

2. The C-2 Zoning District on the east side of Lafayette between Congress and North Street extends one block east to First Street. However, most land uses fronting on First Street are well-kept single-family dwellings. These dwellings are non-conforming uses and are subject to the non-conforming requirements of the Zoning Ordinance which could create problems for homeowners wishing to expand their houses or re-build them because of a fire or other catastrophe.

Because these single-family parcels are unlikely to be converted to commercial use due to the surplus of commercial space along nearby North Lafayette Street the Master Plan therefore recommends that these parcels be rezoned to the R-2 zoning district.

3. The Plan recommends that the parcels fronting on the east side of S. Lafayette between Benton and Union Streets be rezoned from Office to the R-2 zoning district. Although the area has been zoned for office use for many years the single-family houses have continued to be maintained resulting in a stable residential neighborhood. The area is desirable for residential use as evidenced by a rezoning request granted in 2020 to rezone a parcel from the Office classification to R-2 so the property owner could utilize the house for residential purposes. The south east corner of Benton and Lafayette, however, does contain an active commercial use in a commercial style building and this parcel should therefore remain in the Office zoning district.

4. Amend the setback requirements of the C-3 Zone (CBD) to require new buildings to have a zero setback or perhaps a minimum and maximum setback.

5. Parking lot setbacks from the North Lafayette Street right of way should be reduced from the current 25 feet to 10 feet to allow for more useable and buildable area for those parcels fronting on Lafayette Street which back up to residential uses on First Street and Franklin Street.

6. Allow for multi-family dwellings with up to four units per building to be constructed along North Lafayette to provide opportunities for new development projects. Allow such uses to be a permitted use in the C-2 Zone to reduce the development review process.

7. For the two Re-Development Areas identified on the Future Land Use Map, the Plan recommends that a new zoning district be put into place or that the existing Planned Unit Development regulations be revised to allow for a more efficient review process as an incentive to development.

8. Adopt a Low Impact Development ordinance that gives incentives for site design that incorporates green stormwater management.

9. Identify areas or parcels where individual three and four unit attached dwellings could be situated and develop criteria and requirements to ensure that the design would allow such units to blend in visually and functionally with adjacent land uses.

**ACTION STEPS TO IMPLEMENT
THE 2021 MASTER PLAN**

Action: Establish a Corridor Improvement District (CID) for the North Lafayette corridor to generate funds for physical improvements along the corridor.

Action: Develop an action plan to improve the North Lafayette corridor to include the following measures:

- Reducing the number of lanes from four to three;



- Providing a lane of parking on each side of the street with bump out landscape islands;
- Improving street appearance with a wider curb lawn for landscaping;
- Placing the sidewalk further from the travel lane;
- Building façade improvements;
- Re-development of vacant buildings;
- Access management regulations to reduce curb cuts and;
- Flexible land use regulations to allow for three- and four-unit dwellings along the corridor.

Action: Request the Michigan Department of Transportation to analyze the North Lafayette corridor for road diet improvements which would reduce the number of lanes for the length of the corridor from four to three; one travel lane in each direction with a center turn lane.

Action: Improve housing quality which falls below minimum standards by adoption and enforcement of necessary codes and public investment in rehabilitation programs. Consider the adoption of a Rental Property Maintenance Ordinance.

RECOMMENDATIONS FOR COMPLETE STREETS

Recommendations to assist the City of Greenville in moving toward the goal of increased use of transportation facilities for all users are as follows:

1. Lafayette Street (M-91) is a four-lane road between Greenville West Drive and the Flat River. Ample right-of-way exists here to consider adding bicycle lanes (and a possible “road diet”) which would provide access from the Fred Meijer Heartland Trail to downtown Greenville and to river front activity centers planned on the south side of the river west of Lafayette. Touring cyclists as well as local users could more easily be routed directly into the downtown at street level. Further coordination with Michigan Department of Transportation (MDOT) is necessary to determine the feasibility of bicycle lanes in this location.
2. Franklin Street provides a direct connection from the Flat River Community Library at Union Street to the planned river front activity centers at the river on both sides of Franklin as well as to the Flat River Museum and Fred Meijer Flat River Trail. Sufficient right-of-way exists on Franklin Street to provide bicycle lanes that would connect these areas, although further analysis would be needed to determine the actual feasibility.
3. In addition, an improved crossing area would be needed at the Washington Street intersection; routing of bicycle traffic to the light at the Washington Street (M-57) and Lafayette Street (M-91) intersection may be desirable. Coordination with MDOT would be necessary to determine possible options.
4. Bicycle lanes may be appropriate along other streets in the central business district and residential neighborhoods and should be identified for practicality in view of available right-of-way. The City of Greenville Downtown Development Authority has identified the provision of bike lanes in the downtown area as a discussion item.
5. Determine areas of the City where new or improved sidewalks are needed that will accommodate walkers and all legal users.

CITY OF GREENVILLE CAPITAL IMPROVEMENTS PROGRAM The Capital Improvements Program (CIP) is a schedule of short- and long-range capital projects that have been earmarked for funding by the City Council. Elements of the CIP include:

