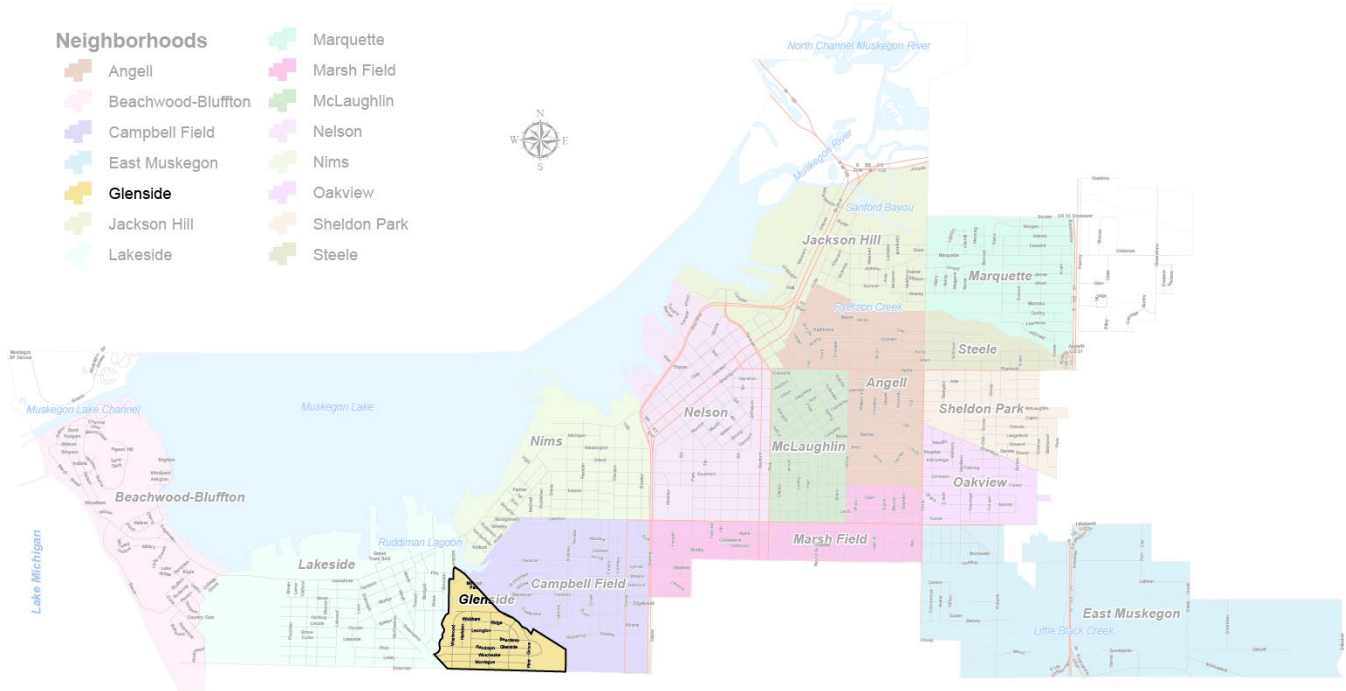


Glenside

City of Muskegon
Neighborhood Association Map



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 McGrift Park – one of the city’s largest parks.

Commercial uses line Sherman Boulevard on the southern edge of the neighborhood, primarily serving the wider region, but close enough to serve neighborhood residents as well.

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Zoned Land Use

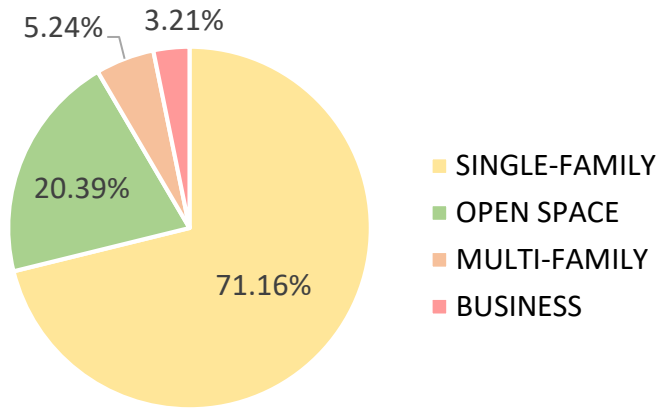


Chart 1: Glenside zoned land use as a percentage of the neighborhood's total land area

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

Housing Choice

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.

Conversion of existing, single-family housing stock to accommodate multiple units is unlikely, but accessory dwelling units could be possible on some larger lots and provide housing options not currently offered in the neighborhood.

Commercial Inventory

Sherman Boulevard (Wickham Drive to Cumberland Street and Pine Grove Street to Barclay Street) – These commercial districts are separated by only 1,200 feet, all of which is zoned residential. About 700 feet of that frontage is vacant land. The district to the west is zoned to allow neighborhood-serving businesses while the section to the east permits more intensive businesses that serve the greater region.

Industrial Inventory

None

Parks/Recreational Opportunities

Glenside neighborhood parks, community gardens, public/private park and open spaces, etc.:

- McGraft Park
- Ruddiman Creek and Tributaries

Community Nodes

McGraft Park serves as the northern community node for Glenside. The park serves as the most popular place for neighbors to meet up for outdoor recreation, concerts, and community events. The community center offers meeting space for neighborhood organizations and holiday events.

Sherman Boulevard, and the business district lining it, serves as a southern community node for Glenside. Sherman also serves as the municipal boundary for the City of Muskegon meaning only the north side of the street lies within the City's jurisdiction. Sherman currently exists as a business corridor and major traffic artery serving multiple cities. The street could be better designed to serve nearby residents, as the 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 Sherman's role as a gathering place instead of reinforcing its present role as a boundary.

Transportation

The Transportation and Mobility section of the Master Plan contains further discussion and recommendations. Major Streets in the Glenside Neighborhood include:

- Sherman Boulevard
- Glenside Boulevard
- Wickham Drive

Possible road diets could occur on Sherman Boulevard and Glenside Boulevard.

The sidewalk network is very incomplete throughout the neighborhood, but the narrow, local streets reduce vehicle speeds and the low traffic levels create an environment in which many residents feel comfortable walking in the street. Any additional sidewalks in the neighborhood should address accessibility issues, with a focus on connecting the neighborhood to McGraft Park and Sherman Boulevard. 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 serving the neighborhood includes 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).

Blight/Beautification



Commercial buildings along Sherman Boulevard do not have uniform setbacks. Buildings located toward the rear of the property leave little presence on the street and create a landscape of parking lots.

Historic Preservation

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

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

Significant Redevelopment Properties

1333 Montague Avenue and 1344-1374 Sherman Boulevard account for just over an acre of land with 400 feet of frontage on Sherman Boulevard. Zoned for residential but is adjacent to commercial, including a commercial strip across the street in Roosevelt Park. The lack of an alley may make parking challenging. However, one property does have frontage on Montgomery Avenue.

1426 W. Sherman Boulevard is about 0.7 acres and is privately owned. Zoned for residential but is surrounded by commercial, including a commercial strip across the street in Norton Shores. The lack of an alley may make parking challenging.

2577 Wickham Drive and 1680 W. Sherman Boulevard – Currently a faith-based institution along a commercial strip zoned R-1. Across the street from B-2.

Future Land Use

See future land use map in Appendix

Project 1: Improve and expand the business corridor along Sherman Boulevard.

Sherman Boulevard, and the businesses lining it, serve as a community node for Glenside. Businesses along Sherman are within walking distance of most Glenside residents, but the presence of heavy and fast-moving traffic on the street and the resulting parking lot frontages makes the business corridor uninviting to those outside of vehicles.

The street could be better designed to serve as a community node 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. The absence of alleys along this corridor makes parking difficult. There is a large amount of parking across the street serving the businesses in Roosevelt Park and Norton Shores, but pedestrian access should be improved before shared parking agreements are made.

Coordinate improvement efforts with Norton Shores and Roosevelt Park for a more unified streetscape.

Action Steps

- Rezone all properties along Sherman Boulevard to a designation that allows flexibility in residential and commercial uses. Land use regulations that emphasize building and parking placement could address property access concerns. Building placement and setback requirements must also have strict build-to-zones to promote consistent building setbacks.
- Conduct a corridor improvement study to create a vision for a more walkable Sherman business corridor.
- Business owners organize a business association and create a conceptual vision for the district. This will include streetscape improvements, pedestrian amenities and general beautification recommendations.

Project 2: Maintain a healthy tree canopy with an abundance of oak trees.

Most of Glenside's iconic oak trees are located on private property, making maintenance the responsibility of property owners. The expertise of the City's Forestry Department helps with planting of new trees in public areas, but could be expanded with guidance and education for homeowners.

Action Steps

- Conduct a tree canopy study to determine how to properly maintain the oak tree canopy in the neighborhood. The study should explain the necessary steps for the City and private property owners to follow.
- If recommended in the study, plant oak trees in the City nursery for replacement in the event of destruction.

Project 3: Create a complete sidewalk network throughout the neighborhood.

Despite most streets carrying light traffic at slow speeds, missing sections of sidewalk leave residents with an incomplete network. Priority for installation of new sidewalks should be guided by resident input.

Although the streets are well designed to slow traffic and are often shared with pedestrians, sidewalks are still needed to serve all of the general public.

Action Steps

- Install sidewalks where needed, prioritizing the locations based on resident input.

Project 4: Connect Glenside to the Lakeshore Trail.

No formal non-motorized trail exists between the Lakeshore Trail and the neighborhood, but uninterrupted public park space connects the two. A few sidewalks and footpaths traverse the park, though none have been formalized or adequately improved to the point where they are widely accessible and used. An appropriate route should be determined with resident input before establishing a paved, non-motorized trail.



One possible route of a non-motorized path connection crossing a Ruddiman Creek tributary at McGraft Park Road, then continuing north along the shoreline of the lagoon to the Lakeshore Trail and Muskegon Lake.

Action Steps

- Work with neighborhood residents, park users, and trail users to determine the preferred route to connect Glenside with the Lakeshore Trail.
- The proposed trail is mapped out and any necessary easements are put in place.

Project 5: Connect the Glenside and Lakeside neighborhoods with non-motorized paths.

A non-motorized connection between these neighborhoods could replace an established – though informal – footpath that utilizes the former railroad corridor.

Action Steps

- 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.
- Public meetings are held and connection points are mapped. Necessary easements are put in place.