary to continue assembly.
- B. PVC Pipe and Fittings:
 1. Use only strap-type friction wrenches for threaded plastic pipe.
 2. PVC Solvent Weld Pipe and Fittings:
 - a. Use appropriate primer and solvent cement. Join pipe in manner recommended by pipe and fitting manufacturers and in accordance with accepted industry practices.
 - b. Cure for thirty (30) minutes before handling and twenty-four (24) hours before pressurizing or installing with vibratory plow.
 - c. Snake pipe from side to side within trench.
- C. PVC Threaded Connections:
 - a. Use only factory-formed threads. Field-cut threads are not permitted.
 - b. Apply thread sealant in manner recommended by component, pipe and sealant manufacturers and in accordance with accepted industry practices.
- D. Dripline Tubing and Fittings:
 1. Use only Rain Bird XF-Series Insert Fittings or Rain Bird Easy Fit Compression Fittings for Rain Bird XF-Series dripline tubing connections or transitions as recommended by the Manufacturer's representative for the specific site and system conditions.
 2. Dripline Insert Fittings:
 - a. Install dripline tubing and fittings in manner recommended by manufacturer and in accordance with accepted industry practices.
 3. Dripline Compression Fittings:
 - a. Install dripline tubing and fittings in manner recommended by manufacturer and in accordance with accepted industry practices.

3.05 INSTALLATION OF DRIPLINE IRRIGATION COMPONENTS

A. Control Zone Kit Assembly:

1. Flush mainline pipe before installing Control Zone Kit assembly.
 2. Locate where shown on drawings. Connect control wires to remote control valve wires using specified wire connectors and waterproof sealant. Provide connectors and sealant per manufacturer's recommendations.
 3. Install a maximum of four (4) Low Flow or Medium Flow Control Zone Kits per standard rectangular valve box. Install a maximum of one (1) Medium Flow Commercial Control Zone Kits per standard rectangular valve box. Install a maximum of one High Flow Commercial Control Zone Kits per jumbo rectangular valve box.
 - a. Locate valve boxes at least 1' (305 cm) from, and align with, nearby walls or edges of paved areas.
 - b. Group Control Zone Kit assemblies together where practical. Align grouped valve boxes in uniform patterns. Allow at least 12" (305 cm) between valve boxes.
 - c. Brand controller letter and station numbers on valve box lid in 2" (50 mm) high letters.
 6. Lateral Piping and Dripline Tubing:
 1. Install lateral piping and dripline tubing at locations and in grid patterns as indicated on drawings and installation details, and in strict accordance with manufacturer recommendations.
 2. Thoroughly flush PVC lateral piping, supply headers, and dripline tubing immediately upon installation.
 - C. Air Relief Valve Kit Assembly: Install at all high points in dripline tubing grid as shown and directed on drawings and installation details.
 - D. Flush Point Assembly: Install in flush header or at ends of each dripline zone segment as shown and directed on drawings and installation details. Install at least 12-inches from and align with adjacent walls or edges of paved areas.
- 3.06 PROJECT RECORD (AS-BUILT) DRAWINGS
- A. Document field changes from original design and construction documents. Maintain on-site and separate from original construction documents, one complete set of documents labeled "Project Field Documents." Keep documents current. Do not permanently cover work until accurate "record drawings" information is recorded.
 - B. Record pipe network alterations on a daily basis. Record work that is installed differently than shown on construction documents. Record accurate reference dimensions, measured from at least two permanent reference points, of each control zone kit assembly, each dripline zone boundary, each air relief valve assembly, each flush point assembly, and other dripline irrigation components enclosed within valve box.
 - C. Obtain from Owner's Representative one set of drawings or CAD files prior to construction completion. Duplicate information contained on "Record Documents" maintained on-site using technical drafting pen or AutoCAD. Label each sheet "Record Drawing".

- D. Provide "Record Drawings" to Owner's Representative. Completion of Record Drawings is required prior to final construction review at completion of irrigation system installation.
- 3.07 WINTERIZATION AND SPRING START-UP
- A. Winterize irrigation system in fall following completion, or partial completion, of irrigation system construction. Start-up irrigation system in spring following completion, or partial completion, of irrigation system construction. Repair any damage caused in improper winterization at no additional cost to Owner. Coordinate winterization and start-up with landscape maintenance personnel.
 - B. Following completion of Contractor's maintenance period, Owner will be responsible for maintaining system in working order during remainder of guarantee/warranty period, for performing necessary minor maintenance, for protecting against vandalism, and for preventing damage after landscape maintenance operation.
- 3.08 CLEANUP
- A. Remove from site machinery, tools, excess materials, and rubbish upon completion of work.

Valve Box Specifications

VB-6RND SERIES 6" Round Valve Boxes

Valve boxes shall be used as durable, rigid enclosures for valves or other irrigation system components requiring subsurface protection for installation or maintenance. The valve box shall be made of HDPE resin that is resistant to UV light, weather, moisture, and chemical action of soils.

The body shall have two openings molded into the sides.

The valve box shall have corrugated sides.

Lids shall have beveled edges to prevent or minimize potential damage from lawn equipment.

The valve box shall be manufactured by Rain Bird Corporation, Glendora, California.

VB-10RND 10" Round Valve Boxes

Valve boxes shall be used as durable, rigid enclosures for valves or other irrigation system components requiring subsurface protection for installation or maintenance. The valve box shall be made of structural foam HDPE resin that is resistant to UV light, weather, moisture, and chemical action of soils.

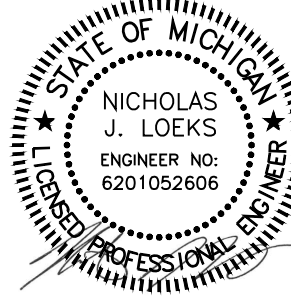
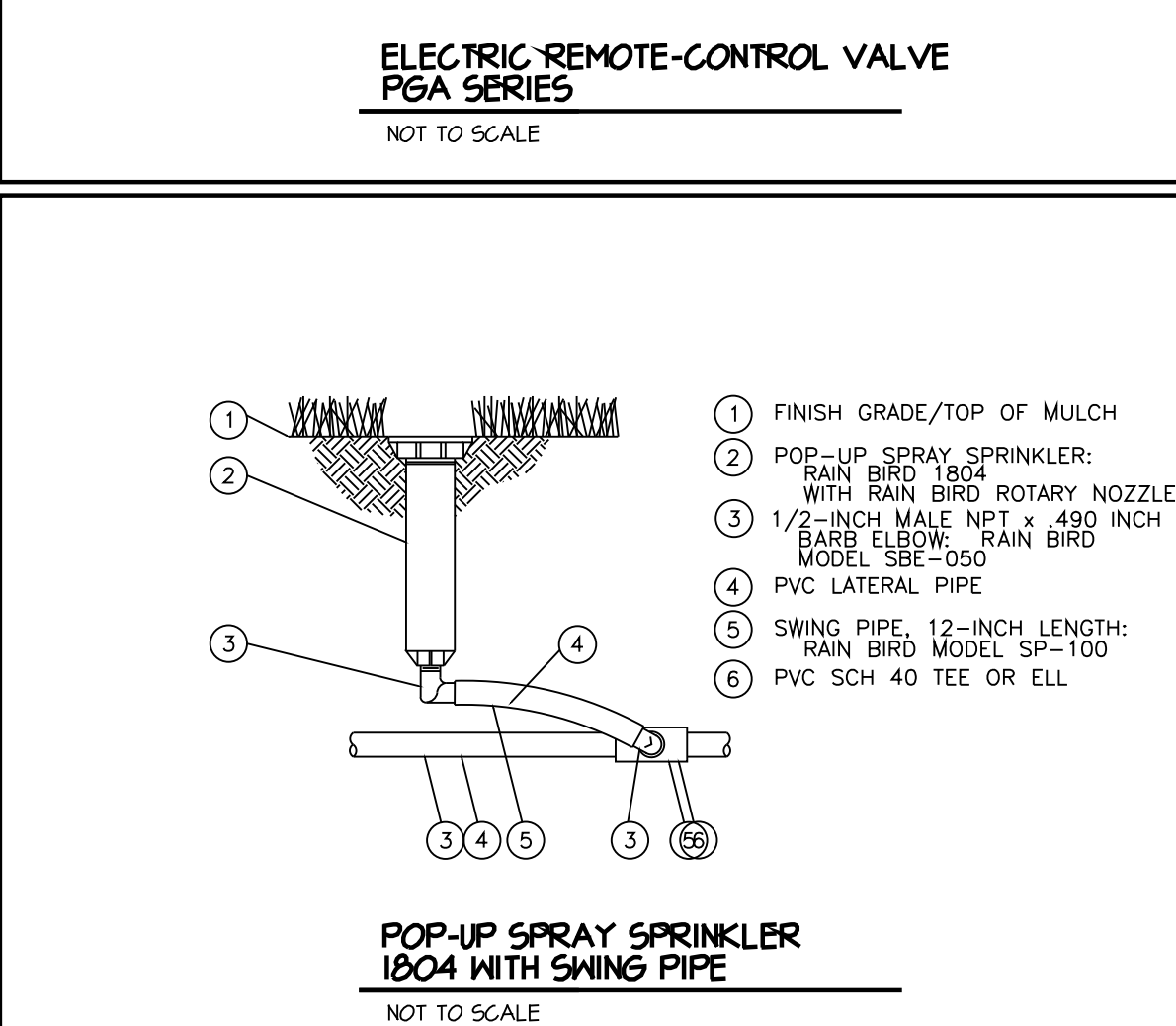
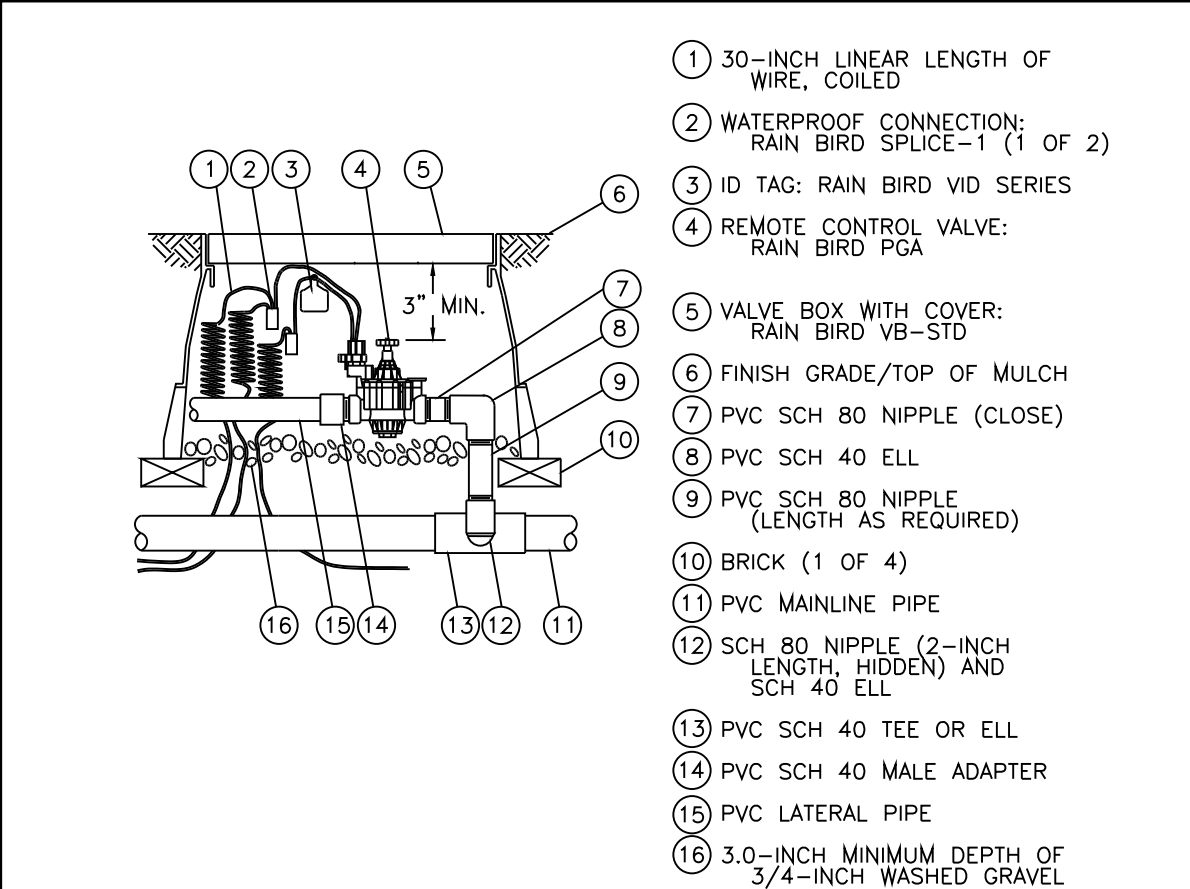
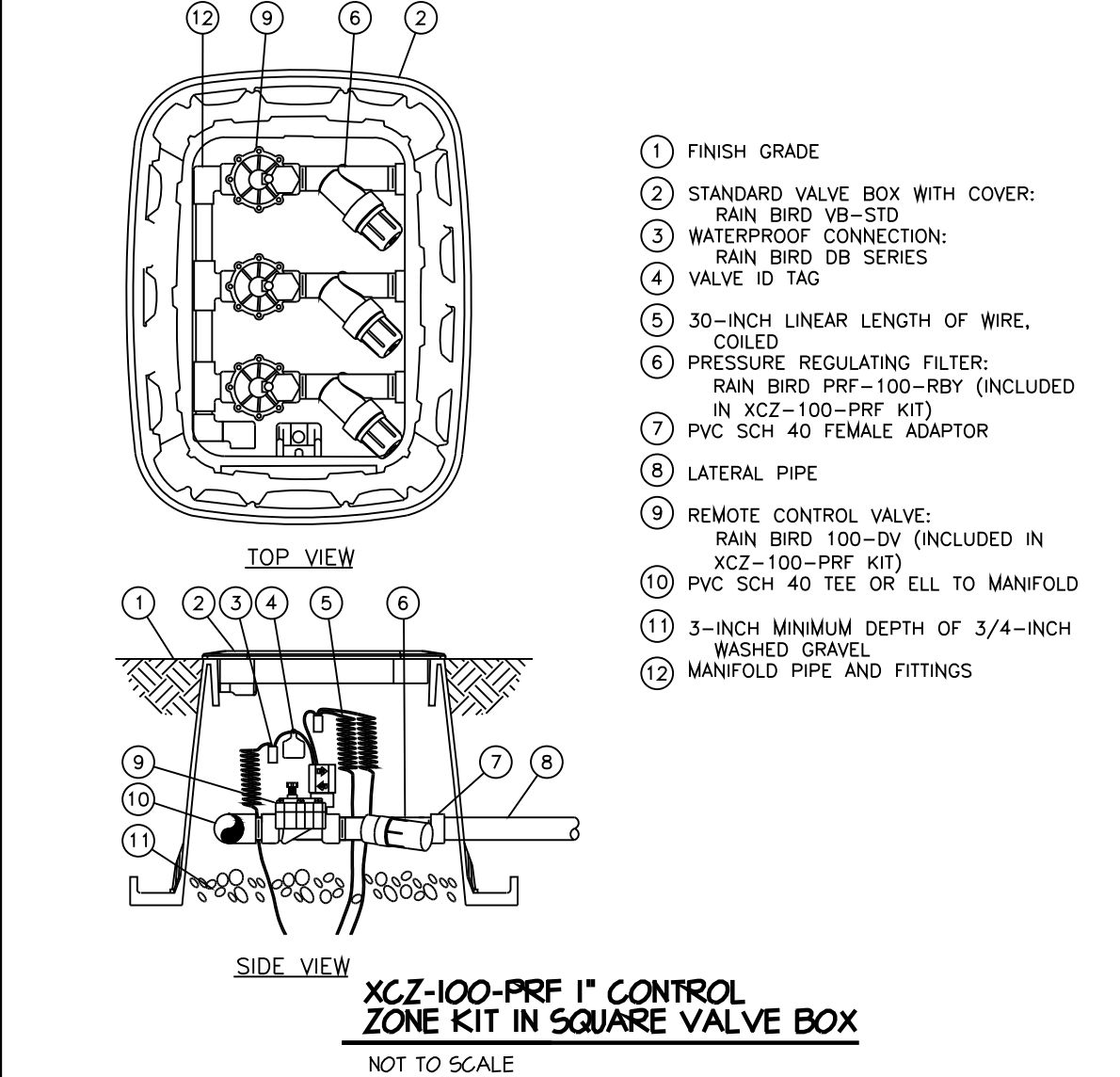
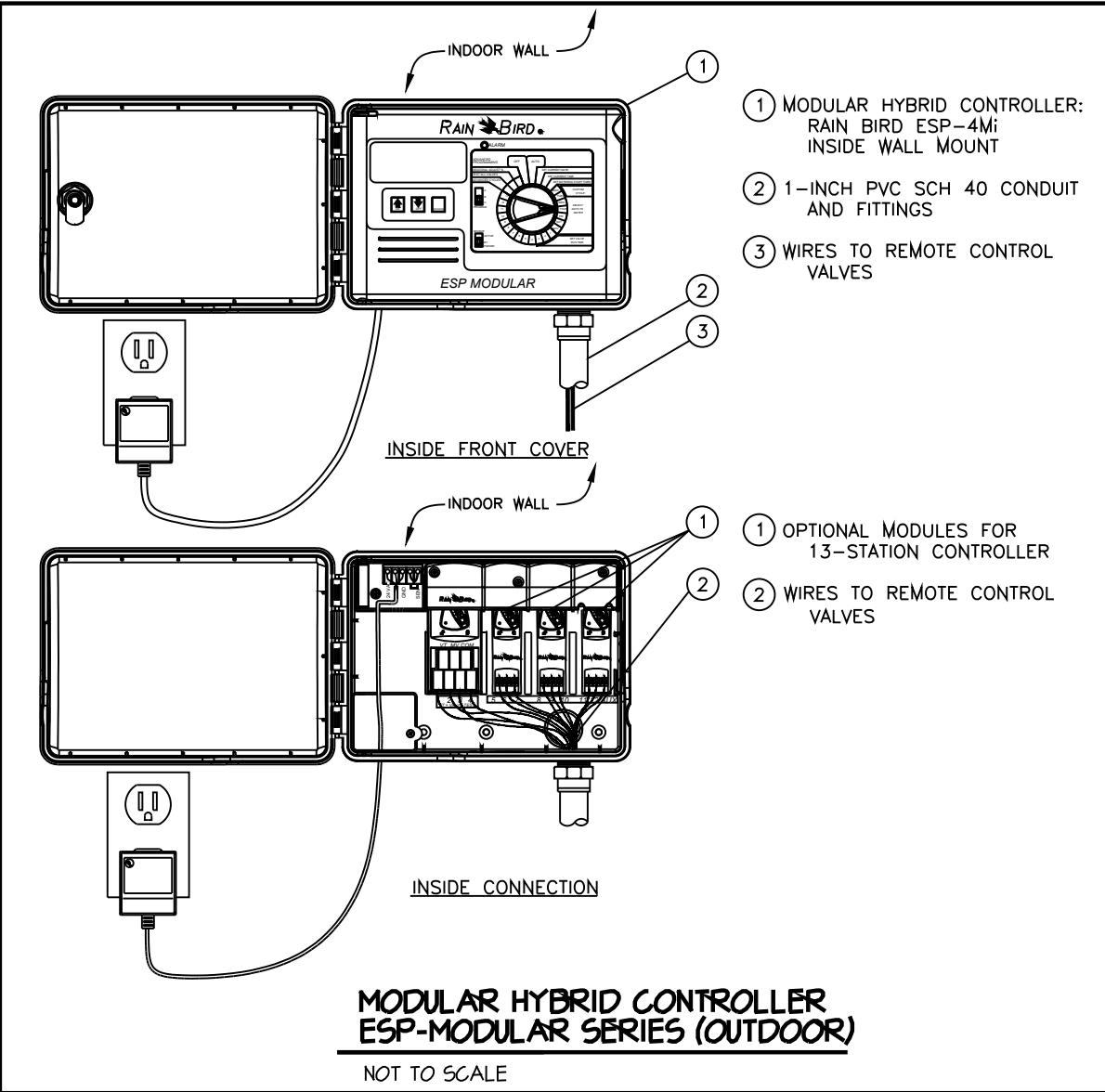
The body shall have knock-outs molded into the sides that can easily be removed. The knock-outs shall remain an integral part of the body unless to run pipes or wires through the valve box.

The valve box shall have corrugated sides. The valve box shall have a stepped feature on the bottom that securely interlocks two boxes together when mated bottom - to- bottom for use in a deep installation.

There shall be no hole in the valve box lid unless the bolt-hole knock-out is removed in order to use the locking bolt. Lids shall have beveled edges to minimize potential damage from lawn equipment. Lids shall be clearly marked with the words "Irrigation Control Valve" molded onto the top. Lids shall have a marking area measuring at least 6" by 2" that is suitable for branding or other means of identification.

The locking bolt, washer, and clip shall be made of stainless steel.

The valve box shall be manufactured by Rain Bird Corporation, Azusa, California.



Consumers Marshall
1114 W. Michigan Avenue, Marshall, MI 49068

2025-2026 STATE OF MICHIGAN
PROFESSIONAL ENGINEERING
NICHOLAS J. LOKS
LICENSE NO. 6201052806
EXPIRATION DATE 12-31-2026
The State of Michigan is not responsible for the accuracy or completeness of the information provided herein. The user assumes all responsibility for the accuracy and completeness of the information provided herein.

ISSUED

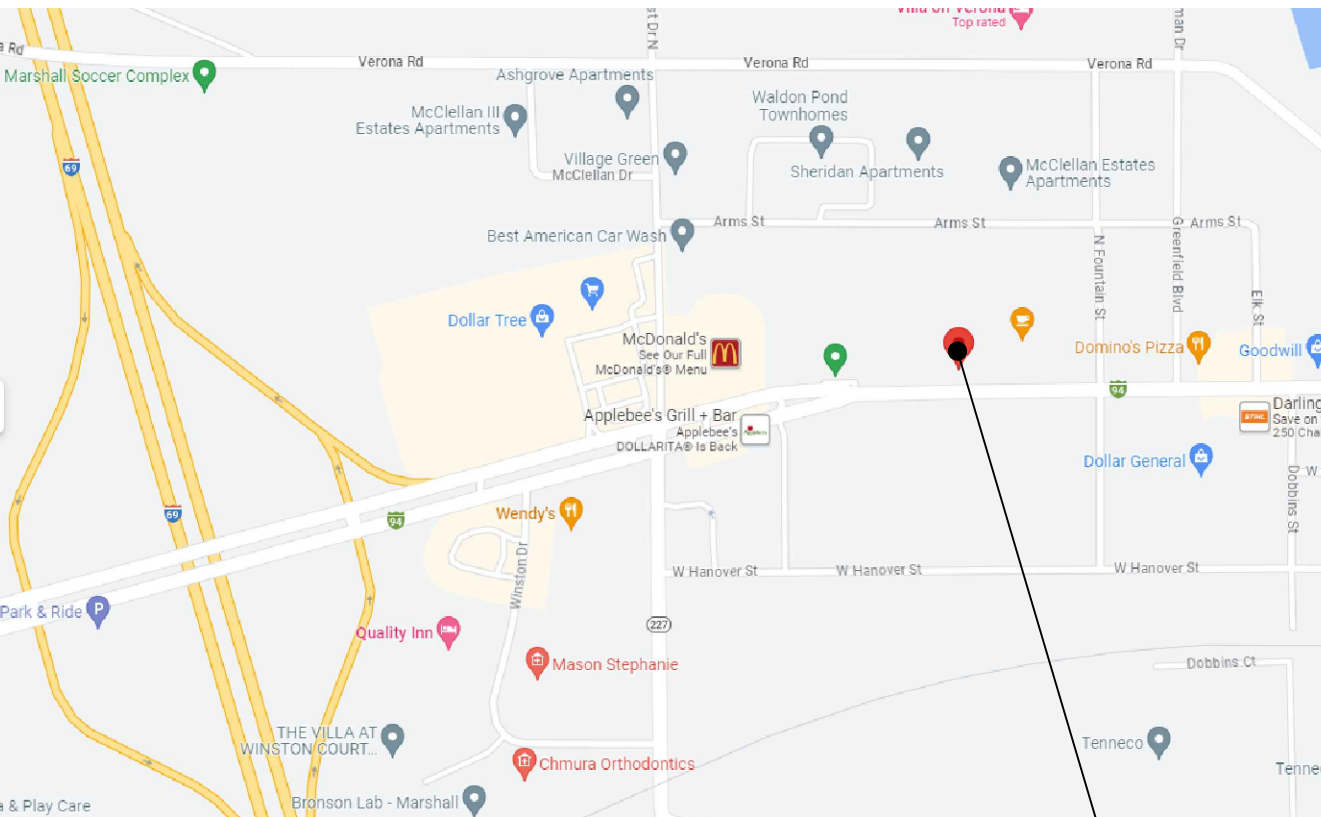


PN 230724
File Name
230724-001.dwg
8045 Vineland Drive
Kalamazoo, MI 49001
(269) 351-5551
Boscharch.com

1002
IRRIGATION SPECIFICATIONS
AND DETAILS

LAND SITUATED IN THE CITY OF MARSHALL, CALHOUN COUNTY, MICHIGAN

THE EAST 115 FEET OF THE SOUTH 250 FEET OF LOT 12 OF FARMERS LOAN AND TRUST COMPANY'S SUBDIVISION OF THE NORTHWEST 1/4 OF SECTION 26, TOWN 2 SOUTH, RANGE 6 WEST, ACCORDING TO THE PLAT THEREOF RECORDED IN LIBER 30 OF DEEDS, ON PAGE 454.



LOCATION MAP

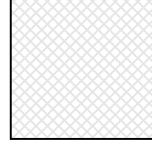
NOT TO SCALE

1

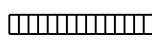
BITUMINOUS SURFACE (8/C501)



CONCRETE SURFACE (5/C50I)

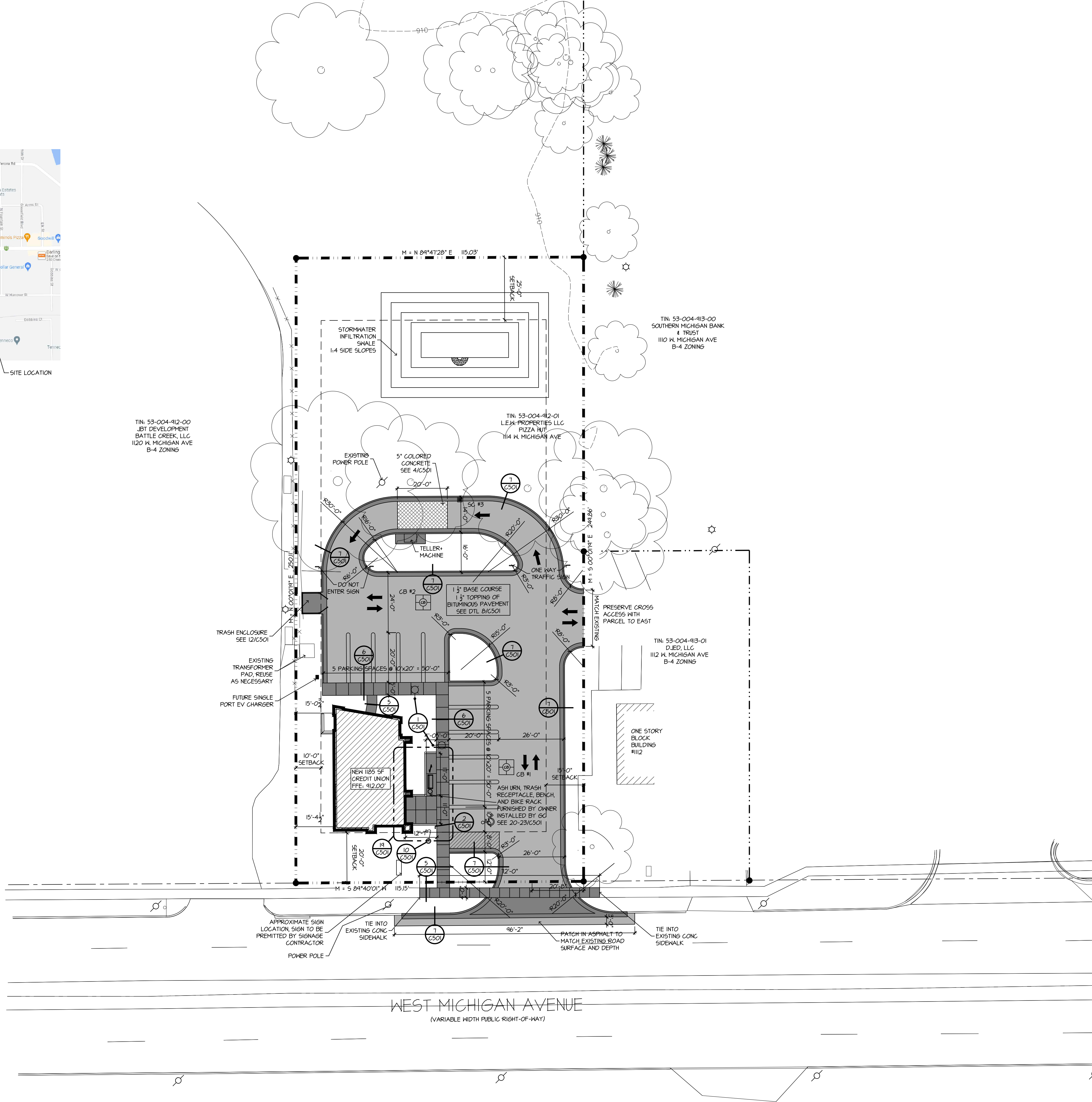


COLORED CONCRETE SURFACE-'COAL
DARK' BY PRISM CORP. SYNERGY
INTEGRAL COLORS; (4/C501);
REFER TO ARCHITECTURAL PLANS



PAVER EDGING (9/C501)

TIN: 53-004-912-00
JBT DEVELOPMENT
BATTLE CREEK, LLC
1120 W. MICHIGAN AVE
B-4 ZONING



SITE INFORMATION

- | | | |
|-----|--|---|
| 1. | PARCEL ADDRESS: | 1114 M. MICHIGAN AVENUE
MARSHALL, MI 49068
FIN: 53-004-412-01 |
| 2. | OWNER: | CONSUMERS CREDIT UNION
1200 ELM VALLEY DRIVE
KALAMAZOO, MI 49004 |
| 3. | ARCHITECT: | BOSCH ARCHITECTURE
8065 VINEYARD PKWY
KALAMAZOO, MI 49004
(269) 321-5151 |
| 4. | SURVEY: | DRIESANGE & ASSOCIATES |
| 5. | ZONING: | B-4 ZONING |
| 6. | PROPOSED LAND USE: | CREDIT UNION |
| 7. | TOTAL SITE AREA: | 28,764.92 SF |
| 8. | LAND USE PERCENT (%): | OPEN: 60.2%
BUILT: 4.0%
PAVEMENT: 35.7% |
| 9. | BUILDING TYPE(S): | 1185 SF
CREDIT UNION |
| 10. | MAXIMUM BUILDING HEIGHT: | 35' MAXIMUM
20' ACTUAL |
| 11. | REQUIRED PARKING:
BANK: (1) STILL REQUIRED PER 250 SF UFA PLUS 4;
VEHICLE STACKING SPACES AT ATM AND EACH
DRIVE UP WINDOW.

BANK PORTION: 1185 SF / 200 = 5 SPACES
REQUIRED.
5 SPACES REQUIRED
5 X 8 SPACES MAXIMUM ALLOWED
11 SPACES PROVIDED
REQUEST FOR ADDITIONAL SPACES BASED ON USE
OF BUILDING: 3 EMPLOYEES + 6+1 MEMBERS = 11
SPACES REQUESTED | |
| 12. | LANDSCAPING: | SEE 1001 |
| 13. | LEGAL DESCRIPTION: SEE THIS SHEET | |
| 14. | OCC. CLASSIFICATION: | B - BUSINESS |
| 15. | CONSTRUCTION TYPE: | 5B |
| 16. | ALL SITE PARKING STRIPING, ARROWS, CROSSWALKS
AND LINES TO BE YELLOW PAINT. ALL EXISTING
FREE MARKINGS, LINES AND SYMBOLS TO BE BLUE. | |

GENERAL NOTES (SITE WORK)

1. SITE PREPARATION:
 - a. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE PERFORMED BY THE CONTRACTOR IN COMPLIANCE WITH PART 41 OF PUBLIC ACT 451 OF 1994.
 - b. ORGANIC TOPSOIL SHALL BE STRIPPED FROM THE EXISTING CONSTRUCTION AND STOCKPILED AS INSTRUCTED BY THE G.C. FOR LATER USE.
2. EARTHWORK:
 - a. CALL MESS DIG AT +800-482-711 BEFORE BEGINNING EXCAVATION.
 - b. EXCAVATION SHALL BE LEVEL TO EXACT DEPTHS AND DIMENSIONS INDICATED ON DRAWINGS.
 - c. CONSTRUCTION OF FOUNDATIONS AND SLABS-ON-GRADE WILL BE ON COMPACTED FILL IN MOST AREAS. LAYERED COMPACTED SHALL BE USED TO ACHIEVE A MINIMUM OF 95% MAXIMUM DRY DENSITY AS DETERMINED BY ASTM DESIGNATION D-1557 VALUES.
 - d. PLACE A MIN. 6 INCHES OF BANK RUN SAND OR GRAVEL TO BE COMPACTED TO MAXIMUM DENSITY UNDER ALL FLOOR SLABS ON GRADE.
 - e. SOIL TESTING WILL BE CONTRACTED AND PAID FOR BY THE GENERAL CONTRACTOR.
 - f. EXISTING SOIL SHALL BE REMOVED BEFORE PLACING TOP SOIL OR GRANULAR BASE MATERIAL.
 - g. EXTERIOR SURFACE DRAINAGE SHALL BE AWAY FROM BUILDINGS, 18" 0'-10" OUT FROM BLUES.
 - h. TOPOGRAPHY SHALL BE PROVIDED BY THE G.C. UNLESS FURNISHED BY EXCEL AND ASSUMED CORRECT. THE CONTRACTOR SHALL VERIFY ALL EXISTING AND NEW GRADES PRIOR TO COMMENCEMENT OF ANY WORK.
 - i. IF ANY OF THE ABOVE IS NOT HELD RESPONSIBLE FOR ANY MISSING OR ERRONEOUS INFORMATION.

GEN CONTR WILL ALSO PROVIDE PERMEABILITY TESTS IF REQUIRED, WHICH WILL INCLUDE GROUNDWATER INFORMATION.

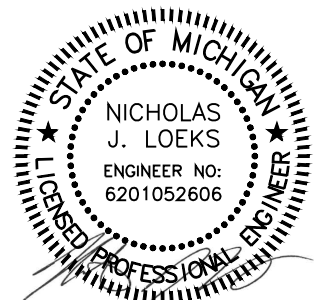
ALL PAVEMENT MARKINGS AND TRAFFIC SIGNS MUST CONFORM TO THE STANDARDS SET FORTH IN THE CURRENT EDITION OF THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

REQUIRED LANDSCAPE IS SHOWN ON LANDSCAPE
PLAN. SEE LOOI FOR PLANTING DETAILS.

APPROPRIATE PERMITS TO BE OBTAINED FROM THE CITY OF MARSHALL.

AN EMERGENCY KNOX BOX FOR FIRE DEPARTMENT ACCESS WILL BE PROVIDED IF REQUIRED. KNOX BOX LOCATION TO BE DETERMINED UPON SUBMITTAL OF BUILDING PLANS, IF REQUIRED.

A FIREFIGHTER RIGHT-TO-KNOW AND HAZARDOUS MATERIALS RIGHT TO KNOW FORMS TO BE SUBMITTED PRIOR TO ISSUANCE OF A BUILDING PERMIT, IF REQUIRED.



Consumers Marshall

1114 W. Michigan Avenue, Marshall, MI 49068

2023-11-03 SITE PLAN REVIEW

bosch
ARCHITECTURE
ENGINEERING & INTERIOR DESIGN

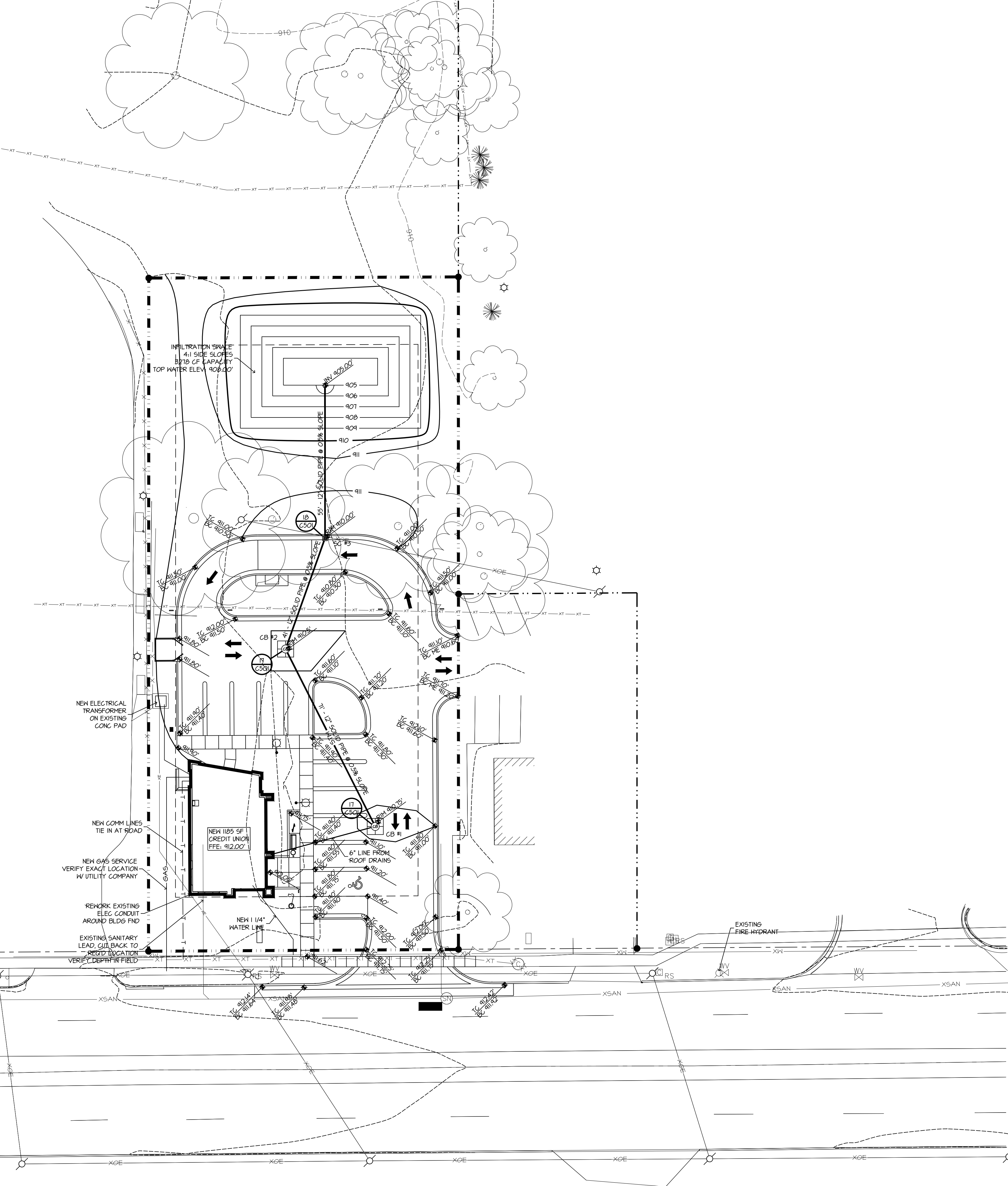
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23074C001.dwg

Cool



SITE DEVELOPMENT PLAN

SCALE: 1" = 20'



TYPICAL MATERIALS, SYMBOLS AND INDICATIONS

- | | |
|--------------------------------|--------------------------|
| (M) MANHOLE | ✱ EXIST SPOT GRADE |
| (SM) TOWER SEWER MANHOLE | ✱ FINISH GRADE |
| (SM) SANITARY SEWER MANHOLE | ✱ FIRE HYDRANT |
| (P) PHONE CO MANHOLE | ✱ WATER VALVE |
| (E) ELEC CO MANHOLE | ⊠ WATER METER |
| (W) WATER MANHOLE | ∞ GAS VALVE |
| ■ CATCH BASIN/CURB INLET | ⬠ UNDERGROUND GAS MARKER |
| ⌚ UTILITY POLE W/ LIGHT | ⊠ GAS METER |
| ⌚ UTILITY POLE | ⊠ BASKETBALL NET |
| ⌚ LIGHT POLE | ✉ MAIL BOX |
| ⌚ FLAG POLE | ⌚ PARKING METER |
| ⌚ YARD LAMP + POLE | — SIGN |
| ⊠ PHONE BOOTH | ⊕ SOIL BORING |
| ⊠ MONITOR HELL | ⊠ CONCRETE BOLLARD |
| ⊠ ELECTRIC BOX / TRANSFORMER | ◯ EXIST TREE TO REMAIN |
| ⊠ AIR CONDITIONING UNIT | ◯ NEW TREE |
| ⊠ UNDERGROUND TELEPHONE MARKER | ◯ TREE TO BE REMOVED |
| ⊠ UNDERGROUND TELEPHONE MARKER | ? |

- | | |
|-------------------------------|-----------------------------|
| OE | OVERHEAD ELEC LINE |
| E | UNDERGROUND ELEC LINE |
| GA\$ | GAS LINE |
| W | WATER LINE |
| X — X — X — X — X — X — X — | FENCE LINE |
| — | CENTER LINE |
| — | PROPERTY LINE |
| STM | STORM LINE |
| SAN | SANITARY LINE |
| T — T — T — T — T — T — | TELEPHONE LINE |
| XOE | EXIST OVERHEAD ELEC LINE |
| XE | EXIST UNDERGROUND ELEC LINE |
| XGA\$ | EXIST GAS LINE |
| XW | EXIST WATER LINE |
| XT — XT — XT — XT — XT — XT — | EXIST TELEPHONE LINE |
| XSTM | EXIST STORM LINE |
| XSAN | EXIST SANITARY LINE |



STORM SEWER STRUCTURES

CB #1 RIM = 910.75'
NW INV 12" SOLID PIPE = 905.90'
W INV 6" ROOF LINE = 907.00'

CB #2 RIM = 910.50'
SE INV 12" SOLID PIPE = 905.53'
N INV 12" SOLID PIPE = 905.53'

SC #3 MANUFACTURED TREATMENT UNIT
RIM = 910.00'
S INV 12" SOLID PIPE = 905.30'
N INV 12" SOLID PIPE = 905.30'

STORM WATER DESIGN

1. SITE RISK ZONE DESIGNATION - COMMON STORAGE
2. BUILDING RISK DESIGNATION - "LOW RISK".
3. SITE SIZE - LESS THAN 5 ACRES.
4. STORM WATER STRATEGY - RETENTION ON SITE WITH INFILTRATION
5. SITE USE:

OVERALL DRAINAGE AREA	28,770 SF
BUILDINGS	11,855 SF
IMPERVIOUS PAVING	10,276 SF
LAWN/LANDSCAPE AREA	17,304 SF

2 YR - 24 HR STORM (2.53")

C VALUES
ROOF - 0.90
IMPERVIOUS AREAS - 0.90
LAWN - 0.10

WEIGHTED C

$$0.9\left(\frac{1185}{28110}\right) + 0.90\left(\frac{10216}{28110}\right) + 0.10\left(\frac{17309}{28110}\right) = 0.419$$

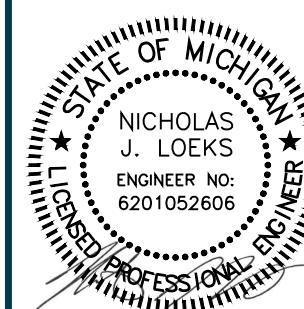
CALCULATED RUNOFF

$$0.419 \cdot (2.53)/12 \cdot 28770 = 2,542 \text{ CF}$$

STORAGE PROVIDED

POND (TO 908.00' ELEVATION) = 3278 CF
12" STORM PIPES = 0.785 CF/FT x 178 FT = 140 CF
(3) 4' DIA BASINS x 6' TALL = 50 CF/ BASIN = 150 CF

TOTAL STORAGE PROVIDED = 3558 CF > 2542 CF



Consumers Marshall
1114 W. Michigan Avenue, Marshall, MI 49068

2023-11-02, SITE OF AN REVIEW

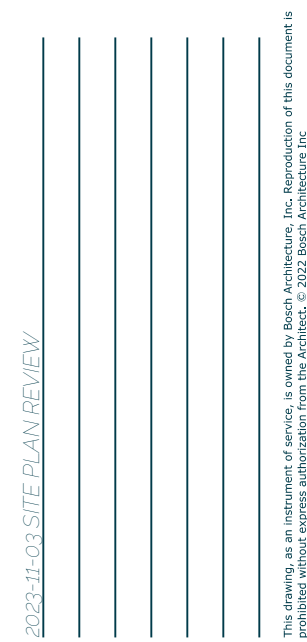
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bosch
ARCHITECTURE
www.bosch-architecture.com

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8065 Vineyard Parkway
Kalamazoo, MI 49009
(269) 351-5151
Boscharch.com

C002



bosch
ARCHITECTURE
ENGINEERING & INTERIOR DESIGN

L001

LANDSCAPING PLAN

***QUANTITIES PROVIDED FOR INFORMATIONAL PURPOSES ONLY; CONTRACTOR RESPONSIBLE FOR FURNISHING PLANT MATERIAL AS DESCRIBED ON PLAN

1. STREET TREES: (2) TREES REQUIRED FOR EACH LOT GREATER THAN 80 LF OF FRONTAGE
LOT WIDTH 115.15 LF = (2) TREES REQUIRED
(2) TREES PROVIDED (ORNAMENTAL TREES UTILIZED DUE TO OVERHEAD
POWER LINES)

2. GREENBELT: 10' MIN WIDTH REQUIRED ON ALL LAND ABUTTING PUBLIC R.O.W.; INCLUDE (1) TREE AND (4) SHRUBS PER 400 LF OF FRONTAGE.
15' LF / 40 LF = 2/80
(2) TREES REQUIRED/PROVIDED
(2) SHRUBS REQUIRED/ PROVIDED (ALSO FULFILL PARKING LOT SCREENING REQUIREMENT)
3. INTERIOR LANDSCAPING: MINIMUM OF 5% OF LOT AREA EXCLUDING OTHER REQUIRED ELEMENTS: (1) TREE PER EACH 400 SF REQUIRED AND (6) SHRUBS PER EACH 250 SF REQUIRED
28' x 120' = 3,360' TOTAL AREA - 1515' SF (10' GREENBELT X 1515' LF) = 1845' SF
2160' SF / 2 = 1080' SF OF LANDSCAPED AREA REQUIRED / 1080' SF PROVIDED
1380' SF / 2 = 690' (4) TREES REQUIRED / (4) PROVIDED (3 EXISTING TREES PLUS ONE NEW EXCLUSIVE OF TREES PROVIDED TO SATISFY GREENBELT AND STREET TREE PLANTINGS)
1380' SF / 250' = 5.52 (6) SHRUBS REQUIRED / (5) PROVIDED
4. PARKING LOT PERIMETER: SCREEN FROM PUBLIC R.O.W. - SCREENING PROVIDED ON SOUTH SIDE OF PARKING LOT
5. PARKING LOT INTERIOR: PROVIDE ISLANDS AT END OF ROWS OF PARKING AT A RATE OF 20 SF PER PARKING SPACE WITH A MINIMUM OF 180 SF PER ISLAND. (1) DECIDUOUS TREE REQUIRED PER EACH 10 SPACES PLUS 25% OF ISLAND IS TO BE COVERED WITH LAWN OR PLANTINGS MAX. 30" HT.
11 TOTAL PARKING SPACES * 20 SF = 220 SF REQUIRED / 575 SF PROVIDED
11 TOTAL PARKING SPACES PROVIDED/0 (1) TREE REQUIRED / PROVIDED



TOPOGRAPHIC / BOUNDARY SURVEY

STORM STRUCTURE DATA

CB#1 - 2'Ø CONCRETE/BLOCK
RIM 911.94
INV (N) 14" CONC=905.81
SUMP=904.74

MH#2 - 4'Ø CONCRETE/BLOCK
RIM 912.24
INV (N) 14" CONC=905.84
INV (S) 14" CONC=905.84
INV (E) 18" CONC=904.84
INV (W) 18" CONC=905.34
SUMP=904.84

MH#3 - 4'Ø CONCRETE/BLOCK
RIM 911.14
INV (N) 14" CONC=904.39
INV (S) 14" CONC=904.39
INV (W) 18" CONC=904.14
INV (E) 24" CONC=903.94

CB#4 - 2'Ø CONCRETE/BLOCK
RIM 910.74
INV (N) 14" CONC=904.44
SUMP=902.84

CB#5 - 2'Ø CONCRETE/BLOCK
RIM 910.80
INV (S) 14" CONC=905.20
SUMP=903.30

CB#6 - 2'Ø CONCRETE/BLOCK
RIM 911.68
INV (NW) 6" CONC=909.58
INV (S) 14" CONC=906.88
SUMP=905.68

CB#7
RIM 910.98
NO PIPES VISIBLE - FULL OF
DEBRIS

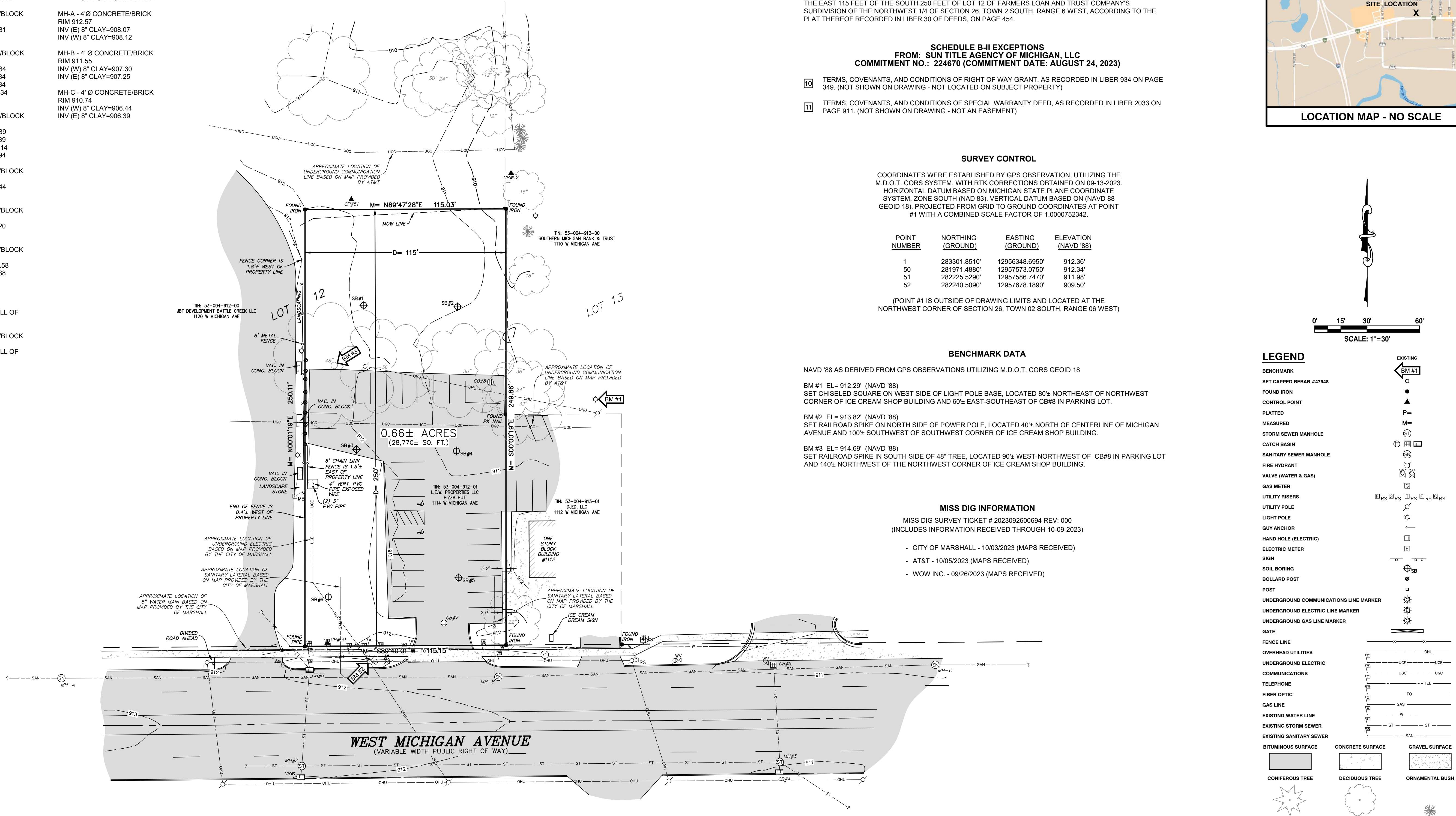
CB#8 - 3'Ø CONCRETE/BLOCK
RIM 910.09
NO PIPES VISIBLE - FULL OF
DEBRIS

SANITARY STRUCTURE DATA

MH-A - 4'Ø CONCRETE/BRICK
RIM 912.57
INV (E) 8" CLAY=908.07
INV (W) 8" CLAY=908.12

MH-B - 4' Ø CONCRETE/BRICK
RIM 911.55
INV (W) 8" CLAY=907.30
INV (E) 8" CLAY=907.25

MH-C - 4' Ø CONCRETE/BRICK
RIM 910.74
INV (W) 8" CLAY=906.44
INV (E) 8" CLAY=906.39



SURVEYOR'S NOTES

1. UTILITIES SHOWN ARE APPROXIMATE LOCATIONS DERIVED FROM ACTUAL FIELD MEASUREMENTS AND AVAILABLE RECORDS. THIS MAP IS NOT TO BE INTERPRETED AS SHOWING EXACT LOCATIONS OF SHOWING ALL UTILITIES IN THE AREA.
2. NOTE TO CONTRACTORS: THREE WORKING DAYS BEFORE YOU DIG - CALL MISS DIG AT 811.
3. CONTOUR INTERVAL = 1 FOOT.
4. BY GRAPHIC PLOTTING ONLY. THIS PROPERTY IS IN ZONE UNSHADED ZONE "X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 260250238C, WHICH BEARS AN EFFECTIVE DATE OF APRIL 04, 2011. UNSHADED ZONE "X" AREAS DETERMINED TO BE AREAS OF MINIMAL FLOOD HAZARD.
5. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 22, 2023.

Tax Parcel No.: 13-53-004-912-01



Matthew George Reinking
Matthew George Reinking P.S. No. 4001054057

THE DESCRIPTION WAS GIVEN TO US BY THE PERSON CERTIFIED TO, OR WAS PREPARED BY US FROM INFORMATION OR DOCUMENTS GIVEN TO US BY THE PERSON CERTIFIED TO, AND SHOULD BE COMPARED WITH THE ABSTRACT OF TITLE OR TITLE INSURANCE POLICY FOR ACCURACY, EASEMENTS OR EXCEPTIONS.



Know what's **below**.
Call before you dig.

PLANNING COMMISSION MINUTES

December 13, 2023
Regular Meeting - 7:00 PM

1) CALL TO ORDER

Chairman Banfield called the meeting to order at 7:00 PM

2) ROLL CALL

Roll was called:

Present: Chair Banfield, Burke Smith, Fitzgerald, Bright, Longyear, McNiff, Stewart

Also Present: Council Liaison Wolfersberger and Director Zuzga

Absent: Zuck

3) APPROVAL OF MINUTES - Items can be added or deleted from the Agenda by board action.

A. MINUTES OF SEPTEMBER 13, 2023 PLANNING COMMISSION MEETING

Approval of minutes of September 13, 2023 Planning Commission meeting

Motion by McNiff, with support from Burke Smith to approve the minutes of the September 13, 2023 Planning Commission Meeting. On a voice vote: Motion carried.

4) APPROVAL OF AGENDA - Items can be added or deleted from the Agenda by board action.

A. APPROVE DECEMBER 13, 2023 AGENDA

Approval of December 13, 2023 Agenda

Motion by Stewart, with support by Fitzgerald to approve the agenda as presented. On a voice vote: Motion carried.

5) PUBLIC COMMENT ON AGENDA ITEMS Persons addressing the board are required to give their name and address for the record when called upon by the Chair. Members of the public shall be limited to speaking for a maximum of five (5) minutes. Comments should address AGENDA ITEM topics. Public Hearing items should be addressed during the PUBLIC HEARING portion of the meeting agenda. Non-Agenda items should be addressed during the PUBLIC COMMENT-NON-AGENDA ITEMS portion of the meeting agenda.

6) PUBLIC HEARINGS & SUBSEQUENT BOARD ACTION

A. 2024-2029 CAPITAL IMPROVEMENT PLAN

Chair Banfield opened the public hearing at 7:05 PM.

Zuzga after an initial description of the Capital Improvement Plan process and the Planning Commission's role, presented the proposed 2024-2030 Capital Improvement Plan. Commissioners asked a few question on the individual projects. There was no public comment on the proposed plan.

Chair Banfield closed the public hearing at 7:11 PM.

Motion by McNiff, with support from Burke-Smith to recommend approval of the 2024-2030 CIP to the City Council. One a voice vote: motion carried.

7) OLD BUSINESS

8) REPORTS AND RECOMMENDATIONS/NEW BUSINESS

A. SP# 23.09 1114 WEST MICHIGAN AVENUE- CONSUMERS CREDIT UNION

Zuzga presented the site plan for the proposed Consumers Credit Union to be located at 1114 West Michigan Avenue. The site plan meets the requirements in the ordinances, but will require a use variance from the ZBA (scheduled to be considered on 12/14/23) and Planning Commission approval of parking over the maximum allowed by the ordinance (6 allowed vs the 11 requested).

Cindy MacDonald, Facilities Manager at Consumers Credit Union, indicated that they are excited to move in to the Marshall Community and that they were willing to work with the Planning Commission on any issues. Banfield requested that they consider adding a light on the ITM canopy for security purposes.

Nick Loeks, engineer for Consumers from Bosch, indicated that the driveway connection with the ice cream business to the east will be maintained. MacDonald indicated that they were willing to let customers of the ice cream business utilize their parking lot after normal business hours.

Motion by McNiff, with support by Burke Smith to approve SP #23-09 with the following conditions: the ZBA approve the use variance for the drive-through ATM, the parking request for additional spaces over the maximum is approved, and an additional light is provided on the canopy by the ITM. On a voice vote: motion carried.

9) PUBLIC COMMENT ON NON-AGENDA ITEMS Persons addressing the board are required to give their name and address for the record when called upon by the Chair. Members of the public shall be limited to speaking for a maximum of five (5) minutes. Comments should address NON-AGENDA ITEM topics. Public Hearing items should be addressed during the PUBLIC HEARING portion of the meeting agenda. Agenda items should be addressed during the PUBLIC COMMENT-AGENDA ITEMS portion of the meeting agenda.

10) BOARD REPORTS

Zuzga indicated that orientation/training would be held in January.

11) ADJOURNMENT

With no further business, Chairman Banfield adjourned the meeting at 8:09 PM.



Calhoun GIS



Map Publication:
06/06/2025 0:02 AM



powered by
FetchGIS

Disclaimer: This map does not represent a survey or legal document and is provided on an "as is" basis. Calhoun County expresses no warranty for the information displayed on this map document.