

AGENDA
CITY OF KENTWOOD PLANNING COMMISSION
TUESDAY, JULY 27, 2021
KENTWOOD COMMISSION CHAMBERS
4900 BRETON AVENUE
7:00 P.M.

- A. Call to Order
- B. Pledge of Allegiance (Mike Pemberton)
- C. Roll Call
- D. Approval of the Minutes of July 13, 2021 and Findings of Fact for: **Case#18-21**
Cobblestone at the Ravines Phase 3 – Request of Redstone Land Development LLC for a
Major Change to a PUD Phase and Preliminary Site Plan Review Located at 4333 Shaffer
Avenue SE
- E. Approval of the Agenda for July 27, 2021
- F. Acknowledge visitors and those wishing to speak to non- agenda items.
- G. Old Business
- H. Public Hearing

Case#19-21 – 32nd Street Townhomes – Final Site Plan Review Located at 2918 32nd
Street

- I. Work Session

Case#20-21 – DMR Transportation – Rezoning of 16.4 acres of land from R1-C Single
Family Residential to IPUD Industrial Planned Unit Development Located at 4251,4375
and 4401 36th Street,

Case#21-21 DMR Transportation – Special Land Use Review of a Vehicle Repair
Establishment Located at 4251,4375 and 4401 36th Street;

Case#22-21 – Windy West Two - Request of Bosco Development LLC to conditionally
rezone 8.91 and 8.86 acres of land from RPUD-1 High Density Residential Planned Unit
Development and R1-A Estate Residential respectively to R1-D Single Family
Residential. Located at 3345 – 52nd Street and 3281 Nature View Drive

Agenda - Planning Commission

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J. New Business

Set public hearing date of August 24, 2021, for: **Case#23-21** – Speedway – Special Land Use and Site Plan Review for a Vehicle Fuel Station – Located at 4384 Kalamazoo; **Case#24-21** -West Michigan Auto Glass – Special Land Use Minor Auto Repair and Site Plan Review Located at 5630 Division Ave SE; **Case#25-21** – Cobblestone at the Ravines Phase 3 –Final PUD Site Plan Review Located at 4333 Shaffer Ave SE; **Case#26-21** – WoodHaven Condominiums – Final PUD Site Plan Review – Located at 4624 Walma Avenue SE

K. Other Business

1. Master Plan Amendment – Division United
2. Zoning Ordinance Amendment Discussion
3. Commissioners' Comments
4. Staff's Comments

L. Adjournment

*Public Hearing Format:

1. Staff Presentation – Introduction of project, Staff Report and Recommendation
Introduction of project representative
2. Project Presentation – By project representative
3. Open Public Hearing (please state name, address and speak at podium. Comments are limited to five minutes per speaker; exceptions may be granted by the chair for representative speakers and applicants.)
4. Close Public Hearing
5. Commission Discussion – Requests for clarification to project representative, public or staff
6. Commission decision – Options
 - a. postpone decision – table to date certain
 - b. reject proposal
 - c. accept proposal
 - d. accept proposal with conditions.

PROPOSED MINUTES OF THE REGULAR MEETING
OF THE KENTWOOD PLANNING COMMISSION
TUESDAY JULY 13, 2021, 7:00 P.M.
COMMISSION CHAMBERS

- A. Chair Jones called the meeting to order at 7:00 p.m.
- B. The Pledge of Allegiance was led by Commissioner Morgan.
- C. Roll Call:
Members Present: Bill Benoit, Catherine Brainerd, Dan Holtrop, Sandra Jones, Ed Kape, Clarkston Morgan, Mike Pemberton, Darius Quinn
Members Absent: Ray Poyner (absent with notification)
Others Present: Community Development Director Terry Schweitzer, Economic Development Planner Lisa Golder, Senior Planner Joe Pung, Planning Assistant Monique Collier, and the applicants.

Motion by Kape, supported by Brainerd, to excuse Poyner from the meeting.

- Motion Carried (8-0) –
- Poyner absent -

- D. Approval of the Minutes and Findings of Fact

Motion by Commissioner Holtrop, supported by Commissioner Brainerd, to approve the Minutes of June 22, 2021 and the Findings of Fact for: Case#16-21- Windy West Plat – Request of Bosco Development LLC for Preliminary Plat Review of Windy West Plat Located at 3491 52nd Street SE conditionally zoned R1-D Single Family Residential; Case #17-21- Lakewood PUD-Request of Lakewood Homes for a Rezoning from R1-B Single Family Residential to RPUD-2 Low Density Residential Planned Unit Development and Preliminary PUD Site Plan Review for properties addressed: 2920 & 2854 52nd Street, SE and 5253 & 5491 Wing Avenue, SE

- Motion Carried (8-0) –
- Poyner absent -

- E. Approval of the Agenda

Motion by Commissioner Benoit, supported by Commissioner Brainerd, to approve the agenda for the July 13, 2021, meeting.

- Motion Carried (8-0) –
- Poyner absent -

- F. Acknowledge visitors wishing to speak to non-agenda items.

There was no public comment.

G. Old Business

Case#11-21 Aspen Pointe – Major Change to a Preliminary PUD located at 3345 52nd Street; (**applicant has withdrawn their request**)

Case#12-21 Aspen Pointe – Site Condominiums and Final Site Plan Review Located at 3345 52nd Street; (**applicant has withdrawn their request**)

H. Public Hearing

Case#18-21 Cobblestone at the Ravines Phase 3 – Request of Redstone Land Development LLC for a Major Change to a PUD Phase and Preliminary Site Plan Review Located at 4333 Shaffer Avenue SE

Golder stated the request is for a major change. She stated the previous site plan represented 85 units; now it is 91 units. She stated there are 7 – 6-unit buildings, 8 – 4-unit buildings, 2 – 3 unit buildings, 1 – 2 unit building, and 9 single family.

Golder stated at the work session the concern she had was the removal of sidewalk on both sides of the streets. There was concern about the 1 building that has access on the main drive on Stratton Blvd. She stated Stratton Blvd. does not go all the way to the north property line. She stated the overall Ravines development plan continues the street extension north. Holland Home owns the next piece to the north and eventually the street must interconnect according to the plan. She stated if it stops short, the applicant states that they do not have an easement to allow for grading. She stated the same thing will happen for Holland home. They will need an easement for grading. However, they will be dealing with a homeowner's association rather than a developer when they are ready to develop. Therefore, they must make sure they accommodate that easement to make sure it happens in the future. Golder stated there was also concern about excessive pavement in the front yards of the 6-unit buildings.

Golder stated the developer added the 2 sides of sidewalk except for Stratton Blvd, it is right up against the curb for the street. There is no place for a street tree, but they do have that curb line on Stratton Blvd. She stated they moved the 6 units back so that there is additional space. If you are backing up, you can see oncoming traffic going up Stratton. Golder stated they have indicated that they cannot get that grading easement right now from Holland Home, therefore that is still an issue. She stated they have also provided for a 7-foot greenspace in between each of the units so there is room for planting. She stated also in the landscaping plan they show planting, and each set has street trees. She stated there will be tree presence and not just bushes which helps since the sidewalk is right up against the curb.

Golder stated the site plan indicates that there is a 15-foot rear yard setback for the units. There is a 20-foot setback requirement that would have to be waived by the Planning and

City Commission. She stated it is up against a greenspace but it is fenced so they have to get the waiver.

Golder stated in the recommendation she is looking for additional parking spaces. There are a few 4- and 6-unit buildings and the driveways on these buildings are just 20 feet deep. She stated she thinks cars will park on the sidewalk. Since all the 6-unit buildings have 3 bedrooms, she thinks there will be a lot of 3 car households. They have added 22 parking spaces however the recommendation is to add another 8 parking spaces.

Golder stated she is recommending conditional approval as stated in her memo.

Golder stated because this is a major change the final site plan will come back to the planning commission, therefore they will have a chance to look at the elevations and the detailed landscaping plans at another time.

Justin Longstretch, with Moore and Bruggink Engineers, 2020 Monroe NW was present. He stated as far as the easement for Stratton going north, they have no problem granting access and grading easements to the property line so that the development to the north can pick up where they have left off. He stated they have added sidewalks to both sides of the street.

Longstretch stated there was some discussion regarding resident and visitor parking. They added 22 on street parking spaces spread throughout. He stated regarding parking the city ordinance states that for attached residential townhomes, they need to provide 2 parking spaces per unit. For the 91 units they are proposing that would be a minimum 182 parking spaces. When you look at garage spaces plus parking spaces in the driveways, plus the 22 parking spaces that they are providing as visitor overflow, they have 386 spaces on the plan. He stated they far exceed the 2 parking spaces per unit. He stated they cannot say who will be purchasing the units, however, they have found their purchasers to be professional young married couples with younger children or empty nesters who don't have the third car in the household. He stated they feel they have sufficient parking on site.

Jones opened the public hearing.

There was no public comment.

Motion by Pemberton, supported by Holtrop, to close the public hearing.

- Motion Carried (8-0) –
- Poyner absent –

Pemberton stated he thinks the added parking is covered. He stated the plan looks like a more current concept than what was proposed way back when. He stated he feels like this is a better fit today.

Quinn stated he agrees with Pemberton. He thinks they addressed the requested added parking.

Brainerd questioned if the recommendation for the 8 parking spaces is in addition to the 22 that were added. Golder stated that is correct the total would be 30 with her recommendation there is 22 now. Brainerd stated she thinks parking is a critical piece. She stated she thinks the design is more modern and better suits the community.

Benoit stated this is a much better plan. He stated he thinks they can find 8 more parking since they are adding 6 more units to this phase of the development.

Holtrop stated he drove down Stratton and he liked the look of it. He stated he was not a big fan of the driveways on Stratton Blvd. He stated it still looks like a lot of garage doors on the street. Golder stated there are a lot of garage units and she pictures cars being parked right in front of the sidewalk and she feels like it will look cramped. The extra parking will give the opportunity to put that car elsewhere. Discussion ensued regarding the elevations. Holtrop stated he is not a big fan of the project; he would like to see it look a little different, it seems tight. He stated he does not want more pavement.

Morgan stated he appreciates the additional parking. He stated he also likes the pavilions that were added. Discussion ensued regarding parking. He questioned whether people going to the park will drive over to that area or walk. He noted that there is not any close location for parking near the park if they have children. Morgan questioned whether there is interest to add another park space. Longstretch stated on the north side of the street it drops off from the road 30 feet down to the wetland area so to sneak parking on that side of the street would be problematic because of the grades and how the elevation drops off to the storm water basin and the wetlands down below. He stated when you work your way north and west the grades start to fall off and that is why they do not have anything located there now. Discussion ensued regarding the creation of parking spaces near the park. Morgan questioned if there is any additional diversity as far as the design of the buildings. Longstreth displayed elevations of the units, He stated there is a mixture of architecture and scale to each one of the building types. He stated there is a mixture of stone and vinyl siding, they will have a modern look.

David Stebbins with Redstone Homes was present. He stated the townhomes each have a different architectural look. He stated trying to combine the look they had in phase one with the standalones looks of the attached units. He stated as far as the other ranch condos along with the townhomes those are in phase 2. He stated this is a continuation of that community with similar units. The standalone units are a brand new design that is something different from what they see in phase one and two.

Stebbins stated the area by the park could probably accommodate some parking but he has concerns with younger people driving their cars to play basketball, then they have their stereos blasting and causing issues with the rest of the community. He stated they worked hard to try to establish greenspace. The old design had no greenspace. He stated

they have units overlooking greenspace and to throw in more parking so they can look at cars, he struggles with that. He stated typically they are asked to get rid of the pavement and add more greenspace and now they are asked to do the opposite.

Kape questioned if there was discussion about eliminating renting out their homes. Golder stated the applicant said that they would not rent any of them, but it would not prohibit a homeowner of renting their own.

Jones stated looking at the development she agrees with Holtrop. It seems like a lot of housing crammed in a tight space. She stated she recognizes their efforts to diversify, to make the townhomes look different. She stated she is not in favor of the project; it does not appeal to her.

Pemberton stated the original plan involved a lot of pavement and very little greenspace. He questioned where they went with the cars for that plan. Golder stated they had alleys. Stebbins stated the original plan had 12 parking spaces offsite and they have 10 more spaces than what they had before. He stated the other thing to point out is with the alleys in the original plan, they were 16-20 feet wide and to park on the alley it would not allow for cars trying to pass through. Pemberton stated he sees more ability for parking and flow in the proposed plan than he does in the prior plan. Discussion ensued comparing the old plan and the proposed plan.

Benoit stated he does not think we need to dictate what should get built. We have zoning ordinance and zoning rules. We can dictate size, density, open space etc but ultimately the developer is the one that must sell these homes. He stated he is sure they are going to build what people want. He stated phase 1 is different. Its unique and it is from 20 years ago, but it has died out, it is old now. For them to come back and ask if they can do something else, he has no problem with it. He does have a problem with staff/commissioners dictating what residential looks like. He thinks the free market should dictate what it looks like. If they build a bad product, nobody will buy them and they will change again. Benoit suggested letting the developer build what the market is going to buy instead of us saying how we want it to look. If it doesn't sell then it is the developer's responsibility. Golder stated this is a PUD and she thinks people will buy whatever you build in today's market. Discussion ensued.

Motion by Benoit, supported by Pemberton, to recommend to the City Commission approval of the Major Change to a Preliminary Site Plan dated July 2, 2021, as described in Case No. 18-21. Approval is conditioned upon conditions 1 -7 removing condition 3 and basis points 1-5 as described in Golder's memo dated July 7, 2021.

- Motion Carried (6-2) –
- Jones, Holtrop - Opposed
- Poyner absent -

I. Work Session

Case#19-21 –32nd Street Townhomes – Final Site Plan Review Located at 2918 32nd Street

Pung stated the request is for a site plan review for a 4-unit multi-family building. Pung stated the property is zoned R4 and multi-family dwellings are a permitted use with planning commission site plan approval. He stated a 4-unit apartment building was approved and constructed on this site in 1992. That building was demolished in 2010 after a natural gas explosion.

Pung stated the site is Master Planned for medium density residential which is 4-8 units per acre. He stated the current development will come in at 9.3 units per acre but it is consistent with the zoning on the property which is R4 and that allows up to 12 units per acre. He stated the proposed building is a 2-story townhouse style building with 4 units. Each unit would have 2,026 square feet of finished living area with 4 bedrooms. The zoning ordinance minimum is 1,020 square feet.

Pung stated they have 17 onsite parking spaces which includes a one stall attached garage and they also have storage units for each of the units.

Pung stated the building will have a front yard setback of 23 feet. Typically, in the R4 zoning district the front setback would be 35 feet. Section 3.05.A of the zoning ordinance states that where an existing setback line has been established by the existing buildings within 200 feet along the frontage, then this setback would apply. He stated in this case the two buildings to the west have setbacks of 23 feet, this building would be in line with them. The building to the east has a 44-foot setback for a single-family home and the condo further to the east has a 24-foot front yard setback.

Pung stated section 19 of the zoning ordinance does require a landscape buffer C along the west property line which in this case it is a minimum 10-foot landscape buffer with landscaping. With the proposed development parking would be within 1-2 feet of the property line. He stated they would be installing a 6-foot-high privacy fence. He stated section 19 of the ordinance does allow for a Planning Commission waiver from the landscaping and screening requirements.

Pung stated in this case it is staff's recommendation to waive the requirement along the west property line. He stated they will be providing a 6-foot vertical screen and they could meet the 10-foot setback requirement by removing the parking spaces and they would still meet our minimum parking space requirement because they will have 8 parking spaces. With the larger 4-bedroom units additional parking would come in handy and probably be used.

Dan Holland, owner of the property was present. He stated his daughter and son-in-law will be living in the unit on the south side next to the garage; they will be the owners/managers. He stated they are trying to take care of the work on this project, however there will be some things they have to hire out.

Holland gave a brief overview of what the home will look like. He stated there are 4 units that are 2,026 square foot units with 4 bedroom 2 ½ baths. He stated they try to build properties like what he would like. He stated as you go in the front door and as you go downstairs there is 2 bedroom a bathroom and a utility room and either one of the downstairs bedrooms could be used as a family room. When you come in the front door and go up the steps, there is a good-sized kitchen and dining area, half bath and living room. Then when you go upstairs there are 2 more bedrooms and a bathroom for each. He stated the amenities inside the units are fiberglass showers, nothing fancy and it is designed to try to keep the rent down as much as possible. Three of the units will be rented. He stated they decided they would not ask for carports. He stated but they also realize tenants need to have a space to store things. He stated so what they have are doors on the outside that will be storage units for tenants and there is also more storage upstairs above the garage for larger items.

He stated the garage will probably not be used to park a car because there needs to be a place on site to put the mower, ladders, etc. when working on the project. Looking at this as an owner occupant they tried to design it so that it is most functional. He stated the trash enclosure is in the back to provide easy access and for plowing so the plow truck can push the snow to the side. He stated the front sidewalk is designed to come up to the street sidewalk for safety and for ease of pedestrian traffic.

Holland stated there are 5 very large pine trees along the property frontage. They were planted when the previous structure was built. They plan on leaving them in place because they provide screening for the property.

Holland stated they have held an open house for the neighbors. He stated they had about 8 different people stop by and nobody expressed any concern.

Holland stated one of the reasons they want to have the fence approved on the west property line is because the adjacent property is an eyesore and that will provide screening from them. He displayed photos of the landscaping they are proposing and the different views of the surrounding neighbors.

He noted there will be decks on each of the units and each deck will be self-contained and they will not have access to go down in the yard.

Kape questioned whether they will be limiting what they can be stored in the storage areas. Holland stated they may store a gas grill; they are going to discourage using them on the deck as it messes up the siding. They can have bicycles, camping equipment, maybe winter snow tires for their cars etc. Kape questioned since this is considered owner occupied how that effects the 70/30 policy. Pung stated it is still a multi-family home even though they are going to be living there. It is set up as one property with multiple units.

Morgan questioned if there were light poles in the parking lot. Holland stated they noticed when you are on the site there is quite a bit of light from the surrounding neighborhood and the streetlights so they are having it designed so that they will have lighting on each of the porches that will come on automatically. The occupants can also turn on their porch lights separately. There is a light pole in the back and they have it designed so that it does not cast light onto adjacent properties. Discussion ensued. Morgan questioned how the tenants would access the top of the garage for storage of large items. Holland stated they can access it through the door on the back. He stated it is primarily storage for the owner-occupied unit but their intention is to make it available to the other tenants. Morgan questioned how big the storage units are. Holland stated 7 feet by 8 feet.

Holtrop noted the applicant stated they have more parking than need. He questioned if there was any thought of having more green and less pavement. Holland stated after speaking to the neighbors they had discussion of not having options in the neighborhood for on-street parking. He stated it looks like the road is a little narrower than it used to be. He stated when speaking with the neighbors he told them if we did not have this much parking onsite then the only other option would be to park on the street. The neighbors advised them you do not want to park on 32nd Street. Holland stated they do not want to create a situation that is unsafe. Discussion ensued.

Brainerd stated she likes the attention to detail how the property is going to be utilized.

Quinn stated he likes the project. Quinn questioned the rent price points on the units. Holland stated around \$1800-\$2100, closer to maybe \$1850 a month range.

Pemberton stated he is not opposed to rental in that area. He stated this must be unique for 4 bedrooms. Holland stated the reason for the 4 bedrooms is because they need to get the value up as much as they can because that is part of the equity the appraiser is using. Pemberton stated he thinks he is right on the parking with 4 bedrooms.

Jones stated she thinks this is a good use of the property.

J. New Business

Motion by Holtrop, supported by Pemberton, to set a public hearing date of August 10, 2021, for: Case#20-21 – DMR Transportation – Rezoning of 16.4 acres of land from R1-C Single Family Residential to IPUD Industrial Planned Unit Development Located at 4251,4375 and 4401 36th Street, Case#21-21 DMR Transportation – Special Land Use Review of a Vehicle Repair Establishment Located at 4251,4375 and 4401 36th Street; Case#22-21 – Windy West Two - Request of Bosco Development LLC to conditionally rezone 8.91 and 8.86 acres of land from RPUD-1 High Density Residential Planned Unit Development and R1-A Estate Residential respectively to R1-D Single Family Residential. Located at 3345 – 52nd Street and 3281 Nature View Drive

- Motion Carried (8-0) –
- Poyner absent -

K. Other Business

1. Master Plan Implementation

Schweitzer discussed where progress has taken place in the Master Plan

- Hired full time Rental Inspector
- Improve Crosswalk demarcation – we will be undertaking a study to take a closer look to make signalized and unsignalized intersections and mid-block crossings safer.
- Establish review process for road on state and county corridors – we are looking to improve coordination with Kent County Road Commission and MDOT.
- Use EDC members as ambassadors for the commercial areas to air issues they have with the City – this might tie into how we approach Division Avenue going forward
- Division Ave Sub Area- work with Wyoming and DBA to establish annual Division Avenue event

2. Commissioners' Comments

Pemberton commented and echoed what was discussed by Benoit with where we are headed and what we are trying to do as a city with our zoning regulations. He stated we need to be very careful and diligent and not overstep our boundaries. He stated the marketplace does dictate a lot of things even though we have the best intentions, we could end up creating properties that may look good but dismal sellers.

Quinn and Brainerd echoed commissioner Benoit and Pemberton.

Holtrop stated there was a LUZ meeting prior to the planning commission meeting. There is a vacant piece of land at 52nd and Kalamazoo zoned C4. The developer wants the city to consider a convenience store and maybe a 6-gas pump gas station. He stated there was mixed reaction to that, neighborhood lighting, 24/7 operation and anticipated traffic impacts were highlighted.

Kape stated Bark for Parks raised \$10,000 and with that money they will use it for a jetski for the Parks and Recreation Adaptive program. Kape stated the 4th of July carnival made \$12,000.

Jones asked if they could continue to receive the planning update news magazine.

Jones also acknowledged Kape and stated how he stepped up and defended the City of Kentwood for what the residents are calling the “deforestation” along 52nd Street and along Wing. He has done a marvelous job letting residents know that it is not the city it is private developers doing the clear cutting.

Holtrop also acknowledged Golder on the Redevelopment Ready Communities certification awarded to the city. Golder stated it was a group effort including other city staff and the EDC.

3. Staff's Comments

Staff offered no additional comments

L. Adjournment

Motion by Commissioner Benoit, supported by Commissioner Brainerd, to adjourn the meeting.

- Motion Carried (8-0) –
- Poyner absent -

Meeting adjourned at 9:00pm

Respectfully submitted,

Ed Kape, Secretary

**CITY OF KENTWOOD
PROPOSED
FINDINGS OF FACT
JULY 24, 2021**

Golder 7/7/21

PROJECT: Cobblestone 3

APPLICATION: 18-21

REQUEST: Major Change of an Approved PUD Phase

LOCATION: North of 44th Street, Stratton Boulevard extended

HEARING DATE: July 13, 2021

MOTION: **Motion by Benoit, supported by Pemberton, to recommend to the City Commission approval of the Major Change to a Preliminary Site Plan dated July 2, 2021 as described in Case No. 18-21. Approval is conditioned upon conditions 1 -7 removing condition 3 and basis points 1-5 as described in Golder's memo dated July 7, 2021.**

- Motion Carried (6-2) –
- Jones, Holtrop - Opposed
- Poyner absent -

CONDITIONS:

1. Review and approval of the site plan by the Kentwood City Engineer and Fire Marshal.
2. The Master Deed and Bylaws for the development and condominium association must be approved by the Kentwood City Attorney and City staff.
3. Condition deleted
4. Planning and City Commission approval of the waiver for rear yard setback for Buildings 1 and 2. Applicant shall amend the site plan to reflect the correct building setbacks for the RPUD-1 zone.

5. Applicant shall provide a grading and access easement, in a form to be approved by the City Attorney, to allow for the future construction of Stratton Boulevard to serve the property north of Cobblestone 3.
6. Staff review and approval of building elevations.
7. Staff approval of the landscaping and lighting plan for the site.

BASIS:

1. The PUD is part of the overall Ravines development and subject to any applicable conditions of the original approval and conditions.
2. Cobblestone 3 has seven buildings with 6 attached townhouses. The 6-unit buildings represent about half of the total condominium units proposed in Phase 3. The townhouses are three bedroom units, which may increase the likelihood of multiple drivers living within each condominium. Additional parking near these 6-unit condominiums is needed.
3. Buildings 1 and 2 have a setback of 20 feet; 30 is required per Section 12.03 C 3 c of the Zoning Ordinance. The site plan must be amended to reflect the correct setback requirements.
4. Stratton Boulevard was approved to extend north into the B-2 Neighborhood of the Ravines development. The road stops short of the common property line, since grading easements on the B-2 property would be required to continue the road to the north property line. The requirement for grading and access easements will allow a future developer to construct the connection to Stratton Boulevard, as required by the Preliminary PUD Plan.
5. Discussion during the work session and public hearing.

PLANNING STAFF RECOMMENDATION

Pung 07/21/21

PROJECT: 32nd Street Townhomes

APPLICATION: 19-21

LOCATION: 2918 - 32nd Street

HEARING DATE: July 27, 2021

REVIEW TYPE: Site Plan Review for a 4-unit apartment building

RECOMMENDATION: Recommend conditional approval of the site plan received June 16, 2021, as described in Case 19-21. Approval is conditioned on the following:

CONDITION:

1. Staff approval of a landscape plan.
2. Staff approval of a lighting plan.
3. Planning Commission approval of a waiver from the landscaping and screening requirements along the west property line.
4. Compliance with all applicable Engineering Department regulations and requirements
5. Compliance with all applicable Fire Department regulations and requirements.

BASIS:

1. The proposed development is consistent with the R4 High Density Residential zoning district and replaces a previous 4-unit apartment building located on the property.
2. Ensure appropriate landscaping for the site consistent with the requirements of the Kentwood Zoning Ordinance.
3. Ensure that lighting is consistent with the requirements of the Kentwood Zoning Ordinance.

4. Section 3.05.A of the Zoning Ordinance allows for a front yard building setback of twenty-three (23) feet
5. Section 10.04.A of the Zoning Ordinance makes allowance for the approval of waivers to the landscaping and screening requirements of the Zoning Ordinance. The waiver allows for the provision of additional on-site parking and along with decks for each of the units.
6. The use otherwise meets the requirements of the Kentwood Zoning Ordinance.
7. Applicant's representation at the work session and public hearing.
8. Discussion at the work session and public hearing.



RENDERING
FOR ILLUSTRATION ONLY

Revision Table		
Number	Date	Revised By Description

SCALE @ 24" X 36"		SHEET NUMBER
DATE:		1
DRAWN BY:		MICHAEL BROWN

PROJECT SUMMARY

2918 32ND ST
KENTWOOD, MI 49512

32nd St. Townhomes

Castle Creek
CONSTRUCTION

Castle Creek Construction, LLC
3643 Colby Avenue SW Wyoming, MI, 49509
(616) 493-4900

GENERAL NOTES:

THIS PLAN SET, COMBINED WITH THE BUILDING CONTRACT, PROVIDES BUILDING DETAILS FOR THE RESIDENTIAL PROJECT. THE CONTRACTOR SHALL VERIFY THAT SITE CONDITIONS ARE CONSISTENT WITH THESE PLANS BEFORE STARTING WORK. WORK NOT SPECIFICALLY DETAILED SHALL BE CONSTRUCTED TO THE SAME QUALITY AS SIMILAR WORK THAT IS DETAILED. ALL WORK SHALL BE DONE IN ACCORDANCE WITH INTERNATIONAL BUILDING CODES AND LOCAL CODES. CONTRACTOR SHALL BE RESPONSIBLE AND BEAR ANY FINES OR PENALTIES FOR CODE, ORDINANCE, REGULATION OR BUILDING PROCESS VIOLATIONS. INSURANCES SHALL BE IN FORCE THROUGHOUT THE DURATION OF THE BUILDING PROJECT.

WRITTEN DIMENSIONS AND SPECIFIC NOTES SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND GENERAL NOTES. THE ENGINEER/DESIGNER SHALL BE CONSULTED FOR CLARIFICATION IF SITE CONDITIONS ARE ENCOUNTERED THAT ARE DIFFERENT THAN SHOWN, IF DISCREPANCIES ARE FOUND IN THE PLANS OR NOTES, OR IF A QUESTION ARISES OVER THE INTENT OF THE PLANS OR NOTES. CONTRACTOR SHALL VERIFY AND IS RESPONSIBLE FOR ALL DIMENSIONS (INCLUDING ROUGH OPENINGS).

ALL TRADES SHALL MAINTAIN A CLEAN WORK SITE AT THE END OF EACH WORK DAY.

PLEASE SEE ADDITIONAL NOTES CALLED OUT ON OTHER SHEETS.

OWNER: Daniel Holland

PROJECT: 32nd ST Townhomes
ADDRESS: 2918 32nd ST SE, Kentwood, Michigan 49508
LEGAL: Parcel 41-18-15-404-009

FIRE DISTRICT: _____
WATER/SEWER: _____

STORM WATER PERMIT: _____
BUILDING PERMIT: _____

DESIGNER: Michael Brown Castle Creek Construction, LLC (616)427-8943
DESIGN CONSULTANT: Daniel Holland Castle Creek Construction, LLC (616) 493-4900
BUILDER: Daniel Holland Castle Creek Construction, LLC (616) 493-4900
SITE DISTURBANCE: _____
ENGINEERING: _____

PROJECT SUMMARY	1
SITE & DISTURBANCE PLAN	2
PLOT PLAN AND SURROUNDING PROPERTIES	3
TOPO, ZONING, SURROUNDINGS	4
FRONT ELEVATIONS	5
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PROJECT STATISTICS:

LOT SIZE: 18,937 Sq. Ft. (Minus ROW)
BLDG. ENVELOPE: 9,218 Sq. Ft.
ROOF SURFACE AREA: 4310 Sq. Ft.
FRONT/REAR HEIGHT: 34'/ 21.5'
LIVABLE* SF (Per unit): 2021 Sq. Ft.
FOUNDATION: 683 Sq. Ft.
MAIN: 684 Sq. Ft.
UPPER: 660 Sq. Ft.
DECK: 146 Sq. Ft.
Total lot Coverage of all structures:
Total of all structures foot prints - 4,062 Sq. Ft.
Total lot area (minus ROW) - 18,937 Sq. Ft.
4,062/18,937= 0.2145 or **21.45%**

*Finished living area of 4 bed unit as defined by
City of Kentwood Zoning Ordinance Chapter 2 page 2-9.

PROJECT NARRATIVE

THIS SITE IS LOCATED AT 2918 32ND ST. SE, KENTWOOD, MICHIGAN 49512. THE PROPOSED PROJECT INCLUDES 4 ATTACHED TOWNHOUSE RESIDENCE, WITH ONE GARAGE AND TENANT STORAGE UNITS WITH FURTHER STORAGE ABOVE THE GARAGE.

EROSION CONTROL NOTES:

1. INSTALL SILT FENCE PRIOR TO ANY EXCAVATION OR CONSTRUCTION
2. MINIMIZE SITE DISTURBANCE BY TIGHT CONTROL OF EXCAVATION LIMITS.

GRADING NOTES:

1. CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES.
2. ALL FINISH GRADES SHALL BE SMOOTH AND UNIFORM.
3. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING.
4. FINAL GRADE TO CONVEY SURFACE DRAINAGE AWAY FROM STRUCTURES AND/OR TOWARD IN GROUND FRENCH DRAIN SYSTEM TO PERIMETER THE STRUCTURE.
5. AREAS TO BE FILLED SHALL BE CLEARED, GRUBBED TO REMOVE TREES, VEGETATION, ROOTS AND OTHER OBJECTIONABLE MATERIAL AND STRIPPED OF TOPSOIL.
6. PLACE FILL SLOPES WITH A GRADIENT STEEPER THAT 3:1 IN LIFTS NOT TO EXCEED 8 INCHES, AND MAKE SURE EACH LIFT IS PROPERLY COMPACTED.

LANDSCAPE NOTES:

- 1 OWNER RESPONSIBLE FOR LANDSCAPING - SUCH AS LAWN, TREES, SHRUBS, ETC

COMMON DESCRIPTION:

2918 32nd Street SE, Kentwood, MI 49512
Tax Parcel #41-18-15-404-004

LEGAL DESCRIPTION:

The Part of the Northwest ¼ of the Southeast ¼, Section 15, Town 6 North, Range 11 West, City of Kentwood, Kent County, Michigan, described as: Commencing at the Northwest corner of said Southeast ¼; thence North 90 degrees 00 minutes East 742.68 feet along the North line of said Southeast ¼ to the point of beginning; thence North 40 degrees 00 minutes East 132.00 feet; thence South 3 degrees 21 minutes East 170.34 feet parallel with East line of the Northeast ¼ of said Southeast ¼; thence South 84 degrees 30 minutes West 131.87 feet; thence North 3 degrees 21 minutes West 183.00 feet to the point of beginning.

ZONING CLASSIFICATION:

R-4. All abutting parcels to the east, west, and south Zoned R-4. Parcels to the north across from 32nd ST Zoned R-2.

NET ACREAGE (minus right-of-way):

0.434 ACRES

PROJECT DESCRIPTION:

The property lies on 32nd ST SE approximately 0.65 miles east of Breton Road SE and 0.35 miles west of Shaffer Ave SE. The proposed use of the property is 4 single family attached townhouses with one garage (for the owner occupant) and storage units for each townhouse on the south side of the building. The parking lot would be expanded from its current size to accommodate a total of 17 parking spaces as well as a new dumpster enclosure on the south side of the parking lot. There will be one contiguous Deck on the back of the building stretching most of the east side of the building (north to south), with privacy divider walls between each. A retaining wall will be placed south of the 5 existing large pine trees going west to east, north of the main building. On the north, east, and south side of the main building there will be a French drain system to collect ground water and route it away from neighboring properties and into the storm drain system that currently exists on the property.

LOT, YARD AND BUILDING REQUIREMENTS:

R-4 12 units per acres max
0.434 ACRES x 12 units per acre = 5.208 Max of 5 units
Front yard setback 23ft, Side yard setback 15ft one side/30ft total, rear yard setback 30ft
Maximum lot coverage 40%
+3277.1 sq ft building / (18,937 sq ft lot area minus ROW) = 17.3% coverage
+Total lot Coverage of all structures:
-Total of all structures foot prints - 4,062 Sq. Ft.
-Total lot area (minus ROW) - 18,937 Sq. Ft.
-4,062/18,937= 0.2145 or **21.45%**
2 parking spots required per unit
2 x 4 units = 8 required spaces
+Proposed 17 parking spaces

Finished living area of each 4 bed unit as defined by City of Kentwood Zoning Ordinance Chapter 2, page 2-9. = **2,026.41 Sq. Ft.** per unit

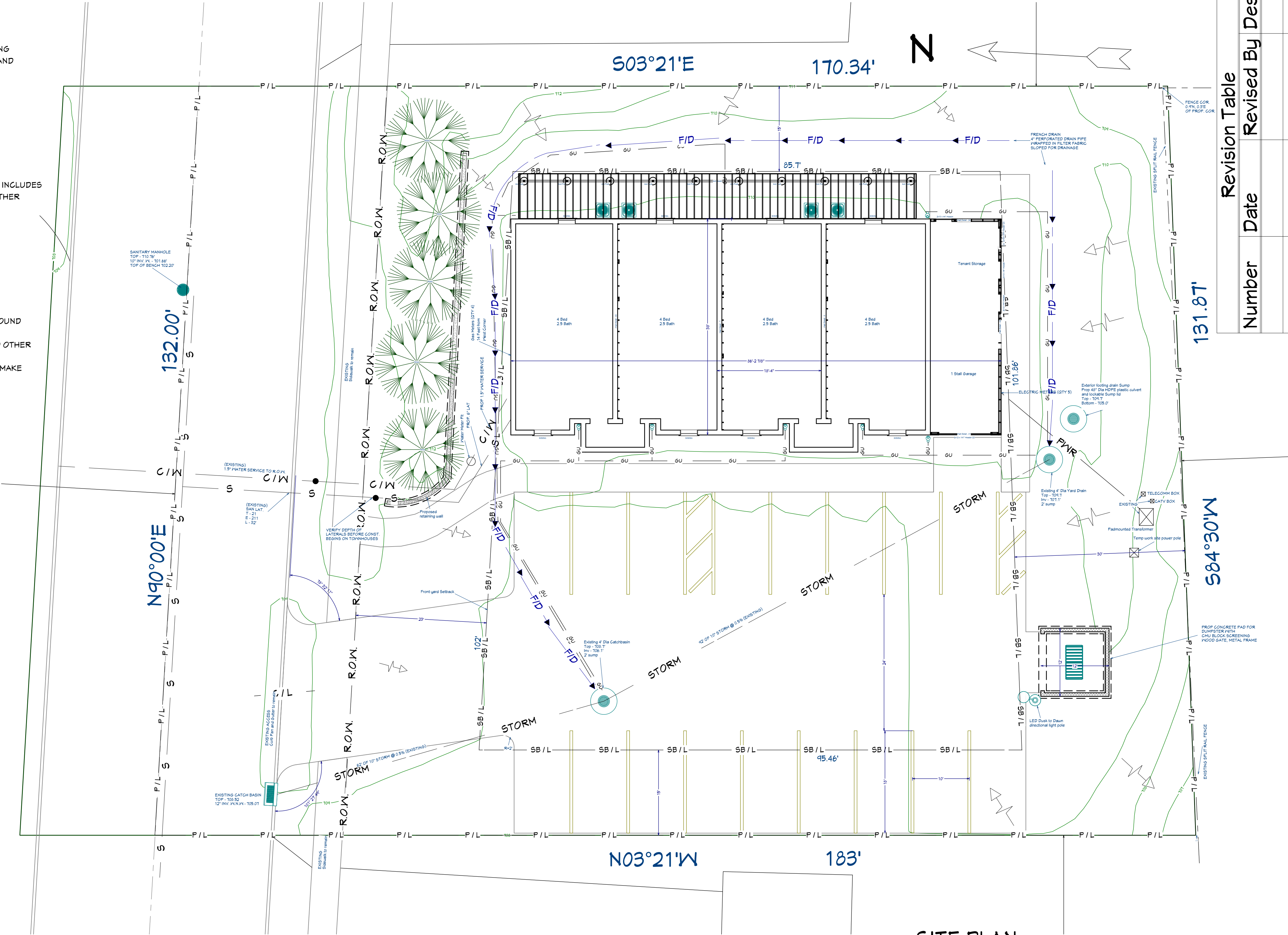
SITE PLAN NOTES

SOIL: 1,500 PSF MINIMUM (ASSUMED) TO BE AT TIME OF EXCAVATION. THE PERMEABILITY IS ESTIMATED TO BE *GOOD*.

FROST DEPTH: 42"
SEISMIC ZONE: A
WIND: 90 MPH (115 MPH 3 SEC GUST)
EXPOSURE: B

CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES. ALL FINISH GRADES SHALL BE SMOOTH AND UNIFORM

CALL BEFORE YOU DIG: 1-800-482-1111



SITE PLAN

1"=10'

UTILITY LEGEND

C	CABLE	— DATA —
G	GAS	— G —
P	POWER	— P / L —
S	SEWER	— S —
W	WATER	— C / W —

LIGHTING REQUIREMENTS:

RESIDENTIAL LIGHTING EXEMPT PER KENTWOOD ZONING ORDINANCE UNDER SECTION 20.08 PARA. E
-EXTERIOR LIGHTING SHALL BE STANDARD OUTDOOR WALL MOUNTED FIXTURES AT BUILDING EXITS AND WALKING PATHS
-PARKING LOT LIGHT - 15 FOOT POLE MOUNTED DIRECTIONAL 80 WATT LED DUSK TO DAWN

LANDSCAPING NOTES:

ONLY EXISTING PLANTS TO BE SAVED SHALL BE THE 5 PINES ALONG 32ND ST.
EXISTING ELEVATION CONTOURS ALONG THE NORTH, EAST AND SOUTH PROPERTY LINES WILL BE MAINTAINED WITH EXISTING PLANTS AND GRASSES.
BETWEEN FRONT OF BUILDING AND SIDE WALK WILL BE RESERVED FOR SMALL PERENNIALS AND SIMILAR.
ALL EXPOSED SOIL SHALL BE SEEDED OR SODDED

Revision Table	
Number	Date

Revised By Description	

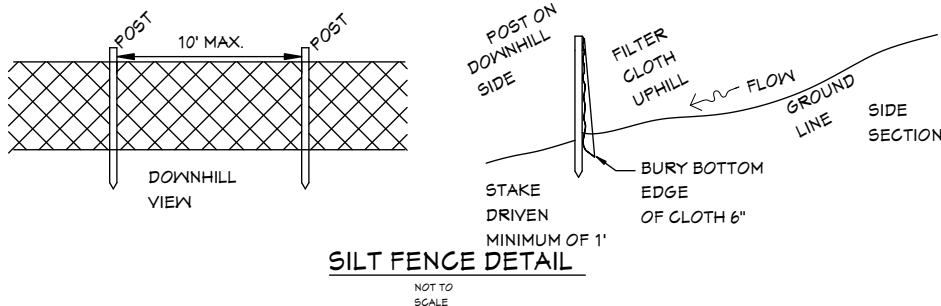
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SCALE @ 24" X 36"	
DATE:	
DRAWN BY:	MICHAEL BROWN

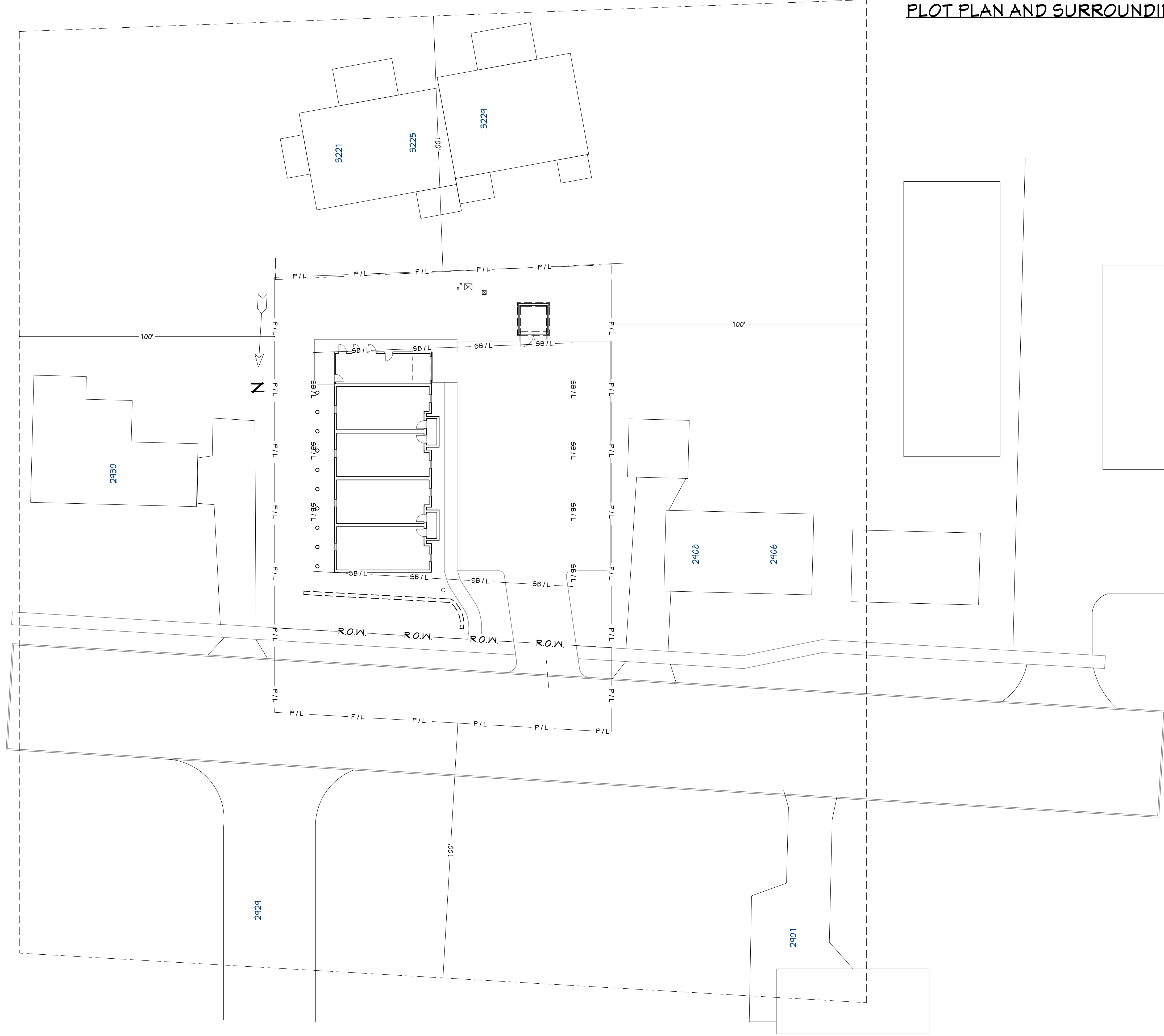
SITE & DISTURBANCE PLAN

2918 32ND ST
KENTWOOD, MI 49512
32nd St. Townhomes

Castle Creek
CONSTRUCTION
Castle Creek Construction, LLC
3643 Colby Avenue SW Wyoming, MI, 49509
(616) 493-4900

1-1-21





PLOT PLAN AND SURROUNDING PROPERTIES

1"=20'

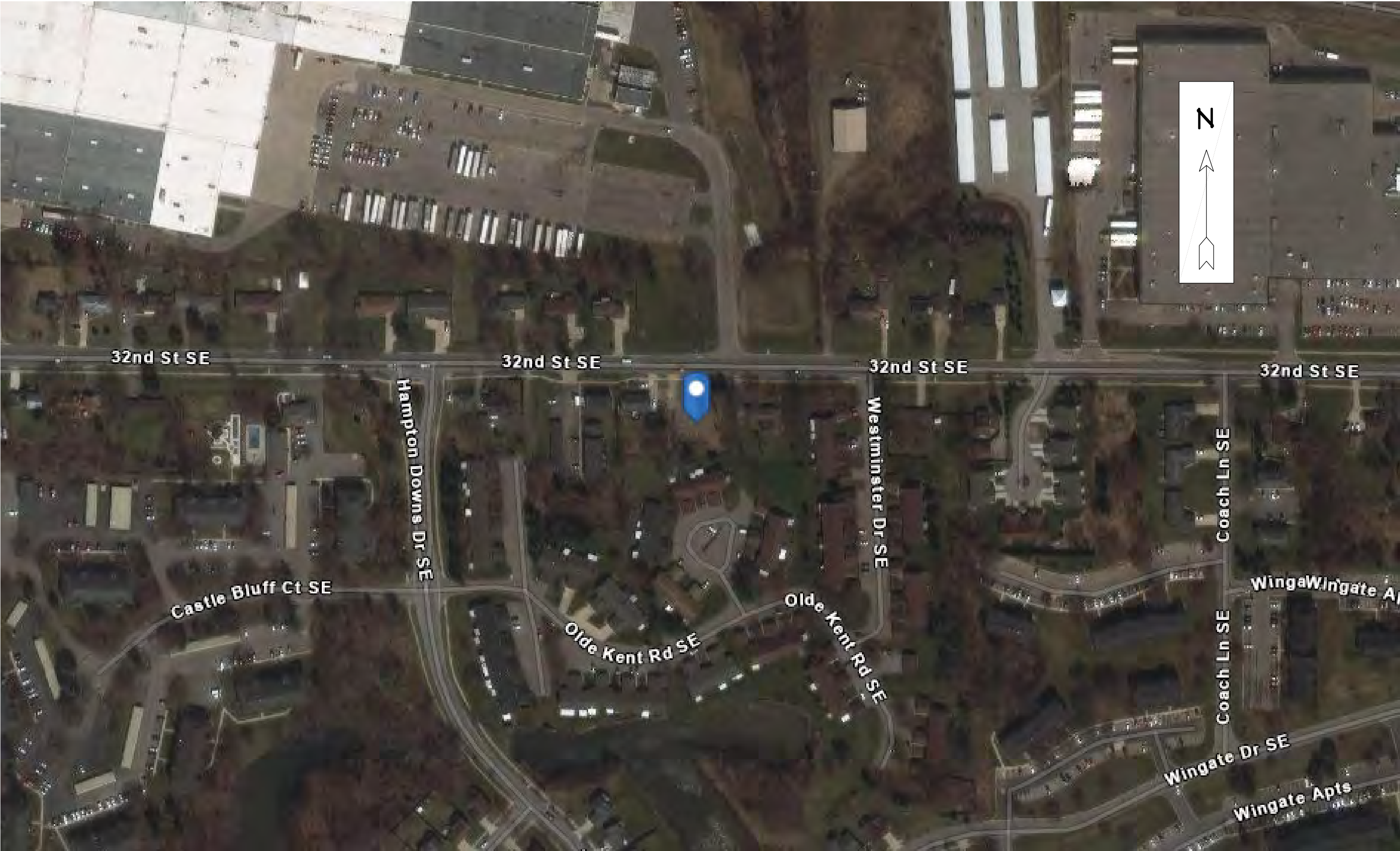
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DATE:		3
DRAWN BY:		MICHAEL BROWN

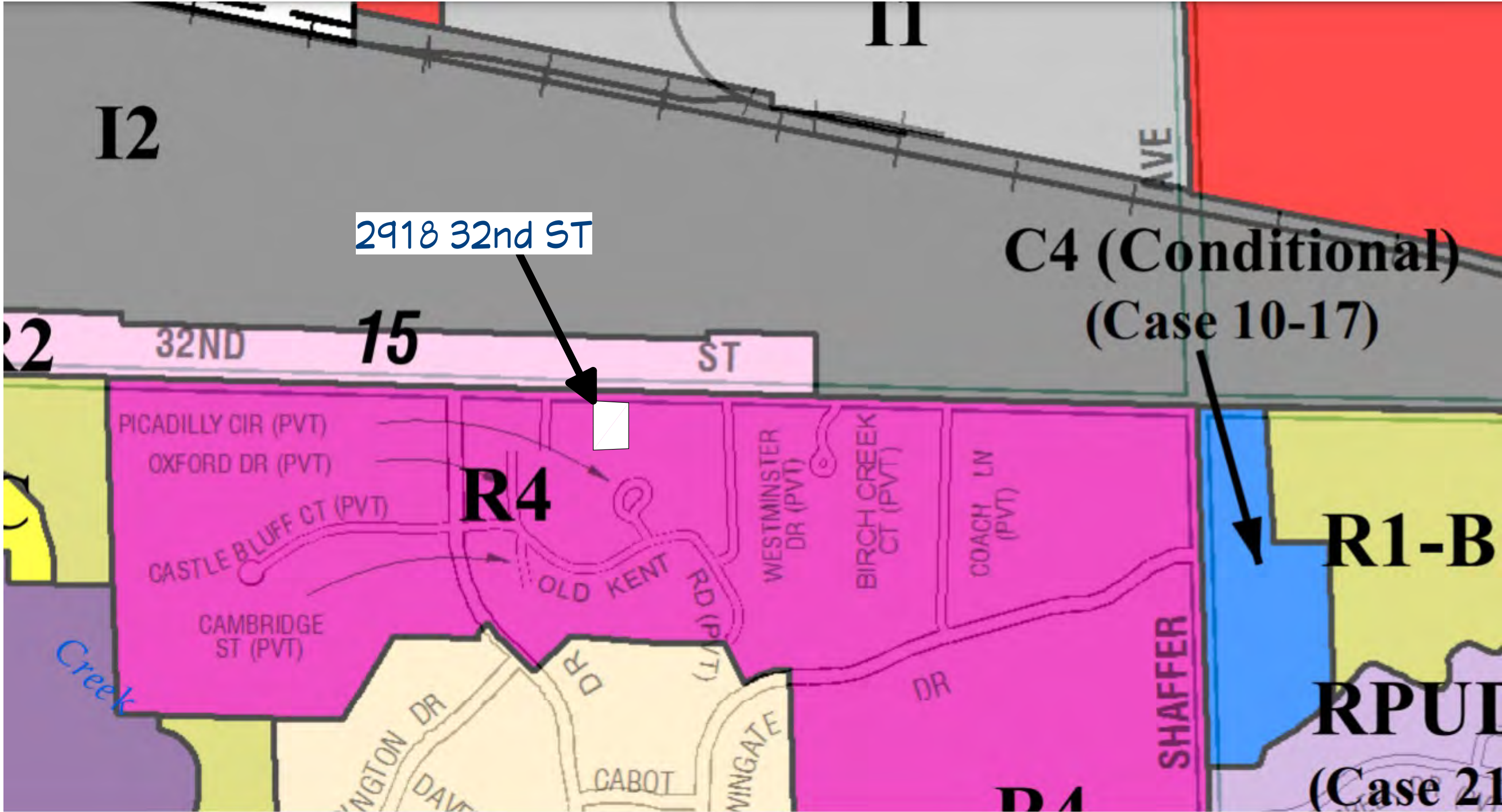
PLOT PLAN AND SURROUNDING PROPERTIES

2918 32ND ST
KENTWOOD, MI 49512
32nd St. Townhomes

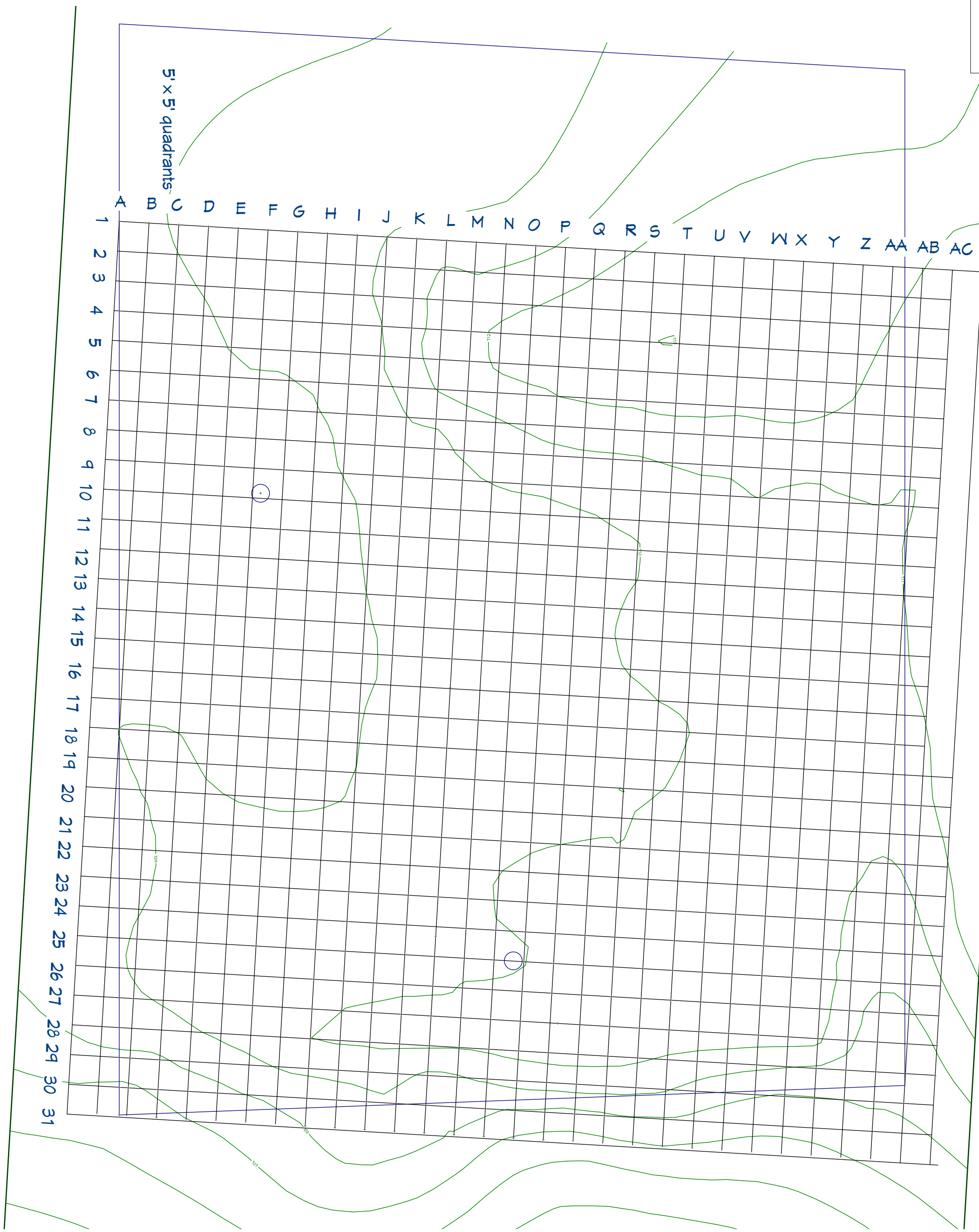
Castle Creek
CONSTRUCTION
Castle Creek Construction, LLC
3643 Colby Avenue SW Wyoming, MI, 49509
(616) 493-4900



SURROUNDING AREA WITHIN 1/4 MILE
NO SCALE



ZONING MAP
NO SCALE



TOPOGRAPHY PRIOR TO CONSTRUCTION
1"=20'

Revision Table		
Number	Date	Revised By Description

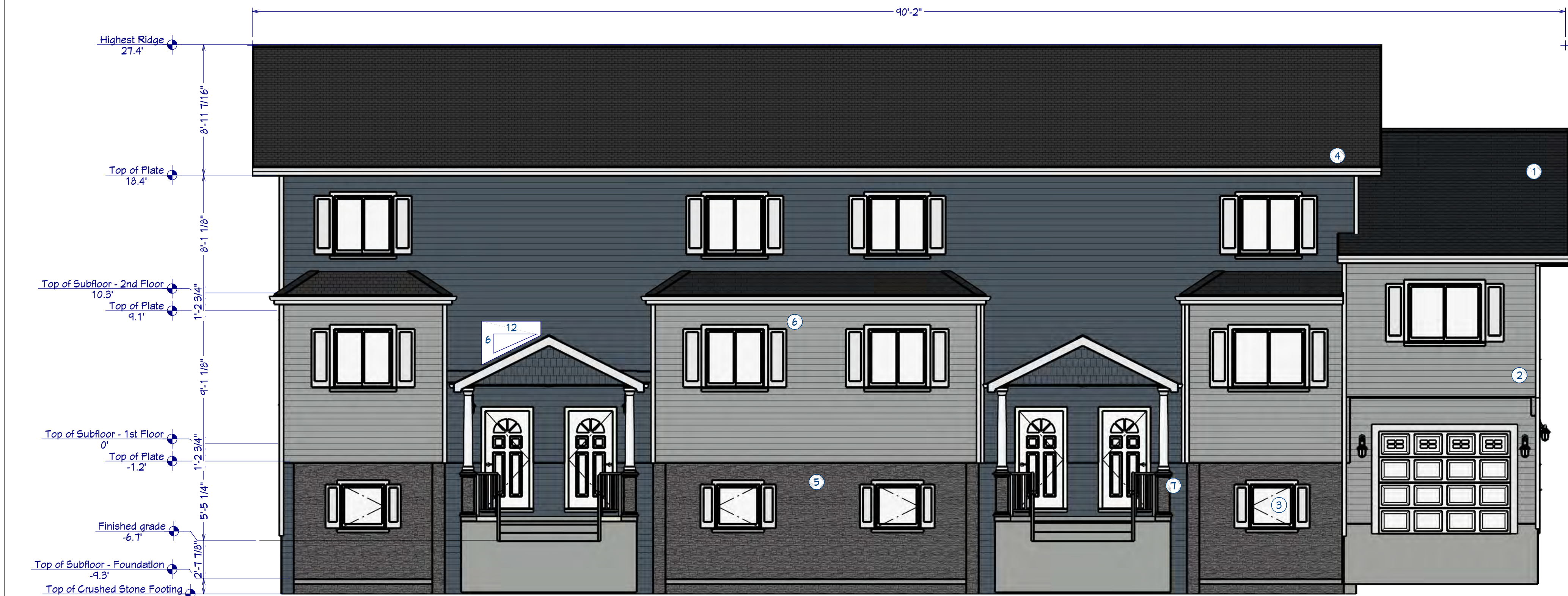
SCALE @ 24" X 36"	SHEET NUMBER
DATE:	4
DRAWN BY:	MICHAEL BROWN

TOPO, ZONING, SURROUNDINGS

2918 32ND ST
KENTWOOD, MI 49512
32nd St. Townhomes

Castle Creek
CONSTRUCTION

Castle Creek Construction, LLC
3643 Colby Avenue SW Wyoming, MI, 49509
(616) 493-4900



FRONT ELEVATION
1"=5'



REAR ELEVATION
1/4"=1'

EXTERIOR NOTES	
(1)	ASPHALT SHINGLES
(2)	VINYL SIDING
(3)	EGRESS WINDOW - SEE WINDOW SCHEDULE
(4)	ALL ROOF PLANES SHALL HAVE GUTTERS
(5)	STONE VENEER/MANUFACTURED STONE PANELS
(6)	ALL FORWARD FACING WINDOWS SHALL HAVE DECORATIVE SHUTTERS
(7)	PORCH ROOF SUPPORTS - BASE COVERED IN STONE TO MATCH WALLS WITH COMPOSITE POST/RAIL DECK
(8)	DUMPSTER ENCLOSURE
(9)	SLIDING DOOR - SEE DOOR SCHEDULE
(10)	DECK FOOTINGS
(11)	PRIVACY DIVIDING WALLS TO BE INSTALLED AFTER DECK SURFACE COMPLETE
(12)	POWER HOOK UP FOR AC CONDENSER UNITS
(13)	ACCESS TO STORAGE ABOVE GARAGE
(14)	2 EXTERIOR LIGHT FOR EACH DECK - SEE LIGHTING SCHEDULE
(15)	GARAGE ACCESS
(16)	TENANT STORAGE SPACE
(17)	ELECTRIC METER LOCATION (3 TOTAL)
(18)	24" OVERHANG

Revision Table	
Number	Date

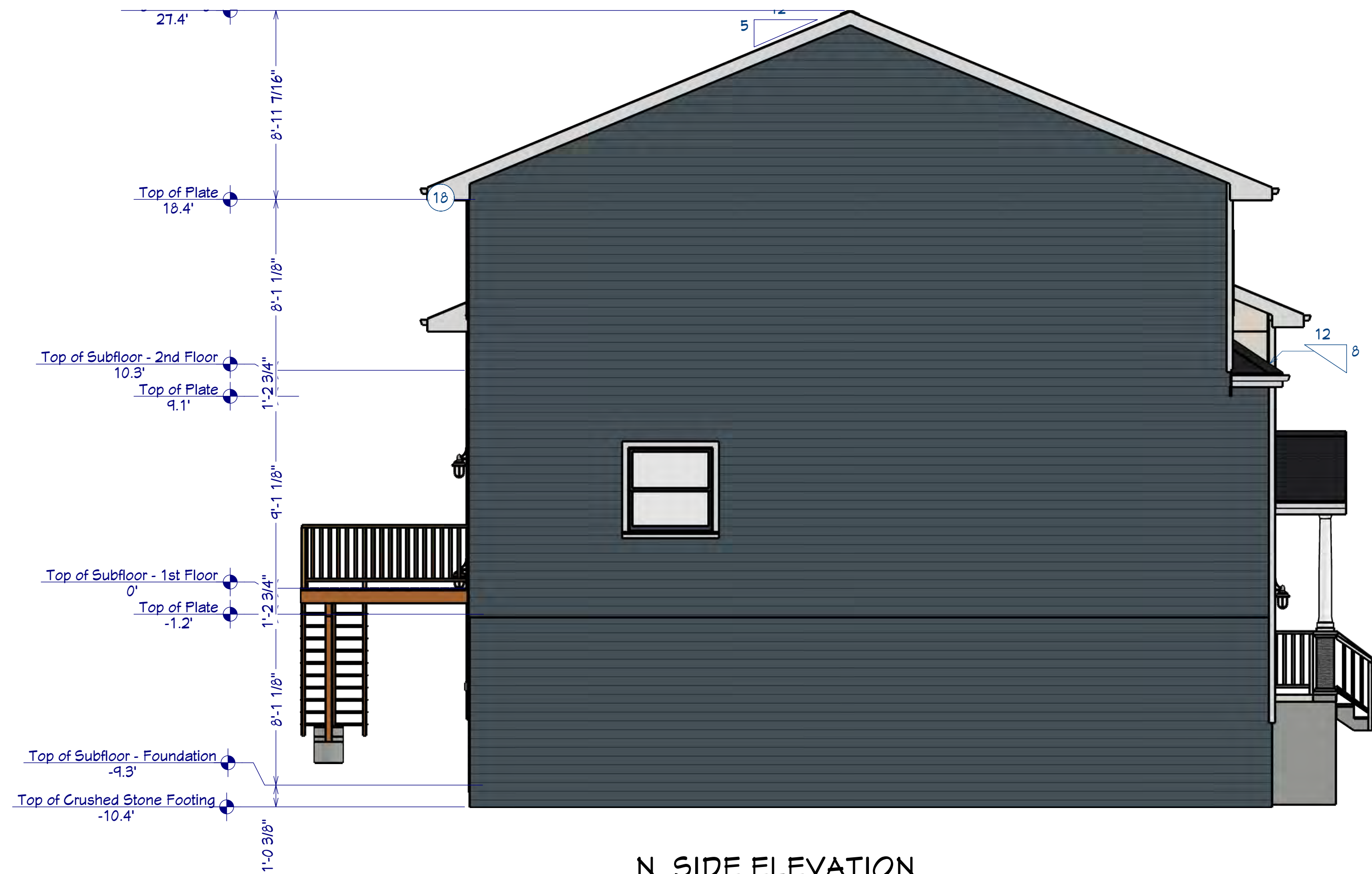
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SCALE @ 24" X 36"	DATE:
DRAWN BY:	MICHAEL BROWN

FRONT ELEVATIONS

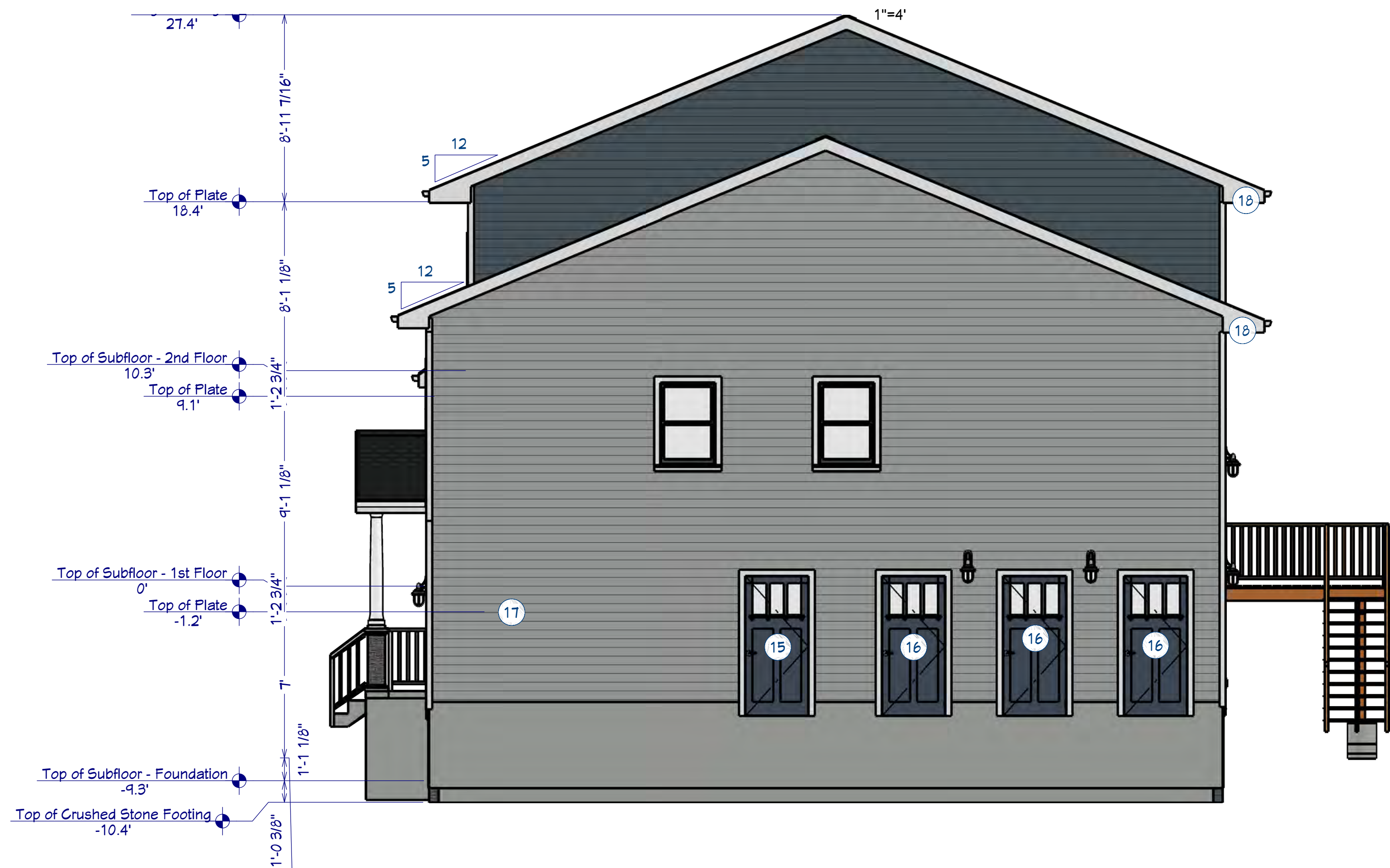
2918 32ND ST
KENTWOOD, MI 49512
32nd St. Townhomes

Castle Creek
CONSTRUCTION
Castle Creek Construction, LLC
3643 Colby Avenue SW Wyoming, MI, 49509
(616) 493-4900

1-1-1



N. SIDE ELEVATION



S. SIDE ELEVATION

1/4"=1'

EXTENSION NOTES	
1	ASPHALT SHINGLES
2	VINYL SIDING
3	GRESS WINDOW - SEE WINDOW SCHEDULE
4	ALL ROOF PLANES SHALL HAVE GUTTERS
5	STONE VENEER/MANUFACTURED STONE PANELS
6	ALL FORWARD FACING WINDOWS SHALL HAVE DECORATIVE SHUTTERS
7	PORCH ROOF SUPPORTS - BASE COVERED IN STONE TO MATCH WALLS WITH COMPOSITE POST/BELLEVUE
8	DUMPSTER ENCLOSURE
9	SLIDING DOOR - SEE DOOR SCHEDULE
10	DECK FOOTINGS
11	PRIVACY DIVIDING WALLS TO BE INSTALLED AFTER DECK SURFACE COMPLETE
12	POWER HOOK UP FOR AC CONDENSER UNITS
13	ACCESS TO STORAGE ABOVE GARAGE
14	2 EXTERIOR LIGHT FOR EACH DECK - SEE LIGHTING SCHEDULE
15	GARAGE ACCESS
16	TENANT STORAGE SPACE
17	ELECTRIC METER LOCATION (5 TOTAL)
18	34" OVERHANG

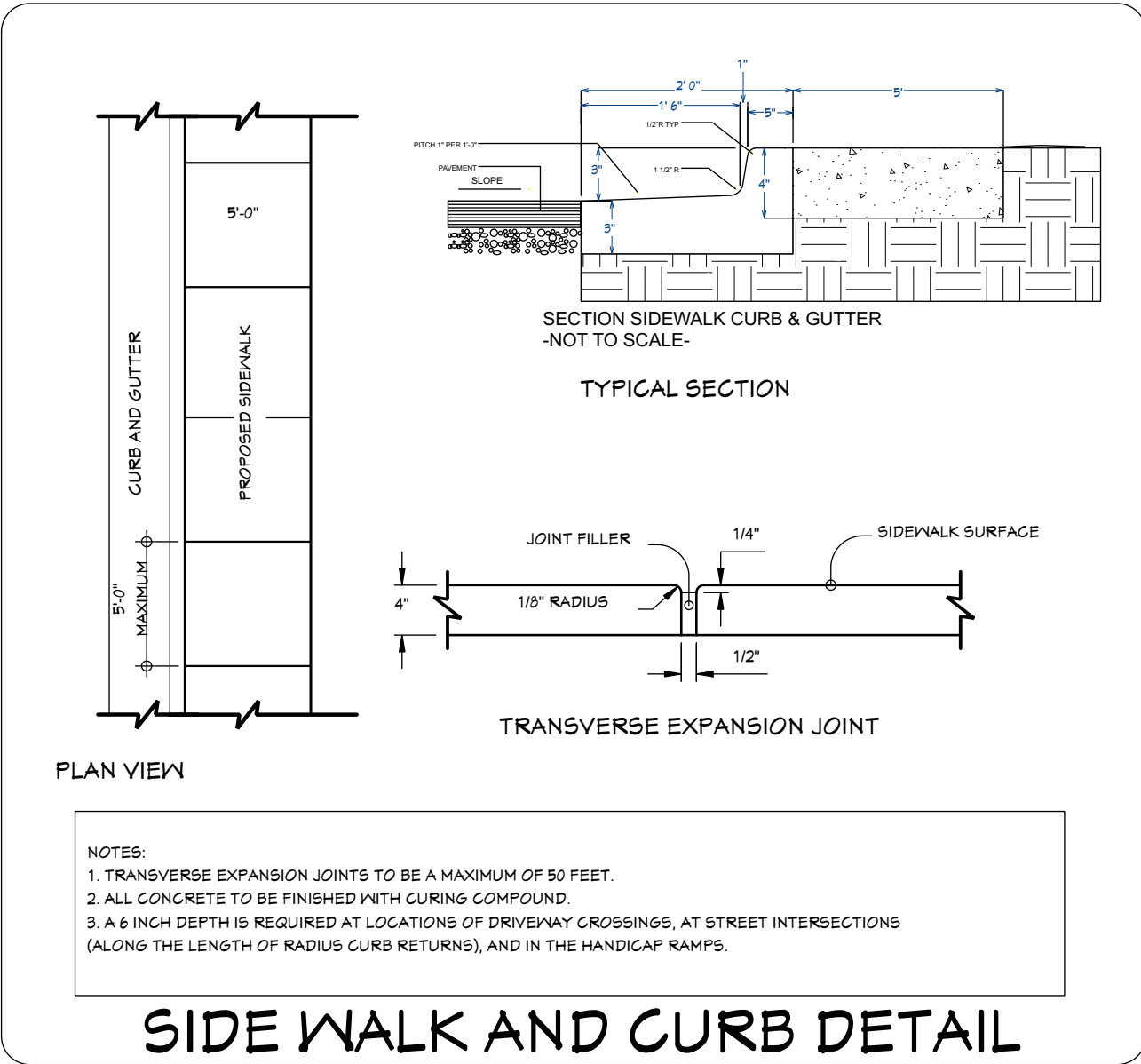
Revision Table	
Number	Date

Revised By Description

SHEET NUMBER	6
SCALE @ 24" X 36"	DATE:
DRAWN BY:	MICHAEL BROWN

SIDE ELEVATIONS

2918 32ND ST
KENTWOOD, MI 49512
32nd St. Townhomes



ASPHALT PARKING SURFACE

1 1/2" WEARING COURSE
(ALTERNATE TWO-2" WEARING COURSE)
POLYPROPYLENE FABRIC
2" BINDER STOP
6" CRUSHED ROCK
COMPACTED SUBGRADE



Walkway to parking Example

Castle Creek
CONSTRUCTION
Castle Creek Construction, LLC
3643 Colby Avenue SW Wyoming, MI, 49509
(616) 493-4900

1-1-21

STAFF REPORT: July 12, 2021
PREPARED FOR: Kentwood Planning Commission
PREPARED BY: Lisa Golder
CASE NO.: 20-21 DMS IPUD

GENERAL INFORMATION

APPLICANT: Semsi Salja rep. by: Exxel Engineering
5380 36th Street SE 5252 Clyde Park SW
Grand Rapids MI 49512 Grand Rapids, MI 49509

STATUS OF APPLICANT: Owner/Developer; Developer's engineering representative

REQUESTED ACTION:

*Applicant is requesting a rezoning of 16.4 acres of land from R1-C Single Family Residential to IPUD Industrial Planned Unit Development.

*Preliminary PUD site plan review is requested for a three building development, including a motor freight terminal with major vehicle repair.

EXISTING ZONING OF SUBJECT PARCEL: R1-C Single Family Residential

LOCATION: 4401, 4375, 4251 36th Street

PARCEL SIZE: 16.4 acres

EXISTING LAND USE ON THE PARCEL: Vacant land

ADJACENT AREA LAND USES:
N: Consumers Energy Right of Way
S: Single family residential and industrial
E: Single family residential
W: Single family residential

ZONING ON ADJOINING PARCELS:
N: R1-C Single Family Residential
S: R1-C Single Family Residential and I-1 Industrial (south of 36th Street)
E, W: R1-C Single Family Residential

Compatibility with Master Plan

The proposed development is located on an overall 16.4 acre property located north of 36th Street and east of East Paris Avenue. The Master Plan designation for this site is for industrial use; however, the Master Plan also states that the area north of 36th should be restricted to ensure that impact on adjacent residential properties can be minimized. Motor freight terminals and fuel depots are listed as examples of uses that could be restricted to improve compatibility with adjacent uses.

Relevant Zoning Ordinance Sections

Chapter 12.01 of the Zoning Ordinance describes the purpose and intent of Planned Unit Developments (PUDs), Section 12.02 lists the qualifying conditions for PUDs, and Section 12.08 describes the Industrial PUD specifically. Site plan review standards are found in Section 14.05.

Zoning History

The site has been zoned R1-C for about 40 years.

SITE INFORMATION

Street and Traffic

The 16.4 acre site is located on the north side of 36th Street. 36th is a four lane road with center turn lane, within a 100 foot right of way. On the south side of 36th Street is the former location of Knoll, Inc., which will continue to be used for industrial use under new ownership. The Grand Valley Metro Council reports 8,800 vehicles daily on 36th Street in 2018.

Trip Generation

The applicant states in their application that there would be 10 drivers in Michigan that park at the facility, use a truck/trailer, and possibly return to the lot in the evening to take their personal vehicle home. It is estimated that 10-15 trucks would enter or leave the site per day. Approximately 25 employees would work within the proposed office space. The applicant has indicated that there would be about 15 trucks and 20 trailers parked on the site at any given time.

The future phases of the PUD include two 50,700 square foot buildings to the west of the proposed motor freight terminal. If the future phases are developed, the property at 4251 36th Street would have to be incorporated into the development, to provide primary and secondary access to the development on the west side of the development.

The driveway for 4251-36th Street does not align with any other driveway on the south side of 36th Street; the driveways on the south side of 36th Street are located 290 feet to the west of 4251-36th Street, and 180 feet east of 4251-36th Street.

Site Information

The site is generally flat and drops to the northwest and to the east side of the site. The applicant has proposed two detention ponds on the site; the City Engineer has indicated in his report of

Staff Report

Case No. 20-21 DMR Transportation PUD Rezoning and Preliminary Site Plan

Page 3

July 13, 2021 that one detention basin is desirable, but will determine the required number of detention facilities when the adequate information is provided for this review.

Staff Review

Rezoning

1. The 16.4 acre development is proposed to be rezoned from R1-C to IPUD Industrial Planned Unit Development. The applicant intends to use the property for a motor freight terminal and major vehicle repair establishment, as well as two future industrial buildings of 50,700 square feet each.
2. In the description of the facility, DMR indicates that a 65-70% of the company's revenue comes from the sale and leasing of tractors and trailers to independent owner operators. However, outdoor vehicle sales are not permitted in the industrial zone.
3. The applicant has also indicated that major vehicle repair would occur on the property; a Special Land Use permit is being sought for this use (Case No.21-21).
4. The Planning and City Commissions should review the following in considering the merits of the rezoning:

1. Consistency with the goals, policies and future land use map of the Master Plan, including any subarea or corridor studies. If conditions have changed since the Master Plan was adopted, the consistency with recent development trends in the area;

The proposed development is located on an overall 16.4 acre property located north of 36th Street and east of East Paris. The Master Plan designation for this site is Industrial; however, the Master Plan also states that the area north of 36th Street should be restricted to ensure that impact on adjacent residential properties can be minimized. In the Master Plan document, motor freight terminals and fuel depots are listed as examples of uses that could be restricted to improve compatibility with adjacent uses.

In addition, the Guiding Development Concepts for the area outlined in the Master Plan require that additional landscaping and setbacks may be required that exceed the IPUD ordinance requirements. The Master Plan further indicates that the city will require certification of compliance with the performance standards of Section 10 F of the Zoning Ordinance to ensure that the industrial uses are not detrimental to area residents.

2. Compatibility of the site's physical, geological, hydrological and other environmental features with the uses permitted in the proposed zoning district;

The sites features are appropriate for the proposed uses.

3. The applicant's ability to develop the property with at least one (1) of the uses permitted under the current zoning;

The property is currently zoned R1-C, and there are existing single family homes adjacent to the development. However, 36th Street is an arterial street with speed limits of 50 miles per hour, and a good amount of truck traffic, making it less conducive to residential development.

4. The compatibility of all the potential uses allowed in the proposed zoning district with surrounding uses and zoning in terms of land suitability, impacts on the environment, density, nature of use, traffic impacts, aesthetics, infrastructure and potential influence on property values;

The surrounding uses to the west, south and east are single family and two family residential. Ten homes exist adjacent to the property proposed for rezoning. However, the area is master planned for industrial use (with limitations), and industrial uses exist on the south side of 36th Street.

5. Whether the City's infrastructure and services are sufficient to accommodate the uses permitted in the requested district without compromising the "health, safety and welfare" of the City;

The infrastructure is adequate to accommodate the proposed uses.

6. Where a rezoning is reasonable given the above guidelines, a determination that the requested zoning district is more appropriate than another district or amending the list of permitted or Special Land Uses within a district.

The IPUD District (with use limitations) is highlighted in the Master Plan as an appropriate zoning district for the area.

PUD Plan-General

5. The Applicant's PUD Statement details the reasoning behind the proposed rezoning. The Master Plan indicates that certain industrial uses are inappropriate for the area, given the existence of residences to the south, east and west. The Master Plan also calls for the application of performance standards to determine whether a use is appropriate for the area. The performance standards, found in Chapter 10 F of the Zoning Ordinance speak to the potential effects of industrial uses on adjacent properties.
6. The Master Plan identifies certain uses—motor freight terminals and fuel depots—that may be prohibited due to the existence of residential uses in the area. The motor freight terminal would otherwise be a use permitted by right in an industrial zone. The concern regarding motor freight terminals include the entering and exiting of trucks on the site, the idling of trucks on the site, the hours of operation (including when trucks enter and exit the site), as well as site lighting. In addition, the proposed use of the two 50,700 square foot industrial buildings is unknown.
7. While the applicant indicates that there are 10-15 trucks entering and exiting the site daily, the proposed parking on the site would suggest that that there could be potentially 118 trailers or tractors parked on the site. The applicant has indicated that the tractors and trailers

could be for sale; however, the industrial zone does not allow for the outdoor display of trucks for sale; therefore, the use of the large parking lot is unclear.

8. The applicant has indicated that it is possible that a truck operator may spend the night within the parking lot of the motor freight terminal. The applicant shall indicate whether electrical outlets and dock areas can be provided to avoid the idling of engines during these hours. The applicant has indicated that excessive idling is not permitted.
9. The minimum setbacks for the IPUD zone are as follows:
Front Yard: 35 feet; buildings with Front Yard Parking: 75 feet with 30 feet of landscaping
Side Yard: 10 feet; 50' wide if it includes parking
Rear Yard 25 feet
10. Parking lots must be set back 45 feet from residential districts or uses and incorporate a 20 foot buffer. The north parking lot for trailers identified in Phase 1 does not meet this standard.
11. The maximum height of buildings within a PUD are limited to the height of the use as permitted in the I-1 zone (45') or the I-2 zone (60 feet).
12. The PUD zone sets standards for building materials and architectural design. The office portion of the building is required as per Section 12.08 E 5 to utilize quality architecture with variable building lines, architectural accents and brick facades. Further, the ordinance requires that the materials used on facades visible from public streets and parking lots shall be brick. More detail is needed regarding the materials proposed for the motor freight terminal/major vehicle repair building.

Although developed as a future phase, the materials proposed for the two future industrial buildings should be addressed.

13. Freestanding signage for the two future 50,700 square foot buildings may be limited due to the lack of frontage on 36th Street.
14. The office portion of the proposed building will require 17 parking spaces. The vehicle repair portion requires 1 space per 800 square feet plus two spaces per service area, or 22 spaces plus the required spaces for the service area. Forty parking spaces have been provided; additional information must be provided on the service areas within the building. In addition, no provision has been made for parking for the building expansion; the use of the building expansion is not clear.
15. It is unclear whether access will be provided between the motor freight terminal/vehicle repair establishment and the other industrial buildings on the site. The two 50,700 square foot buildings cannot be built without the purchase and rezoning of the 130' by 280' parcel located at 4251 36th Street.

16. The Master Plan refers to the Performance Standards of Chapter 10 F to ensure that any use proposed on the subject parcel is certified by the owner to be designed to minimize negative impact on adjacent properties. The Performance Standards include the following:

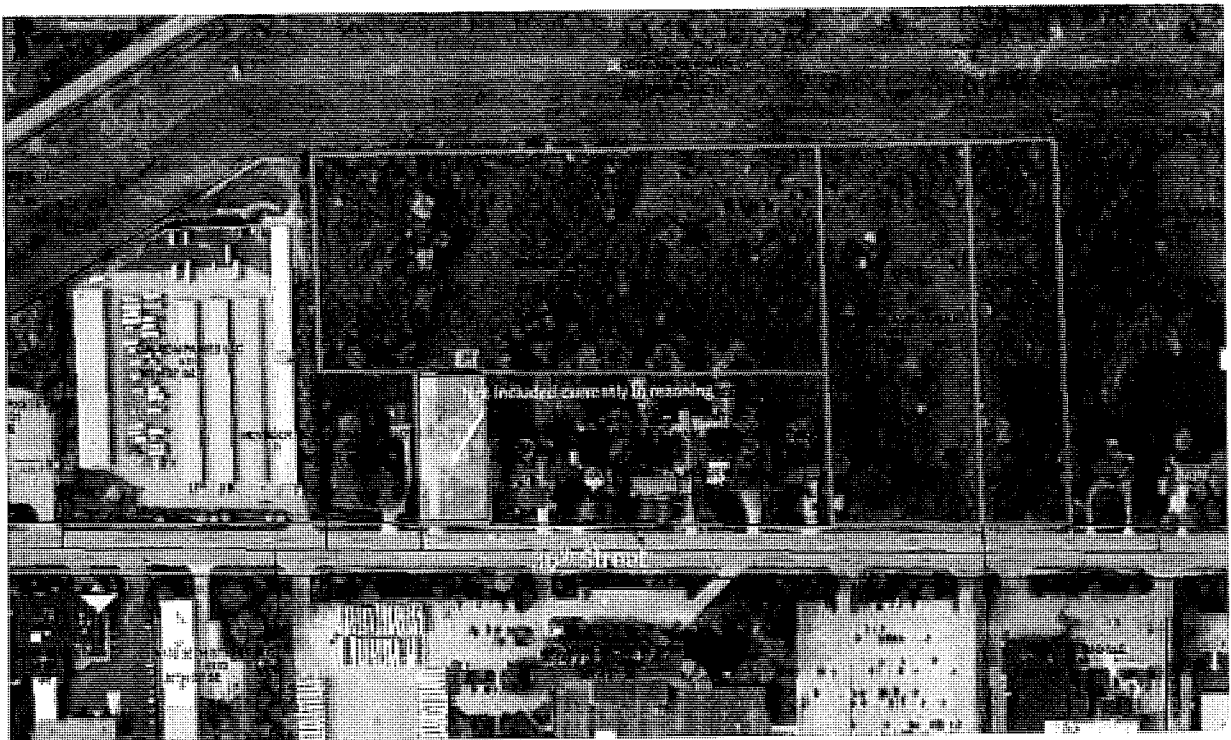
1. All permitted activities, other than parking and loading, shall be conducted wholly within enclosed buildings.
2. Accessory storage or accessory equipment may be placed or conducted out doors only if screened from the view of a pedestrian on any adjacent street or on the ground floor of any adjacent residential or office use or district property by a solid wall or berm. Outdoor storage shall not be permitted in any required yard.
3. No permitted activity shall emit or produce odor, fumes, dust, glare, vibration or heat which will adversely affect permitted uses on an adjacent property.
4. No permitted activity shall emit noise that is readily discernable to the average person in any adjacent residential zone district providing that air handling equipment in proper working conditions shall be deemed to comply with this provision if located on a roof with intervening noise reduction baffles or if located on the side of a building facing away from the residential zone.
5. No permitted activity shall emit fumes, smoke, dust or particulates which damage personal property or buildings located on adjacent properties.
6. No permitted use shall discharge effluent of any kind onto or into the ground or in violation of sewage treatment regulations.
7. No permitted use shall emit electromagnetic radiation which would adversely affect the operation of equipment beyond the confines of the building producing the effect.
8. Any permitted activity that may present danger of fire, explosion or other catastrophe shall have a current Hazardous Material Management Plan, shall be reviewed and approved by the Kentwood Fire Department and shall not represent any danger to property or persons beyond the property lines.
9. All uses shall conform to all other City, County, State and Federal regulations pertaining to its operations.

Attributes:

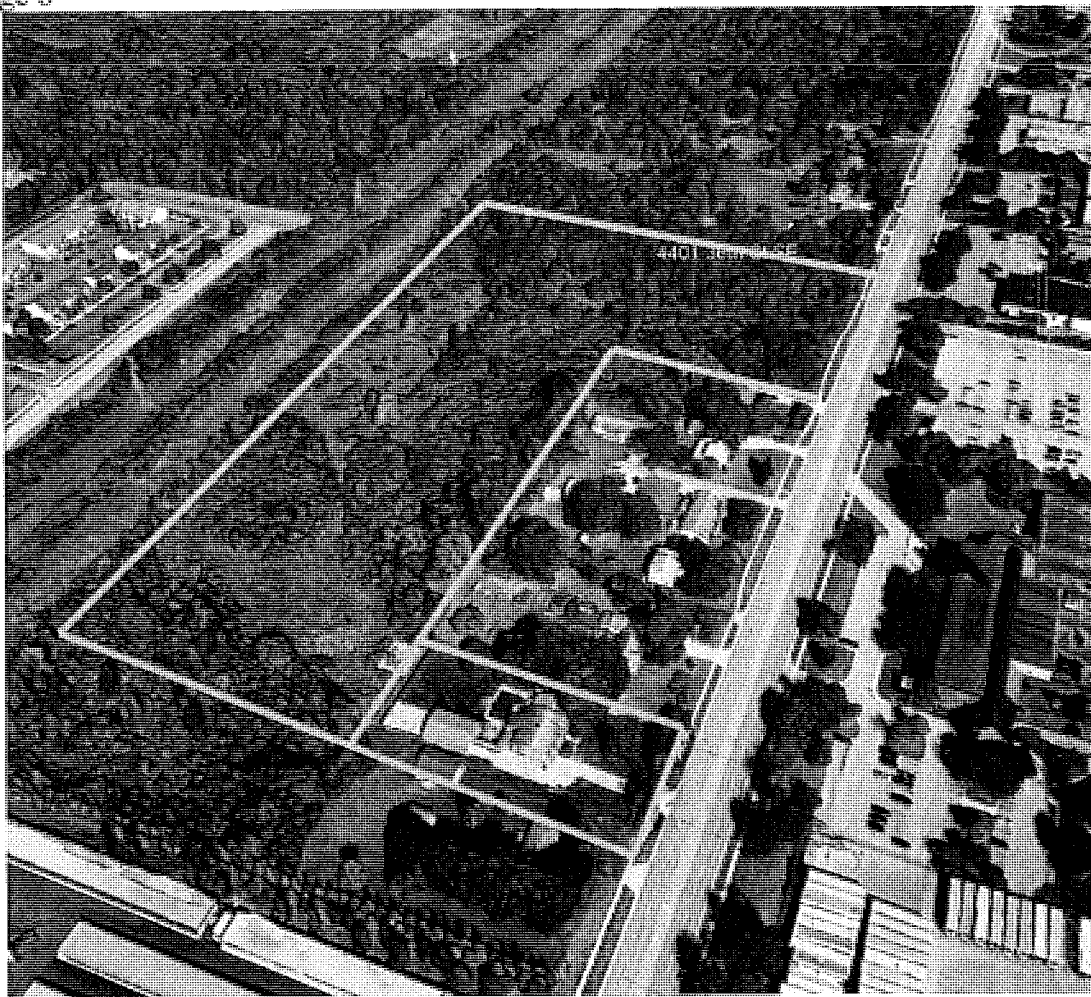
- Use of vacant property
- Landscape setbacks/buffer zones met
- Office proposed on 36th Street frontage; industrial uses/buildings to the north
- There is an interest from at least some of the residential property owners to allow industrial development

Issues:

- Outdoor vehicle sales not permitted
- Master Plan recommends against motor freight terminals
- Unclear as to why so much trail parking is needed on the site
- Concern regarding impact on residential uses
- Uncertainty regarding future industrial uses to the west
- Development leaves one home between the self storage and the proposed western entry to the PUD development
- Development leaves the secondary access on the west side of the site as residential use; rezoning to IPUD would be required in order to develop the remaining portion of the PUD.



Area proposed for rezoning and PUD Site Plan



- o Require street connections from Princeton Estates, Bentbrook and Brookfarm developments to minimize traffic on arterial streets and require greater connectivity.
- o Require sidewalk on Breton Avenue extended in addition to the non-motorized shared path, consistent with the Four Corners Traffic Study.
- o Request the expansion of Route 2 to 52nd Street to connect development (including senior apartments) to the commercial center at 44th and Breton as well as to the Kentwood Public Library and City Hall.
- o Develop a citizen and developer guide for understanding the requirements of the city's stormwater management regulations.
- o Encourage developers to make the homes within the development as energy-efficient as possible.
- o The city will explore the possibility of a community garden in the section.

SUB AREA 4: SECTION 13/PATTERSON FARM

Introduction

Section 13 in Kentwood is an area bounded by 28th Street to the north, East Paris to the west, Patterson Avenue to the east and 36th Street to the south. Much of the undeveloped area is part of a farm that was home to one of the original family of settlers in Kentwood (then Paris Township). Patterson Farm is a 146-acre property located along Patterson Avenue, just south of 28th Street. The farm and the area south along 36th Street to East Paris Avenue embody a very unique sub area due to the farm's history as one of the few remaining farmsteads in the City. The farm has remained undeveloped, despite the fact that it includes 28th Street frontage as well as extensive frontage and depth along Patterson Avenue. There are significant natural features including wetlands and floodplain on the property which add a great deal of natural beauty to the site. The property provides a unique opportunity to allow for a significant development while preserving its historical and natural assets.

The land use designation for the Patterson farm itself is *Conservation Oriented Development*. This designation was designed to preserve the abundant wetlands and floodplain in the area, while allowing other development in a planned setting. The uses permitted in this area may include residential, recreational, industrial, or office. The Patterson Farm Sub Area will be developed as a Planned Unit Development (PUD) in order to accommodate the mixture of uses and connectivity between uses. A recreational component is envisioned around the floodplain and wetland areas in the center of the Patterson Farm. The recently added Saddleback sanitary sewer line may

Actions the city can take to work toward its Place Strengthening goals:

- o Investigate potential gateway/wayfinding signs into the city at Breton extended and 60th Street. Obtain an easement from the developers of Bretonfield to place a gateway sign at 60th Street and Breton extended.
- o Determine interest in the use of the Heyboer farm as a community asset. Potential ideas include a community garden, working farm/park, or use of property as a school resource.
- o Investigate interest in designating the Heyboer Farm as a historic property.
- o Utilize signage in the area that is reminiscent of city's farming roots.

Steps the city can take to meet its goals of Sustainability within Section 34:

- o Within PUD developments, require use of native species in landscaping and diverse species of trees to minimize loss of street trees to disease. Review and revise the city list of acceptable street trees.
- o Use LED lighting for all streetlights.
- o Clarify the city's requirements for the maintenance of open space requirements within residential PUDs.

provide an opportunity for a trail through the Patterson Farm area. The easement could provide an opportunity to access areas that were previously inaccessible.

The sub area not only includes the Patterson farm itself, but also the properties with 36th Street frontage. The properties along 36th Street include a number of single family and duplex homes located on large lots. Large vacant parcels also exist in the area. The City has met with the property owners along this stretch of 36th Street. Some owners want to continue to live in their homes; others desire to sell their homes or property. Along 36th Street closer to Patterson Avenue, an Industrial PUD currently exists; several buildings have been constructed within the PUD. However, wetlands within the PUD have increased over the years, which may affect the developability of the balance of the site.

The following Guiding Development Concepts will be used in determining whether a proposed development plan is appropriate for the development of the Section 13/Patterson Farm Subarea:

- **The design for the Patterson Farm area shall preserve the wetland and floodplain within the site.**
- **Properties proposed for new development shall be rezoned and reviewed as planned unit developments (PUDs).**
- **Areas within the development shall be connected with internal roads and non-motorized trails.**
- **Big box retail use will be discouraged.**
- **Ingress and egress for the site shall be limited and cross access easements provided to minimize the number and the location of driveways on Patterson Avenue.**
- **The PUD will incorporate design guidelines that will apply to the overall development to give the appearance of a unified and cohesive development.**

- **Along the north side of 36th Street, the Master Plan recommends industrial use within a Planned Unit Development (PUD) zone. The PUD will include restrictions on uses allowed, especially when adjacent to residences. Additional setbacks and landscaping may be required that exceed the current IPUD ordinance requirements. In addition, the city will incorporate certification of compliance with the performance standards of Section 10 F of the zoning ordinance as the PUD Development Agreement to ensure that industrial uses are not detrimental to area residents. Industrial uses will continue to be permitted within the existing Industrial PUD near the intersection of Patterson Avenue.**

Since the Patterson Farm has a significant amount of wetland and floodplain area, the city will continue to recommend Conservation Oriented Development with the Guiding Principles restrictions noted above. The Conservation Oriented Development land use recommendation could be accommodated by rezoning of the property to a Mixed Use Planned Unit Development (MPUD). A MPUD would be consistent with the Conservation Oriented Development land use designation. Similarly, an Industrial Planned Unit Development (IPUD) would also be consistent with the Conservation Oriented Development land use recommendation. Developers that wish to propose another type of development may need to amend the Master Plan designation and zoning to show how the development can meet the intent of the Guiding Principles and the Master Plan Principles.

Application of Planning Principles

Principle 1: Open Space and Green Infrastructure

Due to the extensive drainage and varying topography of the site, a portion of the property lies within designated (and undevelopable) floodway or floodplain. This land should be included in the proposed open space and green infrastructure network for Kentwood. The Patterson farmlands are connected

to wetlands to the south and west, linking the farm to the residential developments within the section. It is recommended that a study be initiated to determine whether a system of non-motorized trails might interconnect these natural areas and neighborhoods. It should be noted that opportunities to establish trails across the Patterson farm exist over the easements provided for the Saddleback sanitary sewer and through the Grand Rapids water tower property. In addition, a Consumers Energy right of way crosses through the Section, providing opportunity for trail connection. The connection through the Patterson Farm will prove critical to providing access to Cascade Township's trail system to the North and East.

Principle 2: Mobility

A. Arterial Streets

Patterson Avenue is a five-lane major arterial street carrying a significant volume of traffic (19,352 daily trips, 2017 count) to and from 28th Street, the airport, and many other destinations along the Patterson Avenue corridor. 36th Street is also a five lane, major arterial street that carries significant traffic volume (20,500 trips, 2018 count) due, in large part to its connection to I-96 to the east by way of an interchange. Future development of the Patterson farm area shall limit curb cuts onto Patterson Avenue and encourage cross-access between uses. Access to the existing traffic signal at 33rd Street will be critical to the success of the development on the Patterson Farm property.

While the south side of 36th Street between East Paris Avenue and Patterson Avenue serves industrial uses, the north side of the street is currently residential in nature. The center turn lane on 36th Street creates left turn conflict between vehicles accessing residences and vehicles serving the existing manufacturers and industrial uses on the south side of the street. As redevelopment on the north side of 36th Street occurs, the number of driveways must be reduced and driveways must better align to eliminate left turn conflicts.

B. Primary Intersections

The Section 13/Patterson Farm area is bounded by major arterial streets. The city intends to locate driveways for any

development as far from intersections as possible and take advantage of cross access between properties. The Development Principles for the Patterson farm recommend rezoning of the property to a Planned Unit Development (PUD). The PUD process will allow the designation of specific driveway locations on Patterson Avenue in order to reduce conflicts with turning movements in and out of the site. Thirty-third (33rd) Street is an ideal location for a future street connection due to the existing traffic signal at this location. Other driveways along Patterson will be coordinated with existing or proposed land uses in Cascade Township. If commercial development is permitted at the southwest corner of Patterson Avenue and 28th Street, the driveway must be routed to a more appropriate location further from the intersection, possibly to the existing commercial driveway serving the Patterson Place PUD (Home Depot Center).

For any new development proposed for 36th Street, the number and location of driveways will be limited to reduce conflict with the established driveways serving the businesses on the south side of 36th Street.

C. Non-Motorized Connections

Patterson Avenue, East Paris Avenue, 28th Street and 36th Street are arterial streets carrying a significant volume of commuter and commercial traffic. Much of this traffic is destination traffic originating from or terminating at industrial locations along Patterson Avenue or at the airport. Within Section 13, non-motorized connections should be established and expanded to allow people to move between uses. The Saddleback sanitary sewer line has the potential to serve as a significant east-west non-motorized connection from Patterson Avenue to Woodland Creek Apartments/East Paris Avenue, and northward to the Meadowbrook mobile home park. Likewise, Forest Creek Drive as well as the Consumers Energy transmission line corridor represent another potential east-west non-motorized route from Patterson Avenue over to the Eastland and Corner Ridge Apartments. Additional connections could subsequently be developed as the Patterson Avenue farm develops.

D. Transit Services

The Inter-Urban Transit Partnership (ITP) Kentwood Hub Center at Woodland Mall services three transit routes that run along the arterial street perimeter of Section 13/Patterson Farm Sub Area providing access to the airport, businesses, retail and industry. The outcome of the Comprehensive Operational Analysis of the overall transit system, to be completed by the ITP in 2020, will determine the combination of transit services and non-motorized facilities that will connect people with jobs, housing and commerce.

E. Air, Rail and Truck Transport
The Gerald R. Ford International Airport (GRFIA) has been experiencing significant growth in passenger and cargo activity due to the strong West Michigan economy. A key component of this growth is the maintenance of the capacity and condition of the surrounding transportation system. For years the 28th Street I-96 interchange served as the primary point of access into and out of the airport area by way of Patterson Avenue. Over time the points of access have been increased with the completion of an interchange at 36th Street and I-96 as well as the construction of the M-6 freeway and its interchange at Broadmoor Avenue (M-37). Even with these additional points of access, the Patterson Avenue corridor is a key link between the interchanges and the airport.

In order to maintain the capacity and condition of this subarea frontage on Patterson Avenue it is of vital importance to collaborate and support the efforts of the Kent County Road Commission to maintain and improve the condition and design of the roadway. The land uses that develop in the Sub Area as well as the number, location and design of access points, need to be carefully planned, designed and constructed to maintain safe and efficient traffic flow.

Principle 3: Place Strengthening

A. Gateways
Patterson farm, again due to its highly visible location and unique character, is a strong gateway candidate. Preserving any portion of the property, especially the farmhouse and surrounding property, will provide a significant community

expression and gateway quality. As a gateway, any development of the property near 28th Street should include gateway signage or entry feature.

B. Sense of Place

The Patterson farm already embodies a strong sense of place and bearing. To the extent any of the farm or farmhouse is preserved and featured in future development plans will enhance this sense of place and part of Kentwood's rural roots. In addition, the character of the area will be enhanced by the preservation of wetland and floodplain areas that exist within the section.

Principle 4: Partnerships and Organization

Patterson Avenue serves as the boundary between Cascade Township and the City of Kentwood. The opening of M-6 has had additional impact on Patterson Avenue, thus necessitating a partnership that includes Cascade Township, the Michigan Department of Transportation (MDOT), the Kent County Road Commission and Kentwood to address access management, streetscape design and maintenance, and long-term planning. Cascade Township and the city of Kentwood should coordinate pedestrian connections between the two communities.

Principle 5: Sustainability

The area in which the Patterson farm is located is not walkable. Even though sidewalks exist on Patterson Avenue, walking is uncomfortable due to speeding traffic, snow-piled sidewalks, and lack of amenities such as street trees. As a result, it is difficult to encourage walking and biking. The non-motorized plan adopted by the city can provide a planning tool to identify priority non-motorized projects. The current lack of development allows an opportunity to incorporate upgraded or new non-motorized facilities as well as sustainable features into a development. Rain gardens, green roofs, or other features could be employed to reduce runoff and improve water quality. The city could require the retention of the natural landscape, while requiring walkability throughout the development.

Principle 6: Commercial Development/Redevelopment

Commercial uses exist in large quantities along 28th Street. The Patterson Avenue corridor is not seen as an extension of the commercial development on 28th Street, but rather as an employment center or possibly a residential district with access to the uses along the 28th Street corridor. Limited commercial may be desirable to serve the residents/workers within a development.

Residential properties exist on the north side of 36th Street. 36th Street is a busy five lane road; the south side of 36th Street is zoned and used for industrial purposes. The Future Land Use plan for the north side of 36th Street recommends industrial use. Due to the existence of single family and duplex homes on the north side of 36th Street, Planned Unit Development zoning will be required. The use of IPUD zoning will allow the city to assign additional requirements within the PUD to mitigate impact on the adjacent residential properties. Increased building and parking setbacks, as well as additional screening and landscape buffers can help mitigate the impact of an industrial use on neighboring homes. At the same time, the types of industrial uses and hours of operation can be restricted to ensure that the impact on adjacent properties is minimized. Motor freight terminals and fuel depots are examples of business types that could be restricted in order to improve compatibility with residents that choose to remain in the area.

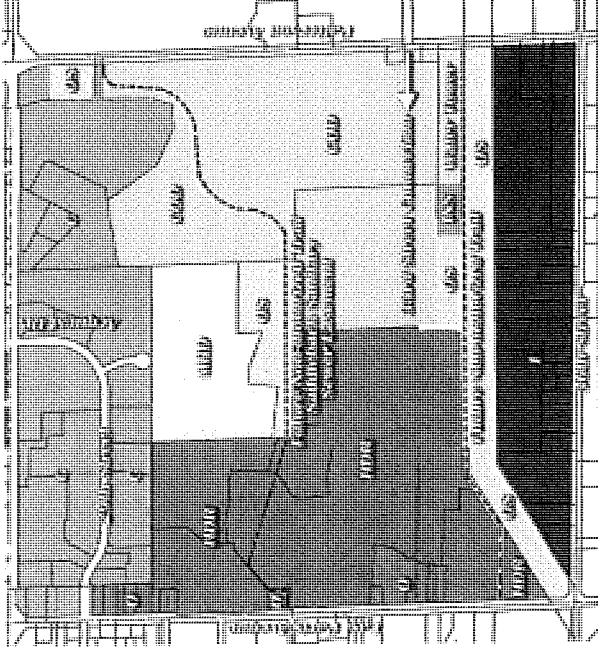


Figure 14: Section 13/Patterson Farm Sub Area Plan

The industrial PUD located at the northwest corner of Patterson and 36th Street is recommended to retain its Master Plan designation for industrial use.

Implementation:

In order to ensure that actions are being taken to plan for the redevelopment of Section 13 in accordance with the Master Plan, the following actions should be considered and incorporated into the Implementation Schedule:

Open Space and Green infrastructure:

- o Collect wetland data as it becomes Open Space and Green Infrastructure Action:
- o Collect information as it becomes available on the wetlands, floodplain and forested areas within the Section. Use the information in order to establish green infrastructure networks within proposed future development.

- o Obtain rights to use all of the Saddleback sanitary sewer easement as a non-motorized trail.
- o Investigate methods of wetlands mitigation that may allow for reasonable development of property within the Section in exchange for retention of key wetland areas.
- o Begin discussions with Consumers Energy regarding the feasibility of a non-motorized trail from East Paris to Patterson within the utility corridor.

Mobility:

- o Establish locations for potential curb cuts on Patterson as well as on 36th Street.
- o Require the development of a shared use path along Patterson Avenue and 36th Street.

Place Strengthening

- o Obtain an easement for the placement of a gateway feature at the Southwest corner of Patterson and 28th Street as well as for the Northwest corner of 36th Street and Patterson.
- o Determine the interest in the designation of the Patterson Farm as a Historic district or landmark.

Partnerships:

- o Meet with Cascade Township and the Kent County Road Commission to discuss the coordination of plans for non-motorized access in this section.
- o Work with MDOT, Cascade Township and the Kent County Road Commission on ways to improve safety at the 28th Street and Patterson crossing as well as at the 36th Street and Patterson crossing.
- o Re-establish the 28th Street Advisory Committee to gain input on 28th Street projects in and near Section 13.

Sustainability:

- o Establish goals to encourage sustainability measures in the development of Section 13. These could include the provision of rain gardens, green roofs, buildings that meet LEED Certification, etc. to further the city's goal of providing a more sustainable development.

Commercial Development/Redevelopment:

- o Meet with current property owner of the PUD at 36th Street and Patterson Avenue to determine an overall development plan for the existing PUD that takes into account the existing wetlands, planned access points, and potential uses for the area.
- o Amend the regulations pertaining to the Mixed Use Planned Unit Development (MPUD) zone to make it more viable for Section 13 or other areas of the city.
- o Develop potential parameters for a 36th Street Industrial Planned Unit Development in order to increase the potential use of the property while mitigating the impact on adjacent residential uses. The IPUD can also address the location of future driveways to improve turning movements on both the north and south sides of 36th Street.

SUB AREA 5: 28TH-29TH STREET CORRIDOR

Introduction

The 28th Street and 29th Street corridor is Kentwood's predominant commercial, retail and service corridor and, historically, has had a very strong presence as a regional shopping district for much of West Michigan. The corridor is critically important to the city and significant additional planning efforts are needed to retain it as a premier shopping and employment destination. The corridor is aging and experiencing increased competition from other growing commercial areas. It appears that some of the retail centers in the city are becoming more fully occupied and doing very well, while others appear to have significant vacancies. The area south of the Centerpoint Mall appears to have been improved by the introduction of new businesses within the area. For example, the former Barnes and Noble /Eastern Mountain Sports, a large space vacated for years, was redeveloped as a Dave and Busters building, new to the West Michigan area. In addition, a Trader Joes store was developed on the same site, closer to 28th



To: Kentwood Planning Department
From: Brad Boomstra, P.E.
City Engineer
Date: July 13, 2021
Re: **DMR Transportation**
4401, 4375, 4251 36th Street SE
41-18-13-400-004, 41-18-13-390-027, & 41-18-13-390-026
Review of Site Plan Received 7-12-2021

We have completed our review of the proposed site plans dated 7-6-2021 and received in our office on 7-12-2021 for the above referenced project.

While there is not enough information to provide a complete review, Kentwood Engineering has the following comments that will need to be addressed before site plan construction review.

Overall Plan Comments:

1. Include parcel numbers on the plans.
2. The cover sheet, watermain and sanitary sewer plan sheets must be prepared in accordance with the City of Grand Rapids drafting standards. Any improvement sheet(s) listed in the sheet index on the cover sheet must include the words, "FOR REFERENCE ONLY".
3. The multiple parcels at this site must be combined into a single parcel. This is required whenever new development spans across adjacent parcels. Please contact the Kentwood Assessor, regarding this procedure.

Street / Sidewalk / Parking Lot:

1. The pavement within the commercial drive approach between the sidewalk and the gutter pan must be concrete at least 6 inches thick.
2. No single curb cut shall be less than 10 feet in width, nor more than thirty (30) feet in width.
3. For any curb cut which terminates less than five (5) feet from a construction joint, the contractor shall remove and replace the existing curb to the next joint.
4. Include the City of Kentwood General Notes on the plan(s). These notes are required for the work being performed in the 36th Street right-of-way. Highway permit conditions, specifications and required general plan notes are posted on the City's website, and can be accessed at <http://www.ci.kentwood.mi.us> (hover over "CITY SERVICES" and "DEPARTMENTS" then click "ENGINEERING", then click the "RIGHT-OF-WAY" link near the top of the page).

5. Additional comments regarding the street and/or sidewalk may be made upon receipt of construction plans.

Grading:

1. Please identify at least one (1) benchmark on the plan.
2. Indicate the proposed limits of grading on the site plan. A thick, shaded line works well for this.
3. Indicate and label the 1% chance (100-year) flood elevation on the site plan or add a note that none exists on this site.
4. Indicate and label the wetland delineation line or add a note that none exist on this site.
5. Proposed grading (contours) and building floor elevation will be needed to show proposed surface drainage patterns.
6. Additional comments regarding grading will be made upon receipt of construction plans.

Storm Sewer / Drainage:

1. Significant additional detail is required to complete the storm sewer and drainage review.
2. Provide a tributary area map and calculations to verify the capacity of the proposed and existing storm pipes to carry a 10-year storm (or a 100-year event if no overland floodway is provided). Use the Kentwood Storm Sewer Design Standards available on the City's website; they contain a Kentwood-specific IDF curve and time of concentration (T_c) nomograph. Use a minimum initial T_c of 10 minutes. Maintain a minimum cleansing velocity of 2.5 ft/sec in the pipes. Calculations must be sealed by a registered engineer.
3. Storm sewers shall be designed using the detention basin(s) emergency spillway elevation as the starting water surface elevation.
4. The Kentwood Standard Specifications allow a 5-year frequency storm for the design of storm sewers in an industrial development.
5. Developed runoff cannot be allowed to flow off the edge of the property.
6. In order to allow a proper transition from a point discharge to natural flow, 50 feet of downstream protection will be needed for the outlet of the pipe. This may consist of 4" concrete, grouted riprap, or properly sized riprap, all on filter fabric (MDOT "Geotextile Liner"). Both the surface material and the fabric must be toed in at least 18 inches at all earth interfaces, and the treatment must be extended completely around the end of the outlet pipe by two (2) feet to protect from eddy currents. The point source must be at least fifty (50) feet from the property line.
7. Please indicate the type of material being used for the storm pipe in various areas (i.e., under the roadway, under lawn areas, etc).

8. For each of the storm pipes, indicate the size, slope, length and invert elevations.
9. How will roofs be drained? Where will this flow go?
10. All developments must carry a floodway through the development to preclude property damage. Overland floodways for a 1% chance (100-year) storm event will need to be designated.
11. Additional comments regarding drainage will be made upon receipt of construction plans.

Detention Basin:

1. Significant additional detail is needed to complete the detention basin review.
2. On-site stormwater detention will be required for this parcel. Section 78-123 of the City of Kentwood Ordinance requires that the new detention facility be sized for the entire parcel in a *fully developed condition*. We will need to see these calculations.
3. Per Kentwood Ordinance 78-123 (b) the number of stormwater detention facilities shall be minimized. One detention basin for the entire site is desirable. We will determine the required number of detention facilities when detailed grading plans are received. Grading plans that provide enough detail for the entire site are needed, not just for Phase I.
4. The amount of detention volume required may be based on an estimate of the percentage of impervious surface area based on the Kent County Subdivision Drainage Rules (short method #1), on the basis of 0.1 acre-ft per acre for the entire parcel (short method #2) or, alternately, a tabulation of actual reservoir routing (long method). Routing calculations usually result in the lowest required volume. The detention sizing must be based on a 25-year storm. We will need to see detention sizing and release calculations.
5. We need to see a more detailed drawing of the proposed detention basin outlet control structure(s). Also, a more detailed offsite flow path for the detention basin outlet(s) must be provided.
6. Kentwood allows a maximum detention release rate of 0.33 cfs/acre, based on the total parcel size.
7. The minimum diameter restrictor pipe size is 4 inches.
8. A low flow channel will be needed across the bottom of the detention basin(s) between the end section(s) and the outlet structure with a minimum grade of 0.6 percent. This may consist of 4" concrete, grouted riprap, or properly sized riprap, all on filter fabric (MDOT "Geotextile Liner"). Both the surface material and the fabric must be toed in at least 18 inches at all earth interfaces. The remainder of the basin bottom shall have a minimum 2 percent slope to the low flow channel.
9. The inlet to the detention basin should be moved as far as practical from the basin's outlet, so as to prevent "short circuiting" of the basin. This will provide a longer holding time for settling of sediment.

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10. In order to allow a proper transition from a point discharge to natural flow, 50 feet of downstream protection will be needed for the detention basin outlet pipe. This may consist of 4" concrete, grouted riprap, or properly sized riprap, all on filter fabric (MDOT "Geotextile Liner"). Both the surface material and the fabric must be toed in at least 18 inches at all earth interfaces. The treatment must be extended completely around the end of the pipe by two (2) feet to protect from eddy currents. The point source must be at least fifty (50) feet from the property line.
11. The emergency outlet pipe must be capable of carrying a 10-year, fully developed non-detained storm flow. Please provide calculations to show that the pipe can carry this flow.
12. An emergency spillway may also be used instead of an outlet pipe. Section V(E) of the City of Kentwood Standard Specifications for Design and Construction of Storm Detention Storage requires that the detention basin spillway "shall be constructed of hot-rolled plant mix asphalt or concrete, and must extend from the top of the berm to the intersection with the outfall channel. All interfaces with native soil shall be toed in." Show a detail on the plans.
13. A 15-foot-wide flat maintenance shelf for vehicular access is required for the detention basin.
14. A five (5) foot flat spot is needed between the pavement and the top of the basin embankment.
15. Additional comments regarding detention basins will be made upon receipt of construction plans.

Soil Erosion and Sediment Control:

1. Significant additional information is needed to complete the SESC review including details regarding project phasing and how SESC will be handled as phases are constructed.
2. We will need to see some additional soil erosion control measures as part of the plan review. Section 78-62 of the City of Kentwood Ordinance (posted on the City's website) contains minimum requirements for information that shall be included on the plan. Go to: <http://www.ci.kentwood.mi.us> (hover over "CITY SERVICES" and "DEPARTMENTS" then click "ENGINEERING", then click the "SOIL EROSION AND STORMWATER" link near the top of the page). Please review this ordinance carefully.
3. Per the requirements of Part 91 of Public Act 451, all proposed grading and soil erosion controls must be shown on a sheet(s) titled, at least in part, "SOIL EROSION AND SEDIMENTATION CONTROL PLAN". This plan should show surface features related to grading and soil erosion and sediment control. The SESC Plan may be combined with other plans and improvements as long as clarity is retained. Two (2) copies of this sheet, once approved, will need to accompany the application for an earth change.
4. We need to see existing and proposed topography at a maximum of five (5) foot contour intervals. The existing topography shall include structures and natural features outside the site boundary line within 50 feet.

5. Indicate and label the 1% chance (100-year) flood elevation on the SESC plan or add a note that none exists on this site.
6. Indicate and label the wetland delineation line or add a note that none exist on this site.
7. Include a written description of the soil types of the exposed land area contemplated for an earth change.
8. Place a note on the soil erosion control plan to indicate that existing and new catch basins shall be protected with an inlet filter drop (silt sack). Straw bales or fabric placed under the grate are NOT acceptable, and sediment traps alone are not sufficient to provide adequate sediment filtration. Such a note might read, "EXISTING AND NEW CATCH BASINS SHALL BE PROTECTED WITH AN INLET FABRIC DROP (SILT SACK)." Include a simple detail of the proposed silt sack on the Soil Erosion and Sediment Control plan. We can provide you with an acceptable CAD detail upon request.
9. Place the following notes on the soil erosion control plan:
 - ALL SOIL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL COMPLY WITH ARTICLE 2 OF CITY OF KENTWOOD ORDINANCE 78 AND PART 91 OF PUBLIC ACT 451.
 - ALL SOIL EROSION AND SEDIMENT CONTROLS SHALL BE INSPECTED AND MAINTAINED ON A DAILY BASIS AND IMMEDIATELY FOLLOWING EVERY SIGNIFICANT RAINFALL EVENT.
 - ALL EXCESS SPOILS ARE TO BE REMOVED FROM THE SITE. OTHERWISE, STOCKPILES MUST BE PROVIDED WITH TEMPORARY AND PERMANENT STABILIZATION MEASURES.
 - EXCESS DIRT IS NOT TO BE PLACED ON ANY AREAS ON OR ADJACENT TO THE SITE WHERE THE PLAN DOES NOT SHOW THE AREA BEING DISTURBED. (This area of disturbance, or grading limits, must be clearly shown on the site plan.)
 - SILT FENCING IS REQUIRED ALONG ALL DOWNSTREAM EDGES OF THE GRADING LIMITS AND MUST REMAIN IN PLACE UNTIL VEGETATION IS UNIFORMLY RE-ESTABLISHED. THE SILT FENCE MUST BE TOED IN A MINIMUM OF 6 INCHES ALONG ITS BASE. (Remember that silt fences are intended to intercept *sheet flow* only and must always be installed *parallel* with the ground contours. Silt fences must not cross ravines, overland floodways, ditches, swales, etc. where concentrated flows occur.)
 - ALL DISTURBED BANKS EQUAL TO OR GREATER THAN 4:1 AND THE DETENTION BASIN BANKS AND BOTTOM MUST BE COVERED WITH TOPSOIL, SEED AND NORTH AMERICAN GREEN S-150 (OR APPROVED EQUAL) EROSION CONTROL BLANKET. THIS BLANKET, ALONG WITH THE NECESSARY STAPLES OR WOOD PEGS, SHALL BE PLACED PER MANUFACTURER'S RECOMMENDATIONS. SEAMS SHALL BE PLACED PARALLEL TO THE DIRECTION OF SURFACE RUNOFF. (Indicate such areas with shading or hatching on the plan.)
 - ALL SOIL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED UNTIL VEGETATION IS UNIFORMLY RE-ESTABLISHED AND THE SITE IS PERMANENTLY STABILIZED.
 - NO SEDIMENT SHALL BE TRACKED ONTO THE ADJACENT PUBLIC STREET AND IF IT DOES OCCUR, IT SHALL BE CLEANED DAILY.

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- THE STORMWATER DETENTION BASIN IS TO BE THE FIRST ITEM OF EARTH MOVING AND SHALL BE CONSTRUCTED IN CONJUNCTION WITH THE INSTALLATION OF SOIL EROSION CONTROL MEASURES.
10. Per the requirements of Part 91 of P.A. 451, place on the soil erosion control plan a bar graph or chart showing the proposed timing and sequence of each proposed earth change. It must include the installation of both permanent and temporary soil erosion and sedimentation controls, as well as the removal of temporary controls. It must also show the sequence of any construction phases.
 11. A stone construction exit must also be included as part of the soil erosion control plan. Indicate the location of this exit on the plan, along with a detail. The length of the rock construction exit shall be at least 50 feet and shall consist of a 6-inch minimum layer crushed rock or stone on top of non-woven geosynthetic fabric (MDOT "Heavy Geotextile Liner"). The size of the stone shall be selected so that it cannot get caught between dual truck tires.
 12. Additional soil erosion and sediment control comments may be made by Kentwood staff upon further review.

Utilities (Sanitary & Water):

1. The City of Grand Rapids owns, operates and maintains the sanitary sewer collection and water distribution systems in this portion of Kentwood. Any alterations, extensions or new connections to either of these systems will require approval from Grand Rapids. Construction plans (drafting standards) and specifications for the proposed watermain and sanitary sewer must conform to Grand Rapids requirements.
2. A construction agreement with the City of Grand Rapids will be required for the new watermain and sanitary sewer.
3. A representative of the City of Kentwood Inspections Department must be present when the tap is made into the existing sanitary sewer.
4. Provide a pavement repair detail for any work that will require cutting into the 36th Street pavement.
5. The Grand Rapids Water Department must be present to make the tap into the existing watermain. Notify the Grand Rapids Water Department before making the connection to the existing service lateral.
6. Deferred frontage assessments and/or trunkage (hookup) fees for water and sanitary sewer may be due upon hookup or development. Contact the City of Grand Rapids (Larry Olson, 456-4074) for any assessments for utilities (water & sewer) that may be due.
7. Show the grade and the material of the proposed sanitary lateral. The Michigan Plumbing Code requires 1/8" per foot (or 1%) slope for both 6-inch and 4-inch service laterals.
8. Additional comments regarding utilities will be made upon receipt of construction plans.

Required Permits, Bonds, Fees [and Escrow]:

1. Because this parcel is adjacent to a public street, over one (1) acre is being disturbed, and is within 500 feet of a lake or stream, a Permit for an Earth Change (fee \$400) and a \$5,000 soil erosion control performance bond or an irrevocable letter of credit using the City of Kentwood format will be required through Kentwood Engineering. The Owner/Developer must sign the Permit for an Earth Change. Both the Owner/Developer and the Contractor must be named on the bond. Please contact us if you need a permit and/or a bond template form, or one can be accessed on the City's website at <http://www.ci.kentwood.mi.us> (hover over "CITY SERVICES" and "DEPARTMENTS" then click "ENGINEERING", then click the "SOIL EROSION AND STORM WATER" link near the top of the page). There is a 365-day limit to complete the work under this permit.
2. An NPDES Notice of Coverage will also be needed as the proposed area of disturbance exceeds 5 acres. At the time the Earth Change permit is issued by the Kentwood, your Notice of Coverage will immediately become effective as a "permit-by-rule" as soon as the NOC has been properly filed and the appropriate fee is paid.
3. Your contractor will need a Drive Permit from Kentwood Engineering for the proposed commercial drive into the 36th Street right-of-way. A \$10,000 annual ROW bond or an irrevocable letter of credit using the City of Kentwood format and a certificate of insurance (with the City of Kentwood named as additional insured) will also be required. We will need to see a plan of the proposed commercial driveway at a plan scale no greater than 1" = 50'. Contact us if you need a permit and/or bond form, or they can be accessed on the City's website. Highway specifications, general conditions and required plan notes are also posted on the City's website.
4. A highway permit (\$800) will also be needed for any utility work in the 36th Street right-of-way. A \$20,000 right-of-way bond or an irrevocable letter of credit using the City of Kentwood format and a certificate of insurance (with the City of Kentwood named as additional insured) will also be required. We will also require that a traffic plans be submitted to us for road closure, signage and detours. Kentwood Engineering must be notified at least two (2) working days prior to making the open street cut so that Kentwood Police and the Kentwood Public Schools can be properly notified.
5. A \$30,000 Site Grading and Stormwater Management Bond or an irrevocable letter of credit using the City of Kentwood format and an administrative fee of \$600 will be required through Kentwood Engineering. This bond is posted to assure that the plan, once approved, is constructed in the field according to that plan. Both the Owner/Developer and the Contractor must be named on the bond. Let us know if you need our bond template, or it can be accessed on the City's website.
6. Please note that all required bonds and permit applications and fees must be submitted to, and accepted by, Kentwood Engineering *before any permits can be issued!* There will be no "partial" or "conditional" permits issued.

Miscellaneous / Reminders:

DMR Transportation

4401, 4375, 4251 36th Street

Page 8 of 8

1. Please be advised that at the completion of construction, a civil engineer or surveyor will need to provide an as-built plan to the City of Kentwood with a certification by a registered engineer stating that the site grading and the stormwater system were constructed in accordance with the approved plans. A copy of the certification form is available upon request or on the City's website.
2. We will also require copies of the final as-built mylar drawings for the Grand Rapids watermain and sanitary sewer.
3. The City of Grand Rapids will require a pre-construction meeting for this project. Please notify us of the time and location of this meeting, as we must have a representative in attendance! Otherwise, we will require a separate pre-construction meeting be held. We will address other construction-related topics at that time.
4. Remember that, for a Building Permit to be issued, other City departments (fire, assessor, treasurer, water, planning) may have comments regarding this plan. Contact Kentwood Inspections (Renee Hargrave, 554-0781) regarding building permit application procedures, fees, plan requirements and approval status.
5. Once final approval by all departments has been granted, make sure the contractor has the latest approved set of plans before beginning construction!

Should you have any questions regarding this department's review, please feel free to contact our office.

cc: Kentwood Engineering Permit Staff
Doug Stalsonburg, P.E. – Exxel Engineering



DMR PUD

12.01 Objectives

- A PUD normally provides opportunity for innovate design, flexibility and/or providing an amenity package. In this case the objective of the PUD is to provide an interim level of compatibility for the adjacent residential neighbors. This is being accomplished by offering increased setbacks, landscaping, berming and high-quality architectural design.

Section 12.02

- The PUD consists of 3 contiguous parcels totaling 16.4 acres, all under one ownership. Although the 130' x 283' portion of the 4251 parcel is not included in the current purchase agreement, the owner has provided a letter stating he is in agreement to grant a first right of refusal for this parcel to the PUD applicant. The development of the two 50,700 s.ft. buildings will be dependent on when Mr. Grover decides to remove the house and sell this portion of the property so the second site access can be constructed. The site can be served by extension of watermain and sanitary sewer available in 36th Street. A schematic design is shown on sheet 4 of 5. This site is adjacent to ten homes that have existed prior to the industrial development in the surrounding area. In order to provide these residential properties some level of protection until the eventual sale and industrial development, the City mastered planned this site as IPUD. This allows the City to approve a plan with specific features that offer an acceptable transition from the residential uses to industrial. This would include increased setbacks, extensive landscaping, and berming. The applicant requests no deviations from normal industrial zoning that are normally offered as part of a PUD.

Section 12.08

Applicability:

- This site has direct access to an arterial street (36th Street), is master planned IPUD and has access to all essential services.

Permitted Uses:

- The use for phase 1, 2, and 3 shall be limited to that described in the project narrative for DMR Transportation LLC. The use for phase 4 and 5 is more uncertain, but for now is planned as multi-tenant flex industrial space, typical of many buildings developed by FCI in Kentwood. If a use substantially different than this is desired, the applicant understands City approval will be necessary.

Special Land Use:

- No special land uses will be requested.

Condition:

- The development of phases 4 and 5 is dependent on the purchase of an additional parcel to provide a secondary access to 36th Street. The PUD must then be amended to include this additional parcel.

Development Requirements:

- A chart as been provided on sheet 1 of 5 showing the I-1, IPUD and proposed requirements for setbacks, building height and lot size. The proposed requirements exceed in all cases those of I-1 and IPUD.

Exhibit A

- Days and hours of operation
 - Mon-Fri 8a-5p
- How many trucks in/out each day
 - 10-15
- How many trucks and trailers on site at a given time
 - About 15 trucks & 20 trailers. This would proportionately grow with the subject site due to a more efficient layout and more acreage.
- Do trucks sit running for long periods of time
 - No we have a policy against excessive idling
- Does sales include trucks only or trailers, parts, etc. also
 - Trucks, trailers, and their associated maintenance
- Is there a display area for sales
 - Yes we have trucks & trailers at all times in our lot for prospective customers to look at during normal business hours
- What type of maintenance, (body, paint, tires, etc.)
 - All maintenance on trucks & trailers
- Any "reefer" trucks
 - We have never owned reefer trailers, all of ours are dry van

DMR Transportation, LLC
5380 36th St SE
Grand Rapids, MI 49512
Ph: 616-608-6441
Fax: 616-608-3435
DMRTRANSPORTATION30@YAHOO.COM

June 8, 2021

To Whom It May Concern;

DMR Transportation, LLC and S & S line, LLC provides over the road transportation services to all 48 states. This is done in coordination with it sales, leasing, warehousing and truck maintenance division. In order for the operations of both entities to function properly, a central location for offices that coordinate business to business transportation services, and business to business truck sales & leasing is necessary. It is further important that there is a warehouse with adequate capacity and infrastructure for maintenance on DMR owned trucks.

Approximately 65-70% of the total revenue of the company comes from the sales and leasing of trucks to independent owner operators and the maintenance division of the company, Truck & Trailer Services LLC. To be clear, the sales and leasing component is not by way of advertising trucks for sale/lease with signage and advertisements to the public. It is solely done internally with drivers that drive for DMR transportation. This creates a win win scenario for the drivers and the company, from a relationship, and profitability standpoint. The balance of the revenue is from the coordination of trucks on the road that solely do business to business pickup and delivery. Those over the road trucks do not have any purpose being on location other than if maintenance is required and they happen to be local.

In many ways DMR and S&S operate like a corporate headquarters with a logistics office for business-to-business transportation services around the country. They are very dissimilar to a FedEx or UPS that have locations for the primary purpose of warehousing and shipping goods from those locations as motor freight terminal. Given that DMR does not need to warehouse products or sort goods for its customers, the intensity of use at its locations is dramatically less than what a FedEx, UPS, or alternative courier would need.

Without a need for warehousing and sorting, or a need for trucks to come back to the location where it was purchased or leased for anything other than maintenance, DMR does not require nearly the same level of yard space that a FedEx, UPS or other courier service would. Typical office hours of operation are 8:00 am to 5:00 pm Monday through Friday. There are trucks that do come back in the evening to be parked and the drivers get in their personal vehicles to head home.

DMR also does not have any on site "truck stop" services (ie food, washing machines, convenience store items, fuel etc.) Not having any of these services is intended to incentivize nonresident drivers coming to

the GR market, outside of business hours, to go to a truck stop. It is only on an extremely rare occurrence, primarily due to a driver exceeding their log hours, that a driver would have to come back to the DMR site to stay overnight. It does happen, but less than a half dozen times/year.

As a practical matter, DMR is committed to the area and wants to enhance the industrial district with a new building on the subject site. Given the overall size of the project and the tremendous investment needed to do the project in the right way, it is highly likely that the construction will be done in phases. Clearing a portion of the eastern most parcels and grading it for staging of construction trucks as well as some DMR trailers will be first. From there the development of DMR's building will come and then on to the western parcel for a speculative warehouse or manufacturing building. In these unprecedented times, construction pricing and timing for delivery of materials will be the driving force of when construction can start.

Sincerely,

Semsi Salja
Member

DMR Transportation, LLC
5380 36th St SE
Grand Rapids, MI 49512
Ph: 616-608-6441
Fax: 616-608-3435
DMRTRANSPORTATION30@YAHOO.COM

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Outdoor Storage:

- All work shall be performed inside the building and no outdoor storage of materials will be allowed.

Architectural Design:

- Building elevations have been provided for City review. It is the intent that the building materials will meet or exceed the requirements of the chart in section 12.08 E5e.

STAFF REPORT: July 12, 2021
PREPARED FOR: Kentwood Planning Commission
PREPARED BY: Lisa Golder
CASE NO.: 21-21 DMS Major Vehicle Repair

GENERAL INFORMATION

APPLICANT: Semsi Salja rep. by: Exxel Engineering
5380 36th Street SE 5252 Clyde Park SW
Grand Rapids MI 49512 Grand Rapids, MI 49509

STATUS OF APPLICANT: Owner/Developer; Developer's engineering representative

REQUESTED ACTION: Special Land Use and Site Plan Review for major vehicle repair

EXISTING ZONING OF SUBJECT PARCEL: R1-C Single Family Residential

LOCATION: 4401, 4375 36th Street

PARCEL SIZE: 7.8 acres

EXISTING LAND USE ON THE PARCEL: Vacant land

ADJACENT AREA LAND USES: N: Consumers Energy Right of Way
S: industrial
E: Single family residential
W: Single family residential

ZONING ON ADJOINING PARCELS: N: R1-C Single Family Residential
S: I-1 Industrial (south of 36th Street)
E, W: R1-C Single Family Residential

Compatibility with Master Plan

The proposed development is located on an overall 16.4 acre property located north of 36th Street and east of East Paris. The Master Plan designation for this site is for Industrial use; however, the Master Plan also states that the area north of 36th should be restricted to ensure that impact on adjacent residential properties can be minimized. Motor freight terminals and fuel depots are

Staff Report

Case No. 21-21 DMR Transportation Special Land Use for Vehicle Repair Establishment

Page 2

examples of uses that could be restricted to improve compatibility with adjacent uses. The proposed major vehicle repair is permitted in the Industrial zone with Special Land Use.

Relevant Zoning Ordinance Sections

Section 13.04 requires Planning Commission review and approval of the Special Land Use Major Vehicle Repair. Section 13.08 outlines the general review standards. Section 15.02 lists the general approval standards for Special Land Use. Section 15.04E lists the site design standards for a vehicle repair establishment.

Zoning History

The site has been zoned R1-C for about 40 years.

SITE INFORMATION

Street and Traffic

The 7.8 acre site is located on the north side of 36th Street. 36th Street is a four lane road with a center turn lane, within a 100 foot right of way. On the south side of 36th Street is the former location of Knoll, Inc., which will continue to be used for industrial use under new ownership. The Grand Valley Metro Council reports 8,800 vehicles daily on 36th Street in 2018. The applicant has indicated that the vehicle repair work would include maintenance on their own trucks and trailers.

Trip Generation

The applicant states in their application that there would be 10 drivers in Michigan that park at the facility, use a truck/trailer, and possibly return to the lot in the evening to take their personal vehicle home. It is estimated that 10-15 trucks would enter or leave the site per day. Approximately 25 employees would work within the proposed office space. The applicant has indicated that there would be about 15 trucks and 20 trailers parked on the site at any given time.

The future phases of the PUD include two 50,700 square foot buildings to the west of the proposed motor freight terminal. If the future phases are developed, the property at 4251 36th Street would have to be incorporated into the development, to provide primary and secondary access to the development.

The driveway for 4251-36th Street does not align with any other driveway on the south side of 36th Street; the driveways on the south side of 36th Street are located 290 feet to the west of 4251-36th Street, and 180 feet east of 4251-36th Street.

Staff Report

Case No. 21-21 DMR Transportation Special Land Use for Vehicle Repair Establishment

Page 3

Site Information

The site is generally flat and drops to the east side of the site. The applicant has proposed two detention ponds on the overall PUD site; one of the ponds is on the northeast corner of the motor freight terminal/vehicle repair. The City Engineer has indicated in his report of July 13, 2021 that one detention basin is desirable, but will determine the required number of detention facilities when adequate information is provided for this review.

Staff Review

1. Major Vehicle Repair operation is permitted with Special Land Use in the I-1 Industrial zone, requiring consideration of the following standards:

A. Be designed, constructed, operated and maintained so as to be harmonious and appropriate in appearance, with the existing or intended character of the general vicinity and that a use will not change the essential character of the area in which it is proposed.

The proposed use is a vehicle repair establishment, primarily for major repair or body work. The use is permitted with Special Land Use in the Industrial zone. However, since residential uses exist on adjacent properties, care will need to be taken to ensure that no negative impact is created by the existence of the vehicle repair. The applicant has indicated that the vehicle repair is for vehicles owned or operated by the applicant only.

B. Be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewage facilities or schools.

The use is adequately served by essential public facilities and services.

C. Not create excessive additional requirements at public cost for public facilities and services.

The use will not create excessive additional requirements at public cost for public facilities and services.

D. Not involve uses, activities, processes, materials, and equipment or conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, electrical or electromagnetic interference or odors.

The repair operation is proposed to take place within the building. The applicant should provide information on the hours of operation of the vehicle repair, the number of employees and the number of vehicles that may be expected for repair. The repair operation is proposed to take place in a 23,400 square foot building that includes a 5,225 office area. The service doors for the vehicle repair face west and may have a negative impact on the residential uses to the west. The applicant shall indicate the type of work that is typically completed within the building, confirm that the vehicles in for repair are limited to those owned or leased by the company, and indicate how the DMR intends to limit the impact on the adjacent property. The applicant shall also indicate where trucks scheduled for repair shall be parked.

The applicant also proposed a future expansion of 24,700 square feet to the north of the Phase 1 building but has not indicated the use proposed for the expansion.

E. Be compatible and in accordance with the goals, objectives and policies of the Master Plan and promote the Intent and Purpose of the zoning district in which it is proposed to locate.

The use is generally compatible with the Master Plan; however, the Master Plan suggests that motor freight terminals may not be an appropriate use of the site. The Master Plan Also requires that performance standards are applied to ensure that the adjacent residential uses are not impacted.

F. Be subject to stipulations by the Planning Commission of additional conditions and safeguards deemed necessary for the general welfare, for the protection of individual property rights, and for ensuring that the intent and objectives of this Ordinance will be observed. The breach of any condition, safeguard, or requirement shall automatically invalidate the granting of the Special Land Use.

G. Comply with all applicable licensing ordinances.

2. In addition standards for Automotive repair can be found in Section 15.03 E of the Zoning Ordinance, as follows:

15.03 E. Auto Related: Vehicle Repair Establishments.

1. A vehicle repair establishment building, and its accessory uses and buildings shall be located not less than fifty (50) feet from any right-of-way line or from any side or rear lot line abutting a Residential District. This setback requirement shall not apply to accessory parking.

The proposed vehicle repair establishment is located 105 feet from the 36th Street right of way.

2. Where adjoining a residential use or Residential District, Buffer Zone "B" (see Chapter 19, Landscaping) is required. In addition, the Planning Commission may require a solid wall or solid fence along the lot line having a maximum height of six (6) feet.

The applicant is requesting the rezoning of the property to Planned Unit development, requiring buffer zone A.

3. The minimum frontage shall be one-hundred (100) feet and the minimum lot area one - half (1/2) acre.

The frontage of the property is 446 feet, and the property is approximately 7.8 acres in size.

4. The lot shall be located so that at least one (1) side abuts an arterial street.

The lot abuts 36th Street, an arterial street.

5. The site shall be limited to no more than one (1) driveway for each street on which it has frontage.

The property has one driveway on 36th Street.

6. Overhead doors shall not face any roadway, except as approved by the Planning Commission for any of the following circumstances:
 - a. For through garages where doors are provided on the front and rear of the building; or
 - b. Garages located on corner or through lots; or,
 - c. Where it is determined that a rear garage door would have a negative impact on an abutting Residential District.

The overhead doors appear to face east and west. However, these door face residential uses. Therefore, it may be beneficial for the garage doors to be located on the northside of the building.

7. Accessory buildings shall not be permitted.

No accessory buildings are proposed.

8. All repair work shall be done within the building.

All repair work is to be completed within the building.

9. All outdoor storage of vehicles, material, merchandise, equipment and other material incidental to the operation shall be enclosed by a six (6) foot high solid wall or solid fence meeting the minimum design requirements of Chapter 19.

No outdoor storage is being proposed.

10. Outdoor storage areas shall be paved with a permanent, durable and dustless surface and shall be properly graded and drained to dispose of stormwater.

There is no outdoor storage proposed on the site, other than parking areas for vehicles.

11. Outdoor storage areas are not permitted in the front yard of the site and shall meet the side and rear yard setback requirements.

No outdoor storage is planned. Truck storage is limited to the area behind the proposed building.

12. No operator shall permit outdoor storage of automobiles, trucks or trailers within the parking lot. It is presumed that vehicles on the site for a period in excess of seventy-two (72) hours would represent a violation of this section.

This requirement would not apply to operable and properly licensed vehicles that are associated with motor freight terminal operations.

13. Gasoline or other flammable mixtures shall not be used to wash down the premises.

14. The applicant shall comply with Michigan Department of Environmental Quality (MDEQ) requirements.
3. The office portion of the proposed building will require 17 spaces. The vehicle repair portion requires one space per 800 square feet plus two spaces per service area, or 22 spaces (plus the service area/bay requirement). The applicant shall provide information on the number of service bays. Forty parking spaces have been provided. In addition, no provision has been made for parking for the building expansion. The use of the building expansion is not clear.
4. It is unclear whether access will be provided between the motor freight terminal/vehicle repair establishment and the other industrial buildings on the site. The two 50,700 square foot buildings cannot be built without the purchase and rezoning of the 130' by 280' parcel located on 4251 36th Street.
5. The Master Plan refers to the Performance Standards of Chapter 10 F to ensure that any use proposed on the subject parcel is certified by the owner to be designed to minimize negative impact on adjacent properties. The Performance Standards include the following:
 1. All permitted activities, other than parking and loading, shall be conducted wholly within enclosed buildings.
 2. Accessory storage or accessory equipment may be placed or conducted out doors only if screened from the view of a pedestrian on any adjacent street or on the ground floor of any adjacent residential or office use or district property by a solid wall or berm. Outdoor storage shall not be permitted in any required yard.
 3. No permitted activity shall emit or produce odor, fumes, dust, glare, vibration or heat which will adversely affect permitted uses on an adjacent property.
 4. No permitted activity shall emit noise that is readily discernable to the average person in any adjacent residential zone district providing that air handling equipment in proper working conditions shall be deemed to comply with this provision if located on a roof with intervening noise reduction baffles or if located on the side of a building facing away from the residential zone.
 5. No permitted activity shall emit fumes, smoke, dust or particulates which damage personal property or buildings located on adjacent properties.
 6. No permitted use shall discharge effluent of any kind onto or into the ground or in violation of sewage treatment regulations.
 7. No permitted use shall emit electromagnetic radiation which would adversely affect the operation of equipment beyond the confines of the building producing the effect.
 8. Any permitted activity that may present danger of fire, explosion or other catastrophe shall have a current Hazardous Material Management Plan, shall be reviewed and approved by the Kentwood Fire Department and shall not represent any danger to

property or persons beyond the property lines.

9. All uses shall conform to all other City, County, State and Federal regulations pertaining to its operations.

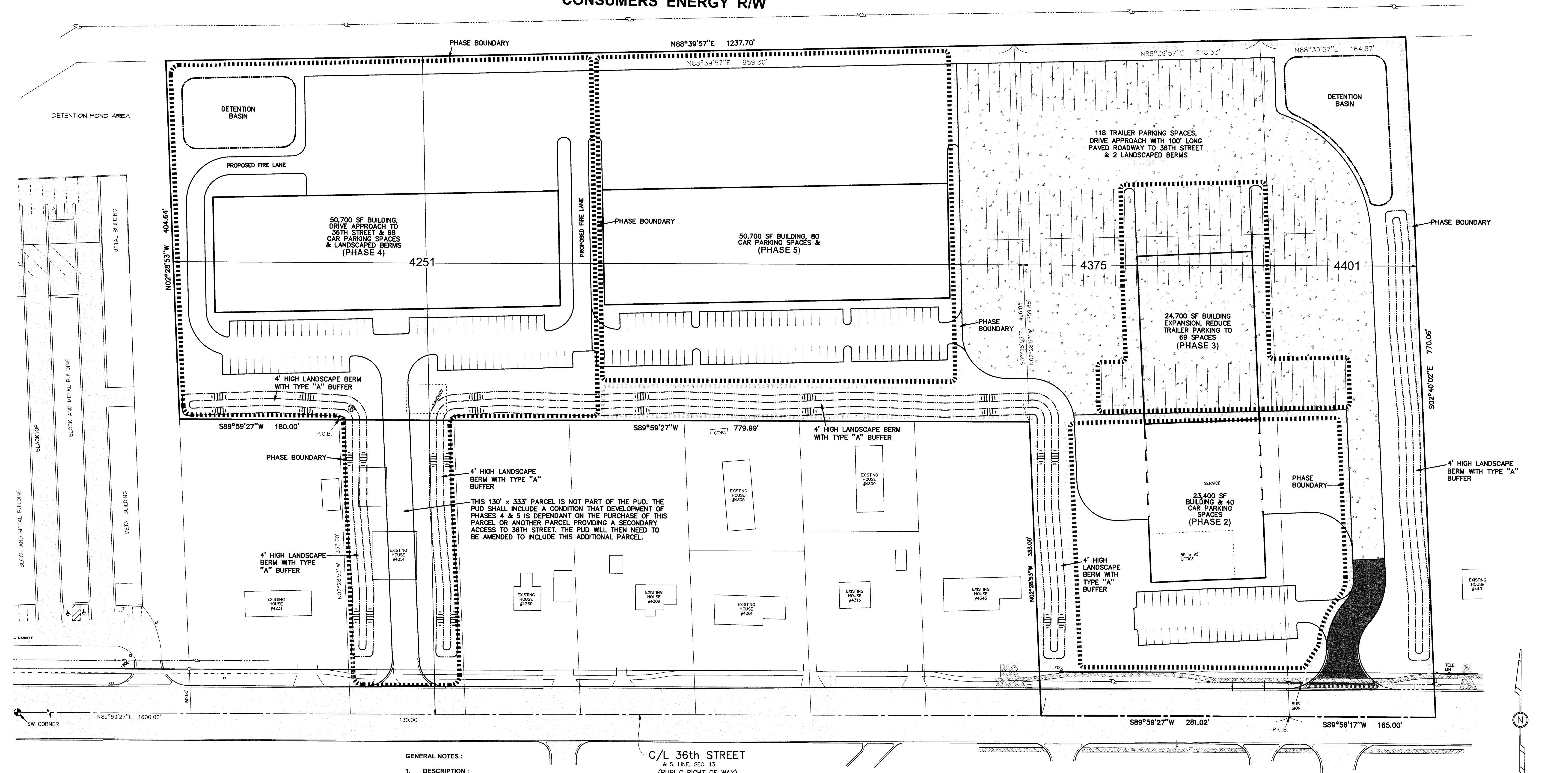
Attributes:

- Use of vacant property
- Landscape setbacks/buffer zones met
- Office proposed on 36th Street frontage; industrial uses to the north
- There is an interest from at least some of the residential property owners to allow industrial development

Issues:

- Outdoor vehicle sales not permitted
- Additional information on major vehicle repair is needed, such as hours, future expansion, type of repairs, etc.
- Master Plan recommends against motor freight terminals
- Unclear as to why so much trail parking is needed on the site
- Concern regarding impact on residential uses
- Uncertainty regarding future industrial uses to the west
- Development leaves one home between the self storage and the proposed western entry into the PUD development

CONSUMERS ENERGY R/W

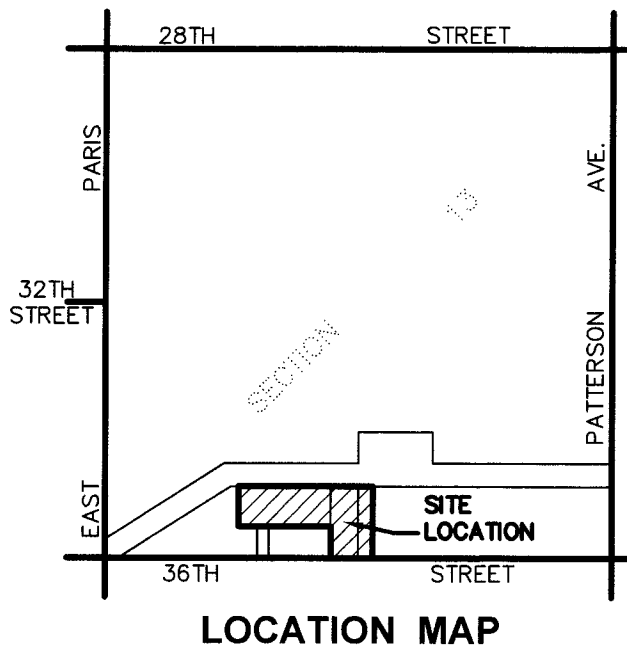
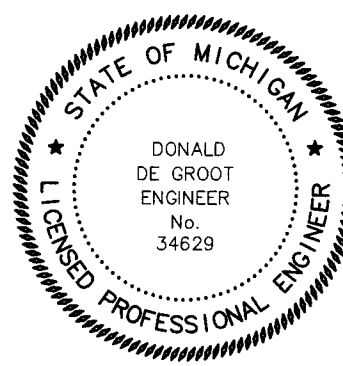


GENERAL NOTES :

- DESCRIPTION :**
THAT PART OF THE SW 1/4, SECTION 13, T6N, R11W, CITY OF KENTWOOD, KENT COUNTY, MICHIGAN, DESCRIBED AS: ALONG THE SOUTH LINE OF SAID SW 1/4, WHICH IS N89°59'27"E 1600.00 FEET FROM THE SW CORNER OF SECTION 13; THENCE N02°28'53"W 333.00 FEET PARALLEL WITH THE WEST LINE OF SAID SW 1/4 TO THE POINT OF BEGINNING; THENCE S89°59'27"W 180.00 FEET; THENCE N02°28'53"W 404.64 FEET; THENCE N88°39'57"E 959.30 FEET ALONG THE SOUTHERLY LINE OF CONSUMERS POWER COMPANY R.O.W.; THENCE S02°28'53"E 426.85 FEET; THENCE S89°59'27"W 779.99 FEET TO THE PLACE OF BEGINNING.
ALSO:
THAT PART OF THE SW 1/4 AND THAT PART OF THE SE 1/4, SECTION 13, T6N, R11W, CITY OF KENTWOOD, KENT COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT THE S 1/4 CORNER OF SECTION 13; THENCE S 89 DEGREES 59 MINUTES 27 SECONDS W 281.02 FEET ALONG THE SOUTH LINE OF SECTION 13 TO A POINT WHICH IS 2380.0 FEET EASTERLY FROM THE SW CORNER OF SECTION 13; THENCE N 2 DEGREES 28 MINUTES 53 SECONDS W 759.85 FEET PARALLEL WITH THE WEST LINE OF SECTION 13; THENCE N 88 DEGREES 39 MINUTES 57 SECONDS E 278.33 FEET ALONG THE SOUTHERLY LINE OF CONSUMERS POWER CO. R.O.W. TO A POINT ON THE N-S 1/4 LINE OF SECTION 13, WHICH IS 766.40 FEET NORTHERLY FROM THE S 1/4 CORNER; THENCE N 88 DEGREES 39 MINUTES 57 SECONDS E 164.87 FEET; THENCE S 2 DEGREES 40 MINUTES 02 SECONDS E 770.06 FEET PARALLEL WITH THE N-S 1/4 LINE; THENCE S 89 DEGREES 56 MINUTES 17 SECONDS W 165.00 FEET ALONG THE SOUTH LINE OF SECTION 13 TO THE PLACE OF BEGINNING.
THIS PROPERTY CONTAINS 16.4 ACRES (EXCLUDING R/W).
- THIS PROPERTY IS ZONED R1-C (SINGLE FAMILY RESIDENTIAL). PROPERTY TO BE REZONED TO "I - PUD" WITH A SPECIAL LAND USE APPROVAL FOR VEHICLE REPAIR.
- THIS PROPERTY IS NOT INFLUENCED BY A 100 YEAR FLOOD PLAIN.
- NO REGULATED WETLANDS EXIST ON THIS SITE.

SHEET INDEX :

- PRELIMINARY I-PUD - COVER SHEET
- PRELIMINARY I-PUD - EXISTING SITE CONDITIONS
- PRELIMINARY I-PUD - SITE LAYOUT PLAN
- PRELIMINARY I-PUD - SCHEMATIC UTILITY PLAN
- BUILDING ELEVATION



PRELIMINARY I-PUD - COVER SHEET

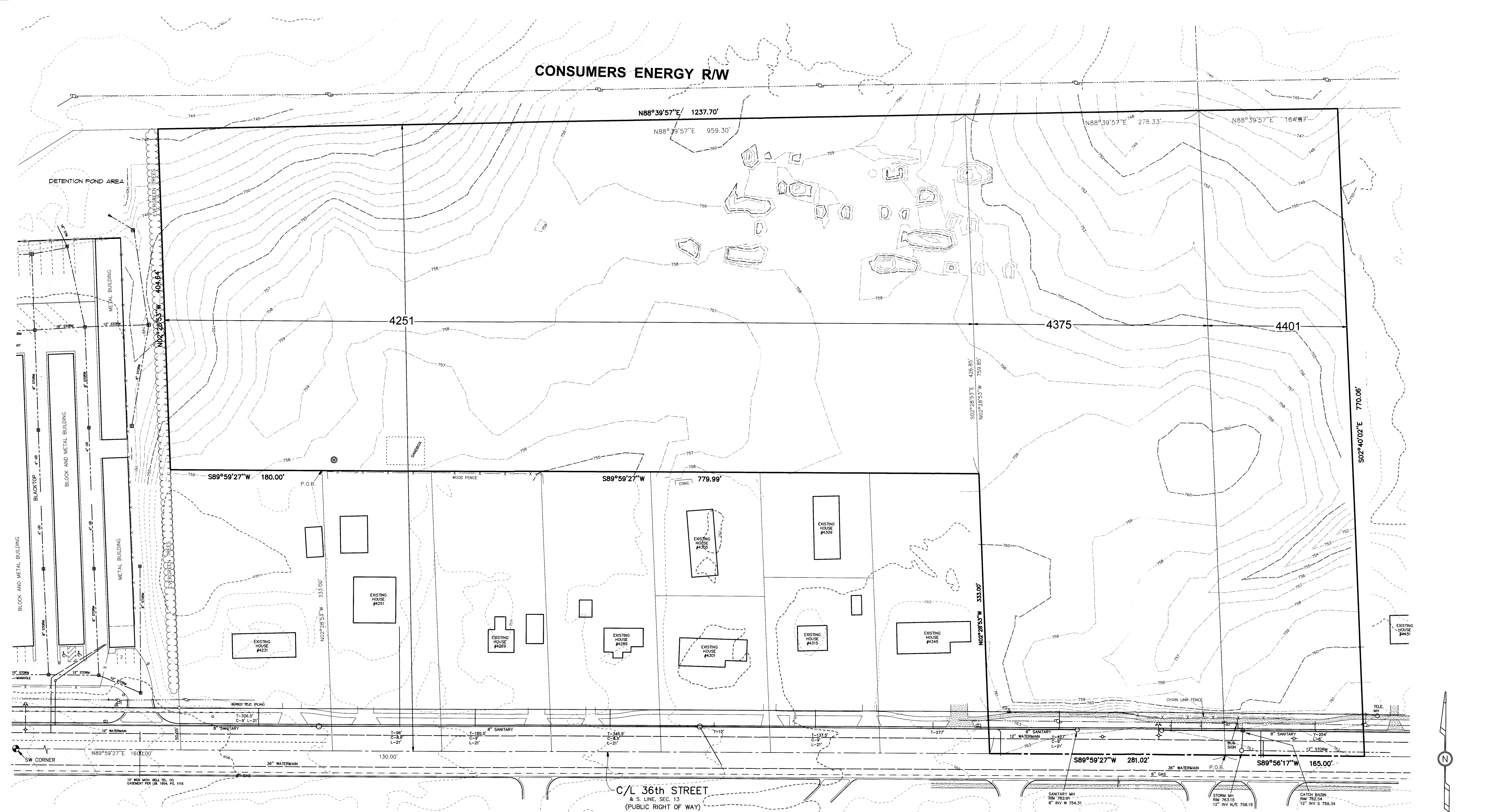
4401, 4375 & 4251 36TH STREET
FOR: DMR TRANSPORTATION LLC.
ATTN: SEMSI SALJA
5380 36TH ST, SE
GRAND RAPIDS, MI. 49512

PART OF THE SW 1/4, SECTION 13, T6N, R11W, CITY OF KENTWOOD, KENT COUNTY, MICHIGAN



07-06-21	REV PER STAFF REVIEW	DATE	BY	FILE NO.	202113E	DATE	06-14-21	SHEET	1 of 5
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CONSUMERS ENERGY R/W



SCALE : 1"=50'



Know what's below.
Call before you dig.

PRELIMINARY I-PUD - EXISTING SITE CONDITIONS

4401, 4375 & 4251 36TH STREET

FOR: DMR TRANSPORTATION LLC.

ATTN: SEMSI SALJA

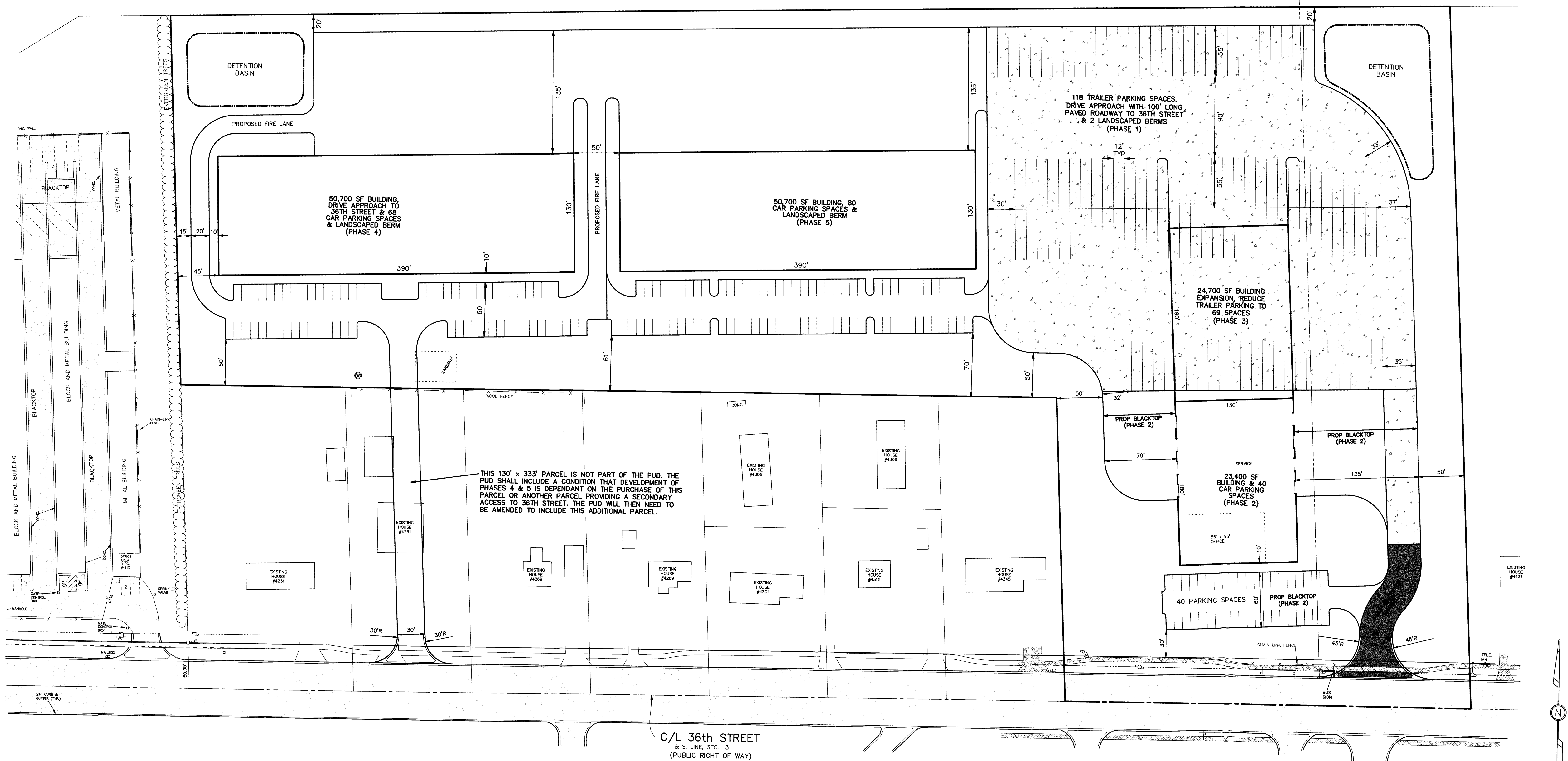
5380 36TH ST, SE

GRAND RAPIDS, MI. 49512

PART OF THE SW 1/4, SECTION 13, T6N, R11W, CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

		exxel engineering, inc. planners • engineers • surveyors 6292 Clyde Park, S.W. • Grand Rapids, MI 49509 Phone: (616) 531-3660 www.excelengineering.com	
07-06-21	REV PER STAFF REVIEW	MK	DRAWN BY: MK
DATE	REVISION	BY	APPROVED BY: DJS
			FILE NO.: 202113E
			DATE: 06-14-21
			SHEET 2 of 5

CONSUMERS ENERGY R/W



8" MINIMUM OF RECYCLED BITUMINOUS
PAVEMENT OR 3" RECYCLED BITUMINOUS
PAVEMENT OVER 5" SLAG
12" SAND SUBBASE (CLASS II)

**PHASE ONE TRAILER
PARKING LOT CROSS
SECTION**



Know what's below.
Call before you dig.

PRELIMINARY I-PUD - SITE LAYOUT PLAN
4401, 4375 & 4251 36TH STREET

FOR: DMR TRANSPORTATION LLC.
ATTN: SEMSI SALJA
5380 36TH ST, SE
GRAND RAPIDS, MI. 49512

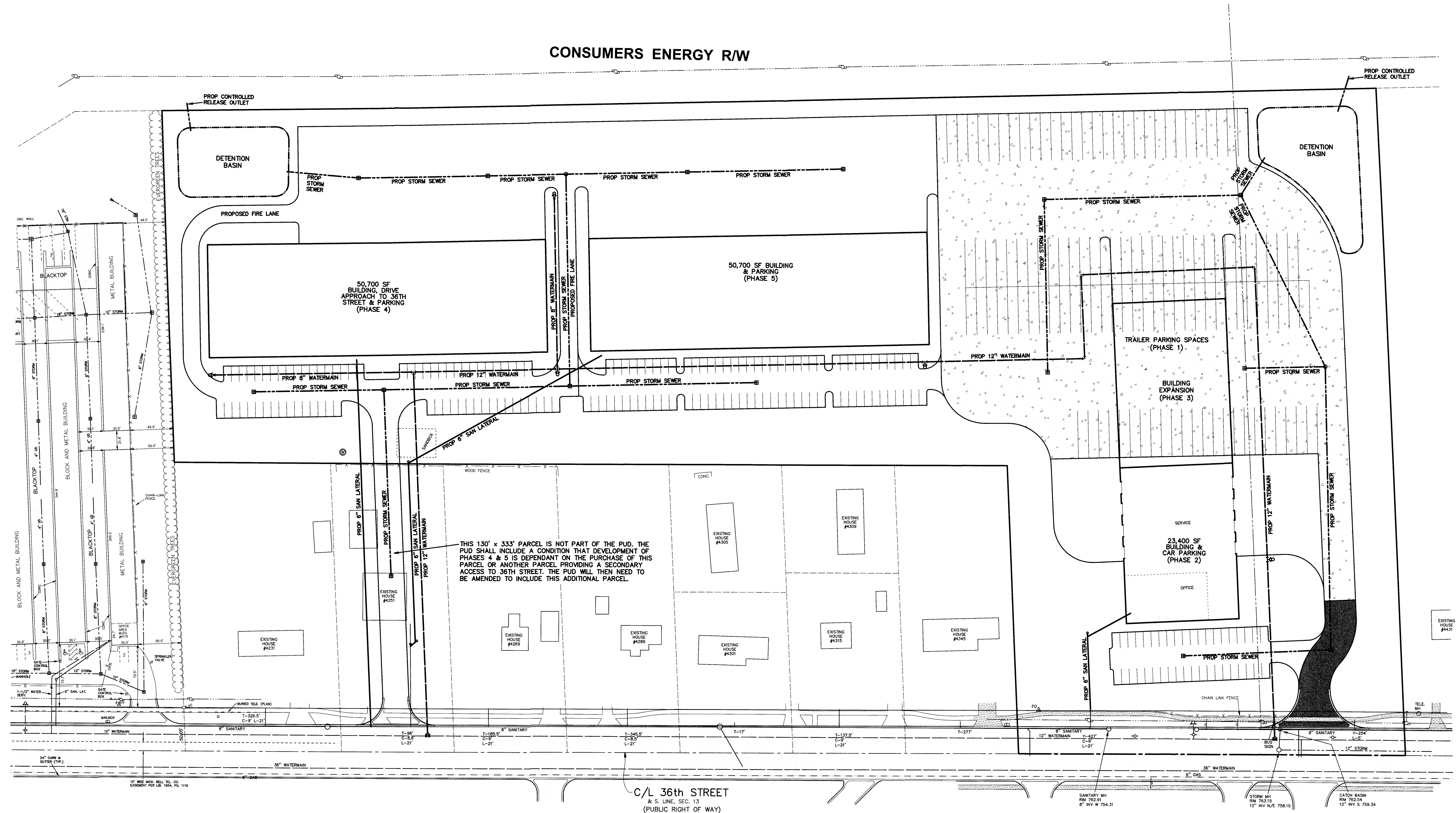
PART OF THE SW 1/4, SECTION 13, T6N, R11W, CITY OF KENTWOOD, KENT COUNTY, MICHIGAN



exxel engineering, inc.
planners • engineers • surveyors
5252 Clyde Park, S.W. • Grand Rapids, MI 49509
Phone: (616) 531-3660
www.exxelengineering.com

07-06-21	REV PER STAFF REVIEW	MK	DRAWN BY: MK	PROJ. ENG.: DDG	SHEET 3 of 5
DATE	REVISION	BY	APPROVED BY: DJS	PROJ. SURV.: .	
			FILE NO.: 202113E	DATE: 06-14-21	

CONSUMERS ENERGY R/W



Know what's below.
Call before you dig.

PRELIMINARY I-PUD - SCHEMATIC UTILITY PLAN

4401, 4375 & 4251 36TH STREET

FOR: DMR TRANSPORTATION LLC.

ATTN: SEMSI SALJA

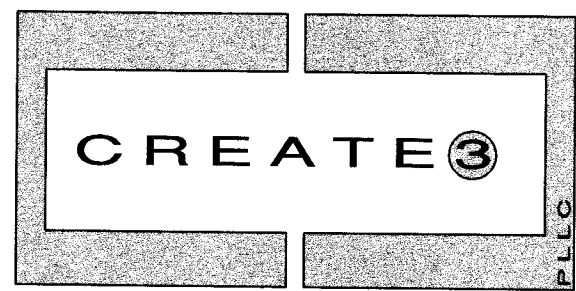
5380 36TH ST, SE

GRAND RAPIDS, MI. 49512

PART OF THE SW 1/4, SECTION 13, T6N, R11W, CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

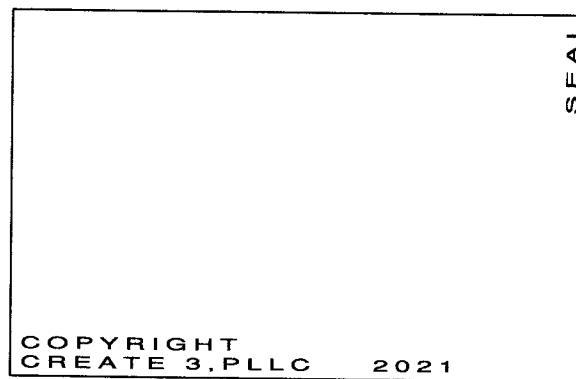
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07-06-21	REV PER STAFF REVIEW	MK	DRAWN BY: MK	PROJ. ENG.: DDG	SHEET
DATE	REVISION	BY	FILE NO.: 202113E	DATE: 06-14-21	4 of 5



645 OAKLEIGH NW
GRAND RAPIDS, MI 49504

616.734.9314



DESCRIPTION	DATE
Site Plan	06/02/2021

DMR
Transportation, Inc.

36th Street
Grand Rapids, Michigan

PROJECT

21-0401

PRO \$

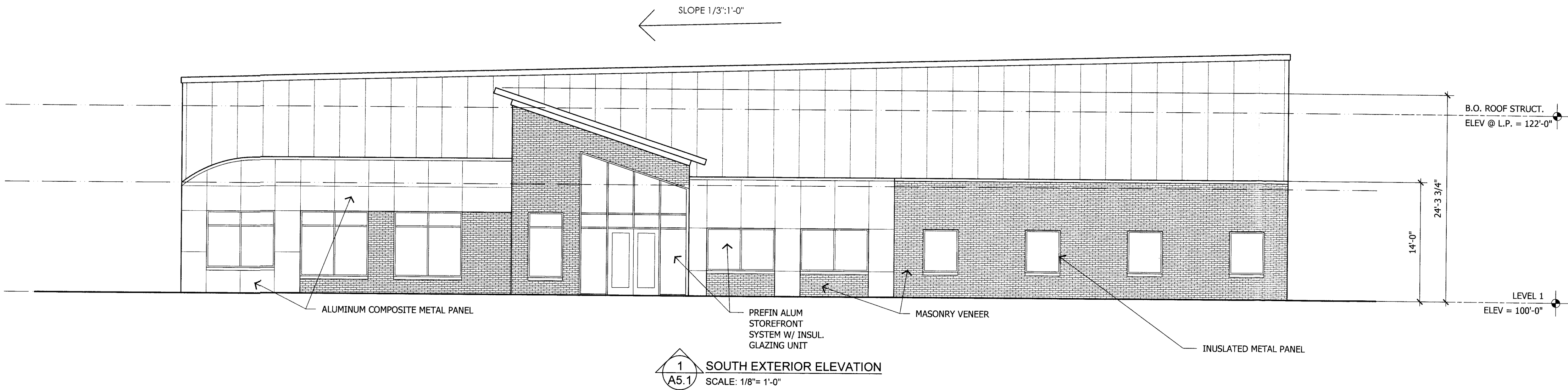
ISSUED

EXTRIOR
ELEVATIONS

SHEET

A5.1

NUMBER



STAFF REPORT: July 22, 2021
PREPARED FOR: Kentwood Planning Commission
PREPARED BY: Joe Pung
CASE NO.: 22-21 Windy West Two Rezoning

GENERAL INFORMATION

APPLICANT: Chris Vander Hoff
4910 – 68th Street
Caledonia, MI 49316

STATUS OF APPLICANT: Property Owner

REQUESTED ACTION: Request to conditionally rezone 17.77 acres at 3281 Nature View Drive and 3345 – 52nd Street from R1-A Estate Residential & RPUD-1 High Density Residential Planned Unit Development to R1-D Single Family Residential

EXISTING ZONING OF SUBJECT PARCEL: R1-A Estate Residential & RPUD-1 High Density Residential Planned Unit Development

GENERAL LOCATION: 3281 Nature View Drive & 3345 – 52nd Street

PARCEL SIZE: 17.77 acres (8.86-acre parcel and an 8.91-acre parcel)

EXISTING LAND USE ON THE PARCEL: Single Family Home & Vacant Land

ADJACENT AREA LAND USES:
N: Consumers Energy Transmission Lines
S: Single Family Home/Vacant Land/52nd Street Right-of-Way
E: Single Family Home/Vacant Land (recently rezoned with preliminary approval for residential subdivision)
W: Single Family Home Subdivision

ZONING ON ADJOINING PARCELS:
N: R1-A Estate Residential
S: R1-B & R1-C Single Family Residential

E: R1-A Estate Residential/R1-C & R1-D Single Family Residential
W: RPUD-2 Low Density Residential Planned Unit Development

Compatibility with Master Plan

The Master Plan recommendation is for low density (<4 units per acres) residential development. Development under the proposed zoning will likely be low density in nature and consistent with the Master Plan recommendation. The applicant has presented a concept plan depicting a forty-three (43) lot development with a gross density of 2.4 units per acre (net density will be higher once easements, streets, floodplain, etc. are factored into the density calculations).

Relevant Zoning Ordinance Sections

Section 3.29 describes the intent and purpose of conditional zoning along with the process and requirements. Section 13.03.C outlines the guidelines for a rezoning. Section 13.08 outlines the general review standards.

Zoning History

The west property (3281 Nature View Drive) has been zoned R1-A Estate Residential since at least 1980.

The east property (3345 – 52nd Street) was part of the 50.66-acre Quail Meadows Planned Unit Development; the city approved the rezoning and preliminary site plan for the Quail Meadows Planned Unit Development in 2005 (see Exhibit 2 and 3 for the 2006 approved Final PUD plan). In 2013 the City approved a Preliminary PUD plan for the Aspen Pointe development (Case 15-13) for the property (see Exhibit 4 for the Preliminary PUD Plan). No development on the Quail Meadows PUD nor the Aspen Pointe PUD was ever initiated and all approved plans for the PUD have expired. The original Quail Meadows PUD depicted eighteen (18) lots with minimum lot width of eighty (80) feet and minimum lot area of 10,078 square feet.

SITE INFORMATION

Site Characteristics

3345 – 52nd Street:

The property is approximately 8.91 acres in area. Plaster Creek runs through the northern end of the site. There are number of mature trees throughout the site. Approximately 2.43 acres (27 %) is within the floodplain. There is an existing curb cut onto 52nd Street.

3281 Nature View Drive:

The property is approximately 8.86 acres in area. There is an existing home on the site. Plaster Creek runs through the northern end of the site and the area to the north/northeast

of the home is encumbered by floodplain & wetlands. There are number of mature trees throughout the site. The property is accessed off an existing stub street from the adjacent residential development to the west.

Traffic & Circulation

The properties are accessed from an existing stub-street from an adjacent residential development to the west and from an existing access onto 52nd Street.

Engineering

Any development would have to meet all applicable standards and requirements of the Kentwood Engineering Department.

Fire

Any development would have to meet all applicable standards and requirements of the Kentwood Fire Department.

Staff Comments

- 1) The applicant has requested a conditional rezoning of the two (2) properties to R1-D Single Family Residential. Under conditional zoning, an owner of land may voluntarily offer in writing, use and development restrictions regarding the land as a condition of rezoning. The restrictions would be incorporated into a Conditional Rezoning Agreement.

For the proposed rezoning the applicant has offered the following conditions:

1. Minimum lot width of 60 feet.
2. 7,000 square feet minimum lot area
3. Minimum of 1,100 sq. feet on the main floor.
4. Brick or stone on front facades.
5. Roof pitch of 5/12 or greater.
6. Minimum side/rake overhang of 8".
7. Front windows to have grills and shutters where they permit.
8. Front porches (stoop) to be covered with a roof, to have a porch entablature, and decorative cedar post.
9. Plat to have a minimum of 3 home designs and 5 different facades.

The restrictions, with the addition of a minimum lot area of 7,000 square feet, are identical to the restrictions approved with the rezoning of an adjacent property to the east also owned by the applicant (Case 10-21: Windy West)

In contrast to the Windy West development, this development has the potential for more than forty (40) single family lots. Windy West was only eleven (11) lots located on a cul-de-sac. Even with the proposed number of home designs and facades there is the concern for a significant number of the homes to be of a garage forward design and garages will end up being the dominant feature of the streetscape (see Exhibits 7 and 8).

- 2) Section 13.03.C of the Zoning Ordinance outlines the guidelines for a rezoning. The guidelines are as follows:

13.03.C.1 Consistency with the goals, policies and future land use map of the Master Plan, including any subarea or corridor studies. If conditions have changed since the Master was adopted, the consistency with recent development trends in the area.

The area is Master Planned for low density residential development. Assuming the proposed minimum 60-foot-wide lots yield a low-density residential development, then the requested rezoning is consistent with the Master Plan recommendation.

13.03.C.2 Compatibility of the site's physical, geological, hydrological and other environmental features with the uses permitted in the proposed zoning district.

The site is encumbered by wetland and floodplain on both properties. The wetland and floodplain can be compatible with single-family development creating attractive home sites.

13.03.C.3 The applicant's ability to develop the property with at least one (1) of the uses permitted under the current zoning.

The property at 3281 Nature View Drive is currently zoned R1-A Estate Residential. There is an existing single-family home on the property; with a five (5) acre minimum no further residential development can occur.

The property at 3345 – 52nd Street is zoned RPUD-1 and could be developed as single-family residential but would require review and approval of preliminary and final PUD plans along with a PUD agreement.

13.03.C.4 The compatibility of all the potential uses allowed in the proposed zoning district with surrounding uses and zoning in terms of land suitability, impacts on the environment, density, nature of use, traffic impacts, aesthetics, infrastructure and potential influence on property values.

The proposed use is single-family homes on sixty (60) foot wide lots. This appears to be compatible with the single-family development to the west with lot widths of around sixty-five (65) feet. The recently approved Windy West development to the west was approved with similar lot widths.

- 13.03.C.5 Whether the City's infrastructure and services are sufficient to accommodate the uses permitted in the requested district without compromising the "health, safety and welfare" of the City.

The City's infrastructure and services are sufficient to accommodate the uses permitted in the R1-D Single Family Residential district.

- 13.03.C.6 Where a rezoning is reasonable given the above guidelines, a determination that the requested zoning district is more appropriate than another district or amending the list of permitted or Special Land Uses within a district.

The requested zoning district is appropriate given adjacent land use and the proposed restrictions offered by the applicant.

- 3) If the city approves the conditional rezoning, the conditions shall be incorporated into a formal written conditional zoning agreement. The agree shall:
- a. Contain a legal description of the land to which it pertains.
 - b. Contain a statement acknowledging that the conditional rezoning agreement runs with the land and is binding upon successors.
 - c. Incorporate by attachment or reference any diagram, plans, or other documents submitted or approved by the owner that are necessary to illustrate the implementation of the conditional rezoning agreement. If any such documents are incorporated by reference, the reference shall specify where the documents may be examined.
 - d. Contain a statement acknowledging that the conditional rezoning agreement may be recorded by the City with the Register of Deeds.
 - e. Contain the notarized signatures of all the owners of the subject land preceded by a statement attesting to the fact that they voluntarily offer and consent to the provisions contained within the conditional rezoning agreement.

Attributes

- Voluntary restriction by the property owner on lot dimensions and home design/architecture.
- Compatible with existing residential use in the area.
- Allow for reasonable use of the property.

Issues

- Variety of building elevations and number of homes with a garage forward design.

Exhibit 1: Project Location (2020 Aerial Photo)



Exhibit 2: 2006 Final Overall Quail Meadows PUD Plan

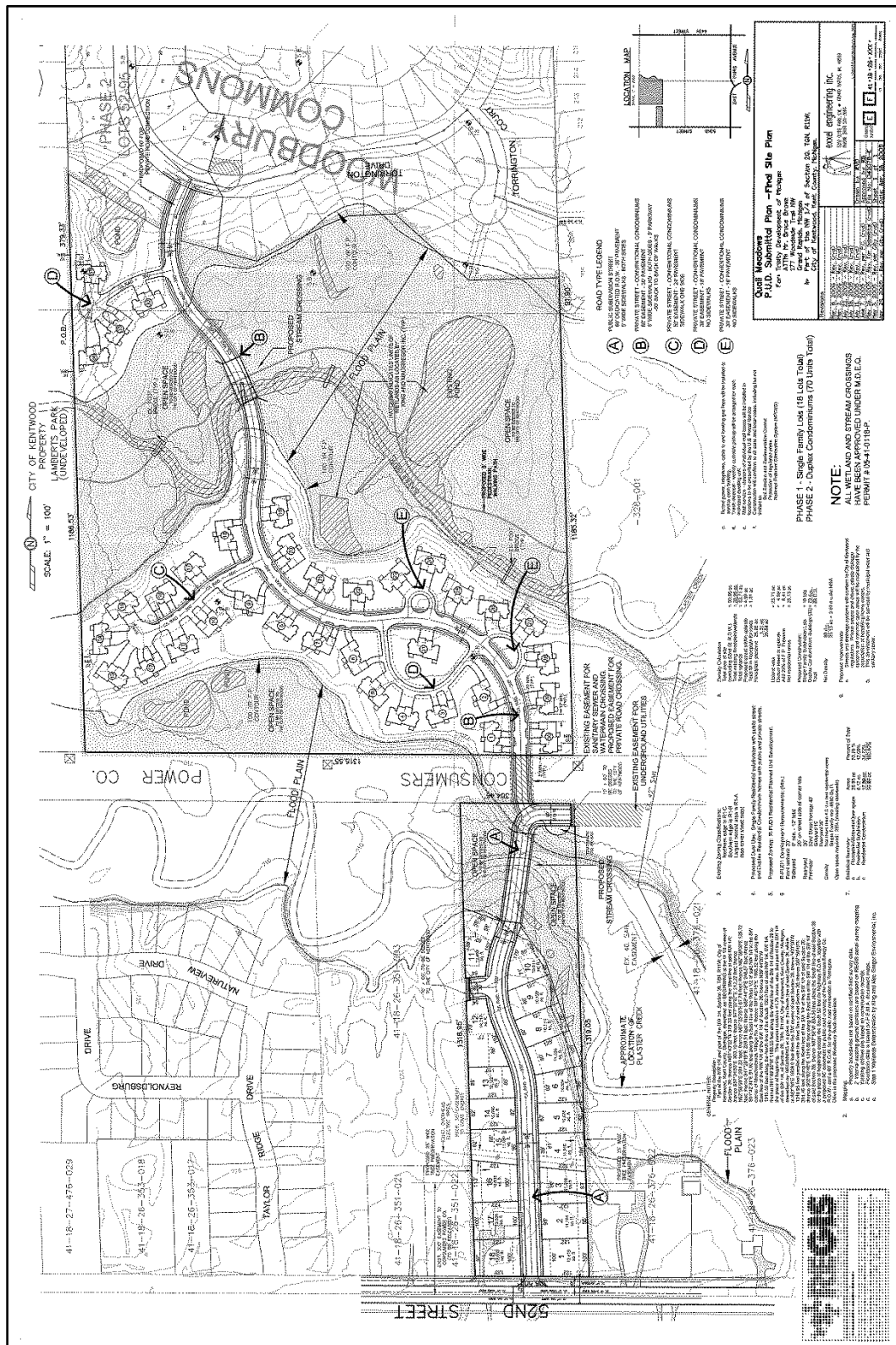


Exhibit 3: 2006 Final Quail Meadows PUD Plan for Single Family Detached Lots

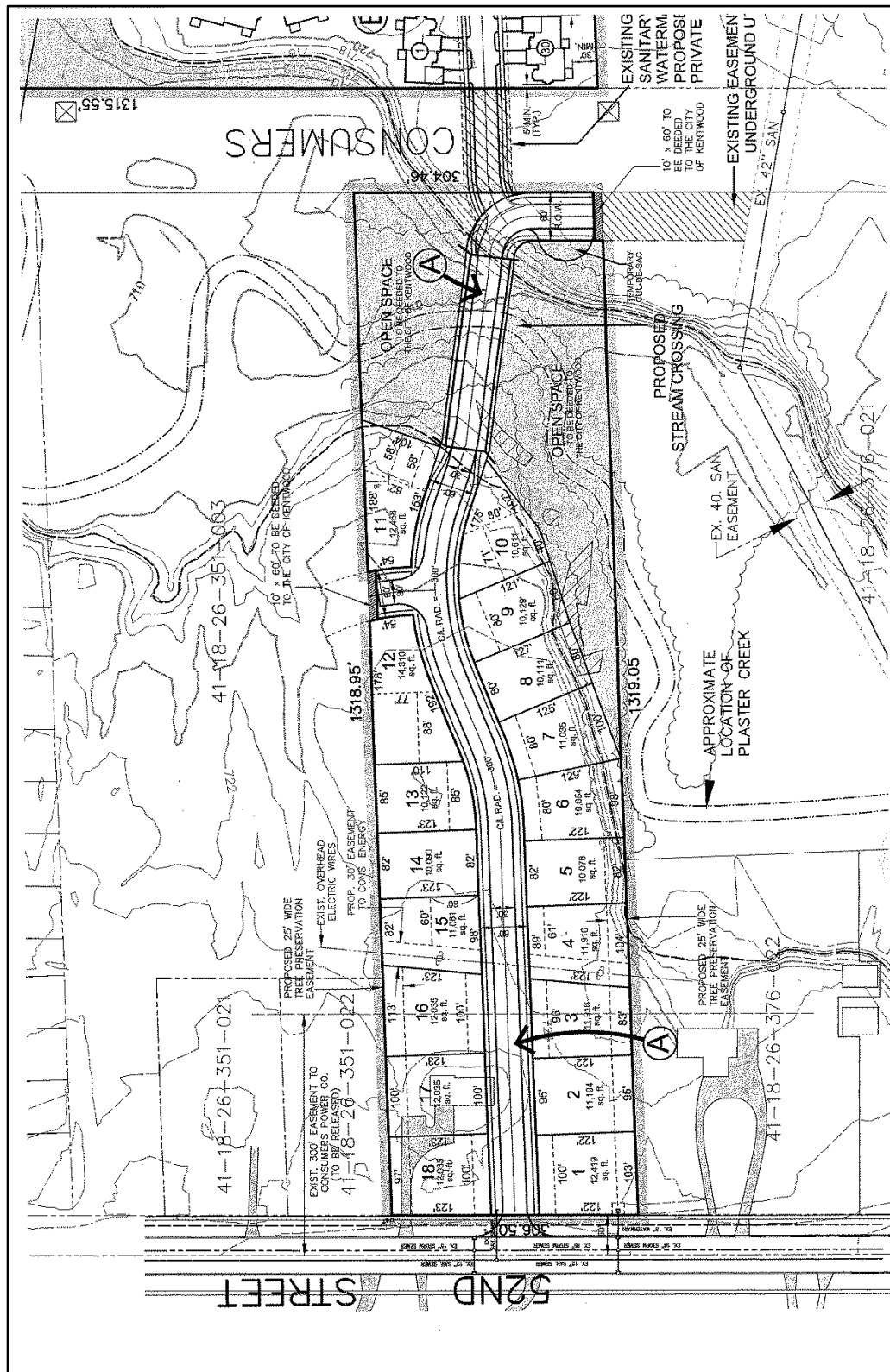


Exhibit 5: April 2020 Pictometry Photo (view from the south)



Exhibit 6: April 2020 Pictometry Photo (view from the east)



Exhibit 7: September 2019 Jefferson Farms Google Street View



Exhibit 8: June 2011 Windy Ridge Google Street View





PROPERTY DESCRIPTION:

PPN# 41-18-26-351-003
3281 Nature View Dr SE, Kentwood

DESCRIPTION: That part of the Southwest 1/4 of the Southwest 1/4 of Section 26, Town 6 North, Range 11 West, City of Kentwood, Kent County, Michigan, described as: Beginning at a point on the South line of said Section 26, which is South 87 degrees 58 minutes East 611.0 feet from the Southwest corner of said Section 26; thence North 00 degrees 00 minutes West 1318.87 feet parallel with the West line of said Section 26; thence South 87 degrees 58 minutes 40 seconds East 397.0 feet along the North line of the Southwest 1/4, of the Southwest 1/4 of said Section 26; thence South 00 degrees 00 minutes East 1318.95 feet to the South line of said Section 26; thence North 87 degrees 58 minutes West 397.0 feet to the place of beginning, except the South 345 feet of the East 283 feet thereof.

Contains: 8.86 acres

PPN# 41-18-26-351-005
3345 52nd St SE, Kentwood

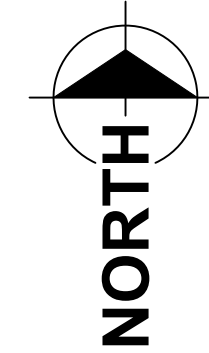
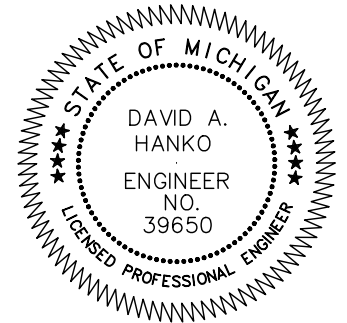
DESCRIPTION: That part of the Southwest 1/4 of the Southwest 1/4 of Section 26, Town 6 North, Range 11 West, City of Kentwood, Kent County, Michigan, described as: Beginning at a point on the South line of said Section 26, which is South 87 degrees 58 minutes East 1008.0 feet from the Southwest corner of said Section 26; thence North 00 degrees 00 minutes West 1318.95 feet parallel with the West line of said Section 26; thence South 87 degrees 58 minutes 40 seconds East 304.46 feet along the North line of the Southwest 1/4 of the Southwest 1/4 of said Section 26; thence South 00 degrees 02 minutes 40 second East 1319.05 feet along the East line of the Southwest 1/4 of the Southwest 1/4 of said Section 26; thence North 87 degrees 58 minutes West 305.50 feet along the South line of said Section 26 to the place of beginning, except the South 50 feet.

Contains: 8.91 acres

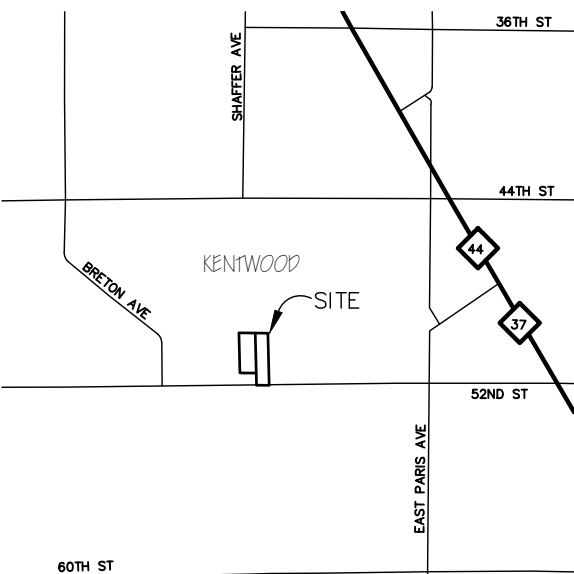
PROPOSED ZONING REQUIREMENTS:

R1-D CONDITIONAL ZONING

MIN. AREA	7,000 SF (R1-D IS 5,500 SF)
MIN. WIDTH	60 FEET (R1-D IS 50 FEET)



SCALE: 1" = 80'
CONTOUR INTERVAL = 1'



LOCATION MAP
NOT TO SCALE

REVISIONS	

**WINDY WEST 2
CONCEPT PLAN**
3491 52nd St SE, Kentwood

FOR: CHRIS VANDERHOFF
BOSCO CONSTRUCTION INC.
4910 68TH ST.
CALEDONIA, MI 49316
PHONE: 616-485-5430

PART OF THE SW 1/4, SECTION 26, T6N, R11W,
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

**Feenstra
& Associates, Inc.**
CIVIL ENGINEERS & SURVEYORS
7482 Main Street
Jenison, MI 49428
Phone: 616.457.7050
www.feenstrainc.com

PROJECT	1071
DATE	7/08/2021



7/7/2021

City of Kentwood Planning Commission,

Bosco Development LLC is requesting a zoning change for property located at 3281 Nature View Dr. SE. from the current RI-A to RI-D Conditional Zoning and property located at 3345 52nd St. SE from current RPUD-1 to R1-D Conditional Zoning.

The conditions requested are minimum lot width of 60', 7000 Sq. Ft minimum lot area, and the following Architectural Deed Restrictions for each dwelling to be recorded with the final plat:

- 1.) Minimum of 1100 square feet on main floor.
- 2.) Brick or stone on front facades.
- 3.) Roof pitch of 5/12 or greater.
- 4.) Minimum side/rake overhang of 8"
- 5.) Front windows to have grills and shutters where they permit.
- 6.) Front porches (stoop) to be covered with roof, to have a porch entablature, and decorative cedar post.
- 7.) Plat to have a minimum of 3 home designs and 5 different facades.

Thank you for your consideration,



Christopher Vander Hoff



PROPERTY DESCRIPTION:

PPN# 41-18-26-351-003
3281 Nature View Dr SE, Kentwood

DESCRIPTION: That part of the Southwest 1/4 of the Southwest 1/4 of Section 26, Town 6 North, Range 11 West, City of Kentwood, Kent County, Michigan, described as: Beginning at a point on the South line of said Section 26, which is South 87 degrees 58 minutes 40 seconds East 397.0 feet to the North line of said Section 26; thence North 00 degrees 00 minutes West 138.87 feet parallel with the West line of said Section 26; thence South 87 degrees 58 minutes 40 seconds East 397.0 feet along the North line of the Southwest 1/4 of the Southwest 1/4 of said Section 26; thence South 00 degrees 00 minutes East 138.95 feet to the South line of said Section 26; thence South 87 degrees 58 minutes 40 seconds East 397.0 feet to the place of beginning, except the South 345 feet of the East 283 feet thereof.

Contains: 8.86 acres

PPN# 41-18-26-351-005
3345 52nd St SE, Kentwood

DESCRIPTION: That part of the Southwest 1/4 of the Southwest 1/4 of Section 26, Town 6 North, Range 11 West, City of Kentwood, Kent County, Michigan, described as: Beginning at a point on the South line of said Section 26, which is South 87 degrees 58 minutes East 1008.0 feet from the Southwest corner of said Section 26; thence North 00 degrees 00 minutes West 1318.95 feet parallel with the West line of said Section 26; thence South 87 degrees 58 minutes East 40 seconds East 304.46 feet along the South line of said Section 26 to the Southwest corner of the Southwest 1/4 of said Section 26; thence North 00 degrees 02 minutes East 40 seconds East 1319.05 feet to the East line of the Southwest 1/4 of the Southwest 1/4 of said Section 26; thence North 87 degrees 58 minutes West 305.50 feet along the South line of said Section 26 to the place of beginning, except the South 50 feet.

Contains: 8.91 acres

PROPOSED ZONING REQUIREMENTS:

R1-D CONDITIONAL ZONING

MIN. AREA 7,000 SF (R1-D IS 5,500 SF)
MIN. WIDTH 60 FEET (R1-D IS 50 FEET)



SCALE: 1" = 80'

CONTOUR INTERVAL = 1'



LOCATION MAP

NOT TO SCALE

[illegible]

**CONDITIONAL REZONE
JEFFERSON FARMS EAST
3491 52nd St SE, Kentwood**

FOR: CHRIS VANDERHOFF
BOSCO CONSTRUCTION INC.
4910 68TH ST.
CALEDONIA, MI 49316
PHONE: 616-485-5430

PART OF THE SW 1/4, SECTION 26, T6N, R11W,
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN.



PROJECT	1071
DATE	7/07/2021



Memorandum

TO: Planning Commission

FROM: Terry Schweitzer, Community Development Director

DATE: July 22, 2021

RE: Master Plan Sub Area Plan Update

The recently completed Division United Study contains an array of recommendations that warrant careful consideration as they relate to the Division Avenue sub area within the 2020 Kentwood Master Plan. As you may recall there were numerous notations in this sub area plan in anticipation of the joint study involving the RAPID and the cities of Kentwood, Wyoming and Grand Rapids. The study is intended to enhance services by expanding safe and equitable transit access, connect residents with jobs, and support urban revitalization and economic development.

Staff recommends passing a motion to formally initiate the Division Avenue sub area plan update. In addition, we have a developer seeking to submit a request for a major change to a PUD near the intersection of Forest Hill and Burton Street that involves a medium residential density (7.4 units per acre) for a land area bearing an institutional future land use designation. We recommend a similar motion to formally initiate a sub area plan update. The concept for this second sub area review was recently reviewed by the Land Use and Zoning Committee. They are now seeking an attached housing project under condominium ownership.



Memorandum

To: Planning Commission

CC:

From: Joe Pung
(616)554-0810
pungj@kentwood.us

Date: July 21, 2021

Re: Zoning Ordinance Update (RPUD-1 & RPUD-2 Descriptions)

The current residential planned unit development districts in Kentwood are:

- RPUD -1 High Density Residential
- RPUD-2 Single Family Residential.

To describe the intent and purpose of the districts more accurately, the suggestion is to rename them as follows:

Potential name change

- RPUD-1 Attached Residential
- RPUD-2 Detached Residential



Memorandum

To: Planning Commission

CC:

From: Joe Pung
(616)554-0810
pungj@kentwood.us

Date: July 13, 2021

Re: Section 90-38: Variances to the Subdivision Control Ordinance

The City Attorney has recommended that the following amendments be made to the subdivision control ordinance.

Current Language

(b) *Other subdivisions.*

- (1) *Demonstration of need.* If the proprietor can clearly demonstrate that literal enforcement of the terms of this article is impractical or will impose undue hardship in the use of his land because of peculiar conditions pertaining to his land, the zoning board of appeals may at its discretion, permit such variances it finds reasonable and within the general policy and purpose of this article. No variance shall be granted unless the zoning board of appeals finds that:
 - a. There are special circumstances or conditions affecting the property such that the strict application of the provisions of this article would deprive the proprietor of the reasonable use of his land.
 - b. The variance is necessary for the preservation and enjoyment of a substantial property right of the proprietor.
 - c. The granting of the variance will not be detrimental to the public welfare or be injurious to property in the area in which the property is situated.
- (2) *Conditions.* The zoning board of appeals, in granting approval of variances, may require such conditions as will secure substantially the objectives of the requirement varied or modified.
- (3) *Application.* An application for any such variance shall be submitted to the zoning board of appeals at the time the preliminary plat is filed with the community development department. The application shall fully state the grounds for such a variance.

Proposed Language

(b) *Other subdivisions.*

- (1) *Demonstration of need.* If the proprietor can clearly demonstrate that literal enforcement of the terms of this article is impractical ~~or will impose undue hardship in the use of his land~~ because of peculiar conditions pertaining to his land, the zoning board of appeals may at its discretion, permit such variances it finds reasonable and within the general policy and purpose of this article. No variance shall be granted unless the zoning board of appeals finds that:
 - a. There are special circumstances or conditions affecting the property such that the strict application of the provisions of this article would deprive the proprietor of the reasonable use of his land.
 - b. The variance is necessary for the preservation and enjoyment of a substantial property right of the proprietor.
 - c. The granting of the variance will not be detrimental to the public welfare or be injurious to property in the area in which the property is situated.
- (2) *Conditions.* The zoning board of appeals, in granting approval of variances, may require such conditions as will secure substantially the objectives of the requirement varied or modified.
- (3) *Application.* An application for any such variance shall be submitted to the zoning board of appeals ~~at the time the preliminary plat is filed with the community development department~~. The application shall fully state the grounds for such a variance.



Memorandum

To: Planning Commission

CC:

From: Joe Pung
(616)554-0810
pungj@kentwood.us

Date: July 19, 2021

Re: Zoning Ordinance Update (Adult Foster Care Facilities)

Over the past year, the Land Use and Zoning (LUZ) Subcommittee has met with two (2) applicants looking at developing adult foster care large group homes.

In Michigan, Adult Foster Care (AFC) homes are licensed residential settings that provide 24-hour personal care, protection, and supervision for individuals who are developmentally disabled, mentally ill, physically handicapped or aged who cannot live alone but who do not need continuous nursing care. AFC Homes are restricted to providing care to no more than 20 adults.

The State of Michigan currently defines five (5) types of adult foster care homes:

- Adult Family Home (Capacity of 1-6)
- Adult Small Group Home (Capacity of 1-6)
- Adult Medium Group Home (Capacity of 7-12)
- Adult Large Group Home (Capacity of 13-20)
- Adult Congregate Facility (Capacity >20/per Public Act 218 the licensure of new AFC's for more than 20 persons is prohibited)

The Kentwood Zoning Ordinance makes allowance for adult foster care family homes (capacity of 1-6) and adult foster care small group homes (capacity of 1-12), the ordinance does not allow for adult foster care large group homes. Based on information on the Michigan Department of Licensing and Regulatory Affairs website, there are eleven (11) licensed adult large group homes in Kentwood and with all, but one located in the same building with at least one other large group home.

The adult large group homes, as identified by the State, in Kentwood are as follows:

AHSL Kentwood Cobblestone AHSL Kentwood Cobblestone AHSL Kentwood Fieldstone AHSL Kentwood Fieldstone AHSL Kentwood Riverstone AHSL Kentwood Riverstone	6 separately licensed facilities located within 2 building (2 facilities in one building and 4 in the other building). Received SLU approval from the City in 1986 as an adult foster care facility (at that time a group home was any facility caring for 7 or more persons)
Oxford Manor East Oxford Manor West Windsor Manor North Windsor Manor South	4 facilities located within 2 buildings (2 facilities in each building). The facilities were approved by the city in 1994 as “Congregate Care”. The city approved ordinance amendments (which are no longer in existence) in 1994 to make allowance for “congregate care” facilities.
Holland Home Breton Extended Care	Approved by the City in 2019 as an adult caring institution

Current Ordinance Language:

Section 2.02 Definitions

Adult Care Facilities: A facility for the care of adults, over eighteen (18) years of age, as licensed and regulated by the State under Michigan Public Act 218 of 1979, as amended, and rules promulgated by the State Department of Consumer and Industry Services. The organizations shall be defined as follows:

- 1. Adult foster care facility: A governmental or non-governmental establishment that provides foster care to adults. It includes facilities and foster care homes for adults who are aged, mentally ill, developmentally disabled, or physically handicapped who require supervision on an ongoing basis but who do not require continuous nursing care. An adult foster care facility does not include nursing homes, homes for the aged, hospitals, alcohol or substance abuse rehabilitation center, or a residential center for persons released from or assigned to a correctional facility.*
- 2. Adult foster care small group home: A private home with the approved capacity to receive twelve (12) or fewer adults who are provided supervision, personal care, and protection in addition to room and board, for twenty-four (24) hours a day, five (5) or more days a week and for two (2) or more consecutive weeks for compensation.*
- 3. Adult foster care family home: A private home with the approved capacity to receive six (6) or fewer adults to be provided with foster care for five (5) or more days a week and for two (2) or more consecutive weeks. The adult foster care family home licensee must be a member of the household and an occupant of the residence.*

Adult caring institution. A state licensed adult residential facility which provides care and supervision on a 24-hour basis for the treatment of mental health, alcohol or substance abuse or other long-term illness or rehabilitation program. The terms "institutions for mentally handicapped," "drug or alcohol patients," "correctional institutions" or "mental health facilities" shall mean the same, with regard to persons 18 years of age or older.

Section 3.20 Residential Child and Adult Care Facilities

As defined in Chapter 2 Definitions, the following uses are allowed only as provided for in the following Table of Facilities and Zoning Districts. Refer to Chapter 15 Approval Standards for Special Land Uses for applicable conditions.

P: Land and/or buildings may be used for the purposes listed by right.

SLU: Land and/or buildings may be permitted by obtaining Special Land Use approval when all applicable standards as cited in Chapter 15 and elsewhere are met:

SLU as accessory: Land and/or buildings may only be allowed as an accessory to an approved use, such as a church, school, recreation facility, office or other similar use upon review and approval of a Special Land Use approval, in accordance with general and specific standards.

Type of Facility per District	R1-A, B, C, D	R-2, 3, 4, 5	C-2, 3, 4	OS	Form Based Code (FBC)	I-1, I-2
<i>Adult foster care family home</i>	<i>P</i>	<i>P</i>	--	--	<i>P</i>	--
<i>Adult foster care small group home</i>	<i>SLU</i>	<i>SLU</i>	--	--	<i>SLU</i>	--
<i>Adult day care facility</i>	--	<i>SLU</i>	<i>SLU</i>	--	<i>SLU</i>	--
<i>Foster family home</i>	<i>P</i>	<i>P</i>	--	--	<i>P</i>	--
<i>Foster family group home</i>	<i>SLU</i>	<i>P</i>	--	--	<i>SLU</i>	--
<i>Family child day care home</i>	<i>P</i>	<i>P</i>	--	--	<i>P</i>	--
<i>Group child day care home</i>	<i>P</i>	<i>P</i>	--	--	<i>SLU</i>	--
<i>Child Care Center</i>	<i>SLU</i>	<i>SLU</i>	<i>P</i>	--	<i>SLU</i>	<i>SLU as accessory and freestanding</i>
<i>Child Caring Institution</i>	--	<i>SLU</i>	--	--	<i>SLU</i>	--
<i>Adult Caring Institution</i>	--	<i>SLU</i>	--	--	--	--

A. *Requirements Pertaining to Group Child Day Care Homes*

1. *There shall be sufficient on-site outdoor play area to meet state regulations. All required outdoor play areas shall be fenced with a minimum of four (4) foot tall fence, provided that no such fence shall be located in the front yard.*
2. *Ingress and egress shall be provided as far as possible from two (2) intersecting streets and shall be at least one hundred (100) feet from two through streets.*
3. *A group child day care shall not be located within a twelve hundred (1,200) foot radius of any other group child day care.*
4. *For the purpose of this Section, the measurement of a radius shall be measured in a straight line from the actual location of the use to the nearest property line of the other group day care home.*
5. *An on-site drive shall be provided for drop offs/loading. This drive shall be arranged to allow maneuvers without creating a hazard to traffic flow on the public street.*

Staff Comments

As noted earlier, the State of Michigan has five (5) classifications for adult foster care facilities while the City's current Zoning Ordinance has only two (2) classifications and neither one makes allowance for large group homes..

If the city does wish to make allowance for adult foster care large group homes, staff had outlined two (2) options:

Option 1

Amend both *Section 2.02 Definitions* and *Section 3.20 Residential Child and Adult Care Facilities* to add the following classifications and definitions as defined by the State:

- Adult Family Home (Capacity of 1-6)
- Adult Small Group Home (Capacity of 1-6)
- Adult Medium Group Home (Capacity of 7-12)
- Adult Large Group Home (Capacity of 13-20)

Amend *Section 3.20 Residential Child and Adult Care Facilities* to permit Adult Family Homes and Adult Small Group Homes as permitted uses in the R1-A, R1-B, R1-C, R1-D, R2, R3, R4, R5, and Form Based Code (FBC) districts while Adult Medium Group Homes and Adult Large Group Homes would be special land uses in the aforementioned districts. Adult foster care facilities would continue to be prohibited in commercial, office, industrial, and open space districts.

Amending the ordinance to include Adult Congregate Facility (Capacity >20) is not recommended as there are no facilities located in the Kentwood (based on the Michigan Department of Licensing and Regulatory Affairs website) and per Public Act 218 stating that the licensure of new AFC's for more than 20 persons is prohibited.

Option 2

Amend *Section 2.02 Definitions* and *Section 3.20 Residential Child and Adult Care Facilities* to include Adult Small Group Home and Adult Medium Group Home. Adult Small Group Homes would be permitted uses in the R1-A, R1-B, R1-C, R1-D, R2, R3, R4, R5, and Form Based Code (FBC) districts while Adult Medium Group Homes would be a special land use in the aforementioned districts. Adult foster care facilities would continue to be prohibited in commercial, office, industrial, and open space districts. To allow for adult foster care large group homes, the definition of *Adult Caring Institution* would be amended to include adult foster care facilities with a capacity of thirteen (13) or more adults.

Issues/Items to Discussion

- Should the city require a separation between large group home facilities.
- Should the city allow multiple facilities within the same building.



Memorandum

To: Planning Commission

CC:

From: Joe Pung
(616)554-0810
pungj@kentwood.us

Date: July 22, 2021

Re: Zoning Ordinance Update (Recreational Facilities in Industrial Districts)

Recently the Land Use and Zoning (LUZ) Subcommittee met with an applicant looking at locating an indoor recreation facility within an existing building in the I1 Light Industrial district. The Zoning Ordinance currently does not permit recreation facilities (indoor or outdoor) in industrial districts. The request was not the first heard by the city and at least one variance had been granted in the past to permit an indoor recreation facility in an industrial building.

Currently indoor recreation facilities are allowed either by right or as a special land use within all zoning districts in Kentwood except R5 Manufactured Housing, I1 Light Industrial, and I2 Heavy Industrial.

To facilitate discussion on the subject, staff researched what other communities allow with respect to recreational facilities in their industrial districts. The results are as follows:

Community	Allowance
Grandville	Permit indoor recreation centers and health or fitness centers as a special land use in the I-1 & I-2 districts
Wyoming	No allowance for indoor recreation centers in industrial districts but do allow Athletic Training Facilities as a SLU (allows for competitive events)
Grand Rapids	Not allowed in IT – Industrial Transportation district
City of Walker	Minor recreation (commercial indoor), major recreation (commercial indoor) and outdoor recreation (commercial) are a SLU in the ML Light Industry district
Cascade Township	No allowance
Alpine Township	No allowance
Byron Township	Indoor recreational facilities and health clubs are permitted in the D1 Light Industrial district, outdoor recreation facilities are not permitted.
City of Greenville	Indoor recreation establishments are a permitted use in the IND Industrial District

City of Portage	No allowance
City of Kalamazoo	Allowance for participant sports and recreation (indoor & outdoor) in the manufacturing districts (M1 & M2)
Canton Township	Private indoor recreation is a permitted use in the L1 Light Industrial district. Private outdoor recreation is a SLU in the LI Light Industrial districts

An item to consider is that if allowance is made for indoor recreation facilities in industrial districts, are there any restrictions, requirements, etc. that should be included as part of any amendments. Currently, the only use specific for indoor recreation facilities are:

1. The principal and accessory uses and buildings shall be located within one-hundred (100) feet of any residential district or use.
2. All uses shall be conducted completely within a fully enclosed building.