



AGENDA
CITY OF KENTWOOD PLANNING COMMISSION
TUESDAY, JANUARY 9, 2024
KENTWOOD COMMISSION CHAMBERS
4900 BRETON AVENUE, SE
7:00 P.M.

- A. Call to Order
- B. Pledge of Allegiance (Sarah Weir)
- C. Roll Call
- D. Declaration of Conflict of Interest
- E. Approval of the Minutes of December 12, 2023.
- F. Approval of the Agenda for January 9, 2024
- G. Acknowledge visitors and those wishing to speak to non- agenda items.
- H. Old Business

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

- 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

- 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

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

- K. New Business

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

L. Other Business

1. Election of Officers - (Chair, Vice Chair, Secretary)
2. Commissioners' Comments
3. Staff's Comments

M. Adjournment

*Public Hearing Format:

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

PROPOSED MINUTES OF THE REGULAR MEETING
OF THE KENTWOOD PLANNING COMMISSION
DECEMBER 12, 2023, 7:00 P.M.
COMMISSION CHAMBERS

- A. Vice- Chair Holtrop called the meeting to order at 7:00 p.m.
- B. The Pledge of Allegiance was led by Commissioner Holtrop.
- C. Roll Call:
Members Present: Bill Benoit, Dan Holtrop, Sandra Jones, Ed Kape, Alex Porter, Darius Quinn, Doug VanderMeer, Sarah Weir
Members Absent: Ray Poyner (with notification)
Others Present: Economic Development Planner Lisa Golder, Planning Assistant Monique Collier, the applicants and about 10 residents.

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

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

- D. Declaration of Conflict of Interest

There was no conflict of interest statement expressed.

- E. Approval of the Minutes and Findings of Fact

Motion by Commissioner Benoit, supported by Commissioner Porter, to approve the Minutes of November 28, 2023.

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

- F. Approval of the Agenda

Motion by Commissioner Quinn, supported by Commissioner Kape, to approve the agenda for the December 12, 2023 meeting.

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

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

There were no public comments.

There was no Old Business.

I. Public Hearing

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 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 in 2022 we went through a process to amend our Master Plan for the 10.4 acres from industrial to commercial and that was approved. She stated one of the stipulations of the commercial use is that it had to be a CPUD.

Golder stated what is being proposed on the site is:

- Hotel with 135 rooms on 3.26 acres
- Child care center on .95 acres
- 9,500 future commercial/retail center on 1.07 acres
- 8,000 square foot retail and 3,000 square foot bank on 2.04 acres
- 4,000 square foot restaurant with drive-through on 1.05 acres
- 6,000 square foot gas station/convenience store and diesel fuel station on 2.16 acres

Golder stated at the last meeting we tabled because there are a number of things that the ordinance requires that the applicant didn't have on the site plan. Golder stated we have since received some additional information.

Golder stated that we still don't know how the Kent County Road Commission (KCRC) feels about two driveways on Patterson Avenue. She stated in the MDOT guidelines it states that when the posted speed limit is 50 miles per hour, has to be at least 460 feet away from a signalized intersection. She stated the proposed driveway is not 460 feet away.

Golder stated there are standards for how close two unsignalized commercial driveways should be from each other at 55 miles per hour. She stated that they should be 455+ feet, and this is about 240 feet. She stated from a spacing standpoint it is not appropriate and that is why she hesitated about whether to allow the two driveways. She stated she wants the KCRC opinion on the matter and as of right now we do not have that.

Golder stated that there was discussion about having that southern driveway be right-in right-out only. She stated she is waiting on more traffic information from the KCRC who has jurisdiction on Patterson Avenue.

Golder stated the applicant provided additional information on how they felt they meet the site design standards regarding landscaping. She stated the applicant said they will decide on the minor plantings later. Golder stated that is okay, however, the ordinance also requires the applicant to state how they will diminish the appearance of parking lots from the street. She stated the applicant did not provide a graphic on how that might look. She stated we need more information on the height of the berm.

Golder stated that a City entryway/landmark is required near the intersection of two arterial streets. The type and conceptual design of the landmark has to be determined as is part of the preliminary PUD plan and the timing of installation described in the PUD agreement. She stated the site plan does show that there is entryway signage, but we don't really know about the type, therefore, we need more information.

Golder stated there is a section that deals with the pedestrian gathering and seating. She stated there is one pedestrian area by the diesel gas station. She stated we need to know if there is more. She stated there is really no pedestrian-oriented features on the site.

Golder stated that Patterson Avenue is mentioned in our non-motorized plan. There is supposed to be a 10-foot non-motorized path along Patterson Avenue. Right now, there is a 5 foot sidewalk it would have to be supplemented with another 5 feet of pavement in order to comply with the non-motorized plan.

Goder stated regarding sign types and materials, the ordinance requires it to be consistent with the overall architecture of the PUD. It says that when you are looking at what kind of sign is allowed, you go back to the zoning district that the type of use. She stated the applicant shows where there is going to be some signage. Each lot can have its own sign, but the applicant is asking for signage for an industrial use to the west. The PUD does not allow a waiver to advertise offsite. She stated that would be a use variance which is not allowed under our ordinance.

Golder stated the development meets the 30% open space requirement, but also shows an additional 50 extra parking spaces. That could be additional open space or deferred parking.

Golder stated regarding architectural guidelines staff received an image and would like to have discussion with the planning commission to see if that is going to be adequate. She stated when the final plans come in, is the image going to be enough to go on for the architectural style of the site.

Golder stated there is a section within the PUD requirements that discusses the entryway to the City and that buildings have to face that entryway. She stated staff has asked them to flip the pumps and station but that has not been completed.

Golder stated with respect to waivers the applicant made a list of waiver types. She stated they added waivers for special land uses, that can't be waived.

Golder stated there are a couple of site plan notes regarding curb cuts and the final lighting plan and that the KCRC has not reviewed the revised traffic memo yet.

Jim Morgan, RJM Design, Elliott Muller, Doug Stalsonburg, Chris Zull were present.

Morgan stated they would prefer the commissioners not table and approve with conditions, but if tabling is their preference they would be fine with that and will continue to provide more details.

Morgan stated if you look at site plan approval section of the ordinance there is a list of items required for preliminary and a list of items required for final approval. Morgan stated a number of things that staff is asking for is listed as part of the final site plan approval. He stated they feel like they have complied with the ordinance at this point.

Morgan stated access is very important and a major part of this project. He stated a lot of the layout that has been presented is based on the two curb cuts on Patterson. He stated 18 months ago they met with the Tim Haagsma from the County and have a letter from him saying he will approve the curb cuts with full access.

Chris Zull, Traffic Engineer with Progressive AE was present. He provided more insight on the traffic study that was submitted. He stated staff did share some of the MDOT guidance around driveways. He stated many roadways that MDOT owns do not the driveway spacing that they recommend. He gave an example of 28th Street where there are a lot of curb cuts that are nowhere near 450 feet apart.

Zull stated the traffic impact study shows that by using two different methodologies they have a south bound queue that exceeds the length of where the proposed driveway curb cut is at approximately 430 feet north of 36th Street. He stated one of the reasons that this driveway location is proposed here goes back to the conversation with Tim Haagsma. He stated it is common to locate driveways across from one another and there is a driveway existing on the east side of Patterson Avenue at approximately 430 feet. South bound queue for through traffic is approximately 505 feet as detailed in the traffic study, 417 feet using the other methodology. He stated that the back up in which the queue blocks left turns in only occurs maybe 5% of the time. Discussion ensued. He stated the conversations continues with Tim Haagsma and they have provided some additional information for his review. He has not yet been able to review the additional information yet, but he will have some time to discuss it further.

Zull stated in consideration of a right-in, right-out driveway, they are often effective when we have the appropriate level of traffic on the street. However, there are plenty of opportunities during the off peak times for people to make lefts out. Even though the islands are clearly dedicating a right-in, right-out people will take lefts in. He stated it may be more concerning .

Zull stated there were some other issues about the fueling stations for the diesel fuel. Golder stated she hasn't received anything on that but if he would like to cover we can get the information out in the next packet. Zull stated the site plan currently includes the vehicle fueling stations and then two additional pumps that are diesel only. Zull stated it is believed that all of the passenger vehicle fueling stations will also include the diesel option. The separate diesel only fueling stations are intended only for larger freight trucks. The expectation of use especially during the morning or evening peak hours is often when the large vehicles aren't using the network because it is the busiest times of the day. The diesel fueling at any of the two fueling stations is expected to be very low.

Golder noted that at fuel station Speedway, the trucks would park in the middle of 52nd Street and get out to get food. She stated if there is going to be diesel on this site then she thinks we need to look at where they are going to go. There must be places for them to park so they can use the facilities there.

Morgan stated they are not providing a place to park at the diesel fueling area. He stated they do not want this to become a truck stop. He wants them to fuel up and leave. He stated if you provide parking then it will become a truck stop

Morgan stated there is the December 5 report raise a number of issues that were brought up at the work session. He stated they are listening to the Planning Department and the Planning Commission and responding as best they can. He stated the one common theme for all of the items is the fact that the PUD is creating something different than if this was conventional zoning.

Morgan stated they are providing the berm. He stated staff was concerned about the height and believes the ordinance calls for 3 feet and that would be continuous it would be meandering so it will look natural and there will also be shrubs. He stated he did go to the ordinance and calculate the number of plants. He stated along Patterson they are required to provide 35 trees and 174 shrubs. It will be well landscaped. He stated 36th Street will have an additional 15 trees and 77 shrubs. He stated they will have a pretty good buffer for the parking lots. Discussion ensued.

Morgan said regarding pedestrian gathering and seating areas, they envision some of those are going to be associated with the actual buildings so they aren't showing those yet because they don't have building footprint designed yet. They don't have tenants yet that would be something provided during final site plan review.

Morgan stated regarding the pedestrian scale environment, they are right now providing almost a mile of sidewalks. He stated the landscaping will help those sidewalks become pedestrian scale. Once they add the landscaping it will feel a lot more pedestrian scale.

Morgan stated there was mention of lacking a north south sidewalk that would connect 36th Street all the way to the north. They chose not to put one along the north south drive but there are actually two sidewalks on either side that start at the public sidewalk along 36th Street going north all the way to the end. They have sidewalk, just not at the drive. They think it is better to have the sidewalk associated with the building fronts.

Morgan stated the non-motorized trail that was mentioned they are proposing to provide a 5 foot easement for that. There wasn't any mention of paying for it because his experience with trails, they are paid for with grants. He stated to say they are going to pay for it at this point is premature.

Morgan stated they are fine with the signage. However, they do have the desire to put a sign for their industrial development. They have 20 acres the north driveway will become a major entrance. He stated they have not subdivided the 30 acres yet.

Morgan stated they do comply with the 30% open space however staff mentioned the 50 extra parking spaces. He stated they purposely went heavy on the parking for a couple of reason. He stated from his experience, when you get into final site plan review you end up losing parking spaces. He stated he doesn't show any barrier free parking yet. He stated in the landscape ordinance there is a requirements for a certain number of trees within the parking lots. He stated you will lose parking counts.

Morgan stated regarding justifying the width of the proposed curb cuts they can make them whatever the City wants. Right now, they are KCRC standards there are two 12 foot lanes, plus a 16 foot lane inbound and that is standard. If they City wants something different, they can change the width.

Morgan stated their proposal is consistent with the City's Master Plan. They have had numerous meetings and their plans reflect the meetings that they have had.

Holtrop opened the public hearing,

Christina Holwerda, 4289 36th Street was present. She stated a lot of them have lived there for a long time and as the commission makes their decisions to keep them in mind. They know it was planned for future industrial. The fuel pumps facing 36th street she is hoping they can stick with this plan if they have to have a gas station. She doesn't really like the idea of being in between several gas stations. She appreciates seeing the daycare and the banks. She stated as they are making these plans, please consider to keep the residents involved as they have.

Laura Zotco, 1348 Kelsey Street NE. She is the daughter of the homeowner adjacent to the property was present. She echoed the previous comments. She stated the realtor has been good to work with. She stated she thinks this could be a miserable experience because it is not pleasant to have things closing around you.

Motion by Kape, supported by Jones to table the public hearing to the January 9, 2024 meeting.

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

Kape questioned the concern regarding the pumps on the corner. Golder stated because of the way the ordinance is written this would be a waiver if they are not inclined to flip the pumps. She stated it is a prominent corner. Rather than coming into the City and seeing the pumps there, she would like to see the building with the pumps behind.

Kape questioned their signage. Golder stated if you go to what the commercial regulations are for signage it is based on the front foot along the public street. Discussion ensued.

Kape questioned if they were not going to bring the sidewalks up to 36th Street to Patterson. Golder stated along Patterson we are looking for a 10 foot non-motorized trail and right now there is a 5 foot sidewalk there. Golder stated the solution would be another 5 feet of sidewalk adjacent for a total of 10 feet and typically that is on the developer to do. Morgan stated on the plan they will call out a 5-foot easement for that future trail.

Porter questioned where is the 5 foot and the 5 foot extra. Morgan stated there is a 5 foot sidewalk on the east side of the ROW and then 5 feet to the west of ROW line to give you a total of 10 feet which would give you room for that 10 foot trail. Discussion ensued.. Golder asked when will the sidewalk ever go in. We will have to decide the timing of the sidewalk installation. We will have to work within the development agreement.

Porter questioned the architectural style. Morgan stated this is very conceptual, they are showing that they are committed to using high quality materials and the ordinance is pretty clear about percentages.

Porter stated going north they have the two entrances proposed. Is the 775.99 feet the entire length of the lot or the distance to the first drive. Morgan stated that is the full ROW from north to south. Porter questioned what is the distance to that first drive. Zull stated the center of the first drive is approximately 430 feet and the drive north of that is approximately 240 feet.

Golder stated the purpose of PUD's we can control access our ordinance states this. Discussion ensued.

Porter stated he would be interested in what the KCRC has to say. Morgan stated there are two things happening to the north that are going to help protect future curb cuts: There is a Consumers Energy easement and beyond that is the City of Grand Rapids water tower.

Morgan stated there was comment about flipping the pumps to the other side and responding to the public comment. He stated the further the pumps are from the residential the more they would appreciate it.

Benoit stated he wants to hear what the KCRC has to say. He stated flipping the C-Store he doesn't think it is going to make a big difference. He stated the diesel next to the daycare the play area is on the other side, He stated this is an entrance into the City and we have seen where modern gas stations are willing to move their building and willing to move their pumps back especially on a corner, He would prefer to see that.

Jones concurred with Benoit as it relates to getting the report back from the KCRC and also related to the convenience store and the pumps.

Quinn stated he isn't sure how the diesel pump and the proposed gathering seating area is going to work out. He stated it will be interesting to see how this is going to work in the end. Quinn stated it looks like the proposed curb cuts are already in use. Golder stated there are two existing buildings there. Those are going to be removed, they were separate parcels. Quinn stated the curb cuts are there. Golder stated they are there, but the use is changing from industrial to commercial use with different high volume users. Discussion ensued.

VanderMeer stated there was discussion regarding preliminary and final approval. Golder stated the commissioners are approving a preliminary approval and there is a list of things in the ordinance requires on the plan. But you also have things to consider under the PUD standards. Discussion ensued.

VanderMeer questioned why the berm is where it is and why wouldn't they put it closer to the road. Morgan stated ideally if you can put a sidewalk on the other side of the berm it is nice. He stated what they have to work with is not practical. Golder stated she agrees. Discussion ensued. VanderMeer stated his concern is also with truck parking.

Holtrop stated regarding architecture is the hotel ready to go. Elliott Muller stated they are in discussion with Visser Brothers with the hotel. There are several gas stations that have inquired but they don't have anything to market at this point. Muller stated regarding architecture, they don't really know what to draw because restaurants can vary drastically. That is one of the reasons they said they are going to meet or exceed code.

Holtrop questioned the sidewalk. Morgan stated they are connecting the sidewalk. Morgan stated what staff mentioned was the sidewalk following the road and they have it covered in two places.

Holtrop questioned where they are going to put the snow. Morgan stated they do keep that in mind they try to avoid curbing. Morgan stated another thing they do is look at the grading plan they want it to melt away from the parking lot and not on it.

Benoit stated he wants to make sure that we have it clear they said they are going to provide the easement to the trail, but they understand that they are going to be responsible for the installation of the extra 5 feet. Morgan stated they did not understand that. Benoit stated or there can be some language in the development agreement that the individual lots are going to be responsible for that portion of the sidewalk. Golder stated or they can be reimbursed, but they don't want to build it and have to tear it out because they are putting in infrastructure.

Muller stated regarding phases they hope to start this spring. Their intent is to do all the common space first and then rough grade all the units and then utilities to those specific units. The sites that will be developed among the units first would likely be 1 and 6, but all the infrastructure would be put in and ready to go, so that it is not an eyesore for years to come.

Motion by Benoit, supported by Kape, to table to January 9, 2024.

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

J. Work Session

There were no work sessions.

K. New Business

Motion by Benoit, supported by Quinn, to Set public hearing date of January 23, 2024, for: 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

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

L. Other Business

1. Commissioners' Comments

The commissioners wished everyone a Happy Holiday.

2. Staff's Comments

M. Adjournment

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

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

Meeting adjourned at 8:25pm

Respectfully submitted,

Ed Kape, Secretary

PLANNING STAFF RECOMMENDATION

1/3/2024

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

RECOMMENDATION: Recommend to the City Commission conditional approval of the request for rezoning of 10.57 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 as described in Case No. 29-23, **and** Preliminary Site Plan Review for the site plan dated January 2, 2024 for the GRR Ancillary CPUD as described in Case No. 29-23. Approval is conditioned on the following:

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:
 - Remove references to freestanding diesel fueling station
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. Removal of the freestanding diesel pumps on Parcel 6.
5. 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.

6. 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.
7. 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.
8. Review and approval by Kentwood city staff and the Kentwood Arts Commission of the design and site plan for the city entranceway landmark/sign.
9. Pole signs in the development are limited to 100 square feet.
10. 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.

**GRR ANCILLARY
QUALIFYING STATEMENTS AND
CONDITIONS FOR PUD ZONING**

The following statements are hereby submitted as additional information to our existing application and associated documents. They are intended to supplement our application and to clarify how our proposal meets the intent and purpose of the C-PUD Zoning and achieve benefits not otherwise possible under Conventional Commercial Zoning.

1. Architectural Design

The buildings included in the PUD proposal include a 1-story retail establishment with a drive-thru, a 1-story bank with a drive-thru, a 1-story restaurant with a drive-thru, a gas station/convenience store, a future 1-story commercial/retail building, a 1-story childcare center with an outdoor play area, and a 4-story hotel.

The architectural style of the buildings will reinforce the overall aesthetics of the site, bringing continuity architecturally to the mixed-use development. The materials utilized in the building design will include appropriate percentages of glass, with a mix of high-quality materials that include metal/composite panel, decorative masonry/brick, and/or stone per the zoning ordinance. The intent of the PUD Ordinance will be fully satisfied through thoughtful building design, with great care given to an architectural language that is consistent with the overall site concept for this development. The theme for this architectural design includes: a gateway signage feature, unifying architecture in building and landscape design, creative use of materials (within the restrictions outlined by the current zoning ordinance and regulations), as well as forms, features, and finishes. The design team's goal is to tie together this important City of Kentwood site from the experience upon entering, to the landscape, and finally the buildings' exteriors and interiors. This unifying and cohesive design will make the project attractive, interesting and sustainable, while also fulfilling the City's Objectives for Planned Unit Development projects.

2. Site Design

a. Curb-Cuts

The GRR Ancillary project proposes two curb-cuts on Patterson Avenue, each located in approximately the same location as the existing curb-cuts that serve the current industrial uses and directly across the street from the two curb-cuts the serve Cascade Township industrial uses. The northern drive will be a full access serving the new hotel, the two proposed commercial uses and the future 20-acre industrial development to the west. The southern drive will be a right in, right-out only drive serving the restaurant and the gas station, including diesel fuel customers. Design of both curb-cuts will follow Road Commission standards including lane tapers, drive widths, turning radii and all improvements in the public right-of-way.

An Amended Traffic Impact Study and Memo from Progressive AE dated December 1, 2023 has been submitted, justifying the need for two Patterson Avenue curb-cuts. The amended study also addresses the diesel fueling station on page 14 stating, "fueling positions utilized as the truck diesel fueling position is anticipated to generate minimal traffic, particularly during the peak hours.

The Kent County Road Commission has provided a letter supporting our two proposed Patterson curb-cuts as described above.

The GRR Ancillary C-PUD also proposes one full access curb-cut on 36th Street. This drive is located directly opposite an existing drive to the south and will primarily serve the adjacent retail use, the gas station and the child care center. Design of this drive will satisfy the Kentwood City Engineer including lane tapers, drive width, turning radii and all improvements in the public right-of-way.

All three curb-cuts are optimally located to best serve the overall layout of the PUD providing safe, convenient access to and from each use. These coordinated/shared locations would be difficult to achieve with conventional commercial zoning.

b. Vehicular Drives

Internal drives will provide convenient and safe access to all parts of the PUD. Vehicular movement within the PUD will flow intuitively with obvious routes and patterns. Appropriate drive widths and turning radii will allow visitors a comfortable and safe experience to reach each use and parking area and will accommodate emergency vehicles if/when needed. Uniform wayfinding signs will provide additional clarity and convenience to visitors. Many of these details would be difficult to achieve with conventional zoning but are possible through PUD Zoning.

c. Parking Facilities

Parking facilities are designed to comply with Chapter 17 of the Ordinance. Parking spaces are located adjacent to the various uses with convenient, direct access from the internal drives. Parking space and aisle dimensions comply with Section 17.04 and the number of spaces slightly exceeds the requirements of Section 8.03.C.1, however barrier free spaces have not been included yet so the surplus will be reduced during Final Site Plan Review. Parking spaces in excess (if any) will be deferred and converted into Open space. Parking lots are interconnected with pedestrian walks providing safe pedestrian access from one use to another; a benefit that is achievable through PUD Zoning. No deferred parking is proposed at this time.

d. Pedestrian Walkways

The Preliminary Site Plan (C-103) includes more than 4,000 linear feet of new sidewalk (0.76 miles) with five connections to the existing public sidewalks along Patterson and 36th Street, a possible future connection to the Industrial property, and a possible future connection to the Consumers Energy Trail. These sidewalks will provide safe, convenient connections to and from the various uses. Sidewalks are separated from vehicular drives and bordered with landscaping and site lighting to create a pleasant, pedestrian scale environment. Marked cross-walks are proposed at driveway crossings to provide further safety measures for pedestrians. In addition, an easement for a non-motorized trail along Patterson Avenue will be provided. The extent and interconnectivity of the sidewalks is a requirement of the PUD Zoning and not a requirement of conventional zoning.

e. Site lighting

Safe, sufficient site lighting will comply with Chapter 20 of the Ordinance. Light fixtures and poles styles will follow the architectural design theme and be consistent throughout the PUD. Internal pole heights will not exceed 25 feet and poles along public roadways will not exceed 20 feet. Fixtures will have energy-efficient LED lamps and cut-off/non-glare optics and a photometric grid plan with foot-candle levels will be provided during Final Site Plan Review. Unified site lighting will provide a cohesive element to the overall commercial development.

f. Signage

Signs throughout the PUD will be uniform, attractive and consistent with the architectural design theme and building material. Sign areas, heights and

setbacks will comply with Chapters 8 and 16 of the Ordinance. Proposed signs include three ground signs and two pole signs and one gateway feature sign. Ground signs and pole signs will display multi-tenants on them. Building wall signs will be proposed during Final Site Plan Review as permitted by the ordinance and wayfinding signs will be provided as needed to provide clear directions within the development. The welcoming gateway feature/sign will be constructed during the development of parcel 6 and its design will be coordinated with the architecture of building. Uniform, shared signage is an advantage of the PUD and not easily achieved under conventional zoning.

g. Landscape Design

Selection and placement of plant material is another method of creating an attractive, unified overall development not workable under conventional zoning. Extensive landscaping will be provided including tree-lined drives and greenbelt buffer plantings as required by Chapters 12 and 19 of the Ordinance. The greenbelt will include a continuous meandering, three-foot high earthen berm and the quantity of trees and shrubs will buffer the views of the parking areas as required by the ordinance. Detailed Planting Plans will be submitted during Final Site Plan Review with specific plant types, sizes and quantities. Plants will be hardy, native varieties that provide seasonal interest and low maintenance.

h. Site Grading, Drainage & Infrastructure

Grading – Rather than attempt to grade the sites to fit an unknown user and create a potential soil erosion concern, the proposed grading will be limited to what is necessary to construct the private drives, utilities and detention pond enlargement.

Drainage – A master drainage plan has been prepared and approved by Kentwood Engineering Department. Previous development of this property included the construction of a detention basin, which outlets to the existing creek flowing East to West through the site. The detention basin is planned to be enlarged to accommodate the developed drainage from the entire 10-acre commercial site and the southeast corner of the 20-acre industrial parcel. A new, unified storm sewer system will be installed throughout the development, providing a storm sewer stub to each parcel. The detention basin and storm sewer system will be a private system with future maintenance provided by a 433 agreement with the Kent County Drain Commission.

Sanitary Sewer – The sewer in this part of the City of Kentwood is part of the City of Grand Rapids system. The existing system has adequate depth

and capacity to service the proposed development. We propose to serve this project by installing a public main from an existing manhole in 36th Street extending North approximately 515 feet within a public easement with individual laterals to each parcel.

Watermain – The watermain in this part of the City of Kentwood is part of the City of Grand Rapids system. The existing system has adequate flow and pressure to service the proposed development. We propose to loop an 8" public water main through the project connecting to two existing stubs off Patterson Avenue. Provisions will also be made to extend a 12" main along the North project boundary to service the future industrial development to the West. The watermain will be within a public easement and provide fire and domestic services as required to each parcel.

Site grading, drainage and infrastructure will be designed and constructed in an efficient and coordinated manner as part of the proposed PUD, which would be challenging under conventional zoning.

i. Land Division

Currently the total 30-acre land is under one ownership, GRR Ancillary MU LLC and it exists as four parcels as shown on Sheet C-101. Under the Land Division Act, there are at least 16 splits available. It is the developer's intent to divide the property as metes and bounds parcels, with the 10.57-acre C-PUD subdivided into six parcels as shown on sheet C-103 and further described in the PUD Agreement.

j. Project Phasing

It is the developer's intent to construct the two private drives extending West from the existing Patterson Avenue curb cuts along with the North / South private drive from 36th Street to the North property line. The sanitary sewer, watermain and storm sewer systems within these private drives will also be constructed. This will provide utility service and access to all six parcels, which then can be sold as demand dictates. The gas station and hotel parcels are anticipated to be developed first.

k. Proposed Waivers

- The building height needed for the hotel is 54 feet. Technically the Ordinance requires a 30' maximum height because the parcel is adjacent to a residential zone, even though the land is a Consumers Energy Easement. Otherwise, 40' is the maximum height adjacent to non-residential property. So in reality, we need a 14' waiver from code for the hotel. By comparison, the adjacent Grand Rapids Water Tower and Consumers Energy transmission towers are both approximately 100 feet in height.
- Front yard building setback for Parcel 3. Code requires 30', we are requesting 25'.
- Some parking in front of buildings instead of behind buildings.
- Signage waivers for monument signs proposed for Parcels 3, 4, & 5.

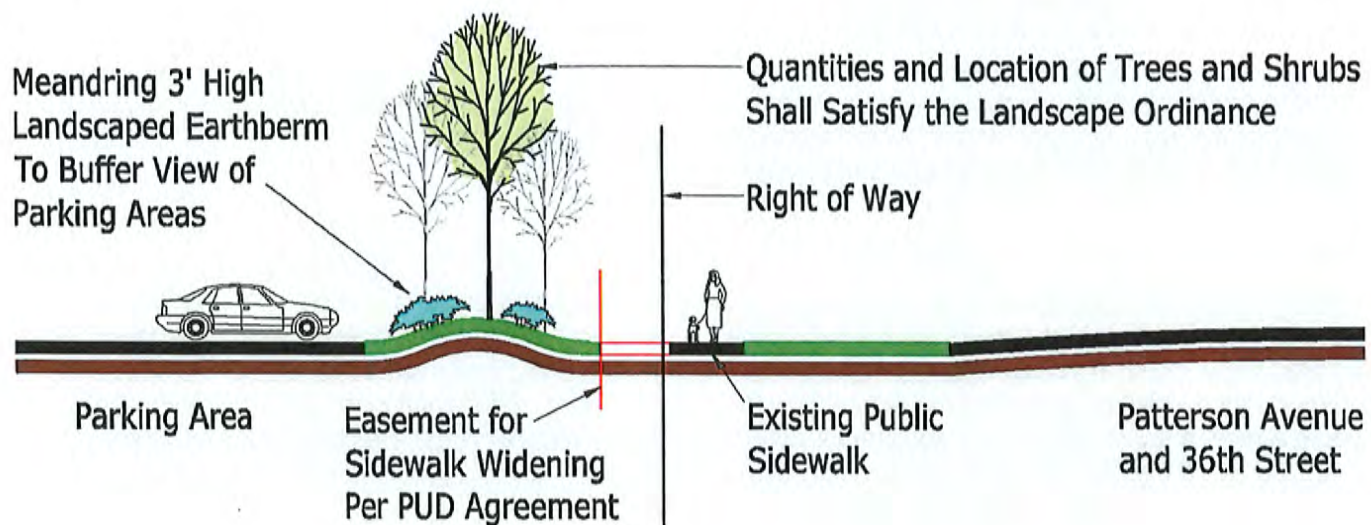


TRADITIONAL



CONTEMPORARY

ARCHITECTURAL DESIGN SAMPLES



GREENBELT CROSS-SECTION

Subject:

FW: [External] traffic study--Patterson Avenue driveways

From: Haagsma, Tim <thaagsma@kentcountyyroads.net>**Sent:** Thursday, December 14, 2023 10:32 AM**To:** Golder, Lisa <GolderL@kentwood.us>**Cc:** Nick LaCroix <lacroixn@progressiveae.com>; Christopher Zull <zullc@progressiveae.com>; Beck, David <dbeck@kentcountyyroads.net>; Harrall, Wayne <wharrall@kentcountyyroads.net>**Subject:** RE: [External] traffic study--Patterson Avenue driveways

Lisa,

I have reviewed the addendum to the traffic study provided by Progressive AE dated December 1, 2023. The addendum indicates that there will not be significant periods of the day where the queues from the 36th/Patterson traffic signal will block the proposed southerly driveway; however, there will be 5% of the time during the morning peak that the queue will block the driveway. The report considered a 2.5% annual growth in traffic but did not account for potential development of the vacant Patterson farm north of this site. Development of that property could cause the southbound queue to be larger and potentially block the proposed southerly driveway causing a safety issue.

For this reason, I recommend that the southerly driveway be restricted to a right-in right-out only driveway using a proper design. If you have any questions, please let me know.

**Tim Haagsma, PE***Director of Traffic and Safety*

(616) 242.6936

thaagsma@kentcountyyroads.net**WE'VE MOVED! NOTE OUR NEW LOCATION:****Kent County Road Commission**

1900 4 Mile Road NW, Walker, MI 49544

kentcountyyroads.net

GRR ANCILLARY C-PUD MEMO

Following are a list of modifications and clarifications to our previous submittals for C-PUD rezoning. All of this information has been added to Sheet C-103 dated January 2, 2024.

1. Access: Tim Hagsma (KCRC) has recommended the southerly driveway on Patterson Avenue be restricted to a right-in, right-out only. A copy of Tim's letter to the City dated December 14, 2023 is attached and our Preliminary Site Plan (sheet C-103) has been updated to reflect this recommendation. Full access drive widths have been reduced from 40 feet to 39 feet per the KCRC's standards.
2. Parcel 6: The proposed gas station has been reoriented with the building near the intersection and the pumps on the west (back) side. The diesel pump remains on the west side. The convenience store size and parking count has been increased slightly.

Please know that our prospects for parcel six prefer the gas pumps visible to the customer (east side of building) as shown on our December 5, 2023 Site Plan. Equally important, so do the residential neighbors that spoke at the December 12, 2023 public hearing. Therefore, we request that this option remain open for further review during Final Site Plan when architectural drawings will be prepared and presented for your consideration.

3. Architecture: Two architectural design concepts have been submitted; a traditional design consisting of brick with stone trim and glass, and a contemporary design with a combination of brick or decorative masonry, metal panel and glass. As stated in our December 5 memo, the architectural design will be unifying, attractive, interesting and sustainable and will provide an overall cohesive component to the Planned Unit Development.
4. Greenbelt: Additional detail has been added to the Greenbelt Cross-Section including berm height (three feet), shape of berm (meandering), a note stating the quantity of trees and shrubs will comply with the Landscape Ordinance which will buffer the views of the parking areas.
5. Amenities: Site amenity details, including gathering areas, benches and bike racks will be provided with Final Site Plans for each parcel per note number 6 on sheet C-103.

6. Sidewalks: Additional sidewalk connections have been added including connections to the existing sidewalk on parcels 4 & 6, a connection to the future Consumers Energy trail on parcel 1, and a possible connection to the future industrial development on parcel 1.
7. Signs: A proposed 24 SF directional sign has been added in the NE corner of parcel 4 for the future industrial tenant. The gateway sign will be constructed during the development of parcel 6 and its design will be coordinated with the architecture of building. All other proposed signs will comply with Chapters 8 and 16 of the Ordinance.
8. Clear Vision Corner: The note identifying the clear vision corner at the intersection of 36th Street and Patterson Avenue has been revised to read; "MINIMUM 25'x25' CLEAR VISION CORNER OR LARGER IF REQUIRED BY THE KCRC".
9. Parking: A note has been added under the Parking Requirements Chart; "Overall parking quantities will comply with the City Parking Ordinance. Parking spaces in excess (if any) will be deferred and converted into Open space".
10. Waivers: Requested waivers from conventional zoning include:
 - a. Hotel building height at 54 feet.
 - b. Front yard building setback for Parcel 3 **at 25'**.
 - c. Some parking in front of buildings.

Subject:

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**Tim Haagsma, PE***Director of Traffic and Safety*

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thaagsma@kentcountyroads.net**WE'VE MOVED! NOTE OUR NEW LOCATION:****Kent County Road Commission**

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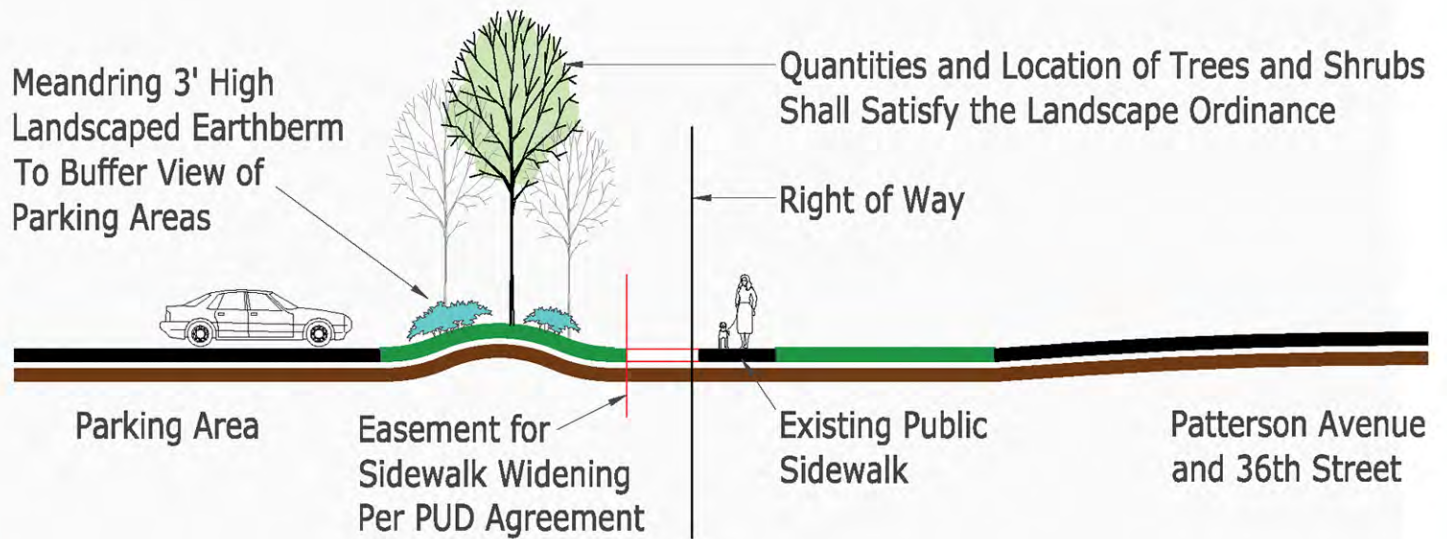


TRADITIONAL



CONTEMPORARY

ARCHITECTURAL DESIGN SAMPLES



GREENBELT CROSS-SECTION

GRR Ancillary C-PUD
Preliminary Site Plan
Kentwood, Michigan

DATE:	ISSUED FOR:
09/12/2023	OWNER REVIEW
10/20/2023	PLANNING COMM. REVIEW
12/05/2023	PLANNING COMM. REVIEW
01/02/2024	PLANNING COMM. REVIEW
P.I.C.	R. JAMES MORGAN
P.M.	
DESIGN	

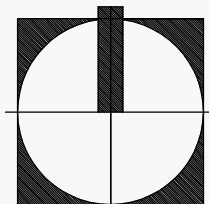
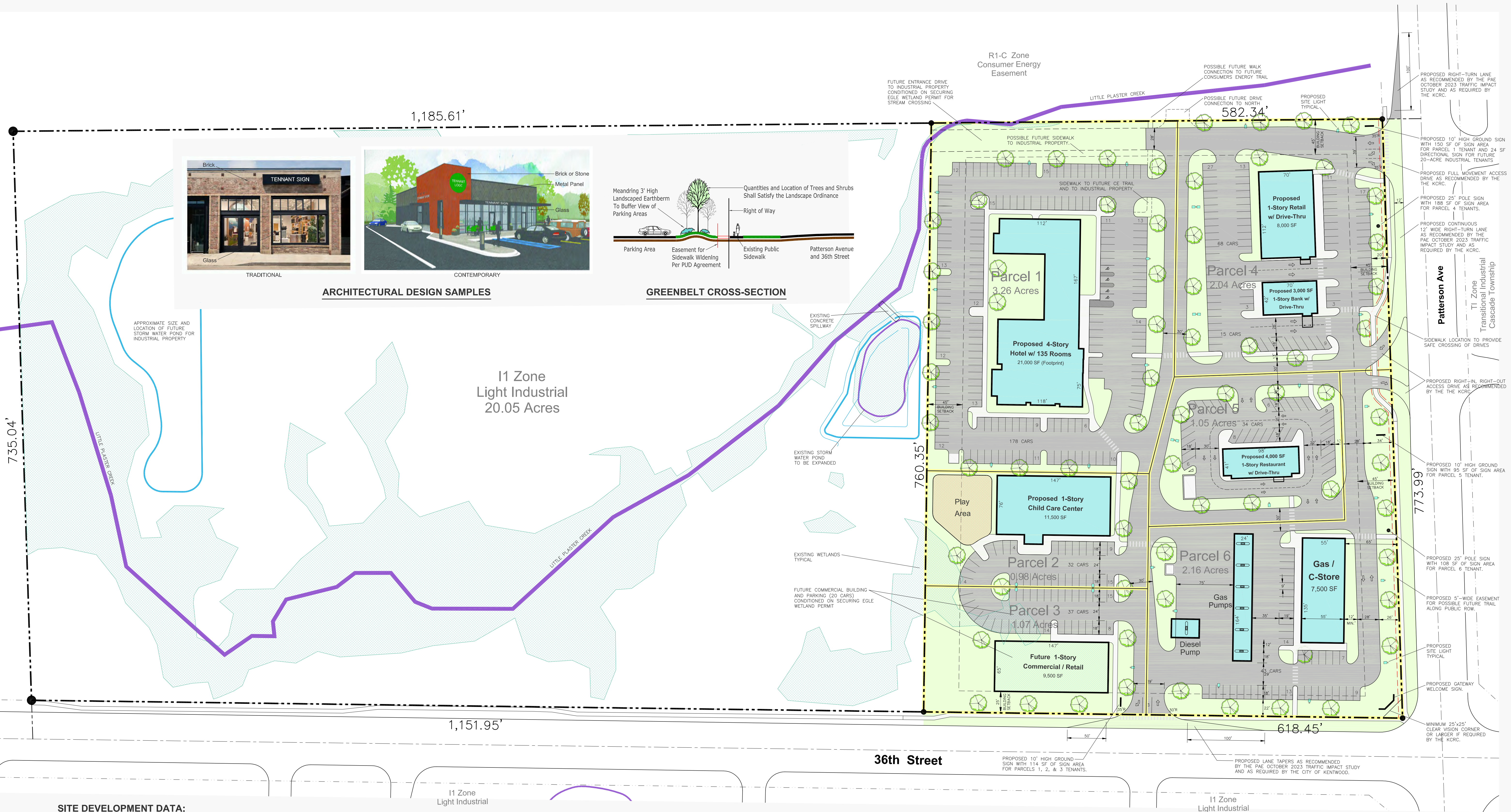
RJM PROJECT NUMBER

23004

SHEET NAME
PRELIMINARY
PUD SITE PLAN

SHEET NUMBER

C-103



North



Scale of Feet



Memorandum

TO: Planning Commission

FROM: Terry Schweitzer, Community Development Director

DATE: January 3, 2024

RE: Planning Staff Recommendation Case # 25-23 Anderson

Attached you will find the planning staff recommendation relating to the request by 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). Within the recommendation, an economic impact analysis is referenced comparing an industrial concept plan for the site with the proposed commercial pickleball-whiffle ball restaurant concept plan. Attached is a December 22, 2023 email from the author of the analysis, Paul Isely, Associate Dean of the Grand Valley State University Seidman College of Business, detailing his approach and qualified conclusions.

Please let me know if you have any questions.

PLANNING STAFF RECOMMENDATION

Schweitzer 1-4-2024

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

RECOMMENDATION: 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)

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.

Land Use and Zoning Committee

Meeting Summary

First Floor Conference Room

August 9, 2023

Present: Planning Commissioners-Bill Benoit, Ed Kape, Dan Holtrop, and Sandra Jones, Planning staff-Lisa Golder, and Terry Schweitzer, Applicants-Andy Anderson, Denise Kolesar, and Brad Potter

The meeting started at 6:30 pm.

Mr. Anderson, the owner/developer, is proposing to construct indoor and outdoor pickleball courts, indoor whiffle ball field, a restaurant, and a pro-shop/retail facility on the property. A conceptual site plan/floor plan was provided in advance of the meeting to illustrate a preliminary layout of the property. Mr. Anderson indicated he understood that this use would require a rezone of the property, as well as site plan approval of the project. Ms. Kolesar is his business consultant and Mr. Potter, Newco Design Build LLC, put together the initial concept site plan and floor plan. Mr. Anderson explained that he has been seeking a site of at least 4 acres in size, and proximate to a highway interchange to be readily accessible to the entire metro area.

Schweitzer noted that the restaurant use would be permissible under the current I-1 Light Industrial zoning, subject to Special Land Use and Site Plan review and approval by the Planning Commission. Retail as well as indoor and outdoor recreational uses are not permitted under the I-1 Light Industrial zoning. In addition, the future land use designation for the northeast quadrant of Broadmoor and 52nd Street is Industrial. He noted there was a request to modify the Master Plan for the two properties right on this corner (5180 Broadmoor and 4561 52nd Street) from industrial to retail in early 2022. The applicant for that request, Kum & Go, was seeking to develop a gas station and convenience store. After the review of that request by the East Beltline South Advisory Committee the applicant withdrew its request (also attached). The Michigan Department of Transportation (MDOT) staff were very concerned with the traffic projections and movements associated with the proposed use as well as compliance with the MDOT access design standards.

Schweitzer noted another consideration of the prospective rezoning is the relative supply of industrial land within the city. While the site under consideration has been vacant for a long time, it is still zoned to accommodate industrial development. Schweitzer also called attention to a recent Crains Grand Rapids Business article regarding the scarcity of available industrial real estate in the West Michigan area. He pointed out that the city recently received a concept plan that shows how the site could accommodate two industrial buildings of between 34,000 and 38,000 square feet in area.

Mr. Potter explained that their conceptual site plan portrayed a driveway onto Broadmoor Avenue and, in response to a commissioner's inquiry, he stated it may be possible to secure access out to 52nd Street. He indicated that the Michigan Department of Transportation (MDOT)

Land Use and Zoning Committee

Meeting Summary

First Floor Conference Room

August 22, 2023

Present: Planning Commissioners-Bill Benoit, Ed Kape, Dan Holtrop, and Sandra Jones, Planning staff-Lisa Golder, Joe Pung, and Terry Schweitzer, Applicants-Andy Anderson and Denise Kolesar

The meeting started at 6:30 pm.

Mr. Anderson, the owner/developer, provided the committee with an expanded update of his pickleball and restaurant development concept for the northeast quadrant of the intersection of 52nd Street and Broadmoor that was initially reviewed on August 9. The updated concept included: an indoor wiffle ball field; expanded building footprint; and additional outside dining.

Mr. Anderson and Ms. Kolesar provided an overview of what they learned from the August 9 meeting and the compiled background on the relatively recent consideration of Athletic Training Facilities in the industrial zone provided by Planning staff. They expressed a desire to be fully transparent in their quest for this project.

Discussion ensued.

Mr. Anderson and Ms. Kolesar expressed their intent to contact planning staff to begin the process of introducing a change to the city's Master Plan designation for their intended site from the current Industrial land use to commercial.

The meeting adjourned at 7:00pm.

Master Plan Committee Summary
Discussion regarding the northeast corner of 52nd and Broadmoor Avenue
Proposal: Indoor and outdoor pickleball, restaurant
September 26, 2023
6:30pm

Andy Anderson and Denise Kolesar were present, as well as Master Plan Committee members Ray Poyner and Dan Holtrop; staff members Terry Schweitzer, Lisa Golder and Joe Pung.

Discussion ensued around an amendment to the Master Plan at the northeast corner of 52nd Street and Broadmoor from Industrial to Commercial to allow indoor/outdoor pickleball courts and a restaurant.

Ray Poyner expressed concern about preservation of the Industrial zone for industrial uses. He questioned whether people would come from outside of Grand Rapids to play pickleball here.

Andy Anderson indicated he had looked at other commercial property in the area, including MSA, former Family Fare at Breton and 44th Street, property at Centerpoint Mall. He wanted to stay away from 28th Street as an option. Pickleball is a fast-growing sport. Anderson and Kolesar described their request as a social club. They felt their project would complement the city's pickleball courts at Covenant Park and would be consistent with the City's plan to embrace pickleball.

There was discussion on the nature of potential industrial development at the same location.

Anderson said that if the pickleball facility was approved, there would be 25-35 employees, who would probably make a few dollars over minimum wage. He indicated that he would be willing to conditionally rezone the property to allow for pickleball.

Ray Poyner indicated he was not interested in making it an allowable use in the industrial zone. Then other indoor recreation facilities would be allowed in industrial as well.

There was discussion regarding a previous request for the allowance of indoor recreation (soccer facility) in the industrial zone districts. The Planning Commission recommended approval, but the City Commission denied the application. There is provision for recreation uses in many of the zoning districts. The Planning Commissioner's role is to provide a perspective for the City Commissioners.

Schweitzer said that the East Beltline South Advisory Committee should review the request. In addition to East Beltline access, 52nd Street access will be required if the pickleball facility developed.

There was discussion regarding the commercial development to the west and the developability of the property just north of the proposed Master Plan amendment. The industrial development to the south along Broadmoor Avenue was also discussed.

Holtrop said that excluding the corner would bother him, because the corner parcels are not big enough to develop as industrial. Schweitzer said that he would recommend including the corner piece if the

master plan change is approved, and that a PUD should be considered to ensure that access management principles are considered.

Holtrop said he would be in favor of the Master Plan Amendment if it also incorporates the corner parcels of land.

The meeting ended at 7:00pm.

East Beltline Advisory Committee

Meeting Summary

October 19, 2023

Members Present: Peter Kimball, Grand Valley Metro Council (GVMC) Transportation Planner, Jason Cole, Michigan Department of Transportation (MDOT), Kerwin Keen, MDOT, Tim Haagsma, Kent County Road Commission (KCRC), Brian Hilbrands, Cascade Township Planning Director, and Terry Schweitzer, Kentwood Director of Community Development,

Others Present: Denise Kolesar, Advisor to applicant Andrew Anderson and Chris Van Doeselaar, Newco Design Build LLC

The meeting convened at 9:04am

- I. Introductions
Everyone introduced themselves.
- II. Brief background on this committee
Schweitzer and provided recent history and role of East Beltline Advisory Group as a GVMC subcommittee. It provides a forum for land use and transportation officials from the respective communities and road agencies to discuss proposed changes in land use and/or transportation facilities in the M-37 corridor.
- III. Introduction to the proposed project
Schweitzer provided context to the proposed change to the future land use designation on the northeast corner of 52nd Street and Broadmoor from industrial to commercial being submitted by Andrew Anderson, an entrepreneur. He noted that the Kentwood frontage along M-37 (Broadmoor Avenue) was predominately master planned and zoned industrial except for the 6.5-acre area on the northwest corner of 52nd Street and M-37. He briefly reviewed the conceptual site plan for the proposed commercial development as well as an industrial development concept plan put together by a prospective developer back in July. He noted the industrial land use information the city received from Tim Mroz, the Senior Vice President of Community Development with The Right Placed. He also noted that regardless of the outcome of the land use question, the land use designation of the northeast quadrant of 52nd Street and Broadmoor Avenue should be the same, be it the current industrial or the proposed commercial. The main reason for this approach is to integrate traffic access and circulation along the state trunkline and arterial street.
- IV. Additional detail provided by applicant
Andrew Anderson's representative, Denise Kolesar explained that her client wishes to build a pickleball and Wiffleball restaurant on the site, an allowable use under the existing I-1 zoning, however the recreational uses are not allowed. She noted the growing popularity of these recreational sports and described how their concept would also benefit the area by providing a quality restaurant to serve the surrounding industrial

workforce. The proximity of this site to M-6 was a key factor in their site selection process since they anticipate a regional draw for their service offerings. Chris Van Doeselaar noted that they recognized the importance of shared access onto Broadmoor and 52nd Street.

Tim Haagsma noted that the traffic associated with industrial development of the site would generally add traffic volume to the peak hours on Broadmoor and 52nd Street. In contrast, the proposed commercial development would likely add volume during off peak times on the respective roadways. In his roles as a Planning Commissioner and Township Trustee for Gaines Township he noted the 300-350 acres of land area master planned and recently rezoned to industrial in the northeast portion of their community.

Brian Hillbrands indicated that the Cascade Township frontage on Broadmoor included a gas station and two hotels, with a new apartment community just to the east. Otherwise, the southwest portion of their community was master planned and zoned industrial.

Kerwin Keen and Jason Cole noted that they offer no recommendations on the land use decisions made by the local units of government. Their focus is on safe access and traffic circulation of development along the corridor to maintain the capacity and safety of the roadway. They are therefore supportive of one access onto 52nd Street and one onto Broadmoor shared by and between all the properties in the northeast quadrant of the intersection. In particular, the access drive onto Broadmoor should be centered between the two indirect turns north of the 52nd Street and Broadmoor intersection. They also noted that the boulevard design of Broadmoor will be extended south to 76th Street in the next few years within a narrower right-of-way.

Peter Kimball indicated he had reviewed the meeting information with GVMC Director of Transportation Planning Laurel Joseph and they were both supportive of integrating singular access and circulation onto 52nd Street and Broadmoor Avenue for all the properties within the northeast quadrant of this intersection.

Schweitzer expressed appreciation to the meeting attendees for their participation and input. He stated that if the master plan change is ultimately approved, staff would recommend that it include the two properties on the corner with the condition that development proceed as a Commercial Planned Unit Development integrating singular access and circulation onto 52nd Street and Broadmoor Avenue for all the properties.

The meeting adjourned at 9:40am

Schweitzer, Terry

From: Paul Isely <iselyp@gvsu.edu>
Sent: Friday, December 22, 2023 9:14 AM
To: Schweitzer, Terry
Subject: RE: Industrial and Commercial Concepts for the NE Quadrant of Broadmoor Avenue and 52nd Street

OK,

Here is the fast and dirty – so it is nowhere near as accurate as a true impact study would be.

1. I did not calculate the value of construction... likely the two options will have nearly the same construction impact.
2. I did not look at effects such as it being easier to draw in manufactures to other properties if there is a restaurant and sporting field nearby etc... these are known as catalytic effects and often they can be bigger than the standard impact.
3. The Geography of the effect is the Grand Rapids – Kentwood MSA
4. This is purely the effect at the door with Direct, Indirect, and Induced spending – but no catalytic effects.
 - a. A restaurant with 30 employees and a sporting complex with 5 employees
 - b. Commercial Printing with 22 employees, a wholesale store with 5 employees, a warehouse with 1 employee, and manufacturing of 22 employees. So similar to the property to the north. *South (TES)*
5. These are annual effects and because of how I ran the numbers using only number of employees you should view these as +/- 20%

As a favor to Tim I am giving you this quick view – If you need more, then I will need to work out a contract.

The Restaurant Case

Impact	Employment	LaborIncome	ValueAdded	Output			
Total	47	\$ 1,688,498	\$ 2,567,568	\$ 5,184,080			
TAX	SubCountyGeneral	SubCountySpecialDistricts	County	State	Federal		T
	\$ 20,987	\$ 50,925	\$ 14,773	\$ 170,484	\$ 373,677		!

The Industrial CASE

Impact	Employment	LaborIncome	ValueAdded	Output			
Total	96	\$ 6,858,564	\$ 10,322,442	\$ 22,589,898			
TAX	SubCountyGeneral	SubCountySpecialDistricts	County	State	Federal		T
	\$ 51,700	\$ 114,646	\$ 33,251	\$ 455,322	\$ 1,521,063		!

From: Schweitzer, Terry <SchweitzerT@kentwood.us>

Sent: Thursday, December 21, 2023 8:40 AM

To: Paul Isely <iselyp@gvsu.edu>

Subject: Industrial and Commercial Concepts for the NE Quadrant of Broadmoor Avenue and 52nd Street

STAFF REPORT: November 29, 2023

PREPARED FOR: Kentwood Planning Commission

PREPARED BY: Lisa Golder

CASE NO.: 01-24 Storage Five Kentwood LLC - Conditional Rezoning

GENERAL INFORMATION

APPLICANT: Chris Catania
Storage Five Development
PO Box 1942
Seabrook, TX 77586

STATUS OF APPLICANT: Option holder

REQUESTED ACTION: Conditional Rezoning of 5.87 acres of land from C-2 to I-1 Light Industrial

EXISTING ZONING OF SUBJECT PARCEL: C-2 Commercial

GENERAL LOCATION: 1800-1900 44th Street SE

PARCEL SIZE: 5.87 Acres

EXISTING LAND USE ON THE PARCEL: Vacant office space/call center

ADJACENT AREA LAND USES:
N: 44th Street ROW
S: Residential—Tamarisk Apartments, multifamily
E: Commercial (gas station, daycare)
W: Restaurant, office

ZONING ON ADJOINING PARCELS:
N-NOS Neighborhood Office Service and LDR Low Density Residential--City of Grand Rapids
S: C-2 Commercial, R-3 Medium Density Residential, R-4 High Density Residential
E: C-2 Commercial
W:C-2 Commercial

Compatibility with Master Plan:

The Kentwood 2020 Master Plan recommends Commercial use of this site. The applicant requested the amendment of the Master Plan to allow for Industrial use for a 8.2 acre area to be designated for industrial use. The City Commission declined to set a hearing date for the Master Plan amendment; therefore the Master Plan designation remains Commercial.

Zoning and Land Use History:

The site has been zoned for commercial use since at least 1976. The property has been used as a grocery store, bowling alley, and mall before being used as a call center. Earlier in 2023, the applicant submitted an application for an amendment to the Master Plan that would have allowed 8.2 acres of the property to be designated for industrial use. The City Commission declined to set a hearing date for the Master Plan amendment; therefore, the Master Plan designation will remain Commercial.

Project Overview:

In November of 2022, the applicant appeared before the Land Use and Zoning (LUZ) and later, to the Master Plan Subcommittees seeking feedback on the potential for rezoning of 8.2 acres of the overall 13.3-acre property from Commercial to Industrial. The building located on the property is 116,057 square feet in area and has been most recently used as a medical call center. The applicant would like to use the building for climate controlled self-storage, requiring industrial zoning.

The applicant has indicated that the call center was refurbished prior to the pandemic and then was never fully re-occupied since due to the popularity of work from home. The building has been largely vacant for three years; there has been little or no interest in leasing the building.

Despite the fact that the Master Plan will not be amended to the Industrial designation, the applicant has submitted an application for Conditional Zoning that would allow rezoning of 5.87 acres to I-1 Light Industrial, and voluntarily restricting uses to self-storage and associated parking. The applicant has also voluntarily requested the additional conditions be applied to the parcel proposed for the conditional rezoning:

- The only industrial use permitted within the portion of the site to be rezoned to the I-1 district shall be the 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'.
- The developer will improve the existing self-storage building with a new façade substantially similar to the renderings attached hereto.

Staff Analysis:

1. The applicant is requesting Conditional Rezoning to allow the existing 116,057 square foot building to be used as a self-storage facility. Self-storage facilities are considered industrial warehouses in the City of Kentwood, and therefore a use permitted by right in the I-1 and I-2 zones.
3. The overall property is 13.30 acres in area; only 5.87 acres of the overall 13.30-acre property would be conditionally rezoned to I-1 Light Industrial. The applicant intends to divide a 3.32-acre commercial parcel along the 44th Street frontage into four new commercial outlots. A fifth of the 4.10 acre out lot is proposed on the southeast corner of the site, also intended to remain zoned C-2 Commercial. Since the subject parcel is a platted lot, additional approvals for the land divisions would be required.
4. If the property is rezoned for industrial use, 77 parking spaces would be required to be retained, or deferred parking provided. The applicant shall provide information on the parking intended for the proposed use.
5. In accordance with Section 10.3 C 4 of the Zoning Ordinance, no industrial building or storage can be located closer than 100 feet to a residential district or boundary. A building may be permitted as close as 50 feet if that area between the building and the boundary is an unlighted landscape buffer used for no other purpose. Further, no entrance other than a required emergency door shall enter upon the area. In addition, an industrial rear yard adjoining a residential district must comply with Chapter 19 setback and screening provisions. Chapter 19 requires a 50' minimum width buffer zone, with a 6-foot vertical screen and specific required planting materials within the screening area.

The southwest corner of the existing Trinity Health call center is 34 feet from the common property line for Tamarisk Apartments. Therefore, in order to rezone the property for industrial use, the applicant will have to receive Zoning Board variances to resolve these issues, or otherwise find some way to comply with the zoning regulations.

6. According to the Institute of Traffic Engineers report Trip Generation, 11th Edition, a self-storage facility of 116,000 square feet can generate 168 trips per day. The use can generate 10.41 trips in the AM peak hour, and 17.4 trips in the PM peak hour.
7. The City Engineer will determine how storm water management will be accommodated on the site. This may affect the developable area of the proposed industrial area or the outlots.
8. The Planning and City Commissions should review the following in considering the merits of the rezoning:

- a. Consistency of the proposed rezoning with the goals, policies, and future land use map of the Master Plan, including any sub-area or corridor studies. If conditions have changed since the Master Plan was adopted, consistency with recent development trends in the area should be considered.

The Master Plan recommends commercial use for the site. The proposed rezoning is inconsistent with the Master Plan.

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

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

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

Under the current zoning, the site could still be used for any number of commercial or office uses. The existing 116,000 square foot building may be difficult to re-use as a call center.

- d. The compatibility of all the potential uses allowed in the proposed zoning district with the 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.

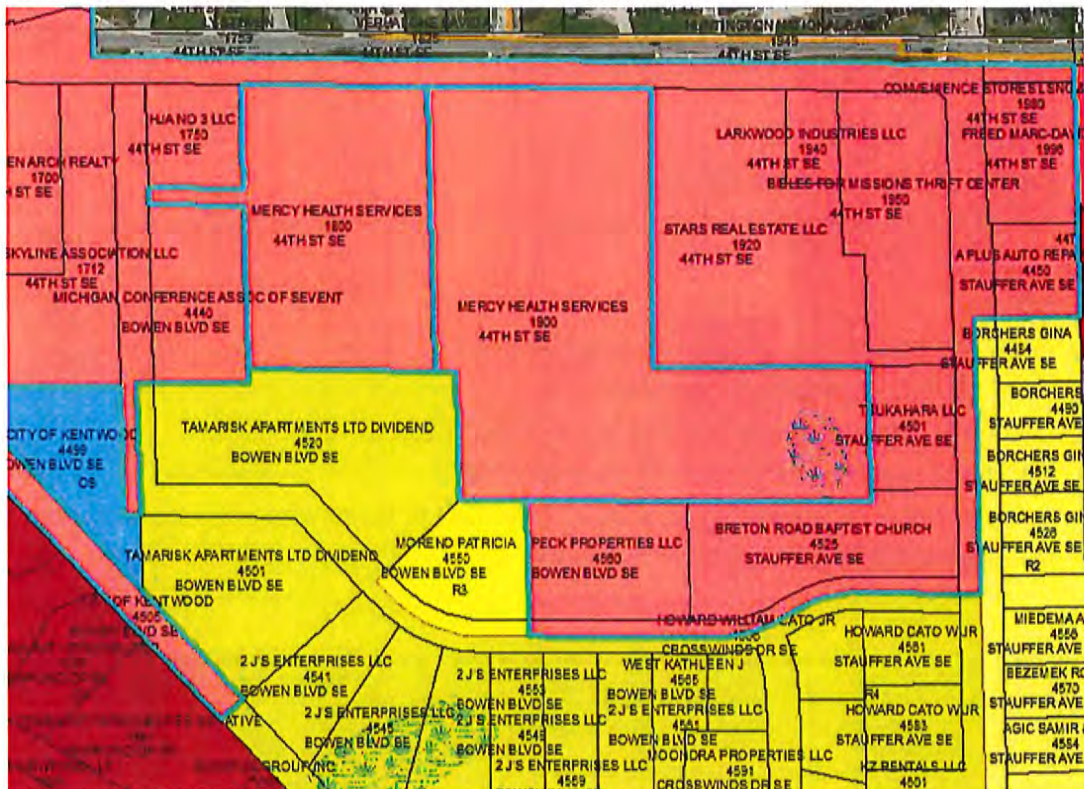
The applicant has restricted the potential uses to self-storage only. Self-storage does not generate a large amount of traffic. However, while self-storage does not create traffic or noise for the adjacent residential area, it also does not provide any vitality or benefit. Information on exterior lighting, fencing, and hours of operation have not been provided.

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

The city's infrastructure is adequate to serve the site.

- f. Where a rezoning is reasonable given the above the 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 potential for amending the C-2 district to allow for self-storage has been discussed. However, it is unlikely that the concerns regarding self-storage at this site would be eliminated by amending the ordinance in this way. In



Zoning: 1800-1900 44th Street and vicinity
 Property is currently zoned C-2 Commercial

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.

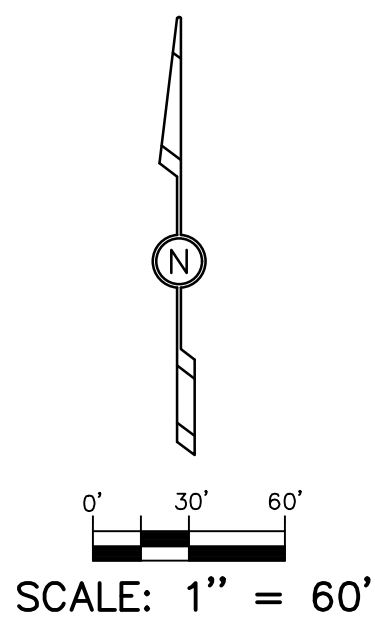
In conclusion, although designating a portion of the site for I-1 use contradicts the Future Land Use Map portion of the Master Plan, the proposed conditional rezoning both directly and indirectly aligns with the overall objectives of the Master Plan for a number of compelling reasons.

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



Proposed Parcel 62:
That part of Lot 32, KENTWOOD MALL PLAT, according to the plat thereof recorded in Liber 77 of Plats, Page 38, described as: BEGINNING at the NW corner of said Lot 32 (common with the SW corner of Lot 37 of said Kentwood Mall Plat); thence N89°36'49"E 908.79 feet along the North line of said Lot 32 and its Easterly extension; thence S00°23'11"E 359.91 feet; thence S89°36'49"W 337.48 feet to a West line of said Lot 32; thence N02°02'11"W 30.01 feet along said West to the NE corner of Lot 34; thence S89°36'49"W 385.94 feet along a South line of Lot 32 to a SW corner of said Lot 32; thence N02°02'11"W 300.03 feet along a West line of Lot 32; thence S89°36'49"W 175.00 feet along a South line of Lot 32 to the West line of Lot 32; thence N02°02'11"W 30.01 feet along said West line to the Place of Beginning.

LAND DIVISION MAP RE: 1800-1900 44TH ST FOR: STORAGE FIVE DEVELOPMENT LLC ATTN: CHRIS CATANIA PO BOX 1042 SEABROOK, TX 77586 PART OF THE NW 1/4, SECTION 28, T6N, R11W, CITY OF KENTWOOD, KENT COUNTY, MICHIGAN	WORKSHEET 11/9/23
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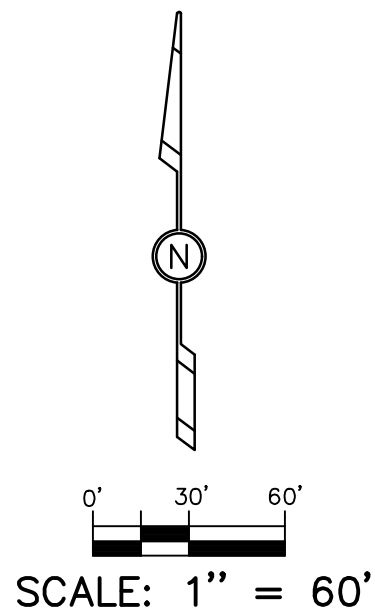
ZONING NOTES:

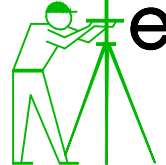
EXISTING ZONING:
C-2:
MINIMUM LOT AREA: 11,050 SF
MINIMUM LOT WIDTH: 85'
FRONT YARD SETBACK: 35'
SIDE YARD SETBACK: NONE REQUIRED WHEN ADJACENT TO A C-2, C-3, I-1 OR I-2 DISTRICT.
REAR YARD SETBACK: 30'
MAXIMUM LOT COVERAGE: 75%
MAXIMUM BUILDING HEIGHT: 45' (30' WHEN ABUTTING ANY RESIDENTIAL DISTRICT).
MAXIMUM WAREHOUSE WITH RETAIL USE: 75%

PROPOSED ZONING:
I-1:
MINIMUM LOT AREA: 40,000 SF
MINIMUM LOT WIDTH: 200'
FRONT YARD SETBACK:
- W/ FRONT YARD PARKING BUILDING FRONT WALL < 150' : 70' W/ 25' LANDSCAPE BUFFER
- W/O FRONT YARD PARKING BUILDING FRONT WALL > 150' : 100' W/ 35' LANDSCAPE BUFFER
BUILDING FRONT WALL < 150' : 35' LANDSCAPED FRONT YARD
BUILDING FRONT WALL > 150' : 45' LANDSCAPED FRONT YARD
SIDE YARD SETBACK: 20'
REAR YARD SETBACK: 40'
MAXIMUM LOT COVERAGE: 50%
MAXIMUM BUILDING HEIGHT: 3 STORIES (OR 45')
MAXIMUM ACCESSORY RETAIL AREA: 5% OR 1,000 SF (WHATEVER IS GREATER)

GENERAL NOTES:

PROPOSED PARCEL 1
- 0.84 ACRES
- C-2 ZONING
PROPOSED PARCEL 2
- 0.83 ACRES
- C-2 ZONING
PROPOSED PARCEL 3
- 0.83 ACRES
- C-2 ZONING
PROPOSED PARCEL 4
- 0.83 ACRES
- C-2 ZONING
PROPOSED PARCEL 5
- 4.10 ACRES
- C-2 ZONING
PROPOSED PARCEL 6
- 5.87 ACRES
- I-1 ZONING
- EXISTING BUILDING SIZE: 116,371 SF
- NEW PARCEL SIZE LOT COVERAGE: 45.5% COVERAGE
- BUILDING FRONT WALL > 150' W/ PARKING
- 35' LANDSCAPED BUFFER ZONE PROPOSED



LAND DIVISION MAP				WORKSHEET	
RE: 1800-1900 44TH ST				11/9/23	
FOR: STORAGE FIVE DEVELOPMENT LLC					
ATTN: CHRIS CATANIA					
PO BOX 1042					
SEABROOK, TX 77586					
PART OF THE NW 1/4, SECTION 28, 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	
11/10/23	REVISED PROPOSED LAND DIVISION	JVD	DRAWN BY: BAB	PROJ. ENG.: .	SHEET
DATE	REVISION	BY	FILE NO.: S231301	DATE: 05/05/2023	1 of 1



HONOR THE NAME



DESCENDANTS OF THE BRAVE PIONEER WIDOW PATTERSON

CAME HERE EARLY

MADE A HOME FOR HERSELF AND CHILDREN IN THE FOREST

REUNION OF THE FAMILY BROUGHT TOGETHER MORE THAN TWO HUNDRED OF THE CLAN.

Perhaps no other family of pioneers has done more for the development of Kent county in the vicinity of Grand Rapids than the Patterson family, which is now represented by JOHN PATTERSON, SR., and SALLY ANN PATTERSON. The latter is the widow of the late MINER PATTERSON. The two are president and vice president respectively of the Patterson Picnic association, a society organized to perpetuate this time-honored name among about two hundred or more of the descendants of the family who meet annually for a reunion.

It was in April, 1837, when Grand Rapids was a mere hamlet or trading post, that Mrs. Patterson, then a plucky young widow and the mother of ten children, came to [Paris Township]. Her husband, ROBERT PATTERSON, had died in New York state in 1831, leaving her in destitute circumstances. Three of these children were dependent upon their mother for a living, and this mother who had pushed out into the wilderness was **RACHEL PATTERSON**, the mother of the Patterson family.

MRS. PATTERSON'S EARLY STRUGGLES

To keep the wolf from the door Mrs. Patterson first hired out to Alvin H. Wansey, a prominent man in western Michigan at that time, whose farm home was on South Division street, near the Turner

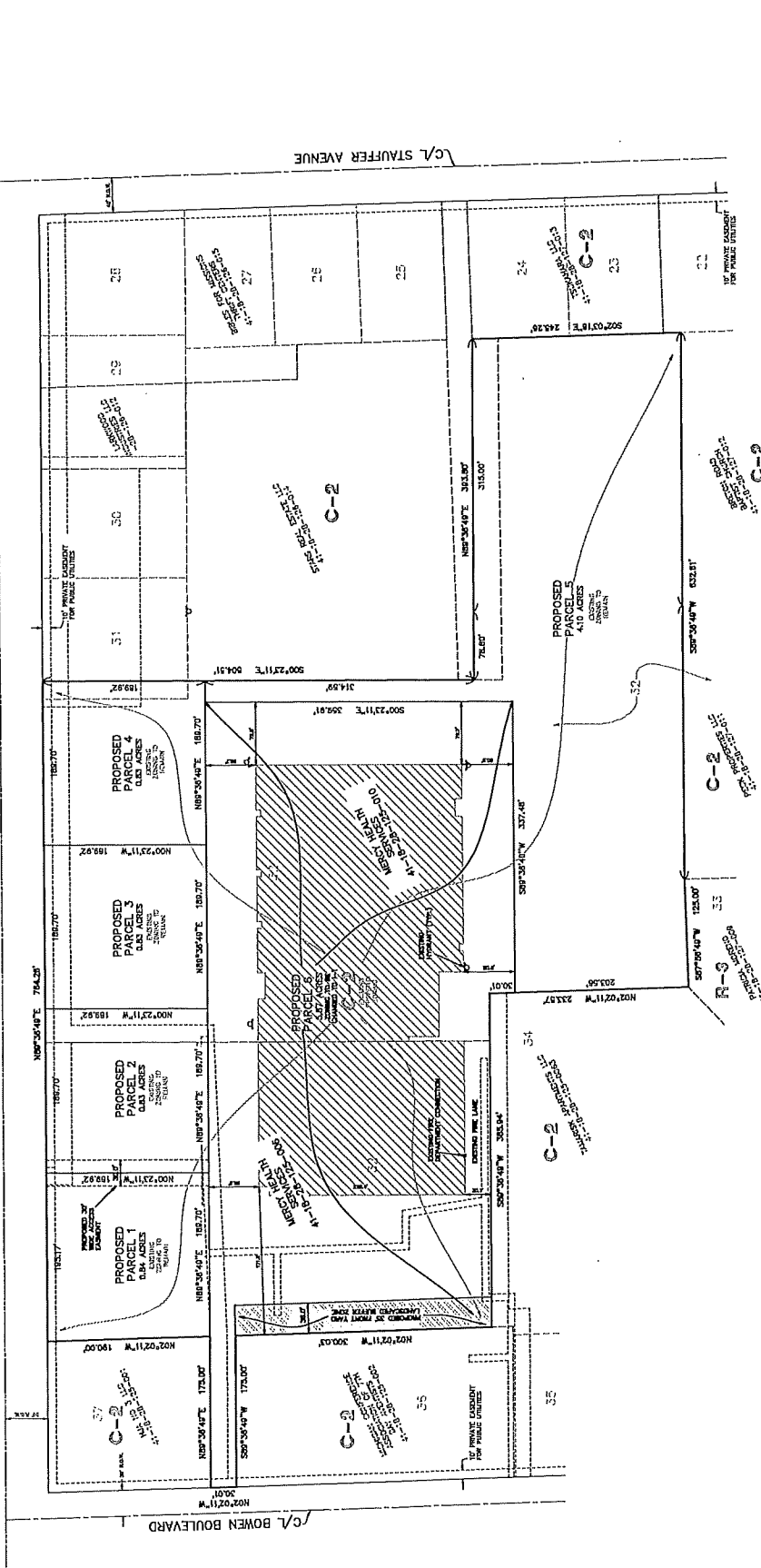


 **CUBESMART**
self storage







[illegible][illegible][illegible]

LAND DIVISION MAP		WORKSHEET	
RE: 1800-1900 44TH ST		11/9/23	
FOR: STORAGE DEVELOPMENT LLC			
ATTN: CHRIS CAYANA			
PITTSBURGH, PENNSYLVANIA			
SEABROOK, TX 77358			
PART OF THE NW 1/4, SECTION 26, T9N, R14W, CITY OF KODOMO, WYOMING, WYOMING			

SCALE: 1" = 60'



STAFF REPORT January 4, 2024

PREPARED FOR: Kentwood Planning Commission

PREPARED BY: Terry Schweitzer

CASE NO.: 2-24 Conditional Zoning Request of Andrew Anderson

GENERAL INFORMATION

APPLICANT: Andrew Anderson
 2465 Cascade Springs Drive, SE
 Grand Rapids, MI 49546

APPLICANT
REPRESENTATIVE: Andrew Anderson

STATUS OF
APPLICANT(S): Petitioner by way of Buy and Sell Agreement

REQUESTED ACTION: Conditional Rezoning to C-2 Commercial

EXISTING ZONING OF
SUBJECT PARCEL: I-1 Light Industrial

GENERAL LOCATION: Northeast Quadrant of 52nd Street and Broadmoor Avenue (M-37)

PARCEL SIZE: 6+ acres

EXISTING LAND USE
ON THE PARCEL: Vacant

ADJACENT AREA
LAND USE: N- Office
 S- Industrial Office/Warehouse
 E-Railroad Spur/Industrial Truck Terminal/Manufacturer
 W- Commercial Gas Station Convenience Store/Drive Through
 Restaurant

ZONING ON ADJOINING
PARCELS: All adjoining properties are zoned I-1 Light Industrial except for
 CPUD to the West

Proposal Overview:

The applicant, Andrew Anderson, has submitted a narrative dated 12/22/2023 for a conditional commercial rezoning as well as conceptual floor and site plans to build pickleball and Wiffleball restaurant and recreational sports courts on properties addressed 5080, 5090, 5140 Broadmoor Avenue, SE and 4581 52nd Street, SE. The restaurant, retail sales and indoor and outdoor recreation facilities use are allowed by right under the requested conditional commercial zoning.

Compatibility with Master Plan:

The Kentwood Master Plan designation for this site is currently industrial use. However, if the applicant's pending master plan change is approved, the requested commercial conditional rezoning may be consistent. Planning staff has prepared a master plan recommendation with conditions to go from industrial to commercial use subject to the integration of 5080, 5090, 5140 Broadmoor Avenue, SE and 4581 52nd Street with 5180 Broadmoor and 4561 52nd Street. Conditions include an integrated plan incorporating shared access and reciprocal access easements between the properties and no more than one driveway onto Broadmoor and no more than one driveway onto 52nd Street in accordance with Michigan Department of Transportation design and safety standards.

Relevant Zoning Ordinance Sections:

Chapter 8 contains the Commercial/Office Districts. Chapter 10 contains the Industrial Districts. Chapter 12 contains the general PUD requirements as well as the specific Commercial Planned Unit Development (CPUD) requirements.

Streets and Traffic

Broadmoor Avenue is a state trunkline, (M-37) and across the frontage of the site it is a four-lane boulevard within a 205-foot-wide public right-of-way. The 52nd Street frontage is a five-lane arterial roadway within an 83-100-foot-wide public right-of-way. No direct left turns are allowed at the intersection as well as along the Broadmoor frontage. The posted speed limit on Broadmoor Avenue is 55 miles per hour while the posted speed limit on 52nd Street is 50 miles per hour.

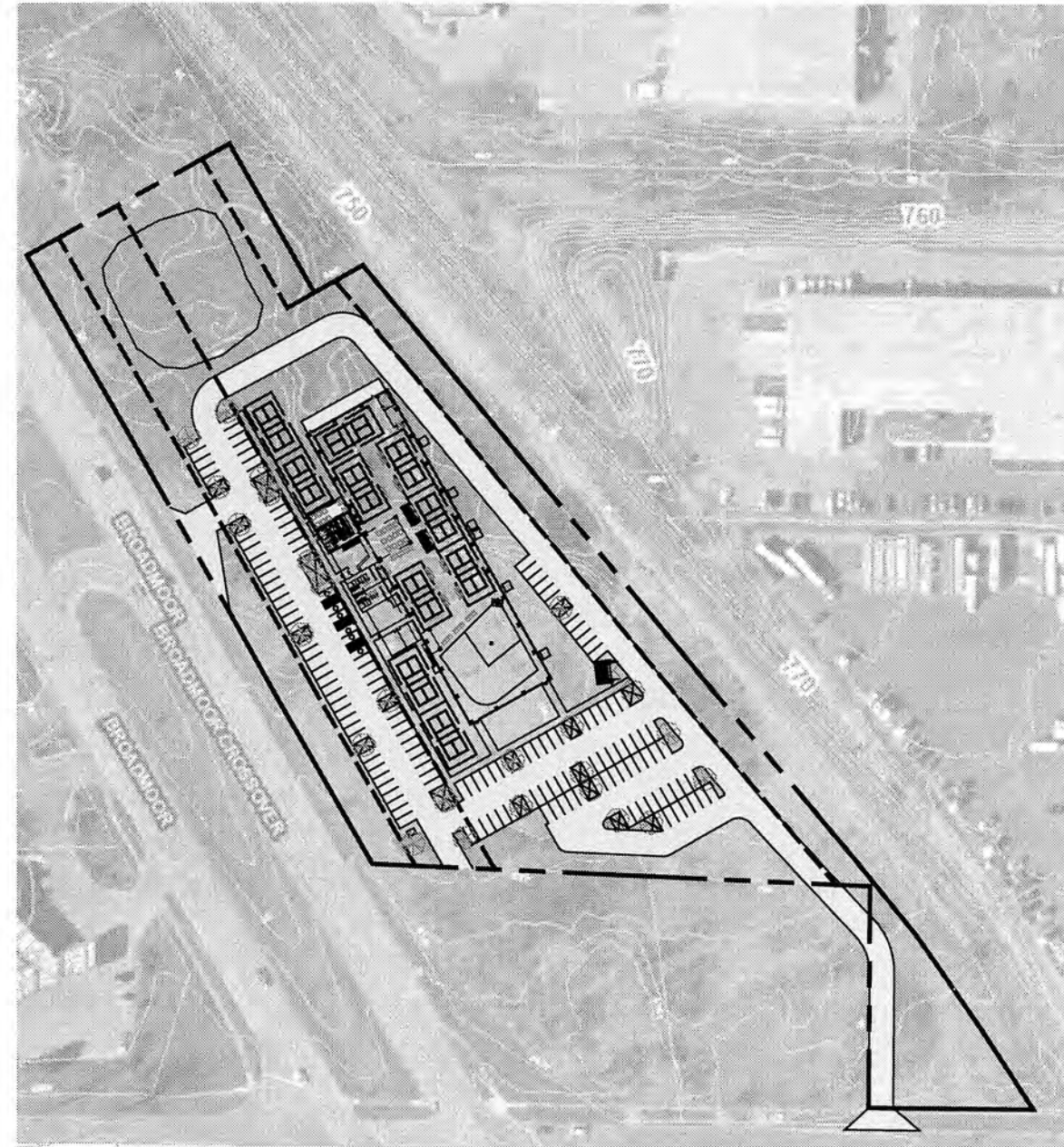
The magnitude of this proposed zoning change, especially along the M-37 State Trunkline, warrants a comprehensive review with the Michigan Department of Transportation (MDOT). During the master plan review process the city worked with the Grand Valley Metro Council staff to assemble a meeting of the East Beltline Zoning Advisory Committee to review the proposed land use change as well as discuss the Michigan Department of Transportation (MDOT) driveway design and safety standards as it would apply to this property. It was noted that industrial use of the site would likely increase traffic during the peak hours, while the traffic projected for the proposed commercial uses would have little impact on peak hour traffic.

The 2020 two-way 24-hour traffic count on 52nd Street, east of Broadmoor was 9614 vehicles. The most recent one-way 24-hour traffic count on northbound Broadmoor, north of 52nd Street was conducted in 2018. The traffic count was 11,440 vehicles, with an identical 11,440 vehicles on southbound Broadmoor, north of 52nd Street.

Regardless of the land use designation, there is a need to rely upon access control standards relative to the intersection of a major arterial street and a state trunkline as well as safely distancing private driveways from the boulevard median openings under MDOT jurisdiction. We are seeking guidance from our road agency partners to ascertain what type of traffic analysis may be desirable/necessary to factor into the project review.

Staff Analysis

1. Planning staff feels the land use designation for this site and the two properties immediately to the south should continue to be consistent and if the land use designation is changed to commercial, we initially felt the properties should be integrated through a Commercial Planned Unit Development (CPUD). However, the staff's Master Plan change recommendation does acknowledge that a comparable commercial configuration may also be considered by the city for the northeast quadrant of 52nd Street and Broadmoor, if consistent with the purposes of integration by way of: shared access onto no more than one driveway onto each of the two street frontages; reciprocal access between all properties held by Mr. Anderson and the two other properties addressed 5180 Broadmoor and 4561 52nd Street; and access is integrated in accord with Michigan Department of Transportation (MDOT) driveway design and safety standards. Staff feels the proposed conditional rezoning is a comparable commercial configuration that meet the described purposes.
2. Conditional rezoning requests do not normally require an accompanying site plan. However, a site plan is desirable given the applicant's self-imposed condition that the entrance to the site off Broadmoor and the entrance to the site off 52nd Street are to be shared use driveways to allow entry to 5180 Broadmoor and 4561 52nd Street. This proposed condition will allow all interior drives to provide circulation between users.
3. The site plan review of the pickleball-Whiffle Ball-sports court-restaurant development will be handled on the administrative level since all the uses are allowed by right under C-2 Commercial zoning.
4. Given the posted 55 miles per hour speed limit on Broadmoor Avenue and the posted 50 mile per hour speed limit on 52nd Street, the Michigan Access Management Guidebook would call for a minimum distance of 460 feet for the first driveway north of the intersection and likewise a minimum distance of 460 feet for the first driveway east of the intersection. The proposed site plan will need to be modified to meet the MDOT design and safety standards.
5. The properties addressed 5180 Broadmoor and 4561 52nd Street are not part of this rezoning request. However, Mr. Anderson and the planning staff have been in contact with the owners of both corner properties to discuss Mr. Anderson's conditional zoning request and the planning staff conditional master plan recommendation.



Site Layout

NOT TO SCALE

PARKING STANDARDS:

COMMERCIAL RECREATION - INDOOR - 4 SPACES PER COURT
COMMERCIAL RECREATION - OUTDOOR - 4 SPACES PER COURT

OFFICE SPACE - 1 SPACE PER 300 SQUARE FEET

RESTAURANT - 1 SPACE PER 50 SQUARE FEET U.F.A.

RETAIL - 1 SPACE PER 250 SQUARE FEET

STORAGE - 1 SPACE PER 2,000 SQUARE FEET

PARKING REQUIRED:

COMMERCIAL RECREATION - INDOOR - 6 PICKLEBALL COURTS	24 SPACES
ONE WIFFLE BALL COURT	4 SPACES
COMMERCIAL RECREATION - OUTDOOR - 4 PICKLEBALL COURTS	16 SPACES

OFFICE SPACE - 647 SQUARE FEET	3 SPACE
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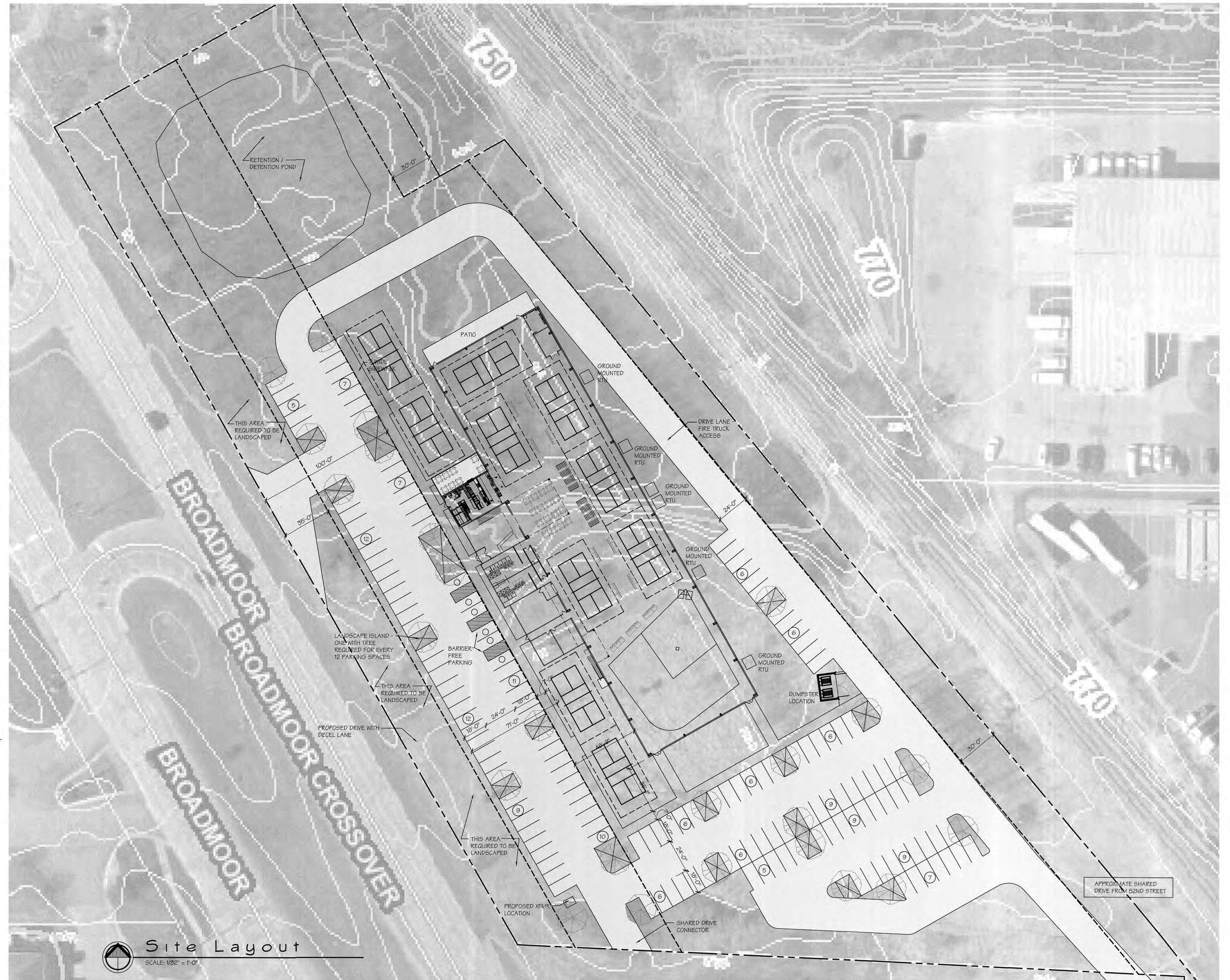
RESTAURANT - 1,538 SQUARE FEET COMBINED INSIDE / OUTSIDE	31 SPACES
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RETAIL - 707 SQUARE FEET - PRO SHOP	3 SPACES
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STORAGE - 279 SQUARE FEET	1 SPACE
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TOTAL SPACES: 82 SPACES

PROVIDED: 154 SPACES



Site Layout

SCALE: 1/32" = 1'-0"