



**AGENDA**  
**CITY OF KENTWOOD PLANNING COMMISSION**  
**TUESDAY, JULY 25, 2023**  
**KENTWOOD COMMISSION CHAMBERS**  
**4900 BRETON AVENUE, SE**  
**7:00 P.M.**

- A. Call to Order
- B. Pledge of Allegiance (Kape)
- C. Roll Call
- D. Declaration of Conflict of Interest
- E. Approval of the Minutes of July 11, 2023.
- F. Approval of the Agenda for July 25, 2023
- G. Acknowledge visitors and those wishing to speak to non- agenda items.
- H. Old Business

**Case#15-23** – EquipmentShare- Zoning Ordinance Text Amendment(Consideration of Special Land Use Open Air Heavy and Industrial Equipment Sales, Rental and Service)

- I. Public Hearing

**Case#16-23** – Kum & Go – Special Land Use and Site Plan Review for a Vehicle Fuel Station located at 2975 and 2995 28<sup>th</sup> Street SE

- J. Work Session

**Case#17-23** – Bosgraff Walma 44<sup>th</sup> - Change in the Master Planned Land Use Designation from Low Density Residential to Medium Density Residential located at 2802 – 44<sup>th</sup> Street SE;

**Case#18-23** - EquipmentShare – Special Land Use and Site Plan Review for an Open Air Construction and Industrial Equipment Sales and Rental located at 4250 – 52<sup>nd</sup> Street SE;

**Case#19-23** – EquipmentShare – Final Site Plan Review of a PUD located at 4250 -52<sup>nd</sup> Street SE

K. New Business

Set public hearing date of August 22, 2023, for: **Case#20-23** – Mi Prime Logistics –  
Special Land Use and Site Plan Review for a Major Vehicle Repair Located at 5120 East  
Paris SE

L. Other Business

1. The Annex Group Union @ Siler Station located at 5844 Division Ave One-Year  
Extension Approval
2. Commissioners' Comments
3. Staff's Comments

M. 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  
JULY 11, 2023, 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 Holtrop.
- C. Roll Call:  
Members Present: Bill Benoit, Dan Holtrop, Sandra Jones, Ed Kape, Darius Quinn, Doug VanderMeer, Sarah Weir  
Members Absent: Alex Porter and 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-Johnson and the applicants.

**Motion by Holtrop, supported by Quinn, to excuse Porter and Poyner from the meeting.**

- Motion Carried (7-0) –
- Porter and Poyner absent –

- D. Declaration of Conflict of Interest

There was no conflict of interest statement expressed

- E. Approval of the Minutes and Findings of Fact

**Motion by Commissioner Holtrop, supported by Commissioner Quinn, to approve the Minutes of June 27, 2023 and the Findings of Fact for: Case#13-23 – Request of Bigg Architecture on behalf of Huntington Bank for a Special Land Use Freestanding Drive Through ATM at 2956 – 28<sup>th</sup> Street SE (Zoned C-2 Community Commercial)**

- Motion Carried (7-0) –
- Porter and Poyner absent -

- F. Approval of the Agenda

**Motion by Commissioner Benoit, supported by Commissioner Kape, to approve the agenda for the July 11, 2023, meeting.**

- Motion Carried (7-0) –
- Porter and Poyner absent -

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

There was no public comment.

There was no Old Business

I. Public Meeting

**Case#14-23** – Storage Five Kentwood - Change in the Master Planned Land Use Designation from Commercial to Industrial for an 8.2 acre area of the property located at 1800-1900 44<sup>th</sup> Street SE;

Golder stated the request is a public meeting. The public hearing will be held in about 42 days.

Golder stated this is a master plan amendment request for the former Kentwood Village Mall and also known as the Trinity Health building. She stated the applicant wishes to use 8.2 acres of the overall 13.30 acre property as industrial. The applicant intends to divide 3.32 acres along the 44<sup>th</sup> Street frontage into four new commercial outlots. A fifth outlot is proposed on the southeast corner of the site, also intended to remain as a commercial parcel. Since the subject parcel is a platted lot, additional approvals for the land divisions will be required.

Golder stated the change in use would only affect the 8.2 acres that includes the existing building; four retail pads would remain along 44<sup>th</sup> Street. Another 1.77 acres on Bowen Boulevard would remain for commercial use.

Golder stated the owner said that there has been no interest in the property for 3 years. The building located on the property is 116,057 square feet in area and has been most recently used as a medical call center. Golder stated the applicant would like to use the building for climate controlled self-storage, requiring industrial zoning.

Golder stated the applicant approached the Master Plan Committee in 2023 to seek feedback on the amendment to the Master Plan. While the proposed self-storage use would generate very little traffic, concern was raised regarding rezoning to an industrial district, and whether permitted industrial uses (other than the storage) would be allowed. The Committee was concerned that variances would be needed to address the required separation of industrial uses from adjacent residential uses. Also, concern was raised as to whether more self-storage is needed in the community, and whether the proposed use will be a detriment to the vitality of the area.

Golder stated an issue related to the change in land use/rezoning is the building setback. A building must be at least 100 feet from a residential district the 116,057 square foot building is only 34 feet from the adjacent residential property line to the south. He stated the setback can be reduced to 50 feet if it is all landscaped, but this is all mostly paved. She stated a zoning board variance would ultimately be needed. She stated in Chapter 19

of the zoning ordinance the landscape requirements also have some buffer zones that are required between residential and industrial uses.

She stated at the work session there was discussion regarding parking. The applicant has indicated that they only need 30 parking spaces if this were to be a self-storage unit, but there are 391 spaces on the site. She stated the concern is what happens to that other land. She stated if it's something other than commercial use then they would have to go through another Master Plan Amendment and that still remains as an issue.

Chris Katanya, 40 Glimlock Ct. Sugarland TX 77479 was present. He stated although it is being turned into industrial his recommendation would be; master plan amendment with the condition that it can only be used for self-storage. He stated assuming that it goes self-storage it is one of the lowest impact uses. He stated there is going to be new development, new economic activity, brand new buildings and a physical screen between 44<sup>th</sup> Street and the storage facility.

Jones opened the public meeting.

Quinn stated he struggles with industrial being so close to residential. Katanya questioned if it is possible to change the Master Plan with the condition that it can only be certain uses. Quinn stated at the last meeting there was mention regarding conditional zoning or PUD. Golder stated the City Attorney was not in favor of amending the commercial zone use allowances to allow for self-storage. Quinn questioned what he plans on doing with the 1.77 acres. Katanya stated that would remain commercial, he is open to it becoming residential.

Discussion ensued regarding conditional rezoning and PUD's.

Holtrop questioned if any of the rear parking that is up for change to industrial be attached to the 1.77 acres remain commercial. Katanya stated the reason why he left it because code specified a certain amount of parking spaces per industrial use.

Benoit stated he likes the idea of narrowing down in the master plan that this is meant for enclosed self-storage only. He stated if we can do that he would be satisfied.

VanderMeer agreed with Benoit. VanderMeer questioned if there were any easements. Jones stated the applicant owns the property. Golder stated behind the outlots if there isn't an easement now there will be. Schweitzer noted there are 2 existing driveways on to 44<sup>th</sup> Street. Discussion ensued.

Jones questioned if the driveway off 44<sup>th</sup> Street would remain. Katanya stated that would remain; the intent per the engineer that would be the common drive to get customers to the outlets.

Jones stated that the applicant will come back after 42 days for a public hearing.

**Case#15-23** – EquipmentShare- Zoning Ordinance Text Amendment(Consideration of Special Land Use Open Air Heavy and Industrial Equipment Sales, Rental and Service)

Pung stated the applicant is requesting amending the zoning ordinance to add construction and industrial equipment sales and rental as a special land use in the industrial district. He stated currently there is allowance for an indoor sale of such equipment as a permitted use. They also wish to display their equipment outdoors. This will be an open-air business and open air businesses are not currently allowed within the industrial district.

Pung stated at the work session commissioners felt that it would be appropriate for the equipment to be located within an industrial district as a special land use. He stated the original application didn't have any specific site design criteria and there was some concern raised wanting to limit or have conditions for such a such a use.

Pung stated the recommendation does include adding site design standards.

**Amend Section 10.2.A Table of Use to add:**

*Open Air Construction and Industrial Equipment Sales and Rental* as a special land use in the I1 Light Industrial and I2 Heavy Industrial districts.

**Amend Section 15.03 Special Land Use Specific Approval Standards to add the following:**

KK: Open Air Construction and Industrial Equipment Sales and Rental

**Amend Section 15.04 Site Design Standards to add the following:**

KK: Open Air Construction and Industrial Equipment Sales and Rental

1. There shall be a minimum front yard landscaped setback of thirty-five (35) feet.  
No parking, storage, or display is permitted within the landscaped setback.
2. The maximum height of equipment stored or displayed in the front yard shall be no more than ten (10) feet.
3. A landscaped berm or solid wall at least three (3) feet in height may be required in the front yard.
4. All equipment shall be stored in the configuration used for transportation of the equipment.
5. A six-foot high vertical screen and/or a buffer zone may be required along the side and rear lot lines to enclose and screen the open storage area.
6. The lot areas used for parking, display, or storage shall be provided with a bituminous or Portland cement binder so as to provide a permanent, durable, and

dustless surface and shall be graded and drained so as to dispose of all surface water.

Pung stated he is recommending to amend the zoning ordinance as described in his memo dated July 6, 2023 with basis point number 2 adding subject t special land use review.

Drew Born, representing EquipmentShare was present. He expressed concern with the requirement that all equipment will be stored in the configuration used for transportation. He stated the goal is not having their equipment seen. He displayed a picture from the Lacks parking lot to show that they already have a good screen. He stated they don't want booms in the air, and they are willing to work with the commissioners/staff on the language on how they can adjust where the booms will not be allowed and what height staff feels appropriate. He stated it is important for them to have the booms raised a little bit. He stated the booms take over twice the square footage when you have to leave the boom on the ground. They have no intentions on parking the booms anywhere along the 52<sup>nd</sup> Street corridor, the booms will be stored behind the old Steelcase trucking facility and all of it will be below the current building height. He stated they would like to work on this language to have the booms so they aren't wasting acres of space when keeping everything stored in a lower position, yet being invisible from the 52<sup>nd</sup> Street and surrounding corridor.

Born displayed pictures from inside the Steelcase facility showing the height of the building which is roughly 30 feet, the light poles which are taller than the building and also a view into the site from Lacks so the commissioners see that nothing is visible.

Jones opened the public hearing.

There was no public comment.

**Motion by Kape, supported by Holtrop, to close the public hearing.**

- Motion Carried (7-0) –
- Porter and Poyner absent –

Kape questioned if the boom will be hidden behind the building. Born stated that is correct; they submitted a site plan with the restrictions on the equipment stored in the front. He stated there will be no visibility of the booms from the road.

Chad Stone, EquipmentShare and District Manager for the Midwest was also present. He stated they will have equipment, but it will not be visible from the road.

VanderMeer questioned the height of the berm on 52<sup>nd</sup> Street. Stone stated according to the topographic map it was 10 feet, further west it is higher. Discussion ensued regarding the storage of the booms and possible language.

Benoit and Holtrop both wanted them to make the equipment invisible. Holtrop stated there are always going to be light poles maybe the language should state nothing can be stored taller than light poles.

Jones stated she thinks the language should read that the booms can not exceed the height of the building or light poles and that they will not be visible from the street

The commissioners decided to table the request to allow the applicants to work out details with staff.

**Motion by Benoit, supported by Kape to table to July 25, 2023.**

- Motion Carried (7-0) –
- Porter and Poyner absent -

Pung stated if the commissioners have any ideas before the next meeting to send him an email.

K. Work Session

**Case#16-23** – Kum & Go – Special Land Use and Site Plan Review for a Vehicle Fuel Station located at 2975 and 2995 28<sup>th</sup> Street SE

Golder stated the proposed Kum and Go development is located on a 1.496 acre property at the northeast corner of Ridgemoor Avenue and 28<sup>th</sup> Street. The station is proposed to be open 24 hours a day. Six gas pumps (12 pumping stations) are proposed. The convenience store is 3,968 square feet in area.

Golder stated the existing businesses (West Marine and a second hand store) are served by a 28<sup>th</sup> Street driveway shared with the adjacent Dollar General store. Ridgemoor Avenue is a 30 foot paved road within an 80 foot right of way. The speed limit on 28<sup>th</sup> Street is 45 mph. Golder stated there is an access easement that runs along the common property line and goes out to Ridgemoor Drive

She stated the existing businesses are served by a driveway on 28<sup>th</sup> Street as well as two driveways on Ridgemoor Avenue. The 28<sup>th</sup> Street driveway is divided with a median and shared with the adjacent Dollar General store. The driveway is full service and is located approximately 292 feet from Woodland Mall Drive. The property to the east of the Dollar General store (Batteries Plus and Sleep Doctor) have two driveways to 28<sup>th</sup> Street. There does not appear to be restrictions of left turn movements out of the property, and cross access is permitted to Ridgemoor Avenue.

The site's two existing Ridgemoor driveways do not currently align with the driveways on the west side of Ridgemoor. The proposed Kum and Go development proposes the alignment of the southern driveway with an existing driveway that serves the alterations



shop on the west side of Ridgemoor, 154' north of 28<sup>th</sup> Street. The proposed new curb cut is 46' wide at the Ridgemoor right of way; 30' is the maximum permitted as per Section 54-194 of the Kentwood Code of Ordinances. The proposed curb cut onto 28<sup>th</sup> Street is also approximately 46'; the width of this driveway is being reviewed by MDOT.

The existing northernmost driveway on Ridgemoor Avenue also does not align with the driveway on the west side of Ridgemoor Avenue. An access easement exists on the property that serves Dollar General. The easement extends from Ridgemoor Avenue to the east, then turns south along the common property line between the site and Dollar General. The joint easement would be used for deliveries to the respective sites, with the exception of fuel delivery for the proposed Kum and Go.

The applicant has submitted a Traffic Impact Study as required by the Zoning Ordinance. The analysis reviewed current conditions, and then estimated future conditions, given the proposed gas station use. The study concluded that the "28<sup>th</sup> Street/East site driveway" (the shared driveway with Dollar General) operates currently at a LoS of B-C currently during the AM and the PM peak hour. With the addition of the Kum and Go, this driveway is expected to continue to operate at the same LoS B and C. Only the southbound left turn movement degraded from LoS B to C with the addition of the proposed gas station.

The driveway on the site with the most turning movement delay was the Ridgemoor and 28<sup>th</sup> Street intersection. Currently the PM peak hour operates at a LoS D; however, the level of service will not degrade further with the addition of the gas station. The AM peak at this driveway will degrade from LoS B to C in the AM peak.

The most congested nearby intersection is the 28<sup>th</sup> Street and Radcliff/Woodland Mall intersection. This is the signalized intersection that serves Woodland Mall. The LoS for this intersection ranges from A to E. Future conditions suggest that the LoS for this intersection will largely remain the same with the addition of the proposed Kum and Go gas station.

Since 28<sup>th</sup> Street (M-11) is a state route, the Michigan Department of Transportation (MDOT) reviewed the traffic study. They have indicated in their letter of June 29, 2023 their concerns regarding the full access driveway proposed on 28<sup>th</sup> Street, indicating that lefts in and out of the driveway would potentially conflict with queues at the signal of Woodland Drive. As a result, MDOT expressed a preference that the east driveway to the proposed Kum and Go be converted to a right-in, right-out only driveway. As a shared driveway it is unclear whether the city can require the right-in, right-out driveway without evidence that the intersection is unsafe.

The traffic study indicates a right turn deceleration lane is warranted along westbound 28<sup>th</sup> Street at the East driveway.

Golder stated there are a couple of special land use site design standards K&G doesn't meet. One is that it can only be one driveway per street that has frontage where two driveways are proposed on Ridgemoor Drive. This will have to go to the Zoning Board of Appeals. The same issues with the other K&G's the merchandise outside. She stated the

building itself sits 150 feet back from the street there will be a nice 75 foot buffer. We have standards about not having outdoor sales. Golder stated with the general special land use standards the only issue is relates to traffic. She noted the traffic analysis and she questioned whether the 28<sup>th</sup> Street driveway is safe for left turns out.

Golder also noted the driveways don't meet the City requirements for width.

Jared Kind, Atwell LLC, was present, 2 Towne Square Southfield, MI, was present.

Quinn questioned if the pumps are buffered from the street. Golder stated yes the landscape plan shows the trees and the building sits 150 feet back. Quinn stated Ridgemoor and 28<sup>th</sup> Street says that the grade is at an acceptable level, but when turning left, that is a hard left out of there. Discussion ensued regarding level of service. Quinn stated that left turn out on to Ridgemoor is a concern for him.

Holtrop questioned forcing the right in, right out on Dollar General and who determines who can do that. Golder stated she spoke to the City Attorney and he felt that it had to be a compelling reason to force Dollar General to agree to that. Golder stated when none of the level of service has changed that much, it is hard to come up with the justification for what the danger is with it. She stated she wants to go back and check with crash data and stacking.

Kind stated as they see the traffic backed up it may be more difficult to make that turn on to 28<sup>th</sup>. The additional drive entry that K&G has on the front side of the building that they will be relocating further north on Ridgemoor will become an obvious route of travel for those looking to turn left.

Holtrop questioned the elevation. Golder stated it is on the same elevations as the second hand store, there is going to be a hill from the building to the west. Kind stated they are going to have a single level building and a nice landscape slope coming down

Holtrop questioned the rationale why the building sits 150 feet off of 28<sup>th</sup> Street. Kind stated with the existing site configuration it is a deep lot for them and with the existing easement across the back that becomes their natural service area. He stated keeping everything where the service needs to be, provides for ample room up front for the parking or the fueling stations and provides a nice screening buffer along the street.

Holtrop stated they will be much closer to the homes. Kind stated it is no closer than the existing buildings and driveways and dumpsters and service areas that Dollar General is already to those homes. Discussion ensued.

Benoit questioned if the Zoning Board previously granted variances to allow K&G to store products out front. Golder stated it never went to the zoning board, planning staff worked with the applicant on what products could be outside and where it could be placed. Discussion ensued.

VanderMeer questioned the 24/7 hours of operations to be consistent to the other Kentwood K&G locations. Golder stated Eastern and 52<sup>nd</sup> is 24/7. Golder stated she thinks 24/7 is reasonable for this site. VanderMeer questioned if there is a proposal for future charging stations. Golder stated what she was told before is what they would need underground conduit that would be put in place just in case it is needed in the future. Kind stated conduits are an easy thing to provide as the demand increases. Discussion ensued.

Kape questioned if there was sidewalk on 28<sup>th</sup> Street. Golder stated there is one that goes from Cascade over to Grandville. It doesn't go all the way down to Ridgemoor.

Jones stated her questions are the width of the curb cuts. Kind stated the width of the curb cuts is tied to the truck turning maneuvers for the fuel trucks as they move in and out of the fueling area. Golder stated MDOT has a standard curb design they will probably address the 28<sup>th</sup> Street curb cut. Golder stated the City Engineer is on board with 30 feet. Kind stated they can take a look at how they can get it to fit with the 30 foot current standards.

L. New Business

**Motion by Benoit, supported by Holtrop, to set a public meeting date of August 9, 2023, for: Case#17-23 – Bosgraff Walma 44<sup>th</sup> - Change in the Master Planned Land Use Designation from Low Density Residential to Medium Density Residential located at 2802 – 44<sup>th</sup> Street SE; and Public Hearing dates for Case#18-23 - EquipmentShare – Special Land Use and Site Plan Review for an Open Air Construction and Industrial Equipment Sales and Rental located at 4250 – 52<sup>nd</sup> Street SE; Case#19-23 – EquipmentShare – Final Site Plan Review of a PUD**

- Motion Carried (7-0) –
- Porter and Poyner absent -

M. Other Business

1. Commissioners' Comments

Holtrop questioned since we tabled Equipment share will it still be on time to go to the City Commission. Schweitzer stated if the commissioners are inclined to approve it at the next meeting they will have the choice to and send it directly to the City Commission without having the Planning Commission approval of the Findings of Fact.

2. Staff's Comments

Schweitzer stated Parks and Recreation is looking at wayfinding signs for citywide recreational facilities. They want to make people more aware of the parks in the area.

Collier-Johnson stated that the first Planning Commission meeting in August will be held on Wednesday August 9, 2023, not on Tuesday Aug 8 due to the election.

N. Adjournment

**Motion by Commissioner Benoit, supported by Commissioner Kape to adjourn the meeting.**

- Motion Carried (7-0) –
- Porter and Poyner absent -

Meeting adjourned at 8:30pm

Respectfully submitted,

Ed Kape, Secretary



## PLANNING STAFF RECOMMENDATION

Pung 07/19/23

PROJECT: Zoning Ordinance Text Amendments

APPLICATION: 15-23

HEARING DATE: July 11, 2023

REVIEW TYPE: Zoning Ordinance Amendments Relating to Open Air Construction and Industrial Equipment Sales and Rental

RECOMMENDATION: Recommend to the City Commission to amend the Kentwood Zoning Ordinance No. 9-02 as follows:

### **Amended Section 10.2.A Table of Use to add:**

*Open Air Construction and Industrial Equipment Sales and Rental* as a special land use in the I1 Light Industrial and I2 Heavy Industrial districts.

### **Amend Section 15.03 Special Land Use Specific Approval Standards to add the following:**

KK: Open Air Construction and Industrial Equipment Sales and Rental

### **Amend Section 15.04 Site Design Standards to add the following:**

KK: Open Air Construction and Industrial Equipment Sales and Rental

1. There shall be a minimum front yard landscaped setback of thirty-five (35) feet. No parking, storage, or display is permitted within the landscaped setback.
2. The maximum height of equipment stored or displayed in the front yard shall be no more than ten (10) feet.
3. A landscaped berm or solid wall at least three (3) feet in height may be required in the front yard.
4. The maximum height of equipment stored or displayed in a rear or side yard shall be no higher than thirty (30) feet or the height of the building, whichever is less; although, when the height of the equipment will exceed fifteen (15) feet additional screening, landscaping, or setbacks may be required.
5. Additional screening and setbacks may be required for lots with frontage on more than one street.
6. A six-foot high vertical screen and/or a buffer zone may be required along the side and rear lot lines to enclose and screen the open air sales and/or storage area.

7. The lot areas used for parking, display, or storage shall be provided with a bituminous or Portland cement binder so as to provide a permanent, durable, and dustless surface and shall be graded and drained so as to dispose of all surface water.
8. The equipment shall be in good working order and shall be fit for the purpose for which it is to be used.

**Amend Section 12.08.E.4 to read as follows:**

**Outdoor Storage:** All business, services, or processing shall be conducted wholly within enclosed buildings with the exception of outdoor contractor's storage yards and open air construction and industrial equipment sales and rental which must be screened from view from any public street.

**Basis:**

- 1) The proposed amendments would make allowance for Open Air Construction and Industrial Equipment Sales and Rental in industrial districts.
- 2) The proposed use is an appropriate use for industrial districts as a special land use.
- 3) Ability to require additional landscaping, screening, and setbacks provides flexibility to address visibility and other issues.
- 4) Ensure inoperable and/or junked equipment is not stored on the property.

## PLANNING STAFF RECOMMENDATION

Golder 7/18/23

PROJECT: Kum and Go Special Land Use for a Vehicle Fuel Station

APPLICATION: 16-23

REQUEST: Special Land Use for a Vehicle Fuel Station

LOCATION: NE corner of 28<sup>th</sup> Street and Ridgemoor Avenue

HEARING DATE: July 25, 2023

RECOMMENDATION: Recommend tabling the request for Special Land Use Vehicle Fuel Station for Kum and Go as described in Case No. 16-23 until the August 9, 2023 meeting of the Kentwood Planning Commission.

### BASIS:

1. The applicant has proposed a gas station on 28<sup>th</sup> Street, a state trunkline with vehicle trips exceeding 32,000 vehicles per day. The traffic volume generated by the gas station is estimated at 2,750 vehicles per day, with a number of the trips considered pass-by vehicle trips. These pass-by trips are not considered as trips generated by the proposed use. However, they do factor into the operation of turning movements into and out of the proposed gas station. The Michigan Department of Transportation (MDOT) engineers have reviewed the plan and have expressed concern about the full movement shared driveway, as vehicles may potentially conflict with queues at the signalized Woodland Drive/Radcliff intersection, located 250 feet to the east.
2. The applicant has provided four traffic accident reports since 2018 related directly to the shared driveway. However, MDOT has noted 93 traffic accidents between Ridgemoor Avenue and Woodland Drive/Radcliff Avenue in the past five years. Staff has also requested additional accident information from the Kentwood Police Department regarding this section of 28<sup>th</sup> Street for review.
3. The Michigan Department of Transportation Access Management Guidelines recommend a 230' corner clearance between a signalized intersection on an arterial street and a driveway (assuming 30-35 mile per hour posted speed). For

speed limits of 40-55 miles per hour, the distance between driveways should be doubled.

4. MDOT is recommending a right-in, right-out driveway for Kum and Go for the proposed shared driveway. Complicating the applicant's ability to comply with this is the fact that there is an existing shared easement with the adjacent property owner, Dollar General. MDOT would like to meet with Dollar General to discuss the potential for allowing for the right-in, right-out driveway configuration.
5. Discussion at the work session and public hearing.





GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
GRAND RAPIDS TRANSPORTATION SERVICE CENTER

BRADLEY C. WIEFERICH, P.E.  
DIRECTOR

June 29, 2023

Lisa Golder  
Economic Development Planner  
City of Kentwood  
4900 Breton Ave SE  
Kentwood, Michigan 49508

Dear Lisa:

We have reviewed the proposed site plan and related traffic impact study for the Kum & Go Store #2627 at M-11 (28<sup>th</sup> St)/Ridgemoor Dr in Kentwood. While we find the study to be complete and accurate, we have concerns with the full-access driveway they are proposing on M-11. With the signalized intersection of M-11/Radcliff Ave/Woodland Dr only about 250 ft east of the driveway, left turns into and out of the driveway would potentially conflict with the queues at the signal. We would therefore prefer if the driveway (that is shared with Dollar General) be converted to right-in/right-out only operation. The left turns into and out of the site would have access via Ridgemoor Dr. Please pass along these concerns to the Planning Commission for use in their site plan review.

If you have any questions, please contact either me or Kerwin Keen, Grand Rapids Transportation Service Center Permits Engineer at 616-464-1800.

Sincerely,

Jason E.

Cole, P.E.

Jason E. Cole, P.E.

Assistant Operations Engineer

Digitally signed by: Jason E. Cole,  
P.E.  
DN: CN = Jason E. Cole, P.E. email  
= jecole@michigan.gov C = AD O =  
MDOT OU = Grand Rapids TSC  
Date: 2023.06.29 15:56:56 -0400

Cc:

K. Keen

STAFF REPORT: July 13, 2023

PREPARED FOR: Kentwood Planning Commission

PREPARED BY: Lisa Golder

CASE NO.: 17-23 2802 44<sup>th</sup> Street Master Plan amendment

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#### GENERAL INFORMATION

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APPLICANT: Bosgraaf Homes LLC                      Rep by: Michael Corby  
148 South River Ave Suite 100                      840 Ottawa Ave NW  
Holland MI 49423                                      Grand Rapids, MI 49503

STATUS OF  
APPLICANT:                      Applicant secured Buy Sell Agreement for property

REQUESTED ACTION:                      Change in Master Planned Land Use Designation from Low  
Density Residential to Medium Density Residential

EXISTING ZONING OF  
SUBJECT PARCEL:                      C-4 Office

GENERAL LOCATION:                      2802-44<sup>th</sup> Street, SE, Southeast Corner of 44<sup>th</sup> Street and Walma  
Avenue

PARCEL SIZES:                      4.72 acres

EXISTING LAND USE  
ON THE PARCEL:                      Vacant

ADJACENT AREA  
LAND USES:                      N- Low Density Residential Condominium Development  
   (Cobblestone at the Ravines)  
   S- Low Density Residential Single Family Subdivision  
   (Wildflower Estates Plat)  
   E- Single-Family (Kentwood Acres Plat)  
   W- Medium Density Residential Apartments (Landing Place  
   Apartments) and High Density Residential Apartments (Hunters  
   Ridge Apartments)

ZONING ON ADJOINING  
PARCELS:                      N- RPUD-1 Attached Residential Planned Unit Development  
   S- RPUD-1 High Density Residential Planned Unit Development  
   E – R1-C Single Family Residential  
   W- R-3 Medium Density Residential

#### Compatibility with Master Plan:

The current Master Plan Land Use designation is Low Density Residential. The Master Plan was amended in 2022 from Office to Low Density Residential to accommodate a potential assisted living development. The rezoning request for the project was withdrawn.

Now Bosgraaf Homes would like to amend the Master Plan to allow for Medium Density residential development, or between 4-8 units per acre.

#### Zoning and Land Use History:

In 2004 the 29-acre area south of 44<sup>th</sup> Street and east of Walma Avenue was zoned R1-C Single Family Residential and Master Planned for Medium Density Residential use. Twenty-four acres of the overall parcel were rezoned to RPUD-1 to accommodate a plan for a low density attached condominium development at 4 units per acre. The northernmost 4.72 acres of the site was rezoned to Office. A site plan was approved to allow for four single story office buildings, and developer recorded protective covenants, restrictions and conditions to ensure that the office site would be limited to a maximum of four, one-story buildings. The office plan also required a 50 foot building setback and 30' greenbelt buffer along the east property line.

In 2021 a request was made to amend the Master Plan designation from Office to Low Density residential designation in order to accommodate four assisted living buildings. The Master Plan designation was amended but the applicant for the assisted living project withdrew the request prior to the rezoning.

#### Site Information

The site falls from the northwest to the southeast. A line of trees exist along the east property line, adjacent to the residential plat.

#### Staff Analysis:

1. Bosgraaf Homes is requesting an amendment to the Kentwood Master Plan from Low Density Residential (0-4 units per acre) to Medium Density Residential (4-8 units per acre). The developer has stated that it is their intent to constructed attached residential condominiums on the site.
2. The property to the south of the 4.7 acres proposed for Master Plan amendment is now being developed by Bosgraaf Homes LLC for single family homes. Wetlands exists along the common property line.
3. The Land Use and Zoning Committee, as well as the Master Plan Committee reviewed the proposed amendment. Concerns expressed by the Committees include:
  - Ensuring that the housing constructed are not rental units

- The density allowed is 4-8 units per acre, would like to see the development closer to 6 units per acre to be more consistent with the adjacent properties to the east and south
  - Concern that there is inadequate area to buffer the units from 44<sup>th</sup> Street traffic
  - The outward appearance of the building facades along the 44th street frontage
  - Need for internal and external sidewalk connectivity
  - Visitor parking and other internal amenities.
4. If the Master Plan amendment is approved, the developer has expressed an interest in the development of 38 attached condominium units, creating a potential density of close to 8 units per acre. One driveway would be provided to site from 44<sup>th</sup> Street.
  5. The applicant has indicated the intent of developing the site as a Planned Unit development (PUD).
  6. If the land use designation is changed to Medium Density Residential and rezoned to a compatible zoning classification, it may be desirable to amend or delete the 2004 recorded protective covenants, restrictions, and conditions that assured office use of the site.

#### Attributes:

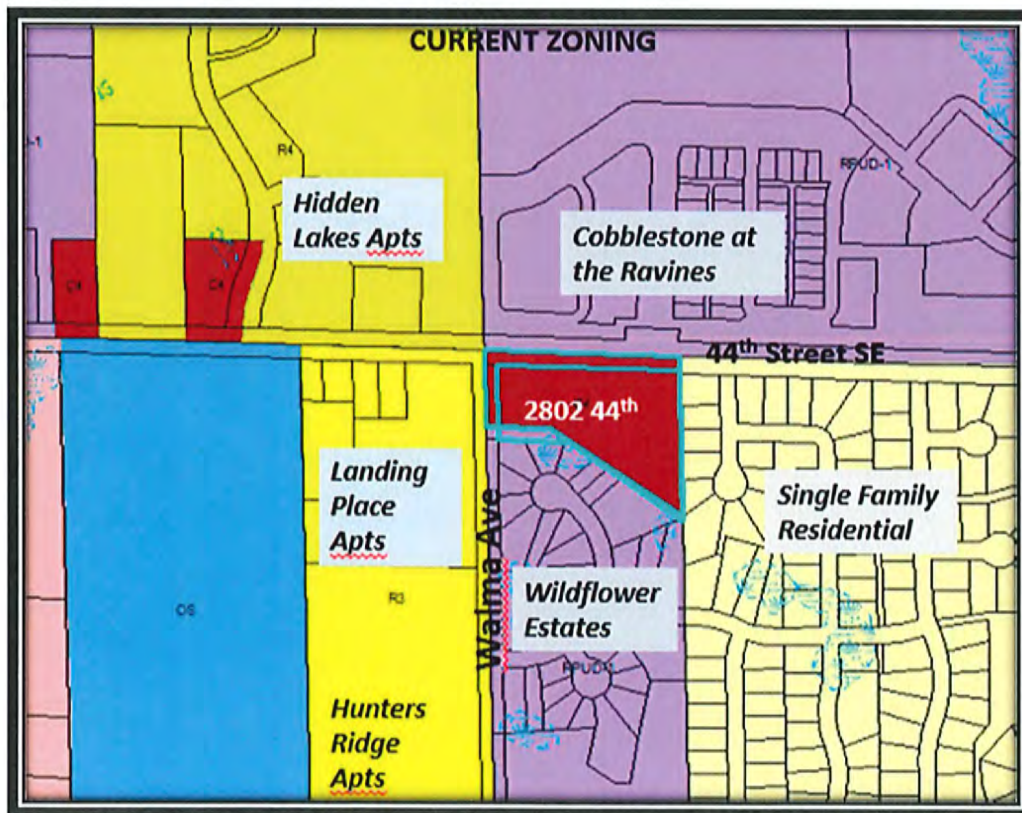
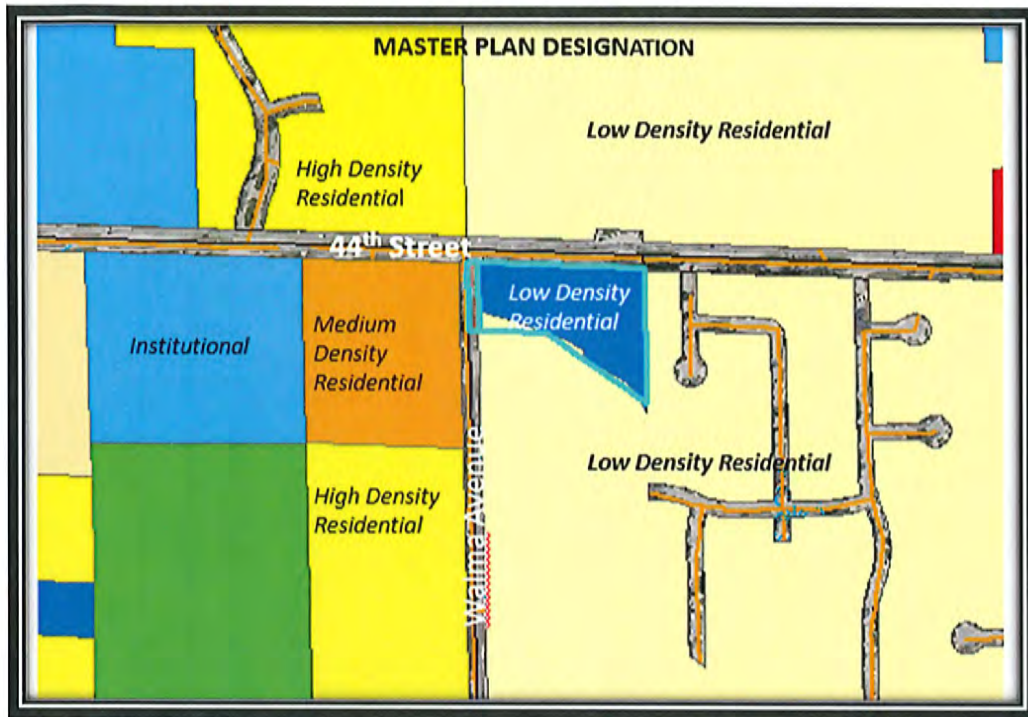
- Residential use in a residential area
- Existing medium density master plan designation to west
- 44<sup>th</sup> is high volume street, low density residential may be difficult

#### Issues:

- Concern regarding medium density in higher density range
- Proximity to 44<sup>th</sup> Street and inability to buffer
- Ability to ensure goal of home ownership









29 June 2023

**City of Kentwood Planning Commission**

PO Box 8848

Kentwood, MI 49518

[GolderL@kentwood.us](mailto:GolderL@kentwood.us)

**RE: 2802 44th St. SE Master Plan Amendment Request**

Members of the Planning Commission:

We are respectfully requesting an amendment to the City's Master Plan to allow Medium Density Residential development at 2802 44th St. SE, situated at the southeast corner of Walma St. and 44<sup>th</sup> St. Our ultimate objective is to introduce a new high-quality home ownership option to the City of Kentwood.

Our path to this proposal has been shaped by constructive discussions with the city staff, as well as the Land Use and Master Planning committees. The discussions yielded encouraging feedback, underlining several points:

- The preference for homeownership over rentals
- An agreement on 6 to 8 units per acre, permitted the site doesn't feel overcrowded
- The necessity to include walk connectivity with the adjacent walk network
- The need to incorporate internal amenities

In response to the commission's and community's interests, we are striving to devise a plan that resonates with all stakeholders. Our preliminary plan is to secure a residential Planned Unit Development (PUD) zoning, fostering a collaborative dialogue between the City and our team throughout the concept development process. This dialogue will ensure the inclusion of key stipulations integral to the design.

Although we examined a provisional concept in our previous discussions, we hope to jointly develop the final concept through the PUD process. This approach guarantees a genuinely cooperative endeavor.

We appreciate the insightful feedback thus far and are eager to continue our dialogue with you regarding this opportunity. We hope for your support and approval to amend the Master Plan on the 25th. Thank you!

Sincerely,

Michael C. Corby FAIA, President  
**INTEGRATED ARCHITECTURE**

cc: Mike Bosgraaf

Attachment: Walma Ave & 44<sup>th</sup> St Preliminary Plat

Land Use and Zoning Committee

Meeting Summary

First Floor Conference Room

April 24, 2023

Present: Planning Commissioners-Bill Benoit, Ed Kape, Dan Holtrop, and Sandra Jones, Planning staff-Joe Pung, Lisa Golder, and Terry Schweitzer, Applicants-Mike Corby and Noah Bosgraaf

The meeting started at 6:30 pm.

Golder introduced the request noting that Bosgraaf Construction is considering an amendment to the Master Plan designation for 2802 44<sup>th</sup> Street. The property had been zoned and Master Planned for office use until 2021. At that time, Cardinal Senior Management requested and received a Master Plan amendment to allow for a low-density residential use. Their plan involved as many as 80 adult foster care beds on the property, representing a density equivalent of 2.75 units per acre. The project was withdrawn before action was taken on the rezoning/site plan.

Bosgraaf Construction is considering a potential amendment to the Master Plan and rezoning to allow 38 attached townhouse condominiums on the 4.92-acre site., creating a gross density of 7.7 units per acre. Corby presented a concept plan and described access onto 44<sup>th</sup> Street and internal traffic circulation and general design considerations.

The committee discussion centered upon the proposed density, which would be in the upper end of a medium density residential land use classification. The commissioners felt: the site layout appeared to be too cramped to accommodate 38 units; the outward appearance of the buildings facades along the street frontages would be a critical concern; they were in support of home ownership; internal and external sidewalk connectivity important; visitor parking provisions needed; landscape berming anticipated to be a desired feature; and PUD development of the site desirable.

Master Plan Committee  
Meeting Summary  
First Floor Large Conference Room  
June 19, 2023

Present: Planning Commissioners- Dan Holtrop, Doug Vander Meer, and Darius Quinn.

Planning staff- Lisa Golder, Joe Pung, Terry Schweitzer, and Aaron Sutter.

Applicants- Mike Corby and George the intern.

The meeting started at 6:00 pm.

Golder introduced the request referencing the memo she sent the committee in advance of the meeting. She noted that the applicants were seeking a master plan amendment to go from the current low density residential designation to medium density residential. They met with the Land Use and Zoning Committee (LUZ) on April 24, 2023. The LUZ committee discussion centered upon the proposed density, which would be in the upper end of a medium density residential land use classification. The commissioners felt: the site layout appeared to be too cramped to accommodate 38 units; the outward appearance of the buildings facades along the street frontages would be a critical concern; they were in support of home ownership; internal and external sidewalk connectivity important; visitor parking provisions needed; landscape berming anticipated to be a desired feature; and Planned Unit Development (PUD) zoning of the site desirable.

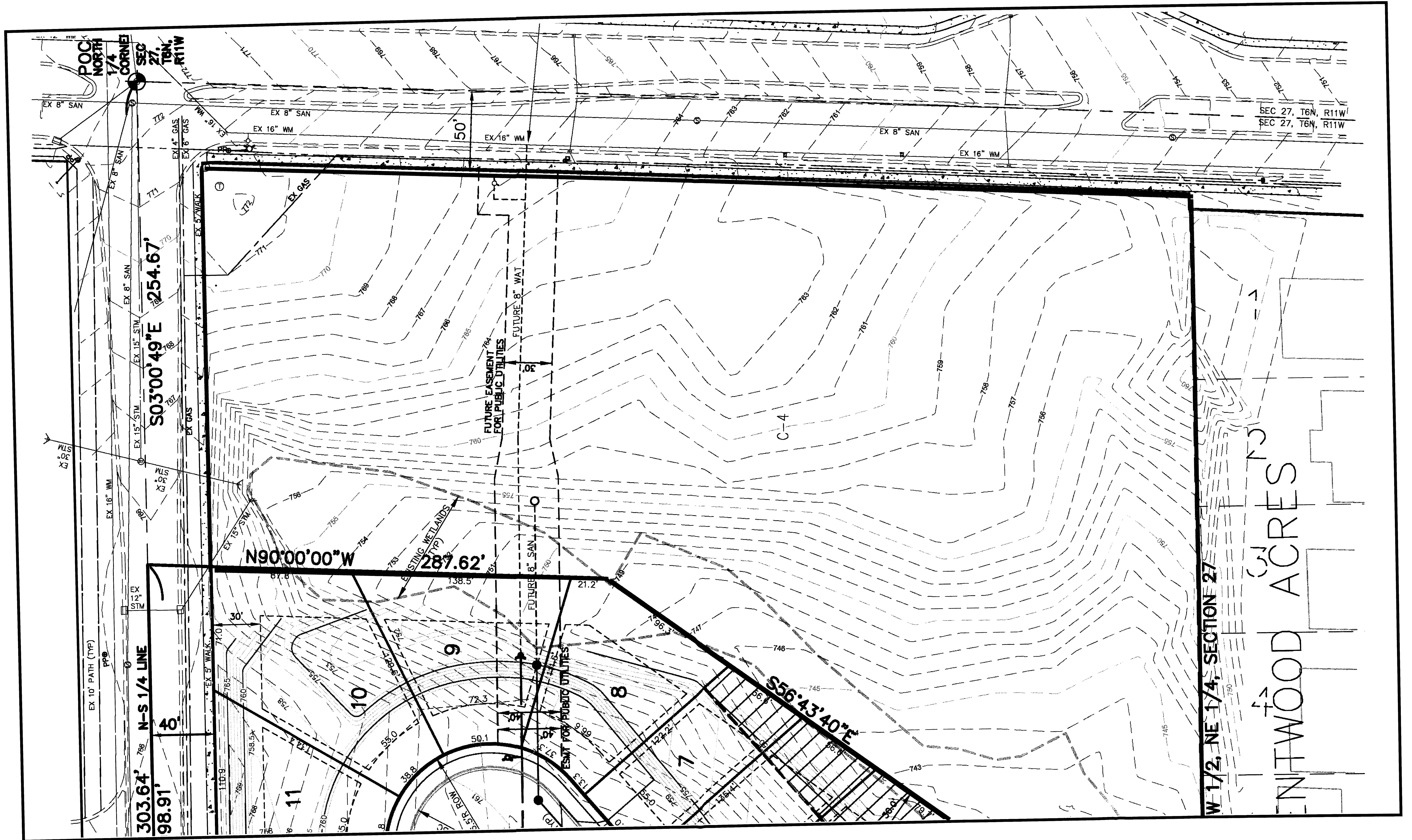
Mr. Corby referenced a concept plan that portrayed as many as nine buildings on the 4.92-acre site. He described their intent to build the project for owner-occupied attached single family housing units under PUD zoning. Discussion ensued concerning the perceived crowded concept plan layout and the relationship of the site to the existing single family detached housing to the east and the new homes being developed by Bosgraaf Construction immediately to the south. Corby indicated that they were having great success developing other sites with similar detached and attached single family housing mix. While supportive of the attached single family home ownership concept the committee members expressed a desire to limit the density to 5-6 units per acre given the context of this site. Corby indicated that Bosgraaf Construction felt a greater density would be important to make the project feasible. He stated his intent to draw upon the feedback from the two committees to develop a suitable design.

The meeting adjourned at 6:30pm.









STAFF REPORT: July 13, 2023  
PREPARED FOR: Kentwood Planning Commission  
PREPARED BY: Lisa Golder  
CASE NO.: 18-23 EquipmentShare SLU and Site Plan Review Open Air  
Construction and Industrial Equipment Sales and Rental

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#### GENERAL INFORMATION

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APPLICANT: EquipmentShare rep by: Doug Stalsonberg, Exxel Engineering  
5252 Clyde Park SW  
5710 Bull Run Drive Wyoming MI 49509  
Columbia, MO 65201

STATUS OF  
APPLICANT: Option holder and representative

REQUESTED ACTION: Applicant is requesting Special Land Use approval and Site Plan  
Review of an Open Air Construction and Industrial Equipment Sales  
and Rental operation

EXISTING ZONING OF  
SUBJECT PARCEL: IPUD-1 Industrial Planned Unit Development

GENERAL LOCATION:  
4308 52<sup>nd</sup> Street

PARCEL SIZE: 26.49 Acres overall (approximately 17 acres for EquipmentShare)

EXISTING LAND USE  
ON THE PARCEL: Existing industrial truck repair and wash facility, parking

ADJACENT AREA  
LAND USES: N: 52<sup>nd</sup> Street, Industrial (Lacks Industries)  
S: Industrial (Steelcase)  
E: Industrial (Snackcraft)  
W: Vacant (Existing phase of Steelcase IPUD)

ZONING ON ADJOINING  
PARCELS: N: I-1 Light Industrial  
S, E, W: IPUD-1 Industrial Planned Unit Development

### Compatibility With Master Plan

The Master Plan recommends Industrial use for this location.

### Relevant Zoning Ordinance Sections

Chapter 15.04 KK is currently proposed as an amendment to the Special Land Use provisions of the Zoning Ordinance. If approved, it will make allowance for Open Air Construction and Industrial Equipment Sales and Rental as a Special Land Use. General standards for Special Land Uses are found in Section 15.02. Site plan review standards are found in Section 14.05.

### Zoning History

The property was zoned for agriculture and low density residential prior to 1980. In 1980 358.9 acres of land was rezoned from Agricultural and R1-B Low Density Residential to I-1 Light Industrial. At the same time, Steelcase sought an extension of the Grand Rapids Sewer Service District to serve this section. In 1982 the Light Industrial zoning was amended to an Industrial Planned Unit Development (IPUD) of 408 acres, and a development plan was adopted at that time. In 1987 four parcels totaling 99 acres were added to the IPUD to create the 507 acre development. At that time, it was envisioned that Steelcase would someday build and occupy approximately 6 million square feet of manufacturing, shipping, distribution and other operations within the campus.

A series of changes to the Steelcase PUD have been approved since 2014 to allow other businesses to utilize some of the former Steelcase buildings and property. Earlier in 2023, Steelcase requested a major change to the site plan for approximately 30 acres of land that exists west of the 52<sup>nd</sup> Street Steelcase entrance. This parcel included a former Steelcase truck maintenance and vehicle wash facility. The original Steelcase PUD plan also allowed for an 80,000 square foot manufacturing facility on the site. It was the intention of Steelcase to sell the 30 acre parcel, potentially for use as a motor freight terminal.

The PUD amendment allowed for the removal of a planned 80,000 square foot building as well as the potential addition of additional driveways onto 52<sup>nd</sup> Street. The Findings of Fact from the PUD Amendment are attached.

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## TECHNICAL INFORMATION

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### Street and Traffic

Originally, public access to the Steelcase PUD was limited to one driveway onto 52<sup>nd</sup> Street. The 2023 PUD Amendment required a traffic analysis to justify the need for additional driveways on 52<sup>nd</sup> Street. The traffic analysis was based on the assumption that the future use would be a motor freight terminal, a contractors yard, or a vehicle repair for commercial trucks allowed for the potential of three more driveway accesses to 52<sup>nd</sup> Street, depending on the number of businesses utilizing the 30 acre property. The PUD Agreement requires a traffic analysis in order to determine whether an additional driveway should be permitted.

The 2023 Major Change application examined the traffic generated by the three potential uses (motor freight, contractors yard, commercial vehicle repair), but did not review traffic generated

by an Open Air Construction and Industrial Equipment Sales operation. An update of the traffic analysis will be needed to ensure that the traffic is consistent with the proposed use. The traffic analysis should also take into account gated driveway entrance to the development that may create traffic backups on 52<sup>nd</sup> Street.

#### Staff Review

#### Special Land Use

1. The City is undertaking an amendment to the Zoning Ordinance to make provision for Open Air Construction and Industrial Equipment Sales and Rental. This use was not previously permitted anywhere in the city. The proposed ordinance amendments, if approved, would allow for these uses within the I-1, I-2 and IPUD zones with Special Land Use. The proposed standards specific to the Special Land Use are as follows:

- 1. There shall be a minimum front yard landscaped setback of thirty-five (35) feet. No parking, storage, or display is permitted within the landscaped setback.*

**The is an 85' setback existing on the site, including a 4-8' heavily landscaped berm along 52<sup>nd</sup> Street. The applicant shall indicate how the landscaping and berm will be impacted by the installation of the curb cut to serve the proposed EquipmentShare.**

- 2. The maximum height of equipment stored or displayed in the front yard shall be no more than ten (10) feet.*

**The applicant has indicated on their site plan that the maximum height of equipment in the front yard is 15 feet. This is inconsistent with the applicant's Intended Use Memo.**

- 3. A landscaped berm or solid wall at least three (3) feet in height may be required in the front yard.*

**A 4-8 foot landscape berm exists along the 52<sup>nd</sup> Street frontage.**

- 4. The maximum height of equipment stored or displayed in a rear or side yard shall be no higher than thirty (30) feet or the height of the building, whichever is less; although, when the height of the equipment will exceed fifteen (15) feet, additional screening, landscaping or setbacks may be required.*

**The applicant shall confirm that the maximum height of the equipment stored in the rear and side yard of the site will not exceed 30'.**

*Additional screening and setbacks may be required for lots with frontage on more than one street.*

**Not applicable.**

5. *A six-foot high vertical screen and/or a buffer zone may be required along the side and rear lot lines to enclose and screen the open air sales and/or storage area.*

**The applicant is providing an 8' high chain link fence to enclose the site. The rear yard of the proposed equipment rental is adjacent to the existing Steelcase property. The 6' high vertical screen will do little to screen the 30' high equipment that will be stored along the required lot line.**

6. *The lot areas used for parking, display, or storage shall be provided with a bituminous or Portland cement binder so as to provide a permanent, durable, and dustless surface and shall be graded and drained so as to dispose of all surface water.*

**The areas proposed for parking and display are already paved.**

7. *The equipment shall be in good working order and shall be fit for the purpose for which it is to be used.*

#### **General Special Land Use Standards**

2. As a Special Land Use, the proposed fuel station must also comply with the standards of Section 15.02, as follows:

- 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 area is zoned and intended for industrial use. The proposed equipment storage will be screened from view by the existing berm in the front yard. Further, the taller equipment is required to be located behind the buildings on the site.**

- 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 public facilities.**

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

**The use will not create additional requirements at public cost.**

- 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 Applicant shall provide information on the traffic generated to ensure that there will not be a detrimental impact from the EquipmentShare use. Although there was a traffic analysis completed for the preliminary approval, it did not analyze the proposed use or consider the impact of the gated entry on 52<sup>nd</sup> Street traffic.**

- 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 consistent with the Master Plan.**

- 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.

### **Site Plan Review**

3. The Equipment Share Intended Use memo indicates that the site will serve as a rental service yard for construction equipment. The company will employ 30-40 people at the site (although 10 are in sales and are not on-site).
4. The applicant has indicated that equipment will be screened by the 4-8' landscaped berm along 52<sup>nd</sup> Street. In addition, the taller equipment will not exceed 30' in height and will be located behind the existing buildings, or 580 feet behind the by building. The applicant shows an 8' chain link fence enclosing the entire site. Chain link is not permitted in the front yard; the applicant will need to seek a variance from the Zoning Board of Appeals A gated entry will allow access into the facility. The applicant should indicate how customers will access the site.
5. Equipment Share at this time does not intend to use the entire 30 acre parcel. The previous Steelcase plan for the motor freight terminal will remain the approved preliminary plan for the western third of the development. The applicant shall indicate how the EquipmentShare parcel will be separated from the 10.4 acre remaining parcel.

### **Attributes:**

- Meets most of Special Land Use Standards
- 85' landscape setback with 4-8' berm

### **Issues:**



- Chain link fence is not permitted in front yard
- Site plan must be updated to indicate height of equipment in front yard
- Additional information on traffic for the use and gating needed





# EquipmentShare

5710 Bull Run Dr.  
Columbia, MO 65201

## Intended Use Memo 4308 52nd ST SE Kentwood, MI 49512

To Whom It May Concern,

Please accept this letter as a brief description of the intended use for the site located at 4308 52nd ST SE Kentwood, MI 49512. In order to better understand EquipmentShare at a large scale and before explaining the specific use for this site please see the following objective for EquipmentShare:

Headquartered in Columbia, Mo., EquipmentShare is a nationwide construction solutions provider dedicated to solving industry pain points through smart jobsite technology and equipment rental, retail and service centers. More than a rental company, EquipmentShare's cloud-connected platform is powered by telematics and machine hardware to give construction and industrial companies a real-time view into the jobsite. EquipmentShare's enterprise suite is OEM-agnostic and can track any piece of equipment, regardless of brand, to help fleet managers monitor assets, prevent theft and machine misuse, track employee hours and shifts, increase machine utilization, streamline maintenance and prevent unplanned downtime. Founded in 2014 and incorporated in 2015, EquipmentShare employs more than 2,700 team members of diverse perspectives that push the boundaries of possibilities to create unparalleled customer value, support their communities and empower construction professionals to work more efficiently. EquipmentShare's growing presence of locations, which includes equipment and service yards, research and development sites, dealerships for major brands, administrative offices and specialty solutions locations, serve the rising demand for the company's equipment and digital solutions. Our company is on a mission that has no summit, working to accelerate productivity for contractors and build connectivity for construction. To learn more, visit [equipmentshare.com](http://equipmentshare.com).

To be more specific in regard to EquipmentShare's intended use for the site located at 4308 52nd ST SE Kentwood, MI 49512 please see the following:

Equipmentshare intends to use the site as a General Rental Branch, which will primarily serve as a rental and service yard of construction equipment. This includes aerial work platforms, ground engaging equipment, material handling equipment, power management, water management, industrial tools and small tools. The hours of operation will be from 7:00am to 5:00pm, Monday through Friday with the exception of responses to natural disasters. The entrance will be closed after hours and will be fully accessible during business hours to avoid any traffic backups on 52nd st. There will be approximately 30 to 40 employees operating out of this branch, with 5 to 10 of those employees being on the road the majority of the day. There will be outside storage of equipment, of which EquipmentShare has an average fleet age of 2-3 years old. We are willing to limit our front yard storage areas to a height of 10' as shown in the site plan, and 30' in the rear yard. In addition to titled, over the road trucks for hauling equipment, the types of equipment stored in the front yard area will be smaller and shorter equipment such as: mini excavators, skid steers, sissor lifts, fork lifts, compressors, temporary lighting, etc. All of our larger equipment will be stored in the rear yard area. EquipmentShare takes pride in maintaining a high level of appeal to the general public and keeping the site in pristine condition.



**CITY OF KENTWOOD  
CITY COMMISSION  
APPROVED  
FINDINGS OF FACT  
FEBRUARY 7, 2023**

Golder 12/28/22

PROJECT: Steelcase PUD Major Change

APPLICATION: 1-23

REQUEST: Major Change to an Approved PUD Site Plan

LOCATION: 4308 52<sup>nd</sup> Street SE

HEARING DATE: January 10, 2023

MOTION: **Motion by Artz, seconded by Tyson, for conditional approval of Major Change to an Approved PUD Site Plan, Case 1-23, subject to Conditions 1-9 and Basis Points 1-7 based on the Planning Commission's Findings of Fact dated January 24, 2023.**

**Motion Carried.**

**CONDITIONS:**

1. Compliance with the applicant's written description of the proposed Amendment to the IPUD Plan dated December 21, 2022, removing references to Transport Properties LLC.
2. Review and approval by staff and the city attorney of a revised PUD Development Agreement, and execution of the Development Agreement by all parties required to sign.
3. Compliance with the City Engineer memo dated December 9, 2022, and the Kentwood Fire Marshal memo dated December 1, 2022.
4. Driveways portrayed on the site plan shall be labeled "Potential Curb Cuts".
5. The application for Final Site Plan approval shall include a justification for each proposed driveway. Any land division (beyond the division of the overall 27 acres) shall occur only after final site plan approval.

6. Final approval of driveway design by Kentwood City Engineer. This shall include entry gate design.
7. Final approval of landscaping plan related to any proposed driveways on 52<sup>nd</sup> Street. Landscaping plan shall include proposed fencing and gates on the property.
8. Staff approval of final building elevations and lighting.
9. Planning Commission approval of the final PUD plan(s).

#### BASIS

1. An amendment to the Steelcase Planned Unit Development was approved in 2014 and 2017 and a revised PUD Agreement was signed at that time detailing requirements and restrictions within the development. With the proposed major change, the overall PUD Agreement must be amended again.
2. The applicant has indicated that they may lease the facility to one, two, or three separate lessees. Therefore, it is not known at this time how many driveways may be necessary. Since the 27-acre parcel needs to be physically separate from Steelcase, at least one driveway would be permitted for the site. However, the applicant will need to provide justification as to why tenants may need additional driveways, given the lack of traffic volume generated by the potential users identified.

Section 17.10 of the Zoning Ordinance addresses access management for driveways onto arterial streets within the city. Section 17.11 B indicates that the number of driveways shall be the minimum necessary to provide reasonable access for regular traffic and emergency vehicles. The applicant will need to provide justification for the number of driveways requested.

3. The City Engineer shall determine whether the proposed driveways meet city standards for design and width. The developer must provide information on proposed entry gates to determine whether gated access will create stacking issues on 52<sup>nd</sup> Street. Additional review by the applicant's traffic engineer may be necessary to determine whether the proposed gated access design is acceptable.
4. The applicant has indicated that fencing might be required to separate the Steelcase property from the 27-acre property under consideration. The location and design of the fence must be noted on the site plan.

5. The PUD Agreement outlines requirements for the tree preservation and landscaping plans within the PUD. These can be addressed at the time of final PUD Approval.
6. The 2017 PUD Development Agreement holds any new construction to the same standard that is used for any commercial or industrial building within the city.
7. Discussion and representations during the work session and public hearings.

**PROJECT STATEMENT: Application for Amendment to IPUD Plan – 4308 52<sup>nd</sup> Street NE, Kentwood, MI**

**INTRODUCTION**

Steelcase Inc. owns a 26.5-acre parcel (the “Site”) that is part of a larger tax parcel having a parcel number of 41-18-36-100-050. The Site is currently operated and used by Steelcase as a maintenance facility and service storage yard for Steelcase’s fleet of trucks, trailers and other vehicles, however, with the changes to Steelcase’s logistic strategy, the site will become vacant in the Summer of 2023. The Site and its maintenance buildings are securely self-contained within the Steelcase campus and currently only serve Steelcase vehicles. The existing site conditions are illustrated on Sheet Ex-1.

Steelcase will be marketing this Site for sale in the Summer of 2023. Given the building infrastructure in place, Steelcase sees the Site continuing to be used for commercial vehicle maintenance, truck and trailer parking with the possibility of having multiple users or operators on the Site. Such operators may include a large shipping company (i.e. FedEx) which requires fleet repair and parking, or a local manufacturing company that requires additional off-site truck parking capacity, or a school bus or van fleet company, or a combination thereof. Steelcase would require the Site to be converted to a self-contained secure facility with direct access to 52<sup>nd</sup> Street and physically separated from the rest of the Steelcase campus.

**SUMMARY OF PROPOSED MODIFICATIONS TO THE IPUD PLAN**

Steelcase’s proposal is to modify the Site by adding additional paved parking area on the westerly third of the Site, providing up to 3 curb cuts onto 52<sup>nd</sup> Street and eliminating cross access between the Site and the rest of the Steelcase Campus. This proposal requires two modifications to the existing Final IPUD Plan for the Steelcase campus, each modification constituting a “Major Change” to the Final IPUD Plan:

- (i) the addition of “Other Future Access Points” onto 52<sup>nd</sup> Street (constituting a Major Change under Section 3.A.iii of the Steelcase PUD Development Agreement dated May 28, 2014) and separation of the Site from the Steelcase campus by a new continuous landscaped barrier along the south property line and elimination of cross access; and
- (ii) the removal from the IPUD Plan of the designation of a portion of the Site for future development of an 80,000 sq. ft. Building “A”.

Steelcase’s plan does not reduce the 52<sup>nd</sup> Street landscape buffer area depth or intensity of landscaping, except in those areas which may become entry access points. These mature dense landscaping features screen the Site from public view and screen parking areas from perimeter roads. The proposed IPUD site changes are illustrated on Preliminary Site Plan, sheet SP-1.

**USE AS AN INDUSTRIAL SERVICES FACILITY FOR TRUCK PARKING, STORAGE AND MAINTENANCE**

Steelcase believes the Site is appropriate for reuse and development as a self-contained industrial services facility (an “ISF”) for the parking and storage of trucks, trailers and construction equipment/vehicles by one or more tenant operators. There is considerable demand in the greater Kentwood / Grand Rapids industrial logistics service market for secure, well-maintained, accessible vehicle storage and repair sites.



Steelcase is in discussion with a variety of companies interested in purchasing the Site for ISF uses. Demand for an ISF at the Site is strong. ISF operators and tenants are long-term users, typically with 10-year leases. The types of companies that are interested in this Site include:

- Large shipping companies (FedEx, UPS, DHL, etc.) which require fleet storage and surge yards for high-demand periods and overflow parking
- Local and regional trucking companies that require truck parking and trailer storage capacity, either for their own fleet or for individual drivers, typically drivers who live in the vicinity of the parking yard;
- Local and regional industrial manufacturing companies that require additional off-site truck and trailer parking and storage capacity due to their on-site capacity limitations;
- School bus fleet parking, dispatch and service facilities..

The Kentwood land use categories applicable to these various potential ISF users would be:

- Motor Freight Terminal, defined as “a building or area in which [i] freight brought by truck is assembled and/or stored for routing or reshipment, or [ii] in which semitrailers, including tractor and/or trailer units and other trucks, are parked or stored.” (Emphasis added).

Motor Freight Terminal is a permitted use in the IPUD zoning district. This land use classification should be applicable to most of the anticipated tenant types listed above, other than tenants whose principal business activity is more appropriately classified in an Industrial PUD as a use requiring Special Land Use approval such as a “contractor’s storage yard”<sup>1</sup> or a “vehicle repair establishment, major” facility.<sup>2</sup>

#### STATEMENT OF JUSTIFICATION

##### A. The Continuation of Industrial Use is Consistent with the IPUD Plan and Master Plan.

The proposed development and use of the Site continues to serve the goals of the City Master Plan by retaining the zoning of I-PUD and continues the use of the Site in a manner substantially similar to its use by Steelcase. The various anticipated uses by operators and tenants are all substantially similar in character to Steelcase’s use of the Site for its own fleet maintenance and vehicle parking and storage, so the proposed land use is consistent with the existing IPUD Plan.

##### B. Site Traffic Needs to be Separated from the Steelcase Campus.

To be able to sell the Site to a buyer for operations which are not integrated into Steelcase’s business, Steelcase needs to be able to provide the Site with direct access to 52<sup>nd</sup> Street. The Site must be a self-contained facility, physically separate from the rest of the Steelcase campus. Steelcase needs to maintain a secure self-contained campus to comply with U.S. Customs rules and regulations. Accordingly, Steelcase requires physical separation of the Site from Steelcase’s adjacent properties. Consequently, the Site will require its own direct access to 52<sup>nd</sup> Street. Existing access points along the Site’s south

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<sup>1</sup> A contractor’s storage yard operator would need to obtain Special Land Use approval before operating on the Site and the contractor’s outdoor storage areas must paved, located in the rear of the property and screened from the view of neighboring properties or from the street through the use of an approved landscape plan.

<sup>2</sup> Vehicle Repair Establishment, Major is a Special Land Use in the I-1 zoning district if vehicle repair is the principal use of the property. If vehicle repair is accessory to or incidental to the use of the property for vehicle parking and storage, the use of the existing repair facility on a proposed 8-acre Lot 3 should not require a SLU approval.

property line will be removed and the property improved with a continuous curb along the south property line. A secure perimeter fence will further separate the Site from the Steelcase campus.

C. Area Roads Can Support the Truck Traffic Generated at the Site.

52<sup>nd</sup> Street and the area roadways can support the volume of traffic that may be generated by the conversion of the Site to the uses being proposed with up to 3 new curb cuts. This conclusion is supported by the traffic impact study (TIS) prepared by Spalding & DeDecker and submitted in support of this application. The TIS report concludes:

"The addition of the traffic generated by the [] proposed development will not negatively impact operations of the signalized intersections under all three potential land use scenarios that were analyzed. Additionally, it was found that the additional access points for the parcels off 52<sup>nd</sup> Street will not have a negative impact on the roadway traffic."

D. Three Curb Cuts on 52<sup>nd</sup> Street Are Warranted by This Land Use.

Because of the size of the Site and the existing vehicle repair and washing facilities, the Site lends itself to division into 2 or 3 separately leased premises (or separate ownership parcels), so long as new curb cuts can be secured to provide direct access to 52<sup>nd</sup> Street. Steelcase has determined that there is sufficient interest in the greater Kentwood industrial market area for an ISF facility divisible into 7-acre to 10-acre sites.

Steelcase's ability to provide 3 separate driveway curb cuts on 52<sup>nd</sup> Street is not required by the volume of traffic generated by this land use. The traffic study demonstrates that 52<sup>nd</sup> Street can accommodate the volume of traffic. Instead, the request for 3 curb cuts is premised on the nature of the land use and the requirements of tenants or owners that operate on this Site. ISF tenants or owners operate at properties that can provide physical separation from other users and which have perimeter fences for security. Steelcase requests a modification to the IPUD Plan showing 3 curb cuts in order to have the ability to market the Site to up to 3 separate users.

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The original Steelcase campus plan from the 1980s envisioned a single-user self-contained campus whose use and development was controlled through the IPUD zoning. Steelcase's facility needs have evolved over time. The proposed sale and separation of the Site from the rest of the Steelcase campus would be a reasonable modification to the IPUD. Once it is physically separated from the rest of the Steelcase campus, the Site will function like any other industrial commercial property along 52<sup>nd</sup> Street. But for its inclusion in the original Steelcase IPUD Plan, the Site property likely would have been developed as 2 or 3 separate lots, each with their own direct access to 52<sup>nd</sup> Street.

E. Final Site Plans will be Required for Anticipated Improvements to the Site.

In all potential future owner/tenant scenarios, Steelcase anticipates the two existing shipping fleet maintenance buildings will remain. The two existing buildings would be used for repair, maintenance and washing, subject to owner or tenant modifications to be determined. Whether the future buyer proposes improvements and/or additions to the existing buildings or changes in use of the interior spaces would be driven by the owners'/tenants' needs. For example, if the Site is divided into 3 leased parcels, the center parcel may be leased to trucking company who may propose to convert one or more wash bays into repair bays or office space.

Steelcase does not anticipate that a third building would be developed on the westerly parcel because strong market demand exists for an 8-acre parking and storage yard that does not require an office or repair building.<sup>3</sup>

Steelcase understands that Site Plan Review approval (and other governmental agency approvals) would be required in connection with final Site redevelopment plans (engineering, landscaping, etc.) for improvements such as the new curb cuts, expansion of the parking area and closure of access along the south property line. In connection with Site Plans, Steelcase will require fencing and gate systems that will allow for security and controlled entrance to the leased parcels. Entry gates will be set back from 52<sup>nd</sup> Street. The location and the operational characteristics of the gate security (transponder controls, gate house, etc.) can be reviewed and approved by the City as a part of Site Plan Review.

Steelcase intends to retain the existing berm and as much of the landscaping along 52<sup>nd</sup> Street as possible. While new curb cuts on 52<sup>nd</sup> Street will create openings in the landscape screening, any future buyer will propose landscaping that will minimize the visual impact of the openings. The significant grade differential between 52<sup>nd</sup> Street and the Site's parking areas will also minimize the appearance from the street of trucks and trailers parked at the Site.

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Site stormwater drainage and detention will be provided by existing facilities and new drainage inlets and pipes serving the expanded parking area. The existing stormwater infrastructure was designed and built to support the master plan for the Steelcase campus. Pond A was planned and developed in anticipation of an 80,000 sq. ft. building and associated parking areas being built on the western 1/3 of the Site. The developed 2/3rds of the Site drain into offsite Pond A and Pond B on the Steelcase campus. The additional impervious surface area created by the future buyer's expanded parking area will drain into Pond A, which detention area can be expanded if necessary. At the time the future buyer proposes a specific site plan that adds impervious area, the stormwater drainage issue can be resolved to the City's satisfaction as part of site plan approval. Other Site utilities will be decoupled from Steelcase so that the Site is separately metered. Steelcase and the future buyer will enter into any necessary easements and easement agreements for drainage facilities and other utilities.

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<sup>3</sup> Steelcase understands that the proposed amendment to the IPUD Plan eliminates reference to a Building "A" and that, if the IPUD Plan is amended as proposed, no additional building could be constructed on the Site without further amendment to the IPUD Plan.





EXISTING ZONING: LUP

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STAFF REPORT: July 13, 2023  
PREPARED FOR: Kentwood Planning Commission  
PREPARED BY: Lisa Golder  
CASE NO.: 19-23 EquipmentShare Final Site Plan Review of a PUD Phase

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#### GENERAL INFORMATION

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APPLICANT: EquipmentShare rep by: Doug Stalsonberg, Exxel Engineering  
5252 Clyde Park SW  
5710 Bull Run Drive Wyoming MI 49509  
Columbia, MO 65201

STATUS OF APPLICANT: Option holder and representative

REQUESTED ACTION: Applicant is requesting Final Approval of a PUD Phase

EXISTING ZONING OF SUBJECT PARCEL: IPUD-1 Industrial Planned Unit Development

GENERAL LOCATION: 4308 52<sup>nd</sup> Street

PARCEL SIZE: Approximately 17 Acres

EXISTING LAND USE ON THE PARCEL: Existing industrial truck repair and wash facility, parking

ADJACENT AREA LAND USES: N: 52<sup>nd</sup> Street, Industrial (Lacks Industries)  
S: Industrial (Steelcase)  
E: Industrial (Snackcraft)  
W: Vacant (Existing phase of Steelcase IPUD)

ZONING ON ADJOINING PARCELS: N: I-1 Light Industrial  
S, E, W: IPUD-1 Industrial Planned Unit Development

#### Compatibility With Master Plan

The Master Plan recommends Industrial use for this location.

#### Relevant Zoning Ordinance Sections

Site plan review standards are found in Section 14.05. Standards for Final Site Plan Review can be found in Section 12.12 of the Zoning Ordinance.

### Zoning History

The property was zoned for agriculture and low density residential prior to 1980. In 1980 358.9 acres of land was rezoned from Agricultural and R1-B Low Density Residential to I-1 Light Industrial. At the same time, Steelcase sought an extension of the Grand Rapids Sewer Service District to serve this section. In 1982 the Light Industrial zoning was amended to an Industrial Planned Unit Development (IPUD) of 408 acres, and a development plan was adopted at that time. In 1987 four parcels totaling 99 acres were added to the IPUD to create the 507 acre development. At that time, it was envisioned that Steelcase would someday build and occupy approximately 6 million square feet of manufacturing, shipping, distribution and other operations within the campus.

A series of changes to the Steelcase PUD have been approved since 2014 to allow other businesses to utilize some of the former Steelcase buildings and property. Earlier in 2023, Steelcase requested a major change to the site plan for approximately 30 acres of land that exists west of the 52<sup>nd</sup> Street Steelcase entrance. This parcel included a former truck maintenance facility and a vehicle wash facility. The original PUD plan also allowed for an 80,000 square foot manufacturing facility on the site. It was the intention of Steelcase to sell the 30 acre parcel, potentially for use as a motor freight terminal.

The PUD amendment allowed for the removal of a planned 80,000 square foot building as well as the potential addition of additional driveways onto 52<sup>nd</sup> Street. The Findings of Fact from the PUD Amendment are attached.

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## TECHNICAL INFORMATION

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### Street and Traffic

Originally, public access to the Steelcase PUD was limited to one driveway onto 52<sup>nd</sup> Street. The 2023 PUD Amendment required a traffic analysis to justify the need for additional driveways on 52<sup>nd</sup> Street. The traffic analysis was based on the assumption that the future use would be a motor freight terminal, a contractors yard, or a vehicle repair for commercial trucks allowed for the potential of three more driveway accesses to 52<sup>nd</sup> Street, depending on the number of businesses utilizing the 30 acre property. was planned for 52<sup>nd</sup> Street, East Paris Avenue, Broadmoor Avenue, Patterson Avenue and 60<sup>th</sup> Street. The revised PUD Plan approved in 2014 allowed for the potential for one additional driveway onto 60<sup>th</sup> Street; any other new proposed driveway must be considered as a major change and the need for the driveway justified. The PUD Agreement requires a traffic analysis in order to determine whether an additional driveway should be permitted.

The 2023 Major Change application examined the traffic generated by the three potential uses (motor freight, contractors yard, commercial vehicle repair), but did not review traffic generated by an Open Air Construction and Industrial Equipment Sales operation. An update of the traffic analysis will be needed to ensure that the traffic is consistent with the proposed use. The proposed Open Air Construction and Industrial Equipment Sales is proposing a single driveway, aligned with the Lacks Industries driveway on the north side of 52<sup>nd</sup> Street. The traffic analysis

should also take into account gated driveway entrance to the development, as they may create traffic backups on 52<sup>nd</sup> Street. In addition, since the application will be removing a portion of the berm to allow for the new curb cut onto 52<sup>nd</sup> Street, detail of the new landscaping adjacent to the curb cut must be approved by staff.

#### Staff Review

1. The proposed Open Air Construction and Industrial Equipment Sales is a permitted with Special Land Use approval (Case No. 18-23). Final PUD approval is also required for the 17 acre development. Final PUD approval will also be required when a use for the remaining 10.4 acre site to the west is identified.
2. The Equipment Share Intended Use memo indicates that the site will serve as a rental service yard for construction equipment. The company will employ 30-40 people at the site (although 10 are in sales and are not on-site).
3. The applicant has indicated that equipment will be screened by the 4-8' landscaped berm along 52<sup>nd</sup> Street. In addition, the taller equipment will not exceed 30' in height and will be located behind the existing buildings, or 580 feet behind the by building. The applicant shows an 8' chain link fence enclosing the entire site. Chain link is not permitted in the front yard; the applicant will need to seek a variance from the Zoning Board of Appeals A gated entry will allow access into the facility. The applicant should indicate how customers will access the site.
4. Equipment Share at this time does not intend to use the entire 30 acre parcel. The previous Steelcase plan for the motor freight terminal will remain the approved preliminary plan for the western third of the development. The applicant shall indicate how the EquipmentShare parcel will be separated from the 10.4 acre remaining parcel.
5. The use will require an amendment to Section 12.08 E 4 to allow Open Air Construction and Industrial Equipment Sales in addition to contractors yards as a use that allows outdoor storage as Special Land Use.

#### **Attributes:**

- 85' landscape setback with 4-8' berm
- Re-use of former Steelcase maintenance and wash facilities
- Existing berm and landscaping will screen equipment from view of

#### **Issues:**

- Chain link fence is not permitted in front yard
- Site plan must be updated to indicate height of equipment in front yard
- Additional information on traffic for the use and gating needed





# EquipmentShare

5710 Bull Run Dr.  
Columbia, MO 65201

## Intended Use Memo 4308 52nd ST SE Kentwood, MI 49512

To Whom It May Concern,

Please accept this letter as a brief description of the intended use for the site located at 4308 52nd ST SE Kentwood, MI 49512. In order to better understand EquipmentShare at a large scale and before explaining the specific use for this site please see the following objective for EquipmentShare:

Headquartered in Columbia, Mo., EquipmentShare is a nationwide construction solutions provider dedicated to solving industry pain points through smart jobsite technology and equipment rental, retail and service centers. More than a rental company, EquipmentShare's cloud-connected platform is powered by telematics and machine hardware to give construction and industrial companies a real-time view into the jobsite. EquipmentShare's enterprise suite is OEM-agnostic and can track any piece of equipment, regardless of brand, to help fleet managers monitor assets, prevent theft and machine misuse, track employee hours and shifts, increase machine utilization, streamline maintenance and prevent unplanned downtime. Founded in 2014 and incorporated in 2015, EquipmentShare employs more than 2,700 team members of diverse perspectives that push the boundaries of possibilities to create unparalleled customer value, support their communities and empower construction professionals to work more efficiently. EquipmentShare's growing presence of locations, which includes equipment and service yards, research and development sites, dealerships for major brands, administrative offices and specialty solutions locations, serve the rising demand for the company's equipment and digital solutions. Our company is on a mission that has no summit, working to accelerate productivity for contractors and build connectivity for construction. To learn more, visit [equipmentshare.com](http://equipmentshare.com).

To be more specific in regard to EquipmentShare's intended use for the site located at 4308 52nd ST SE Kentwood, MI 49512 please see the following:

Equipmentshare intends to use the site as a General Rental Branch, which will primarily serve as a rental and service yard of construction equipment. This includes aerial work platforms, ground engaging equipment, material handling equipment, power management, water management, industrial tools and small tools. The hours of operation will be from 7:00am to 5:00pm, Monday through Friday with the exception of responses to natural disasters. The entrance will be closed after hours and will be fully accessible during business hours to avoid any traffic backups on 52nd st. There will be approximately 30 to 40 employees operating out of this branch, with 5 to 10 of those employees being on the road the majority of the day. There will be outside storage of equipment, of which EquipmentShare has an average fleet age of 2-3 years old. We are willing to limit our front yard storage areas to a height of 10' as shown in the site plan, and 30' in the rear yard. In addition to titled, over the road trucks for hauling equipment, the types of equipment stored in the front yard area will be smaller and shorter equipment such as: mini excavators, skid steers, scissor lifts, fork lifts, compressors, temporary lighting, etc. All of our larger equipment will be stored in the rear yard area. EquipmentShare takes pride in maintaining a high level of appeal to the general public and keeping the site in pristine condition.





**CITY OF KENTWOOD  
CITY COMMISSION  
APPROVED  
FINDINGS OF FACT  
FEBRUARY 7, 2023**

Golder 12/28/22

PROJECT: Steelcase PUD Major Change

APPLICATION: 1-23

REQUEST: Major Change to an Approved PUD Site Plan

LOCATION: 4308 52<sup>nd</sup> Street SE

HEARING DATE: January 10, 2023

MOTION: **Motion by Artz, seconded by Tyson, for conditional approval of Major Change to an Approved PUD Site Plan, Case 1-23, subject to Conditions 1-9 and Basis Points 1-7 based on the Planning Commission's Findings of Fact dated January 24, 2023.**

**Motion Carried.**

**CONDITIONS:**

1. Compliance with the applicant's written description of the proposed Amendment to the IPUD Plan dated December 21, 2022, removing references to Transport Properties LLC.
2. Review and approval by staff and the city attorney of a revised PUD Development Agreement, and execution of the Development Agreement by all parties required to sign.
3. Compliance with the City Engineer memo dated December 9, 2022, and the Kentwood Fire Marshal memo dated December 1, 2022.
4. Driveways portrayed on the site plan shall be labeled "Potential Curb Cuts".
5. The application for Final Site Plan approval shall include a justification for each proposed driveway. Any land division (beyond the division of the overall 27 acres) shall occur only after final site plan approval.

6. Final approval of driveway design by Kentwood City Engineer. This shall include entry gate design.
7. Final approval of landscaping plan related to any proposed driveways on 52<sup>nd</sup> Street. Landscaping plan shall include proposed fencing and gates on the property.
8. Staff approval of final building elevations and lighting.
9. Planning Commission approval of the final PUD plan(s).

#### BASIS

1. An amendment to the Steelcase Planned Unit Development was approved in 2014 and 2017 and a revised PUD Agreement was signed at that time detailing requirements and restrictions within the development. With the proposed major change, the overall PUD Agreement must be amended again.
2. The applicant has indicated that they may lease the facility to one, two, or three separate lessees. Therefore, it is not known at this time how many driveways may be necessary. Since the 27-acre parcel needs to be physically separate from Steelcase, at least one driveway would be permitted for the site. However, the applicant will need to provide justification as to why tenants may need additional driveways, given the lack of traffic volume generated by the potential users identified.

Section 17.10 of the Zoning Ordinance addresses access management for driveways onto arterial streets within the city. Section 17.11 B indicates that the number of driveways shall be the minimum necessary to provide reasonable access for regular traffic and emergency vehicles. The applicant will need to provide justification for the number of driveways requested.

3. The City Engineer shall determine whether the proposed driveways meet city standards for design and width. The developer must provide information on proposed entry gates to determine whether gated access will create stacking issues on 52<sup>nd</sup> Street. Additional review by the applicant's traffic engineer may be necessary to determine whether the proposed gated access design is acceptable.
4. The applicant has indicated that fencing might be required to separate the Steelcase property from the 27-acre property under consideration. The location and design of the fence must be noted on the site plan.



5. The PUD Agreement outlines requirements for the tree preservation and landscaping plans within the PUD. These can be addressed at the time of final PUD Approval.
6. The 2017 PUD Development Agreement holds any new construction to the same standard that is used for any commercial or industrial building within the city.
7. Discussion and representations during the work session and public hearings.

**PROJECT STATEMENT: Application for Amendment to IPUD Plan – 4308 52<sup>nd</sup> Street NE, Kentwood, MI**

**INTRODUCTION**

Steelcase Inc. owns a 26.5-acre parcel (the “Site”) that is part of a larger tax parcel having a parcel number of 41-18-36-100-050. The Site is currently operated and used by Steelcase as a maintenance facility and service storage yard for Steelcase’s fleet of trucks, trailers and other vehicles, however, with the changes to Steelcase’s logistic strategy, the site will become vacant in the Summer of 2023. The Site and its maintenance buildings are securely self-contained within the Steelcase campus and currently only serve Steelcase vehicles. The existing site conditions are illustrated on Sheet Ex-1.

Steelcase will be marketing this Site for sale in the Summer of 2023. Given the building infrastructure in place, Steelcase sees the Site continuing to be used for commercial vehicle maintenance, truck and trailer parking with the possibility of having multiple users or operators on the Site. Such operators may include a large shipping company (i.e. FedEx) which requires fleet repair and parking, or a local manufacturing company that requires additional off-site truck parking capacity, or a school bus or van fleet company, or a combination thereof. Steelcase would require the Site to be converted to a self-contained secure facility with direct access to 52<sup>nd</sup> Street and physically separated from the rest of the Steelcase campus.

**SUMMARY OF PROPOSED MODIFICATIONS TO THE IPUD PLAN**

Steelcase’s proposal is to modify the Site by adding additional paved parking area on the westerly third of the Site, providing up to 3 curb cuts onto 52<sup>nd</sup> Street and eliminating cross access between the Site and the rest of the Steelcase Campus. This proposal requires two modifications to the existing Final IPUD Plan for the Steelcase campus, each modification constituting a “Major Change” to the Final IPUD Plan:

- (i) the addition of “Other Future Access Points” onto 52<sup>nd</sup> Street (constituting a Major Change under Section 3.A.iii of the Steelcase PUD Development Agreement dated May 28, 2014) and separation of the Site from the Steelcase campus by a new continuous landscaped barrier along the south property line and elimination of cross access; and
- (ii) the removal from the IPUD Plan of the designation of a portion of the Site for future development of an 80,000 sq. ft. Building “A”.

Steelcase’s plan does not reduce the 52<sup>nd</sup> Street landscape buffer area depth or intensity of landscaping, except in those areas which may become entry access points. These mature dense landscaping features screen the Site from public view and screen parking areas from perimeter roads. The proposed IPUD site changes are illustrated on Preliminary Site Plan, sheet SP-1.

**USE AS AN INDUSTRIAL SERVICES FACILITY FOR TRUCK PARKING, STORAGE AND MAINTENANCE**

Steelcase believes the Site is appropriate for reuse and development as a self-contained industrial services facility (an “ISF”) for the parking and storage of trucks, trailers and construction equipment/vehicles by one or more tenant operators. There is considerable demand in the greater Kentwood / Grand Rapids industrial logistics service market for secure, well-maintained, accessible vehicle storage and repair sites.

Steelcase is in discussion with a variety of companies interested in purchasing the Site for ISF uses. Demand for an ISF at the Site is strong. ISF operators and tenants are long-term users, typically with 10-year leases. The types of companies that are interested in this Site include:

- Large shipping companies (FedEx, UPS, DHL, etc.) which require fleet storage and surge yards for high-demand periods and overflow parking
- Local and regional trucking companies that require truck parking and trailer storage capacity, either for their own fleet or for individual drivers, typically drivers who live in the vicinity of the parking yard;
- Local and regional industrial manufacturing companies that require additional off-site truck and trailer parking and storage capacity due to their on-site capacity limitations;
- School bus fleet parking, dispatch and service facilities..

The Kentwood land use categories applicable to these various potential ISF users would be:

- Motor Freight Terminal, defined as “a building or area in which [i] freight brought by truck is assembled and/or stored for routing or reshipment, or [ii] in which semitrailers, including tractor and/or trailer units and other trucks, are parked or stored.” (Emphasis added).

Motor Freight Terminal is a permitted use in the IPUD zoning district. This land use classification should be applicable to most of the anticipated tenant types listed above, other than tenants whose principal business activity is more appropriately classified in an Industrial PUD as a use requiring Special Land Use approval such as a “contractor’s storage yard”<sup>1</sup> or a “vehicle repair establishment, major” facility.<sup>2</sup>

#### STATEMENT OF JUSTIFICATION

##### A. The Continuation of Industrial Use is Consistent with the IPUD Plan and Master Plan.

The proposed development and use of the Site continues to serve the goals of the City Master Plan by retaining the zoning of I-PUD and continues the use of the Site in a manner substantially similar to its use by Steelcase. The various anticipated uses by operators and tenants are all substantially similar in character to Steelcase’s use of the Site for its own fleet maintenance and vehicle parking and storage, so the proposed land use is consistent with the existing IPUD Plan.

##### B. Site Traffic Needs to be Separated from the Steelcase Campus.

To be able to sell the Site to a buyer for operations which are not integrated into Steelcase’s business, Steelcase needs to be able to provide the Site with direct access to 52<sup>nd</sup> Street. The Site must be a self-contained facility, physically separate from the rest of the Steelcase campus. Steelcase needs to maintain a secure self-contained campus to comply with U.S. Customs rules and regulations. Accordingly, Steelcase requires physical separation of the Site from Steelcase’s adjacent properties. Consequently, the Site will require its own direct access to 52<sup>nd</sup> Street. Existing access points along the Site’s south

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F. Site Drainage can be Accommodated by Steelcase Stormwater Detention Ponds.

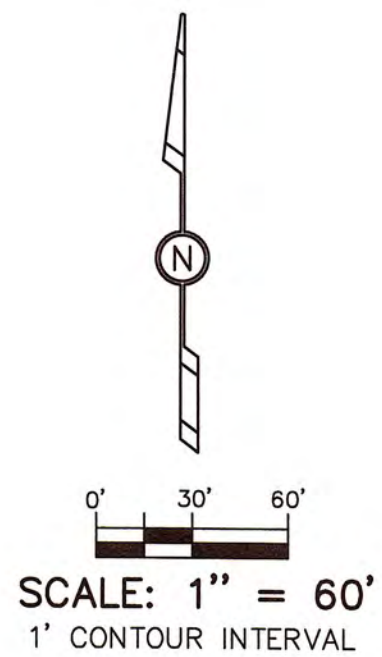
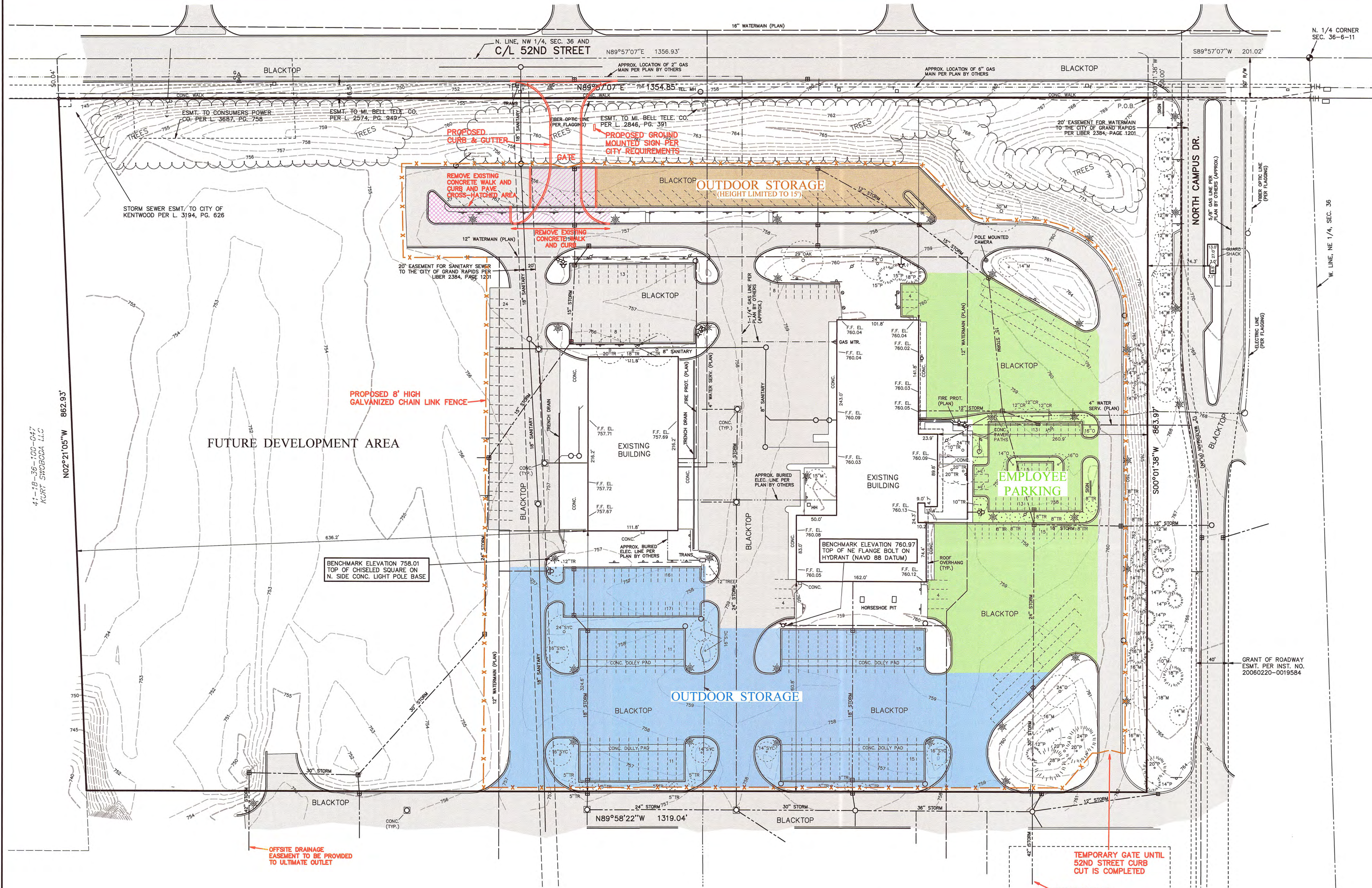
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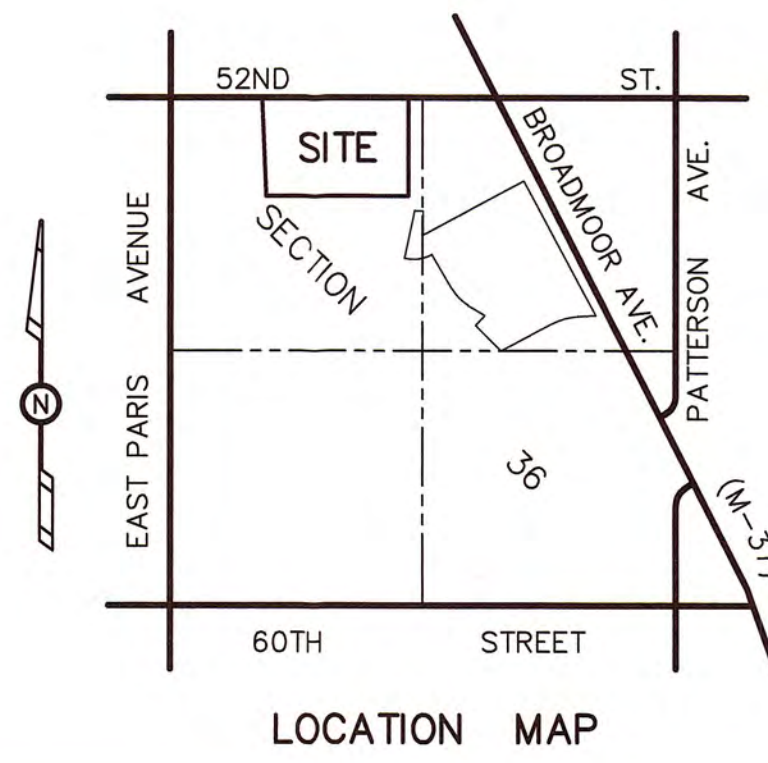
<sup>3</sup> Steelcase understands that the proposed amendment to the IPUD Plan eliminates reference to a Building "A" and that, if the IPUD Plan is amended as proposed, no additional building could be constructed on the Site without further amendment to the IPUD Plan.







| SITE INFORMATION   |                            |
|--|----------------------------|
| *PROPERTY DESCRIPTION:<br>Part of the NW 1/4 of Section 36, T6N, R11W, City of Kentwood, Kent County, Michigan, described as: Commencing at the North 1/4 corner of said Section 36; thence S89°57'07"W 201.02 feet along the North line of said NW 1/4; thence S00°01'38"W 50.00 feet to the Southerly line of 52nd Street and the PLACE OF BEGINNING of this description; thence S00°01'38"W 863.97 feet; thence N89°58'22"W 1319.04 feet; thence N02°21'05"W 862.93 feet to the Southerly line of 52nd Street (the Northerly extension of said line would intersect the North line of said NW 1/4 N89°57'07"E 1107.67 feet from the NW corner of said Section 36); thence N89°57'07"E 1354.85 feet along said Southerly line to the Place of Beginning. |                            |
| *PROPERTY ADDRESS:   | 4250 52ND STREET SE        |
| *PERMANENT PARCEL NUMBER:  | 41-18-36-100-052           |
| *PARCEL SIZE:  | 26.5 ACRES (EXCLUDING R/W) |
| MAPPING  |                            |
| *MAPPING AND CONTOURS BASED ON SURVEY BY EXCEL ENGINEERING   |                            |
| ZONING   |                            |
| *EXISTING ZONING: I-PUD INDUSTRIAL PLANNED UNIT DEVELOPMENT  |                            |



| LEGEND                      |                            |
|-----------------------------|----------------------------|
| ○ = IRON STAKE FOUND        | ○ = CLEAN OUT              |
| ● = IRON STAKE SET          | □ = FLAGPOLE               |
| — = UTILITY POLE & GUY WIRE | □ = TELEPHONE BOX          |
| ⊙ = LIGHT POLE              | ⊙ = BURIED GAS LINE MARKER |
| ⊙ = SIGN                    | — = OVERHEAD WIRES         |
| ⊙ = ELECTRIC OUTLET         | ○ = OAK TREE               |
| ⊙ = HYDRANT                 | ⊙ = PINE TREE              |
| ⊙ = WATERMAIN VALVE         | ⊙ = UNKNOWN TREE           |
| ⊙ = HANDHOLE                | ⊙ = MAPLE TREE             |
| ⊙ = IRRIGATION VALVE        | ⊙ = SYCAMORE TREE          |
| ⊙ = POST INDICATOR VALVE    | ⊙ = WALNUT TREE            |
| TRANS = TRANSFORMER         |                            |
| ⊙ = CATCH BASIN             |                            |
| ○ = MANHOLE                 |                            |

**SPECIAL LAND USE/SITE PLAN**  
**RE: 4250 52ND STREET SE - EQUIPMENTSHARE**  
**FOR: HIGHPOINT REAL ESTATE**  
**ATTN: BRIAN SIKMA**  
**5500 CASCADE RD. SE (STE. 200)**  
**GRAND RAPIDS, MI 49546**  
PART OF THE NW 1/4, SECTION 36, T6N, R11W, CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

**excel engineering, inc.**  
planners • engineers • surveyors  
5252 Clyde Park, S.W. • Grand Rapids, MI 49509  
Phone: (616) 551-3550 www.excelengineering.com

|                   |                  |                               |
|-------------------|------------------|-------------------------------|
| DRAWN BY: JDR     | PROJ. ENG.: DJS  | <b>SHEET</b><br><b>1 of 1</b> |
| APPROVED BY: DJS  | PROJ. SURV.: BMF |                               |
| FILE NO.: 221886E | DATE: 06/30/2023 |                               |

P:\Projects\2022\221886\Drawings\221886.dwg, S.U. 7/5/2023 7:23:15 AM, jrod



**Golder, Lisa**

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**From:** Tyler Knox <tknox@theannexgrp.com>  
**Sent:** Thursday, June 29, 2023 2:18 PM  
**To:** Golder, Lisa  
**Subject:** [EXTERNAL]Site Plan Approval Notification

**⚠ Stop.Think.Read.This is an external email. Please use caution when clicking on any links or opening attachments.**

Hi Lisa,

As noted from our conversation this morning, our site plan for the Union at Silver Station development located at 5844 Division Ave S is set to expire at the end of July. This email is to notify you that The Annex Group is seeking a 1-year extension for our site plan approval. Please let me know if you need anything from The Annex Team to proceed.

Thanks!

Tyler Knox  
**Director of Development**



409 Massachusetts Ave, Suite 300  
Indianapolis, IN 46204  
[www.theannexgrp.com](http://www.theannexgrp.com)  
Direct: 317-607-4835  
Email: [tknox@theannexgrp.com](mailto:tknox@theannexgrp.com)