



AGENDA
CITY OF KENTWOOD PLANNING COMMISSION
TUESDAY, JUNE 11, 2024
KENTWOOD COMMISSION CHAMBERS
4900 BRETON AVENUE, SE
7:00 P.M.

6:30pm LUZ Conf. Rm.#119 – Jones, Holtrop, Weir, Porter

- A. Call to Order
- B. Pledge of Allegiance (Alex Porter)
- C. Roll Call
- D. Declaration of Conflict of Interest
- E. Approval of the Minutes of May 28, 2024 and Findings of Fact for: **Case#9-24** – 44th Street and Walma Avenue Condominium Project - Final Site Plan Approval of a PUD Development located at the SE corner of 44th Street and Walma Avenue; **Case#11-24** – Lakewood West Wing – Preliminary and Final Site Plan Review of a PUD located at 2920 – 52nd Street, 2854 52nd Street, 5253 Wing Avenue, 5491 Wing Avenue; **Case#12-24** – Kentwood Community Center – Site Plan Review for a building in Open Space Zone District located at 4755 Walma Ave SE
- F. Approval of the Agenda for June 11, 2024
- G. Acknowledge visitors and those wishing to speak to non- agenda items.
- H. Old Business

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 (**Applicant has requested tabling to the June 25, 2024**)

- I. Public Hearing

Case#13-24 – Weiss Technik – Rezone 9.8 acres of land from R1-C Single family Residential to IPUD Industrial Planned unit Development and Preliminary Site Plan Approval located at 4375 and 4401 36th Street SE

- J. Work Session

Case#14-24 – 3119 – 52nd Street – Rezoning of 15.96 acres of land from R1-A Estate Residential and R1-C Single family Residential to R1-D Single Family Residential located at 3119 52nd Street SE ;

Case#15-24 – Third Coast Development LLC– Site Plan Review and Major Change to a PUD located at 4175 -60th Street SE;

Case#16- 24 – Bethel Hispanic 7th Day Adventist Church – Special Land Use and Site Plan Review for a Place of Worship located at 4430 Potter Ave SE;

Case#17-24 – Zoning Ordinance Text Amendments – Residential Architectural Requirements and Short Term Rental Violations and Penalties

K. New Business

Set public hearing date of July 9, 2024, for Garden Brothers Circus-Site Plan Review of an Indoor/Outdoor Recreational Facility at Woodland Mall located at 3195 28th Street, SE:

L. Other Business

1. Planning Commission Review of Request by Redstone (Cobblestone at the Ravines) to Change conditions relating to Building façade design and color scheme
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

MEMORANDUM

TO: Land Use and Zoning Committee

FROM: Terry Schweitzer, Community Development Director

DATE: May 23, 2024

RE: Prospective Rezoning to I-1 Light Industrial

Attached is a brief memo about the prospect of rezoning the 3.459 acre site at 3119 Broadmoor Avenue, SE from I-1 Light Industrial to C-2 Community Commercial. This site was rezoned from C-2 to I-1 in May 2023. The findings of fact associated with the 2023 rezoning are attached.

The applicant pledges to distribute preliminary site and building plans at the meeting to explain their rationale for the rezoning request.

Schweitzer, Terry

From: Matthew Hall <matthewh@copperrockconstruction.com>
Sent: Wednesday, May 22, 2024 11:32 AM
To: Schweitzer, Terry
Subject: RE: 4195 44th St.

Hi Terry,

Confirming you received the below and that we can plan on the 28th?

Thank you!

Matthew Hall
Preconstruction Manager

P: 616-570-2382
E: matthewh@copperrockconstruction.com



601 Fifth St. NW, Suite 300, Grand Rapids, MI 49504
www.copperrockconstruction.com



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From: Matthew Hall
Sent: Friday, May 17, 2024 8:02 AM
To: Schweitzer, Terry <SchweitzerT@kentwood.us>
Subject: RE: 4195 44th St.

Hi Terry,

Myself and Daimond Dixon (Alpha Performance) would like to come to the meeting on the 28th at 6:30 to discuss the 3119 Broadmoor site and possible zone change.

I will plan to have a prelim site and building floor plan prepared to share.

Thank you!



**CITY OF KENTWOOD
CITY COMMISSION
APPROVED
FINDINGS OF FACT
APRIL 25, 2023**

Pung 03/31/23

PROJECT: Self-Storage Rezoning

APPLICATION: 09-23

LOCATION: 3119 Broadmoor Avenue

HEARING DATE: May 8, 2023

REVIEW TYPE: Rezoning of 3.62 acres from C2 Community Commercial to I1 Light Industrial.

MOTION: **Motion by Coughlin, seconded by Morgan, to adopt Ordinance 3-23 to rezone 3.62 acres of land from C-2 Community Commercial to I-1 Light Industrial for Case 9-23 subject to basis points 1-5 located at 3119 Broadmoor Avenue, SE. as described in Planning Commission's Findings of Fact dated April 25, 2023.**

Roll Call Vote: Yeas: All. Nays: None. Absent: Groce.

Ordinance Adopted

BASIS:

1. The I1 Light Industrial zoning district is consistent with the City of Kentwood Master Plan recommendation for industrial development of this site.
2. Development under the I1 Light Industrial zoning district would be compatible with the existing industrial zoning to the west and south.
3. Rezoning the property is more appropriate than amending the list of permitted or special land uses under the current C2 Community Commercial zoning to permit industrial uses.
4. Applicant's representation at the work session and public hearing.
5. Discussion at the work session and public hearing.

PROPOSED MINUTES OF THE REGULAR MEETING
OF THE KENTWOOD PLANNING COMMISSION
TUESDAY, MAY 28, 2024, 7:00 P.M.
COMMISSION CHAMBERS

- A. Chair Jones called the meeting to order at 7:00 p.m.
- B. The Pledge of Allegiance was led by Commissioner Kape.
- C. Roll Call:
Members Present: Dan Holtrop, Sandra Jones, Ed Kape, Alex Porter, Ray Poyner, , Doug VanderMeer, Sarah Weir
Members Absent: Darius Quin (absent with notification)
Others Present: Community Development Director Terry Schweitzer, Economic Development Planner Lisa Golder, Senior Planner Joe Pung and the applicants.

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

- Motion Carried (7-0) –
- Quinn Absent -

- D. Declaration of Conflict of Interest
- There was no conflict of interest expressed.

- E. Approval of the Minutes and Findings of Fact

- A. **Motion by Commissioner Holtrop, supported by Commissioner VanderMeer, to approve the Minutes of May 14, 2024 and the Findings of Fact for: Case#10-24 – Grand Rapids Temple -The Church of Jesus Christ of Latter Day Saints – Final Site Plan Review for a PUD Phase located at 2400 Forest Hill Avenue SE; Case#9-24 – 44th Street and Walma Avenue Condominium Project - Rezoning of 4.72 acres of land from C4 Commercial to RPUD-1 Attached Residential Planned Unit Development and Site Plan Review located at the SE corner of 44th Street and Walma Avenue**

- Motion Carried (7-0) –
- Quinn absent -

- F. Approval of the Agenda

Schweitzer stated under New Business to add setting public hearing dates of June 25 for: Case#14-24 –Rezoning of 15.96 acres of land from R1-A Estate Residential and R1-C Single family Residential to R1-D Single Family Residential located at 3119 52nd Street SE ; Case#15-24 – Third Coast Development– Site Plan Review and Major Change to a PUD located at 4175 -60th Street SE; Case#16- 24 – Bethel Hispanic 7th Day Adventist Church – Special Land Use and Site Plan Review for a Place of Worship located at 4430

Potter Ave SE; **Case#17-24** – Zoning Ordinance Text Amendments – Residential Architectural Requirements.

Motion by Commissioner Holtrop, supported by Commissioner Kape, to approve the agenda for the May 28, 2024 meeting with the noted adding additions under New Business.

- Motion Carried (7-0) –
- Quinn absent -

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

There was no public comment.

H. Old Business

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 (**Applicant has requested tabling to the June 25, 2024**)

Motion by Holtrop, supported by Poyner to table Case#3-24 Breton Ravines to June 25, 2024.

- Motion Carried (7-0) –
- Quinn absent -

Case#9-24 – 44th Street and Walma Avenue Condominium Project - Final Site Plan Approval of a PUD Development located at the SE corner of 44th Street and Walma Avenue (**Tabled from the May 14, 2024 meeting**)

Golder stated at the public hearing the commissioners approved the rezoning and preliminary plan, but the applicant had more work to do with respect to the building elevations.

Golder stated what has now changed the applicant is showing stone on the building elevations. She stated they have resolved building type 2 there is going to be a wood grain type siding. She stated the preliminary site plan goes to the City Commission but the final site plan the Planning Commission approves.

Golder stated she is recommending conditional approval as described in her memo dated May 22, 2024.

Mike Bosgraff was present.

Jones opened the public hearing.

There was no public comment.

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

- Motion Carried (7-0) –
- Quinn absent -

Poyner questioned if the elevations would need to meet the proposed architectural requirements. Golder stated that they do not need to, but they do as far as the transparency.

The commissioners were ok with the enhancements.

Motion by Poyner, supported by Holtrop, to grant conditional approval of the Walma and 44th Street Condominiums final site plan dated May 22, 2024 as described in Case No. 9-24. Approval is conditioned on conditions 1-3 and basis points 1-4 as described in Golder's memo dated May 22, 2024.

- Motion Carried (7-0) –
- Quinn absent -

I. Public Hearing

Case#11-24 – Lakewood West Wing – Preliminary and Final Site Plan Review of a PUD located at 2920 – 52nd Street, 2854 52nd Street, 5253 Wing Avenue, 5491 Wing Avenue;

Golder stated this development was reviewed and approved as a PUD in 2021. She stated the plan is the same and has the same building elevations. She stated we approved a rezoning, but the site plan has expired. She stated this is a 6.8 acres site with 15 site condominiums being proposed. The 2.2 units per acre is consistent with the Master Plan.

Golder stated there are a couple of new things since the work session. She stated we are looking for the non-motorized expansion of the sidewalk to become a 10-foot concrete non-motorized trail.

Golder stated the developer is looking for a detention pond that is off site. She stated we need an agreement. She stated she received a draft agreement prior to the meeting and the City Engineer will look at that to make sure that it is adequate.

Golder stated the applicant submitted building elevations. She stated they were just meant to be representative, but they don't say they are going to look like that because these are not their plans. She noted, for that reason, we are leaving that for a future planning commission approval because we haven't seen what the final elevations will be. She stated this is a two-step process the preliminary plan goes to the City Commission and the final plan just to the Planning Commission.

Golder stated she is recommending to the City Commission conditional approval of the Preliminary Site Plan dated March 29, 2024 for the Lakewood West Wing PUD Project as described in her memo dated May 21, 2024,

Developers, John McKillian, and Jack Workman were present. They stated the reason they chose the elevations is because they are going to sell them site by site. There will be some discretion with the homeowners that will be buying each of the properties. He stated they will adhere to all of the parameters set forth by the commission and staff. They want to build a high-quality development that can last for generations.

Jones opened the public hearing.

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

- Motion Carried (7-0) –
- Quinn absent –

Porter questioned if there are sidewalks. Golder stated there is one side of sidewalk along the private street and a sidewalk planned on Wing Avenue from 52nd Street down to the cul-de-sac.

Weir questioned the price point of the units. McKillian stated starting around \$400,000 dollars.

VanderMeer questioned why only sidewalk on one side. Golder stated that is all that our ordinance requires. VanderMeer questioned the retention pond offsite and who owns that property. Golder stated the adjacent property is now under contract for the Breton Ravines development. VanderMeer stated he doesn't sense that the applicant has control over the types of homes being built. Golder stated if we had the restrictions, we could but we don't have that here which is why there is an additional condition to come back and show the elevations. VanderMeer questioned has there been any discussion with the neighbors. Workman stated they haven't had any discussion with the neighbors since it only involves 2 houses. He stated however, he talked to a lady, and she is aware it is going to be a developed.

Holtrop questioned if the customer can bring in their own plans and builder. Workman stated his company will be building most of the homes themselves. They are going to design and build them.

Holtrop stated the required street trees along 52nd Street seem like a very minimal landscaping plan for the 52nd Street side. Holtrop noted that the grade of these 9 homes will be below 52nd Street, but just like there was discussion about the neighbors having some screening and privacy; he would like to see the same thing for those whose back yard fronts 52nd Street. He stated he doesn't see that issue addressed. Workman stated the backs of the homes will be about 200 feet off 52nd Street and he verified that the grade

drops about 8 feet in grade from 52nd Street. Workman stated there is a natural wetland drainage ditch that is going to be behind the homes and then it crosses under Wing Avenue. It is going to be a natural buffer. Holtrop stated unfortunately the adjacent developer has other sites that the commission doesn't like. He questioned how else can the back of the homes be softened, it will be below grade but what else can they do. Workman stated they can put some trees in the backyard of the homes too. Golder stated there is a condition addressing staff review and approval, but if there is something specific the commissioners would like to see then that would be good to state that. Holtrop stated he would like the final landscaping and lighting plans to come back to the Planning Commission for review and approval and not just staff. Holtrop suggested amending condition 1.

Poyner questioned if there will be an HOA. Workman stated there will be he doesn't know how much they will assess each homesite. Poyner asked if there has been any thought of noise compression for the homes. Workman stated he has been there several times and there isn't a noise issue that far back off the road.

Kape was concerned if the entrance into the site is a safe distance for a school bus stop. Schweitzer stated that is a good concern. He estimated that the entrance is proposed to be approximately 250 feet south of the intersection with 52nd Street. Schweitzer stated but that plays into recent conversations regarding the back up of school buses at the intersection of Wing Avenue and 52nd Street and the prospect of a traffic signal. Workman stated they are going to be widening Wing Avenue on both sides of the road as part of this project.

Motion by Holtrop, supported by Kape, to recommend to the City Commission conditional approval of the Preliminary Site Plan dated March 29, 2024 for the Lakewood West Wing PUD Project as described in Case No. 11-24. Approval is conditioned on conditions 1-7 with condition 6 being modified to reflect Planning Commission review and approval and basis points 1-7 as described in Golders memo dated May 21, 2024.

- Motion Carried (7-0) –
- Quinn absent -

Motion by Holtrop supported by Poyner to grant conditional approval of the Final PUD Site Plan dated March 29, 2024 for the Lakewood West Wing PUD Project as described in Case No. 11-24. Approval is conditioned on conditions 1 -3 with condition 1 being modified to reflect Planning Commission review and approval and basis points 1 -3 as described in Golders Memo date May 21, 2024.

- Motion Carried (7-0) –
- Quinn absent -

Case#12-24 – Kentwood Community Center – Site Plan Review for a building in Open Space Zone District located at 4755 Walma Ave SE

Pung stated the request is for site plan review for the new community center. He stated this is a permitted use in the open space zoning. However, the Zoning Enabling Act requires site plan reviews for new municipal buildings.

Pung stated the current layout is for a 77,000 square foot community center but because of budget the final plan will be smaller than this and then we could treat it as a minor change. He stated the planning commission can approve the site plan as presented.

Pung stated the only issue that was brought up during the work session is that there were plans to have amplified music outside the community room. He stated, based on the discussion at the work session, they will allow for acoustical music. Therefore, amplification should not be an issue for the residents to the north.

Pung stated he is recommending conditional approval as described in his memo dated May 20, 2024.

Jones opened the public hearing.

There was no public comment.

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

- Motion Carried (7-0) –
- Quinn absent -

Poyer questioned if there has there been any feedback from the community. Pung stated we have not had any that he is aware of.

Holtrop stated his only concern was 232 cars leaving at one time with one driveway.

Porter questioned if all the trees are going to be preserved. Romeo stated they plan to preserve most of the trees that are on the property. They are clearing the space where the building and the parking lot are going to go. Romeo stated the building is probably going to be 69,000 square feet. She stated parking will be closer to the building.

Jones questioned if there are any more municipalities that own a community center like this. Romeo stated Byron Center has one. Jones questioned the participation of usage. Romeo stated the community center will be open 109 hours a week, 7 days a week and shorter times on Sunday. Monday-Friday the facility will be open at 5:30am and close at 10pm. On Saturday and Sunday it will be open shorter hours. Romeo stated they will continue to do rentals.

Holtrop questioned if there should be any pedestrian crosswalks within the parking lot since there is only one sidewalk on the north edge of the parking lot. Romeo stated there is conversation of having a crossing area on Walma. Susan Arnold, Project Manager for

the City of Kentwood, was present. She stated there was discussion about having raised walkways within the parking lot.

Poyner questioned since the building is going to be smaller will there be less parking spaces. Arnold stated it's a possibility. However, she stated they wanted to have a lot of parking because one of the spaces inside is a community room that can accommodate up to 250 people. There has been discussion about valet parking. Arnold stated the number of parking spaces hasn't changed.

Jones questioned if there will be lighting and security cameras in the back parking lot. Romeo stated they will have lighting and cameras. Some of the parking will get moved closer to the building.

Motion by Holtrop, supported by VanderMeer, to grant conditional approval of the site plan dated March 22, 2024, as described in Case 12-24 Kentwood Community Center. Approval is conditioned on conditions 1-4 and basis points 1-3 as described in Pung's memo dated May 5, 2024.

- Motion Carried (7-0) –
- Quinn absent -

J. Work Session

Case#13-24 – Weiss Technik – Rezone 9.8 acres of land from R1-C Single family Residential to IPUD Industrial Planned unit Development and Preliminary Site Plan Approval located at 4375 and 4401 36th Street SE

Golder stated this is a 17 acre area site that is available for purchase and of that, 16.3 acres has been purchased by Weiss Technik. She stated they are looking at a lot line shift to take a part of that vacant land. She said they are looking at 9.82 acres of land for the new industrial site.

Golder stated there is continuous industrial development along the south side of 36th Street all the way to Patterson Avenue and further to the east into Cascade Township. She stated in the area immediate to this site on the north side of 36th Street there is self-storage, fuel depot, consumers energy line and 12 single family homes.

Golder stated that staff has maintained contact with the residents in this area whenever when we do a Master Plan update because they are still interested in having their homes there and living there. She stated there was a lot of discussion with the neighboring residents during the development of the 2020 Master Plan. She stated in the end the recommendation for all of the part on the north side of 36th Street is no longer conservation oriented development but it is industrial. She stated it is industrial with some stipulations. Golder stated it had to be a PUD so that we could enforce setbacks, require landscape screenings, and even say certain uses are not appropriate in which we did, no motor freight terminals, no fuel depots. She stated we wanted things to be quiet for the site.

Golder stated we also have performance standards in our ordinance. We would ask anyone who would want to locate in this area to look at the performance standards and show us how they are going to meet the standards so that in the interim that it is still a place that people can live.

Golder stated what is being proposed is a 150,000 square foot building for Weiss Technik. They make environmental test chambers. It is generally a quiet use. They employ a lot of engineers, and it is all 1st shift. She stated the hours would be 6am-5pm. They would like some flexibility to add a shift(s) over time, however, we need to get more information.

Golder stated because we have standards within the PUD, the applicant needs to provide documentation as to how they meet the standards of the Master Plan. She stated all those things need to be provided and they are working to put them together. She stated we already know that the people that live around the area are concerned.

Golder stated we are concerned about the driveways. There is not a lot of truck traffic so there would need to be justification to install two driveways. The driveways don't align with anything across the street so there might be some turning conflicts with existing businesses on the south side of 36th Street. We are waiting for traffic information so that we can understand the anticipated impact on 36th Street of 125 engineers coming in daily at 5am.

Golder stated the fire lane layout looks good. Regarding storm water detention, she stated the City Engineer is looking at the rest of the site to see if we need to detain the whole thing or is it ok to separate them into two detention ponds.

Mike Houseman with Wolverine Building Group was present. He stated Wiess Technik is a large German based Company. He stated he came in to ask for a tax abatement, but it hadn't been rezoned yet. He stated they wanted to make sure they got a tax abatement first since there has been a push for them to move down to another plant they have in Cincinnati. The City Commission postponed action on the tax abatement request pending the recommendation on the PUD rezoning and associated preliminary site plan.

Houseman distributed a copy of the draft PUD statement to the commissioners. He stated he is trying to meet paragraph 6 in the Master Plan where it talks about the uses and what they don't want in the IPUD and also addressing Section 12.08 of the IPUD. He stated a lot of the information that staff gave him he tried to get included in the PUD.

Houseman stated this site has been Master Planned IPUD for a long time. He stated it has been residential for over 30 years. He stated Weiss Technik is a very unique company. They are not for profit. Their mission and business was set up by the Shunk Group in Europe and their total charter is to create jobs. Any profit they make they put back in the company. He stated they are very good neighbors. He stated they met with the neighbors

once and they also want to be good neighbors. Weiss Technik is buying the whole piece because they won't sell it separate. He stated to keep the neighbors at ease they have agreed they are not going to ask to rezone the entire properties because they don't have any immediate plans to expand beyond what they already have. He stated they are going to be consolidating 3 separate locations into the one building and leaving quite a bit of space for future growth. They let the neighbors know if they want to buy the westernmost portion from them, they will sell it.

Houseman stated the other thing about Weiss Technik is the nature of their work is nice for this IPUD because as far as noise or smell or anything outside the building, it is not there. He stated they don't have a bunch of trucks and all their work is inside. They get the specs on products and build the chambers so that other manufacturers can test their products.

Houseman stated they have 2-5 semi-tractor/trailer trucks a week maximum. They also have some FedEx or UPS deliveries. He stated on their best month they will probably produce 10 chambers which means it will be 2 – 2 ½ trucks a week taking a chamber someplace. He stated it is very minimal.

Houseman stated that staff mentioned the two drives and they agree they want to keep the one to the west and just have the one drive.

Houseman stated as far as landscaping goes, they are working through the details on that. He stated they will put in trees. They are committed already to a 4 foot high berm and berms in the back. They are maintaining the 50 foot of landscaped buffer.

Houseman stated they have 150 employees and want to add another 25 employees in the future. He stated that all of their jobs are very high paying jobs, engineers and skill trades. They don't open their doors on hot days, their doors stay shut.

Porter questioned if the paint booth is in the building and is it scrubbed. Houseman stated he knows it is scrubbed but he isn't sure where it is going to be in that building. Porter stated if he was a neighbor he would want to know where in the building the paint booth was located. Porter questioned whether they are using air tools and compressors. Houseman stated that they are, but their compressor room is on an inside mezzanine, and it is all insulated.

Porter stated there are 2 types of drive in chambers. The panel type which can be broken down and put on a skid and shipped and then there is the structural type and those require some heavy rigging and body trucks. Houseman stated there will likely be some larger structural chambers, but they are all built and assembled on the inside and then broken down and put on a little truck. Discussion ensued. Houseman stated on occasion they may have to come outside the building.

Porter questioned what would 2nd and 3rd shift look like when it happens. Porter stated that he doesn't believe that there won't be a 2nd and 3rd shift at some point. Houseman stated they have had discussion, and they really didn't want to be too restrictive on themselves. He stated they will be prepared to answer that better. Houseman stated if they need a 2nd shift they will come back and get a special permit but they haven't landed on that language yet.

Porter questioned if they have thought about flipping the building so that the driveway and shipping is on the opposite side from the residents. Houseman stated they did but decided that this was the better direction because of the amount of people they have parking. They can't put the parking on the other side it puts the building too close to the property line and they have to stay 100 feet away.

Porter questioned if there will be a cooling tower on the property and where that will be located. Houseman stated yes it will and he will verify where they will be putting it.

Weir suggested to stay in touch with the neighbors.

VanderMeer stated if he was a neighbor his biggest concern would be from an environmental standpoint. He questioned whether there are any other environmental concerns. Houseman stated there are no chemicals or environmental items that he has been told they used or seen.

Holtrop questioned access and selling off the western portion of the site. He stated there is access with a home on it but if somehow that needed to be sold without that house being sold is there any value to some sort of easement in a PUD. Golder stated she thinks they are going to separate the house from the rest of the property so they will need an easement so it is not landlocked. Houseman stated they have been planning on an easement and know that it has to be there. Houseman stated there were a couple of homeowners that wanted to sell to Weiss Technik and they didn't want to buy it.

Holtrop acknowledged the proposed trees landscaping etc. and inquired whether there is also a fence planned. Houseman stated they were going to a minimum 4 foot high berm. He stated the greenspace is going to be 50 foot wide and keep most of the trees up around the residents to try to give some immediate cover to them.

Poyner stated if the question comes up about 2nd or 3rd shift what about lighting in the parking lot and what they can do to prevent the lighting from being so apparent to the neighbors. Houseman stated they made a commitment to them already they will probably just shut everything off at a certain time at night except for security lighting at the building. Poyner stated the employees might like picnic tables to go outside to eat.

Poyner questioned if there is a chance the company would leave West Michigan if this doesn't go through. Houseman stated there is that real opportunity but what Kentwood

and West Michigan have for them is the intellectual labor and skilled workers. Cincinnati has an overabundance of building space, but they don't have the people.

Jones stated she is surprised that there are so many on site workers and that they would not have more of a hybrid with more people working remotely. Houseman stated they are full. They are testing the chambers all the time to make sure they are working and not just building them.

Golder stated to keep in mind that when we are looking at the PUD we are not saying it is for Weiss Technik. Just in case they go away we want to make sure that type of use is the same type we get for the next time. Discussion ensued. Golder stated anything they can give us to hold another entity to or Weiss Technik etc. in case they get more paint booth etc. Houseman stated he has drafted some of the restrictions already on page 2.

Schweitzer noted that the site had been previously zoned IPUD in the early 1990's but was subsequently rezoned back to residential when the PUD approval expired.

K. New Business

Motion by Holtrop, supported by Kape, to set a public hearing date of June 25, 2024, for: Case#14-24 – 3119 – 52nd Street – Rezoning of 15.96 acres of land from R1-A Estate Residential and R1-C Single family Residential to R1-D Single Family Residential located at 3119 52nd Street SE ; Case#15-24 – Third Coast Development LLC– Site Plan Review and Major Change to a PUD located at 4175 -60th Street SE; Case#16- 24 – Bethel Hispanic 7th Day Adventist Church – Special Land Use and Site Plan Review for a Place of Worship located at 4430 Potter Ave SE; Case#17-24 – Zoning Ordinance Text Amendments – Residential Architectural Requirements.

- Motion Carried (7-0) –
- Quinn absent -

L. Other Business

1. Commissioners' Comments

Poyner stated Dollar Tree at 60th and Kalamazoo opens Thursday.

Kape stated June 6 is the kick off for Parks and Recreation summer events. There will be a Farmers Market and first concert on June 6 and on Saturday, June 8 there will be a food truck rally.

Holtrop questioned whether Breton Ravines will be re-noticed. Golder stated we will re-notice if it comes back.

Weir stated Kentwood Public Schools last day is May 31st.

Jones asked about the Annex apartments on Division. Golder stated they may come back with a new senior plan.

2. Staff's Comments
No comment.

M. Adjournment

**Motion by Commissioner Holtrop, supported by Commissioner Weir,
to adjourn the meeting.**

- Motion Carried (7-0) –
- Quinn absent -

Meeting adjourned at 9:00pm

Respectfully submitted,

Ed Kape, Secretary



**CITY OF KENTWOOD
PLANNING COMMISSION
PROPOSED
FINDINGS OF FACT
JUNE 11, 2024**

PROJECT: Walma and 44th Street Condominiums

APPLICATION: 9-24

REQUEST: Final Site Plan Approval of a PUD development

LOCATION: 2802 44th Street SE

HEARING DATE: April 23, 2024 and May 14, 2024

MOTION: **Motion by Poyner, supported by Holtrop, to grant conditional approval of the Walma and 44th Street Condominiums final site plan dated May 22, 2024 as described in Case No. 9-24. Approval is conditioned on conditions 1-3 and basis points 1-4 as described in Golder's memo dated May 22, 2024.**

- Motion Carried (7-0) –
- Quinn absent -

CONDITIONS:

1. City Commission approval of the proposed Rezoning and Preliminary Site Plan for 44th and Walma Condominium project as described in Case No 9-24, including the review of Master Deed, Bylaws, PUD Statement, and the execution of the PUD Development Agreement for the project.
2. Staff approval of the final building elevations.
3. Staff approval of the final landscaping and lighting plan for the development.

BASIS:

1. The preliminary approval includes the execution of the development agreement and review of all PUD and condominium documents related to the development.
2. Final building plans and elevations must be reviewed to ensure consistency with representations made by the applicant to the Planning and City Commissions.
3. The final landscaping plan will review representations made by the developer as to the retention of significant trees on the east side of the site.
4. Discussion during the work session and public hearing.



**CITY OF KENTWOOD
PLANNING COMMISSION
PROPOSED
FINDINGS OF FACT
JUNE 11, 2024**

PROJECT: Lakewood West Wing PUD

APPLICATION: 11-24

REQUEST: Preliminary Site Plan Approval for a 15-lot single family PUD development

LOCATION: 2720 52nd Street, 2854 52nd Street (part), 5453 Wing Avenue and 5491 Wing Avenue (part)

HEARING DATE: May 28, 2024

MOTION: **Motion by Holtrop, supported by Kape, to recommend to the City Commission conditional approval of the Preliminary Site Plan dated March 29, 2024 for the Lakewood West Wing PUD Project as described in Case No. 11-24. Approval is conditioned on conditions 1-7 with condition 6 being modified to reflect Planning Commission review and approval and basis points 1-7 as described in Golders memo dated May 21, 2024.**

- Motion Carried (7-0) –
- Quinn absent -

CONDITIONS:

1. Review and approval of the PUD Statement dated May 17, 2021 for the Lakewood PUD, and review and approval of the Lakewood PUD Development Agreement by Kentwood staff and the City Attorney. The PUD Statement and Development Agreement shall include, but not be limited to, the following:
 - a. Restrictions prohibiting the rental of more than one unit by a single purchaser.
 - b. A statement regarding the improvements to be undertaken by the developers of the project, including the off-site detention pond.

- c. The site plan and the PUD Statement shall include detail on sidewalk provided in the development, open space within the development, and the maintenance of these areas.
 - d. The site plan and the PUD Statement shall include detail regarding any public or private road improvement required for the development. The public improvements shall include the construction of an additional 5' of sidewalk (creating 10' sidewalk) along the 52nd Street frontage. The improvements shall also include a sidewalk connection from 52nd Street to the proposed private driveway.
2. City Staff and City Attorney review and approval of all condominium documents, including but not limited to, the condominium bylaws, the master deed, and the complete condominium subdivision plan. An expandable condominium, as defined in the Michigan Condominium Act, MCL 559.106(4) shall not be permitted. Convertible area, as defined in the Michigan Condominium Act, MCL 559.105(3) shall not be permitted.
3. Compliance with the City Engineer's memo dated May 13, 2024. The City Engineer shall also review and approve the proposed detention pond easement and the agreement for the on-going maintenance of the proposed off-site detention pond.
4. Review and approval by the Kentwood Fire Marshal.
5. Applicant shall obtain permits from the Michigan Department of Environment, Great Lakes, and Energy for wetland mitigation prior to the issuance of construction permits on the site.
6. Planning Commission review and approval of the preliminary landscaping and lighting plans for the site.
7. Review and approval by the Planning and City Commission of building elevations proposed within the project.

BASIS

1. The PUD Statement and Development Agreement will address issues such as deviations from the ordinance requirements, improvements to be provided by the developer, and other requirements or restrictions made by the city. The review and approval of these documents will hold the

development to these standards and give additional direction to the applicant as the project develops.

2. Review of condominium documents will ensure that the site plan, the proposed improvements, the restrictions on convertible area and the rental of condominium units by the developer are addressed and recorded for the benefit of prospective owners.
3. The applicant has proposed a detention pond that is off site on an adjacent property (currently owned by the applicant but under contract). An easement must be provided for the off-site pond, with provisions made for its ongoing maintenance.
4. The Four Corners Study, adopted as a compendium to the City's 2020 Master Plan, recommends the construction of a 10' non-motorized trail along 52nd Street. The widening of the existing sidewalk to 10 feet will provide the non-motorized trail for this section of 52nd Street and will allow for the connection to the non-motorized trail associated with the future Breton Ravines development.
5. The landscaping plan shall include information on required street trees along 52nd Street, Wing Avenue, and the private road, as well as other landscaped areas and areas in which the existing vegetation will be retained.
6. The applicant has proposed sample building elevations. The elevations must be evaluated to determine whether they meet the city's proposed designs standards.
7. Discussion during the work session and public hearings.



**CITY OF KENTWOOD
PLANNING COMMISSION
PROPOSED
FINDINGS OF FACT
JUNE 11, 2024**

PROJECT: Lakewood West Wing PUD

APPLICATION: 11-24

REQUEST: Final Site Plan Approval for a 15-lot single family PUD development

LOCATION: 2720 52nd Street, 2854 52nd Street (part), 5453 Wing Avenue and 5491 Wing Avenue (part)

HEARING DATE: May 28, 2024

MOTION: **Motion by Holtrop supported by Poyner to grant conditional approval of the Final PUD Site Plan dated March 29, 2024 for the Lakewood West Wing PUD Project as described in Case No. 11-24. Approval is conditioned on conditions 1 -3 with condition 1 being modified to reflect Planning Commission review and approval and basis points 1 -3 as described in Golders Memo dated May 21, 2024.**

- Motion Carried (7-0) –
- Quinn absent -

CONDITIONS:

1. Planning Commission review and approval of the final landscaping and lighting plans for the site.
2. Review and approval by the Planning Commission of building elevations proposed within the project.
3. City Commission approval of the Preliminary PUD Plan.

BASIS

1. The landscaping plan shall include information on required street trees along 52nd Street, Wing Avenue, and the private road, as well as other landscaped areas and areas in which the existing vegetation will be retained.

2. The applicant has proposed sample building elevations. The elevations must be evaluated to determine whether they meet the city's proposed designs standards.
3. Discussion during the work session and public hearings.



**CITY OF KENTWOOD
PLANNING COMMISSION
PROPOSED
FINDINGS OF FACT
JUNE 11, 2024**

PROJECT: Kentwood Community Center

APPLICATION: 12-24

LOCATION: 4755 Walma Avenue

HEARING DATE: May 28, 2024

REVIEW TYPE: Site Plan Review for a Community Center

MOTION: **Motion by Holtrop, supported by VanderMeer, to grant conditional approval of the site plan dated March 22, 2024, as described in Case 12-24 Kentwood Community Center. Approval is conditioned on conditions 1-4 and basis points 1-3 as described in Pung's memo dated May 5, 2024.**

- Motion Carried (7-0) –
- Quinn absent -

CONDITION:

1. Planning staff review and approval of an exterior photometric plan.
2. Planning staff review and approval of a landscape plan.
3. Compliance with all applicable standards and requirements of the Kentwood Engineering Department.
4. Compliance with all applicable standards and requirements of the Kentwood Fire Department.

BASIS:

1. The plan otherwise meets the requirements of the Kentwood Zoning Ordinance.
2. Applicant's representation at the work session and public hearing.
3. Discussion at the work session and public hearing.

PLANNING STAFF RECOMMENDATION

Golder 6/5/24

PROJECT: Weiss Technik IPUD

APPLICATION: 13-24

REQUEST: Rezoning of 9.82 acres of land from R1-C Single Family Residential to IPUD Industrial Planned Unit Development

LOCATION: 4401 and 4375 36th Street SE

HEARING DATE: June 11, 2024

RECOMMENDATION: Recommend to the City Commission conditional approval of the request for rezoning 9.82 acres of land located at 4401 and 4375 36th Street from R1-C to IPUD Industrial Planned Unit Development as described in Case No. 13-24, subject to the following:

1. Compliance with the PUD Statement dated 6/6/24 with the following amendment, to be approved by staff:
 - Applicant shall describe how the development meets the Performance Standards of Section 10.3F.
2. Review and approval by staff and the Kentwood City Attorney of the PUD Statement and the PUD Development Agreement for the project for compliance with the legal and related requirements.
3. Planning Commission and City Commission approval of the Preliminary PUD plan.

BASIS: 1. The applicant has made an application for rezoning to an Industrial Planned Unit Development. The Kentwood 2020 Master Plan indicates that industrial is an appropriate use for this area provided that the industrial use is restricted to ensure that the impact on adjacent residential

proposed can be minimized. The applicant needs to amend the PUD site plan to further minimize impact on the residential properties.

2. The 36th Street corridor is intended for industrial use. Currently there is 1,205,262 square feet of existing industrial square footage along 36th Street between East Paris and Patterson Avenue, with an additional 20 acres of undeveloped industrial zoned property east of four of the homes on 36th Street. In addition, the city has approved 127,500 square feet of various commercial uses within a Commercial Planned Unit Development on 36th Street near Patterson Avenue.
3. The 2020 Master Plan recommendation for the property is for industrial use with IPUD zoning to allow the city to assign additional requirements in light of the proximity to the existing homes along 36th Street.

The previous Master Plan recommendations for the site are as follows:

1980: Industrial

1988: Industrial

1995: Industrial

2005: Conservation Oriented Development*

2012: Conservation Oriented Development**

*2005 plan included a conceptual development plan proposes medium density residential and office mix, but the perception during that time that demand for industrial property was in decline.

**2012 plan included a conceptual plan that suggested mixed use, compact single family, senior apartments, and row houses for the 36th Street area.

4. Thirty-sixth (36th) Street is a 5-lane arterial street that connects to I-96 to the east in Cascade Township. The speed limit on 36th Street is 50 mph.
5. The Master Plan acknowledges that there are existing residential parcels along 36th Street. The Guiding Development Concepts for the area require that additional landscaping and setbacks may be required that exceed the IPUD ordinance requirements. In addition, the applicant must show how the development complies with the performance standards of Section 10F of Section 10.03.
6. The PUD plan is key to the determination of whether the Master Plan conditions are met. The PUD plan submitted will require amendments to ensure that the plan meets the intent of the Master Plan and the qualifying conditions of Section 12.02 of the Zoning Ordinance. The applicant must also assure the city that the Performance Standards of Section 10.03F are met by the proposed development.

7. The applicant has adequate space to accommodate the screening requirements of the ordinance, although the landscaping plan falls short of the requirements to meet the ordinance. This must be addressed in the site plan approval.
8. The Master Plan indicates that the types of businesses permitted on the site could be restricted in order to ensure that the impact on adjacent properties is minimized. The applicant has provided information on the company that indicates that it is a relatively quiet operation.
9. Discussion during the work session and public hearing.

PLANNING STAFF RECOMMENDATION

Golder 6/5/24

PROJECT: Weiss Technik IPUUD

APPLICATION: 13-24

REQUEST: Preliminary Site Plan Approval of an Industrial Planned Unit Development

LOCATION: 4401 and 4375 36th Street SE

HEARING DATE: June 11, 2024

RECOMMENDATION: Recommend to the City Commission conditional approval of the preliminary site plan dated June 4, 2024 for the Weiss Technik Industrial Planned Unit Development as described in Case No. 13-24. Approval is conditioned on the following:

CONDITIONS:

1. Compliance with the PUD Statement dated 6/6/24 with the following amendments, to be approved by staff:
 - Applicant shall describe how the development meets the Performance Standards of Section 10.3F.
2. Review and approval by staff and the Kentwood City Attorney of the PUD Statement and the PUD Development Agreement for the project for compliance with legal and related requirements.
3. Staff approval of the location of the proposed 36th Street driveway.
4. Approval of the site plan by the Kentwood City Engineer.
5. Approval of the site plan by the Kentwood Fire Marshal.
6. Relocation of the fire lane within 35' of the building along the west side of the site.

7. Approval by the Planning and City Commissions of a waiver for the proposed building materials. Approval by the Zoning Board of Appeals for rear yard setback of the building from a residential district.
8. Relocation of the dumpster and loading to a location that is further north.
9. Approval of a final landscaping plan. Applicant shall indicate how the development meets and exceeds the requirements of Section 19.02.
10. Staff approval of a lighting plan that meets the requirements of Chapter 20 of the Kentwood Zoning Ordinance.
11. Approval of the IPUD Industrial Planned Unit Development rezoning.

BASIS:

1. Weiss Technik has made an application for rezoning to an Industrial Planned Unit Development. The Kentwood 2020 Master Plan indicates that industrial is an appropriate use for this area; however, the Master Plan also states that the industrial area should be restricted to ensure that the impact on adjacent residential proposed is minimized. The applicant needs to make amendments to the PUD site plan to minimize impact on the residential properties.
2. The PUD Development Agreement will ensure that the business (and any future business within the PUD) adheres to the standards and stipulations of the approval to mitigate the impact of the development on residents.
3. The driveway for Weiss Technik does not align with any of the driveways across 36th Street and creates issues with left turns in and out of the development. Section 17.10 requires that commercial/industrial driveway either align or are offset a minimum of 250 feet.
4. The applicant shows a fire lane that is 55 feet from the western side of the building; the Fire department generally requires fire lanes to be a maximum of 35' from the fire lane to the building. The movement of the fire lane closer to the building will move vehicular access further from the residential uses.
5. Section 12.08 5 set standards for building materials used in Industrial Planned Unit developments. The building is proposed to include more than 75% metal composite panel; this standard can be waived by the City Commission with recommendation from the Planning Commission.

The landscaping guidelines of Chapter 19 require a 100-foot setback between industrial buildings and a residential district boundary. The Weiss building is proposed 50' from the property to the north (Consumers Energy right of way). A variance from the Zoning Board of Appeals is required.

6. The loading dock and dumpster is located on the west side of the proposed Weiss building. Relocation of these functions further to the north will minimize their impact on the neighboring homes.
8. The Guiding Development Concepts for the north side of 36th Street in Section 13 state that industrial uses may be permitted within an Industrial PUD (IPUD). Further, the Master Plan states that additional setbacks and landscaping may be required that exceed the IPUD ordinance requirements. The site plan portrays a berm on one side, but no berm or fence on the other; additional information will need to be provided to ensure that adequate screening is provided and will be maintained.
9. While the applicant has made a statement regarding lighting, no additional information has been provided regarding the location of light poles, heights or illumination proposed for the building and parking area as required in Chapter 20.
10. The 36th Street corridor is intended for industrial use. Currently there is 1,205,262 square feet of existing industrial square footage along 36th Street between East Paris and Patterson Avenue, with an additional 20 acres of undeveloped industrial property east of four of the homes on 36th Street. In addition, the city has approved 127,500 square feet of various commercial uses within a Commercial Planned Unit Development on 36th Street near Patterson Avenue.
11. The PUD plan is key to the determination of whether the Master Plan conditions are met. The PUD plan submitted will require amendments to ensure that it meets the intent of the Master Plan and the meet the qualifying conditions of Section 12.02 of the Zoning Ordinance.
12. Discussion during the work session and public hearing.

**PROJECT STATEMENT: Application For Rezoning From R1-C To IPUD Properties Included Are
4401 and 4375 36th Street NE, Kentwood, MI**

June 6, 2024

INTRODUCTION

Weiss Technik (Weiss) is the contract purchaser of a 16.8-acre parcel. The Site is currently vacant land that is zoned R1-C but is master planned IPUD.

Weiss would like to request rezoning 9.82 acres to IPUD and leave the west 7.48 acres as the R1-C. On the newly rezoned property Weiss is proposing to build a 125,000 total square foot building with 12,500 square foot of two-story office resulting in 25,000 square feet of new office space and 100,000 manufacturing. The remaining area will be used for manufacturing environmental test chambers.

In the spirit of Principle 6 of the master plan, Weiss will be meeting the 100-foot building setbacks when adjacent to residentially zoned property. We will also create a minimum of a 4'-0 berm along the adjacent residential uses and have the area landscaped to shield the residents from view and sound.

Weiss Technik working hours are generally 5 AM to 5 PM. They do not do multiple shift work, however it's difficult to predict if a 2nd shift or 3rd shift would ever be required. So, we would prefer not to have it restricted to 1 or 2 shifts. Due to the nature of their business their average employee is highly skilled and highly paid. And in today's employment climate it is difficult to find that quality of work that will work a 2nd or 3rd shift. Currently it is 5 AM to 4 PM. Please see attached responses from Weiss Technik's COO.

Weiss Technik's manufacturing process is ideal for co-existing with established residents. All their work is completed inside the building in controlled areas. Their general business is building large and small test chambers for use by other manufactures to test their products. The work is not done outside the building. On occasion, due to the size of a chamber they may have to load a flatbed outside of the building for delivery.

Site lighting will be a minimum allowed for safety and have full cut off shield to be sure light does not shine on neighboring properties. The parking lot lights will be put on a timer so as to shut off and not stay on all night. Safety lighting will stay on.

Weiss does not open overhead doors on hot days as you see in many manufacturing plants because the interior space is conditioned, and climate control is necessary for their work.

The company's need for trucking is minimal, 2-5 trucks a week. There is no need for lots of truck docks and truck parking.

When they order their parts, they order in bulk and one semi will be enough supplies for 60 test chambers.

They produce 6-10 test chambers per month, and this is about 2 trucks going out a week.

We will be providing 100-foot building setbacks where we are adjacent to residential property. We would like to request a reduced rear setback, to 50 feet, along the Consumers Energy Easement.

There were many great questions asked by the Commissioners. Below is a list of the questions and answers.

1. Does Weiss have a paint booth they use and if so, does it have a scrubber on the exhaust?
Answer: *We have a paint booth. We do not have any kind of scrubber. We only use wet paint with filters to catch any particulates. We are researching scrubbers and what they can do for us.*
2. Assuming you have a lot of compressed air that you use, I want to confirm the compressors are inside and are not audible outside. Answer: *Compressors are inside and will be inside an enclosed room so will not be audible to the outside. Also, newer*

compressors are so quiet they may not need to be enclosed. Either way, they will be inside the building.

3. They had a great question about outdoor break areas and where would they likely be. They would like us to show that on the plans. Answer: *Outdoor break areas will be dependent on where access roads are. Ideally, if the cafeteria area is on the east side of the building, there would be a break area on the east side of the exterior area situated roughly half-way into the production side and the other half into the office side (basically, so that all employees are encouraged to use it). If we had another outdoor area, it would be on the east next to the office area up front. We don't anticipate an outdoor break area on the parking lot (west) side of the building.*
4. Where is the water-cooling tower likely to be placed. Answer: *Water cooling tower will likely be on the east side of the building.*
5. How many structural chambers do you produce a month or year? Answer: *We produce primarily structural chambers so anywhere from 6-10 a month. The structural chambers depend on the size. If too large for a normal flatbed truck (like the wide-load trucks you see going down the road) or if the customer can't accept a unit that doesn't fit into their facility, we will send products out in pieces and assemble on site.*
6. In the event you must do shift work what might that look like. (This came up because we discussed hours of operation and the likelihood that it wouldn't happen. They asked the question in a positive light with hopes that you get busy enough and it could become a reality) Answer: *This building has enough capacity to serve our needs for at least 10 years but likely more. I can confidently say that there is a 0% chance of adding other shifts due to the skill levels needed to produce our products as well as the difficulty in getting strong management who understand this business to want to be on a second shift to support the Operations. You cannot get the types of people we need on a second or third shift. The only way those types of people would become available would be in a massive downturn in the economy and employment. If that was the case, our own volume would drop significantly reducing the need for additional people. So, given the dynamics in the economy to self-regulate, there is not a scenario where growth would support additional shifts. We would manage via longer lead times to customers and/or internal efficiencies to improve throughput. Adding on to this building would be more likely, but again, that is way into the future as we have 25% more floor space and the efficiencies of being all under one roof that will carry us for a very long time. Finally, one key element of our production process is the testing that gets done before we ship products. The length of testing ties up certain amounts of capacity, so just adding people in the earlier stages of production isn't always possible given the length of time chambers need to be tested. So, we needed to add people, adding people on first shift is easier and stays within the bounds of this operation mainly running from 5am/6am – 3pm/4pm types of ranges for Production. Office personnel are generally in the range of 7am – 4pm. Given the nature of our business being highly custom where it requires a very high level of expertise and experience, this basically forces us to operate in the first shift environment, very different from just about every other type of manufacturing.*

STATEMENT OF JUSTIFICATION

The plan is to build the building in the North South direction with access off 36th Street. 36th Street is a 5-lane road with plenty of capacity to handle the traffic and is an arterial road as defined in 12.08 A of the Zoning Ordinance.

The proposed development of the Site fits the City's master plan for an industrial planned unit development IPUD. This master plan has had this future land use classification for many years and the city has had public hearings that received input from residents. The IPUD designation was used so that the ultimate industrial use does not abnormally infringe on the local residence's enjoyment and use of their property. The Use does fit the definition of I-1 uses as dictated in 12.08 B of permitted uses.

In accordance with 12.08 C a request for special land use is not necessary.

Under 12.08 D we are stating that this property will **not** be used as the following:

- a. Truck Terminal
- b. Truck Parking Lot
- c. Any business that requires refrigerated trucks or trucks that run all night
- d. Any use that requires heavy outdoor lighting
- e. Uses that require outdoor storage of equipment
- f. Any business that requires the manufacturing process to occur outdoors
- g. No large stamping plants
- h. No use or process that produces unpleasant smells

Our site plan and building meets 12.08 E:

1. The site for minimum lot widths and size
2. Meets the minimum setbacks with the exception we are asking for a 50 foot set back on the rear of the property.
3. Our Building height is 32 feet which is allowed in the I-1 zoning
4. There is no plan for outdoor storage
5. Our Building Elevations meet the architectural material on the office Building. However the sides and rear of the manufacturing space is a smooth insulated metal panel made by FALK panel. This exceeds the 75% maximum by 25%. We would like to ask for an exception for this. It is a nice-looking durable material that is needed to help us meet the new energy code standards.
6. Our signs are not developed yet but will meet the standards set forth in the ordinance.

There is a concern about aligning our west drive with the drive across the street. Movement of the driveway will reduce the required landscape buffer. Attached as an exhibit are the traffic counts for 36th Street. There are 6,948 total cars a day in this stretch for the East Beltline to Patterson Avenue; 2,924 eastbound and 4,024 westbound. Weiss will be bringing 158 jobs to this site, 9 live with internal driving distance, 55% are engineers and 45% are manufacturing engineers/skilled labor. The skilled labor arrives between 5 and 6 AM. Which will add 71 counts to the morning traffic and the 3 PM traffic count for a total of 142. Most of the morning are coming in from the 36th Street exit east of the site so that is creating roughly 71 trips from the east in the morning turning right into the parking lot and 71 trips turning left out of the parking lot at 3 heading east to the on ramp. The office staff will add 82 trips to the 7:30 to 8 AM arrivals and 5 PM departure traffic. Again, most of this traffic will be using the 36th Street/I96 exit. This will create 82 right turn movements from 7:30 to 8:00 AM and 82 left turn movements out at 5 PM. Based on the traffic information available with the Grand Valley Metro Council, Kent County Road Commission and the recent study at Patterson & 36th Street, we see no major conflicting movements if our drive is offset to the east of the entrance directly across from our proposed site.

EXEMPTIONS REQUESTED

1. Because the rear property line is adjacent to the Consumers Energy Easement we would like to reduce the rear building setback to 50 feet in lieu 100 feet.
2. Our Building Elevations meet the architectural material on the office Building however the sides and rear of the manufacturing space is a smooth insulated metal panel made by FALK panel. This exceeds the 75% maximum by 25%. We would like to ask for an exception for this. It is a nice-looking durable material that is needed to help us meet the new energy code standards.

- o Encourage developers to make the homes within the development as energy-efficient as possible.
- o The city will explore the possibility of a community garden in the section.

SUB AREA 4: SECTION 13/PATTERSON FARM

Introduction

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

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

areas that were previously inaccessible.

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

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

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

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

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

Application of Planning Principles

Principle 1: Open Space and Green Infrastructure

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

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

Principle 2: Mobility

A. Arterial Streets

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

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

B. Primary Intersections

The Section 13/Patterson Farm area is bounded by major arterial

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

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

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

D. Transit Services

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

E. Air, Rail and Truck Transport

The Gerald R. Ford International Airport (GRFIA) has been experiencing significant growth in passenger and cargo activity due to the strong West Michigan economy. A key component of this growth is the maintenance of the capacity and condition of the surrounding transportation system. For years the 28th Street 1-96 interchange served as the primary point of access into and out of the airport area by way of Patterson Avenue. Over time the points of access have been increased with the completion of an interchange at 36th Street and I-96 as well as the construction of the M-6 freeway and its interchange at Broadmoor Avenue (M-37). Even with these additional points of access, the Patterson Avenue corridor is a key link between the interchanges and the airport.

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

Principle 3: Place Strengthening

A. Gateways
Patterson farm, again due to its highly visible location and

unique character, is a strong gateway candidate. Preserving any portion of the property, especially the farmhouse and surrounding property, will provide a significant community expression and gateway quality. As a gateway, any development of the property near 28th Street should include gateway signage or entry feature.

B. Sense of Place

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

Principle 4: Partnerships and Organization

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

Principle 5: Sustainability

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

could be employed to reduce runoff and improve water quality. The city could require the retention of the natural landscape, while requiring walkability throughout the development.

Principle 6: Commercial Development/Redevelopment

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

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

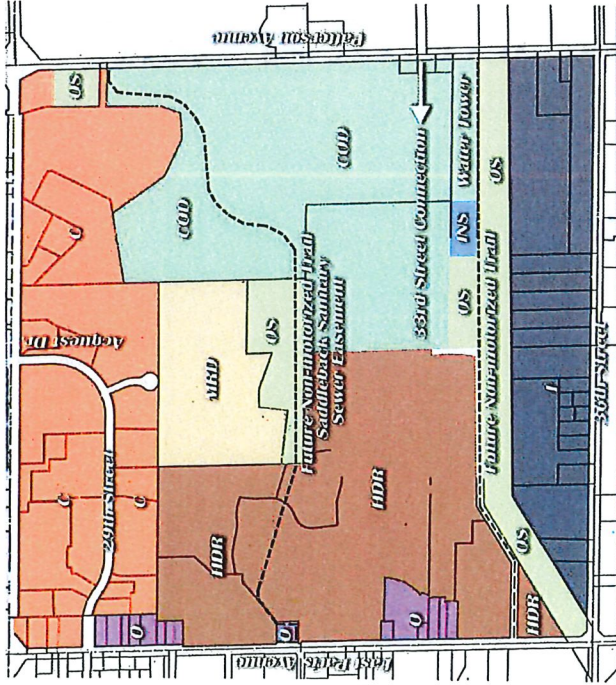


Figure 14: Section 13/Patterson Farm Sub Area Plan

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

Implementation:

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

Open Space and Green infrastructure:

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

infrastructure networks within proposed future development.

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

Mobility:

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

Place Strengthening

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

Partnerships:

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

Sustainability:

- o Establish goals to encourage sustainability measures in the development of Section 13. These could include the provision of rain gardens, green roofs, buildings that

meet LEED Certification, etc. to further the city's goal of providing a more sustainable development.

Commercial Development/Redevelopment:

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

SUB AREA 5: 28TH-29TH STREET CORRIDOR

Introduction

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

space vacated for years, was redeveloped as a Dave and Busters building, new to the West Michigan area. In addition, a Trader Joes store was developed on the same site, closer to 28th Street. This demand for retail space has also extended to the east, resulting in the redevelopment of the Burlington site at Lake Eastbrook Boulevard and 28th Street, with new tenants, new facades, landscaping and lighting. Woodland Mall also continues to improve, with the closure and demolition of the Sears store, and the construction of Von Maur, a new department store to the West Michigan area. The changes to Woodland Mall have started to spur additional interest in the area. Some signs of new growth are beginning to emerge—such as the development of a Panda Express at Shaffer and 28th and the Broadleaf Brewery at 29th and Lake Eastbrook. However, the new retail growth has thus far not extended to properties on the south side of 29th Street.

The other commercial properties in the area seem to be poised for new tenants; many of the struggling malls are under new ownership. The city will proactively work with the owners of these centers to address any issues that are within the control of the city.

While many of these centers are successful, they are all still located on a commercial corridor that is primarily auto oriented. The infrastructure of individual developments do not always support free movement between properties, requiring consumers to use the public road to access adjacent properties. This leads to further congestion of these public streets, making it a less desirable place to shop. Therefore, many of the goals of the 28th Street and 29th Street Sub Area will relate to transportation and access—including access for pedestrians and transit.

The following Guiding Principles have been developed for this corridor. These Principles shall be considered when any development is presented to the city for review.

- **Plans for the 28th Street/29th Street corridor shall incorporate cross access to allow shared access and/or**

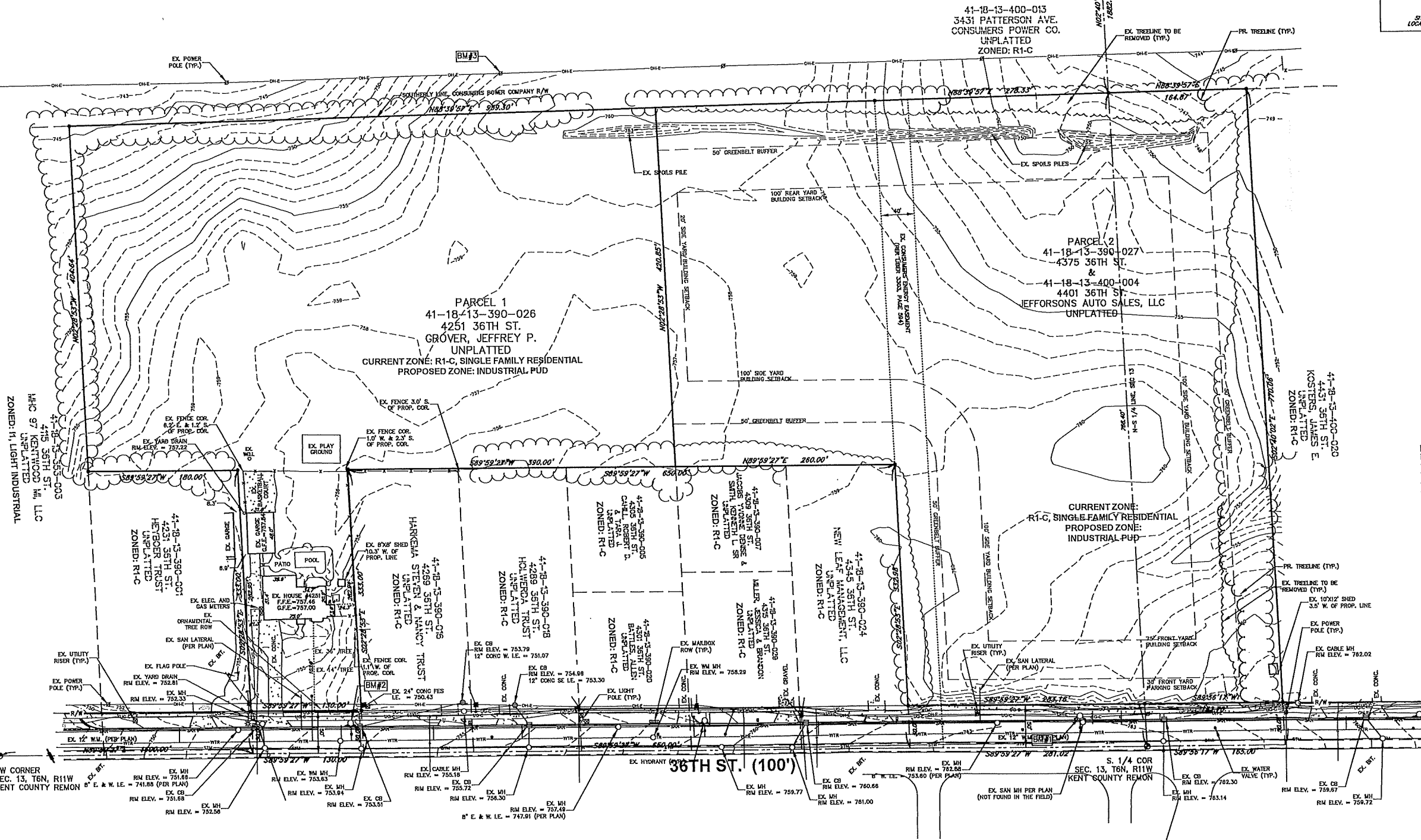


Know what's below.
Call before you dig.

BENCHMARK NO. 1 ELEV. = 765.48'
NORTHWEST FLANGE BOLT UNDER "CITY" ON THE HYDRANT
LOCATED 37'± NORTH OF THE CENTERLINE OF 36TH ST. AND
225'± EAST OF THE EXTENDED EAST LINE OF HOUSE #4345
(N.A.V.D. 88)

BENCHMARK NO. 2 ELEV. = 755.39'
NORTHWEST FLANGE BOLT UNDER "W" ON THE HYDRANT
LOCATED 36'± NORTH OF THE CENTERLINE OF 36TH ST. AND
15'± EAST OF THE EXTENDED EAST LINE OF HOUSE #4251
(N.A.V.D. 88)

BENCHMARK NO. 3 ELEV. = 760.10'
RAILROAD SPIKE IN THE SOUTH SIDE OF THE POWER POLE LOCATED
250'± SOUTH OF THE CENTERLINE OF FOREST CREEK DR. AND 50'±
WEST OF THE EXTENDED WESTERLY CENTERLINE OF FOREST WAY DR.
(N.A.V.D. 88)



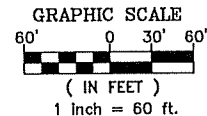
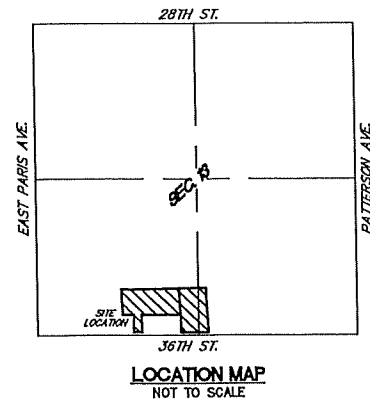
LEGAL DESCRIPTION PARCEL 1:
That part of the Southwest 1/4 of Section 13, Town 6 North, Range 11 West,
described as follows: Beginning at a point on the South line of said Southwest 1/4,
which is N89°59'27"E 1600.00 feet from the Southwest corner of said Section 13;
thence N02°28'53"W 333.00 feet parallel with the West line of said Southwest 1/4;
thence S89°59'27"W 160.00 feet; thence N02°28'53"W 404.84 feet; thence
N88°39'57"E 959.30 feet along the Southerly line of Consumers Power Company
right-of-way; thence S02°28'53"E 428.86 feet; thence S89°59'27"W 650.00 feet;
thence S02°28'53"E 333.00 feet; thence S89°59'27"W 130.00 feet along the South
line of said Southwest Quarter to the place of beginning.

EXCEPTING THEREFROM:
The South 50.00 feet of the following described property that falls within above parcel:
The South 333 feet, of the East 130 feet, of the West 1730 feet, of the Southwest
1/4, of Section 13, Town 6 North, Range 11 West.

LEGAL DESCRIPTION PARCEL 2:
That part of the Southwest 1/4 and that part of the Southeast 1/4, Section 13, Town 6 North, Range 11 West, City of Kentwood, Kent County, Michigan, described as: Beginning at the
South 1/4 corner of Section 13; thence S89°59'27"W 281.02 feet along the South line of Section 13 to a point which is 2380.0 feet Easterly from the Southwest corner of Section 13;
thence N02°28'53"W 759.85 feet parallel with the West line of Section 13; thence N88°39'57"E 278.33 feet along the Southerly line of Consumers Power Company Right of Way to a point
on the North-South 1/4 line of Section 13, which is 766.40 feet Northerly from the South 1/4 corner; thence N88°39'57"E 164.87 feet; thence S02°40'02"E 770.06 feet parallel with the
North-South 1/4 line; thence S89°59'17"W 165.00 feet along the South line of Section 13 to the place of beginning.

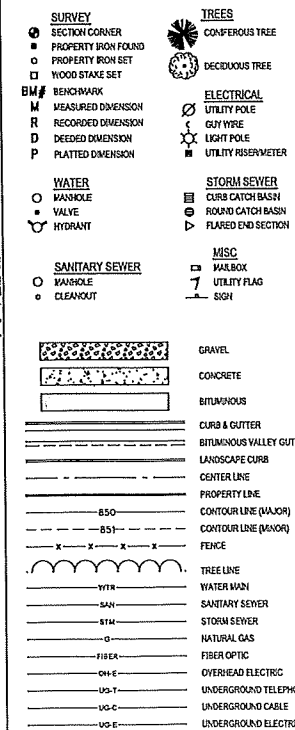
EXCEPTING THEREFROM:
The South 50.00 feet of the following described property that falls within above parcel: The West 165 feet, of the South 1/2 of the Southeast 1/4 of Section 13, Town 6 North, Range 11
West, excluding: That part lying North of a line extending S88°43'40"W from a point on the East Section line which is 825.15 feet N02°41'50"W of the Southeast corner of said Section.

ALSO EXCEPTING THEREFROM:
The South 50.00 feet of that part of the Southwest 1/4 of Section 13, Town 6 North, Range 11 West, City of Kentwood, Kent County, Michigan that falls within above parcel, described as
commencing at the Southeast corner of the Southwest 1/4 of said section; thence N02°36'07"W along the North-South 1/4 line 766.40 feet to the South line of the Consumers Power
Company Right-of-Way; thence S88°43'45"W 278.54 feet along the South line of Consumers Power Right-of-Way; thence S02°25'10"E 759.85 feet to the South line of said section;
thence S89°56'50"E 281.19 feet along the South line of said Section 13 to the point of ending.



I hereby certify that the buildings and
improvements are located entirely thereon and
that said buildings and improvements are within
the property lines and that there are no existing
encroachments upon the lands and property
described unless otherwise shown hereon.

EXISTING LEGEND

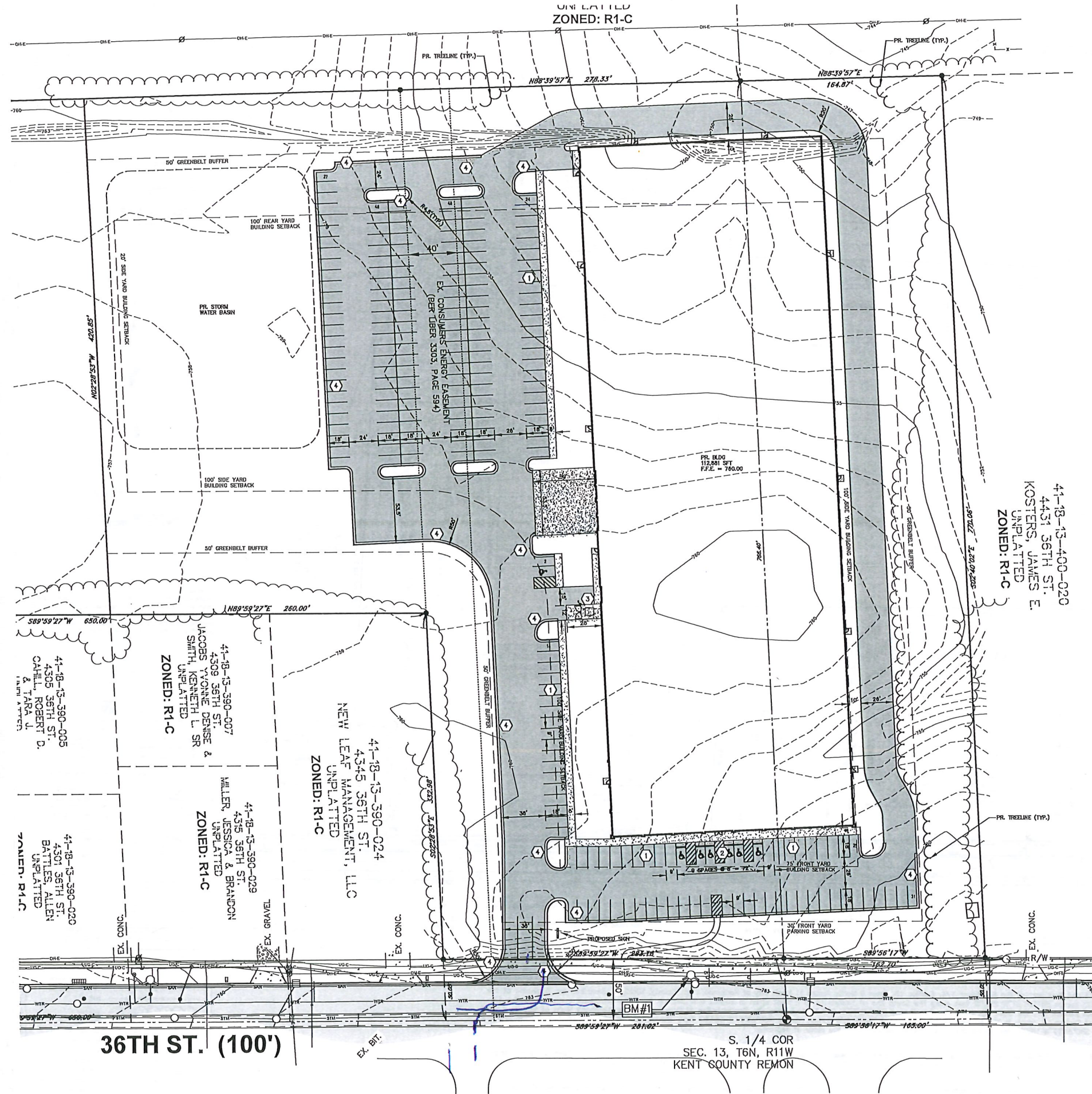


EXISTING CONDITIONS PLAN
WEISS TECHNIK
IN PART OF SECTION 13, T6N, R11W
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

CLIENT:
Mike Houseman
Wolfeline Building Group
4045 Barden SE
Grand Rapids, MI, 49512

PROJECT NO.
240335

C-101



SITE DATA:

SITE: 9.82 ACRES
ZONED: R1-C SINGLE FAMILY - REZONING TO LPUD
USE: MANUFACTURING AND OFFICE

	REQUIRED	PROVIDED (SEE ARCH)
BUILDING HEIGHT:	45'	96'
FRONT BUILDING SETBACK:	75'	96'
SIDE BUILDING SETBACK:	100'	100' TO EAST
REAR BUILDING SETBACK:	100'	48.5'

PARKING DATA:

REQUIRED PARKING: 133 SPACES
(MANUFACTURING: 1 SPACE PER 2,000 SFT AND OFFICE: 1 SPACE PER 300 SFT)
(100,000/2,000 + 25,000/300) = 133.3

PROPOSED PARKING: 223 SPACES
(INCLUDES 7 BARRIER FREE SPACES)

PARKING SPACE:	90 DEG	9' x 18'	9' x 18' MIN.
DRIVE AISLE WIDTH (TWO WAY):	24'	24'	24' MIN.
LOADING AREA:	10' x 25'	12' x 50'	6 SPACES

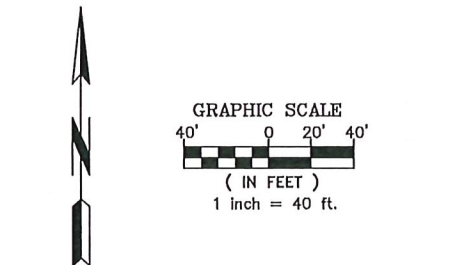
NOTES:

A) ALL DIMENSIONS SHOWN TO THE CONCRETE CURB ARE TO THE FACE OF THE CURB (6 INCHES FROM THE BACK OF CURB) UNLESS NOTED OTHERWISE.

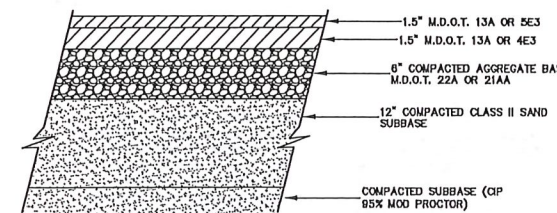
B) THE CONCRETE GUTTER PAN IS TO TIP IN THE SAME DIRECTION AS THE ADJACENT PAVEMENT; THE GUTTER PAN IN THE BARRIER FREE SPACES SHALL BE PLACED FLAT.

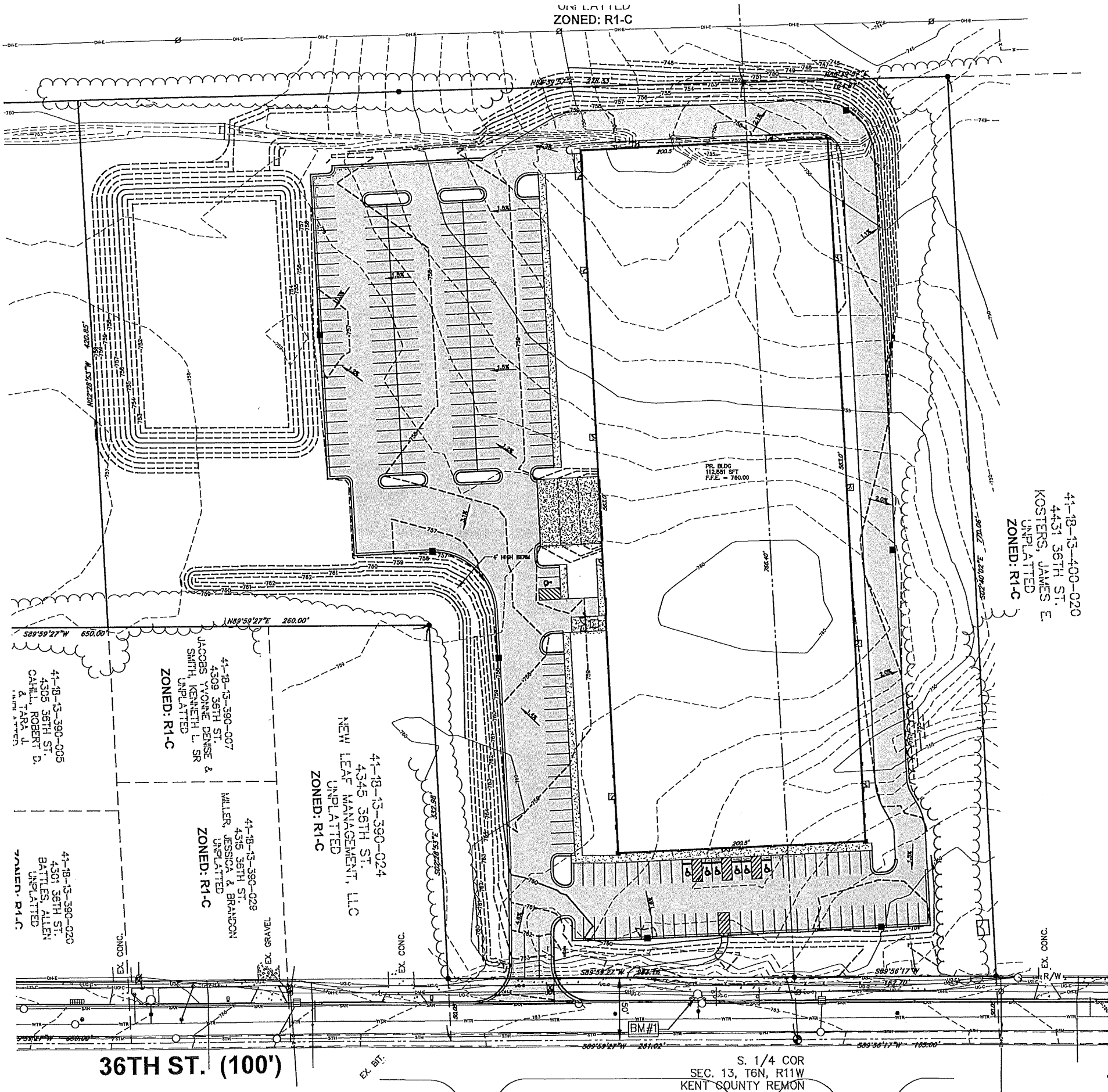
C) THE LAST 3 FEET OF ALL OF THE CURB SHALL BE DURRED DOWN UNLESS NOTED OTHERWISE.

D) REFER TO ARCHITECTURAL PLANS FOR DETAILS OF CONCRETE DOOR STOPS, DETAIL OF BUILDING, EXACT BUILDING DIMENSIONS, DUMPSTER ENCLOSURE, AND BUMP POSTS.

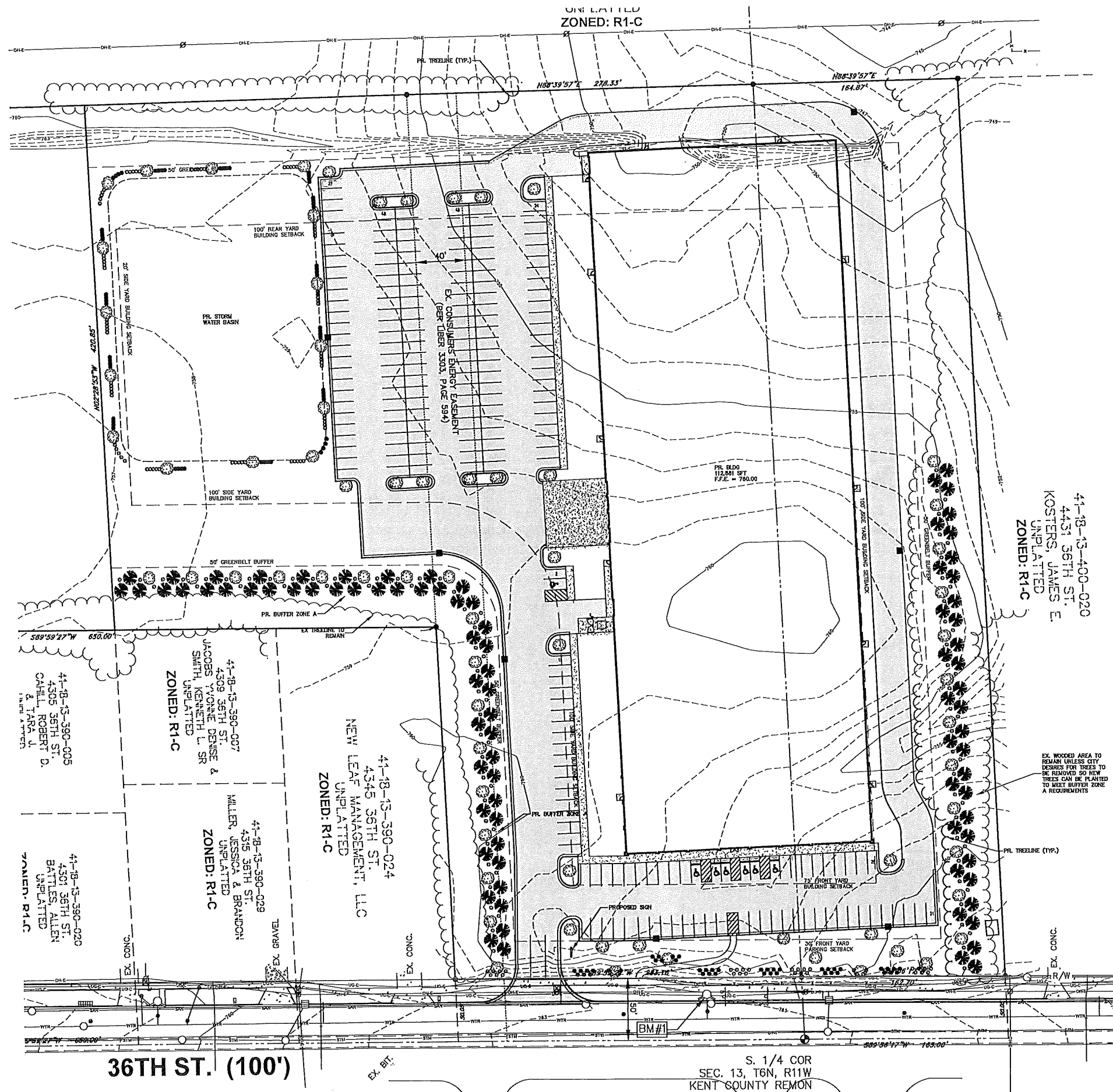


- SITE PLAN KEY NOTES**
- 1 RAISED CONCRETE SIDEWALK
 - 2 FLUSH SLAB EDGE AND BARRIER FREE RAMP
 - 3 DUMPSTER ENCLOSURE (SEE ARCH)
 - 4 MDOT F-4 CURB AND GUTTER
- LEGEND**
- 585 — EXISTING MAJOR CONTOUR
 - - - 586 - - EXISTING MINOR CONTOUR
 - PROPOSED BIT. PAVEMENT
 - PROPOSED CONC.
 - BUMP POST
 - B.F. BARRIER FREE SIGN

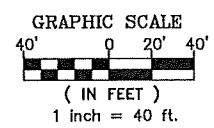




CLIENT:	Mike Houseman Wolverine Building Group 4045 Barden SE Grand Rapids, MI, 49512	SITE GRADING PLAN WEISS TECHNIK IN PART OF SECTION 13, T6N, R11W CITY OF KENTWOOD, KENT COUNTY, MICHIGAN	REVISIONS:
PROJECT NO.	240335		DRAWN BY: JS APPROVED BY: MGS DATE: MAY 24, 2024
C-103			REVISIONS: JUNE 7, 2024 PER CITY COMMENTS

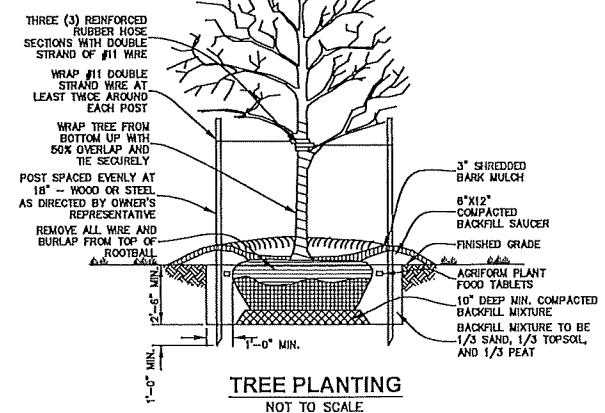


41-18-13-400-020
4431 36TH ST.
KOSTERS, JAMES E.
UNPLATTED
ZONED: R1-C



- LEGEND**
- 585 --- EXISTING MAJOR CONTOUR
 - 586 --- EXISTING MINOR CONTOUR
 - [Pattern] PROPOSED BIT. PAVEMENT
 - [Pattern] PROPOSED CONC.
 - BUMP POST
 - BARRIER FREE SIGN
 - BUMP POST
 - PROPOSED SHRUB
 - PROPOSED CANOPY TREE
 - PROPOSED UNDERSTORY TREE
 - PROPOSED EVERGREEN TREE

- REQUIRED LANDSCAPING NOTES:**
- LANDSCAPING ALONG STREET FRONTAGE:
 - A. 1 CANOPY TREE AND 7 SHRUBS EVERY 40 LFT REQUIRED
 - B. TOTAL FRONTAGE ALONG 36TH STREET R/W IS 440 LFT
 - LANDSCAPE BUFFERS ALONG RESIDENTIAL PROPERTY LINES:
 - A. 1 CANOPY TREE, 3 EVERGREEN TREE, AND 3 SHRUBS EVERY 40 LFT REQUIRED
 - B. EXISTING VEGETATION IS PROPOSED TO REMAIN AS MUCH AS POSSIBLE
 - LANDSCAPING ALONG DETENTION POND:
 - A. 1 CANOPY AND 9 SHRUBS EVERY 50 LFT REQUIRED
 - ALL REQUIRED LANDSCAPING MATERIALS SHALL CONFORM TO CITY OF KENTWOOD LANDSCAPING ORDINANCE:
 - CANOPY TREE SIZE: 2.5 INCH CALIPER (MIN.)
 - EVERGREEN TREE SIZE: 6 FEET HEIGHT (MIN.)
 - ORNAMENTAL TREE SIZE: 2 INCH CALIPER (MIN.)
 - SHRUB SIZE: 24 INCH HIGH (MIN.) OR 18 INCH SPREAD (MIN.)
 - ALL DISTURBED AREAS TO BE RESTORED WITH TOPSOIL, SEED, AND MULCH.



REVISIONS:	DRAWN BY: JS
	APPROVED BY: MJC
	DATE: MAY 24, 2024
	REVISIONS:
	JUNE 4, 2024 PER CITY COMMENTS
LANDSCAPE PLAN	
WEISS TECHNIK	
IN PART OF SECTION 13, T6N, R11W	
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN	
CLIENT:	Mike Houseman Wolverine Building Group 4045 Barden SE Grand Rapids, MI, 49512
PROJECT NO.	240335
L-101	

STAFF REPORT: June 4, 2024
PREPARED FOR: Kentwood Planning Commission
PREPARED BY: Joe Pung
CASE NO.: 14-24 3119 – 52nd Street Rezoning

GENERAL INFORMATION

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

STATUS OF APPLICANT: Property Owner

REQUESTED ACTION: Request to rezone 15.96 acres from R1-A Estate Residential & R1-C Single Family Residential to R1-D Single Family Residential

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

GENERAL LOCATION: 3119 – 52nd Street

PARCEL SIZE: 15.96 acres

EXISTING LAND USE ON THE PARCEL: Vacant Land

ADJACENT AREA LAND USES:
N: Consumers Energy Transmission Lines
S: Single Family Residential & 52nd Street ROW
E: Single Family Residential
W: Single Family Residential & City of Kentwood Property

ZONING ON ADJOINING PARCELS:
N: R1-A Estate Residential
S: R1-A Estate Residential
E: RPUD-2 Detached Residential Planned Unit Development & R1-A Estate Residential & R1-C Single Family Residential
W: R1-A Estate Residential & R1-C Single Family Residential & OS Open Space

Compatibility with Master Plan

The Master Plan recommendation is for low density (<4 units per acres) residential development. The R1-D district allows minimum lot dimensions that may allow for up to medium density (4 to 8 lots/acre) residential development; the Master Plan still limits the development to less than 4 lots/acre. The wetlands and floodplain on the site will impact the number of lots which can be developed on the site.

Relevant Zoning Ordinance Sections

Section 13.03.C outlines the guidelines for rezoning. Section 13.09 outlines the general review standards.

Zoning History

The property has been zoned R1-A Estate Residential & R1-C Single Family Residential since at least 1980.

SITE INFORMATION

Site Characteristics

The northern portion of the site is heavily wooded (see Exhibit 2). The northern portion of the site is encumbered by wetlands and floodplain (see Exhibits 3 and 4). The northern portion of the site has steep contours and Plaster Creek, along with a second smaller creek, runs through it (see Exhibit 5).

Traffic & Circulation

It is anticipated that access to any development would be from the east (Nature View Drive) and the south (52nd Street).

Engineering

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

Fire

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

Staff Comments

- 1) The applicant has requested rezoning of the property from R1-A Estate Residential and R1-C Single Family Residential to R1-D Single Family Residential. The uses allowed under the proposed R1-D district are nearly identical to those under the current R1-A and R1-C districts; the exceptions being that the R1-A district does not allow for zero lot line single family detached dwellings (a special land use in R1-C & R1-D) and the R1-A district allows horse riding stables as a special land use. A comparison of the lot, yard, and building requirements between the existing and proposed zoning districts is provided in the following table:

Requirement	R1-A	R1-C	R1-D
Minimum Lot Area	5 acres	10,000 square feet	5,500 square feet (6,600 sq. foot average for plats and site condominiums)
Minimum Lot Width	See Section 3.23 (Lot Width to Depth Ratio)	80 feet	50 feet (average of 60-feet for plats and site condominiums)
Front Yard Setback	40 feet	35 feet	25 feet
Side Yard Setback	12 feet (25 feet on street side yard)	7 feet (25 feet on street side yard)	5 feet (5 ft on one side 12 feet total/ 25 feet on street side yard)
Rear Yard Setback	35 feet	35 feet	30 feet
Maximum Lot Coverage	20 percent	25 percent	30 percent
Min. Dwelling Unit Size	1,040 square feet	1,040 square feet	850 square feet
Max. Building Height	2-1/2 stories or 35 feet	2 stories or 25 feet	2 stories or 25 feet

The proposed R1-D zoning allows for significantly smaller and narrower lots (5,500 square feet & 50 feet) than the current R1-A Estate Residential zoning (14,000 square feet) and R1-C Single Family Residential zoning (10,000 square feet & 80 feet).

The adjacent residential development to the east (Jefferson Farms; see Exhibit 6) has forty (40) lots with an average lot area of 9,550 square feet (smallest lot is 7,150 square feet) with minimum lot widths of sixty (60) feet; the next development to the east (Jefferson East; see Exhibit 6) was conditionally rezoned to R1-D Single Family Residential with minimum lot areas of 7,200 square feet and minimum lot widths of sixty (60) feet (the smallest lot in the plat has a lot width of 60 feet and lot area of 7,378 square feet).

- 2) The new architectural regulations under consideration by the city will restrict the layout of homes on smaller R1-D lots. Regulations that will most likely have the greatest impact for development on smaller lots will be the garage placement and siting requirements as follows:

- The new standards will require that garages accessed through the front yard have a setback of at least 35 feet from the front lot line, so even though the R1-D district allows for a 25-foot front yard building setback, the garage will still have to be setback at least 35 feet.
- Attached garages cannot exceed 50% of the total width of the front façade of a dwelling unit (although attached garages setback at least 15 feet behind the front of the dwelling unit are not counted against front façade calculations).

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

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

The area is Master Planned for low density residential development. Development under the R1-D zoning district can yield a low-density residential development; therefore, the requested rezoning can be consistent with the Master Plan recommendation.

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

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

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

The property is currently zoned R1-A Estate Residential and R1-C Single Family Residential. Based on a five (5) acre minimum lot area under the R1-A zoning and 10,000 square foot minimum under the R1-C zoning, up to eleven (11) single family lots could potentially be created.

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

The uses under the proposed zoning district can be compatible with the surrounding area depending on the number, size, and layout of lots within a potential residential development.

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

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

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

The uses allowed within the current R1-A & R1-C districts and the proposed R1-D district are nearly identical; the exceptions being that the R1-A district does not allow for zero lot line single family detached dwellings (a special land use in R1-C & R1-D) and the R1-A district allows horse riding stables as a special land use.

Exhibit 1: Project Location (2023 Aerial Photo)

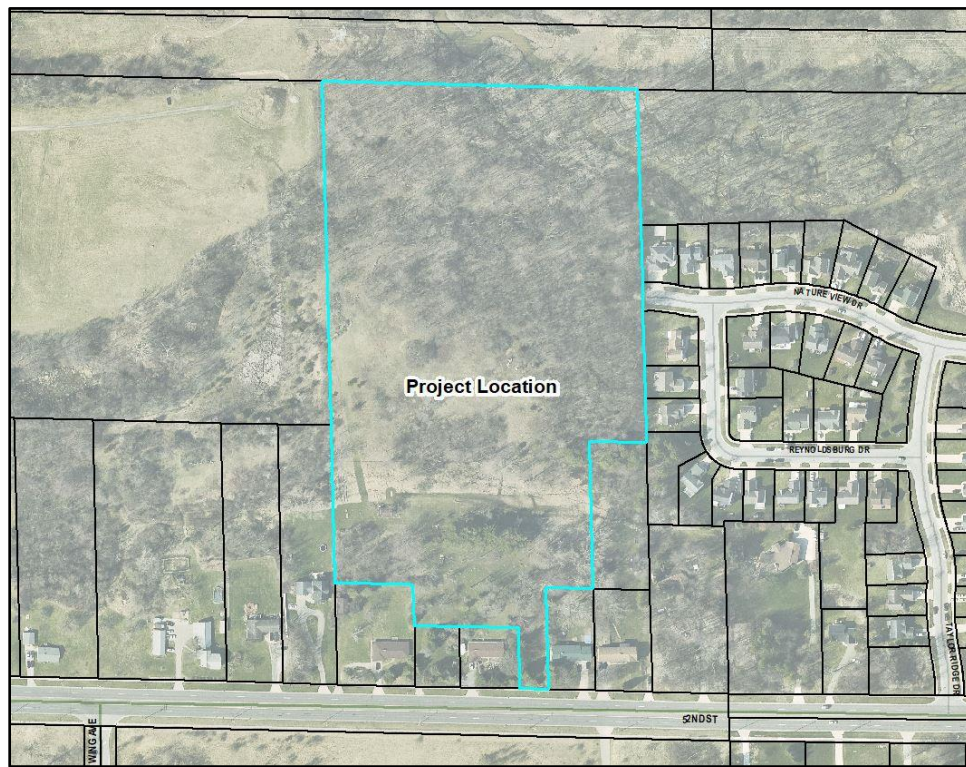


Exhibit 2: Heavily Wooded Area of the Site

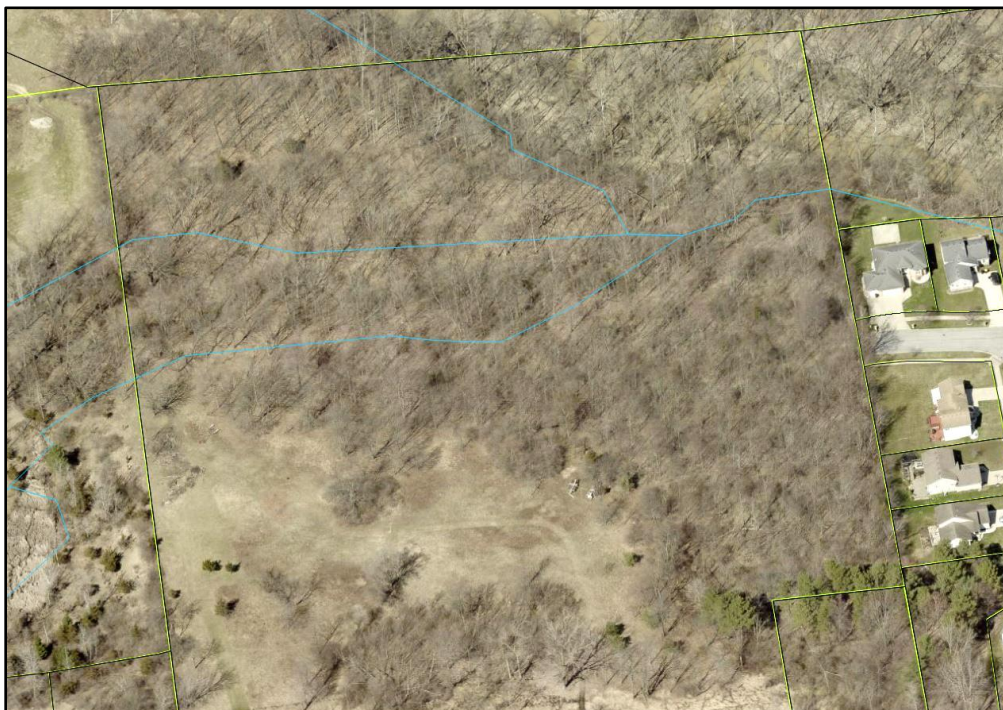


Exhibit 3: Wetlands

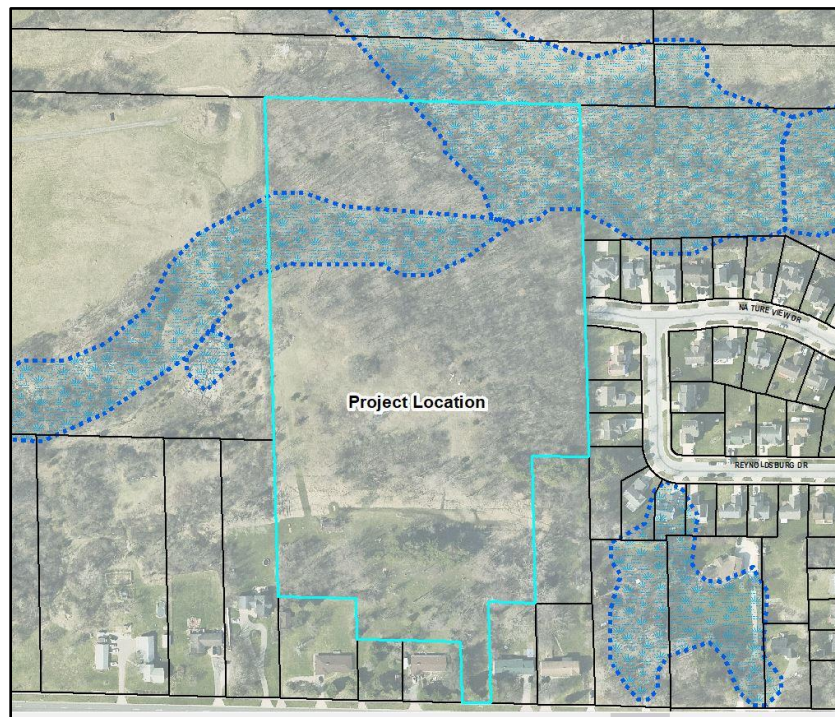


Exhibit 4: Floodplain

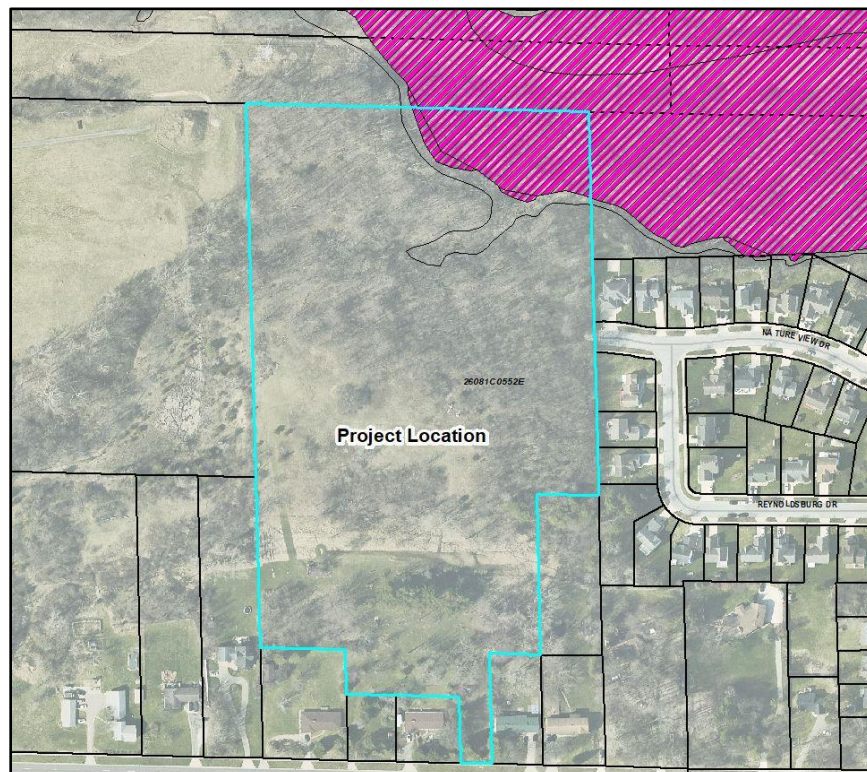
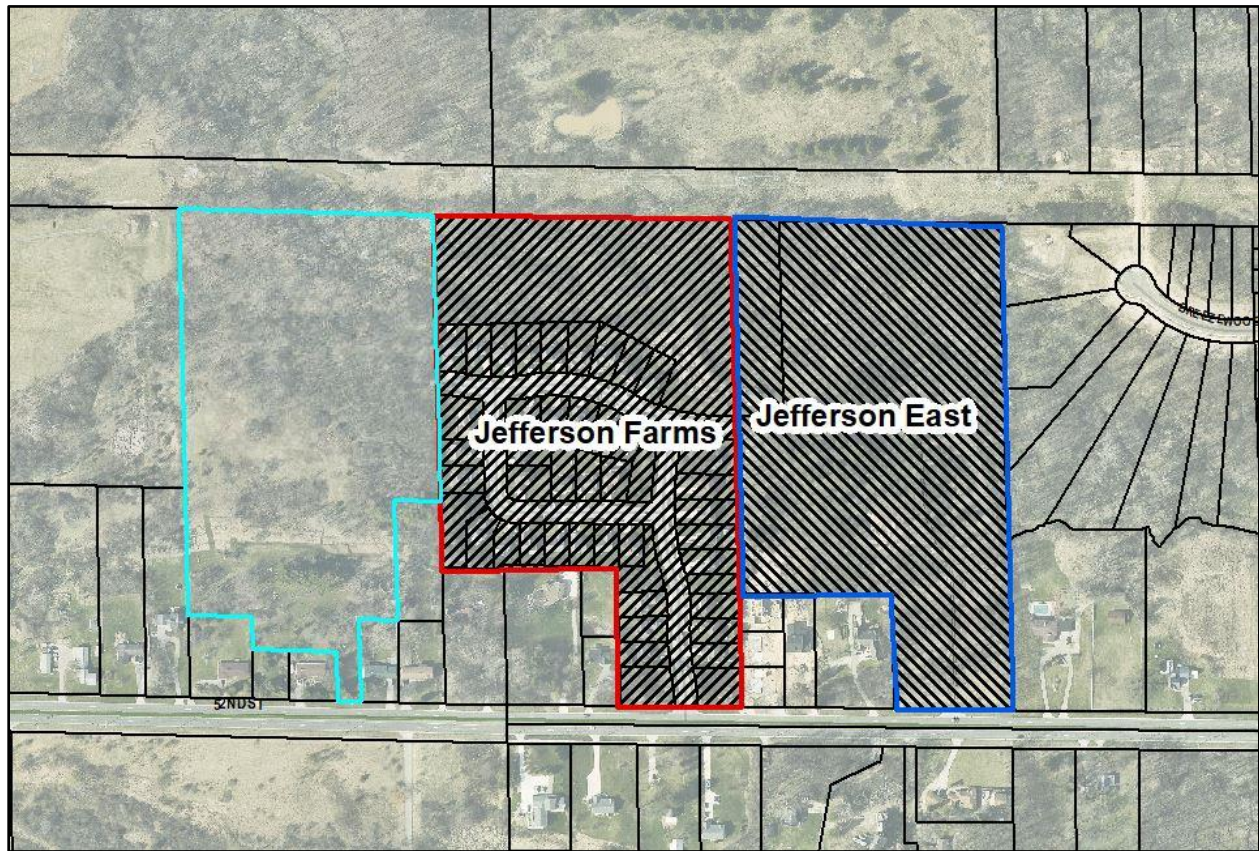
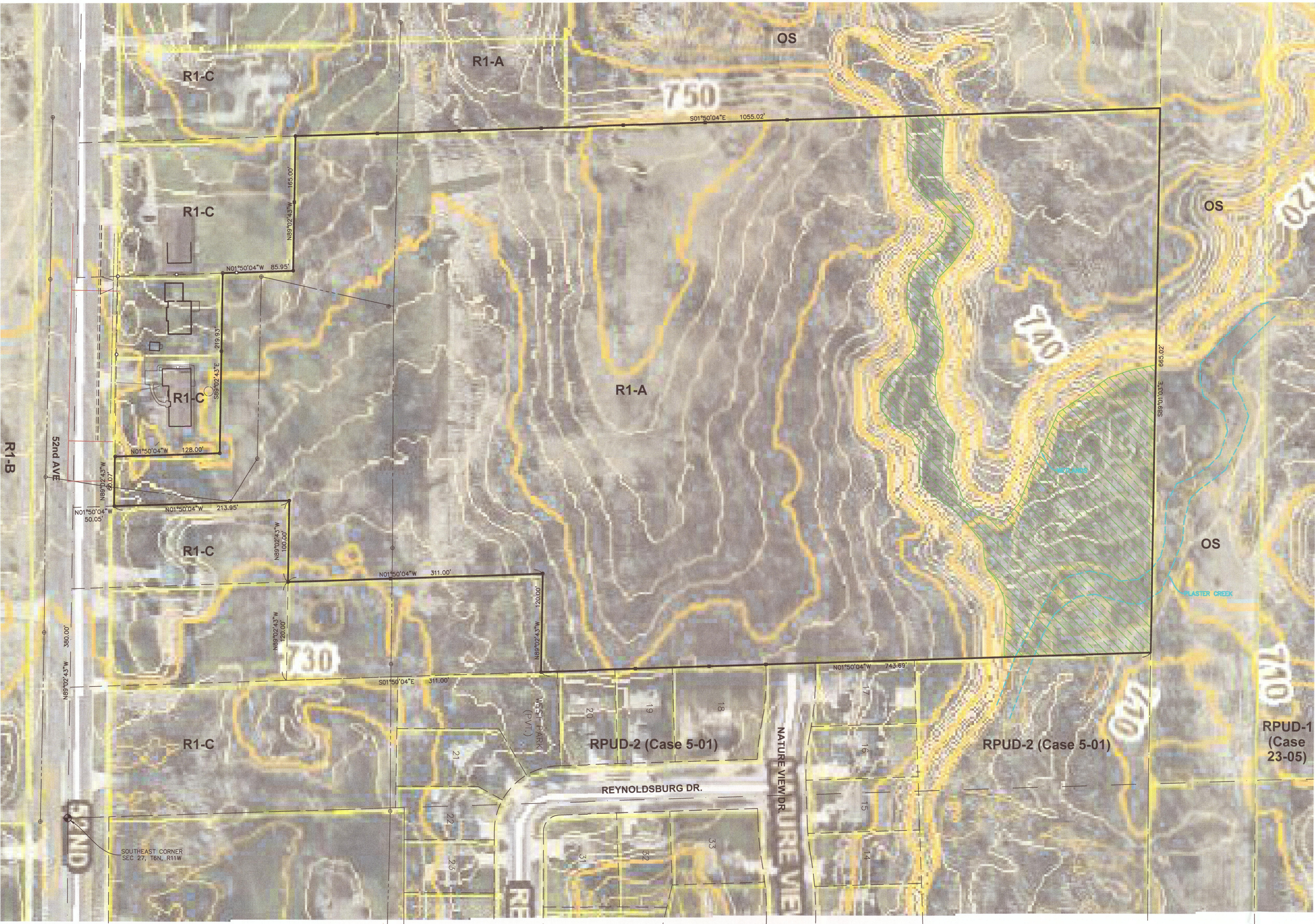


Exhibit 5: Plaster Creek and Contours



Exhibit 6: Residential Developments to the East





PROPERTY DESCRIPTION:

PPN# 41-18-27-476-033
3129 52ND ST SE, KENTWOOD

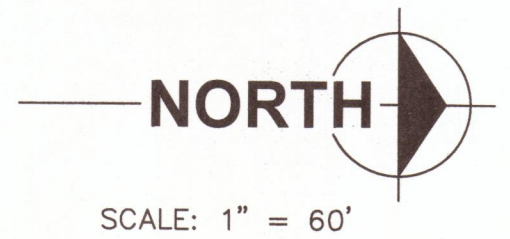
THAT PART OF THE SOUTHEAST 1/4 OF SECTION 27, T6N, R11W, CITY OF KENTWOOD, KENT COUNTY, MICHIGAN, DESCRIBED AS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION; THENCE N89°02'43"W 380.00 FEET ALONG THE SOUTH LINE OF SAID SOUTHEAST 1/4 TO THE WEST LINE OF THE EAST 380 FEET OF THE SOUTHEAST 1/4 OF SAID SECTION; THENCE N01°50'04"W 50.05 FEET TO THE NORTH LINE OF THE SOUTH 50.05 FEET OF THE SOUTHEAST 1/4 OF SAID SECTION AND THE POINT OF BEGINNING; THENCE N89°02'43"W 60.07 FEET ALONG SAID NORTH LINE; THENCE N01°50'04"W 128.00 FEET; THENCE N89°02'43"W 219.93 FEET TO THE EAST LINE OF THE WEST 165 FEET OF THE EAST 825 FEET OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION; THENCE N01°50'04"W 85.95 FEET TO THE NORTH LINE OF THE SOUTH 264 FEET OF THE SOUTHEAST 1/4 OF SAID SECTION; THENCE N89°02'43"W 165.00 FEET ALONG SAID NORTH LINE TO THE WEST LINE OF THE EAST 825 FEET OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION; THENCE N01°50'04"W 1055.02 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION; THENCE S89°01'03"E 665.02 FEET ALONG SAID NORTH LINE TO THE WEST LINE OF THE EAST 160 FEET OF THE SOUTHEAST 1/4 OF SAID SECTION; THENCE S01°50'04"E 743.69 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF THE SOUTH 575 FEET OF THE SOUTHEAST 1/4 OF SAID SECTION; THENCE N89°02'43"W 120.00 FEET ALONG SAID NORTH LINE TO THE WEST LINE OF THE EAST 280 FEET OF THE SOUTHEAST 1/4 OF SAID SECTION; THENCE S01°50'04"E 311.00 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF THE SOUTH 264 FEET OF THE SOUTHEAST 1/4 OF SAID SECTION; THENCE N89°02'43"W 100.00 FEET ALONG SAID NORTH LINE TO THE WEST LINE OF THE EAST 380 FEET OF THE SOUTHEAST 1/4 OF SAID SECTION; THENCE S01°50'04"E 213.95 FEET ALONG SAID WEST LINE TO THE POINT OF BEGINNING. CONTAINS 15.96 ACRES.

REQUEST REZONE FROM R1-A TO R1-D PROPOSED ZONING REQUIREMENTS:

R1-D ZONING

MIN. AREA	5500 SF
MIN. WIDTH	50 FEET (AT FRONT YARD SETBACK)

SETBACKS	
FRONT YARD	25 FEET
SIDE YARD	5 FEET
REAR YARD	30 FEET



LOCATION MAP
NOT TO SCALE

LEGEND

T	TOWN
R	RANGE
N	NORTH
S	SOUTH
E	EAST
W	WEST
SEC.	SECTION
POB	POINT OF BEGINNING
PROPOSED BLACKTOP	
PROPOSED CONCRETE	
EXISTING BLACKTOP	
EXISTING CONCRETE	
BUILDING	

SECTION CORNER
SET CAPPED IRON
FOUND IRON OR NAIL
STORM SEWER MANHOLE
SANITARY SEWER MANHOLE
CATCH BASIN
HYDRANT
VALVE
UTILITY POLE
GUY WIRE
LIGHT POLE
WALL MOUNTED LIGHT
PEDESTAL
TRANSFORMER
SIGN

REVISIONS

REZONE REQUEST 3129 52nd St SE, Kentwood

FOR: Chris VanderHoff
Bosco Properties LLC.
4910 68th St
Caledonia, MI 49316
PHONE: 616-485-5430

PART OF THE SW 1/4, SECTION 27, T6N, R11W,
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

Feenstra
& Associates, Inc.
CIVIL ENGINEERS & SURVEYORS
3145 Prairie St SW
Grandville, MI 49418
Phone: 616-457-7050
www.feenstrainc.com

Proj JEFFERSON W

File 1247

Date 05/06/2024

STAFF REPORT: May 30, 2024
PREPARED FOR: Kentwood Planning Commission
PREPARED BY: Lisa Golder
CASE NO.: 15-24 4175 60th Street (Steelcase PUD) Major Change

GENERAL INFORMATION

APPLICANT: Brad Rosely Nicole Aboudib
Third Coast Development Pioneer Inc.
545 Michigan St NE #203 550 Kirkland St SW
Grand Rapids MI 49503 Grand Rapids MI 49507

STATUS OF
APPLICANT: Purchaser of property and representative

REQUESTED ACTION:
*Applicant is requesting a major change an approved site plan for the Steelcase PUD

EXISTING ZONING OF
SUBJECT PARCEL: IPUD – Industrial Planned Unit Development

GENERAL LOCATION: NE corner of 60th and East Paris Avenue SE

PARCEL SIZE: 55.92 Acres

EXISTING LAND USE
ON THE PARCEL: Vacant

ADJACENT AREA
LAND USE N: vacant; Steelcase manufacturing plant (786,000 sq ft)
LAND USE S: 60th Street; Gaines Township
E: Vacant, future phases of the Steelcase PUD
W: Office, park, and school

ZONING ON ADJOINING
PARCELS: N&E: IPUD Industrial Planned Unit Development
S: I-1 Industrial (Gaines Township)
W: IPUD, Industrial PUD; OS Open Space, and RPUD-1
Residential Planned Unit Development

Compatibility With Master Plan

The Master Plan recommends industrial use for the site.

Relevant Zoning Ordinance Sections

General standards for Planned Unit Developments are found in Section 12.01 and 12.02 of the Zoning Ordinance. Permitted uses, development requirements, and other development guidelines for Industrial PUDs are found in Section 12.08 of the Kentwood Zoning Ordinance. Standards for PUD approval can be found in Section 12.10 and 12.12 of the Zoning Ordinance. Site plan standards are found in Chapter 14 of the Zoning Ordinance.

Zoning History

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

In 2014 a Major Change to the approved Steelcase site plan was approved through the Planning and City Commissions. A new development agreement was approved and signed by all the property owners—Steelcase, Franklin Partners, Roskam Baking, as well as the city.

In 2017 another amendment to the Steelcase PUD was approved to allow a the construction of a credit union and to allow for the increase of square footage of several of the buildings in the southeast corner of the PUD. The PUD Agreement/Plan that incorporates these changes is attached.

In 2019, Robert Grooters Development proposed a 350,000 square foot warehouse building at this location. Since the building matched the preliminary site plan's square footage, it was reviewed and approved as a final site plan. However, the building was never constructed.

In 2023 the city approved a major change to the approved PUD plan that would allow the sale of 27 acres of land along 52nd Street to Transport Properties Inc. for use as truck parking, storage and maintenance.

Project Overview

Steelcase has sold a 55.92 acre parcel within the Steelcase IPUD to Third Coast Development Inc. Third Coast would like to develop a 600,000 square foot warehouse building at this location. This area of the PUD plan was previously designed for a 350,000 square foot building, and a potential office building of 45,000 square feet on the East Paris frontage. In addition the applicant has proposed a new driveway to East Paris that was not previously proposed in the Steelcase PUD plan,

Any amendment to the PUD Plan is reviewed to determine whether it is a major or a minor change. A minor change can proceed directly to final PUD approval, while a major change requires re-approval of the preliminary plan by both the Planning and City Commissions. Likewise, a change in the overall PUD Agreement constitutes a major change. The additional square footage of the building “K” on the PUD plan and the proposed additional curb cut are considered major changes to the approved site plan.

TECHNICAL INFORMATION

Streets and Traffic:

The approved Steelcase PUD Plan has only one proposed future street onto East Paris Avenue, aligned with the Bailey’s Grove driveway, north of Endeavor School. This curb cut was intended to allow access to future service/office buildings (Buildings B, C, E, F, H, I and J in the approved PUD plan). An internal ring road was planned to connect these buildings to East Paris Avenue and to 60th Street. The proposed additional East Paris curb cut for the 4175 60th Street project is a change to the approved plan, requiring a traffic analysis and approval from the Planning and City Commissions.

The applicant has contracted with Fishbeck to analyze the traffic along East Paris Avenue and at nearby intersections, as per the PUD Agreement. The conclusions of the analysis are attached. The analysis points out that the PM peak hour for Endeavor school is between 3:30 and 4:30PM while East Paris Avenue peaks between 4:45-5:45.

The study indicates that the proposed driveway will have Level of Service (LoS) C and D for turning movements out of the development, or a delay of 19.6 seconds in the AM and a delay of 25.7 seconds in the PM. The proposed driveway aligns with the south Endeavor School driveway; the school driveway will go from a LoS B (14.3 second delay) in the PM peak hour to a LoS C (18.5 second delay). The traffic study did not project any further than 2025; this information should be provided.

If the proposed East Paris driveway is approved, the traffic analysis recommends a deceleration lane.

Internal Circulation:

The Steelcase PUD was developed with the concept of an internal roadway system for truck and employee circulation. The applicant intends to extend a new north-south driveway in order to continue to serve the Steelcase property to the north (Building G). The existing driveway that extends north from the 60th Street driveway (on the Steelcase property) has been cut off from the 60th Street curb cut. If the proposed new north-south driveway is intended to replace the Steelcase driveway that runs parallel, the information should be included in the PUD statement and an easement provided for future cross access.

Site Characteristics:

The 56 acre site is undeveloped. An overhead utility pole crosses the site diagonally. A drainage easement and drainage ditch exist on the west side of the site. Two detention ponds exist on the site and there are several areas of wetlands adjacent to the detention area.

Staff Review

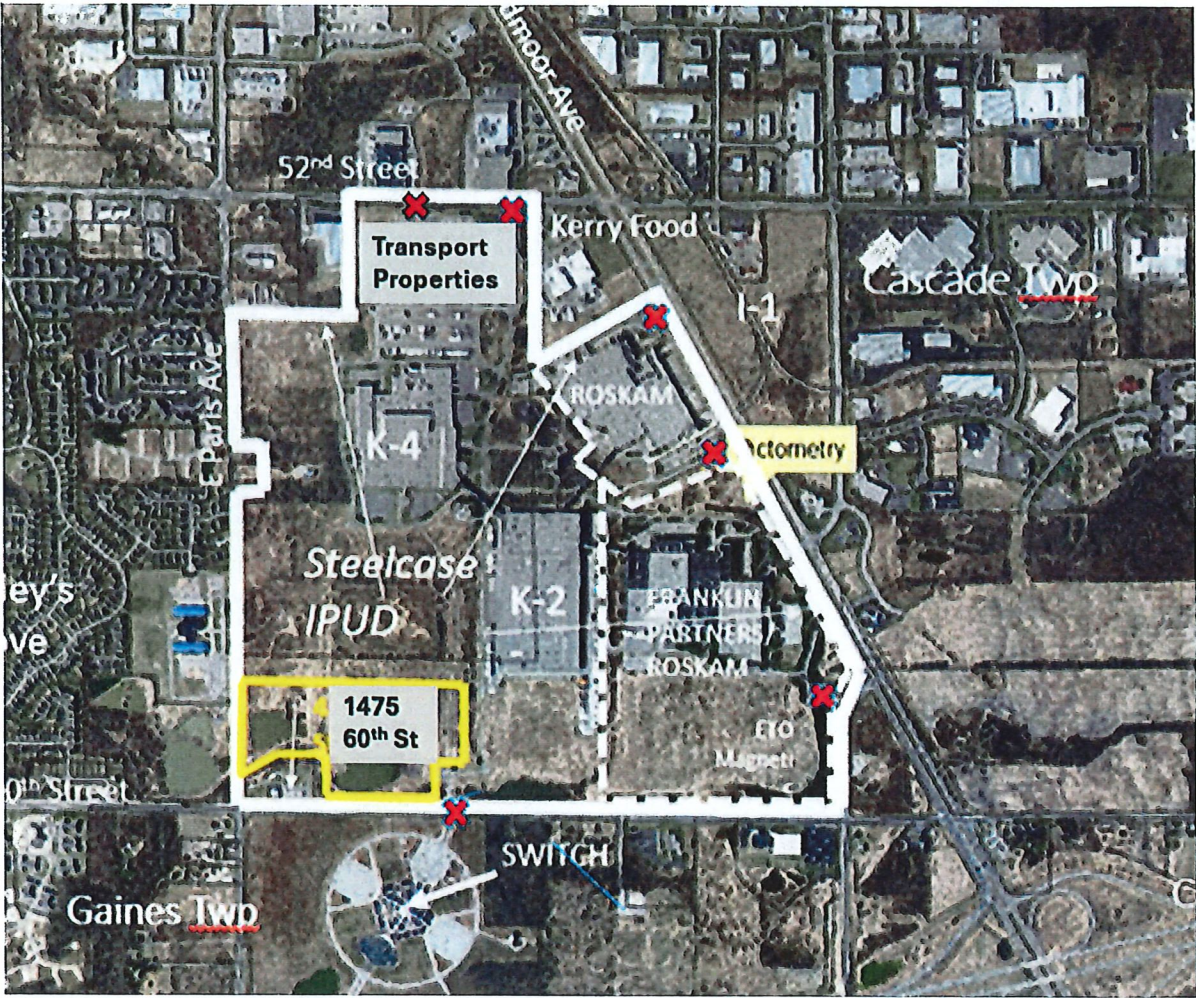
1. Third Coast Development is the contract purchaser of the 55.92 acres of land within the Steelcase PUD to be used to construct a 600,000 warehouse building in the southwest corner of the Steelcase PUD. The PUD Master Plan for this area identifies a 350,000 square foot building and a 45,000 square foot office building facing East Paris Avenue. The addition of the 205,000 of building area requires a major change to the approved Steelcase PUD and Development Agreement. In addition, the applicant is proposing another curb cut onto East Paris Avenue. East Paris Avenue is not a truck route; the applicant is proposing the curb cut and parking area for passenger vehicles only. The addition of another curb cut to the development also requires an amendment to the PUD plan and the PUD Development Agreement.
2. The applicant is proposing to make use of the existing boulevard curb cut onto 60th Street. The boulevard curb cut had been connected to a north-south driveway on Steelcase property that was to serve the land area north of the Third Coast acreage, as this would be the only route for truck traffic. The access to this existing north-south driveway has been cut off, but replaced by the new Third Coast driveway that also serves as a fire lane. The better location for the north-south driveway may be the existing Steelcase driveway rather than having two driveways running parallel. If there is a shared driveway, the maintenance of the driveway should be spelled out in the development agreement.
3. The applicant proposes truck loading in the front of the facility. Section 10.03 of the Zoning Ordinance does not allow for loading in the front yard of an industrial building. In 2019, Grooters development requested and received a variance for front yard loading for a proposed 350,000 square foot building located at this site. Since the Grooters building was never constructed, the variance has expired.
4. Building elevations must be provided to ensure that the plans are consistent with the requirements of the PUD and the Zoning Ordinance.

Attributes:

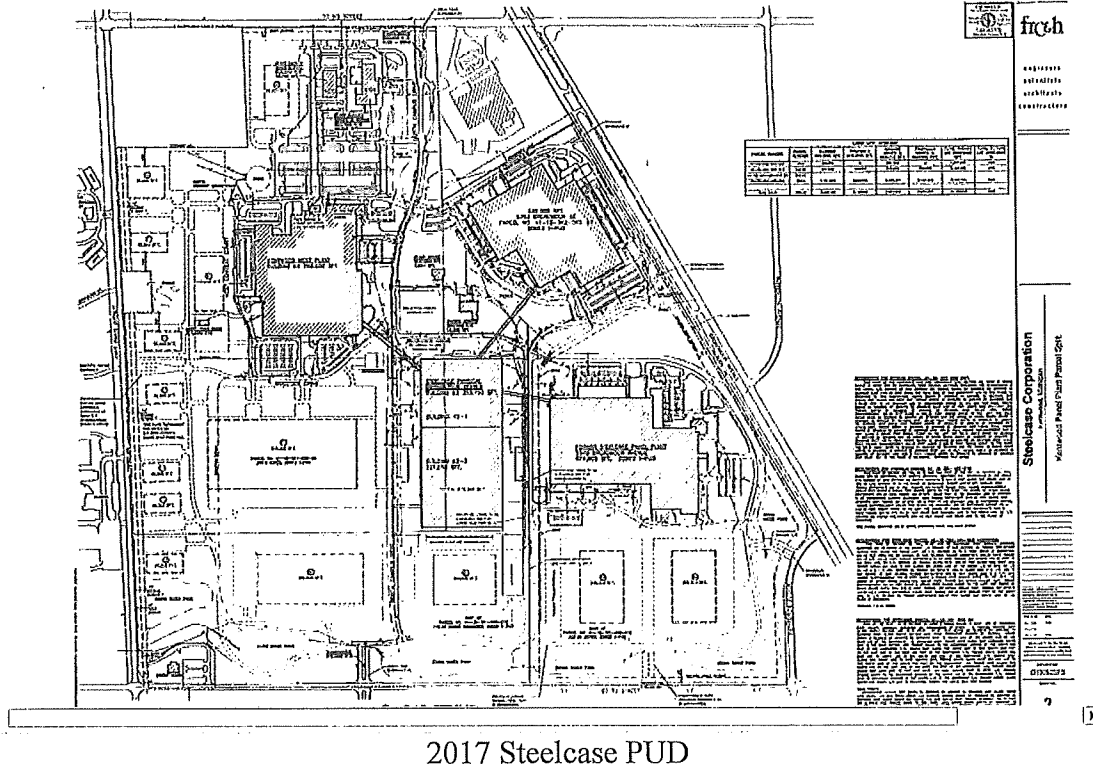
- Proposed use of vacant property
- Traffic offset from school traffic

Issues:

- Additional 205,000 square feet
- Need for second north-south driveway
- Maintenance provisions for north-south driveway
- Front yard loading variance needed



1475 60th Street SE



2017 Steelcase PUD

PROJECT NARRATIVE
TC 4301 60th Street – New Facility
City of Kentwood, Kent County, Michigan
May 23rd, 2024

Background:

The site is approximately 56 Acres located in the Southwest corner of: 60th Street and East Paris. There is an open I-PUD for this property.

Proposed Use & Site Improvements:

The proposed development includes a new facility onsite. Project anticipates approximately 130± employees for this location when this facility is in full production, working a normal shift model of three (3) shifts, five (5) days a week.

The proposed site improvements include an approximately 599,500± square foot facility with an additional 3,500± square foot two-story office area and will also include adjacent parking, loading area, traffic circulation, and fire lanes. The staff parking area is proposed to be located off to the West and south portions, while the loading docks are proposed to be located on the southerly portion of the site.

Parking:

Based on the City's parking requirements, one (1) parking space per 300 square foot of office space. Manufacturing is (1) parking space per 2000 Gross Square Foot. Warehouse is (1) parking space per 1500 Gross Square Foot

Should additional spaces be needed, parking could be added south of the parking lot in the future.

Truck Traffic:

Truck Traffic is anticipated to function only on the south side with access off the current 60th street truck route.

Driveways:

A new driveway is proposed to be located off East Paris for light duty cars and employee parking. Truck traffic is designed to flow only on the south side.

Pedestrian Connectivity:

Concrete sidewalks and crosswalks are proposed between the parking areas and the building.

Fire Lane:

Based on our review with the City's Fire Department, fire lanes will be provided along the north, west, and east sides of the site. The fire lane along the West, North and East side of the site will be a 30-foot- wide fire lane.

Proposed Sanitary Service:

A sanitary service lateral is proposed to be extended to the new facility on the South Portion at the middle of the building.

Proposed Watermain & Water Services:

An 12-inch public watermain will be extended along the length of the South side of the site. An 8-

inch public watermain is proposed to be extended from this new watermain along the East, North and West side of the site. The watermain will be designed in accordance with the City's standards and requirements and will be submitted to the Michigan Department of Environment, Great Lakes, and Energy (EGLE) for permitting.

Although a fire service and domestic water service will be needed for the proposed facility, the proposed connection location(s) and size(s) are not known at this time and will be added to the design drawings in the future. These service connections will be coordinated with the City and installed in accordance with their standards and requirements.

Grading & Storm Water Management:

The building finished floor elevation is proposed to be located at 755-feet. The drives adjacent to the building have been designed to drain away from the building and collected within a storm sewer system. The parking lot will also be graded to drain to the proposed catch basins and collected in a storm sewer system.

Landscaping & Buffers:

The proposed landscaping has been designed in accordance with the City's zoning ordinance and the

Lighting:

The proposed onsite lighting will be designed in accordance with the City's zoning ordinance. Lighting will be directed downward and away from adjacent properties. A lighting plan is included in this submission packet.

For additional information, please refer to the project drawings.

Technical Memo

SUBJECT: Third Coast Development: 60th Street and East Paris Avenue

DATE: March 19, 2024

PROJECT NO.: 240472

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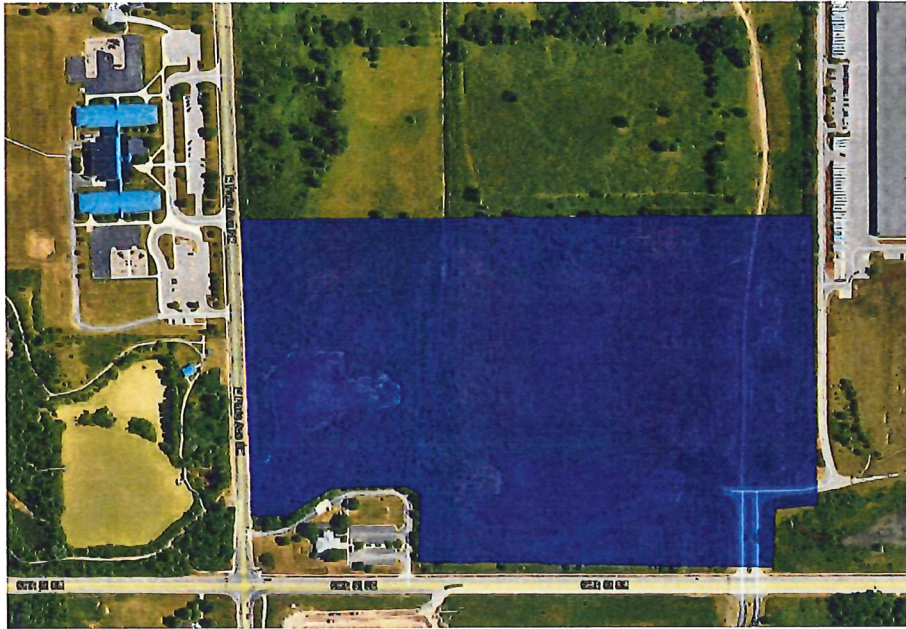
Introduction

Fishbeck has conducted a traffic impact assessment (TIA) for the proposed Third Coast warehousing development in the northeast quadrant of the intersection of 60th Street and East Paris Avenue in the City of Kentwood (City), Kent County, Michigan. The site is currently vacant and is proposed to be developed with a 605,000 square foot (sq ft) warehousing building. For this TIA, it was assumed that the development will be constructed in one phase and open in 2025.

The TIA was conducted in accordance with the City's ordinance (Section 13.02) based on the number of directional trips generated by the proposed development. The proposed development would have one access point on 60th Street for truck access and an employee/visitor access driveway on East Paris Avenue. The purpose of this TIA is to review the employee driveway. A separate traffic impact study of the driveway along 60th Street

was performed for Steelcase (dated November 27, 2023) for the development of two parcels on existing Steelcase property per the existing PUD. That study accounted for the potential buildout of existing Steelcase property and the impacts of that buildout on traffic. The Steelcase study accounted for the development of an additional property that is not included in this TIA and would only utilize the access driveway along 60th Street. This TIA is only focused on the separate employee driveway along East Paris Avenue, approximately 1,000 feet north of 60th Street. The proposed driveway would add a fourth leg to the existing intersection at the southern driveway for Endeavor Elementary School. The project location is indicated in Figure 1.

Figure 1 – Project Location



Vehicular Turning Movement Counts (TMCs) were collected at the study intersection of S Endeavor Elementary School Driveway and East Paris Avenue on Wednesday, February 28, 2024, during the weekday a.m. (7 to 9 a.m.) and p.m. (3 to 6 p.m.) peak periods for the roadway network. The elementary school day begins at 9 a.m. and ends at 3:59 p.m. The morning peak hour at the intersection occurs from 7:15 to 8:15 a.m. while the afternoon peak hour occurs from 3:30 and 4:30 p.m. with a high concentration at 4 p.m. during school dismissal. The afternoon peak hour at this intersection is controlled by the additional school traffic at the driveway, resulting in an earlier peak hour than typical based on East Paris Avenue traffic. A review of the traffic volumes along East Paris Avenue indicates that the typical afternoon peak hour, without the school dismissal traffic, occurs from 4:45 to 5:45 p.m. The turning movement counts collected at 60th Street and East Paris Avenue for the Steelcase study also indicated peak hours of 7:15 to 8:15 a.m. and 4:45 to 5:45 p.m. The employee entrance for the proposed warehousing site would also likely operate under typical business hours which would be more consistent with the non-school afternoon peak hour. For these reasons, the roadway network afternoon peak hour was used for the purposes of this analysis.

As part of the Steelcase traffic study, Grand Valley Metro Council (GVMC) was contacted to determine a growth rate based on their travel demand model. The GVMC model indicated the 60th Street corridor will see a 2.06% per year growth rate between 2023 and 2026. Based on this review, a background growth rate of 2.06% was utilized. It is assumed that all background traffic within the study area network is accounted for with the growth rate provided by GVMC's travel demand model.

Trip Generation

Using the information and methodologies specified in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Fishbeck forecast the weekday a.m. and p.m. peak hour trips associated with the proposed development. Table 1 presents the resulting trip generation. Refer to attachments for additional information regarding trip generation calculations. All the employee trips indicated in Table 1 would utilize the proposed site access on East Paris Avenue.

Table 1 – Trip Generation Forecast

ITE Land Use	Land Use Code	Units	a.m. Peak Hour			p.m. Peak Hour			Weekday		
			In	Out	Total	In	Out	Total	In	Out	Total
Warehousing	150	605,000 sq ft	74	22	96	28	71	99	497	497	994

Trip Distribution

The directions that site traffic will travel to and from were based upon existing traffic patterns during the a.m. and p.m. peak hours. The existing traffic patterns reflect the gravity between origins and destinations in the study area, and therefore an accurate indication of where the proposed trips would be coming from and going to. Table 2 provides the probable distribution based on existing traffic patterns.

Table 2 – Trip Distribution

Direction	Via	New Trips	
		a.m. Peak Hour	p.m. Peak Hour
Southbound	E Paris Avenue	32%	59%
Northbound	E Paris Avenue	68%	41%

Turn Lane Warrants

An evaluation was performed in accordance with MDOT requirements to determine if right turn treatments are required at the site access. Turn lane warrants are based on the volume of traffic turning and the total approach volume. There is an existing two-way left-turn lane (TWLTL) along East Paris Avenue; therefore, left turn lane warrants were not evaluated. The results of the analysis indicated that a northbound right turn lane is warranted at the proposed site access. Turn lane warrant charts are provided in the attachments. The results of the analysis are presented in Table 3. Due to the northbound right turn lane being warranted, the traffic analyses for the Build condition did include the addition of a right turn lane at the proposed driveway. The results in the following sections are based on including a northbound right turn lane.

Table 3 – Turn Lane Warrants

Intersection	Movement	Result
East Paris Avenue and Proposed Site Access	NB Right Turn	Warranted

Traffic Operations Analysis Methodology

Synchro traffic analysis software was used to perform Highway Capacity Manual (HCM) operational analyses during the a.m. and p.m. peak hours for the study intersection. According to the most recent editions of the HCM, Level of Service (LOS) is a qualitative measure describing operational conditions of a traffic stream or intersection. LOS ranges from A to F, with LOS A representing desirable traffic operations characterized by low delay and LOS F representing extremely poor traffic operations characterized by excessive delays and long vehicle queues. LOS D is generally considered acceptable for most areas. Table 4 presents the HCM criteria for various LOSs for

unsignalized intersections. The color coding in the table is used in the capacity analysis summary tables later in this report.

Table 4 – LOS Criteria

LOS	Average Stopped Vehicle Delay (seconds)
	Unsignalized
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Traffic Analysis for 2025 Conditions

The resulting LOS and Delay Results for the 2025 No Build and Build conditions at the proposed site driveway along East Paris Avenue are provided in Table 5. In the next two tables, the grayed-out rows are for movements that do not exist for that scenario and the “N/A” indicates that the movement does not experience delay as it is a free-flow condition and does not need to stop.

Table 5 – Proposed Site Driveway LOS & Delay Results

Approach	Movement	2025 No Build				2025 Build			
		LOS/Delay(s)				LOS/Delay(s)			
		a.m. Peak Hour		p.m. Peak Hour		a.m. Peak Hour		p.m. Peak Hour	
EB Endeavor School Drive	Approach	A	0.0	B	14.3	A	0.0	C	18.5
WB Proposed Driveway	Approach					C	19.6	D	25.7
NB E Paris Avenue	Left	A	7.9	A	9.0	A	7.9	A	9.0
	Thru	N/A				N/A			
	Right					N/A			
	Approach	A	0.1	A	0.0	A	0.1	A	0.0
SB E Paris Avenue	Left					A	9.7	A	8.0
	Thru Right	N/A				N/A			
	Approach	N/A				N/A			
Overall		A	0.1	A	0.1	A	0.8	A	2.3

Analysis of the LOS results for the No Build and Build conditions revealed that all movements, approaches, and intersections are expected to operate at an acceptable LOS during both the a.m. and p.m. peak hours. The addition of the proposed site driveway increases delays marginally compared to the No Build condition.

SimTraffic simulations were also reviewed to observe intersection operations and vehicle queues. The No Build and Build conditions operated acceptably with no significant vehicle queues or spill-back from available storage lanes. The resulting 95th percentile queue results for the No Build and Build conditions are provided in Table 6. See attachments for the background and build conditions, LOS reports, and queueing analysis reports.

Table 6 – Proposed Site Driveway 95th Percentile Queues

Approach	Lane Group	2025 No Build		2025 Build	
		Queue Length (ft)		Queue Length (ft)	
		a.m. Peak Hour	p.m. Peak Hour	a.m. Peak Hour	p.m. Peak Hour
EB Endeavor School Drive	L/T/R	0'	25'	0'	30'
WB Proposed Driveway	L/T/R			33'	62'
NB E Paris Avenue	Left	14'	4'	15'	7'
	Thru	N/A		N/A	
	Right			N/A	
SB E Paris Avenue	Left			27'	19'
	Thru/Right	N/A		N/A	

Findings and Recommendations

The analyses conducted for this TIA indicate the proposed development will not result in any significant operational impact to the adjacent road network. The proposed site access configuration is appropriate and will acceptably facilitate employee ingress and egress.

Existing storage lengths on public roadways are adequate for all movements. Lane configurations and physical capacity of roadways are appropriate at the study intersection, assuming the proposed turn lane improvement documented below. Based on the findings of the HCM operational analyses, the following improvement is recommended to mitigate traffic impacts:

- Install a northbound right-turn lane on East Paris Avenue for ingress into the proposed site employee driveway.

East Paris TMC - TMC

Wed Feb 28, 2024

Full Length (7 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

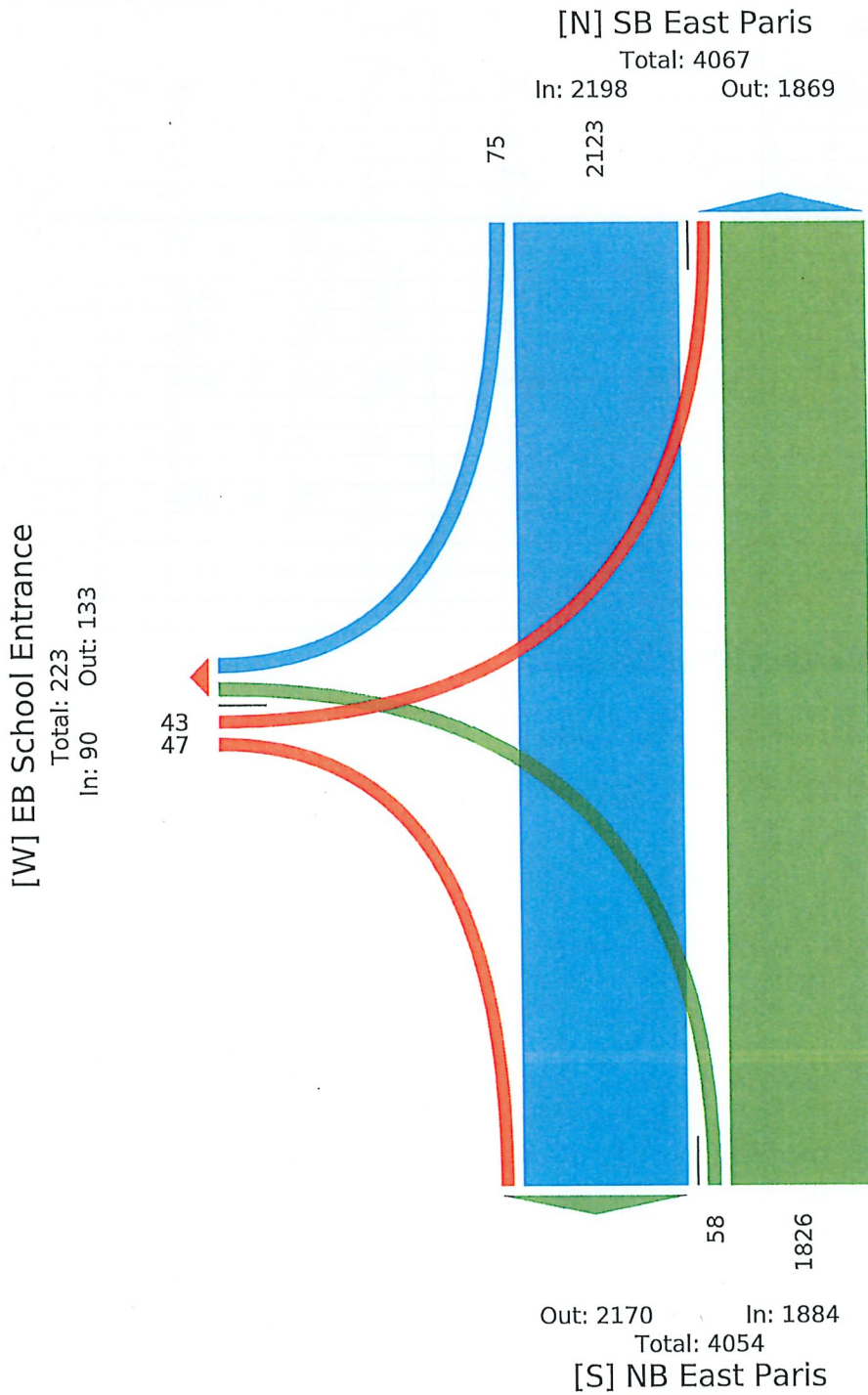
All Movements

ID: 1160224, Location: 42.857075, -85.565752

Leg Direction	EB School Entrance Eastbound					NB East Paris Northbound					SB East Paris Southbound					
Time	R	L	U	App	Ped*	T	L	U	App	Ped*	R	T	U	App	Ped*	Int
2024-02-28 7:00AM	0	0	0	0	0	70	0	0	70	0	0	73	0	73	0	143
7:15AM	0	0	0	0	0	94	2	0	96	0	0	73	0	73	0	169
7:30AM	0	0	0	0	0	149	1	0	150	0	0	56	0	56	0	206
7:45AM	0	0	0	0	0	190	3	0	193	0	5	68	0	73	0	266
Hourly Total	0	0	0	0	0	503	6	0	509	0	5	270	0	275	0	784
8:00AM	0	0	0	0	0	107	3	0	110	0	0	57	0	57	0	167
8:15AM	0	0	0	0	0	100	3	0	103	0	2	62	0	64	0	167
8:30AM	0	0	0	0	0	109	5	0	114	0	4	56	0	60	0	174
8:45AM	11	8	0	19	0	97	18	0	115	0	33	66	0	99	0	233
Hourly Total	11	8	0	19	0	413	29	0	442	0	39	241	0	280	0	741
3:00PM	1	1	0	2	0	76	0	0	76	0	0	120	0	120	0	198
3:15PM	1	0	0	1	0	80	1	0	81	0	3	114	0	117	0	199
3:30PM	0	0	0	0	0	106	10	0	116	0	10	145	0	155	0	271
3:45PM	21	19	0	40	0	99	9	0	108	0	18	128	0	146	0	294
Hourly Total	23	20	0	43	0	361	20	0	381	0	31	507	0	538	0	962
4:00PM	5	12	0	17	0	89	0	0	89	0	0	146	0	146	0	252
4:15PM	4	0	0	4	0	79	2	0	81	0	0	122	0	122	0	207
4:30PM	0	0	0	0	0	55	0	0	55	0	0	113	0	113	0	168
4:45PM	2	0	0	2	0	60	0	0	60	0	0	144	0	144	0	206
Hourly Total	11	12	0	23	0	283	2	0	285	0	0	525	0	525	0	833
5:00PM	2	1	0	3	0	71	1	0	72	0	0	194	0	194	0	269
5:15PM	0	1	0	1	0	66	0	0	66	0	0	182	0	182	0	249
5:30PM	0	0	0	0	0	81	0	0	81	0	0	115	0	115	0	196
5:45PM	0	1	0	1	0	48	0	0	48	0	0	89	0	89	0	138
Hourly Total	2	3	0	5	0	266	1	0	267	0	0	580	0	580	0	852
Total	47	43	0	90	0	1826	58	0	1884	0	75	2123	0	2198	0	4172
% Approach	52.2%	47.8%	0%	-	-	96.9%	3.1%	0%	-	-	3.4%	96.6%	0%	-	-	-
% Total	1.1%	1.0%	0%	2.2%	-	43.8%	1.4%	0%	45.2%	-	1.8%	50.9%	0%	52.7%	-	-
Lights	41	38	0	79	-	1798	55	0	1853	-	68	2093	0	2161	-	4093
% Lights	87.2%	88.4%	0%	87.8%	-	98.5%	94.8%	0%	98.4%	-	90.7%	98.6%	0%	98.3%	-	98.1%
Articulated Trucks	0	0	0	0	-	3	0	0	3	-	0	1	0	1	-	4
% Articulated Trucks	0%	0%	0%	0%	-	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	6	5	0	11	-	25	3	0	28	-	7	29	0	36	-	75
% Buses and Single-Unit Trucks	12.8%	11.6%	0%	12.2%	-	1.4%	5.2%	0%	1.5%	-	9.3%	1.4%	0%	1.6%	-	1.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Paris TMC - TMC
 Wed Feb 28, 2024
 Full Length (7 AM-9 AM, 3 PM-6 PM)
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians,
 Bicycles on Crosswalk)
 All Movements
 ID: 1160224, Location: 42.857075, -85.565752



East Paris TMC - TMC

Wed Feb 28, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

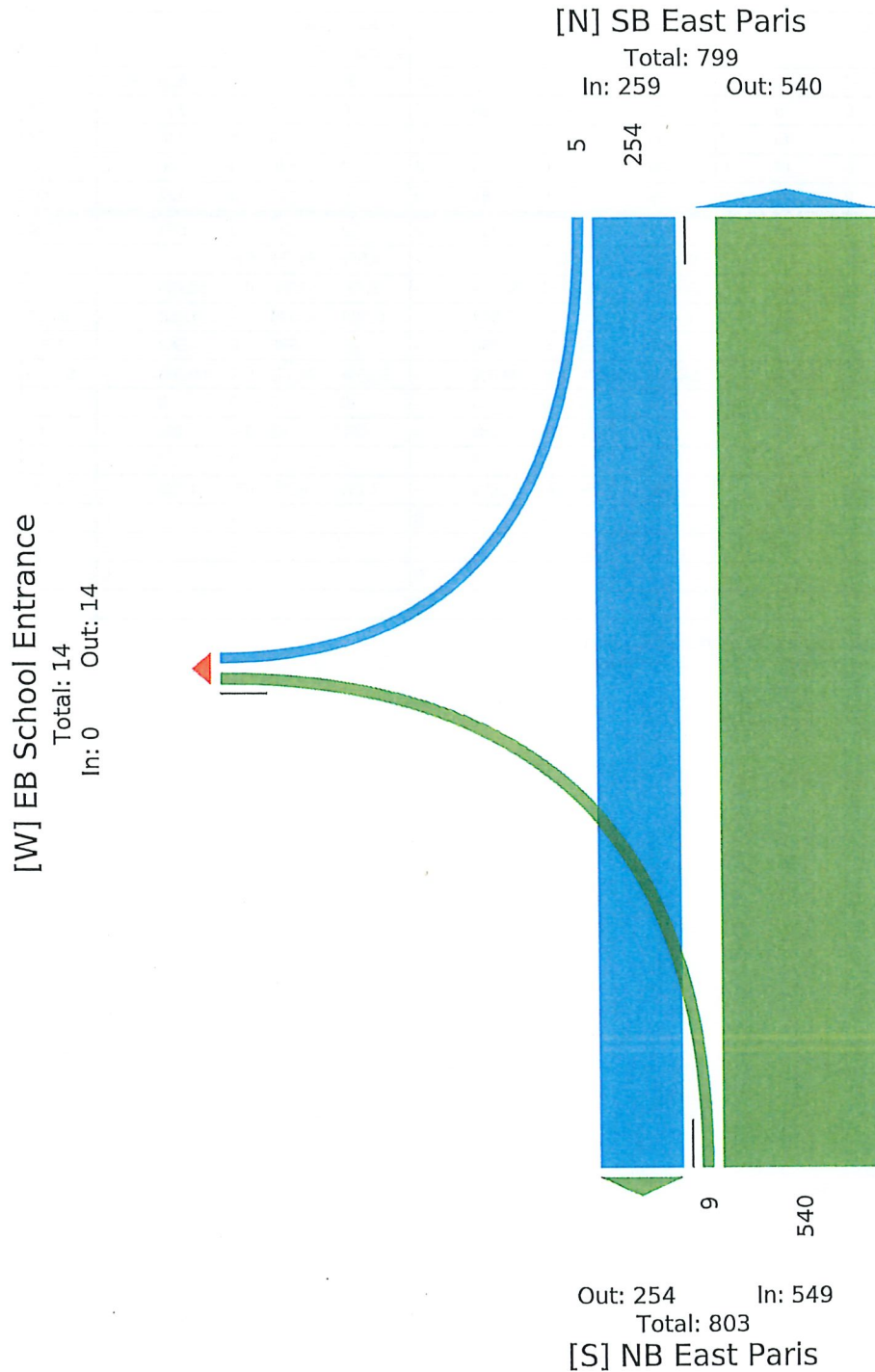
All Movements

ID: 1160224, Location: 42.857075, -85.565752

Leg Direction	EB School Entrance Eastbound					NB East Paris Northbound					SB East Paris Southbound					
Time	R	L	U	App	Ped*	T	L	U	App	Ped*	R	T	U	App	Ped*	Int
2024-02-28 7:15AM	0	0	0	0	0	94	2	0	96	0	0	73	0	73	0	169
7:30AM	0	0	0	0	0	149	1	0	150	0	0	56	0	56	0	206
7:45AM	0	0	0	0	0	190	3	0	193	0	5	68	0	73	0	266
8:00AM	0	0	0	0	0	107	3	0	110	0	0	57	0	57	0	167
Total	0	0	0	0	0	540	9	0	549	0	5	254	0	259	0	808
% Approach	0%	0%	0%	-	-	98.4%	1.6%	0%	-	-	1.9%	98.1%	0%	-	-	-
% Total	0%	0%	0%	0%	-	66.8%	1.1%	0%	67.9%	-	0.6%	31.4%	0%	32.1%	-	-
PHF	-	-	-	-	-	0.711	0.750	-	0.711	-	0.250	0.870	-	0.887	-	0.759
Lights	0	0	0	0	-	532	9	0	541	-	5	252	0	257	-	798
% Lights	0%	0%	0%	-	-	98.5%	100%	0%	98.5%	-	100%	99.2%	0%	99.2%	-	98.8%
Articulated Trucks	0	0	0	0	-	2	0	0	2	-	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	-	-	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	-	6	0	0	6	-	0	2	0	2	-	8
% Buses and Single-Unit Trucks	0%	0%	0%	-	-	1.1%	0%	0%	1.1%	-	0%	0.8%	0%	0.8%	-	1.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Paris TMC - TMC
Wed Feb 28, 2024
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians,
Bicycles on Crosswalk)
All Movements
ID: 1160224, Location: 42.857075, -85.565752



East Paris TMC - TMC

Wed Feb 28, 2024

PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

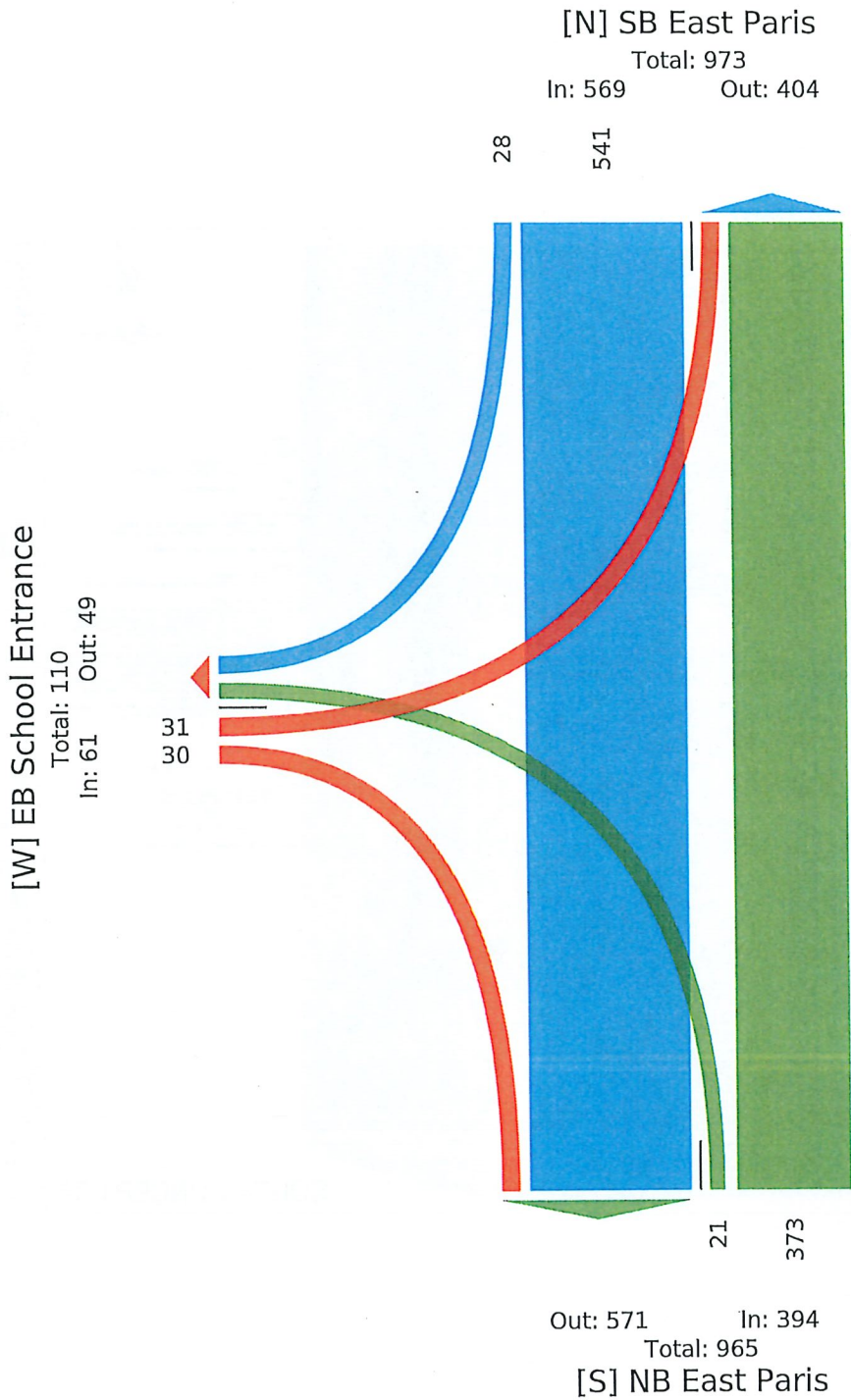
All Movements

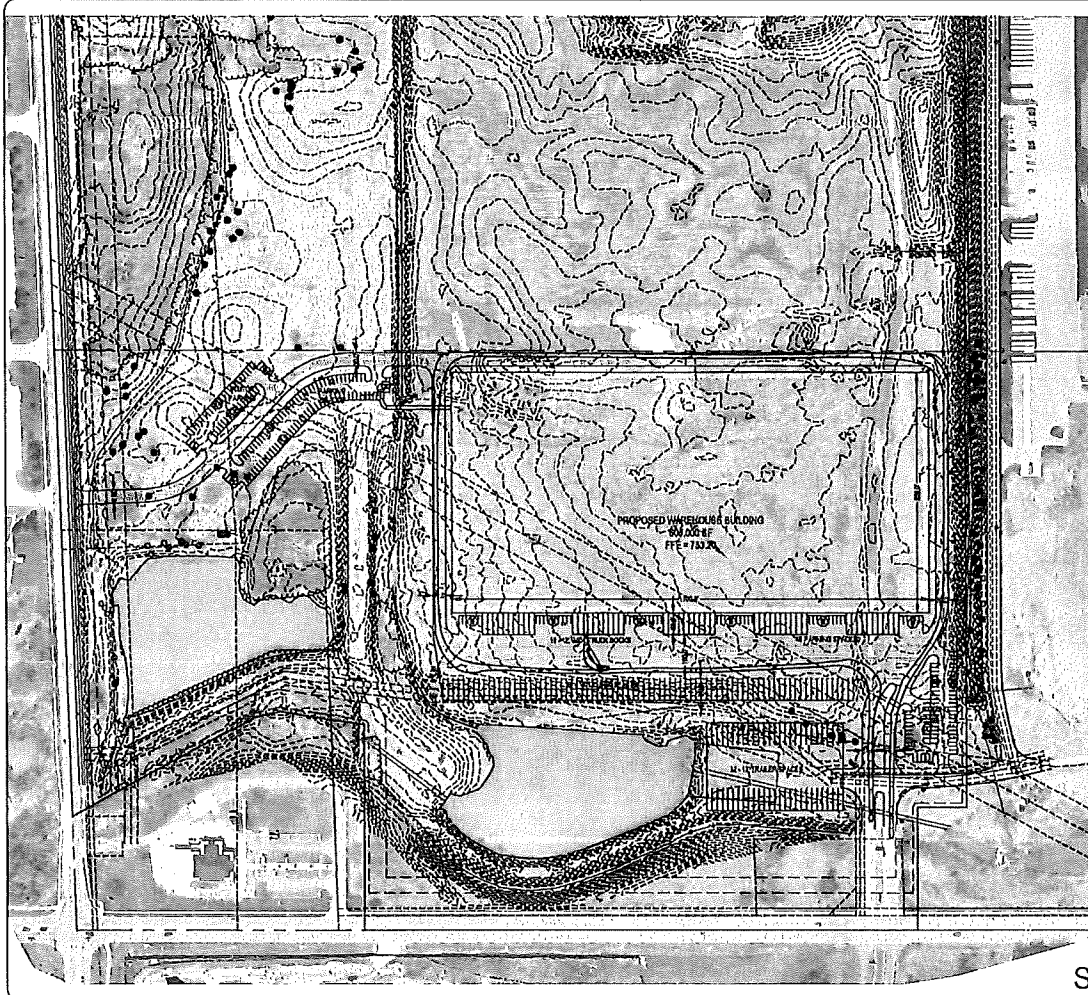
ID: 1160224, Location: 42.857075, -85.565752

Leg Direction	EB School Entrance Eastbound					NB East Paris Northbound					SB East Paris Southbound					
Time	R	L	U	App	Ped*	T	L	U	App	Ped*	R	T	U	App	Ped*	Int
2024-02-28 3:30PM	0	0	0	0	0	106	10	0	116	0	10	145	0	155	0	271
3:45PM	21	19	0	40	0	99	9	0	108	0	18	128	0	146	0	294
4:00PM	5	12	0	17	0	89	0	0	89	0	0	146	0	146	0	252
4:15PM	4	0	0	4	0	79	2	0	81	0	0	122	0	122	0	207
Total	30	31	0	61	0	373	21	0	394	0	28	541	0	569	0	1024
% Approach	49.2%	50.8%	0%	-	-	94.7%	5.3%	0%	-	-	4.9%	95.1%	0%	-	-	-
% Total	2.9%	3.0%	0%	6.0%	-	36.4%	2.1%	0%	38.5%	-	2.7%	52.8%	0%	55.6%	-	-
PHF	0.357	0.408	-	0.381	-	0.880	0.525	-	0.849	-	0.389	0.926	-	0.918	-	0.871
Lights	28	27	0	55	-	367	19	0	386	-	26	536	0	562	-	1003
% Lights	93.3%	87.1%	0%	90.2%	-	98.4%	90.5%	0%	98.0%	-	92.9%	99.1%	0%	98.8%	-	97.9%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	2	4	0	6	-	6	2	0	8	-	2	5	0	7	-	21
% Buses and Single-Unit Trucks	6.7%	12.9%	0%	9.8%	-	1.6%	9.5%	0%	2.0%	-	7.1%	0.9%	0%	1.2%	-	2.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

East Paris TMC - TMC
Wed Feb 28, 2024
PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160224, Location: 42.857075, -85.565752





ZONING: I-100

SETBACKS:
 FRONT: 30' LANDSCAPED
 75' WITH PARKING, 30' LANDSCAPED
 SIDE: 10'
 REAR: 30' WITH PARKING

MAX LOT & BUILDING SIZE:
 10,000 SF OR LESS, 25,000 SF LOT AND 130' LOT WIDTH
 10,000 SF OR MORE, 1 ACRE LOT AND 200' MAX LOT WIDTH

ARCHITECTURAL DESIGN: SEE 1238 E.S. ON PAGE 13-18

PARKING:
 OFFICE: 1 PER 300 GFA
 WAREHOUSE: 1 PER 1,000 GFA + OFFICE + CORPORATE VEHICLES

LANDSCAPE REQUIREMENTS:
 1. GREENBELT ALONG FRONTAGE, 10' WIDE WITH 1 CANOPY TREE + 1 SHEDDER PER 40'. 3' PLANTING STRIP REQUIRED ALONG MAJOR UTILITY STREET. PC MAY APPROVE A SUBSTITUTION OF EVERGREEN TREES FOR UP TO 50%.
 2. BUFFER ZONES NOT REQUIRED ALONG TO HIGHWAYS.
 3. PARKING SPACES 20' SPACED, 1 CANOPY TREE + 100 SF LANDSCAPED AREA PER 10 SPACES. SHALL BE WITHIN INTERSECTION OF PARKING AREA WITHIN 10' SURROUNDING PARKING. DEEPERED THROUGHOUT PARKING LOT, 3' WALL ON 1' EVERGREEN HEDGE REQUIRED IN FRONT YARD.
 4. TOPON BOUND NATURAL APPEARANCE WITH 1 CANOPY OR EVERGREEN TREE + 5 SHEDDER PER 30' PERIMETER OF POND, PLANTED IN RANDOM PATTERN NOT LIMITED TO TOP OF BANK.
 5. CLIMATE-SENSITIVE ENCLOSURE REQUIRED LOCATED IN THE REAR YARD OR NON-ENCLOSURE SIDE YARD. SEE SEC 7, CH PAGE 18-4.

DEVELOPMENT SUMMARY:
 PROPOSED BUILDING AREA: 112,000 SF (1,107 x 1,017)

PARKING:
 REQUIRED: 361 SPACES + 400 SPACES
 PROVIDED: 361 SPACES INCL. 400 SPACES
 TOTAL: 361

TRUCK DOCKS: 16 DOCKS @ 17'x47'

ADDITIONAL TRAILER PARKING: 132 SPACES @ 17'x47'



HOLLAND ENGINEERING
 1000 N. 10TH AVE.
 SUITE 100
 KENTWOOD, MI 49522
 TEL: 248.948.1100
 FAX: 248.948.1101
 WWW.HOLLANDENGINEERING.COM

60th STREET STEELCASE SITE
THIRD COAST DEVELOPMENT
 60th STREET STEELCASE SITE
 1/4 SEC. 36, T1N, R1W
 KENTWOOD, MI 49522
 CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

Issued For:	Project Name:	Project Number:
Steelcase	60th Street Steelcase Site	22-11-027
Client:	Steelcase	
Design:	Steelcase	
Drawn By:	Steelcase	
Checked:	Steelcase	
Reviewed:	Steelcase	
Approved:	Steelcase	

Project Name:	Project Number:
60th Street Steelcase Site	22-11-027
Client:	Design:
Steelcase	Steelcase
Drawn By:	Checked:
Steelcase	Steelcase
Reviewed:	Approved:
Steelcase	Steelcase

CONCEPT LAYOUT PLAN
C-100

SOUTH CONCEPT 3A

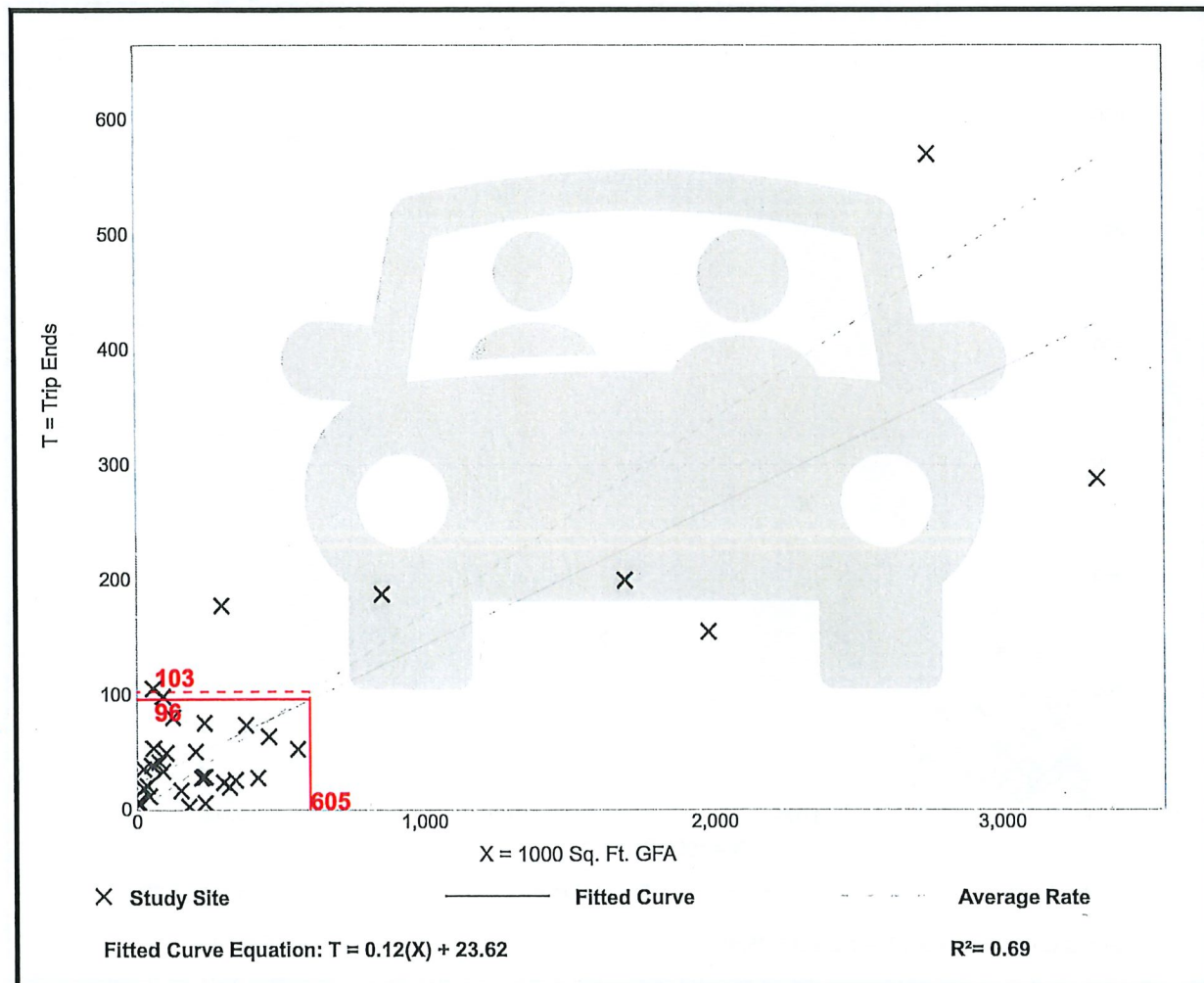
Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 36
 Avg. 1000 Sq. Ft. GFA: 448
 Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



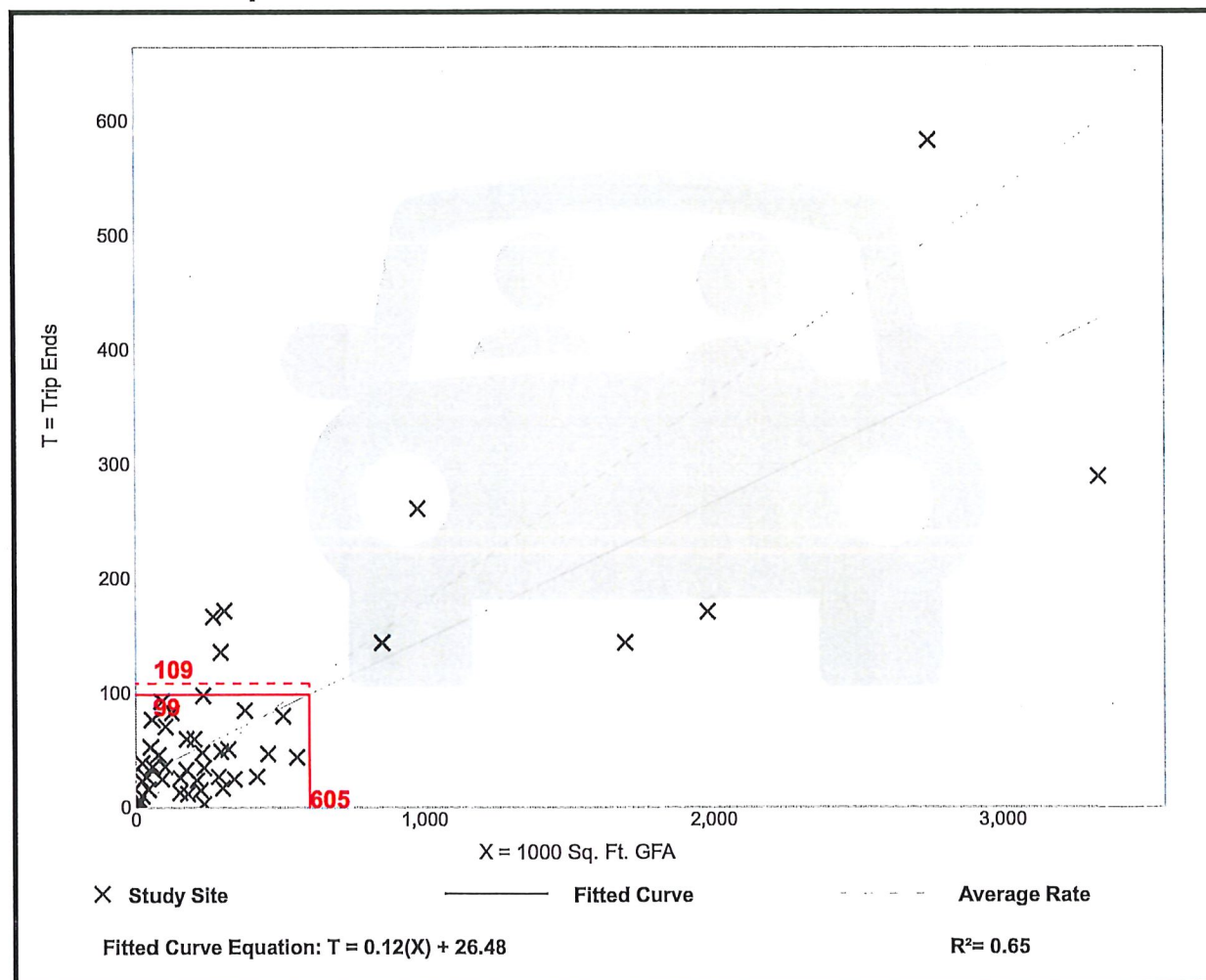
Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 49
 Avg. 1000 Sq. Ft. GFA: 400
 Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Warehousing (150)

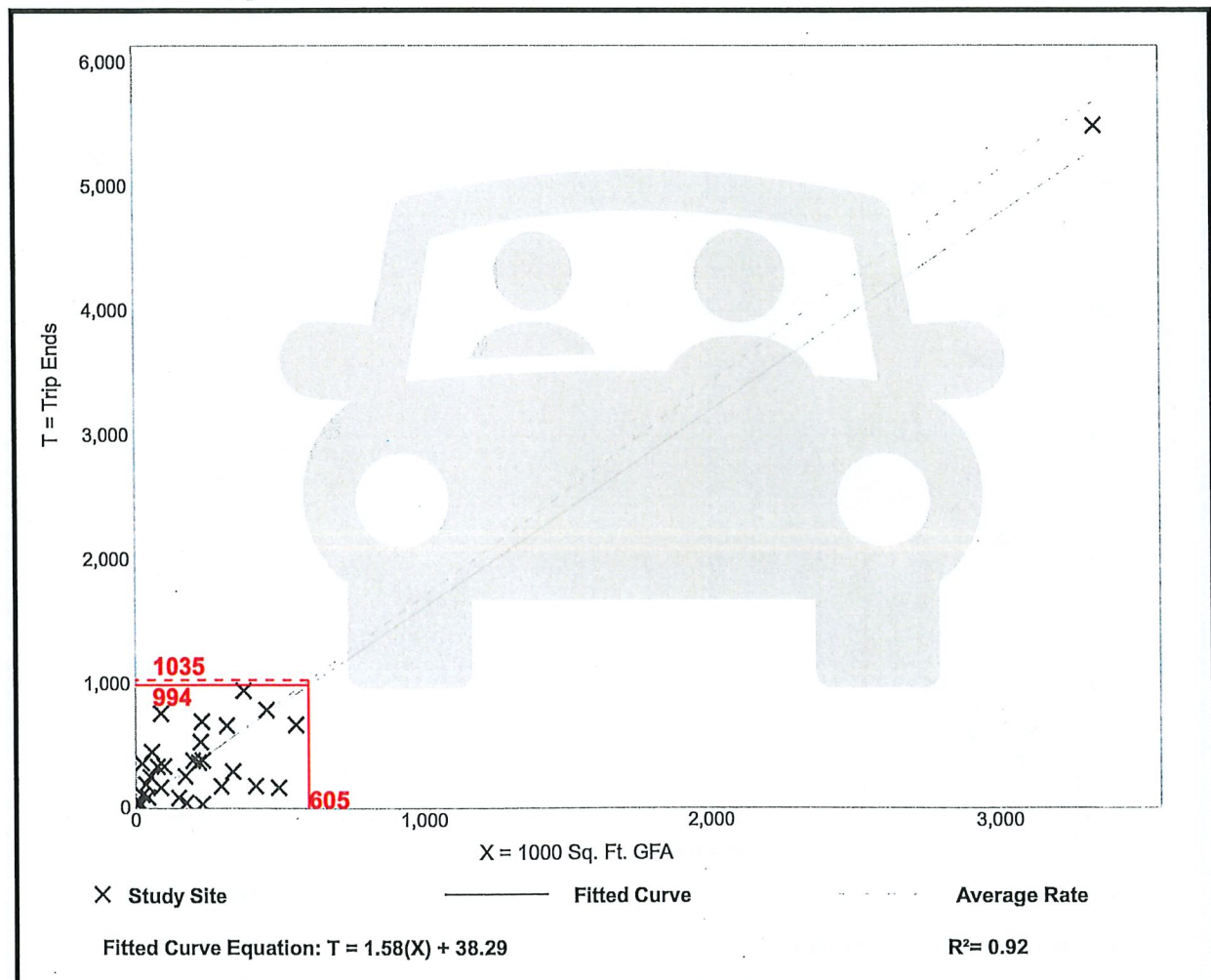
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 292
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Warehousing (150)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 21

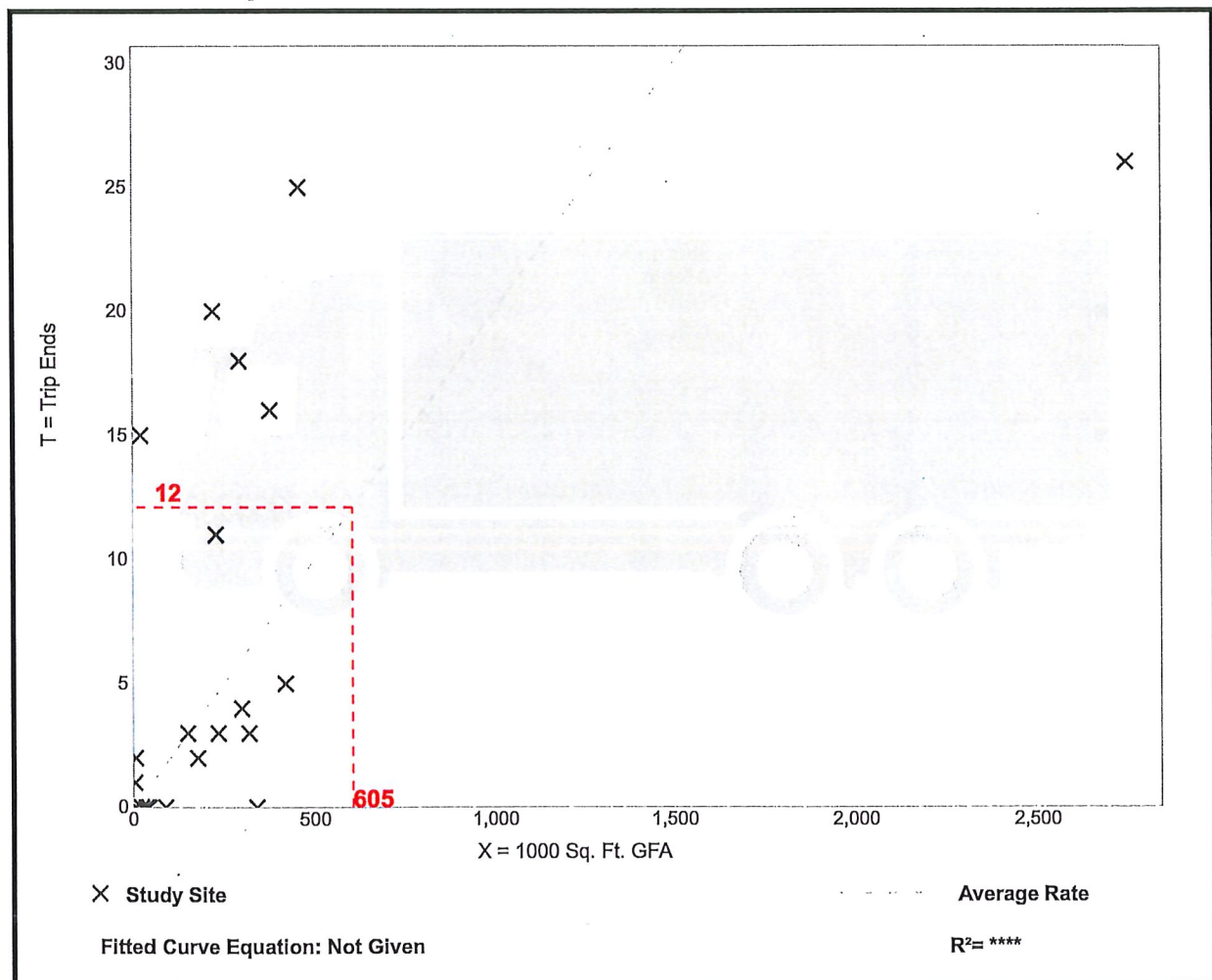
Avg. 1000 Sq. Ft. GFA: 309

Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.69	0.05

Data Plot and Equation



Warehousing (150)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 23

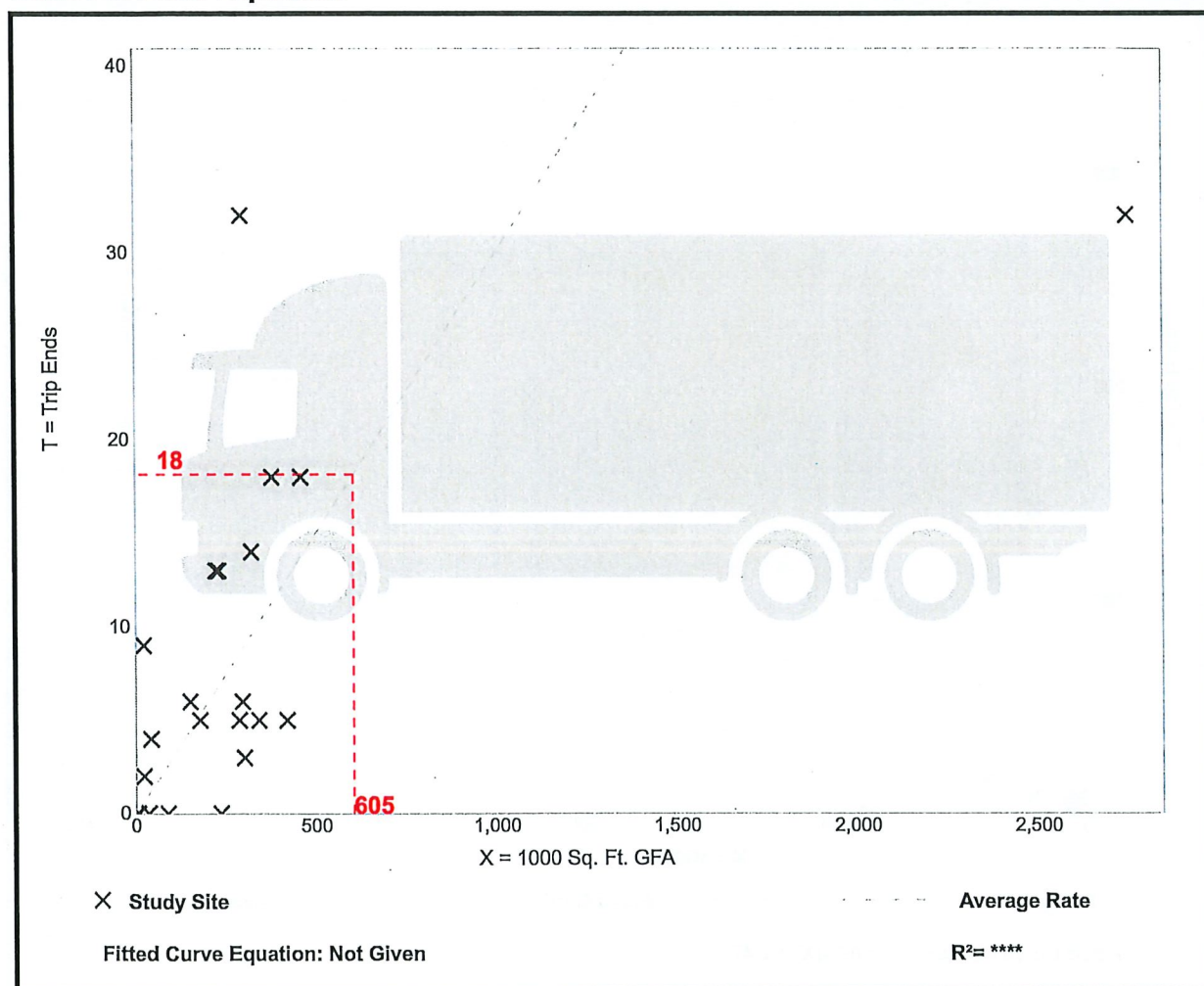
Avg. 1000 Sq. Ft. GFA: 308

Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.42	0.03

Data Plot and Equation



Warehousing (150)

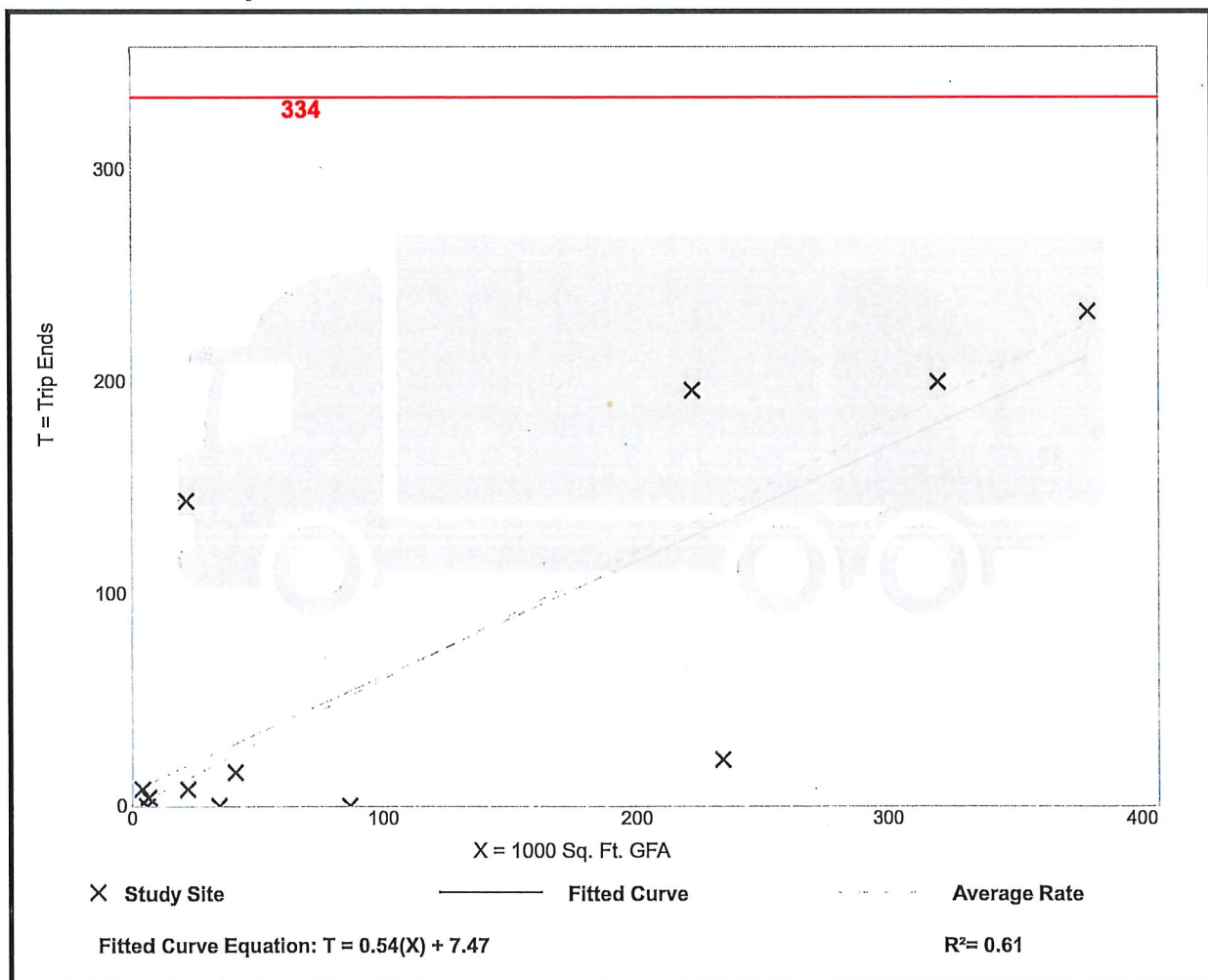
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 115
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.60	0.00 - 6.66	0.86

Data Plot and Equation



Trip Gen Manual, 11th Edition

• Institute of Transportation Engineers

Trip Generation - Weekday Summary													
ITE Code	ITE Rate Description	Unit	Amount	Class	AM			PM			WD		
					Ingress	Egress	Total	Ingress	Egress	Total	Ingress	Egress	Total
					ITE 150	Warehousing	SFT	605,000	Vehicle	74	22	96	28
Total Trips					74	22	96	28	71	99	497	497	994
ITE Trip Generation Rates - Weekday													
ITE Code	ITE Rate Description	Unit	Amount		R2	Rate	Pass-by	Studies					
ITE 150	Warehousing	SFT	605,000										
			Vehicle	Truck									
AM	T =0.12(X)+23.62		96	12	0.69	0.17	0%	36					
PM	T =0.12(X)+26.48		99	18	0.65	0.18	0%	49					
WD	T =1.58(X)+38.29		994	334	0.92	1.71	0%	31					
					AM			PM			WD		
					Ingress	Egress	Total	Ingress	Egress	Total	Ingress	Egress	Total
Directional Distribution				Vehicle	77%	23%	100%	28%	72%	100%	50%	50%	100%
Directional Distribution				Truck	52%	48%	100%	52%	48%	100%	50%	50%	100%
Volume Distribution				Vehicle	74	22	96	28	71	99	497	497	994
Volume Distribution				Truck	6	6	12	9	9	18	167	167	334

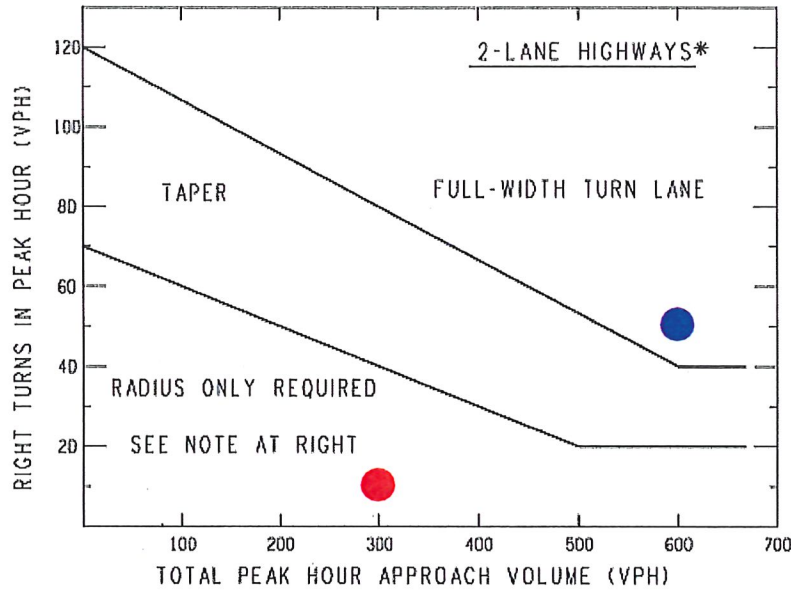
Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#1 Paris Ave & Endeavor School/Site Drive	a.m. Peak Hour 02/28/24 7 - 8 a.m.		PHF	0.60			0.75			0.71			0.89		
			% Heavy	0%			0%			1%			1%		
		2024	Existing	0	0	0	0	0	0	9	540	0	0	254	5
		2024	Existing Adj.	0	0	0	0	0	0	9	540	0	0	254	5
		2025	Background	0	0	0	0	0	0	9	555	0	0	268	5
		Total Truck Site Gen		0	0	0	0	0	0	0	2	0	0	2	0
		Total Vehicle Site Gen		0	0	0	7	0	15	0	0	50	24	0	0
		2025 Build		0	0	0	7	0	15	9	557	50	24	268	5

Count Date:	2/28/2024
Count Year:	2024
Existing Adj. Year:	2024
Existing Adjustment Rate:	1.00
Growth Rate:	2.06%
Bulldout Year:	2025
Scenario:	a.m. Peak Hour

Intersection	Time period	Year	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
#1 Paris Ave & Endeavor School/Site Drive	p.m. Peak Hour 02/28/24 4:45 - 5:45 p.m.		PHF	0.60			0.75			0.85			0.92		
			% Heavy	10%			0%			2%			1%		
		2024	Existing	2	0	4	0	0	0	1	278	0	0	635	0
		2024	Existing Adj.	2	0	4	0	0	0	1	278	0	0	635	0
		2025	Background	2	0	4	0	0	0	1	288	0	0	655	0
			Total Truck Site Gen	0	0	0	0	0	0	0	3	0	0	3	0
			Total Vehicle Site Gen	0	0	0	42	0	29	0	0	11	17	0	0
			2025 Build	2	0	4	42	0	29	1	291	11	17	658	0

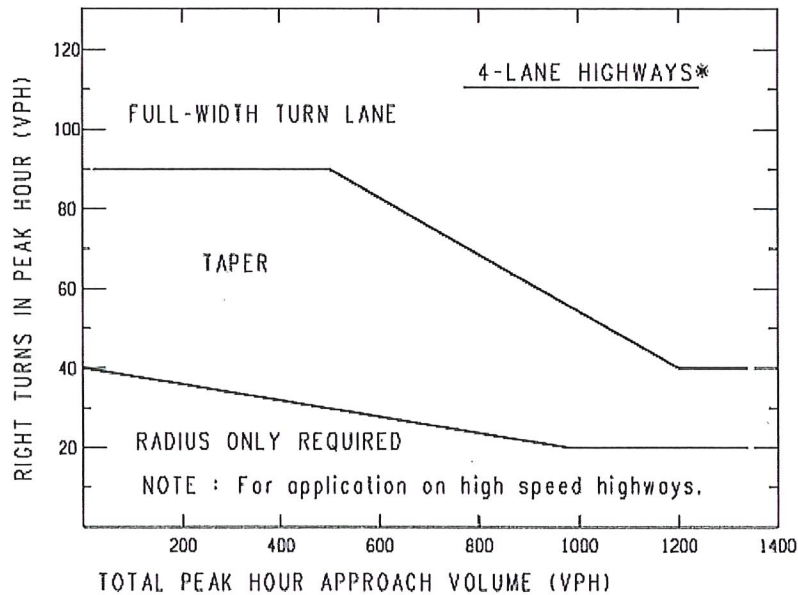
Count Date:	2/28/2024
Count Year:	2024
Existing Adj. Year:	2024
Existing Adjustment Rate:	1.00
Growth Rate:	2.06%
Buildout Year:	2025
Scenario:	p.m. Peak Hour

2025 Build AM Peak Hour Total = 607 Right Turn = 50
2025 Build PM Peak Hour Total = 302 Right Turn = 11



NOTE: For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph, adjust right turn volumes.

Adjust peak hour
Right turns = Peak hour
Right turns - 20







*If a center left-turn lane exists (ie 3 or 5 lane roadway), subtract the number of left turns in approach volume from the total approach volume to get an adjusted total approach volume.

Sample Problem: The Design Speed is 55 mph. The Peak Hour Approach Volume is 300 vph. The Number of Right Turns in the Peak Hous is 100 vph. Determine if a right turn lane is recommended.

Solution: Figure indicates that the intersection of 300 vph and 100 vph is located above the upper trend line; thus, a right-turn lane may be recommended.

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑	↑	
Traffic Vol, veh/h	0	0	9	555	266	5
Future Vol, veh/h	0	0	9	555	266	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	500	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	71	71	89	89
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	0	13	782	299	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1110	302	305	0	-	0
Stage 1	302	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	234	742	1267	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	232	742	1267	-	-	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1267	-	-	-	-	
HCM Lane V/C Ratio	0.01	-	-	-	-	
HCM Control Delay (s)	7.9	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	4	1	288	655	0
Future Vol, veh/h	2	4	1	288	655	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	500	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	85	85	92	92
Heavy Vehicles, %	10	10	0	2	1	0
Mvmt Flow	3	7	1	339	712	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1053	712	712	0	-	0
Stage 1	712	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Critical Hdwy	6.5	6.3	4.1	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.2	-	-	-
Pot Cap-1 Maneuver	242	419	897	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	242	419	897	-	-	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	897	-	398	-	-
HCM Lane V/C Ratio	0.001	-	0.025	-	-
HCM Control Delay (s)	9	-	14.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑	↖	↗	↑	↖
Traffic Vol, veh/h	0	0	0	7	0	15	9	557	50	24	268	5
Future Vol, veh/h	0	0	0	7	0	15	9	557	50	24	268	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	500	-	250	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	75	75	75	71	71	71	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	0	0	9	0	20	13	785	70	27	301	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1214	1239	304	1169	1172	785	307	0	0	855	0	0
Stage 1	358	358	-	811	811	-	-	-	-	-	-	-
Stage 2	856	881	-	358	361	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	160	177	740	172	194	396	1265	-	-	793	-	-
Stage 1	664	631	-	376	396	-	-	-	-	-	-	-
Stage 2	355	367	-	664	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	147	169	740	166	185	396	1265	-	-	793	-	-
Mov Cap-2 Maneuver	147	169	-	166	185	-	-	-	-	-	-	-
Stage 1	657	610	-	372	392	-	-	-	-	-	-	-
Stage 2	334	363	-	641	608	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		19.6		0.1		0.8	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1265	-	-	-	275	793	-
HCM Lane V/C Ratio	0.01	-	-	-	0.107	0.034	-
HCM Control Delay (s)	7.9	-	-	0	19.6	9.7	-
HCM Lane LOS	A	-	-	A	C	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0.1	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖	↗	↖	↖	
Traffic Vol, veh/h	2	0	4	42	0	29	1	291	11	17	658	0
Future Vol, veh/h	2	0	4	42	0	29	1	291	11	17	658	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	500	-	250	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	75	75	75	85	85	85	92	92	92
Heavy Vehicles, %	10	10	10	0	0	0	0	2	0	0	1	0
Mvmt Flow	3	0	7	56	0	39	1	342	13	18	715	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1121	1108	715	1099	1095	342	715	0	0	355	0	0
Stage 1	751	751	-	344	344	-	-	-	-	-	-	-
Stage 2	370	357	-	755	751	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	177	203	418	192	215	705	895	-	-	1215	-	-
Stage 1	391	407	-	676	640	-	-	-	-	-	-	-
Stage 2	634	614	-	404	421	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	165	200	418	187	212	705	895	-	-	1215	-	-
Mov Cap-2 Maneuver	165	200	-	187	212	-	-	-	-	-	-	-
Stage 1	391	401	-	675	639	-	-	-	-	-	-	-
Stage 2	599	613	-	392	415	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.5		25.7		0		0.2					
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	895	-	-	277	267	1215	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.036	0.355	0.015	-	-				
HCM Control Delay (s)	9	-	-	18.5	25.7	8	-	-				
HCM Lane LOS	A	-	-	C	D	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	1.5	0	-	-				

Intersection: 1: E Paris Ave & Endeavor School Drive

Movement	NB
Directions Served	L
Maximum Queue (ft)	26
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	500
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: E Paris Ave & Endeavor School Drive

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	38	5
Average Queue (ft)	6	0
95th Queue (ft)	25	4
Link Distance (ft)	538	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	500	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: E Paris Ave & Endeavor School Drive/Proposed Development Drive

Movement	WB	NB	SB
Directions Served	LTR	L	L
Maximum Queue (ft)	40	26	31
Average Queue (ft)	12	3	8
95th Queue (ft)	33	15	27
Link Distance (ft)	419		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		500	500
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: E Paris Ave & Endeavor School Drive/Proposed Development Drive

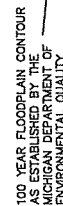
Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	47	83	10	25
Average Queue (ft)	6	29	1	4
95th Queue (ft)	30	62	7	19
Link Distance (ft)	538	419		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			500	500
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

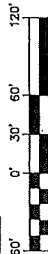
LOCATION MAP

NO SCALE



0
Z
W
0
W
J

= Distance from waters edge to the Intermediate Traverse Line
 = Distance from Floodplain Line to the Intermediate Traverse Line or Lot Corner
 = 100 Year Floodplain Elevation



SCALE 1" = 50'

A circular professional seal for a surveyor in the State of Michigan. The outer ring contains the text "STATE OF MICHIGAN" at the top and "LICENSED PROFESSIONAL SURVEYOR" at the bottom, separated by stars. The center of the seal contains the text: "RANDALL J. VOGTVEIN", "PROFESSIONAL SURVEYOR", "NO. 28429".

SECRETARY
PROFESSIONAL SURVEYOR NO. 28429

CURVE	LENGTH	RADIUS	CHORD	BEARING	DELTA
CURVE NO. 10	189.06'	720.00'	254.71'	S06°28'09"W	20°22'35"
CURVE NO. 13	255.23'	780.00'	188.77'	S06°43'24"W	13°54'01"
CURVE NO. 14	85.95'	530.00'	85.85'	S84°00'44"E	91°17'29"
CURVE NO. 15	222.94'	470.00'	220.85'	S79°00'49"E	27°10'38"
CURVE NO. 16	105.42'	530.00'	105.24'	S77°13'23"E	11°23'46"
CURVE NO. 17	248.08'	370.00'	243.46'	N80°41'58"W	38°24'55"
CURVE NO. 18	288.30'	430.00'	282.93'	N80°41'58"W	38°24'55"
CURVE NO. 19	46.49'	330.00'	46.46'	N84°07'45"E	8°04'21"
CURVE NO. 20	38.04'	270.00'	38.01'	N84°07'45"E	7°50'21"
CURVE NO. 21	45.35'	330.00'	45.31'	S82°40'54"E	7°52'25"
CURVE NO. 22	61.68'	270.00'	61.55'	S85°17'23"E	13°05'22"
CURVE NO. 23	61.68'	270.00'	61.55'	N85°17'23"W	13°05'22"
CURVE NO. 24	75.39'	330.00'	75.23'	N85°17'23"W	13°05'22"

RESTRICTION NOTE

This Plot is subject to Restrictions as required by Act 288, of 1967, as amended, on certain lots with respect to the requirements of the Michigan Department of Environmental Quality and/or the Kent County Drain Commissioner as recorded in Liber 6138, Pages 844 as per records of this county.

NOTE: NO. 1
NATURE VIEW PARK IN ITS ENTIRETY IS
SUBJECT TO A PRIVATE EASEMENT FOR
CONSERVATION TO THE MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY

MATCH LINE - SEE

MATCH LINE - SEE

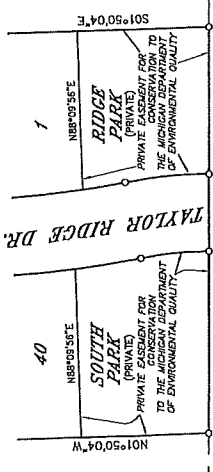
SHEET NO. 1 OF 4

10' PRIVATE EASEMENT
FOR PUBLIC UTILITIES

90.29 8 1
T FOR PUBLIC
TY OF KENTUCKY
WAY

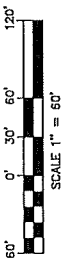
JEFFERSON FARMS

PART OF THE SW 1/4 OF SECTION 26 AND
PART OF THE SE 1/4 OF SECTION 27, T6N, R11W,
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

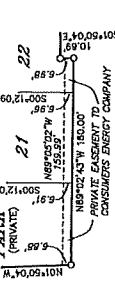


LEGEND

All dimensions are in feet.
Curvilinear measurements are arc measurements.
Monuments of steel bars 1/2 inch in diameter and 35
inches long and encased in concrete 4 inches in diameter
have been placed at all points marked thus (O).
Monuments of steel bars 1/2 inch in diameter and
bars 18 inches in length by 1/2 inch in diameter steel
bars 18 inches in length.
Plot bearings were established from the bearings on
"MEADOWBROOK VILLAGE NO. 4" as recorded in
Liber 101 of Plats, Pages 27, 28 & 29.
(R) = Radial.
(NR) = Nonradial.
b. = Right Angle.

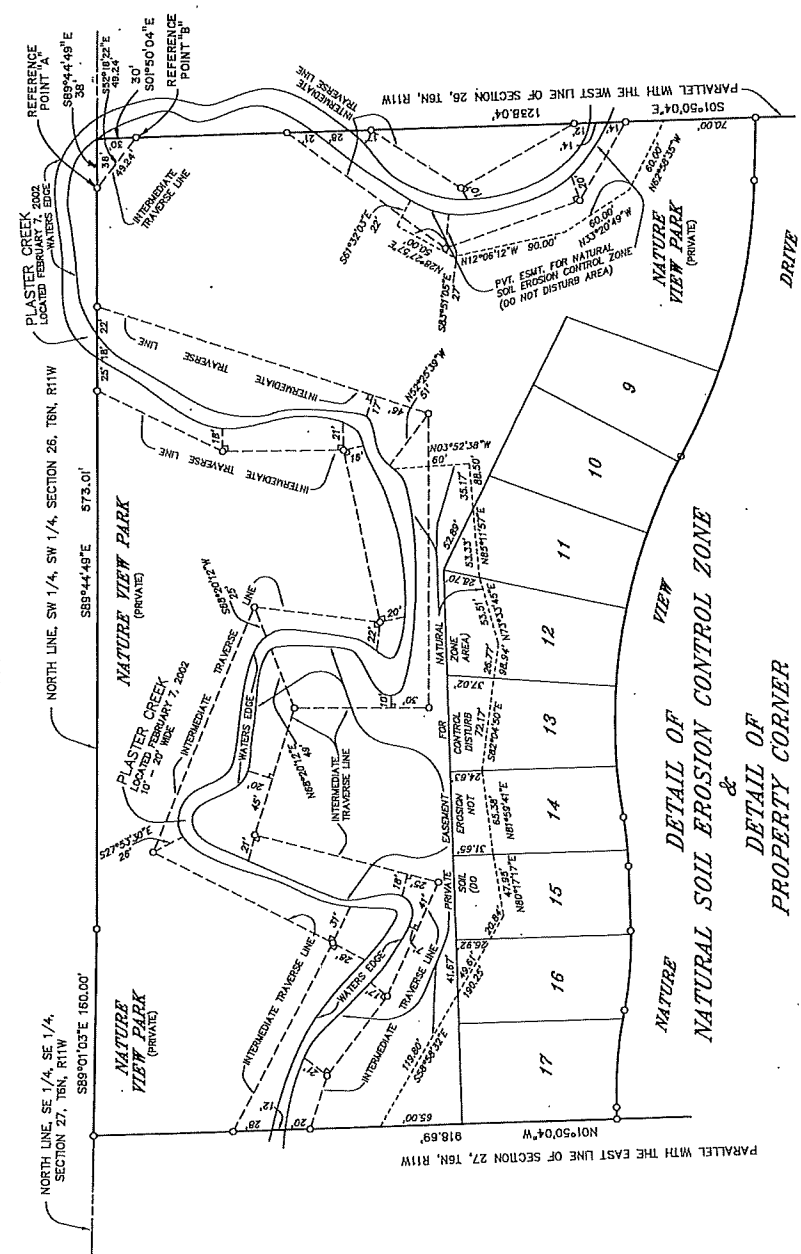


RESTRICTION NOTE
This Plot is subject to Restrictions as required by Act
288, of 1957, as amended, on certain lots with respect to
the requirements of the Michigan Department of
Environmental Quality and/or the Kent County Drain
Commission as recorded in the public records of this county.
Pages 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.



DETAIL OF EASEMENT

DETAIL OF TAYLOR PARK



Nederveld Associates Surveying, Inc.
Engineering & Surveying
15703 30th Avenue, Box 10
Hudsonville, Michigan 49426
RANDAL J. VUITEVEEN
SECRETARY
PROFESSIONAL SURVEYOR NO. 28429



JEFFERSON FARMS

PART OF THE SW 1/4 OF SECTION 26 AND
PART OF THE SE 1/4 OF SECTION 27, T6N, R11W,
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

PROPRIETOR'S CERTIFICATE

Lone Pine Development Company, LLC, duly organized and existing under the laws of the State of Michigan by Charles Holder, member, as proprietor, has caused the land embraced in this plat to be surveyed, divided, mapped and platted and has caused the plat to be recorded in the public records of the State of Michigan, and that the streets are for the use of the public; that the public utility easements are private easements and that all other easements are for the use shown on the plat. That South Park, Ridge Park, Taylor Park, East Park, West Park, Taylor View Park and Nature View Park are private parks and are reserved for the use of all lot owners in Jefferson Farms. That the plat is subject to the restrictive covenants and the public trust in these waters.

Lone Pine Development Company, LLC
Limited Liability Company (No. 926-361)
25500 Grandville Avenue
Grandville, Michigan 49418
Filed February 26, 1998

Charles M. Holder
Witness: Steven B. Avink
Charles Holder, Member

ACKNOWLEDGEMENT

STATE OF MICHIGAN)ss.
COUNTY OF KENT)
Personally came before me this 23rd day of April, 2002, Charles Holder, a duly organized and existing limited liability company, to me known to be the person who executed the foregoing instrument and to me known to be such member of said limited liability company, and acknowledged that he executed the foregoing instrument as such member, as the free act and deed of said limited liability company.

Leroy Kara
Leroy Kara, Notary Public, Kent County, Michigan
My Commission expires: 8/21/2002

PROPRIETOR'S CERTIFICATE

Macatawa Bank, a Michigan Corporation duly organized and existing under the laws of the State of Michigan, by Earl Van Opastall, Vice President, as proprietor, has caused the land embraced in this plat to be surveyed, divided, mapped and platted and has caused the plat to be recorded in the public records of the State of Michigan, and that the streets are for the use of the public; that the public utility easements are private easements and that all other easements are for the use shown on the plat. That South Park, Ridge Park, Taylor Park, East Park, West Park, Taylor View Park and Nature View Park are private parks and are reserved for the use of all lot owners in Jefferson Farms. That the plat is subject to the restrictive covenants and the public trust in these waters.

Macatawa Bank
25500 Grandville Avenue
Grandville, Michigan 49426
Earl Van Opastall
Earl Van Opastall, Vice President

Virginia Bevo
Witness: Virginia Bevo
Merrill Burdett
Witness: Merrill Burdett

ACKNOWLEDGEMENT

STATE OF MICHIGAN)ss.
COUNTY OF OTTAWA)
Personally came before me this 23rd day of April, 2002, Earl Van Opastall, Vice President of the above-named Corporation, to me known to be the person who executed the foregoing instrument and to me known to be such member of said Corporation, and acknowledged that he executed the foregoing instrument as such officer of the free act and deed of said Corporation, by his authority.

Leroy Kara
Leroy Kara, Notary Public, Kent County, Michigan
My Commission expires: 8/21/2002
Acting in Ottawa County

CERTIFIED TRUE COPY OF
RECORDED PLAT
BY DEPARTMENT OF CONSUMER
AND INDUSTRIAL AFFAIRS
BY: *Maynard R. Byers*
MAYNARD R. BYERS, P.S., ASST. COM.
MANUFACTURED HOUSING AND
SUBDIVISION CONTROL DIVISION
DATE: 7-23-2002

COUNTY TREASURER'S CERTIFICATE

The records in my office in Kent County show no unpaid taxes or special assessments for the five years preceding July 23, 2002, involving the land included in this plat.

Kenneth D. Parrish
Kenneth D. Parrish
Kent County Treasurer

COUNTY DRAIN COMMISSIONER'S CERTIFICATE

Approved on May 15, 2002, as complying with Section 192 of Act 288, P.A. 1967 and the applicable rules and regulations as published by my office in the County of Kent.

Roger G. Lanning
Roger G. Lanning
Kent County Drain Commissioner

MUNICIPAL APPROVAL CERTIFICATE

I certify that this plat was approved by the City Council of the City of Kentwood at a meeting held on April 23, 2002, and was reviewed and found to be in compliance with Act 288, P.A. 1967. The Township does have the proper adopted zoning and Subdivision Control Ordinances with reference to Section 148 (4) and 186 of P.A. 288, and waives the minimum lot size requirements. Surety has been posted for the installation of public water and public sanitary sewer systems. Surety has been posted for one year for the placement of lot corner markers and concrete monuments.

Dan Reardon
Dan Reardon
Clark, City of Kentwood

COUNTY PLAT BOARD CERTIFICATE

This plat has been reviewed and is approved by the Kent County Plat Board on July 23, 2002, as being in compliance with all of the provisions of Act 288, P.A. 1967, and the Plat Board's applicable rules and regulations.

Mary-Hollender
Mary-Hollender, Kent County Clerk &
Register of Deeds

Kenneth D. Parrish
Kenneth D. Parrish, Kent County Treasurer

Steven R. Hescock
Steven R. Hescock, Chairperson
Board of Commissioners



Nederveld Associates Surveying, Inc.
Engineering & Surveying
5570 32nd Avenue / P.O. Box 10
Hudsonville, Michigan 49426

Randall J. Vuoteven
RANDALL J. VUOTEVEN
PROFESSIONAL SURVEYOR
PROFESSIONAL SURVEYOR NO. 28429

Golder, Lisa

To: Jeff V.H. Sluggett
Subject: RE: Kentwood - GRR Ancillary

From: Jeff V.H. Sluggett <jeff@bloomsluggett.com>
Sent: Wednesday, May 8, 2024 4:16 PM
To: Andy Gordon <andy@bloomsluggett.com>; Golder, Lisa <GolderL@kentwood.us>
Subject: RE: Kentwood - GRR Ancillary

Let's talk upon Lisa's return

From: Andy Gordon <andy@bloomsluggett.com>
Sent: Wednesday, May 8, 2024 3:16 PM
To: Golder, Lisa <GolderL@kentwood.us>
Cc: Jeff V.H. Sluggett <jeff@bloomsluggett.com>
Subject: Kentwood - GRR Ancillary

Lisa:

I had a short conversation earlier this afternoon with the attorney representing GRR Ancillary. There were a few issues he raised which I needed to swing back around to you on.

1. I was told that the Kent County Road Commission will not allow the developer to plant the proposed trees along the Patterson Avenue and 36th Street rights of way. You can see where these trees are proposed to go, based on the Preliminary Site Plan. The developer wants to know if they can relocate the proposed trees to other places on the Site Plan. After the phone call, I reviewed the CPUD ordinance to see if relocating the proposed trees will cause a problem. Section 12.05 of the Zoning Ordinance provides, in Subsection (C)(5)(a) that: "An extensively landscaped greenbelt, with an average width of 30 feet and minimum of 20 feet, shall be provided along public streets. Plantings within the greenbelt shall exceed the requirements of section 19.03.A. Low, undulating (horizontal and vertical) berms or an architectural feature (decorative stone or brick wall, wrought iron fencing, or combination) may be permitted as an alternative to the trees." Canopy trees are required for every 40 linear feet under Section 19.03(A)(3) of the Zoning Ordinance.
 - a. As I read the alternative language, it looks like the PUD development could replace the trees along the two rights of way with "undulating berms" or other features. Is this your same understanding? What do you anticipate would be the reaction if this is changed as part of the final Site Plan?
2. Related to issue #1, the attorney noted nothing in the documents indicates a plan for when the landscaping would need to be installed throughout the PUD. The developer wants to install the landscaping as each of the individual parcels are developed. I have done a quick search, and I have not found any ordinance requirements addressing the installation timing of the landscaping features. Do you know if this is addressed in any of the plan documents? If not, will the City prefer that the timing of the landscaping installation be addressed in the PUD Agreement?
3. Regarding Section 7 of the PUD Agreement, the developer's attorney was asking whether the City has standard easement agreements for the public utility easements that must be granted to the City. Do you know if the City has such standard easements? If so, would you please provide me with a sample copy?

Let me know if you have any questions or want to discuss.

Thanks, Andy.

Andrew J. Gordon
Attorney at Law

Bloom Sluggett, PC
Counselors & Attorneys

161 Ottawa Ave NW
Suite 400
Grand Rapids, MI 49503
andy@bloomsluggett.com
P: (616) 965-9344 (office)
F: (616) 965-9350

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Tax Advice Disclosure: IRS regulations require that we inform you that to the extent this communication (or any attachments) contains any statement regarding federal taxes, that statement was not written or intended to be used, and it cannot be used, by any person for the purpose of avoiding penalties that may be imposed under the Internal Revenue Code, or promoting, marketing or recommending to another person any transaction or matter addressed in the communication.

EAST PARIS AVE SE

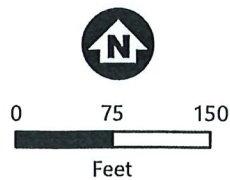
60th ST SE



Aerial Image: Nearmap 4/12/2023



- Area of Investigation
- Apx. Parcel Boundary
- Delineated Wetland
- Wetland Flag Location



WETLAND DELINEATION
5680 East Paris Ave SE
Kent County, MI

FIGURE 3

WETLAND A
(10.02 acres on site)

WETLAND C
(0.01 acres)

WETLAND B
(0.01 acres)

WETLAND F
(0.01 acres)

WETLAND E
(0.02 acres)

WETLAND D
(0.06 acres)

60TH STREET

4175 60TH ST. SE
KENTWOOD, MI 49512

ZONING

I-PUD (INDUSTRIAL PLANNED UNIT DEVELOPMENT)

SETBACKS:
FRONT YARD 35 FEET MIN.
FRONT YARD W/ PARKING 75 FEET MIN.
SIDE YARD 10 FEET
SIDE YARD WITH PARKING 50 FEET MIN.
REAR YARD 25 FEET MIN.
BUILDING HEIGHT ***

*** BUILDING HEIGHT. THE HEIGHT OF BUILDINGS WITHIN THE PUD SHALL BE DETERMINED BY THE USE. I-1 USES SHALL BE LIMITED TO I-1 HEIGHT REQUIREMENTS, I-2 USES SHALL BE LIMITED TO I-2 HEIGHT REQUIREMENTS.

PARKING:
OFFICE: 1 PER 300 GFA
MANUFACTURING: 1 PER 2,000 GFA
WAREHOUSE: 1 PER 1,500 GFA + OFFICE + CORPORATE VEHICLES

REQUIRED: 600,000 GFA/1,500 = 403 SPACES
PROVIDED: 229 SPACES INCLUDING 7 BARRIER FREE SPACES
TRUCK DOCKS: 40 DOCKS @ 12' X 50'
OVERHEAD DOOR DOCKS: 4 DOCKS @ 16' X 50'
ADDITIONAL TRAILER PARKING: 132 SPACES @ 12' X 50'

TOTAL PROVIDED PARKING: 405 SPACES

OPEN SPACE:
TOTAL PROPERTY AREA: 55.92 ACRES
PROPERTY AREA NOT INCLUDING ROW: 53.66 ACRES

PROPOSED BUILDING: 13.77 ACRES (600,000 SF)
PAVEMENT: 10.36 ACRES (451,131 SF)
TOTAL IMPERVIOUS AREA: 24.13 ACRES

TOTAL OPEN SPACE: 29.53 ACRES (45%)

WETLAND/DRAINS: 19.82 ACRES (863,239 SF)

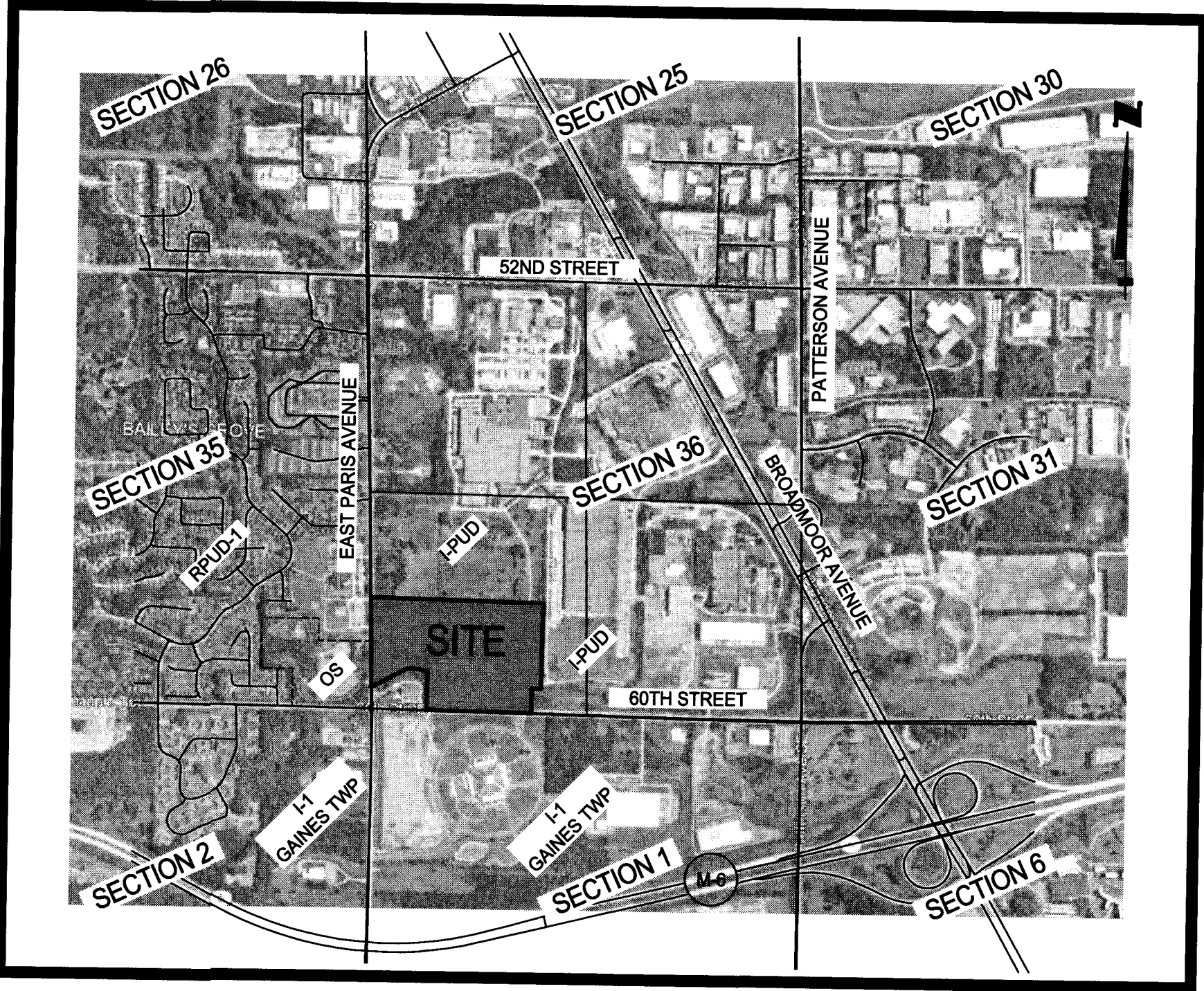
OPEN SPACE EXCLUDING WETLANDS: 9.71 ACRES (32%)

DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF KENTWOOD, COUNTY OF KENT, STATE OF MICHIGAN, AND IS DESCRIBED AS FOLLOWS:

PARCEL D:
PART OF THE SOUTHWEST 1/4 OF SECTION 36, TOWN 6 NORTH, RANGE 11 WEST, CITY OF KENTWOOD, KENT COUNTY, MICHIGAN, DESCRIBED AS: COMMENCING AT THE SOUTH 1/4 CORNER OF SAID SECTION 36; THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST 695.42 FEET ALONG THE SOUTH LINE OF SAID SOUTHWEST 1/4 TO THE PLACE OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST 1277.51 FEET ALONG SAID SOUTH LINE OF SAID SECTION 36 TO A POINT WHICH IS SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST 680.00 FEET FROM THE SOUTHWEST CORNER OF SAID SECTION; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST 469.00 FEET; THENCE NORTH 81 DEGREES 12 MINUTES 15 SECONDS WEST 194.43 FEET; THENCE SOUTH 77 DEGREES 33 MINUTES 30 SECONDS WEST 61.43 FEET; THENCE SOUTH 61 DEGREES 35 MINUTES 00 SECONDS WEST 474.19 FEET TO THE WEST LINE OF SAID SOUTHWEST 1/4; THENCE NORTH 02 DEGREES 01 MINUTE 30 SECONDS WEST 1065.97 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF THE SOUTH 1/2 OF SAID SOUTHWEST 1/4; THENCE SOUTH 89 DEGREES 55 MINUTES 36 SECONDS EAST 2096.37 FEET ALONG SAID NORTH LINE; THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS WEST 1042.46 FEET; THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST 112.00 FEET; THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS WEST 280.00 FEET TO THE PLACE OF BEGINNING.

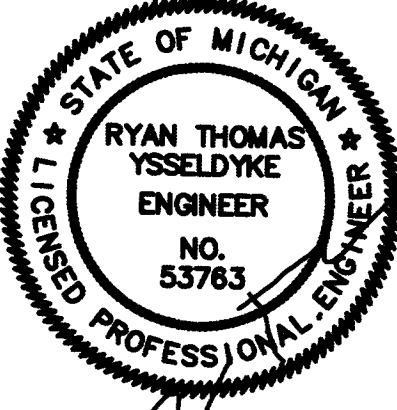
(FOR INFORMATIONAL PURPOSES ONLY)
TAX PARCEL ID: 41-18-36-300-020
PROPERTY ADDRESS: 4175 60TH STREET SE, KENTWOOD, MI 49512



LOCATION MAP NOT TO SCALE

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SHEET G-100	COVER SHEET
SHEET V-101	EXISTING CONDITIONS & CIVIL DEMO.
SHEET C-100	OVERALL SITE LAYOUT PLAN
SHEET C-101	SITE LAYOUT PLAN
SHEET C-102	SITE LAYOUT PLAN
SHEET C-200	OVERALL GRADING & SESC PLAN
SHEET C-201	DETAILED GRADING PLAN
SHEET C-202	DETAILED GRADING PLAN
SHEET C-203	STORM SEWER PLAN
SHEET C-501	GENERAL DETAILS
SHEET C-502	GENERAL DETAILS CONT.
SHEET C-503	KCRC DRIVEWAY DETAIL
SHEET L-100	LANDSCAPE PLANTING PLAN



HOLLAND
ENGINEERING

220 Hoover Boulevard
Holland, MI 49423-3766
www.hollandeng.com
T 616-392-5938 F 616-392-2118

THIRD COAST
DEVELOPMENT

ATTN: MR. BRAD ROSELY
545 MICHIGAN ST NE, SUITE 201
GRAND RAPIDS, MI 49503

60th STREET
4175 60TH ST SE
KENTWOOD, MI 49512

PT. OF THE SW 1/4 SEC. 36, T6N, R11W
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

LEGEND

SECTION CORNER	UNDERGROUND GAS
SITE BENCHMARK	UNDERGROUND ELECTRIC
SOIL BORING	UNDERGROUND TELEPHONE
FOUND STEEL BAR	CHAIN LINK FENCE
FOUND IRON PIPE	MINOR CONTOUR
SET STEEL BAR	INDEX CONTOUR
MANHOLE	ASPHALT
CATCHBASIN	CONCRETE
HYDRANT	GRAVEL
WATER VALVE	WETLANDS
UTILITY POLE	LIGHT DUTY PAVEMENT
LIGHT POLE	HEAVY DUTY PAVEMENT
CLEANOUT	
DECIDUOUS TREE	



Know what's below.
Call before you dig.

Issued for:	
Date	Description
02/23/2023	PRELIMINARY SITE PLAN TO OWNER
10/11/2023	REVISED LAYOUT
10/23/2023	REVISED LAYOUT
03/08/2024	ADDED NORTH LAYOUT
03/27/2024	SITE PLAN
05/22/2024	REV LAYOUT
05/22/2024	PUD SITE PLAN APPROVAL
Plans are preliminary & incomplete until ISSUED FOR CONSTRUCTION	
Project Manager RYAN T. YSSELDYKE, PE	
Vertical Datum	Horz. Datum
Drawn by PETER BULTEN, P.E.	
Checked by Survey	Date
Civil	
Struc.	
L. A.	
HEI Project Number 22-11-027	
Sheet Title COVER SHEET	
Sheet No. G-100	

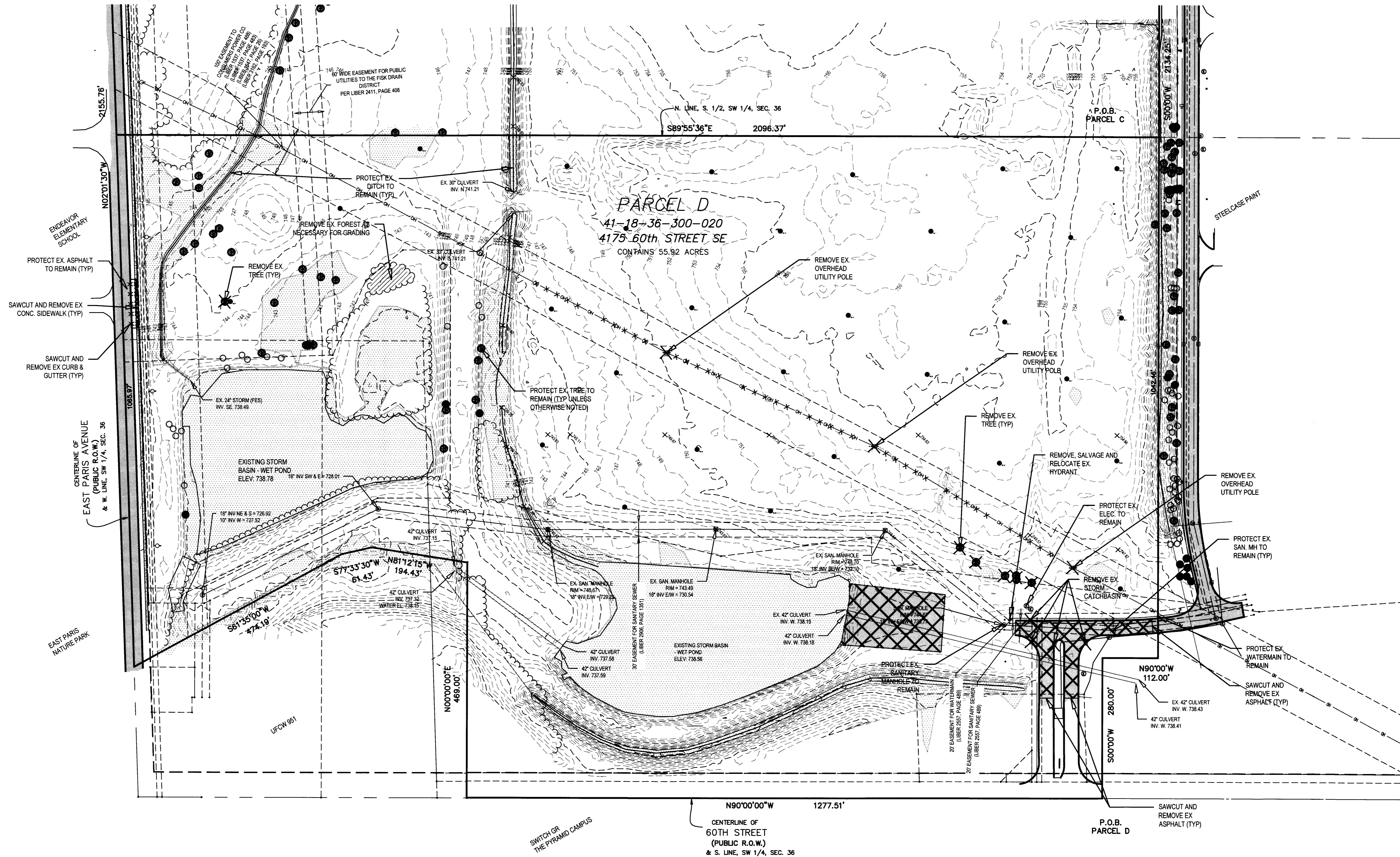
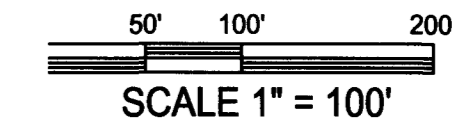
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF KENTWOOD, COUNTY OF KENT, STATE OF MICHIGAN, AND IS DESCRIBED AS FOLLOWS:

(FOR INFORMATIONAL PURPOSES ONLY)
TAX PARCEL ID: 41-18-36-300-020
PROPERTY ADDRESS: 4175 60TH STREET SE, KENTWOOD, MI 49512

CIVIL DEMOLITION NOTES

1. THE BOUNDARY AND TOPOGRAPHIC SURVEY WAS COMPLETED BY ANOTHER FIRM AND PROVIDED TO HEI BY THE CLIENT. HEI IS NOT RESPONSIBLE FOR THE ACCURACY OF THE SURVEY INFORMATION OR ANY DESIGN DISCREPANCIES RESULTING FROM THE PROVIDED SURVEY INFORMATION.
2. SEE BOUNDARY AND TOPOGRAPHIC SURVEY SHEET FOR PROPERTY, EASEMENT, BENCHMARK, ETC. INFORMATION.
3. LOCATION OF UNDERGROUND UTILITIES HAVE BEEN SHOWN BASED ON SURFACE EVIDENCE AND RECORD INFORMATION AVAILABLE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.
4. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL PROTECT ALL EXISTING AND NEW CONSTRUCTION FROM DAMAGE, SHOULD AN DAMAGE OCCUR, CONTRACTOR SHALL MAKE ALL NECESSARY REPAIRS AT NO COST TO THE OWNER, THE PAVED ROADWAY SHALL BE SWEPT CLEAN AS NEEDED, BUT AT LEAST ONCE A WEEK.
5. CONTRACTOR SHALL PROVIDE BARRIERS, AS NECESSARY, TO PREVENT PEDESTRIAN AND VEHICULAR TRAFFIC FROM ENTERING THE CONSTRUCTION SITE.
6. CALL MISS DIG AT LEAST THREE (3) WORKING DAYS PRIOR TO STARTING ANY EXCAVATION.
7. REMOVAL ITEMS ARE SHOWN BASED ON BEST AVAILABLE INFORMATION AND ARE SHOWN SCHEMATICALLY. THE CONTRACTOR SHALL VISIT THE SITE PRIOR TO VERIFY THE EXTENT OF WORK REQUIRED.
8. REMOVE ALL STRUCTURES, CONCRETE CURB, CONCRETE PAVING, ASPHALT PAVING, TREES, STUMPS, UTILITIES, AND OTHER EXISTING SITE FEATURES WITHIN THE LIMITS OF DEMOLITION. ALL DEMOLITION MATERIALS SHALL BE REMOVED FROM THE SITE UNLESS OTHERWISE NOTED AND DISPOSED OF IN A MANNER ACCEPTABLE TO THE LOCAL AUTHORITY HAVING JURISDICTION.
9. ALL UTILITY LINES SHOWN "X" OUT SHALL BE PHYSICALLY REMOVED ALONG WITH STRUCTURES AND APPURTENANCES. CONTRACTOR SHALL CONFIRM UTILITY LINES REMOVED WILL NOT IMPACT UTILITIES TO REMAIN.
10. ALL REMOVALS OF PAVEMENT, CONCRETE, CURB AND GUTTER, ETC. SHALL BE PERFORMED TO THE NEXT JOINT BEYOND THE LIMITS OF REMOVAL. ALL REMOVALS SHALL BE PERFORMED BY SAWCUTTING.
11. PROTECT ALL TREES AND SHRUBS NOT SCHEDULED FOR REMOVAL. DO NOT OPERATE EQUIPMENT, STORE, STOCKPILE, OR PARK WITHIN DRIP LINE. HOLD NECESSARY DISTURBANCE TO A MINIMUM.
12. ALL TREE STUMPS SHALL BE REMOVED TO BELOW GRADE BY EITHER GRINDING OR COMPLETE REMOVAL. IN ALL CASES NO WOODCHIPS AND/OR STUMPS SHALL BE LEFT IN PLACE.
13. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE ALL UTILITIES REMOVALS WITH PROPERTY OWNER AND UTILITY PROVIDER.
14. ALL WORK IN ROAD RIGHTS OF WAY SHALL BE COMPLETED IN ACCORDANCE WITH MOOT, KENT COUNTY ROAD COMMISSION, AND THE CITY OF KENTWOOD.
15. SEE OTHER SHEETS IN PLAN SET FOR MORE INFORMATION.

X X X X X UTILITY REMOVAL

 **FOREST REMOVAL**

HOLLAND
ENGINEERING

220 Hoover Boulevard
Holland, Michigan 49423-3766
www.hollandengineering.com
T 616-392-5938 F 616-392-2116

The Surveyor's / Engineer's liability for any and all claims, including but not limited to those arising out of the Surveyor's / Engineer's professional services, negligence, gross misconduct, warranties or misrepresentations shall be deemed limited to an amount no greater than the service fee.

THIRD COAST DEVELOPMENT

ATTN: MR. BRAD ROSELY
545 MICHIGAN ST NE SUITE 201
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60th STREET
4175 60TH ST SE
KENTWOOD, MI 49512

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CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

Issued for:	
Date	Description
6/25/2023	PRELIMINARY SITE PLAN TO OWNER
10/11/2023	REVISED LAYOUT
10/23/2023	REVISED LAYOUT
11/06/2023	ADDED NORTH LAYOUT
11/06/2023	ADDED NORTH LAYOUT
02/21/2024	SITE PLAN
05/17/2024	REV LAYOUT
05/17/2024	REV LAYOUT
05/22/2024	PUD SITE PLAN APPROVAL
05/22/2024	PUD SITE PLAN APPROVAL

Project Manager
RYAN T. YSSELDYKE, PE

Drawn by
PETER BULTEN, P.E.

Checked by Survey	Date
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Civil	.	.
Struc		

Struc.	.	.
L. A.	.	.

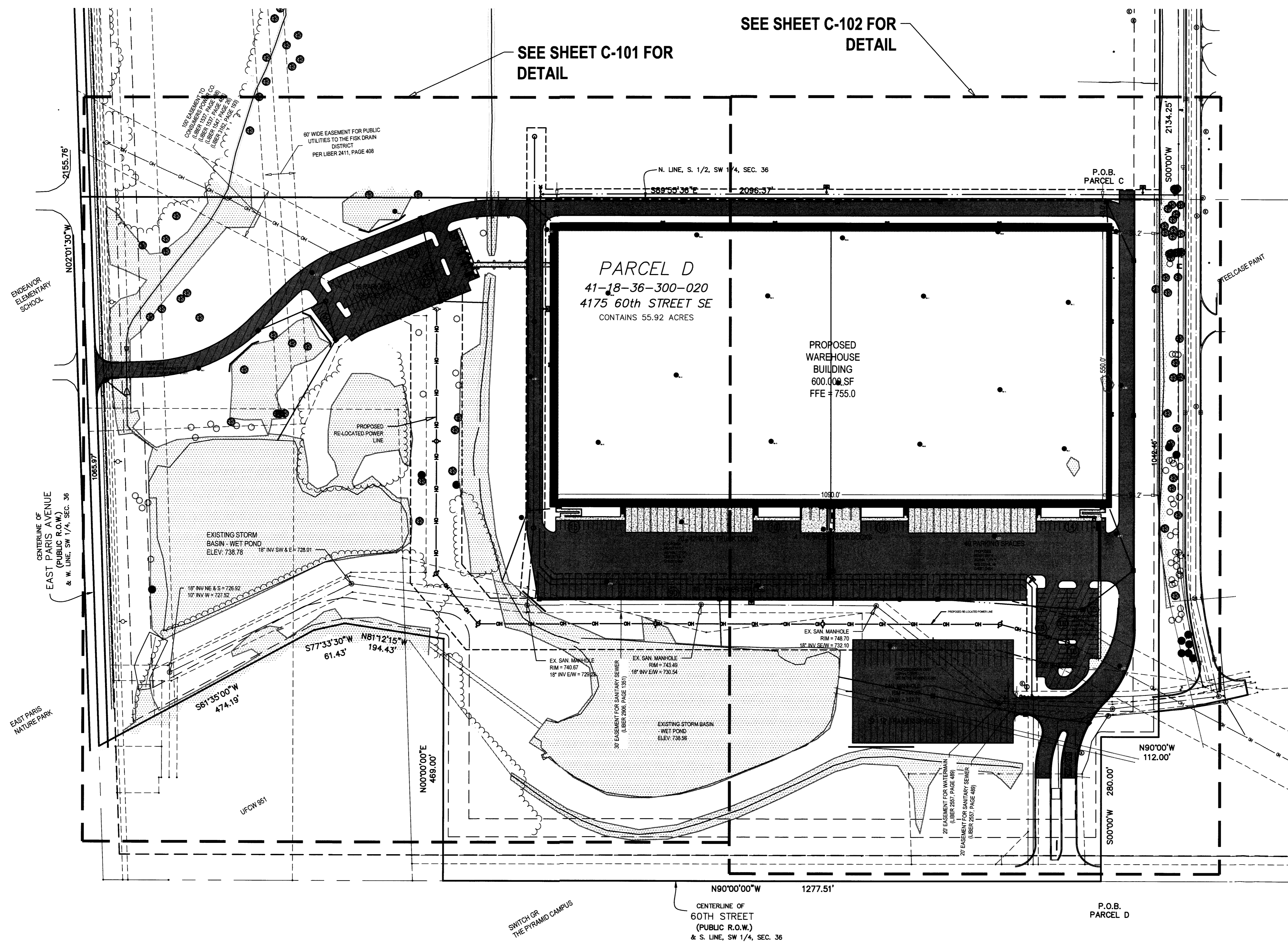
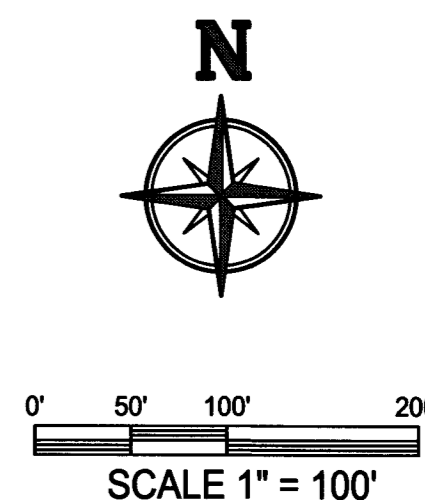
HEI Project Number
22-11-027

Sheet Title
EXISTING

CONDITIONS & DEMOGRAPHICS

Sheet No.

V-101



LAYOUT & UTILITY NOTES:

1. SITE DESIGN WAS DEVELOPED IN ACCORDANCE WITH THE INFORMATION CONTAINED IN THE GEOLOGICAL REPORT AND SOIL BORINGS COMPLETED FOR THE PROJECT. CONTRACTOR SHALL ACQUIRE A COPY OF THE GEOLOGICAL REPORT AND SOIL BORING INFORMATION. SOIL BORING INFORMATION MAY VARY FROM THE INFORMATION CONTAINED IN THE GEOLOGICAL REPORT WHICH MAY AFFECT THE DESIGN, EARTHWORK QUANTITIES, USABLE SOILS, AND SOIL EROSION AND SEDIMENTATION CONTROL PRACTICES. CONTRACTOR SHALL NOTIFY DESIGN ENGINEER AND GEOLOGICAL ENGINEER IF SITE CONDITIONS VARY FROM SOILS INFORMATION CONTAINED IN THE GEOLOGICAL INFORMATION.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT ALL NECESSARY PERMITS AND APPROVALS HAVE BEEN ACQUIRED PRIOR TO CONSTRUCTION.
3. CALL MISS DIG AT LEAST THREE (3) WORKING DAYS PRIOR TO STARTING ANY EXCAVATION.
4. WETLANDS MAY EXIST WITHIN THE PROPOSED SITE IMPROVEMENTS. CONTRACTOR SHALL NOT DISTURB THE WETLAND AREAS, UNLESS PERMITTED BY THE EGLE. CONTRACTOR SHALL COMPLETE ALL NECESSARY DISTURBANCE WORK IN ACCORDANCE WITH THE EGLE /USACE JOINT PERMIT AND EGE STANDARDS AND REQUIREMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACQUIRE A COPY OF THE EGLE /USACE JOINT PERMIT.
5. CONTRACTOR SHALL CONTACT ENGINEER IF ANY DISCREPANCIES ARE DETERMINED BETWEEN SITE LAYOUT DIMENSIONS AND SITE CONDITIONS.
6. COORDINATE ALL UTILITY CONSTRUCTION WITH UTILITY PROVIDER, AS REQUIRED.
7. CONTRACTOR SHALL VERIFY THAT THERE ARE NO UTILITY CONFLICTS PRIOR TO CONSTRUCTION.
8. ALL SANITARY SEWER WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY OF KENTWOOD WATER & SEWER STANDARDS & SPECIFICATIONS.
9. ALL WATERMAIN, WATER SERVICES, AND FIRE PROTECTION LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY OF KENTWOOD WATER & SEWER STANDARDS & SPECIFICATIONS.
10. ALL WORK WITHIN THE PUBLIC ROAD RIGHT-OF-WAY WILL REQUIRE A PERMIT AND/OR APPROVAL FROM THE CITY OF KENTWOOD AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT EDITION OF THEIR STANDARDS & SPECIFICATIONS.
11. COORDINATE ALL SIGMAE REMOVAL AND RELOCATION WITHIN THE RIGHT-OF-WAY WITH CITY OF KENTWOOD.
12. SITE CONTRACTOR RESPONSIBLE TO CONNECT EXISTING AND PROPOSED BUILDING TO WATER SERVICE AND SANITARY SEWER LATERAL, REFER TO PLUMBING PLANS FOR CONNECTION LOCATION AND DETAILS.
13. REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING DIMENSIONS. BUILDINGS SHALL BE STAKED TO THE FOUNDATION PLAN. CONTRACTOR SHALL NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES BETWEEN THE BUILDING AND SITE DIMENSIONS.
14. ONSITE LIGHTING SHALL DIRECTED DOWNWARD AND AWAY FROM ADJACENT PROPERTIES AS REQUIRED PER THE CITY OF KENTWOOD ZONING ORDINANCE.
15. SITE SIGNAGE SHALL MEET THE STANDARDS AND REQUIREMENTS OF THE CITY OF KENTWOOD ZONING ORDINANCE. A SIGN PERMIT SHALL BE ACQUIRED PRIOR TO CONSTRUCTION.
16. CONTRACTOR SHALL REFER TO THE CITY OF KENTWOOD STANDARDS AND REQUIREMENTS OF THE LOCAL NOISE ORDINANCE FOR ALL CONSTRUCTION SITES.
17. SEE OTHER SHEETS IN PLAN SET FOR MORE INFORMATION.

FLOOD NOTE:
BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY
THIS PROPERTY LIES IN

ZONE C (AREAS OF MINIMAL FLOODING)

AND IS NOT IN A SPECIAL FLOOD HAZARD AREA

PER THE FLOOD INSURANCE RATE MAP
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN
MAP NUMBER: 26010700108
EFFECTIVE DATE: NOVEMBER 18, 1981

HOLLAND
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220 Hoover Boulevard
Holland, Michigan 49423-3766
www.hollandengineering.com
T 616-392-5938 F 616-392-2116

THIRD COAST DEVELOPMENT

ATTN: MR. BRAD ROSELY
545 MICHIGAN ST NE SUITE 201
GRAND RAPIDS, MI 49503

60th STREET
4175 60TH ST SE
KENTWOOD, MI 49520

PT. OF THE SW 1/4 SEC. 36, T6N, R11W
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

Issued for:		
No.	Date	Description
A	26/2/2023	PRELIMINARY SITE PLAN TO OWNER
B	10/11/2023	REVISED LAYOUT
C	10/23/2023	REVISED LAYOUT
D	11/06/2023	ADDED NORTH LAYOUT
E	02/21/2024	REV LAYOUT
F	05/17/2024	SITE PLAN APPROVAL
G	05/02/2024	PUD, SITE PLAN APPROVAL
All drawings are preliminary, & incomplete until ISSUED FOR CONSTRUCTION		

Project Manager
RYAN T. YSSELDYKE, PE

Drawn by
PETER BULTEN, P.E.

Checked by Survey	Date
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Survey	.	.
Civil	.	.

Struc.	.	.
1. A		

L. A.	.	.
HEI Project Number		

22-11-027

Sheet Title

OVERALL I

OVERALL LAYOUT

LAYOUT

PLAN

Sheet No.

C-100

MEADAVOR
ELEMENTARY
SCHOOL

PROPOSED 5' WIDE
CONC SIDEWALK
SEE DET A2 SHT C-501

PROPOSED 63 LF OF HEAD
CURB & GUTTER
SEE DET A2 & A3 SHT C-502

PROPOSED 72 LF OF
30" GUTTER PAN
SEE DET A4 SHT C-502

PROPOSED 63 LF OF HEAD
CURB & GUTTER
SEE DET A2 & A3 SHT C-502

PROPOSED 5' WIDE
CONC SIDEWALK
SEE DET A2 SHT C-501

CENTERLINE OF
EAST PARIS AVENUE
(PUBLIC ROW)
& W. LINE, SW 1/4, SEC. 36

18" INV NE & S = 726.92
10" INV W = 727.52

EXISTING STORM
BASIN - WET POND
ELEV. 738.78

18" INV SW & E = 728.01

PROPOSED RE-LOCATED POWER LINE

PROP. VARIABLE HEIGHT
RETAINING WALL
SEE DETAIL C1 SHEET C-501

PROPOSED 7" INTEGRATED WALK & CURB
DUB DOWN FLUSH WITH PAVEMENT AT
BARRIER FREE SPACES
SEE DET A2 & A3 SHT C-501

PLACE 160 LF OF GUARDRAIL
SEE DET C1 SHT C-502

PROP. VALLEY GUTTER
SEE DETAIL A6 SHEET
C-501

PROP. VARIABLE HEIGHT
RETAINING WALL
SEE DETAIL C1 SHEET C-501

PROP. VARIABLE HEIGHT
RETAINING WALL
SEE DETAIL C1 SHEET C-501

PROP. VALLEY GUTTER
SEE DETAIL A6 SHEET
C-501

PROP. VALLEY GUTTER
SEE DETAIL A6 SHEET
C-501

PROPOSED 5' WIDE CONC
SIDEWALK
SEE DET A2 SHT C-501

PROPOSED
SAN MH

PROPOSED
SAN MH

PROPOSED
HYDRANT

PLACE 200 LF OF HAND RAILING
SEE DET A1 SHT C-502

PROP. 8"
WATERMAIN

N. LINE, S. 1/2, SW 1/4, SEC. 36

PROPOSED
HYDRANT

PROPOSED 5' WIDE RAMP
SIDEWALK
SEE DET A2 SHT C-501

PROPOSED 7" INTEGRATED
WALK & CURB
SEE DET A2 & A3 SHT C-501

PROPOSED STAIRS UP TO
BUILDING FFE
SEE DET C2 SHT C-502

PROPOSED
8" THICK CONCRETE
TRUCK DOCK (TYP)
SEE DETAIL A1
SHEET C-501

PROP. VARIABLE HEIGHT
RETAINING WALL
SEE DETAIL C1 SHEET C-501

PROP. VALLEY GUTTER
SEE DETAIL A6 SHEET
C-501

EX. SAN. MANHOLE
RM = 743.49
18" INV E/W = 730.54

EX. SAN. MANHOLE
RM = 740.87
18" INV E/W = 728.22

PROPOSED
HYDRANT

PROPOSED LIGHT DUTY PAVEMENT
SEE DET A7 SHT C-501

PROPOSED HEAVY DUTY PAVEMENT
SEE DET A5 SHT C-501



0' 25' 50' 100'
SCALE 1" = 50'

MATCH LINE (SEE CONTINUATION
LOCATED ON SHEET C-102)

Issued for:

Date	Description	No.
02/23/2023	PRELIMINARY SITE PLAN TO OWNER	A
10/11/2023	REVISED LAYOUT	B
10/23/2023	REVISED LAYOUT	C
11/06/2023	ADDED NORTH LAYOUT	D
02/17/2024	SITE PLAN	E
05/17/2024	REV. LAYOUT	F
05/22/2024	PUD / SITE PLAN APPROVAL	G

Plans are preliminary & incomplete until ISSUED FOR CONSTRUCTION

Project Manager
RYAN T. YSSELDYKE, P.E.

Vertical Datum
Horz. Datum

Drawn by
PETER BULTEN, P.E.

Checked by
Survey

Civil

Struc.

L. A.

HEI Project Number
22-11-027

Sheet Title
SITE
LAYOUT
PLAN

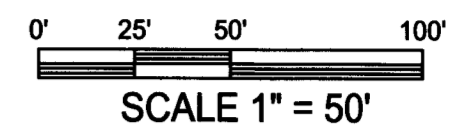
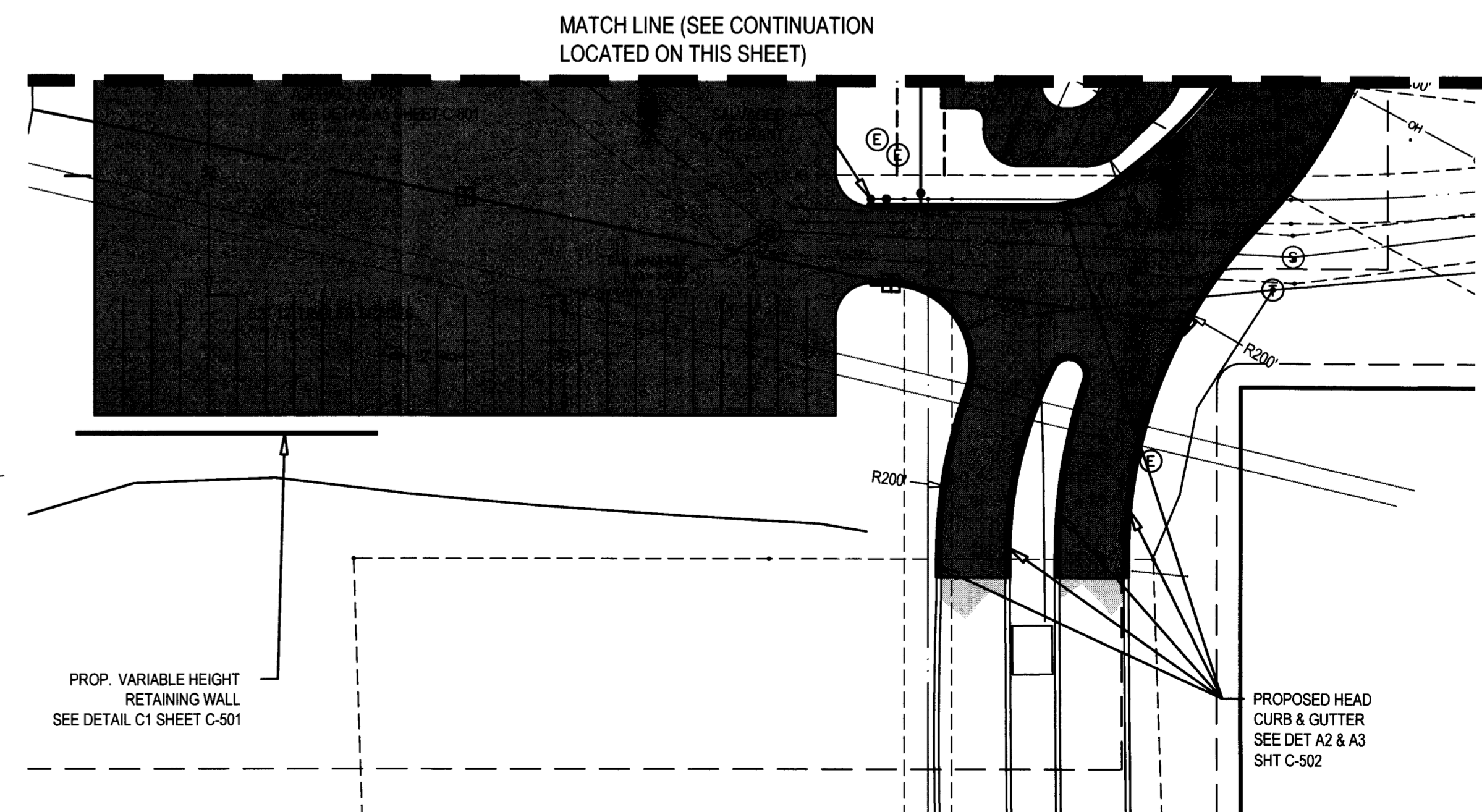
Sheet No.
C-101


60th STREET
4175 60TH ST SE
KENTWOOD, MI 49512
PT. OF THE SW 1/4 SEC. 36, T6N, R11W
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

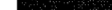
THIRD COAST
DEVELOPMENT
ATTN: MR. BRAD ROSELY
545 MICHIGAN ST. NE SUITE 201
GRAND RAPIDS, MI 49503

The Surveyor's
responsibility for any
errors or omissions
and all claims, including
but not limited to those
arising out of the
negligence, gross
misconduct, warranties or
professional services,
shall be limited to the
amount no greater than
the service fee.

HOLLAND
ENGINEERING
220 Hoover Boulevard
Holland, Michigan 49423-3786
T 616-382-5936 F 616-382-2116



 PROPOSED LIGHT DUTY PAVEMENT
SEE DET A7 SHT C-501

 PROPOSED HEAVY DUTY PAVEMENT
SEE DET A5 SHT C-501

HOLLAND
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220 Hoover Boulevard
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www.hollandengineering.com
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THIRD COAST DEVELOPMENT

ATTN: MR. BRAD ROSELY
545 MICHIGAN ST NE SUITE 201
GRAND RAPIDS, MI 49503

60th STREET
4175 60TH ST SE
KENTWOOD, MI 49512

PT. OF THE SW 1/4 SEC. 36, T6N, R11W
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

Project Manager RYAN T. YSSELDYKE, PE	
Vertical Datum	Horz. Datum
Drawn by PETER BULTEN, P.E.	
Checked by Survey	Date
Civil	.
Struc.	.
L. A.	.
HEI Project Number 22-11-027	
Sheet Title SITE LAYOUT PLAN	
Sheet No. C-102	

PROPOSED
CONSTRUCTION SCHEDULE

ACTIVITY	2024							2025				
	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	MAY	JUNE	JULY	AUG.	SEPT.
INSTALL CONTROLS												
CLEARING												
GRADE												
BUILDING												
UTILITIES												
PAVING												
RESTORE												

*NOTE: CONSTRUCTION SCHEDULE MAY VARY BASED ON CONTRACTOR'S SCHEDULE. CONTRACTOR SHALL UPDATE THE CITY OF KENTWOOD IF CONSTRUCTION SCHEDULE VARIES FROM ABOVE.

GRADING & STORM SEWER NOTES:

- IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT ALL NECESSARY PERMITS AND APPROVALS HAVE BEEN ACQUIRED PRIOR TO CONSTRUCTION.
- SITE DESIGN WAS DEVELOPED IN ACCORDANCE WITH THE INFORMATION CONTAINED IN THE GEOTECHNICAL REPORT AND SOIL BORINGS COMPLETED FOR THE PROJECT. CONTRACTOR SHALL ACQUIRE A COPY OF THE GEOTECHNICAL REPORT AND SOIL BORING INFORMATION. SOIL CONDITIONS MAY VARY FROM THE GEOTECHNICAL INFORMATION, WHICH MAY AFFECT THE SITE DESIGN, EARTHWORK QUANTITIES, USABLE SOILS, AND SOIL EROSION AND SEDIMENTATION CONTROL PRACTICES. CONTRACTOR SHALL NOTIFY DESIGN ENGINEER AND GEOTECHNICAL ENGINEER IF SITE CONDITIONS VARY FROM SOILS INFORMATION CONTAINED IN THE GEOTECHNICAL INFORMATION.
- CALL MISS DIG AT LEAST THREE (3) WORKING DAYS PRIOR TO STARTING ANY EXCAVATION.
- WETLANDS MAY EXIST WITHIN THE PROPOSED SITE IMPROVEMENTS. CONTRACTOR SHALL NOT DISTURB THE WETLAND AREAS, UNLESS PERMITTED BY THE EGLE. CONTRACTOR SHALL COMPLETE ALL WETLAND DISTURBANCE WORK IN ACCORDANCE WITH THE EGLE / USACE JOINT PERMIT AND EGLE STANDARDS AND REQUIREMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACQUIRE A COPY OF THE EGLE / USACE JOINT PERMIT.
- CONTRACTOR SHALL VERIFY THAT THERE ARE NO UTILITY CONFLICTS PRIOR TO CONSTRUCTION.
- ALL WORK WITHIN THE RIGHT-OF-WAY WILL REQUIRE A PERMIT AND OR APPROVAL FROM KENT COUNTY ROAD COMMISSION AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT EDITION OF THEIR STANDARDS & SPECIFICATIONS.
- STORM WATER MANAGEMENT SYSTEM AND GRADING SHALL BE IN ACCORDANCE WITH THE KENT COUNTY DRAIN COMMISSION AND THE CITY OF KENTWOOD STORM WATER ORDINANCE.
- SITE CONTRACTOR RESPONSIBLE TO CONNECT STORM / ROOF WATER TO STORM DRAIN AS SHOWN. REFER TO PLUMBING PLANS FOR CONNECTION TO THE BUILDING AND DETAILS.
- SITE SHALL BE GRADED WITH SMOOTH CONTOURS IN ALL AREAS OF DISTURBANCE AND GRADED TO SLOPE AWAY FROM THE EXISTING AND PROPOSED BUILDINGS AND SIDEWALKS.
- ALL STORM SEWER PIPING SHALL BE ADS N-12, HANCOCK H-Q OR APPROVED EQUIVALENT POLYETHYLENE (PE) PLASTIC PIPE AND FITTINGS, UNLESS OTHERWISE NOTED. WHERE SPECIFIED IN THE PLANS, CONCRETE CLASS IV PIPE WITH RUBBER GASKETS IS REQUIRED.
- SEE OTHER SHEETS IN PLAN SET FOR MORE INFORMATION.

SESC NOTES:

- CONTRACTOR SHALL OBTAIN ALL STATE AND LOCAL PERMITS AS NECESSARY FOR CONSTRUCTION.
- SITE DESIGN WAS DEVELOPED IN ACCORDANCE WITH THE INFORMATION CONTAINED IN THE GEOTECHNICAL REPORT AND SOIL BORINGS COMPLETED FOR THE PROJECT. CONTRACTOR SHALL ACQUIRE A COPY OF THE GEOTECHNICAL REPORT AND SOIL BORING INFORMATION. SOIL CONDITIONS MAY VARY FROM THE GEOTECHNICAL INFORMATION, WHICH MAY AFFECT THE SITE DESIGN, EARTHWORK QUANTITIES, USABLE SOILS, AND SOIL EROSION AND SEDIMENTATION CONTROL PRACTICES. CONTRACTOR SHALL NOTIFY DESIGN ENGINEER AND GEOTECHNICAL ENGINEER IF SITE CONDITIONS VARY FROM SOILS INFORMATION CONTAINED IN THE GEOTECHNICAL INFORMATION.
- CONTRACTOR IS RESPONSIBLE TO ACQUIRE THE KENT COUNTY ROAD COMMISSION SOIL EROSION AND SEDIMENTATION CONTROL PERMIT AND THE NPDES NOTICE OF COVERAGE AND COMPLY WITH ALL PERMIT REQUIREMENTS AND WITH ALL STANDARDS AND REQUIREMENTS OF THE AGENCIES HAVING JURISDICTION.
- BEST MANAGEMENT PRACTICES SHALL BE UTILIZED DURING AND AFTER CONSTRUCTION FOR TEMPORARY AND PERMANENT SOIL EROSION AND SEDIMENTATION CONTROL MEASURES.
- CONTRACTOR SHALL PROVIDE A CERTIFIED STORM WATER OPERATOR FROM CONSTRUCTION COMMENCEMENT THROUGH FINAL SITE STABILIZATION.
- THE TEMPORARY SOIL EROSION CONTROL MEASURES SHALL BE INSPECTED AND MAINTAINED WEEKLY AND AFTER EACH SIGNIFICANT RAIN EVENT IN ACCORDANCE WITH THE EGLE REQUIREMENTS.
- CALL MISS DIG AT LEAST THREE (3) WORKING DAYS PRIOR TO STARTING ANY EXCAVATION.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CITY OF KENTWOOD AND KENT COUNTY ROAD COMMISSION STANDARDS AND SPECIFICATIONS.
- SOIL EROSION CONTROL MEASURES SHALL BE PLACED PRIOR TO EARTH MOVING OR GROUND DISTURBANCE AND REMAIN IN PLACE UNTIL FINAL RESTORATION HAS BEEN ESTABLISHED.
- THE STORM WATER MANAGEMENT BASIN SHALL BE CONSTRUCTED FIRST. CONTRACTOR IS RESPONSIBLE TO REMOVE SEDIMENT FROM BOTTOM OF DETENTION BASIN UNTIL THE SITE IS FULLY STABILIZED.
- ALL FOREIGN MATERIAL OR DEBRIS FROM JOB SITE WHICH IS DEPOSITED ON PAVED ROADWAY SHALL BE REMOVED IMMEDIATELY.
- THE PAVED ROADWAY SHALL BE SWEEPED CLEAN AS NEEDED, BUT AT LEAST ONCE A WEEK.
- SOIL EROSION CONTROL MEASURES ARE THE RESPONSIBILITY OF THE CONTRACTOR DURING CONSTRUCTION AND THE OWNER UPON COMPLETION.
- CONTRACTOR SHALL PHASE THE PLACEMENT OF THE SOIL EROSION CONTROL MEASURES AS NECESSARY FOR THE SITE IMPROVEMENTS WITHIN THE LIMITATIONS OF THE ACQUIRED SOIL EROSION CONTROL PERMIT.
- STOCKPILE AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT SEED IN ACCORDANCE WITH THE KENT COUNTY ROAD COMMISSION SOIL EROSION AND SEDIMENTATION CONTROL REQUIREMENTS. ALL EXCESS SPOILS SHALL BE REMOVED FROM SITE.
- ALL EXCESS SPOILS SHALL BE HAULED OFFSITE AND LEGALLY PLACED IN AN UPLAND AREA NOT ENCOMBERED BY WETLANDS OR FLOODPLAIN.
- THERE SHALL BE NO EARTH MOVEMENT OR DISTURBANCE OUTSIDE THE LIMITS OF DISTURBANCE WITHOUT PRIOR AUTHORIZATION FROM THE KENT COUNTY ROAD COMMISSION.
- THE MINIMUM AMOUNT OF SOIL EROSION AND SEDIMENTATION CONTROL MEASURES ARE SHOWN THE DRAWINGS. CONTRACTOR SHALL PROVIDE ADDITIONAL CONTROL MEASURES, MAINTENANCE, AND/OR STABILIZATION MEASURES AS NECESSARY FOR CONSTRUCTION ACTIVITIES.
- SEE OTHER SHEETS IN PLAN SET FOR MORE INFORMATION.

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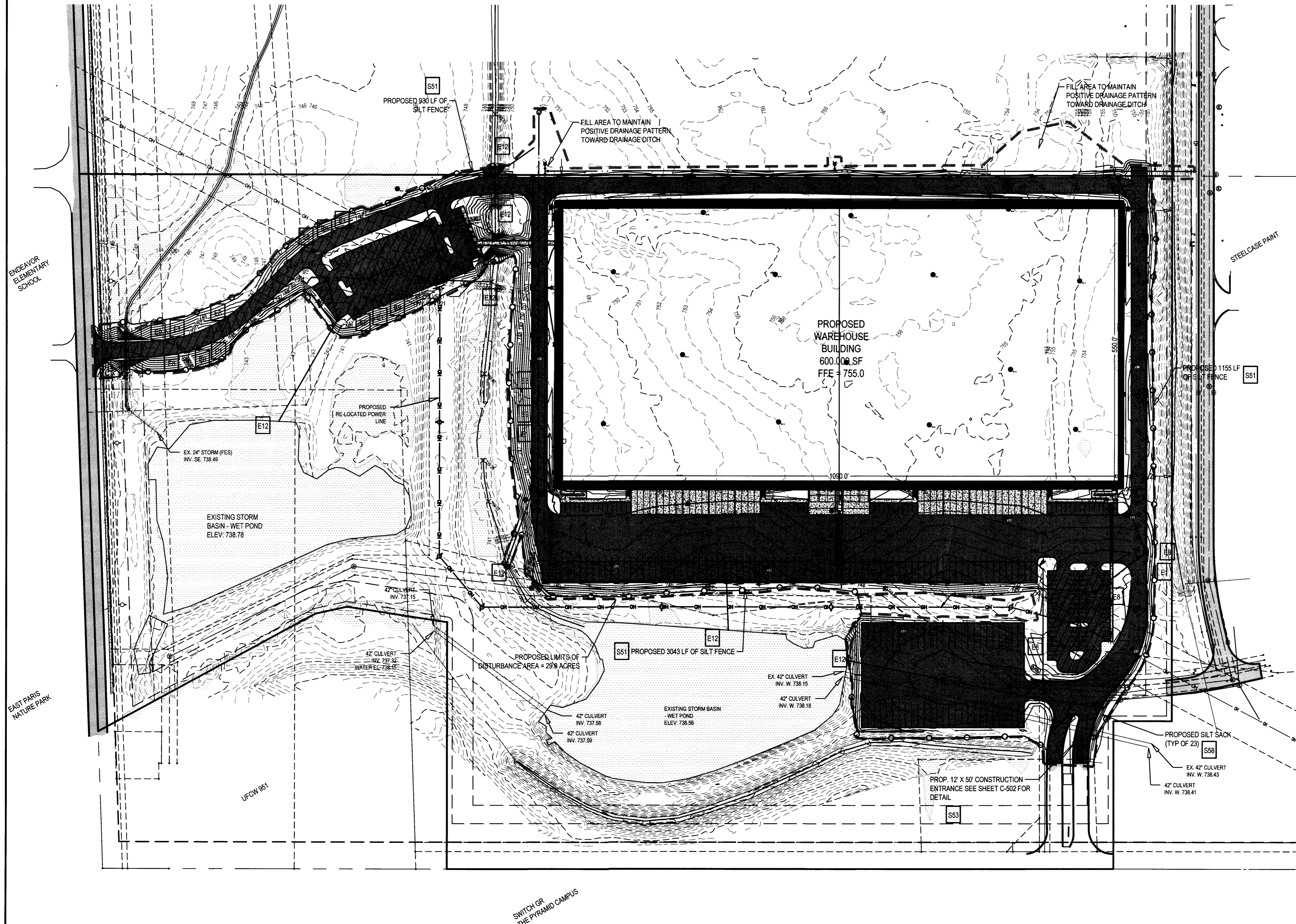
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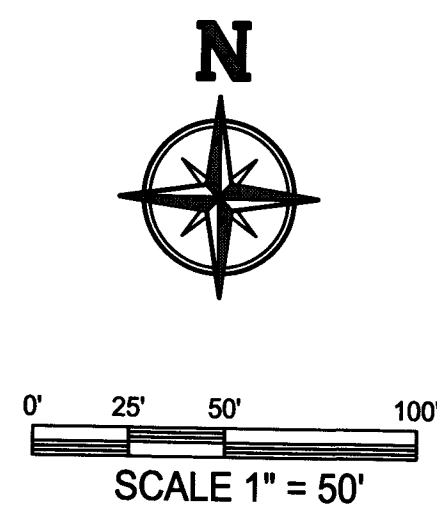
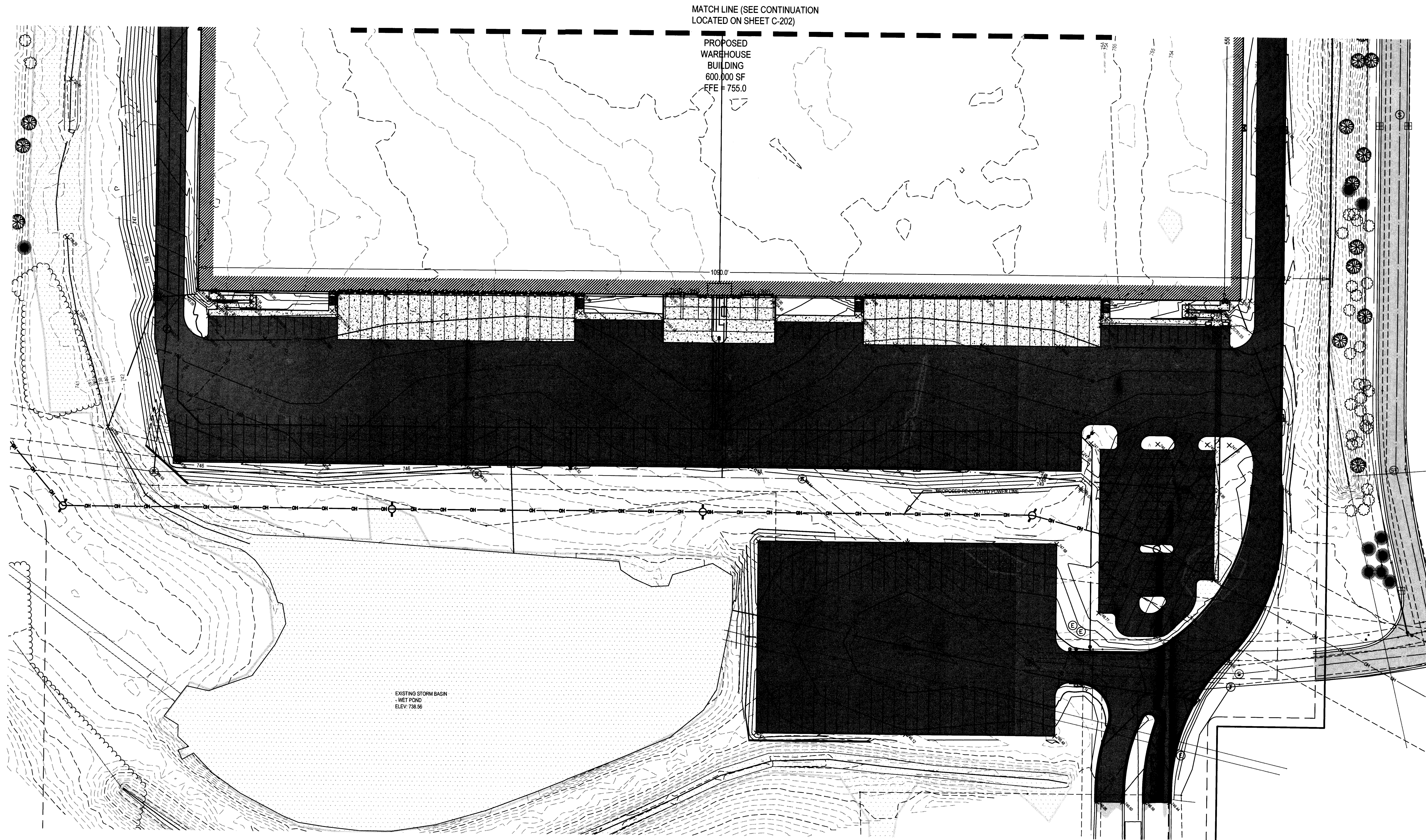
**THIRD COAST
DEVELOPMENT**

60th STREET
4175 60TH ST SE
KENTWOOD, MI 49512
PT. OF THE SW 1/4 SEC. 36, T6N, R11W
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

Issued for:		No.	Description
Project Manager RYAN T. YSSELDYKE, PE	Date	A	PRELIMINARY SITE PLAN TO OWNER
		B	01/12/2023 REVISED LAYOUT
		C	10/23/2023 REVISED LAYOUT
		D	11/06/2023 REVISED NORTH LAYOUT
		E	02/21/2024 SITE PLAN
		F	05/17/2024 REV LAYOUT
		G	06/22/2024 PID / SITE PLAN APPROVAL

Vertical Datum	Horz. Datum
Drawn by PETER BULTEN, P.E.	Checked by Survey
Struc.	Civil
L. A.	
HEI Project Number 22-11-027	Sheet Title OVERALL GRADING AND SESC PLAN
Sheet No. C-200	





60th STREET
4175 60TH ST SE
KENTWOOD, MI 49512
PT. OF THE SW 1/4 SEC. 36, T6N, R11W
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

THIRD COAST
DEVELOPMENT
ATTN: MR. BRAD ROSELY
545 MICHIGAN ST NE, SUITE 201
GRAND RAPIDS, MI 49503

220 Hoover Boulevard
Holland, Michigan 49423-3766
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The Surveyor's
liability for any
and all claims, including
but not limited to those
arising out of the
Surveyor's Engineer's
negligence, gross
misrepresentation shall
be deemed limited to an
amount no greater than
the services fee.

Issued for:	
Date	Description
6/23/2023	PRELIMINARY SITE PLAN TO OWNER
10/11/2023	REVISED LAYOUT
10/23/2023	REVISED LAYOUT
11/09/2023	ADDED NORTH LAYOUT
02/21/2024	SITE PLAN
05/17/2024	REV. LAYOUT
05/22/2024	PUD / SITE PLAN APPROVAL

Plans are preliminary & incomplete until ISSUED FOR CONSTRUCTION

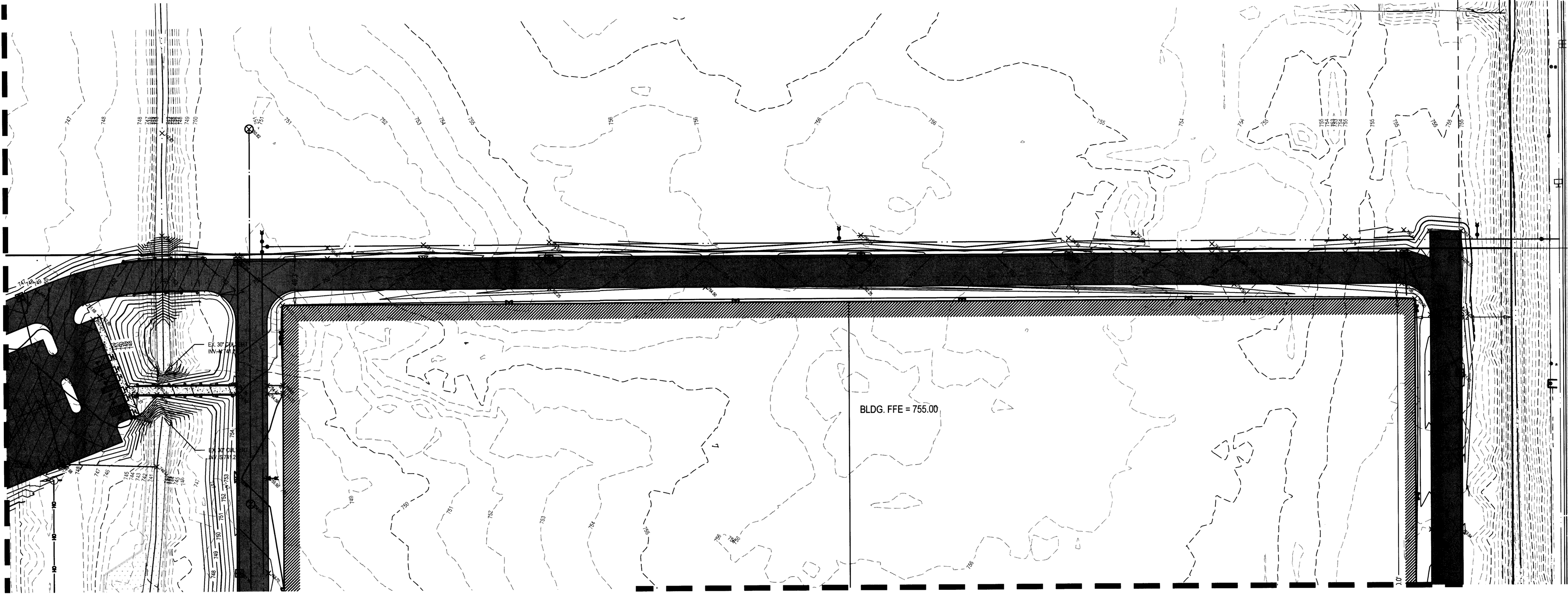
Project Manager	
Vertical Datum	Horz. Datum
RYAN T. YSSELDYKE, PE	

Drawn by	
Checked by	Date
Survey	
Civil	
Struc.	
L. A.	
PETER BULTEN, P.E.	

HEI Project Number	
Sheet Title	
22-11-027	
GRADING PLAN	

Sheet No.	
C-201	

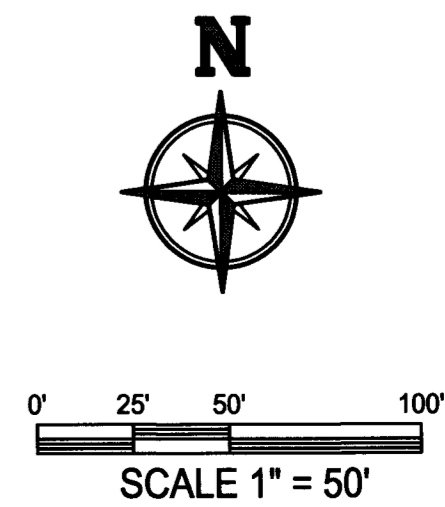
MATCH LINE (SEE CONTINUATION
LOCATED ON THIS SHEET)



MATCH LINE (SEE CONTINUATION
LOCATED ON SHEET C-201)



MATCH LINE (SEE CONTINUATION
LOCATED ON THIS SHEET)



Issued for:		No.	
Date	Description	A	B
02/23/2023	PRELIMINARY SITE PLAN TO OWNER		
03/23/2023	REVISED LAYOUT		
03/23/2023	REVISED LAYOUT		
11/06/2023	ADDED NORTH LAYOUT		
02/21/2024	SITE PLAN		
05/17/2024	REV. LAYOUT		
05/22/2024	PLD / SITE PLAN APPROVAL		
Plans are preliminary & incomplete until ISSUED FOR CONSTRUCTION		G	
Project Manager RYAN T. YSSELDYKE, PE			
Vertical Datum		Horz. Datum	
Drawn by PETER BULTEN, P.E.			
Checked by		Date	
Survey			
Civil			
Struc.			
L. A.			
HEI Project Number 22-11-027			
Sheet Title GRADING PLAN			
Sheet No. C-202			

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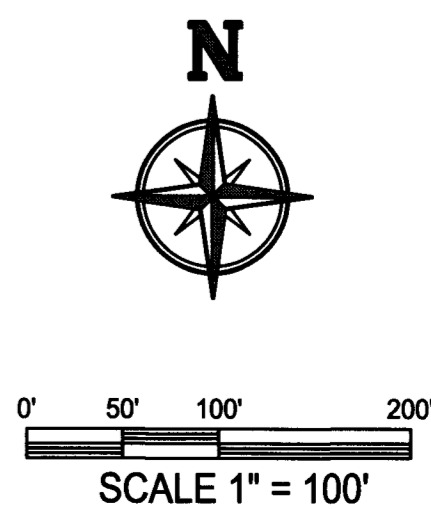
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Holland, Michigan 49423-3796
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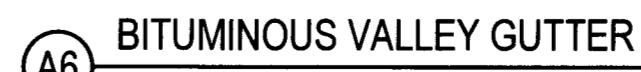
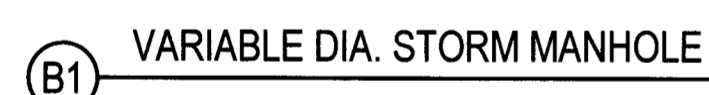
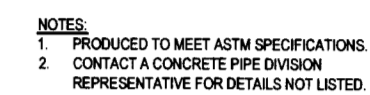
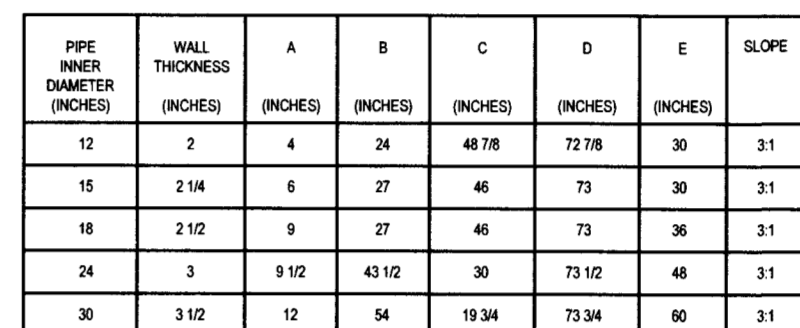
**THIRD COAST
DEVELOPMENT**

ATTN: MR. BRAD ROSELY
545 MICHIGAN ST NE SUITE 201
GRAND RAPIDS, MI 49503

60th STREET
4175 60TH ST SE
KENTWOOD, MI 49512

PT. OF THE SW 1/4 SEC. 36, T6N, R11W
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN





HOLLAND
ENGINEERING

2220 Hoover Boulevard
Holland, Michigan 49423-3766
www.hollandengineering.com
T 616-392-5938 F 616-392-2116

The Surveyor's / Engineer's liability for any and all claims, including but not limited to those arising out of the Surveyor's / Engineer's professional services, negligence, gross misconduct, warranties or misrepresentations shall be deemed limited to an amount no greater than the service fee.

**THIRD COAST
DEVELOPMENT**
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No	Date	Description
A	23/03/2023	PRELIMINARY SITE PLAN TO OWNER
B	10/11/2023	REVISED LAYOUT
C	10/23/2023	REVISED LAYOUT
D	11/06/2023	ADDED NORTH LAYOUT
E	02/21/2024	SITE PLAN
F	05/47/2024	REV. LAYOUT
G	05/62/2024	PUD SITE PLAN APPROVAL
	05/62/2024	PRELIMINARY & INCOMPLETE until ISSUED FOR CONSTRUCTION

Project Manager	RYAN T. YSSELDYKE, PE
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Drawn by
PETER BULTEN, P.E.

Checked by Survey	Date

Civil	.	.
Struc.	.	.

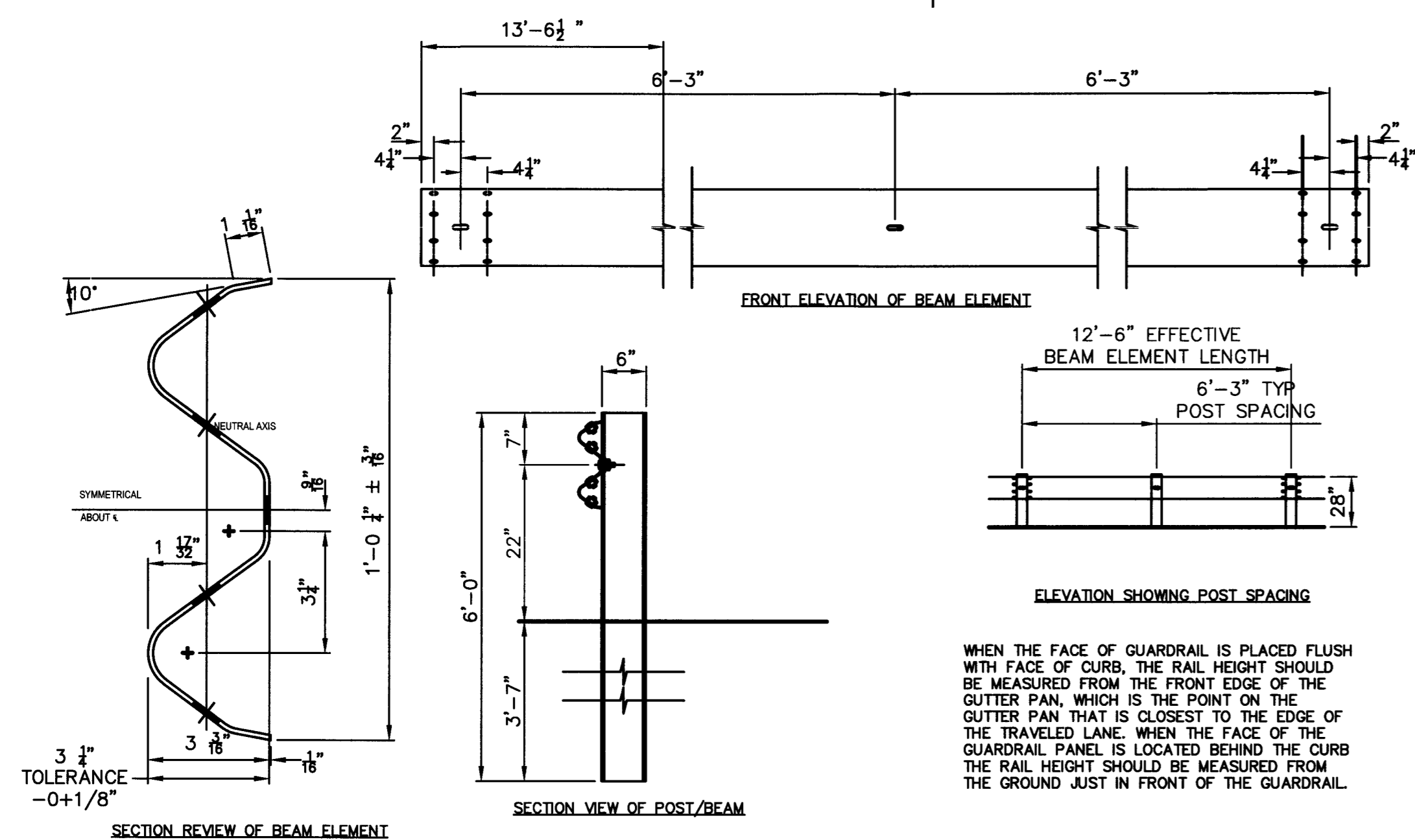
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HEI Project Number		

22-11-027
Sheet Title

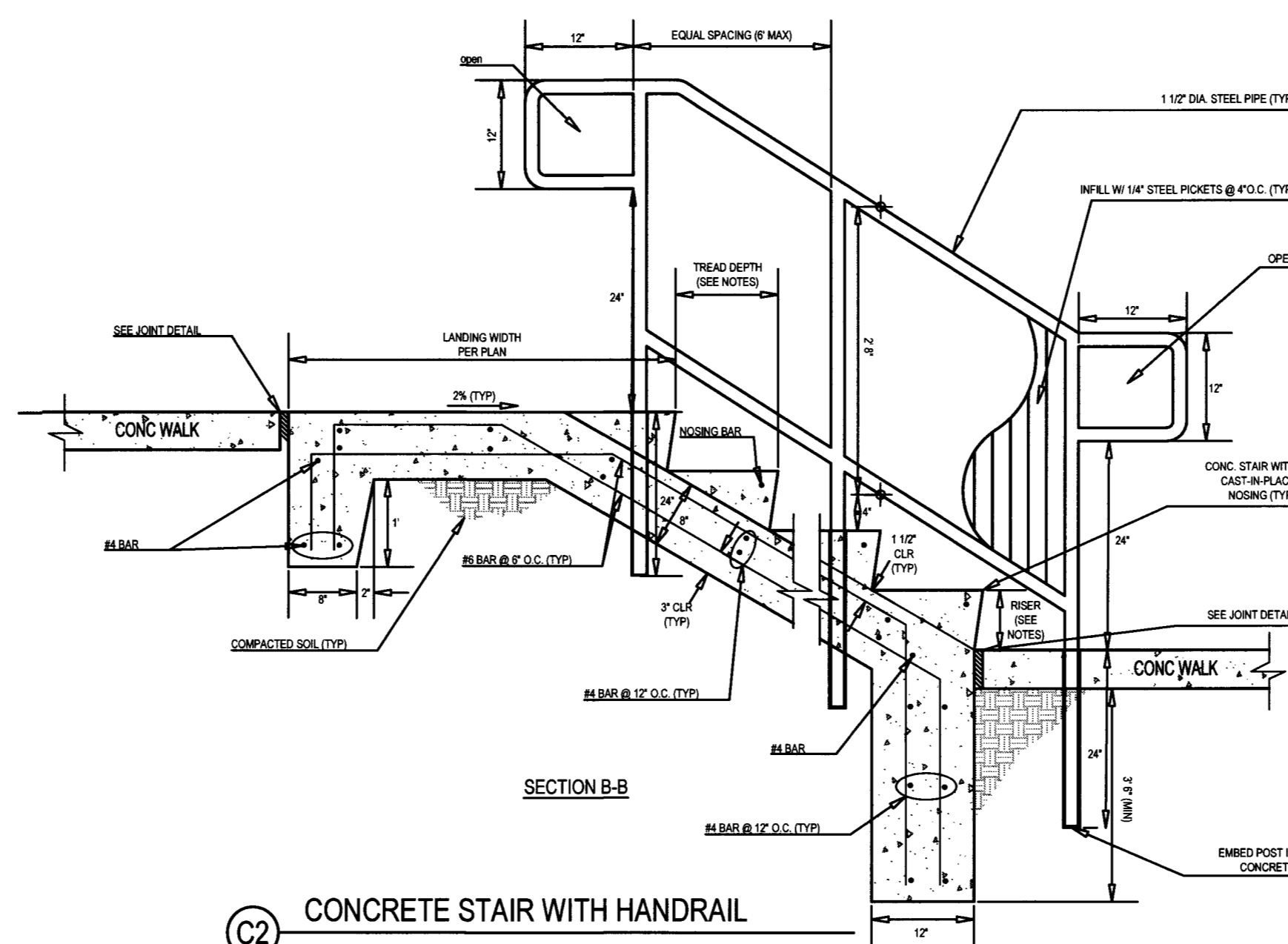
GENERAL DETAILS

Chart M

Sheet No. **C-501**









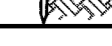
C1 STEEL POST GUARD RAIL

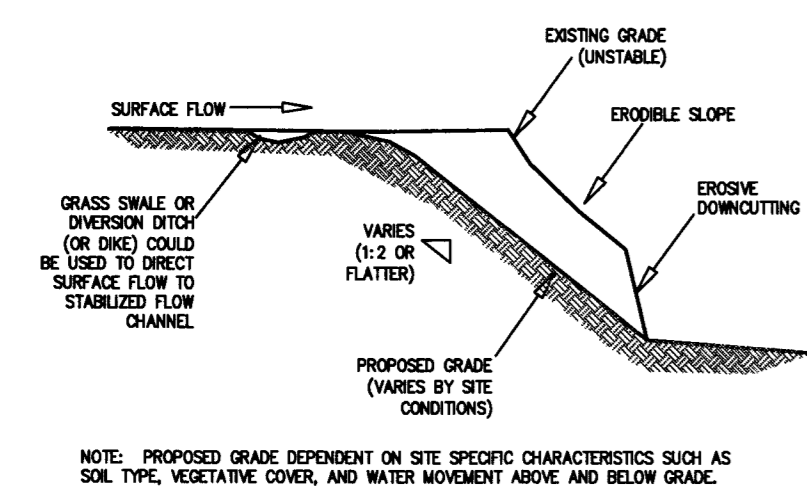


C2 CONCRETE STAIR WITH HANDRAIL

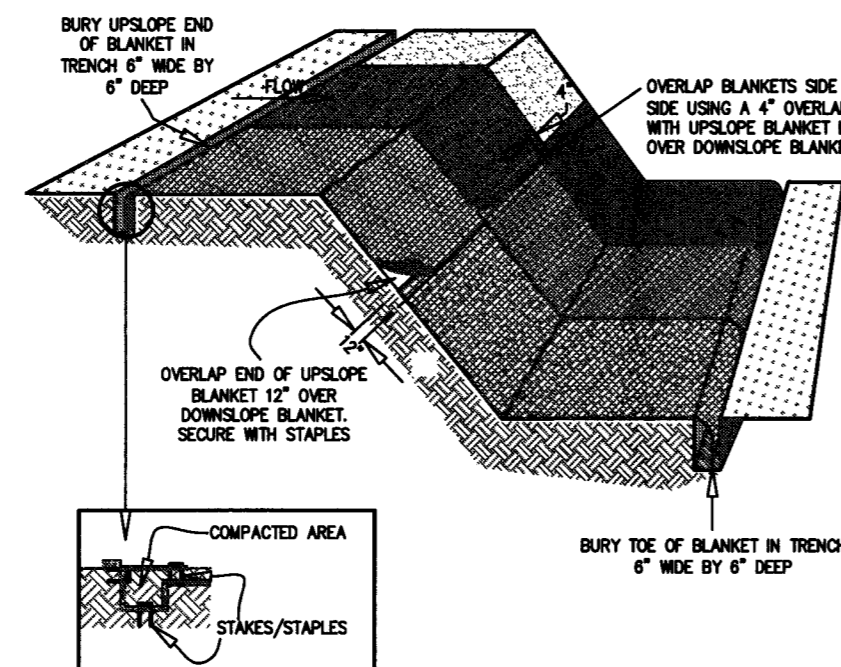
S.E.S.C. LEGEND

MICHIGAN UNIFIED KEYING SYSTEM

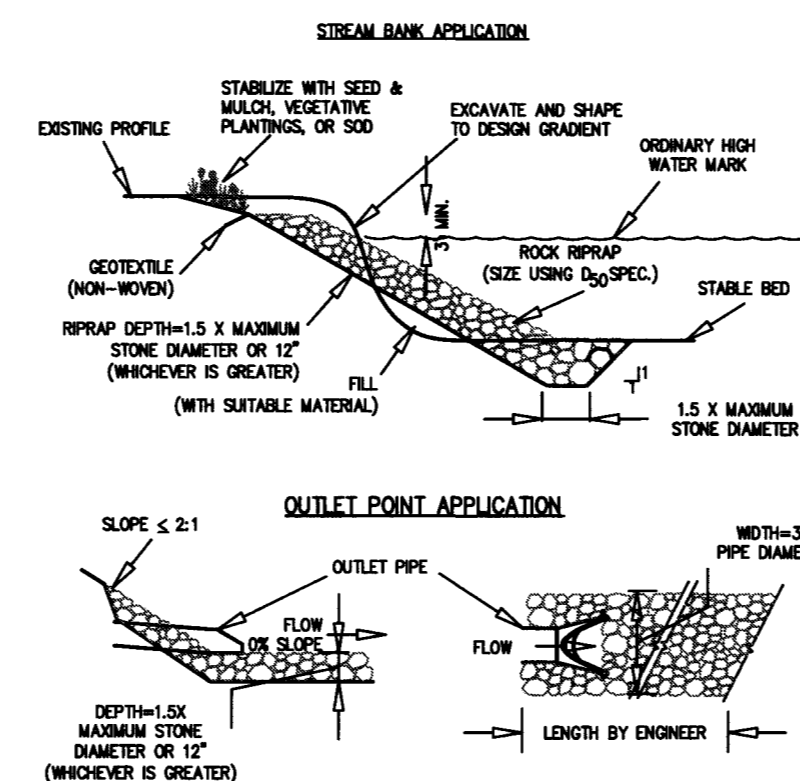
E1	SELECTIVE GRAZING AND SHAPING		To reduce steep slopes and erosive velocities.
E8	PERMANENT SEEDING		Stabilization method utilized on sites where earth change has been completed (final grading attained).
E9	MULCH BLANKETS		On exposed slopes, newly seeded areas, new ditch bottoms, or areas subject to erosion.
E12	RIPRAP		Use along shorelines, waterways, or where concentrated flow occurs. Slows velocity, reduces sediment load, and reduces erosion.
S51	SILT FENCE		Use adjacent to critical areas, to prevent sediment laden sheet flow from entering these areas.
S53	STABILIZED CONSTRUCTION ACCESS		Used at every point where construction traffic enters or leaves a construction site.
S58	INLET PROTECTION FABRIC DROP		Use at stormwater inlets, especially at construction sites.



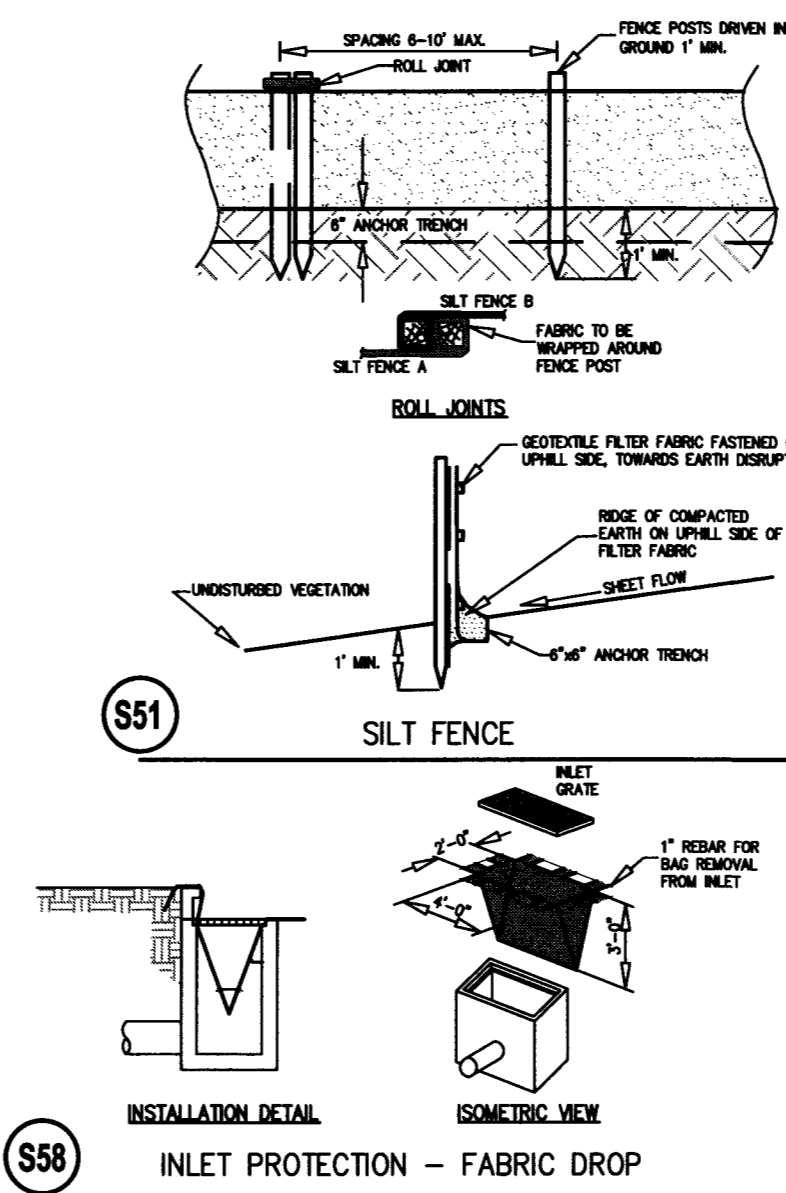
E1 SELECTIVE GRADING AND SHAPING



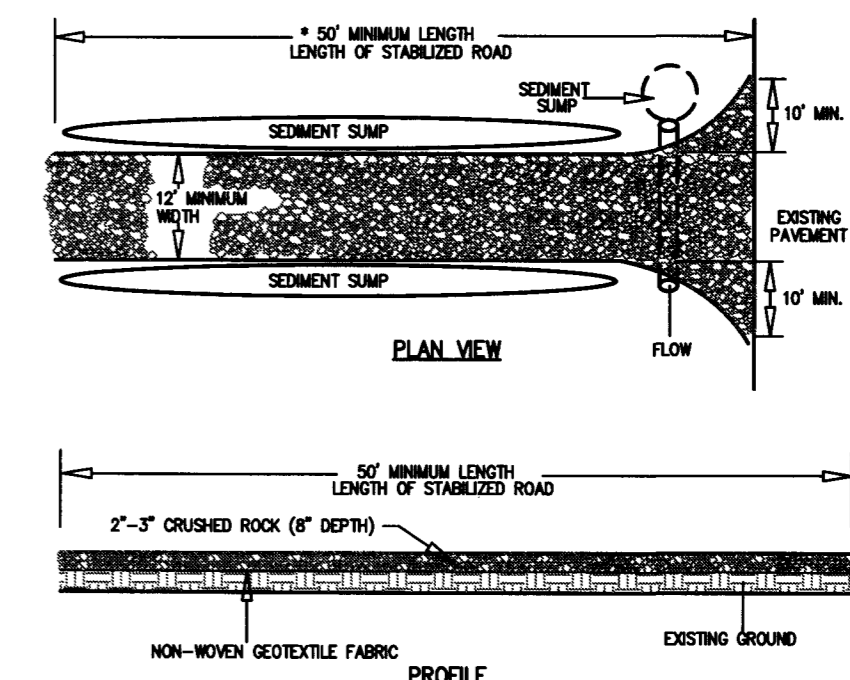
E9 MULCH BLANKETS



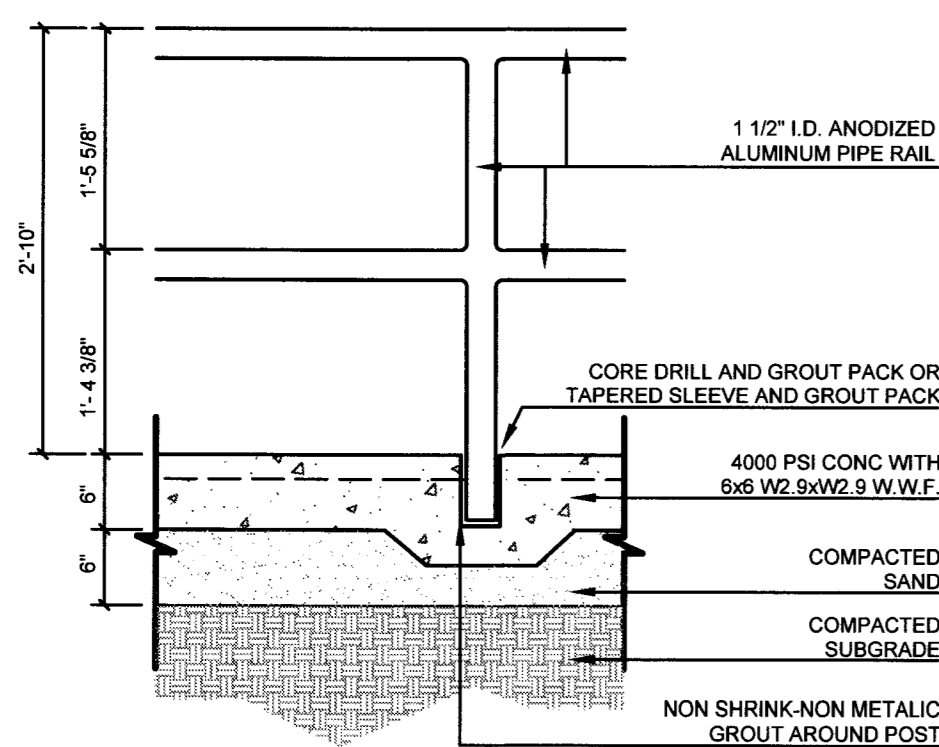
E12 RIPRAF



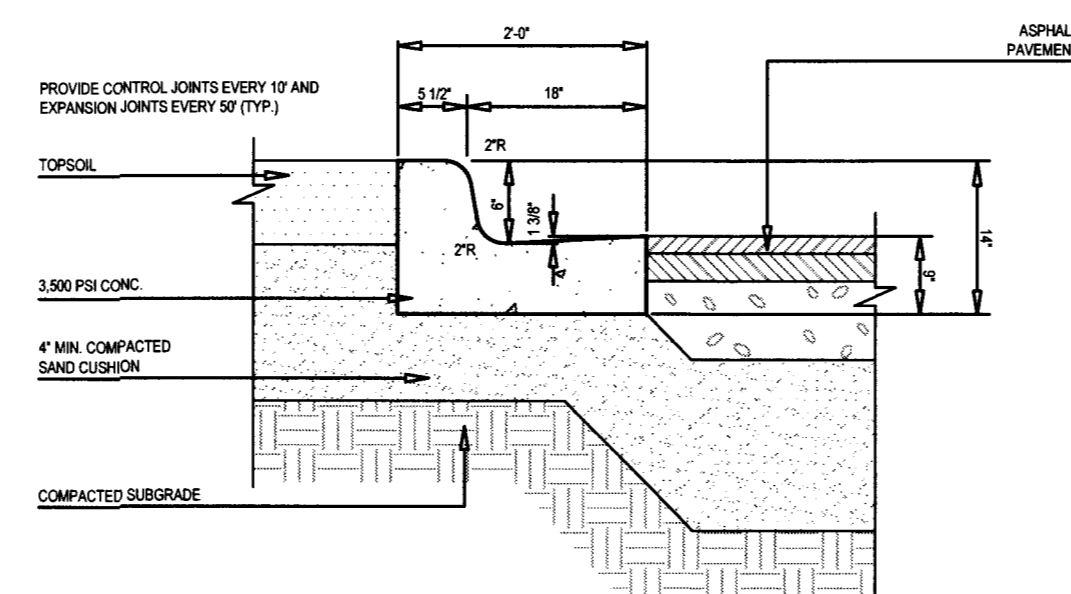
S58 INSTALLATION DETAIL ISOMETRIC VIEW
INLET PROTECTION – FABRIC DROP



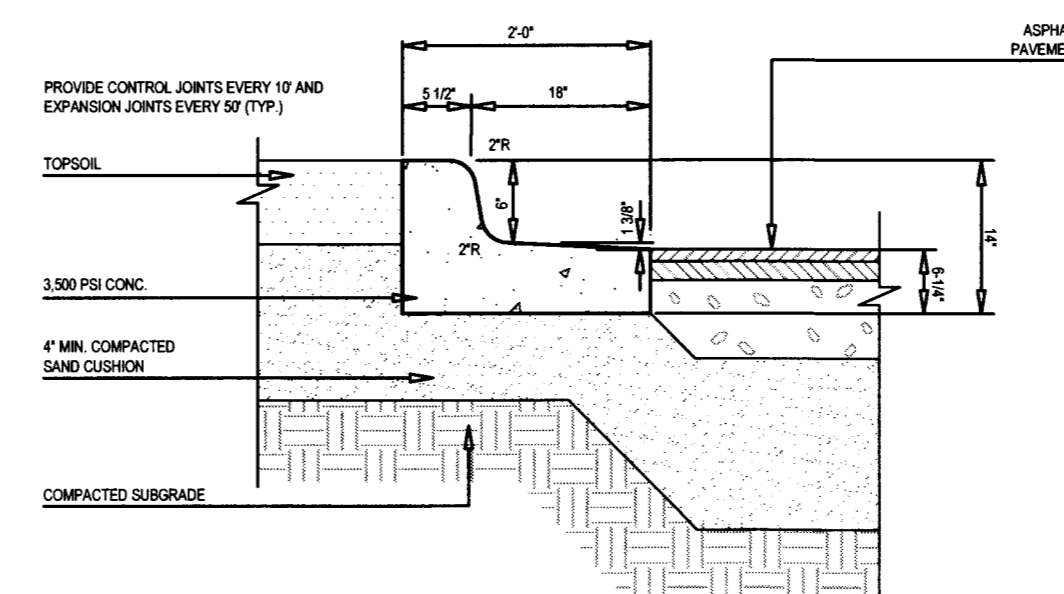
S53 STABILIZED CONSTRUCTION ACCESS



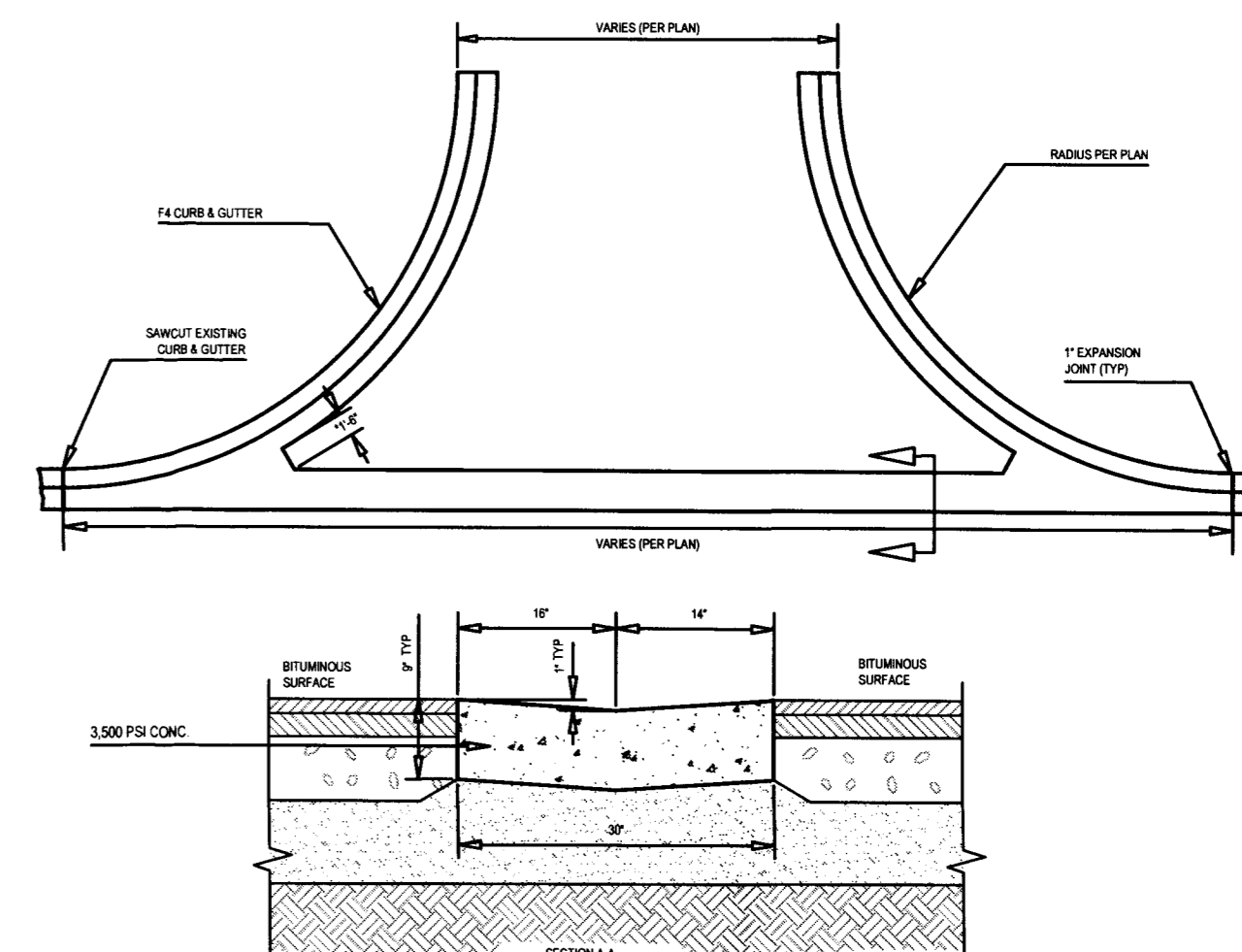
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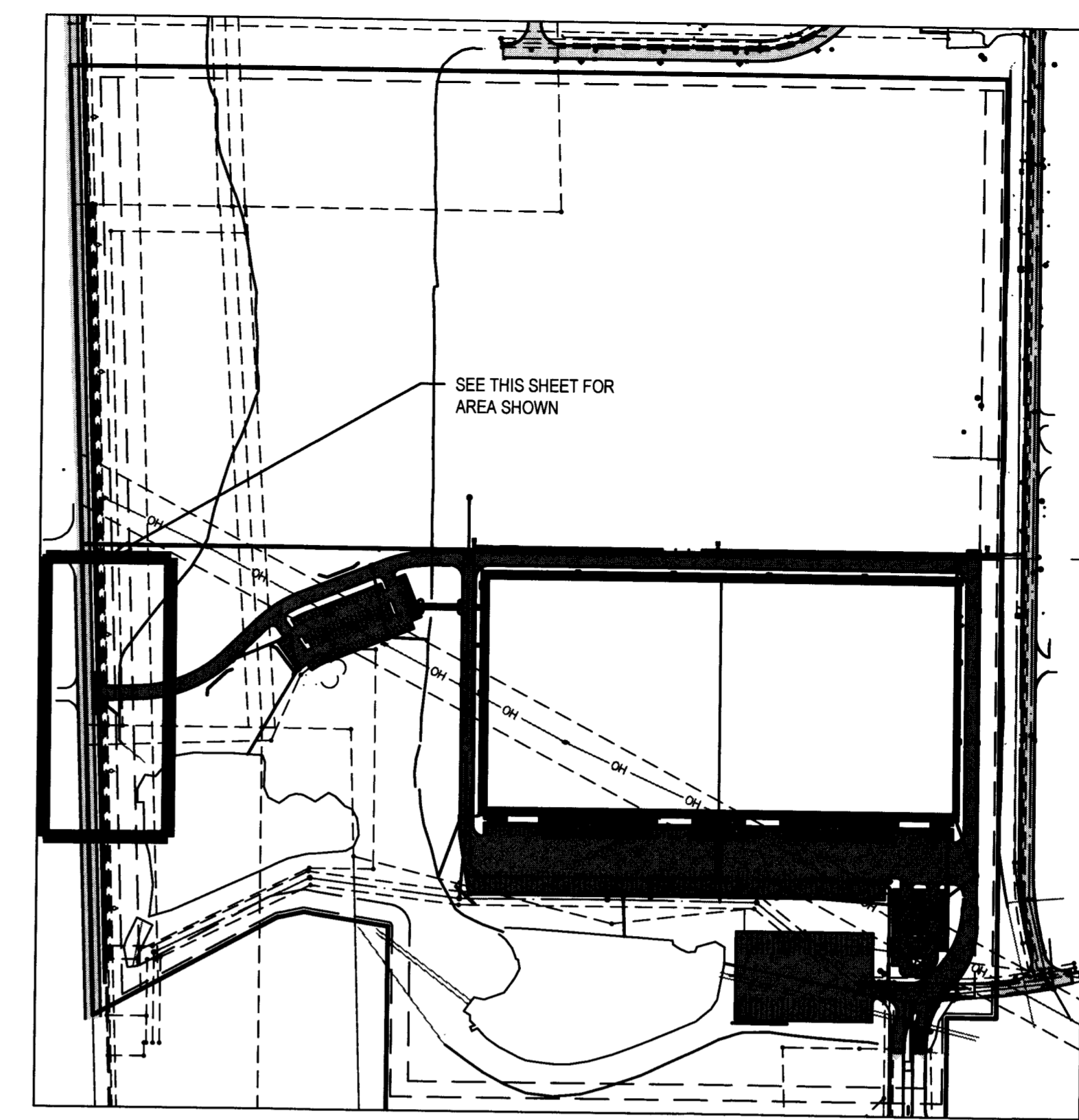
A2 MDOT F-4 CONC. CURB/GUTTER (PITCH IN) W/OUT REBAR



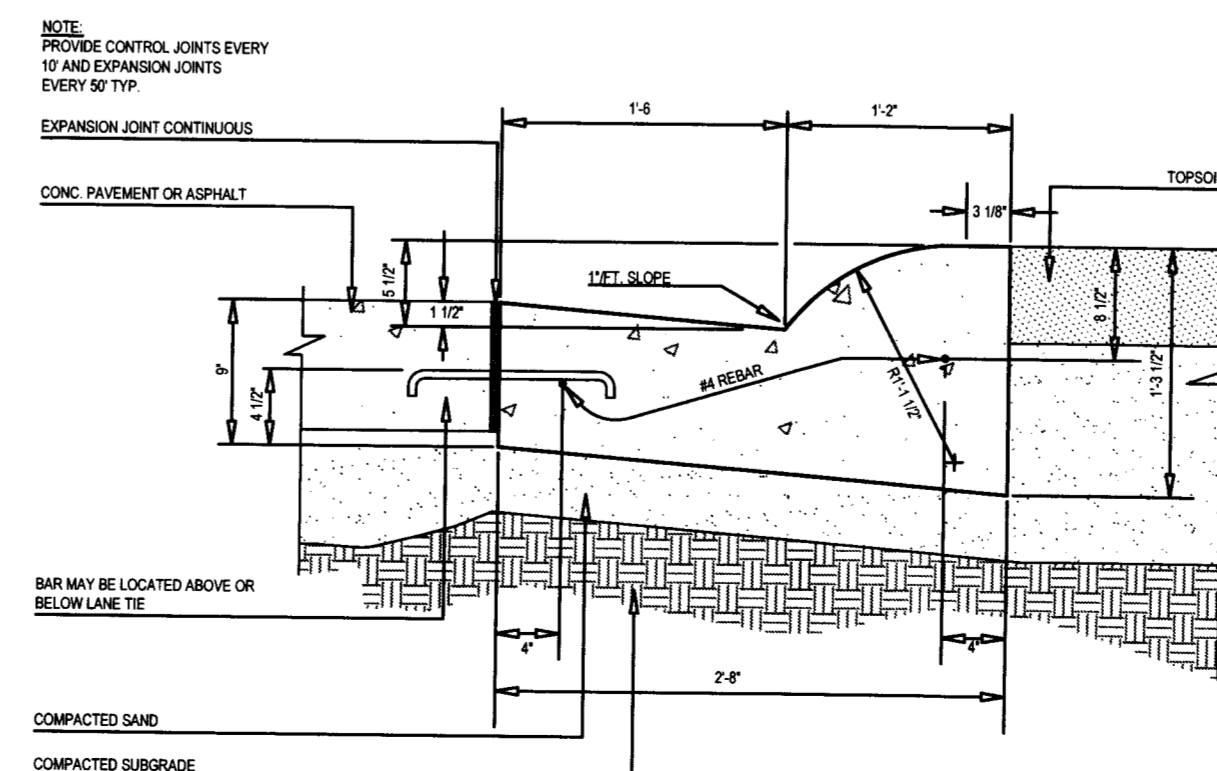
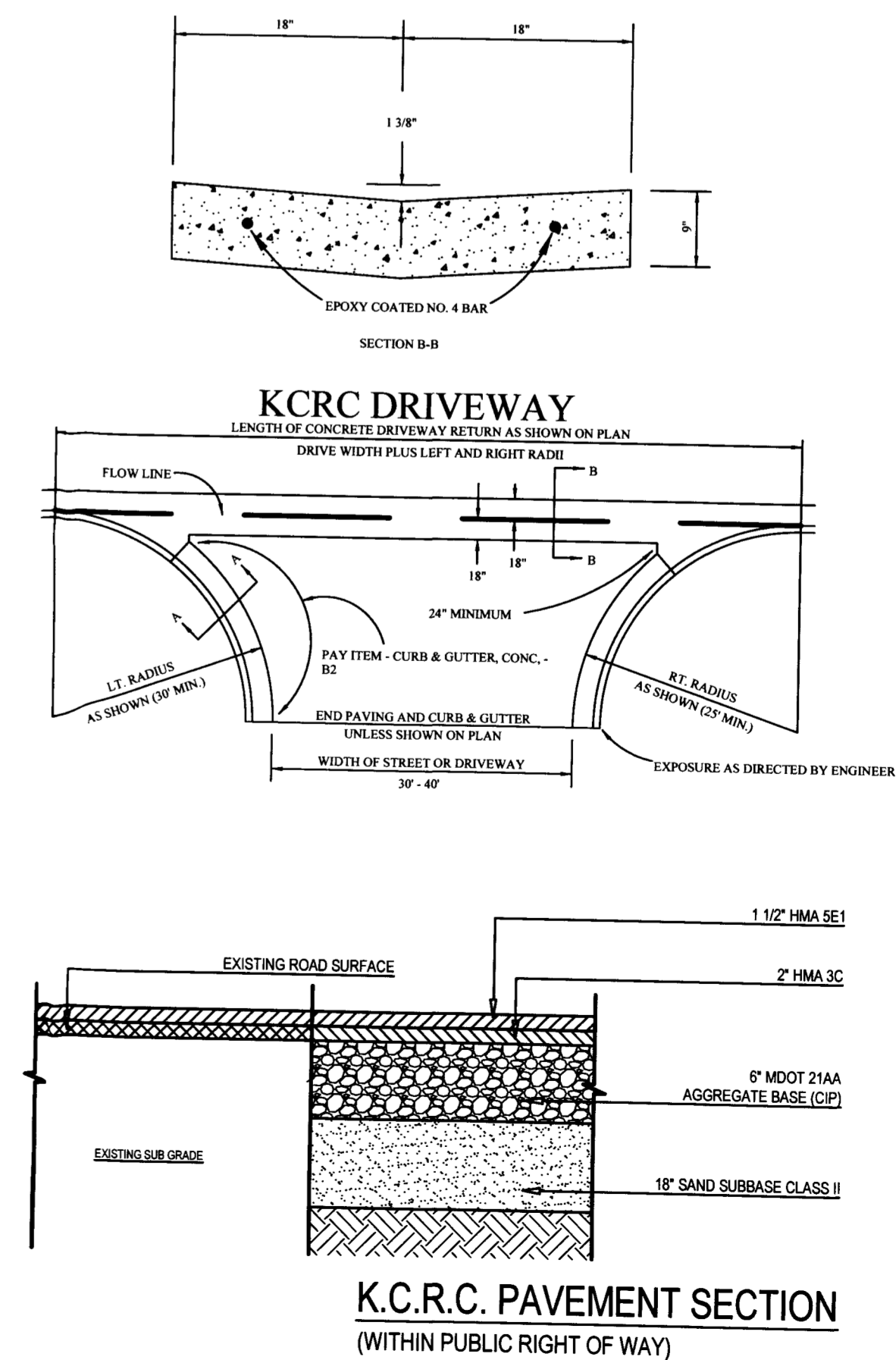
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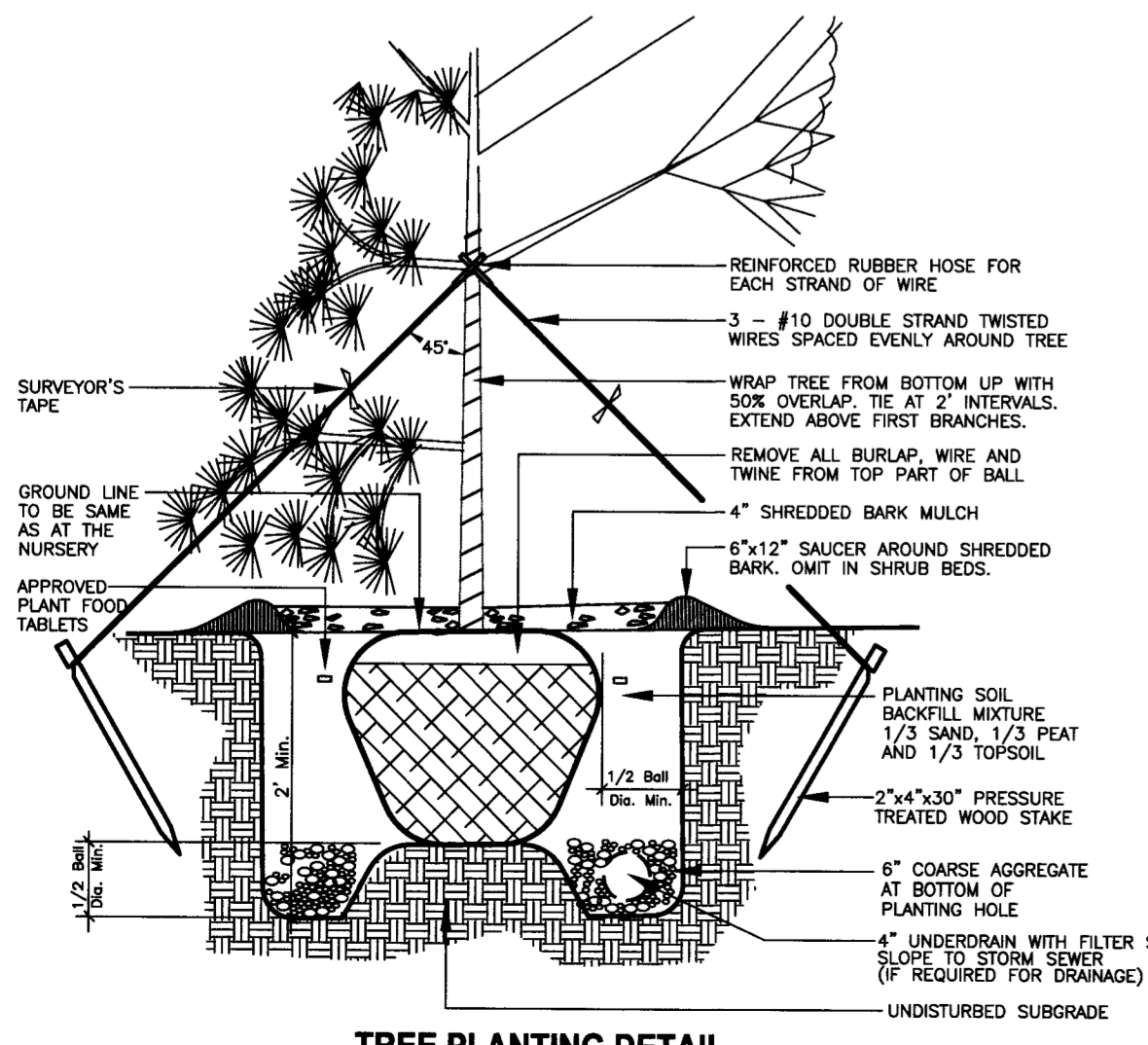
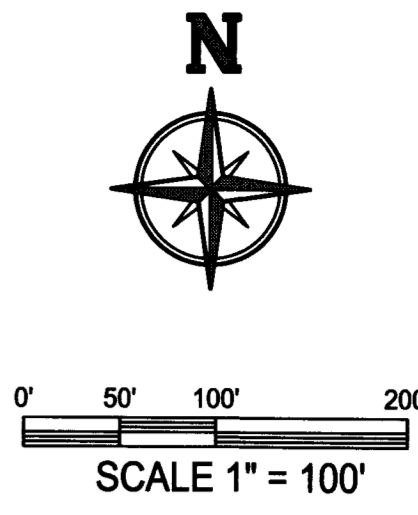
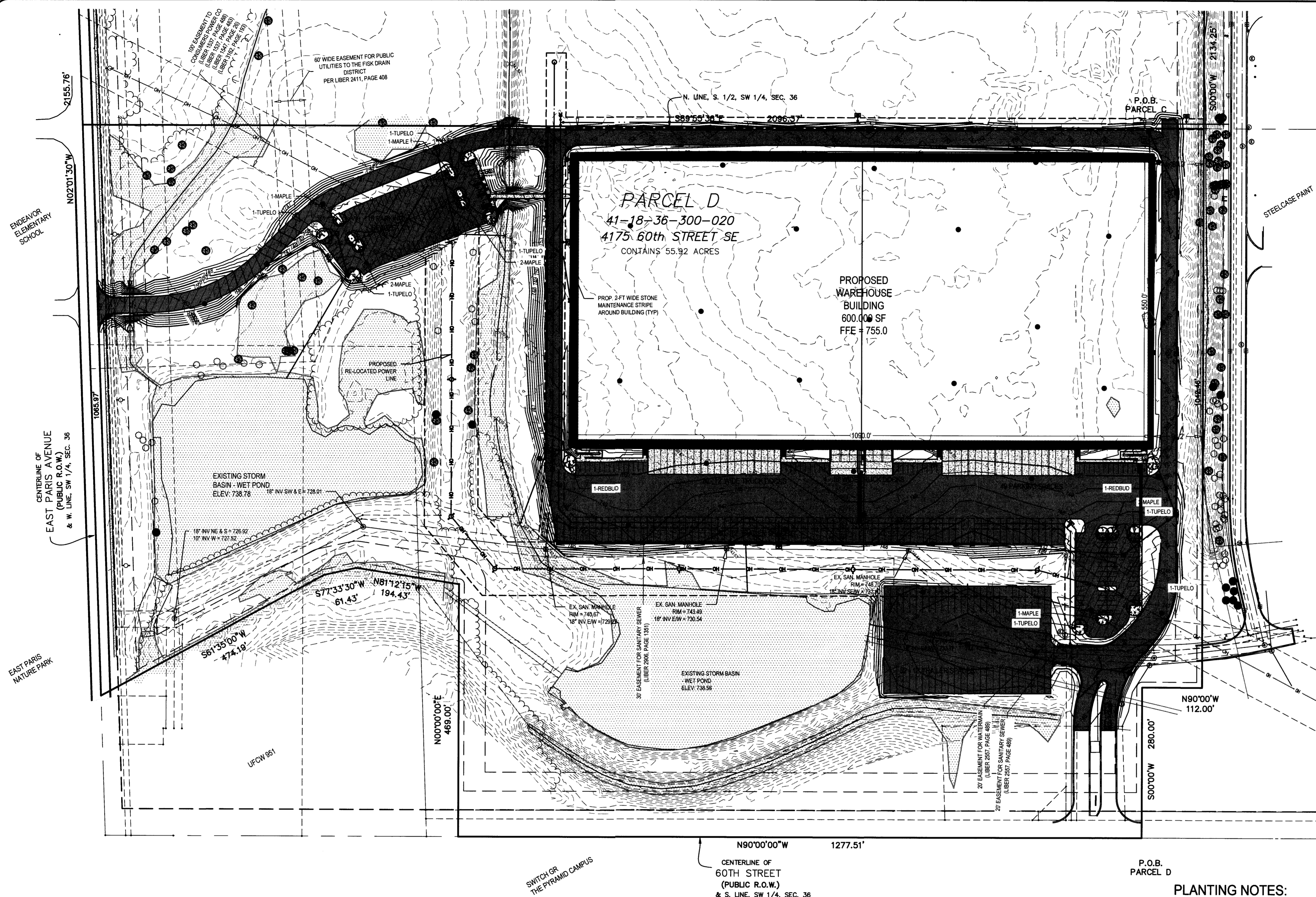
CONC. DRIVE APPROACH & GUTTER PAN



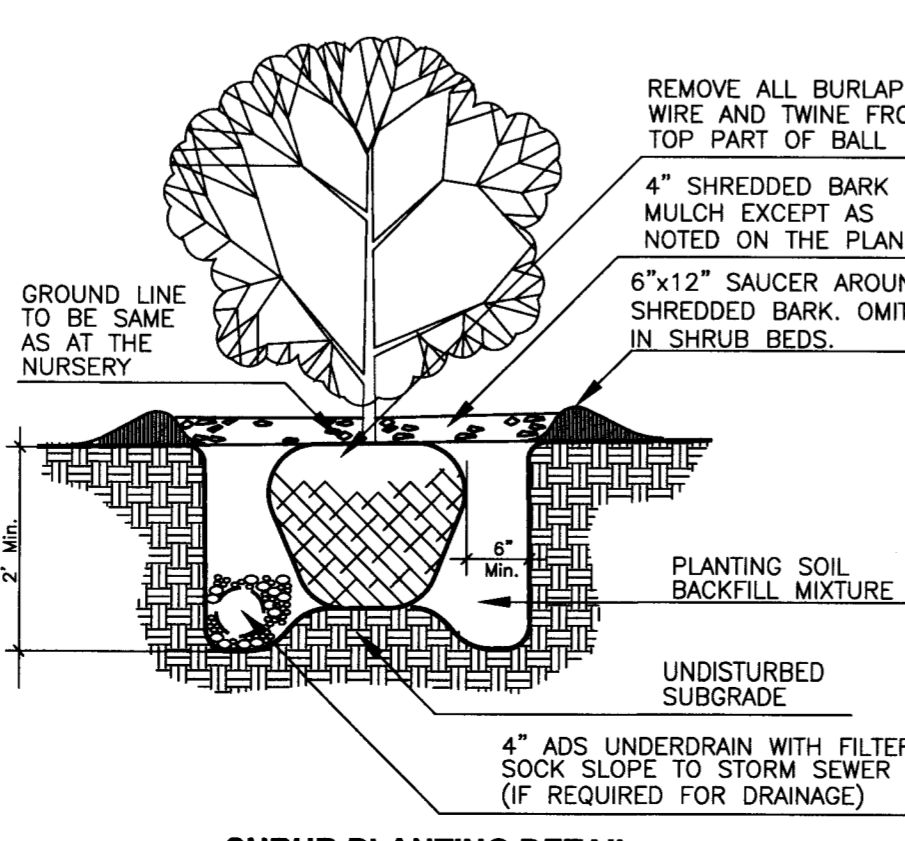
KEYNOTE: 1"=300'



<h1 style="margin: 0;">HOLLAND</h1> <h2 style="margin: 0;">ENGINEERING</h2>		<p style="margin: 0;">220 Hoover Boulevard Holland, Michigan 49423-3706 www.hollandengineering.com T 616-392-5938 F 616-392-2116</p>																			
<h3 style="margin: 0;">THIRD COAST DEVELOPMENT</h3> <p style="margin: 0;">ATTN: MR. BRAD ROSELY 545 MICHIGAN ST NE SUITE 201 GRAND RAPIDS, MI 49503</p>		<p style="margin: 0; font-size: small;">The Surveyor's / Engineer's liability for any and all claims arising out of this Surveying but not limited to those arising out of the Surveyor's / Engineer's professional services, misrepresentations or misconduct, warranties or misrepresentations shall be deemed limited to an amount not greater than the services fees.</p>																			
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p style="margin: 0;">60th STREET</p> <p style="margin: 0;">4175 60TH ST SE</p> <p style="margin: 0;">KENTWOOD, MI 49512</p> </div> <div style="width: 45%; text-align: right;"> <p style="margin: 0;">PT. OF THE SW 1/4 SEC. 36, T6N, R11W</p> <p style="margin: 0;">CITY OF KENTWOOD, KENT COUNTY, MICHIGAN</p> </div> </div>																					
<p style="margin: 0;">Issued for:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">No.</th> <th style="width: 85%;">Description</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">03/20/2023</td> <td>PRELIMINARY SITE PLAN TO OWNER</td> </tr> <tr> <td style="text-align: center;">01/10/2023</td> <td>REVISED LAYOUT</td> </tr> <tr> <td style="text-align: center;">10/23/2023</td> <td>REVISED LAYOUT</td> </tr> <tr> <td style="text-align: center;">1/09/2023</td> <td>ADDED NORTH LAYOUT</td> </tr> <tr> <td style="text-align: center;">02/21/2024</td> <td>REV LAYOUT</td> </tr> <tr> <td style="text-align: center;">06/17/2024</td> <td>REV LAYOUT</td> </tr> <tr> <td style="text-align: center;">06/22/2024</td> <td>PUD SITE PLAN APPROVAL</td> </tr> <tr> <td style="text-align: center;">G</td> <td>Plans are preliminary & incomplete until ISSUED FOR CONSTRUCTION</td> </tr> </tbody> </table>				No.	Description	03/20/2023	PRELIMINARY SITE PLAN TO OWNER	01/10/2023	REVISED LAYOUT	10/23/2023	REVISED LAYOUT	1/09/2023	ADDED NORTH LAYOUT	02/21/2024	REV LAYOUT	06/17/2024	REV LAYOUT	06/22/2024	PUD SITE PLAN APPROVAL	G	Plans are preliminary & incomplete until ISSUED FOR CONSTRUCTION
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<p style="margin: 0;">Vertical Datum</p>		<p style="margin: 0;">Horz. Datum</p>																			
<p style="margin: 0;">Drawn by PETER BULTEN, P.E.</p>																					
<p style="margin: 0;">Checked by Survey</p>		<p style="margin: 0;">Date</p>																			
<p style="margin: 0;">Civil</p>		<p style="margin: 0;">Date</p>																			
<p style="margin: 0;">Struc.</p>		<p style="margin: 0;">Date</p>																			
<p style="margin: 0;">L.A.</p>		<p style="margin: 0;">Date</p>																			
<p style="margin: 0;">IEI Project Number 22-11-027</p>																					
<p style="margin: 0;">Sheet Title KCRC DRIVEWAY DETAIL</p>																					
<p style="margin: 0;">Sheet No. C-503</p>																					



TREE PLANTING DETAIL



SHRUB PLANTING DETAIL

PLANT LIST

QTY.	KEY	SIZE	COMMON NAME	BOTANICAL NAME	MATURE SIZE/COMMENTS
N 9	MAPLE	2-1/2"BB	CELEBRATION MAPLE	ACER X FREEMANII 'CEJZAM'	45Hx25S; SEEDLESS; COMPACT; RED & GOLD FALL COLOR
N 2	REDBUD	2-1/2"BB	REDBUD	CERCIS CANADENSIS	30Hx25S; HEART-SHAPED LEAVES; GOLDEN-YELLOW FALL COLOR
N 7	TUPELO	2-1/2"BB	TUPELO / BLACK GUM	NYSSA SYLVATICA	50Hx35S; PYRAMIDAL; ORANGE, RED & GOLD FALL COLOR

LAWN- SPARTAN GRADE A MIX

SPARTAN GRADE A MIXTURE by Earth Carpet
10% Cannon Kentucky Bluegrass
10% Gold Rush Kentucky Bluegrass
20% Ronde Kentucky Bluegrass
15% SR5100 Chewings Fescue
25% SR5210 Creeping Red Fescue
10% SR4500 Perennial Ryegrass
10% Manhattan 4 Perennial Ryegrass
SEEDING RATE: 5 LBS. PER 1,000 SQUARE FEET.
HYDROSEED ALL AREAS WITH A SLURRY OF SEED,
PULVERIZED MULCH, FERTILIZER AND WATER.
PLACE IN ALL DISTURBED AREAS NOT LABELED AS
DETENTION BASIN SEED MIX.

PLANTING NOTES:

- LANDSCAPE REQUIREMENTS:
 - GREENBELT ALONG FRONTAGE: 10' WIDE WITH 1 CANOPY TREE + 7 SHRUBS PER 40'. 3' PLANTING BERM REQUIRED ALONG MAJOR ARTERIAL STREET. PC MAY APPROVE SUBSTITUTION OF EVERGREEN TREES FOR UP TO 50%.
 - REQUIRED ON 60th: 1,277' / 40' = 31.9 = 32 TREES + 224 SHRUBS
 - 1.1.1.1. PROVIDED ON 60th: EXISTING VEGETATION TO REMAIN (210' BETWEEN ROW AND PROPOSED TRAILER PARKING).
 - 1.1.2. REQUIRED ON EAST PARIS: 1066' / 40' = 26.6 = 27 TREES + 189 SHRUBS
 - 1.1.2.1. PROVIDED ON EAST PARIS: EXISTING VEGETATION TO REMAIN (407' BETWEEN ROW AND PROPOSED PARKING)
 - REQUIRED WEST PARKING LOT: 116 SPACES / 12' = 9.6 = 10 TREES IN 1,000 SF LANDSCAPED AREA
 - 1.1.1. PROPOSED WEST PARKING LOT: 10 TREES IN 2,400 SF LANDSCAPED AREA
 - 3.2. REQUIRED SOUTH PARKING LOT: 64 SPACES / 12' = 5.33 = 6 TREES IN 600 SF LANDSCAPED AREAS
 - 3.2.1. PROPOSED SOUTH PARKING LOT: 6 TREES IN 1,450 SF LANDSCAPE AREA
 - 3.2.2. STORM BASIN: NATURAL APPEARANCE WITH 1 CANOPY OR EVERGREEN TREE + 9 SHRUBS PER 50' PERIMETER OF POND, PLANTED IN RANDOM PATTERN
 - NOT LIMITED TO TOP OF BANK
 - 4.1. PROPOSED: NONE - EXISTING STORM BASINS
 5. DUMPSTER: ENCLOSURE REQUIRED, LOCATED IN THE REAR YARD OR NON-REQUIRED SIDE YARD. SEE SEC. F. ON PAGE 19-5.
 - 5.1. NO EXTERIOR DUMPSTER PROPOSED
 6. ALL TREES AND SHRUBS SHALL BE PLANTED A MINIMUM OF 4' AWAY FROM PAVEMENT. PLANTS SHALL BE PLANTED OUTSIDE FRONT UTILITY EASEMENT AND AS CLOSE TO EDGE OF DRAINAGE EASEMENTS AS POSSIBLE.
 7. ALL LAWN AND PLANTING AREAS SHALL BE IRRIGATED WITH UNDERGROUND IRRIGATION IN SUCH WAY TO MAINTAIN VEGETATION IN A HEALTHY AND GROWING MANNER.
 8. ALL LANDSCAPE AREAS SHALL BE MAINTAINED BY OWNER. TREES AND OTHER VEGETATION THAT DIE SHALL BE PROMPTLY REPLACED WITH IN KIND VEGETATION.
 9. CONTRACTOR SHALL PROVIDE SPECIFIED TREES, SHRUBS, GROUND COVERS AND OTHER PLANT MATERIAL THAT COMPLY WITH ALL RECOMMENDATIONS AND REQUIREMENTS OF ANSI Z60.1 "AMERICAN STANDARD FOR NURSERY STOCK." PLANT MATERIAL SHALL BE HEALTHY, VIGOROUS STOCK GROWN WITH GOOD HORTICULTURAL PRACTICE AND INSTALLED IN ACCORDANCE WITH METHODS ESTABLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
 10. SEED SHALL BE PLACED OVER 6" TOPSOIL IN ALL PROPOSED LAWN AREAS AND ALL AREAS DISTURBED BY CONSTRUCTION EXCEPT AS NOTED ON THE PLANS. SOD SHALL BE PLACED IN ALL AREAS AS SHOWN ON THE PLANS OVER 4" TOPSOIL.
 11. PLANTING SOIL, CONSISTING OF 1/3 TOPSOIL, 1/3 PEAT MOSS AND 1/3 SAND SHALL BE PLACED IN ALL GROUND COVER AND FLOWER BEDS. DEPTH SHALL BE NOT LESS THAN 8".
 6. FOLLOWING CONSTRUCTION, RESTORE ALL DISTURBED AREAS WITH EARTH CARPET SPARTAN GRADE "A" SEED MIX, UNLESS OTHERWISE NOTED.
 7. PLANT MATERIAL SUBSTITUTIONS SHALL BE APPROVED BY OWNER & LANDSCAPE ARCHITECT.

HOLLAND
ENGINEERING

220 Hoover Boulevard
Holland, Michigan 49423-3766
Tel: 616-392-5938 Fax: 616-392-2116

THIRD COAST
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PT. OF THE SW 1/4 SEC. 36, T6N, R11W
CITY OF KENTWOOD, KENT COUNTY, MICHIGAN

Issued for:

Date	Description	No.
02/23/2023	PRELIMINARY SITE PLAN TO OWNER	A
02/23/2023	REVISED LAYOUT	B
02/23/2023	REVISED LAYOUT	C
02/23/2023	ADDED DRAINAGE LAYOUT	D
02/23/2023	SITE PLAN	E
03/01/2024	REV. LAYOUT	F
03/02/2024	PLD. 7 SITE PLAN APPROVAL	G

Project Manager
RYAN T. YSSELDYKE, PE

Drawn by
BRUCE ZEINSTRAL, LLA

Checked by
Survey

Civil

Struc.

L.A.

HEI Project Number
22-11-027

Sheet Title
LANDSCAPE
PLANTING
PLAN

Sheet No.
L-100

PRELIMINARY NOT FOR CONSTRUCTION

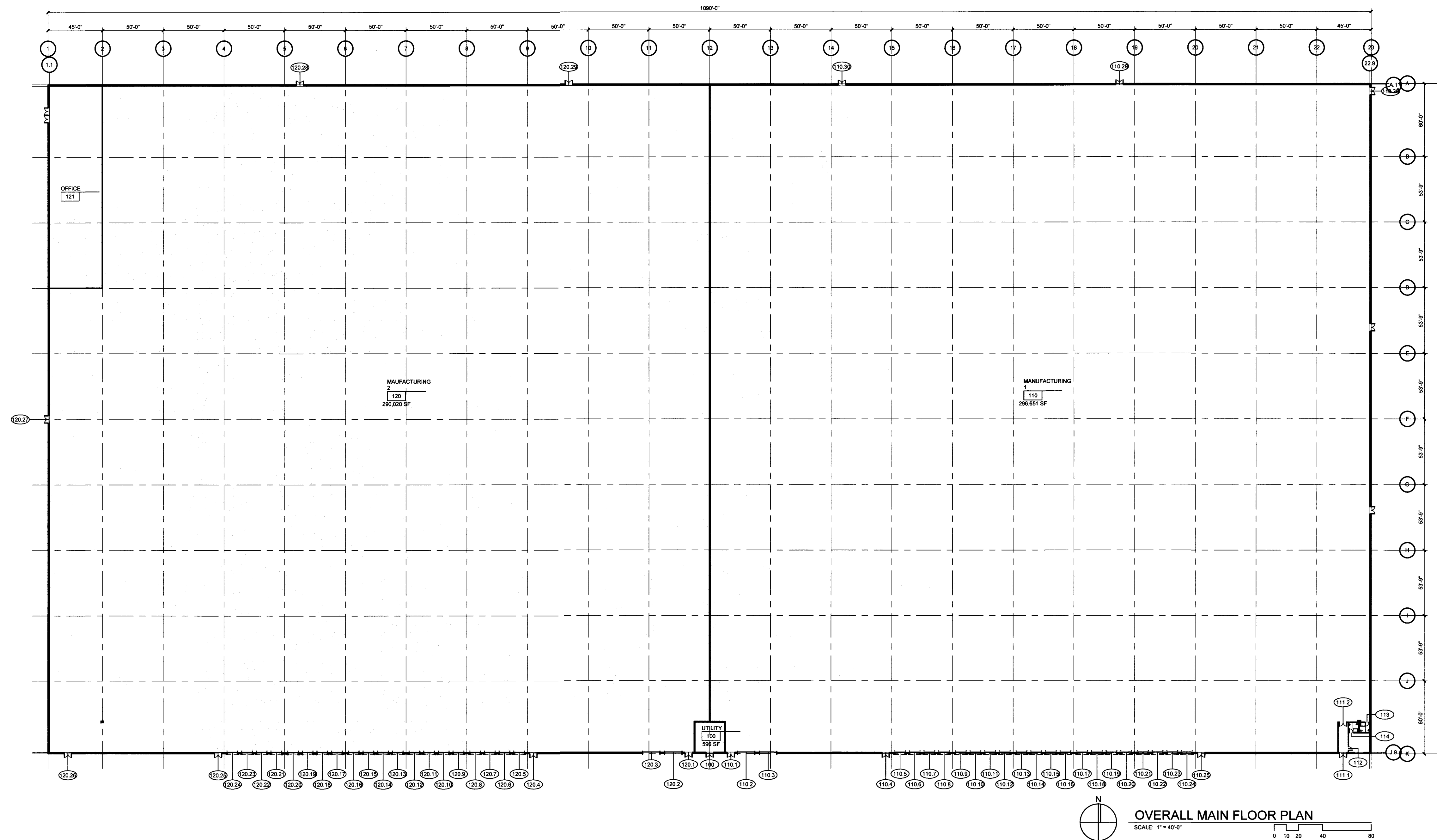
60th Street Warehouse

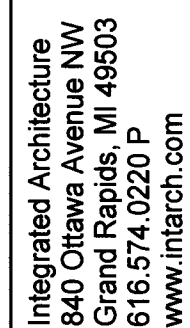
11150 Grandville Ave.
Grand Rapids, MI 49512

Site Plan Approvals	23 May 2024
Design	DH
PM/PA	DD / KS
Drawn	KW
IA Project Number	20230607

OVERALL MAIN
FLOOR PLAN

A0-1





PRELIMINARY NOT FOR CONSTRUCTION

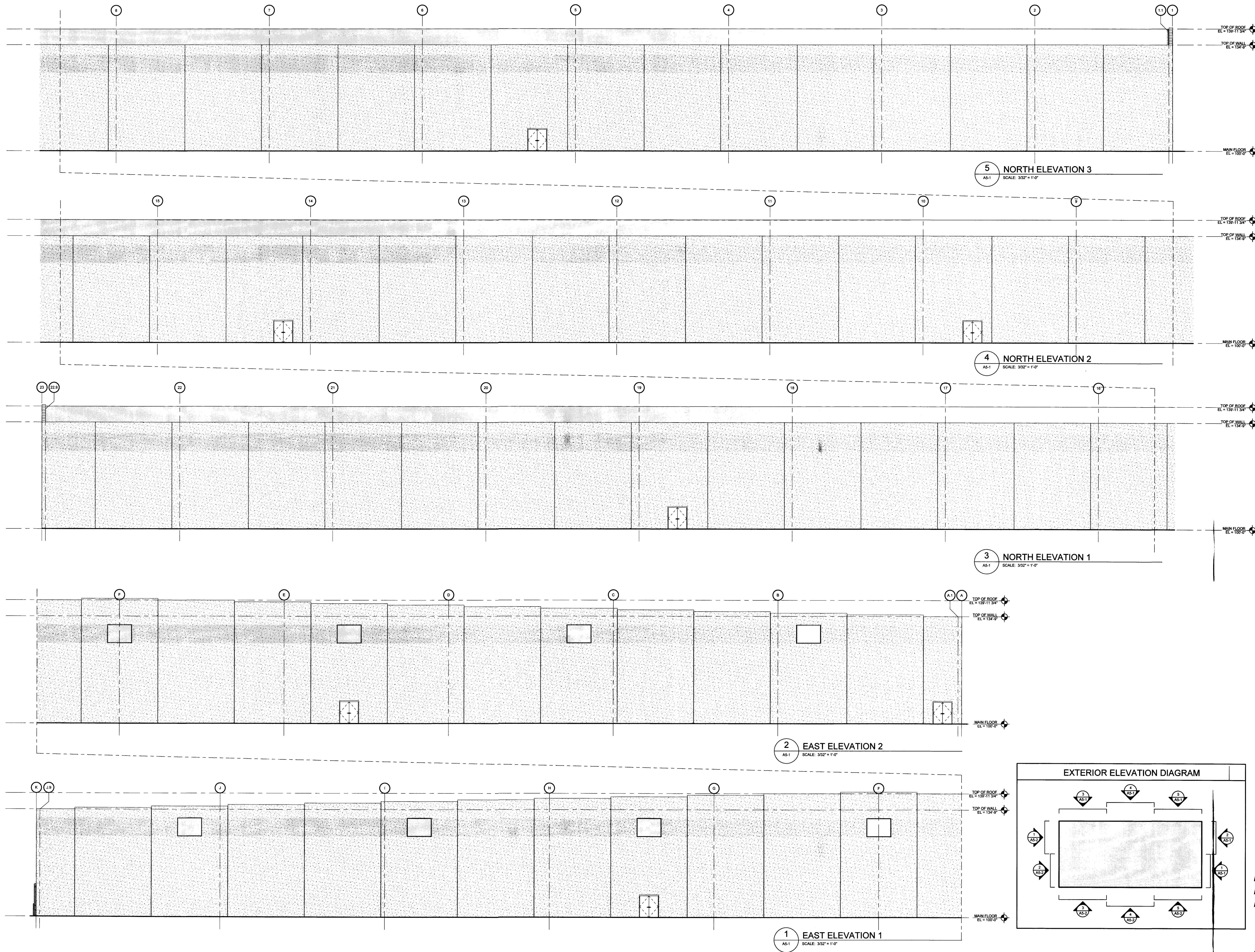
60th Street Warehouse

4175 60th St SE
Grand Rapids MI 49512

Site Plan Approvals	23 May 2024
Design	DH
PM/PA	DD / KS
Drawn	KW
IA Project Number	20230607

**EXTERIOR
ELEVATIONS
ENLARGED**

A5-1



PRELIMINARY NOT FOR CONSTRUCTION

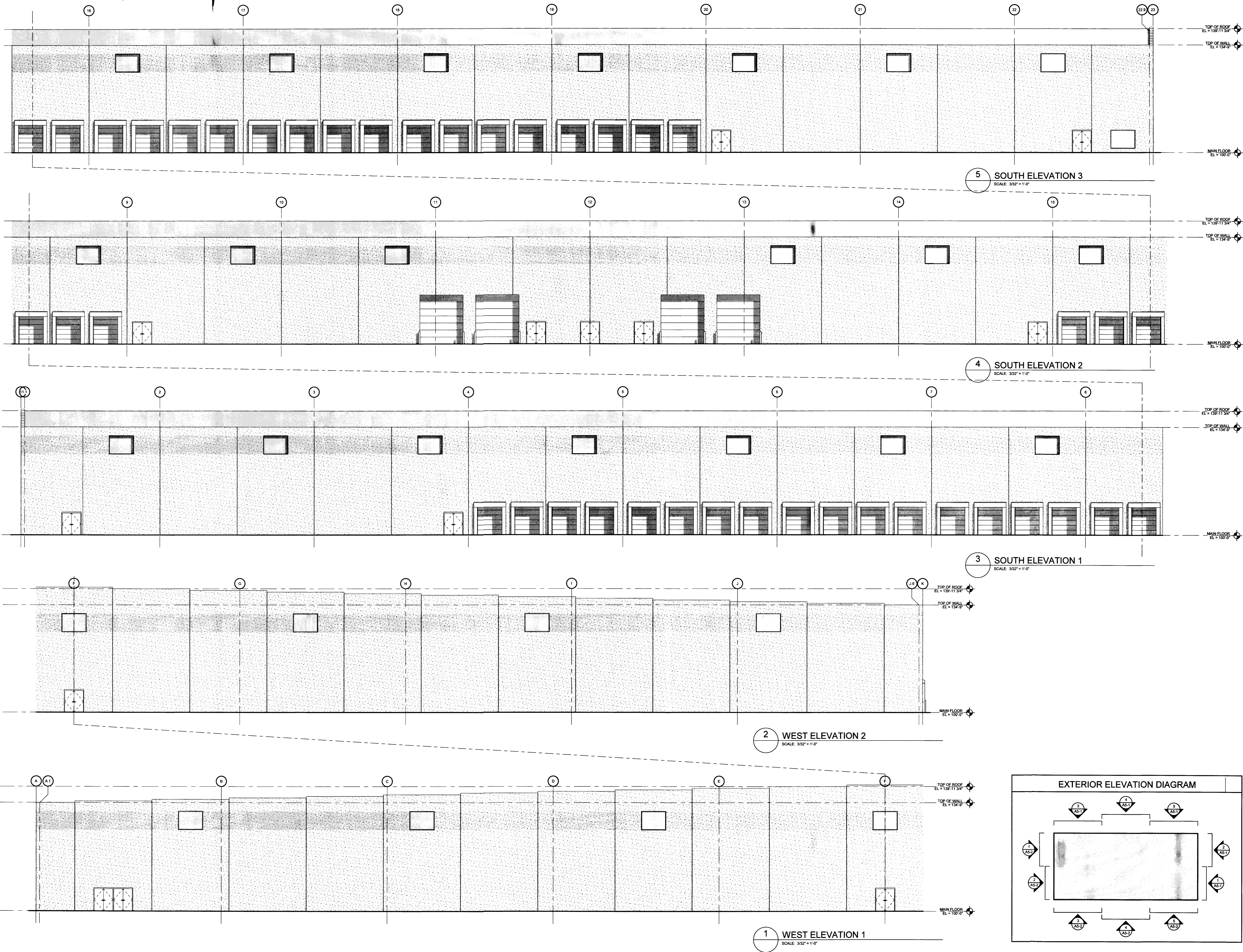
60th Street Warehouse

175 60th St SE
Grand Rapids, MI 49512

Site Plan Approval	23 May 2024
Design	DH
PMPA	DD / KS
Drawn	KW
IA Project Number	20230607

EXTERIOR
ELEVATIONS
ENLARGED

A5-2



STAFF REPORT: June 3, 204
PREPARED FOR: Kentwood Planning Commission
PREPARED BY: Joe Pung
CASE NO.: 16-24 Bethel Hispanic 7th Day Adventist Church

GENERAL INFORMATION

APPLICANT: Landy Sosa Rep: Exxel Engineering
3527 Poinsettia Avenue, SE 5252 Clyde Park, SW
Kentwood, MI 49508 Grand Rapids, MI 49509

STATUS OF
APPLICANT: Property Owner Representative

REQUESTED ACTION: Special land use and site plan review for a Place of Worship.

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

GENERAL LOCATION: 4424 & 4448 Potter Avenue and 4435 Eastern Avenue

PARCEL SIZE: 2.58 acres (3 parcels)

EXISTING LAND USE
ON THE PARCEL: Vacant Land

ADJACENT AREA
LAND USES: N: Apartments
S: Cell Tower and Water Tank
E: Multi-tenant Commercial Buildings
W: Potter Street ROW

ZONING ON ADJOINING
PARCELS: N: R4 High Density Residential
S: OS Open Space
E: C2 Community Commercial
W: C2 Community Commercial

Compatibility with Master Plan

The Master Plan recommendation for this site is for medium density residential development. The proposed use is a special land use in this zoning district and is considered compatible with residential development and therefore consistent with the Master Plan recommendation.

Relevant Zoning Ordinance Sections

Section 13.04.A requires Planning Commission review and approval of the special land use: Place of Religious Worship. Section 15.02 outlines the special land use general approval standards. Section 15.04.N outlines the site design standards for a Place of Religious Worship.

Zoning History

The site has been zoned for residential development since at least 1980.

SITE INFORMATION

Site Characteristics

The site is vacant. The majority of the site is wooded. The site slopes from east to west.

Traffic & Circulation

The site is proposed to have a single driveway onto Potter Avenue.

Parking

A minimum of seventy (70) parking spaces are required based on a 175 seat main place of assembly. The site plan depicts seventy (70) parking spaces.

Engineering

Development of the site will have to meet all applicable standards and requirements of the Kentwood Engineering Department.

Fire

Development of the site will have to meet all applicable standards and requirements of the Kentwood Fire Department.

Staff Comments

- 1) The proposal is for an 8,703 square foot building for use as a Place of Worship.
- 2) Section 5.03.B of the zoning ordinance restricts the building height to 2 stories or 25 feet. For buildings with a gable roof, building height is measure to the mean distance between the eaves and ridge of the roof. The building may exceed the maximum allowable height, additional detail on building height is required to verify compliance.
- 3) The project site is composed of three (3) parcels which will need to be combined as part of the proposed development.
- 4) Prior to approving a special land use, the following standards from Section 15.02 of the Kentwood Zoning Ordinance need to be satisfied:

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

The surrounding area is a mix of residential, commercial, municipal uses. The proposed use should be appropriate with the character of the area and should not change the essential character of the area.

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

The site is adequately served by public facilities.

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

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

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

The proposed use is a special land use in the R1-C Single Family Residential district and considered compatible with residential development and therefore should not be detrimental to adjacent uses.

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

The area is master planned and zoned for residential development. The proposed use is consistent with both the Master Plan and the Zoning Ordinance.

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

- G. Comply with all applicable licensing ordinances.

- 5) Section 15.04.N outlines the site design criteria for Places of Worship. The design criteria are as follows:

- a. Minimum lot width shall be one-hundred and fifty (150) feet.

The lot width will be one hundred and eighty-eight (188) feet.

- b. The lot location shall have at least one (1) property line that abuts a collector or arterial street.

Potter Avenue is classified as a collector street.

Exhibit 1: Project Location

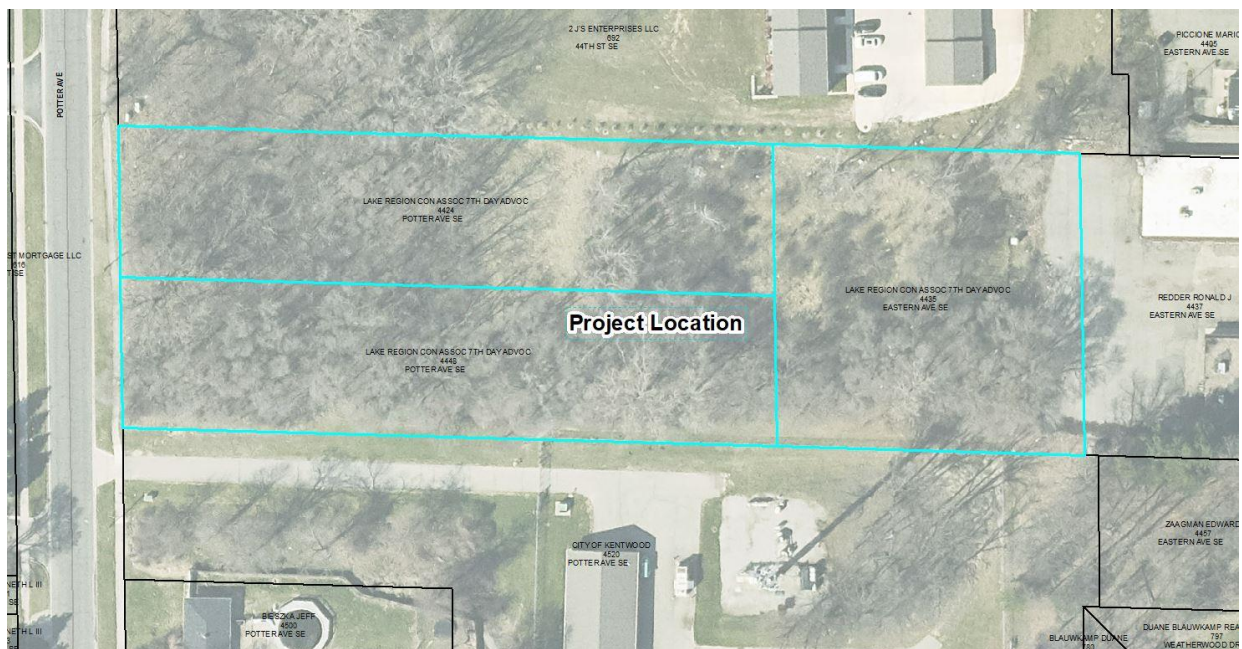
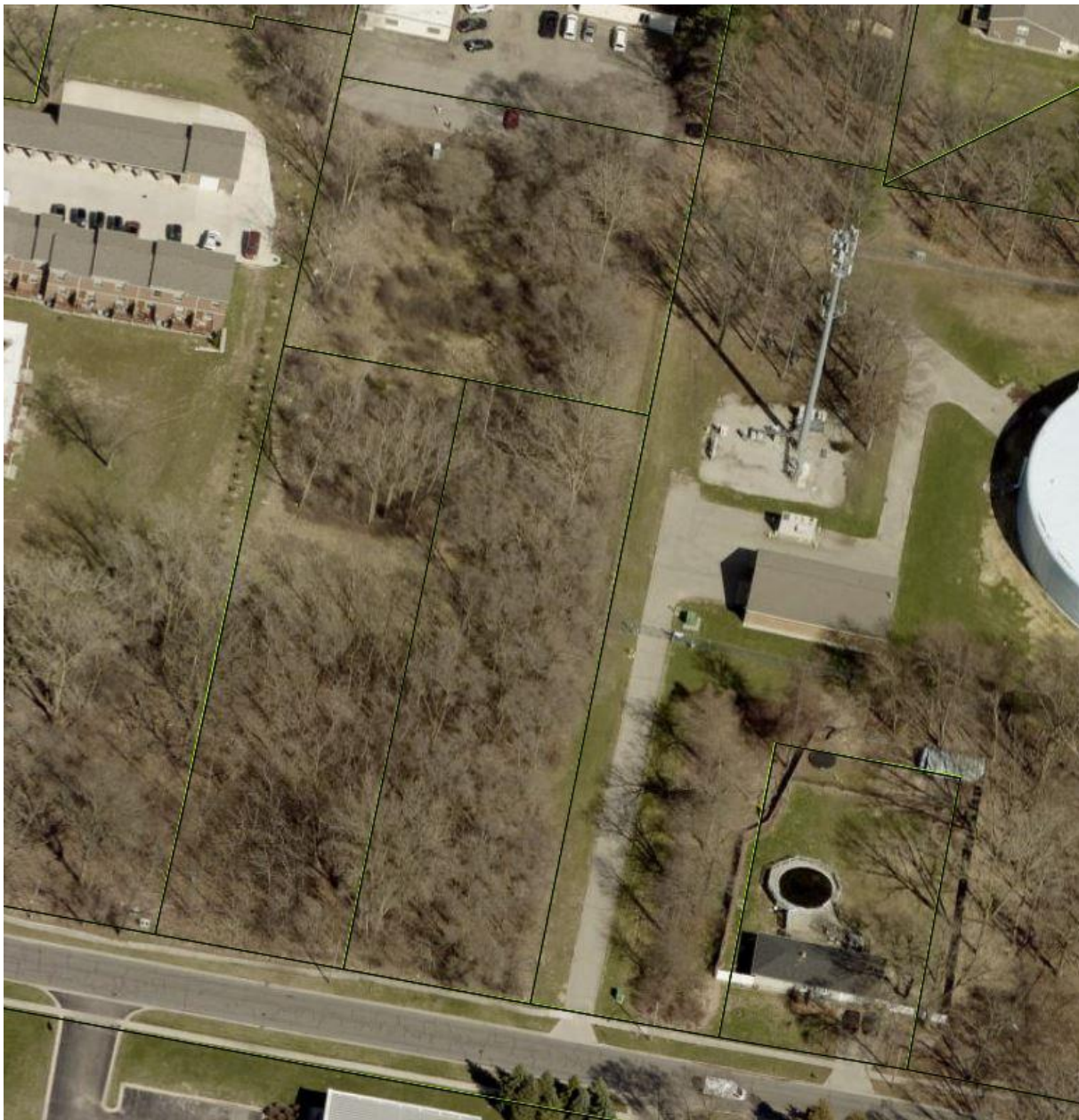


Exhibit 2: April 2023 Pictometry Photo



GENERAL NOTES:

EXISTING PARCEL NUMBER 41-18-30-227-009, 41-18-30-227-010, 41-18-30-227-034, AND ADDRESS 4430 POTTER AVE. SE, KENTWOOD, MI 49548.

1. PROPOSED BUILDING USE: NEW BUILDING TO BE USED AS PLACE OF WORSHIP

2. EXISTING ZONING DISTRICT IS R1-C

SPECIAL LAND USE (SEC. 15.02, 15.03.N)

SETBACKS:

FRONT = 35'

SIDE = 20' FOR NONRESIDENTIAL PRINCIPLE USE BUILDINGS

REAR = 50' FOR NONRESIDENTIAL MAIN BUILDING

MINIMUM LOT AREA = 10,000 SF SERVED BY PUBLIC WATER/SANITARY

MINIMUM LOT WIDTH = 150' (SLU)

MAXIMUM LOT COVERAGE = 25%

PROPOSED LOT COVERAGE = 8%

MAXIMUM BUILDING HEIGHT = 2 STORIES OR 25'

PROPOSED BUILDING HEIGHT = 2 STORIES

3. PERVIOUS/IMPERVIOUS CALCULATIONS:

EXISTING SITE:

PERVIOUS AREA: 2.47 AC

IMPERVIOUS AREA: 0.11 AC

PROPOSED SITE:

PERVIOUS AREA: 1.40 AC

IMPERVIOUS AREA: 1.07 AC

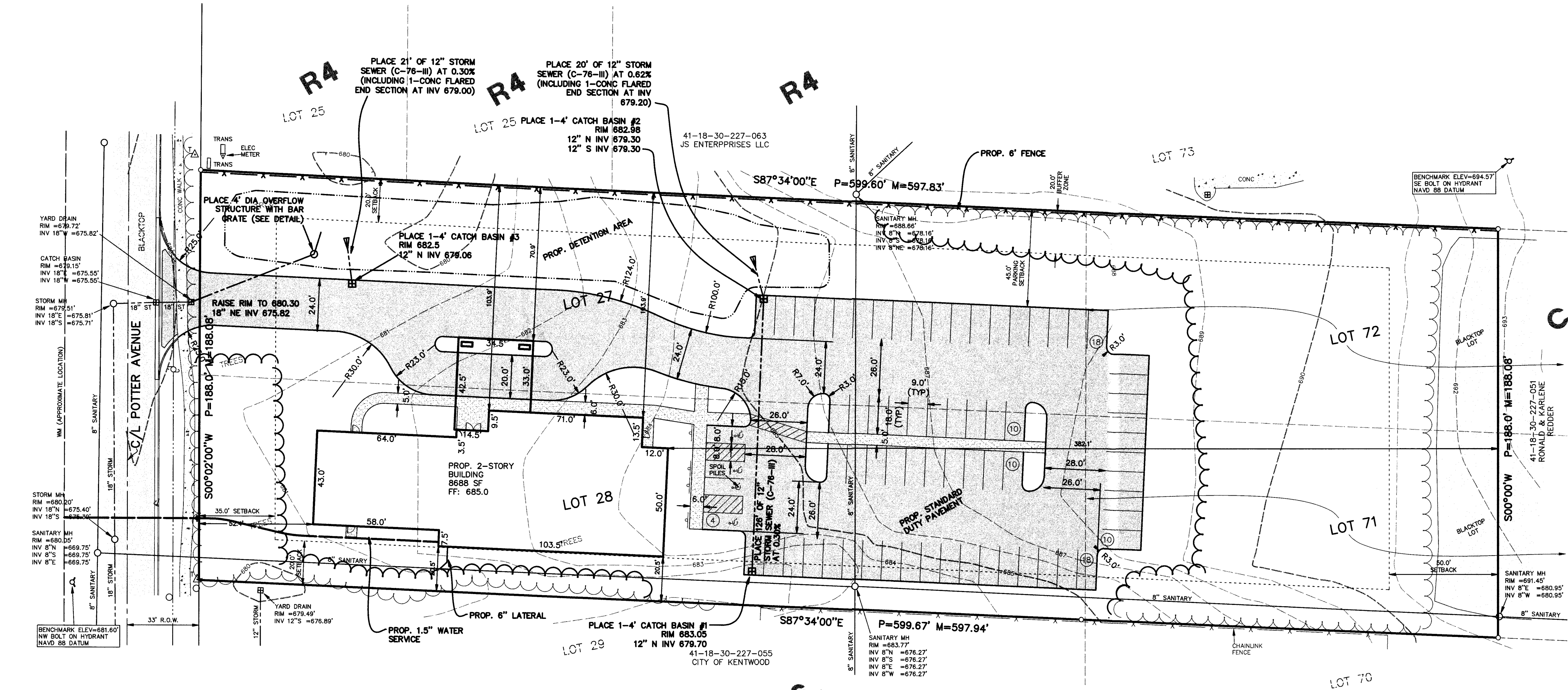
4. PARKING REQUIREMENT:

CHURCHES: = 2 SPACES PER 5 SEATS (BASED ON MAX SEATING CAPACITY OF MAIN ASSEMBLY UP TO 2,500 PERSONS)

TOTAL REQUIRED PARKING SPACES = 175 SEATS / 5 SEATS * 2 SPACES = 70 SPACES

TOTAL PROVIDED PARKING SPACES = 70 SPACES. (4 BF)

5. NO WETLANDS EXIST ON SITE



Property Description:

Land situated in the City of Kentwood, Kent County, Michigan:
Lots 27 and 28, and Lots 71 and 72 EXCEPT the East 217 feet, Pine Hill, City of Kentwood, Kent County, Michigan.

(for informational purposes only)

Tax Parcel ID: 41-18-30-227-009

41-18-30-227-010

41-18-30-227-034

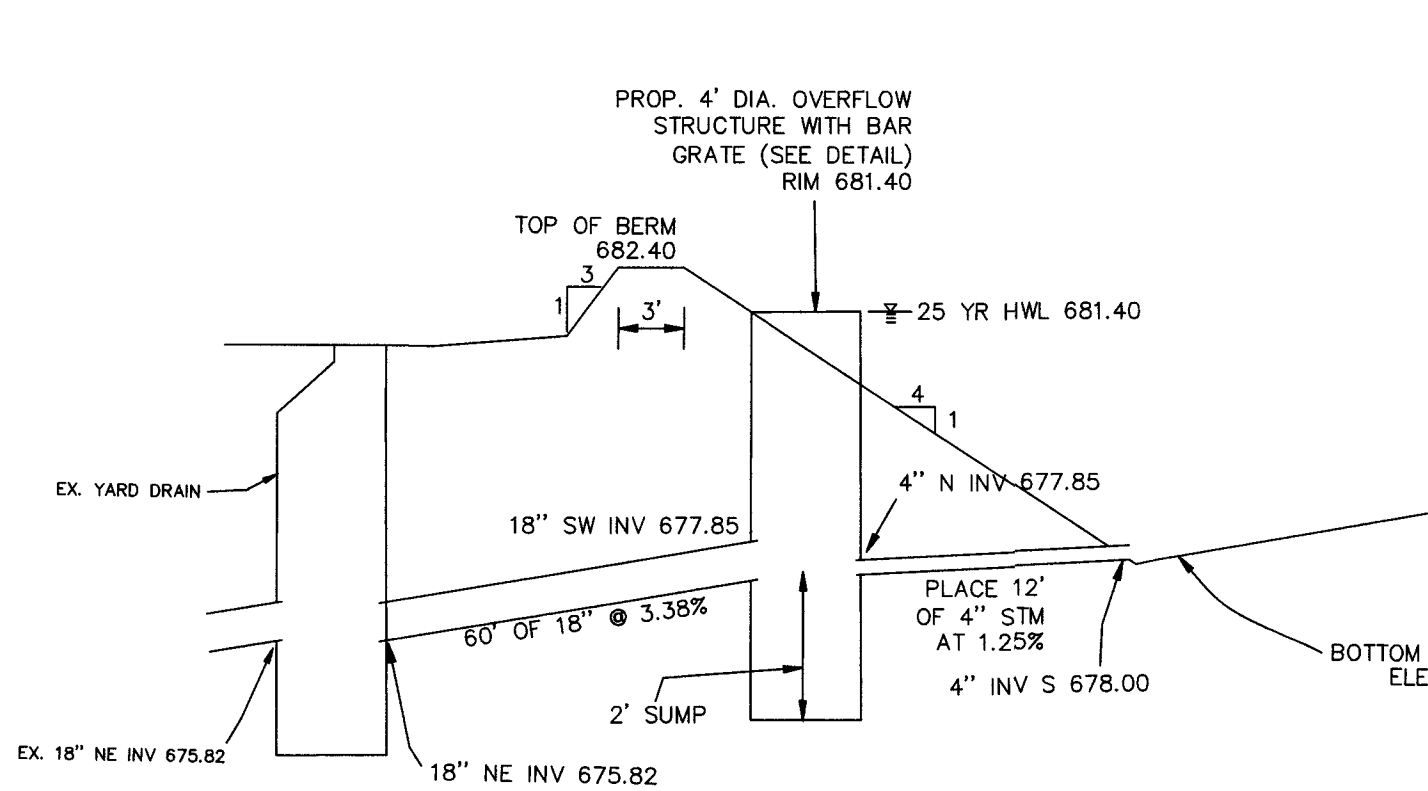
Commonly known as: 4430 Potter Ave. SE, Kentwood, MI 49548

Notes:

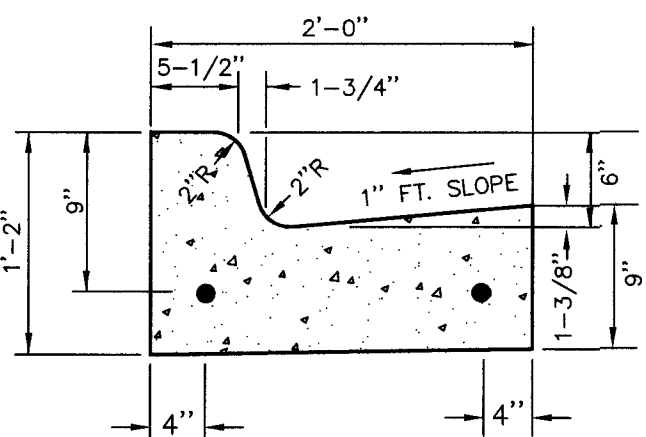
- Elevations shown hereon are based on the North American Vertical Datum of 1988 (NAVD 88) per GPS observation using MDOT CORS.
- Dimensions shown hereon are based on the recorded plat of Pine Hill.
- This property contains 2.58 Acres.
- This survey was made from the property description shown above. No title work was furnished for this survey. A commitment for title insurance should be obtained in order to determine easements, restrictions and other covenants which may affect this property.
- This property has direct access to Potter Avenue, which is a public right of way.

KENTWOOD GENERAL NOTES

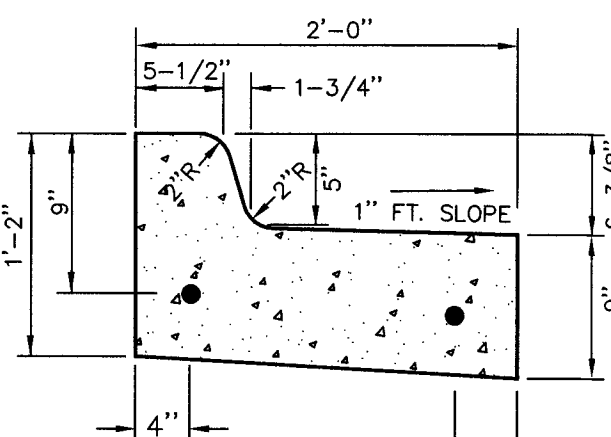
- All workmanship and materials shall be according to the current Michigan Department of Transportation (M.D.O.T) Standard Specifications for Construction.
 - Driveway approach to be 6" thick concrete.
 - Concrete curb and gutter to be F-4 Modified or as approved by the Kentwood Engineer.
 - Where poor soil conditions exist, the depth of the gravel and sand subbase between the new curb and existing pavement, shall be determined by the Engineer.
 - No advertising sign or device shall be placed in, or overhanging into the existing highway right of way.
 - City of Kentwood Engineering/Inspections is to be notified 48 hours prior to the start of construction; excluding Saturdays, Sundays, and Holidays. This agency will inspect all work within the highway right of way.
 - Prior to the start of construction, it will be mandatory for the applicant or contractor to have in place the necessary safety traffic sign, cones, barricades and any other safety device to insure safety to the public.
 - All disturbed areas are to be leveled and restored with topsoil; and seeded to a mowable condition so as to prevent future erosion or maintenance problems. Slopes that are 1 on 2 or steeper shall be sodded.
 - The highway right of way shall not be used for private business purposes.
 - No parking of vehicles, equipment, or material storage permitted within the highway right of way.
 - The owner must provide for adequate drainage from parking areas, and clear same with the City of Kentwood. Issuance of a permit does not alleviate owner of this responsibility.
 - Culverts, storm sewers, or other drainage structures shall be inspected by the City of Kentwood Inspector before backfill is placed.
 - Water from this property shall not drain onto City, County or State Highway right of way.
 - Resurface existing public roadway as necessary to fit drive approach, correct crown, correct drainage, or repair damage by construction. Sawcut remove all curb, concrete, and bituminous as required by the City of Kentwood.
 - Property owner is responsible for obtaining a Soil Erosion & Sedimentation Control Permit for any earth change greater than one acre, adjacent to a public road, or within 500 feet of the "Waters of the State".
 - A utility permit must be obtained for placement of hookup of utilities (i.e. water, gas, oil, sewer, telephone, electric, cable TV) in the highway right of way.
 - Contact "MISS DIG" toll free at 1-800-482-7171 three (3) days prior to the start of construction, excluding Saturdays, Sundays, and Holidays.
 - Additional work (bituminous paving, grading, etc.) may be required by the City of Kentwood Inspector to correct poor workmanship and/or alleviate drainage problems.
 - All work in the highway right of way approved by a commercial drive/private street approach permit must be completed within one (1) year of permit issuance date.
- (Revised Sept-03)



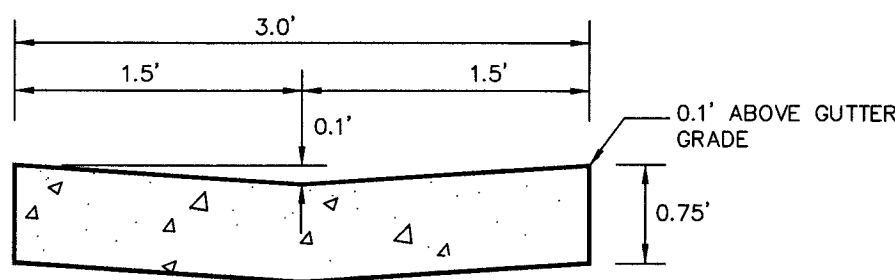
STORM WATER DETENTION POND OUTLET DETAIL



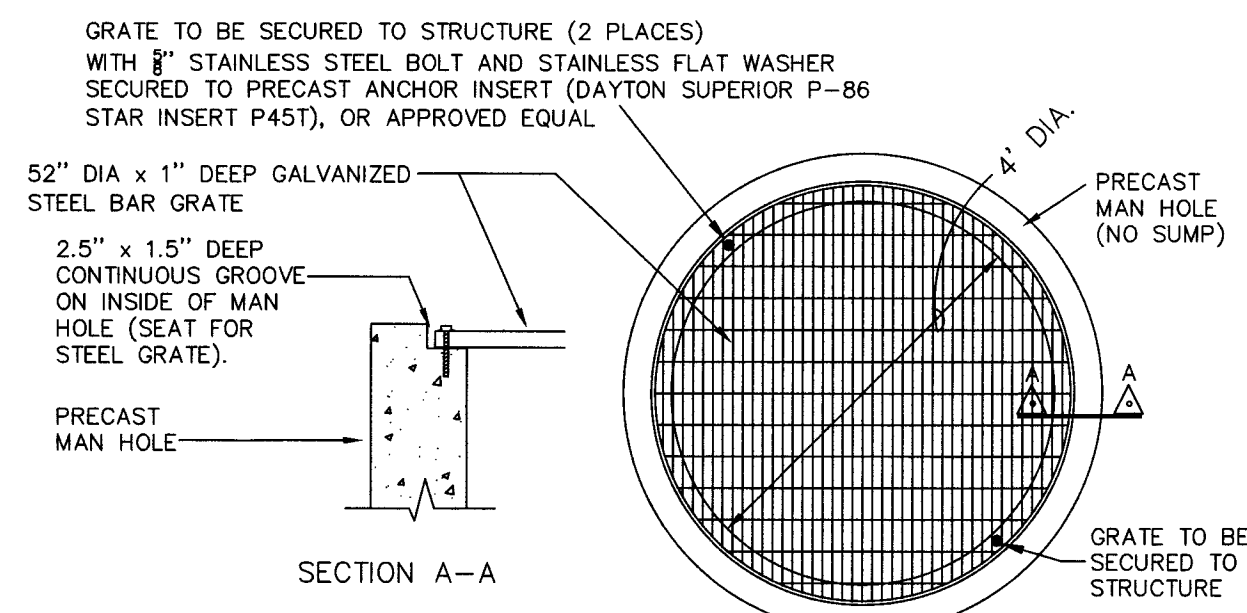
F-4 CONC CURB DETAIL (PITCHED IN)



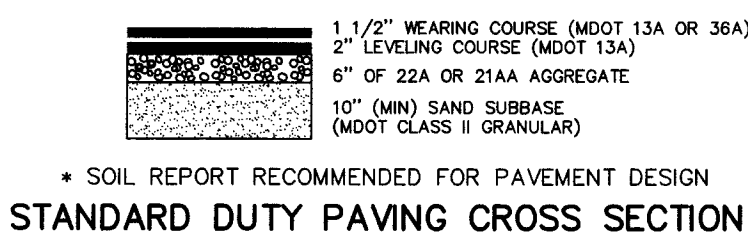
F-4 CONC CURB DETAIL (PITCHED OUT)



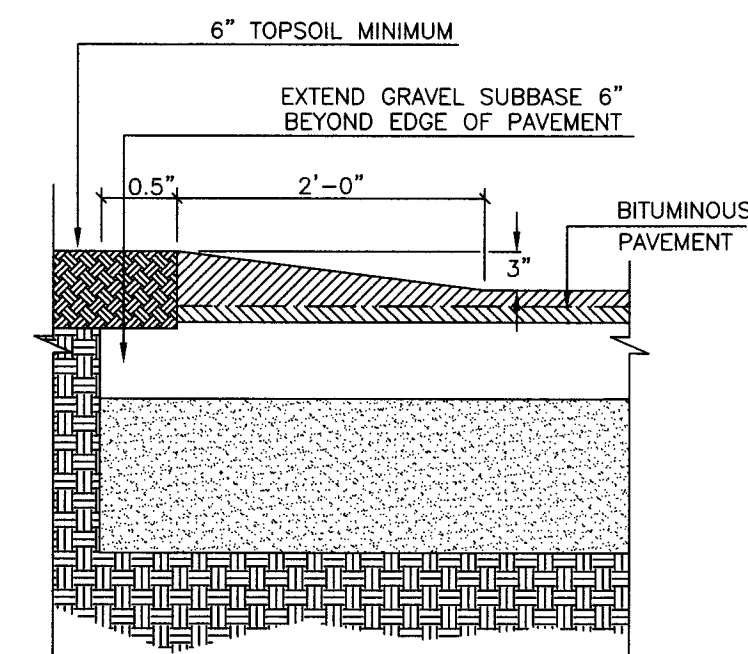
36" CONC GUTTER PAN AT APPROACH



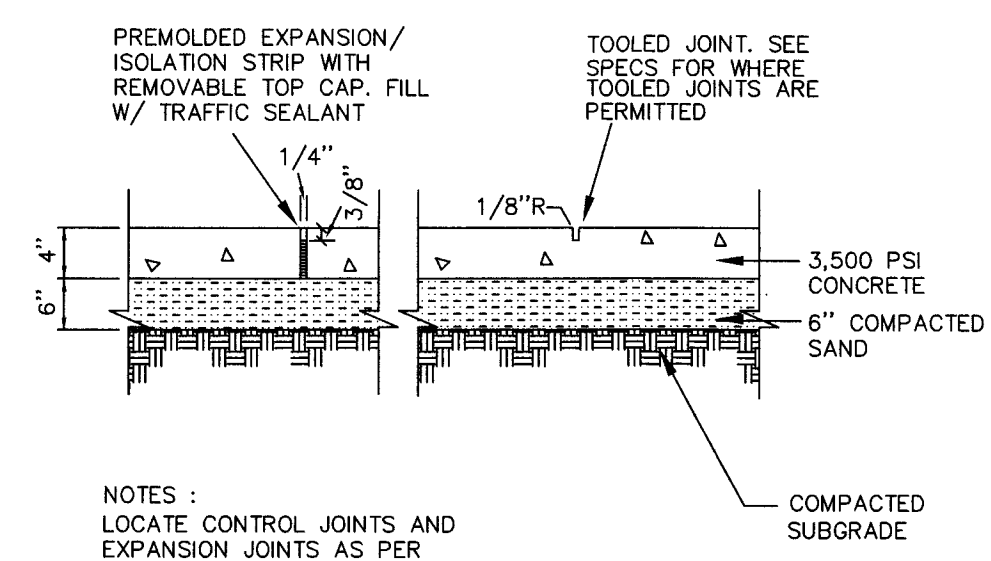
BAR GRATE DETAIL



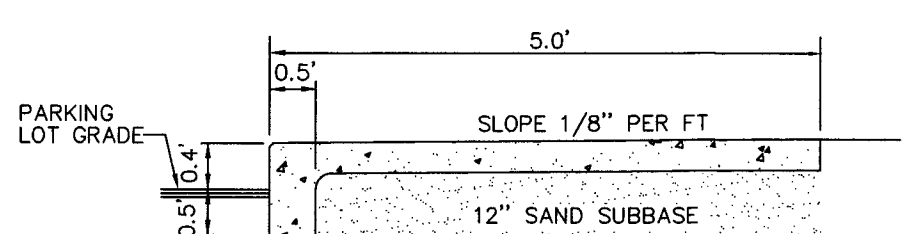
STANDARD DUTY PAVING CROSS SECTION



BITUMINOUS VALLEY GUTTER



4" CONCRETE WALKWAY DETAIL



RAISED WALK DETAIL

1' CONTOUR INTERVAL

SCALE: 1" = 30'

LEGEND

- UTILITY POLE & GUY WIRE
- LIGHT POLE
- SIGN
- HYDRANT
- VALVE
- CATCH BASIN
- MANHOLE
- BURIED GAS LINE MARKER
- TELEPHONE BOX
- FENCE LINE
- OVERHEAD WIRES

SITE DEVELOPMENT PLAN

RE: 4430 POTTER AVE SE

FOR: BETHEL HISPANIC 7TH DAY ADVENTIST CHURCH

ATTN: LANDY SOSA

3527 POINSETTIA AVE SE

GRAND RAPIDS, MI 49508

PART OF THE NE 1/4, SECTION 30, T6N, R11W, CITY OF GRAND RAPIDS, KENT COUNTY, MICHIGAN

DATE	REVISION	BY	DRAWN BY: JUB	PROJ. ENG.: RTL	SHEET
			APPROVED BY: RTL	PROJ. SURV.: VAO	1 of 3
			FILE NO.:	DATE: 5/28/2024	

Property Description:

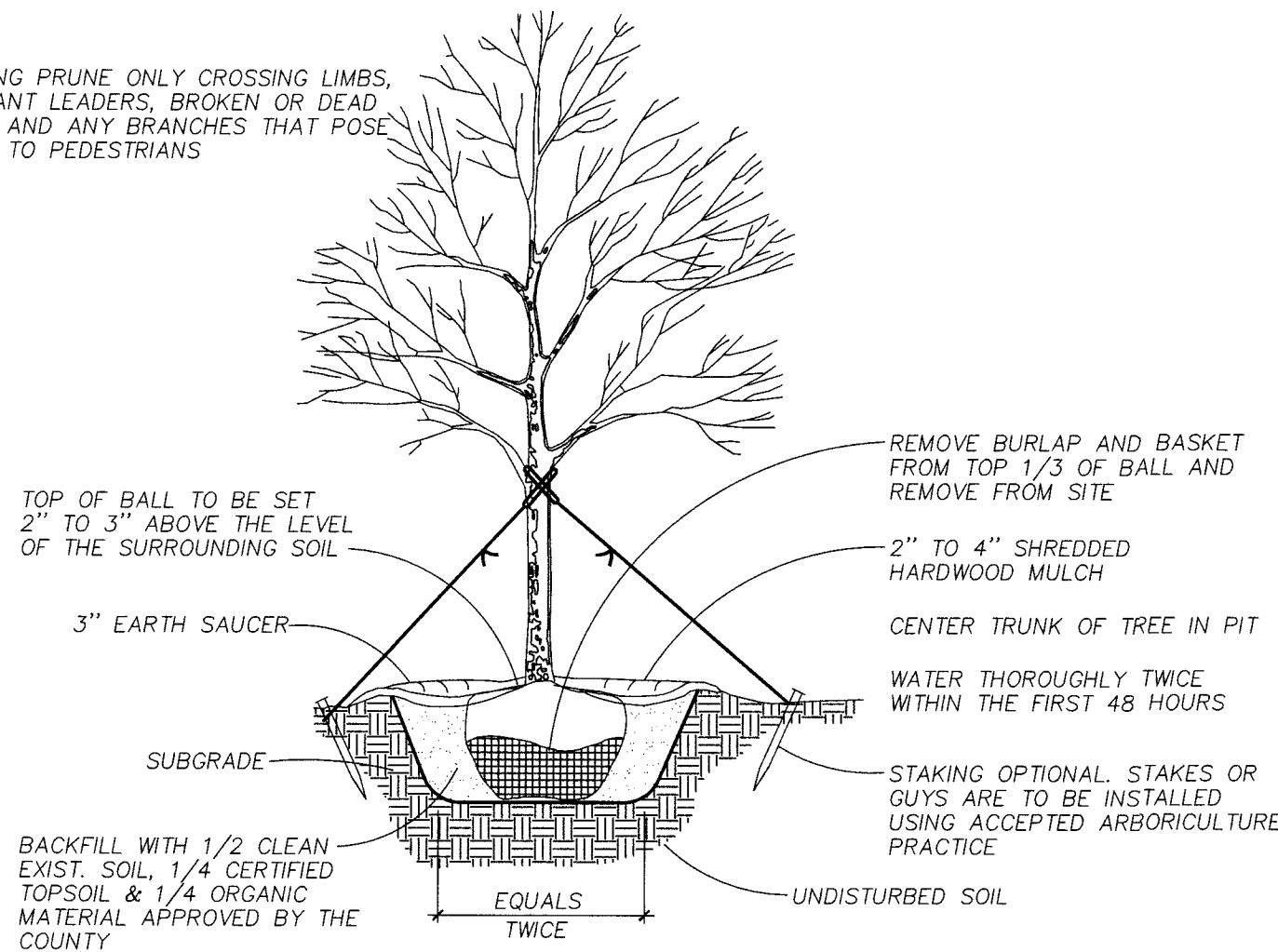
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Tax Parcel ID: 41-18-30-227-009
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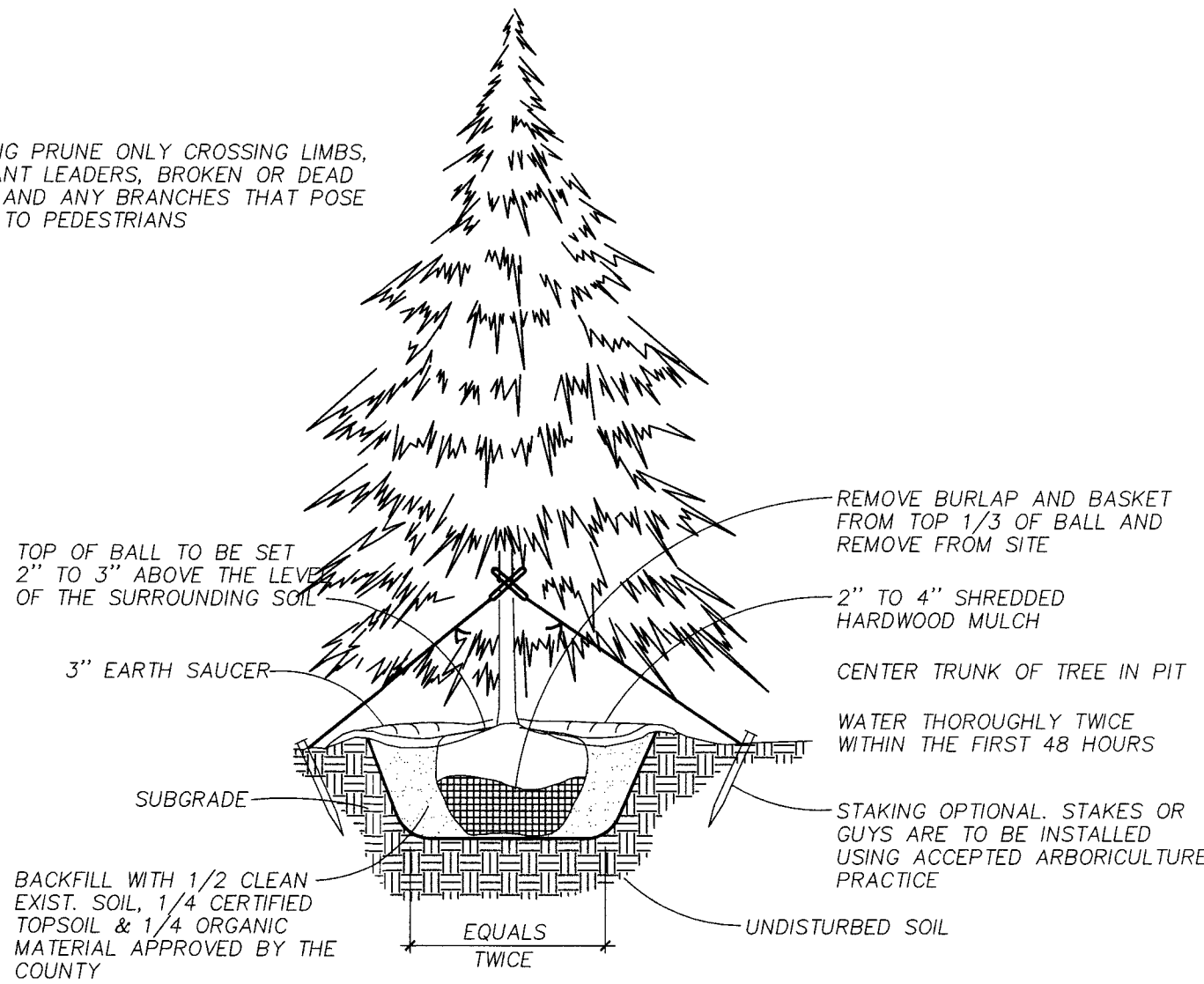
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AT PLANTING PRUNE ONLY CROSSING LIMBS,
CO-DOMINANT LEADERS, BROKEN OR DEAD
BRANCHES AND ANY BRANCHES THAT POSE
A HAZARD TO PEDESTRIANS



TYPICAL TREE PLANTING DETAIL
NO SCALE

AT PLANTING PRUNE ONLY CROSSING LIMBS,
CO-DOMINANT LEADERS, BROKEN OR DEAD
BRANCHES AND ANY BRANCHES THAT POSE
A HAZARD TO PEDESTRIANS



TYPICAL TREE PLANTING DETAIL
NO SCALE

0' 15' 30'
1' CONTOUR INTERVAL
SCALE: 1" = 30'

LEGEND

- UTILITY POLE & GUY WIRE
- LIGHT POLE
- SIGN
- HYDRANT
- VALVE
- CATCH BASIN
- MANHOLE
- BURIED GAS LINE MARKER
- TELEPHONE BOX
- FENCE LINE
- OVERHEAD WIRES
- CANOPY TREE
- EVERGREEN TREE
- SHRUB

LANDSCAPING NOTES:

LANDSCAPING REQUIREMENTS:
GREENBELT: N/A (R1-C ZONE)
STREET TREES IN RESIDENTIAL PROJECTS: N/A (NOT RESIDENTIAL USE)
BUFFER ZONES: COMMUNITY COMMERCIAL USE
ADJACENT TO C2: BUFFER ZONE C
ADJACENT TO R4: BUFFER ZONE C
ADJACENT TO OS: BUFFER ZONE C
BUFFER ZONE C: 10 FT MIN WIDTH
NO SCREEN REQUIRED
1 CANOPY OR EVERGREEN AND 5 SHRUBS PER 40 LFT ALONG PROPERTY LINE

REQUIRED:

NORTH PROPERTY LINE:
EXISTING VEGETATION AND DETENTION LANDSCAPING REQUIREMENTS (SEE BELOW) TO SERVE LANDSCAPING REQUIREMENT
EAST PROPERTY LINE:
EXISTING VEGETATION TO SERVE LANDSCAPING REQUIREMENT
SOUTH PROPERTY LINE:
EXISTING VEGETATION TO SERVE LANDSCAPING REQUIREMENT
FOR 200 LFT WITHOUT VEGETATION: 200 LFT/40 = 5
5 * 1 CANOPY/EVERGREEN TREES = 5 CANOPY/EVERGREEN TREES
5 * 5 SHRUBS = 25 SHRUBS

PROPOSED:

NORTH PROPERTY LINE:
EXISTING VEGETATION AND DETENTION LANDSCAPING REQUIREMENTS (SEE BELOW) TO SERVE LANDSCAPING REQUIREMENT
EAST PROPERTY LINE:
EXISTING VEGETATION TO SERVE LANDSCAPING REQUIREMENT
SOUTH PROPERTY LINE:
2 CANOPY
3 EVERGREEN TREES
25 SHRUBS

PARKING AREA: 10-100 SPACES REQUIRE 1 CANOPY TREE AND 100 SQFT OF LANDSCAPED AREA PER 10 SPACES
MIN 1/3 OF TREES REQUIRED ABOVE SHALL BE PLACED INTERIOR OF THE PARKING AREA.
FOR NON-RESIDENTIAL USE COMMON TO AN ADJACENT RESIDENTIAL USE/DISTRICT, THE PARKING SETBACK SHALL BE 45 FT OF WHICH 20 FT NEAREST TO PROPERTY LINE SHALL BE A BUFFER ZONE, EXTENDING FULL PROPERTY LINE LENGTH WITH 6 FT HIGH VERTICAL SCREEN.

REQUIRED: 70 SPACES/10 = 7

7 * 100 SQFT = 700 SQFT LANDSCAPED AREA

7 * 1 TREE = 7 CANOPY TREES

PROVIDED: 854 SQFT LANDSCAPED AREA

7 CANOPY TREES

DETENTION POND LANDSCAPING:

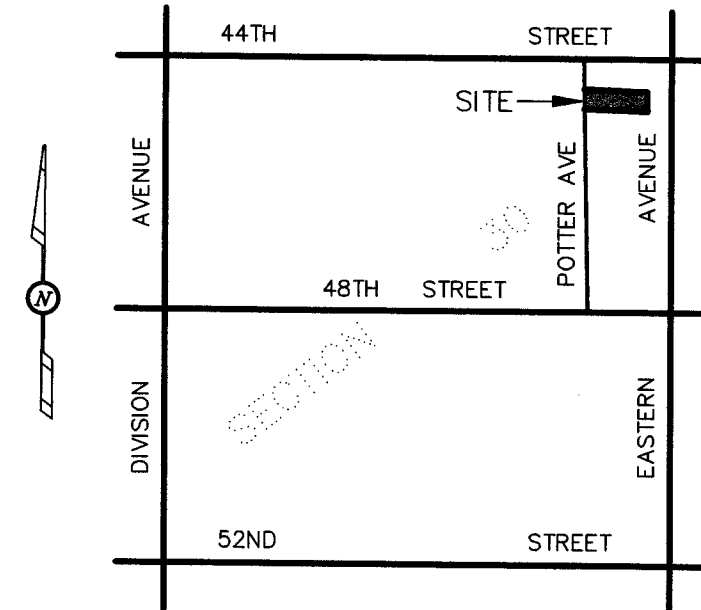
REQUIRED: 1 CANOPY OR EVERGREEN TREE AND 9 SHRUBS PER 50 FT OF POND PERIMETER

612 FT / 50 FT = 12.3

12.3 * 1 = 13 CANOPY/EVERGREEN TREES

12.3 * 9 = 111 SHRUBS

PROVIDED: 6 CANOPY TREES, 7 EVERGREEN TREES, 111 SHRUBS



LOCATION MAP
(NOT TO SCALE)

LANDSCAPING PLAN

RE: 4430 POTTER AVE SE
FOR: BETHEL HISPANIC 7TH DAY ADVENTIST CHURCH
ATTN: LANDY SOSA
3527 POINSETTIA AVE SE
GRAND RAPIDS, MI 49508

PART OF THE NE 1/4, SECTION 30, T6N, R11W, CITY OF GRAND RAPIDS, KENT COUNTY, MICHIGAN

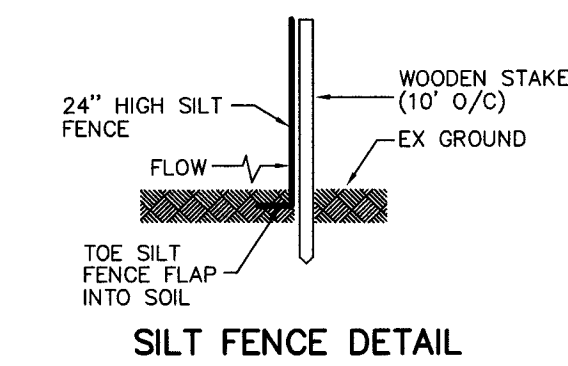
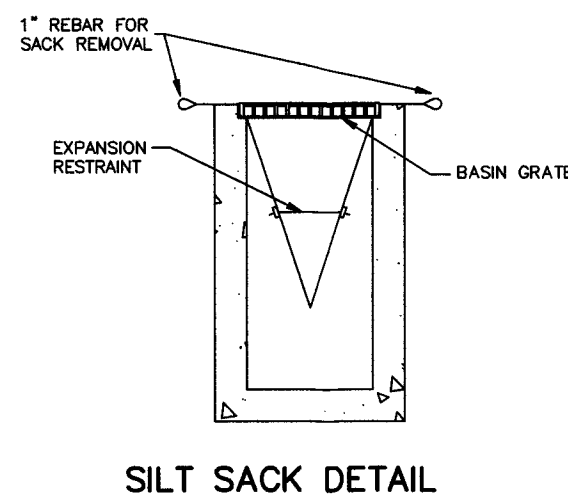
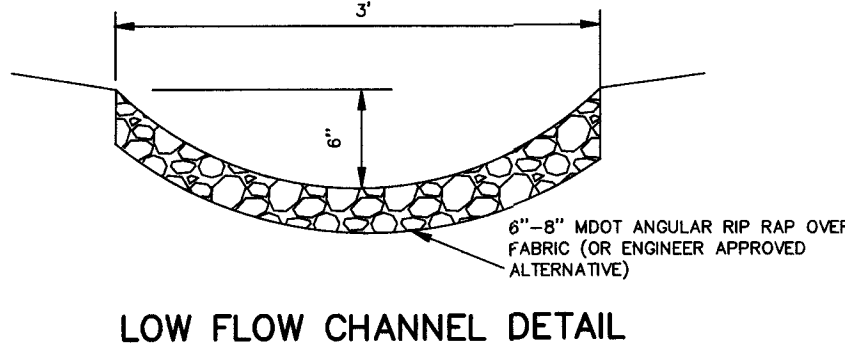
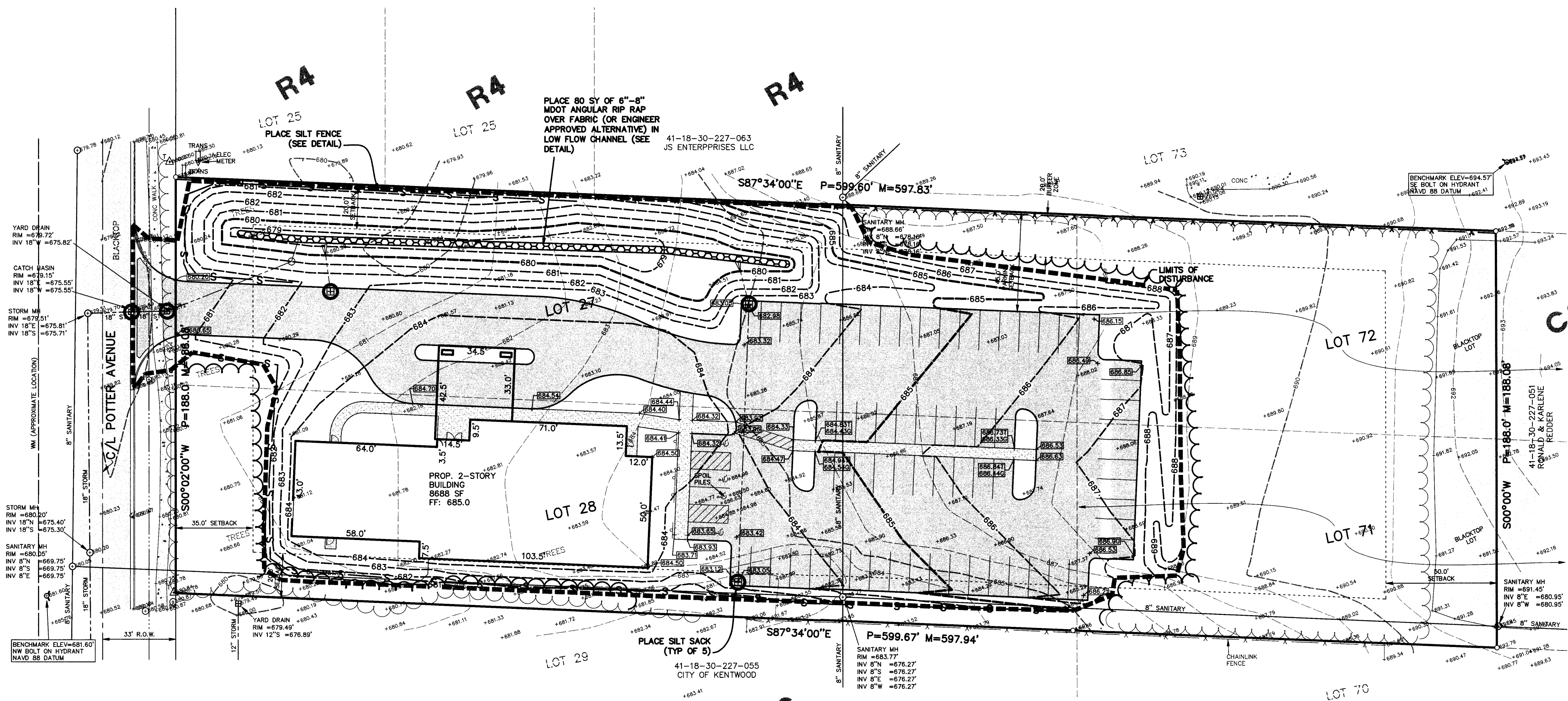
DATE		REVISION	BY	FILE NO.	241149E	DATE	5/28/2024	SHEET	2 of 3
DRAWN BY:		JUB	APPROVED BY:		RTL	PROJ. ENC.:		RTL	SHEET
DATE		5/28/2024	DATE		5/28/2024	DATE		5/28/2024	



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

SOIL EROSION CONTROL NOTES:

1. TOTAL AREA OF DISTURBANCE = 1.70 ACRES
2. THE OWNER SHALL OBTAIN THE SOIL EROSION CONTROL PERMIT. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE SOIL EROSION CONTROL PERMIT.
3. ALL SOIL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY OTHER CONSTRUCTION AND MAINTAINED, AS NECESSARY, UNTIL THE SITE HAS BEEN PERMANENTLY STABILIZED.
4. ALL DISTURBED NON-PAVED AREAS SHALL BE PERMANENTLY STABILIZED WITH AT LEAST 4" OF TOPSOIL AND BE SEEDED.
5. THE CONSTRUCTION ENTRANCE WILL UTILIZE POTTER AVENUE. PREVENT TRACKING SOIL OFF-SITE. IF TRACKING OCCURS, SWEEP SOIL IMMEDIATELY.
6. INSPECT AND MAINTAIN ALL TEMPORARY SOIL EROSION CONTROLS DAILY AND AFTER EACH SIGNIFICANT RAINFALL EVENT.
7. PLACE SILT SACKS ON CATCH BASINS AFFECTED BY SITE CONSTRUCTION AND REMOVE WHEN SITE IS STABILIZED. INSTALL SILT SACKS PER MANUFACTURERS RECOMMENDATIONS.
8. CLEAN OUT CATCH BASIN SUMPS AND DETENTION BASIN AREAS UPON PROJECT COMPLETION.
9. PLACE SILT FENCE AS SHOWN ON PLAN AND PER DETAIL AND ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.
10. THE MAINTENANCE NECESSARY FOR THE PERMANENT SOIL EROSION CONTROL MEASURES IS THE RESPONSIBILITY OF THE OWNER.
11. ALL SOIL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL COMPLY WITH ARTICLE 2 OF CITY OF KENTWOOD ORDINANCE 78 AND PART 91 OFF PUBLIC ACT 451.
12. ALL EXCESS SPOILS ARE TO BE REMOVED FROM THE SITE. OTHERWISE, STOCKPILES MUST BE PROVIDED WITH TEMPORARY AND PERMANENT STABILIZATION MEASURES.
13. EXCESS DIRT IS NOT TO BE PLACED ON ANY AREAS ON OR ADJACENT TO THE SITE WHERE THE PLAN DOES NOT SHOW THE AREA BEING DISTURBED.
14. SILT FENCING IS REQUIRED ALONG ALL DOWNSTREAM EDGES OF THE GRADING LIMITS AND MUST REMAIN IN PLACE UNTIL VEGETATION IS UNIFORMLY RE-ESTABLISHED. THE SILT FENCE MUST BE TOED A MINIMUM OF 6 INCHES ALONG ITS BASE.
15. ALL DISTURBED BANKS EQUAL TO OR STEEPER THAN 4:1 AND THE DETENTION BASIN BANKS AND BOTTOM MUST BE COVERED WITH TOPSOIL, SEED AND NORTH AMERICAN GREEN S-150 (OR APPROVED EQUAL) EROSION CONTROL BLANKET. THIS BLANKET, ALONG WITH THE NECESSARY STAPLES OR WOOD PEGS, SHALL BE PLACED PER MANUFACTURER'S RECOMMENDATIONS. SEAMS SHALL BE PLACED PARALLEL TO THE DIRECTION OF SURFACE RUNOFF.
16. THE STORMWATER DETENTION BASIN IS TO BE THE FIRST ITEM OF EARTH MOVING, AND SHALL BE CONSTRUCTED IN CONJUNCTION WITH THE INSTALLATION OF SOIL EROSION CONTROL MEASURES.
17. NO 100-YR FLOODPLAIN EXISTS ON THIS SITE.
18. ON SITE SOILS ARE ASSUMED TO BE A MIX OF SAND, GRAVEL, AND URBAN SOILS

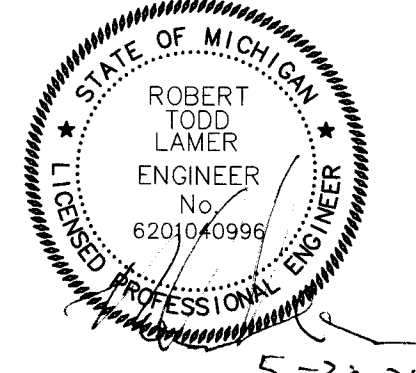
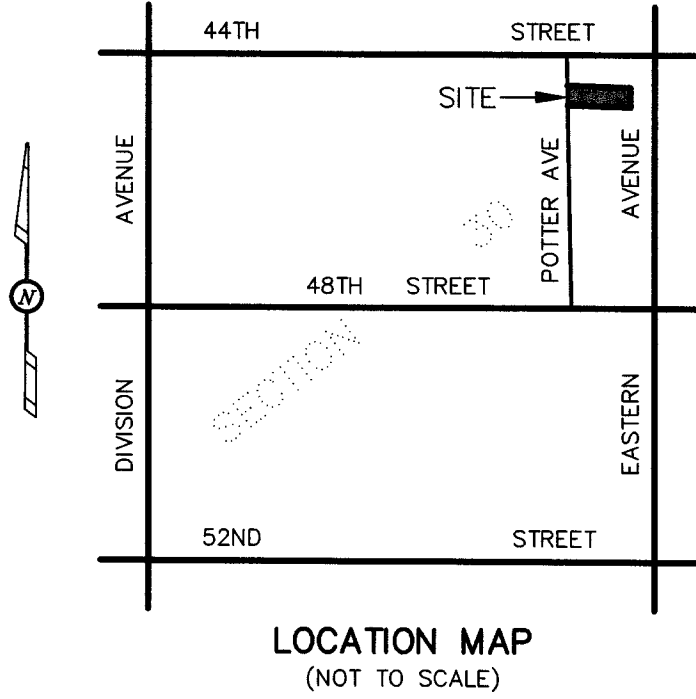
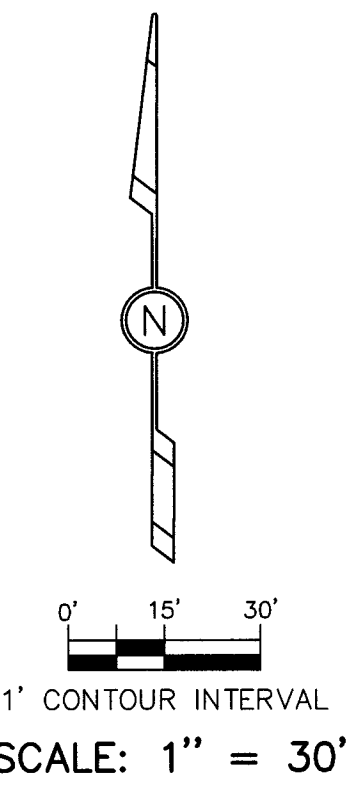


CONSTRUCTION SCHEDULE
JULY 2024 THROUGH DECEMBER 2024

WORK ITEMS	JULY	SEP	OCT	NOV	DEC
INSTALL EROSION CONTROL					
SITE GRADING					
BUILDING CONSTRUCTION					
INSTALL UTILITIES					
FINAL RESTORATION					

LEGEND

- UTILITY POLE & GUY WIRE
- LIGHT POLE
- SIGN
- HYDRANT
- VALVE
- CATCH BASIN
- MANHOLE
- BURIED GAS LINE MARKER
- TELEPHONE BOX
- FENCE LINE
- OVERHEAD WIRES
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED SPOT ELEVATION
- EXISTING SPOT ELEVATION
- SILT FENCE
- SILT SACK
- S-150 MATTING



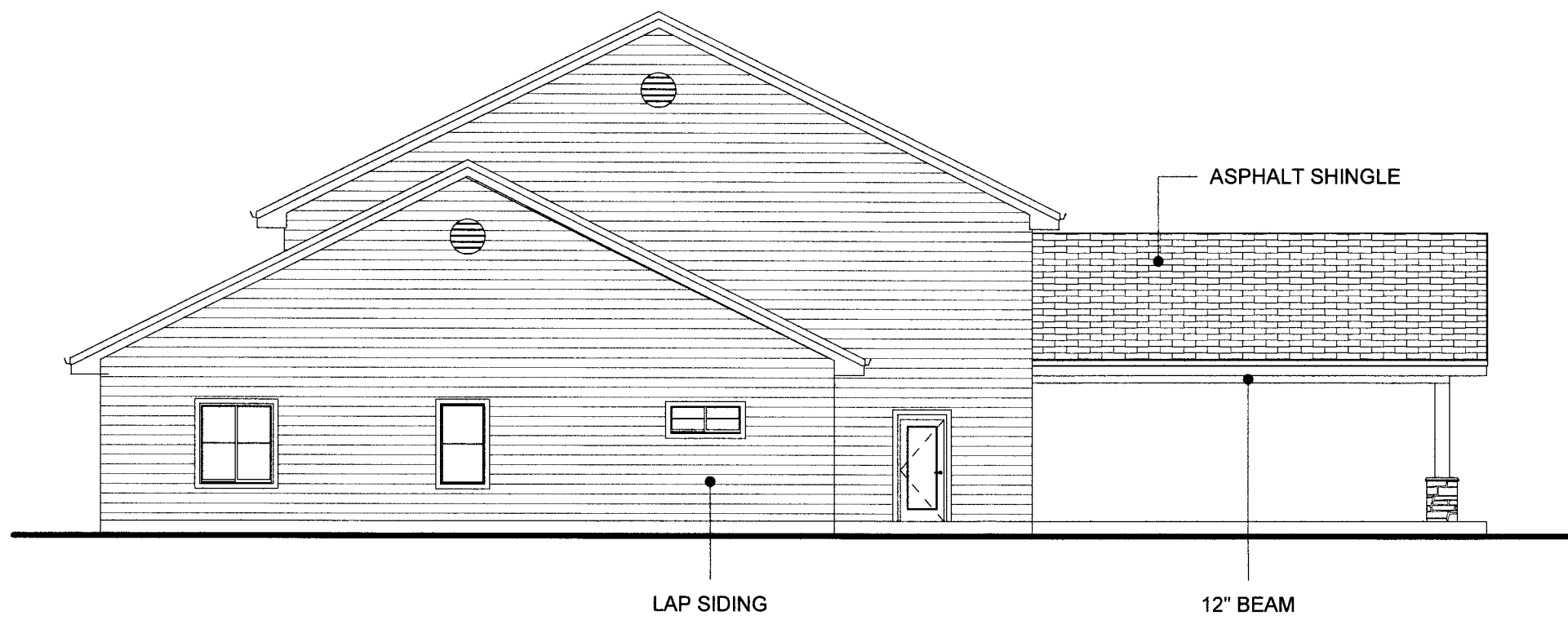
GRADING AND SESC PLAN

RE: 4430 POTTER AVE SE
FOR: BETHEL HISPANIC 7TH DAY ADVENTIST CHURCH
ATTN: LANDY SOSA
3527 POINSETTIA AVE SE
GRAND RAPIDS, MI 49508

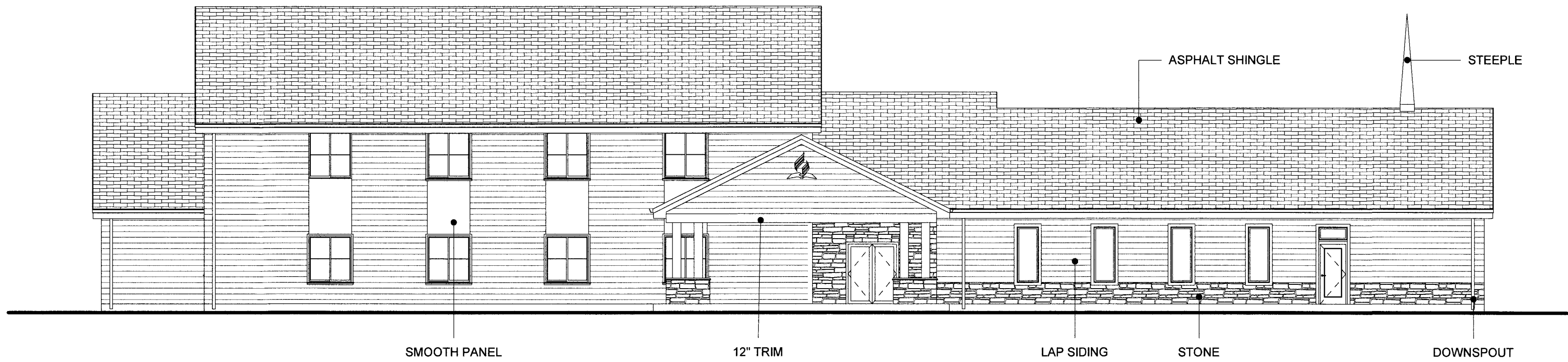
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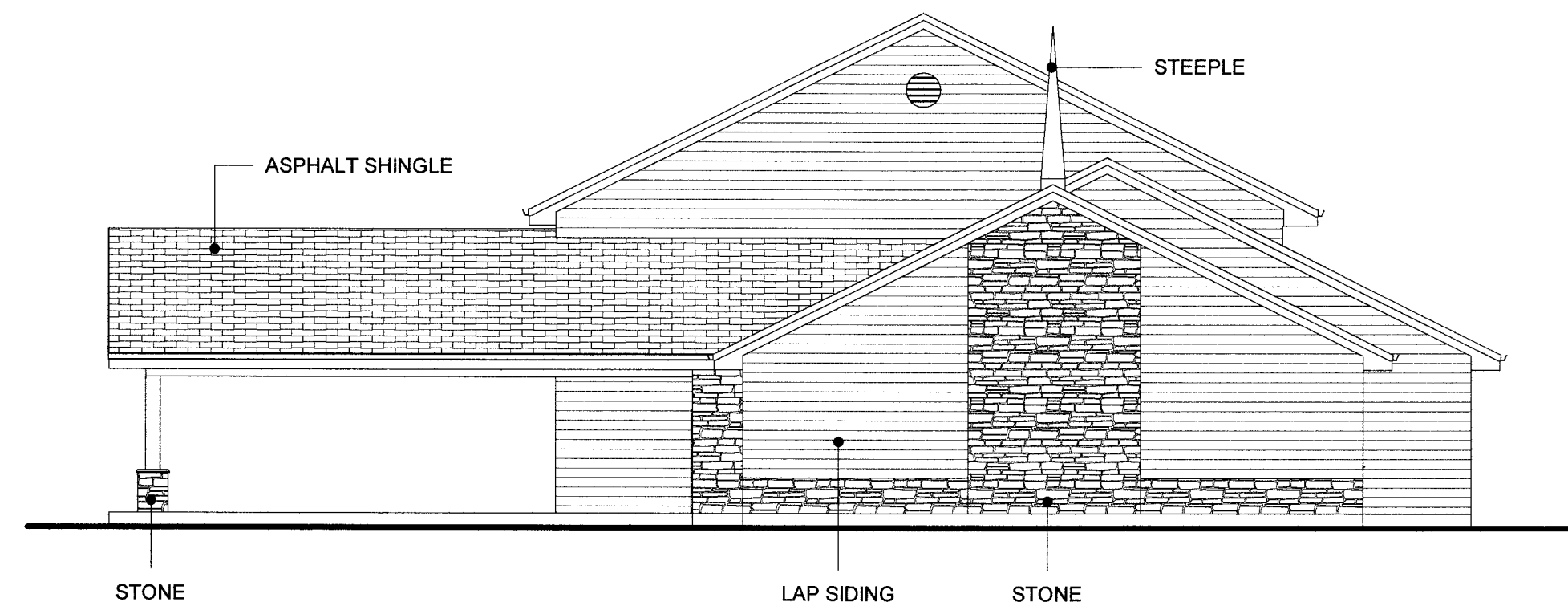
DRAWN BY: JUB	PROJ. ENG.: RTL	SHEET 3 of 3
APPROVED BY: RTL	PROJ. SURV.: VAD	
FILE NO.: 241149E	DATE: 5/28/2024	



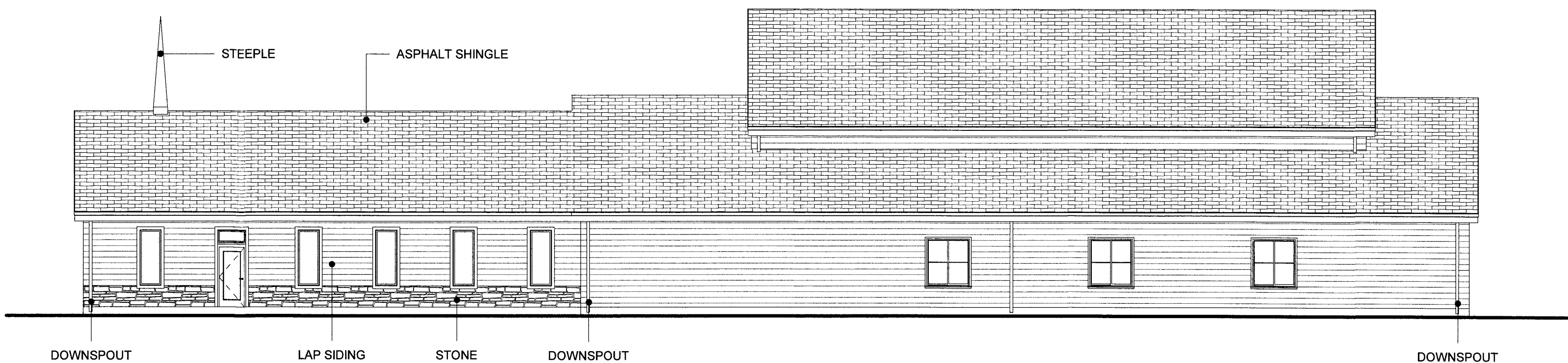
4 EAST ELEVATION
SCALE: 3/32" = 1'-0"



3 NORTH ELEVATION
SCALE: 3/32" = 1'-0"



2 WEST ELEVATION
SCALE: 3/32" = 1'-0"



1 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

BETHEL SDA CHURCH
4448 POTTER AVE SE
GRAND RAPID, MI

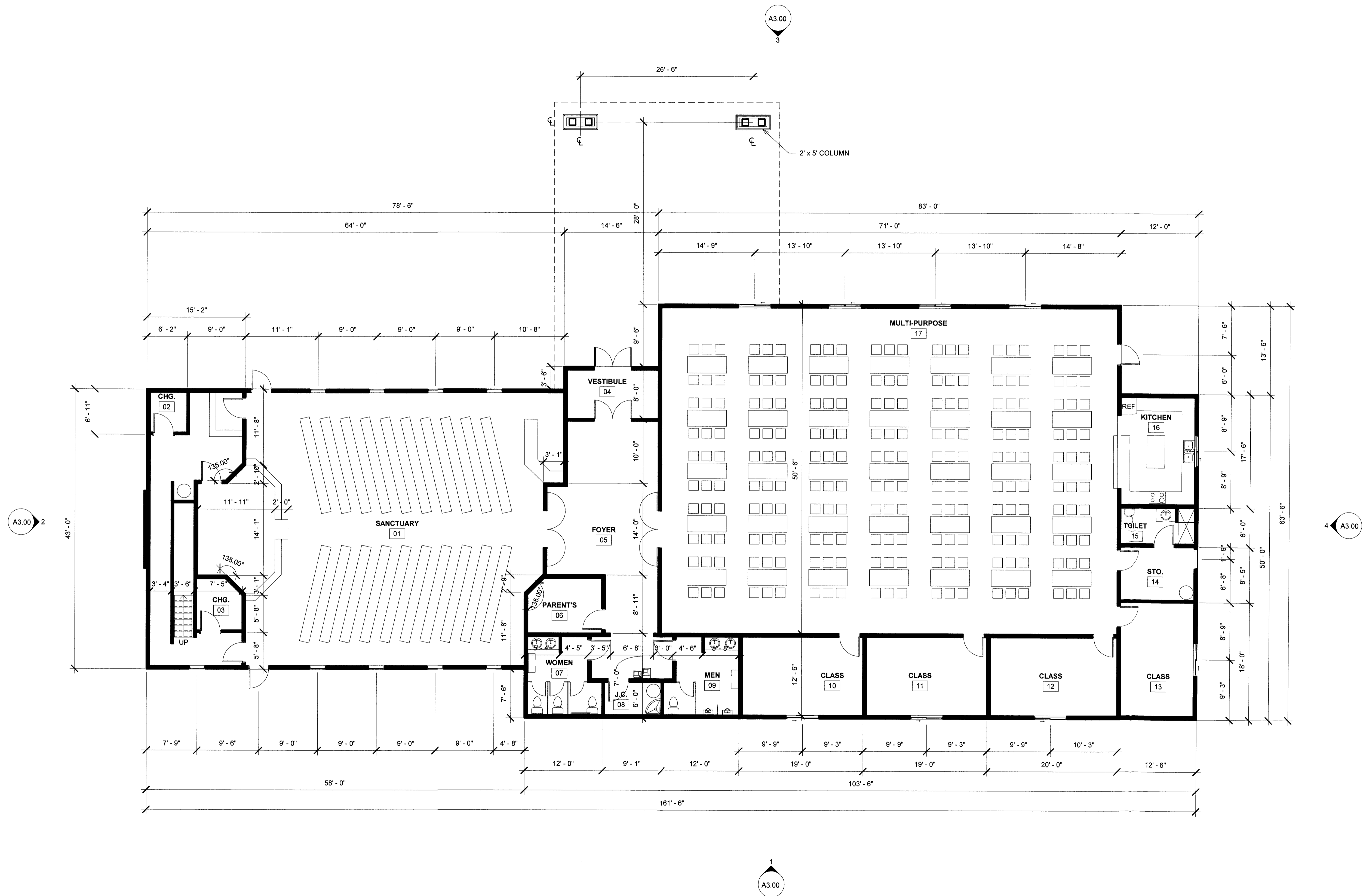
DRAWING ISSUE

NO	REV	DATE

DRAWING TITLE
EXTERIOR
ELEVATIONS

SCALE: 3/32" = 1'-0"
PLOT DATE:
PRINCIPAL:
PROJ. MGR.:
DRAFTER: Author
SHEET NO.

A3.00



1 FLOOR PLAN
SCALE: 1/8" = 1'-0"
GROSS AREA: 8,703 S.F.

BETHEL SDA CHURCH
4448 POTTER AVE SE
GRAND RAPID, MI

DRAWING ISSUE

NO	REV	DATE

DRAWING TITLE
FLOOR PLAN

SCALE: 1/8" = 1'-0"
PLOT DATE:
PRINCIPAL:
PROJ. MGR.:
DRAFTER:

SHEET NO.

A2.00



MEMO TO: Kentwood Planning Commission
FROM: Kentwood Planning Staff
RE: Zoning ordinance amendments related to housing
DATE: June 3, 2024

Attached please find the proposed revisions to Section 3.22 of the Zoning Ordinance related to housing design elements and garage placement. The areas highlighted in yellow are the most recent set of changes that we had discussed. I have also asked a local architect from Integrated Architecture to review the proposed standards and offer recommendations. We hope to have that input soon.

The changes to the proposed ordinance will do the following:

- Add language to the general purpose and design elements sections of the Zoning Ordinance (Section 1.02 and 3.22 3) that express the intention of ensuring the durability and sustainability of the built environment, decreasing maintenance responsibilities, improving the quality of the exterior of homes in Kentwood.
- Set the required transparency on the front façade of residential buildings to 12%, making provision for those houses between 10-12% to provide an additional design element instead. And for houses with less than 10% transparency, two additional design elements must be provided specific to the façade of the house.
- Allow additional options to meet the design elements criteria.
- Clarifies the proposed garage placement requirements. Our consultant for this project will provide an improved graphic depiction of the requirements of this Section once the language has been finalized.
- Addresses parking in duplex and multifamily developments.

We recognize that you may have seen some of these changes previously, but a review of the recent ordinance amendments seems to be in order given how much time has passed.

Please contact Planning staff if you have any questions regarding the proposed zoning amendments.

SECTION 1.02 PURPOSE

The fundamental purpose of this ordinance is to promote and safeguard the public health, safety, prosperity and general welfare of the people of this City.

The provisions of this Ordinance are intended, among other things, to encourage the use of lands, waters, and other natural resources in the City in accordance with their character and in a reasonable manner; to limit the improper use of lands and resources; to eliminate nonconforming uses; to reduce hazards to life and property; to provide for orderly development within the City; to avoid overcrowding of land with structures or buildings; to provide adequate light, air and health conditions win dwellings and buildings hereafter erected or altered; to protect the prosperity and economic interests of the city, taxpayers, and property owners; to ensure that the built environment in the city is durable and sustainable; to encourage redevelopment efforts within the city; to manage the impact on the public roads and streets resulting from development; to protect and conserve natural recreational areas, residential and other areas naturally suited to particular uses; to facilitate the establishment of an adequate and economic system of transportation; sewage disposal, safe water supply, education, recreation and other public requirements; to conserve the expenditure of funds for public improvements and services to conform with the most advantageous uses of land, resources and properties.

SECTION 3.22 REGULATIONS APPLICABLE TO ALL RESIDENTIAL DWELLINGS

The following provisions shall not apply to dwellings located in manufactured home communities or Form Based Code districts. Provisions specific to a particular housing type shall apply in addition to the general provisions applicable to all housing types contained in Part B.

A. The purpose and intent of these provisions is:

1. To create neighborhoods that are safe, livable, attainable, and sustainable, and create a sense of community for Kentwood's varied households. Each home contributes to a neighborhood's context. Building placement, design, and parking location are all components that affect how walkable and safe a neighborhood is for children, the elderly, and the general community. Front porches, windows, and entries provide "eyes on the street" that contributes to the safety and security of a neighborhood.
2. Many of the following provisions have been used within residential Planned Unit Developments but were not formally codified as general provisions. The intent of codifying these rules is to increase transparency in the development process, provide greater predictability for the development community, and increase consistency in decision-making.
3. It is recognized that not every home and building site is the same. To that end, these provisions seek to provide flexibility for builders, homeowners, and City staff by instructing where administrative departures may be granted in lieu of the need for a zoning variance process.

4. It is recognized that the Building Code regulates appropriate construction materials to be used in residential construction. That Code, however, does not consider how all the various components contribute to building a neighborhood and a community. It is expected that materials will be compatible in character and scale with the structure on which it is being installed, have no visible fasteners, and be uniform in type and appearance. Installation according to the manufacturer's specification of durable building materials that do not result in warping or buckling, cracking, molding, fading, or oil canning is expected in simple configurations with solid craftsmanship.

B. **All housing types.** These general provisions are applicable to all housing types.

i. **Transparency.**

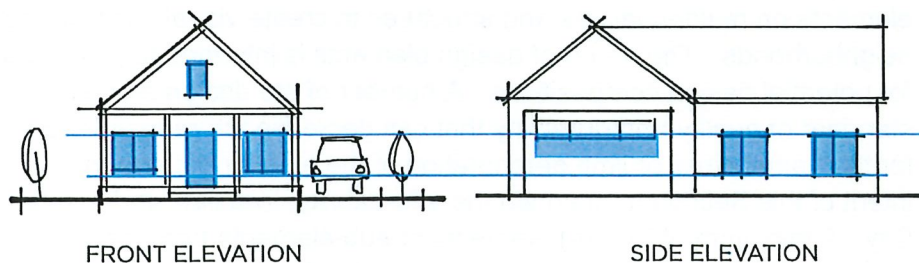
- a. Residential dwellings shall have windows on the front walls and side walls of the structure which face a street. The size and placement of windows on the facade shall be generally consistent. *with ?*

- i. For all residential dwellings at least ~~ten percent (10%)~~ **twelve percent (12%)** of the area of the front façade shall consist of clear glass windows and may include the primary entrance door, which permit a view from the dwelling to the street. Garage door windows may count towards the percentage.

If the front façade of the residential dwelling has between 10%-12% clear glass windows, an additional design element must be provided from the list provided in Section 2.22 B. The design element shall be specific to the façade of the house and provided in addition to the 4 required in Section 3.22 B.

If the front facade of a residential dwelling has less than 10% clear glass windows, an additional two design elements must be provided, specific to the façade of the house, and selected from the list outlined in Section 3.22 B. The 2 design elements shall be specific to the façade of the house and provided in addition to the 4 design elements required in Section 3.22 B.

- ii. At least three (3) windows with a minimum of six (6) square feet each are required on side walls (those adjoining the front façade) that face a street.



- iii. Lightwell facades shall have twelve percent (12%) minimum clear glass between the finish floor line of the lightwell and the finish floor line of the first floor.
- iv. Administrative Departures. The following shall be eligible for an administrative departure request:
 - a. Side wall transparency for single-story dwellings where it is determined that the standard cannot be met due to the interior design of the dwelling.
 - b. Placement is limited by the presence of a garage. If the garage is facing the street, a departure cannot be provided to the facade.
 - c. Building code requirements make adherence to this requirement infeasible.

2. Exterior Materials.

- a. Exterior cladding may consist of brick, stone, vinyl or aluminum siding, glass, fiber cement siding, wood lap, stucco, or decorative split-faced block.
- b. EIFS shall only be used for building accents.
- d. Where more than one (1) façade material is proposed, the heavier material in appearance shall be incorporated below the lighter material (e.g. masonry below siding).
- e. Administrative Departure. Other materials of equivalent or better quality, including high quality synthetic material, may be approved, if determined appropriate for the building, site, and area with an approved sample and examples of successful, high quality local installations.

3. ~~**Design Elements.** The intent of this Section is to encourage the use of various design elements on residential lots and structures to create visual interest and support walkable neighborhoods. A menu of design elements applicable to all residential zone districts is provided. A minimum of four (4) elements or sub-elements from the menu are required. Implementation of these design elements should demonstrate thoughtful design; considering scale, symmetry, balance, and compatibility.~~

Design Elements. The intent of this Section is to encourage the use of various design elements on residential lots and structures to create visual interest and support walkable neighborhoods. The menu of design elements is intended to provide a variety of choices for potential design compositions. A number of the design elements represent a standard of quality and durability that can decrease future maintenance responsibilities for the homeowner or limit deterioration of the exterior of the home(s). It is also the intent of this Section to maintain the affordability, livability, and safety of housing in the City. A minimum of four (4) elements or sub-elements from the menu are required. Implementation of these design elements should demonstrate thoughtful design; considering scale, symmetry, balance and compatibility.

A minimum of one (1) design element must be different among adjacent detached dwelling units, or for each multi-family building. Landscaping and front porches shall be exempted from this requirement.

a. Landscaping.

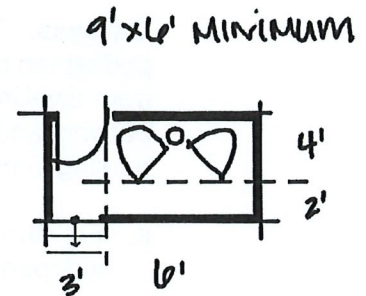
- i. Three (3) trees measuring 2.5" caliper or greater on the lot. A minimum of five-hundred (500) cubic feet of soil volume shall be provided per tree. Retained trees on the property can be credited towards this option.

ii. Planted landscape area/s of a minimum of one hundred fifty (150) square feet in the front yard.

iii. A sod grass lawn provided in the front, back, and side lawn.

b. Front Porch.

Front porch, as defined in Chapter 2, not including steps, that is at least **five (5)** ~~six (6)~~ feet in depth to provide for usable seating and circulation, and is at least one-third (1/3) the width of the front façade of the residential structure (not including the garage) but in no case is it less than nine (9) feet wide.



c. Structural Modifications.

- i. Dormers, the placement of which is balanced with the dwelling's façade.
- ii. Room bump-out (e.g. sunroom, bay window, etc.) on the façade of the building with a minimum depth of two (2) feet.
- iii. Dwelling is designed and constructed to meet the Type B Unit accessibility requirements of the ANSI A117.1 standard.

d. Windows and Window Detailing.

- i. Increased transparency of **fifteen percent (15%)** ~~twenty percent (20%)~~ or higher on front façade.
- ii. Exterior trim not less than three (3) inches in width.
- iii. Shutters that are one-half the width of the window on each side and of a high-quality material that will not fade or peel.
- iv. Other enhancements, such as awnings.

e. Roof Detailing.

- i. Eaves with a minimum of twelve-inch (12") overhang **on all eaves.**
- ii. Exterior soffit detailing such as brackets, moldings, or changes in materials.
- iii. Gable end (rakes) with a minimum eight-inch (8") overhang **on all gable ends.**
- iv. **Eavestroughs with downspouts.**

f. Materials.

- i. Brick, stone, or other decorative materials used on the façade of the building and wrap the sides of the structure with the same materials for a depth of at least two (2) feet.

- ii. Hardie Plank/fiber cement siding.
- iii. Metal siding, roofing, or paneling of 24 gauge or better with no visible fasteners. Any change in profile is non-corrugated and has a minimum rib depth of 1-inch.
- iv. A change in exterior building materials used as an accent on the façade of the building.

g. Columns

- i. Porch columns of 8 inches or more with a substantial base and capital.

Administrative Departures: The Zoning Administrator may accept alternative options that meet the intent of this provision to increase the visual diversity of residential structures within a neighborhood.

C. **Detached single-family.** A detached single-family dwelling and any additions or alterations thereto, shall meet the requirements of this Section in addition to all other regulations of this Chapter.

- i. **Garages.** The following provisions shall apply to provide safe, unobstructed pedestrian through-movement on sidewalks, encourage the visibility of street activities from dwellings, ensure sufficient space for the parking of vehicles to avoid front-yard parking and street congestion, and reduce the visual dominance of garages and parking in neighborhoods.
 - a. For the purposes of this Section, the garage setback shall be considered independently from that of the residential dwelling.
 - b. Garages that are accessed through the front yard shall be placed a minimum of thirty-five (35) feet from the front lot line or from the edge of the right-of-way easement for private streets. Administrative departures for private roads may be approved by the Zoning Administrator.
 - c. Where garages are rear-loaded, off an alley or common drive through a rear yard, the minimum distance from the face of the garage to the edge of pavement is fifteen (15) feet.
 - d. The placement and size of attached garages shall be determined by the following:
 - i. Attached garages cannot exceed 50% of the total width of the front façade of a dwelling unit. Attached garages that are set back at least 15 feet behind the front of the dwelling unit are permitted and shall not be counted against front façade calculations.
 - ii. Garages that comprise 50% or less of the front façade of the dwelling may align with the front façade.
 - iii. Attached garages comprising 35% to 50% of the total width of the front facade may project up to 8 feet 5-feet forward of the front of the dwelling unit, or up to 10 feet forward of the front of the dwelling unit if a front porch is provided in compliance with Section 3.22.B.3.b. Front yard setbacks still apply.

- iv. Attached garages that are 33% or less of a dwelling unit's front facade may be placed fully forward of the dwelling unit.

e. Where a third, single garage stall is desired, it shall be located at least two (2) feet behind the main façade of a two-stall garage. A third, single garage stall set back more than 5' shall not count toward the width of garage for the for the purposes of determining compliance with Section 3.22 C.1.d.

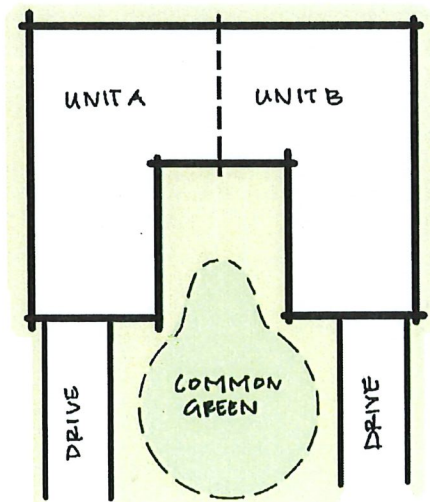
f. Administrative Departure. An administrative departure may be granted where seventy-five percent (75%) of existing dwelling units within three hundred (300) feet on the same block have a dwelling to garage façade ratio that does not meet the above requirements.

- ii. If the dwelling unit was transported to the building site, all wheels, axles, and towing devices shall be removed from the dwelling unit once placed on the lot.

D. **Attached single-family, duplexes, and multi-family.** Attached single-family dwellings, duplexes, and multi-family dwellings (3 or more units) and any additions or alterations thereto, shall meet the requirements of this Section in addition to all other regulations of this Chapter.

1. Parking Areas, Garages, and Carports.

- a. Garages for duplexes are not allowed to be placed in the center of the front façade. Drive areas shall be separated to allow for a common green. A circular drive may be permitted for access management purposes.
- b. For multi-family developments unenclosed parking areas and freestanding parking structures (detached garages or carports) shall not occupy more than thirty percent (30%) of any public street frontage.
- c. For multi-family developments parking areas visible from the public street shall be sited to be perpendicular to the street to reduce visual impacts on the streetscape.



- d. Administrative Departure. An administrative departure may be granted to allow up to fifty percent (50%) of unenclosed parking areas or to adjust parking area orientation along a street frontage when a dense year-round landscape screen is provided.



MEMO TO: Kentwood Planning Commission

FROM: Planning Staff

Date: June 6, 2024

RE: Draft Zoning Ordinance Amendments to Short Term Rental Violations and Penalties

In November and December of 2022, the City Commission approved amendments to the Rental Dwelling Inspection Program of the Code of Ordinances and the Zoning Ordinance to regulate short term residential rentals. The purpose of these amendments was to protect the general health, safety and welfare of the community, retain existing long term housing stock, and preserve the unique character of the diverse residential neighborhood within the city.

Over the past one and a half years city staff and the City Attorney's office have pursued prosecution of several homeowners whose "short term renters" were found to have created disturbances in the surrounding neighborhoods. While the city has been able to sufficiently document violations and assess fines, it has come after a great deal of time and effort. Despite these efforts to date, several of the illegal short-term rentals continue to rent and are willing to pay the fines.

During the June 4 City Commission Committee of the Whole meeting, the City Commission initiated the process to formally amend the short-term rental violations and penalties provisions of the Rental Dwelling Inspection Program of the Code of Ordinances. The City Commission would also like to consider a similar amendment of the short-term rental violations and penalties provisions of the Zoning Ordinance.

During the June 11 Planning Commission meeting we wish to review this matter as a work session to enable formal action after a June 25 public hearing.

The draft text of the amendment follows:

**AN ORDINANCE TO AMEND APPENDIX A, CHAPTER 22, SECTION 22.07
ENTITLED "VIOLATIONS AND PENALTIES" OF THE CODE OF ORDINANCES FOR
THE CITY OF KENTWOOD**

Section 1. Amendment to Appendix A, Chapter 22, Section 22.07. Appendix A, Chapter 22, Section 22.07 of the Code of Ordinances of Kentwood is hereby amended to read as follows:

Sec. 22.07. – Violations and penalties.

- A. Unless a section of this ordinance specifically provides otherwise, any person, firm, corporation, trust, partnership or other legal entity which violates any provision of the zoning ordinance or violates any provision or condition imposed by the planning commission, city commission, or zoning board of appeals in pursuance of any ordinance provision or assigned condition, shall be responsible for a municipal civil infraction and shall be subject to fines, costs and orders as provided by law.
- B. Each day a violation occurs or continues shall constitute a separate offense, and shall make the violator liable for the imposition of a fine and other penalties for each day of violation.
- C. The owner and co-owner of any building, structure or premises which is in violation of this ordinance shall be responsible for a municipal civil infraction and shall be subject to the fines, costs and orders as provided by law.
- D. Any building or structure which is erected, altered or converted, or any use of any premises or land which is begun or changed subsequent to the effective date of this ordinance that is in violation of any of this ordinance is declared to be a public nuisance per se, and may be abated by order of a court of competent jurisdiction.
- E. Any person who violates any provision of Section 15.04.I. or 16.05.D. is responsible for a civil infraction and shall be fined not less than \$2,500.00 for each violation. Any person who, after having been determined to be responsible for a violation of this article or the act, commits and is found responsible for a subsequent violation within a two-year period, shall be fined double the amount assessed for the immediate preceding violation.
- F. The rights and remedies provided are cumulative and are in addition to any other remedies provided by law.
- G. Nothing herein shall be interpreted to limit the authority of the city to revoke an approval previously granted for a violation of this ordinance, which right is expressly reserved.
- H. Any person who violates Section 3.32(a) is responsible for a municipal civil infraction and shall be fined \$500.00 for a first violation, \$2,500.00 for a second violation, and \$5,000.00 for a third or subsequent violation, as well as such other costs, damages, expenses, and sanctions as provided by Section 1-7.

Section 2. Conflict.

- A. Nothing in this Ordinance is to be construed to conflict with existing City ordinances except as otherwise stated herein.
- B. Nothing in this Ordinance is to be construed to conflict with any other law of the State of Michigan.

Section 3. Repealer. All ordinances or parts of ordinances in conflict with this Ordinance are repealed.

Section 4. Savings Clause. The provisions of this Ordinance are severable. If any part of this Ordinance is declared void or inoperable for any reason, such declaration does not void any or render inoperable other part or portion of this Ordinance.

Section 5. Effective Date. This Ordinance is effective ten (10) days following its publication in the manner required by law.



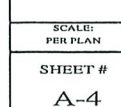
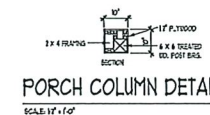
MEMO TO: Kentwood Planning Commission
FROM: Kentwood Planning Staff
RE: Proposed changes to Redstone (Cobblestone at the Ravines) 6-unit townhouse facades
DATE: June 4, 2024

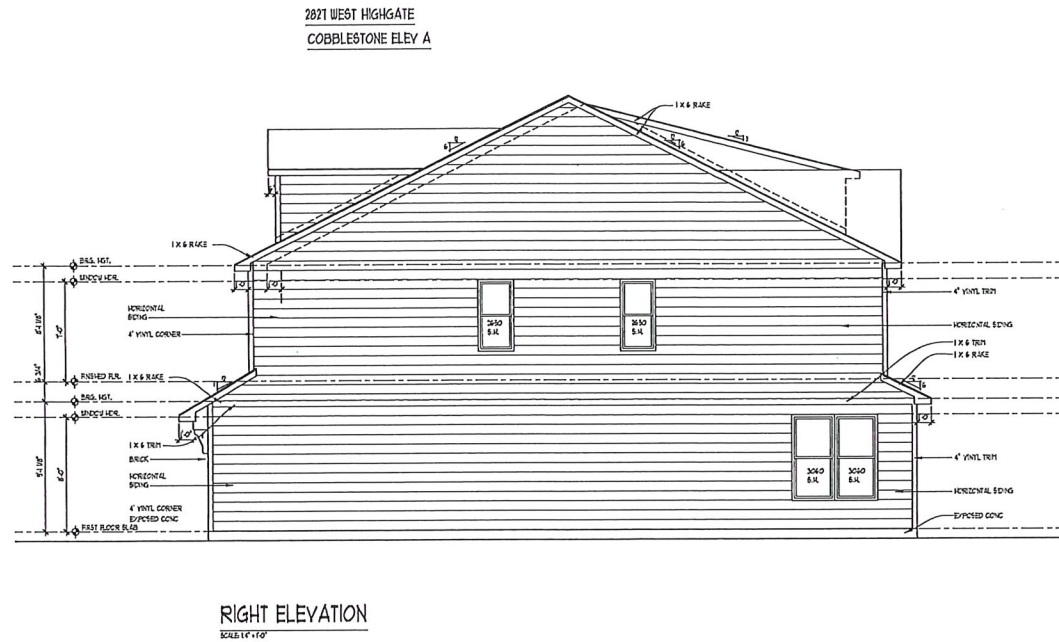
Attached please find two sets and building elevations for the 6-unit townhouses buildings within the Cobblestone at the Ravines development. The 6-unit townhouses were approved by the Planning and City Commission as part of an amendment to the Cobblestone PUD. Redstone would like to change aspects of both the front and rear façade of the buildings. In addition, Redstone is proposing a new color scheme for 7 buildings north of the clock tower at Stratton Boulevard.

The two sets of plans show the approved front and rear facades as well as the proposed changes to the facades. The changes are highlighted in red.

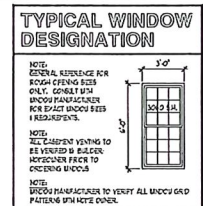
Any change recommended by the Planning Commission will also be reviewed at the City Commission level.

A representative from Redstone will be available to answer questions regarding this request at the June 11, 2024 Planning Commission meeting.



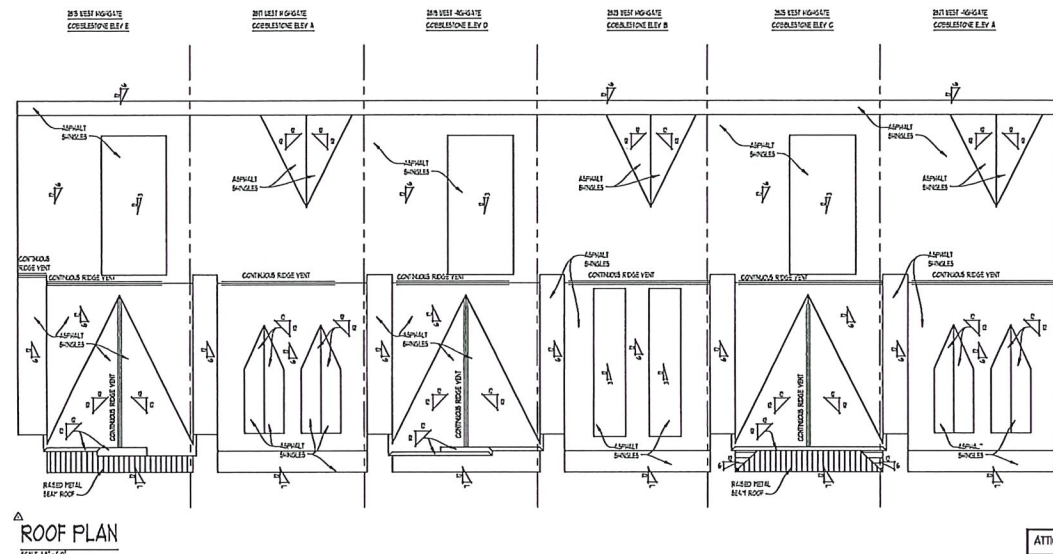


- ELEVATION NOTES
1. ALL ROOF SLOPES TO BE FIVE-TO-ONE UNLESS OTHERWISE NOTED.
 2. PROVIDE ICE & WATER SHIELD PER 6\"/>
 3. REPLACE FLASHING TO BE DETERMINED PER MANUFACTURER'S SPECIFICATIONS.
 4. PETER FLASHING AS REQUIRED BY CODE.
 5. ROOF FLASHING (VENTS) AS REQUIRED BY CODE.
 6. PROVIDE GUTTERS & DOWNSPUTS FOR PROTECTION OF ROOF EAVES. DOWNSPUTS ARE TO BE LOCATED SO THAT THE DISCHARGE WILL NOT SPILL ON OR INTO ADJACENT AREAS OR PORCHES, BALCONIES OR DRIVEWAYS.



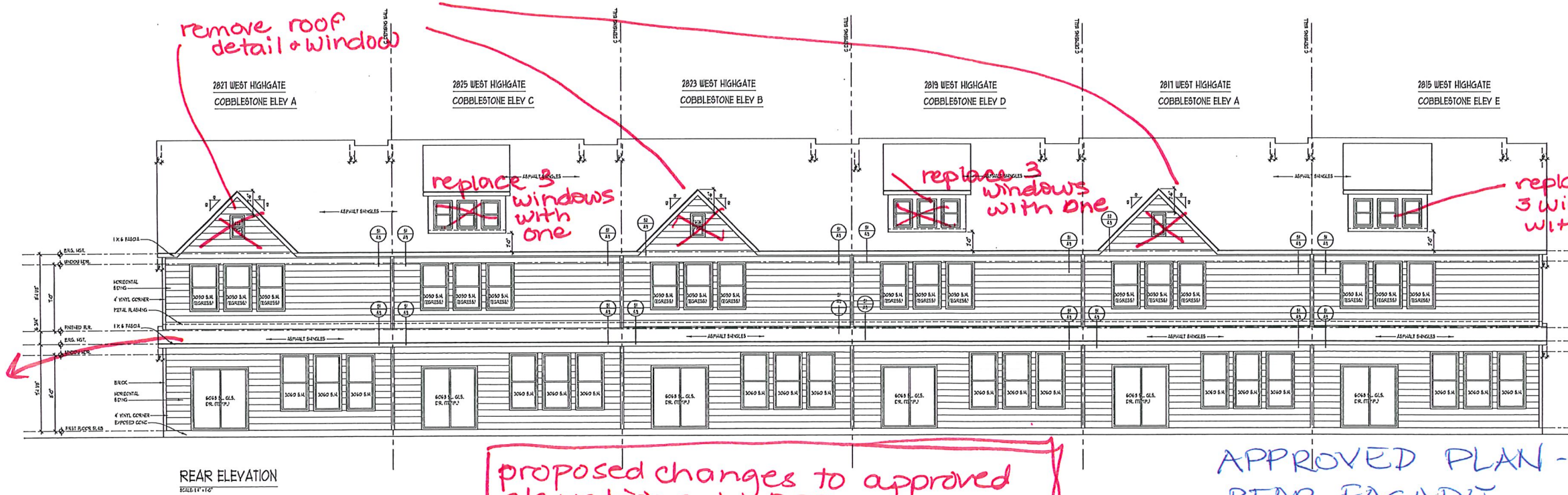
NOTE:
OVERHANG DIMENSIONS (IF ANY) ARE FROM FINISHING S.D.O.

NOTE:
ALL WINDOW SILLAS OVER 6\"/>



ATTIC VENTILATION CALCULATIONS:

AREA OF ATTIC OVER HEATED SPACE = 400 SQ. FT.
400 SQ. FT. / 1.5 (MIN. REQ. FOR CONVENTIONAL ROOF VENTILATION) = 266.67 SQ. FT.
TOTAL AREA OF ROOF VENTILATION = 266.67 SQ. FT. (MEET OR EXCEEDS REQ'D)



STATE OF MICHIGAN
COUNTY OF KENT
REGISTERED PROFESSIONAL ARCHITECT
JAMES H. HARRIS
4-25-24

DESIGN
CREATIVITY. COLLABORATION.

WWW.TECHNICALDESIGN.COM

28000 HIGGATE DRIVE, SUITE 100
SOUTH LYON, MI 48178
PHONE: (248) 446-1000
FAX: (248) 446-1001

CLIENT / PROJECT
REDSTONE
COBBLESTONE
RAVENS HILL
6-UNIT
BUILDING
2815 TO 2827 WEST
HIGGATE
KENT COUNTY, MI

JOB No. 941-0003
DRAWN: AG
CHECKED: BP
FRAMED: BP
REVIEW: -
FINAL: 4-1-24
REVISION: 4-23-24

SCALE:
PER PLAN

SHEET #
A-5

ELEVATION NOTES

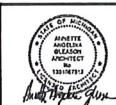
1. ALL ROOF SCHEDULES TO BE PLACED 8'-0" FROM EAVE WITH 1" WATER SHIELD AND DRAINAGE.
2. PROVIDE ICE & WATER SHIELD MIN. 6" COVER AGE AT ALL VALLEYS
3. REPLACE RUE TO BE DETERMINED PER MANUFACTURER'S SPECIFICATION
4. PERFL FLASHING AS REQUIRED BY CODE.
5. ROOF SLOPE 1/8" AS REQUIRED BY CODE.
6. PROVIDE GUTTERS & DOWNSPOUTS FOR DRAINAGE OF ROOF WATER. DOWNSPOUTS ARE TO BE LOCATED SO THAT THE DRAINAGE WILL NOT SPILL ON OR IN ROADS AND DRIVEWAYS.

NOTE:
OVERALL
RANKING

NOTE
ALL UN
SURFAC
CO. 11

ATTIC VENTILATION CALCULATIONS:

AREA OF ATTIC OVER HEATED SPACE = 6,800 SQ. FT.
6,800/80 = 85.00 (SQ. FT. REQ'D)
45.34' X 14.4' = 651.9' SQ. INCH CONVERSION
RIDGE VENTING:
651.9' X 0.35' = 228.1' SQ. INCHES REQ'D!
228.1' / 18" = 12.67 LINEAR FT. OF RIDGE VENT REQ'D!
EAVE OR GORGE VENTING:
651.9' X 0.35' = 228.1' SQ. INCHES REQ'D!



5-22-24



DESIGN

WWW.TNHOMEDEXICIN.CN
2600 PONTIAC TRAIL
SOUTH LYON, MI 48176
PHONE: (248)-446-1999
FAX: (248)-446-1901

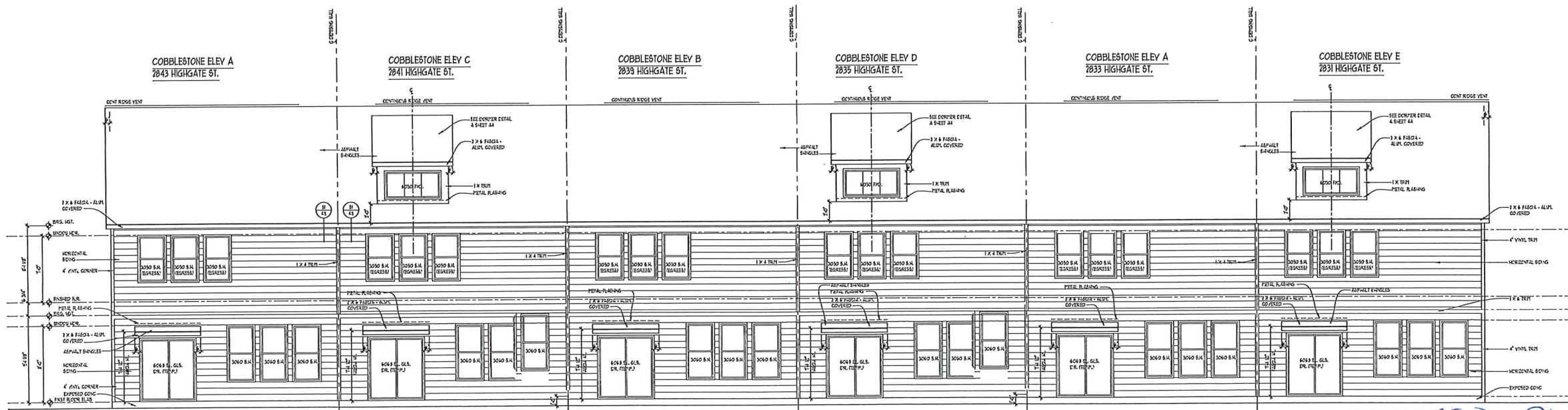
CONCRETE DESIGNERS OF CAST-IN-PLACE CONCRETE IN CONNECTION TO THIS MEET ALL THE REQUIREMENTS OF THE CONSTRUCTION QUALITY ASSURANCE PROGRAM. THE QUALITY ASSURANCE PROGRAM IS A REQUIREMENT OF THE CONSTRUCTION QUALITY ASSURANCE PROGRAM. THE QUALITY ASSURANCE PROGRAM IS A REQUIREMENT OF THE CONSTRUCTION QUALITY ASSURANCE PROGRAM.

REDSTONE
COBBLESTONE
6-UNIT
BUILDING #18
831-2843 HIGHGATE ST.
KENTWOOD, MI

JOB No.	941-0005
DRAWN:	AG
CHECKED:	BF
FRAMED:	BF
REVIEW	5-17-2
FINAL:	5-22-2

SCALE:
PER PLAN

SHEET #
A-5



REAR ELEVATION

PROPOSED PLAN REAR FACADE

CHANGES PENDING
APPROVAL

Cobblestone at The Ravines

Townhome Condominiums - Phase 3

