



523 ada drive se, suite 200 po box 404 ada, mi 49301  
p. (616) 682-4570 www.dixonarch.com

May 04, 2026

Mr. Sean Homyen, Planning & Zoning Administrator  
City of Douglas  
415 W. Wiley Road, Suite 103  
PO Box 757  
Douglas, MI 49406

**RE: Proposed Mixed-Use Building - Site Plan Submittal, revised**  
**47 Center Street**  
**Douglas, Michigan**  
**DA Project Number: 225048**

Dear Mr. Homyen:

On behalf of the property owner, Ufuk Turan, we are submitting revised Site Plan documents for Planning Commission review and approval based on the notes given during the April 30 committee meeting. This builds upon documents submitted with the initial application dated April 16, 2026. The project maintains a request for a parking reduction pursuant to Section 10.04(b)(2). Mr. Turan is proposing a two-story 7,814 square foot mixed-use building with a partial basement. The design includes a ground floor restaurant/retail lease space with four (4) two-bedroom market-rate residential apartments above.

The site is laid out with the building extending almost the entire length of Center Street to reinforce the urban streetscape. Seven (7) parking stalls are proposed behind the building with a new driveway access onto South Spring Street; site parking spaces will be available per the proposed parking requirements outlined in later section of this narrative. A six-foot high landscape buffer and fence will be constructed along the south property boundary. The project proposes removal of three (3) existing trees along the west edge of the lot, and the planting of three (3) new trees at Center Street and Spring Street enlarged right-of-ways. As a zero-lot line project on a sloping site, retaining walls are required in the Southwest corner to preserve existing conditions of adjacent properties. A new dumpster enclosure will sit in the southwest corner of the site.

The building's exterior is characterized by a mix of brick masonry with precast accents, large ground floor commercial storefronts, operable residential windows, metal canopies and balconies, and decorative building lighting. The design reads as a compact, urban mixed-use building with a strong ground floor commercial base with residential above, and a flat parapet

roof that keeps the massing simple and clean. Our goal is to create a vibrant streetscape which activates the sidewalk and supports a pedestrian-oriented experience.

The building is located within the City's C-1 District and has been designed to respect the rules and regulations of the Zoning Ordinance Section 3.12. Based on the review of these standards, the proposed building meets the requirements for the minimum lot dimensions, maximum lot coverage (49%), minimum yard requirements, maximum building height (28 feet), and minimum floor area.

Furthermore, the building has strategically and intentionally been designed per the Zoning Ordinance Article 10: C-1 Village Center District which states:

*The intent of this District is to maintain and enhance the vitality of the Village Center, provide services in close proximity to one another, reinforce the relatively intense development pattern of retail and service establishments on the ground floor with residential accommodations above, reduce the need for on-site parking by encouraging pedestrian and bicycle connections to and from the Village Center, and to expand the employment base and residential population of the Village Center.*

The two-story building is proposed with a height of 28 feet, measured from the finish floor elevation of the first story. Large windows on the first floor will provide 67.75% transparency to encourage interaction and interest for pedestrians along the sidewalk. Windows on the second floor will provide 68.73% transparency to prevent blank walls facing the street. The two sidewalk entries to the first floor commercial space will be recessed at least 3' to add depth and weather protection for customers.

C-1 District Parking Requirements:

The subject site is located within the core of the Village Center, where walkability, shared parking, and proximity to public parking resources reduce reliance on on-site parking. Within a 500' radius of the site, equal to a 2-minute walk, there are 134 public parking stalls available. The proposed use is consistent with surrounding mixed-use buildings that operate successfully with limited or no on-site parking. Requiring full compliance would undermine the intent of the C-1 District and inhibit appropriate redevelopment of this site.

Per the Zoning Ordinance Section 10.04(b)(1): "Any use permitted by right and required to provide parking [...] shall provide fifty percent (50%) of the required parking for each use as identified in Section 19.03. Uses permitted by Special Land Use shall be required to provide one-hundred percent (100%) of the required parking for each use as identified in Section 19.03." And this is followed by Section 10.04(b)(2): "The Planning Commission may reduce or waive the parking space requirements of Section 19.03 and Section 10.04(b)(1)".

Per Section 19.03, the number of parking stalls required are:

- First Floor Option 1- Restaurants, Cafes, Bars: One (1) space for every three (3) seats up to the capacity of the facility as determined by the fire chief, plus one (1) for each employee on the largest work shift.
  - =  $90 \text{ seats} / 3 = 30 \text{ stalls} \times 50\% \text{ reduction} = 15 \text{ stalls for customers}$
  - =  $8 \text{ staff members} = 8 \text{ stalls} \times 50\% \text{ reduction} = 4 \text{ stalls for employees}$
- First Floor Option 2- Retail Stores: One (1) space for every three hundred (300) square feet of usable floor area.
  - =  $3,438 \text{ sqft} / 300 = 11.46 \text{ stalls} \times 50\% \text{ reduction} = 6 \text{ stalls}$
- Second Floor Multiple Dwellings: A multiple family residential dwelling unit containing less than 900 square feet shall provide only one (1) parking space.
  - =  $4 \text{ apartments under } 900 \text{ sqft} = 4 \text{ stalls} \times 50\% \text{ reduction} = 2 \text{ stalls}$

Option 1: Restaurant/Apartments mix requires 21 stalls

Option 2: Retail/Apartments mix requires 8 stalls

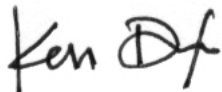
Parking spaces provided on-site: 7 stalls

Impact to traffic and utility infrastructure is expected and intended to be in keeping with the current state of development throughout the city - the proposal maintains alignment with existing scales and architectural contexts. The inclusion of dwelling units further demonstrates a sensitivity and commitment to residential priorities in the community. Commercial deliveries will use available parking on Center Street or curbside along Spring Street as is typical practice in an urban context, shall conform to zoning ordinance requirements, and great effort will be made to schedule for off-peak traffic times. The four (4) residential units proposed will not create a statistically significant impact to the school system's existing capacity.

It is the intent of the owner to begin construction of this project in September 2026 with construction activities lasting approximately nine months. The goal is to have the building completed and ready for the 2027 tourist season (May 2027).

Thank you for your consideration with this matter. We respectfully request that this application be scheduled for Planning Commission review at the next available public hearing. Please don't hesitate to reach out to me if you have any questions or require additional information.

Sincerely,



Ken Dixon, Architect  
Dixon Architecture