Turning Vision into Code: Holland’s Unified Development Ordinance

Michigan Municipal Executives Conference
July 21, 2022
Mark Vanderploeg

- Director of Community and Neighborhood Services, Holland MI
- 27 years with Holland (Director and Senior Planner positions)
- Bachelor of Science, Public History, Western Michigan University
- Master of Urban and Regional Planning, Virginia Tech
- Resident City of Holland
- Married with two children
Chris Khorey

- West Michigan Manager, McKenna
- 12 years with McKenna
- Bachelor of Arts, History, University of Notre Dame
- Master of Urban and Regional Planning, University of Pennsylvania
- Resident City of East Grand Rapids
- Married with one child and one on the way
Agenda

• **The Setup:** Preparing for Ordinance updates using the Master Plan.

• **The Project:** What is a Unified Development Ordinance?

• **The Process:** That pathway – and detours – to earning buy-in and consensus.

• **The Outcome:** Holland’s innovative zoning and regulatory structure.
The Setup
City of Holland Master Plan

Adopted by the City Council
March 15, 2017

Five Year Review Completed
November 9, 2021
CHAPTER 1. INTRODUCTION

The City of Holland Master Plan is the official policy guide for Holland’s future development and growth. The Master Plan summarizes the community’s vision for the City, highlights goals and objectives based on an analysis of strengths and weaknesses and provides the framework and basis for sound community development and land use decision making. Overall, the City of Holland Master Plan establishes clear direction and expectations for the City and meets the requirements established by the Michigan Planning Enabling Act of 2008.

**Purpose and Uses of the Master Plan**

- Identifies existing conditions and characteristics, community values, issues, and opportunities.
- Guides property owners, developers, neighboring jurisdictions, and county and state entities with expectations and standards for public investment and future development.
- Supports the allocation and spending of funds.
- Establishes the basis for the zoning ordinance, capital improvements, land use policies, and other implementation tools and programs.
- Provides the framework for planning and land use policy decisions made by City Council, the Planning Commission, and City staff.
- Offers a foundation for creative problem solving and adapting to change – in other words, building a resilient community.
- Builds partnerships between residents, community stakeholder groups, non-profit organizations, neighboring communities, and county and regional entities to participate in implementing the plan.

The Master Plan is a flexible document that guides development within the City, but provides capacity to adapt to changing conditions and innovation. The Master Plan describes where new development should be directed and also identifies existing conditions, goals, and best management practices for a number of focus areas including the local economy, natural and cultural resources, transportation networks, recreational amenities, health and social services, neighborhoods, urban design standards, and local food.

The City of Holland Master Plan was developed with engaging and comprehensive public input. This engagement process, along with conversations with City staff and Planning Commission members, resulted in several guiding principles for the future of Holland.

The guiding principles underlying each chapter of the Master Plan are summarized in a single sentence: *Inviting all to enjoy a thriving and resilient Holland*. By looking at the future with the goal of resiliency, the whole community is working together to foster unique Holland experiences in dynamic, vibrant places.

Children playing in Kollen Park, 2011.
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GOAL

The City of Holland’s housing stock will be energy efficient, well-maintained, and include various designs.

POTENTIAL ACTIONS/STEPS

- Identify desired housing types and densities for different neighborhood areas and ensure that the Zoning Ordinance supports their development.
- Promote higher-density development that is well-designed and amenity-rich along with a mix of housing unit types in redevelopment and infill development projects adjacent to and in Downtown and on major thoroughfares.
- Promote and support the renovation, rehabilitation and increased energy efficiency of existing housing stock throughout the City.
- Pursue the creation and funding of programs that provide for the maintenance and rehabilitation of our housing stock, including the City’s Home Repair Program and the City’s Home Energy Retrofit Program.
- Work with nearby jurisdictions to identify the regional need for affordable housing and devise strategies to provide affordable housing throughout the region.
- Work to promote the design and construction of affordable housing that changes perceptions of its quality and makes it a desirable element of the community.
- Promote housing diversity to accommodate different household sizes, income levels, housing types, and density.
- Encourage owner occupied housing; occupancy or ownership by transient, disrespectful, or non-investing individuals is discouraged.
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GOAL

The City of Holland’s neighborhoods will be aesthetically pleasing, tree-lined, walkable, and mixed-use with recognizable development patterns.

POTENTIAL ACTION STEPS

- Identify development districts within the City and promote design standards to reinforce desired development patterns and character in these districts.
- Identify desired street design characteristics for different development districts within the City, focusing on complete street concepts and pedestrian connections.
- Continue to engage the community to determine which physical forms and development patterns are desired.
- Increase development densities and building heights along arterial corridors where appropriate.
- Promote Transit Oriented Design standards along major thoroughfares and arterial routes.
- Preserve the existing architectural aesthetic of 8th Street Downtown.
- Explore the feasibility of and desire for a form-based zoning code for parts of, or all, of the City.
- Ensure that lighting in public spaces, including street lighting, is appropriately designed to limit its impact on nearby residences and reduce light pollution while providing safe levels of lighting.
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Zoning Plan

According to Section 2(d) of the Michigan Planning Enabling Act (Public Act 33 of 2008), a Master Plan must include a Zoning Plan that depicts the various zoning districts and their use, as well as standards for height, bulk, location, and use of buildings and premises. The Zoning Plan serves as the basis for the Zoning Ordinance.

RELATIONSHIP TO THE MASTER PLAN

The Master Plan describes the City’s vision, goals, and objectives for future land use and design standards in Holland. As a key component of the Master Plan, the Zoning Plan is based on the recommendations of the Master Plan and is intended to identify areas where existing zoning is inconsistent with the objectives and strategies of the Master Plan. The Zoning Ordinance is the primary implementation tool for the future development of Holland. The Zoning Ordinance contains written regulations and standards that define how properties in specific geographic zones can be used and how they can look. The Zoning Plan is designed to guide the development of the Zoning Ordinance, based on the recommendations of the Master Plan.

CURRENT ZONING DISTRICTS

The Michigan Planning Enabling Act requires the Zoning Plan to inventory existing zoning districts. The following section summarizes the existing zoning districts in the City of Holland Zoning Ordinance. Table 5.1 provides an overview of several key building standards for new development in each zoning district. This section is only meant to provide an overview of the City’s zoning districts and standards. In order to review zoning definitions, standards, and regulations in full detail, please see the full City of Holland Zoning Ordinance.

RESIDENTIAL DISTRICTS

The City has seven residential zoning districts, designed to provide a variety of housing types.

- **R-1 One-Family Residential District** - This district is intended to accommodate single-family residential uses, along with churches, schools, and other public uses.
- **R-2 One- and Two-Family Residential District** - This district is intended to accommodate two-family dwellings.
- **R-3 Residential District** - This district is intended to accommodate specific multi-family dwellings.
- **R-4 Mobile Home Development and Residential District** - This district is intended to accommodate mobile home developments.
- **R-6 Apartment District** - This district is intended to accommodate intensive residential uses and certain office uses.
- **R-6 Central Apartment District** - This district is intended to accommodate more intensive residential uses and certain office uses.
- **R-TRN Traditional Residential Neighborhood District** - This district provides for urban residential character in the central areas of the City.
- **PRD Planned Residential Development District** - This district allows for flexibility in residential development close to industrial or commercial districts. The district intends to encourage a variety of housing types including, but not limited to, condominiums, apartments, townhomes, and duplexes.
**Industrial Districts**

The City has two industrial districts, designed to meet the needs of established and prospective industries.

- **I-1 Industrial District** - This district accommodates uses including, but not limited to, manufacturing, fabrication, assembly and similar operations, material storage and supply, construction trades, automotive services, and commercial uses.

- **I-2 Industrial District** - This district accommodates industrial uses including those appropriately suited to an industrial park, including, but not limited to, manufacturing, research and development, storage or warehousing, processing or packaging, auto repair, and municipal services.

**Commercial Districts**

The City has five commercial districts, designed to provide a variety of retail and commercial uses in the City.

- **C-1 Neighborhood Commercial District** - This district is intended to accommodate retail and commercial uses within particular residential neighborhoods. Permitted uses in this district include, but are not limited to, commercial sales, bakeries, banks, beauty shops, dry cleaners, office, retail, and music and dance studios.

- **C-2 Highway Commercial District** - This district is intended to accommodate general commercial and warehousing needs in the community, including, but not limited to, auto sales, marinas, and wholesale businesses.

- **C-3 Central Business District** - This district is intended to facilitate the mixed-use, pedestrian-friendly environment that is necessary for a viable downtown. The district accommodates a wide variety of uses including residential, government, retail, and entertainment.

- **C-4 Regional Shopping Center District** - This district is intended to accommodate the retail shopping and merchandising needs of the general community, with uses including stores, restaurants, gasoline and auto stores, and movie theaters.

- **C-5 Professional Office Service District** - This district is intended to accommodate a variety of office uses and also allows for residential and institutional uses. This district also is intended to locate office uses in proximity to highways and other major arterial streets, and to encourage office uses as a transitional use and character between adjacent commercial and residential land uses.

**Other Zoning Districts**

The City has a number of zoning districts that are not strictly residential, commercial, or industrial. These include:

- Mckenna Michigan

City of Holland Master Plan
AG Agricultural District - This district is intended to accommodate agricultural and large lot residential uses. Other uses in this district include, but are not limited to, parks, wildlife preserves, and community centers.

ED Education District - This district was established to accommodate the needs of educational campuses.

PUD Planned Unit Development District - This district is intended to provide a degree of flexibility for development not attainable in the other zoning districts while ensuring architecturally complimentary designs, significant green space, and uses that are compatible with nearby residences and businesses. Permitted uses include, but are not limited to, condominiums, retail, restaurants, hotels, and financial institutions.

WIND Windmill Island Neighborhood Business District - This district is intended to facilitate the implementation of the Windmill Island Development Master Plan. The Windmill Island Development Master Plan aims to create a pedestrian-oriented, mixed-use district on Windmill Island with provisions to emphasize public gathering spaces, environmental protections, and community culture and history.

M-40 Corridor/South End Overlay Zone District - This overlay district applies special protective measures (in the form of additional development requirements) to guarantee a high-quality gateway entrance to the City and a high-quality mixed-use neighborhood in this District.

I-196 Overlay Zone District - This overlay district is intended to provide landscape and screening adjacent to I-196.

OPPORTUNITIES FOR ZONING CHANGES

In order to remain consistent with the community’s vision for the future of Holland as identified in this Master Plan, a number of zoning ordinance amendments may be necessary. The following list identifies several opportunities to amend the City’s zoning ordinance to be consistent with the goals and vision set forth in this Master Plan:

1. Create and then promote Transit Oriented Development standards along major thoroughfares and arterial corridors.
2. Re-write the Zoning Ordinance to be a form-based code for parts of, or all of the City.
3. Create ordinance language that will allow for “pop-up” retail and food trucks.
4. Re-evaluate floodplain and localized flooding data to determine where changes in zoning or building standards might be necessary to reduce the risk of property and infrastructure damage.
5. Create a new OS Open Space zone district.
6. Create an Airport Business zone district and rezone airport lands to said new district.
7. Delete the R-6 Central Apartment zone district as there are no longer any properties with this zoning designation.
8. Delete the WIND Windmill Island Neighborhood Business zone district and rezone the Windmill Island area to the new OS Open Space zone district.
9. Reformulate the R-2 District to better accommodate single family attached housing developments along the arterial street fringes of existing neighborhoods.
10. Consider factoring the R-5 District into a reformulated R-3 District to create a true apartment residential zone district.
11. Study existing R-2 zoned neighborhood areas to determine if they should be rezoned to the R-1 or R-TRN zone districts.
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What is a Unified Development Ordinance?

• “UDO”
• Combines several City Ordinances – most notably Zoning and Subdivisions
What is a Unified Development Ordinance?

• The 2021 UDO was a **thorough update of Holland’s zoning**
  - First full re-write since **1943**
  - Added Form Based Code, Airport Overlay, Street Design, and other new elements.
• Completely new zoning map
Chapter 39
ZONING

ARTICLE I
In General
Sec. 39-1. Short title.
Sec. 39-2. Definitions.
Sec. 39-3. Interpretation and purposes; conflicting regulations.
Sec. 39-4. Districts established and enumerated.
Sec. 39-4.1. Consolidated public notice requirements.
Sec. 39-5. District boundaries; Zoning Map; lots divided by boundary lines.
Sec. 39-6. Classification of annexed areas.
Sec. 39-7. Compliance with district regulations.
Sec. 39-8. Restoring unsafe buildings.
Sec. 39-9. Special requirements relative to mixed occupancy.
Sec. 39-10. Substandard residential lots.
Sec. 39-11. Fences in Residential Zone Districts; traffic visibility.
Sec. 39-12. Height exceptions.
Sec. 39-14. Essential services generally.
Sec. 39-15. Oil and gas drilling.
Sec. 39-17. Conditional uses.
Sec. 39-17.1. Review of special land uses.
Sec. 39-17.2. Special land use standards for indoor archery and firearms ranges.
Sec. 39-17.3. Special land use standards for light assembly uses in specific commercial zone districts.
Sec. 39-17.4. Fair housing accommodation policy.
Sec. 39-18. Aircraft landing as principal or accessory use.
Sec. 39-18.1. On-site use wind energy systems and anemometer towers of 100 feet or less.
Sec. 39-19. Changes, amendments, etc.; feet.
Sec. 39-19.1. Medical use of marijuana.

ARTICLE II
Site and Development Plan Review
Sec. 39-20. Intent.
Sec. 39-21. Site plan, review required.
Sec. 39-22. Standard new construction plan review.
Sec. 39-23. Administrative staff review.
Sec. 39-24. Planning Commission site plan review and development plan review.
Sec. 39-25. Development standards; site and development plans.
Sec. 39-26. Additional development standards for PUD Planned Unit Developments and PUD Planned Residential Developments.
Sec. 39-27. Additional requirements for site condominium projects.
Sec. 39-29. Additional requirements for development in the C-3 Central Business District.
Sec. 39-30. Modifications to approved site and development plans.
Sec. 39-31. Appeals procedure.
(c) Fence types:

1. Open fence. A fence that is more than 50% open when viewed from an angle perpendicular to the fence. Examples: dog-eared, wrought iron, gothic, board, round, split-rail.

2. Solid fence. A freestanding and rigid fence made of wood, concrete, PVC, or other similar fence materials providing 50% or less visual and reasonable sound blocking properties. Examples: ornamental metal, rot-resistant wood, brick, block.

(d) Prohibited fences. Slats in chain link fence, barbed, razor, concertina, electrified or similar wire, fabric, tape, materials not traditionally used for fencing or screening.

(e) Fence maintenance. All fences must be kept in good repair, safety, and appearance on both sides of the fence by its owner. Fences must be constructed of wood, metal, bricks, masonry, plastic or other materials designed for permanent outdoor fencing. Wood fences must be constructed of cedar, redwood, or other decay-resistant wood. Peeling, flaking and chipped coating must be eliminated and surfaces recoated. The property owner is responsible for maintaining the area between the property line and the owner’s fence.

(f) Residential fence height maximums.
**SECTION 39-3.05 BUILDING TYPES OVERVIEW**

<table>
<thead>
<tr>
<th>BUILDING TYPES</th>
<th>REQUIREMENTS</th>
<th>SUB-DISTRICTS PERMITTED</th>
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</table>
| Mixed Use              | - Be more than 1 story.  
- Have a commercial first story of at least 16 ft clear height, with an entrance facing the front street.  
- The commercial first story may be designated for other uses, but shall be designed to accommodate a commercial use.  
- Have upper stories designed for residential or commercial uses.  
- Any combination of building types not listed as permitted in another building type shall be considered a mixed use building. | CDT, NDT, SOT  
WDT, CENT, SOT  
RM, WASH, SSV |
| Commercial             | - First story shall be a minimum of 16 ft in height.  
- Be designed for a commercial use.  
- Not include any residential units. | CDT, NDT, SOT  
RM, WASH, SSV |
| Multifamily (5+ units) | - Have 5 or more attached residential units, sharing interior hallways and exterior entrances.  
- Not include commercial or other non-residential uses, except for amenities for the residents. | NDT, NDT, NDT  
CENT, RM, WASH |
| Multifamily (2-4 units)| - Contain 2, 3, or 4 attached residential units, which may or may not share interior hallways and exterior entrances.  
- Have no commercial or other non-residential uses, except for amenities or common space for the residents. | EDT, RM, WASH |
### SECTION 39-7.02 APPLICABILITY

**A.** The provisions of this Section shall apply to all properties requiring Site Plan approval.

#### Prohibited
- Fixtures that produce glare and light trespass

#### Limited
- Decorative fixtures shall be permitted if the light trespass is 18% or less.

#### Permitted
- Fixtures that shield the light source to minimize glare and light trespass and to facilitate better vision at night

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*This graphic is meant to be illustrative and is non-regulatory in and of itself.*
Why?

• **Streamline**
  • Clean up inconsistencies
  • Organize more effectively
  • Make more “user-friendly”
  • Economic Development

• **Modernize**
  • Form Based Code
  • Mixed Use
  • Modern Housing Options
  • Complete Streets
The Process
The Process

What we planned:

- Mapping/Districts
- Charrette
- Drafting
- Feedback
- Revisions
- Adoption
Engagement and Consensus Building

Bringing Our Vision to Life

The City Council amended the UDO and then approved final adoption on July 21, 2021.

View the Full UDO
Charrette

- One Week
- Locations throughout City
- Stakeholders Invited
- General Public Welcomed
- Outcome:
  - Form Based Code Vision
  - Solidified District Lines
  - Downtown Edges
  - Mixed Use Framework
The Process

What happened:

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- Charrette
- Drafting
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Downtown
Waterfront
Industry
Shopping Centers
Road Design
Institutions (Hope, Hospital, etc)
Follow Up – Stakeholders

- DDA
- Downtown Business Owners
- Downtown Developers
Follow Up – Stakeholders

- Industrial Businesses
- Waterfront Property Owners
Follow Up – Stakeholders

- West Michigan Regional Airport
- Holland Hospital
- Hope College
The Process

What happened:

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- Downtown
- Waterfront
- Industry
- Shopping Centers
- Neighborhood Business Districts
- Street Design
- Institutions (Hope, Hospital, Airport, etc)

- Housing
- Neighborhood Character
- Form Based Code
- Waterfront Holland Visioning
Housing Survey and Meetings

- Online, paper, and at library.
- Follow-up neighborhood meetings.
- Questions phrased as hypothetical redevelopments?
  - “Would you support your neighbor expanding their home?”
  - “Would you support new homes on empty lots near you? 2 units on a lot? 3? 4? More?”
  - “Would you support houses being replaced by 2 units? 3 units? 4 units? More?”
Housing Survey and Meetings

- Support for infill or “missing middle” housing was high:
  - 62% said they would support the house next door becoming a duplex
  - 76% said they would support a house “down the street” becoming a duplex
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- This turned out to be misleading
Follow Up – Neighborhood Meetings
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“But we like going to the ZBA!”
Follow Up – Neighborhood Meetings

<table>
<thead>
<tr>
<th>Setbacks</th>
<th>Existing Ordinance R-1 District</th>
<th>UDO CNR District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Yard</td>
<td>Min: 30 feet</td>
<td>Min: 20 feet (25 feet when abutting a right-of-way less than 33 feet wide)</td>
</tr>
<tr>
<td>Side Yard</td>
<td>Residential: Two side yards totaling 18 ft; no side yard less than 7 feet. Non-Residential: Min. of 20 ft each side</td>
<td>Residential: Min: 7 feet Max: None Non-Residential: Min: 20 feet Max: None</td>
</tr>
<tr>
<td>Rear Yard</td>
<td>Min: 25 feet Max: None</td>
<td>Min: 20 feet Max: None</td>
</tr>
<tr>
<td>Secondary Street Frontage</td>
<td>20 ft. Min.</td>
<td>Min: 10 feet Max: None</td>
</tr>
<tr>
<td>Max. Bldg. Height</td>
<td>35 feet</td>
<td>30 feet</td>
</tr>
<tr>
<td>Min. Lot Size</td>
<td>8,400 Square Feet</td>
<td>5,000 square feet</td>
</tr>
<tr>
<td>Min. Lot Width</td>
<td>70 feet</td>
<td>50 feet</td>
</tr>
</tbody>
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Downtown
Waterfront
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Shopping Centers
Neighborhood Business Districts
Street Design
Institutions (Hope, Hospital, Airport, etc)

Advisory Public Hearings

Housing
Neighborhood Character
Form Based Code
Waterfront
Carrying on through Covid

- Interactive “Storymap”
Carrying on through Covid

- Videos
Carrying on through Covid

- Zoom Workshops - Unintentional
- Planning Commission meetings on Zoom due to Covid
  - >150 residents participated
- Key Topic: Housing
  - Accessory Dwelling Units
  - Duplexes/Triplexes/Quadplexes
  - Minimum Lot Size
Carrying on through Covid
The Process

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Advisory Public Hearings

Housing
Neighborhood Character
Form Based Code
Waterfront
Achieving Consensus

• “Advisory Public Hearings”
  • In addition to the one required by the Zoning Enabling Act
• Residential Advisory Hearing
• Non-Residential Advisory Hearing
Achieving Consensus

- Final City Council Votes
- **Agreement in Principle**: Vote on final issues, then unanimous adoption
  - Final Issues
    - Allow Duplexes in Low Density Residential (LDR) District – **Failed 9-0**
    - Change the acronym for LDR to “R-1” – **Failed 6-3**
    - Keep the same residential density as the old Ordinance in the Traditional Neighborhood Residential District (TNR) – **Passed 9-0**
    - Set the required parking spaces for residential units in the Form Based Code “North Downtown” District at 1.2 spaces per unit – **Passed 6-3**
Achieving Consensus

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Final Vote: 9-0 to Adopt UDO
The Outcome
The Outcome

- Form Based Code
- Mixed Use Districts
- “Regular” Districts
- Airport Overlay
- Street Design
- Landscaping/Stormwater
- Signage
- Housing
- Format and Organization
Form Based Code

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<tr>
<th>BUILDING TYPES</th>
<th>REQUIREMENTS</th>
<th>SUB-DISTRICTS perm/ited</th>
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| Mixed Use      | - Be more than 1 story.  
                 - Have a commercial first story of at least 15 ft.  
                 - Have upper stories designed for residential or commercial use.  
                 - Any combination of building types not listed as permitted in another building type shall be considered a mixed-use building. | CENT ERT MGT |
| Commercial     | - First story shall be a minimum of 16 ft in height.  
                 - Be designed for a commercial use.  
                 - Not include any residential units. | MGT ERT MGT |
| Multifamily (5+ units) | - Have 5 or more attached residential units, sharing interior hallways and exterior entries.  
                        - Not include commercial or other non-residential uses, except for amenities for the residents. | ERT MGT |
| Multifamily (2-4 units) | - Contain 2, 3, or 4 attached residential units, which may or may not share interior hallways and external entries.  
                        - Have no commercial or other non-residential uses, except for amenities or common space for the residents. | ERT MGT WASH |

![Diagram](image)
Sketches from Charrette

Downtown

Centennial Park
Sketches from Charrette

River/14th
Sketches from Charrette

Michigan Avenue

“Old” Washington
Sketches from Charrette

Michigan Avenue

“Old” Washington
Mixed Use Districts

SECTION 39-2.11
NEIGHBORHOOD MIXED USE ZONE DISTRICT

A. **Intent:** The NMU Neighborhood Mixed Use Zone District is intended to protect and enhance the economic vitality of Holland's traditional, full-service neighborhoods and to encourage walkability to employment and amenities by allowing mixed use development. The NMU Zone District is specifically intended for nodes of activity with a combination of uses, such as retail, amenities, services, and multi-family housing, adjacent to Residential Zone Districts.
Mixed Use Districts
317 CENTRAL

CONCEPT FOR SITE PLAN EVALUATION
April 12, 2022

Clapboard siding and trim proposed for second floor speaks of a domestic character and use.

Masonry cladding proposed for the ground floor anchors the building in service to a neighborhood-scale public realm and activated sidewalk.

View looking SE from the corner of E 13th St. and Central Avenue.

Openings along Central Ave. are 6-8' wide to accommodate flexibility in locating entrances based on commercial use and/or tenant preferences. Canopies and awnings may be used by tenants depending on preference.

Design Team:
POSTHUMUS ARCHITECTS PLLC
BROAD STREET STUDIO
DRIESEN & ASSOCIATES INC.
HYK CONSULTING, LLC
Mixed Use Districts

SECTION 39-2.12
CORRIDOR MIXED USE ZONE DISTRICT

A. Intent: The CMU Corridor Mixed Use Zone District is intended to encourage a broad mix of uses along higher traffic corridors in order to preserve and enhance the economic vitality of the City. Allowing residential uses up to 20% on the ground floor and no maximum density requirement above commercial uses will provide additional affordable housing opportunities and convenient, walkable amenities, entertainment, and employment. Vehicle-oriented commercial uses are also intended for this Zone District.
Mixed Use Districts
Mixed Use Districts
Mixed Use Districts

SECTION 39-2.13
REDEVELOPMENT MIXED USE ZONE DISTRICT

A. Intent: The intent of the RMU Redevelopment Mixed Use Zone District is to promote the redevelopment of older Industrial and business corridors by allowing a large variety of uses, and all forms of attached residential uses. Redevelopments are encouraged to be designed to reflect the informal and quasi-industrial character of the existing development in building materials and architectural features. A focus on walkability is central for this Zone District.
Mixed Use Districts
Mixed Use Districts
Mixed Use Districts
Mixed Use Districts

SECTION 39-2.14
GREENFIELD MIXED USE ZONE DISTRICT

A. Intent: The GMU Greenfield Mixed Use Zone District is intended for mixed use developments to support existing commercial uses along corridors. This Zone District provides standards to ensure that connectivity, walkability, and community amenities are central in the development of these properties. To accomplish these City goals, new developments will be required to provide internal streets and non-motorized connections supported by open space. Mixed Use buildings and Missing Middle housing types (townhouses, small apartment buildings, etc) are especially encouraged.
Mixed Use Districts
Mixed Use Districts
Mixed Use Districts
“Regular” Districts

- LDR – Low Density Residential
- CNR – Cottage Neighborhood Residential
- MDR – Medium Density Residential
- TNR – Traditional Neighborhood Residential
- HDR – High Density Residential
- MHR – Manufactured Housing Residential
- ED – Education
- I – Industrial
- A – Airport
- OS – Open Space
- PUD – Planned Unit Development
“Regular” Districts

- LDR – Low Density Residential
- CNR – Cottage Neighborhood Residential
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- I – Industrial
- A – Airport
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“Regular” Districts

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- HDR – High Density Residential
- **MHR – Manufactured Housing Residential**
- ED – Education
- I – Industrial
- A – Airport
- OS – Open Space
- PUD – Planned Unit Development
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- I – Industrial
- A – Airport
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- MHR – Manufactured Housing Residential
- ED – Education
- I – Industrial
- A – Airport
- OS – Open Space
- PUD – Planned Unit Development
Airport Overlay
Airport Overlay
## Airport Overlay

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Waterfront Overlay
## Waterfront Overlay

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Waterfront Overlay

E. Waterfront Public Access Pathway Design Standards. If the property owner chooses to construct the Waterfront Public Access Pathway and provide a public access easement to the City of Holland, the pathway shall comply with the following standards.
Street Design
Street Design
## Street Design

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<td>Sidewalks on both sides of all streets</td>
<td>Sidewalks on both sides of all streets or 12-foot Non-Motorized Pathway on one side of the street</td>
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<td>Striped in high traffic or high pedestrian areas</td>
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Street Design
Street Design
Street Design
### Street Design

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<td>0 or 150 ft</td>
<td>1 per 300 ft</td>
</tr>
<tr>
<td>MHR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NMU</td>
<td></td>
<td>0 or 150 ft</td>
<td>1 per 300 ft</td>
</tr>
<tr>
<td>CMU</td>
<td></td>
<td>0 or 300 ft</td>
<td>1 per 600 ft</td>
</tr>
<tr>
<td>RMU</td>
<td></td>
<td>0 or 150 ft</td>
<td>1 per 300 ft</td>
</tr>
<tr>
<td>GMU</td>
<td></td>
<td>0 or 150 ft</td>
<td>1 per 300 ft</td>
</tr>
<tr>
<td>ED</td>
<td></td>
<td>0 or 150 ft</td>
<td>1 per 300 ft</td>
</tr>
<tr>
<td>I</td>
<td></td>
<td>0 or 300 ft</td>
<td>1 per 600 ft</td>
</tr>
<tr>
<td>A</td>
<td></td>
<td>0 or 300 ft</td>
<td>1 per 600 ft</td>
</tr>
<tr>
<td>OS</td>
<td></td>
<td>0 or 300 ft</td>
<td>1 per 600 ft</td>
</tr>
<tr>
<td>F</td>
<td></td>
<td>0 or 150 ft</td>
<td>1 per 300 ft</td>
</tr>
<tr>
<td>PUD</td>
<td></td>
<td>Determined in PUD Agreement</td>
<td>Determined in PUD Agreement</td>
</tr>
</tbody>
</table>
Landscaping/Stormwater
Landscaping/Stormwater
Landscaping/Stormwater

**Do This:**
- Columnar if close to buildings
- Maple if able to grow out for a tree canopy
- Ornamental trees where approved
- Do not use Locust trees in brick pavers

**Don't Do This:**
Parking
<table>
<thead>
<tr>
<th>USE</th>
<th>APPROVAL TYPE</th>
<th>MINIMUM AUTO PARKING SPACES (ft² per use)</th>
<th>MINIMUM BIKE PARKING SPACES (ft² per use)</th>
<th>ADDITIONAL STANDARDS (SECTION vii, CHAP. III)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Firearms and Archery Ranges</td>
<td>Special Land Use</td>
<td>1 per 1000 sf</td>
<td>Approving Authority Determination</td>
<td>4.08 C</td>
</tr>
<tr>
<td>Gas Stations</td>
<td>Special Land Use</td>
<td>1 per 300 sf of retail space, plus one per site</td>
<td>Approving Authority Determination</td>
<td>4.04 D</td>
</tr>
<tr>
<td>Maker Space</td>
<td>Permitted</td>
<td>1 per 400 sf</td>
<td>Approving Authority Determination</td>
<td>-</td>
</tr>
<tr>
<td>Outdoor Sales, Outdoor Café, and Sidewalk Cafes</td>
<td>Permitted</td>
<td>Included with Principal Use</td>
<td>-</td>
<td>4.02 K</td>
</tr>
<tr>
<td>Public Lodging</td>
<td>Permitted</td>
<td>1 per 10 rooms, minimum 4 available to general public</td>
<td>Approving Authority Determination</td>
<td>4.07 N</td>
</tr>
<tr>
<td>Vehicle Repair</td>
<td>Permitted</td>
<td>None</td>
<td>Approving Authority Determination</td>
<td>4.02 I</td>
</tr>
<tr>
<td>Vehicle Wash</td>
<td>Permitted</td>
<td>10 spaces</td>
<td>Approving Authority Determination</td>
<td>4.02 I</td>
</tr>
<tr>
<td>Vendor Trucks</td>
<td>Permitted as Accessory Use</td>
<td>Included with Principal Use</td>
<td>-</td>
<td>4.02 V</td>
</tr>
<tr>
<td>Outdoor Storage and Processes</td>
<td>Permitted</td>
<td></td>
<td></td>
<td>4.02 F</td>
</tr>
<tr>
<td>Alternative Energy - Solar</td>
<td>Permitted</td>
<td></td>
<td></td>
<td>4.02 B</td>
</tr>
<tr>
<td>Alternative Energy - Wind</td>
<td>Permitted</td>
<td></td>
<td></td>
<td>4.02 B</td>
</tr>
<tr>
<td>Manufacturing – Low Intensity</td>
<td>Permitted</td>
<td></td>
<td></td>
<td>4.02 E</td>
</tr>
<tr>
<td>Manufacturing – High Intensity</td>
<td>Permitted</td>
<td>Special Land Use</td>
<td>1 per 20,000 sf, minimum 4 available to general public</td>
<td>-</td>
</tr>
<tr>
<td>Oil and Gas Drilling</td>
<td>Permitted</td>
<td></td>
<td></td>
<td>4.02 J</td>
</tr>
<tr>
<td>Power Plant (Not Wind or Solar)</td>
<td>Special Land Use</td>
<td></td>
<td>Approving Authority Determination</td>
<td>4.03</td>
</tr>
<tr>
<td>Recycling Collection Center</td>
<td>Permitted</td>
<td>5 spaces</td>
<td></td>
<td>4.02 G</td>
</tr>
</tbody>
</table>

**Parking**
# Parking

<table>
<thead>
<tr>
<th>USE</th>
<th>APPROVAL TYPE</th>
<th>MINIMUM AUTO PARKING SPACES (ft²)</th>
<th>ADDITIONAL STANDARDS (SECTION VI - CHAP IV)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Firearms &amp; Archery Ranges</td>
<td>Special Land Use</td>
<td>1,000 sq ft per 500 employees</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Gas Station</td>
<td>Special Land Use</td>
<td>1 per 300 sq ft retail space, plus one per duty</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Maker Space</td>
<td>Permitted</td>
<td>1 per 400 sq ft</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Outdoor Sales, Outdoors Cafes, and Sidewalk Cafes</td>
<td>Permitted</td>
<td>Included with Principal Use</td>
<td>-</td>
</tr>
<tr>
<td>Public Lodging</td>
<td>Permitted</td>
<td>1 per guest room</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Vehicle Repair</td>
<td>Permitted</td>
<td>None</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Vehicle Wash</td>
<td>Permitted</td>
<td>10 spaces</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Vendor Trucks</td>
<td>Permitted as Accessory Use</td>
<td>Included with Principal Use</td>
<td>-</td>
</tr>
<tr>
<td>Outdoor Storage and Processes</td>
<td>Permitted</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Alternative Energy - Solar</td>
<td>Permitted</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Alternative Energy - Wind</td>
<td>Permitted</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Manufacturing - Low Intensity</td>
<td>Permitted</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Manufacturing - High Intensity</td>
<td>Special Land Use</td>
<td>-</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Oil and Gas Drilling</td>
<td>Permitted</td>
<td>-</td>
<td>4.02</td>
</tr>
<tr>
<td>Power Plant (Not Wind or Solar)</td>
<td>Special Land Use</td>
<td>-</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Recycling Collection Center</td>
<td>Permitted</td>
<td>5 spaces</td>
<td>-</td>
</tr>
<tr>
<td>USE</td>
<td>APPROVAL TYPE</td>
<td>MINIMUM AUTO PARKING SPACES</td>
<td>ADDITIONAL STANDARDS (SECTION VI, CHAP. 10)</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>---------------</td>
<td>------------------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>Firearms and Ammunition Ranges</td>
<td>Special Land Use</td>
<td>0 per 300 sf of retail space, plus one per 1000 sf</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Gas Stations</td>
<td>Special Land Use Accessory to an Industrial Use or in Non-Industrial Outlet</td>
<td>1 per 300 sf of retail space, plus one per 1000 sf</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Maker Space</td>
<td>Permitted</td>
<td>1 per 400 sf</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Outdoor Sales, Outdoor Cafes, and Sidewalk Cafes</td>
<td>Permitted</td>
<td>Included with Principal Use</td>
<td>4.02K</td>
</tr>
<tr>
<td>Public Lodging</td>
<td>Permitted in Non-Industrial Outlet</td>
<td>11 per guest room</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Vehicle Repair</td>
<td>Permitted</td>
<td>None</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Vehicle Wash</td>
<td>Permitted</td>
<td>10 spaces</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Vendor Trucks</td>
<td>Permitted as Accessory Use</td>
<td>Included with Principal Use</td>
<td>4.02V</td>
</tr>
<tr>
<td>Outdoor Storage and Processes</td>
<td>Permitted</td>
<td>-</td>
<td>4.02J</td>
</tr>
<tr>
<td>Alternative Energy - Solar</td>
<td>Permitted</td>
<td>-</td>
<td>4.02B</td>
</tr>
<tr>
<td>Alternative Energy - Wind</td>
<td>Permitted</td>
<td>Accessory 40 feet or less in height</td>
<td>Approving Authority Determination</td>
</tr>
<tr>
<td>Manufacturing – Low Intensity</td>
<td>Permitted</td>
<td>-</td>
<td>4.02E</td>
</tr>
<tr>
<td>Manufacturing – High Intensity</td>
<td>Special Land Use</td>
<td>-</td>
<td>4.02E</td>
</tr>
<tr>
<td>Oil and Gas Drilling</td>
<td>Permitted</td>
<td>-</td>
<td>4.02I</td>
</tr>
<tr>
<td>Power Plant (Not Wind or Solar)</td>
<td>Special Land Use</td>
<td>-</td>
<td>4.02C</td>
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</table>
### Parking

<table>
<thead>
<tr>
<th>Use</th>
<th>Approval Type</th>
<th>Minimum Automated Parking Spaces (in square feet)</th>
<th>Additional Standards - Section 14.03</th>
<th>14.06.t</th>
</tr>
</thead>
<tbody>
<tr>
<td>Firearms and Ammunition Ranges</td>
<td>Special Land Use</td>
<td>1 per 300 sf of retail or non-industrial use, plus one per 300 sq ft</td>
<td>4.08C</td>
<td>4.04A</td>
</tr>
<tr>
<td>Gas Station</td>
<td>Special Land Use</td>
<td>1 per 400 sf of retail or non-industrial use, plus one per 300 sq ft</td>
<td>4.04D</td>
<td>4.04A</td>
</tr>
<tr>
<td>Maker Space</td>
<td>Permitted</td>
<td>1 per 400 sf</td>
<td>4.02X</td>
<td>4.02X</td>
</tr>
<tr>
<td>Outdoor Sales, Outdoor Cafe, and Sidewalk Carts</td>
<td>Permitted</td>
<td>Included with Principal Use</td>
<td>4.07N</td>
<td>4.07N</td>
</tr>
<tr>
<td>Public Lodging</td>
<td>Permitted</td>
<td>1 per 10 rooms, minimum 4 available to general public</td>
<td>4.07T</td>
<td>4.07T</td>
</tr>
<tr>
<td>Vehicle Repair</td>
<td>Permitted</td>
<td>None</td>
<td>4.02U</td>
<td>4.02U</td>
</tr>
<tr>
<td>Vehicle Wash</td>
<td>Permitted</td>
<td>10 spaces</td>
<td>4.02V</td>
<td>4.02V</td>
</tr>
<tr>
<td>Vendor Trucks</td>
<td>Permitted as Accessory Use</td>
<td>Included with Principal Use</td>
<td>4.02W</td>
<td>4.02W</td>
</tr>
<tr>
<td>Outdoor Storage and Processes</td>
<td>Permitted</td>
<td>-</td>
<td>4.02X</td>
<td>4.02X</td>
</tr>
<tr>
<td>Alternative Energy - Solar</td>
<td>Permitted</td>
<td>-</td>
<td>4.02B</td>
<td>4.02B</td>
</tr>
<tr>
<td>Alternative Energy - Wind</td>
<td>Permitted</td>
<td>1 per 20,000 sq ft, minimum 4 available to general public</td>
<td>4.02E</td>
<td>4.02E</td>
</tr>
<tr>
<td>Manufacturing - Low Intensity</td>
<td>Permitted</td>
<td>-</td>
<td>4.02F</td>
<td>4.02F</td>
</tr>
<tr>
<td>Manufacturing - High Intensity</td>
<td>Special Land Use</td>
<td>1 per 10,000 sq ft, minimum 4 available to general public</td>
<td>4.02G</td>
<td>4.02G</td>
</tr>
<tr>
<td>Oil and Gas Drilling</td>
<td>Permitted</td>
<td>Approving Authority Determination</td>
<td>4.02H</td>
<td>4.02H</td>
</tr>
<tr>
<td>Power Plant (Not Wind or Solar)</td>
<td>Special Land Use</td>
<td>-</td>
<td>4.02I</td>
<td>4.02I</td>
</tr>
<tr>
<td>Recycling Collection Center</td>
<td>Permitted</td>
<td>-</td>
<td>4.02J</td>
<td>4.02J</td>
</tr>
</tbody>
</table>

**Unified Development Ordinance**

City of Holland, Michigan

Section 39.216

75

MCKENNA HOLLAND MICHIGAN
Housing and Neighborhoods
Housing and Neighborhoods

SECTION 39.2.08
TRADITIONAL NEIGHBORHOOD RESIDENTIAL ZONE DISTRICT

A. Intent: The TNR Traditional Neighborhood Residential Zone District is intended for multi-family clusters of residential units. Allowing up to Four Attached Dwelling Units on a single property, TNR standards ensure the preservation and enhancement of the City’s core, urban, historic, and walkable neighborhoods. Non-residential uses are permitted on separate properties that are viewed compatibly with residential uses. The IRRB Design Review process is required in this Zone District to ensure design continuity and character preservation.

B. TNR Dimensional Standards Table.

<table>
<thead>
<tr>
<th>SETBACKS AND BUILDING HEIGHT</th>
<th>MINIMUM</th>
<th>MAXIMUM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Yard</td>
<td>10 ft</td>
<td>25 ft</td>
</tr>
<tr>
<td>Side Yard</td>
<td>5 ft</td>
<td>-</td>
</tr>
<tr>
<td>Rear Yard</td>
<td>25 ft</td>
<td>-</td>
</tr>
<tr>
<td>Secondary Street Yard</td>
<td>7 ft</td>
<td>25 ft</td>
</tr>
<tr>
<td>Building Height</td>
<td>-</td>
<td>40 ft</td>
</tr>
</tbody>
</table>

ATTACHED GARAGE SETBACKS

<table>
<thead>
<tr>
<th>MINIMUM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Yard</td>
</tr>
<tr>
<td>Secondary</td>
</tr>
<tr>
<td>Street Yard</td>
</tr>
</tbody>
</table>

See Section 39-9.06 for detached accessory structures.

SECTION 39.2.08
UNIFIED DEVELOPMENT ORDINANCE
CITY OF HOLLAND, MICHIGAN
37
Traditional Neighborhood Residential (TNR)
Infill Design Review

Proposed Accessory Dwelling Unit (ADU) to repurpose historical garage, relocated to 231 W 17th St. (new owner, Belinda Coronado)
Format and Organization

1) Introduction, Toolbox, and Legal Provisions
2) Zone Districts
3) Form Based Code
4) Additional Use Standards
5) Site Design Review Standards
6) Landscaping and Green Infrastructure
7) Lighting
8) Signage
9) General Standards
10) Streets, Driveways, and Sidewalks
11) Subdivision of Land
12) Application Review Process and Administration
13) Non-Conforming
14) Definitions
SECTION 39-1.07 TOOLBOX

A. Intent. The intent of this Toolbox Section is to provide tools to be used to answer the most commonly asked dimensional and other zoning questions. While this Section is designed to be comprehensive and stand alone from a regulatory standpoint, there are cross-references to more detailed information provided in UDO. In the event that there is a conflict between this Section and another Section elsewhere in UDO, the other Section shall govern.

B. How do I know where I can construct a structure on my property?

1. Determine the Building Envelope. The building envelope is the portion of any property where it is legal to construct a structure. The building envelope is defined by the required setbacks and the building heights allowed in the Zone District. Once the required setbacks and heights are determined, the area inside of the required setback yards is your Building Envelope.

C. How do I determine what the required setbacks and heights are for my property?

1. Determine your Front, Side, Secondary Street, and Rear property lines.
   a. Front Property Line - the shortest property line running along a street, except in the TNR District (See Section 39-1.07.C.2.a)
   b. Secondary Street Frontage - the larger street frontage, except in the TNR District (See Section 39-1.07.C.2.b)
   c. Rear Property Line - opposite the front property line.
   d. Side Property Lines - all other property lines.

Establish Setbacks
Format and Organization

1) Introduction, Toolbox, and Legal Provisions
2) Zone Districts
3) Form Based Code
4) Additional Use Standards
5) Site Design Review Standards
6) Landscaping and Green Infrastructure
7) Lighting
8) Signage
9) General Standards
10) Streets, Driveways, and Sidewalks
11) Subdivision of Land
12) Application Review Process and Administration
13) Non-Conforming
14) Definitions
SECTION 39-2.01 INTENT

To implement UDO’s purpose (see Section 39-1.09), this Article specifies the standards required for land uses, building placement, and automobile and bicycle parking per Zone District and Form Based Code Sub-District. The Summary Use Table (Section 39-2.03) specifies which land uses are permitted, permitted with restrictions, permitted with Special Land Use approval, or not permitted in each Zone District. Sections 39-2.02-23 provide detailed Zone District Use and Parking Standards Tables. The Summary Dimensional Standards Table and specific Zone District Dimensional Standards Tables, also in Sections 39-2.04-25, provide building placement standards to promote orderly development. See Article 39-17 to determine Review Processes.

SECTION 39-2.02 ZONE DISTRICTS ESTABLISHED

The City is divided into 16 Zone Districts and 9 Form Based Code Sub-Districts. This Article and its tables are organized by each Zone District. Form Based Code Sub-District standards are located in Article 39-3. The City of Holland’s Zone Districts and Sub-Districts are:

Conventional and Mixed Use Zone Districts
- LDR Low Density Residential
- CNR Cottage Neighborhood Residential
- MDR Medium Density Residential
- TNR Traditional Neighborhood Residential
- HDR High Density Residential
- MHR Manufactured Housing Community
- NML Neighborhood Mixed Use
- CMU Corridor Mixed Use
- PMU Redevelopment Mixed Use
- GMU Greenfield Mixed Use
- ED Education
- I Industrial
- A Airport
- OS Open Space
- PUD Planned Unit Development

Form Based Code Zone District and Sub-Districts
- F-CDT Central Downtown
- F-NDT North Downtown
- F-EDT East Downtown
- F-WDT Waterfront Downtown
- F-CENT Centennial
- F-RM River Michigan
- F-SIXT Sixteenth Street
- F-WASH Washington
- F-SSV South Shore Village

Overlay Districts
- Airport Overlay District
- Hope Neighborhood Overlay District
- Waterfront Overlay District

Residential Zone Districts: When UDO uses the terms “residential Zone Districts,” that means the LDR, CNR, MDR, TNR, HDR, and MHR Zone Districts collectively.

The maps in Sections 39-2.05-18 are illustrative only. The regulatory Zoning Map is located in Section 39-105.
<table>
<thead>
<tr>
<th>ZONE DISTRICTS: LDR, CNR, MDR, TNR, HDR, MHR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Yard Setback (ft)</td>
</tr>
<tr>
<td>Side Yard Setback (ft)</td>
</tr>
<tr>
<td>Rear Yard Setback (ft)</td>
</tr>
<tr>
<td>Secondary Street Frontage Setback (ft)</td>
</tr>
<tr>
<td>Building Height (ft)</td>
</tr>
<tr>
<td>Property Area (sf)</td>
</tr>
<tr>
<td>Property Width (ft)</td>
</tr>
<tr>
<td>Front Yard Setback (ft)</td>
</tr>
<tr>
<td>Side Yard Setback (ft)</td>
</tr>
<tr>
<td>Rear Yard Setback (ft)</td>
</tr>
<tr>
<td>Secondary Street Frontage Setback (ft)</td>
</tr>
<tr>
<td>Building Height (ft)</td>
</tr>
</tbody>
</table>
SECTION 39-2.05
LOW DENSITY RESIDENTIAL ZONE DISTRICT

A. Intent: The LDR Low Density Residential Zone District is intended primarily for Single Detached Dwelling Units and detached Accessory Dwelling Units (ADUs). The non-residential uses that are permitted on separate properties have been determined to be compatible with residential uses.

B. LDR Dimensional Standards Table.

<table>
<thead>
<tr>
<th>Setbacks</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Yard</td>
<td>20 ft</td>
<td>-</td>
</tr>
<tr>
<td>Side Yard</td>
<td>7 ft</td>
<td>-</td>
</tr>
<tr>
<td>Rear Yard</td>
<td>25 ft</td>
<td>-</td>
</tr>
<tr>
<td>Secondary Street Yard</td>
<td>20 ft</td>
<td>-</td>
</tr>
</tbody>
</table>

"Front Yard Exception: The front yard setback may be reduced if the adjacent house(s) were built with a lesser front yard setback. The front yard setback shall be established by averaging the setback of the 2 adjacent houses. No setback shall be less than 10 feet.

C. LDR Use and Parking Standards Table.

<table>
<thead>
<tr>
<th>USE</th>
<th>APPROVAL TYPE</th>
<th>MINIMUM AUTO PARKING SPACES</th>
<th>MINIMUM BIKE PARKING SPACES</th>
<th>ADDITIONAL STANDARDS (ELECTION IN CHAPTER 23)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Single Detached Dwelling Unit</td>
<td>Permitted</td>
<td>1 per dwelling unit</td>
<td>-</td>
<td>9.04</td>
</tr>
<tr>
<td>1 Accessory Dwelling Unit (ADU)</td>
<td>Permitted</td>
<td>1 per dwelling unit</td>
<td>-</td>
<td>9.07</td>
</tr>
</tbody>
</table>
Format and Organization

1) Introduction, Toolbox, and Legal Provisions
2) Zone Districts
3) **Form Based Code**
4) Additional Use Standards
5) Site Design Review Standards
6) Landscaping and Green Infrastructure
7) Lighting
8) Signage
9) General Standards
10) Streets, Driveways, and Sidewalks
11) Subdivision of Land
12) Application Review Process and Administration
13) Non-Conforming
14) Definitions
SECTION 39-3.02 SUB-DISTRICTS

The Form Based Code District is divided into 9 Sub-Districts, as described below.

<table>
<thead>
<tr>
<th>SUB-DISTRICT</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CDT Central Downtown:</td>
<td>The intent of the CDT Sub-District is to protect and preserve the historic character and charm of Downtown Holland, while allowing for new investment. The regulations are designed to ensure that new buildings are complimentary with the existing urban fabric of the Downtown. Developers for properties located in the Downtown Holland National Historic District shall be required to meet with the Historic Preservation Planner and Section Planner prior to Site Plan application submittal. See Section 39-12-070.D.6.F1 for the map.</td>
</tr>
<tr>
<td>NDT North Downtown:</td>
<td>The intent of the NDT Sub-District is to enable the expansion of Holland’s existing mixed use and walkable Downtown north to seamlessly provide connections, and to focus on potential redevelopment of properties, especially as multifamily residential.</td>
</tr>
<tr>
<td>EDT East Downtown:</td>
<td>The intent of the EDT Sub-District is to encourage the redevelopment of the 8th Street corridor east of Downtown Holland into a walkable and attractive area that both complements the existing Downtown and considers the different context by allowing additional building types, frontage types, and longer setbacks.</td>
</tr>
<tr>
<td>WDT Waterfront Downtown:</td>
<td>The intent of the WDT Sub-District is to guide future development along Holland’s waterfront that connects to NDT and CDT, creating a cohesive, mixed use, walkable waterfront district within a vibrant Downtown.</td>
</tr>
</tbody>
</table>
### SECTION 39-3.05  BUILDING TYPES OVERVIEW

<table>
<thead>
<tr>
<th>BUILDING TYPES</th>
<th>REQUIREMENTS</th>
<th>SUB-DISTRICTS PERMITTED</th>
</tr>
</thead>
</table>
| Mixed Use      | - Be more than 1 story.  
                 - Have a commercial first story of at least 16 ft clear height, with an entrance facing the front street.  
                 - The commercial first story may be designated for other uses, but shall be designed to accommodate a commercial use.  
                 - Have upper stories designed for residential or commercial uses.  
                 - Any combination of building types not listed as permitted in another building type shall be considered a mixed use building. |
| Commercial     | - First story shall be a minimum of 16 ft in height.  
                 - Be designed for a commercial use.  
                 - Not include any residential units. |
| Multifamily (5+ units) | - Have 5 or more attached residential units, sharing interior hallways and exterior entrances.  
                             - Not include commercial or other non-residential uses, except for amenities for the residents. |
| Multifamily (2-4 units) | - Contain 2, 3, or 4 attached residential units, which may or may not share interior hallways and external entrances.  
                             - Have no commercial or other non-residential uses, except for amenities or common space for the residents. |
SECTION 39.3.12  FRONTAGE TYPE STANDARDS

Shopfront Frontage

FRONTAGE TYPE
A. Designed to accommodate retail or commercial uses.

REQUIREMENTS
B. Shall be constructed with a minimum of 60% transparent glass between 2 feet and 10 feet above grade at the sidewalk.
C. Shall include a main entrance recessed a minimum of 3 feet from the property line along the front street.
D. The entrance recession may exceed the maximum setback requirement by up to 3 feet.

DESIGN STANDARDS
E. Sign bands shall be 24 inches to 36 inches in height, centered immediately above the ground story windows and extend for a minimum of 30% of the façade. See Section 39.8.
F. Shall include a continuous public sidewalk extending along all plate glass of the ground story.
G. If more than 60 feet wide, shall be required to have at least one entrance per 60 feet of frontage, and must have a parapet or roofline at the top of the building that extends to a different height at least every 60 feet.
Format and Organization

1) Introduction, Toolbox, and Legal Provisions
2) Zone Districts
3) Form Based Code
4) Additional Use Standards
5) Site Design Review Standards
6) Landscaping and Green Infrastructure
7) Lighting
8) Signage
9) General Standards
10) Streets, Driveways, and Sidewalks
11) Subdivision of Land
12) Application Review Process and Administration
13) Non-Conforming
14) Definitions
SECTION 39-7.02 APPLICABILITY

A. The provisions of this Section shall apply to all properties requiring Site Plan approval.

Prohibited
Features that produce glare and light trespass

Limited
Decorative fixtures shall be permitted if the light trespass is 15% or less.

Permitted
Features that shield the light source to minimize glare and light trespass and to facilitate better vision at night.

This graphic is meant to be illustrative and is not regulatory in and of itself.
Format and Organization

1) Introduction, Toolbox, and Legal Provisions
2) Zone Districts
3) Form Based Code
4) Additional Use Standards
5) Site Design Review Standards
6) Landscaping and Green Infrastructure
7) Lighting
8) **Signage**
9) General Standards
10) Streets, Driveways, and Sidewalks
11) Subdivision of Land
12) Application Review Process and Administration
13) Non-Conforming
14) Definitions
SECTION 39-8.04 SIGNS ALLOWED WITH A PERMIT

See Article 39-58 for definitions of sign types.

<table>
<thead>
<tr>
<th>ZONE DISTRICTS: F-CDT, F-NDT, F-EDT, F-WDT, F-CENT</th>
<th>PERMISSIBLE, FREESTANDING SIGNS</th>
<th>PROJECTING, FREESTANDING SIGNS</th>
<th>AWNING, CANOPY, MARQUEE</th>
<th>PERMISSIBLE, FREESTANDING SIGNS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulation</td>
<td>WALL SIGN</td>
<td>FREE STANDING SIGN</td>
<td>PROJECTING SIGN</td>
<td>AWNING-CANOPY, MARQUEE</td>
</tr>
</tbody>
</table>

**Examples**

- **Maximum Height**: Signs shall be placed below the 2nd floor window sill or 10’-2” above finished grade. See Section 39-8.03.
- **Maximum Size**: 6’² per store frontage or property.
- **Maximum Number**: 32 of 6’² per sign.
- **Minimum Setback**: N/A. See Section 39-8.03.

**Diagram**

1. Wall signs shall be located within the boundaries of the lot and shall not extend beyond the edge of the wall, nor above the roof line of a building.
2. For wall signs, the distance between the face of the wall and the face of the sign shall not be more than 32 in. If the distance is greater than 32 in, the sign shall be considered a projecting sign.
3. Reader boards are allowed as a wall or freestanding sign, but not on both signs on a property.
4. Signs shall be flush to the face of the awning or canopy.
5. Proprietary marquees/freestanding signs shall be subject to the requirements of Section 39-8.03.
6. Signs in a PUD Zoning District will be located using the restrictions of this chart. See Section 39-8.03.
Format and Organization

1) Introduction, Toolbox, and Legal Provisions
2) Zone Districts
3) Form Based Code
4) Additional Use Standards
5) Site Design Review Standards
6) Landscaping and Green Infrastructure
7) Lighting
8) Signage
9) General Standards
10) Streets, Driveways, and Sidewalks
11) Subdivision of Land
12) Application Review Process and Administration
13) Non-Conforming
14) Definitions
f. Be located within the required side or rear yard setbacks provided the facility is a minimum of 3 feet from the property line.

g. Design Standards. Shall meet the design standards specified in Section 39-9.02.C.1.e.

h. Bicycle Racks. The design of bicycle racks shall follow the standards specified in Section 39-9.02.C.1.h.

i. Examples of Long Term Covered Bicycle Parking.

j. Examples of Long Term Covered Bicycle Parking Not Permitted.

D. Bicycle Parking Space Standards: Bicycle parking spaces in bicycle parking facilities shall be provided in accordance with this Table. A minimum of 4 public bicycle spaces shall be provided for all uses. See Article 29.2 Use and Parking Tables for the bicycle parking space standards per use and zone district.
Format and Organization

1) Introduction, Toolbox, and Legal Provisions
2) Zone Districts
3) Form Based Code
4) Additional Use Standards
5) Site Design Review Standards
6) Landscaping and Green Infrastructure
7) Lighting
8) Signage
9) General Standards
10) Streets, Driveways, and Sidewalks
11) Subdivision of Land
12) Application Review Process and Administration
13) Non-Conforming
14) Definitions
SECTION 39-12.01 INTENT

A. This Article establishes the processes used for the review of development applications.

How to use this Article:

1. Determine the Review Process required per application type from the table in Section 39-12.02.
2. Learn about the Approving Authorities for each review process in Section 39-12.03.
4. For All Other Review Processes: General Review Process requirements in Section 39-12.05.

SECTION 39-12.02 REVIEW PROCESSES AND APPROVING AUTHORITIES TABLES

<table>
<thead>
<tr>
<th>ALL ZONE DISTRICTS</th>
<th>APPLICATION TYPE</th>
<th>ZONING ADMINISTRATION ZONING PERMIT</th>
<th>ADMINISTRATIVE REVIEW STAFF</th>
<th>PLANNING COMMISSION</th>
<th>CITY COUNCIL</th>
<th>BOARD OF APPEALS</th>
<th>OTHER REQUIRED APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Improvements within structural changes</td>
<td>Final Determination</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Accessory Structures (other than PUD, A &amp; F Zone Districts)</td>
<td>Final Determination</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>HDC Approval in Historic Districts</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Signs (other than PUD, A &amp; F Zone Districts)</td>
<td>Final Determination</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>HDC Approval in Historic Districts</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Fences (other than PUD, A &amp; F Zone Districts)</td>
<td>Final Determination</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>HDC Approval in Historic Districts</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Outdoor Cafes where restaurant uses an allowed space (Private Property)</td>
<td>Final Determination</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>DIB Review for Psichosin, Downtown</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Section</td>
<td>Table Title</td>
<td>Planning Commission Review</td>
<td>Administrative Review</td>
<td>Reference if Applicable (Section 39)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>2</td>
<td>Site Plan Information</td>
<td>Required, if applicable</td>
<td>Not Applicable</td>
<td>39.07.C.9.d</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Traffic Study</td>
<td>Required, if applicable</td>
<td>Required, if applicable</td>
<td>39.07.A.7</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>4</td>
<td>Pre-Application Conceptual Plan (Framework Meeting)</td>
<td>Required</td>
<td>May be requested</td>
<td>39.07.C.6.a</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Pre-Application Conceptual Plan (Administrative Review Team Meeting)</td>
<td>Required</td>
<td>Required</td>
<td>39.06.B</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Site Plan Components Required

**Basic Site Plan Information**

- 2 Folded, Full Site Plan Hardcopies and Electronic Copy (parallel to larger sizes shall not be required): Required | Required
- Scale: Engineer Scale Minimum 1inch = 20 feet: Required | Required
- Legend & North Arrow on Cover Sheet: Required | Required
- Property Address on Cover Sheet: Required | Required

**Site Plan Sheets Required in this Order**

**Introductory Site Plan Sheets**

- Cover Sheet with scaled Location Map: Required | Required
- Survey: Required | Required
- Demolition & Removal: All site features including structures, pavement, landscaping, etc.: Required | Required

**Civil Site Plan Sheet**

| Structures: Existing, proposed, and future structures clearly delineated and marked with Gross Floor Area |
|---------------------------------------------------|-----------------------------------|
| Square Footage of Property and Structures: Percentage of impervious / pervious pavement: Required | Required |
| Property lines, setback lines, streets, sidewalks, driveways, delineation & dimensions: Required | Required |
| Driveways & Curb Cuts: Delineation & Dimensions: Required | Article 39.C.5 |
| Parking Spaces and Drive Arises - Delineation & Dimensions: Required | Required |
| Loading / Unloading Areas: Required, if applicable | Required, if applicable |
| Bicycle Parking Spaces: Delineation & Dimensions: Required | Required |

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**Section 39.12.09**
Thank you!

Questions?