Village of Middleville Downtown Development Authority

MAIN STREET VISION PLAN



March 20, 2026

MAIN STREET VISION PLAN

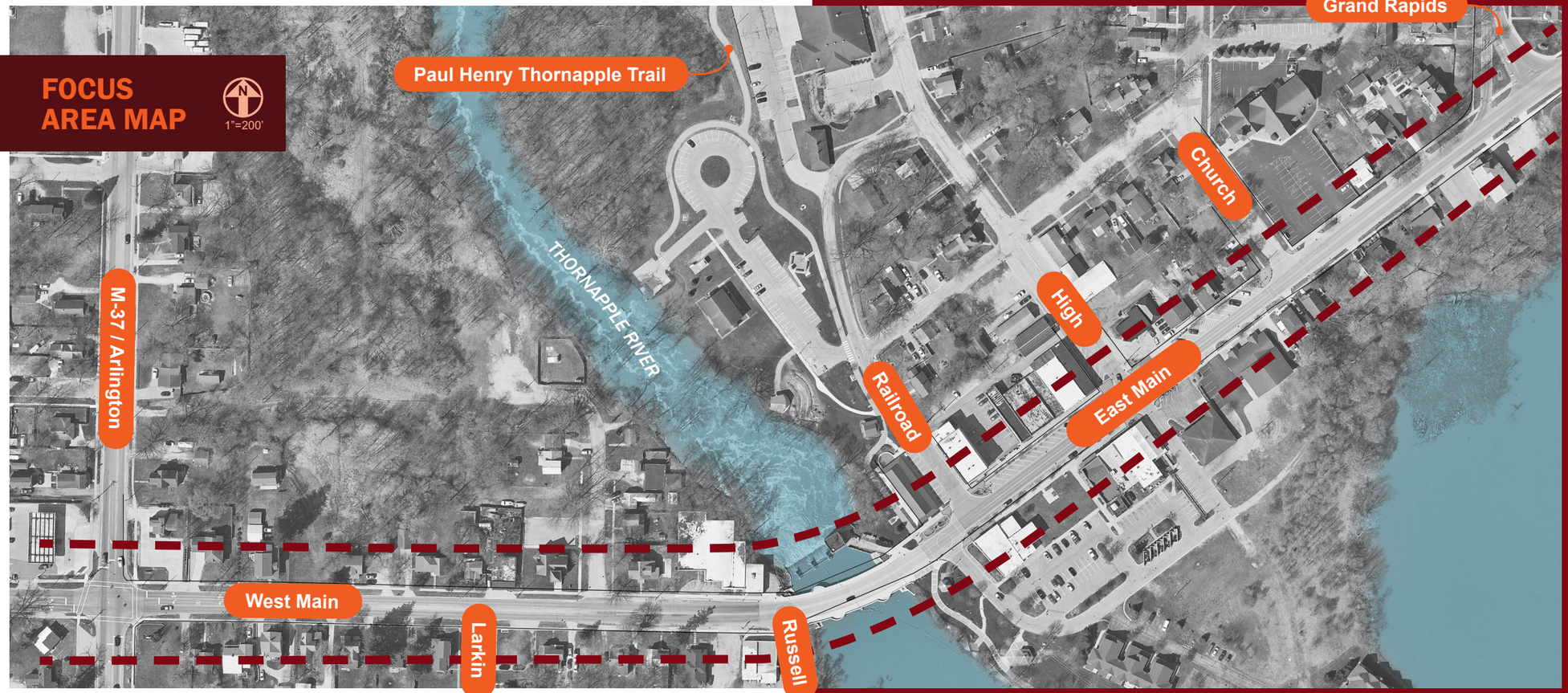
Today, East Main Street from Russell to Church Streets is downtown Middleville. It is home to vibrant businesses, large community greenspaces, and government centers. The Village and DDA have invested significant resources to enhance the streetscape, river and trail connections, and gathering spaces along the corridor.

The East Main Street Vision Plan explores that investment expanding beyond these boundaries, continuing east and west to Grand Rapids Street and M-37, respectively. This Plan explores the following concepts:

- Creation of a streetscape standards matrix to guide future repairs and improvements
- Reinforcement of arrival through gateway elements and transition zones into the downtown core
- Extension and reinforcement of streetscape amenities to support economic development
- Establishment of activated spaces to support a new Social Zone
- Enhanced safety interventions for all modes of transportation (walk, roll, bike, drive)

FOCUS AREA MAP

1"=200'



The subsequent pages display diagrammatic sketches of what Main Street could become.

They are conceptual in nature, meant to inspire future implementation efforts. While the emphasis of this Vision Plan shifts by location, the corridor can be broadly understood through the following segments, described from west to east.

- M-37 to Russell Street: Focuses on character and speed transitions.
- Bridge to the Paul Henry Thornapple Trail: Focuses on gateway establishment and bridge activation.
- Railroad to Church Streets: Focuses on safety and social space enhancements.
- Church to Grand Rapids Streets: Focuses on character and speed transitions.



M-37 TO RUSSELL STREET: CHARACTER



BRIDGE TO TRAIL: ACTIVATION



RAILROAD TO CHURCH STREETS: SOCIAL SPACES



CHURCH TO GRAND RAPIDS STREETS: SPEED TRANSITIONS

signals on mast arm supports

transitional mixed use infill (per Village Master Plan)

street trees

lights with banners

promote outdoor business activity (maintain 6' min. walking zone)

pedestrian activated signals

decorative stamped concrete circle in a deeper shade

new bypass lane

brick banding

new parklet and signage

accessible curb ramp with cast iron detectable warning strip

pavement markings per MUTCD guidelines

concrete band with reflective pavement markings

stamped concrete in a herringbone pattern

THE RENDERING BELOW DEPICTS THE INTERSECTION CONCEPT WITHOUT ADDITIONAL INFILL.



M-37 AND WEST MAIN STREET GATEWAY CONCEPT RENDERING



M-37 TO LARKIN STREET DIAGRAMMATIC SKETCH

SUPPLEMENTAL NOTES:

- Existing lane width dimensions remain the same as existing to limit costs and disturbance to existing street trees.
- A bypass lane has been proposed on the westbound lane of W Main Street to enhance turning movements onto M-37 and alleviate traffic congestion during school hours.
- Crosswalks and intersecting sidewalks are realigned at M-37 to enhance visibility and shorten pedestrian walking distances.
- New, enhanced intersections at M-37 and Larkin Street include integrally colored and stamped concrete. This creates a visual and tactile change in pavement, elevating driver awareness.
- Consider engaging MDOT in conversations regarding the possibility of a raised intersection as part of the pavement reconstruction to better enhance pedestrian safety and east-west residential connections.
- A new raised, mid-block crosswalk and pedestrian crossing signage has been proposed at Larkin Street.
- To avoid the need for additional permanent irrigation, no plantings beyond drought resistant perennials at the gateway parklet, lawns, and street trees have been proposed west of the bridge.

NET PUBLIC PARKING: 0

- Total Existing: 0 spaces | Total Proposed: 0 spaces

SKETCH KEY

existing features label

proposed features label

existing tree

proposed tree

light + banner

bench

fence + brick pillars

bollards

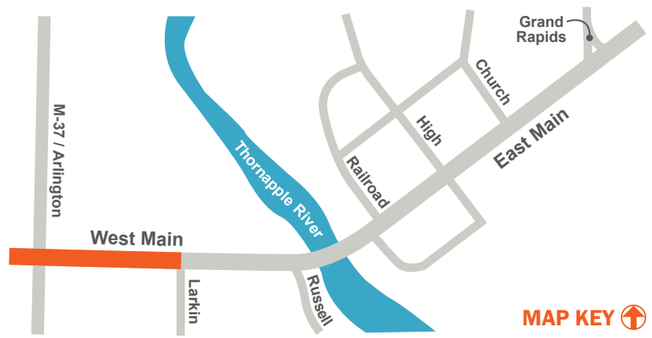
movable street furniture

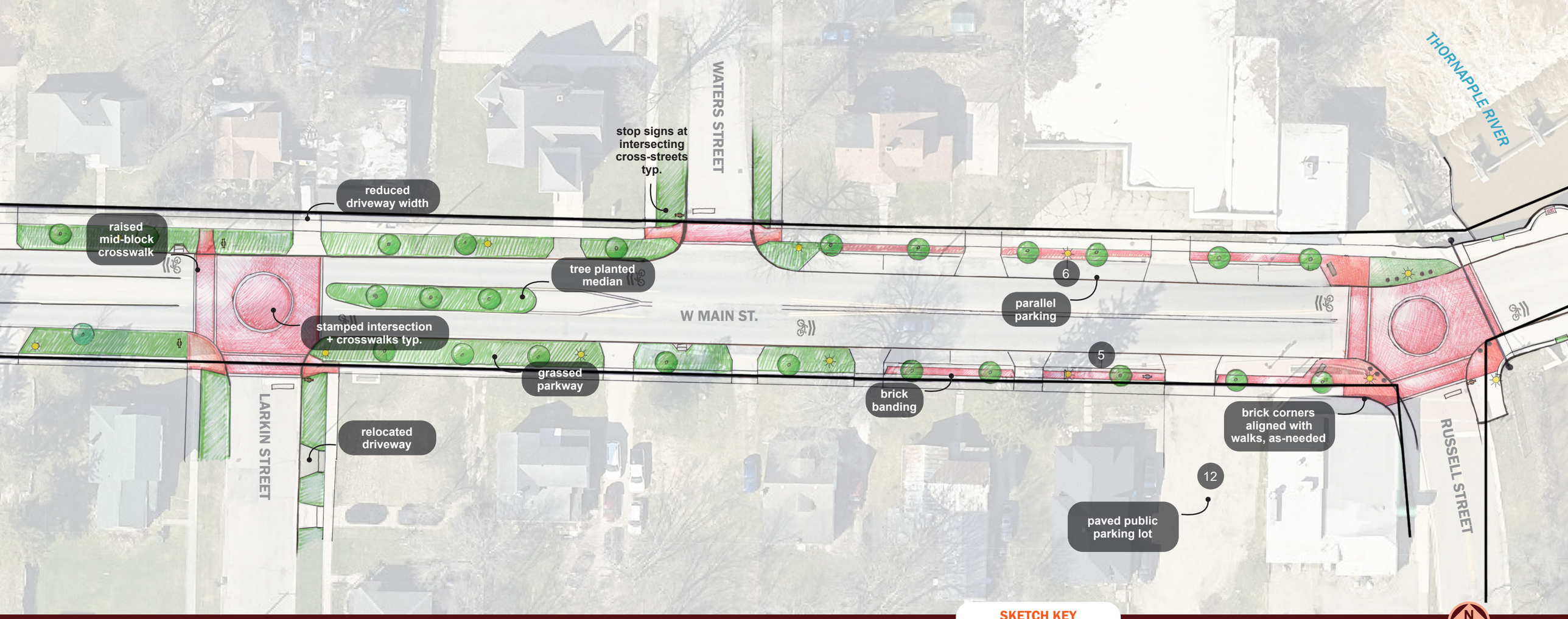
signs (wayfinding, yield, stop)

bike sharrows

N

0' 40' 80'





LARKIN STREET TO RUSSELL STREET DIAGRAMMATIC SKETCH

0' 40' 80'

SUPPLEMENTAL NOTES:

- Existing travel lanes on W Main Street are exceptionally wide and have been reduced from the Larkin to Russell Streets. This slows traffic approaching downtown and provides space for other streetscape amenities.
- A median on the east side of Larkin makes the drive lanes feel narrower, slowing vehicular traffic and signals a shift to more pedestrian oriented traffic patterns.
- Parallel parking is provided on both sides of W Main Street from Water Street to Russell Street. Space dimensions match existing parking on E Main Street.
- Crosswalks at Russell Street are realigned to enhance vehicular visibility and shorten pedestrian walking distances.
- To avoid the need for additional permanent irrigation, no plantings beyond drought resistant lawns and street trees have been proposed west of the bridge.

NET PUBLIC PARKING: +23

- Total Existing: 0 spaces | Total Proposed: 23 spaces

SKETCH KEY

existing features label

proposed features label

existing tree

proposed tree

light + banner

bench

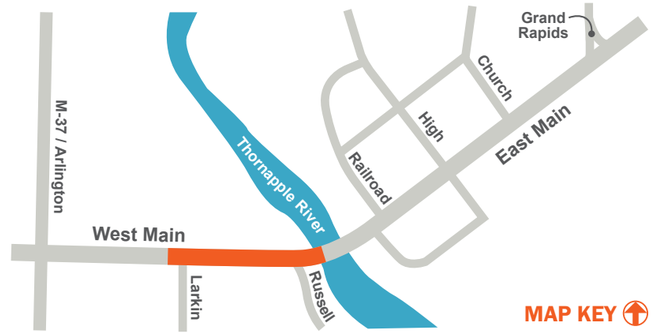
fence + brick pillars

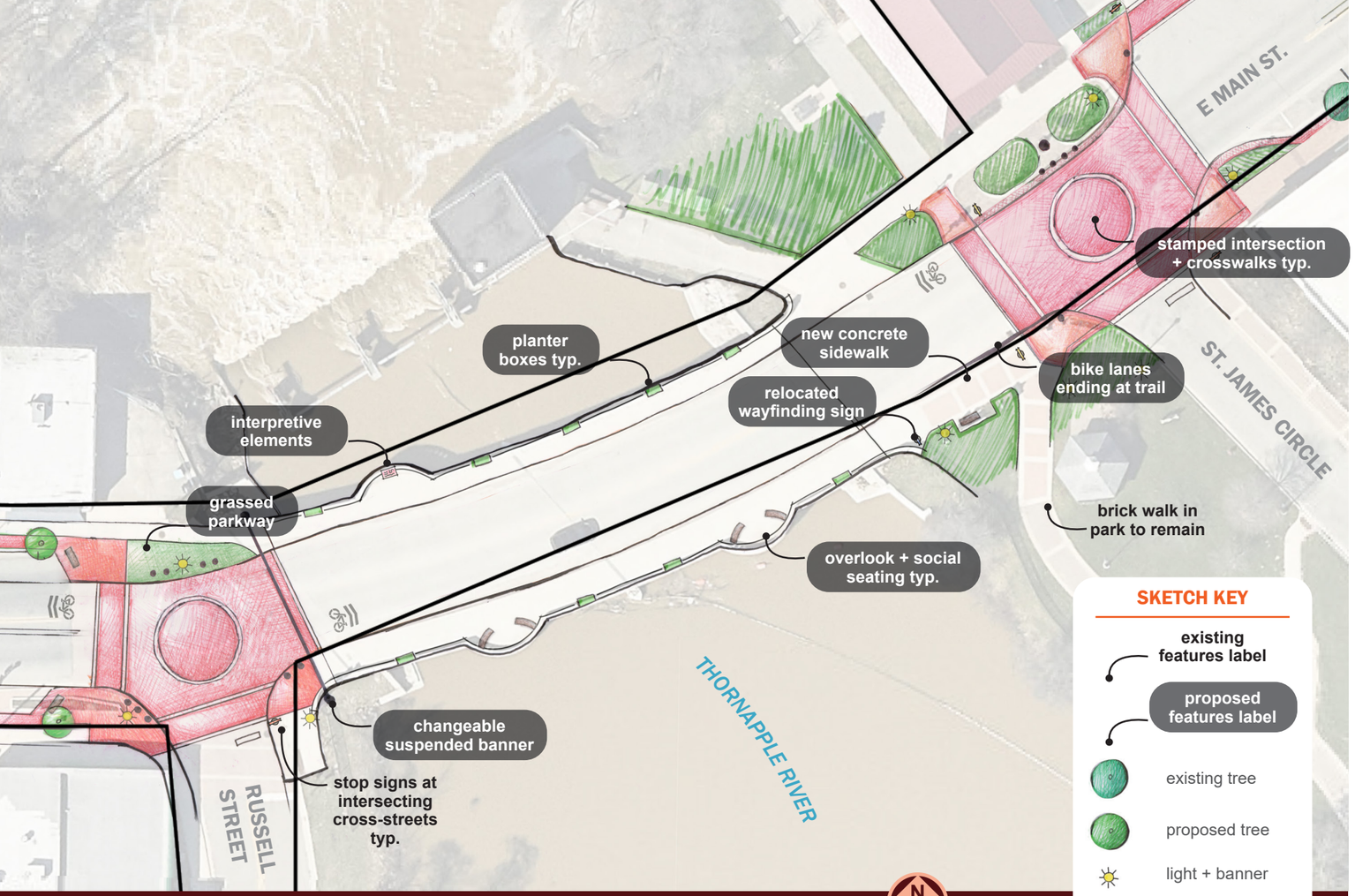
bollards

movable street furniture

signs (wayfinding, yield, stop)

bike sharrows





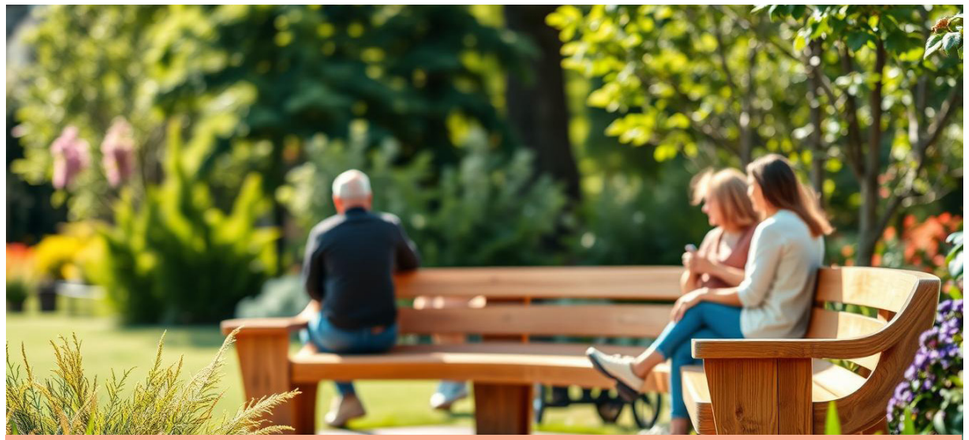
BRIDGE ACTIVATION DIAGRAMMATIC SKETCH



SUSPENDED STREET BANNER



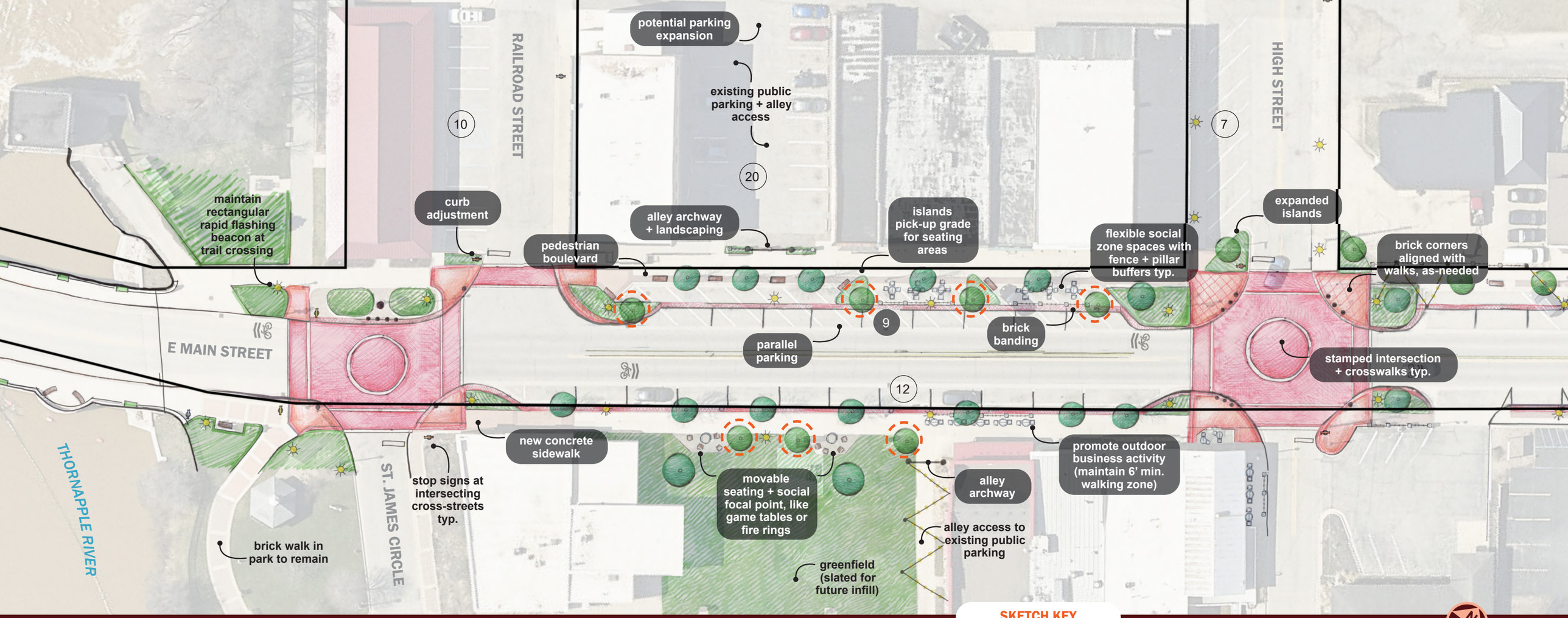
INTERPRETIVE SIGN AND VIEWER



CURVED SOCIAL SEATING AT RIVER OVERLOOKS



PLANTER BOXES WITH DROUGHT TOLERANT VEGETATION



ST. JAMES CIRCLE TO HIGH STREET DIAGRAMMATIC SKETCH

SUPPLEMENTAL NOTES:

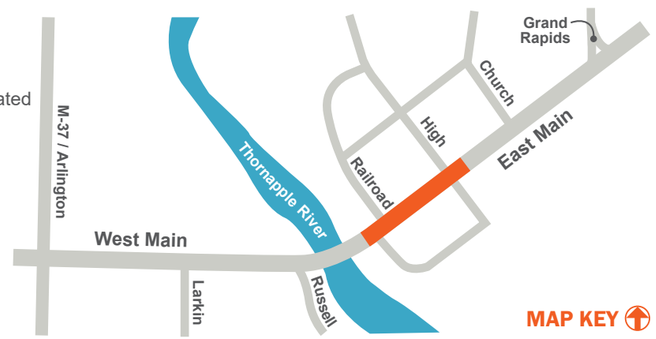
- Existing lane widths and parallel parking dimensions remain the same as existing.
- The right-of-way greatly confines public streetspace downtown and there are no readily available easements that would dispute its location on as-built plans (by others). It is recommended the Village engage a professional surveyor to delineate these boundaries.
- Replacement of existing angled parking with parallel provides the physical area needed to create new social spaces along the streetscape.
- Additionally, the removal of the angled parking along the hill sections of Main Street greatly enhances safety for all modes of transportation, offering greater visibility throughout the corridor, particularly to on-street cyclists and pedestrians at crosswalks.
- For improved visibility, replace existing understory vegetation within the ROW that measures +30" in height from the sidewalk grade with shorter plant material.
- Expanded sidewalk areas are programmed with permanent seating, landscaping, and lighting, although areas are preserved for activation by future infill development.
- To address maintenance of planting areas, an "Adopt a Garden" volunteer program with recognition signage is encouraged and optional tree plantings have been identified. Replace existing invasive Callery Pear trees as projects are constructed.
- Proposed archways, lighting, and art, activate the existing alleys. These enhancements promote safe pedestrian connections between downtown businesses, parks, and public parking lots, and create more usable space for outdoor activities and business incubation.

NET PUBLIC PARKING: -8

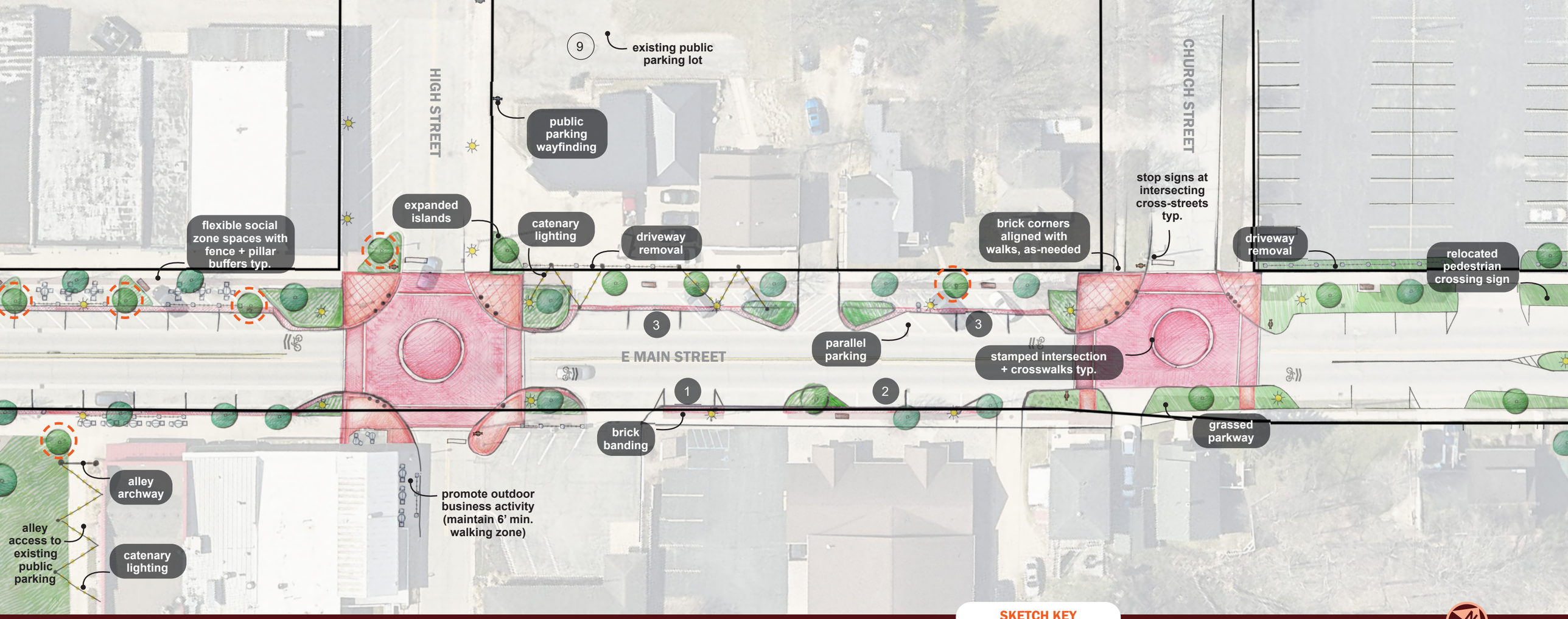
- Total Existing: 66 spaces | Total Proposed: 58 spaces

SKETCH KEY





0' 40' 80'



HIGH STREET TO CHURCH STREET DIAGRAMMATIC SKETCH

SUPPLEMENTAL NOTES:

- Existing lane widths and parallel parking dimensions remain the same as existing.
- The right-of-way greatly confines public streetspace downtown and there are no readily available easements that would dispute its location on as-built plans (by others). It is recommended the Village engage a professional surveyor to delineate these boundaries.
- Replacement of existing angled parking with parallel provides the physical area needed to create new social spaces along the streetscape.
- The removal of the angled parking along the hill sections of Main Street greatly enhances safety for all modes of transportation, offering greater visibility throughout the corridor, particularly to on-street cyclists and pedestrians at crosswalks.
- For improved visibility, replace existing understory vegetation within the ROW that measures +30" in height from the sidewalk grade with shorter plant material.
- Expanded sidewalk areas are programmed with permanent seating, landscaping, and lighting.
- To address maintenance of planting areas, an "Adopt a Garden" volunteer program with recognition signage is encouraged and optional tree plantings have been identified. Replace existing invasive Callery Pear trees as projects are constructed.

NET PUBLIC PARKING: -4

- Total Existing: 22 spaces | Total Proposed: 18 spaces

SKETCH KEY

existing features label

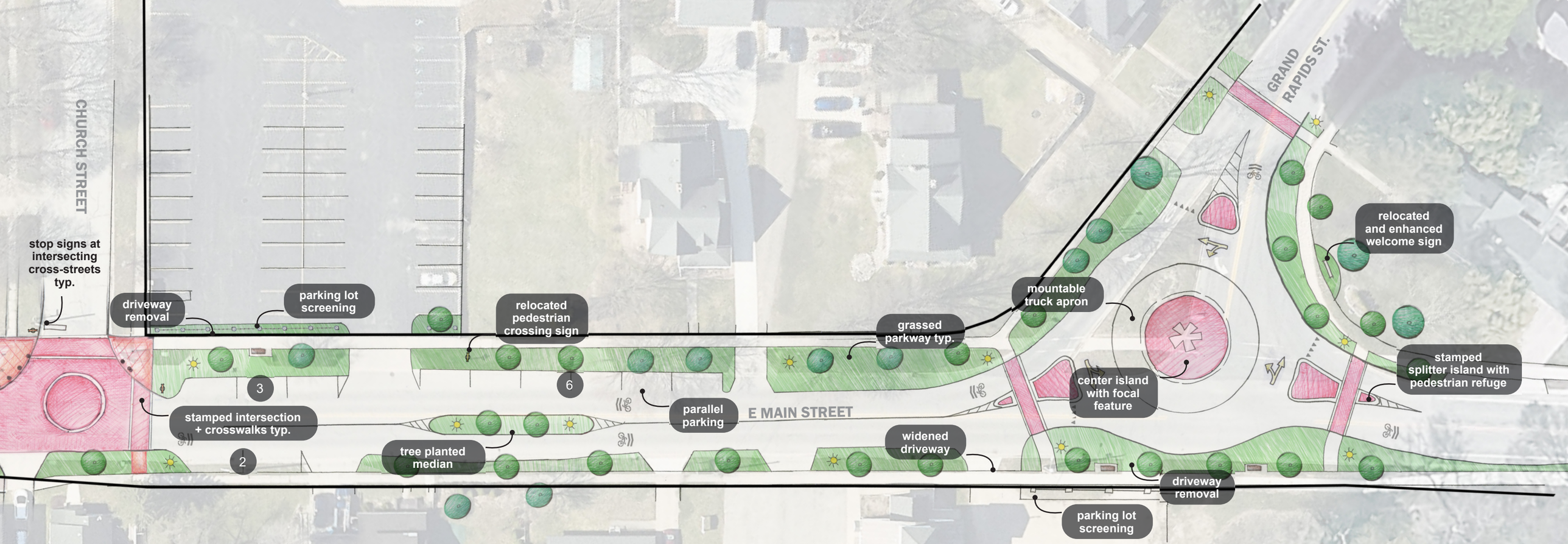
proposed features label

- existing tree
- proposed tree
- light + banner + irrigated hanging basket
- bench
- fence + brick pillars
- bollards
- movable street furniture
- signs (wayfinding, yield, stop)
- bike sharrows
- optional tree planting

0' 40' 80'



CHURCH STREET TO GRAND RAPIDS STREET DIAGRAMMATIC SKETCH



SUPPLEMENTAL NOTES:

- A round-a-bout replaces the splitter intersection at Grand Rapids Street, signaling approach to downtown on East Main. This traffic control device both slows vehicular speeds and creates a near continuous flow to prevent backups, while also offering space for gateway features such as art, signage, or plantings. The round-a-bout would require a full reconstruction of the intersection and confirmation of the right-of-way would be needed.
- Existing travel lanes are exceptionally wide and have been reduced to slow traffic approaching downtown. This also provides space for other streetscape amenities.
- Redundant driveways have been assessed for enhanced access management along E Main Street and opportunities for expanded on-street parking.
- Parking lot screening outside of the right-of-way would need to be negotiated with private property owners.
- Parallel parking is provided on both sides of E Main Street to Grand Rapids Street. Space dimensions match that of existing parallel parking.
- Curb extensions and crosswalk realignments enhance vehicular visibility and shorten pedestrian walking distances.

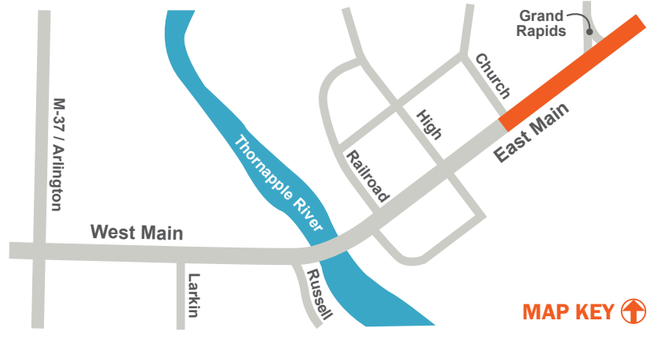
NET PUBLIC PARKING: +11

- Total Existing: 0 spaces | Total Proposed: 11 spaces

SKETCH KEY

- existing features label
- proposed features label
- existing tree
- proposed tree
- light + banner
- bench
- fence + brick pillars
- bollards
- movable street furniture
- signs (wayfinding, yield, stop)
- bike sharrows

0' 40' 80'

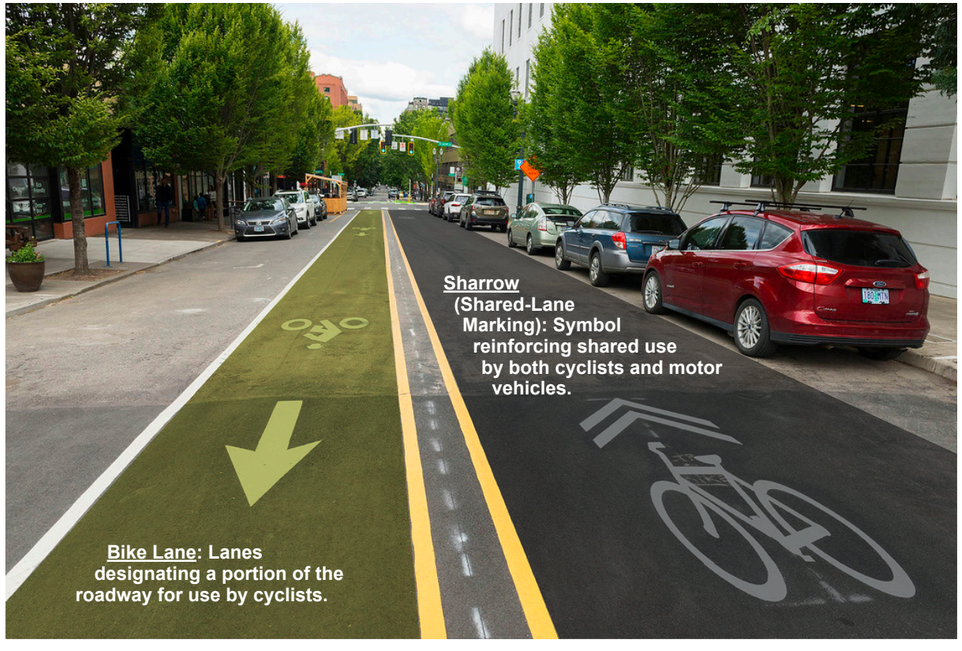


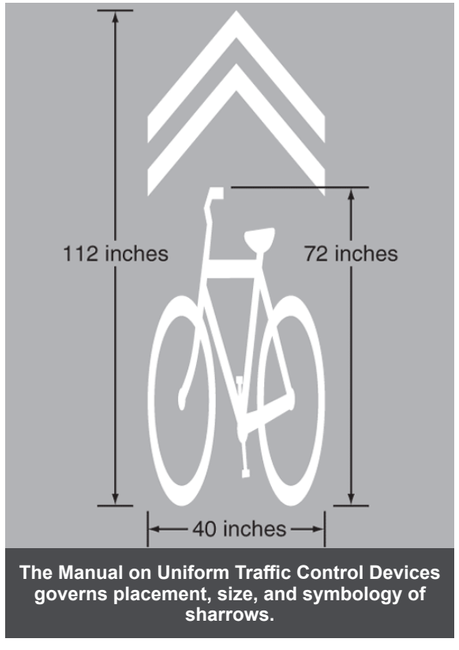
A NOTE ON BIKE INFRASTRUCTURE



Bike infrastructure, including off-street, separated lanes, and on-street facilities, was evaluated as part of this planning process. The following is a short summary of this evaluation:

- Per the Village Ordinance Sec. 66-163 Operations and Use:
  - "No person shall operate a skateboard upon Main Street, or upon any sidewalk, parking lot, or area abutting Main Street between Railroad Street and High Street." and "No person shall operate a bicycle or skateboard upon any sidewalk, street or area where traffic control devices or signs are posted or displayed which prohibit such operation."
  - This means that bikes aren't currently allowed on streets downtown. The Village should take steps to amend this language to align with proposed elements of this Plan.
- Bikes in Alleys:
  - After assessment of multiple routes, it was not recommended to direct bicycle traffic through the alleys running parallel to Main Street (Middleville Bridge to Church Street).
  - Potential alley routes lack connectivity from the east and west ends of downtown, have ownership and topography challenges, would require significant investment in physical infrastructure and wayfinding, and would create more vehicle-cyclist conflict points with mid-block crossings on side-streets very close to Main Street intersections.
  - Bike amenities (racks, repair stations, etc.) are not shown on Main Street, but are encouraged in existing parks and alleys adjacent to downtown. These amenities should be represented in downtown wayfinding.
- Multi-Modal Safety:
  - The removal of the angled parking along the hill sections of Main Street greatly enhances safety for all modes of transportation, offering greater visibility throughout the corridor, including to on-street cyclists.
  - Sharrow pavement markings and regulatory signage remind drivers and cyclists that the road is a shared space, of which, they both are required to follow traffic laws.
- Bike Lanes and Sharrows:
  - Bike lanes were explored from M-37 to the Paul Henry Trail and again past Church Street. These roads are exceptionally wide and could accommodate bike lanes without reconstruction if proposed medians are excluded.
  - The right-of-way greatly confines public streetspace downtown from the Middleville bridge to Church Street. There are no readily available easements that would dispute the ROW location on as-built plans (by others). Because of this, bike lanes wouldn't fit within the street without major reconstruction or ROW acquisition.
  - Sharrow (shared-lane) pavement markings reinforce the street as a shared space for bikes and cars. These traffic control devices are shown along Main Street throughout the diagrammatic sketches, as it was determined through this planning process to be a more reasonable and consistent alternative to dedicated bike lanes at this time.





The Manual on Uniform Traffic Control Devices governs placement, size, and symbology of sharrows.

APPENDIX A

REVIEW OF EXISTING STREETSCAPE STANDARDS

Abbrev.	REFERENCE DOCUMENTS:
Ord 58	Code of Ordinances: Ch. 58 STREETS, SIDEWALKS AND OTHER PUBLIC PLACES
Ord 62	Code of Ordinances: Ch. 62 TELECOMMUNICATIONS
Ord 66	Code of Ordinances: Ch. 66 TRAFFIC AND VEHICLES
Ord 70	Code of Ordinances: Ch. 70 UTILITIES
Ord 74	Code of Ordinances: Ch. 74 VEGETATION
Ord 78	Code of Ordinances: Ch. 78 ZONING
Facade Guidelines	Downtown Building Facade Design Guidelines & Financial Incentives
Blueprint	Downtown Blueprint
DDA/TIF	DDA Development and Tax Increment Financing Plan

Streetscape Standards Audit

I.D. #	Reference Document	Page/Section Reference	Topic	Standard	Comments
1	Blueprint	Pg. 32	Design	Downtown must remain pedestrian-oriented, while M-37 is auto-oriented.	Implemented
2	Blueprint	Pg. 35	Design	Pedestrian walkway and guardrail enhancements on the bridge, which could include lighting, landscape (i.e., hanging baskets or planter boxes), decorative pavers, banners, etc.;	
3	Blueprint	Pg. 48	Design	Given the current configuration of front facades in Old Downtown, storefront display windows tend to be small or non-existent. This is a drawback for the district and it's businesses since large windows and attractive window displays encourage pedestrian traffic, window shopping, and impulse buying.	Partially Implemented
4	Blueprint	Pg. 43	Design	Bringing the elements used in Stagecoach Park and on the Paul Henry Thornapple Trail to Main Street in terms of street lights, benches, and trash receptacles;	Implemented - needs review for consistency
5	Blueprint	Pg. 43	Design	Adding flowers and trees to Main Street in order to enliven its walks;	Implemented
6	Blueprint	Pg. 45	Design	Angled parking should be re-introduced to at least one side of East Main Street, from Railroad to High Streets, while retaining two-way traffic flow;	Implemented
7	DDA Facade GB	Part 1: Building Design Guidelines- Major Building Elements	Building Façade (Length)	Facades which stretch across more than one business space should be articulated with a strong vertical element at least every 50 linear feet. A facade longer than 100 feet should be divided by some major break, such as a set-back, a change in color or type of materials, or a separation into separate buildings.	Describes the acceptable left of a building's street facing façade and how it is to be divided up should façade extend beyond 100ft
8	DDA Facade GB	Part 1: Building Design Guidelines- Major Building Elements	Building Façade (Store-Fronts)	Store-front glass should be a major element of the main facade of a retail commercial building, taking up at least 60% of the length of the facade. The bottom of the glass should normally be within 2 feet of the pavement, and the top at least as high as the top of the entry door; glass transom windows can be placed above the storefront. (If an awning is used, it would normally cover the transom windows-see item 16.) Glass should be transparent or only very lightly shaded for energy efficiency.	Store front glass placement standards
9	DDA Facade GB	Part 1: Building Design Guidelines- Major Building Elements	Building Façade (Doorways)	Entries should be recessed to create a visual indication of their importance, and to allow doors to swing outward without striking pedestrians passing by. Doors should be wood or a storefront aluminum with 6 inch side and top rails and a minimum of 12 inches at the bottom.	Dimensions and specifications for doorways and along the corridor
10	DDA Facade GB	Part 1: Building Design Guidelines- Architectural Details and Decorations	Details (Canopies, Awnings)	Canopies or awnings are encouraged, and should be placed to give a comfortable human scale underneath them. Normally this would call for the lowest part of a canopy or awning to be a minimum of 8 feet and a maximum of 10 feet above the pavement, and a maximum of 1 foot above the store-front windows (not counting any transom windows).	Specifications for awning and canopy placement for optimal visitor comfort

I.D. #	Reference Document	Page/Section Reference	Topic	Standard	Comments
11	DDA Facade GB	Part 1: Building Design Guidelines- Architectural Details and Decorations	Details (Lighting)	Exterior lighting, including lighting of signs, should be consistent with the historical period and the Village Image indicated for the location of the building, when one has been established. The quality and color of light on or near a building should be comfortable and flattering to the people entering the businesses. Awnings should not be lit with interior bulbs or up-lights.	
12	DDA TIF Plan	Table 1: Design Projects	Design	Update downtown design guidelines for buildings and the public realm	DRAFT
13	DDA TIF Plan	Table 1: Design Projects	Design	Improve/modify streetscape on Main Street	DRAFT
14	DDA TIF Plan	Table 1: Design Projects	Design	Improve Railroad Depot and grounds	DRAFT
15	DDA TIF Plan	Table 1: Design Projects	Design	Replace Village quadplex with new public facility (such as library, activity center, river support business)	DRAFT
16	DDA TIF Plan	Table 1: Design Projects	Design	Install splash pad (moderate size)- Splash Pad areas often feature open space where children are encouraged to play and get wet via water jets and other amenities embedded in the ground. Splash Pad spaces often feature: •Ground- level spray nozzles •Bubblers •Floor Showers •Water cannons •Nearby bathroom facilities	DRAFT
17	DDA TIF Plan	Table 1: Design Projects	Design	Install playground equipment (moderate size)	DRAFT
18	DDA TIF Plan	Table 1: Design Projects	Design	Continue to implement façade improvement program	DRAFT
19	DDA TIF Plan	Table 1: Design Projects	Design	Install art and murals (Murals & Wall Art)- With works often spanning from professional artistry to local talents, murals and wall art can elevate public spaces while also serving as a point of interest that attracts visitation and revenue. They can also help to establish a sense of identity and place. Murals and wall art can often be seen on/around: •Public buildings •Event venues •Restaurants/Eateries •Outdoor gathering spaces	DRAFT
20	DDA TIF Plan	Table 1: Design Projects	Design	Install public gathering space amenities such as seating, lighting, and fire pits (Public Gathering Space)- Public gathering spaces often serve as a place for to congregate and mingle in an outdoor area. With design elements like vegetation and characteristic patterns, they can function as a hub for interaction while helping to establish a sentence of character simultaneously. Public gathering spaces often feature: •Social events •Outdoor seating areas •Sidewalk art •Planter boxes	DRAFT
21	DDA TIF Plan	Table 1: Design Projects	Design	Improve alleys with lighting, amenities, and activation (Alley Activation)- Alley activation can be described as the revitalization of under-utilized alley ways in the urban context. Festive decoration, amenities and events encourage people of all ages to enjoy and occupy these otherwise forgotten spaces. Activated alleys often feature: •Outdoor seating areas •Strings lighting •Murals and other forms of outdoor art •Planter boxes	DRAFT

I.D. #	Reference Document	Page/Section Reference	Topic	Standard	Comments
22	DDA TIF Plan	Table 1: Design Projects	Design	Improve bike amenities	DRAFT
23	DDA TIF Plan	Table 1: Design Projects	Design	Install WIFI for public use	DRAFT
24	DDA TIF Plan	Table 2: Economic Vitality Projects	Economic	Establish and maintain a “social district”	DRAFT
25	DDA TIF Plan	Table 2: Economic Vitality Projects	Economic	Market available properties	DRAFT
26	DDA TIF Plan	Table 2: Economic Vitality Projects	Economic	Provide grant, loan, project, and administration assistance to property and business owners	DRAFT
27	DDA TIF Plan	Table 2: Economic Vitality Projects	Economic	Provide technical support for businesses for promotion, marketing, and social media	DRAFT
28	DDA TIF Plan	Table 2: Economic Vitality Projects	Economic	Maintain a list of potential grants, funders, and economic development resources available to business and property owners	DRAFT
29	DDA TIF Plan	Development Project Precedent Images (Pg. 13)	Design	include some form of design, graphic, or phrase that help to capture the defining element/idea of a space and establish a sense of place. Gateway signage often includes: •The main insignia of a place (village, city, etc.) •Eye-catching color scheme •Abstract design elements •Notable Size	DRAFT
30	DDA TIF Plan	Table 3: Organization Projects	Engagement	Coordinate activities, events, and improvements with local institutions, organizations, business groups, and businesses	(DRAFT) Table 3 primarily focuses on fostering engagement among residents, businesses, local institutions and organizations that creates opportunities for collaboration while encouraging public feedback.
31	DDA TIF Plan	Table 4: Promotion Projects	Activation	Program year-round annual events (large and small; including market and concert series)	DRAFT
32	DDA TIF Plan	Table 4: Promotion Projects	Activation	Create and implement a winter activation plan for encouraging downtown visitation during colder months	DRAFT
33	DDA TIF Plan	Table 4: Promotion Projects	Activation	Create and install banners advertising events and festivals	DRAFT
34	Ord 58	Sec. 58-52. Exceptions	Design	The provisions of section 58-51 shall not be applicable to a duly authorized village official or employee in the course of his employment; to a person acting under contract with the village; or in any emergency requiring immediate action to preserve public or private property or the public safety, provided that such emergency shall first be reported to the police department which shall grant permission to make the necessary excavation or obstruction, and provided that an application for a permit is made in the required manner on or before the close of the next business day	This exempts the Village from adhering to the standards of it's own ordinances
35	Ord 58	Sec. 58-101. Crosswalks	Design	All crosswalks shall be constructed and kept in repair by the village under the direction of the director of department of public works at such time, in such manner, in such places and of such material as it shall from time to time by resolution direct	This requires the Village to maintain it's crosswalks
36	Ord 58	Sec. 58-102. Sidewalks	Material	All sidewalks shall be constructed of cement upon a proper foundation	Very basic sidewalk materials requirements
37	Ord 58	Sec. 58-103. Construction, Rebuilding and / or Repair	Maintenance	A. The council may at any time by resolution authorize, direct, and require that sidewalks under this division be constructed, rebuilt, or repaired on or along either or both sides of any street or streets or part of any street or streets.	Council's power to direct sidewalks to be built or repaired
38	Ord 58	Sec. 58-103. Construction, Rebuilding and / or Repair	Design	B. Such resolution in subsection (a) of this section shall specify the points of terminus and width of such sidewalk, the grade, and the manner of the construction thereof.	Council's power to direct sidewalks to be built or repaired

I.D. #	Reference Document	Page/Section Reference	Topic	Standard	Comments
39	Ord 58	Sec. 58-107.A Owner to Snow Removal	Maintenance	All persons owning or occupying lots or parcels within the village limits which are bordered by a sidewalk on any side or sides shall remove snow from such sidewalk or sidewalks within 48 hours from the time any snowstorm shall cease.	Snow removal by adjacent property owner provision
40	Ord 58	Sec. 58-107.B Owner to Snow Removal	Maintenance	Should any person fail to remove snow as provided in subsection (a) of this section, the director of the department of public works shall cause such snow to be removed and the expense thereof shall be charged to the person violating this division.	Initial consequence of lack of snow removal: village will remove snow and owner if fined
41	Ord 58	Sec. 58-107.C Owner to Snow Removal	Maintenance	Should such person refuse to pay the charge stated in subsection (b) of this section, the director shall report the same to the village assessor and such sum shall be assessed on such lots and collected the same as other village taxes.	Secondary consequence: owner is reported and charged
42	Ord 62	Sec. 62-102. Terms Defined	Definition	Public right-of-way means the area on, below, or above a public roadway, highway, street, alley, easement or waterway. Public right-of-way does not include federal, state, or private right-of-way	Definition of ROW
43	Ord 62	Sec. 62-108. Repair of Damage	Maintenance	Pursuant to section 15(5) of the Act, a telecommunications provider undertaking an excavation or construction or installing telecommunications facilities within a public right-of-way or temporarily obstructing a public right-of-way in the village, as authorized by a permit, shall promptly repair all damage done to the street surface and all installations under, over, below, or within the public right-of-way and shall promptly restore the public right-of-way to its preexisting condition.	Related to repair if street is dug up.
44	Ord 62	Sec. 62-112. Use of Funds	Funding	Pursuant to section 10(4) of the Act, all amounts received by the village from the authority shall be used by the village solely for rights-of-way-related purposes. Depositing the amounts received into the major street fund and/or local street fund, maintained by the village under Act No. 51 of the Pubic Acts of 1951, would help ensue compliance with this requirement of the Act.	How funds / fees can be used
45	Ord 66	Sec. 66-123.A Parking of Vehicles on Village Streets; Parking in Village Owned / Operated Lots; Permits	Parking	No vehicle shall be parked on any street in the village between the hours of 2:00 a.m. and 6:00 a.m. from November 1 through March 31. Vehicles may be parked on the street at any time from April 1 through October 31, subject to the restrictions in section 66-126. .	Refers to when car can / cannot be parked in the village between 2am and 6am
46	Ord 66	Sec. 66-123.B Parking of Vehicles on Village Streets; Parking in Village Owned / Operated Lots; Permits	Parking	Except as otherwise provided by section 66-123(c) below, no vehicle shall be parked in any Village-owned or operated parking lot between the hours of 3:00 a.m. and 6:00 a.m	No vehicles shall be parked in Village-operated lots between 3am and 6am
47	Ord 66	Sec. 66-123.C Parking of Vehicles on Village Streets; Parking in Village Owned / Operated Lots; Permits	Parking	Notwithstanding the prohibition set forth in section 66-123(b) above, an owner of a vehicle may park a vehicle within a village-owned or operated parking lot overnight, including between the hours of 3:00 a.m. and 6:00 a.m., if granted a permit by the village for such purpose. The village council may, by resolution, establish a process for the review and grant of such permits, including conditions, application forms, and procedures. The village may establish, pursuant to that resolution or another resolution, which may be modified from time to time, a fee for the grant, renewal or maintenance of such a permit. The village manager is hereby authorized and directed to establish necessary rules and regulations for the.	A permit may be award to a vehicle owner via Village Council to bypass 66-123.B
48	Ord 66	Sec. 66-123.D Parking of Vehicles on Village Streets; Parking in Village Owned / Operated Lots; Permits	Parking	Any violation of this section shall be a municipal civil infraction, pursuant to the process for violations and issuance of municipal civil infraction notices and municipal civil infraction citations found in chapter 1, article II of this Code, for which the fine shall be $25.00 for the first offense, $100.00 for a first repeat offense, and $250.00 for any subsequent offense, and in addition to all of the costs, damages, and expenses, including reasonable attorney's fees, incurred by the village by reason of the violation, as provided by law. The imposition or payment of any municipal civil infraction penalty shall not prevent the village from seeking injunctive relief or other available relief against a violator as may be permitted by law, nor shall it prevent the village from taking action against a violator for any subsequent offense. For purposes of this section, "subsequent offense" means a violation committed by the same person within 12 months of a previous violation of this section for which the person admitted responsibility or was adjudicated to be responsible; provided, however, that offenses committed on subsequent days within a period of one week following issuance of a citation for a first offense shall all be considered separate first offenses. Each day that a violation continues shall constitute a separate offense.	This section refers to the consequences of not abiding by 66.123. A + B and the associated fees and definitions
49	Ord 66	Sec. 66-129. No Parking Signs	Parking	The village council may direct that official no parking signs be erected by the village department of public works, upon recommendation of the chief of police, along various streets, highways and alleys, or portions thereof, and no parking of vehicles shall be allowed within 15 feet of either side of such no parking sign.	Refers to the issuing of "No Parking" signs
50	Ord 66	Sec. 66-163.A Operations and Use	Personal-Use	No person shall ride a bicycle upon any sidewalk abutting Main Street between Railroad Street and High Street.	
51	Ord 66	Sec. 66-163.B Operations and Use	Personal-Use	No person shall operate a skateboard upon Main Street, or upon any sidewalk, parking lot, or area abutting Main Street between Railroad Street and High Street.	

I.D. #	Reference Document	Page/Section Reference	Topic	Standard	Comments
52	Ord 66	Sec. 66-163.C Operations and Use	Personal-Use	No person shall operate a bicycle or skateboard upon any sidewalk, street or area where traffic control devices or signs are posted or displayed which prohibit such operation.	Neither skateboards or bikes can be used in downtown area where specified
53	Ord 66	Sec. 66-163.D Operations and Use	Personal-Use	When operating a bicycle or skateboard upon a street or sidewalk, the operator shall yield the right-of-way to all other vehicles and/or pedestrians upon the street or sidewalk.	
54	Ord 66	Sec. 66-205. Operations on Village Streets	Personal-Use	Except as authorized by a resolution of the village council adopted pursuant to section 66-216, no person may operate a snowmobile on a village street, highway, shoulder, roadway or right-of-way. (Ord. No. 2021A, § 2, 2-24-2004; Ord. No. 2063, § 1, 1-10-2012) Cross reference(s)—Streets, sidewalks and other public places, ch. 58	No snowmobiles on village streets
55	Ord 66	Sec. 66-128. Parking to be within Lines or Markings	Parking	The village council may cause to be placed lines or marks on the curbs and/or on the streets to designate the parking space to be used and each vehicle parked alongside a curb or designated The village parking lot shall park within the lines or marks so established. It shall be unlawful and an offense and a violation of this article to park any vehicle across any such lines or marks or to park such vehicle in such a way that the vehicle shall not be within the area so designated by such lines or markings.	Council may determine where parking lines are placed; parking on / outside of these lines is an offense.
56	Ord 66	Sec. 66-130. Parking on Sidewalk, Highway or Right-of-Way	Parking	No vehicle shall be parked upon a sidewalk or any portion thereof, nor within a strip of land between any such sidewalk and any highway or road right-of-way. Any vehicle parked in violation of this section may be impounded by the police department or its authorized representative, and may be reclaimed by its owner on his paying the full costs of impoundment. Cross reference(s)—Streets, sidewalks and other public places, ch. 58.	No car shall park within the ROW, sidewalk, or highway areas
57	Ord 70			(Utility Poles) overhead, underground, placement dimensions, can they be moved / cell and radio tower information	
58	Ord 74	Sec. 74-37.A Planting of Trees	Design	No tree, shrub, or plant shall be placed in any public street, park, or public place except under the supervision of the council and in accordance with the provisions of this article.	Woody plant placement via permission from council
59	Ord 74	Sec. 74-37.B Planting of Trees	Design	No poplar, box elder, or willow tree shall be planted in the public highways, parks, or other public places of the village.	
60	Ord 78	Sec. 78-671.A Bicycle Parking.	Parking	Ten percent of the automobile parking provided shall be in the form of bicycle parking.	
61	Ord 78	Sec. 78-671.B Bicycle Parking.	Design	Bicycle parking shall be located on paved or pervious, dust-free spaces, and shall be a minimum of two feet by six feet. Bicycle parking shall be located in a convenient and visible area, and within 100 feet of building entries, when possible.	May be contradictory to 66-163 which doesn't allow bikes and other small forms of transportation on walkways.
62	Ord 78	Sec. 78-671.C Bicycle Parking.	Maintenance	All bicycle parking facilities shall be securely anchored to the surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.	Bike parking must be durable and effective
63	Ord 78	Sec. 78-671.D Bicycle Parking.	Design	All bicycle parking facilities shall support bicycles by at least two contact points on the bicycle to prevent the bicycle from falling over and to prevent damage to wheels, frame, or other components.	Bike parking must be a shape that fully supports the average bike
64	Ord 78	Sec. 78-671.E Bicycle Parking.	Design	All bicycle parking facilities within vehicle parking areas shall be separated by a curb or other physical barrier to protect bicycles from damage by automobiles and other moving vehicles.	Vehicle and bike parking should be separated by a curb
65	Ord 78	Sec. 78-671.F Bicycle Parking.	Design	Existing municipal bicycle parking facilities located within 400 feet of the proposed use may be counted towards the bicycle parking facilities requirement.	Existing bike parking with 400ft of proposed can be added to the required count
66	Ord 78	Sec. 78-671.F Bicycle Parking.	Design	Short-term bicycle parking facilities are subject to and shall meet all the following requirements: 1.) The facilities shall be located at least three feet away from any wall, fence, or other structure. 2.) When multiple short-term bicycle parking facilities are installed together in sequence, they shall be installed at least three feet apart and located in a configuration that provides space for parked bicycles to be aligned parallel to each other.	Short-term Bike parking cannot be placed within 3ft of a given structure (walls, fences, etc.); when multiple are installed together, they should be no more than 3ft apart.

I.D. #	Reference Document	Page/Section Reference	Topic	Standard	Comments
67	Ord 78	Sec. 78-30: General Lighting and Screening Requirements (Pg. 9-10)	Design (Lighting)	Outdoor illumination on non-residential property shall be designed, installed, and maintained in accordance with the following: (1) All lighting shall be fully shielded and aimed downwards to not create glare onto neighboring properties or public rights-of-way. Lighting fixtures shall have 100 percent cut off above the horizontal plane at the lowest part of the point light source. The light rays may not be emitted by the installed fixture at angles above the horizontal plane. (2) Except as otherwise provided below, no elevated exterior light fixture, including pole lighting, canopy lights, wall-mounted lights, soffit lights and similar fixtures shall exceed 23 feet in height above grade. a. In the C-1 district pole lighting shall not exceed 18 feet in height from grade. b. In the I-1 and I-2 districts and subject to special land use approval under the provisions of section 78-544 and section 78-30(b)(10) below, pole lighting shall not exceed 38 feet in height from grade where such poles are set back at least 150 feet from lot lines. The height of light fixtures required for doors on decks above grade can be measured from the walking surface (i.e. deck) they illuminate. The height of light fixtures required for doors on decks above grade can be measured from the walking surface (i.e. deck) they illuminate.	General guidelines for light fixture installation along walkways, on buildings and structures. These rules apply for both private and public properties.
68	Ord 78	Sec. 78-30: General Lighting and Screening Requirements (Pg. 10)	Design (Lighting)	As part of the site plan review pursuant to article V of chapter 78, the applicant shall submit a photometric plan, required pursuant to this subsection, the planning commission has the authority to increase, decrease, or otherwise modify the lighting requirements of this chapter via special land use. In doing so the planning commission or shall consider the following criteria: a.The amount of space on the site available for lighting. b.Existing lighting on the site and on adjacent properties. c.The type of use on the site and the size of the development. d.Existing and proposed adjacent land uses. e.The effect that the required lighting would have on the operation of the existing or proposed land use.	The Planning Commission has the authority to alter the amount of new lighting implemented based on the following factors.
69	Ord 78	Sec. 78-30: General Lighting and Screening Requirements (Pg. 10)	Design (Lighting)	Outdoor illumination on all properties shall be maintained, installed and subject to restrictions in accordance with the following: (1)There shall be no lighting of a blinking, flashing or fluttering nature, including changes in light intensity, brightness or color. Search lights, laser source lights or any similar high-intensity light shall not be permitted except in emergencies as directed by emergency personnel or night road repairs. (2)No colored lights shall be used at any location or in any manner so as to be confused with or construed as traffic control devices. (3)Lighting used for agricultural production purposes, up-lit flags and decorative lighting intended and used to illuminate church steeples shall be exempt from the provisions of this section. (4)Seasonal holiday lighting, such as for Christmas, is allowed providing it does not create objectionable glare.	General regulations on how the lights in the proposed fixtures should look / function at any given time.

I.D. #	Reference Document	Page/Section Reference	Topic	Standard	Comments
70	Ord 78	Sec. 78-31: Fences (Pg. 10 - 11)	Design (Fencing)	The following standards shall apply to all fences installed after the effective date of this chapter or fences installed to replace fencing present on the effective date of this chapter: (1) A fence shall not be placed in any portion of a public road right-of-way or private road easement. (2) A fence located in a front yard setback shall not exceed three feet in height and shall not be completely opaque; provided, however, that if the parcel is located in a residential or agricultural district and the fence is to be located within the front yard setback on the street side of a corner lot, the fence may be: (1) a height greater than three feet but not more than six feet, (2) located at a distance not closer than one-half the distance of the required setback, and (3) opaque. (3) Fencing located in a side or rear yard shall not exceed six feet in height. (4) Side and rear yard fencing, if opaque, shall be installed with a finished side facing adjoining property or the adjoining street.	General guidelines for fence location, height, and placement.
71	Ord 78	Sec. 78-45: Sidewalks and Pedestrian Facilities (Pg. 16)	Design (Walkway)	Sidewalks. All new sidewalks installed in the village shall have a width of five feet (60 inches), be four inches thick of concrete with well-drained base material and be placed one foot inside the street right-of-way line. Sidewalks shall be placed on both sides of each new public street or private common access street or drive aisle within large-capacity parking lots as required hereinafter, unless an alternative, comparable design is approved by the planning commission.	General dimensional and placement guidelines for sidewalks in the downtown area
72	Ord 78	Sec. 78-45: Sidewalks and Pedestrian Facilities (Pg. 16)	Design (Walkway)	Pathways. Pathways, if approved as an alternative to sidewalks by the planning commission, shall be not less than eight feet in width and be constructed of three inches of bituminous pavement with well-drained base material. Location and placement of pathways shall be at the discretion of the planning commission, if other than one foot inside the street right-of-way line.	If approved by planning commission as an alternative to sidewalk, these are the general dimension and placement guidelines for pathways in the downtown area
73	Ord 78	Sec. 78-45: Sidewalks and Pedestrian Facilities (Pg. 16)	Design (Walkway)	Sidewalk or pathway easements. Whenever a sidewalk is located outside of a public street right-of-way, dedication of a public easement having a width two feet wider than the sidewalk located therein shall be required. Such dedication shall be in the form of a sidewalk easement in favor of the Village of Middleville. Said easement shall be based on a surveyed description of the easement in which the sidewalk is to be placed. The dedication of the easement shall occur prior to occupancy of the first building on site.	
74	Ord 78	Sec. 78-45: Sidewalks and Pedestrian Facilities (Pg. 17)	Design (Walkway)	Street frontage not served with sidewalk. For all types of land development, if a parcel of land currently does not have sidewalks along the public street frontage, sidewalks along said street frontage shall be required as an element of said development.	Requirement stating that all parcels that currently lack sidewalks within the street front zone (side of property facing the street) must have a sidewalk

I.D. #	Reference Document	Page/Section Reference	Topic	Standard	Comments
75	Ord 78	Sec. 78-602: Buffer Zones Required (Pg. 107 - 108)	Design (Landscape Buffer)	(a) A buffer zone shall be required on the subject lot or parcel between zoning districts as indicated on the landscape buffer matrix table in this section. (b) A buffer zone shall be required, even if the abutting parcel is unimproved land. (c) Whenever a developed parcel of land changes to a more intense use, the use expands, or site plan approval is required, a buffer zone shall be established in accordance with requirements of this article. (d)If existing conditions on the lot or parcel are such that compliance with the buffer zone requirements is not possible, then the planning commission shall determine the character of the buffer zone to be required based on the following criteria: (1) Traffic impacts. (2) Increased building or parking coverage on the parcel. (3) Increased outdoor display area. (4) Physical characteristics of the site, such as topography, existing building locations, and site access. (5) Other physical conditions that prevent or impede the ability to place the required buffer zone. (e) If two zoning districts requiring a buffer zone are separated by a public street, the design of the buffer zone shall be determined by the planning commission based on the criteria in subsection (d) of this section.	This section refers to the requirement of landscape buffers between differing zoning districts except in special cases (where the Planning Commission will make a decision on it's layout) *For visual of buffer allocation and type based on adjacent properties, please see tables on Pg. 108*
76	Ord 78	Sec. 78-603: Buffer Zone Development Standards (Pg. 109-110)	Design (Landscape Buffer)	(a) Buffer zone level A: (1) Thirty-foot minimum width. (2) The equivalent of one canopy tree per 20 linear feet of buffer zone length. (3) Six-foot high continuous obscuring screen comprised of plant material, berming, screen walls or fencing, or any combination of these elements. (4) If berming is used for all or part of the buffer zone, all required plant material shall be placed on the top and side slope facing the exterior of the site. (5) If a screen wall or fence is used for all or part of the buffer zone, then: a. The equivalent of four shrubs are required per 20 linear feet of wall or fence with at least 50 percent being 24 inches high at the time of planting. b. All required plant materials shall be on the exterior side of the buffer strip. (6) All areas of the buffer strip outside shrub or flower beds, shall be covered with grass or other living ground cover. (7) All applicable standards in section 78-608.	Buffer Zone Level A required standards

I.D. #	Reference Document	Page/Section Reference	Topic	Standard	Comments
77	Ord 78	Sec. 78-603: Buffer Zone Development Standards (Pg. 110-112)	Design (Landscape Buffer)	(b)Buffer zone level B. (1)Twenty-foot minimum width. (2)The equivalent of one canopy tree per 30 linear feet of buffer zone length. (3)Six-foot high continuous obscuring screen comprised of plant material, berming, screen walls or fencing, or any combination of these elements. (4)If berming is used for all or part of the buffer zone, all required plant material shall be placed on the top and side slope facing the exterior of the site. (5)If a screen wall or fence is used for all or part of the buffer zone, then: a.The equivalent of four shrubs are required per 20 linear feet of wall or fence with at least 50 percent being 24 inches high at the time of planting. b.All required plant materials shall be on the exterior side of the buffer strip. (6)All areas of the buffer strip outside shrub or flower beds, shall be covered with grass or other living ground cover. (7)All applicable standards in section 78-608.	Buffer Zone Level B required standards
78	Ord 78	Sec. 78-603: Buffer Zone Development Standards (Pg. 112-113)	Design (Landscape Buffer)	(c)Buffer zone level C. (1) Ten-foot minimum width. (2) The equivalent of one canopy tree per 20 linear feet of buffer zone length. (3) Six-foot high continuous obscuring screen comprised of plant material, berming, screen walls or fencing, or any combination of these elements. (4) If berming is used for all or part of the buffer zone, then: a. All required plant material shall be placed on the top and slope facing the exterior of the site. b. The minimum buffer zone width shall be increased as needed to accommodate a maximum slope of three feet horizontal to one foot vertical. (5) If a screen wall or fence is used for all or part of the buffer zone, then: a. The equivalent of four shrubs are required per 20 linear feet of wall or fence with at least 50 percent being 24 inches high at the time of planting. b. All required plant materials shall be on the exterior side of the buffer strip. c. All applicable standards in section 78-608.	Buffer Zone Level C required standards
79	Ord 78	Sec. 78-604: Off-Street Parking Areas (Pg. 113- 114)	Design (Parking Landscape)	(a)Off-street parking areas containing five or more parking spaces shall be provided with landscaping in accordance with the following: 5-25 Space: One canopy tree and 100 square feet of landscape area per six spaces or fraction thereof. (b)In no case shall any buffer zone or greenbelt required in section 78-603 be considered a substitute for off-street parking landscape area.	Off-Street Parking Standards

I.D. #	Reference Document	Page/Section Reference	Topic	Standard	Comments
80	Ord 78	Sec. 78-605: Off-Street Parking Area Landscape Standards (Pg. 115)	Design (Parking Landscape)	Required parking lot landscape areas shall comply with the following: (2) Grass, shredded bark, stone, or a living ground cover shall cover all landscaped areas. (6) Raised curb shall protect all interior landscape areas. Raised curb shall meet the standard for curbs as found in section 30-163. Exterior landscape areas may be protected by a raised curb or rolled curb. (7) Where any parking area, excepting areas serving one- or two-family dwellings, abuts or faces a public right-of-way, a three-foot high continuous obscuring screen shall be required between the parking area and the public road right-of-way line. The screen may be comprised of plant material, berming, or any combination of these elements.	Guidelines of how landscapes in the interior of a walkway or adjacent to parking should be constructed
81	Ord 78	Sec. 78-606: Greenbelts (Pg. 116)	Design (Greenbelt)	(a) Greenbelts shall be required where any developed parcel abuts or faces a public right-of-way in the office, commercial, or industrial districts. (b) If a buffer zone is required along a public right-of-way, then the greenbelt requirement shall be waived.	Refers to the requirement of greenbelts on parcels that abut other developed parcels
82	Ord 78	Sec. 78-607: Greenbelt Development Standards (Pg. 116)	Design (Greenbelt)	All greenbelts shall comply with the following standards: (1)One canopy tree for every 40 linear feet of frontage abutting a public right-of-way. (2)All greenbelts shall be covered by grass. (3)The width of the greenbelt shall correspond to the required front setback requirements for off-street parking areas contained in article VIII.	Refers to the contents of a given greenbelt in the downtown area
83	Ord 78	Sec. 78-608: General Landscape Development Standards (Pg. 116-117)	Design (Landscape)	(a) Minimum plant material standards: (1) All plant material shall be hardy to the county, free of disease and insects. (2) All plant materials shall be installed so as not to alter drainage patterns on the site or on adjacent properties. (3) Minimum plant size at time of planting: Deciduous Canopy Tree: 2-1/2in. caliper Deciduous Ornamental Tree: 2in. caliper Evergreen Tree: 6ft. height Deciduous Shrub: 2ft. height Upright Evergreen Shrub: 2ft. height Spreading Evergreen Shrub: 18in. spread	General guidelines for condition and size of plant materials to be used in landscape projects
84	Ord 78	Sec. 78-608: General Landscape Development Standards (Pg. 118-119)	Design (Screening)	(c)Minimum standards for screen walls and fences: (1)All screen walls and fences shall be constructed of new, durable, weather resistant and easily maintainable materials. Chain link and barbed wire fences are not permitted. (2)The wall or fence may be constructed with openings that do not exceed 20 percent of the wall surface. The opening shall allow passage of air but shall not reduce the obscuring effect of the wall. (3)Screen walls or fences shall be constructed so as not to alter drainage patterns on adjacent properties. (g)Installation and maintenance provisions. All landscape materials required by this article shall be maintained in good condition. No required plant materials or landscape area shall be eliminated from the site. Dead or diseased plant materials shall be replaced within one growing season. (h)Screening of mechanical equipment. All ground-level mechanical equipment shall be screened from view by an obscuring and opaque wall, fence, or hedge. Height shall exceed the height of the equipment, but shall not exceed six feet in height. The zoning administrator may waive this standard upon a determination that physical access to the equipment for the purposes of maintenance and repair would be impeded.	Guidelines outlining the style and use of fences that may be used as screening measures

I.D. #	Reference Document	Page/Section Reference	Topic	Standard	Comments
85	Ord 78	Sec. 78-627: Permitted Signs	Design (Signage)	(j) The following signs are exempt from the provisions of this article: (1) Governmental signs. (2) Traffic and highway signs placed or erected by a governmental body or agency. (3) Directional signs in or for private off-street parking areas, but any such sign shall not exceed four square feet in area and shall be only for the purpose of traffic control. (4) Essential services signs denoting utility lines, railroads, hazards and the like. (5) Signs in the AG agricultural district which only identify the name of a farm or farm owner or crops or livestock on a farm.	The following sign types are exempt from the guidelines provide in the chapter
86	Ord 78	Sec. 78-666: Location of Facilities	Parking	(2) For all residential buildings and for all nonresidential buildings and uses in residential zoning districts, required parking shall be provided on the lot where the building or use is located. (3) For commercial and all nonresidential buildings and uses in commercial and industrial zoning districts, required parking shall be provided within 400 feet of the building or use.	This section outlines where parking can / cannot be placed based on district
87	Ord 78	Sec. 78-667: Minimum Parking and Maneuvering Lane	Parking	(a)For the purpose of this chapter, the average parking area consisting of one parking space with maneuvering lane shall be deemed to be 300 square feet. (b)Minimum parking and maneuvering areas must be designed in accordance with the following schedule: (Refer to attached image)	Refers to the relationship between parking and maneuverability beyond / behind spaces
88	Ord 78	Sec. 78-668: Requirements for Parking Areas	Parking	(2) The parking lot and its driveway shall be designed to provide adequate drainage, surfaced with concrete or asphalt pavement, and maintained in good condition, free of dust, trash and debris. (4) The parking lot shall be provided with entrances and exits so located as to minimize traffic congestion. (5) Lighting facilities shall be so arranged as to reflect light away from adjoining properties. (6) No part of any public or private parking area regardless of the number of spaces provided, shall be closer than ten feet to a street right-of-way.	General guidelines for private / public parking lot design and placement
89	Ord 78	Sec. 78-669: Misc. Off-Street Parking Requirements	Parking	The C-1 central business zoning district may be exempt from the parking requirements of this article, with respect to the number of required spaces.	Buildings in the C-1 business district may be exempt from certain requirements based on the amount of parking needed

APPENDIX B

PROPOSED STREETSCAPE STANDARDS MATRIX

Middleville Streetscape Observations & Recommendations

The streetscape downtown primarily spans from the Thornapple Bridge to Church Street. One general recommendation is to expand transitional streetscape improvements West to M-37 and East to Grand Rapids Street. These observations and recommendations are provided to create consistency, increase safety, and preserve the character of downtown.

Streetscape Element	Observations (Existing as of 2025)	Reference File Link	Proposed Location(s) on Main Street	Recommendations	Products & Materials (or approved equal)
Banners, Post-Mounted	Banner arms are present on all lamp posts downtown, from Russell to Church Streets.	Product	M-37 to Grand Rapids Street	• Include one banner on the road side of each lamp post • Mount banner arms at the same height as existing.	Match new and replacement fixtures to existing. • Manufacturer: Holophane • Product Name: Decorative Banner Arms
Banners, Suspended Over Roadway	None present.	Product	Russell Street	• Add support poles on either side of W Main Street approaching the bridge for banner suspension over the roadway. • High-tension cables should be placed above and below the banner and provide at least 16' of clearance from the road surface, including anticipated sag. • Banners to be double-sided, rated for outdoor use, include slits or mesh for wind relief, reinforced edges, and grommets.	Pole system infrastructure to be black and coordinate visually with other existing streetscape furnishings. • Manufacturer: Colonial Flag • Product Name: Main Street Banner Pole Systems
Benches	Benches typically have backs and armrests, with the exception of a few on the NE end of the street. All are surface mounted and some include commemorative plaques. The majority look to be in good condition.	Figure 1	M-37 Gateway Parklet, Russell to Grand Rapids Streets	• Place at least one bench per block. Preferred orientations and configurations of benches are dependent on available space and adjacent parking, or lack there of. *See Figure 1* • Center commemorative plaques, both vertically and horizontally, on backrests. Match new and replacement plaques to existing, including size, material, paragraph and font styles.	Remove or replace benches that do not conform with the following standard: DuMor bench with a backrest and arms, 6' length, black in color. • Manufacturer: DuMor • Product Name: 493-60 DuMor also provides custom plaques.
Bike Parking	Bike rack present on Main St. appears to be custom, with spoke wheels at the ends, painted with matte finish, surface mounted. It was placed in a section that was formerly a bulb-out, and the curb had been ground down for flush access from walk, which isn't currently permitted per local ordinance.	Product	Parks, Public Parking Lots, Alleys	• Place at least one bike loop per block from the Bridge to Church Streets within parks adjacent to trails, public parking lots, or improved alleys behind Main Street businesses (if easement(s) secured). • Bicycle parking shall be located on paved surfaces and provide a clear space of at least 2'x6' per bike loop. • An overhead clearance of 8' shall be provided per bike loop. • A custom, laser cut panel may be added in impactful locations.	Bike racks are to be circular in shape, made with square steel tube, and powder coated black. • Manufacturer: DuMor • Product Name: Bike Rack 292-00 DuMor also provides custom plaques.
Bike Repair Stations	A bike repair station is present along the Paul Henry Trail, just south of the restroom at Sesquicentennial Park.	Example	Parks, Public Parking Lots, Alleys	• Bike repair stations should always be placed in visible locations along the Paul Henry Trail or near designated bike routes. • Maintain the bike repair station at Sesquicentennial Park. • Consider the addition of a bike repair station at Stagecoach Park or behind the Village Hall.	Match new and replacement fixtures to existing.
Bike Routes	The existence of bike parking on sidewalks and routes through the downtown core are contradictory to Ord. 66-163. The Village should take steps to amend this language to align with proposed elements of the Main Street Vision Plan.	Figure 9C-9	M-37 to Grand Rapids Street	• Place shared-lane markings (sharrows) per the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD).	Per MUTCD Figure 9C-9.

Streetscape Element	Observations (Existing as of 2025)	Reference File Link	Proposed Location(s) on Main Street	Recommendations	Products & Materials (or approved equal)
Bollards	Typically placed at sidewalk corners and in front of the Sesquicentennial Park pavilion. They appear to match, made of steel, painted black, and are in-ground mounts. Several include reflectors. Many are in fair condition and are in need of repainting.	Product	Russell to Church Streets	• Place vehicle impact rated bollards between curb ramps where two pedestrian crossings intersect. • Non-vehicular rated bollards may be used in small groupings along the street edge for visual impact or pedestrian traffic control. • Spacing of bollards should be no more than 5 feet or less than 3 feet on center.	Match new and replacement fixtures to existing. • Manufacturer: Holophane • Product Name: North Yorkshire Cast Aluminum Bollard
Crosswalks	Several crosswalks without curb extensions (bulb-outs) are placed too far back from the curb (safety concern). Crosswalks are edged with a band of concrete, and are filled with either unit pavers or colored, stamped concrete. Paving patters vary.	Existing	M-37 to Grand Rapids Street	• Make crosswalks 2 feet wider than the connecting walks and center on curb ramps. • Decorative crosswalks shall be bordered by two transverse lines parallel to the direction of pedestrian travel. Lines are to be a 1 foot wide concrete band coated with white, reflective road marking paint. • The walk interior shall be integral color concrete (red), stamped in a herringbone pattern running in the same orientation as the direction of pedestrian travel. If a decorative intersection is adjacent	Match new and replacement pavement to existing.
Curbs	Standard high back concrete curb and gutter line the street. Condition varies from good to fair.		M-37 to Grand Rapids Street	• All roads and medians shall be bounded by a 6" high back concrete curb and an 18" gutter. • Utilize a mountable curb around truck aprons and splitter islands for roundabout applications	N/A
Curb Extensions	Curb extensions (bulb-outs) are used in the downtown core around parking areas, but visibility is limited by topography, angled parking, and vegetation height.	Existing	M-37 to Grand Rapids Street	• When able, extend the curb (bulb-out) to frame on-street parking and shorten crosswalk distance. • All curb extensions are to include concrete curb and gutter. • Outside of the roadway, curb ramp, and sidewalk approach, curb extensions shall accommodate raised planters, lawn, or other site furnishings so long as they do not conflict with clear vision.	N/A
Curb Ramps, Decorative	Some ramps are inconsistent in conformance with ADA regarding site distances and placement, slopes, material, and size. Unit pavers and stamped concrete are both found throughout the corridor, with multiple colors and materials of unit pavers used.	Existing	M-37 to Grand Rapids Street	• Curb ramps, approaching sidewalk, and any space remaining between intersecting walks and the curb shall be integrally colored unit pavers. • All areas of brick shall be bounded on the exterior edges by a 1' wide, naturally colored concrete band, curb, or sidewalk. • Unit paver edging shall surround all sides of the paver area in a running bond pattern, stacked end to end, placed along the adjacent concrete. Note that three courses of stacked pavers are preferred, but two courses may be used if space is confined. • The remaining interior space shall be comprised of unit pavers in a basketweave paver pattern. • All new ramps to fully comply with Americans with Disabilities Act (ADA). Assess existing crosswalk curb ramps for visibility, compliance, and ability to reconstruct. • See "Detectable Warning Strips" for additional requirements.	Match new and replacement pavers to existing. • Edging Unit Paver: Standard 4x8 inch, burgundy color to (match existing) • Interior Unit Paver: Standard 4x8 inch, terracotta color (match existing)
Curb Ramps, Standard	Some ramps are inconsistent in conformance with ADA regarding site distances and placement, slopes, material, and size.	Existing	Grand Rapids Street	• Curb ramps and the approaching sidewalk shall be concrete with a broom finish. • All new ramps to fully comply with Americans with Disabilities Act (ADA). Assess existing crosswalk curb ramps for visibility, compliance, and ability to reconstruct. • See "Detectable Warning Strips" for additional requirements.	N/A

Streetscape Element	Observations (Existing as of 2025)	Reference File Link	Proposed Location(s) on Main Street	Recommendations	Products & Materials (or approved equal)
Detectable Warning Strips	Two types of materials are used for detectable warning strips and include cast iron plates and concrete pavers with molded bumps. The pavers two courses stacked is not a sufficient depth to meet ADA standards.	Existing	M-37 to Grand Rapids Street	• Discontinue the use of pavers as detectable warning strips and replace with cast iron plates that meet the Americans with Disabilities Act (ADA) as the new standard.	Replace detectable warning strips that do not conform with the following standard: MDOT approved, cast iron plates with a natural uncoated finish.
Fencing	Most fencing, guardrails, handrails in or near the ROW are painted black or are wrought iron. They appear to conform height limitations of the ZO or building code. Note that the handrails and decks previously assumed to be in the ROW are on private property, as the ROW doesn't extend from building to building face.	Detail	M-37 to Grand Rapids Street	• Utilize fencing and brick pillars to screen parking areas and frame social spaces, like outdoor seating or gathering areas. • Match fence and pillar design with the Detail reference link. • Fencing and railings shall be powder coated black. • Provide a concrete cap and flashing atop all pillars or walls.	Match new and replacement fixtures to existing.
Furnishings, General	Most street furnishings are painted or powder coated black, and range from good to fair condition.		M-37 to Grand Rapids Street	• Street furnishings, supports, and hardware should be black in color, either in their entirety or in-part, to coordinate visually with one another. • All furnishings should be rated for outdoor use. • Place furnishings to avoid conflict with vehicular and pedestrian movements, including a 6 foot wide area for travel, turning movements, door openings, and accessibility.	N/A
Furnishings, Movable	Movable furnishings include a picnic table at the Redevelopment Ready Site and temporary waste bins (55-gallon drums) at the pavilion.	Figure 1	M-37 to Grand Rapids Street	• Use movable furnishings to activate space within the downtown Social District. • All tables, chairs, and umbrellas to match one-another and coordinate visually with other existing streetscape furnishings. • See *Figure 1* for guidance on placement of seating elements.	TBD
Intersection, Decorative	Two colors of stamped concrete or unit pavers in a herringbone pattern exists, bounded by natural concrete banding. A circular accent is central to the intersection with a darker red concrete on the interior. Village prefers stamped concrete in roadways over unit pavers.	Photo	M-37 to Grand Rapids Street	• Utilize this traffic calming device at road intersections where increased driver attention is needed. • The decorative intersection shall be bound on all sides by gutter or transverse one foot wide concrete bands (natural color). Transverse concrete bands from adjacent crosswalks meet this need. • A circular, one foot concrete band (natural color), with a diameter approximately 40% smaller than the intersection, should be centered on the roadway. • Integrally colored concrete (dark red) fills the inner circle, and integrally colored concrete (light red) fills the remaining area. • All colored concrete shall be stamped in a herringbone pattern. If a crosswalk is adjacent to the decorative intersection, match pattern	Match new and replacement pavement to existing.
Lane Width	Lane widths are 12 feet wide downtown and 15 feet wide entering downtown.		M-37 to Grand Rapids Street	• Maintain land widths from M-37 to Larkin Street. • Maintain or reduce travel lane widths to 12' from Larkin to Church Streets. • Taper lane width from Church Street, east, to match existing. • Note that the American Association of State Highway and Transportation Officials (AASHTO) typically recommends travel lane widths of 10 to 12 feet.	N/A

Streetscape Element	Observations (Existing as of 2025)	Reference File Link	Proposed Location(s) on Main Street	Recommendations	Products & Materials (or approved equal)
Lighting	Many of the light poles are steel and feature an ornate, black design. Many posts are in fair condition and are in need of repainting. Lights are typically placed in pairs directly across the street from one another, with an average spacing of 50 to 70 feet on-center.	Product	M-37 to Grand Rapids Street	• Replace existing fixtures that do not match and extend use along Main and High Streets. • Space fixtures 50 to 70 feet on-center and match light color/temperature and illumination with existing.	Match new and replacement fixtures to existing, including light fixture, pole, base, arms, and other accessories. • Manufacturer: Holophane • Product Name: Acrylic Washington Postlite Standard
Manhole Covers	A variety of cast iron manhole covers are used throughout the corridor.		M-37 to Grand Rapids Street	• Work with Main Street Initiative to design a branded cast iron manhole cover to use throughout the Village. • Replace existing covers, as needed.	TBD
Medians	None present.		Larkin to Waters Streets, Church to Grand Rapids Streets	• Provide a minimum width of 10 feet for all medians. • Planted medians may receive the same treatment as "Parkways" or "Planters, In-Ground" as described herein. • Splitters for the roundabout are designed with stamped concrete, to match "Crosswalks" as described herein.	N/A
Parking, On-Street	Angled parking (45°) measures ±12x22 feet with about a 5.5% cross slope. Parallel parking measures ±9x22 feet and does not conform with zoning dimensional standards. Consider amending ZO to provide a minimum parallel parking space length from 25 feet to 22 feet.		M-37 to Grand Rapids Street	• Provide parallel, on-street parking where practical on Main Street. Focus parking near non-residential uses. • At intersections, extend the curb to create bulb-outs that frame parking and shorten crosswalk distances. • Parallel parking shall match existing dimensional requirements (9x22 feet), have up to a 2% cross slope, and meet the running slope of the adjacent sidewalk. • The parking surface shall be bituminous. • All parking spaces shall be delineated by white pavement markings, with parking bays separated from travel lanes by concrete gutter.	N/A
Parkways	Grassed parkways exist from M-37 to the bridge and from Church to Grand Rapids Streets. They are not irrigated. Some include street trees, light posts, overhead utilities, and other utility elements. All include curb and gutter on the road side.		M-37 to Russell Street and Church to Grand Rapids Street	• All parkways shall include curb and gutter on the road side. • Plantings in parkways should be limited to drought tolerant lawns and street trees. • Trees in parkways should be surrounded by a 3 food diameter mulch ring to prevent regular damage from lawn maintenance equipment. • Replenish mulch to a depth of 3 inches minimum annually with natural or brown colored mulch.	N/A
Planters, Hanging	Hanging baskets span from St. James Circle to half a block east of High Street, and are irrigated. Planter arms are integrated into the decorative street light posts.	Product	St. James Circle to Church Street	• Include one hanging basket on the sidewalk side of each lamp post. • Mount planter arm at the same height as existing. • Provide drip irrigation in all hanging baskets.	Match new and replacement fixtures to existing. • Manufacturer: Holophane • Product Name: PBA Arm for Planters

Streetscape Element	Observations (Existing as of 2025)	Reference File Link	Proposed Location(s) on Main Street	Recommendations	Products & Materials (or approved equal)
Planters, In-Ground	9" concrete curb E4 (modified) or no planter and bed is flush with sidewalk. Some plantings inhibit visibility at crossings. At-grade planters struggle with containing mulch. Business owners have expressed interest in expanding irrigation downtown. Hanging baskets are irrigated. Some drip irrigation for plantings in the parks was visible during our walk and confirmation of the presence of irrigation in elevated beds from St. James Circle to Church St was provided. There is no easy way to extend irrigation to plantings on W Main Street.	Detail	Larkin to Church Streets	• Raised planter beds elevated with a 9" concrete curb are preferred. Match raised planter edging to the attached detail. • Provide drip irrigation in all planters from St. James Circle to Church Street. • Replenish mulch to a depth of 3 inches minimum annually with natural or brown colored mulch. • An "Adopt a Garden" volunteer program with recognition signage is encouraged. • Xeriscape in beds where irrigation is impractical and confirm maintenance agreement with volunteer group or adjacent property owner prior to installation.	N/A
Planters, Railing	None present. Planters along the bridge are recommended in the Downtown Blueprint. The bridge railing is concrete, decorative, with three overlooks, and is in good condition.	Example	Bridge	• If seasonal watering or permanent irrigation can be provided, evenly space planters mounted on the road side of the bridge guardrail wall. • All railing planters to match one-another and coordinate visually with other existing streetscape furnishings.	TBD
Power , OH Utilities	Timber overhead utilities periodically cross over East Main Street (not a major limiting factor in placement of vertical elements).		M-37 to Grand Rapids Street	• Bury power lines, when able. • Utilize powerline friendly trees below overhead utilities.	N/A
Power, Outlets	Exist at tree wells for seasonal lighting. Some were reported to be damaged.		Russell to Church Streets	• Include electrical receptacles at each tree well with capacity to support outdoor events and seasonal lighting.	Match new and replacement fixtures to existing.
Sidewalk	Sidewalk width vary from 6 to 11 feet wide with the widest segments from St. James Circle to Church Street. Much of the wider sidewalk is not within the ROW. Multiple materials and colors are used, including concrete, unit pavers, and stamped concrete.	Existing	M-37 to Grand Rapids Street	• Maintain a 6 foot wide contiguous route through all sidewalks for pedestrian movement and maintenance activities. Sidewalk Banding may be included as part of this clearance. • Sidewalks shall be concrete with a broom finish, except at transitions to decorative curb ramps, where the pavement transitions to unit pavers • See "Curb Ramps, Decorative" for additional requirements	N/A
Sidewalk Banding	Two types of banding exist: Unit pavers, burgundy color, running bond pattern, three courses stacked end to end, perpendicular to curb or sidewalk (depending on location), sometimes run all the way around the paver walk at intersections. Stamped Concrete, integral color (matching crosswalks), herringbone pattern rotated 45 degrees from curb edge.	Existing	Waters to Russell Streets, St. James Circle to Church Street	• Banding to be integrally colored unit pavers, running bond pattern, three courses stacked end to end, placed perpendicular to the back of curb. • Extend banding the full length of the curb, until pavers intersect curb ramp edging or require gaps for tree grates. • Include two courses of pavers that surround the non-curb edges of intersecting tree grates. • All areas of unit pavers shall be bounded on the exterior edges by a 1' wide concrete band, curb, or sidewalk.	Match new and replacement pavers to existing. • Banding Paver: Standard 4x8 inch, burgundy color to (match existing)
Signs, Regulatory + Streets	Decorative posts are only used from Grand Rapids Street to just past Russell for regulatory and street signs downtown.	Product	M-37 to Grand Rapids Street	• Expand the use of decorative posts for regulatory and street signs throughout the corridor. • Place signs per the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD).	Match new and replacement fixtures to existing. • Manufacturer: Holophane • Product Name: North Yorkshire Signage Pole

Streetscape Element	Observations (Existing as of 2025)	Reference File Link	Proposed Location(s) on Main Street	Recommendations	Products & Materials (or approved equal)
Signs, Pedestrian Crossing Signal	Solar powered. Flashing indicators worked effectively to stop traffic during our site walk. Control box placement does not conform to ADA protruding objects height. The aesthetic quality of the fixture was debated.	Photo	St. James Circle	• Limit the use of pedestrian crossing signals to only trail and school crossings, per the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD). This maximizes their effectiveness and reduces visual clutter.	Match new and replacement fixtures to existing. Per MUTCD.
Signs, Wayfinding	Destination wayfinding and parking wayfinding signs are provided. Destination signs are on independent decorative posts, while parking signs are attached to existing street lamp posts. Downtown entry signs exist at M-37 and Grand Rapids Streets, but are set-back too far from the roadway and just undersized to be prominent. The sign at M-37 includes a digital display.	Product		• Replace downtown entry signs at M-37 and Grand Rapids Street with more impactful ground signs, placed to increase visibility. • Locate vehicular and non-motorized wayfinding signs well in advance of turning movements. • Include parking signs at each public parking lot. Directional signs to parking may be included on other wayfinding signs or attached to existing posts. • Multi-directional wayfinding signs should be limited in-use. • Pavement markings and physical signage may be used to delineate Social District boundaries.	Match new and replacement fixtures to existing. • Manufacturer: Holophane • Product Name: North Yorkshire Signage Pole
Tree Grates	Cast iron, all matching. Some missing.		Waters to Russell Streets, Railroad to Church Streets	• Utilize cast iron tree grates of the same shape and pattern. • Consider investing in grates with expandable openings that may be removed as street trees grow.	Match new and replacement fixtures to existing.
Tree Soil Cells	None present.	Example	Waters to Russell Streets, Railroad to Church Streets	• Trees placed in areas with low permeability may benefit from the inclusion of Soil Cells placed below grade. • Additional soil volume allows for greater root development and water storage, lessening the likelihood of pavement damage from roots. • Note that proper species selection is also a contributing factor to the viability of street trees and interactions with surrounding infrastructure.	TBD
Tree Wells	Cutouts for tree wells are provided at regular intervals from Railroad Street to Church Street.	Detail	Waters to Russell Streets, Railroad to Church Streets	• Use tree wells for street trees to be placed in paved areas. • Match tree well design with the attached detail. • Place black or brown rigid injection molded polypropylene panel root barriers with ultraviolet (UV) inhibitors along the street edge when trees are planted within eight feet of water or sewer.	N/A
Trees	There are concerns over the scale of the existing trees. Bradford Callery Pears are invasive, but established.		M-37 to Grand Rapids Street	• Create a management plan for pruning to maintain existing street trees. • Replace existing invasive Callery Pear trees as projects are constructed. • Establish a list of preferred street trees with characteristics that include hard wood, a high canopy, low fruit production, more native species, and tolerance to salt, pollution, and drought.	N/A
Waste Receptacles	Black, steel waste receptacles are located in the downtown core. The plastic receptacles near the Sesquicentennial Park pavilion are temporary/used seasonally.	Product	M-37 Gateway Parklet, Russell to Grand Rapids Streets	• Place receptacles near activity areas that have easy access to maintenance vehicles. • Utilize 32-gallon capacity receptacles throughout downtown that include a bonnet and ash urn.	Receptacles to be powder coated black and coordinate visually with other existing streetscape furnishings. • Manufacturer: DuMor • Product Name: 157-32SH

Village of Middleville Downtown Development Authority

MAIN STREET VISION PLAN

FUNDED BY:

Middleville DDA

GUIDED BY THE MAIN STREET VISION PLAN STEERING COMMITTEE

- Ann Ulberg, Chairperson, DDA
- Tim Densham, Vice Chairperson, DDA
- Sherry DeGraaf, Member, DDA
- Justine King, former Chairperson, DDA
- Megan Lavell, Executive Director of the Thornapple Arts Council
- Douglas Powers, Director of Community and Economic Development
- Craig Stolsonburg, Village Manager
- Kevin R. Smith, Village President
- JD Pennock, Department of Public Works Director
- Kim Dannenberg, DPW Administrative Assistant/ Utility Billing Clerk

PREPARED BY:

williams&works

- Maleah Rakestraw, PLA
- Joseph Powell, ASLA
- Katie Mendez, EIT