

**CITY OF EAST GRAND RAPIDS PLANNING COMMISSION
NOTICE OF PUBLIC HEARING**

A public hearing is currently scheduled for the date, time, and place below on a Planned Unit Development (PUD) amendment and resolution to approve an updated concept plan for Gaslight Investors LLC (formerly Jade Pig Ventures) for the PUD at 2255 Wealthy Street SE and 515 Lakeside Drive SE. The original PUD was approved in 2004 with the first phase being constructed in 2005. A revised concept plan has been under consideration by the Planning and City Commissions since June 2024. Approval of these documents would end the Concept Plan review phase and begin the Final Plan preparation and review phase. No actual development can occur until a Final Plan for this PUD has been approved by the City Commission.

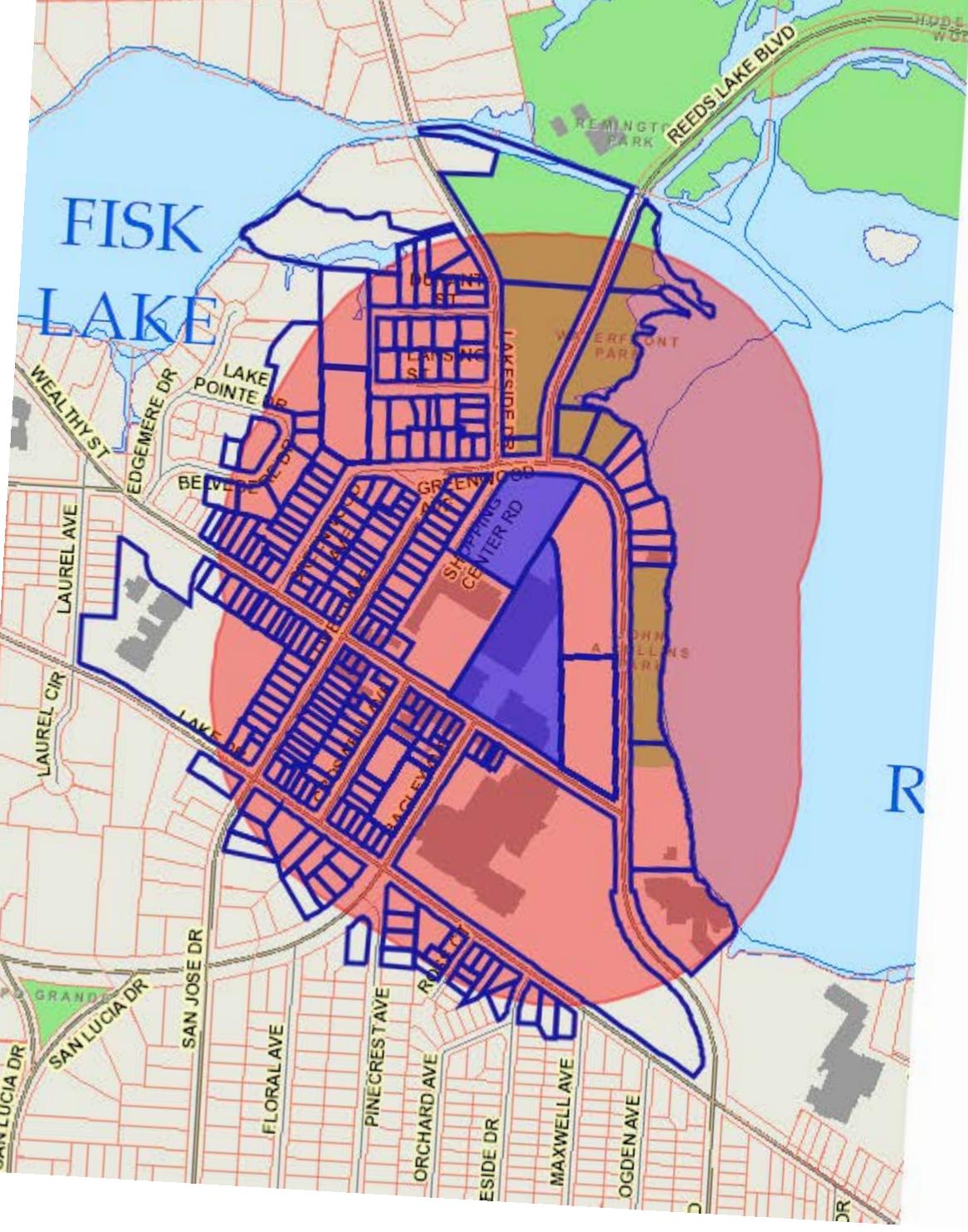
The Planning Commission may make a recommendation to the City Commission at the end of this public hearing. The application and plans may be viewed in the Public Works Administration office at the Community Center, or at www.eastgrmi.gov/notices. This public hearing may be rescheduled or postponed if the applicant's materials are not received in a timely manner.

At the request of the Planning Commission, you are receiving this notice because you live or own property within 1,000' of this address. The Planning Commission invites those with any facts or evidence related to this request to present them at the scheduled meeting or by writing to the Planning Commission at 750 Lakeside Drive SE, East Grand Rapids, MI 49506. To be included in the hearing, written communications must contain the sender's name and address.

If you have any questions regarding this request, please contact the undersigned at (616)940-4817, or jgianotti@eastgrmi.gov.

Date: Tuesday, September 9, 2025
Time: 5:30 p.m.
Place: East Grand Rapids Community Center Commission Chambers
750 Lakeside Drive SE, East Grand Rapids, MI 49506

Jay Gianotti, AICP
Zoning Administrator





AD#: 0011022407

State of Ohio,) ss

County of Cuyahoga)

Joe Rosa being duly sworn, deposes that he/she is principal clerk of MLive Media Group; that Grand Rapids Press is a public newspaper published in the city of Grand Rapids, with general circulation in Kent and Ottawa county, and this notice is an accurate and true copy of this notice as printed in said newspaper, was printed and published in the regular edition and issue of said newspaper on the following date(s):

Grand Rapids Press 08/24/2025

Joe Rosa 

Principal Clerk of the Publisher

Sworn to and subscribed before me this 25th day of August 2025

Russell Mackowski 

Notary Public



Online Notary Public. This notarial act involved the use of online audio/video communication technology. Notarization facilitated by SIGNIX®



**CITY OF EAST GRAND RAPIDS ZONING BOARD OF APPEALS
NOTICE OF PUBLIC HEARING**

The City of East Grand Rapids Planning Commission is scheduled to hold a public hearing on Tuesday, September 9, 2025, at 5:30 PM in the Commission Chambers, 750 Lakeside Drive SE, East Grand Rapids, 49506, on an Planned Unit Development (PUD) amendment and resolution to approve an updated concept plan for Gaslight Investors LLC (formerly Jade Pig Ventures) at 2255 Wealthy Street SE and 515 Lakeside Drive SE. Complete information, descriptions, maps and information on how to give input on this matter can be found at <http://www.eastgrmi.gov/notices>.

11022407-01

GASLIGHT VILLAGE

PUD AMENDMENT CONCEPT PLAN

27 AUGUST 2025



PUD AMENDMENT KEY PLAN

- (A)** EXISTING MIXED USE
TWO STORY (Constructed as part of PUD approved on September 7, 2004.)
- (B)** EXISTING MIXED USE
TWO STORY (Constructed as part of PUD approved on September 7, 2004.)
- (C)** NEW MIXED USE
FOUR STORY (ONE LEVEL C-1 ON GRADE WITH THREE LEVELS RESIDENTIAL ABOVE)
- (D)** NEW MIXED USE
FIVE STORY (ONE LEVEL C-1 ON GRADE WITH FOUR LEVELS RESIDENTIAL ABOVE)
- (E)** (REMOVED)
- (F)** NEW RESIDENTIAL
FOUR STORY (LOBBY/PARKING ON-GRADE WITH THREE LEVELS RESIDENTIAL ABOVE)
- (G)** NEW RESIDENTIAL
THREE STORY (PRIVATE GARAGE PARKING ON-GRADE BELOW)
- (H)** NEW RESIDENTIAL
THREE STORY (PRIVATE GARAGE PARKING ON-GRADE BELOW)
- NEW PARKING
TWO STORY PARKING STRUCTURE

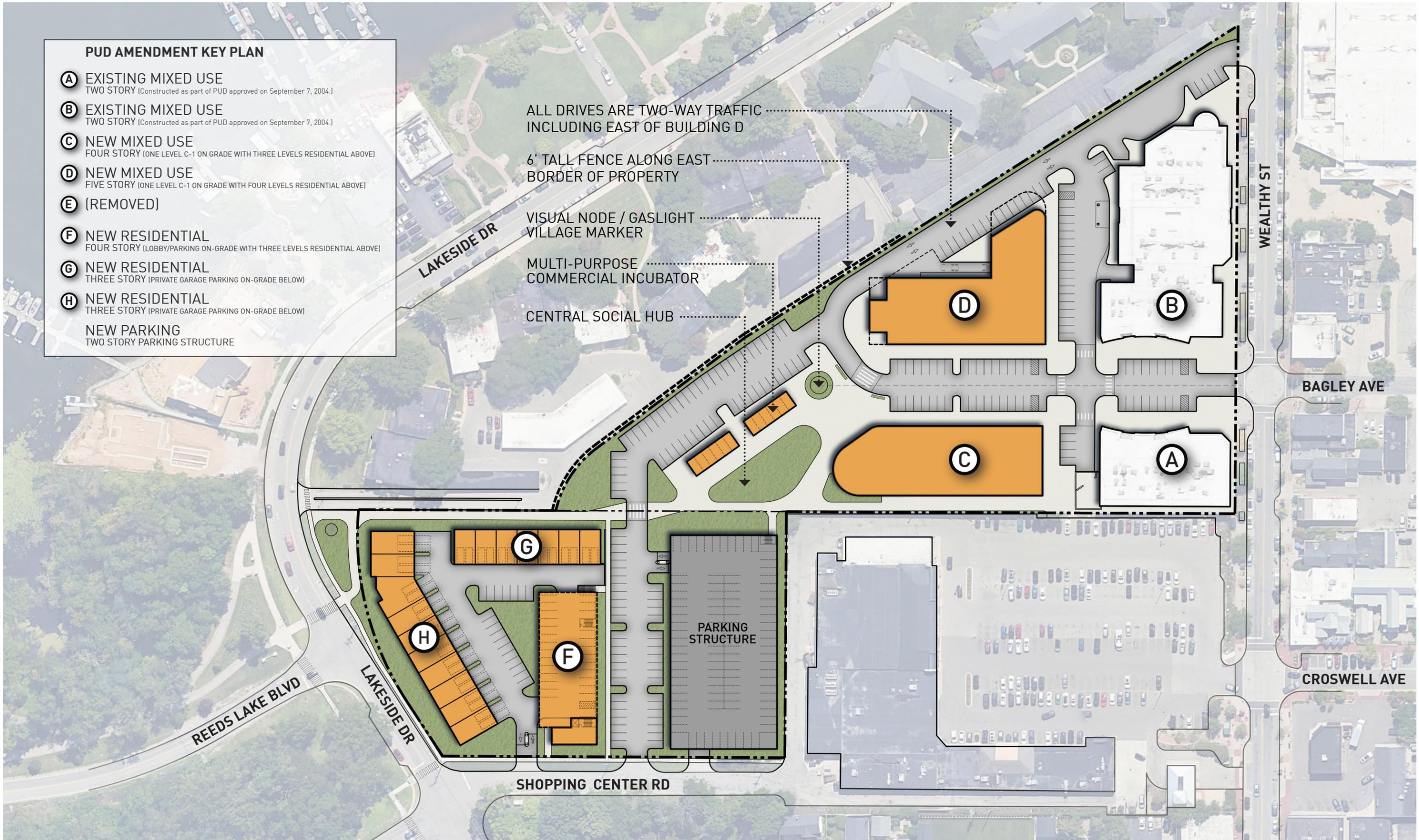
ALL DRIVES ARE TWO-WAY TRAFFIC
INCLUDING EAST OF BUILDING D

6' TALL FENCE ALONG EAST
BORDER OF PROPERTY

VISUAL NODE / GASLIGHT
VILLAGE MARKER

MULTI-PURPOSE
COMMERCIAL INCUBATOR

CENTRAL SOCIAL HUB



GASLIGHT PUD AMENDMENT

8.27.2025

PARKING C-1 USE AREA RESIDENTIAL UNIT SUMMARY					
USE	AREA (USF)	UNITS	NOTES	PARKING RATIO	SPACES
Existing Tenants (A+B)	77,500		Buildings A and B are both 2 levels, all C-1 uses	3/1000	233
BLDG C : C-1 USES	15,000		Building C is 1 level of C-1 Uses with 3 residential levels above	3/1000	45
BLDG C : RESIDENTIAL		42	3 levels with 14 units per level	1 space / unit	42
BLDG D : C-1 USES	17,000		Building D is 1 level of C-1 uses with 4 residential levels above	3/1000	51
BLDG D : RESIDENTIAL		64	4 levels with 16 units per level	1 space / unit	64
BLDG E : C-1 USES	0		BLDG E HAS BEEN REMOVED FROM THE PLAN	3/1000	0
BLDG E : RESIDENTIAL		0	BLDG E HAS BEEN REMOVED FROM THE PLAN	1 space / unit	0
BLDG F : RESIDENTIAL		24	Building F is 3 levels of residential with 8 units per level over parking and lobby	1 space / unit	24
BLDG G : RESIDENTIAL		7	Building G is 7 townhomes. Each townhome has a 2 stall on-grade garage.	2 spaces / unit	14
BLDG H : RESIDENTIAL		10	Building H is 10 townhomes. Each townhome has a 2 stall on-grade garage + space for two visitors	2 space / unit	20
TOTAL AREA OF C-1 USE	109,500		77,500 USF existing + 32,000 USF proposed	TOTAL PARKING DEMAND	493
TOTAL RESIDENTIAL UNITS		147	17 townhomes + 130 units	TOTAL PARKING PROPOSED	493

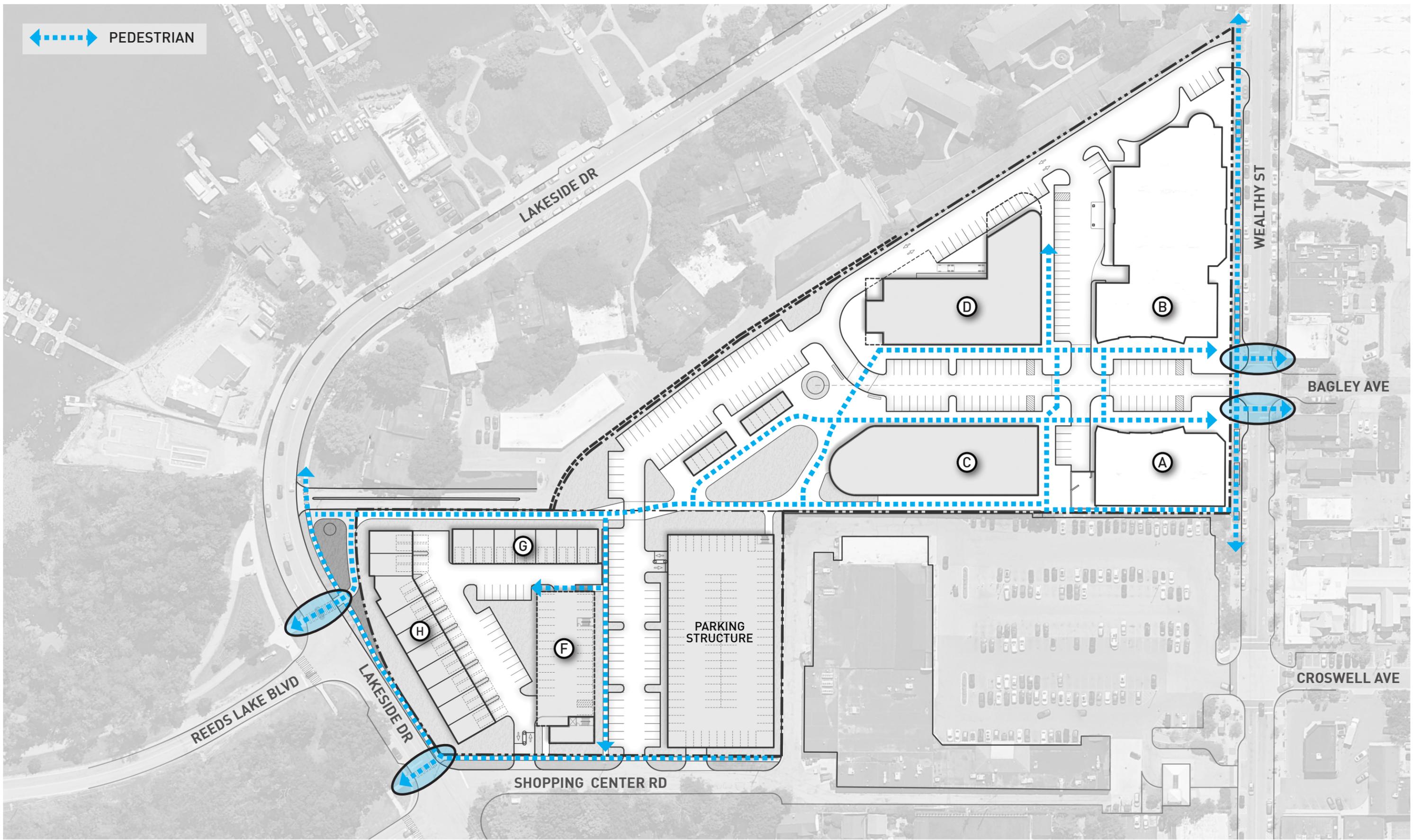
Final parking study and shared parking ratio to be prepared for final site plan submission.

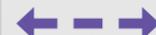
Visitor "driveway" parking spaces (20) are available for building H resident guests.

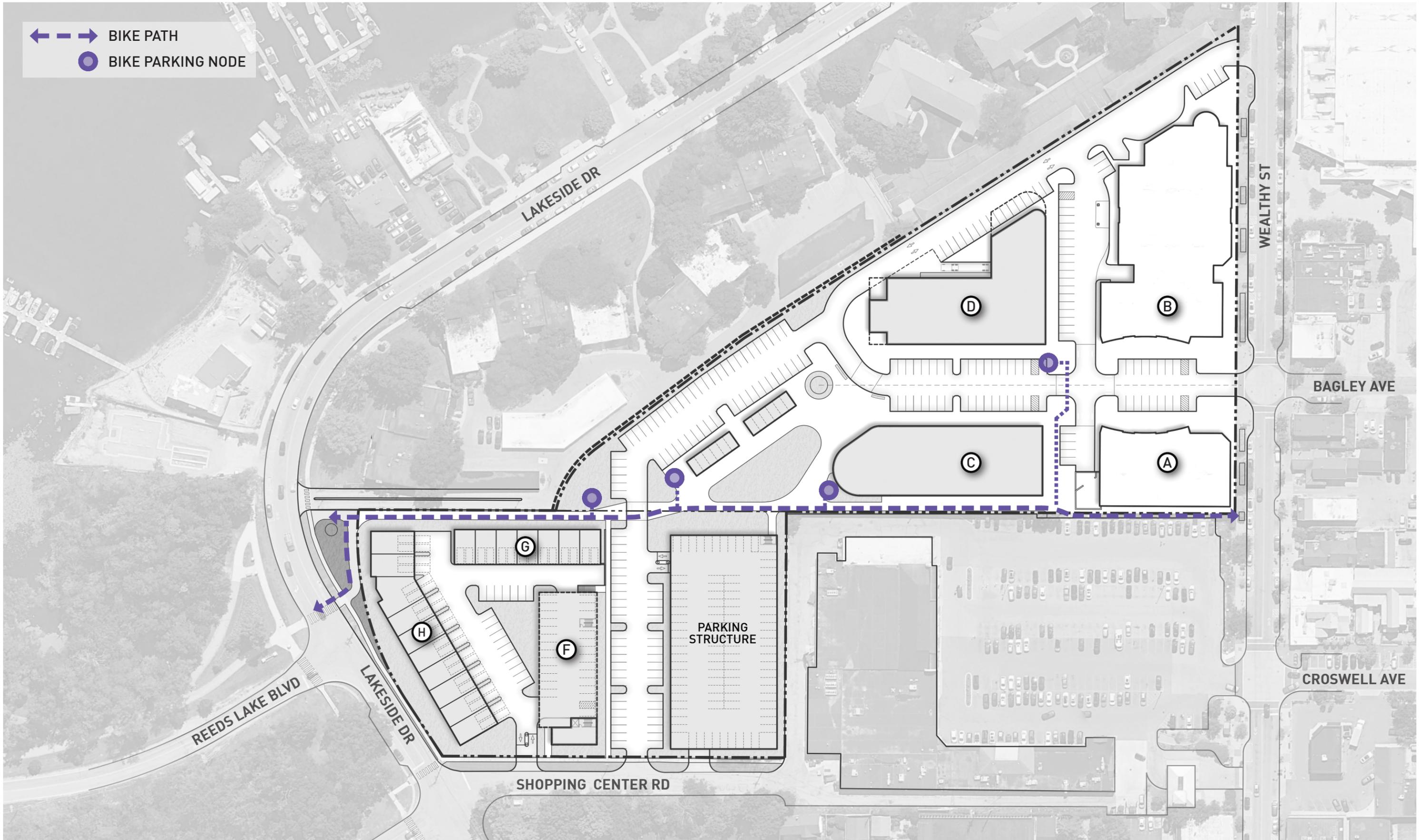
SUMMARY OF CHANGES COMPARED TO PREVIOUS PROPOSAL (FEB 2024)

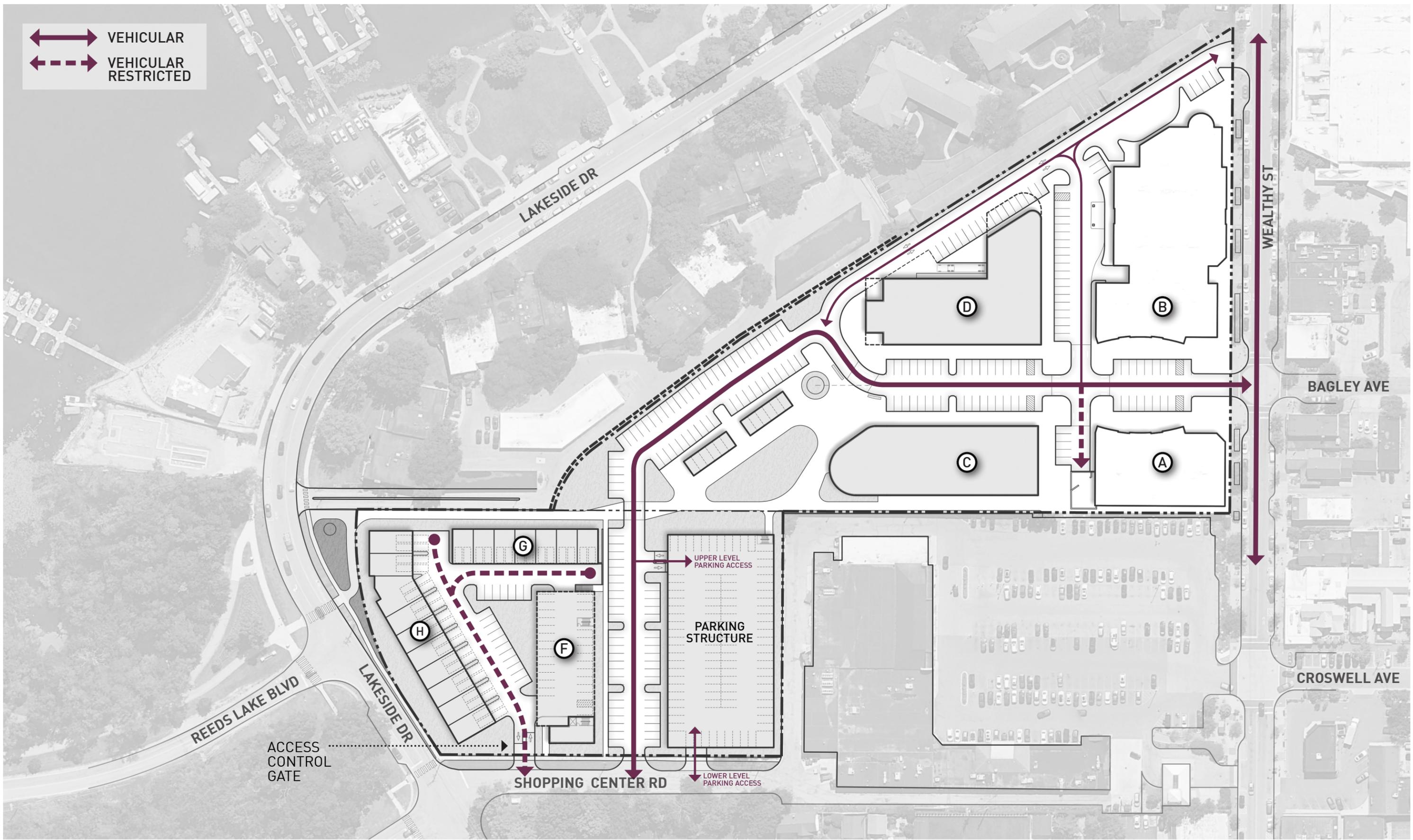
	previous (FEB 2024)	proposed (8.26.2025)	CURRENT DESIGN HIGHLIGHTS
Existing C-1 USE AREA	77,500	77,500	CURRENT EXISTING C-1 SPACE IN BLDGS A + B TO REMAIN
New C-1 USE AREA	56,970	32,000	44% REDUCTION - 24,970 LESS C-1
residential units	180	147	18% REDUCTION - 33 LESS RESIDENTIAL UNITS
parking spaces	583	493	PROPOSED PARKING RATIO FORMULA
total bldgs in PUD	8	7	
Bldg C	5 levels	4 levels	REDUCTION OF ONE LEVEL
Bldg D	7 levels	5 levels	REDUCTION OF TWO LEVELS
Bldg E	5 levels	REMOVED	BUILDING E WAS REMOVED FROM PLAN
Bldg F	4 levels	4 levels	NO CHANGE (3 levels with on grade parking below)
Bldg G + H (townhomes)	3 levels	3 levels	NO CHANGE (garage parking below)
parking structure	3 - 4 levels	2 levels	REDUCTION OF 1 TO 2 LEVELS

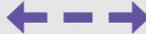
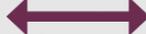
← PEDESTRIAN →

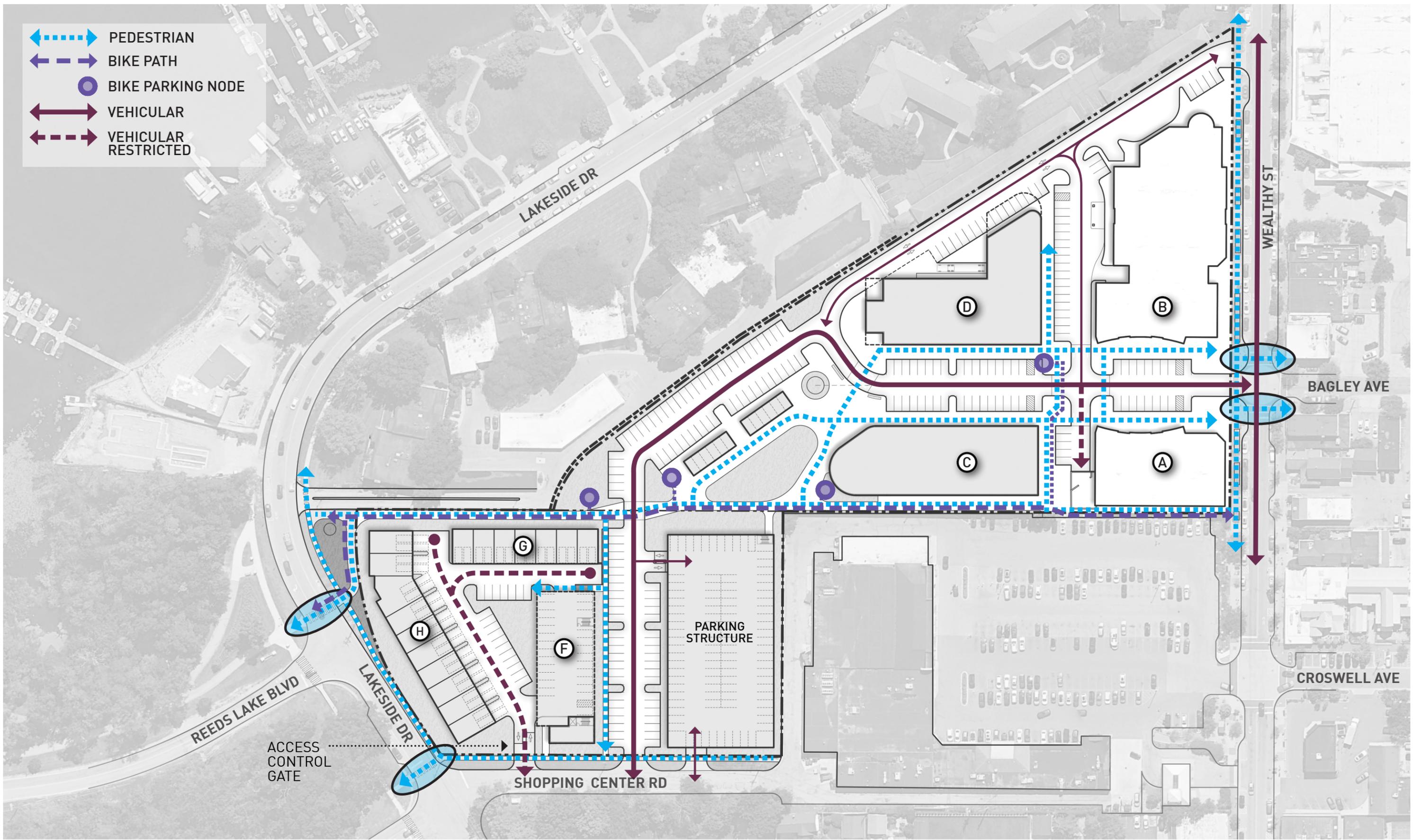


 BIKE PATH
 BIKE PARKING NODE





-  PEDESTRIAN
-  BIKE PATH
-  BIKE PARKING NODE
-  VEHICULAR
-  VEHICULAR RESTRICTED



**AN ORDINANCE TO AMEND THE
JADE PIG VENTURES PLANNED UNIT DEVELOPMENT**

THE CITY OF EAST GRAND RAPIDS ORDAINS:

Section 1. The Zoning Ordinance of the City of East Grand Rapids was amended by approval of the Jade Pig Ventures Planned Unit Development on October 18, 2004, which had an effective date of February 22, 2005 and was subsequently amended on February 15, 2008 (collectively the "Original Ordinance"). This Amendment does not change the zoning classification of the subject property but does contain changes to the previously approved concept plan and updates to align with the current terminology and other changes that have occurred since the Original Ordinance was enacted. This Amendment was adopted by the City of East Grand Rapids pursuant to the adoption Resolution of the City Commission on _____, 2025 that also approved the new Concept Plan (the "Adopting Resolution"). This Adopting Resolution is incorporated into this Amendment.

(a) Subsection 3(h) of the Original Ordinance is deleted since this issue will be addressed in the PUD agreement.

(b) Subsection 3(k) of the Original Ordinance is amended to refer to the preliminary PUD site plan as the concept plan.

(c) Subsection 3(p) of the Original Ordinance is deleted and amended in its entirety to read as follows:

(p) The Developer may construct up to 8 "Buildings" as shown on the concept plan. These buildings will contain a mix of residential uses, retail uses, and commercial uses, though some buildings may contain just one use. The maximum height of each building shall be as follows:

- i. Building A — already constructed
- ii. Building B — already constructed
- iii. Building C — four stories at 57' – 0"
- iv. Building D — five stories at 70' – 0"
- v. Building E — Building E has been eliminated and is no longer shown on the concept plan.
- vi. Building F — four stories at 57' – 0"
- vii. Building G — three stories at 40' – 0"
- viii. Building H — three stories at 40' – 0"

(d) Section 6 of the Original Ordinance is deleted and amended in its entirety to read as follows:

Section 6. PUD Expiration.

(a) Approval of the PUD concept plan by the city commission shall confer upon the applicant the right to proceed through the subsequent final PUD

plan approval phase. The final PUD site plan approval with respect to future buildings shall be applied for and considered on a phase by phase basis but shall not consist of more than three phases; provided however, if the parking structure is submitted for final approval independent of other Buildings, then the parking structure shall not be considered a phase. The applicant shall submit an application for final PUD site plan approval for the first phase prior to the expiration of two years from the Effective Date of this Amendment. The city commission may for good cause approve one extension of up to one year if requested by the applicant prior to the expiration of the original concept plan approval. If application for final PUD site plan approval for the first phase of the PUD is not requested within this time period, the PUD concept plan shall automatically become null and void and all rights thereunder shall terminate. However, the PUD zoning shall remain in place unless a change is initiated by the City Commission.

(b) Construction shall commence on a phase that has received final PUD site plan approval within one year of the final PUD site plan approval of such phase(s) unless an extension of up to no more than one year is granted in accordance with Section 5.51 of the Zoning Ordinance.

(c) A final PUD site plan application for each phase (other than the first phase which is addressed in (a)) shall be submitted no later than three years from the date construction commences within the prior phase or, if construction has not commenced on the prior phase, then three years from the date of the final PUD site plan approval of the prior phase. Failure to submit a final PUD site plan application for a subsequent phase or commence construction of such phase within the required time frames (or extension specified in Section 5.51) shall nullify the concept plan as to future phases but shall have no impact on Buildings or phases that have previously received final PUD site plan approval or Buildings or phases that are under construction.

Section 2. Effective Date. This Amendment shall become effective upon receipt by the City of the Developer's written acceptance of approval of the PUD concept plan which must be received within 45 days of City approval. In the event of a conflict or inconsistency between this Amendment and/or the Adopting Resolution and the Original Ordinance, the terms and conditions of this Amendment and/or the Adopting Resolution shall govern and control.

Section 3. Notice of Adoption. Notice of adoption of this Amendment shall be published within ten (10) days after its enactment by a publication of the following digest, summary, or statement of the purpose of the Amendment as provided Chapter VII, Section 7.5 of the Charter of the City of East Grand Rapids.

NOTICE OF ADOPTION OF AMENDMENT BY THE CITY OF EAST GRAND RAPIDS:

The purpose of this Amendment is to update the concept plan for the property located between Wealthy Street and Lakeside Drive in the City of East Grand Rapids. This Planned Unit Development allows a combination of commercial and retail uses, offices, residential condominiums, apartments, and townhouses with associated parking, and open space. The Amendment approves a revised concept plan for location of structures on the property and deals with the development and use of these structures including access and parking. Copies of the Amendment and copies of the approved concept plan and the resolution to approve amendment are available at the office of the City Clerk, 750 Lakeside Drive S.E., East Grand Rapids, Michigan during normal business hours.

City of East Grand Rapids

By _____
Lori Parmenter
City Clerk

27791903.1

**RESOLUTION TO APPROVE AN UPDATED CONCEPT PLAN TO
JADE PIG VENTURES PLANNED UNIT DEVELOPMENT
AND TO EXPLAIN IMPACT OF THE APPROVED CONCEPT PLAN ON THE
ORIGINAL ORDINANCE**

The purpose of this Resolution is to approve an updated concept plan to the Jade Pig Ventures Planned Unit Development and to explain how the approved plan will interact with the terms of the Original Ordinance. A separate ordinance amendment is being approved to make minor changes to the Original Ordinance.

Whereas Gaslight Investors, L.L.C. has submitted as revised concept plan for the Jade Pig Ventures Planned Unit Development; and

Whereas numerous meetings and hearings have been held by the City Planning Commission and the City Commission;

Now therefore be it resolved by the City Commission of the City of East Grand Rapids that the Concept Plan dated _____, 2025 is hereby approved as provided below.

The Zoning Ordinance of the City of East Grand Rapids was amended by approval of the Jade Pig Ventures Planned Unit Development on October 18, 2004, which had an effective date of February 22, 2005 and was subsequently amended on February 15, 2008 (collectively the "Original Ordinance"). Jade Pig Ventures' interest in the real property which is covered by the Original Ordinance has been sold to a new entity, Gaslight Investors, L.L.C. Gaslight Investors, L.L.C. filed materials with the City of East Grand Rapids seeking certain modifications to the previously approved preliminary PUD plan. The City's Zoning Ordinance was completely restated by the adoption of a new Chapter 50 of the City Code containing the zoning code, which became effective on November 29, 2013. This new Zoning Ordinance changed the numbering of all sections dealing with Planned Unit Developments. The current provisions relating to Planned Unit Developments are found in Article VI, Sections 5.41 – 5.52. Except as noted, references will now be made to the new ordinance sections of the City Code. While the PUD provisions remain substantially similar to the previous provisions, there have been some wording changes which impact the Gaslight Investors, L.L.C. PUD. For example, the plan adopted in the original approval of the Jade Pig PUD was referred to as the "preliminary plan" and the previously approved preliminary plan is now referred to as the "concept plan". In the event of a conflict or inconsistency between the terms of this document and the Original Ordinance, (including conflicts or inconsistencies between the approved conceptual plan and any previously approved preliminary or final plan governing the subject property), then the terms of this document (including the approved conceptual plan), shall govern and control.

1. Section 1 of the Original Ordinance is changed as follows:

The reference to Section 5.190 of the City Code in Section 1 now refers to Section 5.20. The date of the eight-page site plan is corrected to be September 7, 2004. All references to Jade Pig Ventures should now refer to Gaslight Investors, L.L.C.. All other provisions of Section 1 are accurate and are not modified.

2. Section 3 of the Original Ordinance is changed as follows:

Subsection 3(a) is updated to indicate that the preliminary site plan approved by the city commission, dated September 7, 2004, is now referred to as the concept plan. The concept plan is being updated by this document. Part of the area has already been constructed pursuant to the original plan. The final PUD site plan for the remaining phases of the project will be consistent with the concepts illustrated in the approved concept plan. Compliance with the approved final PUD site plan standards for each phase shall be a prerequisite to final approval of such phase for construction under the building permit to be issued by the City for the development and occupancy of new construction on the site.

Subsection 3(b) of the Original Ordinance remains substantially the same and is retained; provided however, the proposed project will be completed in phases. The phases will be submitted for final PUD site plan approval on a phase by phase basis in accordance with the process required by the amendment to the ordinance. A PUD agreement will be entered, and the boundaries of the phases will be established, at the time that first phase of the project receives final PUD site plan approval. The PUD Agreement will be amended, or new PUD Agreements will be entered, at the time subsequent phases receive final PUD site plan approval. Section 1(d) of the amended PUD Ordinance amends Section 6 of the Original Ordinance to authorize up to three additional phases; provided however if the parking structure is established independent of other Buildings, then the parking structure shall not be considered a phase.

Subsection 3(c) of the Original Ordinance refers to items that were agreed upon in 2004. Any requirements of the nature of those previously contained in Section 3(c) that are relevant to the amended concept plan will be addressed at the time the final PUD site plan, and PUD agreement, for a phase are approved.

Subsection 3(d) is changed to acknowledge that the commercial/retail buildings adjacent to Wealthy Street have been constructed and that the remainder of the proposed project is to be constructed in phases.

Subsection 3(f) is changed to acknowledge that the requirements of Section 3(f) were satisfied with respect to the portion of the PUD constructed in the initial phase of the project. The requirements of Section 3(f) are not relevant with respect to the future phases of the project; provided however, new specifications for streets, streetscape, lighting, and other details will be established in the final PUD site plan approval and in the PUD agreement for each phase.

Subsection 3(i) applies to a drive-thru window which has already been constructed in the initial phase.

Subsection 3(j) is changed as the previously existing parking structure has been removed. A new parking structure is included in the approved concept plan and any conditions or restrictions on that structure will be addressed in final PUD site plan approval and PUD Agreement for the phase in which the parking structure is constructed or, if the parking structure is constructed independent of other Buildings and is not considered a phase, then at the time the parking structure is submitted for final PUD site plan approval.

Subsection 3(l) is changed to provide that the developer is to provide pedestrian access through the property in general locations identified for pedestrian access in the approved concept plan.

Subsection 3(m) is no longer relevant.

Subsection 3(n) is changed as follows:

(n) The Buildings located on the subject property shall be maintained to their as-built standards, reasonable wear and tear excepted. The Buildings are identified in subsection (p) below.

Subsection 3(o) is changed as follows:

(o) The parking requirements and the number of spaces shall be mutually agreed upon by Gaslight Investors, L.L.C. and the City Commission as part of the final PUD site plan and PUD agreement for each phase. The agreement of the parties shall take into consideration any parking studies performed in conjunction with the final PUD site plan for a phase. Each phase will provide sufficient parking as agreed upon by the City and Gaslight Investors. Upon the approval of each phase, the parking constructed will be sufficient to provide parking for all completed phases.

Subsection 3(q) is updated as follows:

(q) The Buildings identified as A and B in the approved concept plan have been established and are in the commercial area of the PUD along Wealthy Street. In the event that any or all of Buildings C and D are constructed, they may be used for any use that is allowed in the C-1 zoning district as set forth in Table 5.36 of the Zoning Ordinance. Building E has been eliminated and is no longer shown in the concept plan, as a result additional size has been added to Building C. In the event that any or all of the Buildings F, G and H are constructed, they shall be used for residential uses as identified in the approved concept plan.

3. Section 4 of the Original Ordinance is updated as follows:

Section 4. Enforcement.

(a) The City may enforce the provisions of this Resolution, the continuing provisions of the Original Ordinance and applicable provisions of the Zoning Ordinance, Building Code, and other ordinances, laws and regulation to the extent and in any manner provided by law.

(b) All conditions contained in this Resolution shall be binding upon the Developer as well as its successors, tenants, and assigns.

4. Section 5 of the Original Ordinance is updated as follows:

Section 5. Findings. In 2004, the Planning Commission determined that the proposed project met the required standards contained in the City Code for site plan review and for planned unit development approval. While some details of the approved concept plan vary from the 2004 plan, the overall uses, scale, and relationships are in keeping with the previously approved concept. Therefore, the current Planning Commission and City Commission have determined that the revisions proposed to the development as illustrated in the approved concept plan dated _____ (attachment A) and described in the applicant's submittal (attachment B) meet the following Zoning Ordinance standards:

(a) All attached conditions and applicable provisions of Article VI of the Zoning Ordinance (Planned Unit Development) are met to the satisfaction of the City Commission;

(b) The proposed PUD meets the intent of Article VI, as outlined in Section 5.41, through each of the following:

1. Providing for a mix of compatible uses and residential types,
2. Creating an innovative development in terms of variety, design, layout, and types of structures,
3. Facilitating a more efficient use of land and economic arrangement of buildings and uses,
4. Minimizing traffic impacts while accommodating safe and efficient pedestrian and bicycle access and circulation, and
5. Using the land where site conditions make development under conventional zoning difficult or less desirable.

(c) The qualifying conditions in § 5.42 are met, as follows:

1. The proposed development is under unified control.
2. The proposed development provides public benefits in several ways, including:
 - a. Creating a mixed-use project combining residential and nonresidential uses and a variety of housing types,
 - b. High quality design beyond the minimum ordinance requirements,
 - c. Efficiently consolidating irregularly shaped properties,
 - d. Effectively transitioning from higher to lower density uses.
3. Uses along the perimeter of the property will be compatible with the use of adjacent property through screening, landscaping, and separation distances, as well as ensuring that all uses abut nonresidential structures on adjacent property,
4. The development will be served by public water and sanitary sewer,
5. The proposed PUD is consistent with the City's 2018 Master Plan which advocates for diverse housing opportunities for new families, aging-in-place, and young professionals and adapting to changing retail and residential needs while retaining the City's character and walkability. The Plan also recognizes the proposed mixed-use development of the subject property as desirable.

(d) The standards of approval in § 5.49 are met, as follows:

1. The proposed PUD complies with the intent and all qualifying conditions of §§ 5.41 and 5.42 of Article VI, respectively, as stated in (b) and (c) above;
2. The uses conducted within the proposed PUD, the PUD's impact on the community and other aspects of the PUD are consistent with the City's Master Plan, as stated in (c)5 above;
3. The proposed PUD shall be designed, constructed, operated and maintained in a manner harmonious with the character of adjacent property, the surrounding uses of land, the natural environment and the capacity of public services and facilities affected by the development. Design, construction, and operation will be determined as part of the final site plan review and PUD agreement for each phase. However, the approved concept plan does illustrate sensitivity to the adjacent and

surrounding uses, the natural environment, and the capacity of public services and facilities through the uses proposed, the arrangement of those uses, the accommodations for both vehicular and non-motorized circulation, the availability of public spaces, and the utilization of public services within their capacity;

4. The PUD shall not change the essential character of the surrounding area. The proposed development is consistent with the range of uses in the surrounding area, including commercial, office, high density residential, mixed-use neighborhoods, and open spaces;

5. The PUD shall not be hazardous to adjacent property or involve uses, activities, materials or equipment which will be detrimental to the health, safety or welfare of persons or property through the excessive production of traffic, noise, smoke, fumes or glare. No hazardous uses or activities are proposed and the site is designed to mitigate traffic impacts and separate vehicular traffic from pedestrians and bicycles; and

6. The PUD shall not place demands on public services and facilities in excess of current or anticipated future capacity. All public services are available and capable of fully serving the proposed development.

(e) The commission determined that the height of the buildings for the PUD may exceed the normally prescribed height limitations because such increased height allows for desirable spaces and plazas, more vibrant streetscaping and activity, extensive provisions for pedestrians and non-motorized traffic, high quality architectural design, and innovative mixed-use development to complement the current gaslight village district and support the goals of the City Master Plan. Such usage and design amenities would not be achievable under a more conventional development or under the current Zoning Ordinance requirements.

On November 12, 2024 the East Grand Rapids planning commission recommended approval of the concept plan with the following conditions:

1. A comprehensive traffic, pedestrian, bicycle and mobility study to address to the City's satisfaction vehicle, bicycle, and foot traffic for the site during the high traffic season.
2. Physical traffic (vehicle) counts at active times.
3. A review of the traffic study by city staff to verify its accuracy.
4. An analysis of delivery truck accessibility.

5. An analysis of full utility capacity for stormwater management pursuant to Chapter 28 of the city code, with a priority for natural based solutions.
6. An impact assessment for sanitary sewer, storm sewer, and water system utilities that is acceptable to the city.
7. A “shade study” to evaluate the effects of building massing on neighboring properties (note that this was requested when the proposed building height was 94 feet).
8. An environmental assessment satisfactory to the city for proposed and historical uses.
9. A fiscal impact study demonstrating financial feasibility for the development and Gaslight Village as a whole.
10. Parking analysis with a balanced solution.

Because of the nature of most of these studies, they need to be completed and reviewed based on the parameters imposed by an approved concept plan. Upon approval of the concept plan, the applicant can confidently proceed with the studies using actual specifications rather than numbers subject to change before a concept plan is actually approved (e.g., residential units, density, height, square footage). Language will need to be included in the final site plan documents and/or the PUD agreement to confirm that each of these conditions were met to the City's satisfaction, including the contents of all studies, and modifications were made to the final plan, if needed, based on the applicable study results.

The East Grand Rapids City Commission hereby makes the following modifications to some of the conditions submitted by the planning commission as well as adding some additional conditions.

Condition number one suggested by the planning commission shall be restated to read as follows: A comprehensive traffic, pedestrian, bicycle, and mobility study to evaluate the extent of and potential conflicts between vehicle, bicycle, and foot traffic for the site during the high traffic season and to suggest solutions to the city. Such solutions shall take into consideration traffic issues and determine the division of cost-sharing for all required infrastructure updates. This study shall include intersections outside the immediate PUD area including Lakeside and Robinson, Lake Drive and Breton, Lake Drive and Bagley/San Lu Rae, Wealthy and Lakeside, and Wealthy and Lovett. Traffic and mobility issues shall be addressed to the satisfaction of the City traffic engineer and the City Commission.

Condition number three suggested by the planning commission shall be restated to read as follows: A review of the traffic study by city staff or a city chosen third-party consultant to verify its accuracy.

Condition number six suggested by the planning commission shall be restated to read as follows: An impact assessment for sanitary sewer, storm water, and water system utilities, including the impact of runoff from surface parking lots. Any necessary mitigation shown by such studies shall be taken into consideration. Priority shall be given to natural based solutions in accordance with applicable laws and regulations.

In light of the reduced height of the tallest building contained in the concept plan by over twenty feet, planning commission condition number seven regarding a shade study is unnecessary and is removed as a condition.

Condition number eight suggested by the planning commission shall be restated to read as follows: An environmental assessment satisfactory to the city for proposed uses. Any necessary mitigation shall be taken into consideration.

Condition number nine suggested by the planning commission shall be restated to read as follows: A fiscal impact study demonstrating financial feasibility for the development.

Condition number ten suggested by the planning commission shall be restated to read as follows: A parking analysis with possible shared solutions, including but not limited to, parking solutions peripheral to the development. These parking solutions shall be subject to the provisions of section 3(o).

In addition to these modifications of the planning commission conditions, the city commission adds the following additional conditions:

1. Any private streets and sidewalks constructed by the developer shall be built to standards approved by the City. The private streets shall be maintained to City standards, including snow removal on streets/sidewalks. Obstructions that may be allowed on any sidewalk shall be in accordance with existing City ordinances, regulations, and policies.
2. The upper floors of buildings in excess of three stories shall be stepped back from the lower floors.
3. Developer/Owner must apply for the closure of private streets so as to limit the impact upon vehicular traffic. Private street closures and temporary blockage shall be permitted in accordance with City ordinances, regulations, and policies. In addition, when reasonably requested by the city, the developer shall agree to close private streets on a temporary basis subject to tenants and property owners having continued access to their respective properties. The PUD agreement shall contain provisions detailing the rights of the city, the developer, tenants, and property owners.
4. The City is not obligated to fund any improvements to streets or utilities necessitated by increased demand resulting from the development. This

condition does not preclude the City from voluntarily funding any improvements.

5. During the final PUD site plan review stage for a phase, if street or utility improvements are determined to be needed, as specified in condition 4, and are not appropriately funded by the developer and/or the City, the final plan must be amended to eliminate the need for such improvements or amended to a level at which the improvements can be funded. If improvements are not funded or eliminated, final plan approval for the phase will not be granted. This condition does not preclude the City from voluntarily funding any improvements.
6. Development of the project in phases may require updates to studies related to parking, utilities, and traffic. Such updates may be required at each phase at the discretion of the City.
7. Traffic circulation within the PUD area shall be addressed to the satisfaction of the City traffic engineer and the City Commission.

The Planning Commission may recommend and the City Commission may require that the final PUD plan and/or the PUD agreement for a phase shall include such modifications or improvements recommended by the relevant studies and such other requirements related to the standards of approval.

Unless otherwise set forth above, all conditions listed above must be met in the phase in which the condition is located or applies and shall be confirmed at the time such phase receives final PUD site plan approval and when the PUD Agreement for such phase is executed.

LINKS TO MISC. STUDIES, ANALYSIS, AND OTHER MATERIALS PREPARED TO DATE

For best results, please open each link in a new browser tab.

- Traffic and Parking Studies (April 2025)
 - [Fleis and Vandenbrink \(Developer\)](#)
 - Response from Progressive Companies (City Consultant)
 - [Jeremy Chapman](#)
 - [Christopher Zull](#)
 - Christopher Zull (September 2025, attached to these materials)
- [Preliminary Environmental Assessment \(City Consultant\)](#)
- [Preliminary Soils Assessment \(City Consultant\)](#)
- [Preliminary Utilities Analysis \(by City\)](#)
- [Feedback from Cascade Township Building Inspections Services \(Brian Wilson, Construction Inspections for City\)](#)
- [Feedback from EGR Public Safety Department](#) (Emergency Vehicle/Equipment/Operations Access)
- Summary of Public Comment from Previous City Commission Meeting Agendas
 - [May 5](#)
 - [May 19](#)
 - [June 2](#)
 - [June 16](#)
 - [July 21](#)
 - [August 4](#)
 - [August 18](#)
 - [September 2](#)
- [FAQ Documents prepared for the Gaslight Investors Project](#)



Memo

To: City of East Grand Rapids

From: Christopher Zull, PE, Transportation Practice Leader

Date: September 4, 2025

Re: Gaslight Investors August 27, 2025 Concept Site Plan Review

Project No: 77510008

Progressive Companies has reviewed the Gaslight Investors PUD Amendment concept site plan, dated August 27, 2025, for the proposed Gaslight Village Planned Unit Development (PUD) project in East Grand Rapids, Michigan.

As a direct result of City Commission and staff feedback, Gaslight Investors has been working to revise the conceptual site plan for the Gaslight Village Planned Development. This process has included building placement, site circulation, parking capacity and orientation, pedestrian and bicycle facilities, and green space discussions, among others. Two in-person meetings were held to work through concepts relating to vehicle circulation, truck delivery needs, parking needs, and non-motorized safety.

This site plan revision eliminated a previously proposed building (Building E), reconfigured circulation patterns, and created a central social hub within the development. The resulting site circulation patterns for vehicles utilizes a grid-like approach with all two-way streets, logical connections to public roads, and the potential for future cross-connections with adjacent commercial properties.

Apart from the residential hub on the north end of the property, vehicle circulation is designed in such a way as to allow vehicles to enter and exit the public roadway network from both Shopping Center Road and Wealthy Street. This configuration also enables the ability for a vehicle to circulate back to its entering street, reducing potential added circulation on public streets. This is especially important for truck traffic and delivery vehicles.

The proposed non-motorized network is designed in such a way as to promote connectivity to the proposed buildings, social hub, and parking structure. An emphasis has been placed on reducing vehicle and pedestrian interactions, promoting slow vehicle speeds, and highlighting key crossing points. Additionally, direct accommodations have been provided for pedestrians and cyclists wishing to pass through the site.

While refinements, such as traffic controls, materials, parking orientation, lighting, wayfinding, and other important site plan specifics, will need to be detailed in a final site plan, the information provided to date is sufficient for additional traffic analysis to be conducted, assuming no further significant changes to building sizes, parking capacity, land use, or roadway operations.

AZZAR COMPANIES
201 COTTAGE GROVE ST SE
GRAND RAPIDS, MI 49507

August 26, 2025

RE: 654 Lovett, 658 Lovett, 661 Croswell, 703 Croswell

Good Afternoon Mr. Jay Gianotti

As owner of the above mentioned properties, I see that there is no advantage to the properties or to the community for the updated PUD amendment and concept change.

Saying that, I'm opposed to this action.

Sincerely,



J. Azzar

JDA/djk

August 27, 2025

Dear City Commission and Planning Commission Members,

I've written you before, but I'd like to expand on my concerns about traffic on Greenwood Avenue.

Traffic has grown dramatically in both volume and speed—we often refer to it as the “Greenwood Expressway.” The traffic circles haven't solved the problem, and this project will only exacerbate it.

I propose closing access to Lovett and Greenwood at Lakeside and Shopping Center Road. While this would be a minor inconvenience for those of us who live there, it would keep heavy traffic off our narrow, family-filled streets and instead route it to Lakeside Drive, which was designed for higher traffic volumes.

Thank you,
Mario Orsini
556 Greenwood Ave SE

