



AGENDA
CITY OF KENTWOOD PLANNING COMMISSION
TUESDAY, JANUARY 23, 2024
KENTWOOD COMMISSION CHAMBERS
4900 BRETON AVENUE, SE
7:00 P.M.

- A. Call to Order
- B. Pledge of Allegiance (VanderMeer)
- C. Roll Call
- D. Declaration of Conflict of Interest
- E. Approval of the Minutes of January 9, 2024 and Findings of Fact for: **Case#29-23** – GRR Ancillary – Rezoning of 10.57 acres of land from I-1 Industrial to C-PUD Commercial Planned Unit Development and Preliminary Site Plan Review located at the NW corner of 36th Street and Patterson Avenue; **Case#25-23** – Master Plan Amendment 52nd and Broadmoor Ave – Change in the Master Planned Land Use Designation from Industrial to Commercial located in the northeast quadrant of 52nd Street and Broadmoor Avenue
- F. Approval of the Agenda for January 23, 2024
- G. Acknowledge visitors and those wishing to speak to non- agenda items.
- H. Old Business

There is no Old Business
- I. Public Hearing

Case#1-24 – Storage Five Kentwood LLC – Rezoning of 5.87 acres of land from C-2 Commercial to Conditional I-1 located at 1800-1900 44th Street SE

Case#2-24 –Rezoning of 6.11 acres of land from I-1 Industrial to Conditional C-2 Commercial Located at 5080, 5090, 5140 Broadmoor Ave SE and 4581 – 52nd Street SE

J. Work Session

Case#3-24 – Breton Ravines RPUD – Rezoning and Preliminary PUD Approval for a Residential Planned Unit Development Located at 2720 52nd Street, 2854 52nd Street and 5491 Wing Avenue SE;

Case#4-24 Midwest United FC Practice Facility – Special Land Use and Site Plan Review for a Small Group Fitness and Rehabilitation Training Facility Located at 3445 – 36th Street

K. New Business

Set public hearing date of February 27, 2024, for: **Case#5-24** – Vanderwall Brothers-Special Land Use and Sire Plan Review for a Building Supply Company Located at 3652 29th Street St

L. Other Business

1. Commissioners' Comments
2. 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
JANUARY 9, 2024, 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 Weir.
- C. Roll Call:
Members Present: Bill Benoit, Dan Holtrop, Sandra Jones, Ed Kape, Alex Porter, Ray Poyner, Doug VanderMeer, Sarah Weir
Members Absent: Darius Quinn (with notification)
Others Present: Community Development Director Terry Schweitzer, Economic Development Planner Lisa Golder, Planning Assistant Monique Collier, the applicants and 1 citizen.

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

- Motion Carried (8-0) –
- Quinn 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 Kape, supported by Commissioner Poyner, to approve the Minutes of December 12, 2023.

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

- F. Approval of the Agenda

Motion by Commissioner Poyner, supported by Commissioner Porter, to approve the agenda for the January 9, 2024 meeting.

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

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

There was no public comment.

Case#29-23 – GRR Ancillary – Rezoning of 10.57 acres of land from I-1 Industrial to C-PUD Commercial Planned Unit Development and Preliminary Site Plan Review located at the NW corner of 36th Street and Patterson Avenue

Golder stated the request is a commercial development rezoning and a CPUD site plan of 10.4 acres at the NW corner of Patterson Avenue and 36th Street. She stated currently it is zoned IPUD, with one parcel that is currently zoned single family residential. The surrounding zoning to the north is R1-C, to the south is I-1, to the east in Cascade Township it is industrial, and to the west is IPUD, which is the current zoning of the property.

Golder stated the request has been before the commission a few times and the applicant has since made some changes. She stated the right-in, right-out driveway now appears on the plan on Patterson. Therefore, there will be one full service driveway on Patterson and one right-in, right out only driveway on Patterson. She stated this has been required by the Kent County Road Commission.

Golder stated with respect to the gas station the applicant shows the gas pumps flipped with the C-Store. She stated now the C-Store is on the corner and the pumps are further away from the corner.

Golder stated staff asked for a 5-foot easement for the non-motorized trail. She stated the sidewalk right now is in the ROW, but an additional 5 foot is required as per our non-motorized plan, therefore, the applicant is showing the additional 5 feet. She stated as the non-motorized trail goes through the right-in, right-out, driveway it has to go west into the property, therefore the full 10 foot easement would be required at that point. Golder stated we are requiring the non-motorized path to be built along with phase one of the development.

Golder stated staff has more information on architectural style. She stated we now have two samples. She stated this might be a traditional looking development or more contemporary. She stated but the applicant also indicated in their description that everything will be consistent and unifying throughout the development. We will have to wait to get the final site plan to know what that means exactly.

Golder stated the applicant has provided some basic information on lighting. They said they will meet the City ordinances. She stated we don't have a design for the gateway, but the applicant said it will be constructed in phase one. She stated as a condition of approval we are looking for the entryway feature to go through the Arts Committee. The applicant stated the gateway will be coordinated with the architecture of the building.

Golder stated we have additional information on the landscape berm it is 3 feet and intended to mitigate impact of all the parking areas on the site.

Golder stated we have a list of waivers: for the building height for the hotel, the front yard setback in phase 3, parking in the front yard for a few of the buildings and signage waivers for parcel 3, 4 and 5. She stated parcel 3 there is ground sign that will advertise other buildings in the PUD. She stated on parcel 4 there is ground sign that will advertise the hotel. It is in the PUD, but it is offsite from the hotel. She stated on parcel 5, the parcel cuts in front of the restaurant and the sign is out by the street, it is an offsite sign, but within the PUD. She stated they also show a 24 square foot directional sign that would advertise the potential future industrial use to the west. She stated that is offsite from the PUD and that is not permitted. She stated it would be a use variance and we do not do allow use variances. She stated instead the applicant is going to create a flag lot so the sign can sit on a 5-foot wide part of the IPUD. Otherwise, there is no way to have a directional sign for the industrial use to the west. As a result this will slightly reduce the size of the rezoning area by 3,000 square feet.

Golder stated she is recommending to the City Commission conditional approval of the rezoning of 10.57 acres of land and Preliminary Site Plan review described in her memo dated January 3, 2024. She stated she is also recommending the removal of the diesel pumps.

Jim Morgan, with RJM design was present. He stated KCRC has approved their south driveway on Patterson as a right-in, right-out. He stated it is not their choice, but they are accepting that.

Morgan stated the gas station orientation has been flipped as per the Planning Commission requested. He stated in his January 2 memo under item 2, the plan from December 5 had the orientation of the gas station different. He stated that is the way all the gas station prospects want it. He stated they want their customers to see the gas pumps as they are driving down the road. That is standard orientation for gas stations. He stated they are confident that if they were in the next level of architectural design, he could show what they had in mind for that gas station (in particular the canopy). They think they can do something spectacular with the canopy and with the building. He stated it will be a good welcoming feature for the City of Kentwood and set the tone for the whole development. He stated he would like the option to remain open for review during the final site plan approval when architectural drawings can be presented. Morgan stated the architecture design they show 2 different designs and in Golder's report she indicates that the applicant chooses one or the other. He stated he isn't sure that is true, there is a style called transitional and it is taking traditional designs and making it more contemporary. He stated it could be a blend of the two.

Morgan stated regarding the diesel he stated they spent a lot of money on the traffic impact study. They studied that, and, in the report, it says the diesel fueling position is anticipated to generate minimal traffic particularly during the peak hours. Morgan stated they don't expect a lot of traffic created by diesel fueling. Diesel fueling is a desired element of all the gas station prospects that they have been in contact with.

Morgan stated the diesel pump location is not highly visible from any public ROW. He stated there is a PUD operating agreement which is different than the agreement with the city. This is a PUD agreement amongst the owners and people who are leasing property and running businesses. He stated they can clearly put in the PUD agreement that there is no truck parking. Trucks can fuel and go but you aren't allowed to park. He stated therefore, they can control the parking concern. If necessary, they can put signs up that there is no truck parking.

Morgan stated the thought of creating a second place to get fuel possibly offering diesel sales on the industrial property is not practical. He stated years from now diesel trucks could be replaced with electric trucks and the pumps would be electric charging stations. He stated they would appreciate the Planning Commission allowing the small diesel fueling area to remain on the site plan.

Morgan stated they have a landscape bed just to the west of the diesel fueling where they can plant several large evergreen trees. If the view to the residential (which is more than 1,000 feet away) they can put additional evergreen trees right on the west property line.

Jones opened the public hearing.

There was no public comment.

Motion by Kape, supported by Benoit, to close the public hearing.

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

Kape questioned if the retention pond was big enough for the site. Morgan stated it has been approved by Engineer. Discussion ensued regarding the ponds. Morgan stated not only is it sized for the 10-acre commercial, but the additional industrial to the west. Kape questioned who approves the waivers. Golder stated the Planning Commission makes the recommendation that goes to the City Commission and then the City Commission can approve.

Benoit thanked the applicant for flipping the gas station. He stated he has no problem with the diesel pump.

Holtrop stated the right- in, right-out when he looked at it the right-out looked pretty straight is there a standard. Morgan stated the drawing came from Tim Haagsma with KCRC. Morgan stated there is a decel lane there. Holtrop stated the sharper that right turn out is, the more we can prevent people from going left. Holtrop questioned how the diesel trucks would get into the site. Morgan explained how they would but said he doesn't know about the truckers. Holtrop stated he is ok with having the diesel pump since Morgan volunteered increased screening.

Porter stated regarding the signs, he would definitely want the signs at the driveway. Porter stated he likes the idea of the extra screening on the diesel pump. He stated his thought is all of these businesses are going to have large truck delivery anyway whether the diesel pump is there or not. He stated removing that pump will not remove large trucks he is ok with that. Porter questioned if there is language that makes it clear as to when the sidewalk is going to be built. Golder stated if the commissioners don't think it is clear then we can clarify it, but she thinks it is clear that it has to be built with phase 1 of the development. Golder stated we are asking for the sidewalk up front it will be too hard to go back and get the sidewalk built later.

Poyner stated he concurs with the fellow commissioners regarding the diesel pumps. He stated he isn't worried about that. Poyner had concerns about the trucks maneuvering on the site. Morgan stated the Fire Department put templates on the plan and they said everything works, fire trucks have big turning radiuses. Golder stated she doesn't think it is consistent with pedestrian access to the site. Poyner stated he would still support the diesel pumps.

VanderMeer questioned if he needs a separate diesel pump for 18 wheelers. Morgan stated that some of the prospects will offer diesel at the main canopy for small trucks and for cars. Morgan stated you would have a really hard time getting in there with trucks, the circulation wouldn't work. VanderMeer stated he is ok with the diesel pump. VanderMeer stated he would like to see the gas pumps along Patterson, he thinks it is a better visibility and a better look. Morgan stated that is why he put in his memo the opportunity at final site plan review to show the gas pumps both ways. Morgan stated they really think the architecture works better with the pumps facing Patterson. Morgan stated the key is the canopy. They think they can show the commissioners something Kentwood could be proud of. He would like the opportunity to show the commissioners that the idea has merit. VanderMeer stated he would like to see the gas station options both ways in fairness especially if there are major gas stations that would prefer something different. Discussion ensued.

Porter stated all of the utilities will be on the other side. He stated until we see the architecture we really don't know. He stated he would also like to keep the options open and also see the gas station both ways.

Jones stated in terms of the gas station flipped or not, she is open to flip it but at this point she doesn't want the pumps on the front. She thinks it would be better to have them on the back because this is the entry into the City of Kentwood and would rather not see gas pumps. She questioned if the applicant has a reference point of a spectacular canopy. She would be happy to see one. She stated she is willing to look at the spectacular rendering that their architect might provide.

Jones questioned who they anticipate using the diesel pumps. She stated Pacific Pride is just down the street. Morgan stated the industrial area is very large. It is not all semis

there are various size trucks and they are all fleets, it is the smaller trucks that would benefit having the service there. Jones stated she appreciates the right-in, right-out. Golder stated as they deliberate at how to make the motion, they might want to take the waivers separately just so it is clear that they are approving them. She stated with the understanding that it is going to be redrawn to include the 5-foot stretch of industrial property that extends out to Patterson. Golder stated we will have a new site plan with a legal description on it that reflects that.

Motion by Benoit, supported by Poyner, to recommend to the City Commission to approve the 4 waivers under K from RJM Designs December 5, 2023 memo.

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

Motion by Benoit, supported by Holtrop, to recommend to the City Commission conditional approval of the request for rezoning of 10.5 acres of land located at the northwest corner of Patterson Avenue and 36th Street from I-PUD Industrial Planned Unit Development to C-PUD Commercial Planned Unit Development as described in Case No. 29-23, and Preliminary Site Plan Review for the site plan dated January 2, 2024, for GRR Ancillary CPUD as described in Case No. 29-23. Approval is conditioned upon conditions 1-10 deleting the bullet point under condition 1 and deleting condition 4 and basis points 1 – 10 as described in Golder's memo dated January 3, 2024.

- Motion Carried (6-2) –
- Yays- Kape, Benoit, Jones, Holtrop, Poyner, Weir
- Nays – Porter and VanderMeer
- Quinn absent -

Porter and VanderMeer stated they would have liked to amend the motion to allow for the applicant to submit renderings of the gas station both ways. Golder stated if they brings in a plan that shows the pumps back on Patterson, it would simply need to be reviewed by both the Planning and City Commission as a major change.

I. Public Hearing

Case#25-23 – Master Plan Amendment 52nd and Broadmoor Ave – Change in the Master Planned Land Use Designation from Industrial to Commercial located in the northeast quadrant of 52nd Street and Broadmoor Avenue

Schweitzer stated the request is to change the Master Plan designation from industrial to commercial in the northeast quadrant of 52nd Street and Broadmoor Ave.

Schweitzer stated the applicant submitted a one-page narrative and conceptual site plan and conceptual interior floor plans for a pickleball and wiffleball restaurant and interior and exterior recreational sports courts. He stated the restaurant use is allowed by special land use and site plan review under the existing zoning, however the recreational sports are not allowed under the industrial zoning.

Schweitzer stated there are two properties that are not a part of his application, but, as we have gone through this process from a staff perspective, we have urged the Planning Commission when they are considering these 4 parcels that they also consider the 2 on the corner.

Schweitzer stated it is important to note that there is commercial development across the street.

Schweitzer stated one thing that came up was the relative supply of industrial real estates. He stated there was of a *Crain's* article that dealt with sufficiency of industrial uses in this area of the community. He stated the October 10 staff report provided a couple of market reports from NAI Wisinski and JLL both provided their perspective of the market.

Schweitzer stated the Planning Commission asked, the City Assessor to provide some perspective on property if it is commercial versus industrial in terms of the relative value. He stated at that time the Assessor stated that industrial goes for about \$75,000 dollars an acre and commercial goes at about \$152,000 or better per acre.

Schweitzer stated we also looked at the size and the configuration of the property. We also looked at it relative to the commercial across the street. They are both triangular in shape and size. He stated we saw some similarities in terms of east and west sides of Broadmoor. Likewise it was pointed out how comparable the property development on the SE quadrant of the intersection of the intersection might be to this property. He stated when you are talking about size and configuration, that can have a bearing on how productive you can be with different types of uses on the site.

Schweitzer stated Broadmoor Avenue and 52nd Street have been a part of the conversation. These are smaller properties. The more it is segmented, the more difficult it is to get some continuity between the properties in terms of the use of it. He stated staff went to the East Beltline Advisory Board, the KCRC and MDOT for input. A property of this size they are looking for one driveway onto Broadmoor Avenue. The driveway will be located at about the midpoint of the cross over between south bound and north bound and north bound to south bound. We are looking for one driveway onto 52nd Street in order to accommodate the movement of vehicles. There will be a full movement driveway on 52nd Street as far east as practical. We want to accommodate not only traffic that is going east/west, but also those that are coming off Broadmoor and wishing to enter the property through the 52nd Street Drive, or, they have the option entering and exiting the property along Broadmoor.

Schweitzer stated there was a concern by a couple of planning commissioners and city commissioners about whether or not it was wise to develop valuable industrial real estate as commercial. The City Commission were also seeking to get the impact analysis. He stated within the packet there was information from Paul Isley with Grand Valley State University Sedman Business School. He stated it is very basic but it gives some perspective on the relative economic impact in the area depending on how it is developed.

Schweitzer stated it is staff's recommendation to grant conditional approval of the request of Andrew Anderson, for the proposed change in the Master Plan Land Use designation from Industrial to Commercial for the Northeast Quadrant of 52nd Street and Broadmoor Avenue (M-37) for the properties Mr. Anderson has under contract (5080, 5090 and 5140 Broadmoor, and 4581 52nd Street) as well as the properties immediately to the south fronting on 52nd Street (5180 Broadmoor Avenue, SE and 4561-52nd Street, SE)

Schweitzer stated part of the recommendation is that the properties shall be developed as a Commercial Planned Unit Development (CPUD) to establish integrated shared access consisting of no more than one City of Kentwood approved driveway onto 52nd Street and no more than one Michigan Department of Transportation (MDOT) approved driveway onto Broadmoor Avenue. The designation to commercial shall also provide that a comparable commercial configuration may also be considered by the city if consistent with the purposes identified herein (e.g., necessity of shared access, necessity of reciprocal access, necessity of access in accordance with Michigan Department of Transportation design and safety standards.)

Schweitzer stated the second condition states: Reciprocal access easements shall be established between all adjoining properties within the overall described northeast quadrant.

Jones opened the public hearing.

Derrick Anderson, owner of the adjacent property at 5060 Broadmoor was present. He stated he is in favor of the request.

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

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

VanderMeer stated he agrees with the recommendation, his only question is on the service drive. He stated if he were to invest in the corner property he might want to have an entrance on to Broadmoor and if he can't have that how, would people on Broadmoor get into their entry if you can only have an entry off of 52nd. Schweitzer stated that is the requirement to have reciprocal access easements between all the properties.

Poyner stated he feels that there is going to be much more value added in industrial versus commercial. He stated the argument is that it has been vacant, but you can't look at history as a reflection of what exists today as far as potential future demand because the economy is different today.

Porter stated he is in favor.

Holtrop stated he is in favor. He questioned the thoughts of the other two property owners. Schweitzer stated they would like to see what was proposed by Kum & Go in January of 2022. They initiated a process to amend the Master Plan from industrial to commercial. They made application January 10 and withdrew the application Feb 17. He stated they want Kum & Go or a gas station C-Store at that location. Schweitzer stated he also made them aware that part of this recommendation is about shared and reciprocal access. If they should come to the City to make application, they are aware that shared access would be part of it.

Motion by Holtrop, supported by Kape, to grant conditional approval of the request of Andrew Anderson, for the proposed change in the Master Plan Land Use designation from Industrial to Commercial for the Northeast Quadrant of 52nd Street and Broadmoor Avenue (M-37) for the properties Mr. Anderson has under contract (5080, 5090 and 5140 Broadmoor, and 4581 52nd Street) as well as the properties immediately to the south fronting on 52nd Street (5180 Broadmoor Avenue, SE and 4561-52nd Street, SE). Approval is conditioned on conditions 1-2 and basis point 1-6 as described in Schweitzer's memo dated January 4, 2024.

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

J. Work Session

Case#1-24 – Storage Five Kentwood LLC – Rezoning of 5.87 acres of land from C-2 Commercial to Conditional I-1 located at 1800-1900 44th Street SE

Golder stated the applicant wants to use the former Trinity Building as a self storage facility. She stated the request is to rezone 5.87 acres of land from C-2 Commercial to Conditional I-1. She stated the applicant has voluntarily offered restrictions for the use of the property.

Golder reviewed the voluntarily offered restrictions:

- *only self-storage use;
- *only permitted within the existing building footprint;
- *the other property that is not building would only be for parking and ingress and egress;
- *all the units fully enclosed within the building;
- *no additional building and structures would be allowed;
- *there will not be any additional height (24 feet);
- *they would improve the façade of the self storage facility;

*The building is 116,000 square feet and in the industrial zone self-storage is permitted by right.

Golder stated the applicant would divide the remaining 3.32 acres along 44th Street into 4 lots that could be developed as commercial outlots. She stated the back lot would remain commercial.

Golder stated there are 77 parking spaces required. There is adequate parking. If you have an industrial building it has to be 100 feet from an adjacent residential use. They don't have that between them and Tamarisk Apartments. Therefore, they have to go to the ZBA because they are 34 feet from the lot line.

Golder stated when we look at the zoning guidelines what you will notice is that this is not consistent with the Master Plan. Golder stated the applicant stated even though the land use is not consistent, there are other elements of our Master Plan like sustainability use of existing vacant buildings, the proposed use is consistent with this aspect of the Master Plan.

Chris Catania, was present. He displayed a map showing the cross-access easement circulation so that all the properties work together as it is developed and everyone will have proper circulation. He stated the site has been reduced to just over 5 acres. He stated all access to the storage is internal. He stated they have prepared some renderings, and they are open suggestions with respect to the colors of the building.

Catania stated the area in the back there are Fire Department connections. He stated they talked to the Fire Marshal, and they need to keep the area accessible to fire equipment. There was discussion of putting pole gates to restrict usage along the south side of the building by typical customers to eliminate lights or any type of disturbance to the neighbors. Fire was ok with that as long as a knoxbox is installed.

Catania stated they believe this plan is consistent with the overall objective of the Master Plan.

Catania stated Trinity Health is supporting the project. They submitted a letter outlining the history of the property, the zero lack of interest from any other user at any price other than what they have proposed. He stated the letter also outlines how they and their legal team believe the development plan is consistent with the overall objective of the Master Plan.

Dave Caldon with Varnum LLP, counsel for the applicant was present. He stated he realizes that there was concern about the compliance of this particular conditional rezoning with the Master Plan. He stated a rezoning of a portion of the property is not consistent with the future land use plan of the Master Plan. He stated however, he thinks that the Master Plan has a number of competing goals. He stated it is appropriate when you look at a rezoning, if it doesn't meet every goal of the Master Plan, it is not

necessarily problematic. This conditional rezoning facilitates and encourages the commercial use of the portion of this site that are primed for commercial use. He stated this site is currently vacant, it is severely underutilized. He stated the design of this project would enable the construction of new vibrant commercial on 44th Street instead of the big underutilized parking lot. He stated it would also allow commercial at the back of the site; it would be a transformative approach for this site. It would expand the tax base, it would contribute not only to the revitalization of this site but also the whole 44th Street corridor. They think that allowing some industrial in the middle of this property really facilitates and unlocks the vibrant commercial development on the frontage.

Caldon stated one of the key goals in the Master Plan is sustainability. He stated Kentwood Master Plan on page 65 states that a key aspect of sustainability is the redevelopment of vacant buildings in underdeveloped sites before undertaking the development of greenfields. He stated this proposed use would do that. It would provide for the use of the existing building instead of putting it on a greenfield site resulting in sprawl. He stated additionally Kentwood's Master Plan talks about minimizing waste on page 32. He stated in addition to reducing sprawl if they tear down the existing building to make the site suitable for a different commercial use effectively what you wind up with is a bunch of waste from that demolition and then you wind up with the consumption of raw materials in the construction of the new building. He stated both of these things are noted in the Master Plan as things to try to avoid.

Caldon stated because this existing building is not suitable for commercial use. We know that because the property has been listed for several years now and there have been zero offers for commercial use at any price. There have been two offers to use the property for a self-storage use. He stated this use is one that will meet the sustainability goals of the Master Plan and unlock the value of this site to the community.

Caldon stated permitting the adaptive reuse of the existing structure for the proposed self-storage use serves to allocate and preserve the I-1 industrially zoned areas of the City for more conventional industrial uses. He stated on page 30 the Master Plan stated that alternative energy advance manufacturing, medical devices, information technology, and agribusiness, food processing are all key sectors that are pivotable for the long-term job growth and sustainability of the job market. He stated while all of the uses may not be practical on this site, they are practical for other industrial zoned property in the City which would be preserved by the adaptive reuse of this building. He stated indirectly by using this building for an adaptive reuse as proposed, it would facilitate the goal of preserving those industrially areas for the growth of both new and existing jobs.

Caldon stated he thinks there is a wealth of support for the concept that this proposed additional rezoning really is in fact consistent with many of the goals of the Master Plan.

Caldon stated a letter was prepared by the owner of the property Trinity Health addressing the situation that the property is currently in and the difficulties they have had with finding a user for the property for commercial use. He stated under Michigan law

whether or not you can put a property to reasonably use for the condition for which it is presently zoned is a key consideration in determining whether or not to rezone the property. If you can't use the property for the purpose for which its zoned; a rezoning is appropriate. He stated that is not withstanding what the Master Plan says it is separate and apart from the Master Plan. He stated there is a separated basis. They think this is entirely consistent with the Master Plan, but putting the Master Plan aside there is a separate legal basis to support a rezoning in this case for that reason. He stated they will provide copies of the letter and it will be in the packet for the next meeting.

Caldon stated this use is consistent with the Master Plan and even if it wasn't they think there is a good basis for a rezoning of this site for all the other reasons mentioned. He stated they would love to work with the City to make this happen, They think it is the best use for this site. It will eliminate what is a little bit of an eyesore presently and it will unlock the potential of this property and the whole corridor on 44th Street.

Holtrop questioned the rezoning with the residential district; is he going with the 50 feet buffer or the 100-foot buffer. Golder stated they would have to go with the 100 foot buffer. Catania stated in the staff report it states that if it is an unlit, unused landscaped area it can be 50 feet. Golder stated you can't landscape if you have fire access. Catania stated there is a strip that is 6 feet wide against the fence in the apartment complex that they can add some of the tall evergreens to screen

Holtrop stated he was one that didn't like the look of storage. He questioned if the commissioners will have any input on the renderings later. Golder stated if it is rezoned it is permitted by right unless the applicant offers it. Holtrop stated in his opinion if you look through the clear glass of a storage facility and you see all the storage doors it is very unsightly. He stated he would ask that they shade or tint the glass.

Porter stated there was mention from the attorney about a law about rezoning use and questioned if that citation was available. Cauldon distributed copies of the letter from Trinity Health and their attorney.

Poyner stated there was discussion about making sure the self-storage doesn't go outside the building. Poyner stated staff mentioned that self-storage adds no value to the area only benefit to those who need storage. However, the attorney mentioned that it would unlock the value or potential of the site to commercial. Poyner stated he is in favor of the request because it is not being used but he understands staff's point. He doesn't really know what it is going to do for the area. Caldron stated the concept of having a vacant building that is closed up is not great for area of vitality. Caldron stated what he was getting at is, the whole area in the front is effectively a large parking lot with not fantastic pavement. He stated part of the reason Trinity Health has not done anything with it or not been willing to parcel it off and try to facilitate a development is because it is unclear what is going to happen with the building. It is possible that there could be a use although nobody has found one where there would be parking required to use the building for some theoretical use. Caldron stated again, for years it has been listed and nobody has

come up with that use and he's not even sure it exists, however, there is a reluctance to do anything with all this parking because they don't know what it is going to be needed. This self-storage use requires very minimal parking. He stated over 70 spaces are required and they will probably only use 10 on average basis. He stated what this does is unlocks all the balance of the property for development.

VanderMeer questioned what is going to keep someone from not going east or west behind the building. Catania stated after they met with fire, they determined they could put two gates there it would eliminate that from happening and hopefully minimizing any kind of disturbance to the apartment complex. VanderMeer stated one of the biggest problems was the residents and the sound and that has been addressed because of the hours of operation VanderMeer questioned if he has thought about sound walls. Catania stated he thinks this use is such a light use.. Vander Meer stated another issue was the back parking lot and the unknown of what could go in there. Catania stated it will not be storage. Golder stated it remains C2 and if it becomes a parking lot for used cars then enforcement would have to address. If weeds starts to come up through the pavement code enforcement would have to address.

Discussion ensued regarding the concept of the Master Plan and the use of the building.

Case#2-24 –Rezoning of 6.11 acres of land from I-1 Industrial to Conditional C-2 Commercial Located at 5080, 5090, 5140 Broadmoor Ave SE and 4581 – 52nd Street SE

Schweitzer stated the commissioners have conditionally approved the Master Plan change. The City Commission reserved their right to review to accept or reject the change. He stated the City Commission will review the Planning Commission action on January 16. He stated, based on the action taken by the Planning Commission, it does lend itself to consideration of a rezoning request relating to just the four properties on Broadmoor that are under contract to Mr. Anderson.

Schweitzer stated Mr. Anderson's request is for conditional zoning. He stated the basis for the conditional change in the land use was to ensure the development of this quadrant would be integrated. What they are proposing lends itself to that integration. They agree to shared access of the drives onto 52nd Street and Broadmoor. He stated they are also indicating that they will provide access easements to those corner properties, and it will lend itself to an integration to those properties.

Schweitzer stated in the main part of the approved Master Plan recommendation was a condition that the property be developed as a Commercial Planned Unit Development (CPUD). However, the designation to commercial shall also provide that a comparable commercial configuration may also be considered by the city if consistent with the purposes identified herein (e.g., necessity of shared access, necessity of reciprocal access, necessity of access in accordance with Michigan Department of Transportation design and safety standards.) Schweitzer stated straight C-2 zoning would not meet that

qualification. However, from a staff perspective, the proposed conditional rezoning to C-2 is responsive to the Master Plan conditional change.

Schweitzer stated the applicant has provided a site plan and he would suggest that this is representative of what they intend to do in terms of the access drives along the Broadmoor and 52nd Street frontages. They are showing the Broadmoor drive to run to the south lot line of the aggregated properties. He stated the drive along the east part of the property out to 52nd Street is likewise going to make allowance for shared access.

Schweitzer stated staff had the opportunity to circulate the plan to Engineering and Fire because under C-2, the indoor recreation facility, the restaurant, and the pro shop retail sales are permitted uses that do not require a site plan review by the Planning Commission. Schweitzer stated as part of the building permit staff review, engineering and fire review and identify any refinements necessary to meet city codes. During the staff review with the applicant prior to the work session Fire Marshal Pat Quick discussed fire lane coverage and supplemental fire hydrants that may be needed on the east end of the site. City Engineer Brad Boomstra indicated the proposed detention pond is not necessary since the city has a system of master ponds and this is tributary to the master pond located west of Broadmoor Avenue. There is already accommodation of pipe underneath Broadmoor to transport the stormwater. He stated that may give them more options as far as site development. Schweitzer stated as we work with MDOT and the City Engineer the driveways onto Broadmoor and 52nd Street, cross access for the adjacent properties will be included.

Schweitzer stated when he first talked to the owners of the two properties on the corner, they said the master plan change sounded good, but they expressed a desire to have a right turn in and right turn out on Broadmoor closer to their property. He stated he explained to them that based upon conversations we have had with MDOT, that will not happen. He also informed him that there would be shared access to a full movement driveway onto 52nd Street and they seemed ok with that.

He stated the rezoning request does not include the two corner properties and he indicated to the owners that they are going to have to come in with a rezoning request of their own to develop their site. If their intended project is a gas station/c-store, a Planning Commission special land use and site plan review will be required.

Anderson stated he is offering conditions to have the 52nd Street driveway a little bit further east away from the light and then the Broadmoor driveway will be moved further north. These are conditions he put on himself. He stated since they won't have to build a detention pond, he will probably add additional overflow parking.

Anderson explained the pickleball/Whiffle Ball/restaurant concept plan of the site and interior floor plan.

Schweitzer reminded the Commission that these plans will be reviewed on the staff level as part of the building permit application.

Schweitzer stated that during the initial LUZ Committee meeting there was discussion questioning the sufficiency of on-site parking. For this reason, we have informed Mr. Anderson's team that they would need to submit a parking operations plan to address daily parking needs as well as expanded parking needs for tournament events.

K. New Business

Motion by, Holtrop, ,supported by Benoit, to Set public hearing date of January 23, 2024, for: Case#2-24 – Rezoning of 6.11 acres of land from I-1 Industrial to Conditional C-2 Commercial Located at 5080, 5090, 5140 Broadmoor Ave SE and 4581 – 52nd Street SE

Set public hearing date of February 13, 2024, for: Case#3-24 – Breton Ravines RPUD – Rezoning and Preliminary PUD Approval for a Residential Planned Unit Development Located at 2720 52nd Street, 2854 52nd Street and 5491 Wing Avenue SE; Case#4-24 Midwest United FC Practice Facility – Special Land Use and Site Plan Review for a Small Group Fitness and Rehabilitation Training Facility Located at 3445 – 36th Street

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

L. Other Business

1. Election of Officers - (Chair, Vice Chair, Secretary)

Motion by Benoit, supported by Poyner, to maintain the officers: Chair Sandra Jones, Vice-Chair Dan Holtrop and Secretary Ed Kape

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

2. Commissioners' Comments

Holtrop stated he will be absent from the January 23, 2023 meeting.

Porter stated he will be absent from the January 23, 2023 meeting.

VanderMeer questioned if someone has followed up on the light shields for Kum & Go at 52nd and Kalamazoo. Goder stated we will.

3. Staff's Comments

Golder stated a developer would like to meet with LUZ either February 13 or 27.

M. Adjournment

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

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

Meeting adjourned at 9:30pm

Respectfully submitted,

Ed Kape, Secretary



**CITY OF KENTWOOD
PLANNING COMMISSION
PROPOSED
FINDINGS OF FACT
JANUARY 23, 2023**

PROJECT: Anderson Commercial Master Plan Amendment Request

APPLICATION: 25-23

LOCATION: Northeast Quadrant 52nd St and Broadmoor Avenue (M-37)

PUBLIC HEARING DATE: January 9, 2024

REVIEW TYPE: Master Plan Amendment

MOTION: **Motion by Holtrop, supported by Kape, to grant conditional approval of the request of Andrew Anderson, for the proposed change in the Master Plan Land Use designation from Industrial to Commercial for the Northeast Quadrant of 52nd Street and Broadmoor Avenue (M-37) for the properties Mr. Anderson has under contract (5080, 5090 and 5140 Broadmoor, and 4581 52nd Street) as well as the properties immediately to the south fronting on 52nd Street (5180 Broadmoor Avenue, SE and 4561-52nd Street, SE)**

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

CONDITIONS:

1. The above-described properties shall be developed as a Commercial Planned Unit Development (CPUD) to establish integrated shared access consisting of no more than one City of Kentwood approved driveway onto 52nd Street and no more than one Michigan Department of Transportation (MDOT) approved driveway onto Broadmoor Avenue. The designation to commercial shall also provide that a comparable commercial configuration may also be considered by the city if consistent with the purposes identified herein (e.g., necessity of shared access, necessity of reciprocal access, necessity of access in accordance with Michigan Department of Transportation design and safety standards.)
2. Reciprocal access easements shall be established between all adjoining properties within the overall described northeast quadrant.

BASIS:

1. Recent professional real estate research reports and The Right Place, Inc caution that there is a relative scarcity of available industrial real estate in the southeast portion of the Grand Rapids Metro area and particularly Kentwood. However, the Planning Commission feels the collective 8+ acres of multiple properties in the northeast quadrant of 52nd Street and Broadmoor Avenue are better suited for planned commercial use due to its relatively small size and triangular configuration. In the meantime, Gaines Township, immediately to the south has recently rezoned 320 acres of land in the northeast portion of their community to industrial on land previously master planned for industrial use.

2. Several Planning and City Commissioners requested an economic impact analysis comparing an industrial concept plan for the site with the proposed commercial pickleball-whiffle ball restaurant concept plan. The industrial concept plan (designed by a party who contacted The Right Place, Inc earlier in 2023 while considering the purchase of the site Anderson now has under contract) was similar to the development of the multi-tenant industrial building site located in the southeast quadrant of Broadmoor Avenue and 52nd Street. Therefore, the tenant mix within the existing southeast quadrant building was used to gauge the tenant mix for the analysis. The base analysis suggests that the industrial concept plan would have greater economic impact. However, the relative proportion of manufacturing businesses associated with the industrial concept and the possible catalytic effects of the pickleball-whiffle ball restaurant concept could shift the scales in favor of the commercial use.

3. The northwest quadrant of 52nd Street and Broadmoor has a commercial land use designation and has been developed as a Commercial Planned Unit Development since 1996 when it was rezoned to provide industrial support or service uses. This site was likewise triangular shaped under multiple ownership interests.

4. It is important for the collective properties to be treated as an integrated site including 5180 Broadmoor and 4561 52nd Street immediately to the south. If the land use designation is changed to commercial, a straight C-2 zoning would not be appropriate. Therefore, the properties should be developed as a Commercial PUD or another appropriate commercial zoning configuration.

5. Given this location at the intersection of an arterial street and a state trunk line, access onto Broadmoor Avenue and 52nd Street for the Anderson properties and the two properties immediately to the south (5180 Broadmoor Avenue and 4561 52nd Street) must be integrated in

accord with Michigan Department of Transportation (MDOT) driveway design and safety standards.

6. Discussion at the Master Plan Committee, Land Use and Zoning Committee, East Beltline Advisory Board, public meeting and public hearing.



**CITY OF KENTWOOD
PLANNING COMMISSION
PROPOSED
FINDINGS OF FACT
JANUARY 23, 2023**

PROJECT: GR Ancillary C-PUD

APPLICATION: 29-23

REQUEST: Rezoning of 10.57 acres of land from IPUD Industrial Planned Unit Development to CPUD Commercial Planned Unit Development and Preliminary Site Plan Review of a Commercial PUD.

LOCATION NW Corner of 36th Street and Patterson Avenue

HEARING DATE: December 12, 2023, and January 9, 2024

MOTION: **Motion by Benoit, supported by Holtrop, to recommend to the City Commission conditional approval of the request for rezoning of 10.5 acres of land located at the northwest corner of Patterson Avenue and 36th Street from I-PUD Industrial Planned Unit Development to C-PUD Commercial Planned Unit Development as described in Case No. 29-23, and Preliminary Site Plan Review for the site plan dated January 2, 2024, for GRR Ancillary CPUD as described in Case No. 29-23. Approval is conditioned upon conditions 1-10 deleting the bullet point under condition 1 and deleting condition 4 and basis points 1 – 10 as described in Golder's memo dated January 3, 2024.**

- Motion Carried (6-2) –
- Yays- Kape, Benoit, Jones, Holtrop, Poyner, Weir
- Nays – Porter and VanderMeer
- Quinn absent –

Motion by Benoit, supported by Poyner, to recommend to the City Commission to approve the 4 waivers as requested from RJM Designs December 5, 2023 memo.

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



CONDITIONS:

1. The site shall be developed consistent with the representations made within the PUD Qualifying Statement and Narrative dated January 2, 2024, with the following amendments:
2. Review and approval by staff and the Kentwood City Attorney of the PUD Statement and Development Agreement.
3. Approval of the preliminary site plan by the Kentwood City Engineer and Kentwood Fire Marshal.
4. Applicant shall provide an easement to allow the eventual driveway connection to 33rd Street. The applicant shall pave the proposed easement area to the north property line of the GRR Ancillary development.
5. Applicant shall provide an easement along Patterson Avenue that is adequate to achieve a 10' total non-motorized pathway (the design of which to be approved by the city) along the Patterson Avenue frontage as depicted in the approved preliminary site plan and required by the City's Non-Motorized Plan. The trail shall extend to the north property line and shall be constructed with the first phase of the development.
6. Additional sidewalk connections shall be provided within Parcels 1 and 4 to extend sidewalk along the north side of the proposed 8,000 square foot retail building and extending to the proposed hotel.
7. Review and approval by Kentwood city staff and the Kentwood Arts Commission of the design and site plan for the city entranceway landmark/sign.
8. Pole signs in the development are limited to 100 square feet.
9. Approval by the Planning and City Commissions of the proposed waivers outlined in the PUD Qualifying Statement dated January 2, 2024.

BASIS

1. The proposed rezoning from Industrial Planned Unit Development to Commercial Planned Unit Development is consistent with the Master Plan. The Master Plan for this parcel was amended in 2022, allowing the change to commercial use, with the condition that the area be developed as a PUD.

2. The PUD Statement and Development Agreement address how the development meets the requirements of the Master Plan and Zoning



Ordinance. The Development Agreement will tie the rezoning to this specific project and to the representations made by the applicant as to the nature of the development.

The review and approval of these documents will ensure that the site is developed consistent with an approved plan and will give direction to the applicant as the project develops.

3. Section 12.05c requires a landmark or entrance sign near the intersection of two arterial streets or at an entrance point to the city. A conceptual design and plan are required to be part of the preliminary PUD approval. The applicant has shown a clear vision corner, some open space and a representation of entryway signage. The detailed plans shall be approved by staff and the Arts Commission, as necessary.
4. The driveway connection to 33rd Street will allow the proposed development to potentially connect to the signalized intersection at 33rd Street to the north. This is consistent with the requirements of Section 12.05 4 of the Zoning Ordinance with respect to traffic circulation, operations and access.
5. The applicant has proposed a freestanding diesel fueling station, intended for large trucks and semis. A freestanding diesel fueling station is more appropriate within an industrial area and is permitted in the Industrial zone with Special Land Use approval. The applicant has stated that it was not their intent to allow truck parking within the PUD; if diesel fueling is allowed, truck parking will occur throughout the development.
6. The applicant's Qualifying Statement for the PUD provides two architectural design concepts for the development. The applicant has further submitted that whichever design is chosen, the architecture across the PUD will be unifying, attractive, interesting and sustainable. Final approval of each elevation and its consistency with the representations made by the applicant will be determined by the Planning Commission in its review of each final PUD plan.
7. Many of the uses proposed (vehicle fuel stations, restaurants, day care, and personal service establishments) are allowed under the current I-PUD zoning. The proposed rezoning to Commercial PUD will allow some additional uses (such as the hotel and retail establishments) that will be subject to special land use and/or site plan review and approval.
8. Freestanding signage in the commercial zone is limited to 100 square feet.
9. Section 12.05D makes allowance for waivers from the provisions of Sections 12.02C, 12.02D and 12.05C. The applicant has requested a waiver from four requirements of Section 12.05C; these must be approved by the City Commission after recommendation by the Planning Commission.



10. Discussion during the work session and public hearings.

PLANNING STAFF RECOMMENDATION

Golder 1/17/24

PROJECT: Storage 5 Conditional Rezoning

APPLICATION: 1-24

REQUEST: Conditional Zoning of 5.87 acres of land from C-2 Commercial to I-1 Light Industrial

LOCATION: 1800-1900 44th Street SE

HEARING DATE: January 23,2024

RECOMMENDATION: **Recommend to the City Commission approval of the request to conditionally rezone 5.87 acres of land from C-2 Commercial to I-1 Light Industrial with restrictions as submitted in the Applicant's statement dated November 20, 2023 as well as the applicant's letter dated January 16, 2024 and as described in Case No. 1-24.**

BASIS:

1. In 2004 the State of Michigan passed Public Act 579, allowing for the conditional rezoning of property. In a conditional rezoning, a landowner voluntarily offers to restrict use of a property as a condition of rezoning.
2. The applicant has requested the rezoning of 5.87 acres of land located at 1800-1900 44th Street from C-2 Commercial to I-1 Industrial, subject to the self-imposed restrictions detailed within the applicant's narrative dated November 20, 2023 and letter dated January 16, 2024. The statement includes the applicant's intent to restrict the use of the existing 116,057 square foot building to self-storage, with no building additions or expansions. The applicant also committed to improve the façade of the building and restrict other portions of the 5.87 acre site to ingress, egress, parking and utilities.

3. The Master Plan recommends commercial use for this site. The self-storage use is allowed only in an industrial zone. While many types of industrial uses are inappropriate for the site, the proposed conditional rezoning request only allows for self-storage use. Self-storage will have minimal impact on the surrounding property.
4. Self-storage facilities do not require a large amount of parking. The overall property includes over 700 parking spaces. Therefore, the out lots to the north and to the south of the existing building could be developed for commercial purposes.
5. The applicant has ensured that ingress and egress to the remaining commercial property on the site will be retained.
6. Section 10.C 4 of the Zoning Ordinance requires industrial buildings to be set back 100 feet from an adjacent residential district or boundary. Chapter 19 of the Zoning Ordinance requires a 50' wide buffer zone with a 6-foot high vertical screen and specific planting materials within the screened area. Applicant has acknowledged the requirement for a variance related to the setback between the proposed self-storage and the residential uses to the south. The approval of the variances will have a bearing on the applicant's ability to use the property for self-storage.
7. The proposed self-storage use will not negatively impact adjacent properties. Self-storage does not generate much traffic and the building will be staffed at all times. The applicants have stated that no fencing will be established around the property. Lighting must conform to city standards to ensure that it will not impact adjacent properties.
8. Discussion at the work session and public hearing.

Conditional Rezoning Narrative
Storage Five Kentwood LLC

November 20, 2023

Quick Facts:

Subject property is located at: 1800-1900 44th St. SE, Kentwood, MI 49508

PPNs: 41-18-28-125-006 and 41-18-28-125-010

Total Acres: 5.87 of 13.139

Current Zoning is: C-2 Community Commercial

Proposed Conditional Zoning is: I-1 Light Industrial

Proposed Use: Self Storage - Adaptive reuse of an existing building

Additional Use: Retail/Commercial Pad Sites (C-2)

Project Description:

Storage Five Kentwood LLC (the "Developer") proposes an adaptive reuse of the existing 116,057 SF building to be converted to a Class A, climate controlled, self-storage facility. A new and updated exterior facade "look" will be part of the conversion.

The building was originally built in 1957 and was most recently used as a call center. To allow for self-storage, as shown on the attached site plan, the Developer is proposing a property division and a conditional rezoning, from C-2 to I-1, of the bare minimum amount of the property necessary to contain the existing 116,057 SF building and related parking. The Developer proposes to retain the balance of the property as C-2 and create four retail pads fronting on 44th Street (roughly 0.83-acres each) and also retain the existing C-2 zoning in the Southerly and Southeasterly portions of the property. This will allow the adaptive reuse of the existing 116,057 SF building for self-storage purposes, while also reducing the prior parking requirements for that building, thereby facilitating the creation of the new commercial outlots sized for existing market demands to stimulate commercial development and expand the tax base within the City.

Proposed Conditions of the Rezoning:

The following conditions shall apply to the rezoned portion of the site:

- The only industrial use permitted within the portion of the site rezoned to the I-1 District shall be self-storage use, and that use shall only be permitted within the existing building footprint. The other portions of the site rezoned to the I-1 District shall be used for ingress, egress, parking and utilities to support the self-storage use.
- All storage unit doors must be fully enclosed within the building.
- No additional buildings or structures shall be permitted within the rezoned portion of the site.
- No additional stories (height) may be added, such that the height of the building shall not exceed 24'.
- Developer will improve the existing self-storage building with a new facade substantially similar to the renderings attached hereto.

Master Plan Compliance:

While acknowledging that designating a portion of the site for I-1 use contradicts the Future Land Use Map outlined in the Master Plan, the proposed conditional rezoning aligns with the overall objectives of the Master Plan for several compelling reasons.

First, the current state of the site is characterized by vacancy and unproductivity in terms of commercial use. The existing building, initially designed for use as a call center - a use no longer feasible after Covid - carries substantial parking requirements. Consequently, the current owner faces challenges in finding a suitable user while simultaneously being reluctant to develop the portions of the site fronting on 44th Street for commercial purposes due to the need to retain parking for the building until a more feasible use is identified.

By converting the building's use to self-storage, a significant reduction in parking requirements occurs. This shift enables the creation of new commercial outlots that align with current market demands. The result is the facilitation of commercial use in both the front and rear areas of the site, particularly the sections facing 44th Street, which are well-suited for commercial development. This transformative approach eliminates a large, underutilized parking lot, contributing to the revitalization of the 44th Street corridor and expanding the tax base within the City.

In essence, allowing a portion of the site to be rezoned and used for industrial purposes (self-storage) acts as a catalyst for the improvement of commercial use in other key areas of the site. This approach not only enhances the overall functionality of the site but also aligns with the Future Land Use Map's commercial designation. Therefore, the proposed I-1 rezoning serves as a strategic means to facilitate the commercial use identified in the Master Plan.

Second, there are a variety of key goals and underlying objectives set forth in the Master Plan that are fostered by the proposed conditional rezoning and self-storage use of the existing building. Chief among these is the Master Plan's goal for sustainability within the City.

As explained in Chapter 3 of the Master Plan, entitled "Issues and Policies:

[A] sustainable community 'uses its resources to meet current needs while ensuring that adequate resources are available for future generations. Communities that utilize sustainability practices will minimize waste, prevent pollution, and promote efficiency in its operations.

Sustainability has become an important aspect of communities that are successful and vibrant. People want their communities to be economically and environmentally sustainable. Sustainability will pay off in the future by reducing waste, allowing greater reliance on renewable energy, saving money, and attracting new residents to the community.

Master Plan, p. 32.

As noted at other points in the Master Plan, "a key aspect of sustainability is the redevelopment of vacant buildings and under-developed sites before undertaking the development of green fields." *Master Plan*, p. 65. The proposed project is, therefore, *exactly the type of development that is sought by the Master Plan*. By making an adaptive reuse of the existing building instead of demolishing the building for some other structure (which, notably, would not be economically feasible in any event) the City can reduce the consumption of raw materials and energy associated with building from scratch. This conservation of resources aligns with the Master Plan's sustainability objectives by promoting efficient use of existing structures. (See *Master Plan*, p. 49 identifying the importance of recycling for sustainability.) Additionally, reusing the existing building reduces construction waste that would otherwise be generated during demolition and new construction. This also aligns with sustainability goals in the Master Plan by minimizing the environmental impact associated with waste disposal and landfill use. (See *Master Plan*, p. 32 noting that good "sustainability practices will minimize waste.")

As a result of the foregoing, it is clear that one of the five key goals identified in Chapter Three of the Master Plan, sustainability, will be uniquely advanced by the proposed conditional rezoning.

Third and finally, permitting the adaptive reuse of the existing structure for the proposed self-storage use serves to strategically allocate I-1-zoned areas within the City for more conventional light industrial uses. These may include general manufacturing, tool and die shops, industrial retail operations, distribution facilities, R&D facilities, and similar activities.

This approach safeguards other industrially zoned areas for the development of uses crucial for job creation in the City, particularly in sectors deemed pivotal for long-term sustainability and job growth. These sectors include "alternative energy, advanced manufacturing, medical devices, information technology, and agribusiness/food processing" – all integral to the City's Master Plan, which emphasizes their promotion. See *Master Plan*, p. 30.

Consequently, the adaptive reuse of the existing building indirectly advances the Master Plan's economic development goals by preserving industrially zoned areas of the City for the growth of both new and existing manufacturing jobs. This strategic reallocation ensures that appropriate areas within the City are utilized for high-potential, job-generating activities, contributing to economic vitality and long-term sustainability.

In conclusion, although designating a portion of the site for I-1 use contradicts the Future Land Use Map portion of the Master Plan, the proposed conditional rezoning both directly and indirectly aligns with the overall objectives of the Master Plan for a number of compelling reasons.

Additional considerations/comments:

- According to the seller, the building has been empty and unoccupied for over 3 years. The current owner had planned on using the building as a call center and improved the building as a call center prior to the Covid-19 pandemic. The call center was never occupied and will never be occupied as a call center. Work at home has changed the business landscape. The seller's agent has indicated that there has been effectively zero interest in the property, other than for self-storage use.
- The Zoning Ordinance indicates that no industrial building shall be located closer than 100 feet to a residential district boundary. The proposed use will be less impactful than the existing use by virtue of traffic and the number of occupants and visitors to the site. Nevertheless if a variance is required, because the existing building is closer than 100 feet from the adjacent Tamarisk Apartment parcel, then the Developer requests that such a variance be made a condition of approval.
- Currently, Jiffy Lube has submitted a letter of intent to purchase the easternmost of the four future pad sites fronting 44th Street should this plan be approved. Starbucks and similar commercial/retail users are being targeted for the other 44th Street commercial sites.

Thank You,

Chris Catania
Storage Five Development
email: chris@buonproperties.com
cell: (+1) 713-545-0883

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January 16, 2024

VIA EMAIL ONLY

GolderL@kentwood.us
City of Kentwood Planning Commission
c/o Lisa Golder, Economic Development Planner
City Hall
4900 Breton Avenue, SE
Kentwood, Michigan 49508

Re: Storage Five Kentwood LLC

Dear Chair and Commissioners:

As you know, we represent Storage Five Kentwood LLC ("Storage Five") relative to the proposed conditional rezoning, from C-2 Commercial to I-1 Light Industrial, of 5.87 acres of real property (the "Rezone Parcel"), which is a portion of the real property located at 1800-1900 44th Street SE, Kentwood, Michigan 49508 and identified with Permanent Parcel Nos. 41-18-28-125-006 and 41-18-28-125-010 (the "Overall Parcel"). This letter is prepared on behalf of Storage Five to follow up on our meeting with the Planning Commission on January 9, 2024, regarding the proposed conditional rezoning.

As a result of discussion with the Planning Commission at its January 9, 2024, meeting, Storage Five wishes to supplement its application for the conditional rezoning with an additional condition, that being that as follows:

- A cross-access easement will be established to provide ingress and egress to both the Rezone Parcel, as well as all outlots created within the balance of Overall Parcel (the "Cross-Access Easement"). The Cross-Access Easement will encumber the area outlined with red on the enclosed site plan (with such modifications to the area of the Cross-Access Easement as may be approved by the City, acting by its Community Development Director, based on final outlot configuration) and will be established by a written instrument executed and recorded by the owner of the Overall Parcel prior to the use of the Rezone Parcel for the proposed self-storage use (the "Cross-Access Declaration"). The Cross-Access Declaration will provide that the City is an intended third-party beneficiary and that the Cross-Access Easement may not be terminated without the prior written consent of the City.

City of Kentwood Planning Commission

January 16, 2024

Page 2

Storage Five looks forward to meeting with the Planning Commission again at its next meeting on January 23, 2024 for a public hearing on its conditional rezoning application.

Should you have any immediate questions or comments, please feel free to call.

Very truly yours,

VARNUM

A handwritten signature in blue ink, appearing to read "David T. Caldon", is written over a horizontal line.

David T. Caldon

DTC/tmb

cc: Chris Catania, Storage Five Kentwood LLC

Enclosure

22300859.2



PLANNING STAFF RECOMMENDATION

Schweitzer 1-18-2024

PROJECT: Andrew Anderson Rezoning Request

APPLICATION: 2-24

LOCATION: 5080, 5090, 5140 Broadmoor Avenue, and 4581 52nd Street

HEARING DATE: January 23, 2024

REVIEW TYPE: Conditional Rezoning of 6 acres from I-1 Light Industrial to C-2 Community Commercial

RECOMMENDATION: Recommend to the City Commission to find acceptable the voluntary offer from Andrew Anderson dated 12/22/2023, to conditionally rezone 6 acres of property at 5080, 5090, 5140 Broadmoor Avenue, and 4581 52nd Street from I-1 Light Industrial to C-2 Community Commercial and to incorporate the offered conditions into a formal written Conditional Zoning Agreement acceptable to the owner and conforming in form to the provisions of Section 3.29 of the Kentwood Zoning Ordinance.

BASIS:

1. In 2004 the State of Michigan passed Public Act 579 which made allowance for the conditional rezoning of property. In a conditional rezoning an owner of land voluntarily offers in writing, and a city may approve, certain use and development of that land as a condition of the rezoning.
2. In 2006 the City of Kentwood amended the Zoning Ordinance to create Section 3.29 to allow for the consideration of Conditional Zoning requests in accord with State statutes.
3. On January 9, 2024, the Master Plan designation for the properties addressed 5080, 5090, 5140 Broadmoor Avenue, and 4581 52nd Street was conditionally changed from Industrial to Commercial by the Planning Commission on January 9, 2024, and approved by the City Commission on January 16, 2024.
4. The conditional approval of the Master Plan change required the development as a Commercial Planned Unit Development (CPUD) to establish integrated shared access consisting of no more than one City of Kentwood approved driveway onto 52nd Street and no more than one Michigan Department of Transportation (MDOT)



approved driveway onto Broadmoor Avenue. The designation to commercial shall also provide that a comparable commercial configuration may also be considered by the city if consistent with the purposes identified herein.

5. While the requested zoning is not a CPUD, the voluntary offer by the applicant qualifies as a comparable commercial configuration consistent with the purpose of integrating access onto the adjacent streets and between the properties.

6. Section 13.03C of the Zoning Ordinance contains guidelines for amendment of the official Zoning Map. In considering any proposed amendment to the official zoning map, the Planning Commission shall consider the following as a guide in making its findings, recommendations and decision:

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

Consistent with Master Plan as noted in 3-5 above.

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

The proposed rezoning is compatible with the site's physical, geological, hydrological, and other environmental features.

- The applicant's ability to develop the property with at least one of the uses permitted under the current zoning.

Restaurants are allowed subject to Special Land Use and Stie Plan Review under the current I-1 Light Industrial zoning. The retail and indoor/outdoor recreational uses are not allowed in the current I-1 Light Industrial zoning.

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

There are a range of permissible commercial uses that would be compatible with the surrounding uses and zoning. In



addition, there is commercial zoning in the northwest quadrant of Broadmoor Avenue and 52nd Street that already supports the surrounding industrial uses.

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

Existing city infrastructure is sufficient to accommodate the commercial use of the subject site including a Master Pond site west of Broadmoor that eliminates the need for stormwater detention on the subject site.

- Where a rezoning is reasonable given the above guidelines, a determination that the requested zoning district is more appropriate than another district or amending the list of permitted or special land uses within a district.

The requested conditional rezoning to C-2 is as appropriate as a Commercial Planned Unit Development (CPUD) zoning classification.

7. Discussion at the Planning Commission work sessions and public hearing.



NOT TO SCALE

STORAGE - 1 SPACE PER 2,000 SQUARE FEET

STORAGE - 279 SQUARE FEET 1 SPACE

PROVIDED: 154 SPACES

STAFF REPORT: January 9, 2024
PREPARED FOR: Kentwood Planning Commission
PREPARED BY: Lisa Golder
CASE NO.: 3-24 Breton Ravines

GENERAL INFORMATION

APPLICANT: Westview Capital LLC rep. by: Exxel Engineering
795 Clyde Court SW 5252 Clyde Park Ave SW
Byron Center MI 49315 Wyoming MI 49509

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

REQUESTED ACTION:
*Applicant is requesting a rezoning of 66.64 acres of land from R1-B Single Family Residential to RPUD-1 Attached Residential Planned Unit Development. A total of 256 dwelling units are being proposed, including 24 site condominiums, 11 single unit condominiums, 82 duplex condominiums, 51 three-unit condominiums, and 88 four-unit condominiums.

*Preliminary PUD site plan review is requested for the proposed development.

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

LOCATION: 2720 52nd Street, 2854 52nd Street and 5491 Wing Avenue

PARCEL SIZE: 66.64 acres

EXISTING LAND USE
ON THE PARCEL: Vacant land

ADJACENT AREA
LAND USES: N: 52nd Street
S: Single family residential, future park
E: Single family residential
W: Farmland (Heyboer Farm); future park

ZONING ON ADJOINING
PARCELS: N: R1-C Single Family Residential (north of 52nd Street)
S, E, W: R1-B Single family Residential

Compatibility with Master Plan

The proposed development is located on an overall 66.64 acre property located west of Wing Avenue and south of 52nd Street. The proposed 2020 Master Plan recommends low density residential use for 26 acres of the proposed development that is east of Breton Avenue extended. The 35 acres of the development that is west of Breton Avenue extended is planned for medium density residential, and the approximately 7 acres of land at the intersection of Breton Avenue extended and 52nd Street is recommended for high density residential. If the maximum density were permitted in each master plan designation, approximately 300-469 housing units would be permitted. The applicant is proposing a total of 256 housing units, or 3.84 units per acre (gross density). In order to comply with the Master Plan designation the proposed development should have a net density of 6.82 units per acre or less. The proposed net density of the development with rights of way excluded is 4.93 units per acre. The applicant must update the net density by including the utility easements in the calculation.

Relevant Zoning Ordinance Sections

Chapter 12.01 of the Zoning Ordinance describes the purpose and intent of Planned Unit developments (PUDs) and Section 12.03 describes the High Density Residential PUD specifically. Site plan review standards are found in Section 14.05.

Zoning History

The site has been zoned R1-B at least 40 years.

SITE INFORMATION

Street and Traffic

The 66.64 acre site is located west of Wing Avenue, and south of 52nd Street. 52nd Street is a 5 lane arterial road within a 100-foot right of way. Breton Avenue is proposed to be extended from the existing terminus south at 52nd Street south through the proposed development. The Four Corners Study, adopted within the 2020 Master Plan, recommends construction of a non-motorized trail along 52nd Street, possibly in addition to the existing 5' sidewalk that currently is located within the right of way. The Four Corners Study also recommends various options for the provision of non-motorized path and sidewalk that can be incorporated over time. In 2022 with the reconstruction of 52nd Street west of Breton Avenue, a 10' non-motorized trail was installed on the north side of 52nd Street from the Paul Henry Trail to Breton Avenue.

Breton Avenue extended was precisely platted in 1989 and amended in 2004 under the provisions of Public Act 222 of 1943. The 2004 amendment was approved to accommodate the Bretonfield development as well as to cross the existing Paul Henry Trail at a 90 degree angle. The proposed Breton Ravines development will require an amendment to the precise plat, in order to accommodate the proposed alignment.

Breton Avenue extended is planned to be a three-lane road within an 80 foot right of way, with landscape medians placed where feasible given the location of the proposed private roads. The

Staff Report

Case No. 3-24 Breton Ravines PUD Rezoning and Preliminary Site Plan

Page 3

location of the medians will be determined as a result of a traffic analysis to be undertaken by the applicant. A non-motorized trail will be required to be constructed on the west side of the road, with sidewalk required to be constructed on the east side of Breton extended. The proposed plan must show the non-motorized trail as 10' in width.

In the Four Corners Transportation Plan, completed in 2019 and adopted as part of the Kentwood Master Plan, a non-motorized side path is recommended along the south side of 52nd Street. In 2022 the city took the opportunity (during the re-construction of the watermain along 52nd Street) to construct a non-motorized side path on the *north* side of 52nd Street from Stauffer to Breton. In order to continue the non-motorized facilities along 52nd Street, it is recommended that a trail is extended on the south side of 52nd Street from Breton Avenue to the eastern edge of the proposed development.

Trip Generation

According to the report Trip Generation by the Institute of Traffic Engineers, attached housing generates approximately 1845 trips per day, with 123 trips in the peak AM hour and 145 trips in the peak PM hour. Section 13.02 C of the Zoning Ordinance requires a traffic study when trips per day exceed 750 trips. The applicant must provide a traffic analysis that includes the following:

- General description of study area
- Description of use and timing of construction
- Existing traffic conditions, including peak hour volumes and daily volumes; proposed level of service for intersections
- Background traffic growth
- Trip generation and distribution

This information will assist in determining:

- Breton intersection lane design
- Location of medians on Breton extended and stacking for left turn movements
- Traffic light timing

Utilities and Drainage:

See attached City Engineer's memo dated January 17, 2024.

Site Information

The site is rolling and wooded, with pockets of wetlands throughout.

Staff Review

Rezoning

1. The 66.64 acre development is proposed to be rezoned from R1-B to RPUD-1 Attached Residential Planned Unit Development, with a total of 256 housing units planned, including:

24 Site condominiums
11 one story condominiums

36 one story duplex condominiums
46 duplex townhouse condominiums
51 triplex townhouse condominiums
88 fourplex townhouse condominiums

Thirty-three of the condominiums have rear loading garages.

2. The Planning and City Commissions should review the following in considering the merits of the rezoning:

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

The proposed 2020 Master Plan recommends low density residential for 38% of the area proposed for rezoning, medium density residential for 51% of the area, and high density residential for 10% of the area proposed for rezoning.

If the maximum density were attained for each master plan designation within the development, approximately 453 housing units would be permitted (6.79 units per acre). The applicant is proposing a total of 256 units, or a gross density of 3.84 units per acre.

Section 12.04 C of the Zoning Ordinance establishes density standards for PUDs. The section suggests that net density should be calculated to determine its consistency with the Master Plan. Net density is calculated by excluding rights of way, public utility easements, and private road easements from the gross acreage. The applicant has calculated gross density, but has not included all utility easements in their calculation of net density. The gross density of the site is 3.84 units per acre. The net density (calculated without all of the proposed utility easements) is 4.93 units per acre. The applicant shall update the net density calculation.

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

The site's features are appropriate for the proposed uses.

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

The property is currently zoned R1-B, primarily because until recently it would have been difficult to extend utilities in this area.

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

The uses are compatible with the surrounding area.

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

The infrastructure is adequate to accommodate the proposed uses.

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

The RPUD-1 Zoning District is the most appropriate district to allow and support the proposed use.

The proposed housing is compatible with the proposed uses in the surrounding areas. The attached condominiums are adjacent to either open space (city park) or are located a significant distance from existing adjacent uses on Wing Avenue—the closest proposed buildings are at least 400 feet from any single family home on Wing Avenue. The property to the east of the Proposed Phase 1 of the development has been approved for a 15-lot single family residential plat.

PUD Plan-General

3. The Applicant's PUD Statement details the reasoning behind the rezoning and the operational aspects of the development that relate to the PUD objectives of Chapter 12 of the Zoning Ordinance.
4. The proposed PUD involves the development of various types of condominiums, including 24 site condominiums, and a variety of single, 2, 3, and 4 unit single story and townhouse condominiums. The applicant indicates that 31 acres of the development will remain as permanent open space, due in part to the wetlands on the site. The applicant notes that the site has upland/woodland preservation areas and that all "reasonable efforts to preserve mature trees and associated open space will be taken after necessary allowances for street/building construction, public/private utilities installations, stormwater management and associated grading". The applicant shall describe how he intends to ensure the preservation of the areas noted as "Limits of Preservation" on the site plan.
5. Within the development is a system of private roads extending from Breton Avenue (which will be extended south from 52nd Street). The development is proposed to start from the north. The Fire Department allows dead end streets to only extend 1,320 feet without a second means of access. Therefore, only Phases 1-3 (and potentially a portion of Phase 4) can be developed without a secondary access.

Overall the roads appear to meet the private road standards of the zoning ordinance, although in the PUD it is possible to vary from the standards. Most of the private roads in the development serve more than 16 housing units, and therefore are considered "Major Private"

roads. As such they should have an easement width of 60, pavement width of 30 feet, and have two sides of sidewalk. While the roads generally meet the pavement and easement width requirements, most of the streets have only one side of sidewalk.

The development also includes walkways that connect several private roads and walkways to private playgrounds or seating areas. A concrete path also provides a connection to the Paul Henry Trail through property owned by the city. Along Breton Avenue extended, a non-motorized trail is proposed along the west side of the development, and a 5' sidewalk is provided along the east side of the development.

There are several private roads within the northern portion of the development that do not include a cul-de-sac or turnaround. The Fire Department must approve this design.

Section 12.01 PUD Intent and Purpose

6. Section 12.01 allows for the mixture of housing types that would not otherwise be permitted within a traditional zoning district, while still allowing uses that are consistent with the surrounding areas. The proposed development includes attached and detached condominiums.
7. Section 12.01 C of the Zoning Ordinance also references a package of amenities that are available throughout the PUD including preservation of natural resources, pathways, improvements to public roads, and high-quality architectural materials. The development will include a non-motorized path along the west side of Breton Avenue, and sidewalk along the east side of Breton. This is consistent with the requirements of the City's Non-Motorized Facilities Plan, adopted with the Kentwood Master Plan. The non-motorized path and sidewalk along Breton Avenue is generally consistent with the Bretonfield development to the south (although the PUD Agreement allowed for the waiver of the sidewalk along the east side of Breton). In addition, Section 3.10 of the Zoning Ordinance requires that any development in a residential, commercial, or planned unit developments must provide sidewalks conforming to city standards along all portions of its property which border arterial or collector streets.

The proposed development generally includes one side of sidewalk along the private roads within the attached condominium portion of the development. As noted previously the City's Private Road Regulations require two sides of sidewalk when streets serve more than 16 housing units (although as per the PUD allowances, these standards can be varied). The applicant has indicated that 30.9 acres or 50.5% acres of property will be retained as permanent open space.

Section 12.03 RPUD-1 Specific Regulations

8. Section 12.03 C 1 states that the development must meet the density allowances of the Master Plan. The gross density for the development is calculated at 3.84 units per acre. The maximum net density allowed as dictated by the Master Plan is 6.79 units per acre; the proposed net density is 4.93 units per acre; however, this does not include utility easements.

9. Section 12.03 C establishes setbacks for housing within a PUD development. Generally, the front yard setback in the RPUD-1 zone is 20'. The city allows the setback for a home on a private road to be taken from the street pavement, rather than from the right of way (as with a public street).

The proposed regulations for the placement of garages for single family homes on private roads will require a 35' setback for the garage, taken from the edge of the private road easement (rather than from the road pavement). This will allow adequate space for a sidewalk and vehicle parking in the driveway.

10. Several buildings in Phase 2 do not appear to meet side yard setbacks. It is not clear given whether the single family site condominiums in Phase 1 meet side yard setbacks due to the reduced lot size (developer is asking for waiver for lot sizes).
11. The applicant has requested one deviation from the Zoning Ordinance for lot sizes for single family detached homes.

Section 12.03 C3 sets rear yard setbacks for homes within the RPUD. Building S2 in Phase 1 does not appear to meet the rear yard setback. Building RT5 in Phase 2 does not appear to meet rear yard setbacks. Buildings RT7 and RT8 in Phase 5 of the development do not meet rear yard setbacks.

These requirements can be waived by the City Commission with recommendation from the Planning Commission. Requests for waivers should be added to the PUD statement.

12. Parking requirements are dictated by the standards set for uses or buildings of a similar type within the zoning ordinance. Most of the proposed units appear to have a two stall garage, with the exception of several of the homes proposed in Phase 1. However, there are 12 additional parking spaces proposed and potentially some street parking available on the private driveway(s). The applicant shall show where street parking would be permitted in Phase 1.

Compliance with proposed architectural standards and design elements

13. Section 12.03 6 sets requirements for heights architectural guidelines for buildings within a PUD. This must be determined by review of building materials and detailed architectural plans. The city has drafted architectural guidelines for residential development in the city. The architectural guidelines require a specified level of window transparency as well as the selection of at least 4 design elements for the façade of proposed buildings. The home types proposed were reviewed for compliance with the proposed regulations by staff, as follows:

Integrity 1640S Single Family Terrace Homes: Based on an initial staff review, it appears that the 24 1640 Single Family Terrace Homes meet the proposed transparency requirement, although it is not clear whether they meet the requirements for side windows on the street side of a corner lot. It is possible that the units meet at least three of the design elements requirements of the proposed ordinance. Additional information is required to confirm that four architectural elements could be met and that adequate variation of elements can be provided.

The lot area for the single-family terrace homes do not meet the PUD standards. The proposed lots in Phase 1 are 3,264 square feet; the PUD regulations require that lots be a minimum of 6,500 square feet. The applicant is seeking a waiver in accordance with Section 12.03 D of the Zoning Ordinance.

14. Integrity 1640S Duplex Terrace Home: The applicant is proposing 36 Duplex Terrace homes (18 buildings). The buildings do not appear to meet the proposed transparency requirements, mostly due to the inclusion of the two stall garages. The garages are placed 10' back from the front façade of the homes. However, if the garages were placed 5' further back from the front façade (15'), the garage area would not count toward the front façade requirements, and the building would meet the transparency standards. The design does not meet the city's proposed requirement for placement of garages for duplex units. In addition, it appears that the duplex building may not achieve the 4 architectural design elements of the proposed ordinance.

It appears that the 1640S design is also proposed for 11 single family detached homes proposed in Phases 1 and 4. Under the proposed architectural standards, the garages for these homes must be set back 35' from the edge of the easement. Only one of these units (S7) appears to meet this standard.

Village 1450S 3 Unit Townhouses: The middle unit of the triplex townhouses may meet the transparency requirements, if there is adequate glass on the garage and front door. However, the end units, with the extra garage stall, do not appear to meet the transparency requirements. In addition, the 3 unit townhouse may not provide enough architectural design elements as outlined in the proposed zoning ordinance amendment.

15. Village 1490 MS 4 Unit Townhomes: the four plex townhouses with rear loading garages do appear to meet the requirements for transparency. In addition, the end units have five windows proposed. It appears that the four plex could meet the architectural design elements, given the wide window trim, the change in materials, the exterior soffit detailing, and the proposed awnings.

Attributes:

- Preserves over 50.5% acres open space
- Development's gross density is consistent with the Master Plan
- Breton Avenue extended generally consistent with the city's precise plat
- Condominium development consistent with the 70-30 policy
- Some building elevations meet proposed architectural guidelines

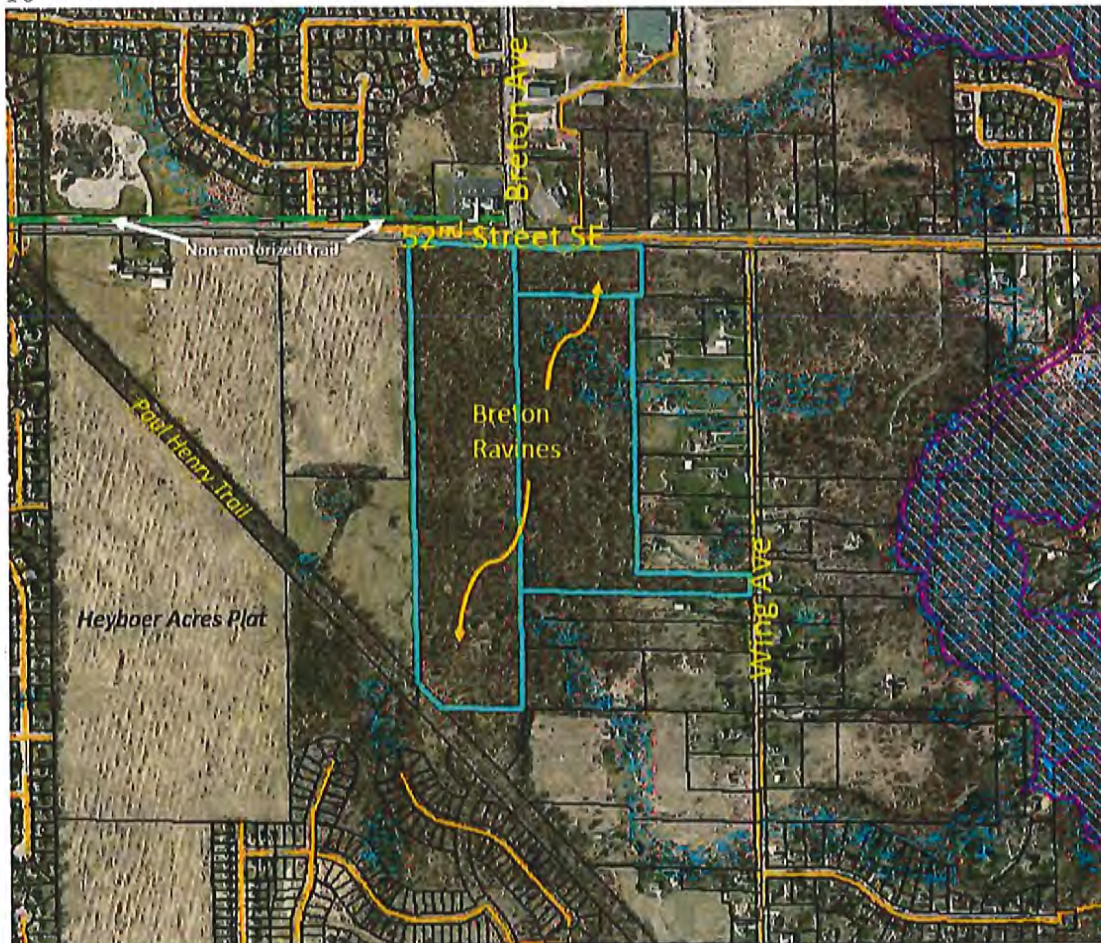
Issues:

- Traffic study required
- Precise plat will need to be amended
- Lot sizes in Phase 1 do not meet requirements—waiver requested
- Additional utility easement information needed
- Number of detention ponds

- The location of stands of trees to be preserved as well as an overall landscape plan should be provided
- Additional sidewalk needed on private streets.
- Expansion of non-motorized trail along 52nd Street east of Breton



Master Plan Sub Area plan for Section 34



Breton Ravines and vicinity

Breton Ravines Residential Planned Unit Development

2720 & 2854 52nd Street SE and 5491 Wing Avenue SE

RPUD-1/Preliminary Site Plan Project Narrative

December 14, 2023

Project Location/Overview

The subject property located at 2720 & 2854 52nd Street SE and 5491 Wing Avenue SE is comprised of 66.64 acres and is currently zoned R1-B, Single Family Residential. Westview Capital, LLC proposes an RPUD-1 Attached Residential PUD with a unique mixture of attached and detached residential homes in a traditional condominium and site condominium form of development. A total of 256 residential units are proposed on this 66.64 acre property (51.86 acres excluding existing and proposed public/private street right-of-way and property line adjustment) with an overall development density of 4.93 units/acre). Residential units will include 35 single family detached terrace homes, 36 two-family units (18 buildings) and 185 attached townhome units in a mixture of 2-unit, 3-unit and 4-unit buildings with both front loaded and rear loaded home product offerings.

The Breton Ravines residential community will be accessed through a southerly extension of Breton Avenue (public road), from 52nd Street SE to the southern property boundary shared with the City of Kentwood. It is understood that the City will complete the extension of Breton Avenue to eventually cross the Paul Henry Thornapple Trail and connect with the northern terminus of Breton Avenue within the Bretonfield Preserve subdivision. Similar to the upgraded Breton Avenue construction south of the Paul Henry Thornapple Trail, within the Bretonfield Preserve subdivision, a development agreement will be prepared between the developer and the city for compensation related to upgrades above and beyond the requirements for public residential streets. Streets serving the residential components of the project, along the east and west sides of this Breton Avenue extension, will be private and constructed to city standards. The Breton Ravines RPUD will be served by municipal water, sanitary sewer and a combination of public and private storm water systems. Given the unique topography and wetland areas present across the site, significant design considerations were incorporated into the overall project layout so as to preserve natural features, and avoid/minimize wetland impacts.

Project Density/Home Product Offering/Phasing/Setbacks

The Breton Ravines PUD proposes a total of 256 residential units across this 66.64 acre property (51.86 acres excluding existing and proposed public/private street right-of-way and property line adjustment) with an overall development density of 4.93 units/acre. The project is proposed in seven development phases beginning along the 52nd Street frontage and moving southward. A summary of these development phases is provided below:

Development Phase	Housing Types	Anticipated Construction
Phase 1	Rear Load Single Family Terrace = 24 units Front Load Single Family Terrace = 4 units Front Load Duplex Terrace (3) = 6 units <ul style="list-style-type: none"> 34 units/5.6 acres = 6.1 units/acre 	2024-2025
Phase 2	Rear Load Townhome, 2-Unit (1) = 2 units Rear Load Townhome, 4-Unit (4) = 16 units Front Load Townhome, 2-Unit (3) = 4 units Front Load Townhome, 3-Unit (1) = 3 units Front Load Townhome, 4-Unit (6) = 24 units <ul style="list-style-type: none"> 51 units/6.1 acres = 8.3 units/acre 	2024-2025
Phase 3	Front Load Duplex Terrace (3) = 6 units Rear Load Townhome, 2-Unit (1) = 2 units Front Load Townhome, 2-Unit (4) = 8 units Front Load Townhome, 3-Unit (7) = 21 units <ul style="list-style-type: none"> 37 units/8.0 acres = 4.6 units/acre 	2025-2027
Phase 4	Front Load Single Family Terrace = 7 units Front Load Duplex Terrace (2) = 4 units Front Load Townhome, 2-Unit (2) = 4 units Front Load Townhome, 3-Unit (2) = 6 units Front Load Townhome, 4-Unit (2) = 8 units <ul style="list-style-type: none"> 29 units/10 acres = 2.9 units/acre 	2026-2028
Phase 5	Front Load Duplex Terrace (10) = 20 units Rear Load Townhome, 2-Unit (1) = 2 units Front Load Townhome, 2-Unit (2) = 4 units Rear Load Townhome, 4-Unit (1) = 4 units <ul style="list-style-type: none"> 30 units/12 acres = 2.5 units/acre 	2027-2029
Phase 6	Front Load Townhome, 2-Unit (5) = 10 units Front Load Townhome, 3-Unit (4) = 12 units Front Load Townhome, 4-Unit (2) = 8 units <ul style="list-style-type: none"> 30 units/4.3 acres = 7.0 units/acre 	2028-2030
Phase 7	Rear Load Townhome, 3-Unit (1) = 3 units Rear Load Townhome, 4-Unit (1) = 4 units Front Load Townhome, 2-Unit (4) = 8 units Front Load Townhome, 3-Unit (2) = 6 units Front Load Townhome, 4-Unit (6) = 24 units <ul style="list-style-type: none"> 45 units/5.7 acres = 7.9 units/acre 	2029-2031

Residential units will include a unique mixture of single-family detached terrace homes with rear loaded garages, two-family attached homes with front loaded garages, and attached townhomes (2-unit, 3-unit and 4-unit) with both front and rear loaded garages. Individual homes will be two-story with floor plans ranging from 1,450-1,640 square feet with a minimum 3-bedrooms, 2-bathrooms and either an attached or detached 1-car or 2-car garage. In addition to each dwelling unit having a garage and associated driveway for private parking, an additional 75 off-street parking space will be provided in various locations throughout the development for overflow and visitor parking. Home values are anticipated to range from the upper \$200s – upper \$300s. A sample portfolio of homes with elevations and floor plans, along with color renderings of the various home product offerings from different viewpoints within the project, are attached with this application packet.

The 24 single family terrace homes with detached/rear loaded garages located along the 52nd Street SE frontage (within Phase 2) are proposed to be developed as a site condominium subdivision with a minimum lot size of 3,264 square feet (32' by 102'). Pursuant to Section 12.03.D, an alteration from the minimum 6,500 square foot lot size standard is requested for these site condominium units with a finding that the request: 1) Will not be detrimental to adjacent property and the surrounding neighborhood, and 2) The alteration will better serve to achieve the Intent and Purpose of the Breton Ravines PUD. Minimum building setbacks and separations proposed for the single family terrace home site condominium portion of the project are as follows:

Front: 20' (edge of private street), 20' (Breton Avenue row), 40' (PUD boundary/52 Street row)

Rear: N/A (all terrace homes in site condo have "front" yards facing private or public street)

Side: 6' (site condo unit line)

Separation: 15' (between home and detached garage)

Within the remainder of the development (traditional condominium), the following minimum building setbacks and separations are proposed:

Front: 20' (edge of private street/sidewalk), 20' (Breton Avenue row), 40' (PUD boundary)

Rear: 30' (between buildings)

Side/Separations: 12' (between two-family homes), 20' (between townhome buildings)

Streetscapes and Street Length

Care was taken in the design of homes and natural feature preservation along Breton Avenue to create a desirable streetscape. Beginning in Phases 1 and 2, there are no rear facades directly facing either 52nd St or Breton Avenue. Instead, emphasis is placed on front facades oriented towards primary streets and alley loaded garages are utilized. In Phase 3, it was feasible to locate one rear load townhouse facing Breton Avenue because of the topography conditions. Front load product is required to accommodate aggressive grade relief. In Phase 4, large preservation buffers are utilized along Breton Avenue to screen buildings and will provide variation in the

streetscape. In Phases 5, 6, 7, the streetscape utilizes a mix of each technique described in previous phases with buildings FT30, 40, 41, 52 being required due to the proximity of wetlands and grading for stormwater management. Lastly, street trees will be placed along Breton Avenue. The proposed layout and product will provide variety of homes types and facades and natural features lending a positive streetscape for Breton Avenue.

In regard to the proposed Breton Avenue extension, temporary relief from the maximum 1,320 lineal feet cul-de-sac length standard, referenced in Section 90.36(b)(2) of the Subdivision Regulations, is requested. Currently, there is no feasible way to connect Breton Avenue in its entirety until the crossing over the Paul Henry Thornapple Trail is completed by the City. Additionally, there are no viable/feasible secondary access locations to serve the Breton Avenue extension proposed within the Breton Ravines PUD. Finally, the Breton Avenue extension is anticipated to be a wider format street (3 lanes and/or boulevard) with no parking permitted. For these reasons, temporary relief from the maximum 1,320 lineal feet cul-de-sac length standard is requested for the Breton Avenue extension proposed with the Breton Ravines PUD.

Open Space/Natural Feature Preservation/Amenities

The overall layout and design for the Breton Ravines PUD was strongly influenced by the unique topography, woodlands and wetlands present across the site. To help visualize the natural resource challenges, a supplemental sheet has been included with the regulated wetland features shown in red and the storm water management shown in blue. To preserve these natural features and avoid/minimize wetland and woodland impacts, significant design considerations were incorporated into the project layout creating 31 acres of the overall property will be preserved in open space. The focus on minimization of impacts yields 50% of the site being preserved to the maximum extent possible. This includes approximately 14.3 acres of wetland/detention pond area and 16.6 acres of upland/woodland preservation area. All reasonable efforts to preserve mature trees and associated open space will be taken after necessary allowances for street/building construction, public/private utility installations, stormwater management and associated grading. Greater detail will be provided with the Final PUD Plan. In addition to these natural feature preservation efforts, supplemental landscaping/street trees will also be installed along the Breton Avenue public street extension and along the various private streets.

Within these open spaces areas, a variety of active and passive recreational amenities are proposed. A tot lot/pavilion is proposed within Phase 2, while community playgrounds are proposed within Phase 4 and Phase 6 of the development. A series of mowed walking paths with benches are also planned within Phase 1, Phase 4 and Phase 5 of the project, while a 5' wide concrete walk connecting to the Paul Henry Thornapple Trail is proposed within Phase 7. Similar to the Bretonfield Preserve project to the south, a 10' wide non-motorized path will be installed along the west side of the Breton Avenue public street extension, from 52nd Street to the

southern PUD boundary. Additionally, a series of 5' wide concrete sidewalks will also be installed along the east side of the Breton Avenue public street extension, and along portions of the private streets within Phases 1 through 7 of the project.

The open space/natural feature preservation commitment (31 acres, 50% of overall site) and associated recreational amenities provides recognizable and substantial benefits to the future residents of Breton Ravines community that are typically not accomplished through traditional development options. Use of the RPUD-1 zoning district and clustering residential homes to more suitable locations on the property and preserving more sensitive natural areas, is consistent with the Intent and Purpose of the PUD district and will provide a unique housing option in a natural setting for future Kentwood residents.

Access/Storm Water Management/Utilities

As stated previously, Breton Ravines will be accessed through a southerly extension of Breton Avenue (public road), from 52nd Street SE to the southern property boundary shared with the City of Kentwood. This extension will eventually cross the Paul Henry Thornapple Trail and connect with the northern terminus of Breton Avenue within the Bretonfield Preserve subdivision. Similar to the upgraded Breton Avenue construction south of the Paul Henry Thornapple Trail, within the Bretonfield Preserve subdivision, a development agreement will be prepared between the developer and the city for compensation related to upgrades above and beyond the requirements for public residential streets. Individual phases of the Breton Ravines PUD, along the east and west sides of this Breton Avenue extension, will be served by private streets constructed to city standards.

Stormwater from the project will be collected and conveyed to several small detention basins located within natural low areas along the east and west sides of the Breton Avenue public street extension and will be designed and constructed in accordance with city standards. The entire Breton Ravines PUD will be served by municipal water, sanitary sewer and underground franchise utilities.

Residential Community Organization and Maintenance

The site condominium subdivision and traditional condominium portions of the project will be governed by a Master Deed/Community Bylaws. A Homeowner's Association (HOA) will be established with the scope of authority that includes maintenance of the private roads, open space areas/amenities and storm water areas, architectural review, enforcement of community restrictions, and financial management. Each homeowner will pay a modest annual fee for the operation of the HOA.



To: Kentwood Planning Department
From: Brad Boomstra, P.E.
City Engineer
Date: January 17, 2024
Re: **Breton Ravines**
5491 Wing Avenue & 2720 52nd Street SE
41-18-34-200-032 & 41-18-34-100-011

We have completed our preliminary planning level review of the proposed site plans dated 12-11-2023. While there isn't enough detail at this point to complete a comprehensive review, Kentwood Engineering does offer the following comments regarding the development:

1. Kentwood anticipates performing design and construction of intersection improvements at Breton Avenue and 52nd Street in conjunction with development of Breton Ravines and Breton Avenue to the south of 52nd Street. This work would include converting the signalized intersection from a diagonal span to a box span, adding signalization for Breton Ave to the south, addition of right turn lanes, sidewalk ramps and associated work. Kentwood expects that the developer would participate in 25% of the cost of these improvements.
2. As construction progresses on Breton Avenue south of 52nd Street to the Paul Henry Trail, Kentwood would initiate a project to construct a crossing of the Paul Henry Trail. This crossing has been designed previously.
3. Section 78-123 (b) (1) states: *To avoid large numbers of detention sites, each original parcel, as of the original adoption date of the ordinance from which this division is derived, is allowed only one detention pond for that parcel. If the original parcel is split off, phased or in any way only partially developed at such time, the detention facility for the whole original parcel must be constructed with the initial construction, regardless of where on the original parcel the pond is best suited. The city expects property owners to work together on property splits to prevent the occurrence of many ponds.* Breton Ravines as proposed includes 6 detention ponds. These basins must be combined.
4. We will need to see how stormwater drainage will be conveyed across private property to the east of this development to ensure that damage will not be done to private property.
5. Water utilities will be owned by the City of Kentwood. Sanitary utilities will be owned by the City of Grand Rapids.

Breton Ravines

5491 Wing Ave & 2720 52nd Street

Page 2 of 2

6. Cost sharing agreements will be needed between the City of Kentwood and the developer for the costs associated with upsizing Breton Avenue, intersection improvements and associated utility upsizing.

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

cc: Kentwood Engineering Permit Staff



Kentwood Fire Department

4775 Walma Ave. SE • Kentwood, MI 49512

Phone: (616) 554-0800

Plan Review-Site Plan Inspection Report

Inspection Status

Completed

Inspected by

Pat Quick

Completed at

01/17/2024 14:08:18

Business Name	Address	City	State	Zip
Breton Ravines PUD	2800 52nd ST SE	Kentwood	MI	49512

Introduction:

ITEM: REVIEW REQUIREMENTS We have reviewed your plans for the above facility. The following items are noted for compliance with code requirements. Code references to the International Fire Code 2015, as amended, are noted IFC; references to the Michigan/International Building Code are noted MBC; references to the City of Kentwood Code of Ordinances are noted KC; references to National Fire Protection Association codes and standards are noted NFPA. Please review the appropriate code for further details. All construction and processes must meet applicable code provisions.

RESULT: Plan Review

Proposed housing development

General Construction and Demolition:

ITEM: REQUIRED ACCESS Approved vehicle access for fire fighting shall be provided to all construction or demolition sites prior to and during the time of construction. Access road(s) (20 feet wide, designed and maintained to support a vehicle weighing 20 tons on a single axle with dual wheels and standard road tires) shall be constructed as required. This road may be gravel, but vehicle access must be maintained and unobstructed at all times. (IFC 501.4, 503.1.1, 503.2.3, 503.4, 3310.1)

RESULT: Plan Review

Access during construction phases.

ITEM: TEMPORARY ADDRESS NUMBERS DURING CONSTRUCTION Install supplementary 6 inch Arabic address numerals on a post or mailbox on the same side of the public road as, and directly in front of, the building in such a manner as to be readily visible to occupants of fire department vehicles on the public road. (IFC 505.1.2.4, 505.1.3)

RESULT: Plan Review

Provide temporary address numbers on homes as they are under construction.

ITEM: HYDRANTS REQUIRED Construction involving combustible building materials shall not occur until operable fire hydrants are in place within 500 road feet of the furthest point of any building being constructed. (IFC 3312.1)

RESULT: Plan Review

ITEM: MAINTENANCE OF MEANS OF EGRESS Required means of egress shall be maintained during construction and demolition, remodeling or alterations and additions to any building. (IFC 3311.2)

RESULT: Plan Review

Additional Comments:

ITEM: ADDITIONAL COMMENTS

RESULT: Cul De Sacs shall be wide enough for fire apparatus to access with ease (20 ft minimum width). Length of Cul De Sacs shall not exceed 1320 ft in length.

Closing :

ITEM: SUBJECT TO FIELD INSPECTION There may be additional requirements as a result of conditions found during inspections.

RESULT: Plan Review

Plans Approved As Submitted:

ITEM: PLANS APPROVED AS SUBMITTED We have reviewed your plans for the above facility and approve them as submitted. Any changes must be reviewed and approved by the Kentwood Fire Prevention Bureau. All construction and processes must meet applicable codes and standards.

RESULT: Approved

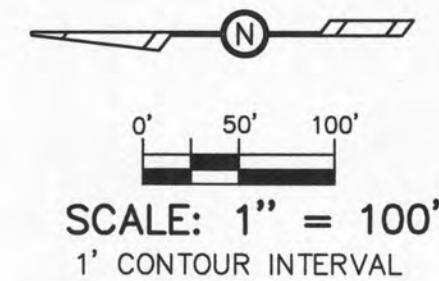
Inspection Signatures

Inspector Signature

A handwritten signature in black ink that reads "Pat Quick". The signature is written in a cursive style with a large, stylized "P" and "Q".

Pat Quick

Fire Marshal
616-554-0797
quickp@kentwood.us



LEGEND

- UTILITY POLE & GUY WIRE
- LIGHT POLE
- SIGN
- HYDRANT
- WATERMAIN VALVE
- GAS VALVE
- CATCH BASIN
- MANHOLE
- MAILBOX
- HAND HOLE
- TELEPHONE BOX
- CABLE TV BOX
- BURIED FIBER OPTIC MARKER
- BURIED GAS LINE MARKER
- OVERHEAD WIRES
- BURIED TELEPHONE LINE
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING WATERMAIN
- EXISTING WETLANDS

EXISTING CONDITIONS PLAN

RE: BRETON RAVINES PUD
FOR: WESTVIEW CAPITAL, LLC
ATTN: DAN LARABEL
795 CLYDE COURT SW
BYRON CENTER, MI 49315
PART OF SECTION 34, T6N, R11W, CITY OF KENTWOOD, KENT COUNTY, MICHIGAN



DATE	REVISION	BY	FILE NO.	PROJ. ENG.	PROJ. SURV.	DATE	SHEET
				JDR	JSV	12/11/2023	1 of 3
				APPROVED BY: JSV	PROJ. SURV.: KJV		

SITE INFORMATION

PROPERTY DESCRIPTIONS:
PARCEL 1: 2720 52ND STREET SE (PP#41-18-34-100-011)
The South 772 feet of the West 1/2 of the Northeast 1/4, except the South 20 acres; Also the North 1540 feet of the South 2312 feet of the West 560 feet of the West 1/2, Northeast 1/4, Section 34, Town 6 North, Range 11 West.

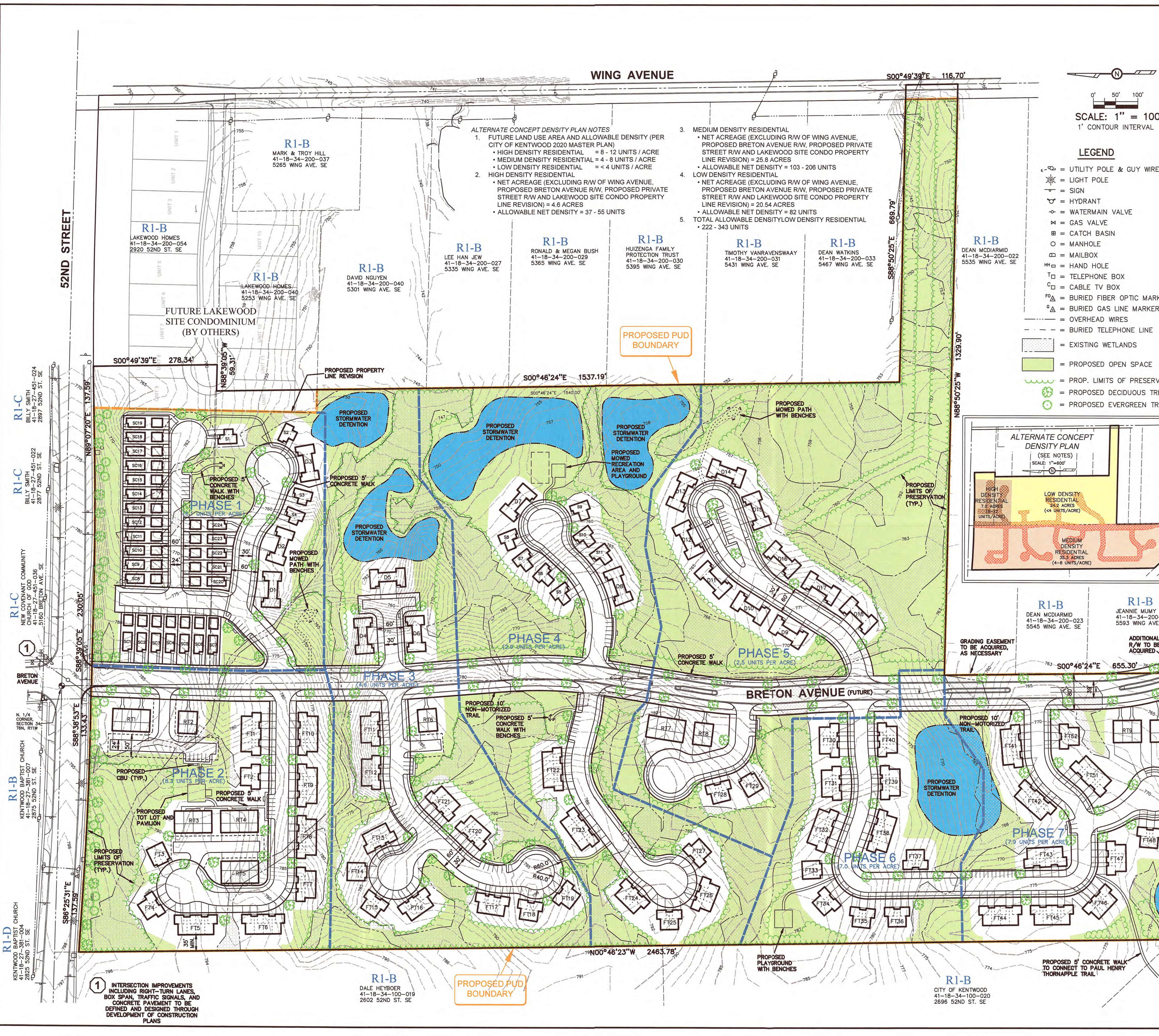
PARCEL 2: 5491 WING AVENUE SE (PP#41-18-34-200-032)
The East 600 feet of the East 1/2 of the NW 1/4 of Section 34, Town 6 North, Range 11 West, City of Kentwood, Kent County, Michigan, lying Northeasterly of Michigan, Central Right-of-Way, Except that part of the East 600.00 feet of the NW 1/4 of Section 34, Town 6 North, Range 11 West, City of Kentwood, Kent County, Michigan, described as follows: Beginning at the North 1/4 of said Section 34; thence N 90 degrees 00 minutes 00 seconds W 660.00 feet along the North section line; thence Southerly 54.80 feet parallel with the North-South 1/4 line; thence Easterly 27.73 feet along a 7669.20 foot radius curve to the right, the chord of which bears S 87 degrees 52 minutes 38 seconds E 27.73 feet; thence S 87 degrees 46 minutes 25 seconds E 137.59 feet; thence Easterly 301.90 feet along a 7781.97 foot radius curve to the left, the long chord of which bears S 88 degrees 53 minutes 06 seconds E 301.88 feet; thence S 89 degrees 59 minutes 47 seconds E 133.43 feet to a point on the North-South 1/4 line; thence Northerly 67.06 feet to the Place of Beginning.

PARCEL 3: 2854 52ND STREET SE (PP#41-18-34-200-053)
Part of the Northeast 1/4 of Section 34, Town 6 North, Range 11 West, City of Kentwood, Kent County, Michigan, described as: Commencing at the North 1/4 corner of Section 34; thence South 00 degrees 48' 24" East 67.06 feet along the West line of said Northeast 1/4 to a point on the South line of 52nd Street and the place of beginning of this description; thence South 88 degrees 39' 05" East 230.05 feet along said South line; thence Easterly 301.90 feet along said South line on a 7778.66 foot radius curve to the left, the chord of which bears South 89 degrees 45' 57" East 301.88 feet; thence North 89 degrees 07' 20" East 137.59 feet along said South line; thence Easterly 49.31 feet along said South line on a 7669.24 foot radius curve to the right, the chord of which bears North 89 degrees 18' 23" East 49.31 feet; thence South 00 degrees 49' 39" East 278.34 feet; thence North 89 degrees 39' 05" West 719.35 feet along the South line of the North 332.40 feet of the West 1/2 of said Northeast 1/4; thence North 00 degrees 48' 24" West 265.34 feet along the West line of said Northwest 1/4 to the place of beginning.

TOTAL PROPERTY SIZE: 66.64 ACRES

PARCELS:
PARCEL 1: 2720 52ND STREET SE (PP#41-18-34-100-011): 35.35 ACRES
PARCEL 2: 5491 WING AVENUE SE (PP#41-18-34-200-032): 26.85 ACRES
PARCEL 3: 2854 52ND STREET SE (PP#41-18-34-200-053): 4.44 ACRES





SITE UTILITY PLAN
RE: BRETON RAVINES PUD
FOR: WESTVIEW CAPITAL, LLC
ATTN: DAN LARABEL
795 CLYDE COURT SW
BYRON CENTER, MI 49315
PART OF SECTION 34, T6N, R11W, CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

exxel engineering, inc.

planners • engineers • surveyors

5252 Clyde Park, S.W. • Grand Rapids, MI 49509
Phone: (616) 531-3660 www.exxelengineering.com

DRAWN BY: JDR
APPROVED BY: JSV
FILE NO.: 231155E

PROJ. ENG.: JSV
PROJ. SURV.: KJV
DATE: 12/11/2023

SHEET
3 of 3

0' 50' 100'

SCALE: 1" = 100'

1' CONTOUR INTERVAL

LEGEND

UTILITY POLE & GUY WIRE

LIGHT POLE

SIGN

HYDRANT

WATERMAIN VALVE

GAS VALVE

CATCH BASIN

MANHOLE

MAILBOX

HAND HOLE

TELEPHONE BOX

CABLE TV BOX

BURIED FIBER OPTIC MARKER

BURIED GAS LINE MARKER

OVERHEAD WIRES

BURIED TELEPHONE LINE

EXISTING STORM SEWER

EXISTING SANITARY SEWER

EXISTING WATERMAIN

PROPOSED STORM SEWER

PROPOSED 8" SANITARY SEWER

PROPOSED WATERMAIN

EXISTING WETLANDS

12" WM ALONG BRETON AVE.
ALL OTHER WM WILL BE 8"

The main map area shows a detailed site utility plan for the Breton Ravines PUD. It includes property boundaries, street layouts (Wing Avenue, Breton Avenue, 52nd Street), and various utility lines. The plan is divided into seven phases (PHASE 1 through PHASE 7). Key features include:
 - **Streets:** Wing Avenue to the north, Breton Avenue running horizontally through the middle, and 52nd Street to the west.
 - **Phases:** PHASE 1 (top left), PHASE 2 (bottom left), PHASE 3 (center), PHASE 4 (center), PHASE 5 (center right), PHASE 6 (bottom right), and PHASE 7 (bottom right).
 - **Utilities:** Storm sewer lines (green dashed), sanitary sewer lines (red dashed), and watermain lines (blue dashed).
 - **Proposed Features:** Stormwater detention basins, sanitary sewer easements, and watermain lines.
 - **Adjacent Properties:** Labeled with owner names and addresses, such as R1-B (Lee Han Jew, Ronald & Megan Bush, Huizenga Family Protection Trust, Timothy Vanravenswaay, Dean Watkins, Dean McDiarmid, Jeannie Mumy, Raymond & Roseann Piper, City of Kentwood, Dale Heyboer, City of Kentwood, Westview Capital LLC), R1-C (Billy Smith, New Covenant Community Church of God), and R1-D (Kentwood Baptist Church).
 - **Topography:** Contour lines indicating elevation.
 - **Other Features:** Future Lakewood Site Condominium (by others), Paul Henry Thornapple Trail, and existing wetlands.

P:\Projects\2023\231155\Drawings\231155-P.dwg, 303-UTL1, 12/12/2023 1:13:03 PM, [root]



BRETON RAVINES PUD
12/12/23
WETLAND BOUNDARY OVERLAY
NO SCALE

STAFF REPORT: January 17, 2024
PREPARED FOR: Kentwood Planning Commission
PREPARED BY: Joe Pung
CASE NO.: 04-24 Midwest United FC Practice Facility

GENERAL INFORMATION

APPLICANT: Midwest United FC
Lewis Robinson
3351 – 36th Street, SE
Kentwood, MI 49512

STATUS OF APPLICANT: Prospective Tenant

REQUESTED ACTION: Special land use and site plan review for a small group fitness and rehabilitation training facility.

EXISTING ZONING OF SUBJECT PARCEL: I-1 Light Industrial

GENERAL LOCATION: 3445 – 36th Street

PARCEL SIZE: 8.98 acres

EXISTING LAND USE ON THE PARCEL: Industrial Building

ADJACENT AREA LAND USES:
N: Concrete Recycling
S: 36th Street ROW
E: Vacant Land
W: Office/Clinic/Vocational School

ZONING ON ADJOINING PARCELS:
N: I1 Light Industrial
S: R1-A Estate Residential
E: I1 Light Industrial
W: I1 Light Industrial & RPUD-1 Attached Residential

Compatibility with Master Plan

The Master Plan recommendation is for industrial use of this site. The proposed use is a special land use in industrial zoning districts and as such can be considered consistent with the Master Plan recommendation.

Relevant Zoning Ordinance Sections

Section 13.04.A requires Planning Commission review and approval of the special land use small group fitness and rehabilitation training facility. Section 13.08 outlines the general review standards. Section 15.02 outlines the general approval standards for special land use.

Zoning History

The site has been zoned for industrial development since at least 1976.

SITE INFORMATION

Site Characteristics

The initial ten thousand (10,000) square foot structure was constructed in 2004 with a ten thousand (10,000) square foot addition constructed in 2018. The site north of the building is encumbered by wetlands and floodplain.

Traffic & Circulation

The site has a single drive off of 36th Street.

Parking

The zoning ordinance does not specify a minimum parking requirement for small group fitness and rehabilitation training facilities. There are currently approximately thirty-three (33) parking spaces provided on the property. A parking operations plan needs to be provided detailing the parking needs throughout a typical day.

Engineering

All applicable Engineering Department standards and requirements will have to be met.

Fire

All applicable Fire Department standards and requirements will have to be met.

Staff Comments

- 1) In April of 2014, the City amended the Zoning Ordinance to allow a “Small Group Fitness and Rehabilitation Training Facility” as a special land use in industrial districts. In August of 2015, the City Commission approved an amendment to the Zoning Ordinance to define “Small Group Fitness and Rehabilitation Training Facility” as follows:

A training facility restricted to prearranged individual or small group fitness and rehabilitation training with instructor to trainee ratios of no more than 1:4. The small group fitness and rehabilitation training facility shall not exceed twenty-five percent (25%) of a building or 10,000 square feet in area (whichever is smaller) and shall be located entirely within an enclosed building.

- 2) The existing building has a floor area of 19,904 square feet in area, the applicant wishes to use approximately 13,500 square feet for indoor turf training space for practices and drills year-round. Zoning Ordinance would limit the maximum area to 4,976 square feet with an instructor to trainee ration of 1:4; the applicant did not indicate what the instructor to trainee ration would be, this needs to be included in the operation description. In November of last year, the applicant received variances (Case V-23-20) to allow for up to 15,000 square feet for the facility along with an instructor to trainee ration of 1:8.
- 3) In the description of the use, the applicant indicated that the field would be used for practices and small-sided drills year-round, no league matches/games or tournaments would be played at the facility. A revised operations description will need to be provided with additional details such as expected hours of operation, expected number of people on-site (office staff, instructors, trainees), anticipated parking needs over the course of a typical day, and the maximum instructor to trainee ratio.
- 4) Section 15.02 of the Zoning Ordinance (Special Land Use Standards) states that the Planning Commission must determine that the proposed use meets the following standards:

15.02.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 intended character of the general vicinity is for industrial development. The proposed use is a special land use in the I1 Light Industrial district.

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

The site is currently served by essential public facilities and services.

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

The proposed use is not anticipated to create excessive additional requirements for public facilities and services at public cost.

15.02.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 proposed use is not anticipated to create excessive production of traffic, noise, smoke, fumes, or odors.

15.02.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 located.

The proposed used is compatible and in accordance with the goals and objectives of the Master Plan. The property is zoned I1 Light Industrial, and the proposed use is consistent with the intent and purpose of the zoning district.

15.02.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 insuring 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.

15.02.G Comply with all applicable licensing ordinances.

Exhibit 1: Project Location

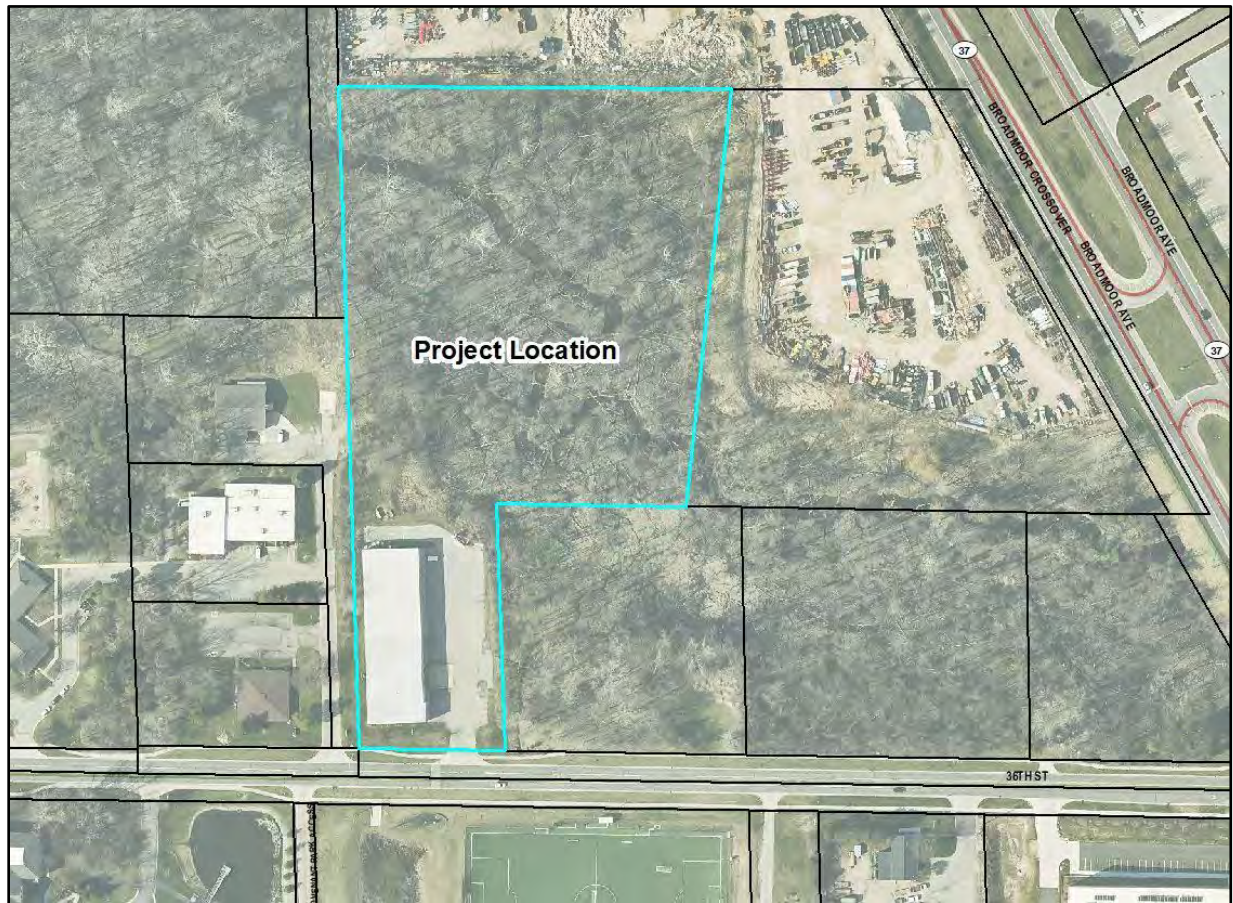


Exhibit 2: April 2023 Pictometry Photo (View from the South)





City of Kentwood Planning Commission,

Midwest United FC appreciates your time considering the SLU request on the Industrial Zoned building at 3445 36th Street SE, Kentwood, MI 49512. Midwest United FC (Leasee) would like to move into the facility and convert the space into a state-of-the-art indoor sports training facility and office space.

The indoor facility at 3445 36th Street SE will create approximately a 60x25-yard (180x75 feet, 13,500 square foot) indoor turf training space for practices and small-sided drills year-round. No league matches/games or tournaments would be played at this facility, just practices and small-sided drills/games. The building parking lot has adequate space for 40+ cars, and in a significant drop-off and pick-up practice environment, this would be more than enough space for planned use of the facility.

The attached site plan/drawing is the original building extension plans used when Howies Hockey updated the facility and extended the warehouse space. The only changes to the building would be installation of artificial turf in the warehouse area, and a netting system around it for wall/light protection and safety. The office and meeting room space will stay the same and be used for staff offices and meeting area as it is currently.

Midwest United FC is a non-profit 501-c3 youth soccer club. The club is among the most prominent and highest-level soccer clubs in the State of Michigan and Midwest Region. Currently serving a membership of over 1300 youth players/families and located at our beautiful home facility at 3450 36th Street SE, Kentwood, MI 49512. Midwest United FC has a positive partnership with the City of Kentwood and a long-term land lease at the facility. The club employs over 40 full-time and part-time employees and hosts games, training, and tournaments annually.

Your time to review this request is greatly appreciated. Midwest United FC looks forward to improving the soccer and practice facility environment in Kentwood and working closely with the City in a partnership to share resources and grow the game for our youth here in Kentwood.

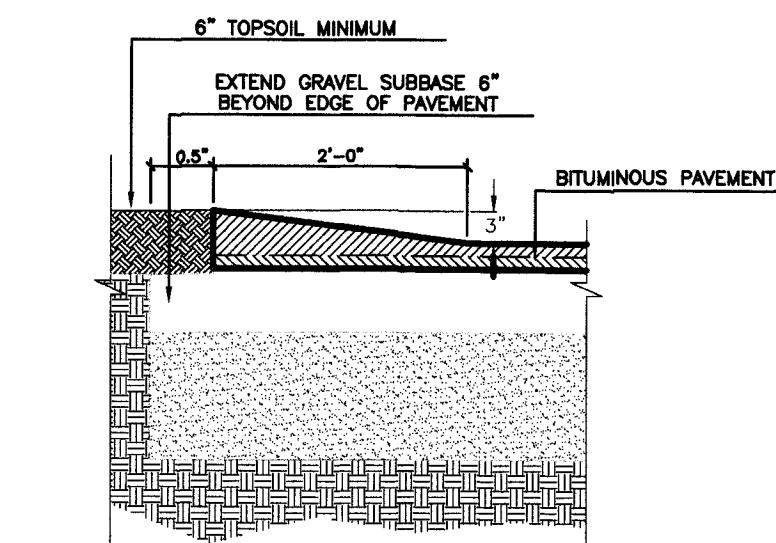
Lewis Robinson

A handwritten signature in blue ink, appearing to read "Lewis Robinson".

Executive Director
lrobinson@midwestunitedfc.com
616-828-7150



Know what's below.
Call before you dig.

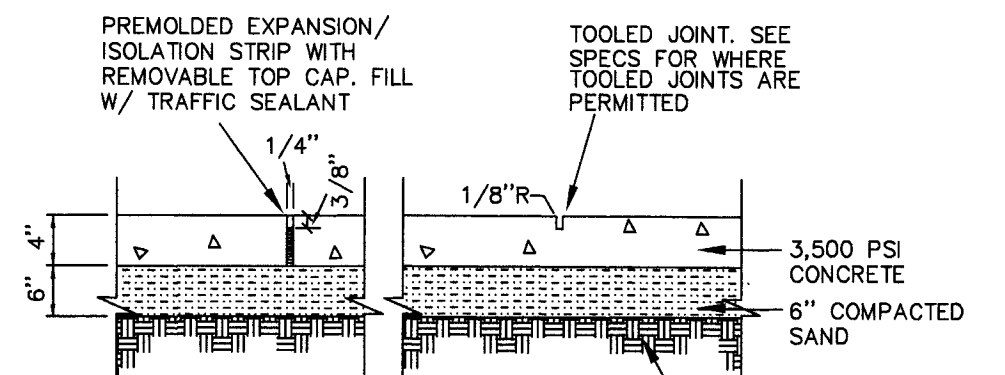


BITUMINOUS VALLEY GUTTER

REMOVE AND REPLACE EX. CONC. SIDEWALK FOR WATERMAIN

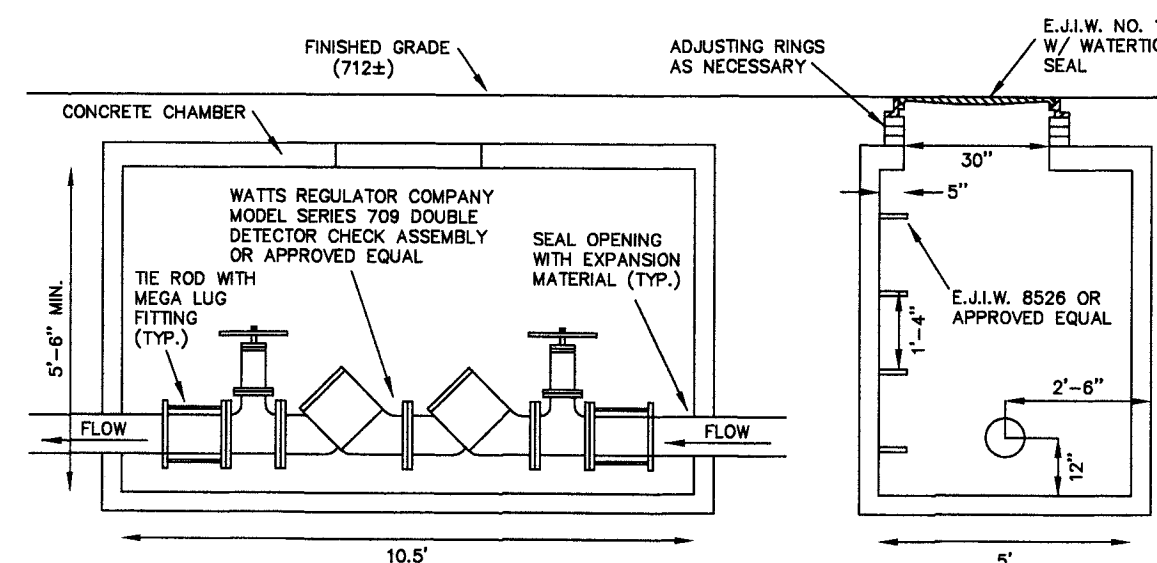
PROP. 1-1/2\"/>

CONSTRUCT NEW 8\"/>

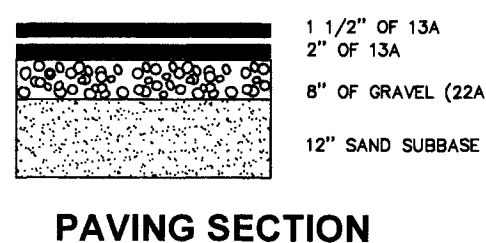


NOTES:
LOCATE CONTROL JOINTS AND EXPANSION JOINTS AS PER LAYOUT PLANS

4\"/>



DOUBLE CHECK IN PIT FOR PRIVATE FIRE PROTECTION MAIN



PAVING SECTION

GENERAL NOTES:

- Part of the SW 1/4, Section 14, T6N, R11W, City of Kentwood, Kent County, Michigan, described as: Commencing at the SW corner of said Section 14; thence S89°04'35\"/>
- This parcel is zoned I-1 Industrial
- Proposed Use: Light Industrial/ Warehouse
- I-1 District Regulation:

	Min.	Proposed
Lot Area	40,000 s.f.	376,141 s.f.
Lot Width	200 ft.	200 ft.
Front Yard	35 ft.	35 ft.
Side Yard	20 ft.	20 ft.
Rear Yard	40 ft.	600 ft.+
- Parking Requirements:
Minimum = 162 SF
Proposed (9'x18') = 162 SF
Light Industrial = 16,260 SF at 1 space/2000 SF = 9 spaces.
Ex. Office-Business = 3740 SF at 1 space/300 SF = 13 spaces.
Total spaces required = 22
Total spaces provided = 21 existing and 14 new, 35 total (including 2 barrier free)
- Proposed site lighting, landscaping and signage shall comply with the ordinance requirements of the City of Kentwood.
- Proposed fire lane must be a minimum of 20 feet wide and support 20 tons on a single axle with dual wheels and standard road tires.

41-18-14-300-070
SIEBELINK REAL ESTATE LLC
3365 36TH STREET SE
KENTWOOD, MI 49512

41-18-14-300-043
HOPE NETWORK HEALTH SERVICES
3361 36TH STREET SE
KENTWOOD, MI 49512

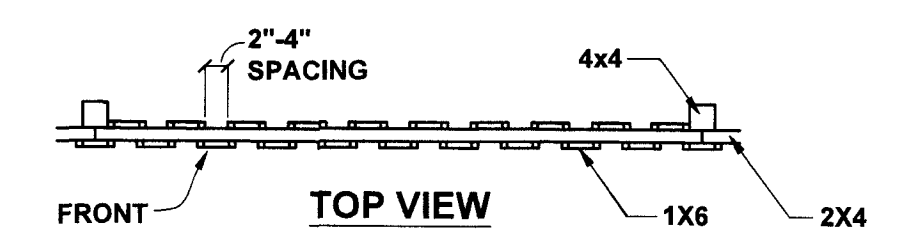
41-18-14-300-007
G R TYPESetting INC.
3351 36TH STREET SE
KENTWOOD, MI 49512

BENCHMARK ELEVATION 698.83
TOP OF SW FLANGE BOLT ON
HYDRANT (70' S. & 105' W.
OF SW PROPERTY CORNER

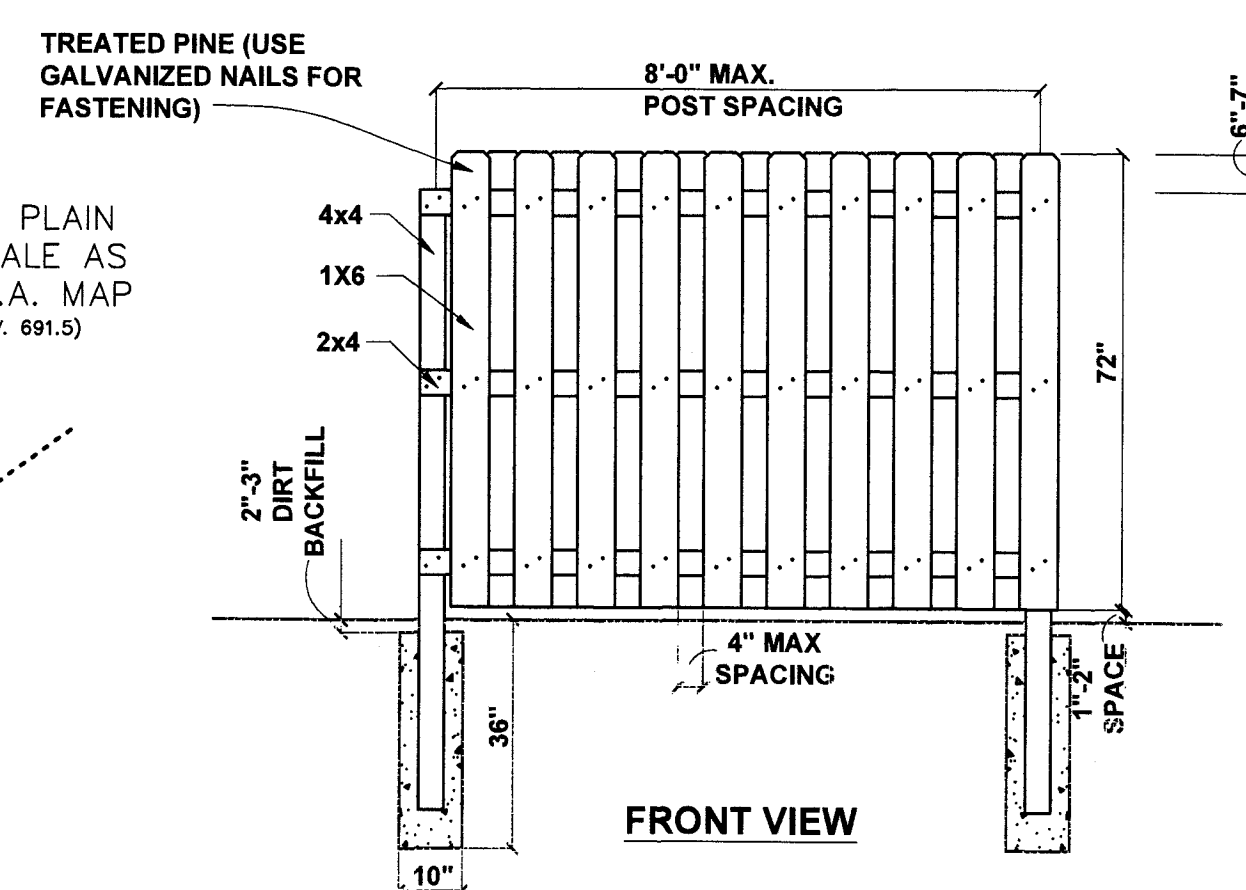
PROP. DOWNSPOUTS
(4 NEW) TO BE
CONNECTED TO EX. 8\"/>

D=NORTH
M=N01°44'37\"/>

D=988.2'
M=949.25'

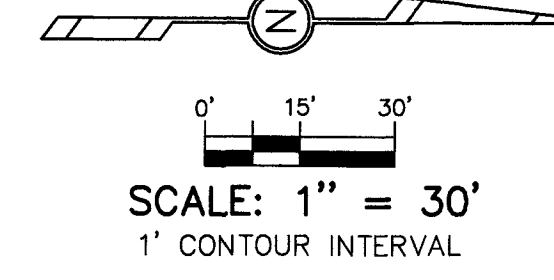


TOP VIEW



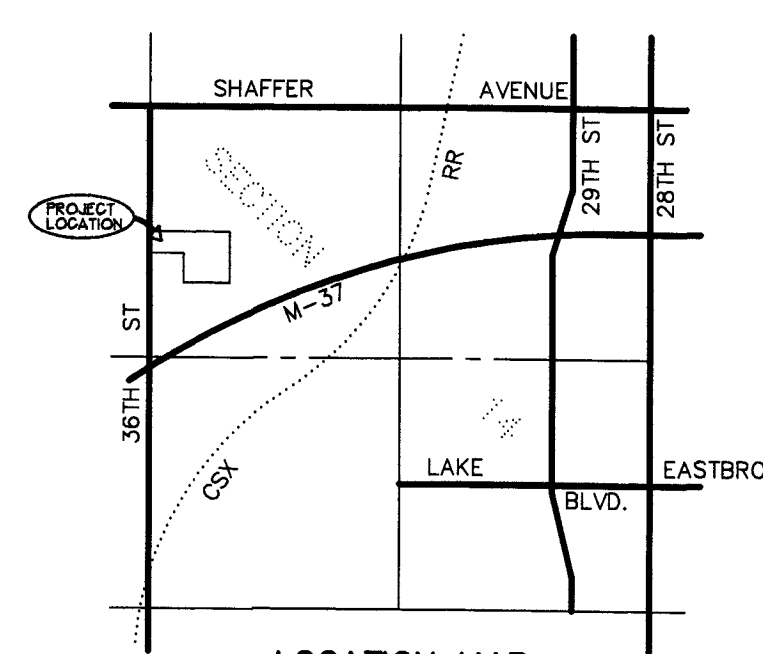
FRONT VIEW

WOOD SCREEN FENCE DETAIL



LEGEND

- o = IRON STAKE FOUND
- = UTILITY POLE & GUY WIRE
- = HYDRANT
- = STOP BOX
- = CLEANOUT
- = CATCH BASIN
- = BURIED GAS LINE MARKER
- = TELEPHONE BOX
- = OVERHEAD WIRES



LOCATION MAP
SCALE: 1\"/>

SITE DEVELOPMENT AND UTILITY PLAN
HOWE'S HOCKEY TAPE - 3445 36TH STREET

FOR: JOURNEY CONSTRUCTION GROUP
ATTN: BRENT BALKEMA
PO BOX 591
HUDSONVILLE, MI 49426

IN: PART OF THE SW 1/4, SECTION 14, T6N, R11W,
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

REVISIONS:

NO.	DATE	DESCRIPTION
1	4/24/2018	REV. PER OWNER REVIEW

exxel engineering, inc.
planners • engineers • surveyors
5252 Clyde Park, S.W. • Grand Rapids, MI 49509
Phone: (616) 531-3860 www.exxelengineering.com

DRAWN BY: CDG
APPROVED BY: TRS
FILE NO.: 181139E

PROJ. ENG.: JM
PROJ. SURV.: BF
DATE: 4/16/2018

SHEET
1 of 2

P:\Projects\2018\181139\Drawings\181139.dwg, SD: 5/7/2018 10:17:43 AM, jmale