



MASTER PLAN | CITY OF WALKER, MI

Book 2c:

Standale Neighborhood Cluster

Acknowledgments

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

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1.

Introduction

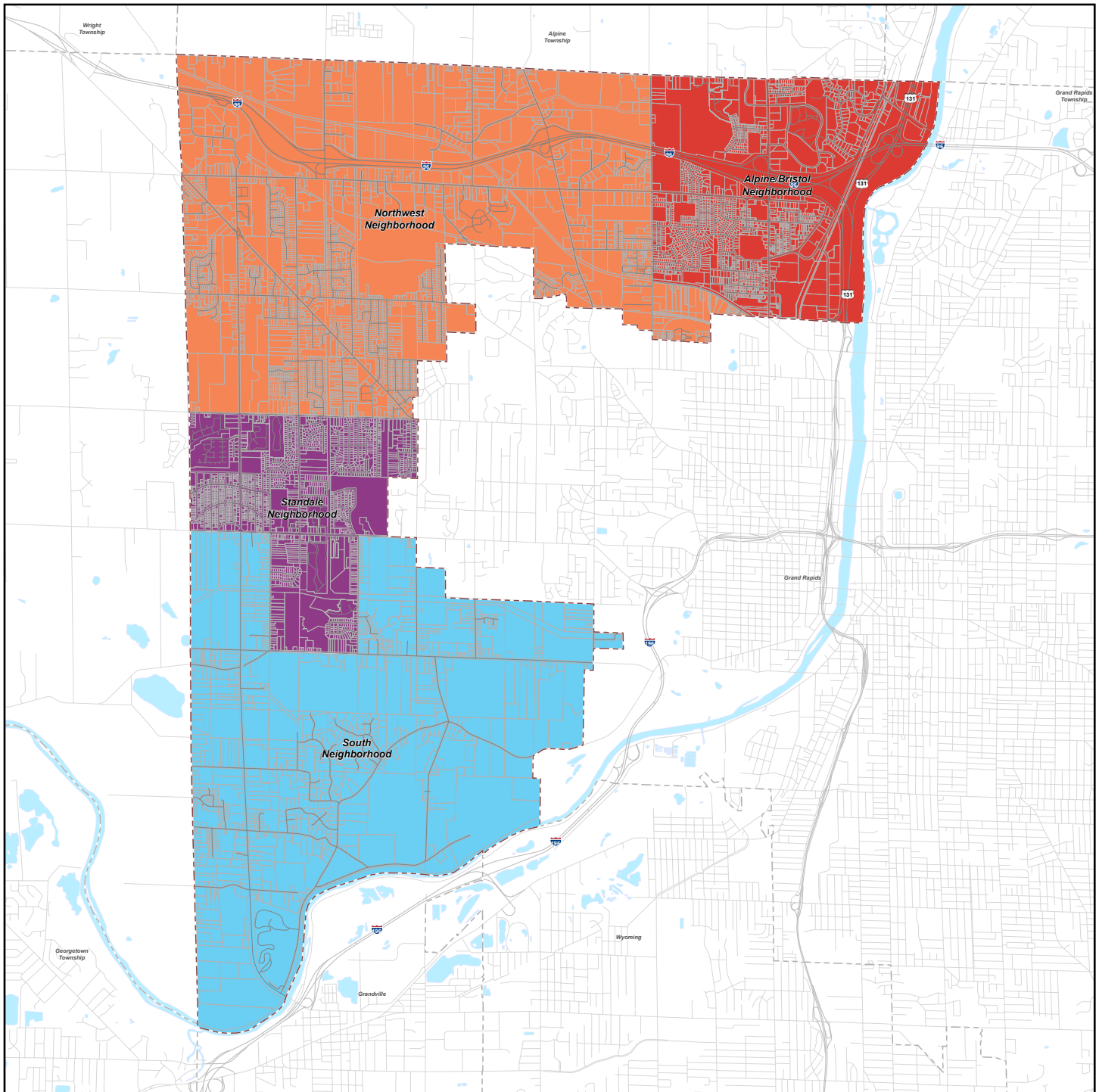
Introduction

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

In summary, the recommendations include:

- The preservation and protection of existing residential neighborhoods.
- Enhancing the Lake Michigan Drive corridor, including preserving and extending the “slip street” design that supports many local businesses.
- Developing the land west of Meijer into a transit-oriented, mixed-use, mixed-density node.
- Redeveloping the Lincoln Lawns Golf Course (if it closes) into a neighborhood that connects seamlessly, both in road network and character, into the surrounding neighborhoods.
- Promoting infill development in appropriate places, as designated by this plan, while discouraging it in places where it would harm neighborhood connectivity.
- Improved connectivity, in the form of new road and trail connections, new transit routes, and new road designs that improve efficiency for all modes of travel.

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



Neighborhood Clusters

City of Walker, Michigan

November 1, 2019



0 2,500 5,000
Feet

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



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2.

Existing Conditions

Existing Conditions: Population

Demographic Profile

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

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

Population Trends

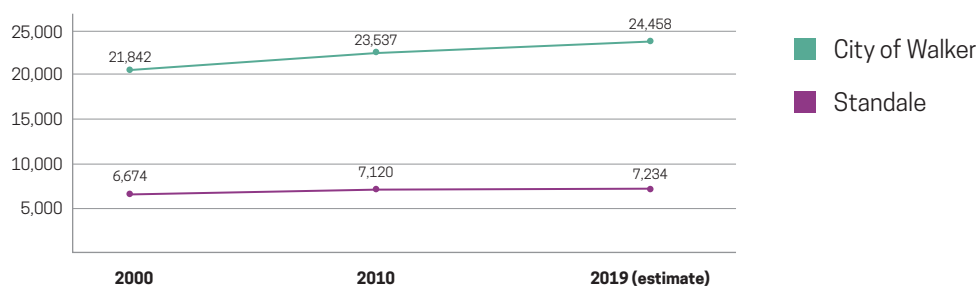
Changes in the number of people in an area serves as an important indicator of community health; examining these trends is an integral tool in community planning. Table 2c.1 shows the relative populations of Standale in comparison with the City of Walker as a whole, as well as Kent County and the State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

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

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

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

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



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

Age Distribution Trends

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

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

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

31.3	34.6	34.4	38.9
Standale	City of Walker	Kent County	State of Michigan

Source: U.S. Census Bureau

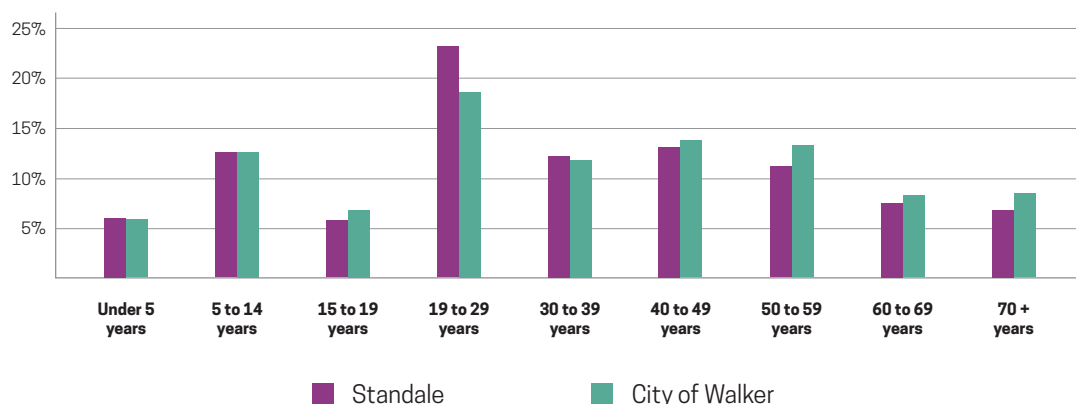
Age structure (analyzing which proportions of a municipality's populations are in which stages of life) gives a nuanced view of the makeup of a community. The age range in this neighborhood skews young, with 35.5% of the population in the 20 to 39 years old age bracket, as well as having a lower median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

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

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

Source: U.S. Census Bureau

**Figure 2c.3:
Age Structure, 2010,
Standale Neighborhood**



Racial Distribution

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

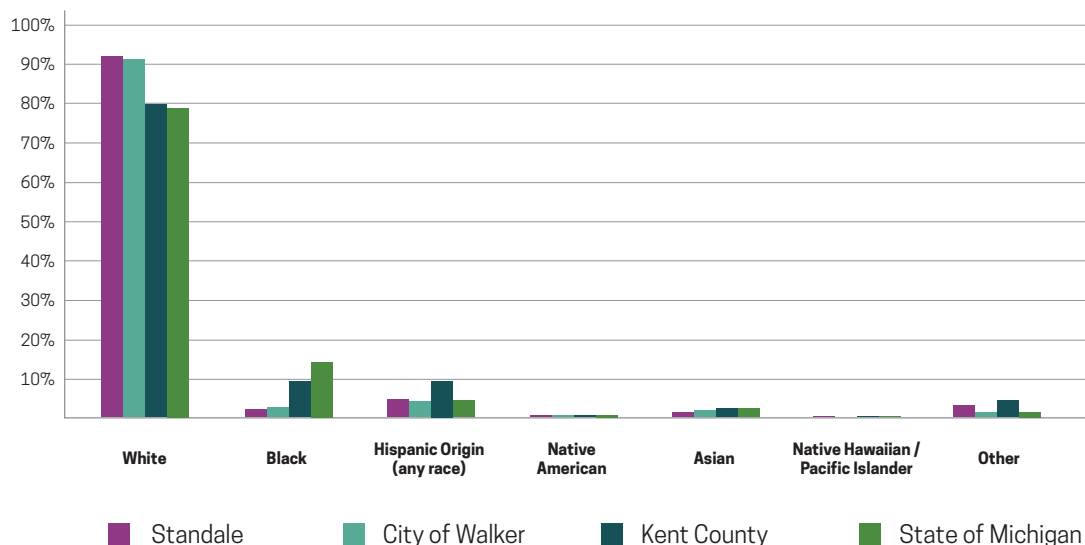
Table 2c.3: Racial Distribution, 2010, Standale Neighborhood

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

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

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

**Figure 2c.4:
Racial Distribution,
2010, Standale
Neighborhood**



Housing Profile

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

Housing Units

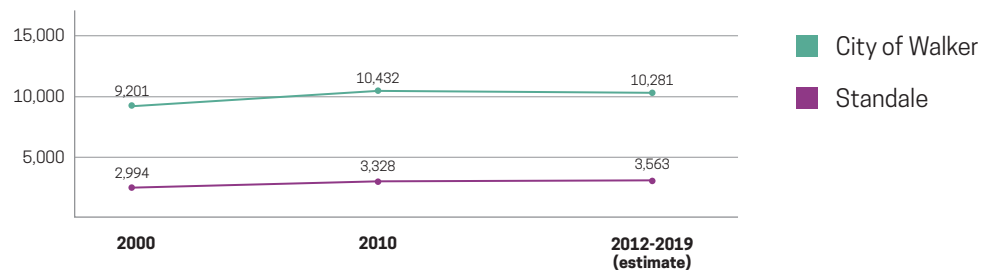
As of the 2010 Census, the Standale area had 3,328 total housing units, which makes up about 31.9% of the total housing units in the City of Walker. Each housing unit represents one dwelling unit- a house, apartment, condominium, etc.

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

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

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

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

**Figure 2c.5:
Change in Number
of Housing Units,
2000-2019, Standale
Neighborhood**

Housing Tenure

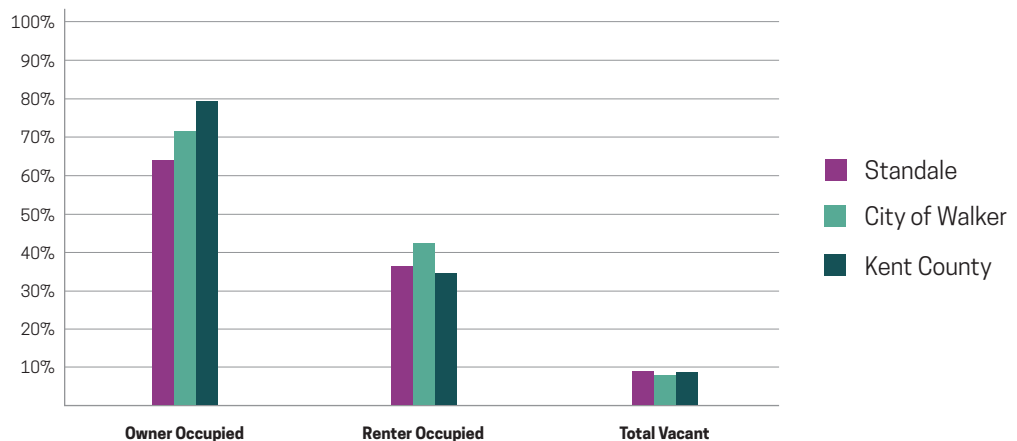
Housing tenure describes how housing is occupied – by the owner, by a renter, or whether it is vacant. The table below shows that, in the South Neighborhood, there is a much larger proportion of home owners than in the surrounding areas, with about 92% of the housing units being owner-occupied. In comparison,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

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

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

Source: U.S. Census Bureau

*Numbers appear as a percentage of the Occupied Dwellings

**Figure 2c.6:
Housing Tenure, 2010,
Standale Neighborhood**

Households

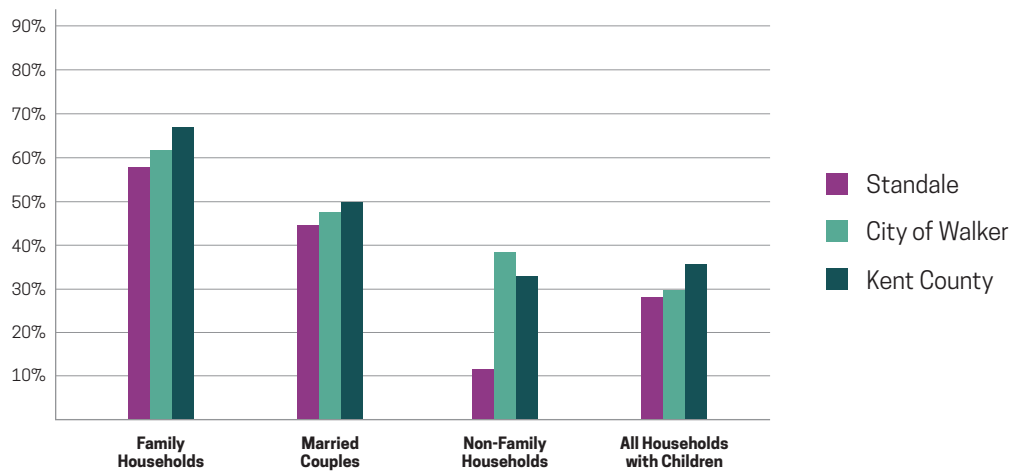
Table 2c.6 below breaks down the types of households in the Standale area, as well as the City of Walker and Kent County. Standale has a slightly smaller average household size than the City of Walker as whole, as well as a smaller percentage of non-family households, however other ratios remain fairly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

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

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

Source: U.S. Census Bureau

**Figure 2c.7:
Households by Type,
2010, Standale
Neighborhood**



Existing Conditions: Economy

Economic Profile

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

Occupation Summary

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

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

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

Top 5 Occupational Sectors

Standale

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

City of Walker

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

Income and Poverty

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

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

Educational Attainment

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

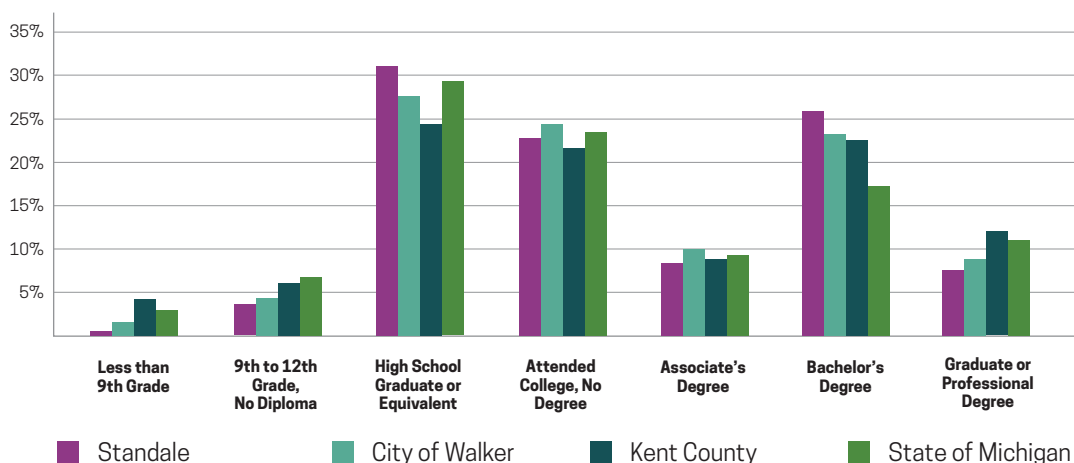
Table 2c.8: Educational Attainment, Standale Neighborhood

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

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

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

Figure 2c.8: Educational Attainment, 2010, Standale Neighborhood



Commuting

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

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

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

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

Tapestry Segmentation Profile

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

Bright Young Professionals, 49.1%

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

Young And Restless, 30.2%

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

Comfortable Empty Nesters, 20.7%

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

Source: ESRI Tapestry Segmentation Profiles, ESRI and Infogroup.

Existing Land Use

Overview

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



Single Family Residential

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



Multi-Family Residential

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



Mobile Home

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



Commercial

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



Public/Semi-Public

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



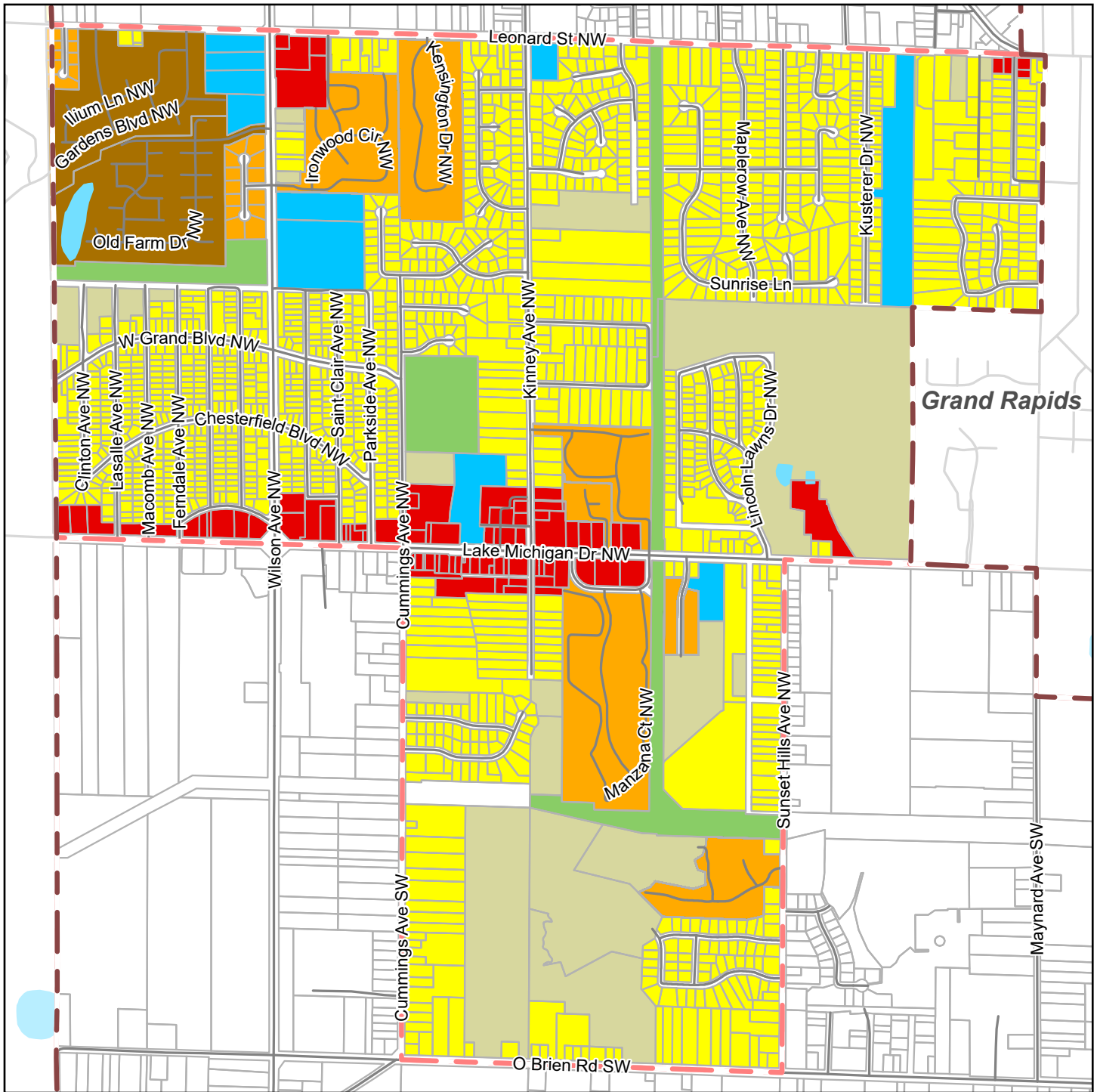
Open Space

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



Parks and Recreation

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



Existing Land Use

Standale Neighborhood
City of Walker, Michigan

November 1, 2019

Legend

- | | | | |
|--|----------------------------|--|--------------------------------|
| | Agriculture and Open Space | | Parks and Recreation |
| | Rural Residential | | Public/Semi-Public |
| | Single-Family Residential | | City of Walker Boundary |
| | Multi-Family Residential | | Neighborhood Boundaries |
| | Mobile Home Park | | Other Municipal Boundaries |
| | Commercial | | Roads |
| | Office | | City of Walker Parcels |
| | Industrial/Major Impact | | Lakes, Rivers, Streams, Drains |
| | Extractive Mining | | |



0 1,000 2,000
Feet

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



Existing Conditions: Mobility

Road Network

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

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

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

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

Road Classifications

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

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

Regional Street

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

Major City Street

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

City Collector

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

Residential/Local Street

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

Access Management

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

Transit Service

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

Map 2c.3: Existing Road Network, Standale Neighborhood



Existing Road Network

Standale Neighborhood Cluster
City of Walker, Michigan

June 15, 2020

Legend

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



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

Non-Motorized Transportation

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

Pedestrian Networks

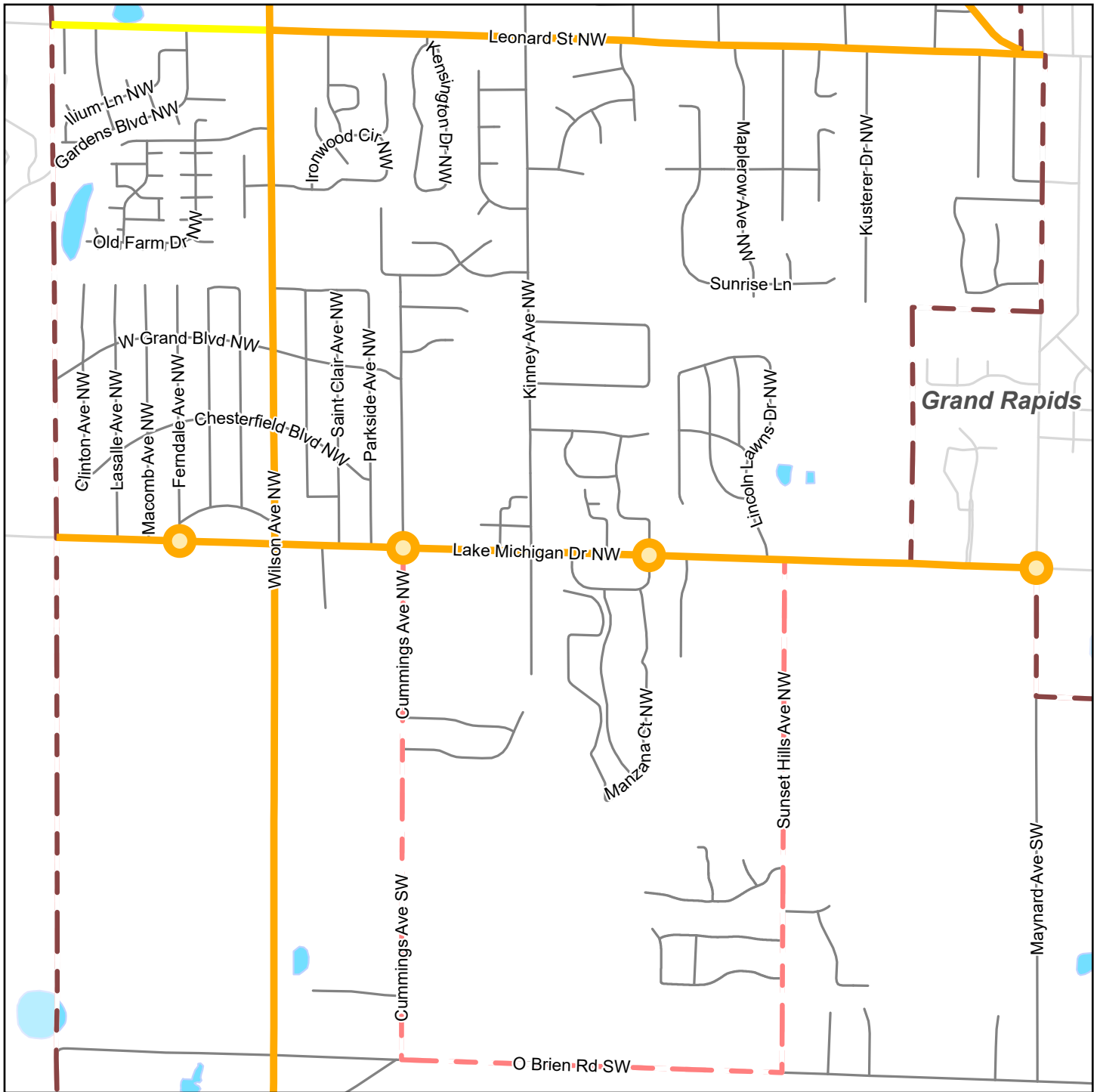
As a residential center combined with retail activity, pedestrian activity and safety are an important component of the Standale neighborhood. As it stands, the City of Walker as a whole is very car dependent, with almost all errands requiring a car. In Standale, attractive frontages and well maintained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

Bicycling

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

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















Transit Routes

Standale Neighborhood
City of Walker, Michigan

November 1, 2019

Legend

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



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



Existing Conditions: Infrastructure

Water and Sewer

Existing Conditions

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

Capacity and Development Considerations

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

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

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

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

3.

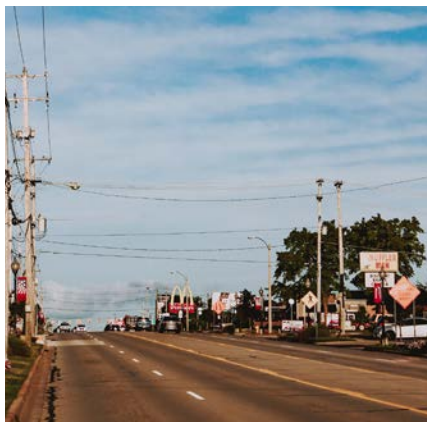
Goals and Objectives

Goals and Objectives



Housing & Neighborhoods

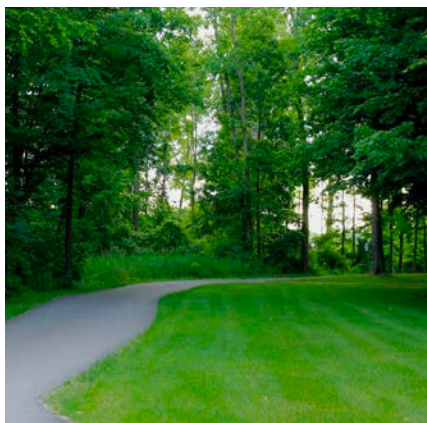
1. **To maintain Walker's place in Kent County as a City that provides safe, attractive, and vibrant neighborhoods that can accommodate residents at all stages of life.**
 - a. Support a system of organized land use to provide greater housing choices, where new and redevelopment areas respect existing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



Transportation

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

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



Sustainability & Resiliency

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



Economic Development Goals

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



Parks, Trails and Open Space

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



Infrastructure Goals

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



Urban Design

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

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4.

Community Character Plan

Future Land Use

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

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

Future Land Use Categories



Residential: Existing Density

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

Character Areas:

- Neighborhood Preservation



Residential: Growth 4-8 Units Per Acre

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

Character Areas:

- Residential Growth 4-8 Units Per Acre



Residential: Growth 2-4 Units Per Acre

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

Character Areas:

- Residential Growth 2-4 Units Per Acre



Mixed Use

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

Character Areas:

- Neighborhood Corridor
- Neighborhood Node
- Urban Corridor



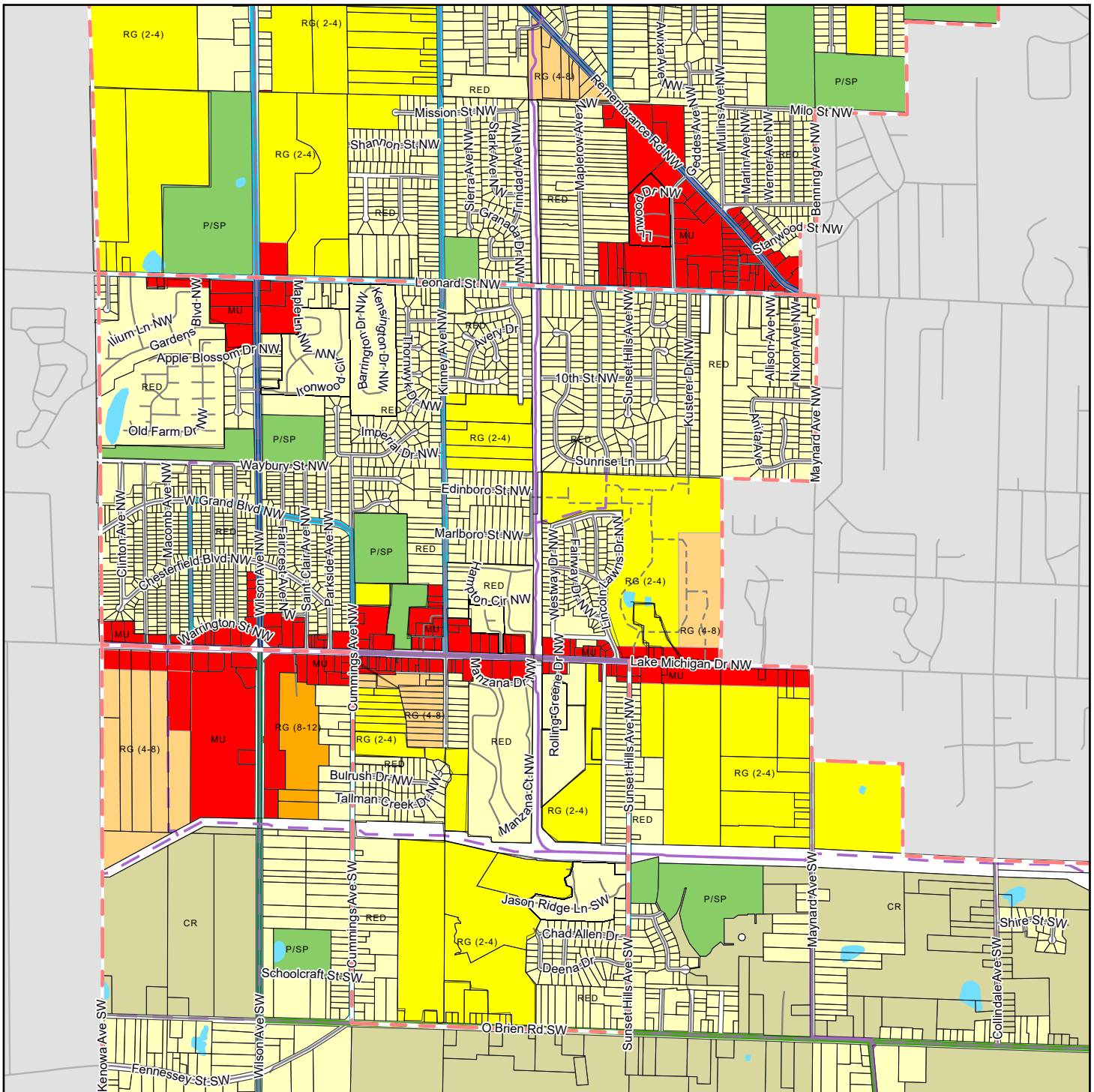
Public-Semi Public

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

Character Areas:

- Parks
- Schools
- Civic/Municipal Facilities

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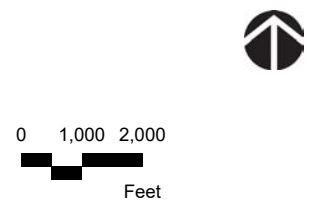
Future Land Use

Standale Neighborhood
City of Walker, Michigan

October 16, 2020

LEGEND

- ▬ Neighborhood Boundaries
- Rural Residential (0-1 Units/Acre) - RR
- Cluster Residential (0-1 Units/Acre) - CR
- Residential Growth (2-4 Units/Acre) - RG (2-4)
- Residential Growth (4-8 Units/Acre) - RG (4-8)
- Residential Growth (8-12 Units/Acre) - RG (8-12)
- Residential Existing Density - RED
- Business - B
- Mixed Use - MU
- Public/Semi-Public - P/SP
- ▬ Regional Throughway
- ▬ Urban Throughway
- ▬ Business Connector
- ▬ Neighborhood Connector
- ▬ Natural Beauty Corridor
- ▬ Natural Beauty Throughway
- ▬ Neighborhood Street
- ▬ Proposed Business Connector
- ▬ Proposed Neighborhood Connector
- ▬ Proposed Neighborhood Street
- ▬ Existing Bike Path
- ▬ Proposed Bike Path
- ▬ Existing Bike Lane
- ▬ Proposed Bike Lane



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



Community Character Plan



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

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

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

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

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

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

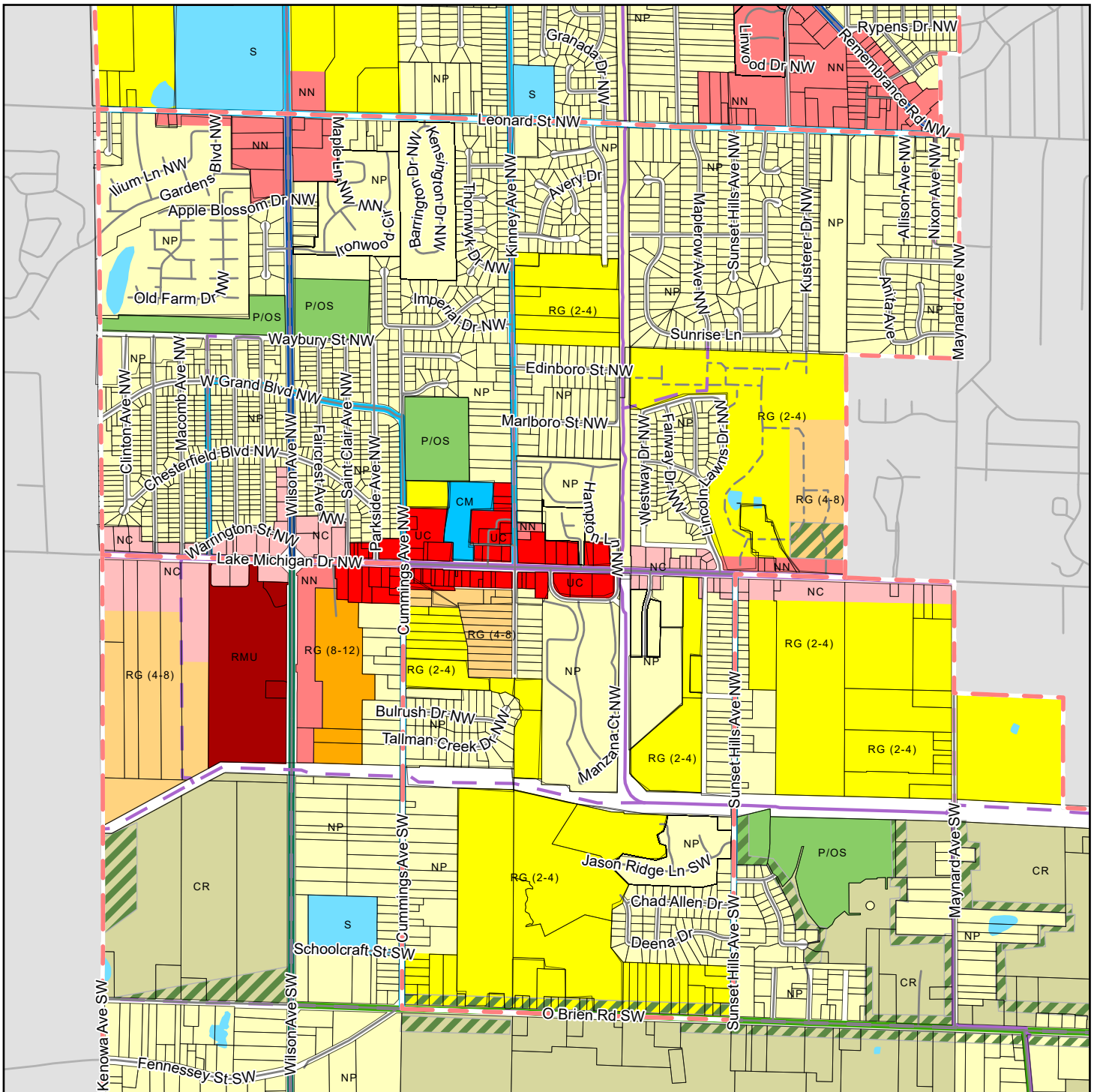
Types of Multi-Family Buildings

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

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

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

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



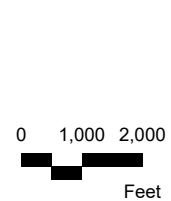
Community Character

Standale Neighborhood
City of Walker, Michigan

October 16, 2020

LEGEND

- Neighborhood Boundaries
- Neighborhood Preservation - NP
- Rural Residential (0-1 Units/Acre) - RR
- Cluster Residential (0-1 Units/Acre) - CR
- Residential Growth (2-4 Units/Acre) - RG (2-4)
- Residential Growth (4-8 Units/Acre) - RG (4-8)
- Residential Growth (8-12 Units/Acre) - RG (8-12)
- Community Enterprise - CE
- Enterprise - E
- Business/Residential (8-12 Units/Acre) - BR (8-12)
- Neighborhood Corridor - NC
- Neighborhood Node - NN
- Urban Corridor - UC
- Retrofit Mixed Use - RMU
- River Enhancement - RE
- Public/Semi Public, City Municipal, Utility - CM
- Schools - S
- Park/Open Space - P/OS
- Preserved Open Space Overlay
- Regional Throughway
- Urban Throughway
- Business Connector
- Neighborhood Connector
- Natural Beauty Corridor
- Natural Beauty Throughway
- Neighborhood Street
- Proposed Business Connector
- Proposed Neighborhood Connector
- Proposed Neighborhood Street
- Existing Bike Path
- Proposed Bike Path
- Existing Bike Lane
- Proposed Bike Lane



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



Neighborhood Preservation



Appropriate Zoning Districts

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

General Characteristics

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

Appropriate Land Uses

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

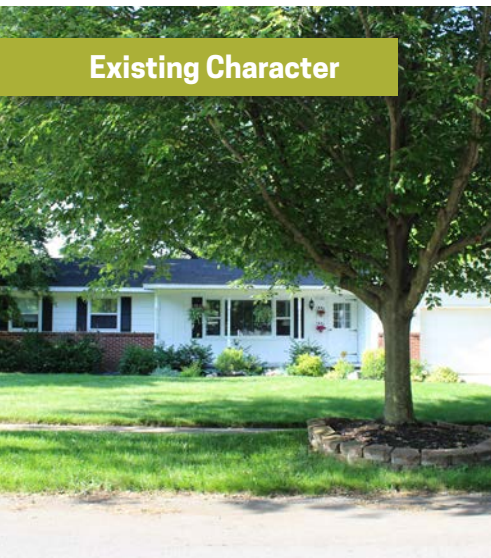
Streets and Transportation

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

Building and Site Design

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

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

Consistent with surrounding character

Recommended Lot Width:

Consistent with surrounding character

Building Setbacks

Minimum / Maximum / Side / Rear:

Consistent with surrounding character

Building Height

Minimum:

Consistent with surrounding character

Maximum:

Consistent with surrounding character

Street Frontages

Front porch

Lawn / greenscape

Trees and landscaping

(unless other street frontages are consistent with surrounding character)

Recommended Zoning Amendments

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

Residential Growth 4-8 Units Per Acre



General Characteristics

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

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

Appropriate Land Uses

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

Streets and Transportation

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

Building and Site Design

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

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

Appropriate Zoning Districts

- ARM Multiple Family
- ARM Multiple Family-1
- RPUD-2 High Density Residential PUD
- SDD Standale Downtown District
- A2 Residential

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

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

Recommended Lot Width:

50-70 feet

Building Setbacks

Recommended Front Setbacks:

15-25 feet

Recommended Side Setbacks:

5-10 feet, with space for a driveway on one side.

Recommended Rear Setbacks:

30-40 feet

Building Height

Minimum: 1 story

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

Street Frontages

Front porch

Lawn / greenscape

Trees and landscaping

Recommended Zoning
Amendments

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

Residential Growth 2-4 Units Per Acre



General Characteristics

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

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

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

Appropriate Land Uses

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

Streets and Transportation

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

Building and Site Design

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

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

Appropriate Zoning Districts

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

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

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

Recommended Lot Width:

50-100 feet

Building Setbacks

Recommended Front Setbacks:

15-35 feet

Recommended Side Setbacks:

5-10 feet, with space for a driveway on one side.

Recommended Rear Setbacks:

30-50 feet

Building Height

Minimum: 1 story

Maximum: 3 stories

Street Frontages

Front porch

Lawn / greenscape

Trees and landscaping

Recommended Zoning Amendments

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

Neighborhood Corridor



General Characteristics

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

Appropriate Land Uses

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

Streets and Transportation

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

Building and Site Design

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

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

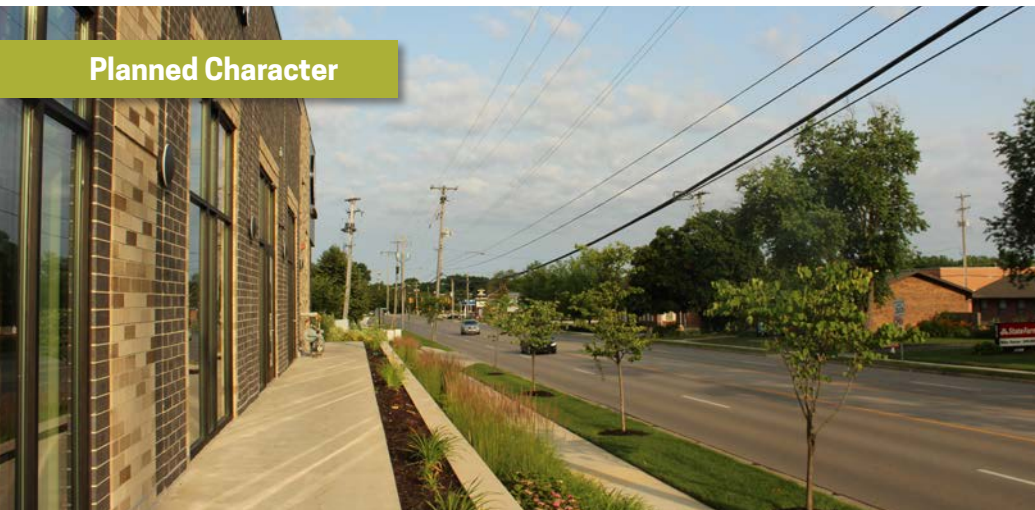
Appropriate Zoning Districts

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

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

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

Recommended Lot Width:

100-200 feet

Building Setbacks

Recommended Front Setbacks:

15-35 feet

Recommended Side Setbacks:

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

Recommended Rear Setbacks:

As needed for parking and loading

Building Height

Minimum: 1 story

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

Street Frontages

Welcoming office/institutional entrances

Retail storefronts

Outdoor patio / seating areas

Lawn / greenscape

Recommended Zoning Amendments

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

Neighborhood Node



General Characteristics

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

Appropriate Land Uses

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

Streets and Transportation

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

Appropriate Zoning Districts

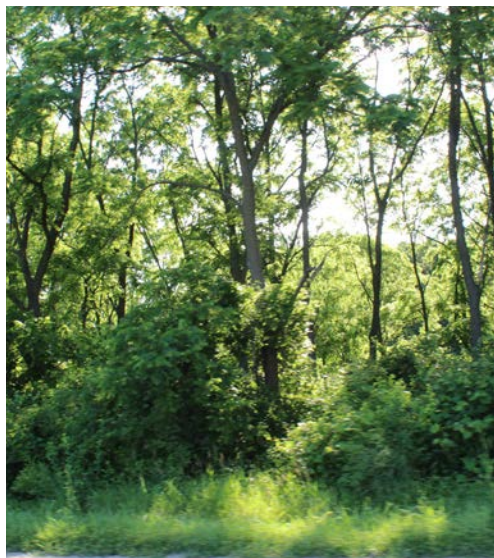
- ORP Office Research and Parking
- C-1 Local Commercial
- P-SP Public/Semi-Public
- MPUD Mixed Use PUD
- CPUD Commercial Planned Unit Development in certain circumstances

Building and Site Design

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

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

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

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

Recommended Lot Width:

40-60 feet, except as described above.

Building Setbacks

Recommended Front Setbacks:

0-10 feet

Recommended Side Setbacks:

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

Recommended Rear Setbacks:

As needed for parking and loading

Building Height

Minimum: 1 story

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

Street Frontages

Welcoming office/institutional entrances

Retail storefronts

Outdoor patio / seating areas

Recommended Zoning Amendments

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

Urban Corridor



Appropriate Zoning Districts

- MPUD Mixed Use PUD
- New Urban Mixed Use Zoning District
- CPUD Commercial Planned Unit Development in certain circumstances
- SDD Standale Downtown District

General Characteristics

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

Appropriate Land Uses

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

Streets and Transportation

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

Building and Site Design

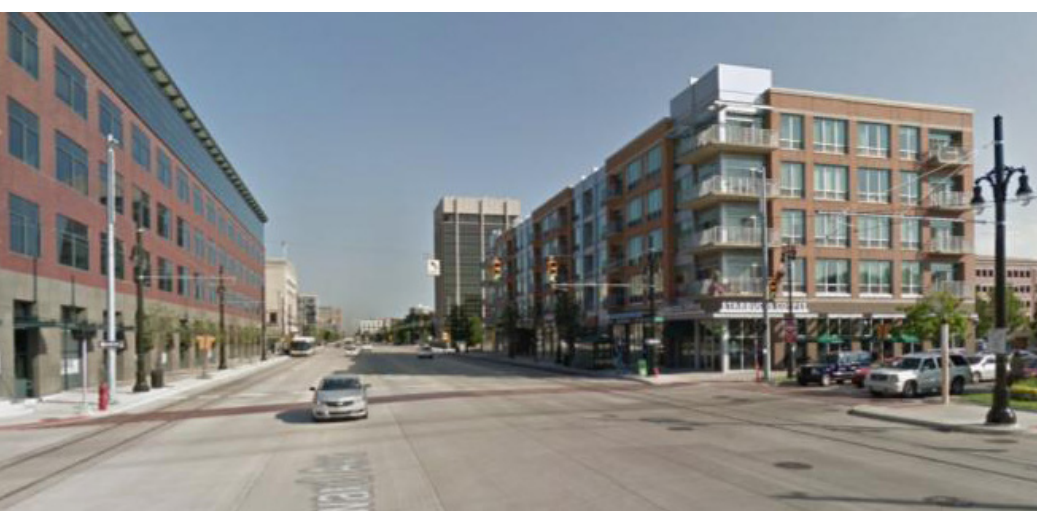
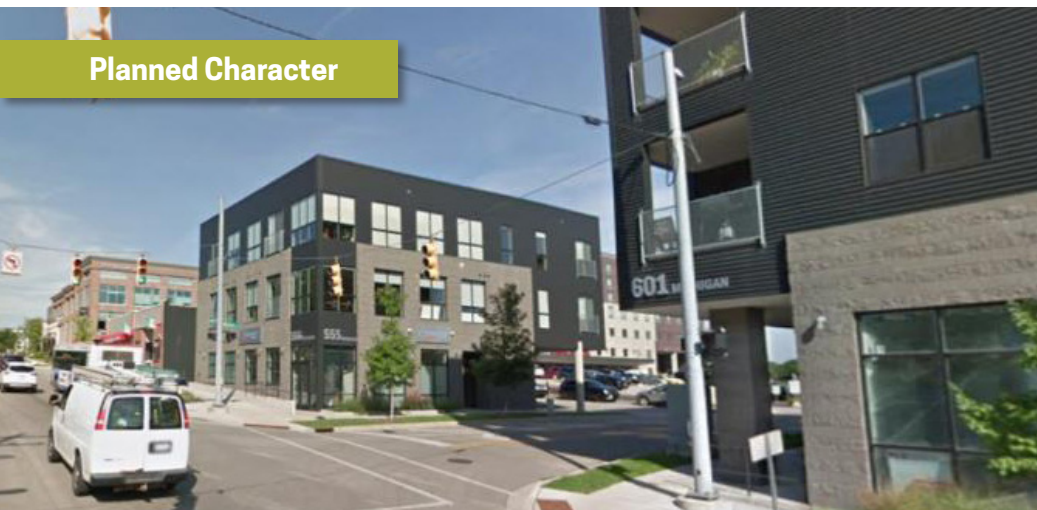
Buildings should contain two or more stories, be located right on the sidewalk, or with a small landscaped setback (never parking) and have off-street parking located to the rear. No front and side yard setbacks are encouraged. First floor storefronts should be transparent and welcoming with minimal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

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

Existing Character



Planned Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas:

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

Recommended Lot Width:

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

Building Setbacks

Recommended Front Setbacks:

0-15 feet

Recommended Side Setbacks:

0 feet, except for driveways to parking.

Recommended Rear Setbacks:

As needed for parking.

Building Height

Minimum: 1 story

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

Street Frontages

Storefronts

Recommended Zoning Amendments

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

Parks



Appropriate Zoning Districts

- P-SP Public/Semi-Public

General Characteristics

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

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

Appropriate Land Uses

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

Streets and Transportation

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

Building and Site Design

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

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

Existing Character



Design Guidelines

Lot Dimensions

Recommended Lot Areas: N/A

Recommended Lot Width: N/A

Building Setbacks

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

Building Height

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

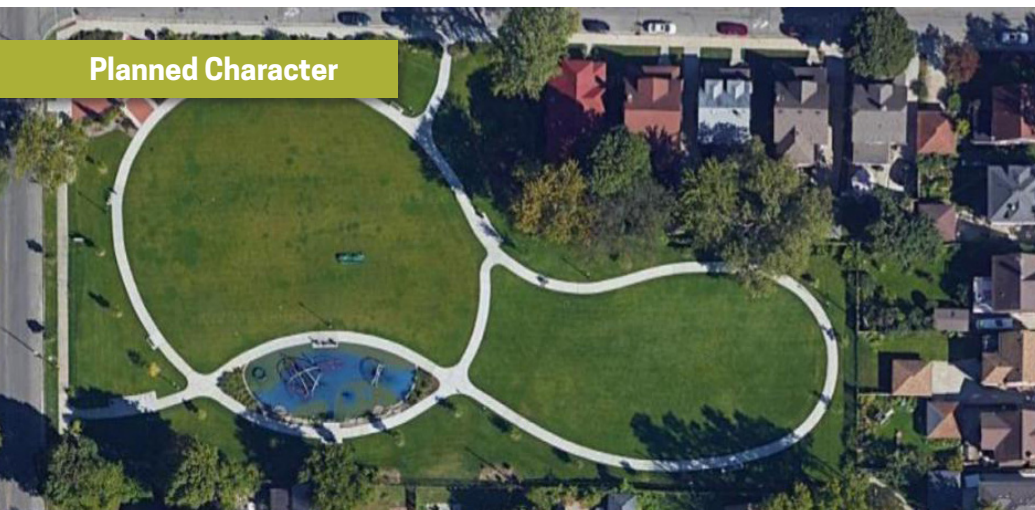
Street Frontages

Recreational amenities

Lawn / greenscape

Preserved trees

Planned Character

Recommended Zoning
Amendments

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

Schools and Civic / Municipal Facilities



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

5.

Mobility Plan

Corridor Design Plan

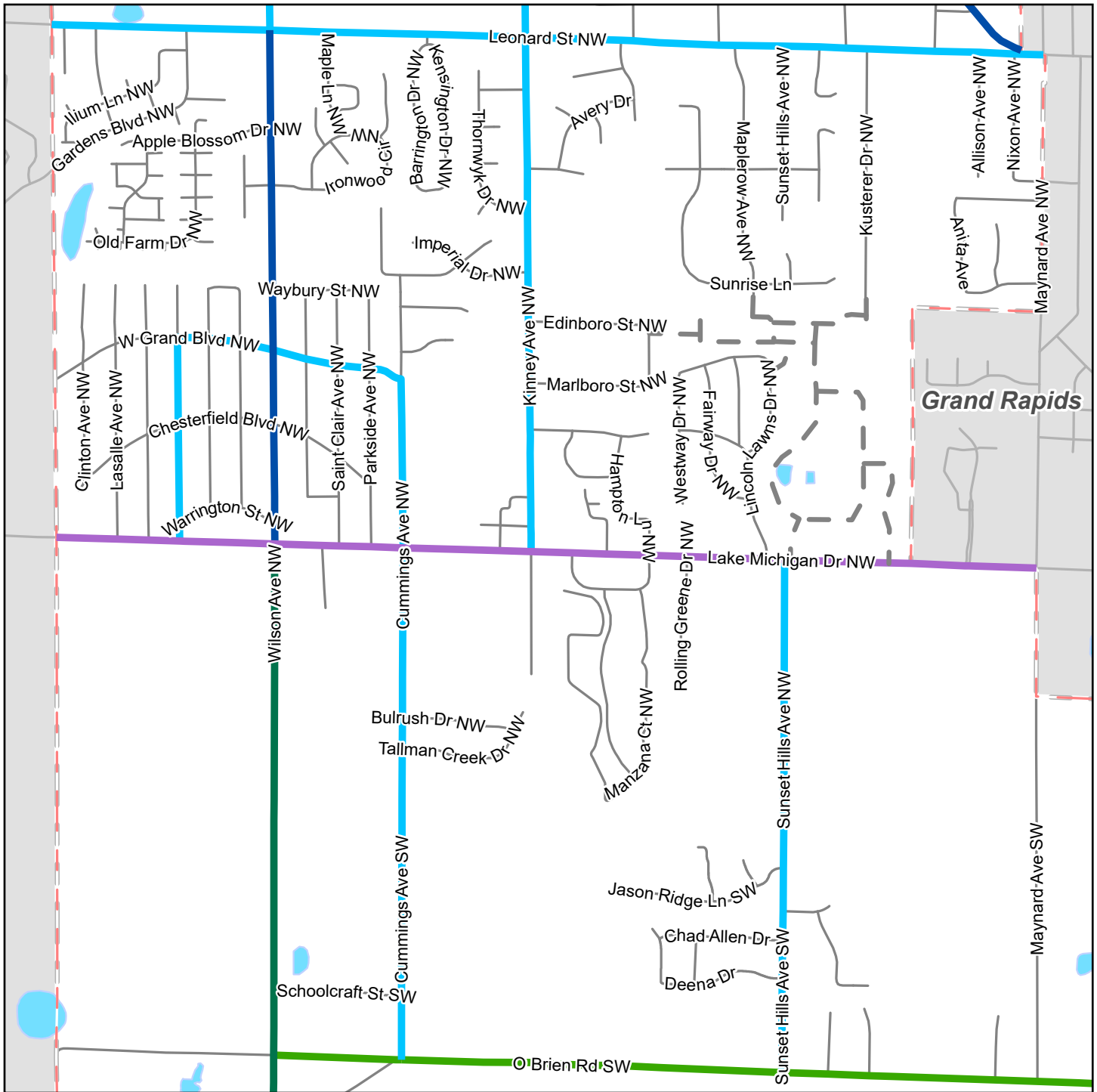


Introduction

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

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

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



Corridor Design Plan

Standale Neighborhood
City of Walker, Michigan

February 20, 2020

LEGEND

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



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



Regional Thruway



General Characteristics

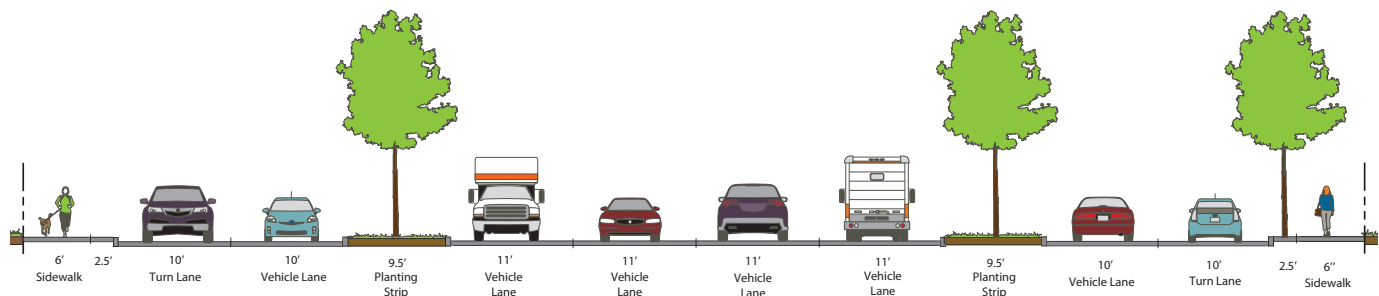
- 100-120 feet of ROW
- 25,000 – 50,000 cars per day
- 45-55 MPH

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

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

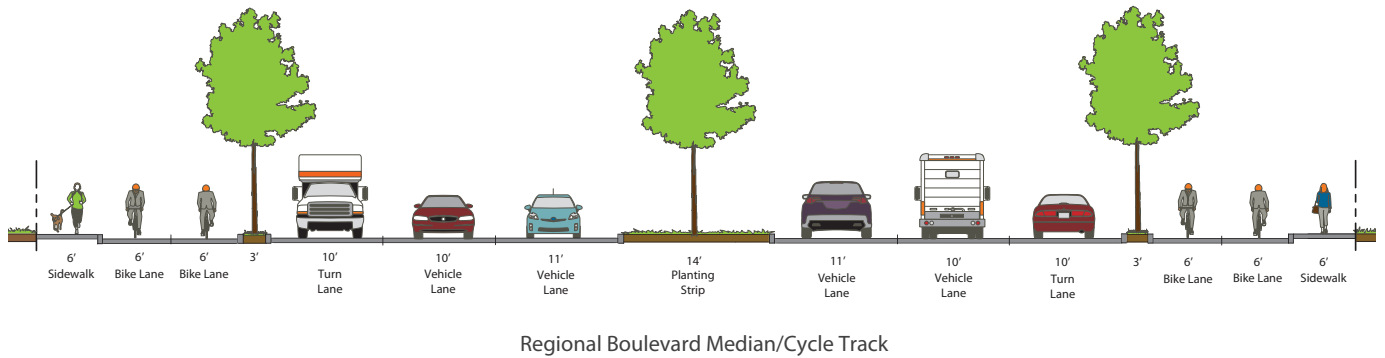
Guidelines for Regional Thruways

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

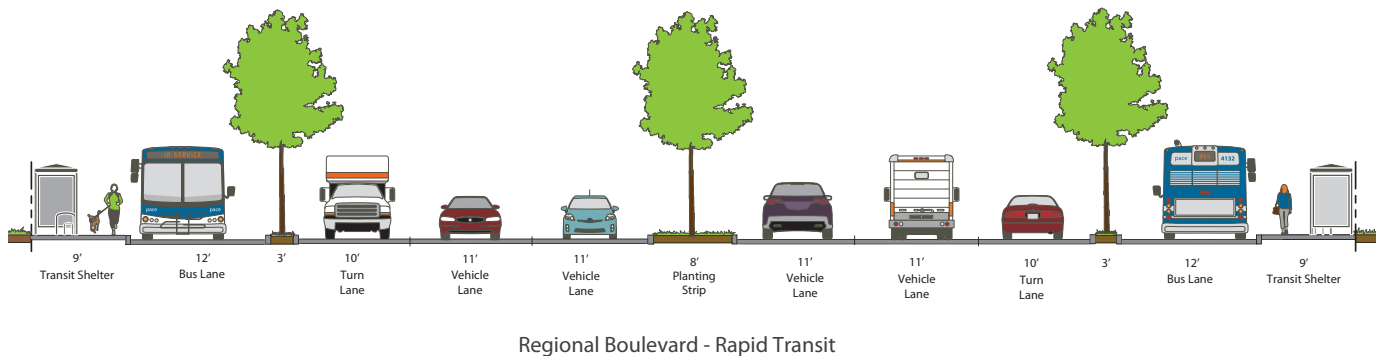


Regional Boulevard - Slip Streets

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



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



Business Connectors within the Standale Neighborhood Cluster

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

Business Connector

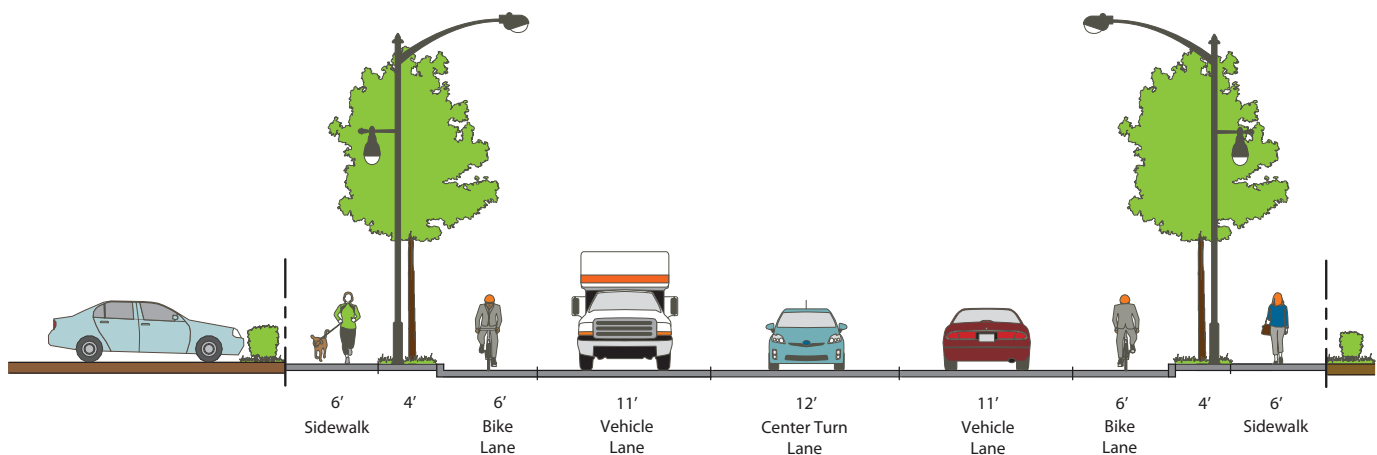


General Characteristics

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

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

Guidelines for Business Connectors



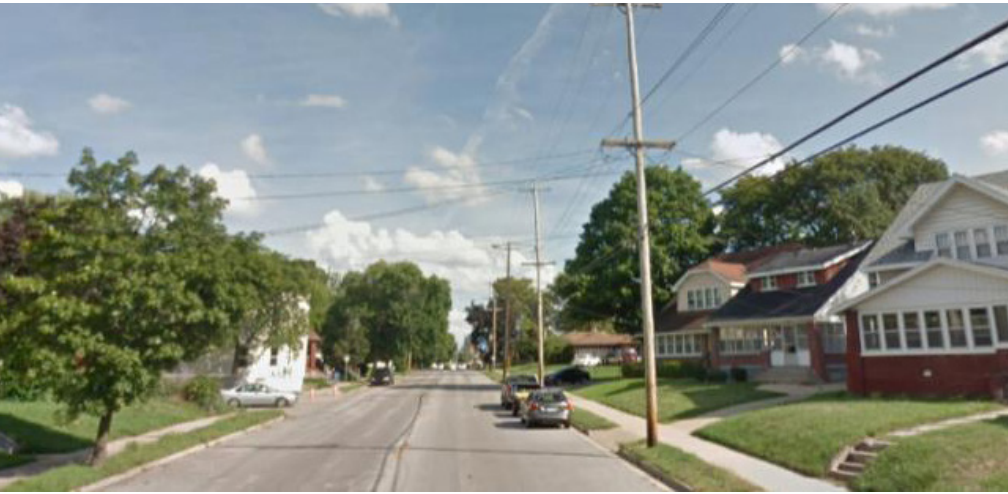
Business Connector

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

Business Connectors within the Standale Neighborhood Cluster

- **M-11/Wilson Avenue**

Neighborhood Connector



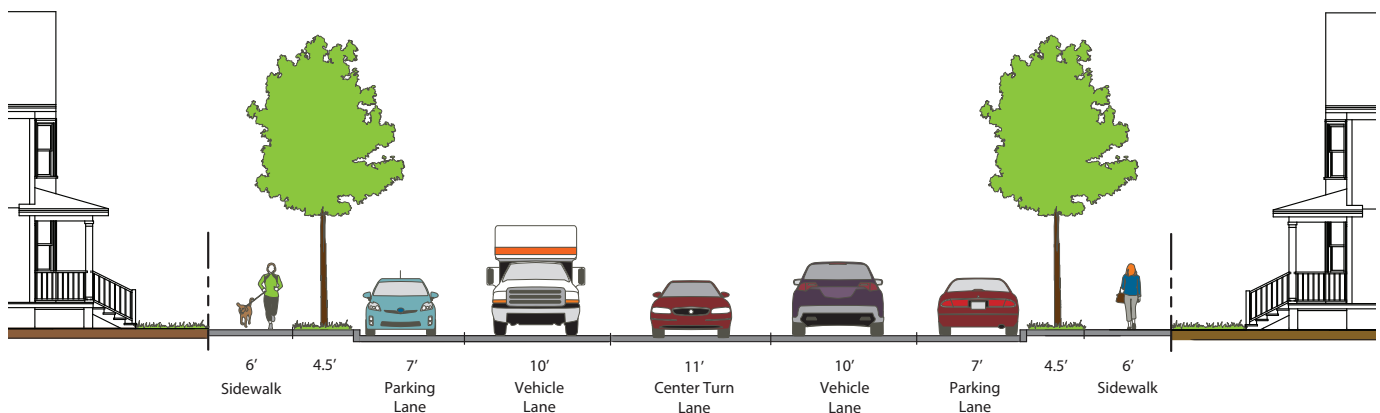
General Characteristics

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

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

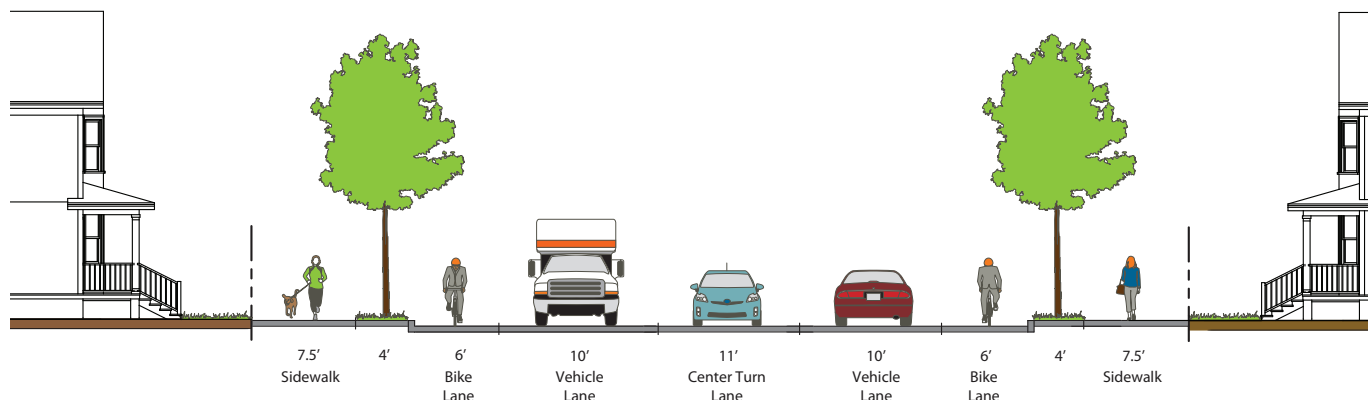
Guidelines for Neighborhood Connectors

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



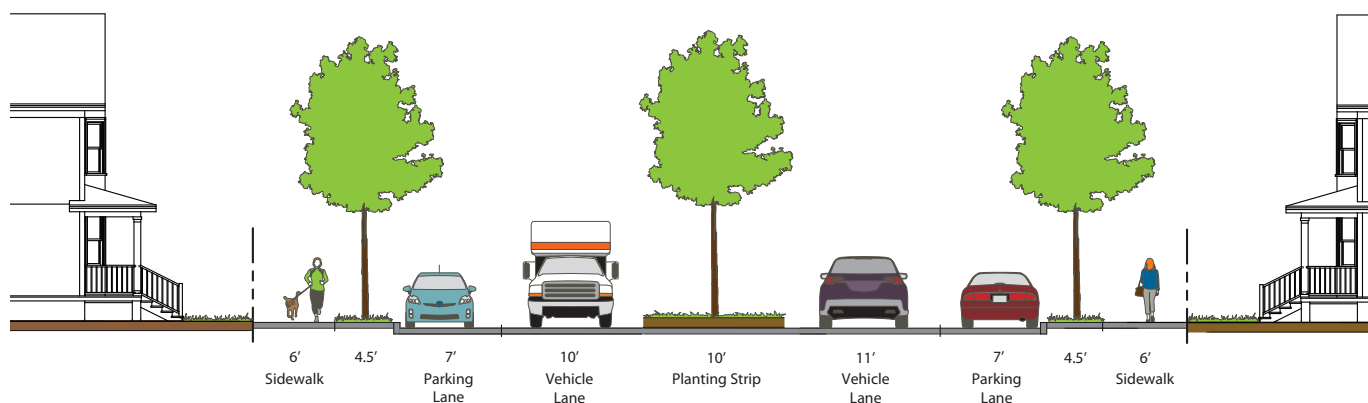
Neighborhood Connector - On Street Parking

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



Neighborhood Connector - Bike Lanes

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

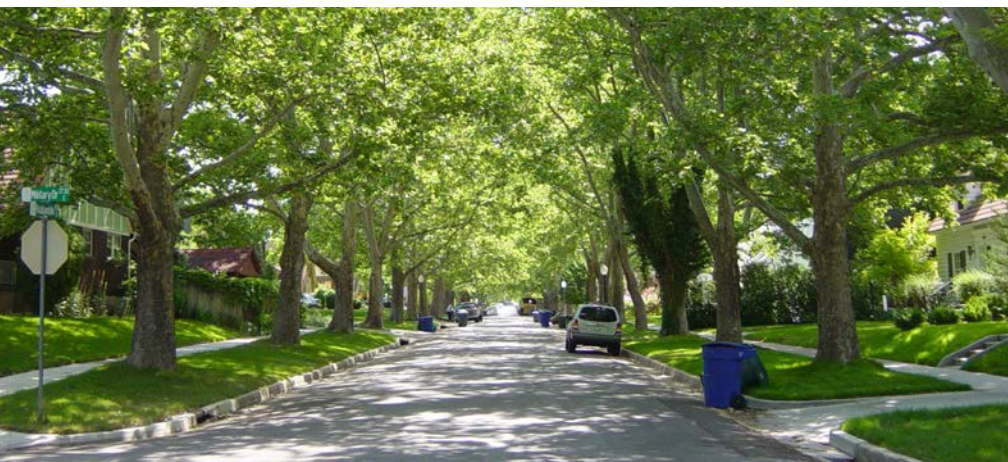


Neighborhood Connector - Median

Neighborhood Connectors within the Standale Neighborhood Cluster

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

Neighborhood Streets

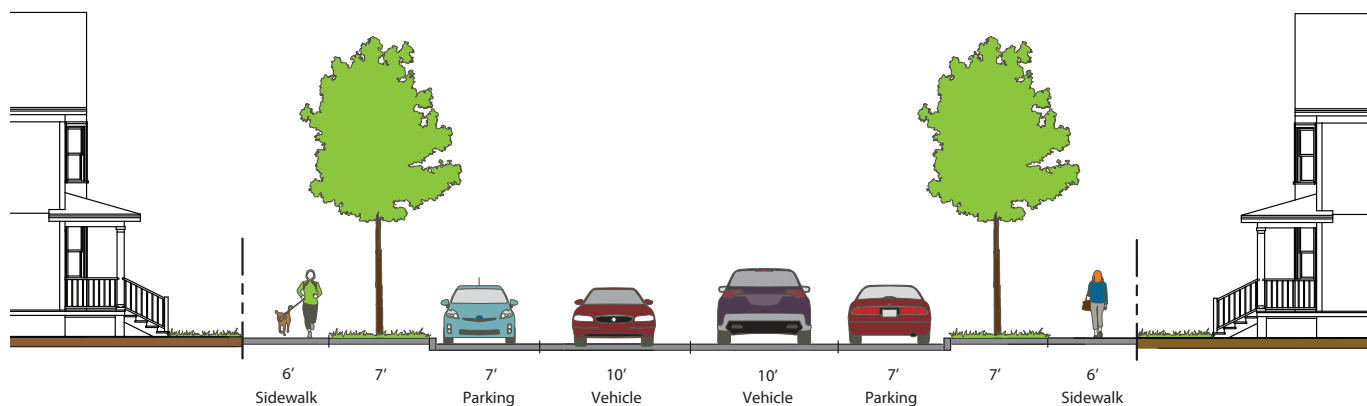


General Characteristics

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

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

Guidelines for Neighborhood Streets



Neighborhood Street

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

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

New Road Connections

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

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

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

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

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

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

Expressways

- There are no expressways in Standale.

Truck Routes

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

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

Transit Routes

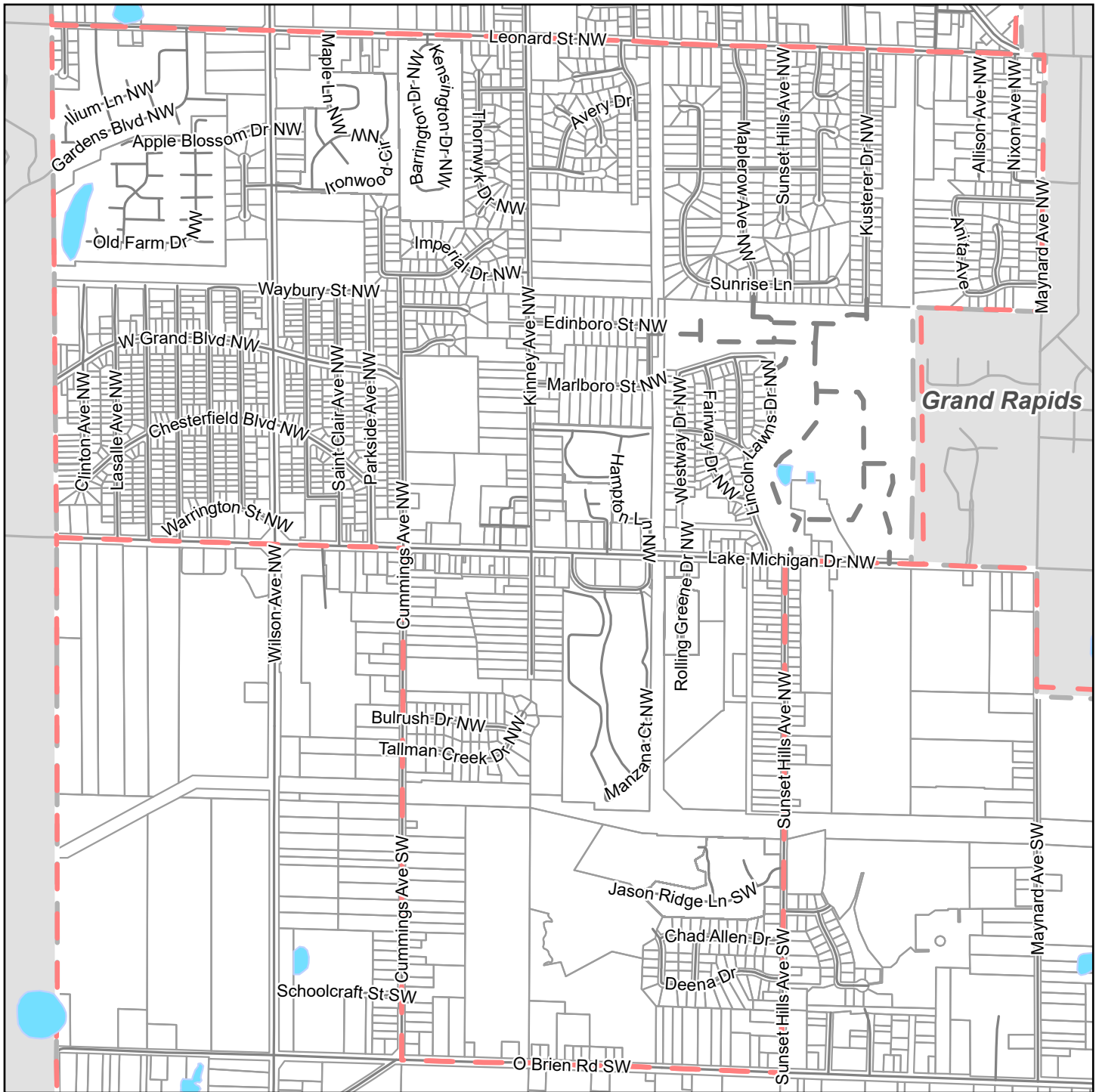
Public transportation is a crucial part of the transportation system. In some areas, the only way to reduce congestion is to take cars off the street by providing other options. Within the Standale Neighborhood Cluster, the following routes are designated for transit:

High Priority

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

Future Vision

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



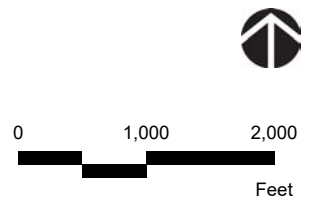
New Road Connections

Standale Neighborhood
City of Walker, Michigan

September 28, 2020

LEGEND

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



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

Non-Motorized Transportation Plan

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



Bike Paths

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

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

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

The following additional bike paths are proposed:

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



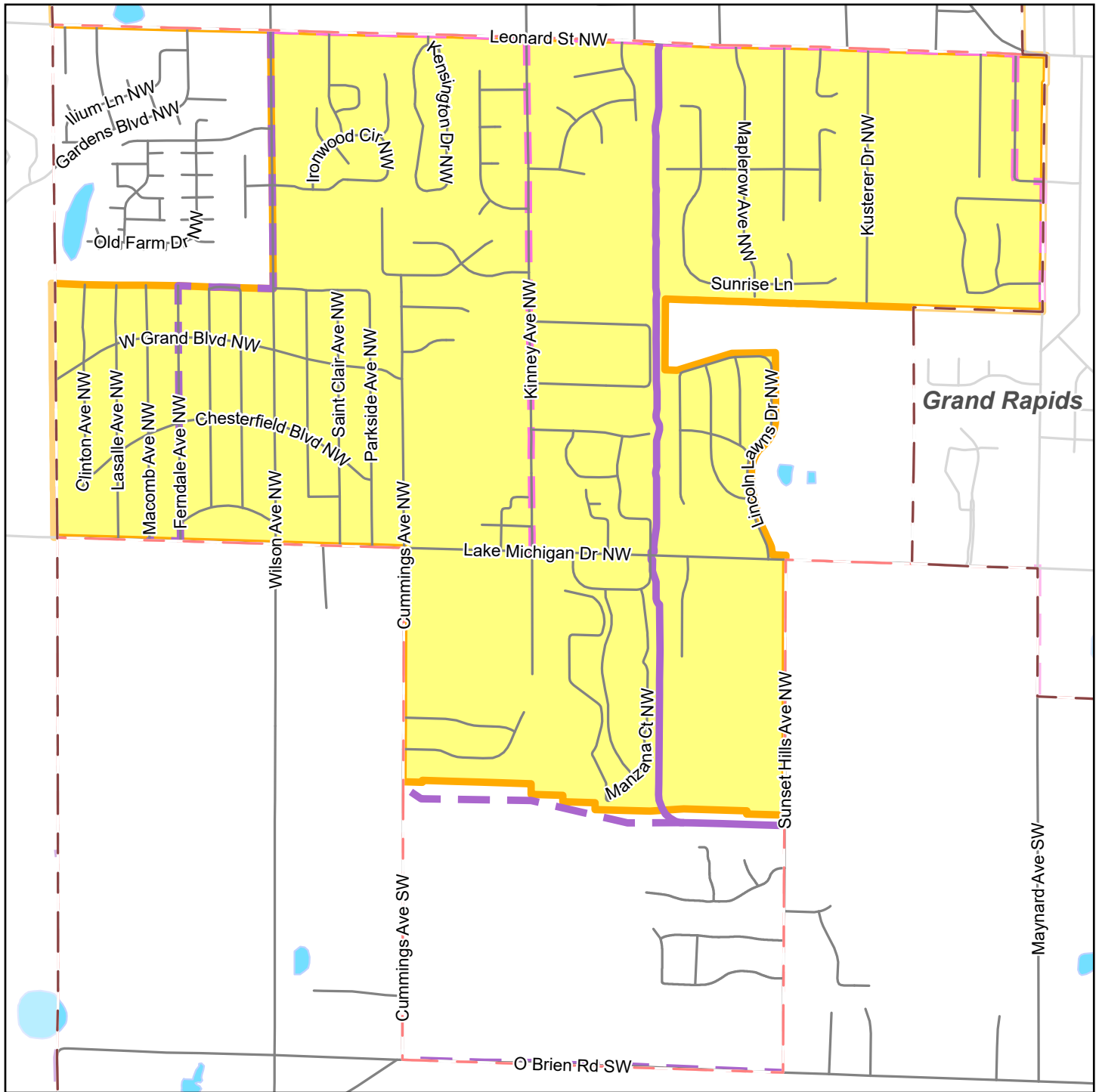
Bike Lanes

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

Sidewalk Improvement Zones

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

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



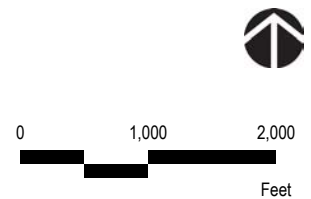
Non-Motorized Transportation

Standale Neighborhood
City of Walker, Michigan

November 1, 2019

Legend

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



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

6.

Action Plan

Action Plan

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

Table 2c.10: Standale Action Plan

Land Use	Mobility	Infrastructure	Open Space and Parks
Key Partners: Developers, Business Owners	Key Partners: MDOT, Kent County Road Commission, The Rapid	Key Partners: City of Grand Rapids,	Key Partners: Kent County Parks
2020 - 2025			
Ensure that development west of Meijer meets the designs in this plan	Work with the DDA to enhance the "slip street" system along Lake Michigan Drive.	Ensure that water and sewer infrastructure is sufficient to meet the needs of ongoing development.	Maintain and improve existing parks.
Ensure that any redevelopment of Lincoln Lawns Golf Course meets the design recommendations of this plan.	Ensure the Laker Line is implemented in a fashion that supports and promotes Standale.		
	Redesign Kinney, Cummings, and Sunset Hills Avenues as Neighborhood Connectors.		
	Construct the "Westown Loop", including a light at Wilson Avenue.		
	Partner with the City of Grand Rapids to create a consistent experience for cyclists along Maynard Avenue, including bike lanes.		
	Precisely plat Neighborhood Connectors west of Meijer for new development.		
	Protect O'Brien Road as a Natural Beauty Corridor		
	Ensure any development west of Meijer has a north-south bike path		

Land Use	Mobility	Infrastructure	Open Space and Parks
Key Partners: Developers, Business Owners	Key Partners: MDOT, Kent County Road Commission, The Rapid	Key Partners: City of Grand Rapids,	Key Partners: Kent County Parks
2026 - 2030			
Ensure that any new development south of Lake Michigan Drive meets the design goals of this plan.	Redesign West Grand Blvd and Ferndale Avenue as Neighborhood Connectors.	Ensure that water and sewer infrastructure is sufficient to meet the needs of ongoing development.	If Lincoln Lawns Golf Course is redeveloped, ensure there is public park space retained within the new neighborhood.
	Construct a bike path running west through the power line right-of-way from where the Standale Trail turns north.		
	Advocate for transit improvements on Wilson Avenue		
2031 - 2035			
Ensure that any new development meets the goals of this plan.	Ensure that the mobility network is continually improved to meet the needs of the community.	Ensure that water and sewer infrastructure is sufficient to meet the needs of ongoing development.	If development occurs south of Lake Michigan Drive and east of Sunset Hills Avenue, ensure that a public park is retained within the new neighborhood.
2036 - 2040			
Ensure that any new development meets the goals of this plan.	Ensure that the mobility network is continually improved to meet the needs of the community.	Ensure that water and sewer infrastructure is sufficient to meet the needs of ongoing development.	Ensure the parks system meets the needs of the community.

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Carrie Leitner Art Director
Erin Raine Graphic Design

