

# GLENSIDE

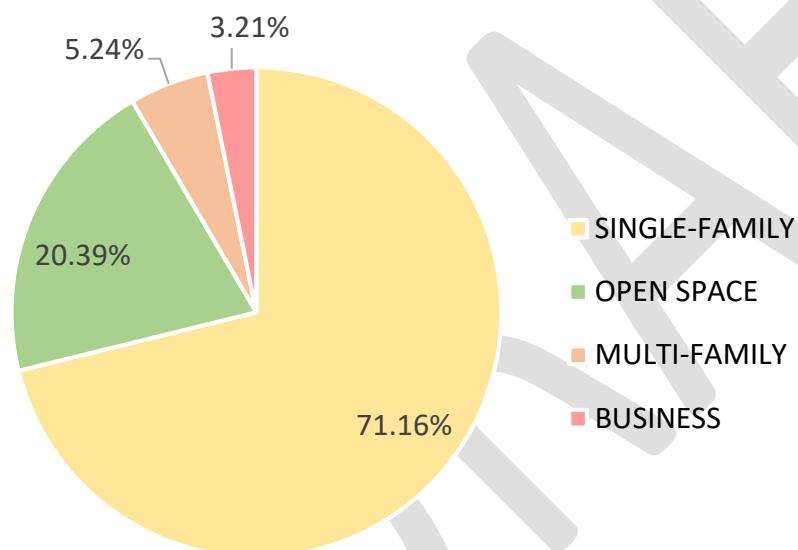
## Neighborhood Description

Glenside occupies the high ground between the valleys created by two Ruddiman Creek tributaries to the neighborhood's north, east, and west, and forms the city of Muskegon's border with neighboring municipalities Roosevelt Park and Norton Shores, to the south.

Glenside was developed as a suburb of Muskegon starting in the late 1930s, with most of the neighborhood annexed into the City of Muskegon in 1967. The neighborhood is heavily wooded, defined primarily by mature oak trees towering over its primarily residential streets. Oaks are also the dominant species found in the neighborhood's expansive McGraft Park – one of the city's largest parks.

A small amount of commercial uses line Sherman Boulevard, primarily serving the wider region, but close enough to serve neighborhood residents as well.

## Zoned Land Use



*Chart I: Glenside zoned land use as a percentage of the neighborhood's total land area*

Over 70% of the Glenside neighborhood is zoned for single-family detached houses, which generally fits the existing housing stock. Open space zones – all of which center on Ruddiman Creek and its various tributaries in the northern portion of Glenside – make up a considerable portion of the neighborhood's total land area as well. Multi-family residential zones are concentrated to two parcels, one of which contains the entirety of the multi-family housing in the neighborhood. Existing exclusively in pockets on Sherman Boulevard, Glenside's business zones contain only a handful of commercial buildings.

## Housing Stock

- Total Units – 557 (563 buildings)
    - o Owned – 451 (81%)
    - o Rented – 106 (19%)
  - Missing Middle Housing Units – 3 Units (<1%)
  - Large Apartment Complexes – 1 (74 Units) (13.3%)
  - Vacant Residential Lots (publicly-owned) – 0

The Glenside neighborhood consists mainly of single-family detached houses on a range of lot sizes. One apartment development provides a well-designed option for multiple-family rental housing, but there are almost no missing middle housing types found in the neighborhood.

## Commercial Inventory

- Total Commercial Buildings – 8
  - Commercial Corridors Sherman Boulevard Commercial Corridor
  - Interior Commercial Buildings None

## Industrial Inventory

None

## Parks/Recreational Opportunities

The Park, Recreation, and Community Facilities chapter of the Master Plan will discuss the Glenside neighborhood's parks in more detail.

See map denoting location of all parks, community gardens, public/private park and open spaces, etc. Glenside parks/recreation opportunities below:

- McGraft Park
  - Ruddiman Creek and Tributaries

## Civic Buildings

- Schools
  - Faith Based Institutions

None  
2577 Wickham, 1680 W. Sherman (parking lot)  
1260 W. Sherman

## Neighborhood Center

Sherman Boulevard, and the business district lining it, serves as the neighborhood center for Glenside. Sherman also serves as the boundary between the City of Muskegon and the cities of Roosevelt Park and Norton Shores, and only the north side of the street lies within the City of Muskegon's jurisdiction.

Sherman currently exists as a business corridor and major traffic artery serving both cities. The street could be better designed to serve nearby residents, as the current, significant amount of fast-moving traffic inhibits its ability to do so. Beyond the public street right-of-way, the adjacent land uses could also establish the street's role as a gathering place instead of reinforcing its present role as a boundary.

## Transportation

The Transportation and Mobility chapter of the Master Plan will contain further discussion and recommendations.

- Public Right-of-Way
  - o Major Streets: Sherman, Glenside, Wickham
  - o Possible Road Diets: Sherman, Glenside
  - o Alleys: None. All alleys in Glenside were vacated, but utility corridors still exist in the locations of former alleys.
  - o Sidewalk Network: The sidewalk network is very incomplete throughout the neighborhood, however, the narrow, curving street network reduces vehicle speeds and creates a pedestrian friendly environment. When surveyed, many residents felt comfortable despite the lack of sidewalks. Any additional sidewalks in the neighborhood should address accessibility issues, with a focus on connecting the neighborhood to McGraft Park and Sherman Boulevard.
- The public right-of-way makes up 20% of all land area in the Glenside neighborhood, exceeding the amount of land specifically dedicated to parks and open space.
- Non-Motorized Trails: While no formal bike path exists in the neighborhood, the Lakeshore Trail is nearby, however no formalized connection exists. Most interior roads are safe for biking, and any new bike facilities should focus on connecting bikers to the Lakeshore Trail and other nearby existing or planned routes.
- Public Transportation: MATS Route 1 and Go2 Service
- Glenside is connected to the city-wide street network via Sherman Boulevard and Glenside Boulevard/Hackley Avenue. Sherman also connects the neighborhood to the regional highway network at Seaway Drive (BR-31).

#### Historic Preservation

The Glenside neighborhood does not presently contain any designated historic districts, sites listed on the National Register of Historic Places, or sites listed on the State Historic Register. The neighborhood contains primarily older residential structures that could architecturally or historically significant.

Early marketing pamphlets claim Glenside as “Muskegon’s First Suburb” and it very well might have been. As part of a planned community developed from the late 1930s to the 1950s, the majority of the neighborhood’s homes are well over 50 years old. A planned neighborhood with such a unique setting and cohesive residential architecture, Glenside could be a good candidate for dedication as a local historic district.

More specific recommendations will be discussed in the Historic Preservation chapter of the Master Plan.

#### Key Redevelopment Properties

1745 Greenwood (vacant)  
1333, 1344, 1374, 1426 W. Sherman (vacant)

## Findings and Action Steps

**Finding 1:** The neighborhood is largely built-out, containing very little vacant land for new residential development. The great majority of the neighborhood is made up of single-family detached housing, with a notable lack of missing middle housing options.

Opportunities for the addition of missing middle housing types are limited in this neighborhood, but do exist on the large, vacant, residentially-zoned lots fronting Sherman Boulevard. Although these lots do not have rear alleys, the opportunity exists for a private alley or shared access easement, reducing the number necessary access points for vehicles near such a busy thoroughfare.

**Action Step 1.1:** Determine locations where missing middle housing options, and which types, could be introduced to provide additional housing as well as different housing options for those that cannot or choose not to live in a single-family detached house.

**Finding 2:** Some streets lack a tree canopy.

**Action Step 2.1:** Where possible, efforts should be made to plant oak trees in areas with poor tree canopy. Other tree species should also be researched to provide for diversity in case of disease, however, oaks should remain the dominant species.

**Finding 3:** The sidewalk network is very incomplete throughout the neighborhood.

**Action Step 3.1:** Review the neighborhood's compliance with accessibility requirements, and determine the need for additional sidewalks based on direct resident input.

**Action Step 3.2:** Based on the input gathered from Action Step 3.1, create a construction prioritization plan for any missing sidewalks, damaged sidewalks, or places for improved accessibility.

**Finding 4:** Despite serving as the boundary between the City of Muskegon and the City of Roosevelt Park, Sherman Boulevard and the business district lining it, serves as the neighborhood center for Glenside. The street could be better designed to serve this purpose as the current, significant amount of fast-moving traffic inhibits Sherman's ability to serve nearby residents. Sherman currently exists as a business corridor and major traffic artery serving both cities.

**Action Step 4.1:** Work with neighborhood residents and businesses to plan for design changes to the street that aid in calming traffic and improving the pedestrian experience along and across the corridor.

**Finding 5:** Limitations exist on the current supply of housing as the neighborhood is largely built-out with very few vacant residential lots. Additionally, of the neighborhood's residentially-zoned land, 94% is limited to single-family detached housing. The remaining 6% of land zoned for multiple-family housing is either already built on or heavily wooded.

**Action Step 5.1:** Consider locations where missing middle housing options could be permitted to provide additional housing and housing options in the neighborhood for those that cannot or choose not to live in a single-family detached house.

**Action Step 5.2:** Establish new zoning regulations for the areas determined in Action Step 5.1 that allow for missing middle housing types that fit well within the Glenside neighborhood.

**Finding 6:** Street width on Glenside Boulevard currently used as a dedicated left turn lane could be repurposed if it is determined that the turn lane is not warranted.

**Action Step 6.1:** Collect traffic counts for vehicles using the left turn lane from a series of locations along Glenside Boulevard to determine if the turn lane is warranted.

**Action Step 6.2:** If it is determined that the Glenside Boulevard's left turn lane is warranted, keep the lane in place. If it is determined that the lane is not warranted, consider alternative uses for the pavement width once the lane is removed gathering neighborhood resident input in the process (the draft bike facilities map proposes a protected bike route serving the Glenside and Campbell Field neighborhoods as well as connecting to existing sharrows on Glenside Boulevard in Roosevelt Park).

**Finding 7:** A safe and convenient connection between Glenside and the Lakeshore Trail does not currently exist. A few pathways connect the two, but none have been formalized or adequately improved to the point where they are widely accessible and used.

**Action Step 7.1:** Work with neighborhood residents, park users, and trail users to determine the appropriate route to connect Glenside with the Lakeshore Trail (the draft bike facilities map proposes a route that roughly follows existing sidewalks through McGraft Park, a crossing of a Ruddiman Creek tributary at McGraft Park Road, a path along the shoreline of the lagoon, and a Lakeshore Drive crossing at Addison Street).

**Action Step 7.2:** Once a preferred route is determined, prepare any plans, easements, final price estimates, and construction drawings needed to complete improvements to the connector route.

**Finding 8:** A non-motorized connection between Glenside and Lakeside neighborhood to the west does not currently exist despite a few established but informal and unimproved pathways between the two neighborhoods.

**Action Step 8.1:** Work with neighborhood residents, park users, and trail users to determine the appropriate route(s) to connect the Glenside and Lakeside neighborhoods (the draft bike facilities map proposes formalizing an existing footpath and former railroad R.O.W. connecting the end of Greenwood Street with the ends of Montague Avenue and Winchester Drive). An additional or second route involving improvements to the existing footpath in the unimproved section of Glen Avenue R.O.W. between Bourdon Street and Westwood Street is also proposed.

**Action Step 8.2:** Once a preferred route is determined, prepare any plans, easements, final price estimates, and construction drawings needed to complete improvements to the route.

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## **Neighborhood Goals**

Staff has met with every neighborhood association a number of times to discuss their vision for the future. Below is a list of goals that were heard most frequently. If you have new goals and/or action steps, please list them on the following page.

### **Goal 1: Expand housing services for homeowners, renters and landlords.**

Action Step 1.1 Support new landlords and renters with welcome resources.

Action Step 1.2 Promote good landlords through an incentives and marketing program.

Action Step 1.3 Promote neighborhood beautification by incentivizing property upkeep and blight removal.

### **Goal 2: Support existing residents and preserve the existing housing stock.**

Action Step 2.1: Improve code compliance and enforcement effectiveness.

Action Step 2.2: Provide support for homeowners to update and remodel their homes and properties.

Action Step 2.3: Assist residents in need with maintenance and repairs.

### **Goal 3: Promote and empower neighborhoods.**

Action Step 3.1: Encourage neighborhood stewardship and provide resources to neighborhood organizations.

Action Step 3.2: Promote neighborhood amenities, such as parks and schools.

Action Step 3.3 Increase access to the waterfront for the community as a whole.

### **Goal 4: Pursue and encourage new housing development opportunities.**

Action Step 4.1: Create public/private partnership programs that will assist in the creation of affordable housing units.

Action Step 4.2: Identify areas that are suitable for missing middle housing (rowhomes, duplexes, quadplexes, accessory dwelling units)

Action Step 4.3: Identify potential sites for affordable housing/senior housing near transit and services.

### **Goal 5: Promote viable neighborhood-scale commercial options within walking distance of residents.**

Action Step 5.1: Identify existing commercial buildings located within neighborhoods (not large commercial corridors) and determine which ones are viable for neighborhood scale commercial and which ones would serve the neighborhood better as residential.

Action Step 5.1: Incorporate pedestrian friendly, walkability measures to implement that will allow residents to walk to major commercial corridors.

Action Step 5.3: Provide options in the zoning ordinance to allow for accessory commercial units.

**Please complete this survey so staff may better understand neighbor's ideas and concerns.**

Name & contact info (optional)

Your neighborhood

Goals for your neighborhood

Proposed ideas to accomplish those goals

Other goals, ideas or concerns you may have for the city as a whole, regardless of neighborhood



