



James Hellermann , Chair  
Michael Harris, Commissioner  
Mark Sadowski, Commissioner

Kelli VanGinhoven, Secretary  
Nevin Naser, Commissioner  
Tyler Anthony, Planning & Zoning

Roy Webber, Commissioner  
David Mason, Commissioner  
Ronald Beauchamp, City Council

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## PLANNING COMMISSION

### Regular Meeting Agenda – Thursday, June 8, 2023, 6:00 PM

Council Chambers, Rm. 104 – Escanaba City Hall – 410 Ludington Street, Escanaba, MI 49829

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#### CALL TO ORDER

#### ROLL CALL

**APPROVAL/CORRECTION TO MINUTES** – Regular Meeting: May 11, 2023

#### APPROVAL/ADJUSTMENT TO AGENDA

#### CONFLICT OF INTEREST DECLARATIONS

#### PUBLIC COMMENT ON AGENDA ITEMS

#### PUBLIC HEARINGS

**PH1: Zoning Ordinance Amendment – Setback-related Language**

The Planning Commission will hold a public hearing and review a draft ordinance. The purpose of this amendment is to revise setback-related language in the zoning ordinance.

**PH2: Zoning Ordinance Amendment – Marihuana Establishment Distancing**

The Planning Commission will hold a public hearing and review a draft ordinance. The purpose of this amendment is to revise marihuana establishment distancing regulations in the zoning ordinance.

**PH3: Zoning Map Amendment – 1801 Ludington Street**

The Planning Commission will hold a public hearing and review a zoning map amendment application. This was filed by K Enterprise Rentals LLC to move 1801 Ludington Street from an “E” zoning district to a residential zoning district.

**PH4: Special Use Permit – 920 Willow Creek Road**

The Planning Commission will hold a public hearing and review an application for a special use permit. This was filed by The Country Schoolhouse.

**PH5: Special Use Permit – 201 North 30<sup>th</sup> Street**

The Planning Commission will hold a public hearing and review an application for a special use permit. This was filed by AHA.

#### UNFINISHED BUSINESS

**UB1: Site Plan Amendment – 201 North Lincoln Road**

The Planning Commission will resume considering an amendment to The Fire Station LLC’s approved site plan for 201 North Lincoln Road.

#### NEW BUSINESS

**NB1: Project Updates**

- a. Delta County Planning Commission Report
- b. Zoning Board of Appeals Report
- c. Zoning/Land Use Permit Report

**NB2: Training Updates**

[continued on next page]



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**GENERAL PUBLIC COMMENT  
COMMISSION/STAFF COMMENT AND ANNOUNCEMENTS  
ADJOURNMENT**

Respectfully submitted,

A handwritten signature in black ink that reads "Tyler Anthony".

Tyler Anthony  
Planning & Zoning Administrator  
On behalf of the Planning Commission

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**PLANNING COMMISSION  
Public Participation Procedures**

The City of Escanaba will provide all necessary, reasonable auxiliary aids and services to individuals with disabilities at the meeting/hearing upon five days' notice to the City of Escanaba Clerk's Office by writing or calling (906) 786-9402.

Those making public comment are expected to be familiar with the issue and have prepared comments ahead of time. To help the public in preparing for the meeting, any material shall be made available without cost to members of the public by request before the meeting.

During the agenda item, when the floor is opened for public comment by the chair, individuals wishing to comment should:

1. Approach the podium.
2. Speak into the microphone.
3. State your full name and address for the record (providing spelling as necessary)
4. Direct all comments/questions to the Chairperson only.
5. Be guided by the following time limits:
  - Petitioner/aggrieved party – 15 minutes (unless amended by the Chair)
  - General public – 3 minutes (unless amended by the Chair)

The Chair may ask members of the audience to caucus with others sharing similar positions so they may select a single spokesperson.

**CITY OF ESCANABA  
PLANNING COMMISSION  
Official Proceedings – May 11, 2023**

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**MEETING CALLED TO ORDER**

A meeting of the Escanaba Planning Commission was held on Thursday, May 11, 2023, at 6:00pm in Room C101 at City Hall, 410 Ludington Street, Escanaba, MI 49829.

*Chair Hellermann called the meeting to order at 6:02 PM.*

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**ROLL CALL**

Chair James Hellermann:	Present	Comm. Nevin Naser:	Present
Secretary Kelli VanGinhoven:	Present	Comm. Michael Harris:	Present
Comm. Roy Webber:	Present	Comm. Mark Sadowski:	Present
Comm. David Mason:	Present		

With seven in attendance, a quorum of the Planning Commission was present.

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**ALSO PRESENT**

**City Administration:**

Tyler Anthony, Planning & Zoning Administrator      Heather Calouette, Administrative Assistant

**Others:**

Stosh Wasik, CEO, The Fire Station	James Martone, Attorney, The Fire Station (Virtual)
Brian Savolainen, Civil Engineer, The Fire Station	Brandon Hayes, PE, PTOE, Fishbeck Inc. (Virtual)
Kathy Hedges	Jacie Duranso, License & Compliance Director, The Fire Station (Virtual)

One unnamed individual was present.

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**MINUTES**

**A motion was made by VanGinhoven to approve the April 13, 2023 minutes as presented. Supported by Harris. MOTION PASSED.**

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**AGENDA**

**A motion was made by Webber to move unfinished business to the end of the meeting. Supported by Harris. MOTION PASSED.**

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**CONFLICT OF INTEREST DECLARATIONS**

None.

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**PUBLIC COMMENT**

Stosh Wasik explained that he wanted to reserve time during the site plan review.

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**PUBLIC HEARINGS**

None.

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**NEW BUSINESS**

**NB1: Site Plan Amendment – 201 North Lincoln Road**

Anthony presented the proposed site plan amendment. As submitted by The Fire Station LLC (TFS), two site plan options had been offered for the Planning Commission’s consideration. The first option showed vehicle entry from 1st Avenue North & exit onto North Lincoln Road, and the second option showed a combined entry/exit on North Lincoln Road only. Since both options qualified as major site plan amendments under zoning ordinance sec. 1806.1, the Planning Commission’s approval was required.

James Martone, attorney for TFS, discussed a traffic impact study by Fishbeck Inc. He explained that site conditions only allowed vehicles to exit onto North Lincoln Road. Entry could only be made via the Delta Plaza Mall’s parking lot. Martone noted that this arrangement was unfit for business operations and that the property was made unusable. He acknowledged that this was approved by the Planning Commission at their meeting on November 10, 2022, and that said approval included one condition. The only condition of site plan approval was that TFS would secure an access easement via the mall parking lot. Martone noted that no easement had been agreed on despite months of negotiation, and that they wished not to force one by legal action.

Per zoning ordinance sec. 1704.1.2(C), the site did not meet minimum requirements for an additional driveway. Further, sec. 1704.1.2(D) stated that one-way access points were discouraged on North Lincoln Road. Martone indicated that both sections allowed the Planning Commission to permit a second driveway if no other reasonable opportunities existed. He stated that the second driveway as presented was not included simply for ease, but that it was needed to make their property accessible to their customers. He then demonstrated the number of customers during peak hours and expressed no concerns for possible gridlock due to the new driveway.

Brandon Hayes, PE, PTOE, of Fishbeck Inc. presented a traffic impact study in great detail. The study was done in March and analyzed the intersection of North Lincoln Road and 1st Avenue North. The study was based on a traffic model compiled from roadway characteristics and video-based vehicle counts. That video data analyzed two 2-hour windows (11 AM to 1 PM and 4 PM to 6 PM) collected over three days. Based on data from another TFS location, Hayes noted that 10 customers would be expected during peak-hour traffic, a negligible amount in terms of traffic circulation. He then concluded, noting that no roadway nor traffic control improvements were necessary for either site plan option, and that neither scenario would have caused any negative on- or off-site traffic impact.

Webber questioned Hayes regarding gridlock caused by a lack of parking. Option 1 provided only six spaces. It was possible that gridlock could form if none of the spaces were available, as customers could begin to circle the property waiting for a space. Hayes explained that the data did not support this possibility, and Martone added that the situation would not have been



changed if access via the mall parking lot was secured. Mason asked if TFS was confident that option 1 would be approved by Public Works and MDOT. Stosh Wasik, CEO of TFS, said that they anticipated such an approval.

VanGinhoven asked what Public Works Director Taavola's recommendation was for option 1. Option 1 was to be reviewed by the Planning Commission on February 9, but the agenda item was postponed and withdrawn by TFS. Anthony noted that it was not favorable to TFS. He then asked for further detail from a reported meeting TFS had with MDOT. Brian Savolainen, Civil Engineer for TFS, noted that MDOT intended to work alongside the City of Escanaba as partners in traffic safety. Staff and commissioners reviewed comments from Taavola regarding option 1 that she wrote for the February meeting. Martone indicated that TFS had attempted to contact Taavola to discuss Fishbeck Inc.'s study but were unable to get a response. Staff added that Public Works was overwhelmed with other work at that time, and that Taavola had many crises to resolve before handling ordinary business.

Commissioners pursued questions related to the 1st Avenue North driveway's location. They asked whether the study's timing in spring would be valid in the face of summer traffic. Hayes noted that it was still valid. Martone, Savolainen, and Wasik claimed that other driveways nearby were in worse positions than that which they proposed.

Wasik presented to the Commission an email from MDOT (Exhibit A). He explained that MDOT preferred option 1 over option 2. Anthony asked whether MDOT supported option 1 or simply opposed it less than option 2. Wasik and Savolainen noted that they did have concerns over both options, and Naser highlighted that point from the email.

Harris explained professional concerns about the access issue in general. From his perspective, real estate law would have caused problems for the City. Hellermann noted that the Commission's duty was to provide input on planning issues, not to dodge legal challenges.

Commissioners, staff, and TFS representatives explored various zoning ordinance technicalities. Commissioners then discussed anecdotal evidence and the opinion from Taavola for the February 9 meeting. They also considered obtaining input from the Traffic Safety Advisory Committee (TSAC). This was despite an earlier recommendation against option 1 when first reviewed by TSAC before February 9.

**A motion was made by Sadowski to receive an opinion from the City Engineer within two weeks regarding TFS traffic impact studies past and present data and whether option 1 would create a viable parcel. Supported by Mason.**

**A roll call vote was taken with the following results:**

**Yes: Hellermann, Harris, Sadowski, VanGinhoven, Naser, Webber, Mason**

**No: None**

**MOTION PASSED.**

All TFS representatives thanked the commissioners for their time.

**NB3: Boards & Commissions Updates**

- a. Delta County Planning Commission Report: VanGinhoven was unable to attend the Planning Commission Meeting. She did report, however, that the commission has a new recording secretary. They were also processing a new subdivision/condominium development for Baldwin Twp. consisting of 28 single-family detached dwellings.
- b. Zoning Board of Appeals Report: Anthony reported that a special meeting had been scheduled for May 16, 2023. The focus was a sign variance request for 517 Ludington Street.
- c. Zoning/Land Use Permit Report: Anthony noted that permits were starting to increase in frequency. He also reported 25 inspections completed and seven citations issued that week.

**NB4: Training Updates**

Sadowski reported that he attended a “Planning Commissioner Toolkit” training offered by the Michigan Association of Planning in Manistique on Thursday, May 4. He noted that they discussed form-based code, a topic which he had previously found interest in. Sadowski distributed extra copies of the program’s resource book to commissioners.

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**GENERAL PUBLIC COMMENT**

Kathy Hedges, resident of Rapid River, called commissioners’ attention to page 5 of Fishbeck Inc.’s study. On that page, Hayes noted that employee parking will be off-site.

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**COMMISSIONER/STAFF COMMENT & ANNOUNCEMENTS**

Webber reported a letter to the Editor regarding potholes in streets and parking lots City-wide. Hellermann wished a Happy Mother’s Day to all, with special attention to Calouette who had recently had her second son.

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**UNFINISHED BUSINESS**

**UB1: Training Session**

The Planning Commission postponed the second segment of three in a pre-recorded video workshop. The workshop was provided by the Michigan Association of Planning. The segment was intended to fulfill ½ hour of their annual 4-hour training requirement.

**A motion was made by Webber to postpone UB1 until the next Planning Commission meeting. Supported by Mason.**

**A roll call vote was taken with the following results:**

**Yes: Hellermann, Naser, Webber, Mason**

**No: Harris, Sadowski, VanGinhoven**

**MOTION PASSED.**

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**ADJOURNMENT**

**A motion was made by Hellermann to adjourn the meeting. Supported by VanGinhoven. MOTION PASSED.**

*The meeting adjourned at 7:26 PM.*

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**APPROVAL**

These minutes were approved at the \_\_\_\_\_ meeting. \_\_\_\_

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James Hellermann, Chair  
*Escanaba Planning Commission*

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Tyler Anthony, Planning and Zoning Administrator  
*City of Escanaba*

DRAFT

# **EXHIBIT “A”**

**Email from Daniel Kari, PE (MDOT)  
to Brian Savolainen dated May 8, 2023  
City of Escanaba Planning Commission  
Official Proceedings – May 11, 2023**

**DRAFT**

**From:** Brian Savolainen [REDACTED]   
**Subject:** Fw: Proposed Fire Station access alternatives in Escanaba  
**Date:** May 8, 2023 at 2:36 PM  
**To:** Logan Stauber [REDACTED] Stosh Wasik [REDACTED] Brandon Hayes [REDACTED]  
Jason rg-design.co [REDACTED]

----- Forwarded Message -----

**From:** Kari, Daniel (MDOT) <karid@michigan.gov>  
**To:** bsavo2000@yahoo.com [REDACTED]  
**Cc:** Feldhausen, Benjamin (MDOT) <feldhausenb@michigan.gov>; Bradley, Dave (MDOT) <bradleyd5@michigan.gov>; wtaavola@escanaba.org <wtaavola@escanaba.org>  
**Sent:** Monday, May 8, 2023 at 02:15:12 PM EDT  
**Subject:** Proposed Fire Station access alternatives in Escanaba

Brian,

Thank you for the opportunity to meet, discuss and review details for two alternatives regarding access to a store redevelopment proposed at 201 North Lincoln Road in the City of Escanaba. The scenarios were evaluated as part of a Traffic Impact Study prepared on behalf of The Fire Station Cannabis Company by professionals at Fishbeck consultants of Traverse City, MI (Project No. 230663). The two alternatives include consideration of either two-way full-access provided solely from North Lincoln Road (US-2/US-41/M-35), or a one-way clockwise circulation scheme involving ingress from 1<sup>st</sup> Avenue North (a city street) and egress to US-2/US-41/M-35 (preferably curb-controlled, right-turn-exit-only of minimal width).

As discussed, safety is the top priority at the Michigan Department of Transportation (MDOT) and we work directly with our safety partners at the City of Escanaba regarding input and decisions of such magnitude. MDOT does have concerns with both alternatives related to safe traffic progression, mobility, congestion, and delay. Based upon several factors, it is acknowledged that less conflicts are apparent with the one-way clockwise circulation scheme in terms of minimizing vehicular conflict points and functional classification, risk of left-turn-lock-up within the busy 5-lane cross section along US-2/US-41/M-35, pedestrian exposure within the sidewalk area, intersection & approach spacing criteria, and also proximity with the two adjacent signal-controlled intersections along the trunkline.

Based upon your feedback of the comments provided during our meeting of 05/03/2023, MDOT is aware of your upcoming meeting to present the concepts studied for approval by the City of Escanaba. Pending the outcome of that meeting, please understand that MDOT would openly consider a joint review to further discuss other concerns or concepts involving parking, traffic modeling, or access scenarios at the request of the city. As discussed during our meeting and for the basis of reasoning mentioned above, MDOT is not supportive of permitting the concept for a full-access approach being provided solely from the trunkline at this location.

**Daniel M. Kari, P.E.**

Manager



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## PLANNING COMMISSION

Agenda Item Report - Thursday, June 8, 2023

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### **PH1: Zoning Ordinance Amendment – Setback-related Language**

#### Background:

During the Planning Commission's review of their 2022 Annual Report on January 9th 2023, the Commission directed staff to provide first-draft revisions of Zoning Ordinance references to corner lots. The intent of this action is to review conflicting language regarding corner lots, setbacks, & accessory structures and, ultimately, recommend a Zoning Ordinance amendment to City Council.

These issues had previously been revealed during a court case involving such language during 2022. In that case, the magistrate's opinion expressed that the Ordinance had no clear definition of what a front yard space is, and therefore cannot be effectively enforced when regulating accessory structure placement.

To better address the issue, the Planning Commission formed an ad hoc committee at their regular meeting on July 14, 2022 to investigate the matter further. Said committee's goal was to determine appropriate language for accessory structures and front yards on corner lots.

At the Planning Commission's February 9, 2023 meeting, it was decided to review these changes in sections rather than as a whole as presented. All commissioners present agreed with the proposed definition changes, but no decision was made.

At the Commission's March 15, 2023 meeting, a series of definitions changes were approved by motion. And at the Commissions' April 13, 2023 meeting, a motion was approved to recommend text changes for consideration as a zoning ordinance amendment.

#### Master Plan References:

Frequent references exist throughout the Master Plan regarding Ordinance amendment for clarity.

#### Possible Options for Action:

1. Recommend the proposed zoning ordinance amendment to City Council.
2. Revise the proposed zoning ordinance amendment.

#### Attachments:

1. An Ordinance to Amend Setback-Related Language Within the Zoning Ordinance (Draft)
2. Public Hearing Notice

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE TO AMEND SETBACK-RELATED LANGUAGE WITHIN THE ZONING ORDINANCE**

THE CITY OF ESCANABA HEREBY ORDAINS:

**CHAPTER I**

*The City of Escanaba Code of Ordinances, Appendix A, also known as the Zoning Ordinance, is hereby amended as follows, with additions in bold text and deletions in strikethrough text:*

Building means any structure designed or built for the enclosure, shelter or protection of persons, animals, chattels, or property of any kind. ~~Unconventional enclosed structures, such as shipping containers, may be classified as “buildings” if they meet all of the requirements of a building pursuant to this ordinance~~ **Such a structure may be partially or wholly enclosed.**

...

**Building, Height of** means the vertical distance from the grade to the highest point on a mansard, Quonset, or flat roof. In the case of a gable, hip, or gambrel roof, height is measured to the median vertical distance between the eaves and ridge.

...

~~Front lot line. In the case of a lot abutting upon only one (1) street, the front lot line is the line separating such lot from such street. In the case of a lot abutting on two (2) or more streets, one (1) lot line shall be elected to be the front lot line for the purposes of this Ordinance, provided, it shall be so designated on the building plans filed for approval with the Zoning Administrator.~~

Frontage means the total continuous width of the front lot line. **In the case of a corner lot or through lot, frontage means the total continuous width of the primary front lot line.**

...

~~Height of building means the vertical distance from the grade to the highest point on a mansard, Quonset, flat roof or to the median height between the eaves and the ridge for gable, hip and gambrel roofs.~~

...

~~Interior side lot line. An interior side lot line is a side line separating a lot from another lot or lots.~~

...

Lot, Corner means a lot ~~which has at least~~ **having frontage on two (2) or more** contiguous sides abutting on and at the intersection of two (2) or more streets.

...



Lot, Through means a lot ~~which has at least two (2) contiguous sides abutting on and at the intersection of~~ **having frontage on two (2) or more streets which are not contiguous and do not intersect at any corner of the lot.**

Lot Coverage means the part or percentage of the lot occupied by buildings and structures.

Lot Depth means the distance between the front and rear lot lines as measured perpendicular to the front lot line. In the case of a corner or through lot, the distance shall be measured from the primary front lot line.

Lot Line, Front means the property line which abuts a street. In the case of a corner lot or through lot, all property lines which abut a street shall be considered a front lot line for the purposes of this Ordinance. In the case of a lot which has not been cleared or developed before, one (1) front lot line shall be elected as the primary front lot line, provided it shall be so designated on plans filed with the Zoning Administrator.

Lot Line, Primary Front means the property line abutting a street upon which the property has its address.

Lot Line, Rear means the property line which is opposite and most distant from the front lot line. In the case of a corner lot, the rear lot line shall be that which is opposite and most distant from the primary front lot line. In the case of a lot pointed at the rear, the rear lot line shall be an imaginary line parallel to the front lot line, not less than ten (10) feet long lying farthest from the front lot line and wholly within the lot.

Lot Line, Side means any property line which is not a front or rear lot line.

Lot Width means the horizontal distance between side lot lines measured parallel to the front lot line at the minimum required front setback line.

...

~~Rear lot line. The rear lot line is that boundary which is opposite and most distant from the front lot line. In the case of a lot pointed at the rear, the rear lot line shall be an imaginary line parallel to the front lot line, not less than ten (10) feet long lying farthest from the front lot line and wholly within the lot.~~

...

Setback means the minimum distance required between a lot line and a building ~~wall~~ **as measured to the roof edge or any other projection.**

Setback, Front. ~~“Front setback” means the minimum setback required distance, extending the full lot width, between the principal~~ **any building and the front lot line, extending the full lot width.**

Setback, Rear. ~~"Rear setback" means the minimum setback required distance, extending the full lot width, between the principal and accessory buildings~~ **any building** and the rear lot line opposite the front line, **extending the full lot width.**

Setback, Side. ~~"Side setback" means the minimum setback required distance between any building and the side lot line, extending from the front setback to the rear setback, between the principal building and accessory building and the side lot line.~~

...

Side Lot Line. ~~A side lot is any lot boundary line not a front lot line or a rear lot line.~~

...

## Section 505 – Yards and Setbacks

**505.1 – Front Yard Requirement Setback.** ~~In a Residence A District there shall be a front yard on every lot. Front setbacks shall be twenty-five (25) feet or thirty-five (35) percent of the depth of the lot, whichever is less restrictive, but not less than fifteen (15) feet. However, for lots located on the same side of the street and between the same consecutive intersecting streets as other occupied lots of which at least fifty (50) percent have front yards in depths other than that required above, the front setback shall be not less than the average depth of those front yards.~~

**505.1.1 – Front Yard.** ~~Every front yard shall be at least twenty five (25) feet or thirty five (35) percent of the depth of the lot (whichever is least restrictive) as measured at right angles from the front lot line to the nearest part of the principal building located on the lot, provided however, that on lots located on the same side of the street and between the same consecutive intersecting streets as other lots of which at least fifty (50) percent are occupied by uses wherein the depths of the front yard are other than that required above, the depth of the front yard shall be not less than the average depth of the front yards of such occupied lots. In no case are the provisions of this section to require a front yard depth in excess of thirty five (35) percent of the average depth of the lot nor less than fifteen (15) feet. Corner Lots, Through Lots. On a corner lot or through lot, setbacks which are taken from front lot lines other than the primary front lot line shall not reduce the buildable width of any lot to less than thirty (30) feet. However, such setbacks shall be eight (8) feet minimum.~~

**505.1.2 – Front Yard Setback Use.** ~~The front yard setback shall not only be used for off-street parking from April 2 to November 30 when winter parking restrictions are in effect, and The front yard shall remain as open space, unoccupied and unobstructed from the ground upward except for landscaping, plant materials, or vehicle access drives.~~

**505.2 – Side Yard Requirement Setback.** ~~In a Residence A District there shall be on each side of every lot a side yard. Side setbacks shall be calculated as ten (10) percent of the width of the lot individually, with a minimum of four (4) feet and a maximum of fifteen (15) feet. For each~~

**building story over two (2), an additional four (4) feet shall be added. Together, side setbacks shall equal twenty-five (25) percent of the lot width, but not more than forty-five (45) feet.**

~~505.2.1 – Minimum Side Yard. The minimum side yard for residential structures shall be ten (10) percent of the width of the lot with a total of twenty-five (25) percent of the lot required for both side yards; provided, however, that no side yard shall have a width of less than four (4) feet and this shall be increased by four (4) feet for each story by which a building erected on a lot exceeds two (2) stories in height. And provided, however, that no minimum interior side yard shall be required to exceed fifteen (15) feet nor shall the total side yards be required to exceed forty-five (45) feet.~~ **Other Buildings. For any building other than a dwelling in which persons congregate, or which is designed, arranged, remodeled, or normally used for the congregation of persons, in numbers greater than fifty (50), or for any telephone exchange, police or fire station, each side setback shall not be less than twelve (12) feet. Additionally, the width of each side yard shall be increased four (4) feet for each twenty-five (25) persons or fraction thereof, more than fifty (50). Except that, for portions of such building of fire-resistant construction and entirely without movable windows or other openings, an increase of only two (2) feet shall be required for each twenty-five (25) persons or fraction thereof greater than fifty (50).**

~~505.2.2 – Side Yard Width. The width of a side yard abutting upon a street shall not be less than the minimum front yard depth required on an adjoining interior lot fronting upon such side street but this shall not reduce the buildable width of any lot of record at the time of passage of this Ordinance to less than thirty (30) feet at the ground story level; provided, however, that in no case shall the width of said side yard be less than eight (8) feet.~~

~~505.2.3 – Other Buildings. For any building other than a dwelling, in which persons congregate, or which is designed, arranged, remodeled, or normally used for the congregation of persons, in numbers in excess of fifty (50), or for any telephone exchange, police or fire station, the width of each side yard shall not be less than twelve (12) feet, and in addition thereto the width of each side yard shall be increased four (4) feet for each twenty-five (25) persons or major fraction thereof, in excess of fifty (50), for the accommodation of whom the building is designed, arranged, remodeled, or normally used, except that for portions of such building of fire resistant construction and entirely without movable windows or other openings, an increase of only two (2) feet for each twenty-five (25) persons or major fraction thereof in excess of fifty (50) shall be required.~~

~~505.3 – Rear Yard Requirement Setback. In a Residence A District there shall be a rear yard on every lot. Rear setbacks shall be twenty (20) feet, with an additional four (4) feet for each building story over one (1).~~

~~505.3.1 – Minimum Rear Yard. The minimum rear yard shall be twenty (20) feet in depth as measured at right angles from the rear lot line to the nearest part of the principle building on each lot upon which a one-story principal building is located. On lots occupied by other than one-story principal buildings, the minimum depth of the required rear yard shall be increased by four~~

~~(4) feet for each additional story. The depth of a rear yard abutting upon a street shall be not less than the depth of the front yard required for a building of the same size and kind on an adjoining lot fronting on such rear street.~~ **Other Buildings.** For any building other than a dwelling in which persons congregate, or which is designed, arranged, remodeled, or normally used for the congregation of persons, in numbers greater than fifty (50), the rear setback shall be increased by four (4) feet for each twenty-five (25) persons or major fraction thereof, greater than fifty (50).

~~505.3.2 Other Buildings. On a lot occupied by a building other than a dwelling, in which persons congregate, or which is designed, arranged, remodeled, or normally used for the congregation of persons in numbers in excess of fifty (50), the depth of the rear yard shall be increased by four (4) feet for each twenty-five (25) persons or major fraction thereof, in excess of fifty (50).~~

~~505.4 Through Lots and Corner Lots. Through lots and corners lots having a frontage on two (2) streets shall provide the required setback on both streets.~~

~~505.5~~ **505.4 – Other Requirements.**

~~505.5.1~~ **505.4.1 – Storage.** Storage of a boat, motor home, camper, utility trailer or other recreational vehicle or equipment is limited to rear and side yard only. Storage shall mean parking the vehicle or equipment in an area unused for the purpose for which it was designed for a period of thirty (30) consecutive days or more.

~~505.5.2~~ **505.4.2 – Lots Along Railroad Right-of-Way or Property.** Any lot created or recorded after October 1, 2003, that is adjacent to or along a railroad right-of-way, shall not be used for any residential purpose unless it has a depth of at least two hundred fifty (250) feet.

...

~~509.1 – Separation~~ **Distancing.** Accessory buildings shall be at least ten (10) feet from any primary building situated on the same lot and at least six (6) feet from any other building on adjacent ~~lot~~ **lots** or accessory building on the same lot.

~~509.2 – Front Yard Space.~~ ~~Detached~~ accessory buildings ~~may~~ **shall** not occupy front yard space.

~~509.3 – Rear Yard Area,~~ **Setbacks.** Accessory buildings and portions thereof may occupy up to fifty (50) percent of the required rear yard space ~~except, where a rear yard abuts for its full width upon a street, said buildings and portions thereof shall not occupy any of the required minimum rear yard space. On a corner lot, accessory buildings shall not occupy any part of that portion of the rear yard lying nearer to the street than the width of the side yard required for the same lot and abutting on such street.~~ **Rear setback for accessory buildings is five (5) feet.**

~~509.4 – Side Yard,~~ **Setbacks.** ~~No portion of any accessory building shall approach nearer to a side lot line than three (3) feet nor nearer to a rear lot line than five (5) feet.~~ **Accessory buildings may occupy side yards. Side setback for accessory buildings is three (3) feet.**

509.5 – ~~Accessory~~ Height. Accessory ~~buildings~~ **building height** shall not exceed eighteen (18) feet ~~in height from ground floor to mean height~~ or the height of the principal building, whichever is less.

...

~~513.3 – Street Side Side Yards. All flanking street side side yards shall be completely landscaped, except for those areas occupied by utilities, access driveways, paved walks, walls and structures.~~

~~513.4~~ **513.3** – Maintenance. All live landscaping required by this Ordinance shall be properly maintained. All dead or dying landscaping shall be replaced immediately and all sodded areas mowed, fertilized, and irrigated on a regular basis.

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#### Section 605 – **Yards and Setbacks.**

605.1 – ~~Front Yard Requirement~~ **Setback**. In a Residence B District there shall be a front yard on every lot. **Front setbacks shall be twenty-five (25) feet or thirty-five (35) percent of the depth of the lot, whichever is less restrictive, but not less than fifteen (15) feet. However, for lots located on the same side of the street and between the same consecutive intersecting streets as other occupied lots of which at least fifty (50) percent have front yards in depths other than that required above, the front setback shall be not less than the average depth of those front yards.**

605.1.1 – ~~Front Yard~~. Every front yard shall be at least twenty five (25) feet or thirty five (35) percent of the depth of the lot (whichever is least restrictive) as measured at right angles from the front lot line to the nearest part of the principal building located on the lot, provided however, that on lots located on the same side of the street and between the same consecutive intersecting streets as other lots of which at least fifty(50) percent are occupied by uses wherein the depths of the front yard are other than that required above, the depth of the front yard shall be not less than the average depth of the front yards of such occupied lots. In no case are the provisions of this section to require a front yard depth in excess of thirty five (35) percent of the average depth of the lot nor less than fifteen (15) feet. **Corner Lots, Through Lots. On a corner lot or through lot, setbacks which are taken from front lot lines other than the primary front lot line shall not reduce the buildable width of any lot to less than thirty (30) feet. However, such setbacks shall be eight (8) feet minimum.**

605.1.2 – ~~Front Yard Setback Use~~. The front yard setback shall ~~not~~ **only** be used for off-street parking ~~from April 2 to November 30 when winter parking restrictions are in effect., and~~ **The front yard** shall remain as open space, unoccupied and unobstructed from the ground upward except for landscaping, plant materials, or vehicle access drives.

605.2 – ~~Side Yard Requirement~~ **Setback**. In a Residence B District there shall be on each side of every lot a side yard. **Side setbacks shall be calculated as ten (10) percent of the width of the**

lot individually, with a minimum of four (4) feet and a maximum of fifteen (15) feet. For each building story over two (2), an additional four (4) feet shall be added. Together, side setbacks shall equal twenty-five (25) percent of the lot width, but not more than forty-five (45) feet.

~~605.2.1 – Minimum Side Yard. The minimum side yard for residential structures shall be ten (10) percent of the width of the lot with a total of twenty five (25) percent of the lot required for both side yards; provided, however, that no side yard shall have a width of less than four (4) feet and this shall be increased by four (4) feet for each story by which a building erected on a lot exceeds two (2) stories in height. And provided, however, that no minimum interior side yard shall be required to exceed fifteen (15) feet nor shall the total side yards be required to exceed forty five (45) feet.~~ **Other Buildings.** For any building other than a dwelling in which persons congregate, or which is designed, arranged, remodeled, or normally used for the congregation of persons, in numbers greater than fifty (50), or for any telephone exchange, police or fire station, each side setback shall not be less than twelve (12) feet. Additionally, the width of each side yard shall be increased four (4) feet for each twenty-five (25) persons or fraction thereof, more than fifty (50). Except that, for portions of such building of fire-resistant construction and entirely without movable windows or other openings, an increase of only two (2) feet shall be required for each twenty-five (25) persons or fraction thereof greater than fifty (50).

~~605.2.2 – Side Yard Width Courts. The width of a side yard abutting upon a street shall not be less than the minimum front yard depth required on an adjoining interior lot fronting upon such side street but this shall not reduce the buildable width of any lot of record at the time of passage of this ordinance to less than thirty (30) feet at the ground story level; provided, however, that in no case shall the width of said side yard be less than eight (8) feet. For all residential buildings greater than thirty (30) feet in depth, side setbacks shall be increased to create side courts. Beginning at a point thirty (30) feet from the front setback, those side setbacks shall be increased by four (4) feet plus one (1) inch for each foot of such building depth greater than thirty (30) feet.”~~

~~605.2.3 – Other Buildings. For any building other than a dwelling, in which persons congregate, or which is designed, arranged, remodeled, or normally used for the congregation of persons, in numbers in excess of fifty (50), or for any telephone exchange, police or fire station, the width of each side yard shall not be less than twelve (12) feet, and in addition thereto the width of each side yard shall be increased four (4) feet for each twenty five (25) persons or major fraction thereof, in excess of fifty (50), for the accommodation of whom the building is designed, arranged, remodeled, or normally used, except that for portions of such building of fire resistant construction and entirely without movable windows or other openings, an increase of only two (2) feet for each twenty five (25) persons or major fraction thereof in excess of fifty (50) shall be required.~~

~~605.2.4 – Distance. On a lot occupied by a residential building having a greater depth than thirty (30) feet, there shall be provided, contiguous to the side yard or side lot line, an outer court or courts of such width that all portions of the building in excess of thirty (30) feet in depth shall be~~

distant from the side lot line not less than four (4) feet plus one (1) inch for each foot of such depth in excess of thirty (30) feet.

~~605.3 – Rear Yard Requirement~~ **Setback.** ~~In a Residence B District there shall be a rear yard on every lot.~~ **Rear setbacks shall be twenty (20) feet, with an additional four (4) feet for each building story over one (1).**

~~605.3.1 – Minimum Rear Yard.~~ The minimum rear yard shall be twenty (20) feet in depth as measured at right angles from the rear lot line to the nearest part of the principle building on each lot upon which a one-story principal building is located. On lots occupied by other than one-story principal buildings, the minimum depth of the required rear yard shall be increased by four (4) feet for each additional story. The depth of a rear yard abutting upon a street shall be not less than the depth of the front yard required for a building of the same size and kind on an adjoining lot fronting on such rear street. **Other Buildings.** For any building other than a dwelling in which persons congregate, or which is designed, arranged, remodeled, or normally used for the congregation of persons, in numbers greater than fifty (50), or for any telephone exchange, police or fire station, the rear setback shall be increased by four (4) feet for each twenty-five (25) persons or major fraction thereof, greater than fifty (50).

~~605.3.2 – Other Buildings.~~ On a lot occupied by a building other than a dwelling, in which persons congregate, or which is designed, arranged, remodeled, or normally used for the congregation of persons in numbers in excess of fifty (50), the depth of the rear yard shall be increased by four (4) feet for each twenty-five (25) persons or major fraction thereof, in excess of fifty (50).

~~605.4 – Through Lots and Corner Lots.~~ Through lots and corners lots having a frontage on two (2) streets shall provide the required setback on both streets.

~~605.5~~ **605.4 – Other Requirements.**

~~605.5.1~~ **605.4.1 – Storage.** Storage of a boat, motor home, camper, utility trailer or other recreational vehicle or equipment is limited to rear and side yard only. Storage shall mean parking the vehicle or equipment in an area unused for the purpose for which it was designed for a period of thirty (30) consecutive days or more.

~~605.5.2~~ **605.4.2 – Lots Along Railroad Right-of-Way or Property.** Any lot created or recorded after October 1, 2003, that is adjacent to or along a railroad right-of-way, shall not be used for any residential purpose unless it has a depth of at least two hundred fifty (250) feet.

...

~~609.1 – Separation~~ **Distancing.** Accessory buildings shall be at least ten (10) feet from any primary building situated on the same lot and at least six (6) feet from any other building on adjacent ~~lots~~ **lots** or accessory building on the same lot.

~~609.2 – Front Yard Space.~~ Detached accessory buildings ~~may~~ **shall** not occupy front yard space.



609.3 – **Rear Yard Area, Setbacks.** Accessory buildings ~~and portions thereof~~ may occupy up to fifty (50) percent of the required rear yard space ~~except, where a rear yard abuts for its full width upon a street, said buildings and portions thereof shall not occupy any of the required minimum rear yard space. On a corner lot, accessory buildings shall not occupy any part of that portion of the rear yard lying nearer to the street than the width of the side yard required for the same lot and abutting on such street.~~ **Rear setback for accessory buildings is five (5) feet.**

609.4 – **Side Yard, Setbacks.** ~~No portion of any accessory building shall approach nearer to a side lot line than three (3) feet nor nearer to a rear lot line than five (5) feet.~~ **Accessory buildings may occupy side yards. Side setback for accessory buildings is three (3) feet.**

609.5 – **Accessory Height.** Accessory ~~buildings~~ **building height** shall not exceed eighteen (18) feet ~~in height from ground floor to mean height~~ or the height of the principal building, whichever is less.

...

~~613.3 – Street Side Side Yards. All flanking street side side yards shall be completely landscaped, except for those areas occupied by utilities, access driveways, paved walks, walls and structures.~~

~~613.4~~ **613.3 – Maintenance.** All live landscaping required by this Ordinance shall be properly maintained. All dead or dying landscaping shall be replaced immediately and all sodded areas mowed, fertilized, and irrigated on a regular basis.

...

Section 705 – **Yards and Setbacks.**

705.1 – **Front Yard Requirement Setback.** ~~In a Residence C District there shall be a front yard on every lot.~~ **Front setbacks shall be twenty-five (25) feet or thirty-five (35) percent of the depth of the lot, whichever is less restrictive, but not less than fifteen (15) feet. However, for lots located on the same side of the street and between the same consecutive intersecting streets as other occupied lots of which at least fifty (50) percent have front yards in depths other than that required above, the front setback shall be not less than the average depth of those front yards.**

705.1.1 – **Front Yard.** ~~Every front yard shall be at least twenty five (25) feet or thirty five (35) percent of the depth of the lot (whichever is least restrictive) as measured at right angles from the front lot line to the nearest part of the principal building located on the lot, provided, however, that on lots located on the same side of the street and between the same consecutive intersecting streets as other lots of which at least fifty (50) percent are occupied by uses wherein the depth of the front yards are other than that required above, the depth of the front yard shall be not less than the average depth of the front yards of such occupied lots. In no case are the provisions of this section to require a front yard depth in excess of thirty five (35) percent of the average depth of the lot nor less than fifteen (15) feet.~~ **Corner Lots, Through Lots. On a corner**

lot or through lot, setbacks which are taken from front lot lines other than the primary front lot line shall not reduce the buildable width of any lot to less than thirty (30) feet. However, such setbacks shall be eight (8) feet minimum.

705.1.2 – Front Yard ~~Setback Use~~. The front yard setback shall ~~not only~~ be used for off-street parking ~~from April 2 to November 30 when winter parking restrictions are in effect,~~ and **The front yard** shall remain as open space, unoccupied and unobstructed from the ground upward except for landscaping, plant materials, or vehicle access drives.

705.2 – Side Yard ~~Requirement Setback~~. In a Residence C District there shall be on each side of every lot a side yard. **Side setbacks shall be calculated as ten (10) percent of the width of the lot individually, with a minimum of four (4) feet and a maximum of fifteen (15) feet. For each building story over two (2), an additional four (4) feet shall be added. Together, side setbacks shall equal twenty-five (25) percent of the lot width, but not more than forty-five (45) feet.**

705.2.1 – ~~Minimum Side Yard~~. The minimum side yard for residential structures shall be ten (10) percent of the width of the lot with a total of twenty five (25) percent of the width of the lot required for both side yards; provided, however, that no side yard shall have a width of less than four (4) feet and this shall be increased by four (4) feet for each story by which a building erected on a lot exceeds two (2) stories in height. **Other Buildings. For any building other than a dwelling in which persons congregate, or which is designed, arranged, remodeled, or normally used for the congregation of persons, in numbers greater than fifty (50), or for any telephone exchange, police or fire station, each side setback shall not be less than twelve (12) feet. Additionally, the width of each side yard shall be increased four (4) feet for each twenty-five (25) persons or fraction thereof, more than fifty (50). Except that, for portions of such building of fire-resistant construction and entirely without movable windows or other openings, an increase of only two (2) feet shall be required for each twenty-five (25) persons or fraction thereof greater than fifty (50).**

705.2.2 – Side Yard ~~Width Courts~~. The width of a side yard abutting upon a street shall not be less than the minimum front yard depth required on an adjoining interior lot fronting upon such side street but this shall not reduce the buildable width of any lot of record at the time of the passage of this Ordinance to less than thirty (30) feet at the ground story level; provided however, that in no case shall the width of said side yard be less than eight (8) feet. **For all residential buildings greater than thirty (30) feet in depth, side setbacks shall be increased to create side courts. Beginning at a point thirty (30) feet from the front setback, those side setbacks shall be increased by four (4) feet plus one (1) inch for each foot of such building depth greater than thirty (30) feet.**

705.2.3 – ~~Other Buildings~~. For any building other than a dwelling, in which persons congregate, or which is designed, arranged, remodeled, or normally used for the congregation of persons, in numbers in excess of fifty (50), or for any telephone exchange, police or fire station, the width of

~~each side yard shall be increased by four (4) feet for each twenty-five (25) persons or major fraction thereof, in excess of fifty (50).~~

~~705.2.4 – Depth. On a lot occupied by a residential building having a greater depth than thirty (30) feet, there shall be provided, contiguous to the side yard or side lot line, an outer court or courts of such width that all portions of the building in excess of thirty (30) feet in depth shall be distant from the side lot line not less than four (4) feet plus one (1) inch for each foot of such depth in excess of thirty (30) feet.~~

**705.3 – Rear Yard Requirement Setback.** ~~In a Residence C District there shall be a rear yard on every lot. Rear setbacks shall be twenty (20) feet, with an additional four (4) feet for each building story over one (1).~~

~~705.3.1 – Minimum Rear Yard. The minimum rear yard shall be twenty (20) feet in depth as measured at right angles from the rear lot line to the nearest part of the principal building on each lot upon which a one-story principal building is located. On lots occupied by other than one-story principal buildings, the minimum depth of the required rear yard shall be increased by four (4) feet for each additional story. The depth of a rear yard abutting upon a street shall be not less than the depth of the front yard required for a building of the same size and kind of an adjoining lot fronting on such rear street.~~  
**Other Buildings. For any building other than a dwelling in which persons congregate, or which is designed, arranged, remodeled, or normally used for the congregation of persons, in numbers greater than fifty (50), or for any telephone exchange, police or fire station, the rear setback shall be increased by four (4) feet for each twenty-five (25) persons or major fraction thereof, greater than fifty (50).**

~~705.3.2 – Other Buildings. On a lot occupied by a building other than a dwelling, in which persons congregate, or which is designed, arranged, remodeled, or normally used for the congregation of persons in numbers in excess of fifty (50), the depth of the rear yard shall be increased in addition to other required increased (increases), herein, four (4) feet for each twenty-five (25) persons or major fraction thereof, in excess of fifty (50), for the accommodation of whom the building is designed, arranged, remodeled, or normally used, except that for portions of such building entirely of fire-resistant construction and entirely without movable windows or other openings an increase of only two (2) feet for each twenty-five (25) persons or major fraction thereof in excess of fifty (50) shall be required.~~

~~705.4 – Through Lots and Corner Lots. Through lots and corner lots having a frontage on two (2) streets shall provide the required setback on both streets.~~

~~705.5~~ **705.4 – Other Requirements.**

~~705.5.1~~ **705.4.1 – Storage.** Storage of a boat, motor home, camper, utility trailer or other recreational vehicle or equipment is limited to rear and side yard only. Storage shall mean parking the vehicle or equipment in an area unused for the purpose for which it was designed for a period of thirty (30) consecutive days or more.

~~705.5.2~~ **705.4.2** – Lots Along Railroad Right-of-Way or Property. Any lot created or recorded after October 1, 2003, that is adjacent to or along a railroad right-of-way, shall not be used for any residential purpose unless it has a depth of at least two hundred fifty (250) feet.

...

709.1 – ~~Separation~~ **Distancing**. Accessory buildings shall be at least ten (10) feet from any primary building situated on the same lot and at least six (6) feet from any other building on adjacent ~~lot~~ **lots** or accessory building on the same lot.

709.2 – Front Yard ~~Space~~. Accessory buildings ~~may~~ **shall** not occupy front yard space.

709.3 – Rear Yard ~~Area~~, **Setbacks**. Accessory buildings ~~and portions thereof~~ may occupy up to fifty (50) percent of the required rear yard space ~~except, where a rear yard abuts for its full width upon a street, said buildings and portions thereof shall not occupy any of the required minimum rear yard space. On a corner lot, accessory buildings shall not occupy any part of that portion of the rear yard lying nearer to the street than the width of the side yard required for the same lot and abutting on such street.~~ **Rear setback for accessory buildings is five (5) feet.**

709.4 – **Side Yard**, Setbacks. ~~No portion of any accessory building shall approach nearer to a side lot line than three (3) feet nor nearer to a rear lot line than five (5) feet.~~ **Accessory buildings may occupy side yards. Side setback for accessory buildings is three (3) feet.**

709.5 – ~~Accessory~~ Height. Accessory buildings ~~building height~~ shall not exceed eighteen (18) feet ~~in height from ground floor to mean height~~ or the height of the principal building, whichever is less.

...

~~713.3 – Street Side Side Yards. All flanking street side side yards shall be completely landscaped, except for those areas occupied by utilities, access driveways, paved walks, walls and structures.~~

~~713.4~~ **713.3** – Maintenance. All live landscaping required by this Ordinance shall be properly maintained. All dead or dying landscaping shall be replaced immediately and all sodded areas mowed, fertilized, and irrigated on a regular basis.

...

Section 905 – **Yards and Setbacks.**

905.1 – Front Yard ~~Requirement~~ **Setback**. This front yard ~~lot setbacks~~ shall be ~~at least~~ twenty-five (25) feet or thirty-five (35) percent of the depth of the lot ~~(whichever is least restrictive) as measured at right angles from the front lot line to the nearest part of the principal building located on the lot, provided,~~ **whichever is less restrictive, but not less than fifteen (15) feet.** However, ~~that on~~ **for** lots located on the same side of the street and between the same consecutive intersecting streets as other occupied lots of which at least fifty (50) percent ~~are~~

~~occupied by uses wherein the~~ **have** front yards in depths ~~are~~ other than that required above, the depth of the front yard **front setback** shall be not less than the average depth of those front yards of such occupied lots. In no case are the provisions of this section to require a front yard depth in excess of thirty five (35) percent of the average depth of the lot nor less than fifteen (15) feet.

905.1.1 – **Principal Use Corner Lots, Through Lots.** When the nonconforming principal use is of a residential nature the requirements of the nearest Residential District shall apply. **On a corner lot or through lot, setbacks which are taken from front lot lines other than the primary front lot line shall not reduce the buildable width of any lot to less than thirty (30) feet. However, such setbacks shall be eight (8) feet minimum.**

905.2 – **Side Yard Requirement Setback.** In a Local Business District there shall be two (2) side yards on each lot. The minimum side yard shall be at least ten (10) percent of the width of the lot, with a total of twenty five (25) percent of the width of the lot required for both side yards, provided, however, that no side yard shall be less than four (4) feet in width and that the minimum width of each side lot shall be increased by four (4) feet for each story by which the building exceeds two (2) stories in height. **Side setbacks shall be calculated as ten (10) percent of the width of the lot individually, with a minimum of four (4) feet and a maximum of fifteen (15) feet. For each building story over two (2), an additional four (4) feet shall be added. Together, side setbacks shall equal twenty-five (25) percent of the lot width, but not more than forty-five (45) feet.**

905.2.1 – **Side Yard Width.** The width of a side yard abutting upon a street shall not be less than the minimum front yard depth required on an adjoining interior lot fronting upon such side street but this shall not reduce the buildable width of any lot of record at the time of the passage of this Ordinance to less than thirty (30) feet at the ground story level; provided, however, that in no case shall the width of said side yard be less than eight (8) feet.

905.3 – **Rear Yard Requirement Setback.** The minimum rear yard shall be twenty (20) feet in depth as measured at right angles from the rear lot line to the nearest part of the principal building on each lot upon which a one story principal building is located. On lots occupied by other than one story principal buildings, the minimum depth of the required rear yard shall be increased by four (4) feet for each additional story. **Rear setbacks shall be twenty (20) feet, with an additional four (4) feet for each building story over one (1).**

905.3.1 – **Depth.** The depth of a rear yard abutting upon a street shall not be less than the depth of the front yard required for a building of the same size and kind on an adjoining lot fronting on such rear street.

905.4 – **Through Lots and Corner Lots.** Through lots and corner lots having a frontage on two (2) streets shall provide the required setback on both streets.

...

~~909.1 – General Distancing. The following is a list of Accessory Buildings/Private Garages requirement for a Local Business District:~~

- ~~A. Accessory buildings shall be at least ten (10) feet from any primary building situated on the same lot and at least six (6) feet from any other building on adjacent lot or accessory building on the same lot.~~
- ~~B. Accessory buildings may not occupy front yard space.~~
- ~~C. Accessory buildings and portions thereof may occupy up to fifty (50) percent of the required rear yard space except, where a rear yard abuts for its full width upon a street, said buildings and portions thereof shall not occupy any of the required minimum rear yard space. On a corner lot, accessory buildings shall not occupy any part of that portion of the rear yard lying nearer to the street than the width of the side yard required for the same lot and abutting on such street.~~
- ~~D. No portion of any accessory building and/or private garage shall approach nearer to a side lot line than three (3) feet nor nearer to a rear lot line than five (5) feet.~~
- ~~E. Accessory buildings shall not exceed eighteen (18) feet in height from ground floor to mean height or the height of the principal building, whichever is less.~~
- ~~F. Exterior Finish. Accessory buildings shall be compatible in design and appearance to the principal building. Shipping containers shall be either painted or covered in a siding material that would typically be utilized for a principal building.~~

**Accessory buildings shall be at least ten (10) feet from any primary building situated on the same lot and at least six (6) feet from any other building on adjacent lot or accessory building on the same lot.**

**909.2 – Front Yard. Accessory buildings shall not occupy front yard space.**

**909.3 – Rear Yard, Setbacks. Accessory buildings may occupy up to fifty (50) percent of the required rear yard space. Rear setback for accessory buildings is five (5) feet.**

**909.4 – Side Yard, Setbacks. Accessory buildings may occupy side yards. Side setback for accessory buildings is three (3) feet.**

**909.5 – Height. Accessory building height shall not exceed eighteen (18) feet or the height of the principal building, whichever is less.**

**909.6 – Exterior Finish. Accessory buildings shall be compatible in design and appearance to the principal building. Shipping containers shall be either painted or covered in a siding material that would typically be utilized for a principal building.**

...

~~912.3 – Street Side Side Yards. All flanking street side side yards shall be completely landscaped, except for those areas occupied by utilities, access driveways, paved walks, walls and structures.~~

~~912.4~~ **912.3** – Maintenance. All live landscaping required by this Ordinance shall be properly maintained. All dead or dying landscaping shall be replaced immediately and all sodded areas mowed, fertilized, and irrigated on a regular basis.

...

Section 1005 – **Yards and Setbacks.**

~~1005.1~~ – ~~Front Yard Requirement~~ **Setback. Front setbacks shall be zero (0) feet for non-residential uses.**

~~1005.1.1~~ – ~~Front Yard.~~ No front yard is required where the principal use is of a commercial nature, except where the commercial use is on the same side of the street in a block zoned for both commercial and residential uses, in which case the front yard requirement for the residential zone concerned shall govern, provided, however, that relief from this requirement may be obtained in certain cases as prescribed in Chapter 3, Board of Zoning Appeals.

~~1005.1.2~~ **1005.1.1** – ~~Front Yard Requirement~~ **Residential Uses.** When the principal use is of a residential nature the requirements of the nearest residential district shall apply. **On a lot occupied by a residential primary use, the front setback requirements of the nearest zoning districts A, B, or C shall apply.**

~~1005.2~~ – ~~Side Yard Requirement~~ **Setback. Side setbacks shall be zero (0) feet for non-residential uses.**

~~1005.2.1~~ – ~~Commercial Nature.~~ No side yards are required when the principal use is of a commercial nature.

~~1005.2.2~~ **1005.2.1** – ~~Residential Nature~~ **Uses.** When the principal use is of a residential nature the requirements of the nearest residential district shall apply. **On a lot occupied by a residential primary use, the side setback requirements of the nearest zoning districts A, B, or C shall apply.**

~~1005.3~~ – ~~Rear Yard Requirement~~ **Setback.** In a Commercial District there shall be a rear yard of at least twenty-five (25) feet in depth on every lot as measured at right angles from the rear lot line to the nearest part of the principal building. **Rear setbacks shall be twenty-five (25) feet.**

~~1005.4~~ – ~~Through Lots and Corner Lots.~~ Through lots and corner lots having a frontage on two (2) streets shall provide the required setback on both streets.

...

Section 1009.1 – ~~Separation~~ **Distancing.** Accessory buildings shall be at least ten (10) feet from any dwelling situated on the same lot and at least six (6) feet from any other building on adjacent ~~lot~~ **lots** or accessory building on the same lot.

1009.2 – Front Yard ~~Space.~~ Accessory buildings ~~may~~ **shall** not occupy front yard space.



~~1009.3 – Rear Yard Space, Setbacks. Accessory buildings and portions thereof may occupy up to fifty (50) percent of the required rear yard space except where a rear yard abuts for its full width upon a street said buildings and portions thereof shall not occupy any of the required minimum rear yard space. On a corner lot, accessory buildings shall not occupy any part of that portion of the rear yard lying nearer to the street than the width of the side yard required for the same lot and abutting on such street. Rear setback for accessory buildings is five (5) feet.~~

~~1009.4 – Side Yard, Setbacks. No portion of an accessory building shall approach nearer to a side yard or rear lot line than three (3) feet nor nearer to a rear lot line than five (5) feet. Accessory buildings may occupy side yards. Side setback for accessory buildings is three (3) feet.~~

~~1009.5 – Accessory Height. Accessory buildings building height shall not exceed eighteen (18) feet in height from ground floor to mean height or the height of the principal building, whichever is less.~~

...

~~1011.3 – Street Side Side Yards. All flanking street side side yards shall be completely landscaped, except for those areas occupied by utilities, access driveways, paved walks, walls and structures.~~

~~1011.4~~ **1011.3** – Maintenance. All live landscaping required by this Ordinance shall be properly maintained. All dead or dying landscaping shall be replaced immediately and all sodded areas mowed, fertilized, and irrigated on a regular basis.

~~1011.5~~ **1011.4** – Screening. The Planning Commission at their discretion may require vehicle storage areas be screened from abutting property and from public view from a public street.

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#### Section 1305 – **Yards and Setbacks.**

~~1305.1 – Front Yard Requirement Setback. In a Light Manufacturing District there shall be a front yard on every lot. This front yard lot shall be at least twenty (20) feet in depth as measured at right angles from the front lot line to the nearest part of the principal building located on the lot. Front setbacks shall be twenty (20) feet.~~

**1305.1.1 – Corner Lots, Through Lots. On a corner lot or through lot, setbacks which are taken from front lot lines other than the primary front lot line shall not reduce the buildable width of any lot to less than thirty (30) feet. However, such setbacks shall be eight (8) feet minimum.**

~~1305.2 – Side Yard Requirement Setback. In a Light Manufacturing District there shall be two (2) side yards on each lot. The minimum side yard shall be at least ten (10) percent of the width of the lot, with a total of twenty five (25) percent of the width of the lot required for both side yards, provided, however, that no side yard shall be less than four (4) feet in width and that the minimum width of each side lot shall be increased by two (2) feet for each story by which the building exceeds two (2) stories in height, and, provided however, that no minimum side yard~~

shall be required to exceed twenty (20) feet or shall be total side yard be required to exceed fifty (50) feet. **Side setbacks shall be calculated as ten (10) percent of the width of the lot individually, with a minimum of four (4) feet and a maximum of twenty (20) feet. For each building story over two (2), an additional four (4) feet shall be added. Together, side setbacks shall equal twenty-five (25) percent of the lot width, but not more than fifty (50) feet.**

~~1305.3 – Rear Yard Requirement~~ **Setback.** ~~In a Light Manufacturing District there shall be a rear yard on every lot. The minimum rear yard shall be twenty (20) feet in depth as measured at right angles from the rear lot line to the nearest part of the principal building on each lot upon which a one-story principal building is located. On lots occupied by other than one-story principal buildings, the minimum depth of the required rear yard shall be increased by four (4) feet for each additional story. The depth of a rear yard abutting upon a street shall not be less than the depth of the front yard required for a building of the same size and kind on an adjoining lot fronting on such rear street.~~ **Rear setbacks shall be twenty (20) feet, with an additional four (4) feet for each building story over one (1).**

~~1305.4 – Through Lots and Corner Lots.~~ ~~Through lots and corner lots having a frontage on two (2) streets shall provide the required setback on both streets.~~

...

~~1309.1 – Distances~~ **Distancing.** Accessory buildings shall be at least ten (10) feet from any primary building situated on the same lot and at least six (6) feet from any other building on ~~an~~ adjacent ~~lot~~ lots or accessory building on the same lot.

1309.2 – Front Yard ~~Space.~~ Accessory buildings ~~may~~ **shall** not occupy front yard space.

1309.3 – Rear Yard ~~Space,~~ **Setbacks.** Accessory buildings ~~and portions thereof~~ may occupy up to fifty (50) percent of the required rear yard space ~~except where a rear yard abuts for its full width upon a street, said buildings and portions thereof shall not occupy any of the required minimum rear yard space. On a corner lot, accessory buildings shall not occupy any part of that portion of the rear yard lying nearer to the street than the width of the side yard required for the same lot abutting on such street.~~ **Rear setback for accessory buildings is five (5) feet.**

1309.4 – **Side Yard,** Setbacks. ~~No portion of an accessory building shall approach nearer to a side rear lot line than three (3) feet nor nearer to a rear lot line than five (5) feet.~~ **Accessory buildings may occupy side yards. Side setback for accessory buildings is three (3) feet.**

1309.5 – ~~Accessory~~ Height. Accessory buildings **building height** shall not exceed thirty (30) feet in height from ground floor to mean height.

...

~~1311.3 – Street Side Side Yards.~~ All flanking street-side side yards shall be completely landscaped, ~~except for those areas occupied by utilities, access driveways, paved walks, walls and structures.~~

~~1311.4~~ **1311.3** – Maintenance. All live landscaping required by this Ordinance shall be properly maintained. All dead or dying landscaping shall be replaced immediately and all sodded areas mowed, fertilized, and irrigated on a regular basis.

...

#### Section 1405 – Yards and Setbacks.

~~1405.1 – Front Yard Requirement Setback. In an Industrial Park District there shall be a front yard on every lot. This front yard lot shall be at least twenty (20) feet in depth as measured at right angles from the front lot line to the nearest part of the principal building located on the lot. Front setbacks shall be twenty (20) feet.~~

**1405.1.1 –Corner Lots, Through Lots. On a corner lot or through lot, setbacks which are taken from front lot lines other than the primary front lot line shall not reduce the buildable width of any lot to less than thirty (30) feet. However, such setbacks shall be eight (8) feet minimum.**

~~1405.2 – Side Yard Requirement Setback. In an Industrial Park District there shall be two (2) side yards on each lot. The minimum side yard shall be at least ten (10) percent of the width of the lot, with a total of twenty-five (25) percent of the width of the lot required for both side yards, provide, however, that no side yard shall be less than four (4) feet in width and that the minimum width of each side lot shall be increased by two (2) feet for every story by which the building exceeds two (2) stories in height, and, provided however, that no minimum side yard shall be required to exceed twenty (20) feet nor shall the total side yard be required to exceed fifty (50) feet. On corner lots, the side yard adjacent to the street shall have the same setback as the front yard requirements. Side setbacks shall be calculated as ten (10) percent of the width of the lot individually, with a minimum of four (4) feet and a maximum of twenty (20) feet. For each building story over two (2), an additional two (2) feet shall be added. Together, side setbacks shall equal twenty-five (25) percent of the lot width, but not more than fifty (50) feet.~~

~~1405.3 – Rear Yard Requirement Setback. In an Industrial Park District there shall be rear yard on every lot. The minimum rear yard shall be twenty (20) feet in depth as measured at right angles from the rear lot line to the nearest part of the principal building on each lot upon which a one-story principal building is located. On lots occupied by other than one story principal buildings, the minimum depth of the required rear yard shall be increased by four (4) feet for each additional story. Rear setbacks shall be twenty (20) feet, with an additional four (4) feet for each building story over one (1).~~

~~1405.4 – Through Lots and Corner Lots. Through lots and corner lots having a frontage on two (2) streets shall provide the required setback on both streets.~~

...

~~1409.1 – Front Yard Space. Accessory buildings may not occupy front yard space.~~**Distancing. Accessory buildings shall be at least ten (10) feet from any primary building situation on the**

same lot and at least six (6) feet from any other building on an adjacent lot or from an accessory building on the same lot.

~~1409.2 – Rear Yard Space. Accessory buildings and portions thereof may occupy up to fifty (50) percent of the depth of the required rear yard space except where a rear yard abuts for its full width upon a street, said buildings and portions thereof shall not occupy any of the required minimum rear yard space. On a corner lot, accessory buildings shall not occupy any part of that portion of the rear yard lying nearer to the street than the width of the side yard required to the same lot and abutting on such street.~~ **Front Yard. Accessory buildings shall not occupy front yard space.**

~~1409.3 – Accessory Height. Accessory buildings shall not exceed thirty (30) feet in height from ground floor to mean height or the height of the principal building, whichever is less.~~ **Rear Yard, Setbacks. Accessory buildings may occupy up to fifty (50) percent of the required rear yard space.**

~~1409.4 – Separation. Accessory buildings shall be at least ten (10) feet from any primary building situation on the same lot and at least six (6) feet from any other building on an adjacent lot or from an accessory building on the same lot.~~ **Side Yard, Setbacks. Accessory buildings may occupy side yards. Side setback for accessory buildings is three (3) feet.**

~~1409.5 – Setbacks. No portion of any accessory building shall approach nearer to a side lot line than three (3) feet nor nearer to a rear lot line than five (5) feet.~~ **Height. Accessory building height shall not exceed eighteen (18) feet or the height of the principal building, whichever is less.**

...

~~1411.3 – Street Side Side Yards. All flanking street side side yards shall be completely landscaped, except for those areas occupied by utilities, access driveways, paved walks, walls and structures.~~

~~1411.4~~ **1411.3 – Maintenance.** All live landscaping required by this Ordinance shall be properly maintained. All dead or dying landscaping shall be replaced immediately and all sodded areas mowed, fertilized, and irrigated on a regular basis.

...

Section 1505 – **Yards and Setbacks.**

~~1505.1 – Front Yard Requirement~~ **Setback.** In a Heavy Manufacturing District there shall be a front yard on every lot. This front yard shall be at least twenty (20) feet in depth as measured at right angles from the front lot line to the nearest part of the structures, stockpiles or outdoor equipment and material storage located on the lot. **Front setbacks shall be twenty (20) feet. This also applies to materials stockpiles & storage areas and outdoor equipment storage areas.**

**1505.1.1 – Corner Lots, Through Lots.** On a corner lot or through lot, setbacks which are taken from front lot lines other than the primary front lot line shall not reduce the buildable width of any lot to less than thirty (30) feet. However, such setbacks shall be eight (8) feet minimum.

~~1505.2 – Side Yard Requirement Setback.~~ In a Heavy Manufacturing District there shall be ~~two (2) side yards on every lot.~~ The minimum side yard shall be twenty (20) feet as measured from the nearest part of the principal building to the side lot line. ~~Accessory buildings or material stockpiles may be located up to ten (10) feet of the side lot line.~~ **Side setbacks shall be twenty (20) feet. For materials stockpiles & storage areas and outdoor equipment storage areas, a side setback of ten (10) feet shall apply.**

~~1505.3 – Rear Yard Requirement Setback.~~ In a Heavy Manufacturing District there shall be a rear yard on every lot. The minimum rear yard shall be twenty (20) feet in depth as measured from the rear lot line to the nearest part of the principal building on each lot upon which a one-story principal building is located, provided, however, that the owner of a lot in either of these districts may elect to provide for an open court of at least three hundred (300) square feet to be used for loading and unloading purposes. The minimum dimension of such court shall be ten (10) feet. **Rear setbacks shall be twenty (20) feet.**

~~1505.4 – Through Lots and Corner Lots.~~ Through lots and corner lots having a frontage on two (2) streets shall provide the required setback on both streets.

...

~~1510.3 – Street Side Side Yards.~~ All flanking street side side yards shall be completely landscaped, except for those areas occupied by utilities, access driveways, paved walks, walls and structures.

~~1510.4~~ **1510.3 – Maintenance.** All live landscaping required by this Ordinance shall be properly maintained. All dead or dying landscaping shall be replaced immediately and all sodded areas mowed, fertilized, and irrigated on a regular basis.

...

## Section 1605 – Yards and Setbacks.

~~1605.1 – Front Yard Requirement Setback.~~ In an Open Space District there shall be a front yard on every parcel. **Front setbacks shall be thirty (30) feet. However, for lots located on the same side of the street within two hundred (200) feet of other occupied lots, the front setback shall equal the average depth of those front yards. This also applies to parking areas.**

~~1605.1.1 – Building Corner Lots, Through Lots.~~ No new building or building addition shall be erected closer to the street than average setback of the buildings within two hundred (200) feet on either side. Where there are no buildings, the minimum setback is thirty (30) feet. **On a corner lot or through lot, setbacks which are taken from front lot lines other than the primary front lot line shall not reduce the buildable width of any lot to less than thirty (30) feet. However, such setbacks shall be eight (8) feet minimum.**

~~1605.1.2 – Parking Area. Behind or to the side of the principal building and setback a distance equal to the setback of the principal building or twenty five (25) feet, whichever is greater. For through lots, parking may be provided streetward of the principal building on the street that carries less traffic, but in no case closer than twenty five (25) feet from the front property line.~~

1605.2 – Side Yard Requirement **Setback**. In an Open Space District there shall be on each side of every parcel a side yard. **Side setbacks shall be ten (10) feet. This also applies to parking areas.**

~~1605.2.1 – Minimum Side Yard. The minimum side yard in an Open Space District shall be ten (10) feet. The total side yard for an Open Space District shall not be less than twenty (20) feet.~~

~~1605.2.2 – Parking Area. If contiguous to a Residential District, a minimum of ten (10) feet. Otherwise, five (5) feet. If shared parking is developed, these setbacks would affect only the perimeter of the combined parcels.~~

1605.3 – Rear Yard Requirement **Setback**. In an Open Space District there shall be a rear yard on every parcel. **Rear setbacks shall be thirty (30) feet.**

~~1605.3.1 – Building. No new building or building addition shall be erected without having a thirty-foot rear yard.~~

~~1605.4 – Through Lots and Corner Lots. Through lots and corner lots having a frontage on two (2) streets shall provide the required setback on both streets.~~

...

#### Section 2105 – Yards and Setbacks.

2105.1 – Front Yard Setback. ~~The required front yard setback must be zero (0) to five (5) feet.~~ **Front setbacks shall be zero (0) feet minimum, and five (5) feet maximum.**

2105.2 – Side Yard Setback. ~~No side yards are required.~~ **Side setbacks shall be zero (0) feet.**

2105.3 – Rear Yard Setback. ~~In a Central Commercial District there shall be a rear yard of at least twenty five (25) feet in depth on every lot as measured at right angles from the rear lot line to the nearest part of the principal building.~~ **Rear setbacks shall be twenty-five (25) feet.**

~~2105.4 – Through Lots and Corner Lots. Through lots and corner lots having a frontage on two (2) streets shall provide the required setback on both streets.~~

...

2109.1 – ~~Distances~~ **Distancing**. Accessory buildings shall be at least ten (10) feet from any primary building situated on the same lot and at least six (6) feet from any other building on adjacent ~~lot lots~~ or accessory building on the same lot.

2109.2 – Front Yard ~~Space~~. Accessory buildings ~~may~~ **shall** not occupy front yard space.

~~2109.3 – Side Yard Space. Accessory buildings and portions thereof may not occupy side yard space.~~ **Rear Yard, Setbacks. Accessory buildings may occupy up to fifty (50) percent of the required rear yard space. Rear setback for accessory buildings is five (5) feet.**

~~2109.4 – Rear Yard Space. Accessory buildings and portions thereof may occupy up to fifty (50) percent of the required rear yard space except where a rear yard abuts for its full width upon a street said buildings and portions thereof shall not occupy any of the required minimum rear yard space. On a corner lot, accessory buildings shall not occupy any part of that portion of the rear yard lying nearer to the street than the width of the side yard required for the same lot and abutting on such street.~~ **Side Yard, Setbacks. Accessory buildings may occupy side yards. Side setback for accessory buildings is three (3) feet.**

~~2109.5 – Accessory Height. Accessory buildings building height shall not exceed eighteen (18) feet in height from ground floor to mean height or the height of the principal building, whichever is less.~~

~~2109.7 – Setbacks. No portion of any accessory building shall approach nearer to a side lot line than three (3) feet nor nearer to a rear lot line than five (5) feet.~~

**CHAPTER II**  
**SAVINGS CLAUSE**

If any section, subsection, sentence, clause, or phrase of this Ordinance is held to be unconstitutional, such decision shall not affect the validity of the remainder of this Ordinance.

The City Council hereby declares that it would have passed this Ordinance, section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared unconstitutional.

**CHAPTER III**  
**CONFLICTING ORDINANCES REPEALING CLAUSE**

All other Ordinances or parts thereof in conflict with this Ordinance are hereby repealed.

**CHAPTER IV**  
**EFFECTIVE DATE**

This Ordinance shall be in full force and effect ten (10) days after its passage and publication.

APPROVED:

APPROVED:

\_\_\_\_\_  
Laura Genovich, City Attorney

\_\_\_\_\_  
Mark Ammel, Mayor

Ordinance No. \_\_\_\_\_

ATTEST:

Date Approved: \_\_\_\_\_



Date Published: \_\_\_\_\_

\_\_\_\_\_  
Phil DeMay, City Clerk

I hereby certify that the foregoing constitutes a true and complete copy of an ordinance duly adopted by the City Council of the City of Escanaba, County of Delta, Michigan at a Regular Meeting held on \_\_\_\_\_ and was published in the Daily Press, a newspaper of general circulation in the City of Escanaba on \_\_\_\_\_, and said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

\_\_\_\_\_  
Phil DeMay, City Clerk

## Trappers: Event

Continued from page 1A

by experienced young trappers teaching other kids. There will also be a building full of things for kids to see, do, and build.

Bark River trapper Roy Dahlgren, who is also president of U.P. Trappers District 3, will also be a doing demonstration on winter bobcat trapping. Dahlgren began trapping at about 10 years old and has been trapping for 50 years. When foxes were plentiful in the U.P., he says he captured 116 in a single season. He also traps coyotes, muskrats, and raccoons. One year, he captured about 80 raccoons, and also made a muskrat trapping trip to North Dakota a few years ago, coming back with 2,000 muskrats.

But Roy's love for trapping

doesn't end in the field. He is a strong advocate for trappers and trapping throughout the U.P. and beyond. He puts on many trapping presentations at area schools and says he is particularly interested in getting young people into trapping. He has mentored teens on his own lines, many of whom are now accomplished trappers.

Admission to the NTA Convention and Outdoor Show is \$10 for one day. A three-day pass for the entire event is \$20. Kids 12 and under are free. Camping is available on the grounds.

For further information, visit [www.uptrappers.com/nta-convention](http://www.uptrappers.com/nta-convention) or contact Roy Dahlgren, local event coordinator for the Trappers Association at [trapperoy@outlook.com](mailto:trapperoy@outlook.com) or (906) 399-1960.



AP photo  
European Commission President Ursula von der Leyen, right, and Ukrainian President Volodymyr Zelenskyy, center, talk as they walk with Canadian Prime Minister Justin Trudeau, left, prior to a working session on Ukraine during the G7 Summit in Hiroshima, western Japan, Sunday, May 21, 2023.

## Drugs: Deliver

Continued from page 1A

by leading the effort to eliminate drugs and contraband in the U.S. Mail. This goal was achieved here by prohibiting Mr. Strauss' illegal drugs in his mail from reaching the streets of Menominee," Rogg said.

"Mr. Strauss put not only his future at risk, but the safety of residents on Menominee postal routes in

danger by agreeing to work with national drug dealers," said Rogg.

"I'm very proud of the work done in this case by the dedicated men and women of UPSLET, in conjunction with the USPS. Together, we are committed to holding criminals accountable for this kind of drug trafficking, as we work to keep Menominee County safe," Rogg concluded.

## Casino: Project

Continued from page 1A

2023 and ending in winter of 2024. Kewadin Casino Sault Ste Marie will remain open for the duration of the project.

"We're proud to be one of the first casinos in Michigan to open and to be celebrating our 38-year anniversary in 2023. We've seen many great changes over those years, and now it's time for new look and feel through-

out the property that will elevate the guest experience," said Kewadin Sault General Manager Dana Schlehuber.

Kewadin Casinos currently offers over 2,000 slot machines, 26 table games, hotels, dining, and other amenities at five properties in the eastern and central Upper Peninsula. The casino is owned and operated by the Sault Ste. Marie Tribe of Chippewa Indians.

## Revenue: State

Continued from page 1A

posed deadline — to reach an agreement on a final budget.

Democrats will need to garner Republican support for the budget to take effect by the end of the fiscal year in October, even with a two-seat majority in both chambers. Immediate effect requires a two-thirds vote of approval in the state Senate.

An income tax rate reduction triggered earlier this year by high revenues will cost the state an estimated \$647 million in revenue the next two years.

Another \$600 million in revenue loss annually will come from corporate economic development

efforts, with \$500 million being sent to the state's Strategic Outreach and Attraction Reserve Fund.

The fund has been used to land major economic development project — including a \$3.5 billion Ford Motor Co. plant announced this spring — by offering tax incentive packages.

The new tax policies are expected to continue affecting Michigan's revenue in the years to come.

Whitmer and the Legislature approved in March a significant increase of the state's Earned Income Tax Credit from 6% to a 30% match of the federal rate, which will cost the state \$1.15 billion the next two years.

## G7 ends with Ukraine in focus as Zelenskyy meets world leaders and Russia claims disputed gains

HIROSHIMA, Japan (AP) — Ukrainian President Volodymyr Zelenskyy huddled with some of his biggest backers as the Group of Seven summit closed in Hiroshima on Sunday, building momentum for his country's war effort even as Russia claimed a battlefield victory that was quickly disputed by Ukraine.

The Ukrainian leader's in-person appearance in his trademark olive drab underscored the centrality of the war for the G7 bloc of rich democracies. It also stole much of the limelight from other priorities, including security challenges in Asia and outreach to the developing world, that the leaders focused on at the three-day gathering.

Hosting Japanese Prime Minister Fumio Kishida said the group was committed to "strong backing for Ukraine from every possible dimension."

Zelenskyy held two major rounds of meetings Sunday, one with G7 leaders and a second with them and a host of invited guests including India and South Korea. He also spoke one-on-one with several leaders.

Hanging over Sunday's talks was the Russian claim that forces of the Wagner private army and Russian troops had

seized the Ukrainian city of Bakhmut. The eight-month battle for the eastern city — seen by both sides as a major symbolic prize — has been the longest and likely bloodiest of the war.

Comments by Zelenskyy earlier in the day in English suggested that the Russians had finally taken the city. But he and other Ukrainian officials later cast doubt on that assessment, with Zelenskyy telling reporters in Ukrainian that "Bakhmut is not occupied by the Russian Federation as of today."

U.S. President Joe Biden announced new military aid worth \$375 million for Ukraine, saying the U.S. would provide ammunition and armored vehicles. That pledge came after the U.S. agreed to allow training on American-made F-16 fighter jets, laying the groundwork for their eventual transfer to Ukraine.

"We have Ukraine's back and we're not going anywhere," Biden said. Even before Zelenskyy landed Saturday, the G7 nations had unveiled a slew of new sanctions and other measures meant to punish Moscow over its invasion that began in February last year.

While Ukraine dominated the summit, the leaders of Japan, the U.S., the United Kingdom, France, Germany, Canada

and Italy, as well as the European Union, also aimed to address global worries over climate change, poverty, economic instability and nuclear proliferation.

And Biden sought to reassure world leaders that the U.S. would not default because of the debt limit standoff that has cast a large shadow over his trip.

Two U.S. allies — South Korea and Japan — furthered efforts to improve ties colored by lingering anger over issues linked to Japan's brutal 1910-1945 colonization of the Korean Peninsula. Kishida and South Korean President Yoon Suk Yeol visited a memorial to Korean victims, many of them slave laborers, of the Aug. 6, 1945, atomic bombing.

Washington wants the two neighbors, both of which are liberal democracies and bulwarks of U.S. power in the region, to stand together on issues ranging from Russia to North Korea.

Biden, Yoon and Kishida met briefly as a group outside the summit venue in front of Hiroshima Bay. Biden invited the two leaders to visit Washington for a trilateral meeting and they accepted, said a U.S. official who briefed reporters on condition of anonymity.

## Biden hopes McCarthy 'just waiting to negotiate with me' on debt limit

HIROSHIMA, Japan (AP) — President Joe Biden said Sunday that Republicans in the U.S. House must move off their "extreme positions" on the now-stalled talks over raising America's debt limit and that there would be no agreement to avert a catastrophic default only on their terms.

In an effort to get negotiations back on track, Biden was set to call U.S. House Speaker Kevin McCarthy, R-Calif., from Air Force One on the way back to Washington after a Group of Seven summit in Japan, where world leaders expressed concern about the dire global ramifications if the United States were to be

unable to meet its financial obligations.

"Let's find a place where we can find common ground," McCarthy said a few hours later from the U.S. Capitol, adding he expected to hear from the president by late morning Eastern time.

Biden made clear at his closing news conference before leaving Hiroshima that "it's time for Republicans to accept that there is no deal to be made solely, solely, on their partisan terms." He said he had done his part in attempting to raise the borrowing limit so the U.S. government can keep paying its bills, by agreeing to significant cuts in spending.

### Invitation to Comment on a Proposed Tower Construction:

TowerNorth is proposing to construct a 285-foot self-support telecommunications tower (overall height including top-mounted appurtenances) located at Finn Hall 38th Rd., Rock, Delta Co., MI. The type of lighting (if required) for the tower has not yet been determined.

TowerNorth invites comments from any interested party on the impact the proposed undertaking may have on any districts, sites, buildings, structures or objects significant in American history, archaeology, engineering, or culture that are listed or determined eligible for listing in the National Register of Historic Places. Comments pertaining specifically to potential effects on historic resources may be submitted within 30 days from this publication to:

Ben Youra, G2 Consulting Group, LLC, 1186 Heather Dr. in Lake Zurich, IL 60047, Phone: 847-353-8740, e-mail: [byoura@g2consultinggroup.com](mailto:byoura@g2consultinggroup.com)

This notice is provided in accordance with the regulations of the Federal Communications Commission, 47 C.F.R. Part 1, Subpart 1 and Appendices B and C.

**The Escanaba**  
CITY OF ESCANABA  
REGULAR MEETING OF THE PLANNING COMMISSION

At a regular meeting of the Escanaba Planning Commission on Thursday, June 8, 2023, at 6:00pm in the Council Chambers of the Escanaba City Hall, 410 Ludington Street, Escanaba, MI 49829, the following Public Hearings will be conducted in accordance with zoning ordinance section 205:

**Zoning Ordinance Amendment – Setback-Related Language**  
The Planning Commission will hold a public hearing and review a draft ordinance. The purpose of this amendment is to revise setback-related language in the zoning ordinance.

**Zoning Ordinance Amendment – Marijuana Establishment Distancing**  
The Planning Commission will hold a public hearing and review a draft ordinance. The purpose of this amendment is to revise marijuana establishment distancing regulations in the zoning ordinance.

**Zoning Map Amendment Request – 1801 Ludington Street**  
The Planning Commission will hold a public hearing and review a zoning map amendment application. This was filed by K Enterprise Rentals LLC to move 1801 Ludington Street from an "E" zoning district to a residential zoning district.

**Special Land Use – 929 Willow Creek Road**  
The Planning Commission will hold a Public Hearing on the application for a Special Land Use Permit as filed for a childcare center named "The Country Schoolhouse" to be located at 929 Willow Creek Road.

**Special Land Use – 201 North 30th Street**  
The Planning Commission will hold a Public Hearing on the application for a Special Land Use Permit as filed for a Recreational Marijuana Provisioning Center/Retail Establishment named "AHA" to be located at 201 North 30th Street.

The public is cordially invited to attend this meeting should you have any questions, comments, or concerns. Special land use reviews are intended to ensure that projects conform to Escanaba's Zoning Ordinance. The Planning Commission does not have the authority to reject a project which conforms to all applicable ordinances. If you are unable to attend this meeting, you may submit your written concerns to the City of Escanaba, Planning & Zoning Dept., P.O. Box 948, 410 Ludington Street, Escanaba, MI 49829 by June 7, 2023. All written and signed correspondence will be entered into the public record. More detailed information related to these agenda items can be viewed at City Hall, 410 Ludington Street, Escanaba, MI 49829 or on the City's website at [escanaba.org](http://escanaba.org) under the Planning Commission page one week prior to the meeting.  
Escanaba Planning Commission

**Kid's Speak**  
Bark River Harris Kindergarten Class

"Imagine you just won a million dollars, what would you buy first?"

★★★★★	★★★★★	★★★★★	★★★★★	★★★★★
<b>Cooper DeMars</b> "A Lamborghini"	<b>Ace Begovac</b> "A Four Wheeler."	<b>Ava Gearhart</b> "A Doll, New Toys."	<b>Skyler Teal</b> "Get my cat Luna back."	<b>Mya Walechka</b> "I'd buy a cat."

If you would like to Sponsor "Kid's Speak" please contact  
The Daily Press' Classified Department by calling (906) 786-2021.  
or Email: [classifieds@dailypress.net](mailto:classifieds@dailypress.net)



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## PLANNING COMMISSION

Agenda Item Report - Thursday, June 8, 2023

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### **PH2: Zoning Ordinance Amendment – Marihuana Establishment Distancing**

Background:

On January 23, 2023, a special joint meeting of the City Council and the Planning Commission was held. The purpose of that meeting was to discuss a Moratorium on Medical and Adult-Use Marihuana Establishment Applications, Approvals, and Licenses. As a result of that meeting, the Planning Commission was directed to discuss potential Ordinance amendment recommendations to City Council.

At both the Planning Commission's February 9, 2023 and March 15, 2023 regular meetings, further discussion took place, but no action has been taken yet.

During the Commission's April 13, 2023 regular meeting, a motion was approved to add distancing restrictions of 250' between marihuana establishments and higher-education institutions including trade schools.

Possible Options for Action:

1. Recommend the proposed zoning ordinance amendment to City Council.
2. Revise the proposed zoning ordinance amendment.

Attachments:

1. An Ordinance to Amend Marihuana Establishment Distancing Regulations Within the Zoning Ordinance (Draft)
2. Public Hearing Notice

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE TO AMEND MARIHUANA ESTABLISHMENT DISTANCING REGULATIONS  
WITHIN THE ZONING ORDINANCE**

THE CITY OF ESCANABA HEREBY ORDAINS:

**CHAPTER I**

*The City of Escanaba Code of Ordinances, Appendix A, also known as the Zoning Ordinance, is hereby amended as follows, with additions in bold text and deletions in strikethrough text:*

~~205.6.2 – Screening. Facilities and establishments must be sufficiently screened or buffered with a fence, wall, or landscape screen to minimize light spillage, odor, and noise (including noise associated with truck traffic or other machinery), affecting adjacent properties.~~

...

205.6.8 – Minimum Distancing Regulations. The following minimum distancing regulations apply to establishments:

1. An establishment may not be located within seven hundred fifty (750) feet of an existing public or private K-12 school.
2. ~~A grower, processor, or safety compliance establishment may not be located within five hundred (500) feet of any existing one-family dwelling.~~ **An establishment may not be located within five hundred (500) feet of a postsecondary education institution.**
3. ~~A retailer may not be located within one hundred (100) feet of any existing one-family dwelling, except that this distance requirement does not apply in the E-3 (Central Commercial) Zoning District.~~ **A grower, processor, or safety compliance establishment may not be located within five hundred (500) feet of zoning districts A, B, C, or C-2.**
4. ~~The distances described in this subsection shall be computed by measuring a straight line from the nearest property line of land used for the purposes stated in this subsection to the nearest property line of the parcel used as a marijuana establishment.~~ **A retailer may not be located within one hundred (100) feet of zoning districts A, B, C, or C-2.**
5. **The distances described in this subsection shall be computed by measuring a straight line from the nearest property line of a lot which contains land uses stated in this subsection, or which is within a zoning district stated in this subsection, to the nearest property line of the parcel used as a marijuana establishment.**

205.6.9 – Provisioning Centers and Retailers. The following requirements apply to provisioning centers and retailers:

1. The interior of the establishment must be arranged in a way such that neither marijuana nor marijuana-infused products are visible from the exterior of the establishment.
2. Consumption of marijuana shall be prohibited in the retail establishment, and a sign shall be posted on the premises of each retail center indicating that consumption is prohibited on the premises.
3. Provisioning centers and retailers shall continuously monitor the entire premises on which they are operated with surveillance systems that include security cameras. The video

recordings shall be maintained in a secure, off-site location for a period of 14 days.

4. The public or common areas of the retail establishment must be separated from restricted or non-public areas of the marijuana establishment.
5. No drive-through window on the portion of the premises occupied by a retail establishment shall be permitted.
6. Provisioning centers and retailers shall not allow the sale, consumption, or use of alcohol or tobacco products on the premises.
7. ~~The exterior appearance of a provisioning center or retailer must be compatible with surrounding businesses with respect to façade type, ground floor opacity, size and placement of signage, site layout, etc.~~
8. ~~Building bays shall be a maximum of thirty (30) feet in width. Bays shall be visually established by architectural features such as columns, ribs or pilasters, piers, and fenestration pattern. In order to add architectural interest and variety and avoid the effect of a single, long or massive wall with no relation to human size, the following additional standards shall apply:~~
  - a. ~~No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding thirty (30) feet without including at least two of the following: change in plane, change in texture or masonry pattern, windows, or an equivalent element that subdivides the wall into human scale proportions.~~
  - b. ~~Side or rear walls that face walkways may include false windows and door openings defined by frames, sills and lintels, or similarly proportioned modulations of the wall, only when actual doors and windows are not feasible because of the nature of the use of the building.~~
  - c. ~~All sides of the building shall include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear façades shall be prohibited.~~
9. ~~Façades that face streets or connecting pedestrian frontage shall be subdivided and proportioned using features such as windows, entrances, arcades, arbors, awnings, along no less than fifty percent of the façade.~~
10. ~~Primary building entrances shall use clear glass and be clearly defined and recessed or framed by a sheltering element such as an awning, arcade, or portico in order to provide shelter from the inclement weather.~~
11. ~~Windows shall have clear glass.~~
12. ~~Awnings shall be no longer than a single storefront.~~
13. ~~All façades shall have:~~
  - a. ~~A recognizable "base" consisting of, but not limited to:~~
    - i. ~~Thicker walls, ledges, or sills;~~
    - ii. ~~Integrally textured materials such as stone or other masonry;~~
    - iii. ~~Integrally colored and patterned materials such as smooth finished stone or tile;~~
    - iv. ~~Lighter or darker colored materials, mullions, or panels; or~~
    - v. ~~Planters.~~
  - b. ~~A recognizable "top" consisting of, but not limited to:~~
    - i. ~~Cornice treatments, other than just colored "stripes" or "bands," with integrally textured materials such as stone or other masonry or differently colored materials;~~

- ii. ~~Sloping roof with overhangs and brackets; or~~
- iii. ~~Stepped parapets.~~

14. ~~Encroachments for special architectural features, such as bay windows, decorative roofs and entry features may be considered; however, in no case may such features be below a height of 8 feet.~~

...

903.1 – General. The following uses of land and buildings, together with accessory uses, are allowed in the Local Business District if a special land use permit is issued according to the standards of this Ordinance:

- A. Public garages, repair shops, gasoline service stations, and other motor fueling filling stations.
- B. ~~Medical marijuana provisioning centers authorized under the Medical Marijuana Facilities Licensing Act, Act 281 of 2016, MCL 333.27101 et seq, and retailers and microbusinesses (up to 150 plants) authorized under the Michigan Regulation and Taxation of Marijuana Act, Initiated Law 1 of 2018, MCL 333.27951 et seq, subject to Ordinance 1269 of the City Code of Ordinances and Section 205 of this Zoning Ordinance, recreational marijuana retailers, and recreational marijuana microbusinesses (up to 150 plants).~~
- C. The Planning Commission may authorize principle and other uses not stated in the district where the land is located, provided that such uses are consistent with the neighborhood, intent of this chapter, and the standards set forth herein.

...

1003.1 – General. The following uses of land and buildings, together with accessory uses, are allowed in the Commercial District if a special land use permit is issued according to the standards of this chapter:

- A. Places of assembly on Ludington Street between 2nd Street and 22nd Street.
- B. Public garages, repair shops, gasoline service stations and other motor fuel filling stations.
- C. Public garages, business, public or quasi-public, and commercial vehicle parking.
- D. Multiple family dwellings, with the following requirements:
  - ~~a.~~ i. Buildings or structures hereafter erected shall not occupy more than seventy- five (75) percent of the area of the lot.
  - ~~b.~~ ii. Ten (10) percent of the total lot area shall remain open green space.
  - ~~c.~~ iii. One indigenous tree per 1,000 square feet, or fraction thereof, of gross floor area must be included.
  - ~~d.~~ iv. The minimum required setback distance on all sides of the property is ten (10) feet for the first two (2) stories, plus an additional ten (10) feet for each additional story.
  - ~~e.~~ v. All other standards not specifically mentioned in this list shall follow the standards set forth in the relevant sections of the zoning ordinance.
- E. ~~The Planning Commission may authorize principle and other uses not stated in the district where the land is located, provided that such uses are consistent with the intent of this chapter and the standards set forth herein~~ **Medical marijuana provisioning centers, recreational marijuana retailers, and recreational marijuana microbusinesses (up to 150 plants).**



**F. The Planning Commission may authorize principle and other uses not stated in the district where the land is located, provided that such uses are consistent with the intent of this chapter and the standards set forth herein.**

...

1102.2 – Uses Allowed By Special Land Use Permit. This section establishes uses allowed by Special Land Use Permit in a Planned Commercial Development District.

A. ~~Marihuana Provisioning Centers, Retailers, and Microbusinesses.~~ Medical marihuana provisioning centers authorized under the ~~Medical Marihuana Facilities Licensing Act, Act 281 of 2016, MCL 333.27101 et seq,~~ and ~~retailers and microbusinesses (up to 150 plants) authorized under the Michigan Regulation and Taxation of Marihuana Act, Initiated Law 1 of 2018, MCL 333.27951 et seq,~~ subject to Ordinance 1269 of the City Code of Ordinances and Section 205 of this Zoning Ordinance, **recreational marihuana retailers, and recreational marihuana microbusinesses (up to 150 plants).**

...

Section 1203 – Uses Permitted in a Special Planned District.

- A. Places of assembly, public or parochial schools, colleges, public library, museums.
- B. Private educational institutions when operated primarily for the purpose of giving preparatory education similar in education, similar in character to that provided in the public schools or kindergartens, nursery schools, and similar institutions for children of pre-school age.
- C. Parks, playgrounds, school or college stadiums, or athletic fields, golf courses.
- D. In sparsely settled and unplatted areas, a hospital, clinic, convent, home (see definition of home in Section I), dormitory or other buildings or like character, occupied or to be occupied more or less permanently (but not including penal or correctional institutions, or institutions for the care of the mentally ill or for the liquor or drug addicts).
- E. Special care facilities.
- F. Bed and breakfast uses, subject to compliance with provisions defined in the Bed and Breakfast Ordinance.
- G. Multiple and two-family dwellings.
- H. Professional offices for accountants, architects, attorneys, engineers, insurance brokers, real estate brokers, title and abstract firms, and other similar service professions.
- I. Offices of lending institutions and financial institutions, including banks, credit unions, brokerage firms, savings and loan associations, and mortgage companies. Office uses shall not include drive- through service facilities.
- J. Medical and dental offices, nonemergency primary care facilities, medical diagnosis facilities.
- K. State and Federal offices.
- L. Funeral homes.
- M. Assisted living service care facility.
- N. ~~Marihuana Provisioning Centers, Retailers, and Microbusinesses.~~ Medical marihuana provisioning centers authorized under the ~~Medical Marihuana Facilities Licensing Act, Act 281 of 2016, MCL 333.27101 et seq,~~ and ~~retailers and microbusinesses (up to 150 plants)~~



~~authorized under the Michigan Regulation and Taxation of Marihuana Act, Initiated Law 1 of 2018, MCL 333.27951 et seq, subject to Ordinance 1269 of the City Code of Ordinances and Section 205 of this Zoning Ordinance, recreational marihuana retailers, and recreational marihuana microbusinesses (up to 150 plants).~~

- O. The Planning Commission may authorize principal and other uses not stated provided that such uses are consistent with the intent of this chapter and the standards set forth herein.

...

1303.1 – General. The following uses of land and buildings, together with accessory uses, are allowed in the Light Manufacturing District if a special land use permit is issued according to the standards of this chapter:

- A. Wireless telecommunication facility with Planning Commission approval as outlined in Chapter 2, Administration, Enforcement and Penalty, Section 205, Special Land Use Permit Approval.
- B. Penal or correctional institutions.
- C. Public garages, repair shops, gasoline service stations.
- D. Business, public or quasi-public, or commercial vehicle parking.
- E. Special care facilities subject to the following conditions:
  - 1. i. A special use permit must be approved by the Planning Commission.
  - 2. ii. The allowable number of total occupants shall not exceed six (6) within any one thousand five hundred-foot radius.
  - 3. iii. All applicants for special use permits must demonstrate that there will be adequately trained personnel to staff or manage the type of facility being proposed.
- F. Sexually Oriented Businesses. A sexually oriented business may be allowed and shall be known as a regulated use and shall only be permitted with the following restrictions:
  - 1. i. The use must be located outside a five hundred-foot radius of a residential district, a place of assembly, school, or daycare center and outside a five hundred-foot radius of an officially dedicated park and the regulated use is not located within a one thousand five hundred-foot radius of another regulated use. All measurements under this section shall be made in a straight line, without regard to intervening structures or objects, from the closest exterior wall of the regulated use or building containing a regulated use to the nearest property line of the residential district, place of assembly, school, daycare center, or park.
  - 2. ii. Persons operating a regulated use shall not permit any person under the age of eighteen (18) to be on the premises of said regulated use either as an employee or as a customer.
  - 3. iii. The maximum hours of operation of the regulated use shall be from 8:00 a.m. to 12:00 p.m.
  - 4. iv. Sexually oriented products or services or any picture or other representation thereof, shall not be displayed so as to be visible from the street or neighboring property.
  - 5. v. Off-street parking shall be provided the same as other businesses of a similar nature that are not sexually oriented (e.g. movie theaters, retail sales and eating and drinking establishments), except that all parts of the parking area shall be illuminated from dusk until one (1) hour after the business closes.

6. vi. Once established, a regulated use shall not be expanded in any manner without first applying for and receiving a special land use permit amendment from the Planning Commission.
  7. vii. If a regulated use is discontinued and events cause the areas to not be available for the location of a regulated use, the use may not be reestablished without applying for and receiving an amended special land use permit from the Planning Commission.
  - ~~8. The Planning Commission may authorize principle and other uses not stated provided that such uses are consistent with the intent of this chapter and the standards set forth herein.~~
- G. ~~Marihuana Class A Grower and Safety Compliance Facilities.~~ Medical marihuana class A Growers **and, medical marihuana** safety compliance facilities ~~authorized under the Medical Marihuana Facilities Licensing Act, Act 281 of 2016, MCL 333.27101 et seq, and adult use recreational marihuana class A growers, and recreational marihuana safety compliance facilities authorized under the Michigan Regulation and Taxation of Marihuana Act, Initiated Law 1 of 2018, MCL 333.27951 et seq, subject to Ordinance 1269 of the City Code of Ordinances and Section 205 of this Zoning Ordinance.~~
- H. **The Planning Commission may authorize principle and other uses not stated provided that such uses are consistent with the intent of this chapter and the standards set forth herein.**

...

1403.1 – General. The following uses of land and buildings, together with accessory uses, are allowed in the Industrial Park District if a special land use permit is issued according to the standards of this Ordinance:

- A. Wireless telecommunication facility.
- B. Restaurant, hotel.
- C. ~~Marihuana Class A Growers and Safety Compliance Facilities.~~ Medical marihuana class A growers **and, medical marihuana** safety compliance facilities ~~authorized under the Medical Marihuana Facilities Licensing Act, Act 281 of 2016, MCL 333.27101 et seq, and adult use marihuana Class A Growers and Safety Compliance Facilities authorized under the Michigan Regulation and Taxation of Marihuana Act, Initiated Law 1 of 2018, MCL 333.27951 et seq, subject to Ordinance 1269 of the City Code of Ordinances and Section 205 of this Zoning Ordinance,~~ **recreational marihuana class A growers, and recreational marihuana safety compliance facilities.**
- D. The Planning Commission may authorize principle and other uses not stated provided that such uses are consistent with the intent of this chapter and the standards set forth herein.

...

1503.1 – General. The following uses of land and buildings, together with accessory uses, are allowed in the Heavy Manufacturing District if a special land use permit is issued according to the standards of this chapter:

- A. Wireless telecommunication facility with Planning Commission approval as outlined in Chapter 2, Administration, Enforcement and Penalty, Section 205, Special Land Use Permit Approval.
- B. Public garages, repair shops, gasoline station or other motor fueling stations.

- C. ~~Marihuana Class B Growers, Class C Growers, and Safety Compliance Facilities.~~ Medical marihuana class B and C growers **and, medical marihuana** safety compliance facilities authorized under the ~~Medical Marihuana Facilities Licensing Act, Act 281 of 2016, MCL 333.27101 et seq, and adult use marihuana Class B and C Growers and Safety Compliance Facilities authorized under the Michigan Regulation and Taxation of Marihuana Act, Initiated Law 1 of 2018, MCL 333.27951 et seq, subject to Ordinance 1269 of the City Code of Ordinances and Section 205 of this Zoning Ordinance,~~ **recreational marihuana class B and C growers, and recreational marihuana safety compliance facilities.**
- D. The Planning Commission may authorize principle and other uses not stated provided that such uses are consistent with the intent of this chapter and the standards set forth herein.

...

2103.1 – General. The following uses of land and buildings, together with accessory uses, are allowed in the Central Retail Commercial District if a special land use permit is issued according to the standards of this chapter:

- A. Eating and drinking places which include drive-in service.
- B. Banks and other financial institutions which provide drive-in services.
- C. Outdoor vendors. Open air markets.
- D. Hotels, Motels, Inns, Bed and Breakfast, and similar lodging uses.
- E. Condominium, Townhouse, Multiplex, Apartment, and other multifamily residential.
- F. ~~Marihuana Provisioning Centers, Retailers, and Microbusinesses.~~ Medical marihuana provisioning centers authorized under the ~~Medical Marihuana Facilities Licensing Act, Act 281 of 2016, MCL 333.27101 et seq, and retailers and microbusinesses (up to 150 plants) authorized under the Michigan Regulation and Taxation of Marihuana Act, Initiated Law 1 of 2018, MCL 333.27951 et seq, subject to Ordinance 1269 of the City Code of Ordinances and Section 205 of this Zoning Ordinance,~~ **recreational marihuana retailers, and recreational marihuana microbusinesses (up to 150 plants).**

**CHAPTER II**  
**SAVINGS CLAUSE**

If any section, subsection, sentence, clause, or phrase of this Ordinance is held to be unconstitutional, such decision shall not affect the validity of the remainder of this Ordinance.

The City Council hereby declares that it would have passed this Ordinance, section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared unconstitutional.

**CHAPTER III**  
**CONFLICTING ORDINANCES REPEALING CLAUSE**

All other Ordinances or parts thereof in conflict with this Ordinance are hereby repealed.

**CHAPTER IV**  
**EFFECTIVE DATE**

This Ordinance shall be in full force and effect ten (10) days after its passage and publication.

APPROVED:

APPROVED:

\_\_\_\_\_  
Laura Genovich, City Attorney

\_\_\_\_\_  
Mark Ammel, Mayor

Ordinance No. \_\_\_\_\_

ATTEST:

Date Approved: \_\_\_\_\_

Date Published: \_\_\_\_\_

\_\_\_\_\_  
Phil DeMay, City Clerk

I hereby certify that the foregoing constitutes a true and complete copy of an ordinance duly adopted by the City Council of the City of Escanaba, County of Delta, Michigan at a Regular Meeting held on \_\_\_\_\_ and was published in the Daily Press, a newspaper of general circulation in the City of Escanaba on \_\_\_\_\_, and said meeting was conducted and public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, and that the minutes of said meeting were kept and will be or have been made available as required by said Act.

\_\_\_\_\_  
Phil DeMay, City Clerk

# Trappers: Event

Continued from page 1A

by experienced young trappers teaching other kids. There will also be a building full of things for kids to see, do, and build.

Bark River trapper Roy Dahlgren, who is also president of U.P. Trappers District 3, will also be a doing demonstration on winter bobcat trapping. Dahlgren began trapping at about 10 years old and has been trapping for 50 years. When foxes were plentiful in the U.P., he says he captured 116 in a single season. He also traps coyotes, muskrats, and raccoons. One year, he captured about 80 raccoons, and also made a muskrat trapping trip to North Dakota a few years ago, coming back with 2,000 muskrats.

But Roy's love for trapping

doesn't end in the field. He is a strong advocate for trappers and trapping throughout the U.P. and beyond. He puts on many trapping presentations at area schools and says he is particularly interested in getting young people into trapping. He has mentored teens on his own lines, many of whom are now accomplished trappers.

Admission to the NTA Convention and Outdoor Show is \$10 for one day. A three-day pass for the entire event is \$20. Kids 12 and under are free. Camping is available on the grounds.

For further information, visit [www.uptrappers.com/nta-convention](http://www.uptrappers.com/nta-convention) or contact Roy Dahlgren, local event coordinator for the Trappers Association at [trapperoy@outlook.com](mailto:trapperoy@outlook.com) or (906) 399-1960.

# Drugs: Deliver

Continued from page 1A

by leading the effort to eliminate drugs and contraband in the U.S. Mail. This goal was achieved here by prohibiting Mr. Strauss' illegal drugs in his mail from reaching the streets of Menominee," Rogg said.

"Mr. Strauss put not only his future at risk, but the safety of residents on Menominee postal routes in

danger by agreeing to work with national drug dealers," said Rogg.

"I'm very proud of the work done in this case by the dedicated men and women of UPSLET, in conjunction with the USPS. Together, we are committed to holding criminals accountable for this kind of drug trafficking, as we work to keep Menominee County safe," Rogg concluded.

# Casino: Project

Continued from page 1A

2023 and ending in winter of 2024. Kewadin Casino Sault Ste Marie will remain open for the duration of the project.

"We're proud to be one of the first casinos in Michigan to open and to be celebrating our 38-year anniversary in 2023. We've seen many great changes over those years, and now it's time for new look and feel through-

out the property that will elevate the guest experience," said Kewadin Sault General Manager Dana Schlehuber.

Kewadin Casinos currently offers over 2,000 slot machines, 26 table games, hotels, dining, and other amenities at five properties in the eastern and central Upper Peninsula. The casino is owned and operated by the Sault Ste. Marie Tribe of Chippewa Indians.

# Revenue: State

Continued from page 1A

posed deadline — to reach an agreement on a final budget.

Democrats will need to garner Republican support for the budget to take effect by the end of the fiscal year in October, even with a two-seat majority in both chambers. Immediate effect requires a two-thirds vote of approval in the state Senate.

An income tax rate reduction triggered earlier this year by high revenues will cost the state an estimated \$647 million in revenue the next two years.

Another \$600 million in revenue loss annually will come from corporate economic development

efforts, with \$500 million being sent to the state's Strategic Outreach and Attraction Reserve Fund.

The fund has been used to land major economic development project — including a \$3.5 billion Ford Motor Co. plant announced this spring — by offering tax incentive packages.

The new tax policies are expected to continue affecting Michigan's revenue in the years to come.

Whitmer and the Legislature approved in March a significant increase of the state's Earned Income Tax Credit from 6% to a 30% match of the federal rate, which will cost the state \$1.15 billion the next two years.



European Commission President Ursula von der Leyen, right, and Ukrainian President Volodymyr Zelenskyy, center, talk as they walk with Canadian Prime Minister Justin Trudeau, left, prior to a working session on Ukraine during the G7 Summit in Hiroshima, western Japan, Sunday, May 21, 2023.

# G7 ends with Ukraine in focus as Zelenskyy meets world leaders and Russia claims disputed gains

HIROSHIMA, Japan (AP) — Ukrainian President Volodymyr Zelenskyy huddled with some of his biggest backers as the Group of Seven summit closed in Hiroshima on Sunday, building momentum for his country's war effort even as Russia claimed a battlefield victory that was quickly disputed by Ukraine.

The Ukrainian leader's in-person appearance in his trademark olive drab underscored the centrality of the war for the G7 bloc of rich democracies. It also stole much of the limelight from other priorities, including security challenges in Asia and outreach to the developing world, that the leaders focused on at the three-day gathering.

Hosting Japanese Prime Minister Fumio Kishida said the group was committed to "strong backing for Ukraine from every possible dimension."

Zelenskyy held two major rounds of meetings Sunday, one with G7 leaders and a second with them and a host of invited guests including India and South Korea. He also spoke one-on-one with several leaders.

Hanging over Sunday's talks was the Russian claim that forces of the Wagner private army and Russian troops had

seized the Ukrainian city of Bakhmut. The eight-month battle for the eastern city — seen by both sides as a major symbolic prize — has been the longest and likely bloodiest of the war.

Comments by Zelenskyy earlier in the day in English suggested that the Russians had finally taken the city. But he and other Ukrainian officials later cast doubt on that assessment, with Zelenskyy telling reporters in Ukrainian that "Bakhmut is not occupied by the Russian Federation as of today."

U.S. President Joe Biden announced new military aid worth \$375 million for Ukraine, saying the U.S. would provide ammunition and armored vehicles. That pledge came after the U.S. agreed to allow training on American-made F-16 fighter jets, laying the groundwork for their eventual transfer to Ukraine.

"We have Ukraine's back and we're not going anywhere," Biden said. Even before Zelenskyy landed Saturday, the G7 nations had unveiled a slew of new sanctions and other measures meant to punish Moscow over its invasion that began in February last year.

While Ukraine dominated the summit, the leaders of Japan, the U.S., the United Kingdom, France, Germany, Canada

and Italy, as well as the European Union, also aimed to address global worries over climate change, poverty, economic instability and nuclear proliferation.

And Biden sought to reassure world leaders that the U.S. would not default because of the debt limit standoff that has cast a large shadow over his trip.

Two U.S. allies — South Korea and Japan — furthered efforts to improve ties colored by lingering anger over issues linked to Japan's brutal 1910-1945 colonization of the Korean Peninsula. Kishida and South Korean President Yoon Suk Yeol visited a memorial to Korean victims, many of them slave laborers, of the Aug. 6, 1945, atomic bombing.

Washington wants the two neighbors, both of which are liberal democracies and bulwarks of U.S. power in the region, to stand together on issues ranging from Russia to North Korea.

Biden, Yoon and Kishida met briefly as a group outside the summit venue in front of Hiroshima Bay. Biden invited the two leaders to visit Washington for a trilateral meeting and they accepted, said a U.S. official who briefed reporters on condition of anonymity.

# Biden hopes McCarthy 'just waiting to negotiate with me' on debt limit

HIROSHIMA, Japan (AP) — President Joe Biden said Sunday that Republicans in the U.S. House must move off their "extreme positions" on the now-stalled talks over raising America's debt limit and that there would be no agreement to avert a catastrophic default only on their terms.

In an effort to get negotiations back on track, Biden was set to call U.S. House Speaker Kevin McCarthy, R-Calif., from Air Force One on the way back to Washington after a Group of Seven summit in Japan, where world leaders expressed concern about the dire global ramifications if the United States were to be

unable to meet its financial obligations.

"Let's find a place where we can find common ground," McCarthy said a few hours later from the U.S. Capitol, adding he expected to hear from the president by late morning Eastern time.

Biden made clear at his closing news conference before leaving Hiroshima that "it's time for Republicans to accept that there is no deal to be made solely, solely, on their partisan terms." He said he had done his part in attempting to raise the borrowing limit so the U.S. government can keep paying its bills, by agreeing to significant cuts in spending.

# Invitation to Comment on a Proposed Tower Construction:

TowerNorth is proposing to construct a 285-foot self-support telecommunications tower (overall height including top-mounted appurtenances) located at Finn Hall 38th Rd., Rock, Delta Co., MI. The type of lighting (if required) for the tower has not yet been determined.

TowerNorth invites comments from any interested party on the impact the proposed undertaking may have on any districts, sites, buildings, structures or objects significant in American history, archaeology, engineering, or culture that are listed or determined eligible for listing in the National Register of Historic Places. Comments pertaining specifically to potential effects on historic resources may be submitted within 30 days from this publication to:

Ben Youira, G2 Consulting Group, LLC, 1186 Heather Dr. in Lake Zurich, IL 60047, Phone: 847-353-8740, e-mail: [byouira@g2consultinggroup.com](mailto:byouira@g2consultinggroup.com)

This notice is provided in accordance with the regulations of the Federal Communications Commission, 47 C.F.R. Part 1, Subpart 1 and Appendices B and C.

**The Escanaba**  
CITY OF ESCANABA  
REGULAR MEETING OF THE PLANNING COMMISSION

At a regular meeting of the Escanaba Planning Commission on Thursday, June 8, 2023, at 6:00pm in the Council Chambers of the Escanaba City Hall, 410 Ludington Street, Escanaba, MI 49829, the following Public Hearings will be conducted in accordance with zoning ordinance section 205:

**Zoning Ordinance Amendment – Setback-Related Language**  
The Planning Commission will hold a public hearing and review a draft ordinance. The purpose of this amendment is to revise setback-related language in the zoning ordinance.

**Zoning Ordinance Amendment – Marijuana Establishment Distancing**  
The Planning Commission will hold a public hearing and review a draft ordinance. The purpose of this amendment is to revise marijuana establishment distancing regulations in the zoning ordinance.

**Zoning Map Amendment Request – 1801 Ludington Street**  
The Planning Commission will hold a public hearing and review a zoning map amendment application. This was filed by K Enterprise Rentals LLC to move 1801 Ludington Street from an "E" zoning district to a residential zoning district.

**Special Land Use – 929 Willow Creek Road**  
The Planning Commission will hold a Public Hearing on the application for a Special Land Use Permit as filed for a childcare center named "The Country Schoolhouse" to be located at 929 Willow Creek Road.

**Special Land Use – 201 North 30th Street**  
The Planning Commission will hold a Public Hearing on the application for a Special Land Use Permit as filed for a Recreational Marijuana Provisioning Center/Retail Establishment named "AHA" to be located at 201 North 30th Street.

The public is cordially invited to attend this meeting should you have any questions, comments, or concerns. Special land use reviews are intended to ensure that projects conform to Escanaba's Zoning Ordinance. The Planning Commission does not have the authority to reject a project which conforms to all applicable ordinances. If you are unable to attend this meeting, you may submit your written concerns to the City of Escanaba, Planning & Zoning Dept., P.O. Box 948, 410 Ludington Street, Escanaba, MI 49829 by June 7, 2023. All written and signed correspondence will be entered into the public record. More detailed information related to these agenda items can be viewed at City Hall, 410 Ludington Street, Escanaba, MI 49829 or on the City's website at [escanaba.org](http://escanaba.org) under the Planning Commission page one week prior to the meeting.  
Escanaba Planning Commission

**Kid's Speak**

Bark River Harris Kindergarten Class

"Imagine you just won a million dollars, what would you buy first?"

Cooper DeMars "A Lamborghini"	Ace Begovac "A Four Wheeler."	Ava Gearhart "A Doll, New Toys."	Skyler Teal "Get my cat Luna back."	Mya Walechka "I'd buy a cat."

If you would like to Sponsor "Kid's Speak" please contact  
The Daily Press' Classified Department by calling (906) 786-2021.  
or Email: [classifieds@dailypress.net](mailto:classifieds@dailypress.net)



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## PLANNING COMMISSION

Agenda Item Report - Thursday, June 8, 2023

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### **PH3: Zoning Map Amendment – 1801 Ludington Street**

Background:

The Planning Commission will hold a public hearing and review a zoning map amendment application. The application was filed by K Enterprise Rentals LLC (K Enterprise) to rezone 1801 Ludington Street from “E” Commercial to an unspecified residential zoning district.

Possible Options for Action:

1. Deny the proposed zoning map amendment.
2. Recommend the proposed zoning map amendment to City Council.

Attachments:

1. Rezoning Application- 1801 Ludington Street
2. Staff Report- 1801 Ludington Street
3. Public Hearing Notice, Neighbor Notification Letter & Mailing List
4. Excerpt from City of Escanaba Zoning Map
5. Excerpts from Ch. 5, 6, 7, and 10, City of Escanaba Zoning Ordinance
6. Map 32, Escanaba Master Plan
7. Sec. 5.3, Escanaba Master Plan





**REZONING APPLICATION**  
 Planning & Zoning Department – 906-786-9402

SUBMISSION INFORMATION	
Email: <a href="mailto:permits@escanaba.org">permits@escanaba.org</a>	<b>Fee: \$400.00</b> (Cash, Check, Credit Card)
Mail: Planning & Zoning Dept., PO Box 948, Escanaba, MI 49829	Checks: Make payable to City of Escanaba.
In Person: 410 Ludington Street, 2 <sup>nd</sup> Floor (M-F, 7:30a-4p)	Credit Cards: Additional processing fee applies. Accepted in person or over phone after application is submitted.

PROPERTY INFORMATION			
Property Address	<b>1801 Ludington St Escanaba</b>	Parcel #	<b>051-350-2930-331-007</b>
Current Zoning District	<b>Commercial</b>	Proposed Zoning District	
Future Land Use Map District		Property Size	<b>33x140</b>

ADJACENT PROPERTY INFORMATION			
Direction	Current Use	Current Zoning District	Future Land Use District
North			
East			
South			
West			

**PURPOSE OF REZONING REQUEST** (Describe in detail. Include possible concerns for neighboring property owners and proposed mitigation solutions.)

**In Nov 5, 2014 this residential two story was purchased to be used as Pregnancy Services building for Delta County. Now they have purchased UP State Credit Union. They outgrew the house. Now we sold it back as a house to family with 2 kids. Had to give them their deposit. Because of zoning - this is the best purpose for this location - just look at what this house could become. It is up for sale in the past 3 weeks - it has been shown 11 times with 3 offers for a house, and no offers for an office building.**

REQUIRED ATTACHMENTS
<ul style="list-style-type: none"> <li>✓ Recent survey of the subject property, with legal description included.</li> <li>✓ If a contract purchase, a copy of the contract.</li> <li>✓ If applying for a conditional zoning, a letter stating the offers for conditional zoning.</li> </ul>



**CONTACT INFORMATION & SIGNATURES**

I hereby certify the following:

1. I am the legal owner of the property for which this application is being submitted.
2. The information in this application is true and accurate to the best of my knowledge.
3. The requested rezoning would not violate any deed restrictions.
4. I understand that the payment of the application fee is nonrefundable and is to cover the costs associated with processing the application, and that it does not assure approval of the rezoning request.
5. I authorize inspection of this property by city personnel for purposes of the rezoning review process.

PROPERTY OWNER – SIGNATURE REQUIRED ON ALL APPLICATIONS		APPLICANT/OWNER'S REPRESENTATIVE – (OPTIONAL)	
Company	K Enterprises Rentals LLC	Company	
Name	Kenneth Gartland	Name	
Address	[REDACTED]	Address	
City, State, ZIP	[REDACTED]	City, State, ZIP	
Phone #	[REDACTED]	Phone #	
Email	[REDACTED]	Email	
Signature →	<i>Kenneth Gartland</i>	Signature →	
Date	5-1-23 KENNETH GARTLAND	Date	

\*\*\*\*\*THIS SECTION CITY STAFF USE ONLY\*\*\*\*\*

Date Submitted	5/1/2023	Fee Paid	\$ 400 <sup>00</sup>	Receipt #	9334321
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**REZONING PROCEDURES & INFORMATION**  
(See Zoning Ordinance Section 103 for more information.)

**STEP 1. Pre-Application Conference**

The rezoning proposal must be reviewed with the city staff (by appointment) prior to submission of the application. This initial discussion is to insure both the applicant and the City staff have a proper understanding of what is being requested by the applicant and to review the steps and approvals that are necessary to make the change.

**STEP 2. Official Application Submission**

The application, fee, and required attachments are submitted to the Planning & Zoning Department. Incomplete applications may cause the entire submission to be delayed. Once deemed complete, the request will be scheduled for Public Hearing and review by the Planning Commission at its next regular meeting that allows time for the required Public Hearing notifications. An additional fee will be applied for requests to call a Special Meeting of the Planning Commission between regular meetings.

**STEP 3. Planning Commission Review**

The Planning & Zoning Department will publish a newspaper notice of Public Hearing at least fifteen (15) days prior to the Planning Commission meeting and will also mail notices to owners of properties within 300' of the subject property. The owner/applicant should be present for the Public Hearing and will be given opportunity to address the Planning Commission. The general public will also be given opportunity to comment. After the Public Hearing, the Planning Commission will make a recommendation on the rezoning request to the City Council.

**STEP 4. City Council Review**

A first reading of the rezoning request will be scheduled before the City Council, at which time a date will be set for another Public Hearing, approximately one month later. The City Council will hold the Public Hearing, and then make a decision on whether to approve the rezoning and amend the zoning map. The owner/applicant should be present for both City Council meetings.

**SPOT ZONING**

Spot zoning is the zoning of a small area of land, or one or more properties, for a use that is not in harmony with the zoning plan for the area, especially if a small area is rezoned in a way that does not conform to the surrounding neighborhood. Spot zoning will not be considered by the City of Escanaba.



James Hellermann , Chair  
Michael Harris, Commissioner  
Mark Sadowski, Commissioner

Kelli VanGinhoven, Secretary  
Nevin Naser, Commissioner  
Tyler Anthony, Planning & Zoning

Roy Webber, Commissioner  
David Mason, Commissioner  
Ronald Beauchamp, City Council

## PLANNING COMMISSION

### Staff Report

#### REQUEST OVERVIEW

*Applicant:* K Enterprise Rentals LLC

*Property Owner:* K Enterprise Rentals LLC

*Tax Parcel #* 051-350-2930-331-007

*Zoning District:* Commercial (E)

*Property Description:* Lot 1 of Block 15 of the S.H. Selden Addition.

#### ZONING MAP AMENDMENT

The planning commission, in accordance with zoning ordinance sec. 103, shall review petitions for zoning ordinance or zoning map amendment in a public hearing. Review shall include the application and/or proposed amendment, reports & recommendations from staff, consultants, or other reviewing agencies, and any public comments. The commission shall identify and evaluate all relevant factors, including criteria as stated in the ordinance.

Following the public hearing, the commission shall report its findings to the city council and recommend that they either approve or deny the amendment. The city council, upon receipt of the commission’s recommendation, shall either set a public hearing or deny the amendment. The council shall only approve or deny the amendment based on consideration of criteria as stated in the ordinance. If the city council deems it necessary, they may order the commission to conduct further proceedings.

#### APPLICATION HISTORY

A zoning map amendment (rezoning) application was received on Monday, May 1, 2023 from Kenneth Gartland on behalf of K Enterprise Rentals LLC (K Enterprise). The zoning administrator then processed the application in the usual way per the zoning ordinance.

#### PUBLIC HEARING NOTICES

The zoning administrator shall set, advertise, and give notice of a public hearing in accordance with Section 201.5. Public hearing notification requirements have been fulfilled as follows:

300’ Radius to Neighbors:	5/22/2023
Daily Press Newspaper:	5/22/2023
City of Escanaba Website & Facebook:	6/2/2023

#### ZONING MAP AMENDMENT CRITERIA

The commission shall consider the following criteria in their decision. Included below each standard is a staff response to that criterion.

- A. Are there substantial reasons why the property cannot be reasonably used as currently zoned?**  
This refers to allowed uses in the zoning district, and whether the land can accommodate such activity.  
*Staff Response:*  
There are no substantial reasons why the property cannot be reasonably used as currently zoned.
- B. Is the use more appropriately handled as a permitted use by right, or as a special land use, in the existing district or another district?**  
Refer to the allowed uses in associated zoning districts.

*Staff Response:*

A single-family residential use is more than appropriately handled by-right in at least two other districts, both of which constitute a significant percentage of the city's area.

**C. Is the zone change supported in the master plan?**

See Map 32: "City of Escanaba Future Land Use" in the Escanaba Master Plan for more clarity.

*Staff Response:*

This district change is not supported in the master plan.

**D. Would a change of present district boundaries be compatible with existing land uses in the area? Would it adversely affect property values?**

*Staff Response:*

A change would not be compatible with other properties on Ludington Street.

**E. Are adequate sites available elsewhere that are already properly zoned to accommodate the proposed use?**

Again, this refers to allowed uses in a given zoning district.

*Staff Response:*

Yes. Nearly 48% of the city's parcels are in zoning districts which support single-family residential uses.

**F. Would the rezoning constitute a spot zone granting special privileges to one landowner not available to others?**

A zoning ordinance or amendment... creating a small zone of inconsistent use within a larger zone is commonly designated as spot zoning (Penning v. Owens 1954).

*Staff Response:*

The district change would, on one hand, allow a use common to neighboring properties. On the other hand, these other properties contain nonconforming uses.

Note: Nonconforming uses are those which are allowed to continue in violation of the zoning ordinance. This is because they were legal uses at the time they were established, but later changes in the zoning ordinance or map made them illegal to establish as new.

**G. Was there a mistake in the original zoning classification?**

*Staff Response:*

No mistake appears to have been made in the original zoning district classification.

**H. Has there been a change of conditions in the area supporting the proposed zoning?**

The conditions cited here refer only to physical characteristics and land use practices.

*Staff Response:*

There does not appear to be any change of nearby conditions to support this action.

**I. Would the change severely impact traffic, public facilities, and the natural characteristics of the area, or significantly change population density?**

*Staff Response:*

All concerned departments reported that this change would not impact traffic or public facilities. Staff does not foresee any impact on natural characteristics, and they expect no real change in density.

**J. Is the proposed change out of scale with the needs of the community?**

Refer to sec. 5.3 of the Escanaba Master Plan for more clarity.

*Staff Response:*

Staff is unable to adequately answer this question, as both the current and proposed uses appear to be in high demand locally. It must be noted that detached single-family dwellings are not indicated as a strong housing solution, by the master plan or in work from similar communities.

**K. If the change is approved, what would be the probable effect on stimulation of similar zoning requests in the vicinity? Would this secondary effect negatively impact community plans and public services?**

*Staff Response:*

It is possible that other property owners in the area may pursue similar applications for their own land, but the likelihood is unknown and possibly low. In the case that such activity does occur, it would contradict the future land use map (Escanaba Master Plan, Map 32) wherein the surroundings are planned to be mixed use and medium density residential.

**L. Is the proposed change precedent setting?**

*Staff Response:*

The proposed change certainly would set a precedent; a precedent that a person may simply ask to ignore the master plan, the zoning map, and all the work which resulted therein, and they would be allowed to do so.

**M. Is the proposed boundary appropriate?**

*Staff Response:*

It is not appropriate. Not one lot in any residential district touches Ludington Street.

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**STAFF ANALYSIS**

Since this application is solely intended to allow a use on a lot which is not allowed in its current district, the commission must examine its merits for only that purpose. The commission should certainly consider its impact per the above criteria, but the amendment has virtually no support from those questions, and that should carry large weight in a decision.

On November 5, 2014, the lot commonly known as 1801 Ludington Street was purchased by K Enterprise and used as a medical office by Pregnancy Services of Delta County. Prior to this use, the lot hosted a nonconforming single-family dwelling use. Since then, Pregnancy Services of Delta County outgrew the location and purchased the former U.P. State Credit Union building at 2501 1st Avenue N.

Once vacated, K Enterprise intended to revert the lot's use from an office back to a single-family dwelling. Such a change of use cannot be done as the lot is in a commercial zoning district (E), and new or renewed single-family dwellings are not allowed. To resolve this, K Enterprise now seeks to amend the zoning map, moving the lot to a district which allows single-family dwellings.

While staff are sympathetic to the applicant's plight, this is a perfectly normal effect of zoning; a nonconforming use within a district ends, is replaced by a conforming use, and is not permitted to move back towards nonconformity. It can certainly seem like a cruel act to deny this application, but it would conflict with work already done by the commission, the city council, and the whole community.

Respectfully submitted,



Tyler Anthony, Planning & Zoning Administrator  
City of Escanaba

June 1, 2023

Date



## Trappers: Event

Continued from page 1A

by experienced young trappers teaching other kids. There will also be a building full of things for kids to see, do, and build.

Bark River trapper Roy Dahlgren, who is also president of U.P. Trappers District 3, will also be a doing demonstration on winter bobcat trapping. Dahlgren began trapping at about 10 years old and has been trapping for 50 years. When foxes were plentiful in the U.P., he says he captured 116 in a single season. He also traps coyotes, muskrats, and raccoons. One year, he captured about 80 raccoons, and also made a muskrat trapping trip to North Dakota a few years ago, coming back with 2,000 muskrats.

But Roy's love for trapping

doesn't end in the field. He is a strong advocate for trappers and trapping throughout the U.P. and beyond. He puts on many trapping presentations at area schools and says he is particularly interested in getting young people into trapping. He has mentored teens on his own lines, many of whom are now accomplished trappers.

Admission to the NTA Convention and Outdoor Show is \$10 for one day. A three-day pass for the entire event is \$20. Kids 12 and under are free. Camping is available on the grounds.

For further information, visit [www.uptrappers.com/nta-convention](http://www.uptrappers.com/nta-convention) or contact Roy Dahlgren, local event coordinator for the Trappers Association at [trapperoy@outlook.com](mailto:trapperoy@outlook.com) or (906) 399-1960.

## Drugs: Deliver

Continued from page 1A

by leading the effort to eliminate drugs and contraband in the U.S. Mail. This goal was achieved here by prohibiting Mr. Strauss' illegal drugs in his mail from reaching the streets of Menominee," Rogg said.

"Mr. Strauss put not only his future at risk, but the safety of residents on Menominee postal routes in

danger by agreeing to work with national drug dealers," said Rogg.

"I'm very proud of the work done in this case by the dedicated men and women of UPSLET, in conjunction with the USPS. Together, we are committed to holding criminals accountable for this kind of drug trafficking, as we work to keep Menominee County safe," Rogg concluded.

## Casino: Project

Continued from page 1A

2023 and ending in winter of 2024. Kewadin Casino Sault Ste Marie will remain open for the duration of the project.

"We're proud to be one of the first casinos in Michigan to open and to be celebrating our 38-year anniversary in 2023. We've seen many great changes over those years, and now it's time for new look and feel through-

out the property that will elevate the guest experience," said Kewadin Sault General Manager Dana Schlehuber.

Kewadin Casinos currently offers over 2,000 slot machines, 26 table games, hotels, dining, and other amenities at five properties in the eastern and central Upper Peninsula. The casino is owned and operated by the Sault Ste. Marie Tribe of Chippewa Indians.

## Revenue: State

Continued from page 1A

posed deadline — to reach an agreement on a final budget.

Democrats will need to garner Republican support for the budget to take effect by the end of the fiscal year in October, even with a two-seat majority in both chambers. Immediate effect requires a two-thirds vote of approval in the state Senate.

An income tax rate reduction triggered earlier this year by high revenues will cost the state an estimated \$647 million in revenue the next two years.

Another \$600 million in revenue loss annually will come from corporate economic development

efforts, with \$500 million being sent to the state's Strategic Outreach and Attraction Reserve Fund.

The fund has been used to land major economic development project — including a \$3.5 billion Ford Motor Co. plant announced this spring — by offering tax incentive packages.

The new tax policies are expected to continue affecting Michigan's revenue in the years to come.

Whitmer and the Legislature approved in March a significant increase of the state's Earned Income Tax Credit from 6% to a 30% match of the federal rate, which will cost the state \$1.15 billion the next two years.



AP photo  
European Commission President Ursula von der Leyen, right, and Ukrainian President Volodymyr Zelenskyy, center, talk as they walk with Canadian Prime Minister Justin Trudeau, left, prior to a working session on Ukraine during the G7 Summit in Hiroshima, western Japan, Sunday, May 21, 2023.

## G7 ends with Ukraine in focus as Zelenskyy meets world leaders and Russia claims disputed gains

HIROSHIMA, Japan (AP) — Ukrainian President Volodymyr Zelenskyy huddled with some of his major backers as the Group of Seven summit closed in Hiroshima on Sunday, building momentum for his country's war effort even as Russia claimed a battlefield victory that was quickly disputed by Ukraine.

The Ukrainian leader's in-person appearance in his trademark olive drab underscored the centrality of the war for the G7 bloc of rich democracies. It also stole much of the limelight from other priorities, including security challenges in Asia and outreach to the developing world, that the leaders focused on at the three-day gathering.

Hosting Japanese Prime Minister Fumio Kishida said the group was committed to "strong backing for Ukraine from every possible dimension."

Zelenskyy held two major rounds of meetings Sunday, one with G7 leaders and a second with them and a host of invited guests including India and South Korea. He also spoke one-on-one with several leaders.

Hanging over Sunday's talks was the Russian claim that forces of the Wagner private army and Russian troops had

seized the Ukrainian city of Bakhmut. The eight-month battle for the eastern city — seen by both sides as a major symbolic prize — has been the longest and likely bloodiest of the war.

Comments by Zelenskyy earlier in the day in English suggested that the Russians had finally taken the city. But he and other Ukrainian officials later cast doubt on that assessment, with Zelenskyy telling reporters in Ukrainian that "Bakhmut is not occupied by the Russian Federation as of today."

U.S. President Joe Biden announced new military aid worth \$375 million for Ukraine, saying the U.S. would provide ammunition and armored vehicles. That pledge came after the U.S. agreed to allow training on American-made F-16 fighter jets, laying the groundwork for their eventual transfer to Ukraine.

"We have Ukraine's back and we're not going anywhere," Biden said. Even before Zelenskyy landed Saturday, the G7 nations had unveiled a slew of new sanctions and other measures meant to punish Moscow over its invasion that began in February last year.

While Ukraine dominated the summit, the leaders of Japan, the U.S., the United Kingdom, France, Germany, Canada

and Italy, as well as the European Union, also aimed to address global worries over climate change, poverty, economic instability and nuclear proliferation.

And Biden sought to reassure world leaders that the U.S. would not default because of the debt limit standoff that has cast a large shadow over his trip.

Two U.S. allies — South Korea and Japan — furthered efforts to improve ties colored by lingering anger over issues linked to Japan's brutal 1910-1945 colonization of the Korean Peninsula. Kishida and South Korean President Yoon Suk Yeol visited a memorial to Korean victims, many of them slave laborers, of the Aug. 6, 1945, atomic bombing.

Washington wants the two neighbors, both of which are liberal democracies and bulwarks of U.S. power in the region, to stand together on issues ranging from Russia to North Korea.

Biden, Yoon and Kishida met briefly as a group outside the summit venue in front of Hiroshima Bay. Biden invited the two leaders to visit Washington for a trilateral meeting and they accepted, said a U.S. official who briefed reporters on condition of anonymity.

## Biden hopes McCarthy 'just waiting to negotiate with me' on debt limit

HIROSHIMA, Japan (AP) — President Joe Biden said Sunday that Republicans in the U.S. House must move off their "extreme positions" on the now-stalled talks over raising America's debt limit and that there would be no agreement to avert a catastrophic default only on their terms.

In an effort to get negotiations back on track, Biden was set to call U.S. House Speaker Kevin McCarthy, R-Calif., from Air Force One on the way back to Washington after a Group of Seven summit in Japan, where world leaders expressed concern about the dire global ramifications if the United States were to be

unable to meet its financial obligations.

"Let's find a place where we can find common ground," McCarthy said a few hours later from the U.S. Capitol, adding he expected to hear from the president by late morning Eastern time.

Biden made clear at his closing news conference before leaving Hiroshima that "it's time for Republicans to accept that there is no deal to be made solely, solely, on their partisan terms." He said he had done his part in attempting to raise the borrowing limit so the U.S. government can keep paying its bills, by agreeing to significant cuts in spending.

### Invitation to Comment on a Proposed Tower Construction:

TowerNorth is proposing to construct a 285-foot self-support telecommunications tower (overall height including top-mounted appurtenances) located at Finn Hall 38th Rd., Rock, Delta Co., MI. The type of lighting (if required) for the tower has not yet been determined.

TowerNorth invites comments from any interested party on the impact the proposed undertaking may have on any districts, sites, buildings, structures or objects significant in American history, archaeology, engineering, or culture that are listed or determined eligible for listing in the National Register of Historic Places. Comments pertaining specifically to potential effects on historic resources may be submitted within 30 days from this publication to:

Ben Youira, G2 Consulting Group, LLC, 1186 Heather Dr. in Lake Zurich, IL 60047, Phone: 847-353-8740, e-mail: [byouira@g2consultinggroup.com](mailto:byouira@g2consultinggroup.com)

This notice is provided in accordance with the regulations of the Federal Communications Commission, 47 C.F.R. Part 1, Subpart 1 and Appendices B and C.

**The Escanaba**  
CITY OF ESCANABA  
REGULAR MEETING OF THE PLANNING COMMISSION

At a regular meeting of the Escanaba Planning Commission on Thursday, June 8, 2023, at 6:00pm in the Council Chambers of the Escanaba City Hall, 410 Ludington Street, Escanaba, MI 49829, the following Public Hearings will be conducted in accordance with zoning ordinance section 205:

**Zoning Ordinance Amendment – Setback-Related Language**  
The Planning Commission will hold a public hearing and review a draft ordinance. The purpose of this amendment is to revise setback-related language in the zoning ordinance.

**Zoning Ordinance Amendment – Marijuana Establishment Distancing**  
The Planning Commission will hold a public hearing and review a draft ordinance. The purpose of this amendment is to revise marijuana establishment distancing regulations in the zoning ordinance.

**Zoning Map Amendment Request – 1801 Ludington Street**  
The Planning Commission will hold a public hearing and review a zoning map amendment application. This was filed by K Enterprise Rentals LLC to move 1801 Ludington Street from an "E" zoning district to a residential zoning district.

**Special Land Use – 920 Willow Creek Road**  
The Planning Commission will hold a Public Hearing on the application for a Special Land Use Permit as filed for a childcare center named "The Country Schoolhouse" to be located at 920 Willow Creek Road.

**Special Land Use – 201 North 30th Street**  
The Planning Commission will hold a Public Hearing on the application for a Special Land Use Permit as filed for a Recreational Marijuana Provisioning Center/Retail Establishment named "AHA" to be located at 201 North 30th Street.

The public is cordially invited to attend this meeting should you have any questions, comments, or concerns. Special land use reviews are intended to ensure that projects conform to Escanaba's Zoning Ordinance. The Planning Commission does not have the authority to reject a project which conforms to all applicable ordinances. If you are unable to attend this meeting, you may submit your written concerns to the City of Escanaba, Planning & Zoning Dept., P.O. Box 948, 410 Ludington Street, Escanaba, MI 49829 by June 7, 2023. All written and signed correspondence will be entered into the public record. More detailed information related to these agenda items can be viewed at City Hall, 410 Ludington Street, Escanaba, MI 49829 or on the City's website at [escanaba.org](http://escanaba.org) under the Planning Commission page one week prior to the meeting.  
Escanaba Planning Commission

**Kid's Speak**  
Bark River Harris Kindergarten Class

"Imagine you just won a million dollars, what would you buy first?"

Cooper DeMars "A Lamborghini"	Ace Begovac "A Four Wheeler."	Ava Gearhart "A Doll, New Toys."	Skyler Teal "Get my cat Luna back."	Mya Walechka "I'd buy a cat."

If you would like to Sponsor "Kid's Speak" please contact  
The Daily Press' Classified Department by calling (906) 786-2021.  
or Email: [classifieds@dailypress.net](mailto:classifieds@dailypress.net)



May 22, 2023

«Owner\_Name»  
«Address\_Owners»  
«City\_Owners», «State\_Owners» «Zip\_Code\_Owners»

**RE: Public Hearing Notification and Invitation**

Dear Property Owner:

You are receiving this notice because your property at «Address\_Physical» is within 300 feet of the project below scheduled for a Public Hearing before the Planning Commission on **Thursday, June 8, 2023 at 6:00pm** at the Escanaba City Hall, 410 Ludington Street.

**Zoning Map Amendment Request: 1801 Ludington Street**

The Planning Commission will hold a public hearing and review a zoning map amendment application. This was filed by K Enterprise Rentals LLC to move 1801 Ludington Street from an "E" zoning district to a residential zoning district.

One week prior to the meeting, a copy of the details of this request can be viewed in the agenda packet on our website at [escanaba.org](http://escanaba.org) or can also be viewed at City Hall, Second Floor, 410 Ludington Street, Escanaba, MI, Monday through Friday, 7:30am to 4:00pm.

You are invited to attend this meeting should you have any interest in this project. If you have comments, but are unable to attend this meeting, please submit your written comments to the City of Escanaba Planning Commission prior to Thursday, June 8, 2023. All written and signed comments will be read into the public record.

The City of Escanaba will provide all necessary, reasonable auxiliary aids and services to individuals with disabilities at the meeting/hearing upon five days' notice to the City of Escanaba Clerk's Office by writing or calling (906) 786-9402.

Best regards,

Tyler Anthony, Planning & Zoning Administrator  
on behalf of the Escanaba Planning Commission

**PROOF OF SERVICE – MAILING**

This document was enclosed in sealed envelope, first class postage fully prepaid, and deposited in the U.S. Government Mail.

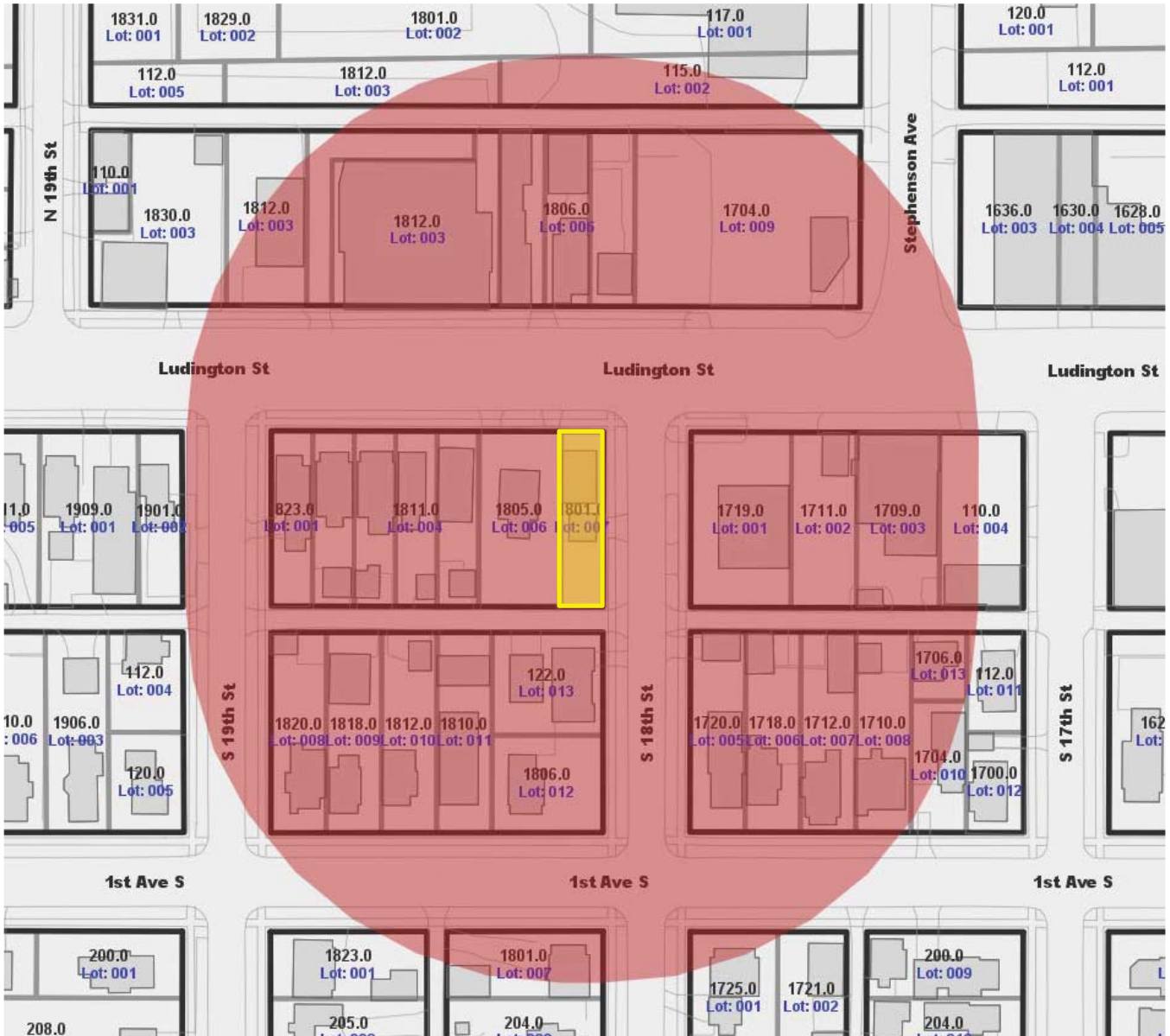
Addressee(s): Assessed Property Owner/Occupant  
300' Radius of 1801 Ludington Street  
Mailing Date: May 22, 2023  
Attested To By: Heather Calouette  
City of Escanaba - City Hall



**Mission Statement**

Enhancing the enjoyment and livability of our community by providing quality municipal services.  
*The City of Escanaba is an equal opportunity employer and provider.*

### 300' Radius from 1801 Ludington Street

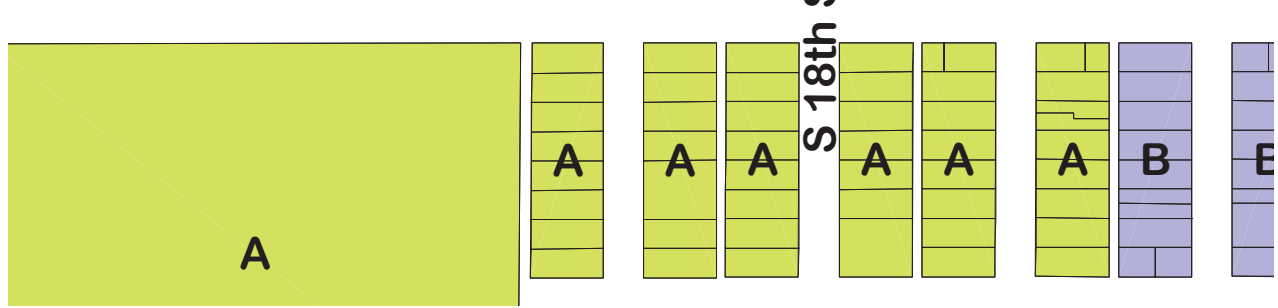
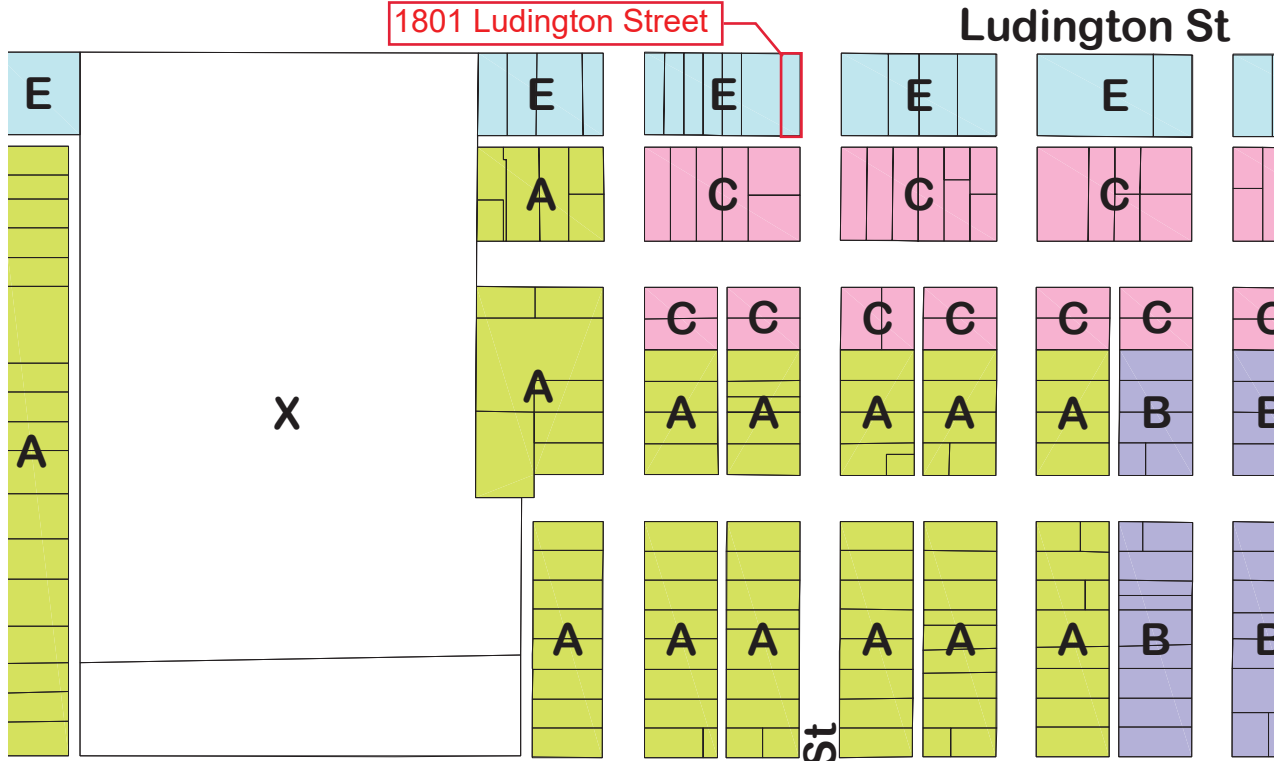
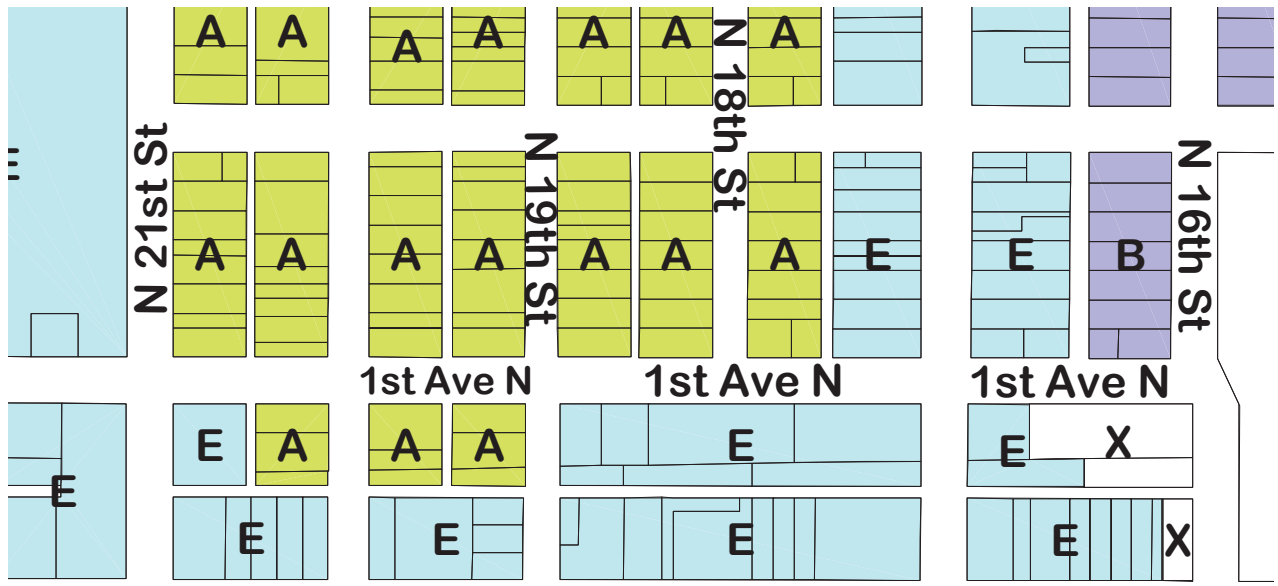


#### Mission Statement

Enhancing the enjoyment and livability of our community by providing quality municipal services.  
*The City of Escanaba is an equal opportunity employer and provider.*



Address (Physical)	Owner Name	Address (Owner's)	City (Owner's)	State (Owner's)	Zip Code (Owner's)
1830 LUDINGTON ST	KNUDSEN REALTY LLC/O DENTIST OFFICE	1607 LAKE SHORE DR	ESCANABA	MI	49829-2017
115 STEPHENSON AVE	FAMILY LIFE CENTER	PO BOX 291	ESCANABA	MI	49829-0291
1812 LUDINGTON ST	BENOIT RICK & LISA	6865 M.5 LN	ESCANABA	MI	49829-9526
1808 LUDINGTON ST	EMPIRE OF CHEWIE LLC	325 ERICKSON ST	MARQUETTE	MI	49855-2437
1806 LUDINGTON ST	JOHNSON-REEVES M & J	1806 LUDINGTON ST	ESCANABA	MI	49829-2739
1710 LUDINGTON ST	JOHNSON DONALD	1710 LUDINGTON ST	ESCANABA	MI	49829-2737
1704 LUDINGTON ST	BOBALOONS INC	1700 LUDINGTON ST	ESCANABA	MI	49829-2737
1823 LUDINGTON ST	ANDERSON TERI	1823 LUDINGTON ST	ESCANABA	MI	49829-2740
1817 LUDINGTON ST	WEIZER TIM & STEPHANIE	1817 LUDINGTON ST	ESCANABA	MI	49829-2740
1813 LUDINGTON ST	BOUDREAU GARY H JR	1813 LUDINGTON ST	ESCANABA	MI	49829-2740
1811 LUDINGTON ST	DEROCHER JEFFERY M & DARLENE A	1811 LUDINGTON ST	ESCANABA	MI	49829-2740
1809 LUDINGTON ST	BELANGER ELMER & DONNA TRUST	1809 LUDINGTON ST	ESCANABA	MI	49829-2740
1805 LUDINGTON ST	ARNT ORVILLE & LYNDON/O BEAUTY SHOPS	N19169 JANIK LANE NUMBER 48	BARK RIVER	MI	49807-9408
1801 LUDINGTON ST	K ENTERPRISES RENTALS LLC	PO BOX 1227	ESCANABA	MI	49829-6227
1820 1ST AVE S	ST CYR DEVIN	1820 1ST AVE S	ESCANABA	MI	49829-2612
1818 1ST AVE S	BOUDREAU LARRY & DEBBIE	1818 1ST AVE S	ESCANABA	MI	49829-2612
1812 1ST AVE S	DIAMOND CAPITAL INVESTMENTS LLC	PO BOX 453	ISHPEMING	MI	49849-0453
1810 1ST AVE S	OLSON ROBERT J & MARY M	2600 S HILL RD LOT 19	GLADSTONE	MI	49837-2167
1806 1ST AVE S	PORATH ANDREW & LANAVILLE SARAH	1806 1ST AVE S	ESCANABA	MI	49829-2612
122 S 18TH ST	WEISSERT WILLIAM E & VICTORIA R	122 S 18TH ST	ESCANABA	MI	49829-2636
1719 LUDINGTON ST	WEISSERT WILLIAM	1719 LUDINGTON ST	ESCANABA	MI	49829-2738
1711 LUDINGTON ST	SITARAS NICK & DESPINA	2301 S 21ST ST	ESCANABA	MI	49829-1906
1709 LUDINGTON ST	SITARAS NICK & DESPINA	2301 S 21ST ST	ESCANABA	MI	49829-1906
110 S 17TH ST	SITARAS NICK & DESPINA	2301 S 21ST ST	ESCANABA	MI	49829-1906
1720 1ST AVE S	WEISSERT WM E & VICTORIA	1719 LUDINGTON ST	ESCANABA	MI	49829-2738
1718 1ST AVE S	GRENIER MARTA E & PATRICK J	1718 1ST AVE S	ESCANABA	MI	49829-2610
1712 1ST AVE S	ERICKSEN PAUL & TAYLOR LINDA	1712 1ST AVE S	ESCANABA	MI	49829-2610
1710 1ST AVE S	BOUDREAU KENNETH & NANCY	1710 1ST AVE S	ESCANABA	MI	49829-2610
1704 1ST AVE S	SCARCELLI MICHELLE	1704 1ST AVE S	ESCANABA	MI	49829-2610
112 S 17TH ST	PEARSON DENNIS & MARILYN	2527 2ND AVE S	ESCANABA	MI	49829-1316
1706 1ST AVE S	BOUDREAU KENNETH F & NANCY L	1710 1ST AVE S	ESCANABA	MI	49829-2610
1823 1ST AVE S	KOBASIC VALERIE A	1823 1ST AVE S	ESCANABA	MI	49829-2611
1801 1ST AVE S	DORAN JAMES A & SUSAN C	1801 1ST AVE S	ESCANABA	MI	49829-2611
1725 1ST AVE S	BUSBANI BRYCE & REBECCA	1725 1ST AVE S	ESCANABA	MI	49829-2609
1721 1ST AVE S	VIAU PAUL M & ROBERTA JO	6818 M RD # 5	ESCANABA	MI	49829-9451
117 STEPHENSON AVE	FAMILY LIFE CENTER	PO BOX 291	ESCANABA	MI	49829-0291
1801 1ST AVE N	FAMILY LIFE CENTER	PO BOX 291	ESCANABA	MI	49829-0291



## CHAPTER 5 – RESIDENCE “A” DISTRICTS

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### ***Section 501 – General Provisions.***

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#### **501.1 Purpose.**

The single-family dwelling district is for the purpose of primarily accommodating conventional single-family dwellings.

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### ***Section 502 – Principal Uses Permitted By Right.***

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#### **502.1 General.**

The following uses of land and buildings, together with accessory uses, are allowed in the one-family district:

- A. One-family detached dwellings
- B. Accessory buildings and uses, including swimming pools, customarily incident to any of the above permitted uses.
- C. Gardens, arboretums, nursery, or greenhouses without sales facilities.
- D. Park, playground, school or college stadium or athletic field, golf course.
- E. Telephone exchange where no public business offices and no repair, storage or garage facilities are maintained.
- F. Special Care Facilities subject to the following conditions:  
...
- G. Home Occupations. As used in this chapter, a home occupation is an accessory use of the main dwelling that shall constitute either entirely or partially the livelihood of a person living in the dwelling, provided it complies with all applicable performance standards set forth in this chapter. Home Occupations subject to the following conditions:  
...
- H. Bed and Breakfast Establishment. Bed and breakfast establishment subject to the following conditions:  
...
- I. Adult Foster Care Facilities. Adult Foster Care (state licensed residential facility as defined by MCL 125.5836).

### ***Section 503 – Uses Allowed By Special Land Use Permit.***

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#### **503.1 General.**

The following uses of land and buildings, together with accessory uses, are allowed in the Single-Family Districts if a special land use permit is issued according to the standards of this chapter:

- A. Clustered single-family dwellings.
- B. Essential service building, publicly owned buildings.
- C. Group day care homes.
- D. Places of assembly.
- E. Schools.
- F. Temporary dwelling units.
- G. Public or parochial schools, colleges, publicly owned and operated libraries, museum.

- H. Community building or club, except where the principal activity thereof is a service customarily carried on as a business.
- I. Nursery schools, child care centers, and similar institutions for children of pre-school age.
- J. Fire and Police Stations.
- K. Hospital, clinic, convent, home dormitory, or other buildings of like character, occupied, or to be occupied more or less permanently (but not including penal or correctional institutions).
- L. Convenience Store.
- M. Auxiliary Dwelling Units; subject to the following conditions:  
...

## CHAPTER 6 – RESIDENCE “B” DISTRICTS

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### ***Section 601 – General.***

#### **601.1 Purpose.**

The two-family dwelling district is for the purpose of primarily accommodating conventional two-family dwellings.

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### ***Section 602 – Principal Uses Permitted By Right.***

#### **602.1 General.**

The following uses of land and buildings, together with accessory uses, are allowed in the one-family [sic] district:

- A. Two-family detached dwellings
- B. One-family dwellings
- C. Townhouses
- D. Accessory buildings and uses, including swimming pools, customarily incident to any of the above permitted uses.
- E. Nursery schools, child care centers, and similar institutions for children of pre-school age.
- F. Gardens, arboretums, nursery, or greenhouses without sales facilities.
- G. Park, playground, school or college stadium or athletic field, golf course.
- H. Telephone exchange where no public business offices and no repair, storage or garage facilities are maintained.
- I. Fire and Police Stations.
- J. In sparsely settled and unplatted areas, a hospital, clinic, convent, home (See Chapter 1, General Provisions, Section 111, General Definitions for "home"), dormitory, or other buildings of like character, occupied, or to be occupied more or less permanently (but not including penal or correctional institutions, or institutions for the care of the feeble-minded or insane, or for liquor or drug addicts) only when permitted by the Board of Appeals and subject to at least the minimum requirements for yards and area in a Residence B District and other reasonable limitations and conditions.
- K. Special Care Facilities. Special Care Facilities subject to the following conditions:  
...
- L. Home Occupations. As used in this article, a home occupation is an accessory use of the main dwelling that shall constitute either entirely or partially the livelihood of a person living in the dwelling, provided

it complies with all applicable performance standards set forth in this article. Home Occupations subject to the following conditions:

...

- L. Bed and Breakfast Establishment. Bed and breakfast establishment subject to the following conditions:

...

- M. Adult Foster Care Facilities. Adult Foster Care (state licensed residential facility as defined by MCL 125.5836).

***Section 603 – Uses Allowed By Special Land Use Permit.***

**603.1 General.**

The following uses of land and buildings, together with accessory uses, are allowed in the Residence B District if a special land use permit is issued according to the standards of this chapter:

- A. Clustered single-family dwellings.
- B. Essential service buildings.
- C. Group day care homes.
- D. Places of assembly.
- E. Schools.
- F. Public or parochial schools, colleges, publicly owned and operated libraries, museum.
- G. Community building or club, except where the principal activity thereof is a service customarily carried on as a business.

...

**CHAPTER 7 – RESIDENCE “C” DISTRICTS**

***Section 701 – General Provisions.***

**701.1 Purpose.**

The multiple-family dwelling district is for the purpose of primarily accommodating conventional multiple-family dwellings.

***Section 702 – Principal Uses Permitted By Right.***

**702.1 General.**

The following uses of land and buildings, together with accessory uses, are allowed in a multi-family district:

- A. Multiple-family dwellings, including triplexes, fourplexes, multiplexes, and townhouses
- B. Two-family dwellings
- C. One-family detached dwellings
- D. Accessory buildings and uses, including swimming pools, customarily incident to any of the above permitted uses.
- E. Places of assembly, public or parochial schools, colleges, publicly owned and operated libraries, museum.
- F. Private educational institutions when operated primarily for the purpose of giving preparatory education similar in character to that provided in the public schools or kindergartens, nursery schools and similar institutions for children of pre-school age.

- G. Gardens, nursery, or greenhouses without sales facilities.
- H. Park, playground, school or college stadium or athletic field, golf course.
- I. Telephone exchange where no public business offices and no repair, storage or garage facilities are maintained.
- J. Fire and Police Stations.
- K. Nursery schools, child care centers and similar institutions for children of pre-school age.
- L. In sparsely settled and unplatted areas, a hospital, clinic, convent, home (See Chapter 1, General Provisions, Section 111, General Definitions for "home"), dormitory, or other buildings of like character, occupied, or to be occupied more or less permanently (but not including penal or correctional institutions, or institutions for the care of the feeble-minded or insane, or for liquor or drug addicts) subject to at least the minimum requirements for yards and area in a Residence C District and other reasonable limitations and conditions.
- M. Community garages, when necessary to provide storage for vehicles of tenants of multi-family dwellings.
- N. Rooming Houses.
- O. Special Care Facilities. Special Care Facilities subject to the following conditions:  
...
- P. Home Occupation. As used in this article, a home occupation is an accessory use of the main dwelling that shall constitute either entirely or partially the livelihood of a person living in the dwelling, provided it complies with all applicable performance standards set forth in this article. Home Occupations are subject to the following conditions:  
...
- Q. Bed and Breakfast Establishment. Bed and breakfast establishment subject to the following conditions:  
...
- R. Adult Foster Care Facilities. Adult Foster Care (state licensed residential facility as defined by MCL 125.5836).
- S. Transitional Housing. Transitional housing which contains self-sufficiency training and human services offices.

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***Section 703 – Uses Allowed By Special Land Use Permit.***

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**703.1 General.**

The following uses of land and building, together with accessory uses, are allowed in the Residence "C" District if a special land use permit is issued according to the standards of this chapter:

- A. Essential service buildings;
- B. Group daycare homes;
- C. Temporary of dwelling units; and
- D. Community building or club, except where the principal activity thereof is a service customarily carried on as a business.

...

# CHAPTER 10 – COMMERCIAL DISTRICT (“E”)

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## ***Section 1001 – General Provisions.***

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### **1001.1 Purpose.**

The Commercial District is for the purpose of accommodating offices, retail and related services.

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## ***Section 1002 – Uses Permitted in a Commercial District.***

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### **1002.1 General.**

In a Commercial District, a building, structure, or premises, may be erected or used for one (1) or more of the following specified purposes:

- A. Office, studio, barber shop, beauty shop.
- B. Retail stores and restaurants.
- C. Wholesale business, storage in bulk of or warehouse for such material as clothing, cotton, drugs, dry goods, feed, food, furniture, hardware, metals, pipe, rubber, shop, supplies, tobacco, wool within an enclosed building.
- D. Bank, financial institution, credit union, theater, moving picture house, recreation building, assembly hall, mortuary, funeral home.
- E. Cold storage plant, ice manufactory, creamery, ice cream manufactory, candy manufactory, bottling works, milk bottling or central distributing station, baking plant, dairy.
- F. Dyeing or dry cleaning plant, laundry.
- G. Ship passenger terminal, bus terminal, taxi stand.
- H. Printing plant, newspaper plant.
- I. Radio and television broadcasting station, telephone exchange, police and fire station.
- J. Community garage.
- K. Hotels, boarding houses, club houses with residential facilities, lodging houses, motels, overnight cabins, and other business of a similar nature, in which shelter or lodging is furnished a relatively transient clientele and a charge is made therefor.
- L. Place of assembly (except on Ludington Street between 2nd Street and 22nd Street).
- M. Public or parochial schools, colleges, public library, museum, private educational institutions.
- N. Hospital, home dormitory.
- O. Community building, club, or armory.
- P. Amusement, commercial, outdoor.
- Q. Automobiles, truck and utility trailer rental.
- R. Automotive sales and repair.
- S. Car washes.
- T. Boat and ship sales and repair (not exceeding 100 feet in length).
- U. Cultural facilities.
- V. Equipment rental and leasing, within an enclosed building.
- W. Government buildings.
- X. Laboratories, dental, medical and optical.
- Y. Post Offices.



- Z. Restaurants, taverns.
- AA. Studios for artists, designers, photographers, musicians, sculptors, gymnasts, potters, wood and leather craftsman, silversmiths, and designers of ornamental and precious jewelry.
- BB. Neighborhood food and beverage service.
- CC. Catalog and mail order houses.
- DD. Funeral Home.

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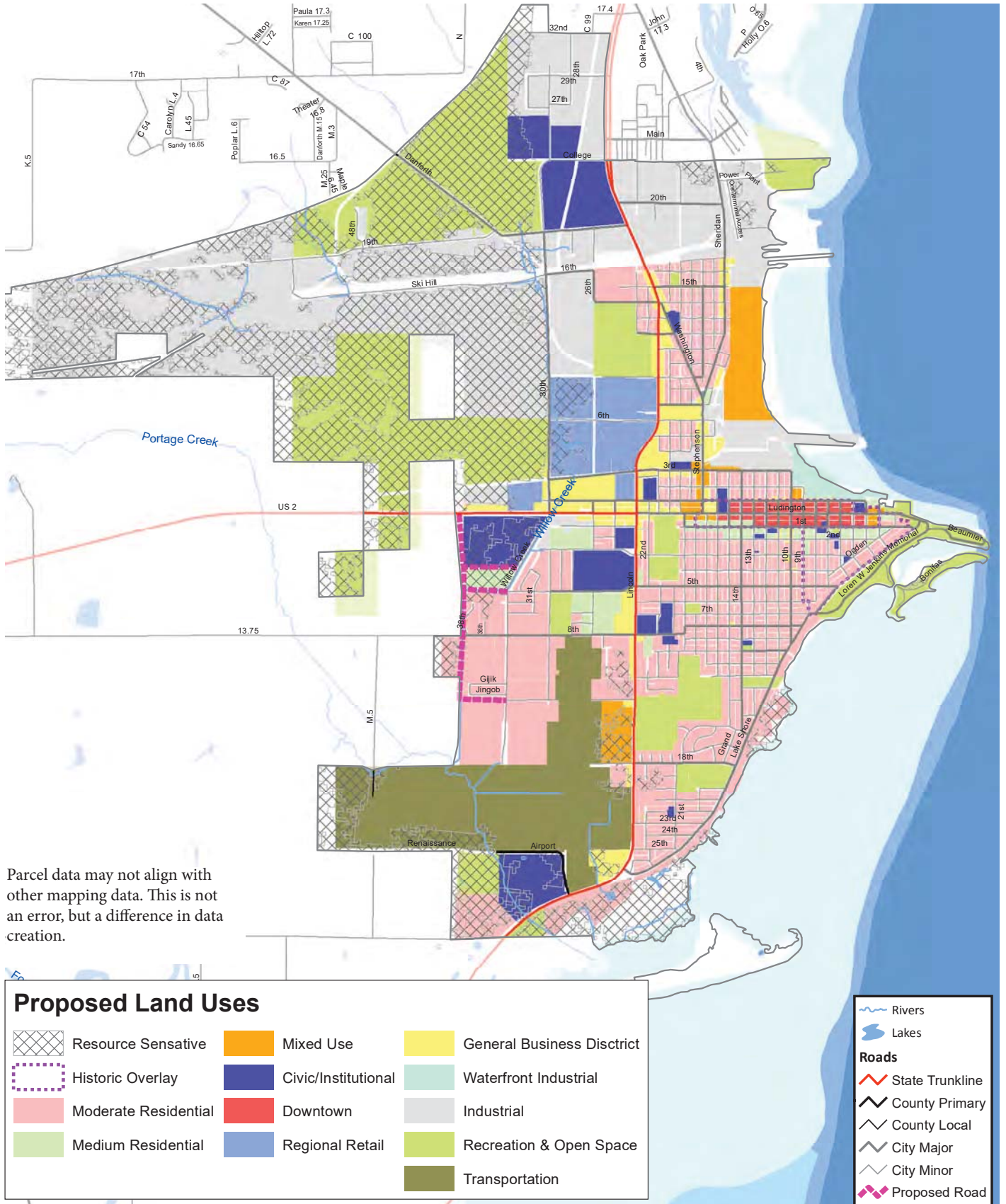
### ***Section 1003 – Uses Allowed By Special Land Use Permit***

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#### **1003.1 General.**

The following uses of land and buildings, together with accessory uses, are allowed in the Commercial District if a special land use permit is issued according to the standards of this chapter:

- A. Places of assembly on Ludington Street between 2nd Street and 22nd Street.
- B. Public garages, repair shops, gasoline service stations and other motor fuel filling stations.
- C. Public garages, business, public or quasi-public, and commercial vehicle parking.
- D. Multiple family dwellings, with the following requirements:
  - a. Buildings or structures hereafter erected shall not occupy more than seventy- five (75) percent of the area of the lot.
  - b. Ten (10) percent of the total lot area shall remain open green space.
  - c. One indigenous tree per 1,000 square feet, or fraction thereof, of gross floor area must be included.
  - d. The minimum required setback distance on all sides of the property is ten (10) feet for the first two (2) stories, plus an additional ten (10) feet for each additional story.
  - e. All other standards not specifically mentioned in this list shall follow the standards set forth in the relevant sections of the zoning ordinance.
- E. The Planning Commission may authorize principle and other uses not stated in the district where the land is located, provided that such uses are consistent with the intent of this chapter and the standards set forth herein.



**Map 32: City of Escanaba, Future Land Use**

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## 5.3 Issues and Opportunities

### **Issues:**

The majority of housing units in the City are single-family detached units, although relative to the surrounding rural areas, the City has a high percentage of multi-family structures. Modifications should be made to the City Zoning Ordinance which encourage the development of a variety of housing types, such as townhomes, attached residential dwellings, and mixed uses. A variety in housing styles will allow all age groups to find housing based on lifestyle conditions and remain in the City.

The majority of homes in the city were built prior to 1940. While the older homes contribute to the aesthetic character of the community, they are also more costly to heat and maintain.

Along with most other areas in the country, the number of people per household has slowly decreased over the last several decades. While the total number of people living in Escanaba has declined, there has not been a surge in vacant homes, there are simply fewer people in each house.

In public surveys, residents indicated that improving the quality of housing, especially in the downtown area, to be a primary concern. There are two neighborhood enhancement areas identified on Map 13, and these areas are located on the east side of Lincoln Road on either side of Ludington Street. The intent of the neighborhood enhancement areas is to concentrate code enforcement, infrastructure improvements, and home ownership programs in defined areas to increase the property values resulting in stabilized neighborhoods.

The increase in the percent of rental units is a concern as it is an indicator of economic insecurity.

### **Opportunities:**

In order to protect historic neighborhoods the City could adopt an historic overlay that would protect the aesthetic character of these areas. The historic stock of residential structures sets the City apart from surrounding Townships. Efforts to manage this historic resource should be a priority for the community. The area between 1st Avenue South, South 7th Street, and Lake Shore drive to be designated as an historic overlay district, which means it poses a high concentration of historic structures deserving to be preserved for the community. A neighborhood historic overlay district would provide a basis for the City to manage the appearance of the exterior of new structures and significant additions within this area. The overlay district would not be a local historic district but a zoning tool used to preserve the architectural and historic integrity of the neighborhood.

There is a demand in the local housing market for units often called the 'missing middle'. This includes market rate multi-family or clustered housing within walking distance to shops and other amenities that can help the City meet the demand from young professionals and retirees for walkable urban living.

There are policy and funding tools available from Michigan State Housing Development Authority (MISDHA) and U.S. Department of Housing and Urban Department (HUD) to help the City address the levels of blight and homeownership.



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## PLANNING COMMISSION

Agenda Item Report - Thursday, June 8, 2023

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### **PH4: Special Land Use Review- 920 Willow Creek Road- The Country Schoolhouse**

Background:

In accordance with Zoning Ordinance 205, the Planning Commission will hold a Public Hearing on the application for a Special Land Use Permit as filed by The Country Schoolhouse Inc. (Schoolhouse) for a daycare center to be located at 920 Willow Creek Road.

Possible Options for Action:

1. Approve 1) the special land use and/or 2) the site plan for a daycare center at 920 Willow Creek Road by separate motions.
2. Conditionally approve 1) the special land use and/or 2) the site plan for a daycare center located at 920 Willow Creek Road by separate motions. Motions must list standards not met and conditions for approval.
3. Deny 1) the special land use and/or 2) the site plan for a daycare center at 920 Willow Creek Road by separate motions. Motions must list standards not met and any other reasons for denial.

Attachments:

1. Special Land Use Permit Application – 920 Willow Creek Road
2. Site Plan, Zoning Plan, and Landscape Plan – 920 Willow Creek Road
3. Staff Report – 920 Willow Creek Road
4. Public Hearing Notice, Neighbor Notification Letter & Mailing List





# ZONING COMPLIANCE PERMIT APPLICATION

Planning & Zoning Department – 906-786-9402

## SUBMISSION INFORMATION

Email: [permits@escanaba.org](mailto:permits@escanaba.org)

Mail: Planning & Zoning Dept., PO Box 948, Escanaba, MI 49829

In Person: 410 Ludington Street, 2<sup>nd</sup> Floor (M-F, 7:30a-4p)

**Fees** (Cash, Check, Credit Card) – See table below for fees.

Checks: Make payable to City of Escanaba.

Credit Cards: Additional processing fee applies. Accepted in person or over phone after application is submitted.

## PROPERTY IDENTIFICATION

Property Address

920 Willow Creek Road

Parcel #

051-420-2836-100-053

## FEE SCHEDULE & REQUIRED COMPONENTS

MARK ONE ↓	Project Type	App. Fee	Required Components for Submission
	Single Family Residential <input type="checkbox"/> New <input type="checkbox"/> Addition	\$40	<ul style="list-style-type: none"> <li>✓ Pages 1-2 – Project /Contact Info,</li> <li>✓ Page 3 – Sketch Plan Drawing</li> <li>✓ Pages 5-6 – Dev. Standards Checklist <i>(not required for residential under 5 units)</i></li> <li>✓ Page 7 – Signatures</li> </ul> <p><i>Note: Administrative (staff) review only, unless deemed necessary to refer to the Planning Commission.</i></p>
	Two-Family Residential <input type="checkbox"/> New <input type="checkbox"/> Addition		
	Multi-Family Residential with 3-4 Units <input type="checkbox"/> New <input type="checkbox"/> Addition		
	Building addition of twenty percent (20%) or less of the existing building for buildings with previous site plan approval <ul style="list-style-type: none"> <li>• Total sq. ft. less than five thousand (5,000)</li> <li>• Provided that no more than four additional parking spaces will be required or provided.</li> </ul>		
	Building addition up to 5,000 sq. ft. <ul style="list-style-type: none"> <li>• Does not modify any other site characteristics such as parking, traffic circulation and drainage.</li> </ul>		
	Accessory Structure <ul style="list-style-type: none"> <li><input type="checkbox"/> Detached Garage <input type="checkbox"/> Shed</li> <li><input type="checkbox"/> Other: _____</li> </ul>		
	Other <input type="checkbox"/> Mobile Home Park <input type="checkbox"/> Parking Lot (5+ spaces)		
	Multi-Family Residential (5 units or more)	\$500	<p><i>Pre-application conference strongly recommended.</i></p> <ul style="list-style-type: none"> <li>✓ Pages 1-2 – Project /Contact Info.</li> <li>✓ Pages 4-6 – Site Plan &amp; Development Standards Checklists</li> <li>✓ Site Plan Drawing by architect/engineer – 1 large printed + digital</li> <li>✓ Page 7 – Signatures</li> </ul> <p><i>Planning Commission review required. Applicant or a representative must attend meeting.</i></p> <p><i>Requests for calling a <u>Special Meeting</u> of the Planning Commission (between regularly scheduled monthly meetings) will incur an additional fee of \$100.</i></p>
	Commercial Building of 5,000 sq. ft. or more		
	Industrial Building/Use		
	Principal non-residential building in a residential district		
	Building conversion from commercial to any other use on Ludington Street between 2 <sup>nd</sup> Street and Lincoln Road		
	Communication Tower		
X	Special Land Use	\$750	
	Planned Unit Development (PUD) – Check one: <ul style="list-style-type: none"> <li><input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Special</li> </ul>		

PLEASE COMPLETE ALL INFORMATION AS FULLY AS POSSIBLE.

City Staff can assist with locating some information, but missing information will delay the review process.

PROJECT INFORMATION	
Description of Project: <b>Build NEW DAYCARE CENTER</b>	
Proposed Use(s): <b>CHILD CARE</b>	
Sq. Ft. of Structure(s): (as measured to DRIP EDGES) <b>9480</b>	Estimated Value of Construction: <b>\$ 2,000,000</b>
Number of Floors/Stories: <b>1</b>	Height of Structure(s): <del>Not to exceed 35 ft</del> <b>17 ft</b>
Utilities to Be Incorporated in Project: <input type="checkbox"/> None <input checked="" type="checkbox"/> Electric <input checked="" type="checkbox"/> Water <input checked="" type="checkbox"/> Sanitary Sewer <input type="checkbox"/> Storm Sewer	

CONTACT INFORMATION	
PROPERTY OWNER	APPLICANT/OWNER'S REPRESENTATIVE
Company <b>The Country Schoolhouse Inc</b>	Company
Name <b>DAVID + JENNIFER HAYES</b>	Name
Address [REDACTED]	Address
City, State, ZIP [REDACTED]	City, State, ZIP
Phone # [REDACTED]	Phone #
Email [REDACTED]	Email

ARCHITECT/ENGINEER	
Company <b>BITTNER ENGINEERING</b>	
Name <b>CRAIG BALL</b>	
Address [REDACTED]	
City, State, ZIP [REDACTED]	
Phone # [REDACTED]	
Email [REDACTED]	

OTHER – Please specify:	
Company	
Name	
Address	
City, State, ZIP	
Phone #	
Email	

*****THIS SECTION CITY STAFF USE ONLY*****				
Date Submitted	<b>5/16/2023</b>	Fee Paid	<b>\$ 500<sup>00</sup></b>	Receipt # <b>9336394</b>
Parcel Type	<input checked="" type="checkbox"/> Corner Lot <input type="checkbox"/> Interior Lot <input type="checkbox"/> Irregular Lot			
Parcel Dimensions	Width: <b>320'</b>	Length: <b>306.55'</b>	Total Sq. Ft.: <b>2.27 Acres</b>	
Sq. Ft. of Existing Structures:	<b>0 sf</b>	Zoning District:	<b>zone A - single family</b>	
Easements:				



### SKETCH PLAN DRAWING

Property Address	920 Willow Creek Rd	Owner Name	DAVID + JENNIFER HAYES
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The following information **MUST** be shown, drawn relatively to scale. (See sample drawing on page 8 for an example to follow.)

- Show and label **property lines** and dimensions.
- Show and label adjoining **streets, alleys, and sidewalks**.
- Show and label **all structures** and dimensions.
- Show **all distances** from the property lines to existing and proposed structures and distances between structures.
- Show **driveway location** and dimensions and all parking spaces.

**ALL MEASUREMENTS SHOULD BE FROM DRIP EDGES OF STRUCTURES (not walls/foundations).**

see site plan attached



## SITE PLAN INFORMATION & CHECKLIST

(Not required for sketch plan projects with a \$40 fee.)

Please verify that you have addressed ALL the items on this list in your site plan. If there is nothing shown on the site plan, please include a statement as to why it has not been shown, or mark it "Not Applicable". Failure to address these items will delay approval. Site plan review will not be scheduled for hearing by the Planning Commission until complete plans are submitted.

Site Plan Information Required		Location in site plan	N/A – Must attach reason
SP-1	The site plan must consist of an accurate, reproducible drawing at a scale of one (1) inch equals twenty (20) feet or less, showing the site, its zoning classification, location, type and size of structures and/or land on adjacent properties within two hundred (200) feet of the property.		
SP-2	Boundary survey of property prepared by a registered survey showing the location of proposed and/or existing property line, dimensions, legal descriptions, setback lines, and monument locations.		
SP-3	Location and type of significant existing vegetation as determined by a qualified, city approved authority.		
SP-4	Location and elevations of existing water courses and water bodies, including county drains and manmade surface drainage ways.		
SP-5	Location of existing and/or proposed buildings and intended uses thereof, as well as the length, width, and height of each building.		
SP-6	Proposed location of accessory structures, buildings and uses, including but not limited to, all flagpoles, light poles, storage sheds, transformers, air conditioners, generators and similar equipment, and the method of screening where applicable.		
SP-7	Location of snow storage areas.		
SP-8	Location of existing public roads, rights-of-way, and private easements of record and abutting streets. Dedication of any right-of-way for widening, extension, or connection of major streets as shown on the official Master Street Plan, and granting of easement(s) for public utilities where required.		
SP-9	Location of and dimensions of proposed streets, drives, curb cuts, and access easements, as well as acceleration, deceleration and passing lanes (if any) serving the development.		
SP-10	Location, design, and dimensions of existing and/or proposed curbing, barrier free access, carports, parking areas (including indication of all spaces and method of surfacing), fire lanes and all lighting thereof.		
SP-11	Location, size, and characteristics of all loading and unloading areas.		
SP-12	Location and design of all sidewalks, walkways, bicycle paths and areas for public use.		
SP-13	Location of water supply lines and/or wells, including fire hydrants and shut-off valves, and the location and design of storm sewers, retention or detention ponds, waste water lines, clean-out locations, connection points and treatment systems, including septic systems, if applicable.		
SP-14	Location of all other utilities on the site, including but not limited to natural gas, electric, cable TV, telephone and steam.		
<del>SP-15</del>	<del>Proposed location, dimensions and details of common open spaces and common facilities such as community buildings or swimming pools, if applicable.</del>		
SP-16	Location, size, and specifications of all signs and advertising features.		
SP-17	Exterior lighting locations with area of illumination illustrated as well as the type of fixtures and shielding to be used.		
SP-18	Location, height, size and specifications of all fences, walls, and other screening features with cross sections.		
SP-19	Location and specifications for all proposed perimeter and internal landscaping and other buffering features. For each new landscape material, the proposed size at the time of planting must be indicated. All vegetation to be retained on the site must also be indicated, as well as its typical size by general location or range of sizes as appropriate.		
SP-20	Location, size, and specifications for screening of all trash receptacles and other solid waste disposal facilities.		
SP-21	Location and specifications for any existing or proposed above or below ground storage facilities for any chemicals, salts, flammable materials, or hazardous materials as well as any containment structures or clear zones required by government authorities.		
SP-22	Identification of any significant site amenities or unique natural features.		
SP-23	Identification of any significant views onto or from the site to or from adjoining areas.		
SP-24	North arrow, scale and date of original submittal and last revision.		
SP-25	Seal of the registered engineer, architect, landscape architect, surveyor, or planner who prepared the plan.		



## DEVELOPMENT STANDARDS CHECKLIST

(Not required for residential projects with less than five (5) units.)

Complete the following checklist to verify that the following Development Standards have been reviewed and incorporated into the plan. Attach a separate sheet referencing the item number from the left column and any explanations or document attachments that would demonstrate compliance with the standard OR why that standard is not applicable to the project.

Development Standards for Granting Plan Approval		N/A	Addressed in Plan?	Explanation/ Documentation Attached
DS-1	<b>Building orientation.</b> Primary structures shall be oriented so that their main entrance faces the street upon which the lot fronts. If the development is on a corner lot, the main entrance may be oriented to either street or to the corner.		✓	
DS-2	<b>Roof equipment.</b> All roof-mounted equipment, including satellite dishes and other communication equipment, must be screened from recreation trails or from a public sidewalk adjacent to the site by a parapet wall or similar architectural feature. Exception: Solar energy collection panels do not require screening to allow maximum effectiveness.	✓		
DS-3	<b>Visual and sound mitigation.</b> Reasonable visual and sound mitigation for all structures shall be provided. Fences, walls, barriers and landscaping shall be used appropriately for the protection and enhancement of property and for the privacy of its occupants.		✓	
DS-4	<b>Emergency access.</b> Every principal building or groups of buildings shall be so arranged as to permit emergency access by some practical means to all sides		✓	
DS-5	<b>Street access.</b> Every development shall have legal access to a public or private street.		✓	
DS-6	<b>Circulation system.</b> The development, where possible, shall provide vehicular and pedestrian circulation systems which reflect and extend the pattern of streets, pedestrian and bicycle ways in the area. Travelways which connect and serve adjacent development shall be designed appropriately to carry the projected traffic.		✓	
DS-7	<b>Non-motorized circulation system.</b> A pedestrian and/or non-motorized vehicle circulation system shall be provided which is physically separated and insulated as reasonably possible from the vehicular circulation system.		✓	
DS-8	<b>Parking areas.</b> All parking areas shall be designed to facilitate safe and efficient vehicular, pedestrian and non-motorized vehicle traffic, pedestrian circulation, minimize congestion at points of access and egress to intersecting roads, to encourage the appropriate use of alleys and minimize the negative visual impact of such parking area.		✓	
DS-9	<b>Shared drives.</b> Where the opportunity exists, developments shall use shared drives. Unnecessary curb cuts shall not be permitted. Shared use access between two (2) or more property owners should be encouraged through the use of driveways constructed along property lines, connecting parking lots and construction of on-site of frontage roads and rear service drives; particularly within three hundred (300) feet of major intersections, for sites having dual frontage, at locations with site distance problems, and/or along roadway segments experiencing congestion or accidents. In such cases, shared access of some type may be the only access design allowed. In cases where a site is adjacent to an existing frontage road, parking lot of a compatible use, or rear service drive, a connection to the adjacent facility may be required by the Planning Commission through a mutual Access Easement Agreement. In cases where a site is adjacent to undeveloped property, the site should be designed to accommodate a future frontage road, parking lot connection, rear service drive or shared access drive. The applicant shall provide the City with letters of agreement or access easements from all affected property owners.	✓		

DS-10	<b>Loading, unloading and storage areas.</b> All loading and unloading areas and outside storage areas, including areas for the storage of trash, which are visible from residential districts or public rights-of-way shall be screened by a vertical screen consisting of structural and/or plant materials not less than six feet in height. Loading docks should be located at the side yard or rear yard of the building.		✓	
DS-11	<b>Light sources.</b> Exterior light sources shall be deflected downward and away from adjacent properties and rights-of-way so as to promote and enhance "dark-sky" designs.		✓	
DS-12	<b>Utilities.</b> Adequate utilities shall be provided to properly serve the development. All utilities shall be placed underground.		✓	
DS-13	<b>Environmental issues.</b> Sites at which hazardous substances and potential pollutants are stored, used or generated shall be designed to prevent spills and discharges to the air, surface of the ground, groundwater, lakes, streams, creeks or wetlands.	✓		
DS-14	<b>Tree Preservation Purpose and Intent.</b> Trees are a critical part of the vegetation that serves to decrease and filter storm water runoff, to mitigate the urban heat island effect created by paved and other built surfaces, to remove pollutants from the air, to abate visual and noise pollution, and to provide habitat for wildlife. Tree removal thus increases the burden on the community to effectively address these issues. The goals of the tree preservation provisions are to reduce tree loss during development, to reduce damage to standing trees during construction, to provide for replacement of trees lost during construction, to provide for the planting of trees lost during construction, to provide for the planting of trees where none occurred previously, and to provide for the maintenance of preserved trees after construction is completed.		✓	
DS-15	<b>Canopies.</b> Canopies covering gas station pumps, bank facilities or other drive-through facilities may have a clearance of no more than fifteen (15) feet and the overall height of canopies may not exceed twenty (20) feet. The square foot area of a canopy may be no greater than 450 square feet per parking space at regular gas pumps. Spaces next to special pumps, including pumps dedicated to diesel or propane, may not be factored into the calculation. Canopy design must match the architectural elements and styles of the main structure and the surrounding features of the area.	✓		
DS-16	<b>Storm Water Control Plan.</b> A Storm Water Control Plan shall be designed appropriately to carry storm water away from buildings and adjacent properties into an approved collection system.			✓
DS-17	<b>Section 1908 reviewed</b> for Additional Development & Design Standards in Certain Districts. (Addresses exterior materials that may/may not used.			




## ZONING BASICS

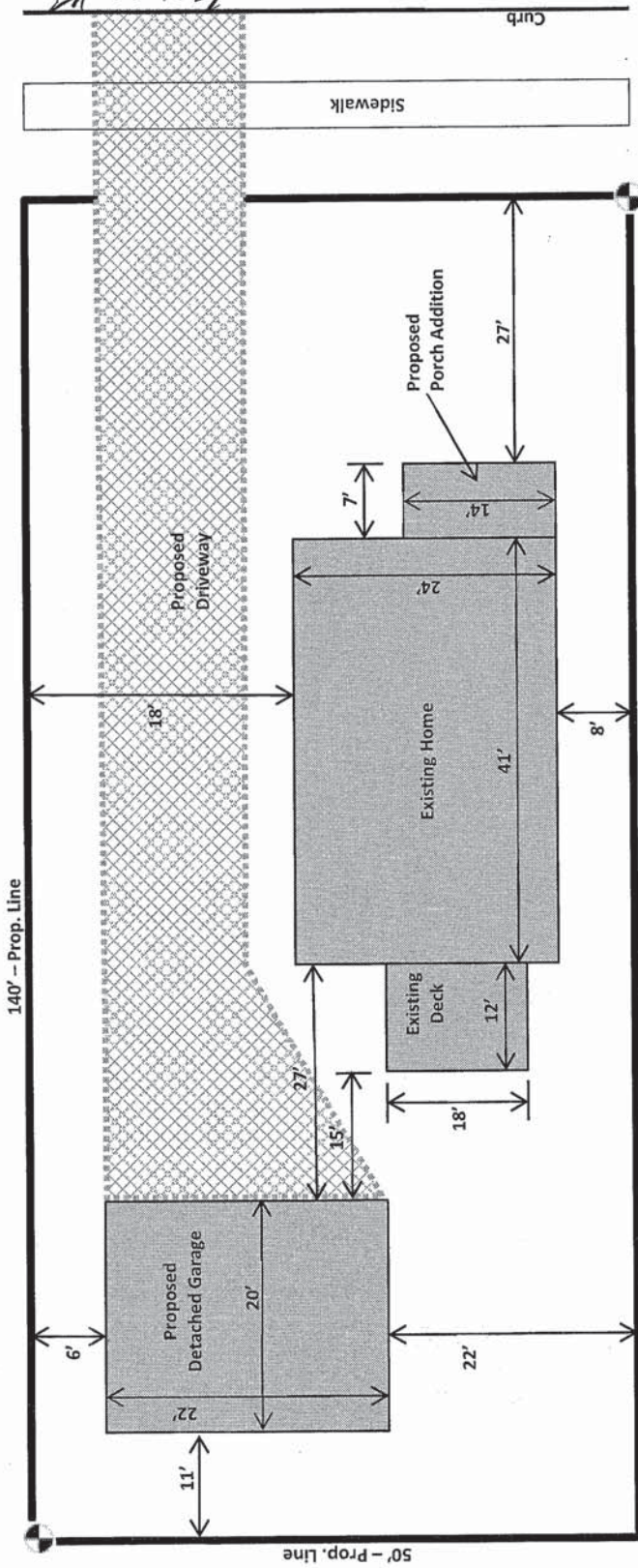
- **ALL CONSTRUCTION OR ADDITION OF STRUCTURES TO A PROPERTY REQUIRES ZONING APPROVAL**, whether or not a building permit is required.
  - Please call the Delta County Building & Zoning Department at (906) 789-5189 to determine if you will need a building permit in addition to the Zoning Compliance Permit.
- **Property Access:**
  - Assessing Staff may visit the property for tax purposes, as applicable.
  - Zoning Staff may visit the property for inspection and verification of compliance with this permit.
- **Setbacks:**
  - A setback is the distance required between a property line and a building wall, excluding allowable projections and encroachments.
  - Setbacks vary by zoning district and for corner lots. On corner lots, both street frontages are considered to be front lot lines for setback purposes. The side opposite the street address is considered the rear yard. The remaining side is the side yard.
- **Property Lines:**
  - It is the property owner's responsibility to know the exact location of their property lines.
  - The City Engineering Department can assist with locating existing property corner markers upon request. This is not a legal survey and is not guaranteed to be accurate. The City of Escanaba assumes no responsibility for property corner markings, measurements, or errors thereof.
  - If greater assurance of accuracy is desired, please contact a local surveying firm for a full property survey.
- **Penalties for Construction Prior to Approval:**
  - If construction commences prior to obtaining an approved Zoning Compliance Permit, citations for civil infractions may be issued. Additionally, the structure will be required to be moved or altered to bring it to full compliance with the zoning ordinances.
- **Zoning Ordinance Compliance:**
  - The above stipulations and requirements are not all-inclusive.
  - It is the applicant's and property owner's responsibility to review the Zoning Ordinance for all the applicable standards regarding the proposed project.
- **Easements:**
  - No structures will be permitted within any legal easement.
  - Existing structures that are located within an easement will be evaluated for easement violation and may be required to be moved or removed.

### AFFIDAVIT & SIGNATURES

I, the undersigned, have read and understand the above statements. I acknowledge that the information in this application is true, and if found not to be true, any zoning permit that may be issued may be void. I agree to comply with the conditions and regulations provided with any permit that may be issued and will also comply with all applicable sections of the City of Escanaba Zoning Ordinance. I give permission for officials of the City of Escanaba, the County, and the State of Michigan to enter the property subject to this permit application for purposes of inspection. Finally, I understand that this is a zoning permit application (not a permit) and that a zoning permit, if issued, conveys only land use rights, and does not include any representation or conveyance of right in any other statute, building code, deed restriction or other property rights.

<b>Required for ALL applications</b>	Property Owner Printed Name	DAVID HAYES		
	Property Owner Signature →		Date	5-16-23
<b>Required if applicant is different than property owner.</b>	Applicant Printed Name			
	Applicant Signature →		Date	

**SAMPLE SKETCH PLAN FOR REFERENCE**



28 business days prior  
 or \$100 for special meeting

MAY 11<sup>th</sup>  
 JUN Y  
 JULY 13<sup>th</sup>

Street Name

The following information MUST be shown on the sketch plan, drawn relatively to scale.

- Show and label **property lines** and dimensions.
- Show and label adjoining **streets, alleys, and sidewalks**.
- Show and label **all structures** and dimensions.
- Show **all distances** from the property lines to existing and proposed structures and distances between structures.
- Show **driveway location** and dimensions and all parking spaces.



## **Explanations:**

There will be no roof equipment.

There will be no shared drives.

There will be no environmental hazards.

There will be no canopies.

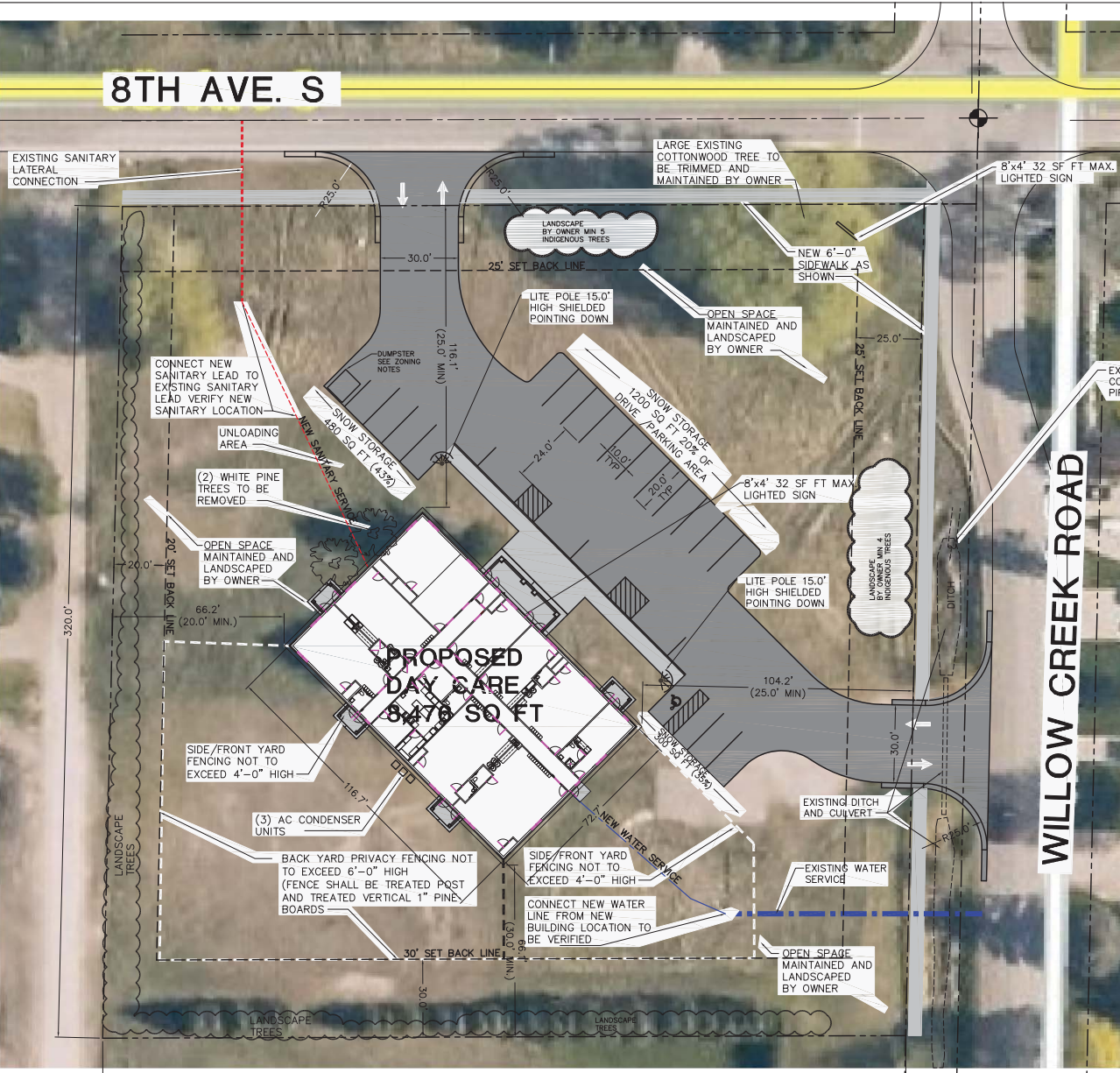
Once the initial site plan is approved Bittner engineering will design a detailed site plan addressing our Storm Water Control Plan.

## **Additional Notes:**

Bittner Engineering will develop a site plan.

Northern Design will develop Construction drawings.

# COUNTRY SCHOOL HOUSE VACANT LOT PROPOSED NEW BUILDING 8TH AVE/WILLOW CREEK ROAD ESCANABA, MICHIGAN



**WORK DESIGNED PER MICHIGAN 2012 BUILDING CODE DESIGN CRITERIA:**

USE GROUP	CONSTRUCTION TYPE	AREA USE	SQUARE FOOTAGE
E	TYPE 2B NON SPRINKLERED	DAYCARE FACILITY	8,476 SQ. FT.
OCCUPANCY PER TABLE 1004.1.2		DAYCARE 35 SQ FT/PERSON OF THE NET AREA STUDENT ROOMS (5,626 SQ FT / 35 = 160 OCCUPANTS (98 ACTUAL)	
SPRINKLER SYSTEM		LESS THAN 12,000 SQ FT AND/OR EACH CLASSROOM ONE EXIT DOOR AT GROUND LEVEL AUTOMATIC SPRINKLER NOT REQUIRED (903.2.3)	
<b>PARKING PER CITY OF ESCANABA REQUIREMENTS:</b>			
CITY PARKING REQUIREMENTS		1 PER 10 CHILDREN: 160 / 10 = 16 SPACES 1 ADA SPACE REQUIRED, TOTAL OF 23 SPACES SHOWN	

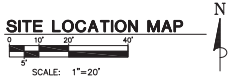
- ZONING:**
- \*SINGLE FAMILY ZONED DISTRICT "A" SPECIAL LAND USE PERMIT REQUIRED TO ALLOW FOR DAYCARE SITE
  - \*SITE: OVERALL 320'X309' = 98,880 S.F. = 2.27 ACRES
  - \*BUILDING AREA SHOWN = 8,476 S.F. 8% OF AREA, 35% OF LOT ALLOWABLE
  - \*PLAYGROUND AREA: 37,420 SQ FT SHOWN. ALL PRIVACY FENCING WITH TREATED POST AND 1" VERTICAL TREATED PINE BOARDS
  - \*OPEN AREA: 41,000± SQ FEET SHOWN, 100% TO BE MAINTAINED BY OWNER
  - \*UTILITIES: ALL UNDERGROUND AND CITY PROVIDED WATER, SANITARY AND ELECTRIC
  - \*LANDSCAPING: AS SHOWN
  - \*NO CITY STORM SEWER AVAILABLE, STORM WATER WILL BE ALL ON SITE
  - \*MAXIMUM FRONT YARD FENCING NOT TO EXCEED 4 FEET.
  - \*MAXIMUM SIDE AND REAR YARD NOT TO EXCEED 6 FEET.
  - \*8'-0" X 10'-0" X 6'-0" HIGH DUMPSTER ENCLOSURE SHALL BE CONSTRUCTED WITH TREATED 6X6 WOOD CORNER POSTS, TREATED 2X6 WOOD RAILS AND TREATED VERTICAL PLANKS. TREATED POSTS SHALL BE EMBEDDED IN CONCRETE TO A DEPTH OF 48". TREATED PLANKS SHALL BE SIDE BY SIDE WITHOUT ANY GAP BETWEEN AND SHALL BE MOUNTED TO THE EXTERIOR SIDE OF THE TREATED RAILS. SHALL BE PAINTED OR STAINED TO MATCH BUILDING SIDING COLOR.
  - \*THE BUILDING WILL NOT EXCEED 35 FT IN HEIGHT, (17' ACTUAL)
  - \*EXTERIOR BUILDING LIGHTING: EACH EXTERIOR EXIT DOOR WILL HAVE A DOWNWARD SHIELDED LIGHT FIXTURE.
  - \*THE BUILDING WILL BE CONSTRUCTED WITH WOOD FRAMING COVERED WITH BRICK/STONE, COMMERCIAL SIDING ASPHALT SHINGLES AND METAL SOFFITS/FACIAS.

**OVERALL LOT USAGE:**

OVERALL LOT: 320'X309'	98,880 SQ FT = 2.27 ACRES
BUILDING AREA:	8,476 SQ FT
BUILDING EAVE TO EAVE:	9,480 SQ FT
PLAYGROUND (FENCED IN) AREA:	19,600± SQ FT
MAINTAINED OPEN AREA:	41,000± SQ FT

**INDEX TO DRAWINGS**

SHEET	DWG	DESCRIPTION
1	G-1	COVER SHEET
2	G-2	ZONING MAP
BUILDING ELEVATIONS TO BE PROVIDED BY OWNER		



NO.	REVISIONS	BY	DATE	DWN BY: CHB



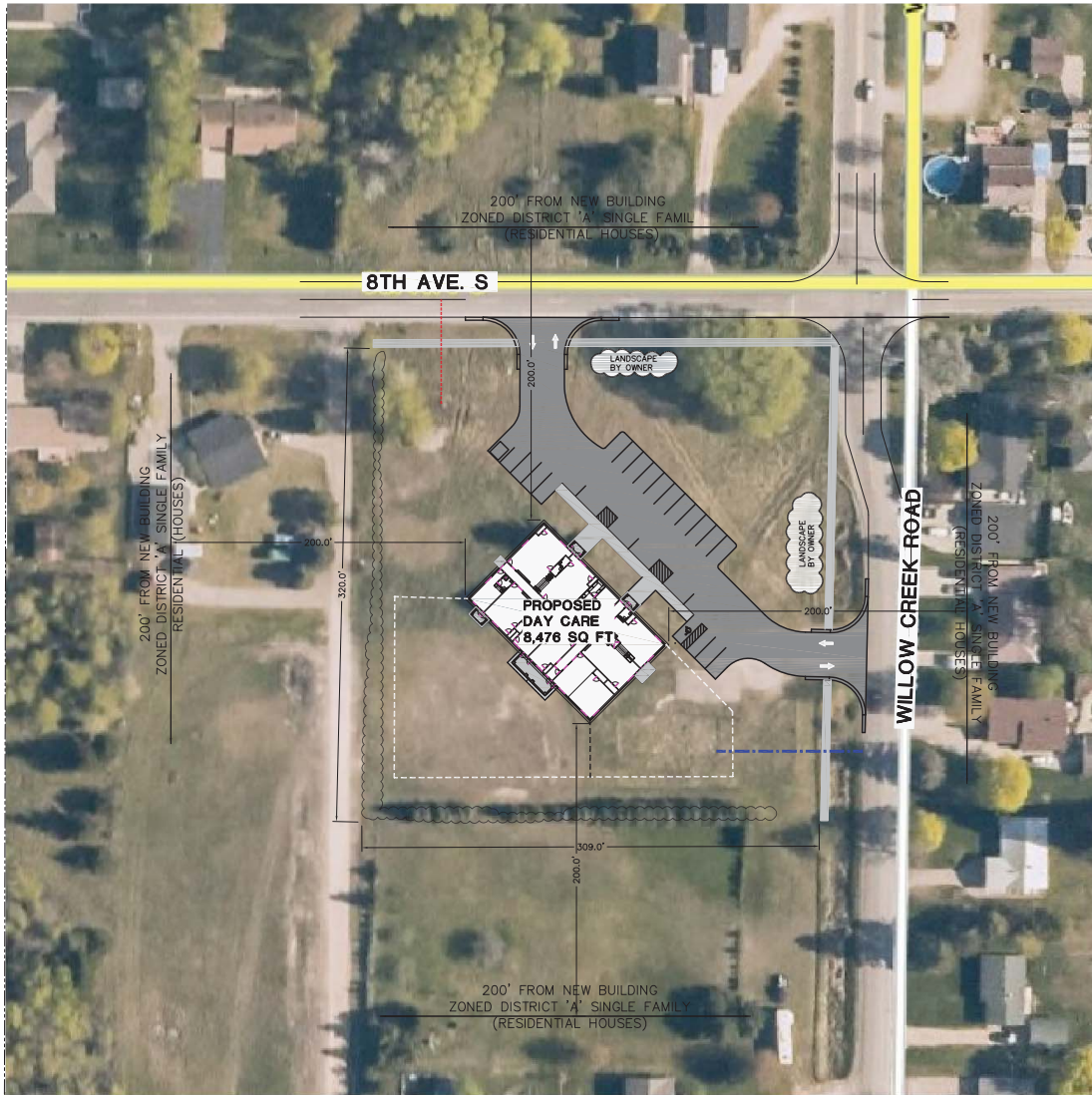
**BITTNER ENGINEERING, INC.**  
113 SOUTH 10th STREET, P.O. BOX 713  
ESCANABA, MICHIGAN 49829  
Phone: 906-789-1511  
Email: bittnerengineering@bittnerengineering.com

**COUNTRY SCHOOL HOUSE  
PROPOSED DAY CARE FACILITY  
ESCANABA, MICHIGAN**

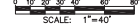
**CITY OF ESCANABA  
SITE PLAN REVIEW**

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DRAWING NUMBER: **G-1**  
PROJECT #: **23-99-2365**  
SHT 1 OF 1 REV. 0





**ADJACENT PROPERTY ZONING SITE MAP**



NO.	REVISIONS	BY	DATE	DWN BY: CHB
				DSRN BY: BEI
				APRVD. BY: CHB
				DATE: 5-16-23
				SCALE: AS NOTED
				CAD#: 236562

**BITTNER ENGINEERING, INC.**  
 113 SOUTH 10th STREET P.O. BOX 713  
 ESCANABA, MICHIGAN 49829  
 Phone: 906-789-1511  
 Email: bittnerengineering@bittnerengineering.com

**COUNTRY SCHOOL HOUSE  
 PROPOSED DAY CARE FACILITY  
 ESCANABA, MICHIGAN**

**CITY OF ESCANABA  
 SITE PLAN REVIEW**

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DRAWING NUMBER:	<b>G-2</b>
PROJECT #:	<b>23-99-2365</b>
SHT 1 OF 1	REV. 0

8TH AVE. S

LARGE EXISTING COTTONWOOD TREE TO BE TRIMMED AND MAINTAINED BY OWNER

25' SET BACK LINE

PROPOSED DAY CARE  
8,476 SQ FT

(3) AC CONDENSER UNITS  
BACK YARD PRIVACY FENCING NOT TO EXCEED 6'-0" HIGH (FENCE SHALL BE TREATED POST AND TREATED VERTICAL 1" PINE BOARDS)

ANNUAL FLOWER PLANTINGS IN MULCH OR WASHED STONE BED

3'-4" SHRUBS AT ENDS OF BED

MULCH OR WASHED STONE AROUND SIGN POST



MULCH OR WASHED STONE AROUND BASE OF COTTONWOOD TREE

4"-6" STONE RIP RAP AND 4' HIGH SAFETY FENCE AROUND DITCH

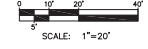
WILLOW CREEK ROAD

# COUNTRY SCHOOL HOUSE DAYCARE FACILITY LANDSCAPING PLAN

## LANDSCAPE LEGEND

-  TRANSPLANTED 4' BLUE SPRUCE
-  TRANSPLANTED 6'-8' CRIMSON MAPLE TREE
-  3'-4' PERENNIAL SHRUB
-  ANNUAL FLOWER PLANTINGS
-  MULCH OR WASHED STONE WITH TREATED WOOD BORDER

### SITE LOCATION MAP



NO.	REVISIONS	BY	DATE	DWN BY: CHB
				DSRN BY: BEI
				APRVD. BY: CHB
				DATE: 5-28-23
				SCALE: AS NOTED
				CAD#: 236563

**B** BITTNER ENGINEERING, INC.  
113 SOUTH 10th STREET P.O. BOX 713  
ESCANABA, MICHIGAN 49829  
Phone: 906-789-1511  
Email: [bittnerengineering@bittnerengineering.com](mailto:bittnerengineering@bittnerengineering.com)

COUNTRY SCHOOL HOUSE PROPOSED DAY CARE FACILITY ESCANABA, MICHIGAN	DRAWING NUMBER: <b>G-3</b>
CITY OF ESCANABA SITE PLAN REVIEW LANDSCAPING	PROJECT #: <b>23-99-2366</b> SHT 3 OF 3   REV. 0

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James Hellermann , Chair  
Michael Harris, Commissioner  
Mark Sadowski, Commissioner

Kelli VanGinhoven, Secretary  
Nevin Naser, Commissioner  
Tyler Anthony, Planning & Zoning

Roy Webber, Commissioner  
David Mason, Commissioner  
Ronald Beauchamp, City Council

## PLANNING COMMISSION

### Staff Report

#### REQUEST OVERVIEW

*Applicant:* The Country Schoolhouse Inc.

*Property Owner:* Jennilee Ziebell

*Tax Parcel #* 051-420-2836-100-053

*Zoning District:* Single Family (A)

*Property Description:*

SEC 36 T39N R23W PRT OF SW1/4 OF NW1/4 SEC 36 COM AT NE COR SD SW1/4 OF NW1/4 TH S1°16'50"W 33.01 FT TH S89°49'W 20.01 FT TO POB TH S1°16'50"W 320 FT TH S89°49'W 308.99 FT TH N1°21'35"E 320 FT TH N89°49'E 308.55 FT TO POB CONTAINING 2.27 AC [MAP# 341-3]

#### SPECIAL LAND USE PERMITS

The planning commission, in accordance with zoning ordinance sec’s 102.5 and 205, shall review special land use permit applications in a public hearing. Review shall include the application and maps, drawings, and any other documentation in support of the request. The commission shall identify and evaluate all relevant factors, including criteria as stated in the ordinance. Following the public hearing, they shall decide whether to approve, approve with conditions, or deny the special land use permit.

If the special land use permit is approved, the commission shall then consider the proposed site plan. Upon review, they shall approve, approve with conditions, or deny the site plan.

#### APPLICATION HISTORY

A special land use permit application was received on Tuesday, May 16, 2023 from David Hayes on behalf of Schoolhouse. The zoning administrator then processed the application in the usual way per the zoning ordinance.

#### PUBLIC HEARING NOTICES

The zoning administrator shall set, advertise, and give notice of a public hearing in accordance with Section 201.5. Public hearing notification requirements have been fulfilled as follows:

300’ Radius to Neighbors: 5/22/2023

Daily Press Newspaper: 5/22/2023

City of Escanaba Website & Facebook: 6/2/2023

#### ZONING COMPLIANCE AND HISTORY

No zoning compliance cases can be found for this property.

1992: The zoning board of appeals approved the installation of a temporary building on the property, and a building permit was issued accordingly. The building was a premanufactured wood-framed structure used as a classroom by Grace Brethren Church. Time allowed for the structure was two years.

2006: A zoning permit was issued for a 10’ x 20’ shed to Cornerstone Community Church. The temporary structure was still in place.

2015: A zoning permit was denied for a change of use involving the still-present temporary structure. The applicant, John Silta, sought to remodel the building into a single-family dwelling.

2015 – 2022: At some point between the previous zoning permit denial and a 2022 assessor’s card, the temporary structure was removed. That building, approved in 1992 and limited to two years on the property (1994 removal), remained 21-29 years longer than allowed. No enforcement action is on record.

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**STAFF COMMENTS**

Per sec. 503.1(I), “nursery schools, child care centers, and similar institutions for children of pre-school age” are allowed in this district by special land use permit. No special requirements are listed in the zoning code for this use. Considering this, staff recommend that the special land use be approved as presented.

Since reviewing the first site plan draft, staff have worked with the project engineer to resolve any issues found upon submission. This was done to present commissioners with the most complete and compliant site plan possible. The only items still outstanding involve utility service sizing, Public Works standards for ADA-compliant sidewalks, and further fire safety review. All zoning-related issues have been addressed. As such, staff recommend that the site plan be conditionally approved due to its not meeting sec’s 1907.1(D) Emergency Access, 1907.1(F) Circulation System, and 1907.1(L) Utilities.

Conditions for approval should be that 1) the project engineer work with the Public Safety Dept. to ensure that adequate fire protection and safety measures are met, 2) the project engineer work with the Public Works Dept. to finalize sidewalk and driveway design in harmony with City standards, and 3) the project engineer work with both the Electric Dept. and Water/Wastewater Dept. to finalize utility services.

Respectfully submitted,



---

Tyler Anthony, Planning & Zoning Administrator  
City of Escanaba

June 2, 2023

---

Date



## Trappers: Event

Continued from page 1A

by experienced young trappers teaching other kids. There will also be a building full of things for kids to see, do, and build.

Bark River trapper Roy Dahlgren, who is also president of U.P. Trappers District 3, will also be a doing demonstration on winter bobcat trapping. Dahlgren began trapping at about 10 years old and has been trapping for 50 years. When foxes were plentiful in the U.P., he says he captured 116 in a single season. He also traps coyotes, muskrats, and raccoons. One year, he captured about 80 raccoons, and also made a muskrat trapping trip to North Dakota a few years ago, coming back with 2,000 muskrats.

But Roy's love for trapping

doesn't end in the field. He is a strong advocate for trappers and trapping throughout the U.P. and beyond. He puts on many trapping presentations at area schools and says he is particularly interested in getting young people into trapping. He has mentored teens on his own lines, many of whom are now accomplished trappers.

Admission to the NTA Convention and Outdoor Show is \$10 for one day. A three-day pass for the entire event is \$20. Kids 12 and under are free. Camping is available on the grounds.

For further information, visit [www.uptrappers.com/nta-convention](http://www.uptrappers.com/nta-convention) or contact Roy Dahlgren, local event coordinator for the Trappers Association at [trapperoy@outlook.com](mailto:trapperoy@outlook.com) or (906) 399-1960.



AP photo  
European Commission President Ursula von der Leyen, right, and Ukrainian President Volodymyr Zelenskyy, center, talk as they walk with Canadian Prime Minister Justin Trudeau, left, prior to a working session on Ukraine during the G7 Summit in Hiroshima, western Japan, Sunday, May 21, 2023.

## Drugs: Deliver

Continued from page 1A

by leading the effort to eliminate drugs and contraband in the U.S. Mail. This goal was achieved here by prohibiting Mr. Strauss' illegal drugs in his mail from reaching the streets of Menominee," Rogg said.

"Mr. Strauss put not only his future at risk, but the safety of residents on Menominee postal routes in

danger by agreeing to work with national drug dealers," said Rogg.

"I'm very proud of the work done in this case by the dedicated men and women of UPSLET, in conjunction with the USPS. Together, we are committed to holding criminals accountable for this kind of drug trafficking, as we work to keep Menominee County safe," Rogg concluded.

## Casino: Project

Continued from page 1A

2023 and ending in winter of 2024. Kewadin Casino Sault Ste Marie will remain open for the duration of the project.

"We're proud to be one of the first casinos in Michigan to open and to be celebrating our 38-year anniversary in 2023. We've seen many great changes over those years, and now it's time for new look and feel through-

out the property that will elevate the guest experience," said Kewadin Sault General Manager Dana Schlehuber.

Kewadin Casinos currently offers over 2,000 slot machines, 26 table games, hotels, dining, and other amenities at five properties in the eastern and central Upper Peninsula. The casino is owned and operated by the Sault Ste. Marie Tribe of Chippewa Indians.

## Revenue: State

Continued from page 1A

posed deadline — to reach an agreement on a final budget.

Democrats will need to garner Republican support for the budget to take effect by the end of the fiscal year in October, even with a two-seat majority in both chambers. Immediate effect requires a two-thirds vote of approval in the state Senate.

An income tax rate reduction triggered earlier this year by high revenues will cost the state an estimated \$647 million in revenue the next two years.

Another \$600 million in revenue loss annually will come from corporate economic development

efforts, with \$500 million being sent to the state's Strategic Outreach and Attraction Reserve Fund.

The fund has been used to land major economic development project — including a \$3.5 billion Ford Motor Co. plant announced this spring — by offering tax incentive packages.

The new tax policies are expected to continue affecting Michigan's revenue in the years to come.

Whitmer and the Legislature approved in March a significant increase of the state's Earned Income Tax Credit from 6% to a 30% match of the federal rate, which will cost the state \$1.15 billion the next two years.

## G7 ends with Ukraine in focus as Zelenskyy meets world leaders and Russia claims disputed gains

HIROSHIMA, Japan (AP) — Ukrainian President Volodymyr Zelenskyy huddled with some of his biggest backers as the Group of Seven summit closed in Hiroshima on Sunday, building momentum for his country's war effort even as Russia claimed a battlefield victory that was quickly disputed by Ukraine.

The Ukrainian leader's in-person appearance in his trademark olive drab underscored the centrality of the war for the G7 bloc of rich democracies. It also stole much of the limelight from other priorities, including security challenges in Asia and outreach to the developing world, that the leaders focused on at the three-day gathering.

Hosting Japanese Prime Minister Fumio Kishida said the group was committed to "strong backing for Ukraine from every possible dimension."

Zelenskyy held two major rounds of meetings Sunday, one with G7 leaders and a second with them and a host of invited guests including India and South Korea. He also spoke one-on-one with several leaders.

Hanging over Sunday's talks was the Russian claim that forces of the Wagner private army and Russian troops had

seized the Ukrainian city of Bakhmut. The eight-month battle for the eastern city — seen by both sides as a major symbolic prize — has been the longest and likely bloodiest of the war.

Comments by Zelenskyy earlier in the day in English suggested that the Russians had finally taken the city. But he and other Ukrainian officials later cast doubt on that assessment, with Zelenskyy telling reporters in Ukrainian that "Bakhmut is not occupied by the Russian Federation as of today."

U.S. President Joe Biden announced new military aid worth \$375 million for Ukraine, saying the U.S. would provide ammunition and armored vehicles. That pledge came after the U.S. agreed to allow training on American-made F-16 fighter jets, laying the groundwork for their eventual transfer to Ukraine.

"We have Ukraine's back and we're not going anywhere," Biden said. Even before Zelenskyy landed Saturday, the G7 nations had unveiled a slew of new sanctions and other measures meant to punish Moscow over its invasion that began in February last year.

While Ukraine dominated the summit, the leaders of Japan, the U.S., the United Kingdom, France, Germany, Canada

and Italy, as well as the European Union, also aimed to address global worries over climate change, poverty, economic instability and nuclear proliferation.

And Biden sought to reassure world leaders that the U.S. would not default because of the debt limit standoff that has cast a large shadow over his trip.

Two U.S. allies — South Korea and Japan — furthered efforts to improve ties colored by lingering anger over issues linked to Japan's brutal 1910-1945 colonization of the Korean Peninsula. Kishida and South Korean President Yoon Suk Yeol visited a memorial to Korean victims, many of them slave laborers, of the Aug. 6, 1945, atomic bombing.

Washington wants the two neighbors, both of which are liberal democracies and bulwarks of U.S. power in the region, to stand together on issues ranging from Russia to North Korea.

Biden, Yoon and Kishida met briefly as a group outside the summit venue in front of Hiroshima Bay. Biden invited the two leaders to visit Washington for a trilateral meeting and they accepted, said a U.S. official who briefed reporters on condition of anonymity.

## Biden hopes McCarthy 'just waiting to negotiate with me' on debt limit

HIROSHIMA, Japan (AP) — President Joe Biden said Sunday that Republicans in the U.S. House must move off their "extreme positions" on the now-stalled talks over raising America's debt limit and that there would be no agreement to avert a catastrophic default only on their terms.

In an effort to get negotiations back on track, Biden was set to call U.S. House Speaker Kevin McCarthy, R-Calif., from Air Force One on the way back to Washington after a Group of Seven summit in Japan, where world leaders expressed concern about the dire global ramifications if the United States were to be

unable to meet its financial obligations.

"Let's find a place where we can find common ground," McCarthy said a few hours later from the U.S. Capitol, adding he expected to hear from the president by late morning Eastern time.

Biden made clear at his closing news conference before leaving Hiroshima that "it's time for Republicans to accept that there is no deal to be made solely, solely, on their partisan terms." He said he had done his part in attempting to raise the borrowing limit so the U.S. government can keep paying its bills, by agreeing to significant cuts in spending.

### Invitation to Comment on a Proposed Tower Construction:

TowerNorth is proposing to construct a 285-foot self-support telecommunications tower (overall height including top-mounted appurtenances) located at Finn Hall 38th Rd., Rock, Delta Co., MI. The type of lighting (if required) for the tower has not yet been determined.

TowerNorth invites comments from any interested party on the impact the proposed undertaking may have on any districts, sites, buildings, structures or objects significant in American history, archaeology, engineering, or culture that are listed or determined eligible for listing in the National Register of Historic Places. Comments pertaining specifically to potential effects on historic resources may be submitted within 30 days from this publication to:

Ben Youra, G2 Consulting Group, LLC, 1186 Heather Dr. in Lake Zurich, IL 60047, Phone: 847-353-8740, e-mail: [byoura@g2consultinggroup.com](mailto:byoura@g2consultinggroup.com)

This notice is provided in accordance with the regulations of the Federal Communications Commission, 47 C.F.R. Part 1, Subpart 1 and Appendices B and C.

**The Escanaba**  
CITY OF ESCANABA  
REGULAR MEETING OF THE PLANNING COMMISSION

At a regular meeting of the Escanaba Planning Commission on Thursday, June 8, 2023, at 6:00pm in the Council Chambers of the Escanaba City Hall, 410 Ludington Street, Escanaba, MI 49829, the following Public Hearings will be conducted in accordance with zoning ordinance section 205:

**Zoning Ordinance Amendment – Setback-Related Language**  
The Planning Commission will hold a public hearing and review a draft ordinance. The purpose of this amendment is to revise setback-related language in the zoning ordinance.

**Zoning Ordinance Amendment – Marijuana Establishment Distancing**  
The Planning Commission will hold a public hearing and review a draft ordinance. The purpose of this amendment is to revise marijuana establishment distancing regulations in the zoning ordinance.

**Zoning Map Amendment Request – 1801 Ludington Street**  
The Planning Commission will hold a public hearing and review a zoning map amendment application. This was filed by K Enterprise Rentals LLC to move 1801 Ludington Street from an "E" zoning district to a residential zoning district.

**Special Land Use – 929 Willow Creek Road**  
The Planning Commission will hold a Public Hearing on the application for a Special Land Use Permit as filed for a childcare center named "The Country Schoolhouse" to be located at 929 Willow Creek Road.

**Special Land Use – 201 North 30th Street**  
The Planning Commission will hold a Public Hearing on the application for a Special Land Use Permit as filed for a Recreational Marijuana Provisioning Center/Retail Establishment named "AHA" to be located at 201 North 30th Street.

The public is cordially invited to attend this meeting should you have any questions, comments, or concerns. Special land use reviews are intended to ensure that projects conform to Escanaba's Zoning Ordinance. The Planning Commission does not have the authority to reject a project which conforms to all applicable ordinances. If you are unable to attend this meeting, you may submit your written concerns to the City of Escanaba, Planning & Zoning Dept., P.O. Box 948, 410 Ludington Street, Escanaba, MI 49829 by June 7, 2023. All written and signed correspondence will be entered into the public record. More detailed information related to these agenda items can be viewed at City Hall, 410 Ludington Street, Escanaba, MI 49829 or on the City's website at [escanaba.org](http://escanaba.org) under the Planning Commission page one week prior to the meeting.  
Escanaba Planning Commission

**Kid's Speak**  
Bark River Harris Kindergarten Class

"Imagine you just won a million dollars, what would you buy first?"

Cooper DeMars "A Lamborghini"	Ace Begovac "A Four Wheeler."	Ava Gearhart "A Doll, New Toys."	Skyler Teal "Get my cat Luna back."	Mya Walechka "I'd buy a cat."

If you would like to Sponsor "Kid's Speak" please contact  
The Daily Press' Classified Department by calling (906) 786-2021.  
or Email: [classifieds@dailypress.net](mailto:classifieds@dailypress.net)



May 22, 2023

«Owner\_Name»  
«Address\_Owners»  
«City\_Owners», «State\_Owners» «Zip\_Code\_Owners»

**RE: Public Hearing Notification and Invitation**

Dear Property Owner:

You are receiving this notice because your property at «Address\_Physical» is within 300 feet of the project below scheduled for a Public Hearing before the Planning Commission on **Thursday, June 8, 2023 at 6:00pm** at the Escanaba City Hall, 410 Ludington Street.

**Special Land Use: 920 Willow Creek Road**

The Planning Commission will hold a Public Hearing on the application for a Special Land Use Permit as filed for a childcare center named “The Country Schoolhouse” to be located at 920 Willow Creek Road.

One week prior to the meeting, a copy of the details of this request can be viewed in the agenda packet on our website at [escanaba.org](http://escanaba.org) or can also be viewed at City Hall, Second Floor, 410 Ludington Street, Escanaba, MI, Monday through Friday, 7:30am to 4:00pm.

You are invited to attend this meeting should you have any interest in this project. If you have comments, but are unable to attend this meeting, please submit your written comments to the City of Escanaba Planning Commission prior to Thursday, June 8, 2023. All written and signed comments will be read into the public record.

The City of Escanaba will provide all necessary, reasonable auxiliary aids and services to individuals with disabilities at the meeting/hearing upon five days’ notice to the City of Escanaba Clerk’s Office by writing or calling (906) 786-9402.

Best regards,

Tyler Anthony, Planning & Zoning Administrator  
on behalf of the Escanaba Planning Commission

**PROOF OF SERVICE – MAILING**

This document was enclosed in sealed envelope, first class postage fully prepaid, and deposited in the U.S. Government Mail.

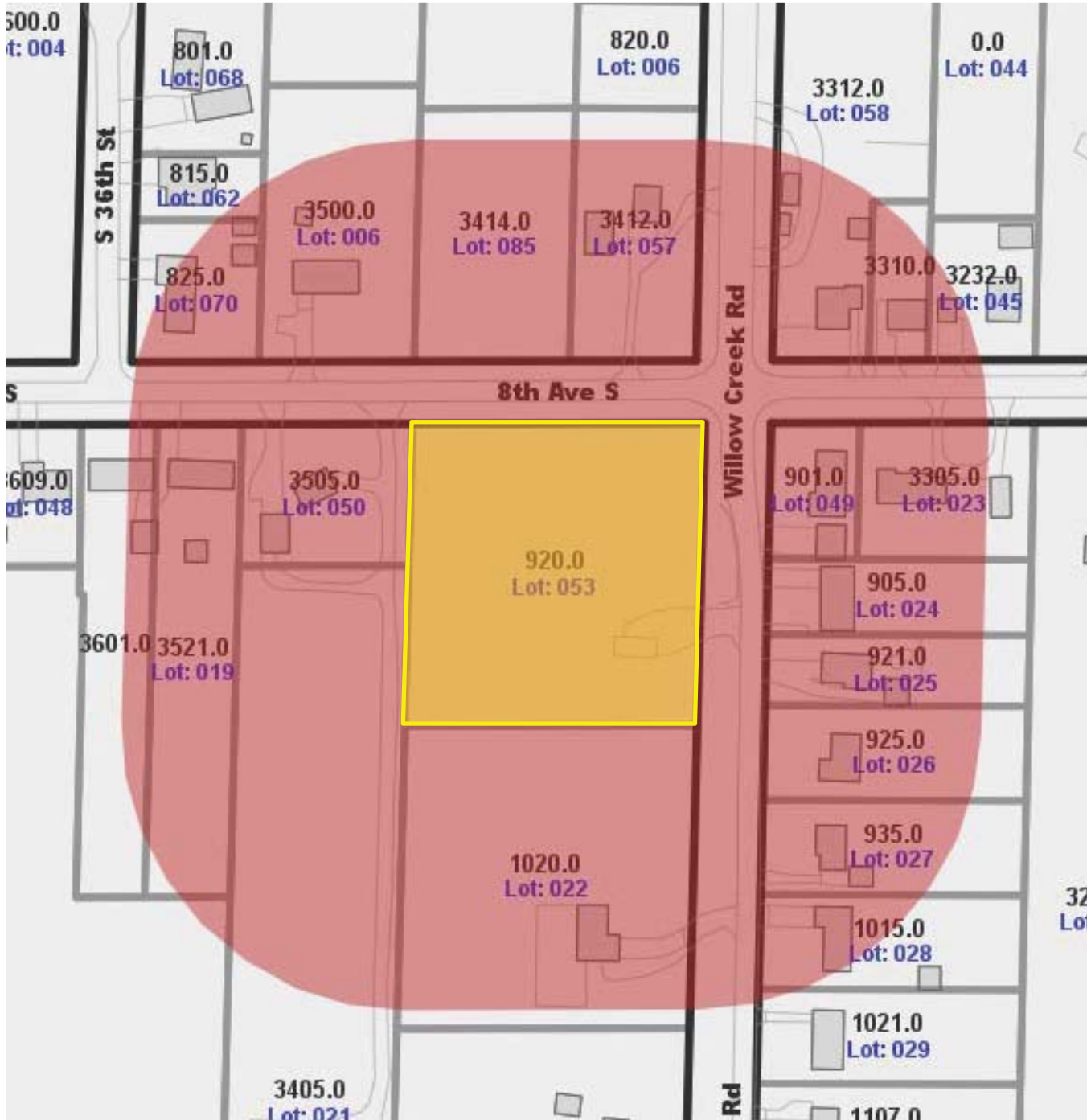
Addressee(s): Assessed Property Owner/Occupant  
300’ Radius of 920 Willow Creek Road  
Mailing Date: May 22, 2023  
Attested To By: Heather Calouette  
City of Escanaba - City Hall



**Mission Statement**

Enhancing the enjoyment and livability of our community by providing quality municipal services.  
*The City of Escanaba is an equal opportunity employer and provider.*

**300' Radius from 920 Willow Creek Road**



**Mission Statement**

Enhancing the enjoyment and livability of our community by providing quality municipal services.  
*The City of Escanaba is an equal opportunity employer and provider.*



300' from 920 Willow Creek Road

Address (Physical)	Owner Name	Address (Owner's)	City (Owner's)	State (Owner's)	Zip Code (Owner's)
3500 8TH AVE S	HERMANS ROBERT & PATRICIA	3500 8TH AVE S	ESCANABA	MI	49829-1168
3521 8TH AVE S	HARRIS HUBERT D & NORMA J	3521 8TH AVE S	ESCANABA	MI	49829-1123
3405 8TH AVE S	NANCE JOSHUA	3405 8TH AVE S	ESCANABA	MI	49829-1121
1020 WILLOW CREEK RD	GERMAIN TIMOTHY J & KAREN M	1020 WILLOW CREEK RD	ESCANABA	MI	49829-1185
3305 8TH AVE S	MALNAR DAVID E & RACHAEL M	3305 8TH AVE S	ESCANABA	MI	49829-1119
905 WILLOW CREEK RD	JOHNSON DOUGLAS & DEBRA	905 WILLOW CREEK RD	ESCANABA	MI	49829-1125
921 WILLOW CREEK RD	MIRON ROSE M	921 WILLOW CREEK RD	ESCANABA	MI	49829-1125
925 WILLOW CREEK RD	ANDERSON MARY	925 WILLOW CREEK RD	ESCANABA	MI	49829-1125
935 WILLOW CREEK RD	BERG LAURI	935 WILLOW CREEK RD	ESCANABA	MI	49829-1125
1015 WILLOW CREEK RD	ROGERS LOREN J & CYNTHIA A	1015 WILLOW CREEK RD	ESCANABA	MI	49829-1146
1021 WILLOW CREEK RD	GABRIELSON THOMAS E	1021 WILLOW CREEK RD	ESCANABA	MI	49829-1146
3232 8TH AVE S	BRUCE GARY ALLEN	3232 8TH AVE S	ESCANABA	MI	49829-1118
3601 8TH AVE S	HARRIS DAVID L & MARY M	3601 8TH AVE S	ESCANABA	MI	49829-1124
901 WILLOW CREEK RD	GANNON JERRY J & MARY L LE	901 WILLOW CREEK RD	ESCANABA	MI	49829-1125
3505 8TH AVE S	MCGUIGAN THOMAS	3505 8TH AVE S	ESCANABA	MI	49829-1123
920 WILLOW CREEK RD	ZIEBELL JENNILEE	3124 8TH AVE S	ESCANABA	MI	49829-1116
3412 8TH AVE S	RITCHER MITCHELL & CASSANDRA	3412 8TH AVE S	ESCANABA	MI	49829-1122
3312 8TH AVE S	PORIOR DENNIS F & BARBARA J	3312 8TH AVE S	ESCANABA	MI	49829-1120
815 S 36TH ST	LISS ROBERT & ROBERTA LIFE ESTATE	815 S 36TH ST	ESCANABA	MI	49829-1191
3310 8TH AVE S	PORIOR DENNIS F & BARBARA S	3310 8TH AVE S	ESCANABA	MI	49829-1120
825 S 36TH ST	VIETZKE RICHARD & LENORE TRUST	825 S 36TH ST	ESCANABA	MI	49829-1191
3631 8TH AVE S VACANT	SAULT STE MARIE TRIBE OF CHIPPEWA	523 ASHMUN ST	SAULT SAINT MARIE	MI	49783-1907
3414 8TH AVE S	RICHER MITCHELL A	3412 8TH AVE S	ESCANABA	MI	49829-1122



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## PLANNING COMMISSION

Agenda Item Report - Thursday, June 8, 2023

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### **PH5: Special Land Use Review- 201 North 30th Street- AHA**

Background:

In accordance with Zoning Ordinance 205, the Planning Commission will hold a Public Hearing on the application for a Special Land Use Permit as filed by AHA for a Recreational Marihuana Provisioning Center/ Retail Establishment to be located at 201 North 30<sup>th</sup> Street.

The Special Land Use was initially reviewed at the Planning Commission's March 15, 2023 meeting. A motion was made to deny the site plan/ special land use permit application for its failure to meet zoning ordinance sections 205.6.9.8 (1), 205.6.9.9, 1703.2, 1707.1.3., 1711, 1802.2 (A) (B) (G) (N), & 1907.1 (B) (F) (G) (H) (J) (K). The Planning Commission ordered that AHA obtain a traffic impact study, focused on peak traffic volume and its impact around the location.

As of June 2, neither a final revision nor a traffic impact study had been delivered to staff.

Possible Options for Action:

1. Approve 1) the special land use and/or 2) the site plan for a retail marihuana establishment located at 201 North 30<sup>th</sup> Street by separate motions.
2. Conditionally approve 1) the special land use and/or 2) the site plan for a retail marihuana establishment located at 201 North 30<sup>th</sup> Street by separate motions. Motions must list standards not met and conditions for approval.
3. Deny 1) the special land use and/or 2) the site plan for a retail marihuana establishment located at 201 North 30<sup>th</sup> Street by separate motions. Motions must list standards not met and any other reasons for denial.

Attachments:

1. Special Land Use Permit Application- AHA
2. Public Hearing Notice, Neighbor Notification Letter & Mailing List



# MARIHUANA SPECIAL LAND USE PERMIT APPLICATION

Planning & Zoning Department – 906-786-9402

Submission Information	
<p><b>Application Fee: \$500</b></p> <p>Mail to: Planning &amp; Zoning Department PO Box 948, Escanaba, MI 49829</p> <p>In-Person: 410 Ludington Street 2nd Floor (M-F, 7:30a-4p)</p> <p>Email: <a href="mailto:permits@escanaba.org">permits@escanaba.org</a></p>	<p>Payment due upon submittal.</p> <p>Cash, check, and credit card are accepted.</p> <p>Make checks payable to “City of Escanaba”.</p> <p>Additional processing fee applies to credit card transactions.</p> <p>Payment by credit card is accepted in-person or by phone.</p>

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.**

City Staff can assist with locating some information, but Applicant is responsible for submitting a complete application.

Property and Facility/Establishment Identification	
Address 201 N 30th Street Escanaba, Michigan 49829	Parcel # 051420282510007
Facility/Establishment Name AHA	<input type="checkbox"/> Medical Marihuana Facility <input checked="" type="checkbox"/> Adult Use (Recreational) Marihuana Establishment

Required Components
<p>Did you obtain pre-qualification status from the State of Michigan?    <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No</p>
<p>Please provide the following documents to submit a complete application:</p> <ul style="list-style-type: none"> <li>■ Photocopy of a valid, unexpired driver’s license or state-issued identification card held by all individuals signing this application and...             <ul style="list-style-type: none"> <li>✓ the applicant if filing as an individual, or</li> <li>✓ all owners, directors, and officers of the applicant entity if filing as a non-individual.</li> </ul> </li> <li>■ (1) physical copy and (1) digital PDF copy of the complete construction drawings, including a Site Plan drawing and Architectural Floor Plans and Elevations, provided by the architect/engineer.</li> <li>■ Copies of all documents issued by the Department of Licensing and Regulatory Affairs (LARA) indicating that the applicant has been prequalified for a state operating license under the Medical Marihuana Facilities Licensing Act (MMFLA) or Michigan Regulation and Taxation of Marihuana Act (MRTMA).</li> <li>■ Any documents required by the <b>Information &amp; Standards Checklist</b>.</li> </ul>

Type of Facility/Establishment and Restrictions		
An establishment may not be located within 750’ of an existing public or private K-12 school.		
May not be located within 500’ of an existing single-family dwelling.	May not be located within 100’ of an existing single-family dwelling. <b>Exception: E-3 – Central Commercial.</b>	No additional distance restriction.
<input type="checkbox"/> Grower – Class A <input type="checkbox"/> Grower – Class B <input type="checkbox"/> Grower – Class C <input type="checkbox"/> Excess Marihuana Grower <input type="checkbox"/> Processor <input type="checkbox"/> Safety Compliance Establishment	<input checked="" type="checkbox"/> Provisioning Center/Retailer <input type="checkbox"/> Microbusiness - up to 150 plants (Adult Use Only) <input type="checkbox"/> Designated Consumption Establishment (Adult Use Only)	<input type="checkbox"/> Secure Transporter



# MARIHUANA SPECIAL LAND USE PERMIT APPLICATION

Planning & Zoning Department – 906-786-9402

Description of Project		
The interior will require a full renovation to an adult-use marijuana Retailer. The proposed use will have minimal exterior renovations and will remain harmonious to the surrounding character of adjacent properties.		
Structure Length (ft), Width (ft), Area (s.f.)	Number of Stories, Height (ft)	Project Valuation
2,386 sq ft		\$ 400,000
New utilities to be incorporated: <input type="checkbox"/> Electric <input type="checkbox"/> Water <input type="checkbox"/> Sanitary Sewer <input type="checkbox"/> Storm Sewer <input type="checkbox"/> N/A		

Contact Information	
<b>Property Owner</b> Name	Company (if non-individual)
Christopher Yermian	
Address, City, State, ZIP	
[REDACTED]	
Phone	Email
[REDACTED]	
<b>Applicant/Owner's Representative</b> Name	Company (if non-individual)
Christopher Yermian	
Address, City, State, ZIP	
[REDACTED]	
Phone	Email
[REDACTED]	
<b>Architect/Engineer</b> Name	Company
Zaid Arabo	ZA Design Build
Address, City, State, ZIP	
[REDACTED]	
Phone	Email
[REDACTED]	
<b>Contractor</b> Name	Company
Zaid Arabo	ZA Design Build
Address, City, State, ZIP	
[REDACTED]	
Phone	Email
[REDACTED]	

This Section Staff Use Only	
Date Submitted	Receipt #
Fee Paid: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Lot Type: <input type="checkbox"/> Corner <input type="checkbox"/> Interior <input type="checkbox"/> Irregular	Length, Width, Area (s.f.)
Area of Existing Structures (s.f.)	Zoning District:
Easements:	



# MARIHUANA SPECIAL LAND USE PERMIT APPLICATION

Planning & Zoning Department – 906-786-9402

## INFORMATION & STANDARDS CHECKLIST

### APPLICANT:

Complete the following checklist to verify that the following Site Plan Information, Development Standards, and Marihuana Establishment Special Land Use Standards have been reviewed and incorporated into the plan.

Attach a separate verification sheet referencing each checklist item number. This sheet must include explanations or evidence that would demonstrate compliance with the standard OR why the standard is not applicable to the project. Failure to address these items will delay approval. A site plan review will not be scheduled for hearing by the Planning Commission until a complete application is submitted.

Site Plan Information		Yes	N/A
SP-1	The site plan must consist of a scaled drawing at a scale of one inch equals twenty feet (1"=20') or less, showing the site, its zoning classification, location, type, and size of structures and/or land on adjacent properties within two hundred (200) feet of the property.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-2	Boundary survey of property prepared by a registered survey showing the location of proposed and/or existing property line, dimensions, legal descriptions, setback lines, and monument locations.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-3	Location and type of significant existing vegetation as determined by a qualified, city approved authority.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-4	Location and elevations of existing water courses and water bodies, including county drains and manmade surface drainage ways.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-5	Location of existing and/or proposed buildings and intended uses thereof, as well as the length, width, and height of each building.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-6	Proposed location of accessory structures, buildings and uses, including but not limited to, all flagpoles, light poles, storage sheds, transformers, air conditioners, generators and similar equipment, and the method of screening where applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-7	Location of snow storage areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-8	Location of existing public roads, rights-of-way, and private easements of record and abutting streets. Dedication of any right-of-way for widening, extension, or connection of major streets as shown on the official Master Street Plan, and granting of easement(s) for public utilities where required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-9	Location of and dimensions of proposed streets, drives, curb cuts, and access easements, as well as acceleration, deceleration and passing lanes (if any) serving the development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-10	Location, design, and dimensions of existing and/or proposed curbing, barrier free access, carports, parking areas (including indication of all spaces and method of surfacing), fire lanes and all lighting thereof.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-11	Location, size, and characteristics of all loading and unloading areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-12	Location and design of all sidewalks, walkways, bicycle paths and areas for public use.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-13	Location of water supply lines and/or wells, including fire hydrants and shut-off valves, and the location and design of storm sewers, retention or detention ponds, wastewater lines, clean-out locations, connection points and treatment systems, including septic systems, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-14	Location of all other utilities on the site, including but not limited to natural gas, electric, cable TV, telephone, and steam.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-15	Proposed location, dimensions and details of common open spaces and common facilities such as community buildings or swimming pools, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-16	Location, size, and specifications of all signs and advertising features.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-17	Exterior lighting locations with area of illumination illustrated as well as the type of fixtures and shielding to be used.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-18	Location, height, size and specifications of all fences, walls, and other screening features with cross sections.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-19	Location and specifications for all proposed perimeter and internal landscaping and other buffering features. For each new landscape material, the proposed size at the time of planting must be indicated. All vegetation to be retained on the site must also be indicated, as well as its typical size by general location or range of sizes as appropriate.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-20	Location, size, and specifications for screening of all trash receptacles and other solid waste disposal facilities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-21	Location and specifications for any existing or proposed above or below ground storage facilities for any chemicals, salts, flammable materials, or hazardous materials as well as any containment structures or clear zones required by government authorities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-22	Identification of any significant site amenities or unique natural features.	<input checked="" type="checkbox"/>	<input type="checkbox"/>



# MARIHUANA SPECIAL LAND USE PERMIT APPLICATION

Planning & Zoning Department – 906-786-9402

SP-23	Identification of any significant views onto or from the site to or from adjoining areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-24	North arrow, scale and date of original submittal and last revision.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SP-25	Seal of the registered engineer, architect, landscape architect, surveyor, or planner who prepared the plan.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Development Standards for Granting Plan Approval</b>		<b>Yes</b>	<b>N/A</b>
DS-1	<b>Building orientation.</b> Primary structures shall be oriented so that their main entrance faces the street upon which the lot fronts. If the development is on a corner lot, the main entrance may be oriented to either street or to the corner.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DS-2	<b>Roof equipment.</b> All roof-mounted equipment, including satellite dishes and other communication equipment, must be screened from recreation trails or from a public sidewalk adjacent to the site by a parapet wall or similar architectural feature. Exception: Solar energy collection panels do not require screening to allow maximum effectiveness.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DS-3	<b>Visual and sound mitigation.</b> Reasonable visual and sound mitigation for all structures shall be provided. Fences, walks, barriers, and landscaping shall be used appropriately for the protection and enhancement of property and for the privacy of its occupants.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DS-4	<b>Emergency access.</b> Every principal building or groups of buildings shall be so arranged as to permit emergency access by some practical means to all sides	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DS-5	<b>Street access.</b> Every development shall have legal access to a public or private street.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DS-6	<b>Circulation system.</b> The development, where possible, shall provide vehicular and pedestrian circulation systems which reflect and extend the pattern of streets, pedestrian, and bicycle ways in the area. Travel ways which connect and serve adjacent development shall be designed appropriately to carry the projected traffic.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DS-7	<b>Non-motorized circulation system.</b> A pedestrian and/or non-motorized vehicle circulation system shall be provided which is physically separated and insulated as reasonably possible from the vehicular circulation system.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DS-8	<b>Parking areas.</b> All parking areas shall be designed to facilitate safe and efficient vehicular, non-motorized vehicle traffic, pedestrian circulation, minimize congestion at points of access and egress to intersecting roads, to encourage the appropriate use of alleys and minimize the negative visual impact of such parking area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DS-9	<b>Shared drives.</b> Where the opportunity exists, developments shall use shared drives. Unnecessary curb cuts shall not be permitted. Shared use access between two (2) or more property owners should be encouraged through driveways constructed along property lines, connecting parking lots and construction of on-site of frontage roads and rear service drives; particularly within three hundred (300) feet of major intersections, for sites having dual frontage, at locations with site distance problems, and/or along roadway segments experiencing congestion or accidents. In such cases, shared access of some type may be the only access design allowed. In cases where a site is adjacent to an existing frontage road, parking lot of a compatible use, or rear service drive, a connection to the adjacent facility may be required by the Planning Commission through a mutual Access Easement Agreement. In cases where a site is adjacent to undeveloped property, the site should be designed to accommodate a future frontage road, parking lot connection, rear service drive or shared access drive. The applicant shall provide the City with letters of agreement or access easements from all affected property owners.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DS-10	<b>Loading, unloading and storage areas.</b> All loading and unloading areas and outside storage areas, including areas for the storage of trash, which are visible from residential districts or public rights-of-way shall be screened by a vertical screen consisting of structural and/or plant materials not less than six feet in height. Loading docks should be located at the side yard or rear yard of the building.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DS-11	<b>Light sources.</b> Exterior light sources shall be deflected downward and away from adjacent properties and rights-of-way to promote and enhance “dark-sky” designs.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DS-12	<b>Utilities.</b> Adequate utilities shall be provided to properly serve the development. All utilities shall be placed underground.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DS-13	<b>Environmental issues.</b> Sites at which hazardous substances and potential pollutants are stored, used, or generated shall be designed to prevent spills and discharges to the air, surface of the ground, groundwater, lakes, streams, creeks, or wetlands.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DS-14	<b>Tree Preservation Purpose and Intent.</b> Trees are a critical part of the vegetation that serves to decrease and filter storm water runoff, to mitigate the urban heat island effect created by paved and other built surfaces, to remove pollutants from the air, to abate visual and noise pollution, and to provide habitat for wildlife. Tree removal thus increases the burden on the community to effectively address these issues. The goals of the tree preservation provisions are to reduce tree loss during development, to reduce damage to standing trees during construction, to provide for replacement of trees lost during construction, to provide for the planting of trees lost during construction, to provide for the planting of trees where none occurred previously, and to provide for the maintenance of preserved trees after construction is completed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DS-15	<b>Storm Water Control Plan.</b> A Storm Water Control Plan shall be designed appropriately to carry storm water away from buildings and adjacent properties into an approved collection system.	<input checked="" type="checkbox"/>	<input type="checkbox"/>





# MARIHUANA SPECIAL LAND USE PERMIT APPLICATION

Planning & Zoning Department – 906-786-9402

DS-16	<b>Section 1908 reviewed</b> for Additional Development & Design Standards in Certain Districts. (Addresses exterior materials that may/may not be used.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Marihuana Establishment Special Land Use Standards</b>		<b>Yes</b>	<b>N/A</b>
ME-1	Facilities and establishments must comply with the MMFLA or MRTMA, as applicable; all Rules; and any other applicable state laws or regulations.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ME-2	Facilities and establishments must be sufficiently screened or buffered with a fence, wall, or landscape screen to minimize light spillage, odor, and noise (including noise associated with truck traffic or other machinery), affecting adjacent properties.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ME-3	Facilities and establishments must take commercially reasonable measures to ensure that odor is not detectable outside of the building or property.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ME-4	Facilities and establishments must comply with all City codes and ordinances, including but not limited to the International Fire Code, as adopted by the City at Section 12-16 of the Code of Ordinances.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ME-5	Special use applicants must provide a plan for the storage and disposal of marihuana or chemicals associated with marihuana cultivation to minimize the risk of theft or harm resulting from chemical exposure.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ME-6	No marihuana may be stored overnight outside of an enclosed building. By way of example and without limitation, it is unlawful to store marihuana overnight in an outdoor waste bin or a secure transport vehicle parked outdoors.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ME-7	An establishment may not be located within seven hundred and fifty (750) feet of an existing public or private K-12 school as measured from the nearest point of the property line.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ME-8	The exterior appearance of a provisioning center or retailer must be compatible with surrounding businesses with respect to façade type, ground floor opacity, size and placement of signage, site layout, etc.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ME-9	Building bays shall be a maximum of thirty feet in width. Bays shall be visually established by architectural features such as columns, ribs or pilasters, piers, and fenestration pattern. To add architectural interest and variety and avoid the effect of a single, long, or massive wall with no relation to human size, the following additional standards shall apply: <ul style="list-style-type: none"> <li>No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding thirty feet without including at least two of the following: change in plane, change in texture or masonry pattern, windows, or an equivalent element that subdivides the wall into human scale proportions.</li> <li>Side or rear walls that face walkways may include false windows and door openings defined by frames, sills and lintels, or similarly proportioned modulations of the wall, only when actual doors and windows are not feasible because of the nature of the use of the building.</li> <li>All sides of the building shall include materials and design characteristics consistent with those on the front. Use of inferior or lesser quality materials for side or rear façades shall be prohibited.</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ME-10	Façades that face streets or connecting pedestrian frontage shall be subdivided and proportioned using features such as windows, entrances, arcades, arbors, awnings, along no less than fifty percent of the façade.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ME-11	Primary building entrances shall use clear glass and be clearly defined and recessed or framed by a sheltering element such as an awning, arcade, or portico to provide shelter from the inclement weather.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ME-12	Windows shall have clear glass.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ME-13	Awnings shall be no longer than a single storefront.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ME-14	All façades shall have: <ul style="list-style-type: none"> <li>A recognizable “base” consisting of, but not limited to: (a) thicker walls, ledges, or sills; (b) integrally textured materials such as stone or other masonry; (c) integrally colored and patterned materials such as smooth-finished stone or tile; (d) lighter or darker colored materials, mullions, or panels; or (e) planters.</li> <li>A recognizable “top” consisting of, but not limited to: (a) cornice treatments, other than just colored “stripes” or “bands,” with integrally textured materials such as stone or other masonry or differently colored materials; (b) sloping roof with overhangs and brackets; (c) stepped parapets.</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ME-15	Encroachments for special architectural features, such as bay windows, decorative roofs and entry features may be considered; however, in no case may such features be below a height of 8 feet.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Marihuana Establishment Special Land Use Standards – Provisioning Centers/Retailers</b>		<b>Yes</b>	<b>N/A</b>
MR-1	A retailer may not be located within one hundred (100) feet of any existing one-family dwelling as measured from the nearest point of the property line, except that this distance requirement does not apply in the E-3	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MR-2	The interior of the establishment must be arranged in a way such that neither marihuana nor marihuana-infused products are visible from the exterior of the establishment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MR-3	Consumption of marihuana shall be prohibited in the retail establishment, and a sign shall be posted on the premises of each retail center indicating that consumption is prohibited on the premises.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MR-4	Provisioning centers and retailers shall continuously monitor the entire premises on which they are operated with surveillance systems that include security cameras. The video recordings shall be maintained in a secure, off-site location for a period of 14 days.	<input checked="" type="checkbox"/>	<input type="checkbox"/>



# MARIHUANA SPECIAL LAND USE PERMIT APPLICATION

Planning & Zoning Department – 906-786-9402

MR-5	The public or common areas of the retail establishment must be separated from restricted or non-public areas of the marihuana establishment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MR-6	No drive-through window on the portion of the premises occupied by a retail establishment shall be permitted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MR-7	Provisioning centers and retailers shall not allow the sale, consumption, or use of alcohol or tobacco products on the premises.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Marihuana Establishment Special Land Use Standards – Growers, Processors, Safety Compliance</b>		<b>Yes</b>	<b>N/A</b>
MG-1	A grower, processor, or safety compliance establishment may not be located within five hundred (500) feet of any existing one-family dwelling as measured from the nearest point of the property line.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MG-2	<p>Marihuana growers must control and eliminate odor as follows:</p> <ul style="list-style-type: none"> <li>The building must be equipped with an activated air scrubbing and carbon filtration system for odor control to ensure that air leaving the building through an exhaust vent first passes through an activated carbon filter and air scrubbing system.</li> <li>The filtration system must consist of one or more fans, activated carbon filters and be capable of scrubbing the air prior to leaving any building. At a minimum, the fans must be sized for cubic feet per minute (CFM) equivalent to the volume of the building (length multiplied by width multiplied by height) divided by three. The filters shall be rated for the applicable CFM.</li> <li>The air scrubbing and filtration system must be maintained in working order and must be always in use. The filters must be changed per manufacturers' recommendation to ensure optimal performance.</li> <li>Negative air pressure must be maintained inside the building.</li> <li>Doors and windows must remain closed, except for the minimum time length needed to allow people to ingress or egress the building.</li> <li>An alternative odor control system is permitted if the special use applicant submits a report by a mechanical engineer licensed in the state of Michigan sufficiently demonstrating that the alternative system will eliminate odor as well or better than the air scrubbing and carbon filtration system otherwise required.</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MG-3	Cultivation must occur within an enclosed building with exterior facades consisting of opaque materials typical of an industrial or commercial building. The roof of the building may be constructed of a rigid transparent or translucent material designed to let in light, such as glass or rigid polycarbonate or fiberglass panels. Films or other non-rigid materials cannot be used to construct any component of the building's exterior structure.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MG-4	Cultivation must be conducted in a manner to minimize adverse impacts on the City's sanitary sewer and in compliance with the City's Wastewater Ordinance. The City's Water/Wastewater Department shall review all pertinent information relating to sewer discharges and shall provide any comments to the planning commission.	<input checked="" type="checkbox"/>	<input type="checkbox"/>



# MARIHUANA SPECIAL LAND USE PERMIT APPLICATION

Planning & Zoning Department – 906-786-9402

**All construction or addition to a structure requires zoning approval, whether or not a building permit is required.**

- Please call the Delta County Building & Zoning Department at (906) 789-5189 to determine if you will need a building permit in addition to the Zoning Compliance Permit.

**Property Access:**

- Assessing Staff may visit the property for tax purposes, as applicable.
- Planning & Zoning Staff may visit the property for inspection and verification of compliance with this permit.

**Setbacks:**

- A setback is the distance required between a property line and a roof edge, excluding allowable projections and encroachments.
- Setbacks vary by zoning district and for corner lots. On corner lots, both street frontages are considered as front lot lines for setback purposes. The side opposite the street address is considered the rear yard. The remaining side is the side yard.

**Property Lines:**

- It is the property owner’s responsibility to know the exact location of their property lines.
- The City Engineering Department can assist with locating existing property corner markers upon request. This is not a legal survey and is not guaranteed to be accurate. The City of Escanaba assumes no responsibility for property corner markings, measurements, or errors thereof.
- If greater assurance of accuracy is desired, please contact a local surveying firm for a full property survey.

**Penalties for Construction Prior to Approval:**

- If construction commences prior to obtaining an approved Zoning Compliance Permit, citations for civil infractions may be issued. Additionally, the structure will be required to be moved or altered to bring it to full compliance with the zoning ordinances.

**Zoning Ordinance Compliance:**

- The above stipulations and requirements are not all-inclusive.
- It is the applicant’s and property owner’s responsibility to review the Zoning Ordinance for all the applicable standards regarding the proposed project.

**Easements:**

- No structures will be permitted within any legal easement.
- Existing structures that are located within an easement will be evaluated for easement violation and may be required to be moved or removed.

<b>Affidavit and Signature</b>		
<p>I, the undersigned, have read and understand the above statements. I acknowledge that the information in this application is true, and if found not to be true, any zoning permit that may be issued may be void. I agree to comply with the conditions and regulations provided with any permit that may be issued and will also comply with all applicable sections of the City of Escanaba Zoning Ordinance. I give permission for officials of the City of Escanaba, the County, and the State of Michigan to enter the property subject to this permit application for purposes of inspection. Finally, I understand that this is a zoning permit application (not a permit) and that a zoning permit, if issued, conveys only land use rights, and does not include any representation or conveyance of right in any other statute, building code, deed restriction or other property rights.</p>		
<small>Property Owner Signature</small>	<p style="margin: 0;">Christopher Yermian</p> <small>Printed Name</small>	<p style="margin: 0;">01/19/2023</p> <small>Date</small>
<small>Applicant Signature</small>	<p style="margin: 0;">Christopher Yermian</p> <small>Printed Name</small>	<p style="margin: 0;">01/19/2023</p> <small>Date</small>

## Trappers: Event

Continued from page 1A

by experienced young trappers teaching other kids. There will also be a building full of things for kids to see, do, and build.

Bark River trapper Roy Dahlgren, who is also president of U.P. Trappers District 3, will also be a doing demonstration on winter bobcat trapping. Dahlgren began trapping at about 10 years old and has been trapping for 50 years. When foxes were plentiful in the U.P., he says he captured 116 in a single season. He also traps coyotes, muskrats, and raccoons. One year, he captured about 80 raccoons, and also made a muskrat trapping trip to North Dakota a few years ago, coming back with 2,000 muskrats.

But Roy's love for trapping

doesn't end in the field. He is a strong advocate for trappers and trapping throughout the U.P. and beyond. He puts on many trapping presentations at area schools and says he is particularly interested in getting young people into trapping. He has mentored teens on his own lines, many of whom are now accomplished trappers.

Admission to the NTA Convention and Outdoor Show is \$10 for one day. A three-day pass for the entire event is \$20. Kids 12 and under are free. Camping is available on the grounds.

For further information, visit [www.uptrappers.com/nta-convention](http://www.uptrappers.com/nta-convention) or contact Roy Dahlgren, local event coordinator for the Trappers Association at [trapperoy@outlook.com](mailto:trapperoy@outlook.com) or (906) 399-1960.



European Commission President Ursula von der Leyen, right, and Ukrainian President Volodymyr Zelenskyy, center, talk as they walk with Canadian Prime Minister Justin Trudeau, left, prior to a working session on Ukraine during the G7 Summit in Hiroshima, western Japan, Sunday, May 21, 2023.

## Drugs: Deliver

Continued from page 1A

by leading the effort to eliminate drugs and contraband in the U.S. Mail. This goal was achieved here by prohibiting Mr. Strauss' illegal drugs in his mail from reaching the streets of Menominee," Rogg said.

"Mr. Strauss put not only his future at risk, but the safety of residents on Menominee postal routes in

danger by agreeing to work with national drug dealers," said Rogg.

"I'm very proud of the work done in this case by the dedicated men and women of UPSLET, in conjunction with the USPS. Together, we are committed to holding criminals accountable for this kind of drug trafficking, as we work to keep Menominee County safe," Rogg concluded.

## Casino: Project

Continued from page 1A

2023 and ending in winter of 2024. Kewadin Casino Sault Ste Marie will remain open for the duration of the project.

"We're proud to be one of the first casinos in Michigan to open and to be celebrating our 38-year anniversary in 2023. We've seen many great changes over those years, and now it's time for new look and feel through-

out the property that will elevate the guest experience," said Kewadin Sault General Manager Dana Schlehuber.

Kewadin Casinos currently offers over 2,000 slot machines, 26 table games, hotels, dining, and other amenities at five properties in the eastern and central Upper Peninsula. The casino is owned and operated by the Sault Ste. Marie Tribe of Chippewa Indians.

## Revenue: State

Continued from page 1A

posed deadline — to reach an agreement on a final budget.

Democrats will need to garner Republican support for the budget to take effect by the end of the fiscal year in October, even with a two-seat majority in both chambers. Immediate effect requires a two-thirds vote of approval in the state Senate.

An income tax rate reduction triggered earlier this year by high revenues will cost the state an estimated \$647 million in revenue the next two years.

Another \$600 million in revenue loss annually will come from corporate economic development

efforts, with \$500 million being sent to the state's Strategic Outreach and Attraction Reserve Fund.

The fund has been used to land major economic development project — including a \$3.5 billion Ford Motor Co. plant announced this spring — by offering tax incentive packages.

The new tax policies are expected to continue affecting Michigan's revenue in the years to come.

Whitmer and the Legislature approved in March a significant increase of the state's Earned Income Tax Credit from 6% to a 30% match of the federal rate, which will cost the state \$1.15 billion the next two years.

## G7 ends with Ukraine in focus as Zelenskyy meets world leaders and Russia claims disputed gains

HIROSHIMA, Japan (AP) — Ukrainian President Volodymyr Zelenskyy huddled with some of his biggest backers as the Group of Seven summit closed in Hiroshima on Sunday, building momentum for his country's war effort even as Russia claimed a battlefield victory that was quickly disputed by Ukraine.

The Ukrainian leader's in-person appearance in his trademark olive drab underscored the centrality of the war for the G7 bloc of rich democracies. It also stole much of the limelight from other priorities, including security challenges in Asia and outreach to the developing world, that the leaders focused on at the three-day gathering.

Hosting Japanese Prime Minister Fumio Kishida said the group was committed to "strong backing for Ukraine from every possible dimension."

Zelenskyy held two major rounds of meetings Sunday, one with G7 leaders and a second with them and a host of invited guests including India and South Korea. He also spoke one-on-one with several leaders.

Hanging over Sunday's talks was the Russian claim that forces of the Wagner private army and Russian troops had

seized the Ukrainian city of Bakhmut. The eight-month battle for the eastern city — seen by both sides as a major symbolic prize — has been the longest and likely bloodiest of the war.

Comments by Zelenskyy earlier in the day in English suggested that the Russians had finally taken the city. But he and other Ukrainian officials later cast doubt on that assessment, with Zelenskyy telling reporters in Ukrainian that "Bakhmut is not occupied by the Russian Federation as of today."

U.S. President Joe Biden announced new military aid worth \$375 million for Ukraine, saying the U.S. would provide ammunition and armored vehicles. That pledge came after the U.S. agreed to allow training on American-made F-16 fighter jets, laying the groundwork for their eventual transfer to Ukraine.

"We have Ukraine's back and we're not going anywhere," Biden said. Even before Zelenskyy landed Saturday, the G7 nations had unveiled a slew of new sanctions and other measures meant to punish Moscow over its invasion that began in February last year.

While Ukraine dominated the summit, the leaders of Japan, the U.S., the United Kingdom, France, Germany, Canada

and Italy, as well as the European Union, also aimed to address global worries over climate change, poverty, economic instability and nuclear proliferation.

And Biden sought to reassure world leaders that the U.S. would not default because of the debt limit standoff that has cast a large shadow over his trip.

Two U.S. allies — South Korea and Japan — furthered efforts to improve ties colored by lingering anger over issues linked to Japan's brutal 1910-1945 colonization of the Korean Peninsula. Kishida and South Korean President Yoon Suk Yeol visited a memorial to Korean victims, many of them slave laborers, of the Aug. 6, 1945, atomic bombing.

Washington wants the two neighbors, both of which are liberal democracies and bulwarks of U.S. power in the region, to stand together on issues ranging from Russia to North Korea.

Biden, Yoon and Kishida met briefly as a group outside the summit venue in front of Hiroshima Bay. Biden invited the two leaders to visit Washington for a trilateral meeting and they accepted, said a U.S. official who briefed reporters on condition of anonymity.

## Biden hopes McCarthy 'just waiting to negotiate with me' on debt limit

HIROSHIMA, Japan (AP) — President Joe Biden said Sunday that Republicans in the U.S. House must move off their "extreme positions" on the now-stalled talks over raising America's debt limit and that there would be no agreement to avert a catastrophic default only on their terms.

In an effort to get negotiations back on track, Biden was set to call U.S. House Speaker Kevin McCarthy, R-Calif., from Air Force One on the way back to Washington after a Group of Seven summit in Japan, where world leaders expressed concern about the dire global ramifications if the United States were to be

unable to meet its financial obligations.

"Let's find a place where we can find common ground," McCarthy said a few hours later from the U.S. Capitol, adding he expected to hear from the president by late morning Eastern time.

Biden made clear at his closing news conference before leaving Hiroshima that "it's time for Republicans to accept that there is no deal to be made solely, solely, on their partisan terms." He said he had done his part in attempting to raise the borrowing limit so the U.S. government can keep paying its bills, by agreeing to significant cuts in spending.

### Invitation to Comment on a Proposed Tower Construction:

TowerNorth is proposing to construct a 285-foot self-support telecommunications tower (overall height including top-mounted appurtenances) located at Finn Hall 38th Rd., Rock, Delta Co., MI. The type of lighting (if required) for the tower has not yet been determined.

TowerNorth invites comments from any interested party on the impact the proposed undertaking may have on any districts, sites, buildings, structures or objects significant in American history, archaeology, engineering, or culture that are listed or determined eligible for listing in the National Register of Historic Places. Comments pertaining specifically to potential effects on historic resources may be submitted within 30 days from this publication to:

Ben Youira, G2 Consulting Group, LLC, 1186 Heather Dr. in Lake Zurich, IL 60047, Phone: 847-353-8740, e-mail: [byouira@g2consultinggroup.com](mailto:byouira@g2consultinggroup.com)

This notice is provided in accordance with the regulations of the Federal Communications Commission, 47 C.F.R. Part 1, Subpart 1 and Appendices B and C.

**The Escanaba**  
CITY OF ESCANABA  
REGULAR MEETING OF THE PLANNING COMMISSION

At a regular meeting of the Escanaba Planning Commission on Thursday, June 8, 2023, at 6:00pm in the Council Chambers of the Escanaba City Hall, 410 Ludington Street, Escanaba, MI 49829, the following Public Hearings will be conducted in accordance with zoning ordinance section 205:

**Zoning Ordinance Amendment – Setback-Related Language**  
The Planning Commission will hold a public hearing and review a draft ordinance. The purpose of this amendment is to revise setback-related language in the zoning ordinance.

**Zoning Ordinance Amendment – Marijuana Establishment Distancing**  
The Planning Commission will hold a public hearing and review a draft ordinance. The purpose of this amendment is to revise marijuana establishment distancing regulations in the zoning ordinance.

**Zoning Map Amendment Request – 1801 Ludington Street**  
The Planning Commission will hold a public hearing and review a zoning map amendment application. This was filed by K Enterprise Rentals LLC to move 1801 Ludington Street from an "E" zoning district to a residential zoning district.

**Special Land Use – 929 Willow Creek Road**  
The Planning Commission will hold a Public Hearing on the application for a Special Land Use Permit as filed for a childcare center named "The Country Schoolhouse" to be located at 929 Willow Creek Road.

**Special Land Use – 201 North 30th Street**  
The Planning Commission will hold a Public Hearing on the application for a Special Land Use Permit as filed for a Recreational Marijuana Provisioning Center/Retail Establishment named "AHA" to be located at 201 North 30th Street.

The public is cordially invited to attend this meeting should you have any questions, comments, or concerns. Special land use reviews are intended to ensure that projects conform to Escanaba's Zoning Ordinance. The Planning Commission does not have the authority to reject a project which conforms to all applicable ordinances. If you are unable to attend this meeting, you may submit your written concerns to the City of Escanaba, Planning & Zoning Dept., P.O. Box 948, 410 Ludington Street, Escanaba, MI 49829 by June 7, 2023. All written and signed correspondence will be entered into the public record. More detailed information related to these agenda items can be viewed at City Hall, 410 Ludington Street, Escanaba, MI 49829 or on the City's website at [escanaba.org](http://escanaba.org) under the Planning Commission page one week prior to the meeting.  
Escanaba Planning Commission

**Kid's Speak**

Bark River Harris Kindergarten Class

"Imagine you just won a million dollars, what would you buy first?"

Cooper DeMars "A Lamborghini"	Ace Begovac "A Four Wheeler."	Ava Gearhart "A Doll, New Toys."	Skyler Teal "Get my cat Luna back."	Mya Walechka "I'd buy a cat."

If you would like to Sponsor "Kid's Speak" please contact  
The Daily Press' Classified Department by calling (906) 786-2021.  
or Email: [classifieds@dailypress.net](mailto:classifieds@dailypress.net)





May 22, 2023

«Owner\_Name»  
«Address\_Owners»  
«City\_Owners», «State\_Owners» «Zip\_Code\_Owners»

**RE: Public Hearing Notification & Invitation to Comment**

Dear Property Owner:

You are receiving this letter because your property at «Address\_Physical» is within 300 feet of a proposed project scheduled for a Public Hearing and Site Plan Review before the Planning Commission on **Thursday, June 8, 2023 at 6:00pm** at Escanaba City Hall, 410 Ludington St.

**Special Land Use Review—201 North 30<sup>th</sup> Street  
AHA—Marihuana Retail Establishment**

You are invited to attend this meeting and provide comments should you have any interest in this project. This review is intended to ensure that the proposed project conforms to Escanaba’s Zoning Ordinance. The Planning Commission does not have the authority to reject a project which conforms to all applicable ordinances. If you have comments, but are unable to attend, please submit your written comments to the Planning & Zoning Department prior to Thursday, June 8, 2023. All written and signed comments will be entered into the public record.

One week prior to the meeting, a copy of the project plans can be viewed in the agenda packet on our website at [escanaba.org](http://escanaba.org) or can also be viewed at City Hall, Second Floor, 410 Ludington Street, Escanaba, MI, Monday through Friday, 7:30am to 4:00pm.

The City of Escanaba will provide all necessary, reasonable auxiliary aids and services to individuals with disabilities at the meeting/hearing upon five days’ notice to the City of Escanaba Clerk’s Office by writing or calling (906) 786-9402.

Best regards,

Tyler Anthony, Planning & Zoning Administrator  
on behalf of the Escanaba Planning Commission

<b>PROOF OF SERVICE – MAILING</b>	
This document was enclosed in sealed envelope, first class postage fully prepaid, and deposited in the U.S. Government Mail.	
Addressee(s):	Assessed Property Owner/Occupant 300’ Radius of 201 North 30 <sup>th</sup> Street
Mailing Date:	May 22, 2023
Attested To By:	Heather Calouette City of Escanaba - City Hall





300' from 201 North 30th Street

<b>Address (Physical)</b>	<b>Owner Name</b>	<b>Address (Owner's)</b>	<b>City (Owner's)</b>	<b>State (Owner's)</b>	<b>Zip Code (Owner's)</b>
3300 LUDINGTON ST	MENARDS INC #3256	5101 MENARD DR	EAU CLAIRE	WI	54703-9604
201 N 30TH ST	NANO SECONDS INC	201 N 30TH ST	ESCANABA	MI	49829-1376
301 N 30TH ST	KNAB LLC	928 North Lincoln Road	ESCANABA	MI	49829-4203
200 N 30TH ST	HALBINSEL VOLKSWAGON INC	200 N 30TH ST	ESCANABA	MI	49829-1394
220 N 30TH ST	NATIONAL RETAIL PROPERTIES LP/O RYAN LLC	PO BOX 56607	ATLANTA	GA	30343-0607
101 N 30TH ST	MENARD INC	5101 MENARD DR	EAU CLAIRE	WI	54703-9604
107 N 30TH ST	MENARD INC	5101 MENARD DR	EAU CLAIRE	WI	54703-9604
2920 LUDINGTON ST	POULIOTS AUTO EXPO INC	2920 LUDINGTON ST	ESCANABA	MI	49829-1371



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## PLANNING COMMISSION

Agenda Item Report - Thursday, June 8, 2023

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### **UB1: Site Plan Amendment – 201 North Lincoln Road**

#### Background:

Representatives of The Fire Station Cannabis Co. (TFS) requested that the Planning Commission consider an amendment to their approved site plan. Per Zoning Ordinance Sec. 1806.1, the Commission shall consider amendments to a Site Plan which has already been approved. A major amendment is any which does not qualify as a minor amendment, and minor amendments are those which will have no foreseeable effect beyond the property boundary. No minor amendments shall...

- significantly increase the size or height of structures,
- significantly reduce the efficiency or number of public facilities serving the development,
- significantly reduce useable open space,
- significantly reduce or increase parking areas, or
- significantly encroach on natural features proposed by the plan to be protected.

During the Planning Commissions May 11, 2023 meeting, TFS has provided two options for consideration. The first of which is the same as what was proposed to the Commission on February 9. Along with a new driveway on 1<sup>st</sup> Avenue North, it proposes a reduction from the site plan's original ten parking spaces to six (a 40% reduction). This may violate the fourth condition for minor site plan amendments, and a second driveway is not allowed in this case.

The second option; it proposed that the site's existing driveway on North Lincoln Road be converted to two-way access. Also proposed is a significant reduction in the building's area and a 1-space reduction in the parking area. Since option 2 proposes that the building's size be reduced from 4,150 s.f. to 2,653 s.f. (a 36% reduction), it doesn't violate the first condition of minor site plan amendments. Further, option 2's proposed reduction from the original ten parking spaces to nine (a 10% reduction) doesn't appear to violate the fourth condition of minor site plan amendments.

A motion was made at the May 11, 2023 meeting requesting to receive an opinion from the City Engineer, Public Works Director Wendy Taavola, within two weeks regarding TFS traffic impact studies past and present data and whether option 1 would create a viable parcel.

#### Issues and Questions Specified:

- Approval of an amendment would render the access easement condition unnecessary, and the project could continue unimpeded.
- Denial of this amendment may cause the project to become unfeasible.

#### Possible Options for Action:

1. Approve one of the two site plan amendments as proposed and rescind the site plan condition regarding an access easement with a neighboring property.
2. Deny the site plan amendments.



Attachments:

1. Site plan amendment letter from The Fire Station attorney James Martone – April 26, 2023.
2. Traffic Impact Study memo from Fishbeck Inc. to TFS – April 26, 2023.
3. Original site plan amendment proposal (option 1) – December 23, 2022.
4. New site plan amendment proposal (option 2) – April 14, 2023.
5. Original site plan amendment proposal with comments from Dir. Taavola – January 17, 2023.
6. Memo: Traffic Impact Study Review from Dir. Taavola – May 22, 2023.

April 26, 2023

VIA E-MAIL ([tanthony@escanaba.org](mailto:tanthony@escanaba.org))

Tyler Anthony  
Planning and Zoning Administrator  
City of Escanaba  
410 Ludington St.  
Escanaba, MI 49829

**Re: Special Land Use Review - 201 N. Lincoln Rd.  
The Fire Station, LLC's Renewed Request for Major Site Amendment**

Dear Mr. Anthony and Members of the Planning Commission:

I write on behalf of S&W Real Estate, LLC and The Fire Station, LLC (collectively, "The Fire Station") to request that The Fire Station's proposed major site plan amendment regarding the conditional Special Land Use permit for 201 N. Lincoln Rd., Escanaba, Michigan 49829 (the "Property") be added to the Planning Commission's next meeting agenda. As you are aware, The Fire Station previously requested that the Planning Commission adjourn its review and consideration of the Fire Station's proposed major site plan amendment for the Property to afford The Fire Station adequate time to commission and complete a traffic impact study pertaining to the proposed modification/amendment to the Property's site plan (i.e. creating adequate ingress/egress access drive(s)). The Fire Station has completed such study (attached as **Exhibit 1**), which as you will see, confirms that The Fire Station's proposed ingress driveway off of 1<sup>st</sup> Ave. will not result in significant impact to the road network at the intersection of N. Lincoln Ave./US 41/US 2 and 1<sup>st</sup> Ave. The study also confirms that an alternative site plan amendment option (which will be discussed herein) of expanding the existing driveway off of N. Lincoln Ave. will also not have significant impact to the road network in the vicinity. For the reasons discussed below, The Fire Station requests that the Planning Commission approves the proposed site plan amendment to permit the creation of an ingress driveway off of 1<sup>st</sup> Ave., or in the alternative, the expansion of the ingress/egress driveway off of N. Lincoln Ave.

By way of brief background, on November 10, 2022 the Planning Commission conditionally approved the Special Land Use Permit ("SLU Permit") for the Property to enable The Fire Station to develop/repurpose the Property to create a state-of-the art adult-use cannabis retail establishment to operate in compliance with all local and state regulations and statutes/ordinances. When reviewing The Fire Station's SLU Permit application, the Planning Commission identified that the Property did not have adequate ingress/egress access drives in

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compliance with the City of Escanaba's (the "City") governing ordinances. Accordingly, the Planning Commission conditioned the SLU Permit on The Fire Station obtaining from the neighboring property to the west (i.e. the Delta Plaza Mall) a formal access easement agreement that secured vehicular access to the Property. Despite months' of effort and several rounds of negotiations with the adjacent property owner/manager (Dial Properties, Co. and DP Management, LLC), The Fire Station could not secure an easement for the intended use and purpose of the Property.

### **1<sup>st</sup> Ave. Option for Site Plan Amendment**

The Fire Station prefers not to seek judicial intervention to determine whether an easement by necessity exists, so The Fire Station redesigned its originally submitted site plans for the Property to include an amendment with a new ingress driveway accessible from 1<sup>st</sup> Ave. North ("1<sup>st</sup> Ave. Option"). In December 2022, The Fire Station first submitted the proposed site plan amendments. For ease of reference, The Fire Station reattaches the site plan amendment for the 1<sup>st</sup> Ave. Option as **Exhibit 2**.

Initially, the Planning Commission raised concerns regarding the impact that the 1<sup>st</sup> Ave. Option would have on traffic flows, patterns, and congestion near and around the intersection of 1<sup>st</sup> Ave. and N. Lincoln Ave./US 41. Ms. Wendy Taavola obtained a traffic count report from MDOT regarding this intersection and suggested that permitting the 1<sup>st</sup> Ave. Option would result in stacking of vehicles or gridlock near the proposed driveways and/or intersections. *See* Feb. 2, 2023 Email from Ms. Taavola included in 3/15/2023 Agenda Packet. The Fire Station has investigated such concerns by commissioning a Michigan Department of Transportation ("MDOT") compliant traffic impact analysis.

Particularly, The Fire Station engaged Fishbeck, Inc. ("Fishbeck") to perform the traffic impact study. Fishbeck is a MDOT approved and certified traffic engineering firm. Fishbeck completed the study in accordance with the methodologies published by the Institute of Transportation Engineers and MDOT. Per the study (a copy of the analysis and findings is attached as **Ex. 1**), Fishbeck observed and analyzed roadway characteristics, existing traffic volumes, trip generations, trip distribution, future traffic conditions, and on-site circulation considerations (i.e. parking lot utilization). Utilizing the information from these various categories for midday and afternoon peak periods, Fishbeck performed a Highway Capacity Manual operational analysis to render a LOS, which is a qualitative measure describing operational conditions of a traffic stream or intersection.

LOS ranges from A to F, with LOS D being generally considered as acceptable traffic operations. As you can see in Fishbeck's report (**Ex. 1**), the exiting conditions and traffic patterns range between A and D. *See* **Ex. 1**, Fishbeck Report at Table 2, pg. 3. Fishbeck reports that the 1<sup>st</sup> Ave. Option will essentially maintain the same LOS ranges, with the limited exception that EB 1<sup>st</sup> Ave. may experience slight additional delays in traffic (i.e. LOS E) during peak hours. Fishbeck

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also confirmed through SimTraffic simulations that network operations and vehicle queues will not be negatively impacted. Accordingly, based upon the analytical and statistical analysis, Fishbeck concludes that no roadway nor traffic control improvements are necessary to accommodate the 1<sup>st</sup> Ave. Option and the site circulation for the 1<sup>st</sup> Ave. Option will not have any negative on-site or off-site vehicle impact.

Based upon Fishbeck's findings, The Fire Station submits to the Planning Commission that the 1<sup>st</sup> Ave. Option sufficiently addresses the ingress/egress concerns of the Planning Commission without (a) disturbing the Delta Plaza Mall, and (b) having any noticeable impact to the traffic patterns and network operations in the vicinity. Therefore, The Fire Station requests that the Planning Commission approves the site plan amendment attached as **Ex. 2** and issues the SLU Permit without condition.

#### **N. Lincoln Ave. Option for Site Plan Amendment**

In the event the Planning Commission does not approve the 1<sup>st</sup> Ave. Option, The Fire Station proposes as an alternative site plan amendment to expand its current access drive off of N. Lincoln Ave. to meet ordinance requirements for a compliant ingress/egress driveway. Currently, the drive is mere inches under the twenty-four feet requirement for two-way enter/exit per Section 1706.1.2.B of the City of Escanaba's Code of Ordinances. The Fire Station proposes as an alternative solution (if necessary) expanding the driveway to twenty-seven feet and seven inches as illustrated in the site plan amendment attached as **Exhibit 3** (the "N. Lincoln Ave. Option").

Similar to the 1<sup>st</sup> Ave. Option, The Fire Station requested that Fishbeck also consider and analyze this option as part of its traffic impact study. Fishbeck utilized the same methodologies and information as discussed above and in the report (**Ex. 1**) when analyzing the N. Lincoln Ave. Option. The results and recommendations are effectively the same between the N. Lincoln Ave. Option and 1<sup>st</sup> Ave. Option – there will be no significant or other materially negative impacts to traffic flow and operations.

Particularly, the LOS range is almost identical between the current conditions compared with the anticipated conditions with the N. Lincoln Ave. Option – i.e. mostly LOS A-D, with the limited exception of E with respect to EB 1<sup>st</sup> Ave. The delays in traffic anticipated with EB 1<sup>st</sup> Ave. under the proposed use of the Property will generally be less than two seconds. Accordingly, Fishbeck again recommends that based on the traffic study results, the N. Lincoln Ave. Option will not have any negative on-site or off-site vehicle impacts and the City will not need to implement any roadway or other traffic control improvements to accommodate the proposed development.

Therefore, in the event the Planning Commission does not approve the 1<sup>st</sup> Ave. Option, The Fire Station requests that the Planning Commission approve the N. Lincoln Ave. Option as an alternative site plan amendment and issue the SLU Permit without condition.



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Based upon the above and the enclosed, The Fire Station trusts that the proposed amendment – either the 1<sup>st</sup> Ave. Option or the N. Lincoln Ave. Option – will more than sufficiently satisfy the Planning Commission's concerns over ingress/egress access to the Property. The Fire Station respectfully requests that the Planning Commission approve the amendment and issue The Fire Station a complete and final special land use permit. If the Planning Commission has any questions regarding the site plan amendments or otherwise, please do not hesitate to reach out at your convenience.

We thank you for your time and attention to this matter, and we look forward to becoming a contributing member and business of the community.

Sincerely,



James A. Martone

Enclosures

cc: Stosh Wasik and Logan Stauber  
Jason Gauthier and Brian Savolainen

4895-2116-0264 v1 [98256-3]

## Memo

**TO:** Stosh Wasik – The Fire Station Cannabis Co.

**FROM:** Brandon Hayes, PE, P.Eng., PTOE  
Kyle Reidsma, PE, PTOE

**DATE:** April 26, 2023

**RE:** The Fire Station Escanaba – Traffic Impact Study

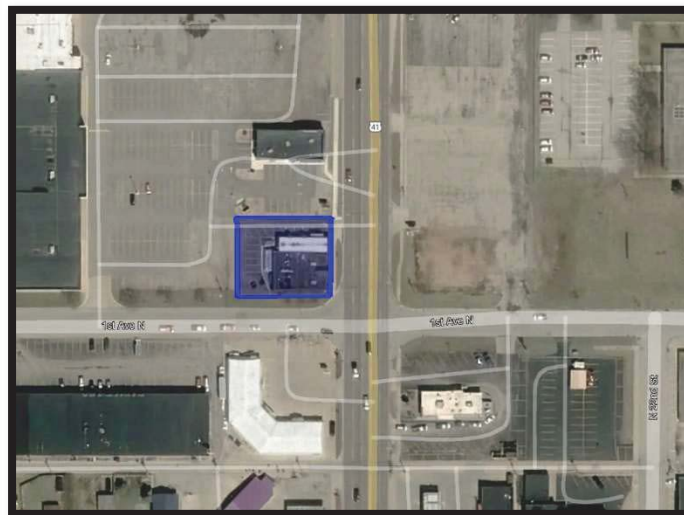
**PROJECT NO.:** 230663

### Introduction

The following memo outlines the methodology, analyses, results, and recommendations of a Traffic Impact Study (TIS) prepared for a proposed development at 201 North Lincoln Road, City of Escanaba, Delta County, Michigan. The property is proposed to be developed as a marijuana dispensary operated by The Fire Station Cannabis Co. The site was a former restaurant with a single right turn exit-only driveway along North Lincoln Road. Ingress to the site was allowed through adjacent parking lots. As there is no easement for access through the parking lot of the adjacent property, this development has considered multiple alternatives for access to/from the site. Driveways have been considered along 1st Avenue and North Lincoln Road. The relevant segment of North Lincoln Road where the development frontage is located is also designated as US-2/US-41/M-35 and is under the jurisdiction of the Michigan Department of Transportation (MDOT). Access along 1st Avenue is under the jurisdiction of the City of Escanaba (City). The primary purpose of this TIS was to analyze the two proposed access configuration options related to the development of the property.

All work was completed according to methodologies published by the Institute of Transportation Engineers (ITE) and MDOT. The project location is indicated on Figure 1, with the proposed property highlighted in blue.

**Figure 1 – Project Location and Study Network**



## Roadway Characteristics

North Lincoln Road (US-2/US-41/M-35) is classified as an “Other Principal Arterial” under MDOT jurisdiction. Along the site frontage, North Lincoln Road (US-2/US-41/M-35) has five lanes (two in either direction and a center lane for left turns) and a posted speed limit of 30 miles per hour (mph). 1st Avenue is classified as a “Major Collector” and has two lanes (one in each direction) with an assumed speed limit of 25 mph. There is space for on-street parking on both sides of 1st Avenue. The intersection of North Lincoln Road (US-2/US-41/M-35) and 1st Avenue is unsignalized with 1st Avenue operating under stop-control.

## Existing Traffic Volumes

Vehicular turning movement counts (TMCs) were collected at the following study intersection during the typical weekday midday peak period (from 11 a.m. to 1 p.m.) and afternoon peak period (from 4 p.m. to 6 p.m.) of the road network on Wednesday, March 22, 2023:

1. North Lincoln Road (US-2/US-41/M-35) and 1st Avenue

No traffic data was collected at the existing site driveways since the former restaurant is not currently operational.

The existing traffic volumes used in this study are attached to this memo.

## Traffic Operations Analysis Methodology

Synchro was used to perform Highway Capacity Manual (HCM) operational analyses during the midday (MD) and p.m. (PM) peak hours for the study intersections. According to the most recent edition of the HCM, LOS is a qualitative measure describing operational conditions of a traffic stream or intersection. LOS ranges from A to F, with LOS A representing desirable traffic operations characterized by low delay and LOS F representing extremely poor traffic operations characterized by excessive delays and long vehicle queues. LOS D is generally considered acceptable for most areas. Table 1 presents the HCM criteria for various LOS for unsignalized intersections. The color coding in the table is used in the capacity analysis summary tables later in this report.

**Table 1 – LOS Criteria for Unsignalized Intersections**

LOS	Average Stopped Vehicle Delay (seconds)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

## Existing Conditions Traffic Analysis

Synchro models for the intersection of North Lincoln Road and 1st Avenue were created based on the existing roadway configurations and traffic controls. Where applicable, data concerning the existing intersection and roadway lane configurations, geometry, and traffic control that were observed in the field were entered in the models. The resultant LOS and delay for existing conditions are indicated in Table 2.

**Table 2 – Existing Conditions LOS/Delay**

Approach	Lane Group	Existing Conditions (2023)			
		MD Peak Hour		PM Peak Hour	
		LOS	Delay (s)	LOS	Delay (s)
<b>N. Lincoln Rd. (US-2/US-41/M-35) and 1st Ave. (Unsignalized)</b>					
EB 1st Avenue	L/T/R	D	34.0	D	34.6
WB 1st Avenue	L/T/R	B	13.6	C	18.6
NB N. Lincoln Road (US-2/US-41/M-35)	Left	A	9.6	A	9.7
	T/R	FREE		FREE	
SB N. Lincoln Road (US-2/US-41/M-35)	Left	A	9.8	B	10.0
	T/R	FREE		FREE	

Further analysis of the LOS results for existing conditions indicated that all movements and approaches operate at LOS D or better during both peak hours. The delay calculations for the eastbound approach on 1st Avenue indicated that this approach will operate at LOS D; however, this is primarily caused by the 19 vehicles attempting to complete an eastbound left turn onto northbound North Lincoln Road. It is likely that the adjacent signalized intersections to the north and south (at North Lincoln Road [US-2/US-41/M-35] and Ludington Street and at North Lincoln Road [US-2/US-41/M-35] and 3rd Avenue, respectively) will provide adequate gaps in the northbound and southbound traffic streams to allow vehicles to complete this maneuver with reduced delays. Upon review of the TMC videos collected for traffic data processing, it was noted that eastbound left-turning vehicles onto northbound North Lincoln Road were able to find acceptable gaps to complete this turning movement. Occasional southbound North Lincoln Road vehicle queue blockages of 1st Avenue caused by the signalized intersection at Ludington Street were noted during the height of the PM peak hour.

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. Five (5) simulations were processed and 95th percentile queue lengths were averaged across the runs. Under existing conditions, study network operations are acceptable, without significant queues. The 95th percentile queue length at the eastbound 1st Avenue approach was 75 feet (3 vehicles) during the MD peak hour and 70 feet (3 vehicles) during the PM peak hour. The existing LOS and queueing reports are attached to this memo.

### Trip Generation

Prior to conducting the trip generation analysis as part of this study, Fishbeck considered the size and location of the proposed development to apply the most accurate and relevant trip generation methodology available. Standard practice for a study of similar size and scope would dictate that the ITE Trip Generation Manual (TGM) should be used with the relevant land use type to generate vehicle trips associated with the proposed development. Therefore, Fishbeck reviewed information provided in the TGM for land use code (LUC) 882 (marijuana dispensary). Upon review of the vehicle trip generation rates for the PM peak hour, it was noted that the rates ranged from 2.94 vehicles per 1,000 square feet (SF) at the low end, to 98.65 vehicles per 1,000 SF at the high end. Due to this extreme variance in the dependent variable, the R<sup>2</sup> value (which measures the proportion of variance, or “data spread”) could not be calculated due to the eccentric nature of the data. Therefore, Fishbeck chose to use proxy site data to develop a more precise projection of the vehicle trip generation potential for the proposed development. This approach is considered acceptable according to the TGM methodology and can sometimes be preferred based on data quantity and accuracy.

The Fire Station Cannabis Co. provided proxy site data at several other The Fire Station facilities; one of these facilities had particular similarities in terms of operational characteristics, market area population density, and

adjacent road network transportation characteristics. This site is located at 2500 Ashmun Street (I-75 Business Spur) in Sault Ste. Marie (SSM), MI and is located on a primary corridor for accessing downtown SSM with heavy commercial activity in the vicinity of the site. The SSM and Escanaba locations are both defined by The Fire Station Cannabis Co. as “unlimited markets” and are anticipated to have similar transaction volumes, customer traffic, and total revenue. The Fire Station Cannabis Co. provided three complete months of customer transaction logs from December 21, 2022 to March 21, 2023, inclusive (13 complete and consecutive weeks; 91 total days). Using the provided information from the SSM location, Fishbeck forecast the weekday MD and PM peak hour trips associated with the new The Fire Station Cannabis Co. facility, as shown in Table 3 below. Fishbeck distilled the data into 15-minute intervals on typical weekdays (Tuesday, Wednesday, and Thursday) to calculate average peak hour sales during typical weekday operations. In general, the MD and PM peak hours at the SSM location occurred from 12 p.m. to 1 p.m. and from 4:45 p.m. to 5:45 p.m.

**Table 3 – Trip Generation Analysis**

Land Use	MD Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Marijuana Dispensary	10	10	20	14	14	28

### Trip Distribution

The directions that development-generated vehicle traffic will travel to and from the site were based upon existing traffic patterns during the peak hours. Table 4 provides the probable distribution based on the existing traffic patterns.

**Table 4 – Peak Hour Trip Distribution**

Direction	Via	MD Peak Hour		PM Peak Hour	
		To	From	To	From
North	N. Lincoln Rd.	47%	46%	47%	47%
South	N. Lincoln Rd.	42%	48%	45%	47%
East	1st Ave.	4%	1%	3%	2%
West	1st Ave.	7%	4%	5%	4%
<b>Total</b>		<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

The vehicle trip assignment figures for the site are attached to this memo. These trips were added to the existing volumes to calculate the future conditions volumes attached to this memo.

### Future Conditions Traffic Analysis

Two access and circulation scenarios were investigated under future conditions, as follows:

1. Scenario 1: one ingress-only vehicle driveway would be provided from 1st Avenue and one egress-only vehicle driveway would be provided to N. Lincoln Road. A one-way, one-lane, on-site vehicle circulation pattern would be implemented from the ingress point on 1st Avenue northward and eastward (along the west and north sides of the existing structure) to the egress driveway on North Lincoln Road.
2. Scenario 2: one full-access driveway would be provided to/from N. Lincoln Road to facilitate all inbound and outbound vehicle traffic associated with the site.

The resultant LOS and delay for the future conditions are shown in Table 5.



**Table 5 – Future Conditions LOS/Delay**

Approach	Lane Group	Future Conditions (2023) Scenario 1 - One-Way Circulation, Two Site Drives				Future Conditions (2023) Scenario 2 - Two-Way Circulation, One Site Drive			
		MD Peak Hour		PM Peak Hour		MD Peak Hour		PM Peak Hour	
		LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
<b>N. Lincoln Rd. (US-2/US-41/M-35) and 1st Ave. (Unsignalized)</b>									
EB 1st Avenue	L/T/R	E	35.7	E	36.6	D	34.7	E	36.4
WB 1st Avenue	L/T/R	B	13.7	C	19.1	B	13.7	C	18.8
NB N. Lincoln Road (US-2/US-41/M-35)	Left	A	9.7	A	9.8	A	9.6	A	9.7
	T/R	FREE		FREE		FREE		FREE	
SB N. Lincoln Road (US-2/US-41/M-35)	Left	A	9.8	B	10.0	A	9.8	B	10.0
	T/R	FREE		FREE		FREE		FREE	
<b>N. Lincoln Rd. (US-2/US-41/M-35) and N. Site Drive (Unsignalized)</b>									
EB N. Site Drive	L/T/R	B	14.5	C	15.1	B	14.5	C	15.1
NB N. Lincoln Road (US-2/US-41/M-35)	Left					A	9.5	A	9.7
	T/R	FREE		FREE		FREE		FREE	
SB N. Lincoln Road (US-2/US-41/M-35)	T/R	FREE		FREE		FREE		FREE	
<b>1st Ave. and W. Site Drive (Unsignalized)</b>									
EB 1st Avenue	L/T	A	0.0	A	7.4				
	T/R	FREE		FREE					

Further analysis of the LOS results for future conditions indicated that all movements and approaches operate at LOS E or better during both peak hours. The differences in reported delays between Scenario 1 and Scenario 2 are negligible (less than two [2] seconds of difference in delay at all approaches and movements).

SimTraffic simulations were also reviewed to observe network operations and vehicle queues. Five (5) simulations were processed and 95th percentile queue lengths were averaged across the runs. Under the future conditions assessment of both Scenario 1 and Scenario 2, study network operations are acceptable, without significant queues. The 95th percentile queue length at the Eastbound North Driveway approach at Lincoln Drive under **Scenario 1** was 32 feet (1-2 vehicles) during the MD peak hour and 38 feet (1-2 vehicles) during the PM peak hour. The 95th percentile queue length at the eastbound North Driveway approach at Lincoln Drive under **Scenario 2** was 34 feet (1-2 vehicles) during the MD peak hour and 37 feet (1-2 vehicles) during the PM peak hour. The future conditions LOS and queueing reports for both Scenario 1 and Scenario 2 are attached to this memo.

### On-Site Circulation Considerations

The internal one-way circulation configuration associated with Scenario 1 necessitated a review of on-site vehicle and parking operations to ensure the limitation or elimination of vehicle blockages at the one-way, one-lane circulation aisle. Scenario 1 proposes six (6) total parking spaces (5 general and 1 accessible) for exclusive use by customer vehicles. Employees will park off-site.

The average customer transaction time derived from the provided customer transaction data on a typical weekday (Tuesday, Wednesday, and Thursday) for 13 consecutive weeks at the SSM location was approximately 3 minutes and 48 seconds. During the midday peak hour of a typical weekday (identified from 12:00 p.m. to 1:00 p.m.), the average customer transaction time decreased to 3 minutes and 31 seconds. During the PM peak hour

of a typical weekday (identified from 4:45 p.m. to 5:45 p.m.), the average customer transaction time increased to 4 minutes and 5 seconds. Assuming a standard walking time of 30 seconds from and to the customer vehicle in relation to the building entrance, the busier PM peak hour would see an average parking spot utilization time of 5 minutes and 5 seconds.

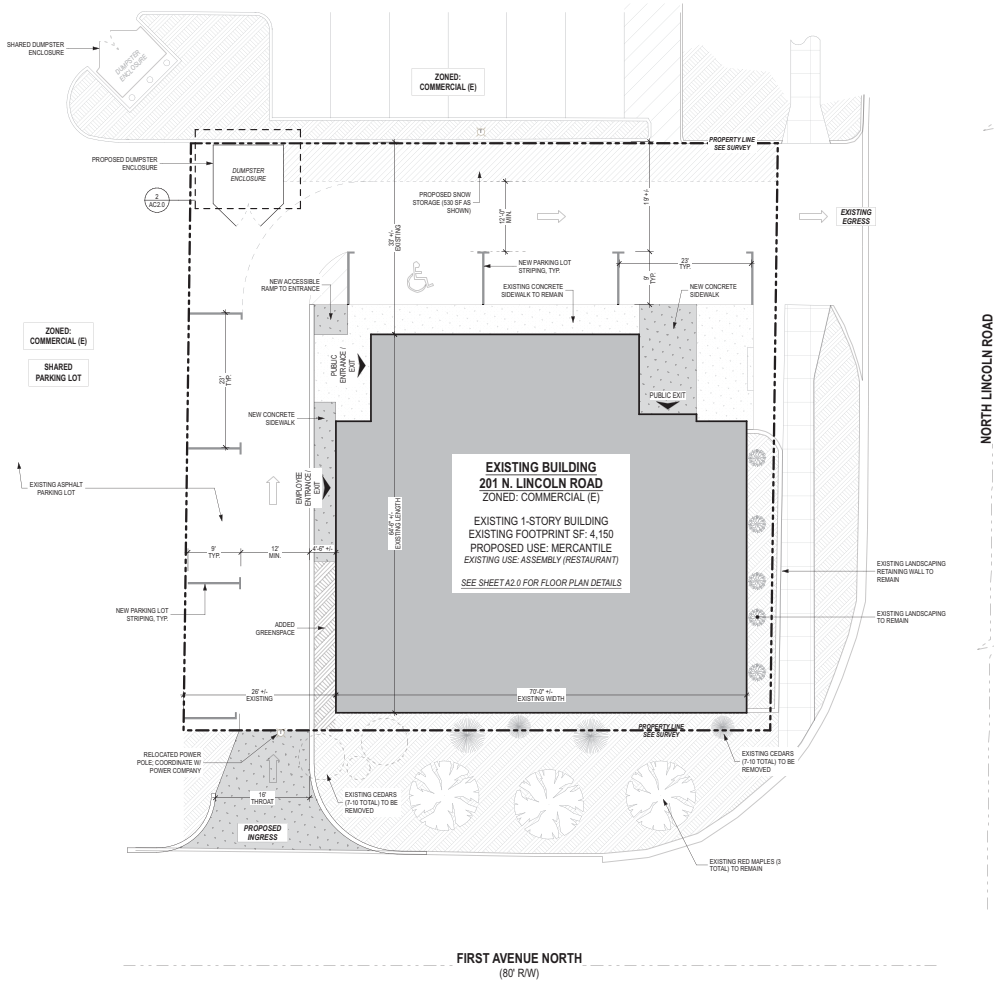
Therefore, each on-site parking space can accommodate up to 12 customers during the busier PM peak hour. With five (5) of the six (6) total on-site parking spaces dedicated to general parking, up to 60 vehicles can be processed with the proposed on-site general parking supply per hour. Assuming each of the calculated fourteen (14) PM peak hour customers arrive in their own vehicle, The Fire Station should provide adequate parking supply to accommodate a peak hour parking demand of 14 vehicles per hour. With the proposed general parking supply of 5 spaces able to process up to 60 vehicles per hour when accounting for the calculated utilization time of a single general parking space, it is expected that The Fire Station has proposed adequate parking supply to acceptably accommodate projected parking demands. The additional one (1) accessible parking space can accommodate an additional demand of 12 vehicles per hour, assuming these vehicles are acceptably tagged and permitted to park in the accessible parking space.

## Conclusions and Recommendations

The analyses conducted for this project indicated that either of the proposed site plan options will not result in any significant impact to the adjacent road network. Delays experienced by motorists generally increase by less than two (2) seconds when accounting for vehicle traffic generated by the proposed development. Delays experienced by motorists fluctuate by less than one (1) second when comparing Scenario 1 (two site driveways with one-way on-site circulation) to Scenario 2 (one site driveway with two-way on-site circulation). The differences in the site circulation scenarios are negligible from the perspective of both on-site and off-site traffic operations.

Based on the results of this traffic study, no roadway nor traffic control improvements are necessary to accommodate the proposed development and neither site circulation scenario will have any negative on-site or off-site vehicle impacts.

Attachments: Proposed Site Plan Options  
Traffic Volume Data  
Vehicular Traffic Volume Figures  
Customer Transaction Data  
LOS and Queueing Reports



**1 ARCHITECTURAL SITE PLAN**

SCALE: 1" = 10'



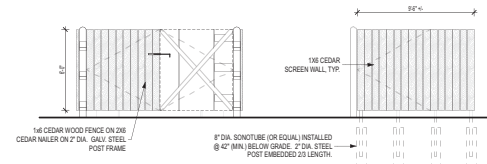
**ZONING / SITE ANALYSIS**

201 NORTH LINCOLN ROAD

<b>ZONING DISTRICT:</b>	COMMERCIAL (E)
<b>EXISTING LOT SIZE:</b>	10,010 +/- SF (23 ACRES)
<b>MAX. BUILDING HEIGHT:</b>	70'
<b>EXISTING BUILDING HEIGHT:</b>	15' +/-
<b>MIN. FRONT SETBACK:</b>	0'
<b>MIN. SIDE SETBACK (2):</b>	0'
<b>MIN. REAR SETBACK:</b>	25'
<b>EXISTING BUILDING USE:</b>	ASSEMBLY (RESTAURANT)
<b>PROPOSED BUILDING USE:</b>	MERCANTILE
<b>EXISTING BUILDING HEIGHT:</b>	15' +/- (SEE EXTERIOR ELEVATIONS, SHEETS A6.0 & A6.1)
<b>GROSS BUILDING AREA:</b>	EXISTING: 4,150 +/- TOTAL SQUARE FEET

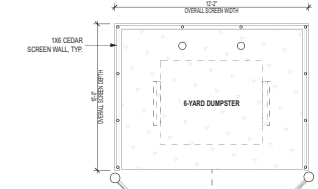
**PARKING REQUIREMENTS:** PER CHAPTER 17 - PARKING AND CIRCULATION REQUIREMENTS

**1701.2.3**  
 CHANGE OF USE. WHENEVER THE USE OF AN EXISTING BUILDING IS CHANGED TO A CATEGORY OR CLASSIFICATION WHICH REQUIRES MORE PARKING THAN THE FORMER ESTABLISHED USE, THE ADDITIONAL DEMAND FOR PARKING SPACES CREATED BY THE USE CHANGE SHALL BE PROVIDED FOR. ALSO WHENEVER A BUSINESS USE IS CHANGED TO A RESIDENTIAL USE, THE MINIMUM ON-SITE PARKING REQUIREMENTS SHALL BE PROVIDED.



**FRONT ELEVATION**

**SIDE ELEVATION**



**PLAN VIEW**

**2 DUMPSTER ENCLOSURE DETAIL**

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



**CITY ZONING MAP**



RG DESIGN COMPANY  
 829 CROIX STREET  
 MEGAUNE, MI 49866  
 P: 906.275.1041  
 WWW.RG-DESIGN.CO

THE FIRE STATION - ESCANABA RENOVATION  
 RGD PROJECT #: 22-029

THE FIRE STATION CANNABIS COMPANY  
 201 NORTH LINCOLN ROAD  
 ESCANABA, MICHIGAN 49829

ARCHITECTURE DESIGN INTERIOR DESIGN PROJECT MANAGEMENT  
 KITCHENS - BATHROOMS - CLOSETS



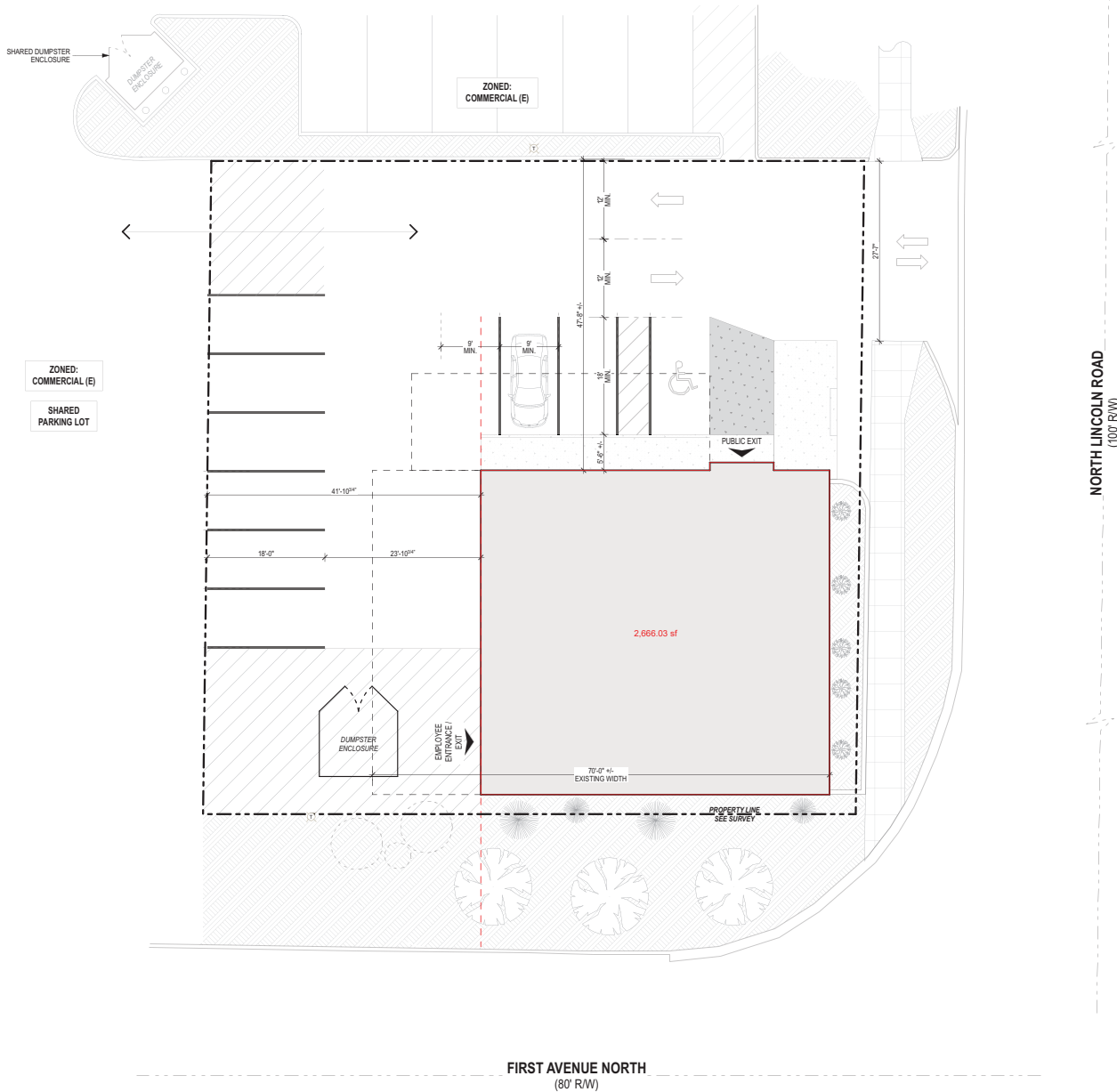
BY	PHASE	DATE
RGD	CITY PERMITS	10/24/22
RGD	PERMITS	11/2/22
RGD	CD SET	12/23/22
RGD	115 PERMITS	12/23/22

DATE:	12/23/22
SCALE:	AS NOTED
DRAWN:	
JOB #:	22-029
SHEET	

AC2.0  
 PLOTTED ON: 12/23/22

ARCHITECTURAL SITE PLAN & ZONING ANALYSIS



1 CIVIL PARKING LOT - OPTION A

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

US-2/US-41/M-35 (North Lincoln Road) and 1st... - TMC

Wed Mar 22, 2023

Full Length (11 AM-1 PM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1048011, Location: 45.7468, -87.079711



Provided by: Gewalt Hamilton Associates Inc.

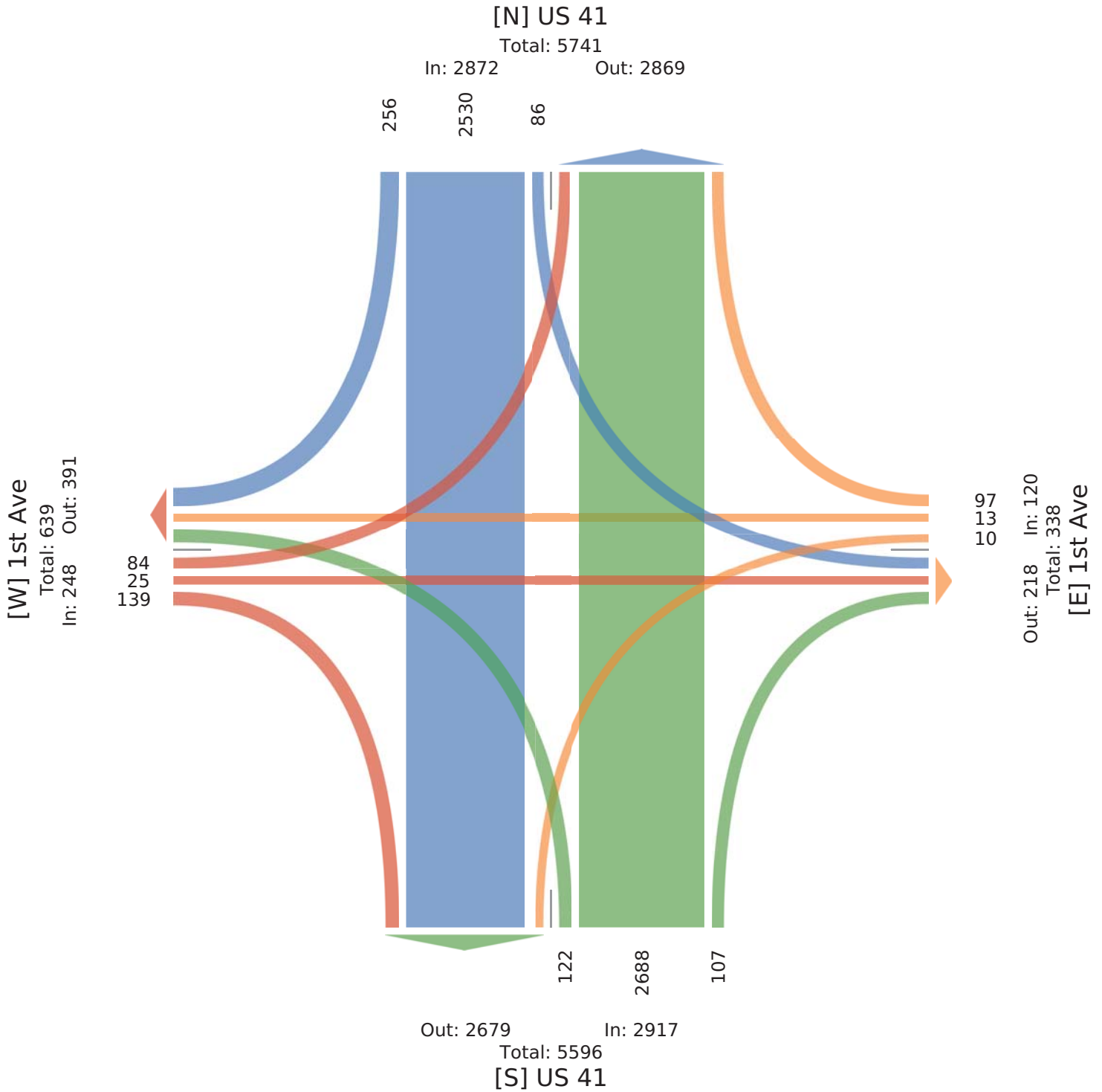
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	1st Ave Eastbound					1st Ave Westbound					US 41 Northbound					US 41 Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2023-03-22 11:00AM	3	3	10	0	16	1	4	3	0	8	6	134	7	0	147	3	117	20	0	140	311
11:15AM	2	2	3	0	7	0	0	1	0	1	6	135	5	0	146	7	135	15	0	157	311
11:30AM	8	2	5	0	15	0	0	2	0	2	7	178	11	0	196	6	171	17	0	194	407
11:45AM	5	1	15	0	21	0	0	3	0	3	13	168	5	0	186	10	139	21	0	170	380
Hourly Total	18	8	33	0	59	1	4	9	0	14	32	615	28	0	675	26	562	73	0	661	1409
12:00PM	7	0	6	0	13	0	0	6	0	6	9	204	3	0	216	7	165	20	0	192	427
12:15PM	3	2	14	0	19	0	1	7	0	8	8	172	8	0	188	6	169	18	0	193	408
12:30PM	4	3	8	0	15	1	0	8	0	9	9	147	7	0	163	5	152	22	0	179	366
12:45PM	9	2	9	0	20	1	0	8	0	9	8	152	13	0	173	2	165	14	0	181	383
Hourly Total	23	7	37	0	67	2	1	29	0	32	34	675	31	0	740	20	651	74	0	745	1584
4:00PM	10	2	7	0	19	1	0	7	0	8	11	199	8	0	218	7	155	18	0	180	425
4:15PM	4	1	7	0	12	1	1	9	0	11	6	176	4	0	186	4	174	15	0	193	402
4:30PM	5	0	9	0	14	1	0	6	0	7	7	218	5	0	230	3	167	10	0	180	431
4:45PM	7	0	5	0	12	0	1	5	0	6	6	183	8	0	197	8	175	10	0	193	408
Hourly Total	26	3	28	0	57	3	2	27	0	32	30	776	25	0	831	22	671	53	0	746	1666
5:00PM	4	2	14	0	20	1	1	10	0	12	6	180	8	0	194	5	181	17	0	203	429
5:15PM	3	2	10	0	15	1	0	11	0	12	4	162	4	0	170	6	186	18	0	210	407
5:30PM	2	1	12	0	15	2	3	5	0	10	8	139	6	0	153	3	146	9	0	158	336
5:45PM	8	2	5	0	15	0	2	6	0	8	8	141	5	0	154	4	133	12	0	149	326
Hourly Total	17	7	41	0	65	4	6	32	0	42	26	622	23	0	671	18	646	56	0	720	1498
<b>Total</b>	<b>84</b>	<b>25</b>	<b>139</b>	<b>0</b>	<b>248</b>	<b>10</b>	<b>13</b>	<b>97</b>	<b>0</b>	<b>120</b>	<b>122</b>	<b>2688</b>	<b>107</b>	<b>0</b>	<b>2917</b>	<b>86</b>	<b>2530</b>	<b>256</b>	<b>0</b>	<b>2872</b>	<b>6157</b>
<b>% Approach</b>	33.9%	10.1%	56.0%	0%	-	8.3%	10.8%	80.8%	0%	-	4.2%	92.1%	3.7%	0%	-	3.0%	88.1%	8.9%	0%	-	-
<b>% Total</b>	1.4%	0.4%	2.3%	0%	4.0%	0.2%	0.2%	1.6%	0%	1.9%	2.0%	43.7%	1.7%	0%	47.4%	1.4%	41.1%	4.2%	0%	46.6%	-
<b>Lights</b>	84	25	138	0	247	10	13	96	0	119	120	2541	107	0	2768	85	2411	251	0	2747	5881
<b>% Lights</b>	100%	100%	99.3%	0%	99.6%	100%	100%	99.0%	0%	99.2%	98.4%	94.5%	100%	0%	94.9%	98.8%	95.3%	98.0%	0%	95.6%	95.5%
<b>Articulated Trucks</b>	0	0	0	0	0	0	0	1	0	1	1	98	0	0	99	0	85	0	0	85	185
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	0%	0%	1.0%	0%	0.8%	0.8%	3.6%	0%	0%	3.4%	0%	3.4%	0%	0%	3.0%	3.0%
<b>Buses and Single-Unit Trucks</b>	0	0	1	0	1	0	0	0	0	0	1	49	0	0	50	1	34	5	0	40	91
<b>% Buses and Single-Unit Trucks</b>	0%	0%	0.7%	0%	0.4%	0%	0%	0%	0%	0%	0.8%	1.8%	0%	0%	1.7%	1.2%	1.3%	2.0%	0%	1.4%	1.5%

\*L: Left, R: Right, T: Thru, U: U-Turn



US-2/US-41/M-35 (North Lincoln Road) and 1st... - TMC  
 Wed Mar 22, 2023  
 Full Length (11 AM-1 PM, 4 PM-6 PM)  
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)  
 All Movements  
 ID: 1048011, Location: 45.7468, -87.079711



US-2/US-41/M-35 (North Lincoln Road) and 1st... - TMC

Wed Mar 22, 2023

MFDau l eaL nggt30 h M ( g2t30 l M1

h A- APPePr4 I6) C, h rCsi AAd cri sLP, Ti PePakd BR6A(S kICc ri sLP1

h AMUbev ekC

nh t g0D 0gg, 4 UaCkDt DB5 D7: , (: . 5. 9. gg



l rUbFled but y eGaCwv Fk h PUsFaCPns5

728 HUrePCED6e I rFbe, VerkUk wFA, n4, 7007g, S B

4e6 I FesCk	gPCh oe EaPBU kd	gPCh oe WePBU kd	S B Dg NUQbU kd	S B Dg BU QbU kd	
c Fv e	4 c R S h pp	4 c R S h pp	4 c R S h pp	4 c R S h pp	nkC
2023(03(22 ggt30h M	: 2 8 0 g8	0 0 2 0 2	. g.: gg 0 g97	7 g.g g. 0 g9D	DD.
ggtDBh M	8 g g8 0 2g	0 0 3 0 3	g3 g7: 8 0 g: 7	g0 g39 2g 0 g. 0	3: 0
g2t00l M	. 0 7 0 g3	0 0 7 0 7	9 20D 3 0 2g7	. g78 20 0 g92	DD.
g2tg8l M	3 2 gD 0 g9	0 g . 0 :	: g.2 : 0 g:	7 g79 g: 0 g93	DD:
<b>c UA</b>	23 8 DD 0 7:	0 g g: 0 g9	3. .22 2. 0 .:7	29 7DD .7 0 .D9	g722
<b>% h pprUas</b>	335% . 5D% 8: 5 % 0%	( 0% 85% 9D% 0%	( D% 9g9% 35D% 0%	( 39% : 7D% g05% 0%	( (
<b>% c UA</b>	gD% 05% 23% 0% D2%	0% 05% g5% 0% g5%	25% DD% g5 % 0% D 5%	g5 % 395 % D% 0% D75%	(
<b>l wH</b>	05 g9 05728 057. ( 05 g0	( 05280 057D ( 039D	05 g2 05 : 8 057gD ( 039g0	05 28 03D2 0308 ( 0378	0380
<b>4 I6) C</b>	23 8 39 0 7.	0 g g: 0 g9	3. 7.8 2. 0 .39	29 707 .8 0 .g0	g838
<b>% 4 I6) C</b>	g00% g00% 9. 3% 0% 9: 3%	0% g00% g00% 0% g00%	g00% 933% g00% 0% 9DD%	g00% 9Dg% 9: 5 % 0% 9D% %	9D5%
<b>h rCsi AAd cri sLP</b>	0 0 0 0 0	0 0 0 0 0	0 3D 0 0 3D	0 2. 0 0 2.	7g
<b>% h rCsi AAd cri sLP</b>	0% 0% 0% 0% 0%	0% 0% 0% 0% 0%	0% D% 0% 0% D3%	0% D2% 0% 0% 35%	35 %
<b>Ti PePakd BR6A(S kICc ri sLP</b>	0 0 g 0 g	0 0 0 0 0	0 g3 0 0 g3	0 gg g 0 g2	27
<b>% Ti PePakd BR6A(S kICc ri sLP</b>	0% 0% 23% 0% g3%	0% 0% 0% 0% 0%	0% g5 % 0% 0% g5 %	0% g5 % g5% 0% g5%	g5%

\* 4t 4efC Rt Rf6) Cct c) ri , St S(cirk

US-2/US-41/M-35 (North Lincoln Road) and 1st... - TMC

Wed Mar 22, 2023

Mrdau l eaL nggt30 h M ( g2t30 l M1

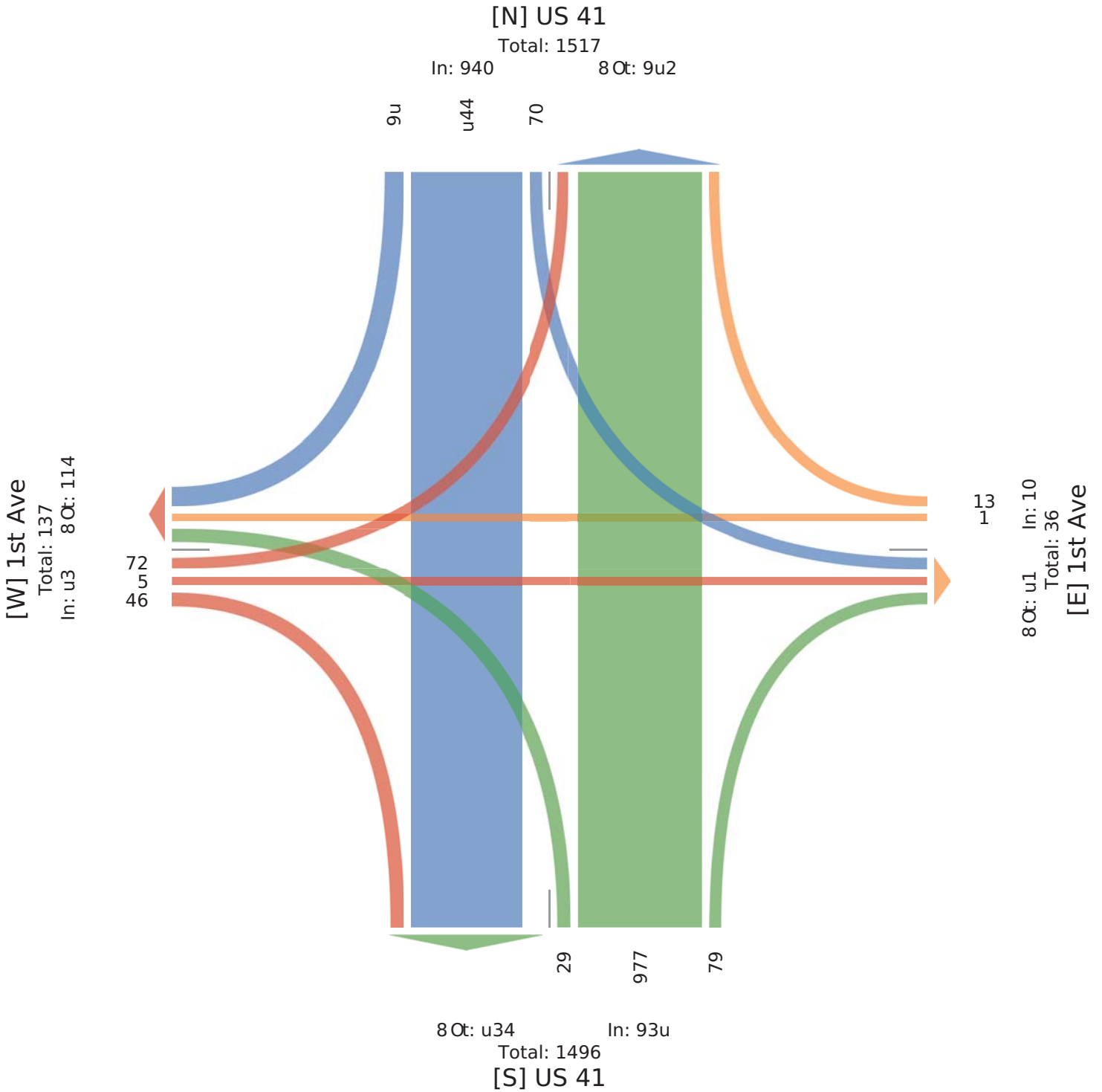
h A- APPPn4 F) C, h rCsi A d cri sLP, Ti PePakd Bk6A(S kfc cri sLP1

h AMUbev ekC

ni t g0D 0gg, 4UsaCkt D85 D7: , (: . 5). 9. gg



l rUdled but yeGaCwav Fk h PPUsE@Prks5  
728 HUrCEd6e I rfoe, VerkUk wFA, m, 7007g, S B



US-2/US-41/M-35 (North Lincoln Road) and 1st... - TMC  
 Wed Mar 22, 2023  
 PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)  
 All Movements  
 ID: 1048011, Location: 45.7468, -87.079711

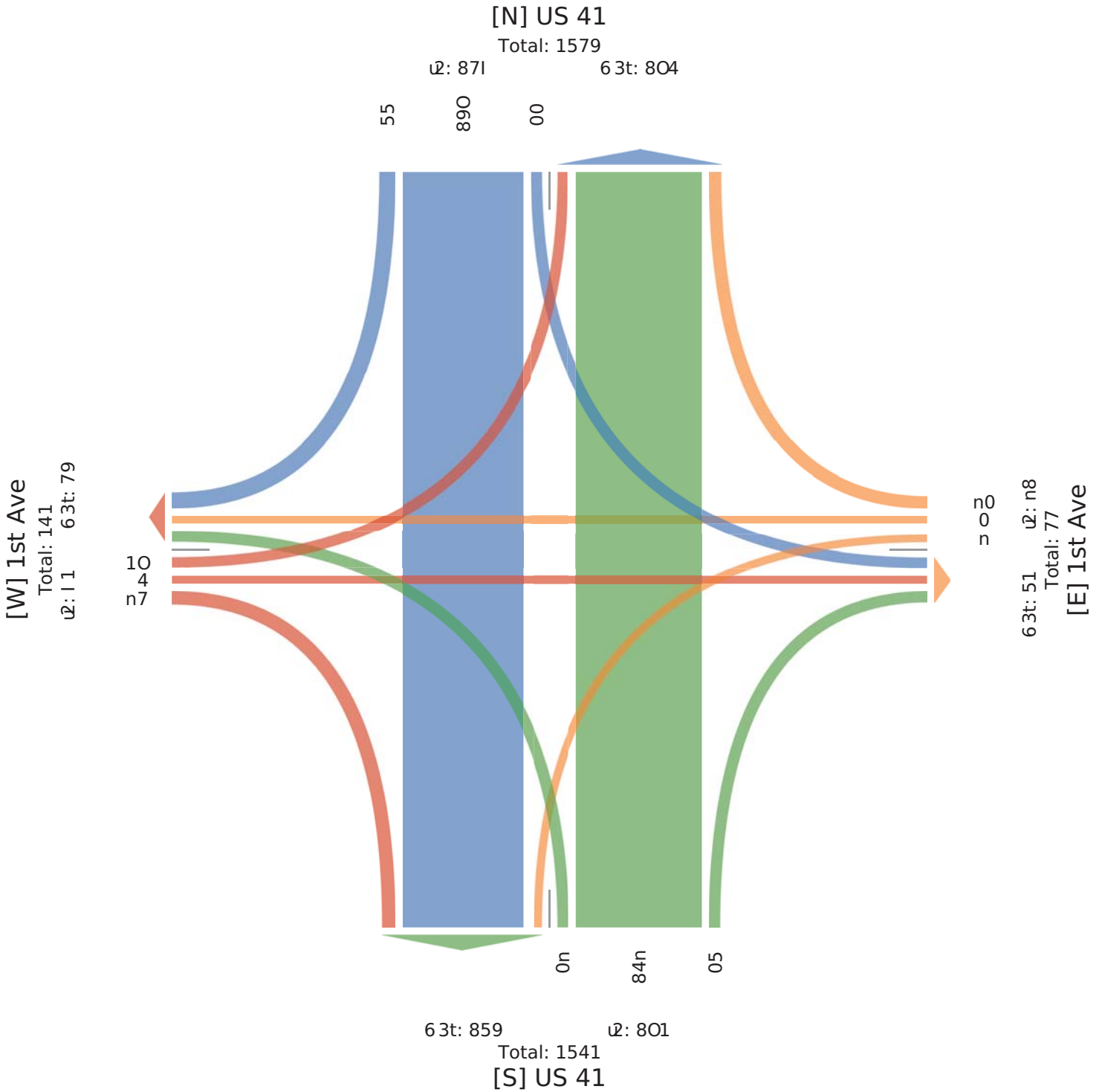


Provided by: Gewalt Hamilton Associates Inc.  
 625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	1st Ave Eastbound					1st Ave Westbound					US 41 Northbound					US 41 Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2023-03-22 4:30PM	5	0	9	0	14	1	0	6	0	7	7	218	5	0	230	3	167	10	0	180	431
4:45PM	7	0	5	0	12	0	1	5	0	6	6	183	8	0	197	8	175	10	0	193	408
5:00PM	4	2	14	0	20	1	1	10	0	12	6	180	8	0	194	5	181	17	0	203	429
5:15PM	3	2	10	0	15	1	0	11	0	12	4	162	4	0	170	6	186	18	0	210	407
<b>Total</b>	19	4	38	0	61	3	2	32	0	37	23	743	25	0	791	22	709	55	0	786	1675
<b>% Approach</b>	31.1%	6.6%	62.3%	0%	-	8.1%	5.4%	86.5%	0%	-	2.9%	93.9%	3.2%	0%	-	2.8%	90.2%	7.0%	0%	-	-
<b>% Total</b>	1.1%	0.2%	2.3%	0%	3.6%	0.2%	0.1%	1.9%	0%	2.2%	1.4%	44.4%	1.5%	0%	47.2%	1.3%	42.3%	3.3%	0%	46.9%	-
<b>PHF</b>	0.679	0.500	0.679	-	0.763	0.750	0.500	0.727	-	0.771	0.821	0.852	0.781	-	0.860	0.688	0.953	0.764	-	0.936	0.972
<b>Lights</b>	19	4	38	0	61	3	2	31	0	36	23	710	25	0	758	22	681	54	0	757	1612
<b>% Lights</b>	100%	100%	100%	0%	100%	100%	100%	96.9%	0%	97.3%	100%	95.6%	100%	0%	95.8%	100%	96.1%	98.2%	0%	96.3%	96.2%
<b>Articulated Trucks</b>	0	0	0	0	0	0	0	1	0	1	0	22	0	0	22	0	22	0	0	22	45
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	0%	0%	3.1%	0%	2.7%	0%	3.0%	0%	0%	2.8%	0%	3.1%	0%	0%	2.8%	2.7%
<b>Buses and Single-Unit Trucks</b>	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	6	1	0	7	18
<b>% Buses and Single-Unit Trucks</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.5%	0%	0%	1.4%	0%	0.8%	1.8%	0%	0.9%	1.1%

\* L: Left, R: Right, T: Thru, U: U-Turn

US-2/US-41/M-35 (North Lincoln Road) and 1st... - TMC  
 Wed Mar 22, 2023  
 PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour  
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)  
 All Movements  
 ID: 1048011, Location: 45.7468, -87.079711





Existing MD Peak Hour Vehicle Volumes

Lincoln Road (M-35)

0  
1  
18

1st Avenue

37  
722  
27

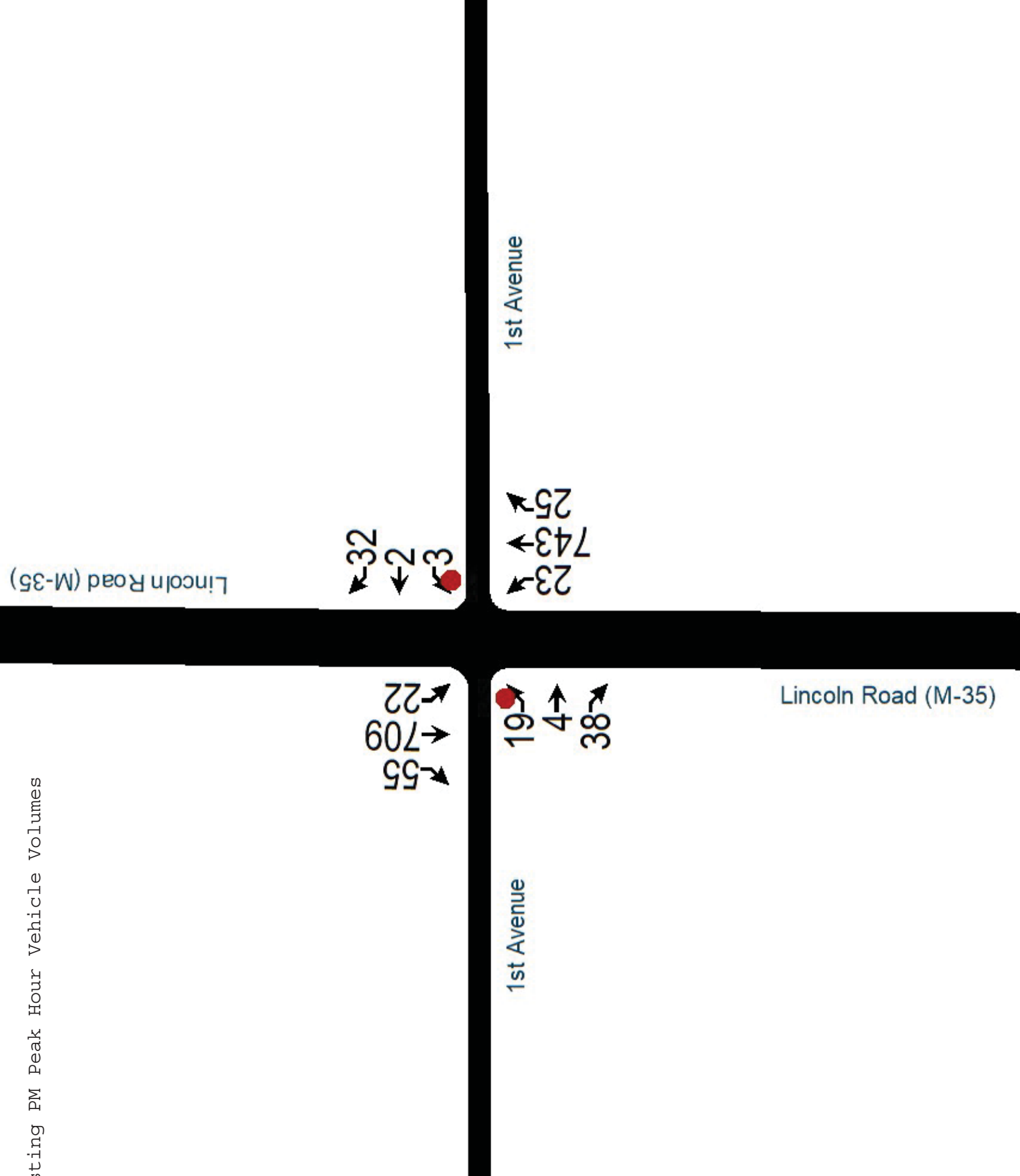
Lincoln Road (M-35)

1st Avenue

23  
5  
40

76  
644  
29

Existing PM Peak Hour Vehicle Volumes



1st Avenue

23  
743  
25

32  
2  
3

Lincoln Road (M-35)

19  
4  
38

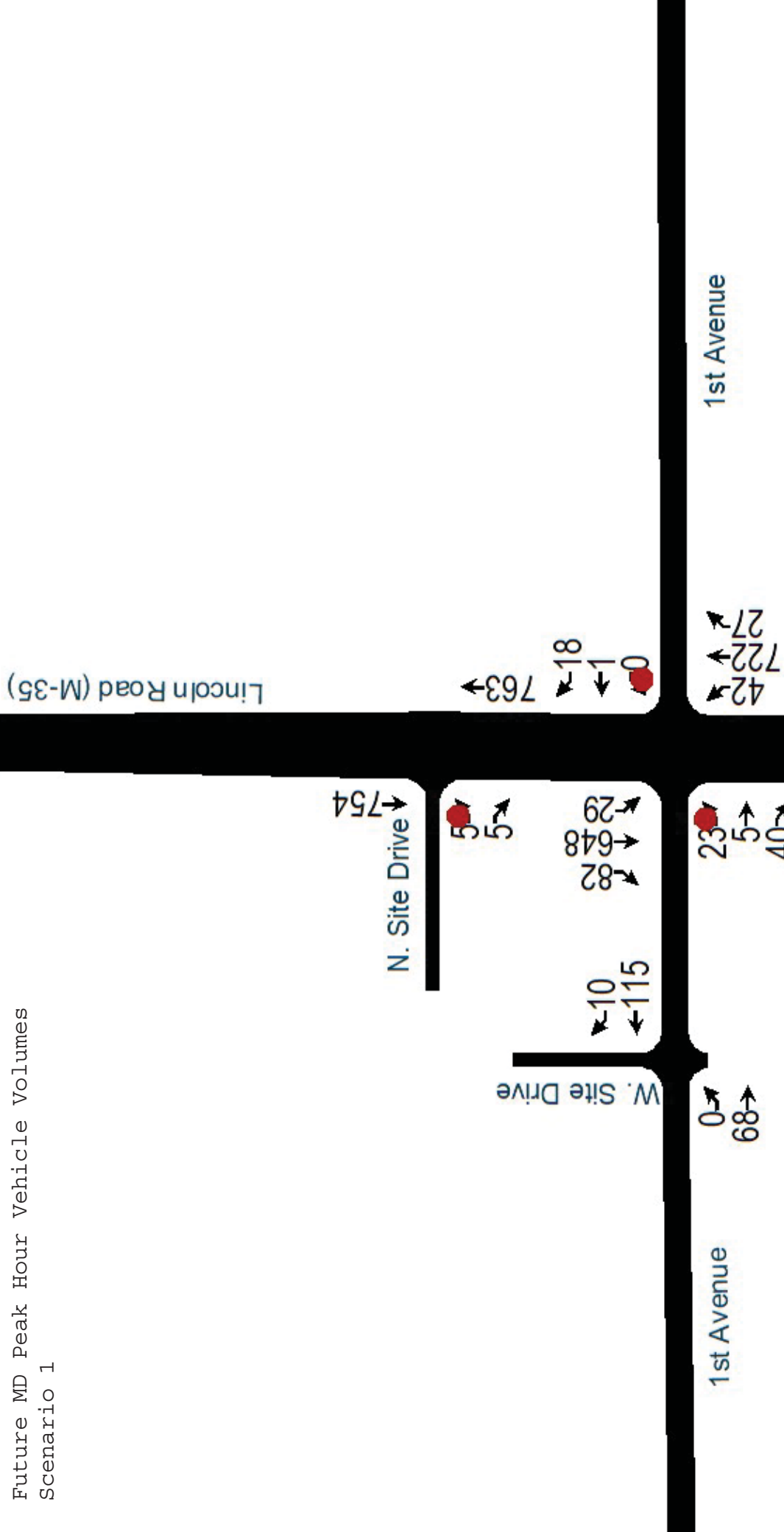
55  
709  
22

1st Avenue

19  
4  
38

55  
709  
22

Future MD Peak Hour Vehicle Volumes  
Scenario 1



Future PM Peak Hour Vehicle Volumes  
Scenario 1

Lincoln Road (M-35)

N. Site Drive

W. Site Drive

1st Avenue

1st Avenue

794  
32  
2  
3

30  
743  
257

792

7  
7

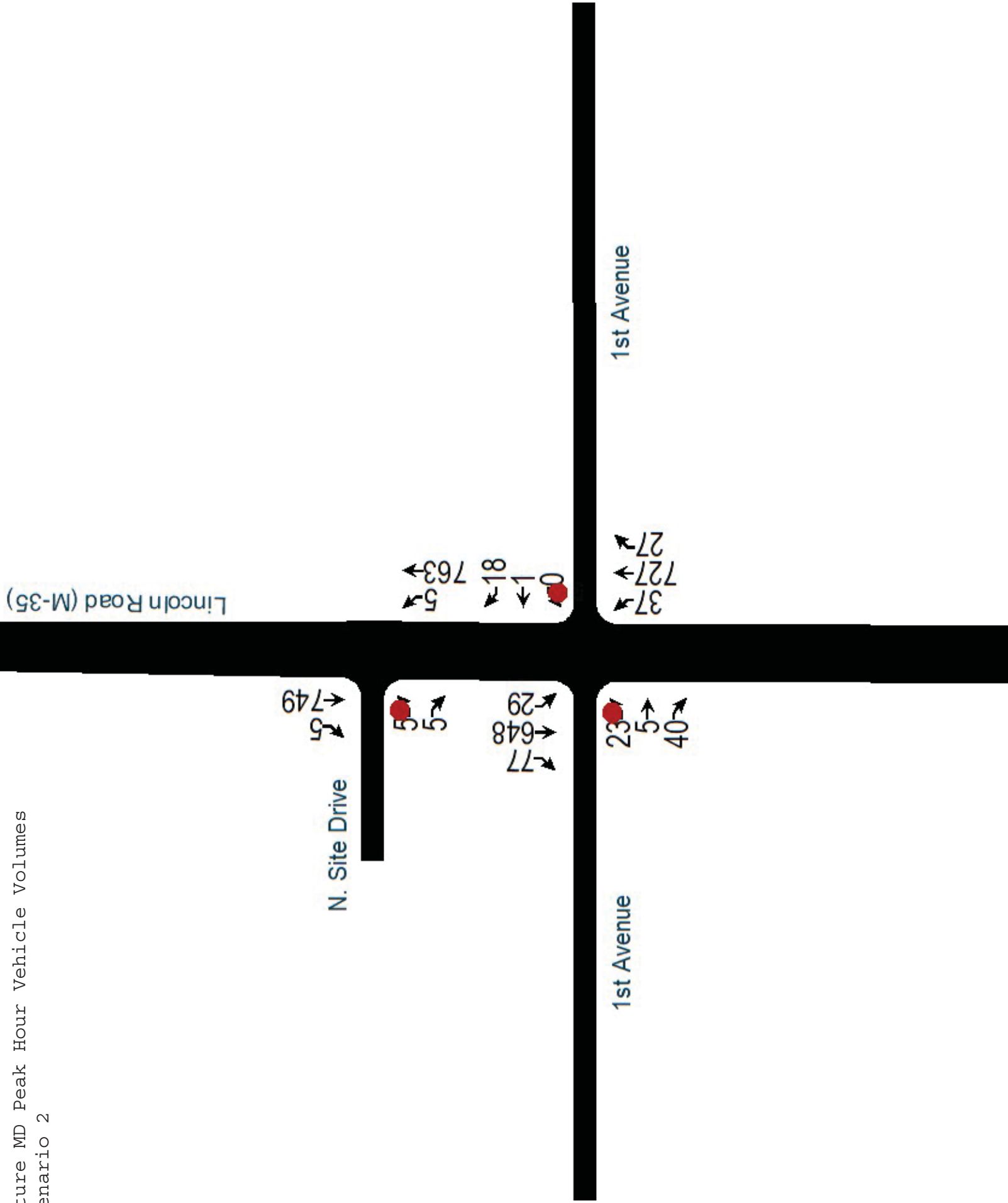
62  
715  
22

13  
81

19  
4  
38

1  
61

Future MD Peak Hour Vehicle Volumes  
Scenario 2





Future PM Peak Hour Vehicle Volumes  
Scenario 2

Lincoln Road (M-35)

N. Site Drive

1st Avenue

1st Avenue

7  
794  
32  
2  
3

23  
749  
25

7  
7

56  
715  
22

20  
4  
38

6  
786

11 AM - 1 PM

Count of Check-In D Column Labels				
Row Labels	Tuesday	Wednesday	Thursday	Grand Total
11 AM	112	103	130	345
12 PM	120	132	136	388
<b>Grand Total</b>	<b>232</b>	<b>235</b>	<b>266</b>	<b>733</b>

4 PM - 6 PM

Count of Check-In D Column Labels				
Row Labels	Tuesday	Wednesday	Thursday	Grand Total
4 PM	163	183	180	526
5 PM	165	160	174	499
<b>Grand Total</b>	<b>328</b>	<b>343</b>	<b>354</b>	<b>1025</b>

11:00 to 11:15

Count of Check-In D Column Labels				
Row Labels	Tuesday	Wednesday	Thursday	Grand Total
11 AM	29	34	32	95
<b>Grand Total</b>	<b>29</b>	<b>34</b>	<b>32</b>	<b>95</b>

11:15 to 11:30

Count of Check-In D Column Labels				
Row Labels	Tuesday	Wednesday	Thursday	Grand Total
11 AM	32	38	31	101
<b>Grand Total</b>	<b>32</b>	<b>38</b>	<b>31</b>	<b>101</b>

11:30 to 11:45

Count of Check-In D Column Labels				
Row Labels	Tuesday	Wednesday	Thursday	Grand Total
11 AM	33	19	37	89
<b>Grand Total</b>	<b>33</b>	<b>19</b>	<b>37</b>	<b>89</b>

11:45 to 12:00

Count of Check-In D Column Labels				
Row Labels	Tuesday	Wednesday	Thursday	Grand Total
11 AM	23	19	30	72
<b>Grand Total</b>	<b>23</b>	<b>19</b>	<b>30</b>	<b>72</b>

12:00 to 12:15

Count of Check-In D Column Labels				
Row Labels	Tuesday	Wednesday	Thursday	Grand Total
12 PM	31	30	43	104
<b>Grand Total</b>	<b>31</b>	<b>30</b>	<b>43</b>	<b>104</b>

12:15 to 12:30

Count of Check-In D Column Labels				
Row Labels	Tuesday	Wednesday	Thursday	Grand Total
12 PM	33	37	39	109
<b>Grand Total</b>	<b>33</b>	<b>37</b>	<b>39</b>	<b>109</b>

12:30 to 12:45

Count of Check-In D Column Labels				
Row Labels	Tuesday	Wednesday	Thursday	Grand Total
12 PM	30	37	30	97
<b>Grand Total</b>	<b>30</b>	<b>37</b>	<b>30</b>	<b>97</b>

12:45 to 13:00

Count of Check-In D Column Labels				
Row Labels	Tuesday	Wednesday	Thursday	Grand Total
12 PM	28	28	28	84
<b>Grand Total</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>84</b>

16:00 to 16:15

Count of Check-In D Column Labels					
Row Labels	Tuesday	Wednesday	Thursday	Grand Total	
4 PM		46	43	43	132
<b>Grand Total</b>		46	43	43	132

16:15 to 16:30

Count of Check-In D Column Labels					
Row Labels	Tuesday	Wednesday	Thursday	Grand Total	
4 PM		38	55	44	137
<b>Grand Total</b>		38	55	44	137

16:30 to 16:45

Count of Check-In D Column Labels					
Row Labels	Tuesday	Wednesday	Thursday	Grand Total	
4 PM		41	40	37	118
<b>Grand Total</b>		41	40	37	118

16:45 to 17:00

Count of Check-In D Column Labels					
Row Labels	Tuesday	Wednesday	Thursday	Grand Total	
4 PM		37	37	61	135
<b>Grand Total</b>		37	37	61	135

17:00 to 17:15

Count of Check-In D Column Labels					
Row Labels	Tuesday	Wednesday	Thursday	Grand Total	
5 PM		43	50	37	130
<b>Grand Total</b>		43	50	37	130

17:15 to 17:30

Count of Check-In D Column Labels					
Row Labels	Tuesday	Wednesday	Thursday	Grand Total	
5 PM		42	45	48	135
<b>Grand Total</b>		42	45	48	135

17:30 to 17:45

Count of Check-In D Column Labels					
Row Labels	Tuesday	Wednesday	Thursday	Grand Total	
5 PM		47	33	50	130
<b>Grand Total</b>		47	33	50	130

17:45 to 18:00

Count of Check-In D Column Labels					
Row Labels	Tuesday	Wednesday	Thursday	Grand Total	
5 PM		35	42	39	116
<b>Grand Total</b>		35	42	39	116

Intersection: 1: Lincoln Road (M-35) & 1st Avenue

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T
Maximum Queue (ft)	100	39	74	8	39	4
Average Queue (ft)	39	13	19	0	12	0
95th Queue (ft)	75	39	50	6	38	3
Link Distance (ft)	527	632		801		696
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100		100	
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

Network Summary

Network wide Queuing Penalty: 0

HCM 6th TWSC  
1: Lincoln Road (M-35) & 1st Avenue

Existing Conditions  
MD Peak Hour

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	23	5	40	0	1	18	37	722	27	29	644	76
Future Vol, veh/h	23	5	40	0	1	18	37	722	27	29	644	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	60	60	60	91	91	91	95	95	95
Heavy Vehicles, %	2	2	2	0	0	0	6	6	6	5	5	5
Mvmt Flow	28	6	49	0	2	30	41	793	30	31	678	80

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1260	1685	379	1294	1710	412	758	0	0	823	0	0
Stage 1	780	780	-	890	890	-	-	-	-	-	-	-
Stage 2	480	905	-	404	820	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.22	-	-	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.26	-	-	2.25	-	-
Pot Cap-1 Maneuver	127	93	619	122	92	595	823	-	-	784	-	-
Stage 1	354	404	-	308	364	-	-	-	-	-	-	-
Stage 2	536	353	-	600	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	111	85	619	99	84	595	823	-	-	784	-	-
Mov Cap-2 Maneuver	111	85	-	99	84	-	-	-	-	-	-	-
Stage 1	336	388	-	293	346	-	-	-	-	-	-	-
Stage 2	481	335	-	522	376	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	34		13.6		0.5			0.4		
HCM LOS	D		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	823	-	-	206	451	784	-	-
HCM Lane V/C Ratio	0.049	-	-	0.408	0.07	0.039	-	-
HCM Control Delay (s)	9.6	-	-	34	13.6	9.8	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.8	0.2	0.1	-	-



Intersection: 1: Lincoln Road (M-35) & 1st Avenue

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	90	71	54	38	8
Average Queue (ft)	35	24	11	11	0
95th Queue (ft)	70	53	37	35	4
Link Distance (ft)	527	632			696
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100	100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 0

HCM 6th TWSC  
1: Lincoln Road (M-35) & 1st Avenue

Existing Conditions  
PM Peak Hour

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	19	4	38	3	2	32	23	743	25	22	709	55
Future Vol, veh/h	19	4	38	3	2	32	23	743	25	22	709	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	77	77	77	86	86	86	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	4	4	4	4	4	4
Mvmt Flow	25	5	50	4	3	42	27	864	29	23	754	59

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1318	1777	407	1359	1792	447	813	0	0	893	0	0
Stage 1	830	830	-	933	933	-	-	-	-	-	-	-
Stage 2	488	947	-	426	859	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.56	6.56	6.96	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.53	4.03	3.33	2.24	-	-	2.24	-	-
Pot Cap-1 Maneuver	117	83	599	106	79	556	797	-	-	743	-	-
Stage 1	335	388	-	284	341	-	-	-	-	-	-	-
Stage 2	535	342	-	574	369	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	100	78	599	88	74	556	797	-	-	743	-	-
Mov Cap-2 Maneuver	100	78	-	88	74	-	-	-	-	-	-	-
Stage 1	324	376	-	274	329	-	-	-	-	-	-	-
Stage 2	474	330	-	503	358	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	34.6		18.6		0.3		0.3	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	797	-	-	200	312	743	-	-
HCM Lane V/C Ratio	0.034	-	-	0.401	0.154	0.031	-	-
HCM Control Delay (s)	9.7	-	-	34.6	18.6	10	-	-
HCM Lane LOS	A	-	-	D	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8	0.5	0.1	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	23	5	40	0	1	18	42	722	27	29	648	82
Future Vol, veh/h	23	5	40	0	1	18	42	722	27	29	648	82
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	60	60	60	91	91	91	95	95	95
Heavy Vehicles, %	2	2	2	0	0	0	6	6	6	5	5	5
Mvmt Flow	28	6	49	0	2	30	46	793	30	31	682	86

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1277	1702	384	1306	1730	412	768	0	0	823	0	0
Stage 1	787	787	-	900	900	-	-	-	-	-	-	-
Stage 2	490	915	-	406	830	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.22	-	-	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.26	-	-	2.25	-	-
Pot Cap-1 Maneuver	123	91	614	120	89	595	816	-	-	784	-	-
Stage 1	351	401	-	304	360	-	-	-	-	-	-	-
Stage 2	529	350	-	598	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	107	82	614	97	81	595	816	-	-	784	-	-
Mov Cap-2 Maneuver	107	82	-	97	81	-	-	-	-	-	-	-
Stage 1	331	385	-	287	340	-	-	-	-	-	-	-
Stage 2	472	330	-	520	372	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	35.7		13.7		0.5			0.4		
HCM LOS	E		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	816	-	-	199	446	784	-	-
HCM Lane V/C Ratio	0.057	-	-	0.422	0.071	0.039	-	-
HCM Control Delay (s)	9.7	-	-	35.7	13.7	9.8	-	-
HCM Lane LOS	A	-	-	E	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.9	0.2	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	5	0	763	754	0
Future Vol, veh/h	5	5	0	763	754	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	0	829	820	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1235	410	-	0	-	0
Stage 1	820	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	169	591	0	-	-	0
Stage 1	393	-	0	-	-	0
Stage 2	635	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	169	591	-	-	-	-
Mov Cap-2 Maneuver	292	-	-	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	635	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 391	-
HCM Lane V/C Ratio	- 0.028	-
HCM Control Delay (s)	- 14.5	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑				
Traffic Vol, veh/h	0	68	0	0	115	10	0	0	0	0	0	0
Future Vol, veh/h	0	68	0	0	115	10	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	74	0	0	125	11	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	136	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1448	-	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1448	-	0
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	0

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	-	1448	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	-	0	-	-	-



Intersection: 1: Lincoln Road (M-35) & 1st Avenue

Movement	EB	WB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	L	T	TR
Maximum Queue (ft)	74	40	62	44	13	13
Average Queue (ft)	35	13	20	12	0	0
95th Queue (ft)	65	39	49	40	10	7
Link Distance (ft)	67	631			162	162
Upstream Blk Time (%)	2					
Queuing Penalty (veh)	1					
Storage Bay Dist (ft)			100	100		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Lincoln Road (M-35) & N. Site Drive

Movement	EB
Directions Served	LR
Maximum Queue (ft)	35
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	171
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: 1st Avenue & W. Site Drive

Movement	EB	WB
Directions Served	LT	TR
Maximum Queue (ft)	51	10
Average Queue (ft)	2	0
95th Queue (ft)	21	7
Link Distance (ft)	414	67
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1
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Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	19	4	38	3	2	32	30	743	25	22	715	62
Future Vol, veh/h	19	4	38	3	2	32	30	743	25	22	715	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	77	77	77	86	86	86	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	4	4	4	4	4	4
Mvmt Flow	25	5	50	4	3	42	35	864	29	23	761	66

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1344	1803	414	1378	1822	447	827	0	0	893	0	0
Stage 1	840	840	-	949	949	-	-	-	-	-	-	-
Stage 2	504	963	-	429	873	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.56	6.56	6.96	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.53	4.03	3.33	2.24	-	-	2.24	-	-
Pot Cap-1 Maneuver	112	80	593	103	76	556	787	-	-	743	-	-
Stage 1	330	384	-	278	335	-	-	-	-	-	-	-
Stage 2	524	337	-	572	363	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	95	74	593	84	70	556	787	-	-	743	-	-
Mov Cap-2 Maneuver	95	74	-	84	70	-	-	-	-	-	-	-
Stage 1	315	372	-	266	320	-	-	-	-	-	-	-
Stage 2	460	322	-	500	352	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	36.6		19.1		0.4		0.3	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	787	-	-	192	304	743	-	-
HCM Lane V/C Ratio	0.044	-	-	0.418	0.158	0.031	-	-
HCM Control Delay (s)	9.8	-	-	36.6	19.1	10	-	-
HCM Lane LOS	A	-	-	E	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.6	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	7	7	0	794	792	0
Future Vol, veh/h	7	7	0	794	792	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	8	0	863	861	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1293	431	-	0	-	0
Stage 1	861	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	154	573	0	-	-	0
Stage 1	374	-	0	-	-	0
Stage 2	622	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	154	573	-	-	-	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 373	-
HCM Lane V/C Ratio	- 0.041	-
HCM Control Delay (s)	- 15.1	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 0.1	-

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑				
Traffic Vol, veh/h	1	61	0	0	81	13	0	0	0	0	0	0
Future Vol, veh/h	1	61	0	0	81	13	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	66	0	0	88	14	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	102	0	-
Stage 1	-	-	68
Stage 2	-	-	102
Critical Hdwy	4.12	-	6.52
Critical Hdwy Stg 1	-	-	5.52
Critical Hdwy Stg 2	-	-	5.52
Follow-up Hdwy	2.218	-	4.018
Pot Cap-1 Maneuver	1490	0	723
Stage 1	-	0	838
Stage 2	-	0	811
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1490	-	0
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	0

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	-	1490	-	-	-
HCM Lane V/C Ratio	-	0.001	-	-	-
HCM Control Delay (s)	0	7.4	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	-

Intersection: 1: Lincoln Road (M-35) & 1st Avenue

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	72	66	48	51	4
Average Queue (ft)	34	24	15	11	0
95th Queue (ft)	61	53	42	38	3
Link Distance (ft)	78	631			162
Upstream Blk Time (%)	1				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)			100	100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Lincoln Road (M-35) & N. Site Drive

Movement	EB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	13
95th Queue (ft)	38
Link Distance (ft)	181
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: 1st Avenue & W. Site Drive

Movement	EB
Directions Served	LT
Maximum Queue (ft)	26
Average Queue (ft)	1
95th Queue (ft)	12
Link Distance (ft)	404
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0
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HCM 6th TWSC  
1: Lincoln Road (M-35) & 1st Avenue

Future Conditions - Two-Way Circulation  
MD Peak Hour

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	23	5	40	0	1	18	37	727	27	29	648	77
Future Vol, veh/h	23	5	40	0	1	18	37	727	27	29	648	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	60	60	60	91	91	91	95	95	95
Heavy Vehicles, %	2	2	2	0	0	0	6	6	6	5	5	5
Mvmt Flow	28	6	49	0	2	30	41	799	30	31	682	81

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1268	1696	382	1302	1721	415	763	0	0	829	0	0
Stage 1	785	785	-	896	896	-	-	-	-	-	-	-
Stage 2	483	911	-	406	825	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.22	-	-	4.2	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.26	-	-	2.25	-	-
Pot Cap-1 Maneuver	125	92	616	120	90	592	820	-	-	779	-	-
Stage 1	352	402	-	306	362	-	-	-	-	-	-	-
Stage 2	534	351	-	598	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	109	84	616	97	82	592	820	-	-	779	-	-
Mov Cap-2 Maneuver	109	84	-	97	82	-	-	-	-	-	-	-
Stage 1	334	386	-	291	344	-	-	-	-	-	-	-
Stage 2	479	333	-	520	374	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	34.7		13.7		0.4		0.4	
HCM LOS	D		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	820	-	-	203	446	779	-	-
HCM Lane V/C Ratio	0.05	-	-	0.414	0.071	0.039	-	-
HCM Control Delay (s)	9.6	-	-	34.7	13.7	9.8	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.9	0.2	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT		T	TT	TT	
Traffic Vol, veh/h	5	5	5	763	749	5
Future Vol, veh/h	5	5	5	763	749	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	5	829	814	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1242	410	819	0	-	0
Stage 1	817	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	167	591	805	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	591	805	-	-	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	805	-	389	-	-
HCM Lane V/C Ratio	0.007	-	0.028	-	-
HCM Control Delay (s)	9.5	-	14.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection: 1: Lincoln Road (M-35) & 1st Avenue

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	88	36	66	46	12
Average Queue (ft)	36	16	19	12	0
95th Queue (ft)	70	41	50	38	5
Link Distance (ft)	529	631			162
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100	100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Lincoln Road (M-35) & N. Site Drive

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	40	31
Average Queue (ft)	10	3
95th Queue (ft)	34	18
Link Distance (ft)	171	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		50
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Network Summary

Network wide Queuing Penalty: 0
---------------------------------

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	20	4	38	3	2	32	23	749	25	22	715	56
Future Vol, veh/h	20	4	38	3	2	32	23	749	25	22	715	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	77	77	77	86	86	86	94	94	94
Heavy Vehicles, %	0	0	0	3	3	3	4	4	4	4	4	4
Mvmt Flow	26	5	50	4	3	42	27	871	29	23	761	60

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1328	1791	411	1369	1807	450	821	0	0	900	0	0
Stage 1	837	837	-	940	940	-	-	-	-	-	-	-
Stage 2	491	954	-	429	867	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.56	6.56	6.96	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.53	4.03	3.33	2.24	-	-	2.24	-	-
Pot Cap-1 Maneuver	115	82	596	105	77	554	791	-	-	738	-	-
Stage 1	332	385	-	282	338	-	-	-	-	-	-	-
Stage 2	533	340	-	572	366	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	98	77	596	87	72	554	791	-	-	738	-	-
Mov Cap-2 Maneuver	98	77	-	87	72	-	-	-	-	-	-	-
Stage 1	321	373	-	272	327	-	-	-	-	-	-	-
Stage 2	472	328	-	501	355	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	36.4		18.8		0.3		0.3	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	791	-	-	194	308	738	-	-
HCM Lane V/C Ratio	0.034	-	-	0.421	0.156	0.032	-	-
HCM Control Delay (s)	9.7	-	-	36.4	18.8	10	-	-
HCM Lane LOS	A	-	-	E	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.5	0.1	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT		T	TT	TT	
Traffic Vol, veh/h	7	7	7	794	786	6
Future Vol, veh/h	7	7	7	794	786	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	8	8	863	854	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1306	431	861	0	-	0
Stage 1	858	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	151	573	776	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	149	573	776	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	776	-	370	-	-
HCM Lane V/C Ratio	0.01	-	0.041	-	-
HCM Control Delay (s)	9.7	-	15.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection: 1: Lincoln Road (M-35) & 1st Avenue

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	L	T	TR
Maximum Queue (ft)	90	62	36	4	42	9	11
Average Queue (ft)	32	24	13	0	13	0	1
95th Queue (ft)	62	53	39	3	39	7	9
Link Distance (ft)	524	631		801		162	162
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			100		100		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: Lincoln Road (M-35) & N. Site Drive

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	40	31
Average Queue (ft)	12	5
95th Queue (ft)	37	23
Link Distance (ft)	181	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		50
Storage Blk Time (%)		0
Queuing Penalty (veh)		0

Network Summary

Network wide Queuing Penalty: 0
---------------------------------



# THE FIRE STATION CANNABIS CO.

RGD PROJECT #: 22-029

## PROJECT LOCATION:

201 NORTH LINCOLN ROAD  
ESCANABA, MICHIGAN 49829

## OWNER:

S&W REAL ESTATE  
351 W. WASHINGTON STREET  
MARQUETTE, MICHIGAN 49855



# CITY ZONING SET / PERMIT DOCUMENTS

UPDATED: 12.23.2022

RG DESIGN COMPANY  
829 CROIX STREET  
NEGAUNEE, MI 49866  
P: 906.273.1041  
WWW.RG-DESIGN.CO

THE FIRE STATION - ESCANABA RENOVATION  
RGD PROJECT #: 22-029

THE FIRE STATION CANNABIS COMPANY  
201 NORTH LINCOLN ROAD  
ESCANABA, MICHIGAN 49829

VICINITY MAP	CODE SUMMARY -SEE SHEET A0.2 FOR ADD'L INFORMATION	PROJECT TEAM	SHEET INDEX												
	<p><b>APPLICABLE CODES:</b></p> <p>2015 MICHIGAN BUILDING CODE (MBC) 2016 MICHIGAN MECHANICAL CODE 2016 MICHIGAN PLUMBING CODE 2017 NATIONAL ELECTRICAL CODE + MI PART 8 2012 LIFE SAFETY CODE - NFPA 101 2015 MICHIGAN REHABILITATION CODE FOR EXISTING BUILDINGS MICHIGAN BARRIER FREE CODE</p> <p><b>BUILDING OCCUPANCY TYPE:</b> MERCANTILE</p> <p><b>CONSTRUCTION TYPE:</b> VB</p> <p><b>SPRINKLER SYSTEM:</b> NOT SPRINKLED</p> <p><b>CLIMATE ZONE:</b> 6A</p> <p><b>OCCUPANT LOAD:</b> SEE SHEET A0.2</p> <p><b>PARCEL NUMBER:</b> SEE ATTACHED SURVEY (SHEET C1)</p> <p><b>SITE DATA:</b> EXISTING SITE SEE SHEET C1 FOR SITE SURVEY AND ZONING REQUIREMENTS</p> <p><b>LEGAL:</b> PART OF BLOCK 8 OF CITY CENTER ADDITION NO. 3 &amp; PART OF SE1/4 OF NE1/4 OF SECTION 25T.39N., R.23W</p>	<p><b>ARCHITECT:</b></p> <p>RG DESIGN COMPANY 829 CROIX STREET NEGAUNEE, MICHIGAN 49866 OFFICE PHONE: 906.273.1041</p> <p>CONTACT: JASON GAUTHIER, PROJECT MANAGER DAX RICHER, ARCHITECT</p> <p><b>MEP ENGINEERS:</b></p> <p>LUPEA 424 S. PINE STREET ISHPEMING, MICHIGAN 49849 OFFICE PHONE: 906.485.1011</p> <p>CONTACT: DAVE LINTULA, MECHANICAL &amp; PLUMB'G KEN DILLINGER, ELECTRICAL</p> <p><b>CIVIL ENGINEER:</b></p> <p>BRIAN SAVOLAINEN, LLC 1410 LUDINGTON STREET ESCANABA, MICHIGAN 49829 OFFICE PHONE: 906.250.5729</p> <p>CONTACT: BRIAN SAVOLAINEN, CIVIL ENGINEER</p> <p><b>SURVEYOR:</b></p> <p>DAVIS &amp; WANIC LAND SURVEYORS, P.C. 1410 LUDINGTON STREET ESCANABA, MICHIGAN 49829 OFFICE PHONE: 906.786.1755</p> <p><b>CONTRACTOR:</b></p> <p>MOYLE CONSTRUCTION 46702 HWY M-26 HOUGHTON MI 49931</p> <p>CONTACT: ANDREW KEMPER, CONSTRUCTION MANAGER PHONE: 906.483.7981</p> <p><b>OWNER / CLIENT:</b></p> <p>S&amp;W REAL ESTATE MARQUETTE MICHIGAN 49855 PHONE: 248.875.1557</p> <p>CONTACT: LOGAN STAUBER OR STOSH WASK</p>	<p><b>ARCHITECTURAL DRAWINGS (ZONING SET)</b></p> <p>A0.0 COVER SHEET</p> <p>C0 TRAFFIC IMPACT STUDY / ANALYSIS &amp; PARKING LOT SIGNING PLAN TRAFFIC IMPACT VICINITY MAP -PRECEDENT STUDY</p> <p>C1 SITE SURVEY PLAN (BY DAVIS &amp; WANIC)</p> <p>C1.0 EXISTING / DEMO CIVIL PLAN C2.0 CIVIL SITE PLAN</p> <p>AC2.0 ARCHITECTURAL SITE PLAN, ZONING ANALYSIS &amp; DETAILS</p> <p>A2.0 PROPOSED FLOOR PLAN</p> <p>A6.0 NORTH (FRONT) &amp; WEST EXTERIOR ELEVATIONS &amp; PERSPECTIVES A6.1 EAST &amp; SOUTH EXTERIOR ELEVATIONS &amp; PERSPECTIVES</p>												
	<p><b>LOCATION MAP</b></p> <p><b>SCOPE OF WORK</b></p> <p>RENOVATION/REMODEL OF 'HUDSON'S CLASSIC GRILL' INTO A MERCANTILE / RETAIL FACILITY FOR THE SALE OF RECREATIONAL MARIJUANA &amp; CANNABIS PRODUCTS AS REGULATED BY THE STATE OF MICHIGAN'S DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS (LARA) AND MARIJUANA REGULATORY AGENCY (MRA). SCOPE OF WORK INCLUDES INTERIOR COMMERCIAL LAYOUT, NEW HVAC SYSTEMS AS NECESSARY, AND UPDATED EXTERIOR FACADE.</p> <p>NO EXPANSIONS OR ADDITIONS PROPOSED.</p>	<p><b>ARCHITECT'S STAMP</b></p>	<table border="1"> <thead> <tr> <th>BY</th> <th>PHASE</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>RGD</td> <td>DESIGN</td> <td>12/23/22</td> </tr> <tr> <td>RGD</td> <td>PERMIT</td> <td>12/23/22</td> </tr> <tr> <td>RGD</td> <td>CONSTRUCTION</td> <td>12/23/22</td> </tr> </tbody> </table> <p>DATE: 12/23/22 SCALE: AS NOTED DRAWN: JG JOB #: 22-029 SHEET</p> <p>A0.0 COVER SHEET PLOTTED ON: 12/23/22</p>	BY	PHASE	DATE	RGD	DESIGN	12/23/22	RGD	PERMIT	12/23/22	RGD	CONSTRUCTION	12/23/22
BY	PHASE	DATE													
RGD	DESIGN	12/23/22													
RGD	PERMIT	12/23/22													
RGD	CONSTRUCTION	12/23/22													

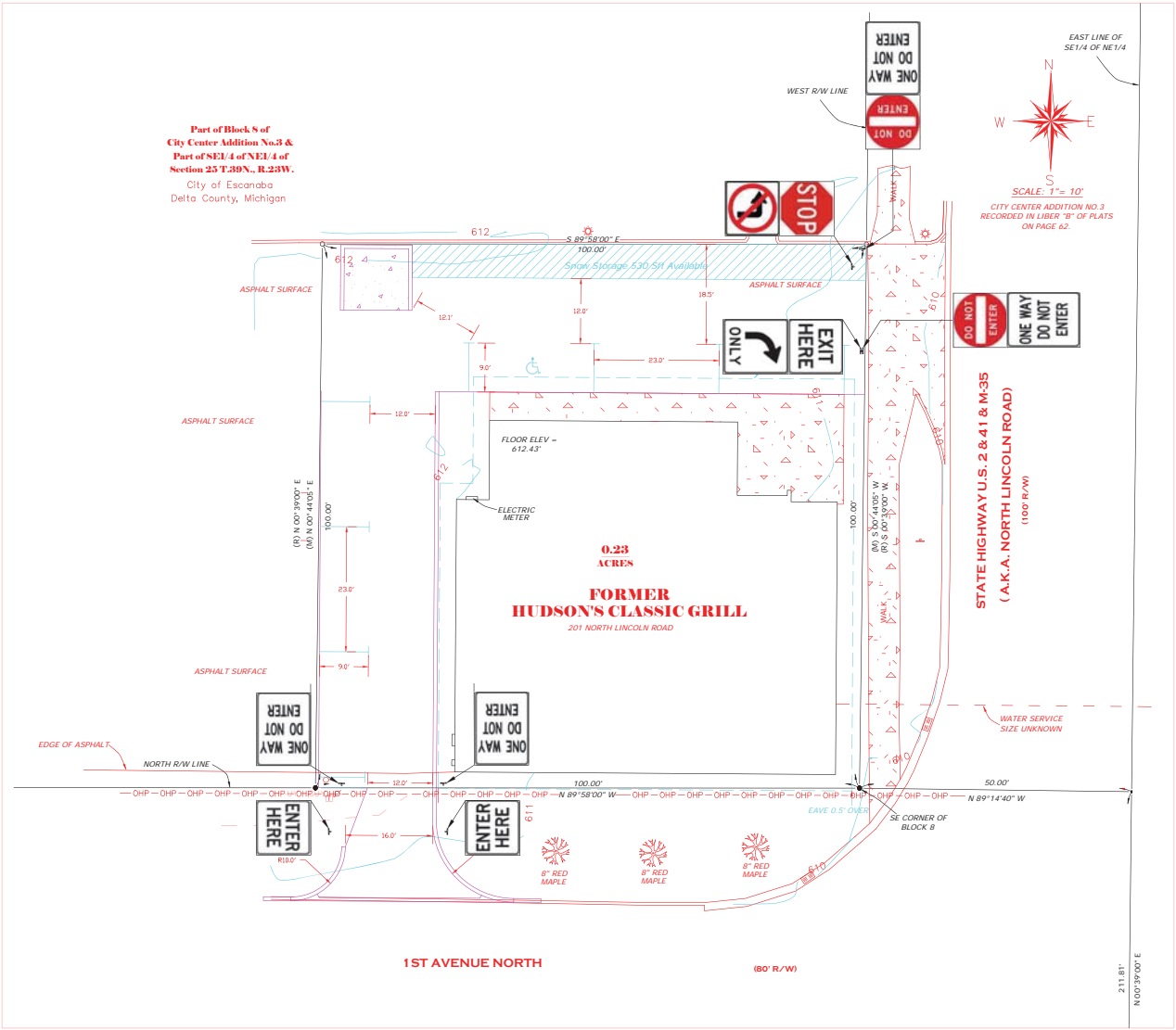


BY	PHASE	DATE
RGD	DESIGN	12/23/22
RGD	PERMIT	12/23/22
RGD	CONSTRUCTION	12/23/22

DATE: 12/23/22  
SCALE: AS NOTED  
DRAWN: JG  
JOB #: 22-029  
SHEET

COVER SHEET

Part of Block 8 of  
City Center Addition No.3 &  
Part of SE1/4 of NE1/4 of  
Section 25 T.20N., R.23W.  
City of Escanaba  
Delta County, Michigan



### Traffic Analysis and Recommendations

#### General Information:

The Fire Station has purchased an existing Commercial Building, formerly a restaurant known as Hudson's. The intention to utilize the existing building and site with minimal impact to the existing conditions. Ingress and Egress was originally thought to be adequate for the Fire Stations use. Unfortunately as planning and design has progressed it was found that there were "No Legal Easements" established thru the properties for shared drives and parking. The Fire Station approached the adjacent property owner to purchase easements and provide a shared easement for exit access to State Highway also known as North Lincoln Road and Additional Parking. To this date the adjacent property owner has been unwilling to provide those easements.

#### Revised Access Option:

Based on limited cooperation with the adjacent property the Fire Station will be required to obtain their own Ingress and Egress. With the limited size of the corner lot and need to provide parking. We are left with only a one-way traffic pattern through the property to meet City access drive and parking specifications. The Egress is already used as a one-way exit only from the previous restaurant. The Ingress will need to be added. Based on the lack of room for a two-way driveway we have proposed the Ingress be located on the lower volume roadway "North 1<sup>st</sup> Avenue". The drive will be enter only and is placed as far from the current intersection as feasible. This type of scenario is very similar to several current intersections throughout the corridor. See the Vicinity Map also Included.

#### Traffic Impact Comparison:

We have completed a traffic comparison based on the restaurant use vs. the proposed fire station.

Typical Sit-Down Restaurant will tend to have continues traffic throughout the day peaking in the lunch and dinner hours. Users are usually a blend of drive buy clients 40% and destination clients 60%. Data is from the Institute of Transportation Engineers recommends peak average of 11.15 trips/1000 Gross SF

**Restaurant Peak traffic typically Evenings 4 to 6pm (4000 St) = 45 Trips**

Fire Station Traffic has been determined from the Negaunee Main Hub client visits and sales. Users tend to be destination oriented for specific use. It is in the range of 90%+ current clients and -10% new walk-in clients. Traffic is consistent between hours of 2 pm and 8 pm. Clients are served individually with many of them being online orders that are ready to pick up. Clients are dispersed throughout the day and do not create backups at Negaunee and other locations. Attached below is a graphic of trip generation.

**Fire Station Peak used the maximum recorded = 40 Trips**

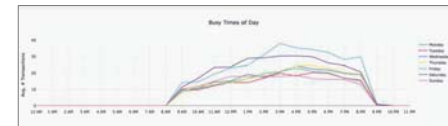
#### Recommendation:

It's *Brian M. Savolainen's, P.E.* recommendation that the City of Escanaba allow the Fire Station to construct a new Ingress on 1<sup>st</sup> Avenue North as shown on the site plan.

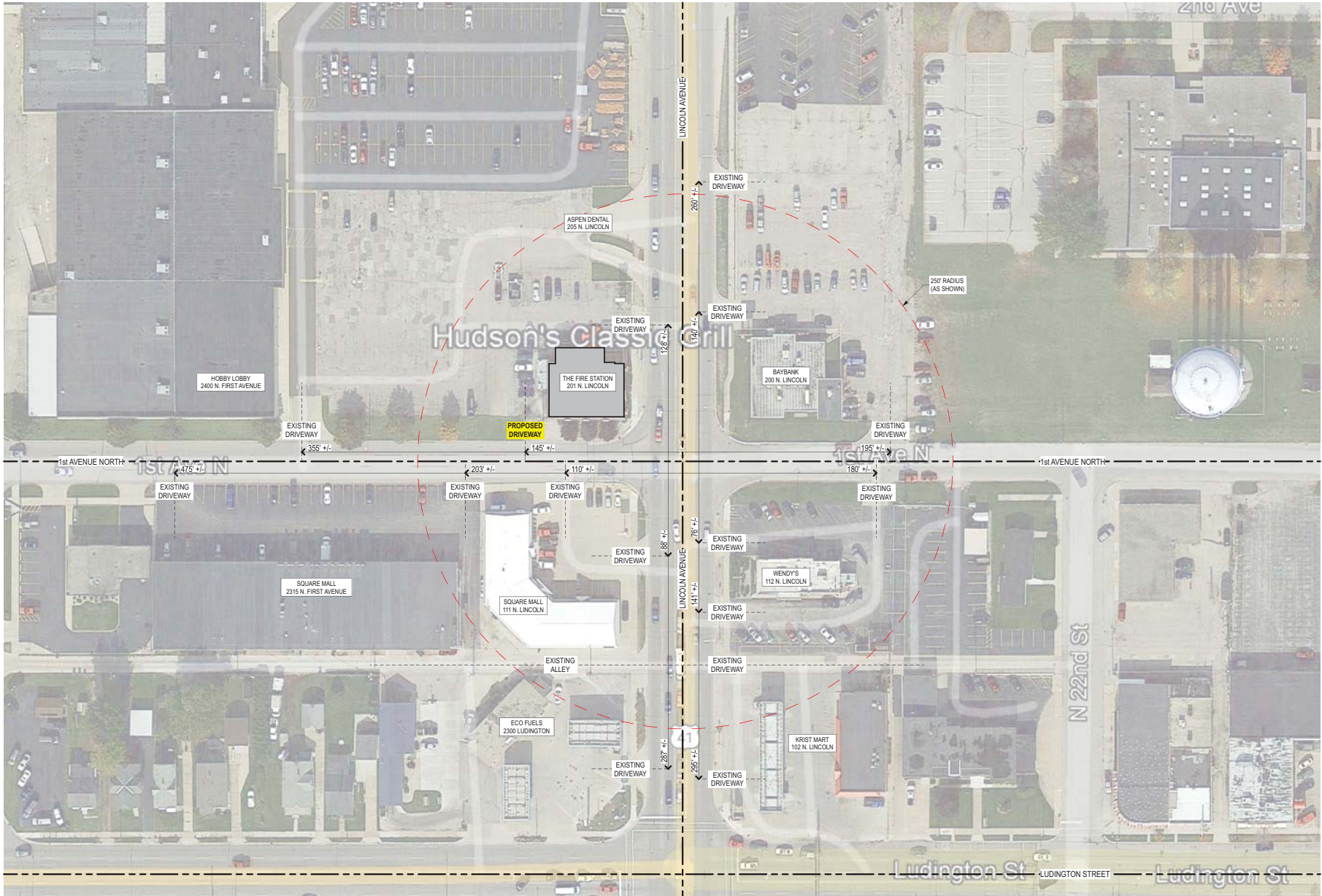
I have created a signage plan to prevent un-wanted left turns and general access of the State Highway. It's also worth noting that with most repeat clients that traffic flow and patterns will become common to its clients.

We have discussed placing a curb along the western side of the property to prevent traffic from adjacent property crossing into the fire station. But feel that is in everybody's best interest to keep the option of shared traffic in the future should the adjacent property owner re-consider easement options or change in its future use.

### Fire Station Visitors at Main Negaunee Site



Recommended Parking Lot Signing Plan



1 VICINITY MAP -PRECEDENT STUDY  
NOT TO SCALE

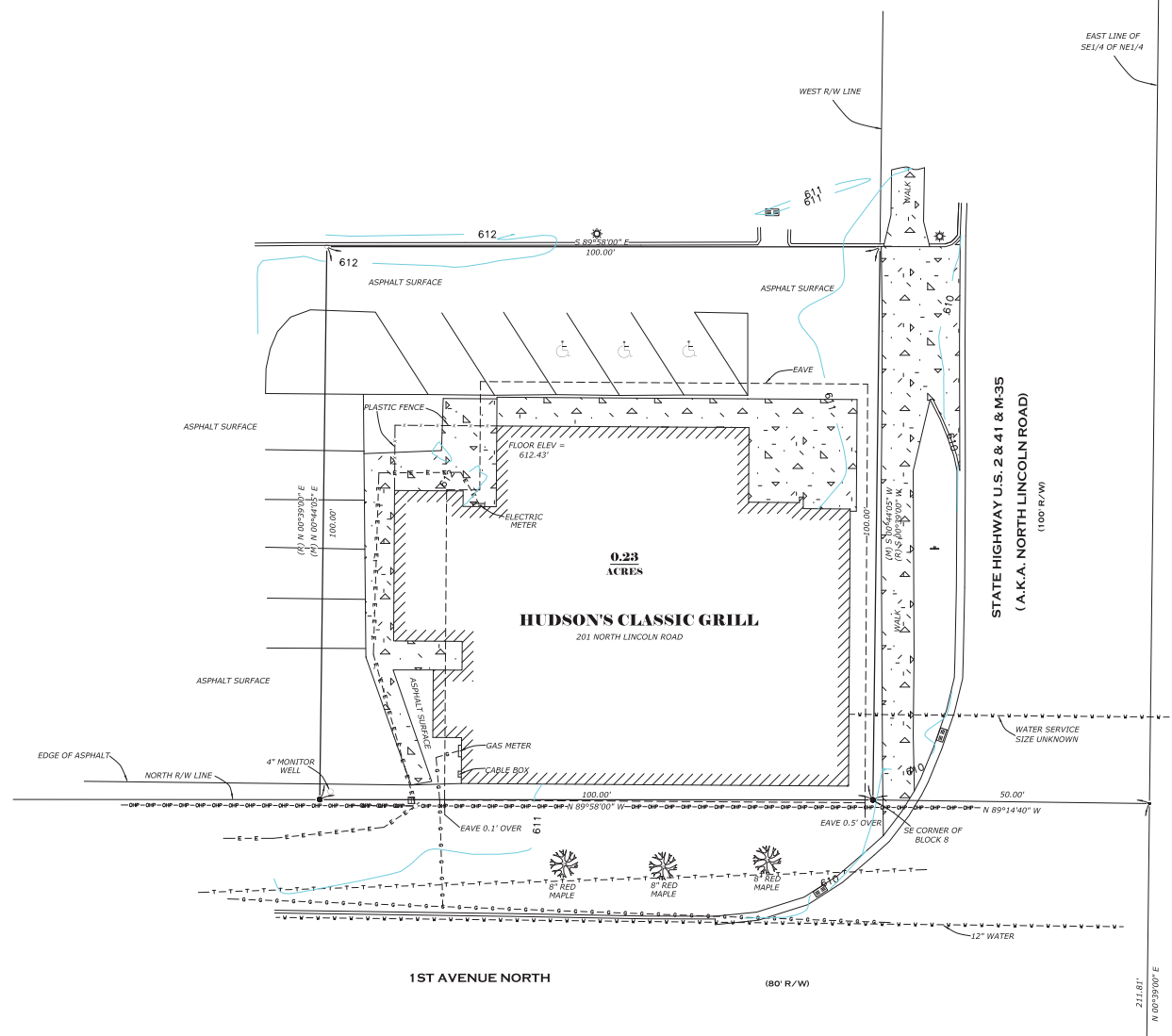


C0

PLOTTED ON: 12/23/22



# Topographic Survey of Part of Block 8 of City Center Addition No.3 & Part of SE1/4 of NE1/4 of Section 25 T.39N., R.23W. City of Escanaba Delta County, Michigan



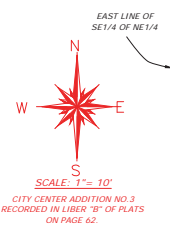
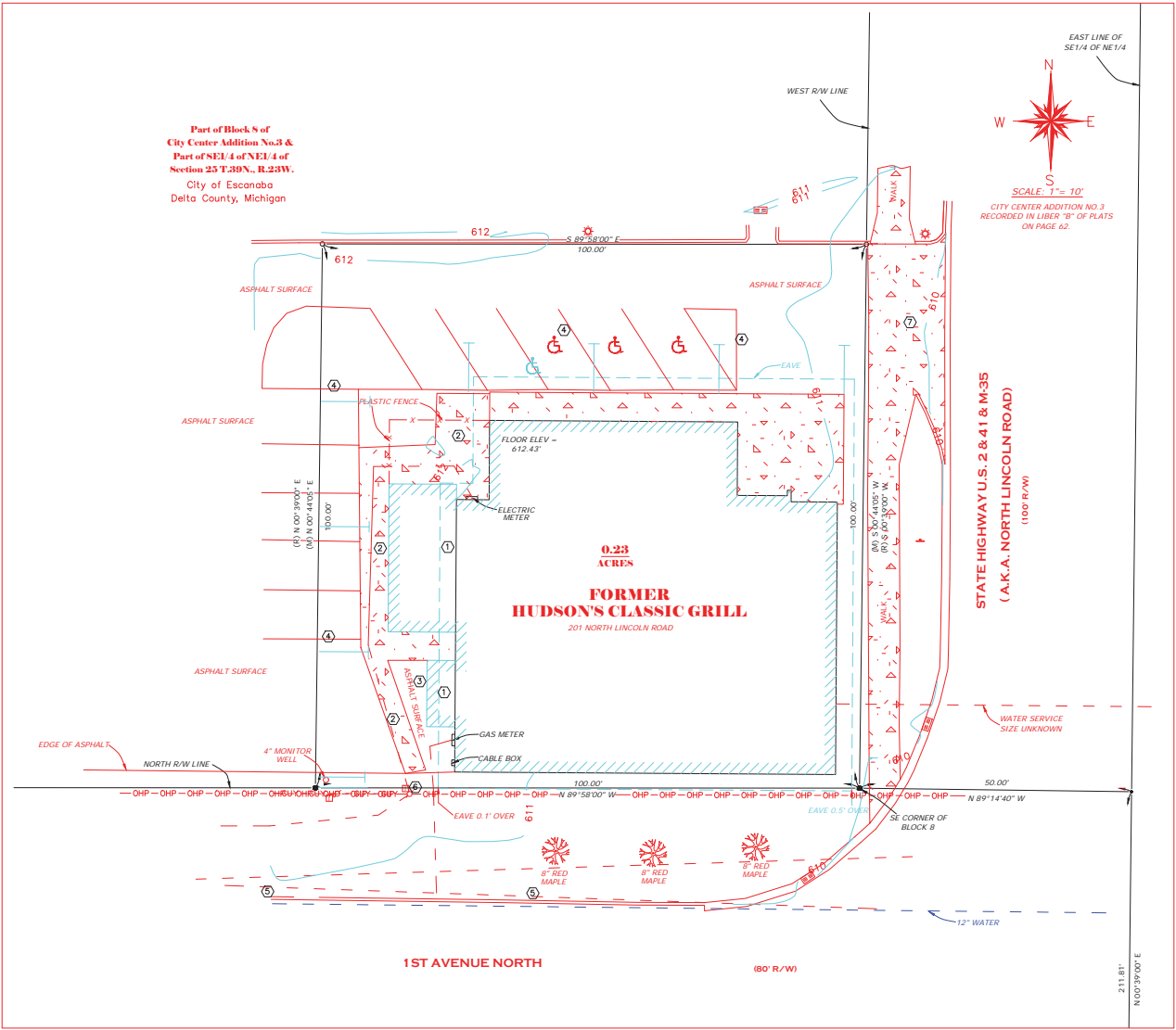
- LEGEND**
- — — — — INDICATES A LINE NOT DRAWN TO SCALE
  - ✦ INDICATES A CHISELED CROSS IN CONCRETE
  - INDICATES IRON MONUMENTS SET
  - INDICATES IRON MONUMENTS FOUND
  - ⊕ INDICATES ELECTRICAL BOX
  - ⊕ INDICATES A SIGN
  - ⊕ INDICATES A TELEPHONE JUNCTION BOX
  - ⊕ INDICATES A LIGHT / POLE
  - ⊕ INDICATES A UTILITY POLE
  - ⊕ INDICATES A WATER VALVE
  - ⊕ INDICATES A CATCH BASIN
  - HYD ⊕ INDICATES A HYDRANT
  - MH ⊕ INDICATES A MAN HOLE
  - — — — — INDICATES PROPERTY SETBACKS
  - ○ — ○ — INDICATES UNDERGROUND FIBER LINE
  - W — W — INDICATES A WATERMAIN
  - E — E — INDICATES UNDERGROUND POWER
  - OP — OP — INDICATES OVERHEAD POWER / CABLE
  - G — G — INDICATES UNDERGROUND GAS LINE
  - T — T — INDICATES UNDERGROUND TELEPHONE
  - S — S — INDICATES SANITARY SEWER LINE
  - GW — GW — INDICATES GUY WIRE
  - S — S — INDICATES STORM LINE
  - ▨ INDICATES CONCRETE SURFACE

SURVEY NOTES:	BENCH MARK DATA
<p>1. ELEVATIONS ARE IN NGVD 29 DATUM.</p> <p>2. HORIZONTAL COORDINATES ARE ASSUMED (LOCAL SITE).</p> <p>3. CONTOUR INTERVAL IS 1.0'.</p> <p><small>NOTE: THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY. BEFORE ANY CONSTRUCTION OCCURS, CONTACT MISS DIG FOR THE ON-SITE STAKING OF ALL UTILITIES (800) 482-7171.</small></p>	<p>REFERENCE BENCHMARK ESCANABA HARBIN STATION AT WATER PLANT - ELEVATION = 590.36'</p>



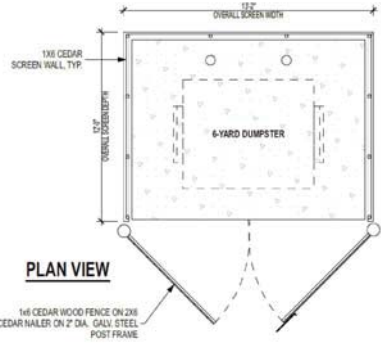
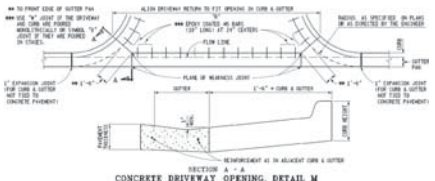
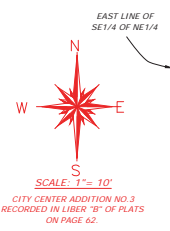
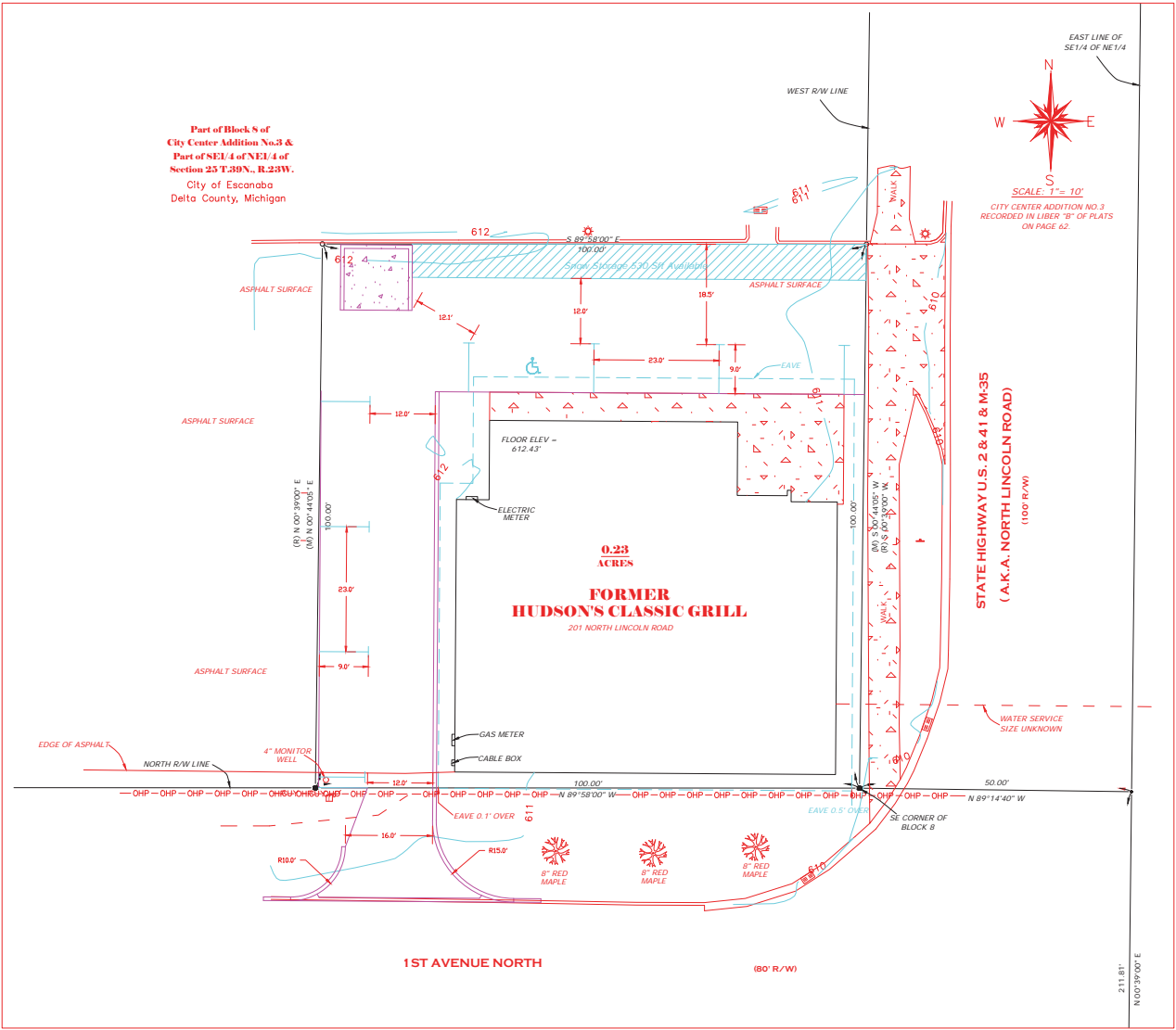
<b>DAVIS WANIC</b>		1410 Ludington Street Escanaba, Michigan 49829 Phone (906) 786-1755, Fax 786-6487
LAND SURVEYORS, P.C.		
JOB NUMBER	HUDSON'S TOPO - 22J	
SURVEY FOR	RG DESIGN	
SUBJECT	TOPOGRAPHIC SURVEY	
DATE OF SURVEY	SEPTEMBER 27, 2022	
DATE OF MAPPING	SEPTEMBER 28, 2022	

Part of Block 8 of  
 City Center Addition No.3 &  
 Part of SE1/4 of NE1/4 of  
 Section 25 T.30N., R.23W.  
 City of Escanaba  
 Delta County, Michigan



- Demolition Notes this Sheet
1. Remove Existing Buildings.
  2. Remove All Existing Concrete.
  3. Remove All Existing HMA.
  4. Remove Existing Pavement Markings.
  5. Remove Existing City Curb for New One-Way Drive between Keynotes.
  6. Contractor shall coordinate with Utility Companies to Relocate PPole and TPED to West of New Drive.
  7. Existing Lincoln Drive to Remain as Exit Only.

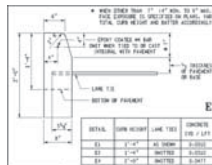
Part of Block 8 of  
City Center Addition No.3 &  
Part of SE1/4 of NE1/4 of  
Section 25 T.20N., R.23W.  
City of Escanaba  
Delta County, Michigan



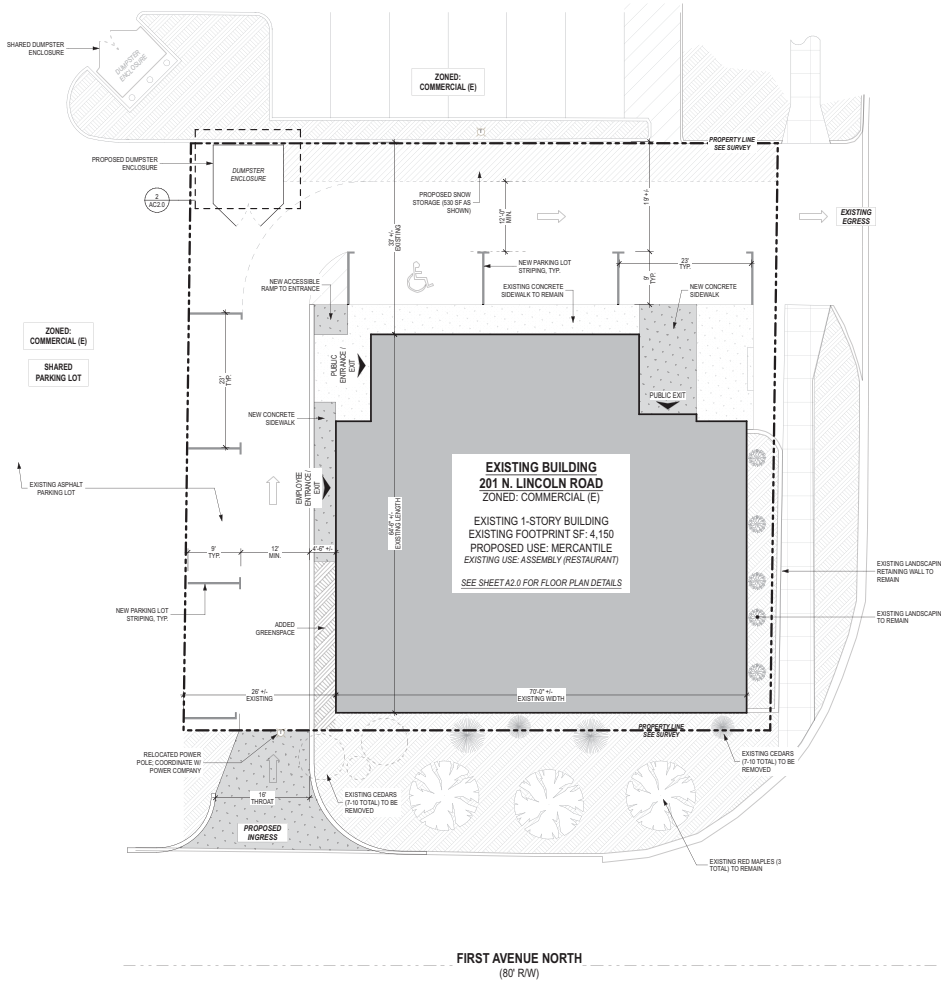
**DUMPSTER ENCLOSURE DETAIL**  
SCALE: 1/4" = 1'-0"

**ONE-WAY COMMERCIAL DRIVEWAY**  
Design Features

Standard	Range	Standard	Range
not applicable	40 to 500 ft	not applicable	40 to 500 ft
90°	60 to 120°	90°	60 to 120°
16 ft	5 to 50 ft	16 ft	16 to 30 ft
20 ft	5 to 50 ft	20 ft	15 to 50 ft
10 ft	5 to 15 ft	5 ft	5 to 15 ft







**1 ARCHITECTURAL SITE PLAN**

SCALE: 1" = 10'



**ZONING / SITE ANALYSIS**

201 NORTH LINCOLN ROAD

ZONING DISTRICT:  
EXISTING LOT SIZE:

COMMERCIAL (E)  
10,010 +/- SF (.23 ACRES)

MAX. BUILDING HEIGHT:  
EXISTING BUILDING HEIGHT:  
MIN. FRONT SETBACK:  
MIN. SIDE SETBACK (2):  
MIN. REAR SETBACK:

70'  
15 +/-'  
0'  
0'  
25'

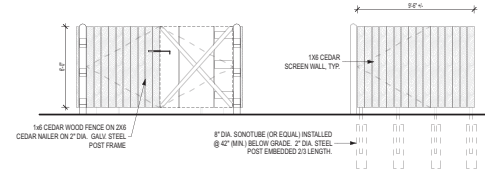
EXISTING BUILDING USE:  
PROPOSED BUILDING USE:  
EXISTING BUILDING HEIGHT:  
GROSS BUILDING AREA:

ASSEMBLY (RESTAURANT)  
MERCANTILE  
15 +/-' (SEE EXTERIOR ELEVATIONS, SHEETS A6.0 & A6.1)  
EXISTING: 4,150 +/- TOTAL SQUARE FEET

**PARKING REQUIREMENTS:** PER CHAPTER 17 - PARKING AND CIRCULATION REQUIREMENTS

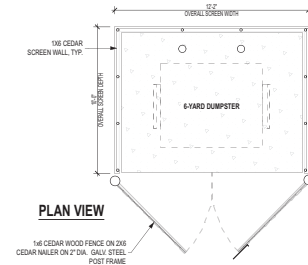
17012.3

CHANGE OF USE. WHENEVER THE USE OF AN EXISTING BUILDING IS CHANGED TO A CATEGORY OR CLASSIFICATION WHICH REQUIRES MORE PARKING THAN THE FORMER ESTABLISHED USE, THE ADDITIONAL DEMAND FOR PARKING SPACES CREATED BY THE USE CHANGE SHALL BE PROVIDED FOR. ALSO WHENEVER A BUSINESS USE IS CHANGED TO A RESIDENTIAL USE, THE MINIMUM ON-SITE PARKING REQUIREMENTS SHALL BE PROVIDED.



**FRONT ELEVATION**

**SIDE ELEVATION**



**PLAN VIEW**

**2 DUMPSTER ENCLOSURE DETAIL**

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



**CITY ZONING MAP**



RG DESIGN COMPANY  
829 CROIX STREET  
MESAQUITE, MI 49866  
P: 906.275.1041  
WWW.RG-DESIGN.CO

THE FIRE STATION - ESCANABA RENOVATION  
RGD PROJECT #: 22-029

THE FIRE STATION CANNABIS COMPANY  
201 NORTH LINCOLN ROAD  
ESCANABA, MICHIGAN 49829

ARCHITECTURE DESIGN  
INTERIOR DESIGN  
PROJECT MANAGEMENT  
KITCHENS - BATHROOMS - CLOSETS



BY PHASE DATE  
RGD CITY 12/24/22  
RGD PERMIT 11/2/22  
RGD CD SET 12/23/22  
RGD CD REVIEW 12/23/22

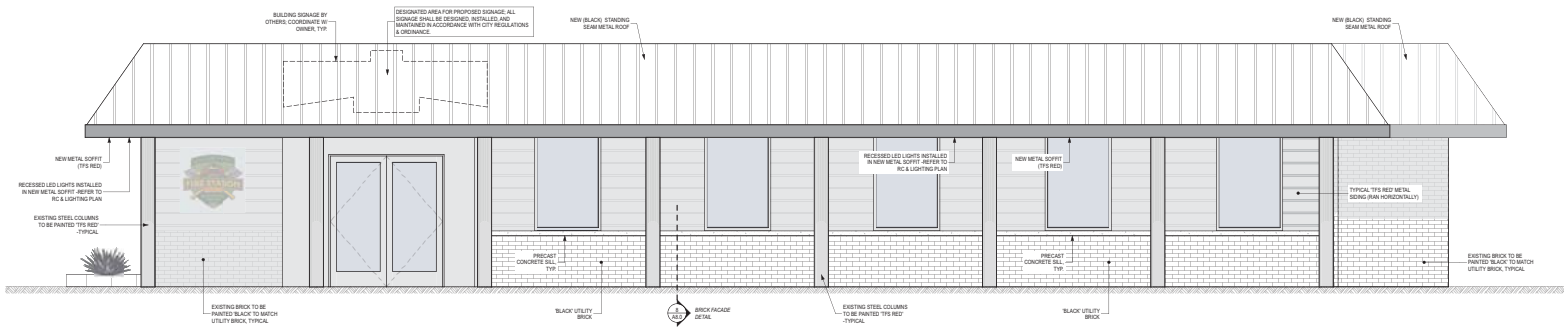
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SCALE:	AS NOTED
DRAWN:	
JOB #:	22-029
SHEET	

AC2.0

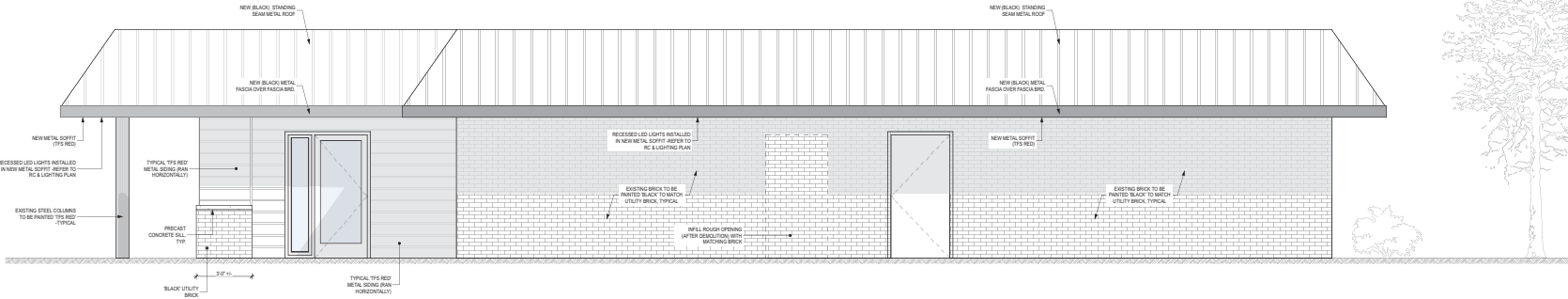
PLOTTED ON: 12/23/22

ARCHITECTURAL SITE PLAN & ZONING ANALYSIS





1 NORTH (FRONT) ELEVATION  
NOT TO SCALE



2 WEST ELEVATION  
NOT TO SCALE

**EXTERIOR LIGHTING NOTE:**  
ALL PROPOSED EXTERIOR LIGHTS SHALL BE DEFLECTED DOWNWARD AND AWAY FROM ADJACENT PROPERTIES AND RIGHT-OF-WAYS TO PROMOTE AND ENHANCE "DARK SKY" DESIGNS

NOTE: RENDERING (AS SHOWN) IS FOR PRESENTATION PURPOSES ONLY, NO INFORMATION SHALL BE GATHERED FROM PROPOSED RENDERINGS, SEE EXTERIOR ELEVATIONS FOR ALL SPECIFICATIONS



NORTH PERSPECTIVE



NORTHWEST PERSPECTIVE

RG DESIGN COMPANY  
829 CROIX STREET  
MESAQUITE, MI 49866  
P: 906.275.1041  
WWW.RG-DESIGN.CO

THE FIRE STATION - ESCANABA RENOVATION  
RD PROJECT #: 22-029

THE FIRE STATION CANNABIS COMPANY  
201 NORTH LINCOLN ROAD  
ESCANABA, MICHIGAN 49829



BY	PHASE	DATE
RGD	DESIGN	10/18/22
RGD	PERMIT	11/2/22
RGD	CONSTRUCTION	12/23/22

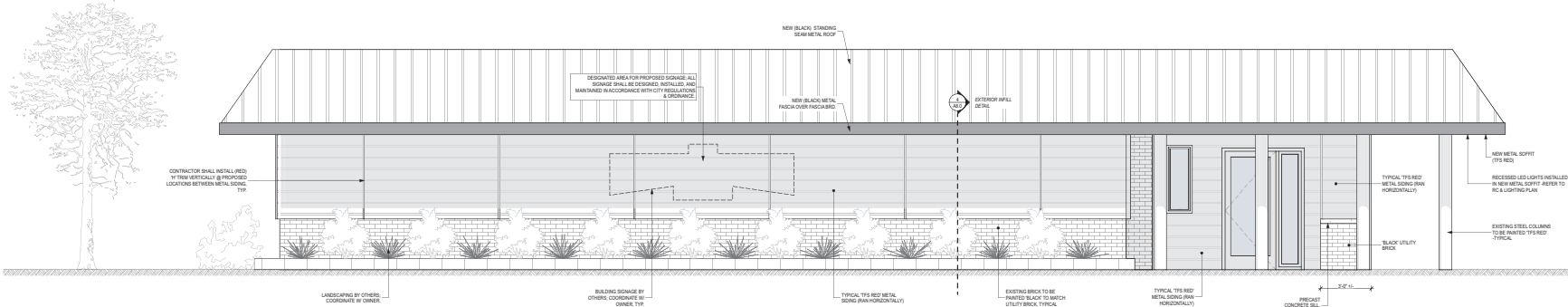
  

DATE:	12/23/22
SCALE:	AS NOTED
DRAWN BY:	22-029
SHEET:	

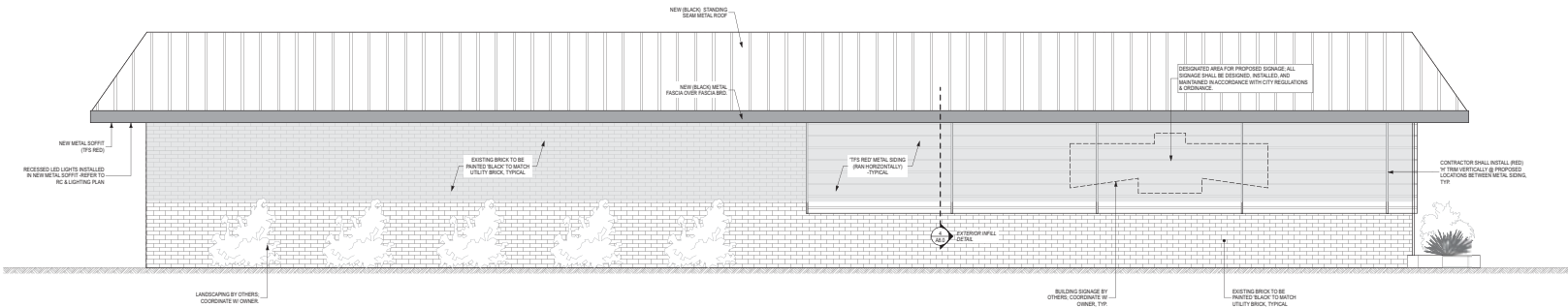
A6.0  
PLOTTED ON: 12/23/22

NORTH (FRONT) & WEST EXTERIOR ELEVATIONS

P:\Users\rgd\OneDrive\Projects\2022\029 - THE FIRE STATION - ESCANABA, MI\CAD\Drawings\11 - EXTERIOR ELEVATIONS.dwg, December 13, 2022 2:04 PM



1 EAST ELEVATION  
NOT TO SCALE



2 SOUTH ELEVATION  
NOT TO SCALE

**EXTERIOR LIGHTING NOTE:**  
ALL PROPOSED EXTERIOR LIGHTS SHALL BE DEFLECTED DOWNWARD AND AWAY FROM ADJACENT PROPERTIES AND RIGHT-OF-WAYS TO PROMOTE AND ENHANCE "DARK-SKY" DESIGNS

NOTE: RENDERING (AS SHOWN) IS FOR PRESENTATION PURPOSES ONLY, NO INFORMATION SHALL BE GATHERED FROM PROPOSED RENDERINGS, SEE EXTERIOR ELEVATIONS FOR ALL SPECIFICATIONS



NORTHEAST PERSPECTIVE



SOUTH PERSPECTIVE

RG DESIGN COMPANY  
829 CROIX STREET  
MESAQUITE, MI 49866  
P: 906.273.1041  
WWW.RG-DESIGN.CO

THE FIRE STATION - ESCAMABA RENOVATION  
RGD PROJECT #: 22-029

THE FIRE STATION CANNABIS COMPANY  
201 NORTH LINCOLN ROAD  
ESCAMABA, MICHIGAN 49829

ARCHITECTURE  
INTERIOR DESIGN  
PROJECT MANAGEMENT  
KITCHENS • BATHROOMS • CLOSETS



BY	PHASE	DATE
RGD	CONCEPT	10/24/22
RGD	PERMIT	11/2/22
RGD	CD SET	12/23/22

DATE: 12/23/22  
SCALE: AS NOTED  
DRAWN:  
JOB #: 22-029  
SHEET

A6.1  
PLOTTED ON: 12/23/22

EAST & SOUTH EXTERIOR ELEVATIONS

# THE FIRE STATION CANNABIS CO.

RGD PROJECT #: 22-029

## PROJECT LOCATION:

201 NORTH LINCOLN ROAD  
ESCANABA, MICHIGAN 49829

## OWNER:

S&W REAL ESTATE  
351 W. WASHINGTON STREET  
MARQUETTE, MICHIGAN 49855



RG DESIGN COMPANY  
829 CROIX STREET  
NEGAUNEE, MI 49866  
P: 906.273.1041  
WWW.RG-DESIGN.CO

# CITY ZONING SET -SITE OPTION B

UPDATED: 4.14.2023

THE FIRE STATION - ESCANABA RENOVATION  
RGD PROJECT #: 22-029

THE FIRE STATION CANNABIS COMPANY  
201 NORTH LINCOLN ROAD  
ESCANABA, MICHIGAN 49829

## VICINITY MAP



**PROJECT LOCATION**  
201 N. LINCOLN ROAD



## CODE SUMMARY -SEE SHEET A0.2 FOR ADD'L INFORMATION

**APPLICABLE CODES:**  
2015 MICHIGAN BUILDING CODE (MBC)  
2016 MICHIGAN MECHANICAL CODE  
2016 MICHIGAN PLUMBING CODE  
2017 NATIONAL ELECTRICAL CODE - MI PART 8  
2012 LIFE SAFETY CODE - NFPA 101  
2015 MICHIGAN REHABILITATION CODE FOR EXISTING BUILDINGS  
MICHIGAN BARRIER FREE CODE

**BUILDING OCCUPANCY TYPE:**  
MERCANTILE

**CONSTRUCTION TYPE:**  
VB

**SPRINKLER SYSTEM:**  
NOT SPRINKLED

**CLIMATE ZONE:**  
6A

**OCCUPANT LOAD:**  
SEE SHEET A0.2

**PARCEL NUMBER:**  
SEE ATTACHED SURVEY (SHEET C1)

**SITE DATA:**  
EXISTING SITE  
SEE SHEET C1 FOR SITE SURVEY AND ZONING REQUIREMENTS

**LEGAL:**  
PART OF BLOCK 8 OF CITY CENTER ADDITION NO. 3 & PART OF SE1/4 OF NE1/4 OF SECTION 25T.39N., R.23W

## LOCATION MAP



## SCOPE OF WORK

RENOVATION/REMODEL OF 'HUDSON'S CLASSIC GRILL' INTO A MERCANTILE/RETAIL FACILITY FOR THE SALE OF RECREATIONAL MARIJUANA & CANNABIS PRODUCTS AS REGULATED BY THE STATE OF MICHIGAN'S DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS (LARA) AND MARIJUANA REGULATORY AGENCY (MRA).  
SCOPE OF WORK INCLUDES INTERIOR COMMERCIAL LAYOUT, NEW HVAC SYSTEMS AS NECESSARY, AND UPDATED EXTERIOR FACADE.

NO EXPANSIONS OR ADDITIONS PROPOSED.

## PROJECT TEAM

**ARCHITECT:**  
RG DESIGN COMPANY  
829 CROIX STREET  
NEGAUNEE, MICHIGAN 49866  
OFFICE PHONE: 906.273.1041  
CONTACT: JASON GAUTHIER, PROJECT MANAGER  
DAX RICHER, ARCHITECT

**MEP ENGINEERS:**  
LUPEA  
424 S. PINE STREET  
ISHPEMING, MICHIGAN 49849  
OFFICE PHONE: 906.485.1011  
CONTACT: DAVE LINTULA, MECHANICAL & PLUMB'G  
KEN DILLINGER, ELECTRICAL

**CIVIL ENGINEER:**  
BRIAN SAVOLAINEN, LLC  
NEGAUNEE, MICHIGAN 49849  
OFFICE PHONE: 906.250.5729  
CONTACT: BRIAN SAVOLAINEN, CIVIL ENGINEER

**SURVEYOR:**  
DAVIS & WANIC LAND SURVEYORS, P.C.  
1410 LUDINGTON STREET  
ESCANABA, MICHIGAN 49829  
OFFICE PHONE: 906.786.1755

**CONTRACTOR:**  
MOYLE CONSTRUCTION  
46702 HWY M-26  
HOUGHTON MI 49931  
CONTACT: ANDREW KEMPER, CONSTRUCTION MANAGER  
PHONE: 906.483.7981

**OWNER / CLIENT:**  
S&W REAL ESTATE  
MARQUETTE MICHIGAN 49855  
PHONE: 248.875.1557  
CONTACT: LOGAN STAUBER OR STOSH WASK

## SHEET INDEX

**ARCHITECTURAL DRAWINGS (ZONING SET)**

A0.0 COVER SHEET

C1 SITE SURVEY PLAN (BY DAVIS & WANIC)

C1.0 EXISTING / DEMO CIVIL PLAN  
C2.0 CIVIL SITE PLAN

AC2.0 ARCHITECTURAL SITE PLAN, ZONING ANALYSIS & DETAILS

## ARCHITECT'S STAMP



*Dax Richer*



BY	PHASE	DATE
RGD	DESIGN	10/14/22
RGD	PERMIT	11/2/22
RGD	ISSUE	12/23/22
RGD	CONTRACT	4/14/23
DATE:	4/14/23	
SCALE:	AS NOTED	
DRAWN:	JF	
JOB #:	22-029	
SHEET		

A0.0

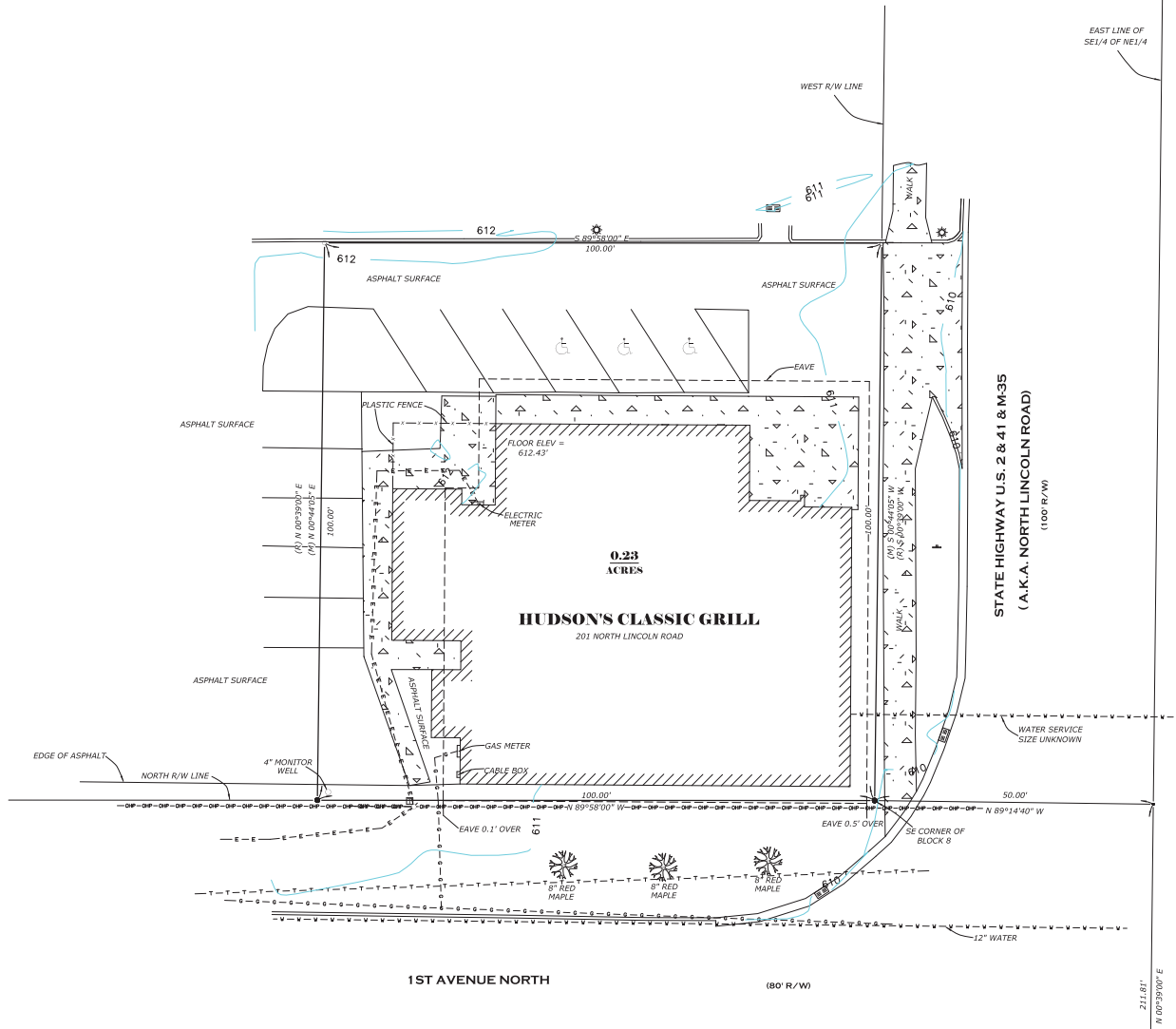
Plotted On: 4/14/23

COVER SHEET



# Topographic Survey of Part of Block 8 of City Center Addition No.3 & Part of SE1/4 of NE1/4 of Section 25 T.39N., R.23W.

City of Escanaba  
Delta County, Michigan



**LEGEND**

- — — — — INDICATES A LINE NOT DRAWN TO SCALE
- ✦ INDICATES A CHISELED CROSS IN CONCRETE
- INDICATES IRON MONUMENTS SET
- INDICATES IRON MONUMENTS FOUND
- ⊕ INDICATES ELECTRICAL BOX
- ⊕ INDICATES A SIGN
- ⊕ INDICATES A TELEPHONE JUNCTION BOX
- ⊕ INDICATES A LIGHT / POLE
- ⊕ INDICATES A UTILITY POLE
- ⊕ INDICATES A WATER VALVE
- ⊕ INDICATES A CATCH BASIN
- HYD ⊕ INDICATES A HYDRANT
- MH ⊕ INDICATES A MAN HOLE
- — — — — INDICATES PROPERTY SETBACKS
- ○ — ○ — INDICATES UNDERGROUND FIBER LINE
- W — W — INDICATES A WATERMAIN
- E — E — INDICATES UNDERGROUND POWER
- OP — OP — INDICATES OVERHEAD POWER / CABLE
- G — G — INDICATES UNDERGROUND GAS LINE
- T — T — INDICATES UNDERGROUND TELEPHONE
- S — S — INDICATES SANITARY SEWER LINE
- GW — GW — INDICATES GUY WIRE
- S — S — INDICATES STORM LINE
- ▨ INDICATES CONCRETE SURFACE

**SURVEY NOTES:**

1. ELEVATIONS ARE IN NGVD 29 DATUM.
2. HORIZONTAL COORDINATES ARE ASSUMED (LOCAL SITE).
3. CONTOUR INTERVAL IS 1.0'.

NOTE: THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY. BEFORE ANY CONSTRUCTION OCCURS, CONTACT MISS DIG FOR THE ON-SITE STAKING OF ALL UTILITIES (800) 482-7171.

**BENCH MARK DATA**

REFERENCE BENCHMARK ESCANABA HARBOR STATION AT WATER PLANT - ELEVATION = 590.36'

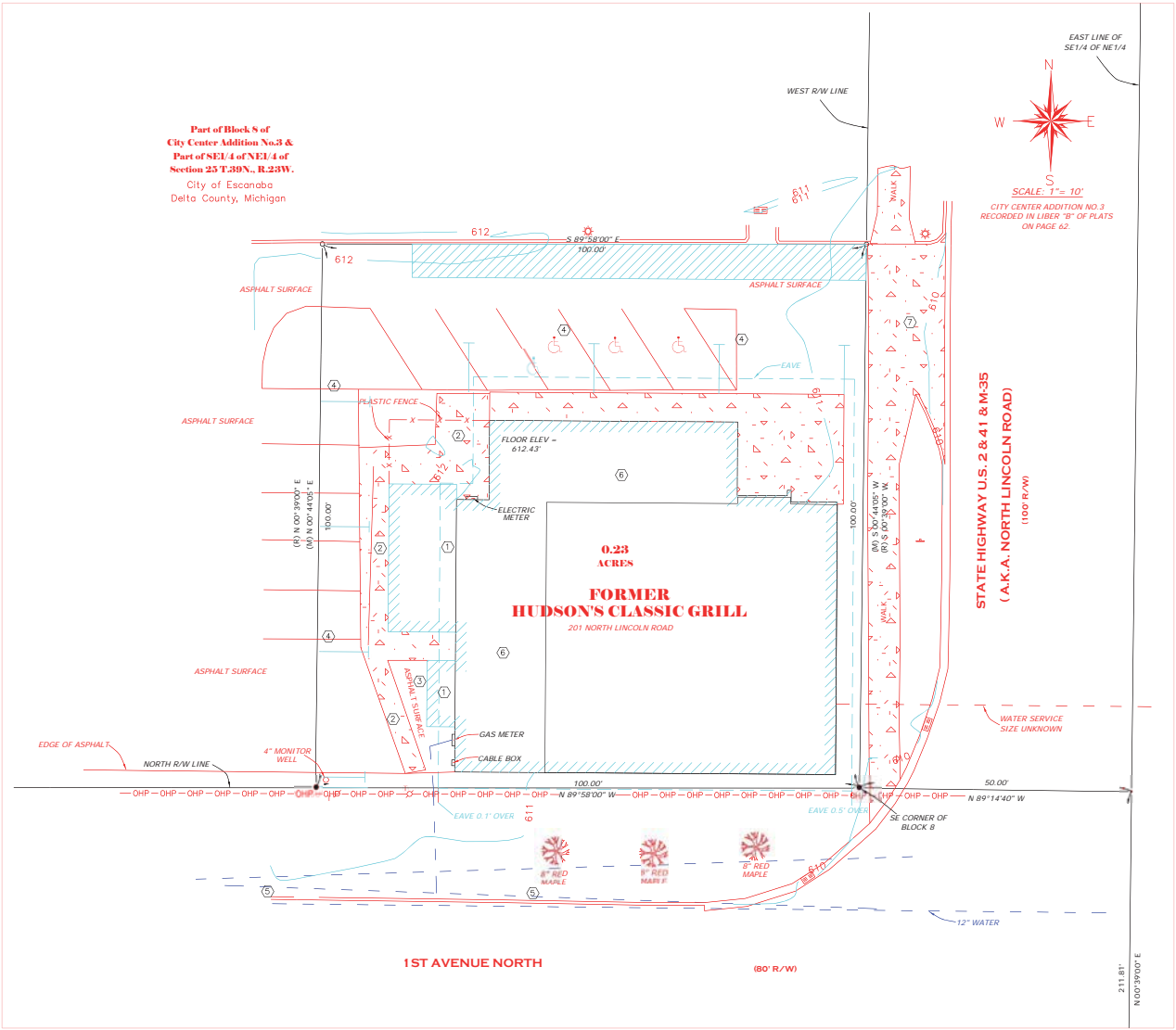


SCALE: 1" = 10'  
CITY CENTER ADDITION NO.3  
RECORDED IN LIBER "B" OF PLATS  
ON PAGE 62.

<b>DAVIS WANIC</b>		1410 Ludington Street Escanaba, Michigan 49829 Phone (906) 786-1755, Fax 786-6487
<small>LAND SURVEYORS, P.C.</small>		
JOB NUMBER	HUDSON'S TOPO - 22J	
SURVEY FOR	RG DESIGN	
SUBJECT	TOPOGRAPHIC SURVEY	
DATE OF SURVEY	SEPTEMBER 27, 2022	
DATE OF MAPPING	SEPTEMBER 28, 2022	



Part of Block S of  
City Center Addition No.3 &  
Part of SE1/4 of NE1/4 of  
Section 25 T.30N., R.23W.  
City of Escanaba  
Delta County, Michigan



- Demolition Notes this Sheet
1. Remove Existing Buildings.
  2. Remove All Existing Concrete.
  3. Remove All Existing HMA.
  4. Remove Existing Pavement Markings.
  5. Remove Existing City Curb for New One-Way Drive between Keynotes.
  6. Contractor shall Remove these portions of existing Hudsons Building.
  7. Existing Lincoln Drive to Remain as Two Way.



RG Design Company  
839 C Street  
Negaunee, MI 49866  
Pl. 906.273.1041  
www.RG-Design.co

THE FIRE STATION - ESCANABA RENOVATION  
RGD PROJECT #: 22-029

THE FIRE STATION CANNABIS COMPANY  
ESCANABA, MICHIGAN 49829

ARCHITECTURE  
INTERIOR DESIGN  
PROJECT MANAGEMENT  
FUTHERER • PATRICKSON • GLEBEYS

Single Two-Way Drive Access Option

BY PHASE DATE  
RGD PHASE 1 10/14/22  
RGD PHASE 2 11/2/22  
RGD PHASE 3 12/23/22

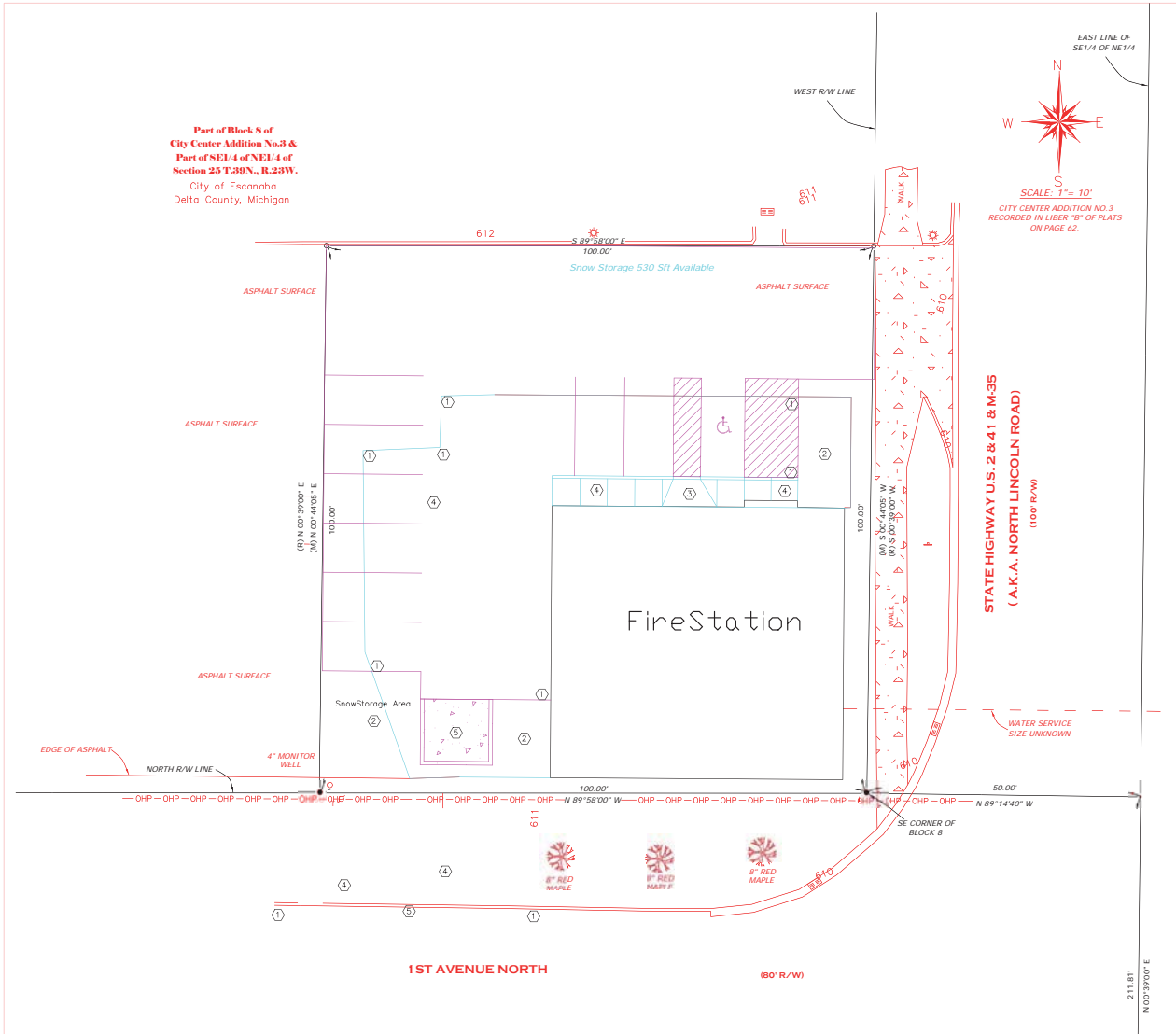
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Drawn:	
Job #:	22-029
Sheet:	

C1.0

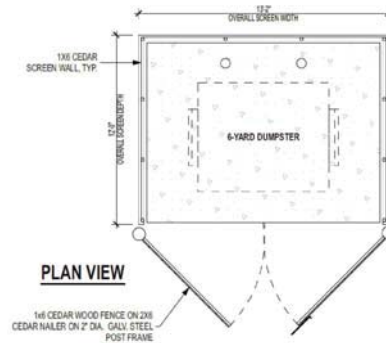
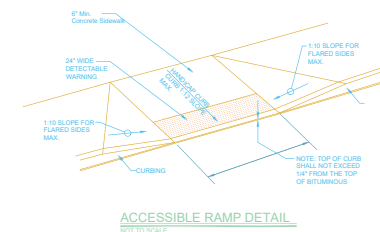
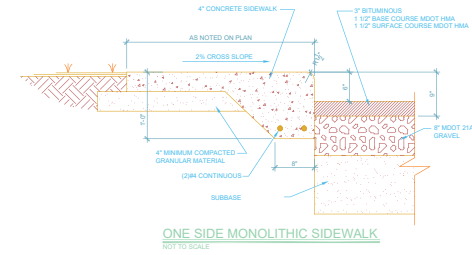
Plotted 04/04/23

Existing / Demo Civil Plan

Part of Block 8 of  
City Center Addition No.3 &  
Part of SE1/4 of NE1/4 of  
Section 25 T.20N., R.23W.  
City of Escanaba  
Delta County, Michigan



- 4 Construction Notes this Sheet
1. Pavement removal areas shall be re-surfaced with HMA 3" min. Match Ex. Grading.
  2. Green Area Top Soil, Seed & Mulch
  3. New Handicap Ramp Location.
  4. New Concrete Monolithic Sidewalk.
  5. New Dumpster and Concrete Slab.



4 DUMPSTER ENCLOSURE DETAIL  
SCALE: 1/4" = 1'-0"

Single Two-Way Drive Access Option

RG Design Company  
829 Crook Street  
Negaunee, MI 49866  
pi 906.273.041  
www.RG-Design.com

THE FIRE STATION - ESCANABA RENOVATION  
RD PROJECT # 22-029

THE FIRE STATION CANNABIS COMPANY  
201 NORTH LINCOLN ROAD  
ESCANABA, MICHIGAN 49829

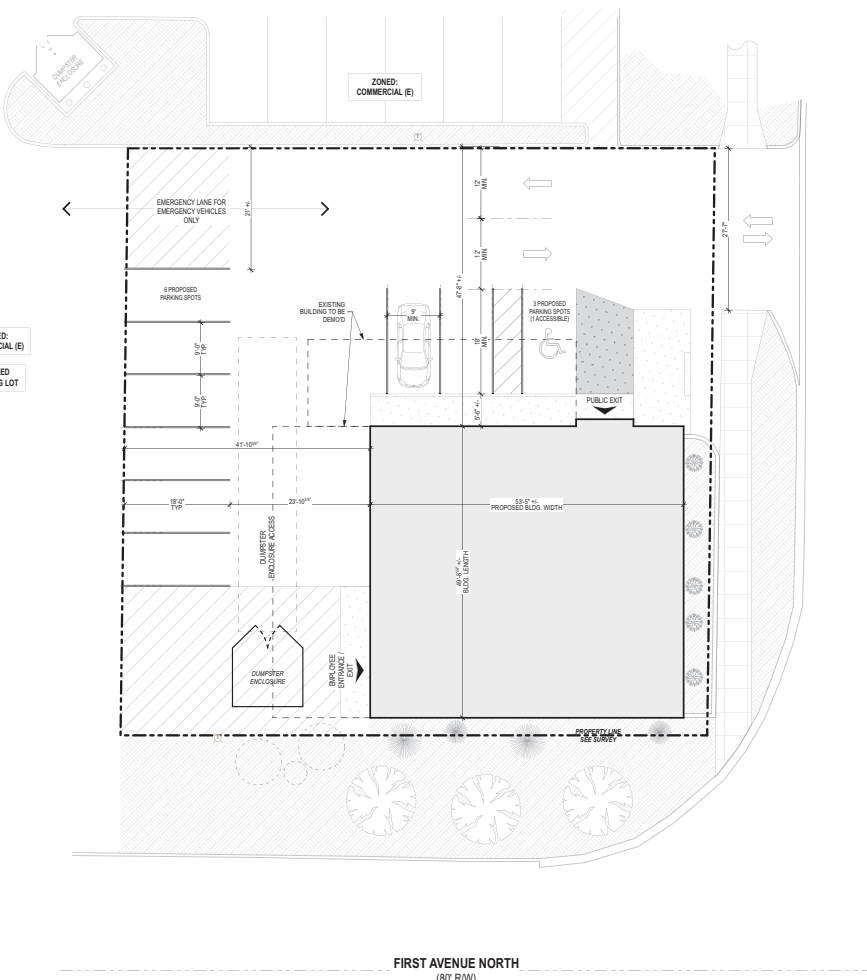


BY	PHASE	DATE
RGD	DESIGN	10/14/22
RGD	PERMIT	11/2/22
RGD	CONSTRUCTION	12/23/22

Date:	12/27/22
Scale:	AS NOTED
Drawn:	
JOB #:	22-029
Sheet:	

C2.0

Printed On: 12/27/22



**1 ARCHITECTURAL SITE PLAN**  
SCALE: 1" = 10'



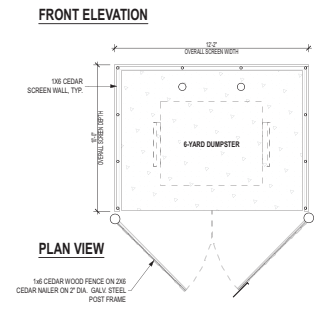
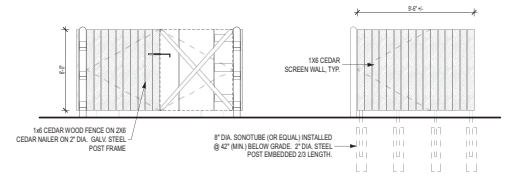
**ZONING / SITE ANALYSIS**

201 NORTH LINCOLN ROAD

ZONING DISTRICT:	COMMERCIAL (E)
EXISTING LOT SIZE:	10,010 +/- SF (.23 ACRES)
MAX. BUILDING HEIGHT:	70'
EXISTING BUILDING HEIGHT:	15' +/-
MIN. FRONT SETBACK:	0'
MIN. SIDE SETBACK (2):	0'
MIN. REAR SETBACK:	25'
EXISTING BUILDING USE:	ASSEMBLY (RESTAURANT)
PROPOSED BUILDING USE:	MERCANTILE
EXISTING BUILDING HEIGHT:	15' +/- (SEE EXTERIOR ELEVATIONS, SHEETS A6.0 & A6.1)
GROSS BUILDING AREA:	EXISTING: 4,150 +/- TOTAL SQUARE FEET

**PARKING REQUIREMENTS:** PER CHAPTER 17 - PARKING AND CIRCULATION REQUIREMENTS

17012.3  
CHANGE OF USE. WHENEVER THE USE OF AN EXISTING BUILDING IS CHANGED TO A CATEGORY OR CLASSIFICATION WHICH REQUIRES MORE PARKING THAN THE FORMER ESTABLISHED USE, THE ADDITIONAL DEMAND FOR PARKING SPACES CREATED BY THE USE CHANGE SHALL BE PROVIDED FOR. ALSO WHENEVER A BUSINESS USE IS CHANGED TO A RESIDENTIAL USE, THE MINIMUM ON-SITE PARKING REQUIREMENTS SHALL BE PROVIDED.



**2 DUMPSTER ENCLOSURE DETAIL**  
SCALE: 1/4" = 1'-0"



**CITY ZONING MAP**



RG DESIGN COMPANY  
829 CROIX STREET  
MESAUNEE, MI 49866  
P: 906.275.1041  
WWW.RG-DESIGN.CO

THE FIRE STATION - ESCANABA RENOVATION  
RGD PROJECT #: 22-029

THE FIRE STATION CANNABIS COMPANY  
201 NORTH LINCOLN ROAD  
ESCANABA, MICHIGAN 49829

ARCHITECTURE  
INTERIOR DESIGN  
PROJECT MANAGEMENT  
KITCHENS • BATHROOMS • CLOSETS

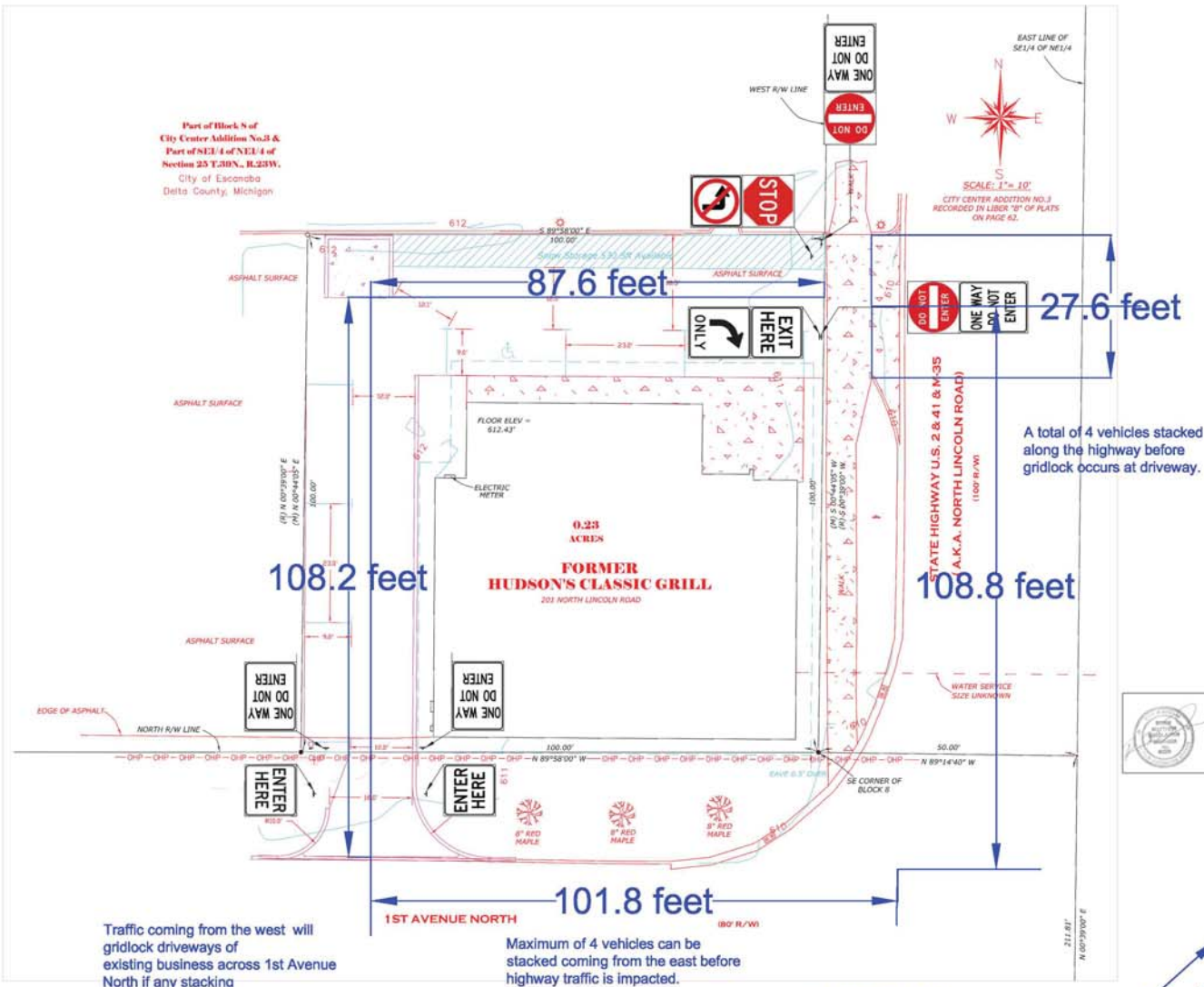


BY	PHASE	DATE
RGD	CITY PERMIT	10/14/22
RGD	PERMIT	11/2/22
RGD	CD SET	12/23/22
RGD	CD PERMIT	12/23/22
RGD	CITY ZONING PERMIT	4/14/23

DATE: 4/14/23  
SCALE: AS NOTED  
DRAWN:  
JOB #: 22-029  
SHEET

AC2.0  
PLOTTED ON: 4/14/23

Part of Block 8 of  
City Center Addition No.2 &  
Part of NE1/4 of NE1/4 of  
Section 25 T.30N., R.23W,  
City of Escanaba  
Delta County, Michigan



Traffic coming from the west will gridlock driveways of existing business across 1st Avenue North if any stacking occurs.

Maximum of 4 vehicles can be stacked coming from the east before highway traffic is impacted.

A total of 4 vehicles stacked along the highway before gridlock occurs at driveway.

Recommended Parking Lot Signing Plan

**AVERAGE vs. PEAK**  
Chart depicts the average number of transactions, peak transactions have the potential to be far greater.

Traffic Analysis and Recommendations

**General Information:**  
The Fire Station has purchased an existing Commercial Building, formerly a restaurant known as Hudson's. The intention is to utilize the existing building and site with minimal impact to the existing conditions. Ingress and Egress was originally thought to be adequate for the Fire Stations use. Unfortunately as planning and design has progressed it was found that there were "No Legal Easements" established thru the properties for shared drives and parking. The Fire Station approached the adjacent property owner to purchase easements and provide a shared easement for exit access to State Highway also known as North Lincoln Road and Additional Parking. To this date the adjacent property owner has been unwilling to provide those easements.

**Revised Access Option:**  
Based on limited cooperation with the adjacent property the Fire Station will be required to obtain their own Ingress and Egress. With the limited size of the corner lot and need to provide parking. We are left with only a one-way traffic pattern through the property to meet City access drive and parking specifications. The Egress is already used as a one-way exit only from the previous restaurant. The Ingress will need to be added. Based on the lack of room for a two-way driveway we have proposed the Ingress be located on the lower volume roadway "North 1<sup>st</sup> Avenue". This drive will enter only and is placed as far from the current intersection as feasible. The type of scenario is very similar to several current intersections throughout the corridor. See the Vicinity Map also included.

**Traffic Impact Comparison:**  
We have completed a traffic comparison based on the restaurant use vs. the proposed fire station.  
Typical Sit Down Restaurant will tend to have continuous traffic throughout the day peaking in the lurch and dinner hours. Users are usually a blend of drive by clients 40% and destination clients 60%. Data is from the Institute of Transportation Engineers recommends peak as average of 11.15 trips/1000 Gross SF T

**Restaurant Peak traffic typically Evenings 4 to 6pm (4000 SF) = 45 Trips**  
Fire Station Traffic has been determined from the Negaunee Main Hub client visits and sales. Users tend to be destination oriented for specific use. It is in the range of 90% current clients and -10% new walk-in clients. Traffic is consistent between hours of 2 pm and 8 pm. Clients are served individually with many of them being online orders that are ready to pick up. Clients are dispersed throughout the day and do not create backups at Negaunee and other locations. Attached below is a graphic of trip generation.

**Fire Station Peak used the maximum recorded = 40 Trips**

**Recommendation:**  
It's Brian M. Sevola's, P.E. recommendation that the City of Escanaba allow the Fire Station to construct a new ingress on 1<sup>st</sup> Avenue North as shown on the site plan.

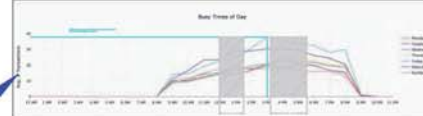
I have created a signage plan to prevent un-wanted left turns and general access of the State Highway. It's also worth noting that with most repeat clients that traffic flow and patterns will become common to its clients.

We have discussed placing a curb along the western side of the property to prevent traffic from adjacent property crossing into the fire station. But feel that is in everybody's best interest to keep the option of shared traffic in the future should the adjacent property owner re-consider easement options or change in its future use.

This is considered a traffic flow analysis. A Traffic Impact Study was requested to address the following unknowns:

1. Where would the traffic generated by the business be coming from?
2. How is this traffic going to impact the current traffic on adjacent streets?
3. What will be done to minimize the potential issues?

Fire Station Visitors at Main Negaunee Site



Peak hours of traffic are shown in the cross hatched portion of the hourly axis. The projected traffic during those hours ranges from 15 customers to 35 customers. A projected weekly average is 25 vehicles per hour between 12:00 PM to 8:00 PM. Vehicle stacking in the through lane of the parking lot is 8 total vehicles; an additional 5-6 parking spots will serve a maximum of 14 vehicles. The property does not have the space to accommodate the projected peak volume of this business, which will inevitably force stacking on adjacent roadways causing traffic gridlocks for neighboring business, an already problematic intersection (US-2/1st Avenue North) or the busiest highway corridor in the U.P. (20,000 vehicles per day)

## *Memo*

**TO:** City of Escanaba Planning Commission

**FROM:** Wendy Taavola, City Engineer

**DATE:** May 22, 2023

**RE:** Traffic Impact Study Review - Fire Station Cannabis Co., 201 N. Lincoln Road

The Fire Station Cannabis, Co. at 201 N. Lincoln Road has submitted a Traffic Impact Study prepared by Fishbeck of Traverse City, MI. The study includes two scenarios for consideration.

**Scenario 1:** One (1) ingress/egress drive provided from North Lincoln Road (US-2/US-41/M-35)

**Scenario 2:** One (1) ingress-only drive from 1<sup>st</sup> Avenue North, one-way circulation in the parking lot and One (1) egress-only drive onto North Lincoln Road (US-2/US-41/M-35).

The property in question is located at the northwest corner of 1<sup>st</sup> Avenue North and North Lincoln Road (US2/41/M35). The dimensions of the property are 100 feet by 100 feet per the legal description found on the City GIS. One (1) existing egress-only drive onto North Lincoln Road (US2/41/M35) services the property. This property is approximately 380 feet away from the busiest intersection in the Upper Peninsula.

There are several existing traffic concerns at the 1<sup>st</sup> Avenue North and North Lincoln Road intersection:

- Left turns from the highway onto 1<sup>st</sup> Avenue North create left-turn locking that has great potential to impact the Lincoln-Ludington intersection.
- Turning right onto the highway from 1<sup>st</sup> Avenue North is often locked by cars stacked at the signal at the Lincoln-Ludington intersection.
- Turning left onto the highway from 1<sup>st</sup> Avenue North is nearly impossible.

According to Section 1704. of the City Ordinance, one access point is permitted on North Lincoln Road. Additional access points may be permitted if the property has a continuous frontage of over five hundred (500) feet, or at least four hundred (400) feet of frontage along the street (1<sup>st</sup> Avenue North), or if the land is a corner parcel with at least three hundred (300) feet of frontage along both public streets. This parcel does not meet these requirements for an additional access drive per the city ordinance.

The ordinance also requires approval of the Traffic Impact Study from the Michigan Department of Transportation (MDOT). In an email dated May 4, 2023, from Daniel Kari, Manager of the Crystal Falls TSC, the MDOT denied ingress and egress access onto the highway through the existing drive (Scenario 1). This email had also stated that "MDOT does have concerns with both alternatives related to safe traffic progression, mobility, congestion, and delay".

Other concerns regarding the Traffic Impact Study are as follows:

- A. The Sault Ste. Marie Fire Station store is used as a comparison for the volume of customer traffic expected. Not considered is the traffic expected from neighboring areas, such as Wisconsin, that would not affect the comparison store.
- B. The study presents a Level of Service (LOS) for Scenario 2 on 1<sup>st</sup> Avenue North eastbound as a D dropping to an E, which means the roadway would be near capacity causing significant delays.
- C. There is mention of off-site parking for the employees but there is no mention as to the location. Parking along 1<sup>st</sup> Avenue North is available, however, cars parked along the street will further decrease traffic service.

Based on the information provided, the ordinance of the City, and the current and potential traffic conflict issues, I do not recommend the proposed additional drive entrance on 1<sup>st</sup> Avenue North be approved. If you have any further questions, please contact me at [wtaavola@escanaba.org](mailto:wtaavola@escanaba.org) or 906-786-1842.





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## PLANNING COMMISSION

Agenda Item Report - Thursday, June 8, 2023

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### **NB1: Boards & Commissions Updates**

Background:

The Planning Commission will be updated on the following topics:

- a. Delta County Planning Commission (Secretary VanGinhoven)
- b. Zoning Board of Appeals (Staff)
- c. Zoning/Land Use Permits (Staff)

Attachments:

1. Year-to-date Permit Report
2. Year-to-date Zoning Process Report

# Monthly Permit Comparison

06/02/2023

January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
Total Permits	Total Permits	Total Permits	Total Permits	Total Permits	Total Permits	Total Permits	Total Permits	Total Permits	Total Permits	Total Permits	Total Permits	Total Permits
Permit Fees	Permit Fees	Permit Fees	Permit Fees	Permit Fees	Permit Fees	Permit Fees	Permit Fees	Permit Fees	Permit Fees	Permit Fees	Permit Fees	Permit Fees
<b>Excavation or Right-of-Way</b>												
4	1	0	6	4	1	0	0	0	0	0	0	16
\$120.00	\$30.00	\$0.00	\$180.00	\$120.00	\$30.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$480.00
<b>Fence</b>												
4	0	1	6	16	0	0	0	0	0	0	0	27
\$160.00	\$0.00	\$40.00	\$240.00	\$640.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,080.00
<b>Fence/Hedge</b>												
1	0	0	0	0	0	0	0	0	0	0	0	1
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Moving</b>												
0	0	0	0	3	0	0	0	0	0	0	0	3
\$0.00	\$0.00	\$0.00	\$0.00	\$120.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$120.00
<b>Sign - Illuminated</b>												
3	2	1	3	1	0	0	0	0	0	0	0	10
\$120.00	\$80.00	\$40.00	\$120.00	\$40.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$400.00
<b>Sign - Non Illuminated</b>												
3	0	1	1	3	0	0	0	0	0	0	0	8
\$120.00	\$0.00	\$40.00	\$40.00	\$120.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$320.00
<b>Zoning Compliance - Large</b>												
1	0	0	0	0	0	0	0	0	0	0	0	1
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Zoning Compliance - Marihuana</b>												
1	0	0	1	0	0	0	0	0	0	0	0	2
\$500.00	\$0.00	\$0.00	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000.00
<b>Zoning Compliance - Small</b>												
2	1	1	5	3	0	0	0	0	0	0	0	12
\$80.00	\$40.00	\$40.00	\$200.00	\$120.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$480.00
<b>19</b>	<b>4</b>	<b>4</b>	<b>22</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>
<b>\$1,100.00</b>	<b>\$150.00</b>	<b>\$160.00</b>	<b>\$1,280.00</b>	<b>\$1,160.00</b>	<b>\$30.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$3,880.00</b>

Population: All Records

Permit.DateApplied Between 1/1/2023 12:00:00 AM

AND 5/31/2023 12:00:00 AM

## PZE Process Totals by Type

Engineering Callouts	16
Rezoning	1
Zoning Analysis	7
Zoning Board of Appeals	3
Zoning Verification Letter	1

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<b>Grand Total:</b>	<b>28</b>
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06/02/2023

PlanReview.PlanReviewType Not = Special Land Use AND PlanReview.DateProcessStarted Between 1/1/2023 12:00:00 AM AND 5/31/2023 12:00:00 AM



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## PLANNING COMMISSION

Agenda Item Report - Thursday, June 8, 2023

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### **NB2: Training Updates**

*Background:*

Per the Planning Commission by-laws, members are required to have four (4) hours per calendar year of training in planning and zoning.

Details of any training attended outside of meetings should be reported at this time. A brief synopsis of should be shared, with an emphasis on items of interest and possible action which could be taken by the Planning Commission.

The cost of any training may be reimbursed by the City. Advance approval by the Planning & Zoning Administrator must be made to ensure that Planning Commission training funds are available.

*Training Options:*

- MSUE: Spring 2023 Citizen Planner Program via Zoom (Free)  
Held from 6:00-9:00 pm on May 23, 30, June 6, 13, 20, and 27.  
<https://events.anr.msu.edu/event.cfm?eventID=1735EC4C257EBE78C7FB2E389636201D6D032CA9B1770C7C88F47B1930B4BB7F>
- MSUE: Citizen Planner Online (\$250)  
Self-paced course, appx. 15 hours.  
[https://www.canr.msu.edu/michigan\\_citizen\\_planner/](https://www.canr.msu.edu/michigan_citizen_planner/)
- MSUE: Articles, Videos, & Other Resources  
<https://www.canr.msu.edu/planning/index>
- RRC Online Training – RRC Best Practice & Michigan Main Street Training Series—Free.  
<https://www.miplace.org/events/>