



CITY OF
EAST GRAND RAPIDS

750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506
 (616) 940-4817 www.eastgr.org

JAY GIANOTTI, AICP
 ZONING ADMINISTRATOR

MEMORANDUM

TO: Honorable Mayor and City Commissioners
 FROM: Jay Gianotti, Zoning Administrator
 DATE: February 10, 2025

RE: **City Commission Public Hearing – Gaslight Investors Planned Unit Development Amendment**
2255 Wealthy St. SE and 515 Lakeside Dr. SE (PPNs 41-14-33-276-032 and 41-14-33-276-029) - Concept Plan Review

Action Requested:

That the City Commission holds a public hearing on a revised Gaslight Investors PUD Concept Plan at 2255 Wealthy St. SE and 515 Lakeside Dr. SE.

Background:

On May 3, 2024, Gaslight Investors submitted an application regarding a revised and amended site plan for the Planned Unit Development (PUD) at 2255 Wealthy St. and 515 Lakeside. The original PUD plan, then referred to as the Jade Pig PUD, was approved in 2004. The first phase of this development was approved and constructed in 2005. No further development on this site has occurred since then. An amendment to this original PUD was approved in 2008, but no construction ever took place. Thus, that approval was voided. A revised concept plan for the site was introduced to the Planning Commission in 2020, but because of factors related to the COVID-19 pandemic, the plan never advanced beyond that stage. Tonight, the developers and consultants are presenting a revised concept plan for the remainder of the site for a public hearing and potential approval by the City Commission. Table 1 shows a brief summary of major changes to the site plan from 2004 to now.

Table 1 – Summary of major PUD plan changes from approved 2004 plan to 2024 proposed plan

Approved 2004 PUD	Proposed 2024 PUD Amendment
7 total buildings with retention of existing parking garage <ul style="list-style-type: none"> • 2 Commercial buildings • 1 Parking garage (existing) • 1 Mixed-use building (commercial & residential) • 3 Residential buildings 	10 total buildings (2 already constructed) including new parking garage <ul style="list-style-type: none"> • 3 Commercial buildings • 1 Parking garage (new) • 3 Mixed-use buildings (commercial, parking, and residential) • 1 Residential building • 2 rows of Townhouses
Tallest building: 7-stories, 79' height, solely for residential use	Tallest building: 7-stories, 94' height, mixed-use (commercial, parking, and residential)
107 residential units (condominiums)	180 residential units, including condos, apartments, and townhomes. Project is committed to reserving approximately 10% of the residential units as attainable rental units that range between 100% and 120% of the area medium income (AMI).
687 total parking spaces (only 414 present)	583 total parking spaces

Table 2 – Major feedback themes from June 24, 2024 Open House Engagement

Development Design	Circulation/Access	Other
<ul style="list-style-type: none"> • Excitement for new development • More green space and public space • Concerns about seven-story building height • Concerns on parking - amount and location (less street parking) 	<ul style="list-style-type: none"> • Traffic study - take into account vehicles, pedestrians, bicycles, and transit • Consider additional facilities for handling increased traffic, such as traffic light (roundabout not favored) • Keep easy pedestrian access for apartments/condos on Lakeside 	<ul style="list-style-type: none"> • Provide streetscape designs for roads • More emphasis on environmental sustainability • Will increased residential density impact schools?

This revised concept plan was introduced to the Planning Commission on June 11, 2024. After providing feedback on the presented concept, the Planning Commission voted unanimously to move the concept plan to a public hearing. In the interim, the City hosted an open house on June 24 to give the public a greater opportunity to view the concept plan and ask questions to the developer and architects. Over 40 residents attended this open house; the comments received at this open house are attached to these materials. Table 2 shows a summary of the major themes emerging from the open house feedback. A formal public hearing with the Planning Commission was then held on July 9, 2024. At the end of this meeting, the Planning Commission requested additional information regarding the project’s impact on traffic, pedestrian safety, and mobility options. This additional information from the applicants was introduced at a public hearing on November 12. After considering all of this information, the Planning Commission voted 8-1 to recommend approval of the concept plan with the following conditions:

- Comprehensive traffic, pedestrian, bicycle and mobility study to address vehicle, bicycle, foot traffic for the site in the high-traffic season to the satisfaction of the city.
- Physical traffic (vehicle) counts at active times
- The traffic study should be reviewed and verified by city staff
- Delivery truck analysis
- Full utility capacity/impact for stormwater management pursuant to Chapter 28 of the City Code prioritizing natural-based solutions.
- Impact assessment for sanitary sewer, storm sewer, and water system utilities to the city’s satisfaction
- A “shade” study to evaluate the effects of building massing on neighboring properties
- Environmental impact assessment for proposed and historical uses to the city’s satisfaction.
- Fiscal impact assessment demonstrating the financial feasibility for the development and Gaslight Village as a whole.
- Parking analysis with a balanced solution

Though not explicitly stated, the City interprets that these conditions would need to be met at the final plan stage. Additionally, the Planning Commission requested the City to increase the public notification radius for this project to 1,000’ instead of the standard 300’ set forth in State law.

The concept plan was introduced to the City Commission at their January 21, 2025 meeting, where it was unanimously voted to advance the concept plan to a public hearing. Since this introduction, the applicants have made a minor revision to the concept plan with regards to Buildings G (commercial/office) and H (townhouses). In the concept now under review, Building G has shifted west to front on Shopping Center Drive. Similarly, the townhouses in Building H have been split into two buildings, with one building shifting

eastward. An additional open house was held on February 4 to allow residents the opportunity to view the proposed concept plan, including this revision. Feedback from this open house is included in these materials. The applicants have provided some additional materials to address some of the comments made at the Planning Commission public hearing. These include an updated parking study, additional renderings illustrating building massing and pedestrian activity, updated multi-modal movement diagrams, and a proposed timeline for preparing the final traffic, parking, and multimodal impact studies. These are included with these materials along with the original submission materials. The applicants have also prepared a separate presentation that provides additional information related to proposed pedestrian amenities and passageways as requested by City Staff and the Planning Commission.

To view agendas/minutes from previous Planning Commission Meetings related to the PUD, please visit the following link: [Agenda Center • East Grand Rapids, MI • CivicEngage](#)

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Additionally, Planning and City Commission Meetings held with respect to the PUD can also be viewed via the city’s YouTube link: [City of East Grand Rapids - YouTube](#)

Concept Plan Overview:

As a major change to the previously approved PUD plan and agreement, the applicants are required to proceed through the entire PUD approval process for this revised plan. This involves two sets of hearings at the Planning and City Commission levels. A basic timeline of this process, including the current step in this process, is shown in Exhibit 1. This current stage – the PUD concept plan stage – is solely for review of the overall concept plan. Section 5.47 of the zoning ordinance lists the materials that are required at this stage. Note that final building designs, floorplans, and details such as building materials, public/private amenities, and specific tenants or occupants are not provided or required at this stage. The concept plan is intended to simply show the basic layout of proposed buildings, streets, and other important elements that illustrate the intended vision for the site. More detailed designs and requirements, including a legal PUD agreement, are considered at the third and final review stage. The purpose of a concept plan approval is to give the applicants reasonable assurance that their proposed concept is viewed favorably so that the final site plan and detail designs can be produced with confidence. The final site plan will be judged against the approved concept plan to ensure it remains in general compliance with what the City Commission approves. The City Commission may make suggestions or recommendations regarding elements they would like to see in the final plan, but these are not required to be presented or approved at this stage.

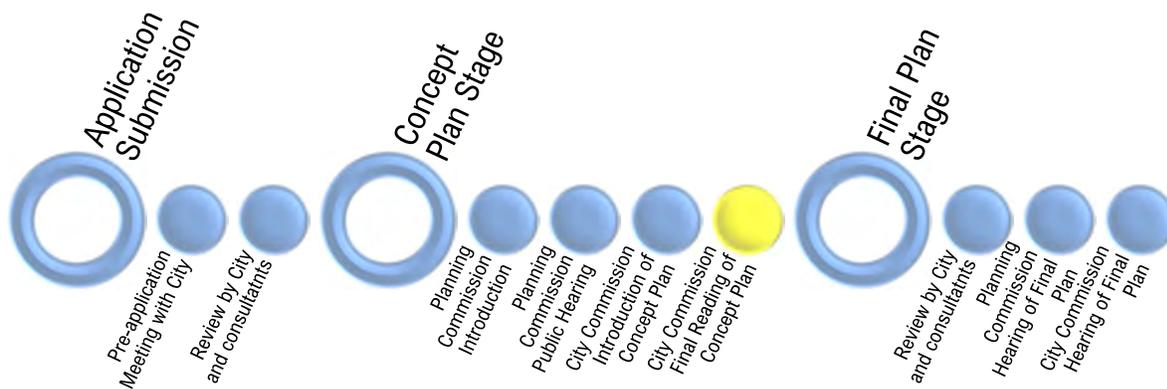


Exhibit 1 – General PUD approval timeline. The current step (highlighted in yellow) is tonight’s public hearing of the concept plan. If the concept plan is approved, the final part of this step would be an introduction of a corresponding PUD amendment, followed by a final reading and public hearing for the PUD amendment planned for March 3.

Review of Standards:

To approve a major change to a PUD agreement, the following criteria under Section 5.49 must be met. Note that because this is a concept plan, not all of these standards are fully applicable at this time.

- A. *The proposed PUD complies with the intent and all qualifying conditions of §§ 5.41 and 5.42 of this article, respectively.*

Staff comments: This standard appears to be met. The overall mix of uses is quite similar to the originally approved PUD and provides many of the same benefits as the original plan.

- B. *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.*

Staff comments: This standard appears to be met. The 2018 Master Plan provides guidance on what the preferred intent of this area should be. If anything, the proposed uses are more varied than originally conceived. Of note:

- The proposed plan calls for appx. 56,970 s.f. of new commercial space. By comparison, only appx. 13,610 s.f. of additional commercial spaces was proposed in the original PUD agreement.
- The number of residential units in this proposed plan would be 180 units. These are comprised of different types of housing such as apartments, condominiums, and townhouses. By comparison, the originally approved PUD plan had 108 housing units, all of them being apartments. The applicant's materials also indicate a commitment to providing market-rate housing with this plan which was not present in the original plan. Overall, the proposed residential density would be 21.2 units per acre, which is comparable to the maximum allowed density in the MFR District for new construction (20.7 units per acre).¹
- The main access road for the PUD would be rerouted to the north to connect with Shopping Center Drive at the Greenwood/Lakeside intersection. The existing vehicular access point to the east of Reeds Lake Blvd. would be converted solely to pedestrian access (though the existing access road to Lakewood Hills Apartments would remain.) This may be preferable from a traffic management standpoint as the current north vehicular access is offset less than 100' from Reeds Lake Blvd. While the City's Master Plan indicates a proposed road connection to the Reeds Lake Blvd. intersection, the overall intent of this recommendation is understood simply to provide a clear and easily accessible north-south connection between Wealthy and Lakeside. In that light, strict adherence to the Master Plan is not necessary if the general intent is still there and current data shows that a better alternative is available². With this in mind, a comprehensive traffic impact and pedestrian will be required with the final plan submittal. The study should include additional information on traffic flow and traffic mitigation strategies with this proposed concept.

Though not required at this stage, more details on the mix of uses in the development and how they complement each other would be helpful at the final plan stage. This could be included as part of the requested fiscal analysis, noting aspects like the relationship of anchor tenants and associated buildings, how the different uses (small retail, larger retail, mixed-uses, and residential) work hand in hand, and why and how the development works together and benefits Gaslight Village as a whole, and more broadly other nearby commercial areas such as Breton Village.

- C. *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.*

Staff comments: This standard may be met. The concept plan shows the basic building forms and layout that are being proposed. This level of detail is sufficient to meet this standard at the concept plan stage. More detailed building and amenity designs will be required with the final plan. Review of capacity for public services (sanitary sewer, storm water, potable water, etc.), public safety, environmental, facilities, etc. will also be prepared with the final plan and reviewed by the City.

- D. *The PUD shall not change the essential character of the surrounding area.*

Staff comments: This standard appears to be met. This land was originally part of the historic Ramona Park, a popular amusement park. Upon closing, Jacobson's Department Store and Ramona Medical Center

¹ By comparison, if zoned MFR, the maximum number of dwelling units that could be provided is approximately 178. This difference appears negligible and is in alignment with the current MFR District standards.

² Though not specifically referenced in the Master Plan, the proposed concept also allows for future connections to the D&W Shopping Center site should opportunities arise.

were developed on this land. Historical materials related to these uses are provided for reference. Surrounding areas are generally zoned either C-1 Commercial or MFR Multi-Family Residential. Thus, this part of the City has always been home to higher-density uses. A basic timeline showing different activities on the former Ramona Park land is attached as Exhibit 2.

Table 3 – Height comparison of prominent buildings in EGR

Building	Appx. Height
Blodgett Hospital (2008 addition)	72'
Blodgett Hospital (other wings)	42'-90'
EGR High School (Fine Arts wing)	88'
EGR Middle School (adjacent to Reeds Lake)	47'
Wealthy Elementary School	53'

It should be noted that the tallest building in this revised plan is proposed to be seven stories and 94' height. The number of stories is the same as was approved in 2004, but the overall height is 15' taller. However, some of the buildings in the original plan had a sloped roof, meaning their height would have been measured at the roof midpoint. When considering the height at the roof peak, the tallest building height in the original concept plan was appx. 86'. The 2008 PUD amendment request was also for a building with a height of appx. 94' at the roof peak. For comparison purposes, estimated building heights for other buildings in the City/general Gaslight Village area are provided in Table 3.

At the Planning Commission hearings, there were multiple comments regarding connections to other surrounding uses such as the apartments and condominiums to the east. While such opportunities may exist, they would likely require cooperation from adjacent property owners to be established. Thus, no such outside connections are part of this concept plan.

E. 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.

Staff comments: These are not necessarily required at the concept plan stage because the level of detail required at this concept plan stage may not allow for meaningful modeling or analysis. Any analysis done at this stage may be significantly altered when presented with more detailed data at the final plan review stage. The City does recommend that a traffic impact/pedestrian study be submitted with the final plan review. At the Planning Commission introduction, there were multiple requests to include pedestrian traffic as part of this study, as well as looking at which northern connection – Lakeside/Shopping Center or Reeds Lake Blvd. – would be the most desirable. A preliminary traffic study was performed by Fleis & Vandenbrink to begin addressing some of these questions. This is attached to these materials, along with a companion analysis from the City's traffic consultant. In summary:

- The north site entry is anticipated to be the most heavily used, wherever it is located. The study concluded that the existing intersection at Lakeside/Shopping Center Road provided the best northern access point to the site. As noted at the July public hearing and in Subsection B above, even though the City's master plan does not specifically reference this regarding a north/south connection through the site, a connection at the Lakeside/Shopping Center intersection would still meet the overall intent of this recommendation.
- Alternatives for additional or alternative northern access points involving the existing driveway and the existing Reeds Lake Blvd. intersection were studied, but both found significant conflicts with other access points and would increase the potential for vehicle and pedestrian conflicts.
- Some minor modifications to the Lakeside/Shopping Center intersection and the Wealthy/Lovett intersection may be necessary to mitigate traffic from the project. Signal modifications at Wealthy/Lakeside are also recommended to accommodate additional traffic volumes.
- The parking analysis concluded that, when accounting for shared parking³, the project had sufficient parking capacity for the entire site. It should be noted this is a preliminary conclusion based on a general large-scale view of the proposed uses. More detailed parking analysis may not be possible until the final plan stage.

³ Shared parking presumes that different uses have different parking demands during the day (for example, parking for residential uses may not be needed during daytime hours, and parking needs for commercial/office uses may be lessened in evening hours) and thus the provided parking spaces can be used to help satisfy parking requirements for multiple uses.

- The study does not appear to address traffic impacts by delivery/freight vehicles. Nor does it appear to discuss pedestrian traffic in much detail, only to note that most of the trips generated would be vehicular. As this is still only a concept plan, it might not be possible to fully study these topics at this time.
- The Planning Commission and consultants also requested information such as updated traffic counts, crash history, pedestrian/bike interaction analysis, intersection level of service analysis, and parking evaluation. Parking is discussed in more detail below. The City has provided the applicants with their own historical data on the other topics. This data is used as baseline data in the submitted preliminary traffic study, which is what will be utilized in relationship to actual traffic counts that will be performed in the Spring along with comparisons to projections taken from the ITE manual.
- The “Anticipated Project Schedule” references a safety study as part of their multimodal impact analysis. While the introductory letter references modifications related to reducing vehicle and pedestrian conflicts in the site, it is not entirely clear what the full scope of the safety study is.

Planning and City Commissions may request additional materials and studies as deemed relevant for either stage. Some potential items include the following.

- Truck/service traffic would be directed away from the main interior road into a one-way service road accessed at the SE corner of the property (next to Chase Bank) and travelling northward. While this arrangement would help separate truck traffic from visitor traffic, it does have the potential to increase truck traffic on Lakeside Drive and Wealthy Street. This was not addressed by the preliminary traffic study, though it may not be possible to accurately model these impacts at the concept plan stage.
- The currently proposed plan would feature 583 parking spaces, which is a reduction from the 687 originally approved in 2004. However, the following should be noted.
 - Only 414 of the 687 parking spaces approved in 2004 are reportedly present. The remaining parking spaces were in building phases that were never constructed. Thus, if fully built as proposed, there would still be a net increase of 169 parking spaces over what is currently existing.⁴
 - The City’s parking regulations have changed significantly since the original PUD was approved. In most cases, fewer parking spaces are now required compared to 2004 and plans with fewer than the required number of parking spaces can be approved at the City’s discretion.
 - Parking studies done in conjunction with the 2018 Master Plan showed that only 59% of all parking spaces in Gaslight Village were utilized on a typical weekday.
 - It should be noted that the applicants are using a different parking standard compared to the City’s, which may result in fewer parking spaces than the zoning ordinance would normally require. However, taking shared parking and the other factors noted above into consideration, having fewer total parking spaces on site compared to the original plan may not be a significant concern, even with the increased amount of commercial and residential space. More detailed analysis may be useful at the final plan stage when the proposed uses are more clearly defined.
- Related to the above, it is anticipated that the 515 Lakeside parcel would be used for temporary surface parking while the new buildings and parking garage are under construction. The revised PUD agreement should include specific language stating when the temporary lot is to be removed, that the City has the right to remove the lot if the development does not move forward, and that the lot be built to City standards when in use.
- More details on pedestrian and bicycle infrastructure should be provided with the final plan. The applicants have provided basic rendering and diagrams showing the general circulation routes for different users. Of note, the proposed bicycle circulation drawing shows a main north-south bike route connecting Lakeside and Wealthy without intermingling with the internal road network. Access points

⁴ On October 21, the City Commission approved a temporary agreement with Gaslight Investors to allow for the demolition of the existing parking deck for safety concerns, based on the fact that the upper level has been closed for a substantial amount of time without impacting parking availability for the constructed portion of the development. This would technically remove approximately 198 parking spaces from the current PUD. Surface parking on the ground level will remain. As of this writing, this demolition is in progress. The temporary agreement still requires Gaslight Investors to provide an appropriate amount of parking whenever any new development occurs and allows the City to require additional parking for existing facilities if the demand dictates it.

to bike rack stations are noted and would utilize other planned pedestrian infrastructure. Otherwise, these drawings do not provide much detail on what specific types of amenities will be incorporated. While the central island at the Bagley entrance has apparently been removed in this concept, the materials do allude to other pedestrian safety measures that will be incorporated into the final plan. The City has also recommend adopting various recommendations from the National Association of City Transportation Officials (NACTO) and other professional engineering design manuals in other areas such as pedestrian pathways and integrated public amenities.

- City traffic consultant Christopher Zull has provided a memo (attached to these materials) reviewing the preliminary traffic study in more detail. This memo highlights some items that either require more explanation or further investigation, as well as noting that some of the materials provided to the development team may not have been fully utilized. At the same time, however, Mr. Zull concludes that there is still enough data present now to approve the concept plan provided the issues noted are fully addressed in the Spring 2025 traffic study.

F. The PUD shall not place demands on public services and facilities in excess of current or anticipated future capacity.

Staff comments: These are not necessarily required at the concept plan stage but will be required with the final plan submission. Similar to traffic/pedestrian analysis, if the building heights/layouts are known from the concept review, detailed utility analysis including sanitary sewer, storm sewer, water, etc. can be completed on a more detailed basis.

For reference, a copy of the original PUD agreement from 2004 is included with these materials. Relevant excerpts from the zoning ordinance and 2018 Master Plan are also provided for reference.

Requested Future Action:

The City Commission is tasked with determining whether the proposed concept plan meets all of the standards of review based on the materials presented. If the City Commission decides to take action on this concept plan, it may do one of the following:

- Vote to approve the concept plan as submitted.
- Vote to approve the concept plan with conditions.
- Vote to deny the concept plan if applicable requirements and standards have not been met.
- Request additional information pursuant to Section 5.47A(5) before making a decision. If this action is taken, the City Commission is advised that without detailed final plans, some requests may not be feasible at this stage, may contain incomplete information, or may provide estimated information that may not provide the level of specificity desired.

If the City Commission elects to approve the concept plan, staff recommends that it be approved with the conditions provided by the Planning Commission. The City Commission may also attach reasonable conditions to any concept plan approval based on feedback from the Planning Commission, staff & consultant reviews, and feedback from the public, and based only on the required standards for concept plan review. If City Commission approves the concept plan it will then consider a PUD Ordinance amendment with an introduction at one meeting and approval at a subsequent one. Conditions that are attached to a concept plan approval and corresponding PUD ordinance amendment would need to be satisfied at the final plan stage.

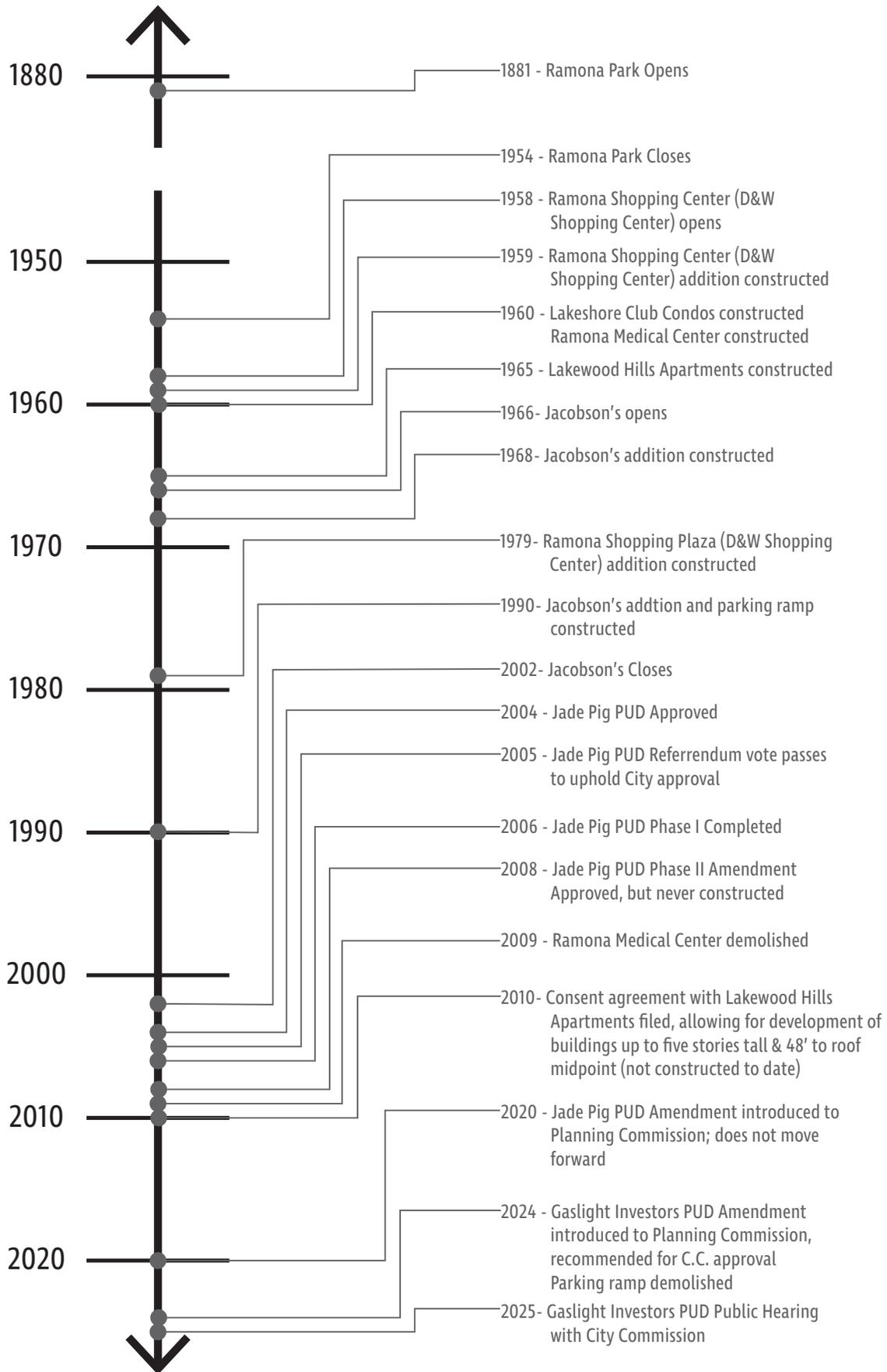
The applicant would then need to submit a request for Final Plan approval within two years of the concept plan approval; otherwise, the concept plan approval would automatically be nullified.⁵

REVIEWED & APPROVED FOR SUBMISSION:

Shea Charles, City Manager

⁵ See Section 5.47E of the zoning ordinance. The City Commission may also approve a deadline extension of up to one year for good cause if requested by the applicant.

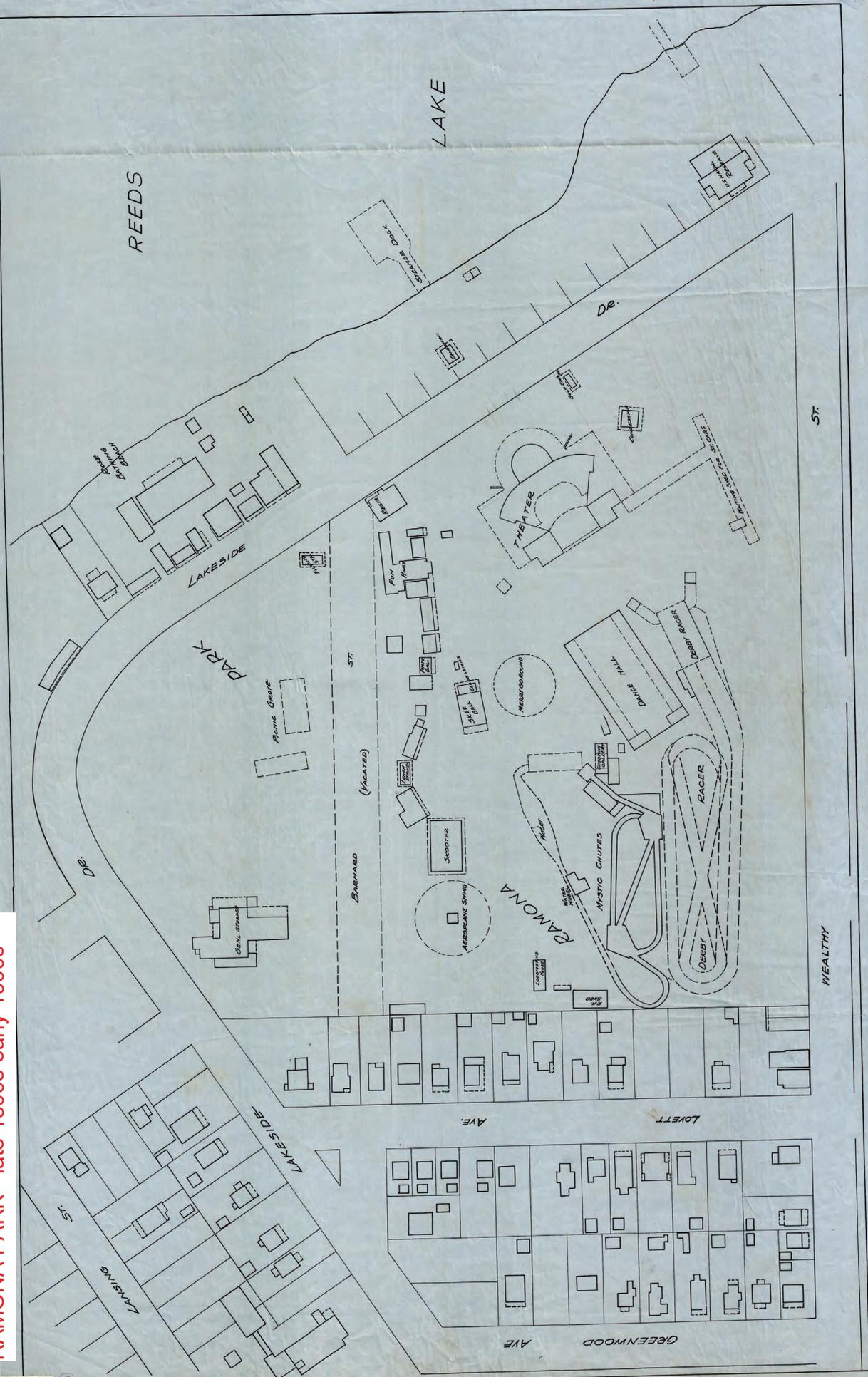
EXHIBIT 2 - KEY ACTIVITY TIMELINE AT RAMONA PARK/GASLIGHT VILLAGE SITE

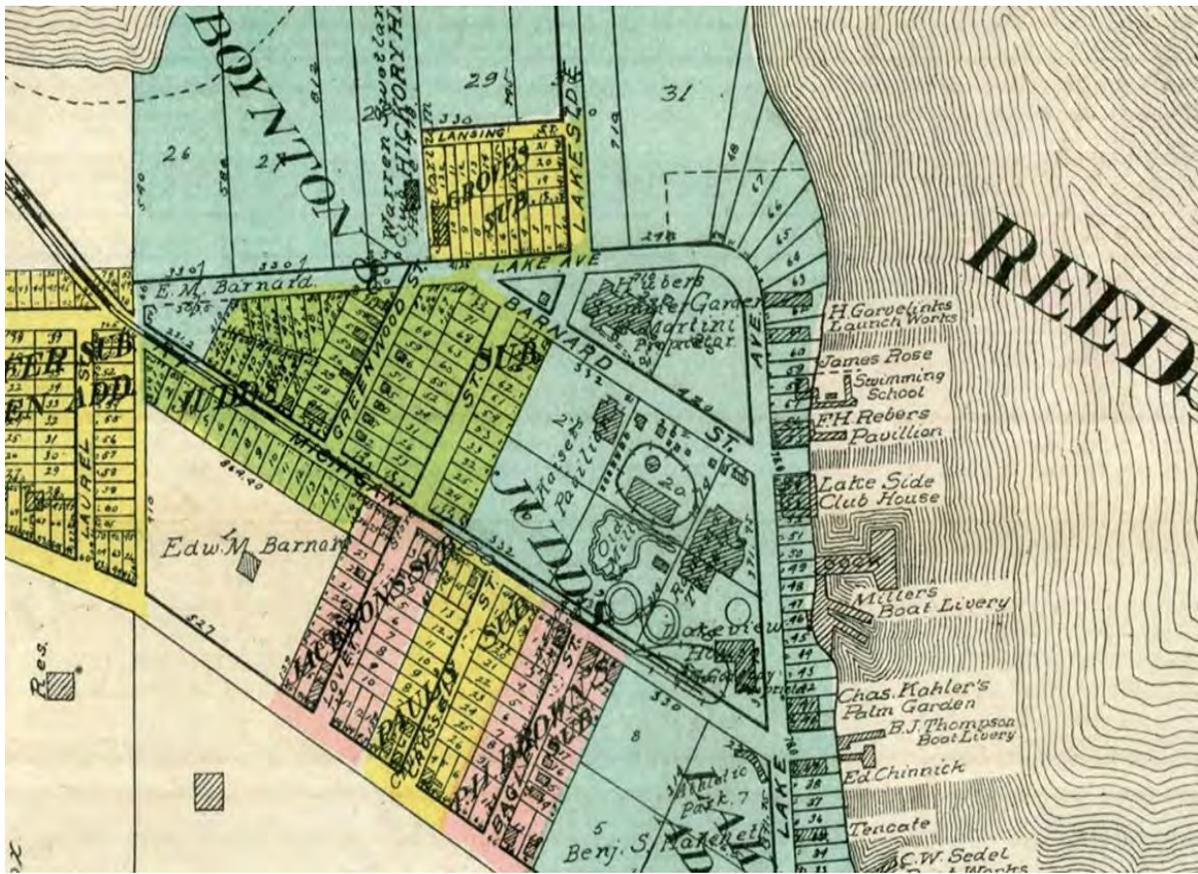


Site Plans, Aerials, Photos on Following Pages for Historical Site Context

RAMONA PARK - late 1800s-early 1900s

11-6



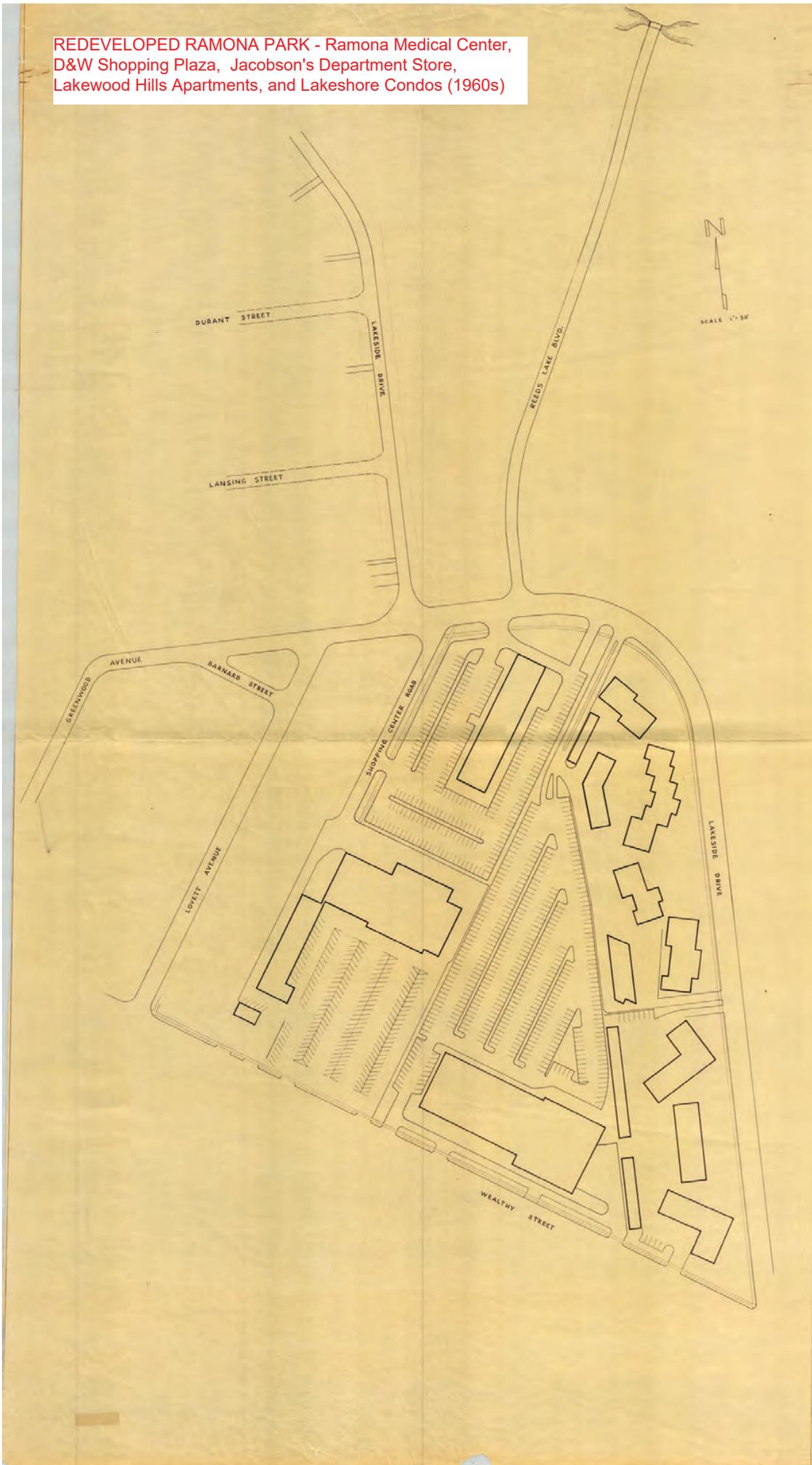


Village of East Grand Rapids, Ramona Park, west shore of Reeds Lake. 1907 Kent County Historical Atlas



Ramona Park on Reeds Lake, 1940s

REDEVELOPED RAMONA PARK - Ramona Medical Center,
D&W Shopping Plaza, Jacobson's Department Store,
Lakewood Hills Apartments, and Lakeshore Condos (1960s)





1981 Aerial



14-33-D

KLETT CO.
SPRING 1981

1987 Aerial



1992 Aerial



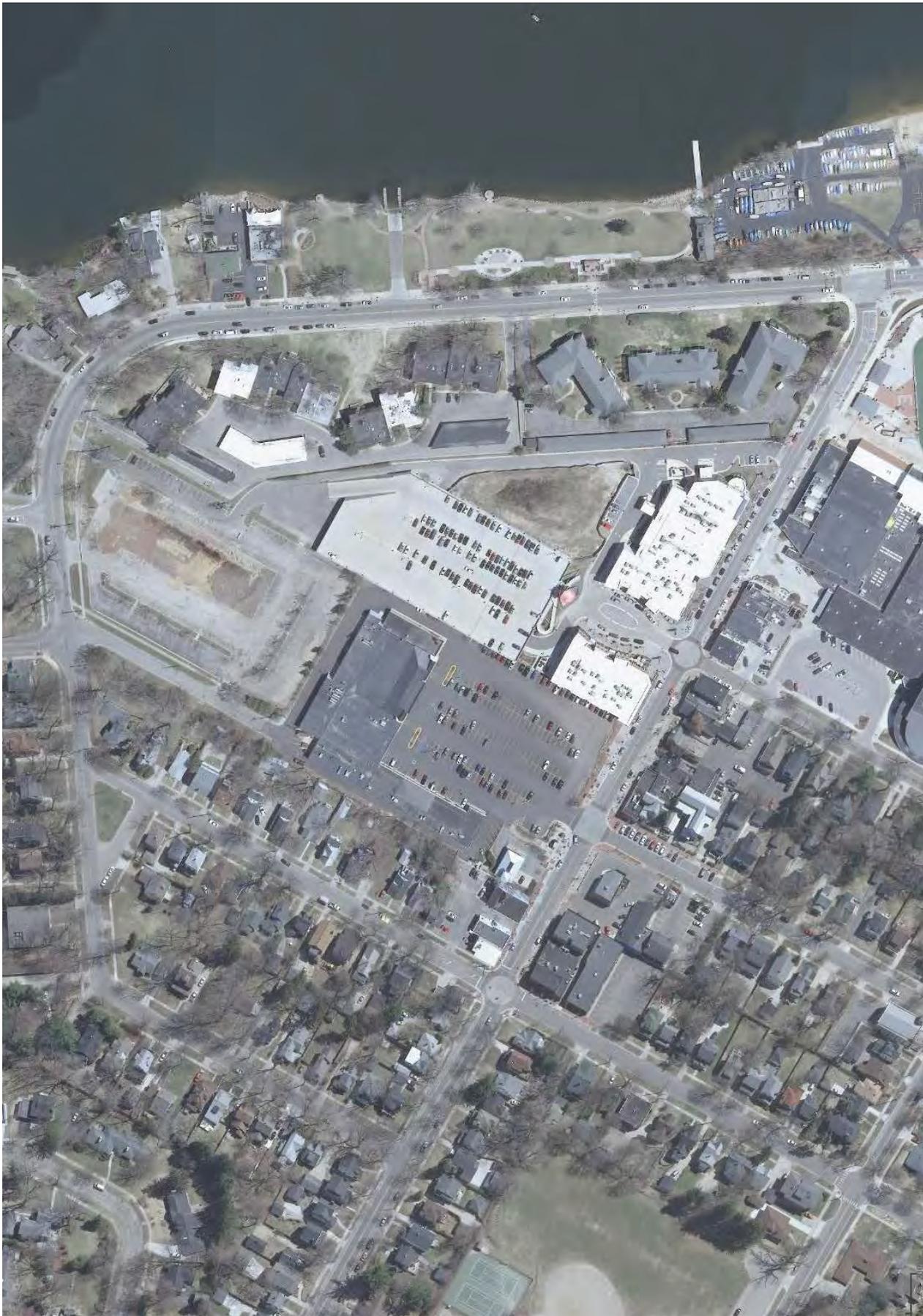
1997 Aerial



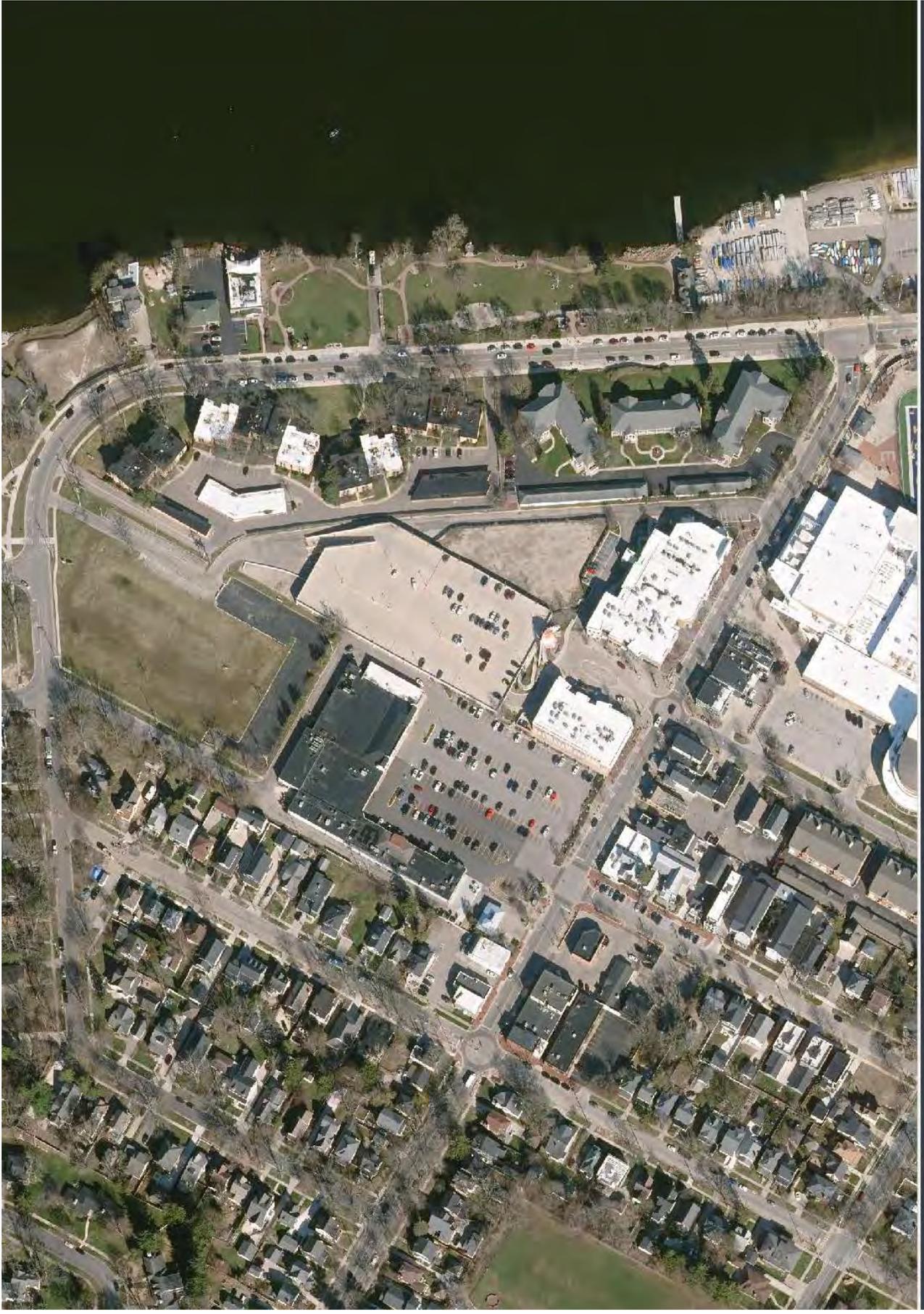
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KENT CO. 2007













Ramona Medical Center Building

Rendering of Jacobson's Department Store



Jacobson's seen from Wealthy St., c. 1990 (Image from East Grand Rapids History Room)

Photos of Jacobson's Department Store and Ramona Medical Center prior to parking deck construction









MEMO

Date 10 January, 2025
Client Gaslight Investors LLC
Architect Integrated Architecture, 840 Ottawa Avenue NW, Grand Rapids, Michigan 49503
Project Gaslight PUD
IA Project 20181002
RE: Preliminary City Commission Supplemental Information

It is with great excitement and appreciation that Gaslight Investors LLC continues the discussion with the East Grand Rapids Planning Commission, and City Commission, regarding the proposed PUD in Gaslight Village. This is a significant opportunity for both Gaslight Investors LLC and East Grand Rapids which requires substantial collaboration and planning. Our initial pre application conferences, public review sessions and Preliminary Planning Commission approval meeting have been informative. Each generating adjustments to the proposed design to better align with the masterplan and EGR vision. Our team is gathering these comments and reviewing each aspect of the project to best align with the various inputs.

The attached documentation represents supplemental PRELIMINARY PUD submission documentation, that was recommended for approval by the Planning Commission on November 12, 2024, to aid the City Commission's review at this initial stage and includes the following:

- New + Updated PRELIMINARY architectural graphics prepared by Integrated Architecture:
 - Updated overall site plan and multi-modal movement diagrams. The design team, including the traffic and multi-modal experts from Fleis & Vandenbrink, have adjusted the conceptual pathways to improve experience and safety. Through discussions internally and with the city staff and city consultant, the preliminary plan has been adjusted at a conceptual level with following intentions:
 - Focus our pedestrian connections to existing north and south crosswalks across Lakeside Drive and Wealthy Street.
 - Connections to the adjacent properties to the east and west are possible however will require coordination and agreement of all property owners and is not assumed by this development at this time without further discussion.
 - Focus primary bicycle movement along a direct corridor, or alley, that extends from the existing crosswalk at Lakeside all the way to Wealthy Street. This path would be shared with pedestrians and have controlled intersections with vehicles making for safe and intuitive bike movement. The primary bicycle emphasis is providing safe, convenient access for those who are visiting the development to shop, dine, and or live in the new development, but also accommodates those bike riders who want to traverse moving north/south through the development. Those biking through the development have a direct path. Those looking to stop in the development can move to bike nodes to park.
 - Remove the sharrows (pavement markings indicating a shared lane for bicycles and vehicles) from the primary vehicular street. The dedicated bike path to the west allows bicyclists to be separated from vehicles in the main street, creating safer movements and allowing for increased parking density, conveniently closer to commercial uses.



- Remove the elevated center island in the main vehicular street to distribute that area to adjacent non-vehicular pathways. This will also provide a safer pathway for emergency access and reduce the length of the crosswalks. Additional safety measure such a raised crosswalks will be explored as we move into final design.
- Service to the main level commercial spaces has been carefully considered. A one-way service drive extends along the east property edge providing service to buildings D and E. Building C will be serviced from the shared pathway to the west, just as building A is currently serviced.
- Buildings C and F are planned to be placed further from the property edge than A, to allow for a wider multi-modal pathway with appropriate lighting, hardscape and landscaping allowing for safe movements.
- When each of the various transportation modes are layered together, at a preliminary level, conflicts have been reduced and the areas of intersection are in locations with multiple safety measures available for the team to consider and develop. The design team will use industry standard resources such as NACTO guidelines (National Association of City Transportation Officials) to evaluate these critical circulation nodes.
 - New + Updated preliminary massing diagrams.
 - New + Updated preliminary street vignettes. Conceptual level intent shows building massing and accommodating sidewalks with several programmable elements such as seating, bike nodes, walkways and lighting.
- Updated preliminary civil plans prepared by Nederveld. Updates, at this point, are focused on the preliminary north-south sidewalk and connection to Lakeside Dr at the north end of the PUD. These changes have been added to demonstrate our commitment to better support bike and pedestrian movements as we move towards final site plan submission. The center island within the main street is still shown however will be removed as noted above and that area will be distributed to enhance other circulation zones.
- Updated parking analysis and traffic memo prepared by Fleis & Vandenbrink. The analysis from Fleis & Vandenbrink utilizes the Urban Land Institute Shared Parking methodology to determine parking demand.

The design and development team are working directly with the planning department and city consultants to map out the traffic analysis due-diligence and investigation timeline. There has been much discussion regarding parking, multi-modal traffic, and safety. Further professional due diligence will be conducted by the design team, in coordination with the city planners and engineering consultants, as we proceed further into the approval process. An anticipated schedule of this effort is attached demonstrating a sequential work plan with staff to arrive at a final design.

This information is provided at a preliminary, or conceptual, level as directed by the East Grand Rapids site plan approval process. It is intended to demonstrate a design direction and support dialogue with the planning department and city commission towards a final site plan submission which aligns with the city masterplan and vision while meeting the objectives of Gaslight Investors LLC.

Lastly, the design team is assembling the supplemental graphics as well as additional diagrams to present to the Commission to support the discussion. The following is a summary of the findings we plan to present at the January 21 introduction meeting:

- Multi-modal diagramming and industry standard references.
- Overall traffic and parking analysis summary, as presented in the 1/12/2025 memo.
- Acknowledgement of historic traffic and high-level comparison to current traffic volumes/ traffic patterns.
- Summary of site access to Reeds Lake Blvd, comparison to 2023 memo and site access currently as proposed.
- Overall crash history: Historic and recent, vehicle and pedestrian/bike crashes noted.
- Preliminary stormwater management history, requirements and direction.

We look forward to continuing the review process of this transformational project with you.

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CITY OF EAST GRAND RAPIDS
750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506

Zoning Review Application

Project Name	<u>Gaslight Investors LLC - PUD Admendment</u>	Type of Request (Check)	Fee
Property Address	<u>2255 Wealthy Street & 515 Lakeside</u>	<input type="checkbox"/> Site Plan Review (Sketch Plan)	\$200
Permanent Parcel No.	<u>411433276032 & 411433276029</u>	<input type="checkbox"/> Site Plan Review (Complete)	\$500
Zoning District	<u>PUD</u>	<input type="checkbox"/> Amendment or Rezoning Application	\$800
Current Property Use	<u>Mixed-Use</u>	<input type="checkbox"/> Special Use Permit	\$500
		<input checked="" type="checkbox"/> Planned Unit Development	\$1,000

Escrow fees are also required.
(\$1,000 initial deposit.)

Project Description Amendment to current PUD

(Attach separate sheet if necessary.)

Contact Information (Please provide email addresses.)

	Company	Address	Contact Person	Daytime Phone
Applicant	Gaslight Investors LLC	50 Louis St., NW, Ste 600 Grand Rapids, MI 49503	Scott Wierda	616.726.1700
Owner	2255 Wealthy, LLC 515 Lakeside, LLC Gaslight Investors- sole member	50 Louis St., NW, Ste 600 Grand Rapids, MI 49503	Scott Wierda	616.726.1700
Developer				
Designer	Integrated Architecture LLC	840 Ottawa Avenue, NW Grand Rapids, MI 49503	Scott Vyn	616.901.9845

See the back of this form for items that must be attached to this application at the time of submission.

*2255 WEALTHY, LLC
515 LAKESIDE, LLC*

[Handwritten Signature]

Property Owner Signature

Gaslight Investors, LLC - Sole Member

04-30-24

Date

SAME

Applicant Signature (if different)

Date

GASLIGHT VILLAGE

PUD AMENDMENT PRELIMINARY REVIEW

04 FEB 2025





515 LAKESIDE
PROJECT SITE

2255 WEALTHY
PROJECT SITE

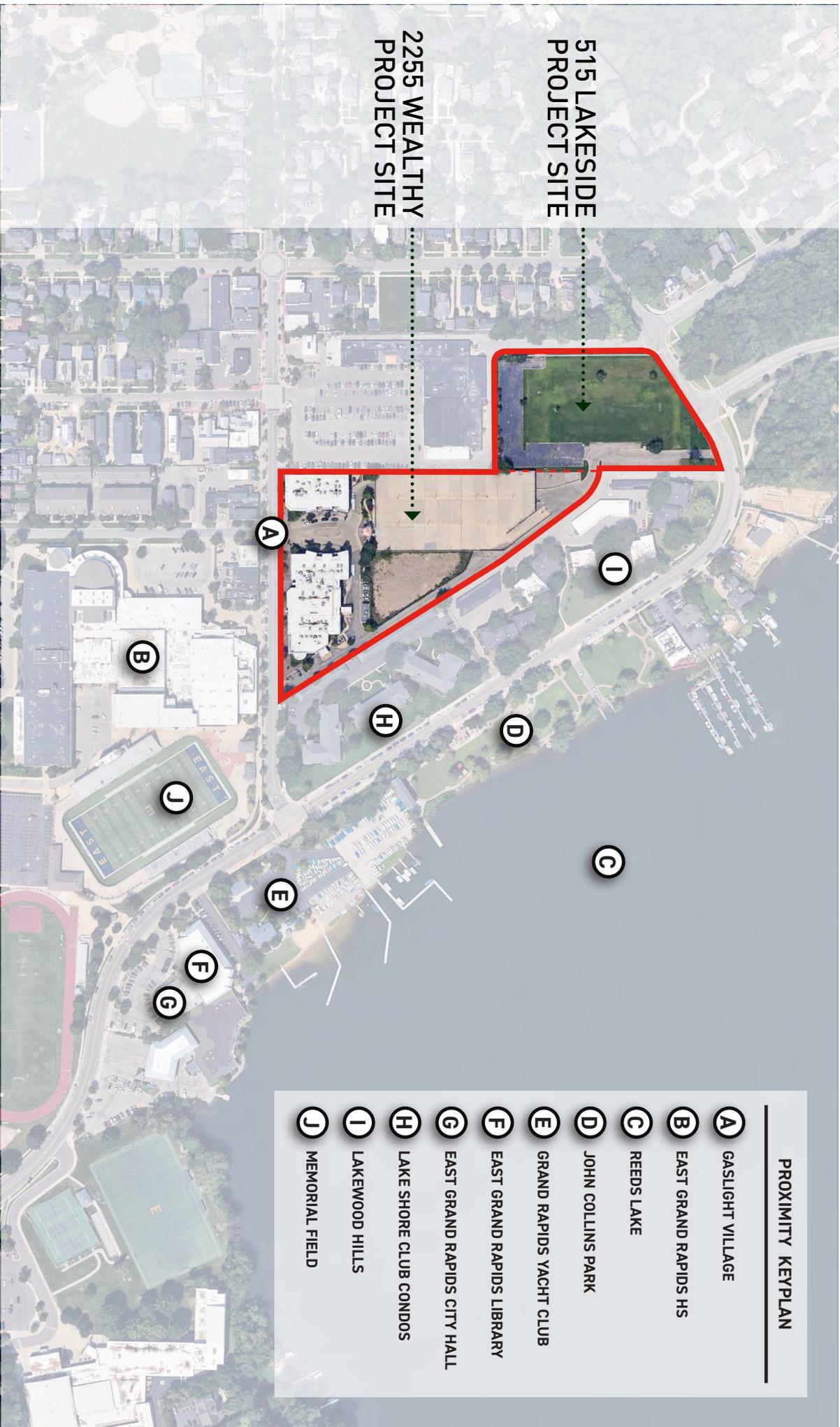


GASLIGHT
INVESTORS LLC

PRELIMINARY PUD | PROJECT SITE

GASLIGHT INVESTORS LLC | 17 FEB 2025
PUD AMENDMENT | 20181002

For details on this PUD Amendment, please refer to the project website or contact the project manager at Integrated Architecture.



515 LAKESIDE
PROJECT SITE

2255 WEALTHY
PROJECT SITE

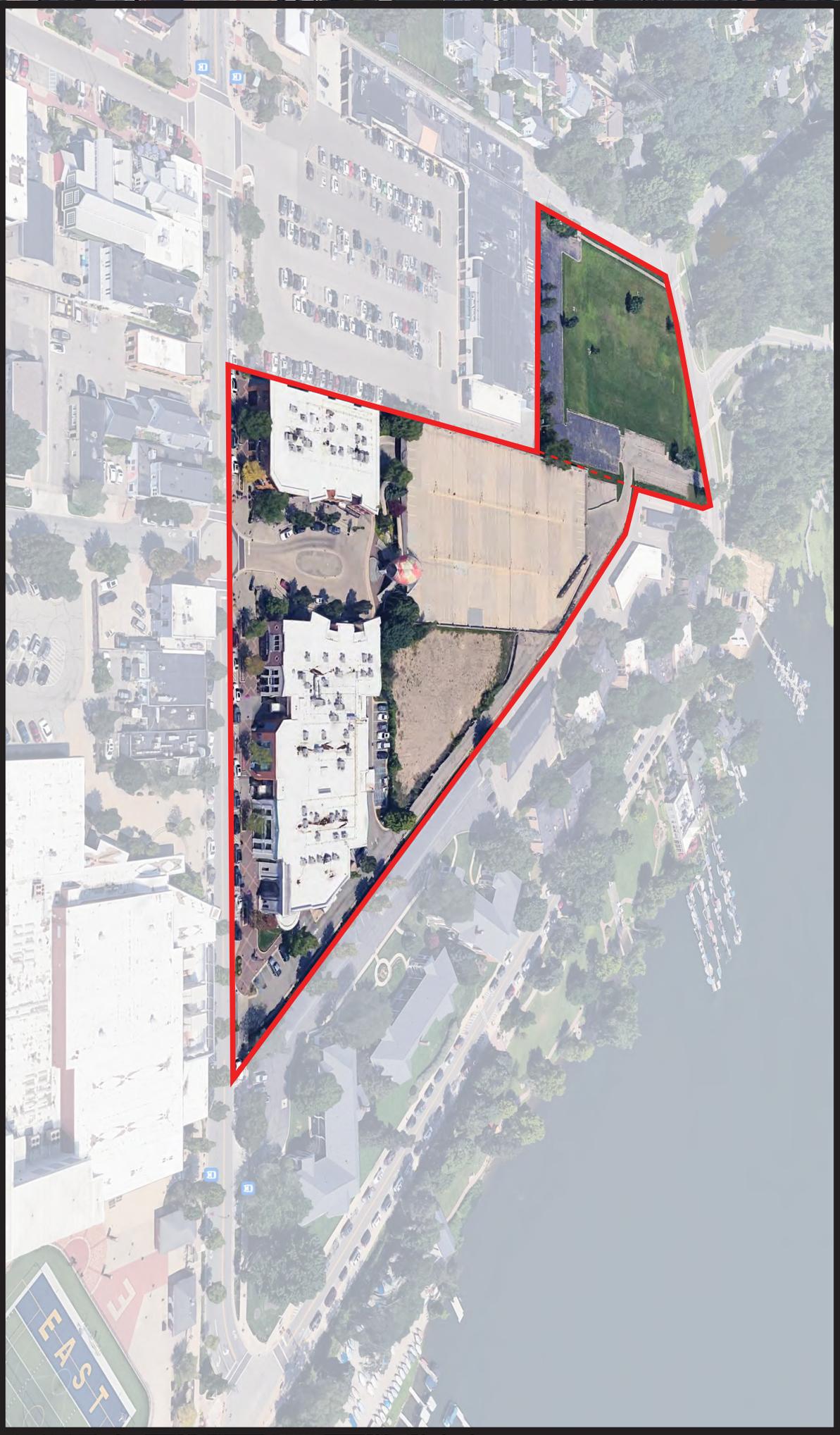
PROXIMITY KEYPLAN

- A** GASLIGHT VILLAGE
- B** EAST GRAND RAPIDS HS
- C** REEDS LAKE
- D** JOHN COLLINS PARK
- E** GRAND RAPIDS YACHT CLUB
- F** EAST GRAND RAPIDS LIBRARY
- G** EAST GRAND RAPIDS CITY HALL
- H** LAKE SHORE CLUB CONDOS
- I** LAKEWOOD HILLS
- J** MEMORIAL FIELD

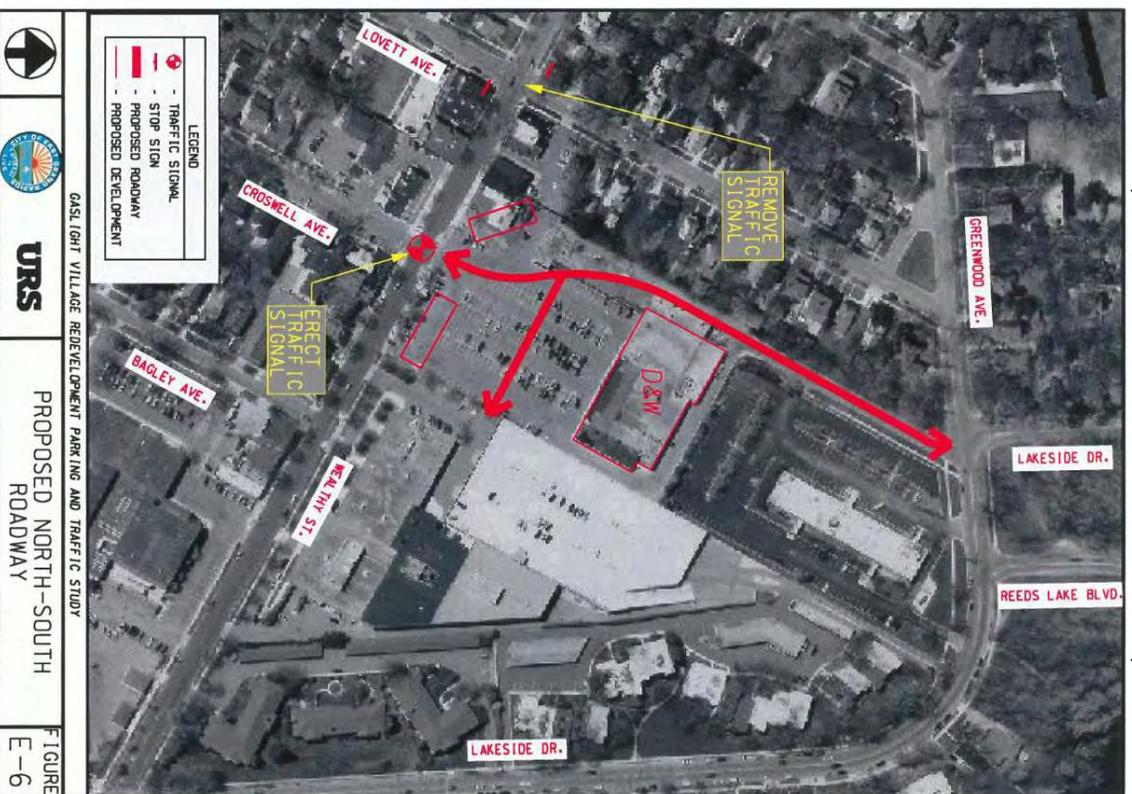


ZONING LEGEND

	R-1 Single Family Residential District
	R-2 Single Family Residential District
	R-3 Single Family Residential District
	MFR Multiple Family Residential District
	C-1 Commercial District
	C-1 Commercial District (Conditional) Click here to review conditions
	PUD Planned Unit Development



PRE-2004 (JACOBSON'S + RAMONA MEDICAL)



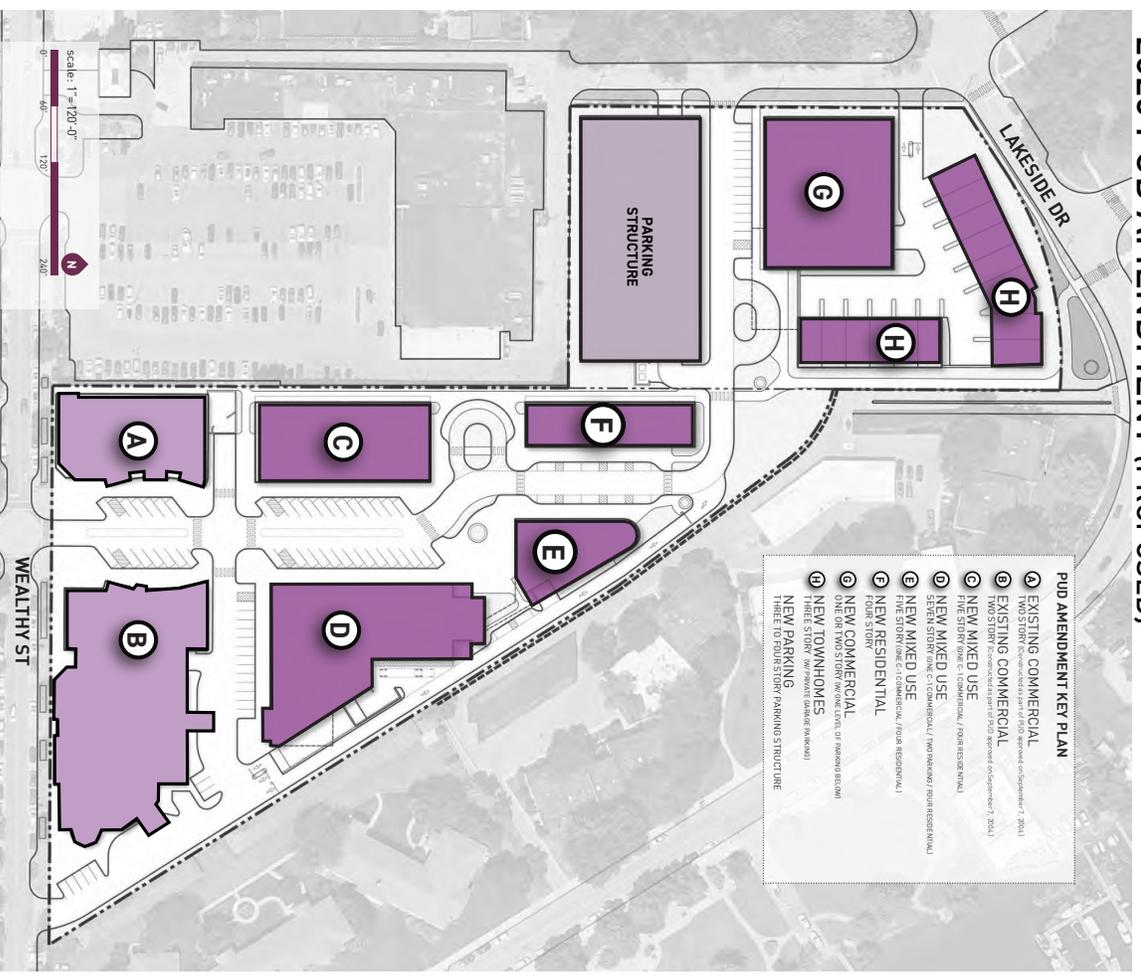
CURRENT STATE (AS OF LATE 2024)



2004 PUD (APPROVED)



2025 PUD AMENDMENT (PROPOSED)





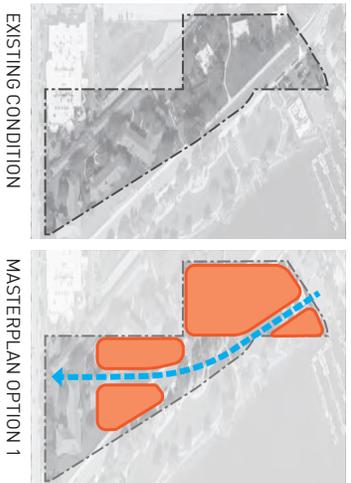
APPROVED PUD (2004)

PROPOSED USES			
Retail, Professional / Medical Office, Residential, Parking Structure, Open Space			
BUILDING COMPOSITION			
BLDG #	USE	UNITS	HEIGHT
BLDG 1	C-1 COMMERCIAL	0	2 STORY
BLDG 2	C-1 COMMERCIAL	0	2 STORY
BLDG 3	C-1 COMMERCIAL / CONDO	26	6 STORY
ALL PERMITTED C-1 USES FOR FIRST LEVEL.			
RESIDENTIAL USE FOR LEVELS 2-6			
BLDG 4	RESIDENTIAL	19	6 STORY
RESIDENTIAL USE ALL LEVELS.			
HEIGHT WAS TO MID-POINT OF SUPER ROOF EORNA			
BLDG 5	RESIDENTIAL	38	7 STORY
RESIDENTIAL USE ALL FLOORS.			
HEIGHT WAS TO MID-POINT OF SUPER ROOF EORNA			
BLDG 6	RESIDENTIAL	24	5 STORY
RESIDENTIAL USE ALL LEVELS.			
TOTAL UNITS	107	12.6 UNITS / ACRE	(BASED ON 8.5 ACRES)
PARKING			
TOTAL PARKING PROVIDED		687 SPACES	
ON STREET / SURFACE PARKING		52 SPACES	
PARKING STRUCTURE		425 SPACES	
SUB-SURFACE PARKING		210 SPACES	
PARKING RATIO			
CONDO (2 SPACES / UNIT)		214 SPACES	
REMAINING		473 SPACES	

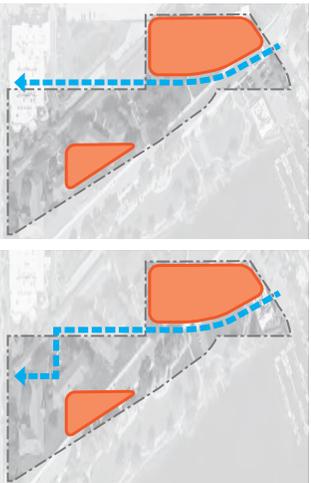
PROPOSED PUD AMENDMENT (2025)

PROPOSED USES			
Retail, Professional / Medical Office, Residential, Parking Structure, Open Space			
BUILDING COMPOSITION			
BLDG #	USE	UNITS	HEIGHT
BLDG A	C-1 COMMERCIAL	0	2 STORY
BLDG B	C-1 COMMERCIAL	0	2 STORY
BLDG C	MIXED USE	48	5 STORY
ALL PERMITTED C-1 USES FOR FIRST LEVEL.			
RESIDENTIAL USE LEVELS 2-5			
BLDG D	MIXED USE	64	7 STORY
ALL PERMITTED C-1 USES FOR FIRST LEVEL.			
PARKING ON LEVELS 2-3, RESIDENTIAL USE FOR LEVELS 4,7			
BLDG E	MIXED USE OR C-1 COMMERCIAL	20	5 STORY
ALL PERMITTED C-1 USES FOR FIRST LEVEL.			
BLDG F	RESIDENTIAL	34	4 STORY
RESIDENTIAL USE FOR LEVELS 1-4			
BLDG G	C-1 COMMERCIAL	0	1 or 2 STORY
ALL PERMITTED C-1 USES FOR FIRST LEVEL.			
+/- 60 SUB SURFACE PARKING SPACES			
BLDG H	TOWNHOMES	14	3 STORY OCCUPIED ROOF
ALL PERMITTED C-1 USES FOR FIRST LEVEL.			
RESIDENTIAL USE FOR LEVELS 2-6			
TOTAL UNITS	180	21.2 UNITS / ACRE	(BASED ON 8.5 ACRES)
The project is committed to reserving approximately 10% of the residential units as attainable rental units that range between 100% and 120% of the area medium income (AMI).			
PARKING			
TOTAL PARKING PROVIDED		583 SPACES	
ON STREET / SURFACE PARKING		85 SPACES	
PARKING STRUCTURE		322 SPACES	
PARKING STRUCTURE W/IN BLDG D		102 SPACES	
SUB-SURFACE PARKING W/IN BLDG G		60 SPACES	
PARKING W/IN BLDG H		14 SPACES	
PARKING RATIO			
COMM/RETAIL (3 SPACES / 1000 LEASEABLE SF)		403 SPACES	
RESIDENTIAL (1 SPACE / UNIT)		180 SPACES	
PARKING DEMAND		583 SPACES	





EXISTING CONDITION



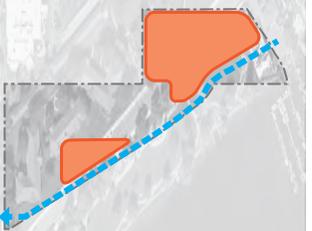
MASTERPLAN OPTION 2A



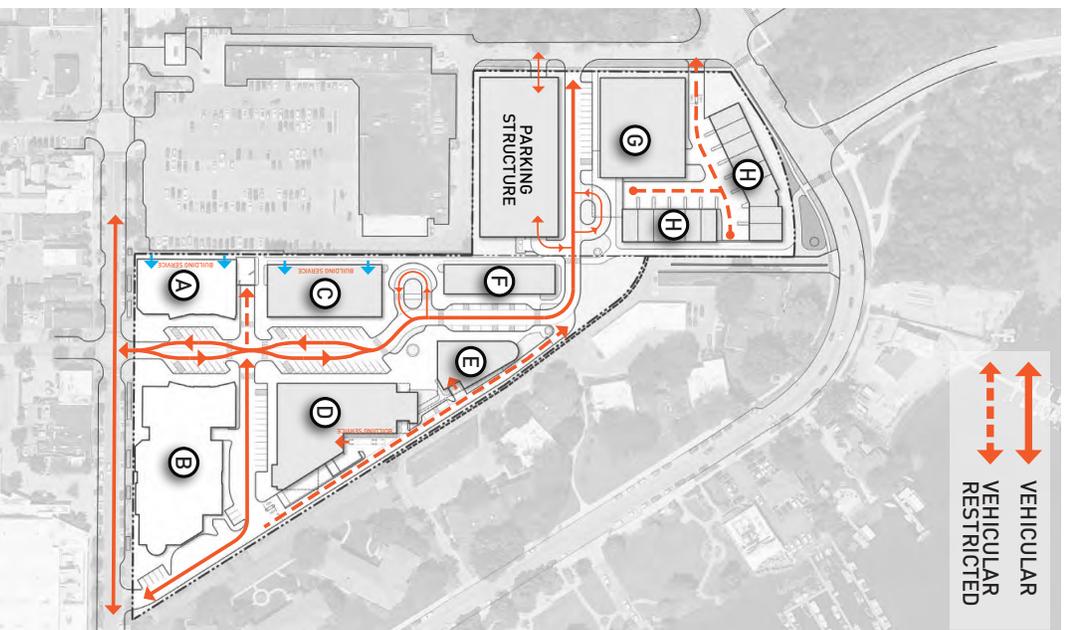
MASTERPLAN OPTION 2B



MASTERPLAN OPTION 3A

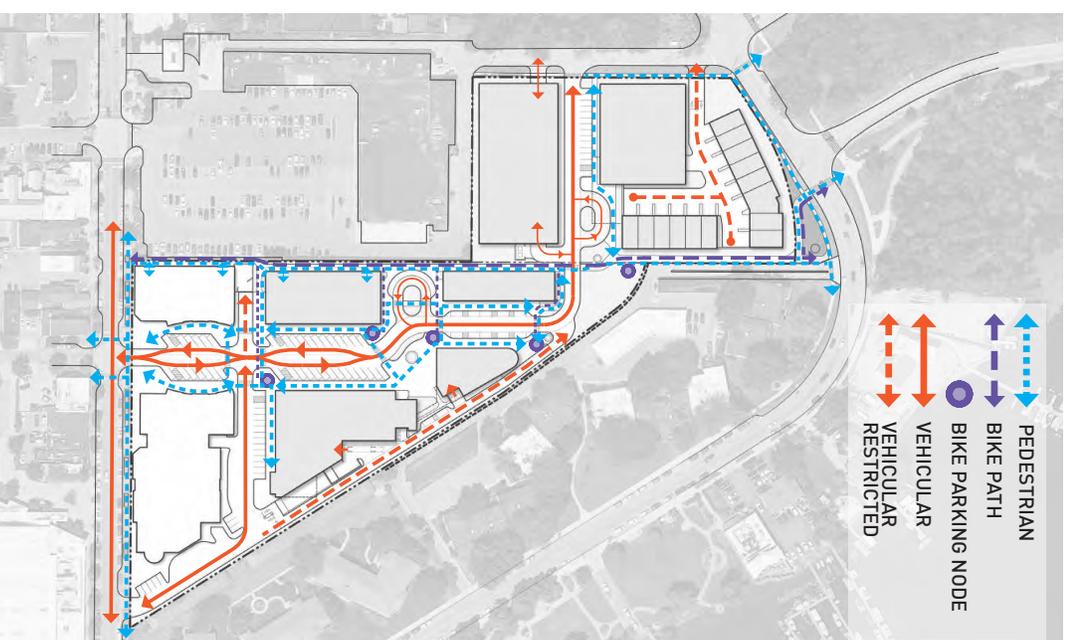


MASTERPLAN OPTION 3B



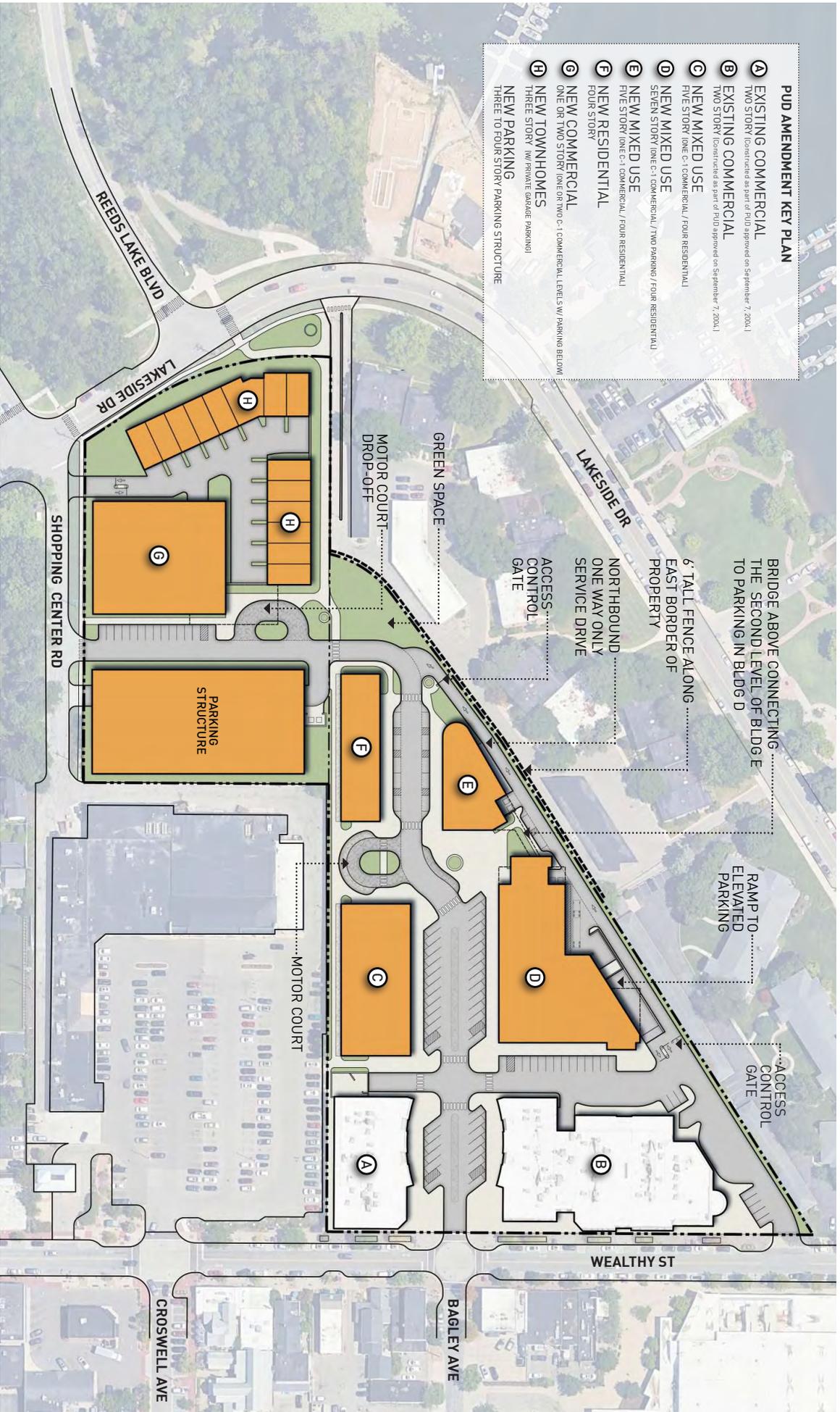
PROPOSED AMENDMENT VEHICULAR

PRELIMINARY PUD | MASTERPLAN ALIGNMENT



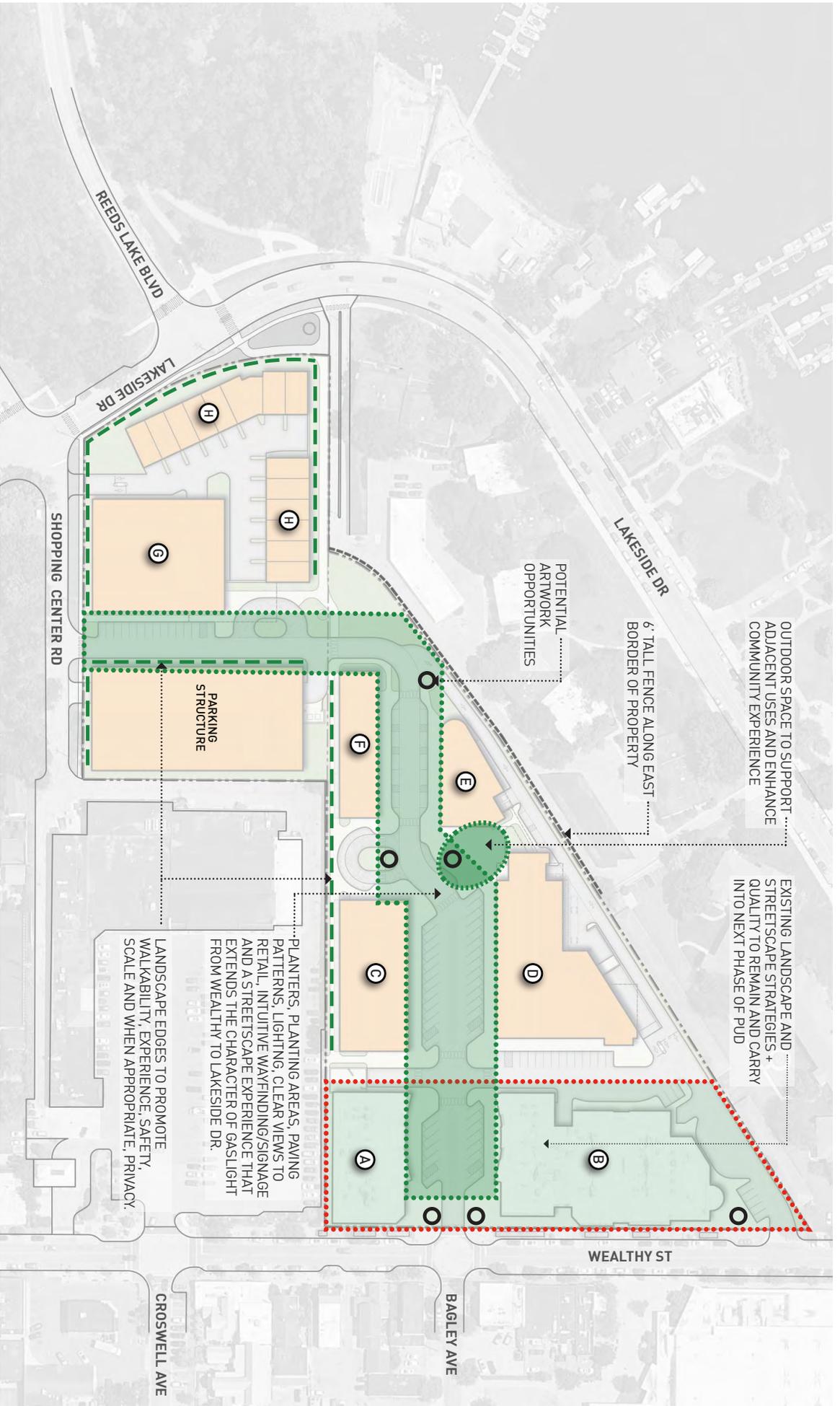
PROPOSED AMENDMENT MULTI-MODAL

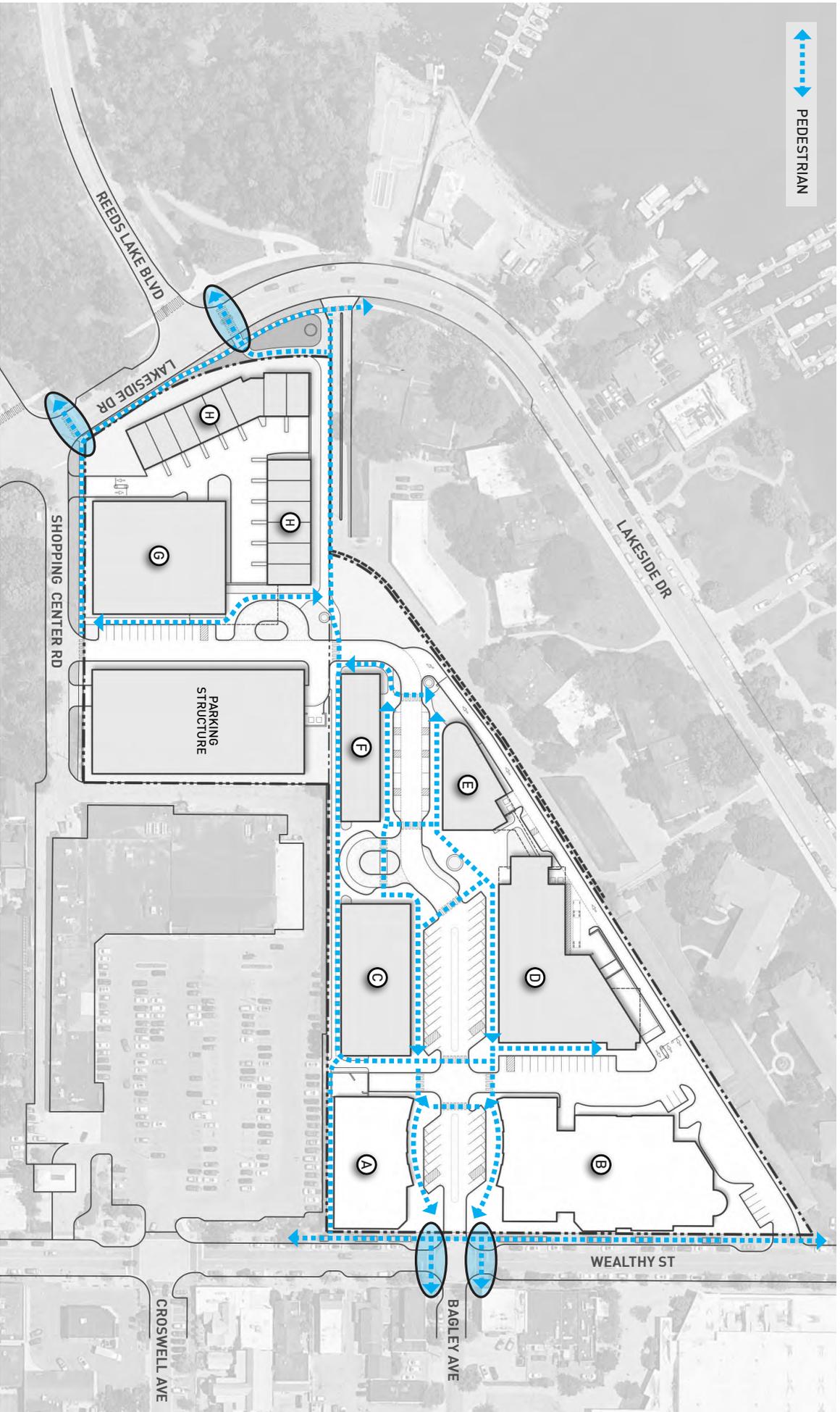
- PUD AMENDMENT KEY PLAN**
- A** EXISTING COMMERCIAL
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FIVE STORY (ONE C-1 COMMERCIAL / FOUR RESIDENTIAL)
 - D** NEW MIXED USE
SEVEN STORY (ONE C-1 COMMERCIAL / TWO PARKING / FOUR RESIDENTIAL)
 - E** NEW MIXED USE
FIVE STORY (ONE C-1 COMMERCIAL / FOUR RESIDENTIAL)
 - F** NEW RESIDENTIAL
FOUR STORY
 - G** NEW COMMERCIAL
ONE OR TWO STORY (ONE OR TWO C-1 COMMERCIAL LEVELS W/ PARKING BELOW)
 - H** NEW TOWNHOMES
THREE STORY (w/ PRIVATE GARAGE PARKING)
- NEW PARKING
THREE TO FOUR STORY PARKING STRUCTURE



CONCEPT SITE PLAN | LEVEL 1

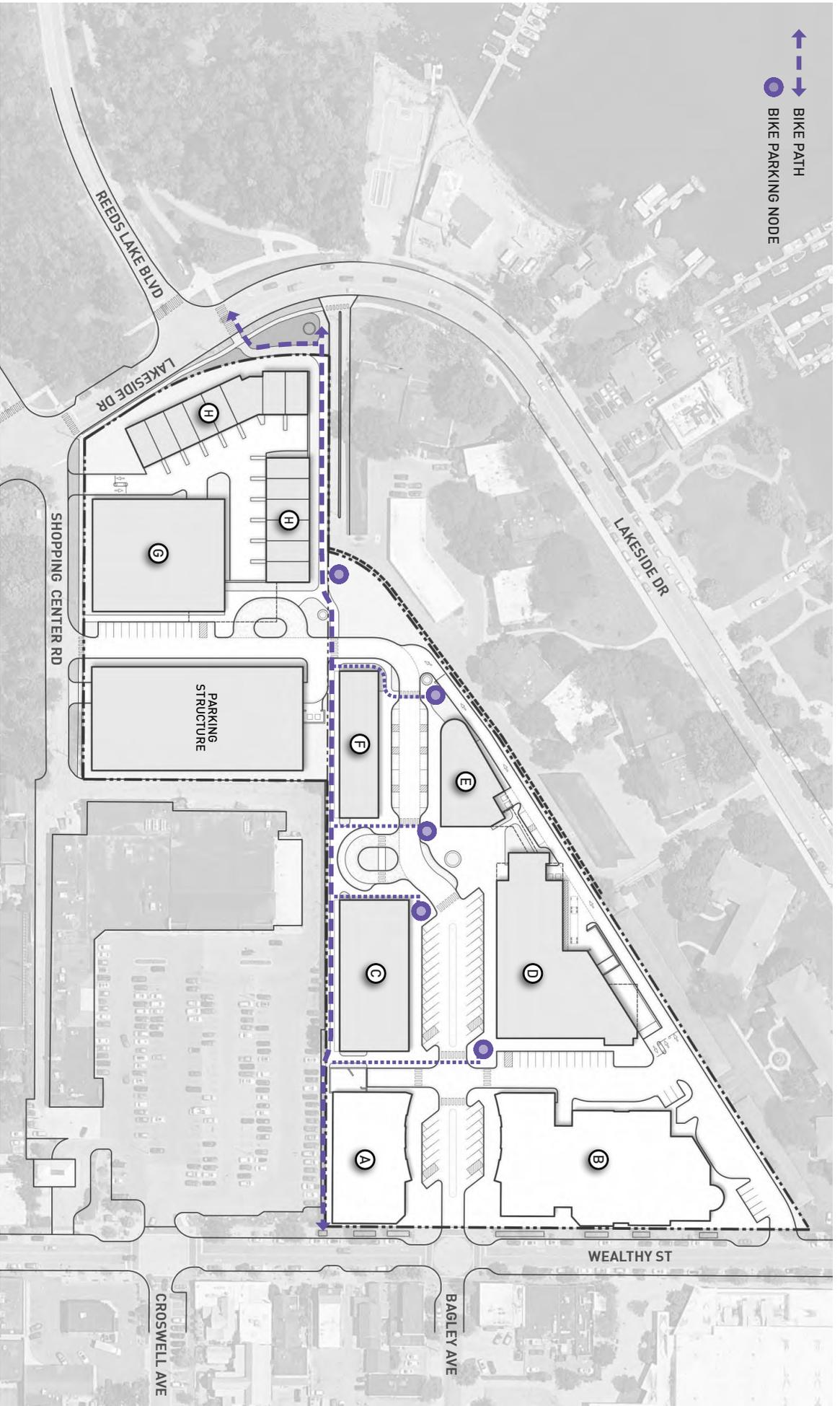






CONCEPT SITE PLAN | PEDESTRIAN CIRCULATION

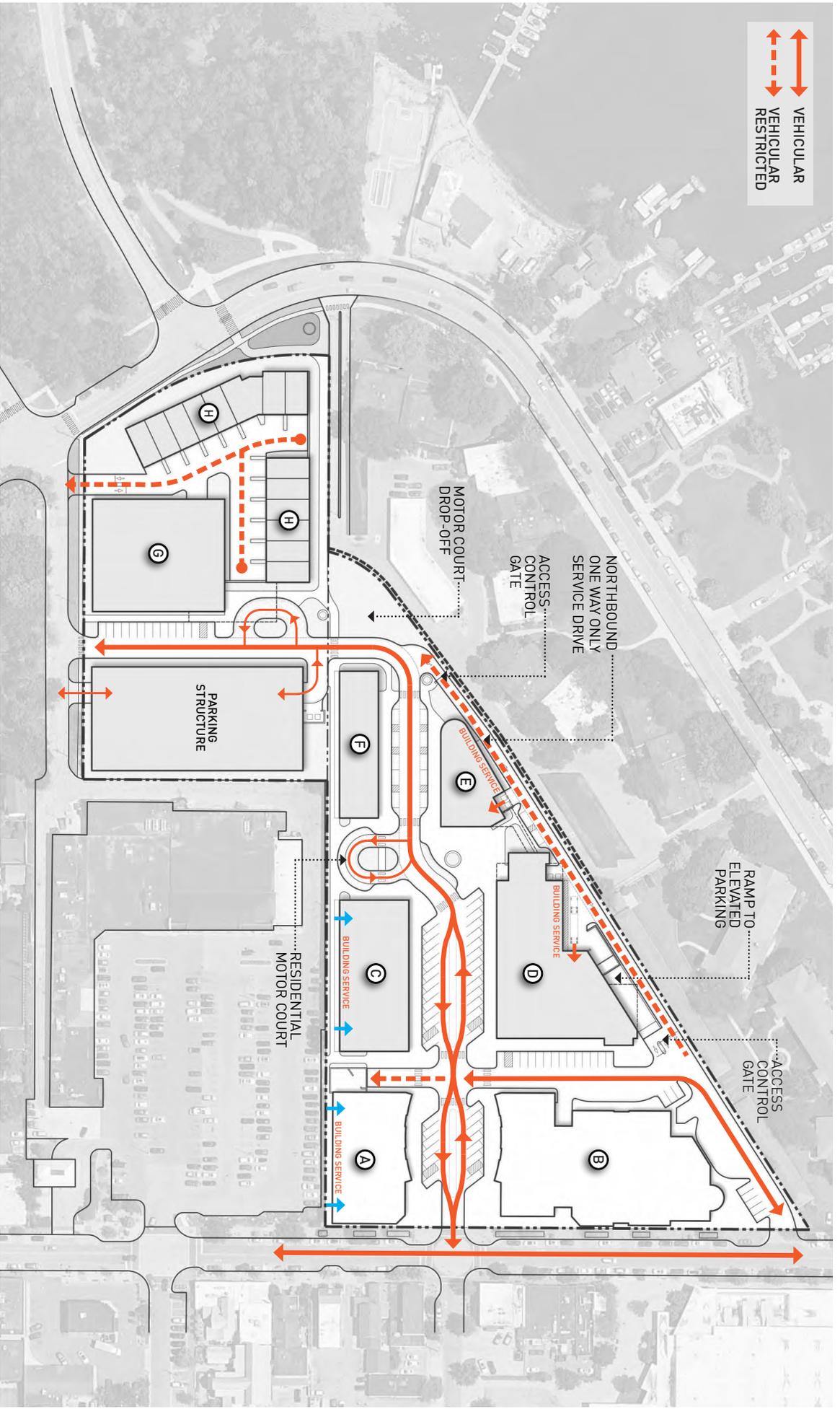


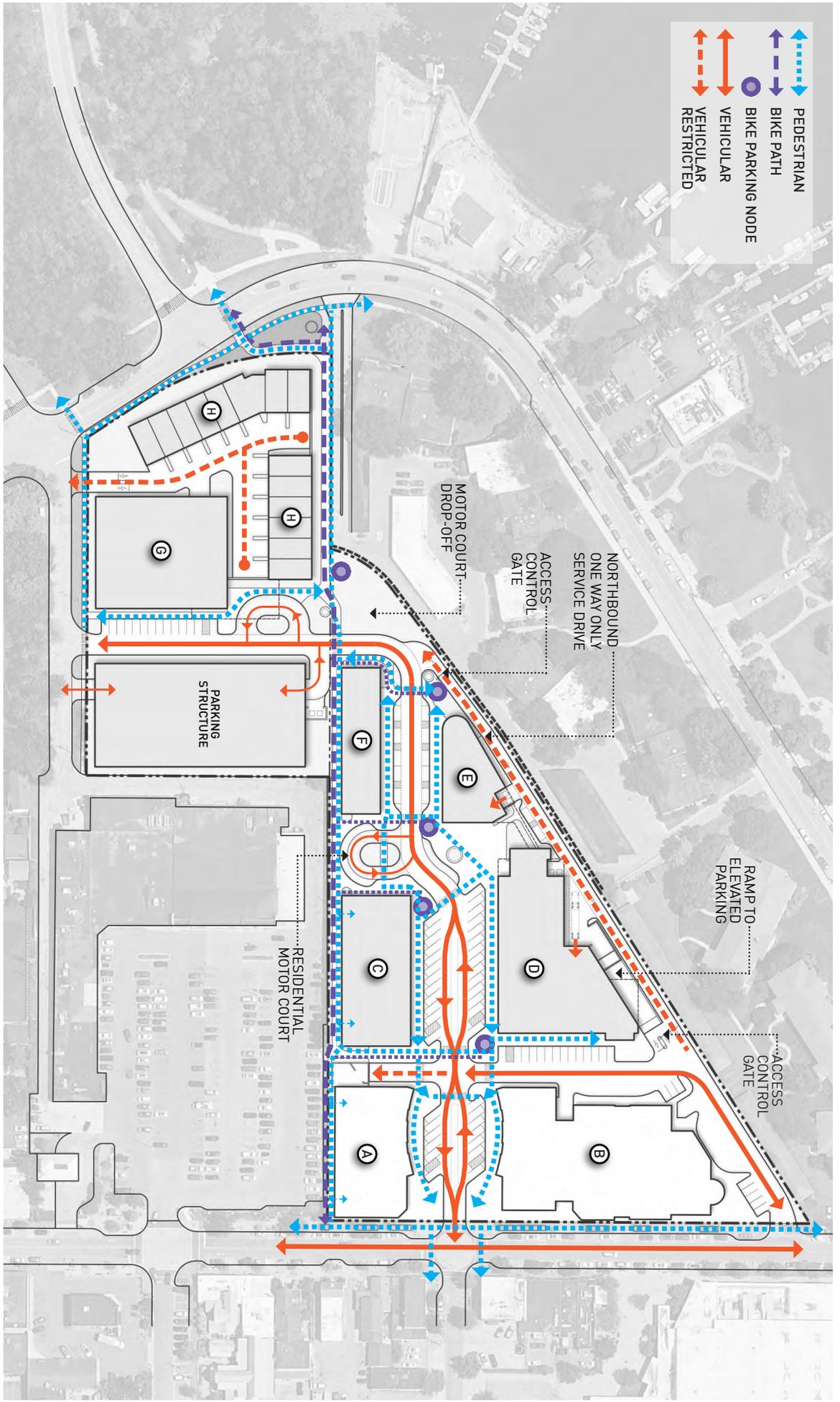
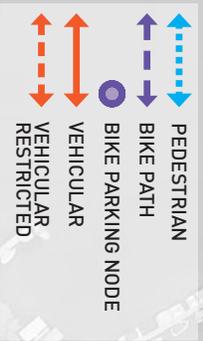


BIKE PATH
 BIKE PARKING NODE

CONCEPT SITE PLAN | BICYCLE CIRCULATION







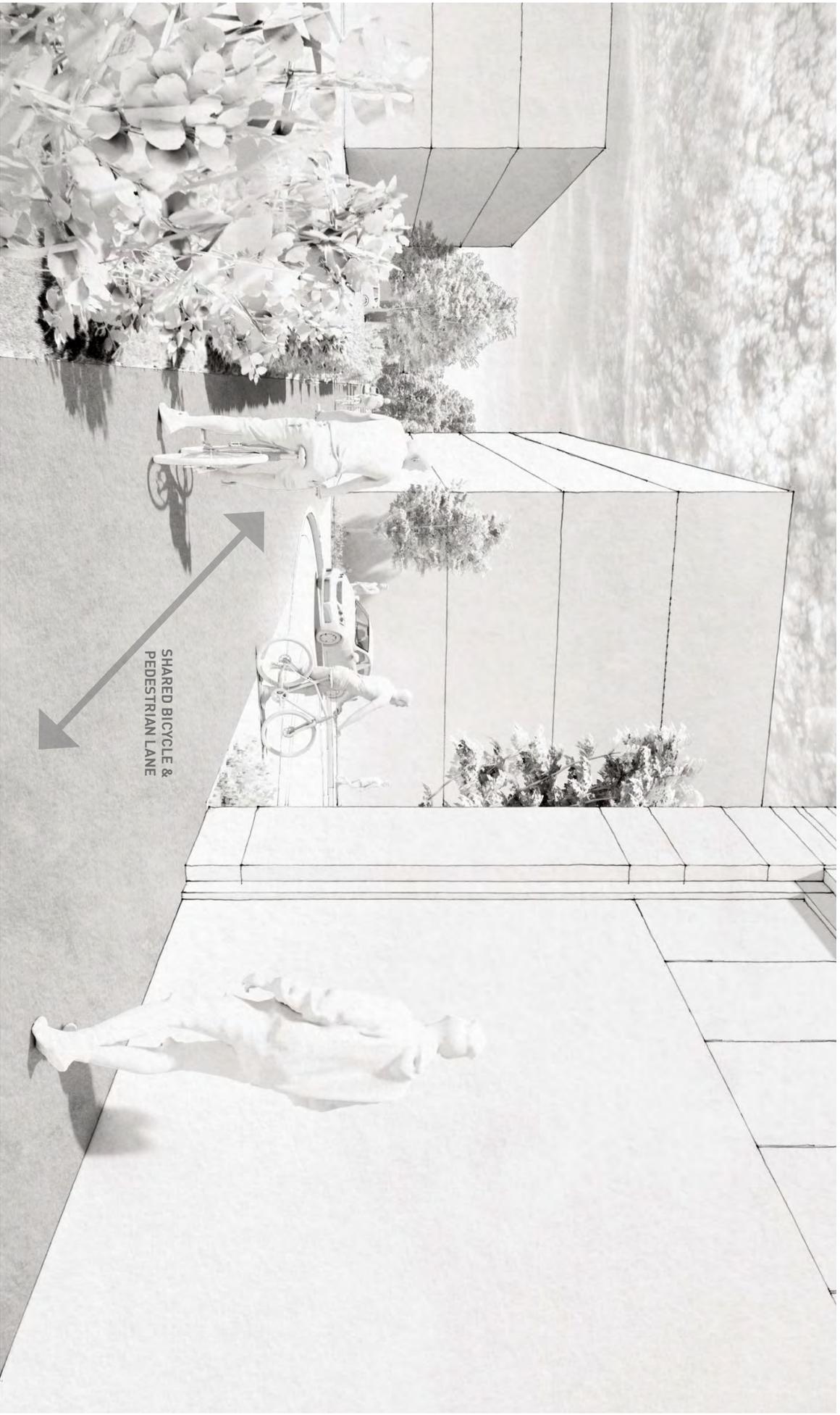
CONCEPT SITE PLAN | ALL CIRCULATION





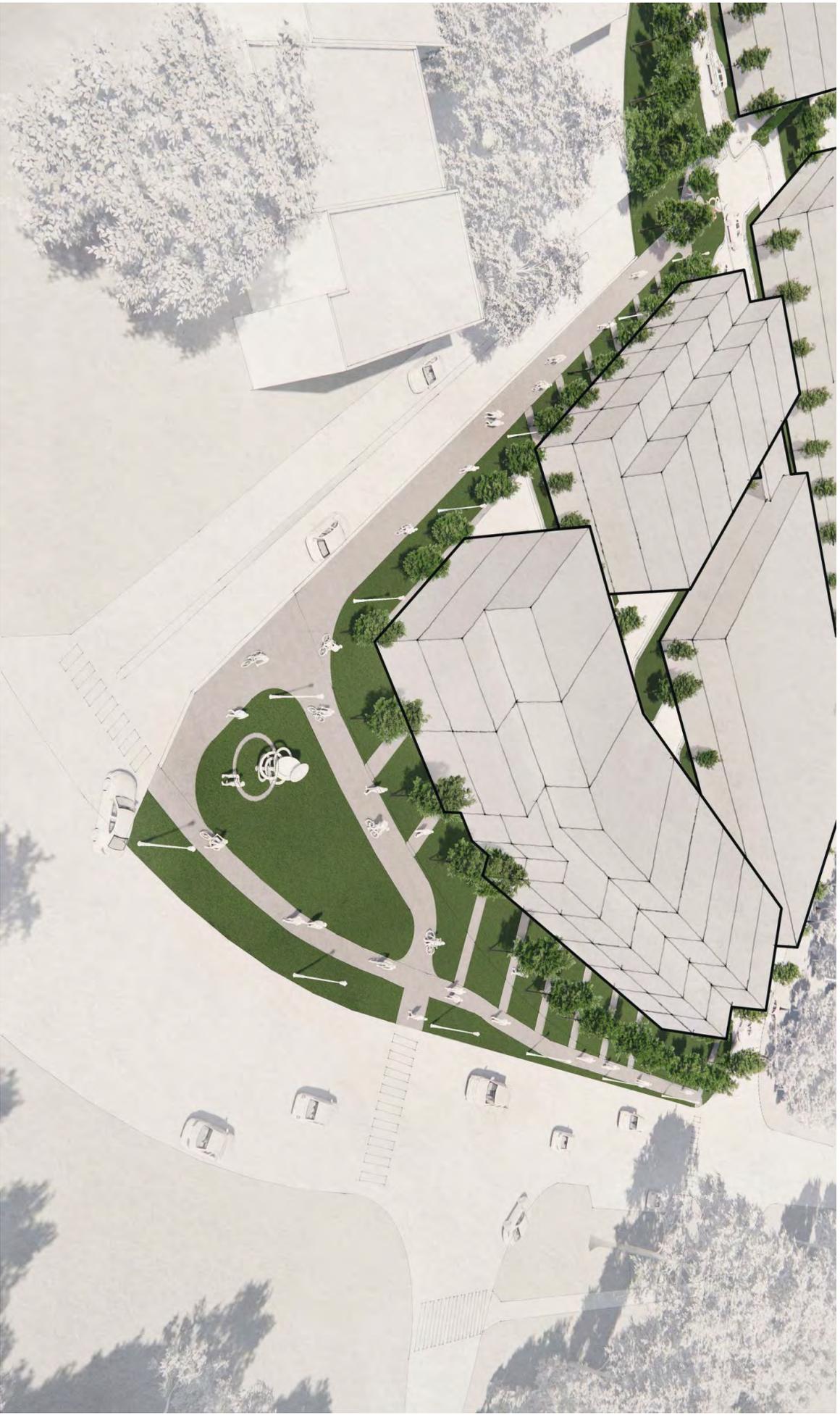


VIGNETTE RENDERING | BAGLEY & WEALTHY INTERSECTION PERSPECTIVE



VIGNETTE RENDERING | BIKE PATH PERSPECTIVE

SHARED BICYCLE &
PEDESTRIAN LANE

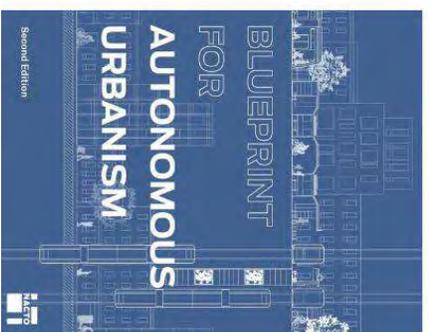
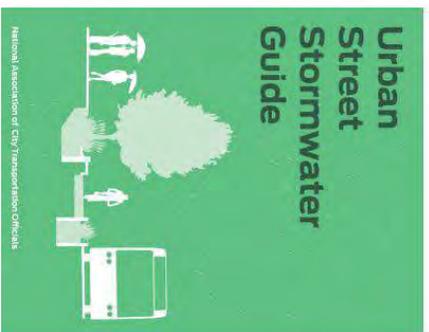
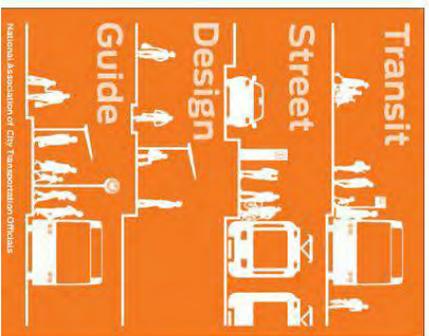
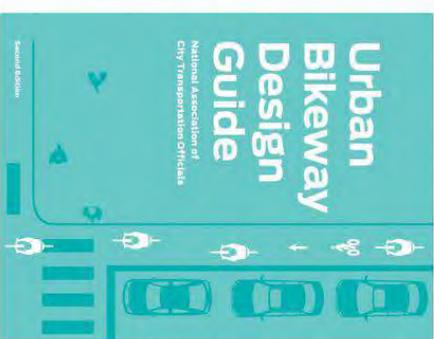


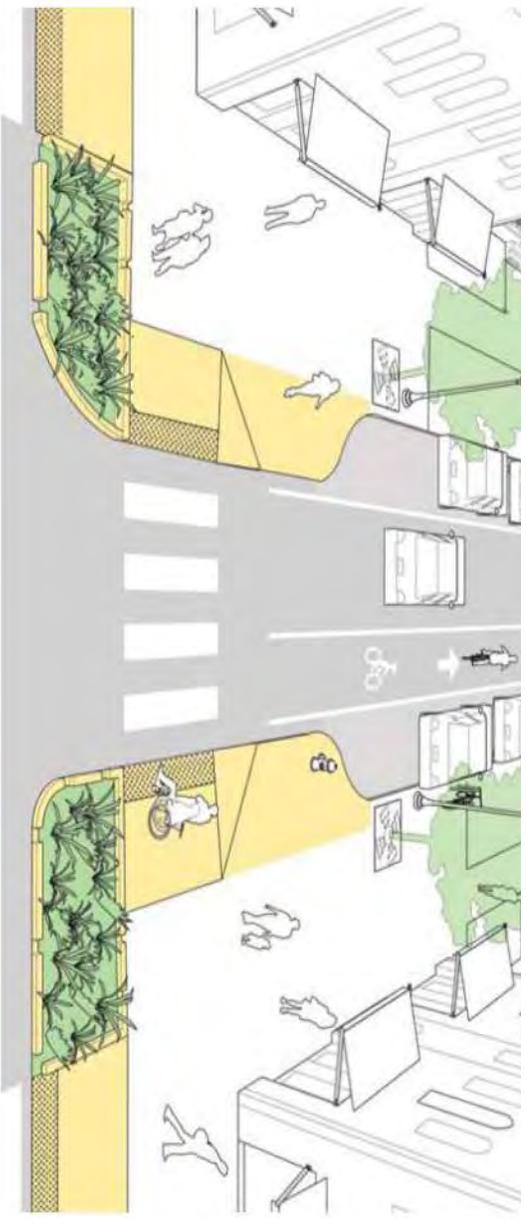
CONCEPT MASSING | CONNECTION TO LAKESIDE DR

Design Guides

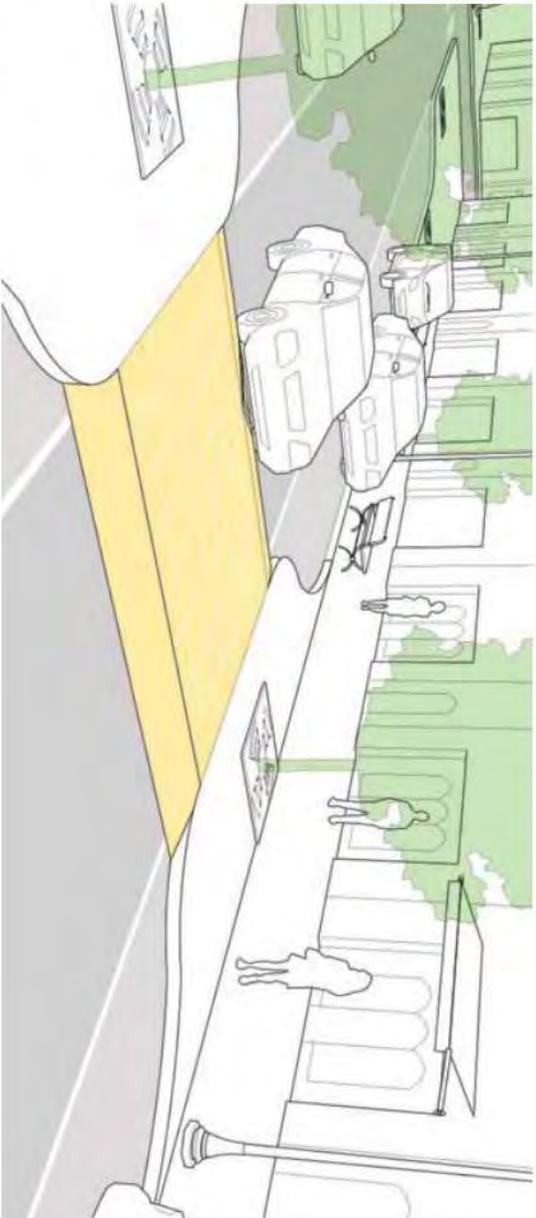
NACTO's publications provide a vital resource for practitioners, policy-makers, academics, and advocates alike.

[See all design guides >](#)





Curb extensions

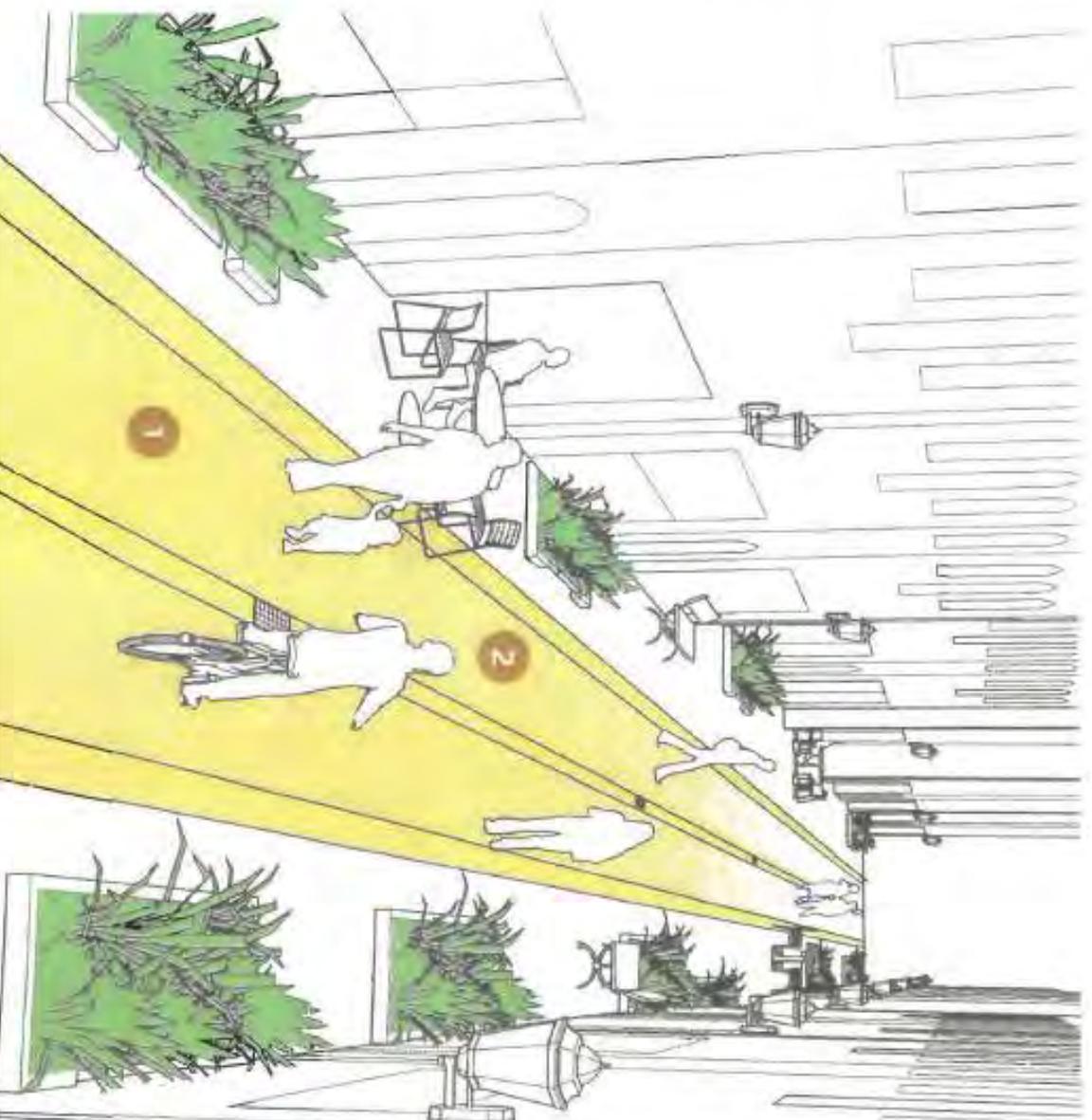


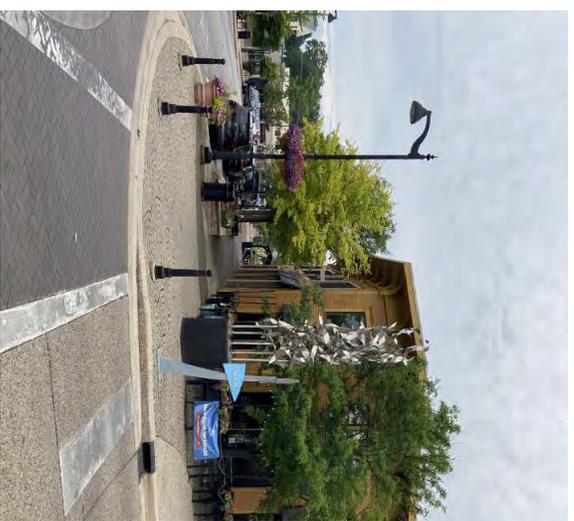
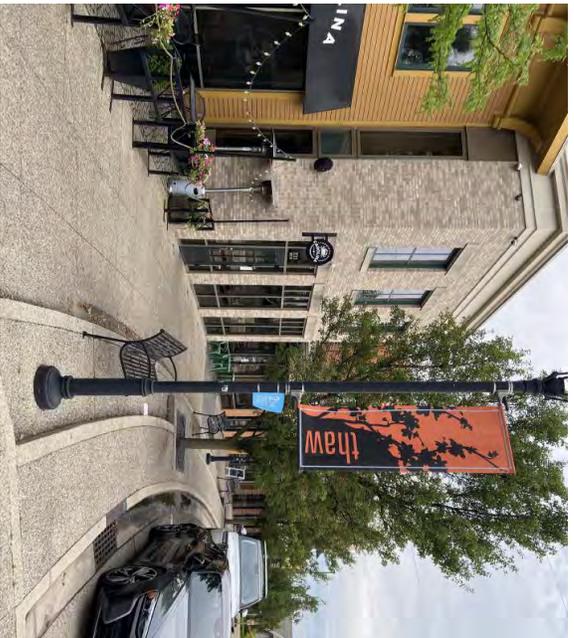
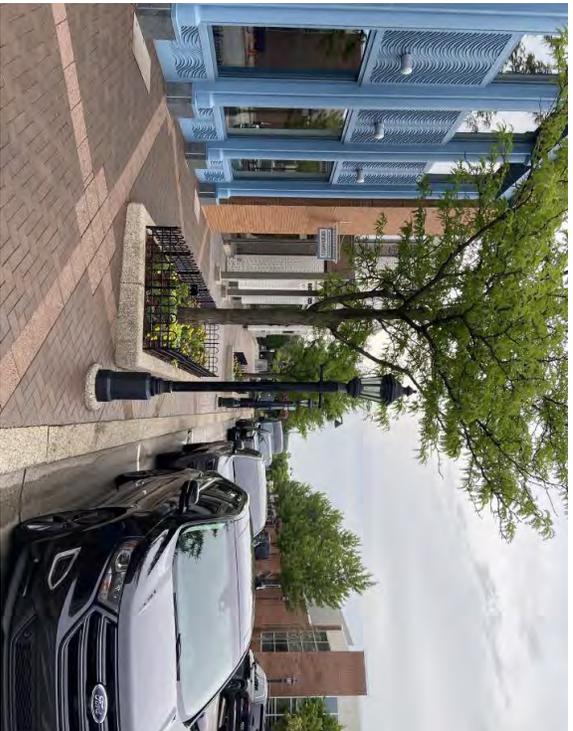
Raised crosswalks

CONCEPT SITE PLAN | CROSSWALK EXAMPLES FROM EGR MASTERPLAN

Commercial Alley

Commercial alleys, though often thought of as dirty or unsafe, can be designed to play an integral role in a downtown street network and improve the pedestrian realm in and around commercial areas. The design of commercial alleys should strive to balance their necessary utilitarian features with their place-making potential.





TRAFFIC STUDY PROCESS GASLIGHT PUD

Preliminary PUD

Potential Trip
Generation
Shared Parking
Review

Safety Review

Internal
Intersections
Safety Review
Recommendations
for final PUD Site
Plan

Final PUD

Spring Data
Collection
Traffic Impact
Study
Parking Study
Identify
Recommendation
for Final PUD
Agreement

PRELIMINARY PUD-TRAFFIC DATA

Preliminary Trip Generation

Considered potential uses for the site

- Residential
- Office
- Commercial

Land Use	ITE Code	Amount	Units
Single-Family Attached housing	215	14	DU
Multi-Family Housing (Mid-Rise)	221	166	DU
Medical-Dental Office Building	720	20,000	SF
Shopping Plaza (40-150k SF)	821	114,500	SF
Total			

Shared Parking Review

Reviewed ONLY the PUD parking, no off-site parking

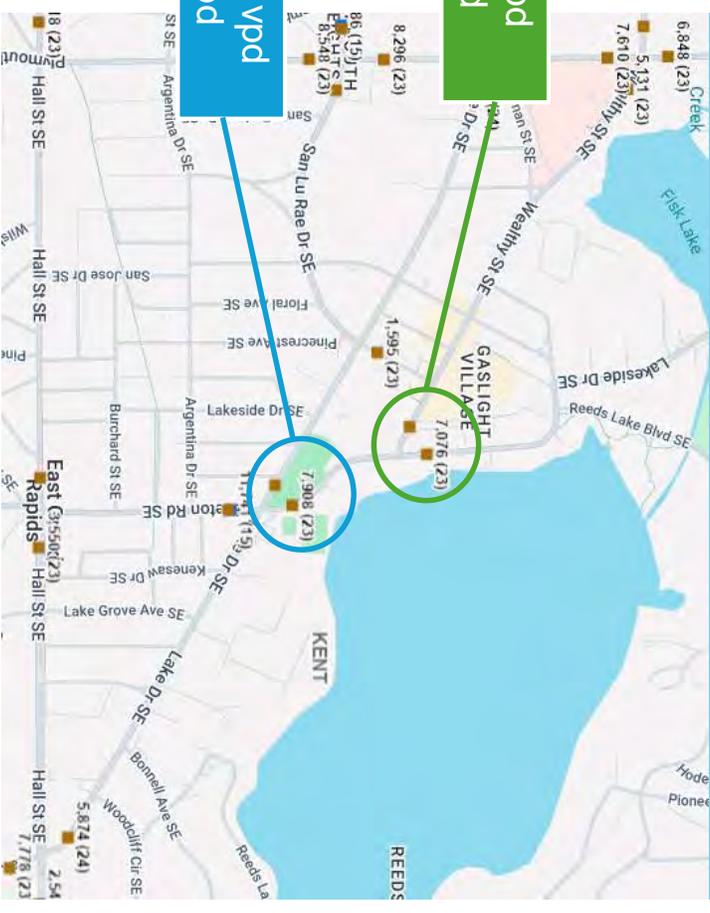
Land-Use	Amount	Units	Weekdays	Weekends
			7:00-PM	12:00-PM
Multi-Family-Housing	180	DU	130	114
Shopping Plaza (<400k-SF)	107,600	SF-GLA	295	368
Reserved-Parking-Spaces			74	74
Total-Shared-Parking-Recommended-Supply			499	556
Proposed-Parking			583	583
Projected-Parking-Surplus			84	27

HISTORIC TRAFFIC VOLUME

1980-83: Peak Years for Ramona
 Medical Center & Jacobson's



Current Traffic Volumes 2023-24

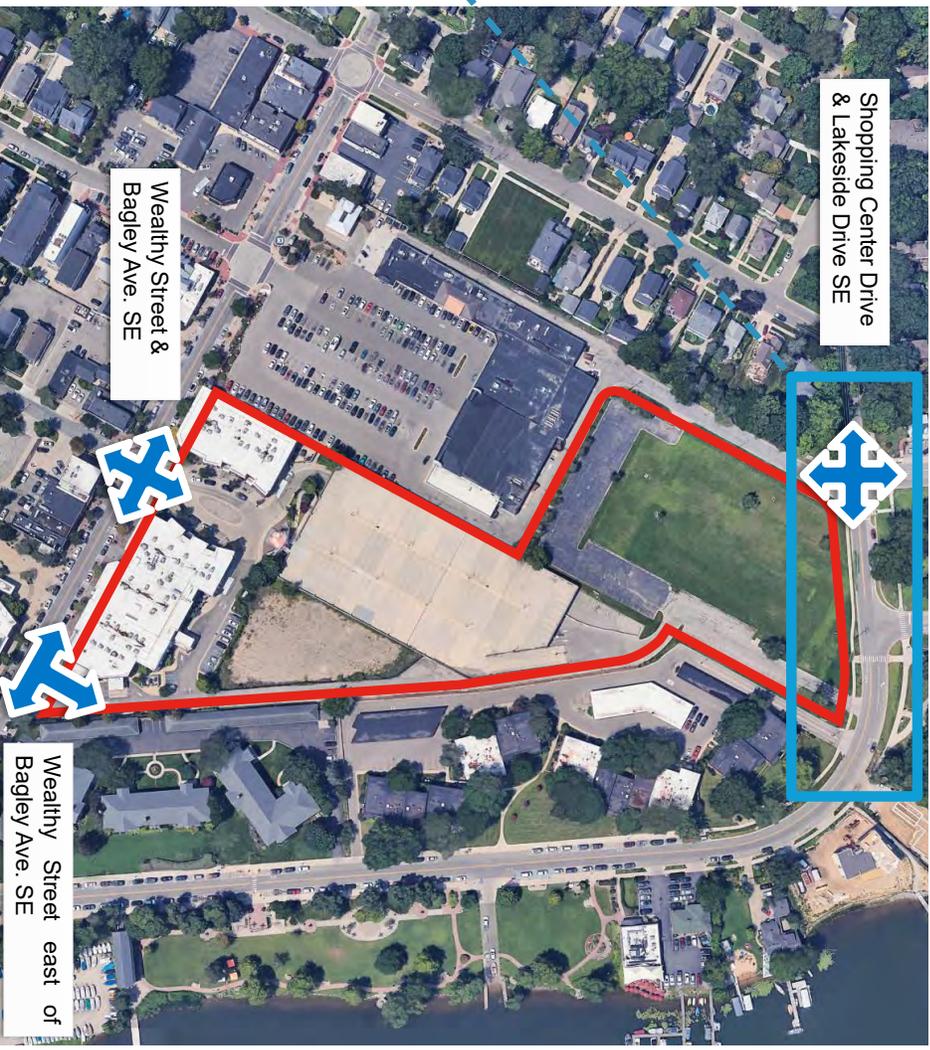


GASLIGHT VILLAGE SITE ACCESS

2023 Reeds Lake Blvd Realignment



Proposed PUD Site Access

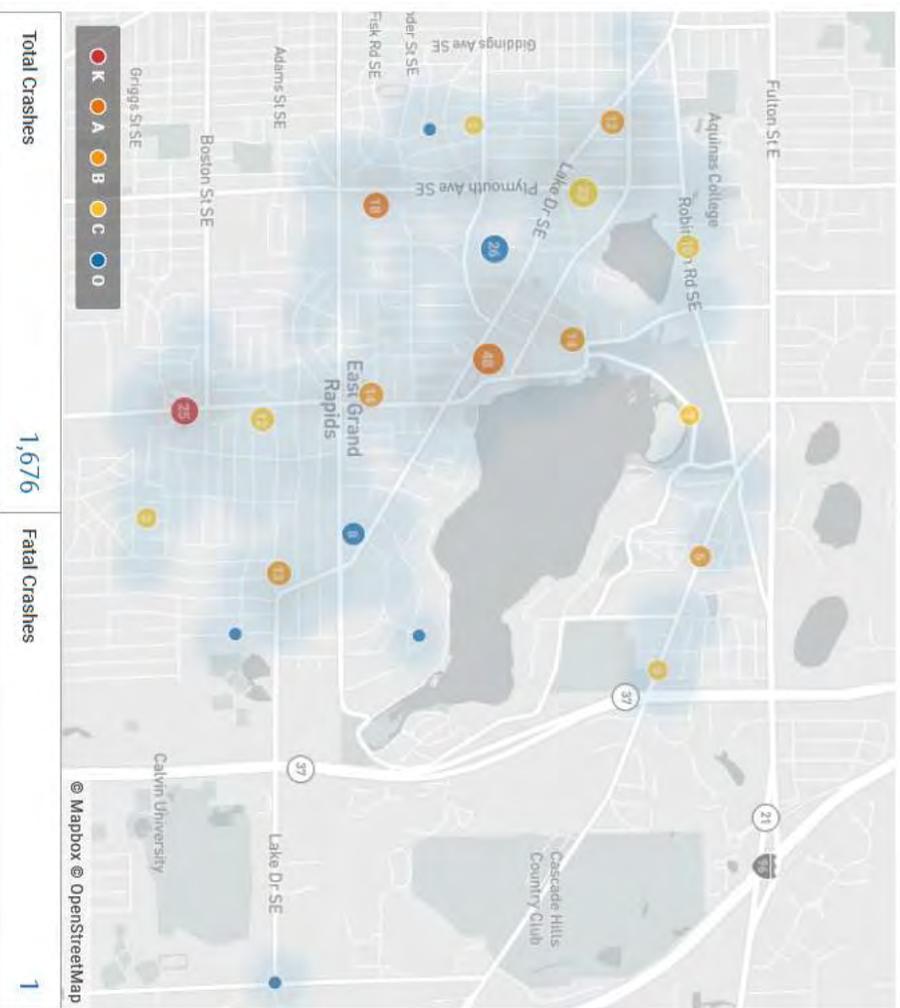


CRASH SUMMARY

- 10 Years (2014-2024)
- Citywide-Entire City Limits
- Data provided by City

- Crash Frequency:**
- 167.6 Total crashes per year
 - 3.2 Bicycle crashes per year
 - 2.0 Pedestrian crashes per year

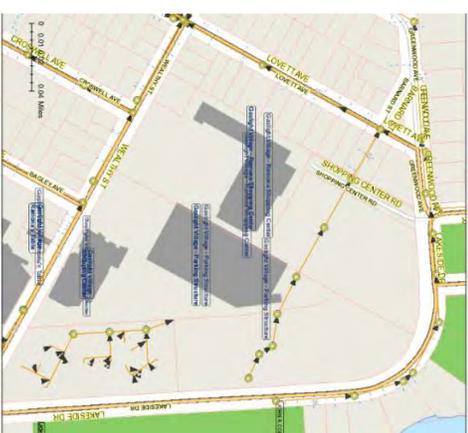
Bicycle Involved		Crash Level	
No	1,644	98.09%	
Yes	32	1.91%	
Pedestrian Involved		Crash Level	
No	1,656	98.81%	
Yes	20	1.19%	



CIVIL ENGINEERING

The project civil engineers will work with the City engineers to review past, current, and future site conditions with a focus on:

- Full Utility Capacity / Impact for Stormwater Management
- Impact Assessment for Sanitary Sewer and Water System



The WEGE Foundation

The WEGE Foundation is pleased to support clean water in the City of East Grand Rapids through the installation of a Vortech's® system, a state-of-the-art stormwater treatment system manufactured by Contech Engineered Solutions LLC. The Vortech's® system at this site will remove sediment, oil and debris from stormwater runoff prior to outfall into Reed's Lake.

Unsubstantiated Suspicious Activity
Our Vortech's® system will remove sediment, oil and debris from stormwater runoff prior to outfall into Reed's Lake.

Shallow Drifts
Vortech's® system will remove sediment, oil and debris from stormwater runoff prior to outfall into Reed's Lake.

High Flow Control
Vortech's® system will provide surge protection during high flow events.

Removable Solids Wall
Vortech's® system will remove sediment, oil and debris from stormwater runoff prior to outfall into Reed's Lake.

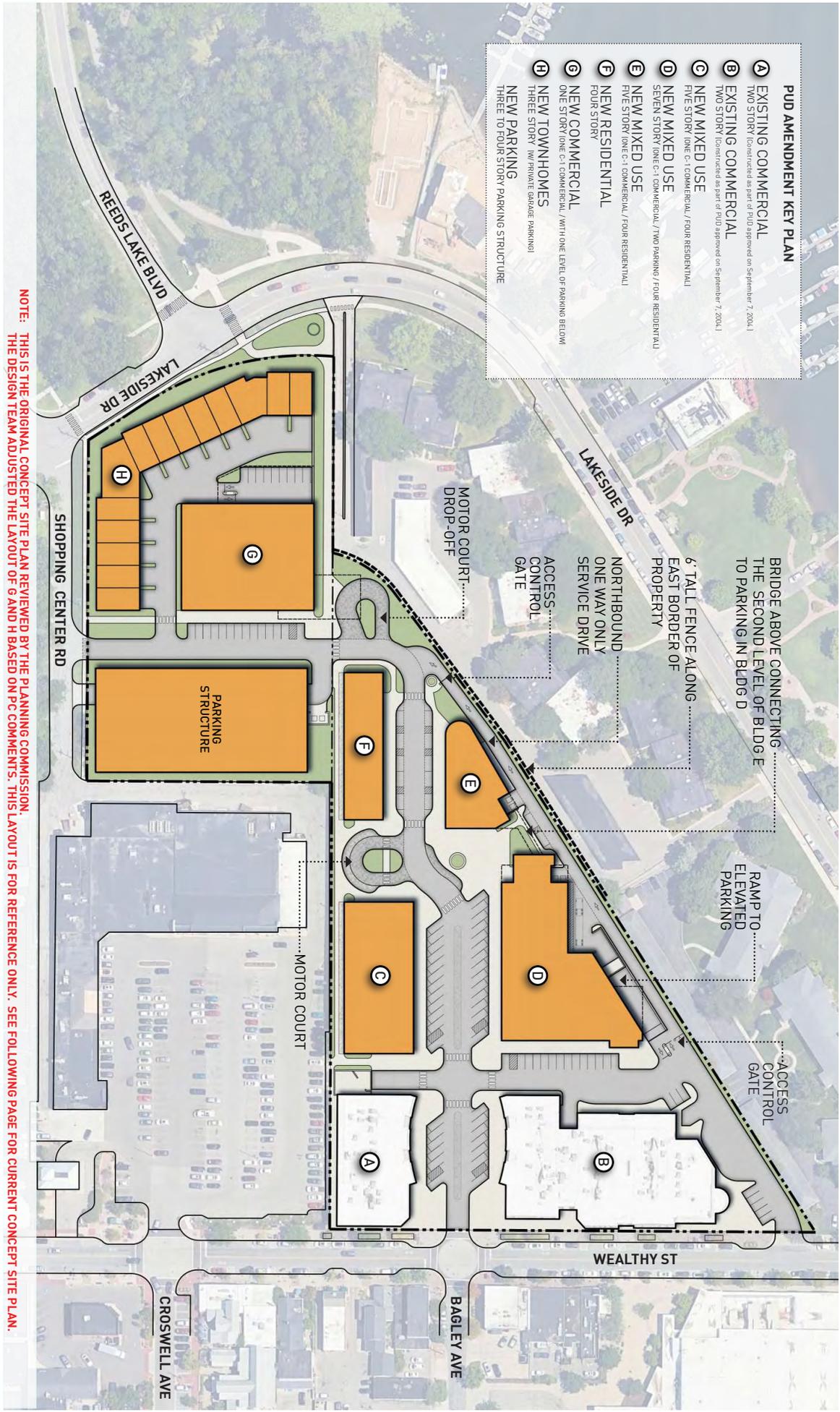
Contech is committed to clean water for communities everywhere, and is pleased to be a part of this project.

CONTECH
ENGINEERED SOLUTIONS

A cutaway diagram of the Vortech's stormwater treatment system. It shows a rectangular structure with a sloped bottom and a vertical wall on one side. The diagram illustrates the flow of water through the system, with sediment and debris being captured in a collection area at the bottom. Labels point to various components like the sedimentation tank, the removable solids wall, and the outlet pipe.

PUD AMENDMENT KEY PLAN

- A** EXISTING COMMERCIAL
TWO STORY (reconstruct as part of PUD approved on September 7, 2004)
- B** EXISTING COMMERCIAL
TWO STORY (reconstruct as part of PUD approved on September 7, 2004)
- C** NEW MIXED USE
FIVE STORY (ONE C-1 COMMERCIAL / FOUR RESIDENTIAL)
- D** NEW MIXED USE
SEVEN STORY (ONE C-1 COMMERCIAL / TWO PARKING / FOUR RESIDENTIAL)
- E** NEW MIXED USE
FIVE STORY (ONE C-1 COMMERCIAL / FOUR RESIDENTIAL)
- F** NEW RESIDENTIAL
FOUR STORY
- G** NEW COMMERCIAL
ONE STORY (ONE C-1 COMMERCIAL / WITH ONE LEVEL OF PARKING BELOW)
- H** NEW TOWNHOMES
THREE STORY (w/ PRIVATE GARAGE PARKING)

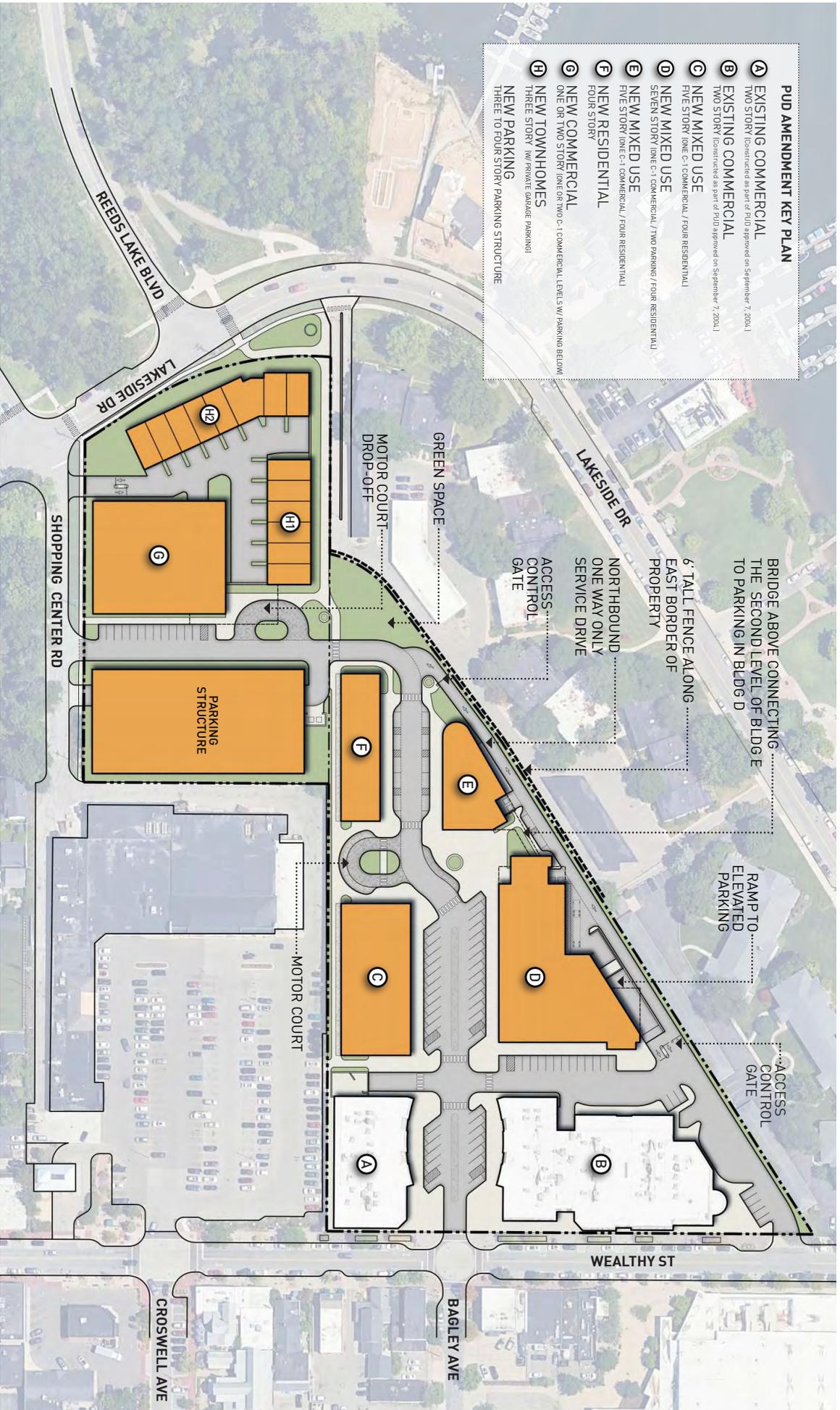


NOTE: THIS IS THE ORIGINAL CONCEPT SITE PLAN REVIEWED BY THE PLANNING COMMISSION. THE DESIGN TEAM ADJUSTED THE LAYOUT OF G AND H BASED ON PC COMMENTS. THIS LAYOUT IS FOR REFERENCE ONLY. SEE FOLLOWING PAGE FOR CURRENT CONCEPT SITE PLAN.

ORIGINAL CONCEPT SITE PLAN | LEVEL 1



- PUD AMENDMENT KEY PLAN**
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FIVE STORY (ONE C-1 COMMERCIAL / FOUR RESIDENTIAL)
 - F** NEW RESIDENTIAL
FOUR STORY
 - G** NEW COMMERCIAL
ONE OR TWO STORY (ONE OR TWO C-1 COMMERCIAL LEVELS W/ PARKING BELOW)
 - H** NEW TOWNHOMES
THREE STORY (w/ PRIVATE GARAGE PARKING)
 - H** NEW PARKING
THREE TO FOUR STORY PARKING STRUCTURE



CONCEPT SITE PLAN | LEVEL 1





Brian Devries and Scott Wierda, on behalf of Gaslight Investors LLC, are excited to have the opportunity to re-focus their energy and creativity on their Gaslight Village property at 2255 Wealthy and 515 Lakeside. In 2004, these parcels were rezoned to a PUD district. The two commercial buildings and community square, that were executed as the first phase of the development, have been very successful in attracting diverse types of uses, reinforced the pride of many community members, and helped make Gaslight Village a charming place to live and shop.

Since then, market conditions led to postponing the remainder of the planned development, but now, with great optimism and confidence, Brian and Scott desire to continue their vision and strengthen the success of Gaslight. Following the successful redevelopment and leasing of nearby Breton Village they bring a fresh and informed perspective. Their experience in understanding the market demand, as well as an appreciation for the goals outlined in the City of East Grand Rapids Master Plan, guided them to adjust their plans for the site. The proposed design includes more retail to anchor and strengthen the development of Gaslight Village along with increased residential options.

While an amendment to the current PUD is required, it should be noted that the proposed commercial uses are allowed within, and consistent with, C-1 zoning requirements. Also, the overall proposed uses are in line with the approved 2004 PUD.

The following narrative and attached documents for the PUD Concept Plan Review for 2255 Wealthy and 515 Lakeside describe the current zoning and land use, the proposed amended design, its consistency with and departures from what has currently been approved, how it meets the qualifying conditions of the ordinance, and the schedule and phasing of the project.

The amended PUD has approximately 56,970 SF of new C-1 uses on street level to add to the +/- 77,500 SF from the first phase of the PUD. There are 14 townhomes along Lakeside Drive and Shopping Center Road and 166 new residential units. The project is committed to reserving approximately 10% of the residential units as attainable rental units that range between 100% and 120% of the area medium income (AMI).

GASLIGHT INVESTORS LLC PUD AMENDMENT

EXISTING PUD

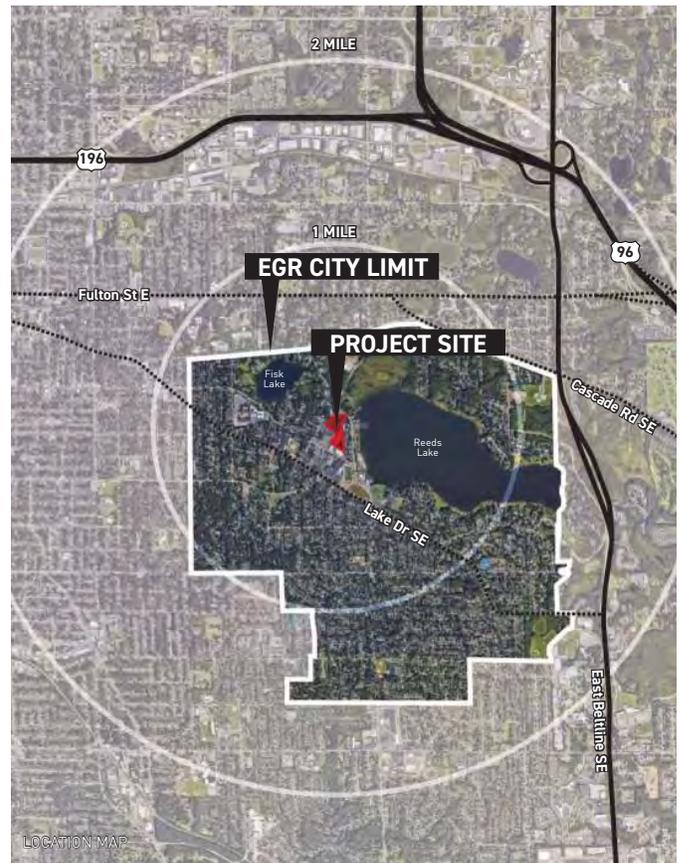
The current PUD planned for a combination of commercial and retail uses, professional/medical offices, and residential condominiums, with associated parking and open space. Two two-story commercial office/retail buildings of approximately 77,500 SF were realized along Wealthy. Four residential buildings, containing a total of 107 proposed residential units, went undeveloped. The residential buildings were approved to be of varied heights to achieve a “stepped up” appearance, with limits between 60’ and 79’ above grade. In addition to the existing parking structure on site, each residential building was planned to include subsurface parking, bringing the total on site to 687 spaces.

CURRENT STRUCTURES AND USES ON SITE

The commercial buildings along Wealthy include restaurants, boutique retailers, professional and medical services, and a bank. There are 25 on-street parking spaces within the PUD. The remainder of the site is undeveloped. A two-level parking structure including 414 spaces was recently demolished.

ADJACENT LAND USE

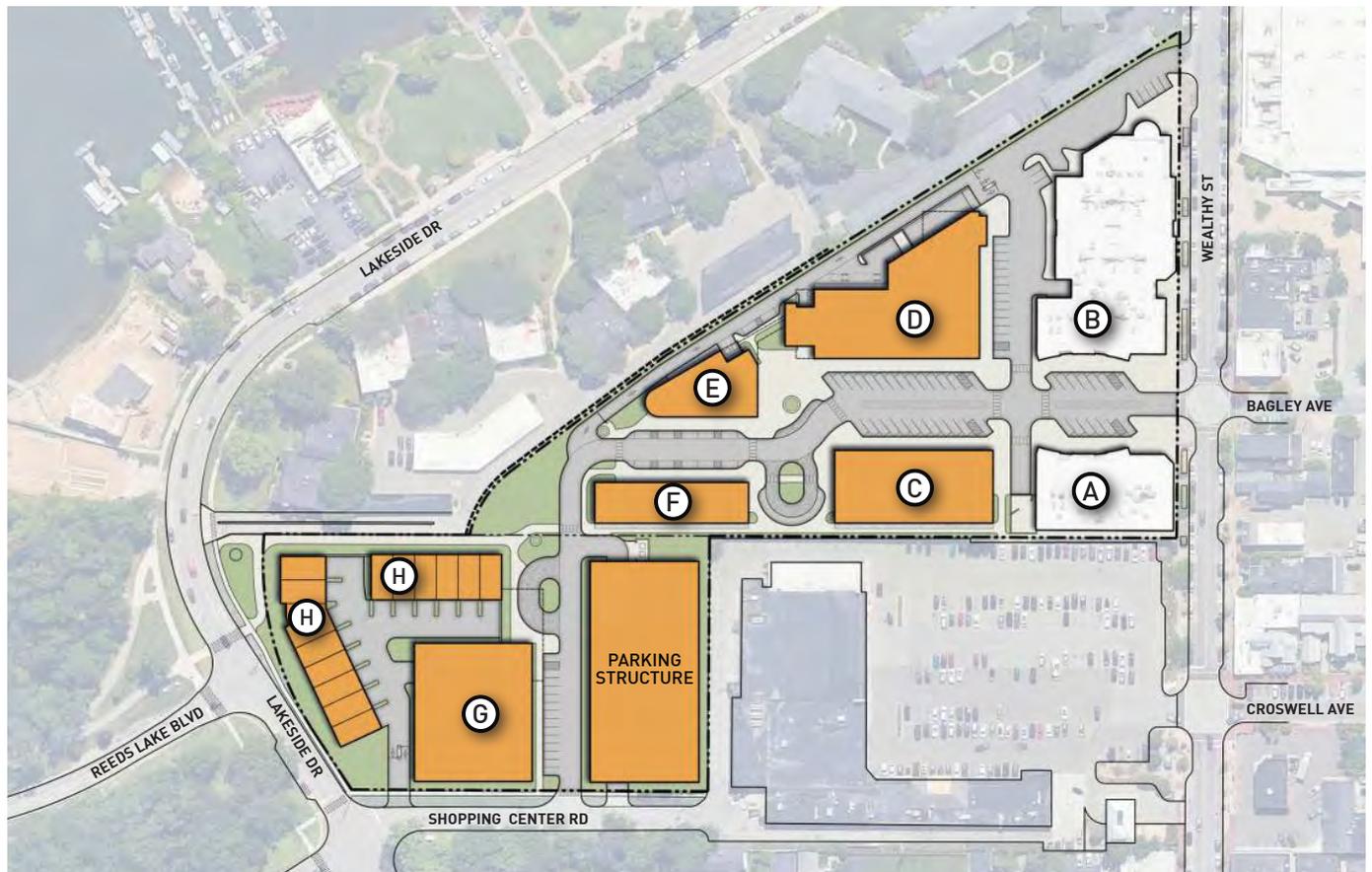
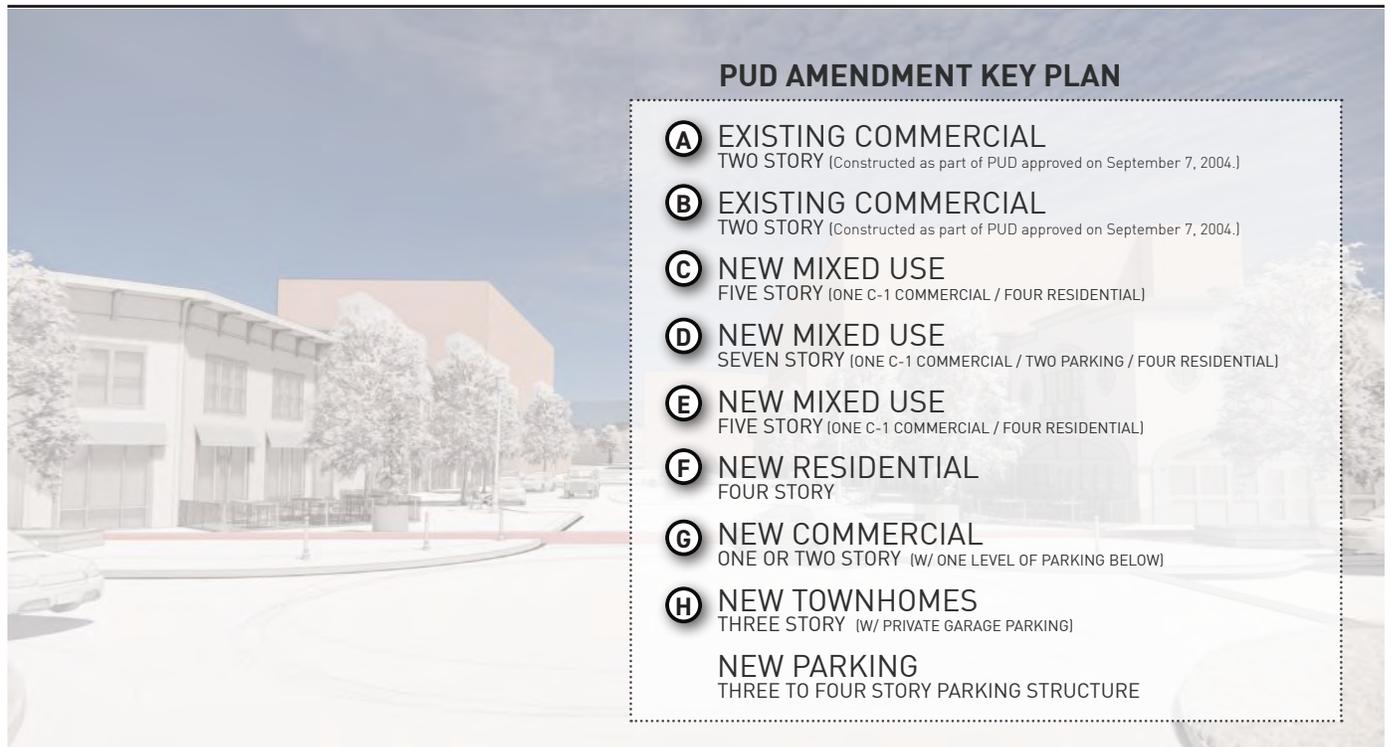
The surrounding land use is a mix of commercial and mercantile to the south and west, residential condominiums and apartments to the east, and single-family residential and undeveloped city-owned park land to the north.





DOWNTOWN EAST GRAND RAPIDS

PROXIMITY MAP | EXISTING



PROPOSED PUD PLAN



PARKING STRUCTURE

The recently demolished parking structure is proposed to be replaced with a new structure with a resulting capacity of +/- 320 spaces over multiple levels. These structured parking spaces combined with approximately 85 new and existing on street parking spaces within the PUD to the south as well as parking within buildings D, G and H, result in a total of +/- 583 parking spaces within the development. This parking capacity satisfies the parking demand of the proposed and existing Gaslight PUD tenants utilizing a ratio of three spaces per 1000 leaseable square feet for C-1 commercial uses and minimally one space per residential unit.

LANDSCAPING & OPEN SPACE

The intent of the landscape design strategy is to extend the quality of the previously executed portions of the PUD through the site to effectively link Wealthy Street to the Reeds Lake Trail. The sculpture and fountain at the terminus of Bagley Plaza would be removed, but the proposed architecture and landscape would be designed to reinforce that location’s sense of place, as it has become a significant destination and congregating point for the community. The new drives, pathways, and wayfinding-points proposed within the site would be accented with plantings. The parking structure would be screened in some areas with plants. Outdoor spaces will be created for communal connectivity, artwork, and outdoor activities.

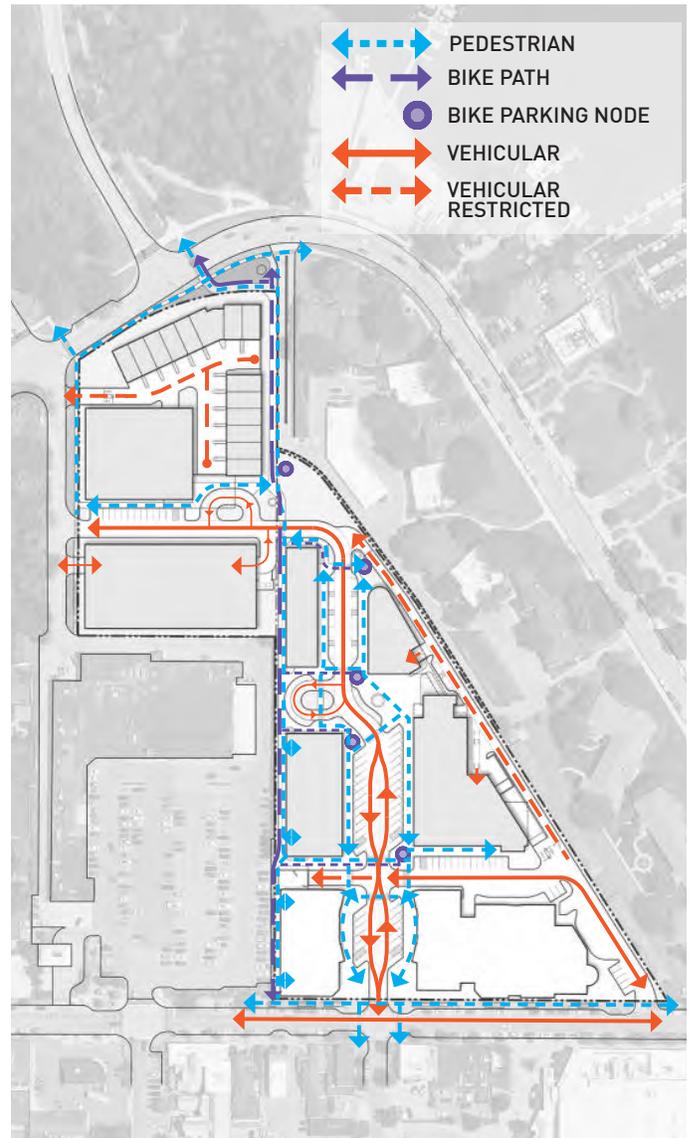
VEHICULAR CIRCULATION

Vehicular access to the site from the south is provided through the two existing drives off Wealthy. Vehicular access from the North is via Shopping Center Rd along the western portion of the 515 parcel from Lakeside Dr. Visitors to the site will travel north and south through the center of the development to access parking. Service vehicular movements will be largely isolated to the east side of the development via a gated one way service drive. Larger truck movements will start in the SE corner of the development off Wealthy, extend along the service drive and exit the development to the north on Shopping Center Rd. A traffic impact study will be included with the final submission and the outcomes of the study will be coordinated with the City.

PEDESTRIAN CIRCULATION

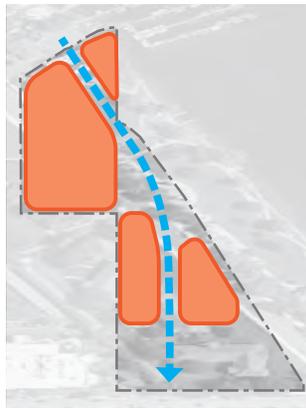
Pedestrian circulation has been thoughtfully considered to enhance the walkability of the development and connect to the established Reeds Lake Trail and Gaslight movements. Multiple pathways will provide accessibility to the expanded mixed use offerings. What was the terminus of Bagley will now be open to a strong north/south urban space framed by architectural edges, gracious walkways, landscape, intentional paving, and outdoor spaces. A direct north pedestrian movement on the west edge of the PUD will connect into a sidewalk that extends through the development to Lakeside Drive and ultimately links to the Reeds Lake Trail and existing community sidewalk infrastructure.

PROPOSED AMENDMENT MULTI-MODAL CIRCULATION





EXISTING CONDITION



MASTERPLAN OPTION 1



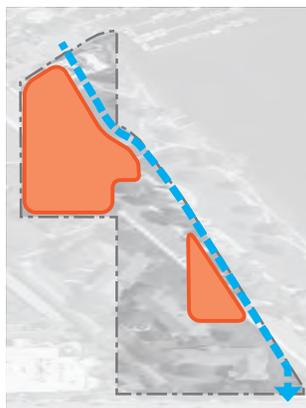
MASTERPLAN OPTION 2A



MASTERPLAN OPTION 2B



MASTERPLAN OPTION 3A



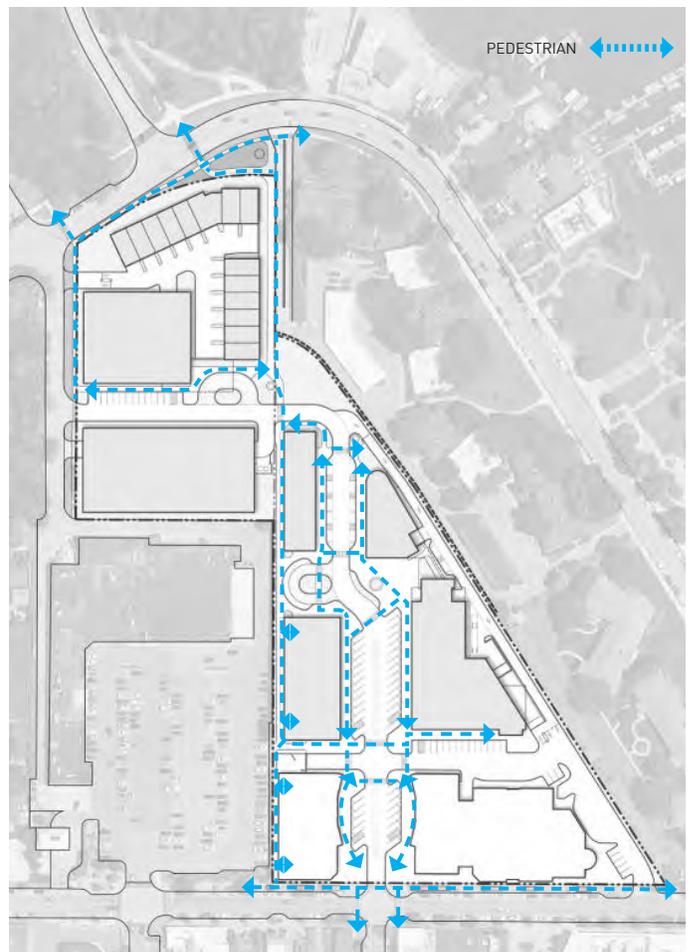
MASTERPLAN OPTION 3B

PEDESTRIAN LINK BETWEEN WEALTHY STREET AND REEDS LAKE TRAIL

From the 2018 EGR Master Plan:

“The Reeds Lake Trail currently exists as a combination of sidewalks, off-street paths and on-street segments. The East Grand Rapids community has expressed a desire to capitalize on this amenity by increasing the connectivity.”

The proposed PUD amendment builds from the Master Plan options to connect pedestrian and bicycle circulation between the Reeds Lake Trail and Gaslight Village. The proposed layout creates safe and intuitive movements for pedestrians and bicycles through its core and along the west side of the development while isolating the majority of service movements to the east side.



PROPOSED PUD AMENDMENT

CONGRUITY

A number of the items listed in Exhibit “A” Section 3, of the previously approved PUD, will require modification in response to the new design and proposed amendments. The Property Owner has already executed many of these conditions and intends to work with the City to amend the PUD/development agreement to relate to the proposed design.

Exhibit “A” of the previously approved PUD has been included within an appendix to this submission.

DEPARTURES

Based on current market conditions, demand, and the Property Owner’s experience in the community, the amended PUD seeks to provide updated C-1 commercial and residential uses in lieu of the previously approved plans.

The proposed departures from the approved conditions are relative to the design updates. Building use, area, and height previously established in Item “p” have been updated. The corresponding number of parking spaces on site, as established in Item “o”, has also been updated to respond to changes in the proposed uses. Additional amendments to language in each section of Exhibit “A” will be proposed, reviewed, and finalized as the Final Development Plan is approved via the City’s PUD Review Process.

UNIFIED CONTROL

The 2255 Wealthy and 515 Lakeside parcels are under unified control with Gaslight Investors LLC.

RECOGNIZABLE BENEFIT

The proposed PUD Amendment will continue to provide a recognizable benefit to the community by providing additional residential options and mixed-use development, pedestrian and transit oriented design, high-quality architectural design, and landscaping. The development will preserve and strengthen the character of Gaslight Village, providing open space, and offering shared vehicular and pedestrian access between properties and uses. All of these have been previously addressed herein.

COMPATIBILITY WITH ADJACENT USES

The Proposed PUD Amendment maintains compatibility with the adjacent uses. The proposed buildings are generally similar to what had been previously approved for building heights and address the perimeter in a similar manner. Points of vehicular entry have been simplified from the previously approved layout. As stated, the proposed retail use is allowed within, and consistent with, C-1 zoning requirements.

PUBLIC UTILITIES

All uses within the PUD shall be served by public water and sewer systems.

MASTER PLAN

The City’s current Master Plan was developed after the current PUD was established and recognizes its initial planning principles of mixed-use development, increased residential density, reduced dependence on parking, and pedestrian connectivity through the site as a desired attribute in future development. Furthermore, the suggestive massing diagrams published in the Master Plan are more like this proposed PUD Amendment’s massing than what had previously been approved.

PUD APPROVAL PROCESS

The Property Owner is excited to complete this next phase of the development and intends to proceed directly into the Final PUD Plan Approval process following the City Commission’s approval of the Concept Plan.

PROJECT COMMENCEMENT

Following the approval and authorization of the Final Plan and Agreement documents, the Property Owner will finalize the design of the proposed structures, execute bidding and permitting documents, and proceed with construction. It is too early to establish a development schedule, but the intent would be to move forward in a timely fashion.

PROJECT SEQUENCING

This project will be completed in sequential phases based on market conditions. It is anticipated that the initial phase will be constructed over the next 2 to 3 years. Project sequencing will be planned to accommodate the proposed PUD parking demands of 1/300 for all useable SF of existing and future commercial space (office, professional, retail, restaurants, service, etc) in the development and 1/unit for all residential as constructed.





APPROVED PUD (2004)

PROPOSED USES	
Retail, Professional / Medical Office, Residential, Parking Structure, Open Space	

BUILDING COMPOSITION				
BLDG #	USE	UNITS	HEIGHT	
BLDG 1	C-1 COMMERCIAL	0	2 STORY	27'-0"
BLDG 2	C-1 COMMERCIAL	0	2 STORY	28'-0"
BLDG 3	C-1 COMMERCIAL / CONDO	26	6 STORY	79'-0"
ALL PERMITTED C-1 USES FOR FIRST LEVEL. RESIDENTIAL USE FOR LEVELS 2-6				
BLDG 4	RESIDENTIAL	19	6 STORY	71'-1"
RESIDENTIAL USE ALL LEVELS. (HEIGHT WAS TO MID-POINT OF SLOPED ROOF FORM)				
BLDG 5	RESIDENTIAL	38	7 STORY	79'-0"
RESIDENTIAL USE ALL FLOORS. (HEIGHT WAS TO MID-POINT OF SLOPED ROOF FORM)				
BLDG 6	RESIDENTIAL	24	5 STORY	60'-9"
RESIDENTIAL USE ALL LEVELS.				
TOTAL UNITS		107	12.6	UNITS / ACRE
(BASED ON 8.5 ACRES)				

PARKING	
TOTAL PARKING PROVIDED	687 SPACES
ON STREET / SURFACE PARKING	52 SPACES
PARKING STRUCTURE	425 SPACES
SUB-SURFACE PARKING	210 SPACES
PARKING RATIO	
CONDO (2 SPACES/UNITS)	214 SPACES
REMAINING	473 SPACES



PROPOSED PUD AMENDMENT (5.3.2024)

PROPOSED USES	
Retail, Professional / Medical Office, Residential, Parking Structure, Open Space	

BUILDING COMPOSITION				
BLDG #	USE	UNITS	HEIGHT	
BLDG A	C-1 COMMERCIAL	0	2 STORY	27'-0"
BLDG B	C-1 COMMERCIAL	0	2 STORY	28'-0"
BLDG C	MIXED USE	48	5 STORY	70'-0"
ALL PERMITTED C-1 USES FIRST LEVEL. RESIDENTIAL USE LEVELS 2-5				
BLDG D	MIXED USE	64	7 STORY	94'-0"
ALL PERMITTED C-1 USES FOR FIRST LEVEL. PARKING ON LEVELS 2 +3. RESIDENTIAL USE FOR LEVELS 4-7				
BLDG E	MIXED USE OR C-1 COMMERCIAL	20	5 STORY	70'-0"
ALL PERMITTED C-1 USES FOR FIRST LEVEL. RESIDENTIAL USE FOR LEVELS 2-5				
BLDG F	RESIDENTIAL	34	4 STORY	52'-0"
RESIDENTIAL USE FOR LEVELS 1-4				
BLDG G	C-1 COMMERCIAL	0	1 or 2 STORY PARKING BELOW	20'-0"
ALL PERMITTED C-1 USES +/- 60 SUB SURFACE PARKING SPACES				
BLDG H	TOWNHOMES	14	3 STORY OCCUPIED ROOF	40'-0"
ALL PERMITTED C-1 USES FOR FIRST LEVEL. RESIDENTIAL USE FOR LEVELS 2-6				
TOTAL UNITS		180	21.2	UNITS / ACRE
(BASED ON 8.5 ACRES)				
The project is committed to reserving approximately 10% of the residential units as attainable rental units that range between 100% and 120% of the area medium income (AMI).				

PARKING	
TOTAL PARKING PROVIDED	583 SPACES
ON STREET / SURFACE PARKING	85 SPACES
PARKING STRUCTURE	322 SPACES
PARKING STRUCTURE W/IN BLDG D	102 SPACES
SUB-SURFACE PARKING W/IN BLDG G	60 SPACES
PARKING W/IN BLDG H	14 SPACES
PARKING RATIO	
COMM/RETAIL (3 SPACES / 1000 LEASEABLE SF)	403 SPACES
RESIDENTIAL (1 SPACE / UNIT)	180 SPACES
PARKING DEMAND	583 SPACES

**GASLIGHT PUD
PARKING SUMMARY**

2.17.2025

PARKING DEMAND				
USE	AREA / UNITS	NOTES	PLANNING RATIO	SPACES
Existing Tenants (A+B)	77500	Buildings A and B are both 2 levels, all retail / commercial	3/1000	233
BLDG C : C-1 COMMERCIAL	12,430	Building C is 1 level of C-1 Commercial use with 4 levels of residential above	3/1000	37
BLDG C : RESIDENTIAL	48	4 levels of 12 units/fl	1 space / unit	48
BLDG D : C-1 COMMERCIAL	18,540	Building D is 1 level of C-1 commercial use with 2 parking levels + 4 residential levels above	3/1000	56
BLDG D : RESIDENTIAL	64	16 units X 4 levels	1 space / unit	64
BLDG E : C-1 COMMERCIAL	6,000	Building E is 1 level of C-1 commercial with 4 levels of residential above	3/1000	18
BLDG E : RESIDENTIAL	20	3 to 5 units per level X 4 levels	1 space / unit	20
BLDG F : RESIDENTIAL	34	Building F is 4 levels of residential	1 space / unit	34
BLDG G : C-1 COMMERCIAL	20,000	Building G is 1 or 2 levels of commercial with parking below	3/1000	60
BLDG H : RESIDENTIAL TOWNHOMES	14	Building H is 3 level townhomes with internal parking	1 space / unit	14
			TOTAL PARKING DEMAND	583
			ON STREET PARKING	85
			BLDG D : STRUCTURED PARKING	102
			BLDG G : STRUCTURED PARKING	60
			BLDG H : GARAGE PARKING	14
			PARKING STRUCTURE	322
			TOTAL PLANNED PARKING	583

existing C-1 commercial uses	77,500
proposed new C-1 commercial uses	56,970
total C-1 commercial uses	134,470

proposed townhomes	14
proposed residential units	166

The project is committed to reserving approximately 10% of the residential units as attainable rental units that range between 100% and 120% of the area medium income (AMI).





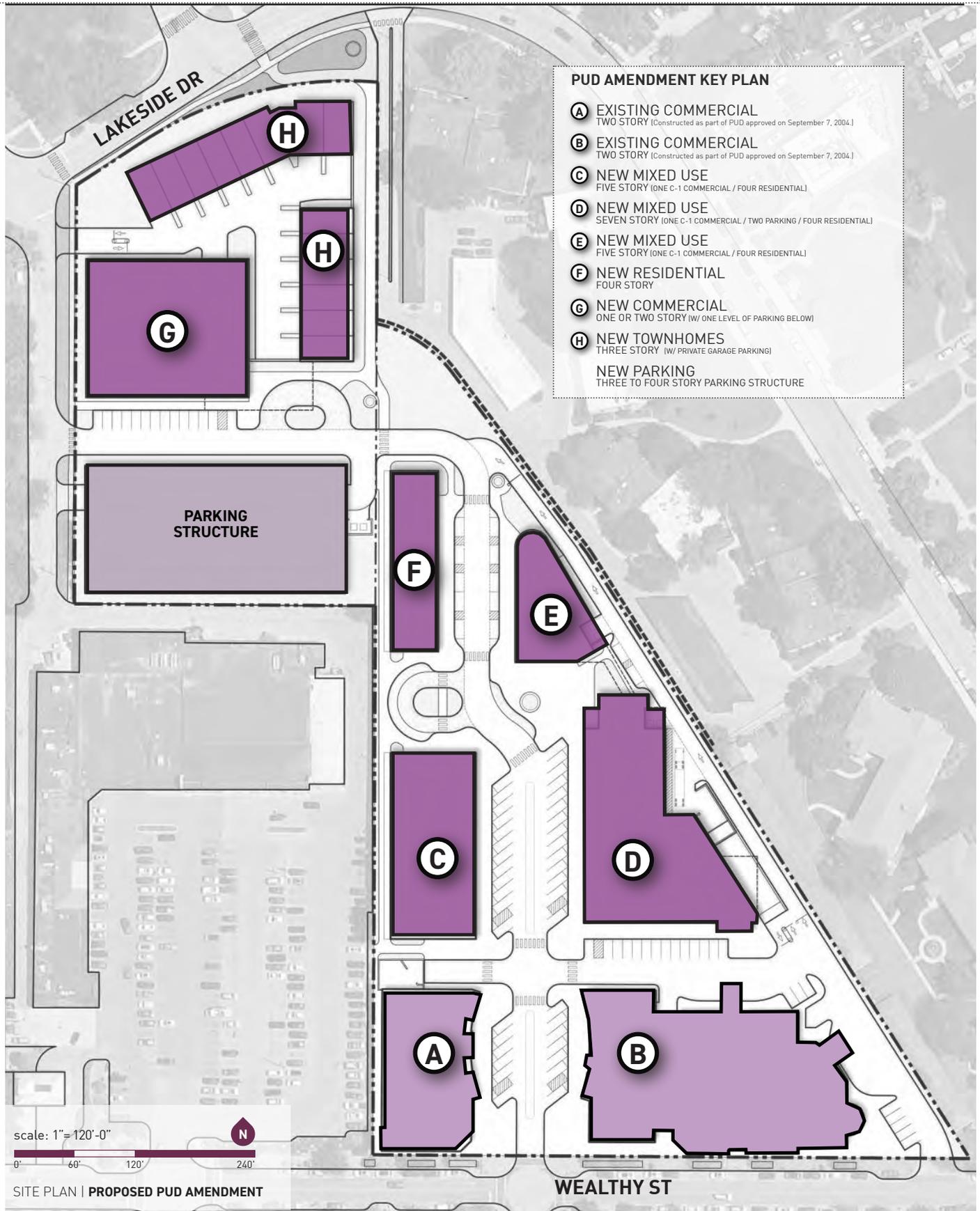
GASLIGHT INVESTORS LLC PUD AMENDMENT

2004 PUD KEYPLAN

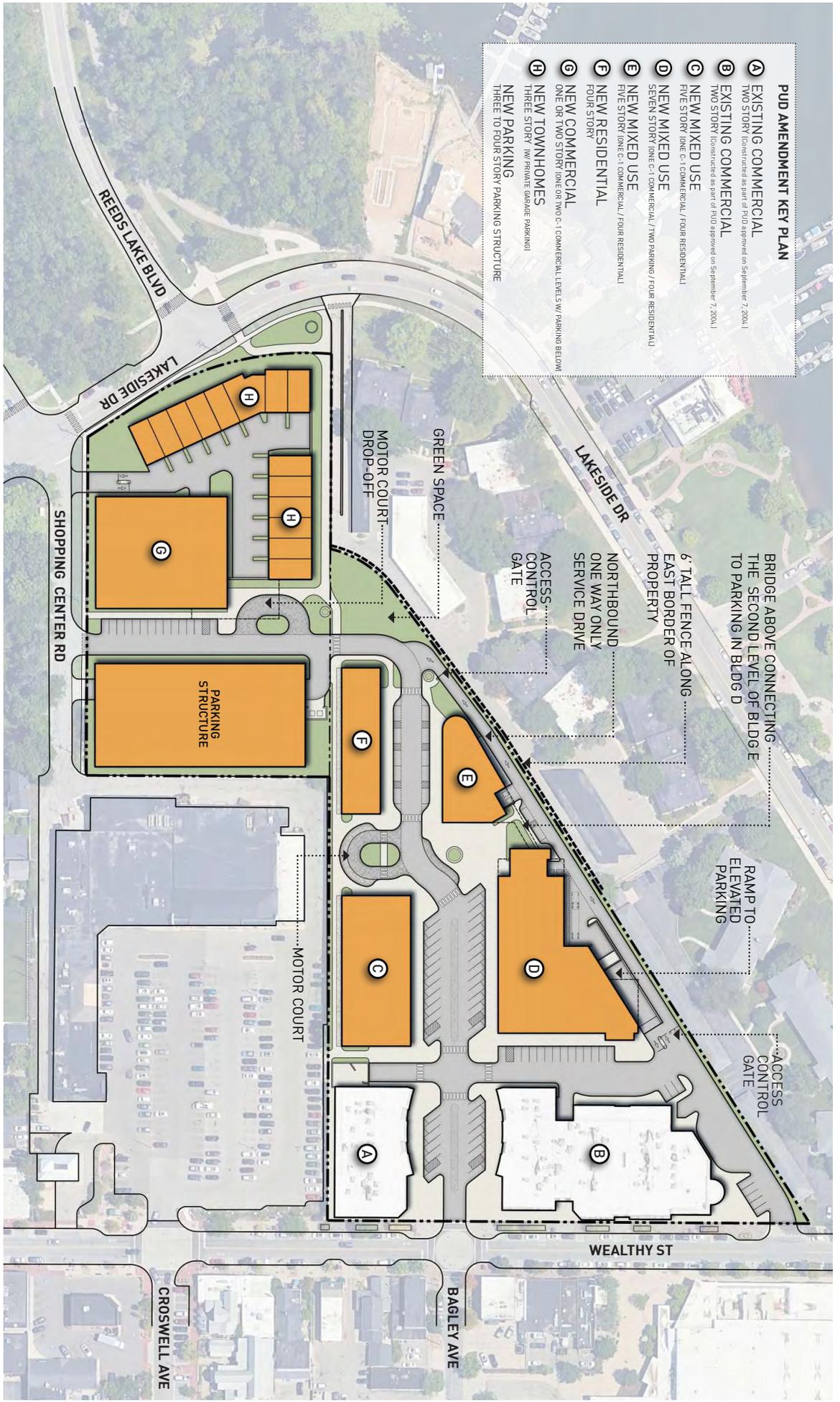
- (A) BUILDING 1**
2-story building
12,750 sf tenant space
- (B) BUILDING 2**
2-story building
29,290 sf tenant space
- (C) BUILDING 3**
6-story building
Parking / C-1 Commercial / Residential (26 units)
- (D) EXISTING PARKING RAMP**
2-level parking deck
425 spaces
- (E) BUILDING 4**
6-story building
Residential (19 units)
- (F) BUILDING 5**
7-story building
Residential (38 units)
- (G) BUILDING 6**
5-story building
Residential (24 units)



SITE PLAN | 2004 PUD

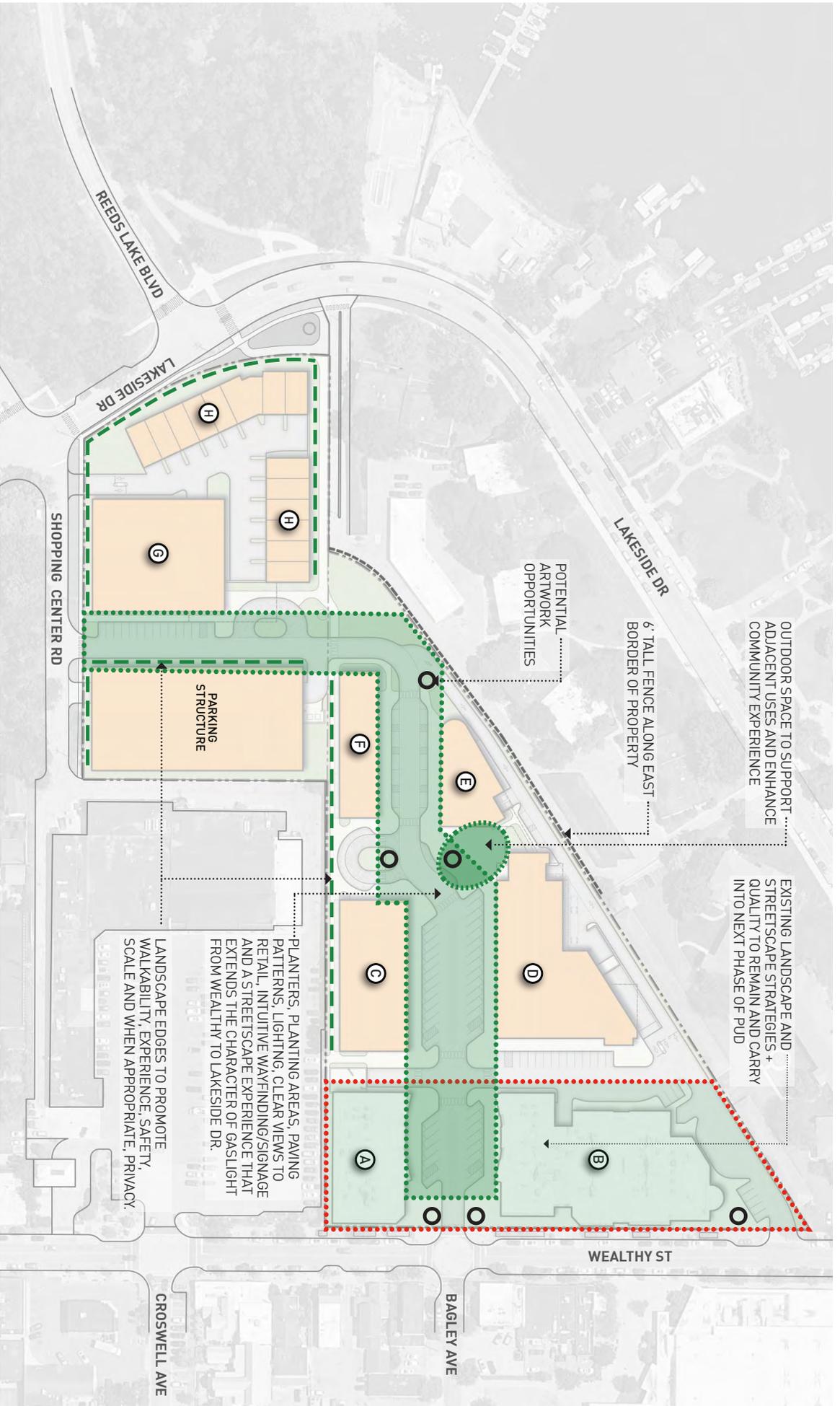


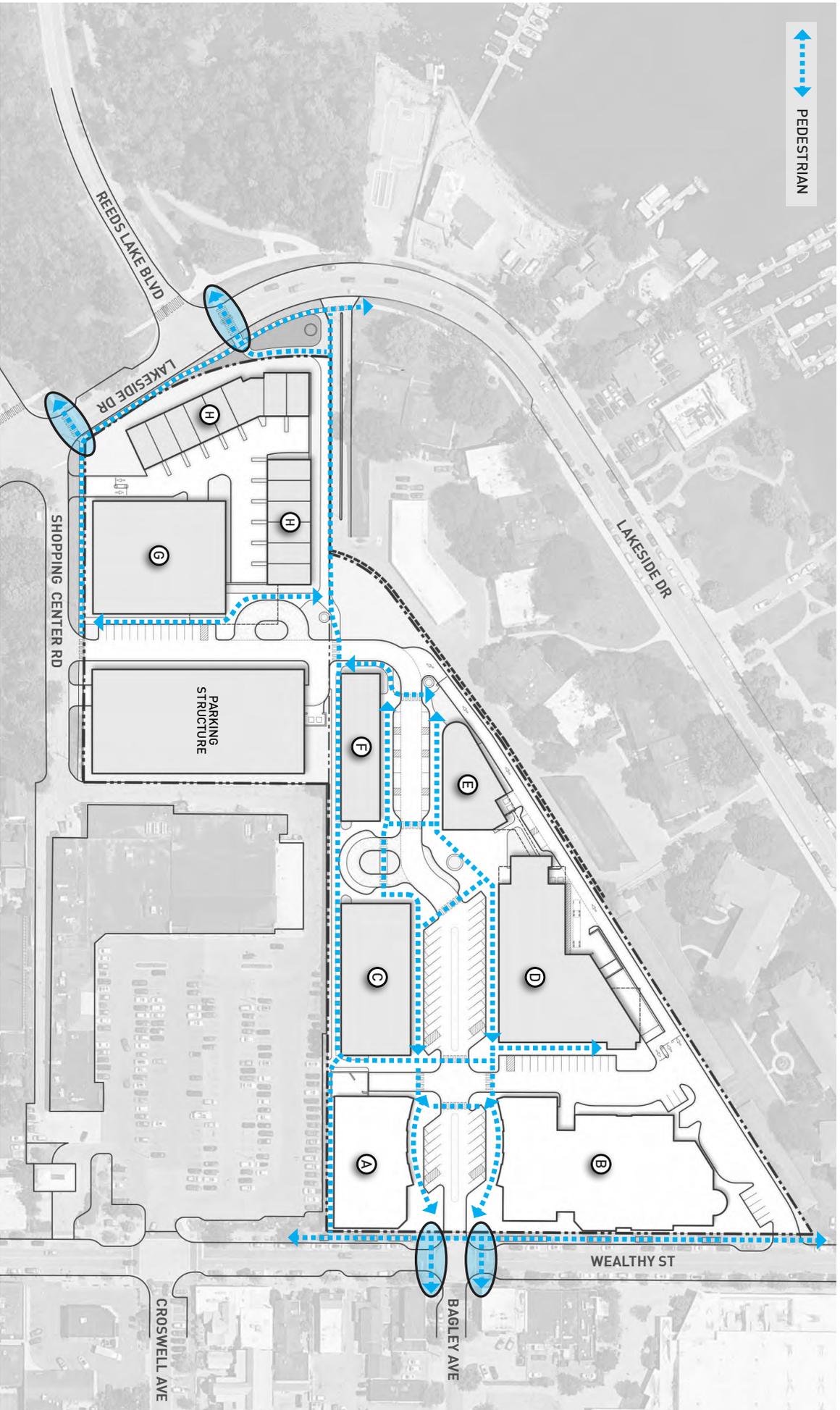
- PUD AMENDMENT KEY PLAN**
- A** EXISTING COMMERCIAL
TWO STORY (reconstruct as part of PUD approved on September 7, 2004)
 - B** EXISTING COMMERCIAL
TWO STORY (reconstruct as part of PUD approved on September 7, 2004)
 - C** NEW MIXED USE
FIVE STORY (ONE C-1 COMMERCIAL / FOUR RESIDENTIAL)
 - D** NEW MIXED USE
SEVEN STORY (ONE C-1 COMMERCIAL / TWO PARKING / FOUR RESIDENTIAL)
 - E** NEW MIXED USE
FIVE STORY (ONE C-1 COMMERCIAL / FOUR RESIDENTIAL)
 - F** NEW RESIDENTIAL
FOUR STORY
 - G** NEW COMMERCIAL
ONE OR TWO STORY (ONE OR TWO C-1 COMMERCIAL LEVELS W/ PARKING BELOW)
 - H** NEW TOWNHOMES
THREE STORY (w/ PRIVATE GARAGE PARKING)
- NEW PARKING
THREE TO FOUR STORY PARKING STRUCTURE



CONCEPT SITE PLAN | LEVEL 1

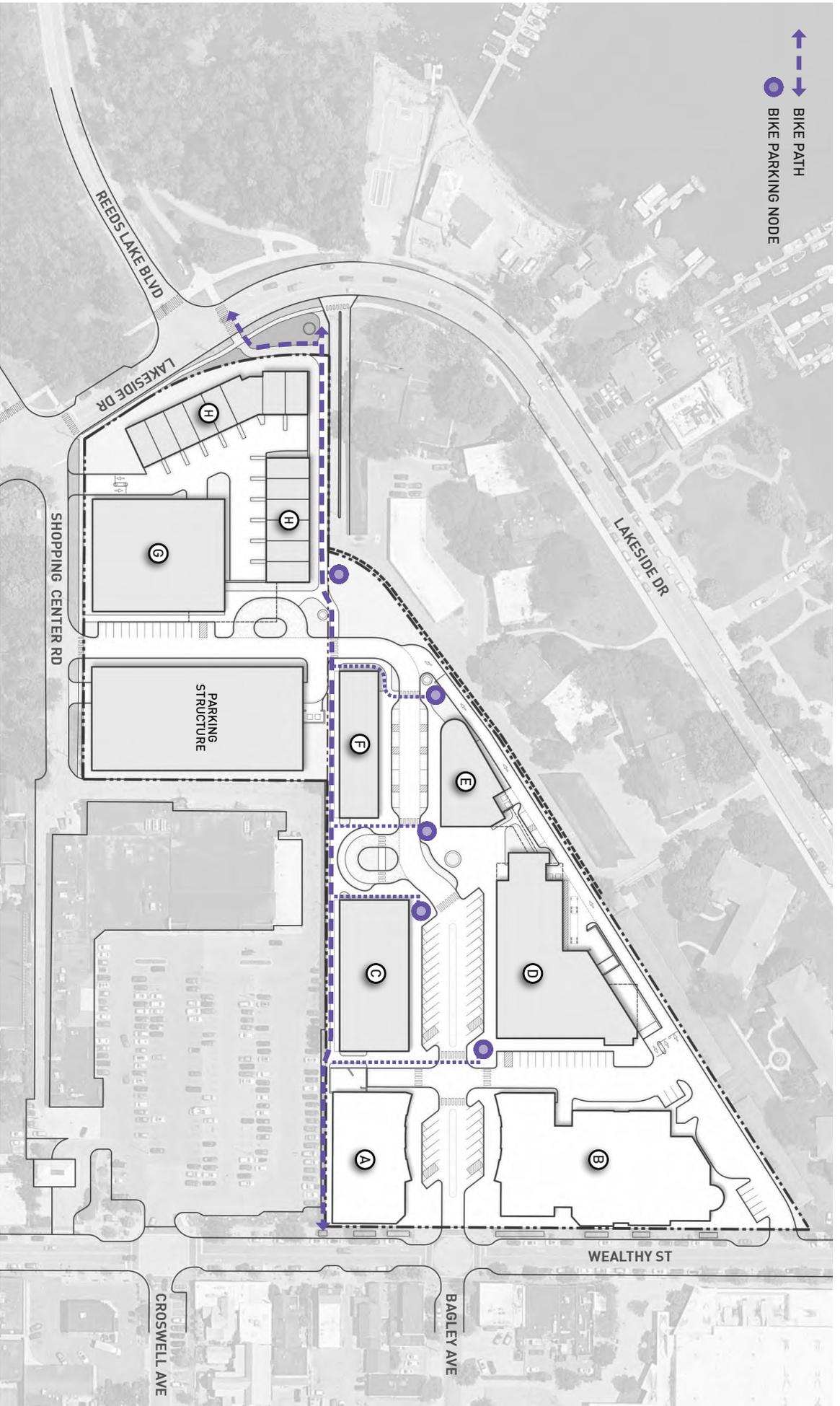






CONCEPT SITE PLAN | PEDESTRIAN CIRCULATION

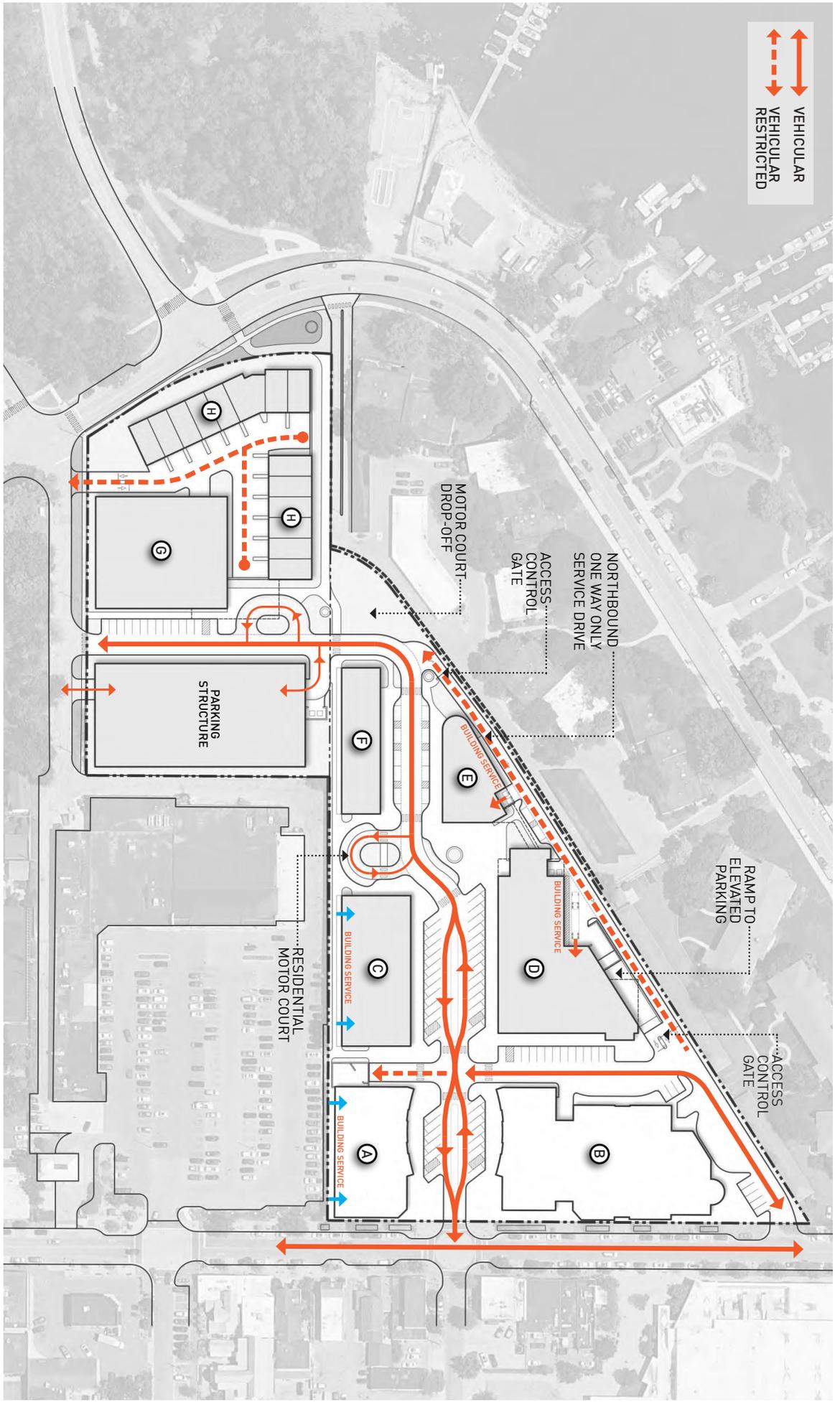




BIKE PATH
 BIKE PARKING NODE

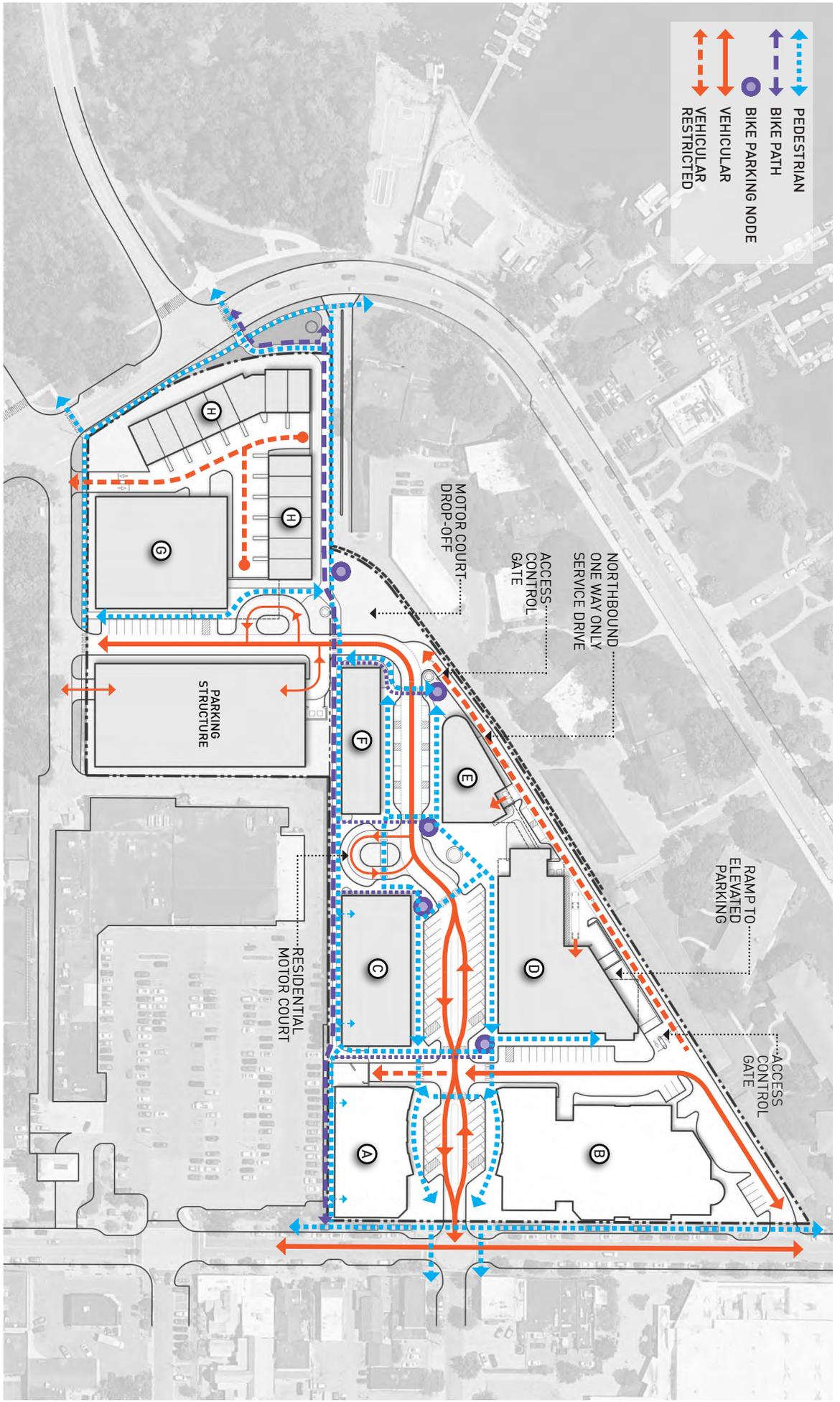
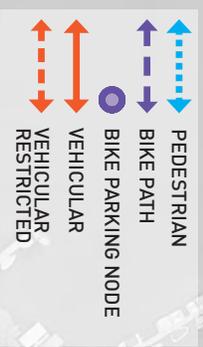
CONCEPT SITE PLAN | BICYCLE CIRCULATION





CONCEPT SITE PLAN | VEHICULAR CIRCULATION

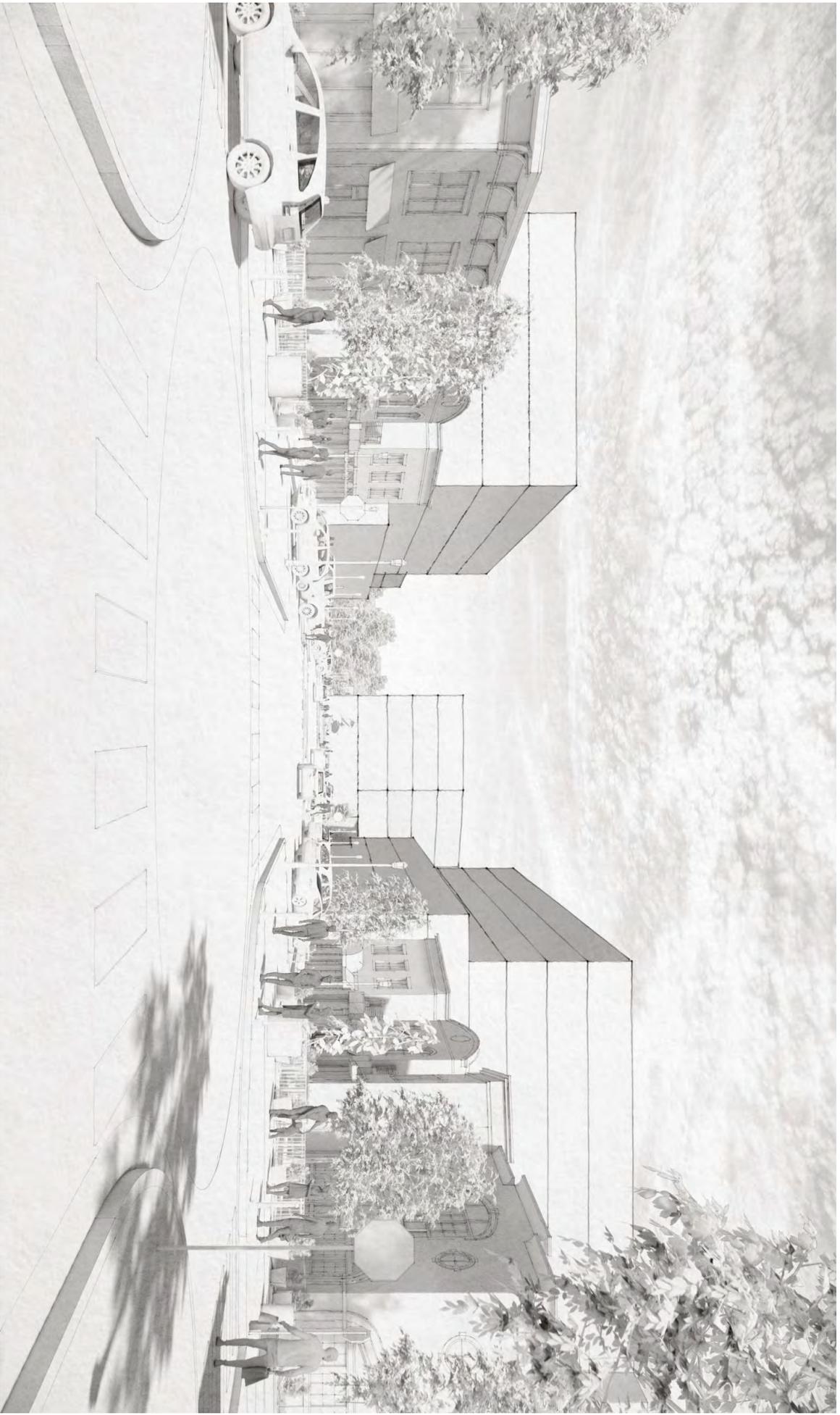




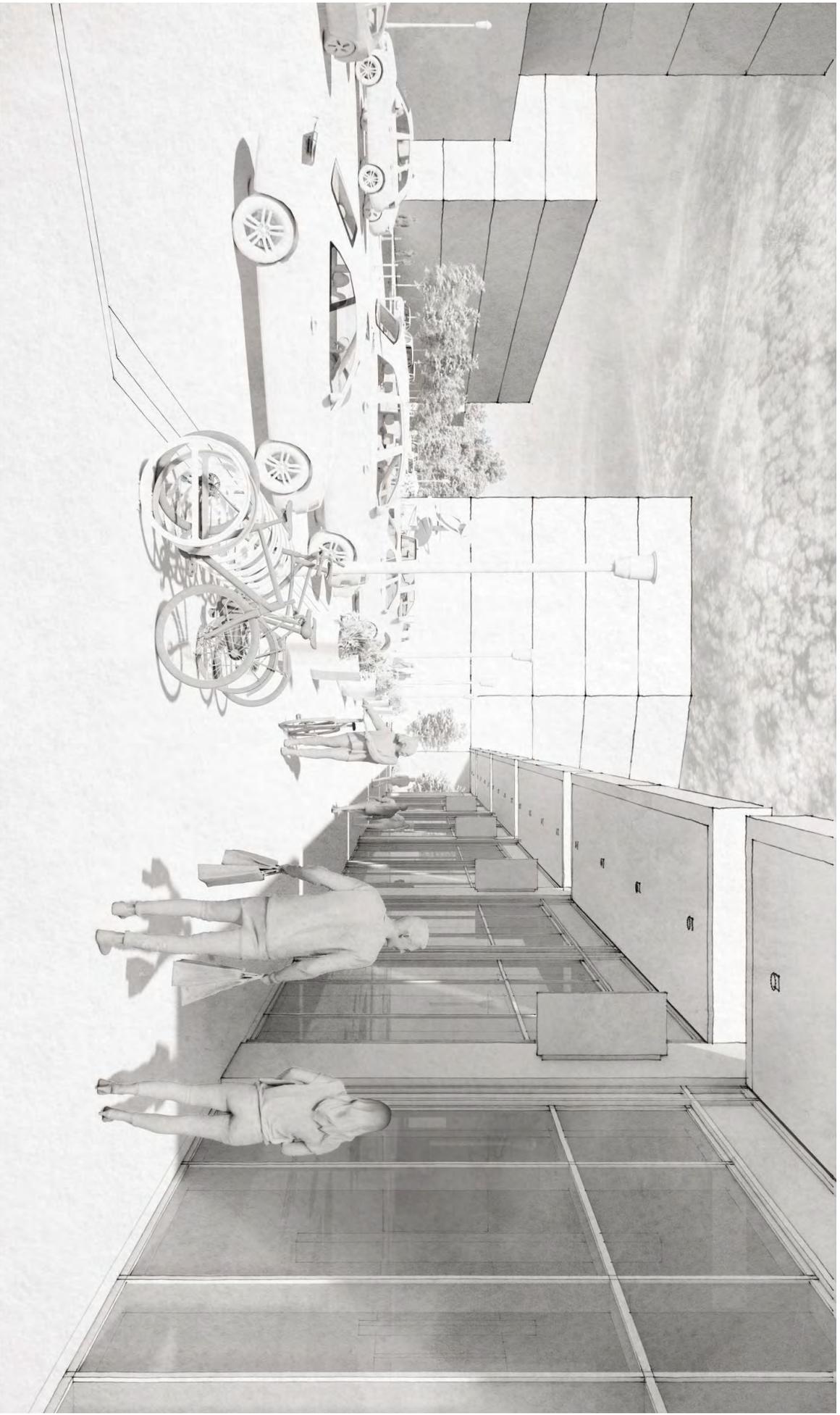
CONCEPT SITE PLAN | ALL CIRCULATION



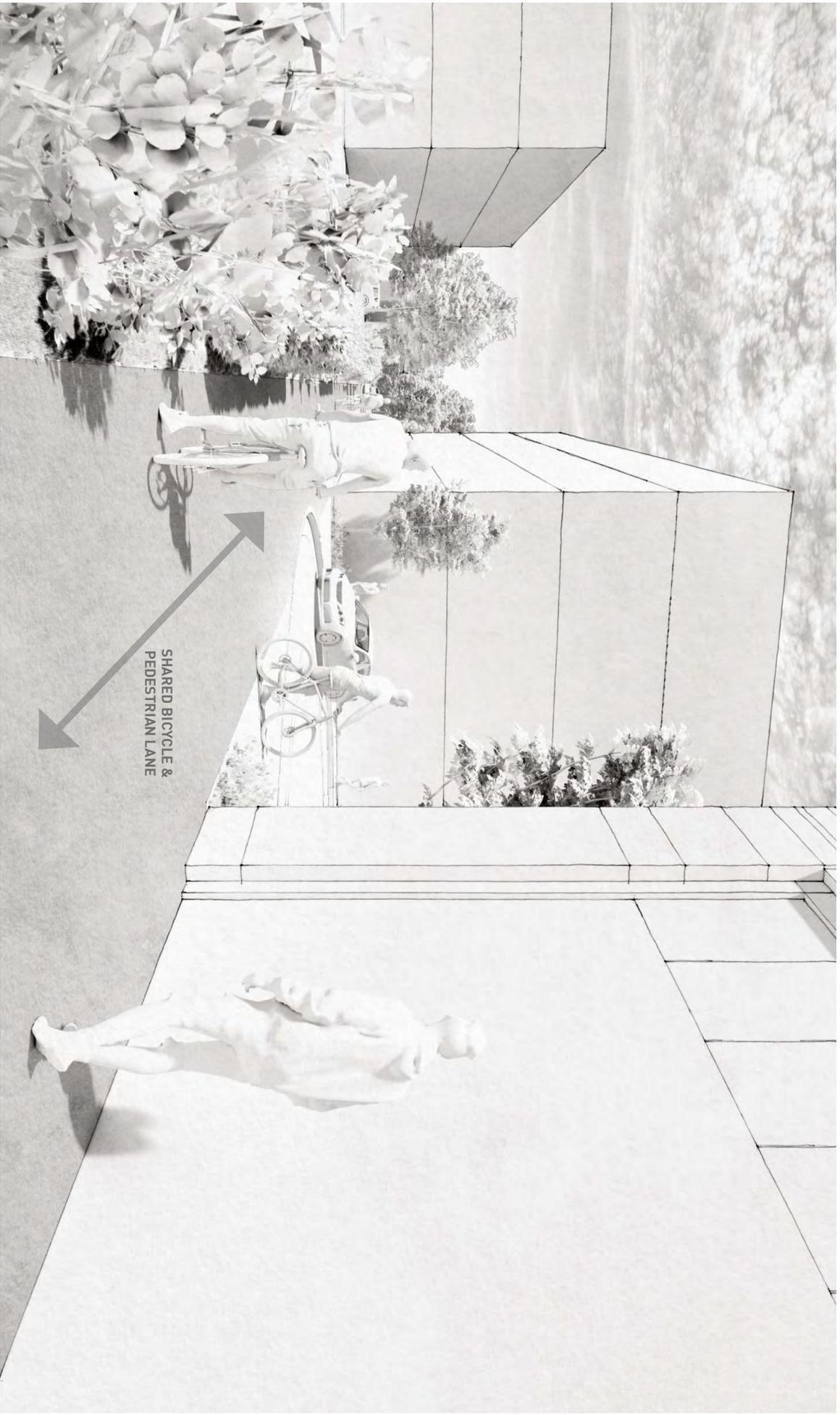




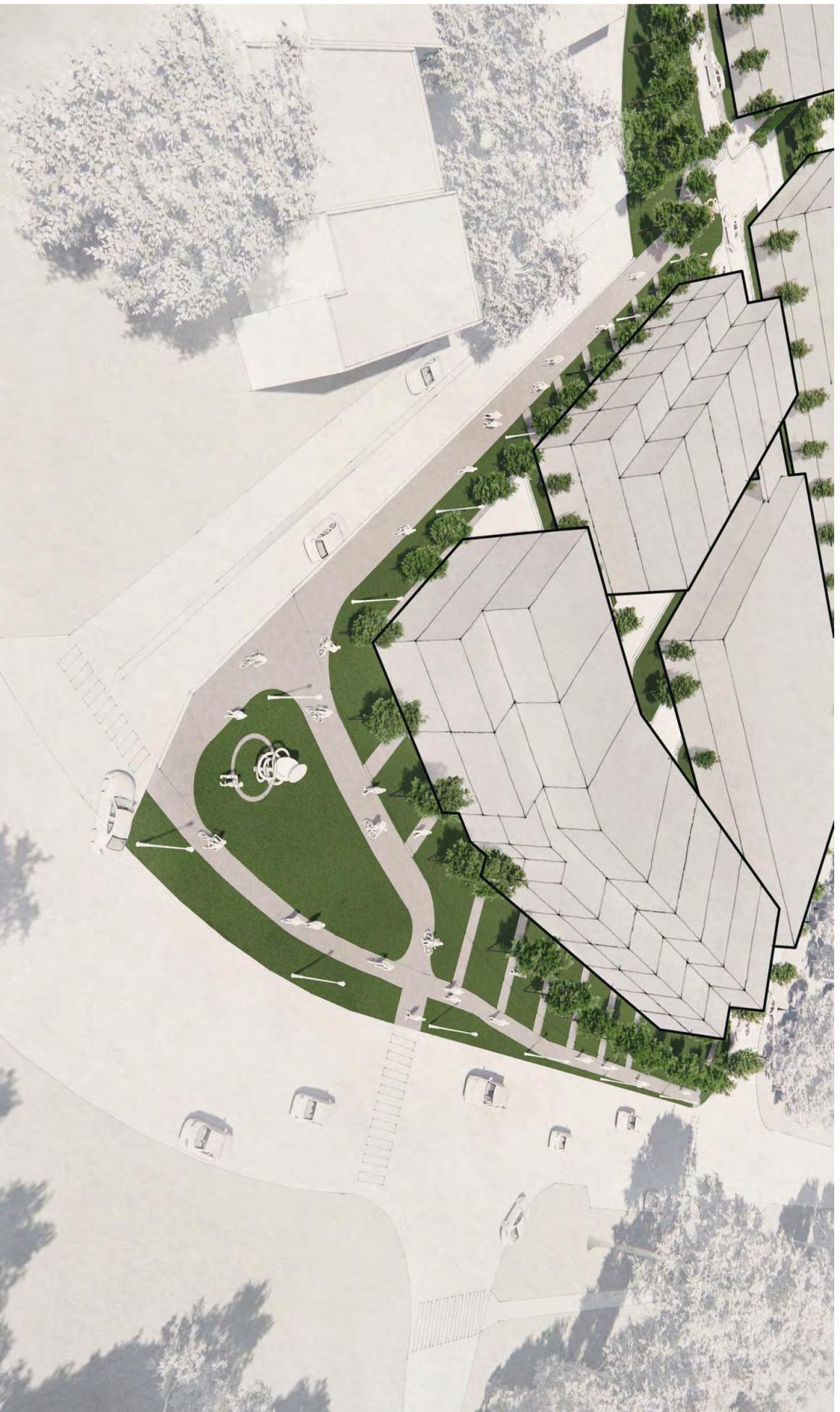
VIGNETTE RENDERING | BAGLEY & WEALTHY INTERSECTION PERSPECTIVE



VIGNETTE RENDERING | PEDESTRIAN PERSPECTIVE



VIGNETTE RENDERING | BIKE PATH PERSPECTIVE



CONCEPT MASSING | CONNECTION TO LAKESIDE DR

A P P E N D I X

2004 APPROVED PUD PROVIDED FOR REFERENCE

**AN ORDINANCE TO AMEND THE ZONING
ORDINANCE AND ZONING MAP OF THE CITY OF
EAST GRAND RAPIDS TO ESTABLISH THE JADE PIG
VENTURES PLANNED UNIT DEVELOPMENT**

THE CITY OF EAST GRAND RAPIDS ORDAINS:

Section 1. Planned Unit Development. The Zoning Ordinance of the City of East Grand Rapids is hereby amended by the amendment of Section 5.190 thereof (the zoning map) so as to rezone the lands described on Exhibit A (the "Property") from C1 Commercial and B1 Apartment to the Planned Unit Development (PUD) district in accordance with the preliminary 8-page site plan of September 7, 2004, submitted by Jade Pig Ventures – EGR, L.L.C. and Jade Pig Ventures – Ramona, L.L.C. (jointly, the "Developer") (Exhibit B) subject to all of the terms and conditions of this Ordinance.

Section 2. Purpose. The proposed development includes a combination of commercial and retail uses, offices, residential condominiums with associated parking, and open space. The planned unit development zoning has been chosen to provide for more control over mixed uses, aesthetics, maintenance, and appearance. The regulations contained herein are established to define the procedures necessary to ensure high quality development, maintenance, and usage within the Property. Additionally, they are designed to achieve integration of this development with adjacent land uses.

Section 3. Conditions on the Planned Unit Development. The rezoning of the Property to the PUD district is expressly subject to all of the following terms and conditions (the project as approved herein shall hereafter be the "Development"):

(a) The Development is approved in accordance with the preliminary PUD site plan. The preliminary PUD site plan approved by the City Commission is dated September 7, 2004. In accordance with the City Code, approval of a final PUD site plan will be necessary prior to commencement of any construction on the Property. The final site plan needs to be generally consistent with the concepts illustrated in the approved preliminary site plan, including building design. Complete compliance with the approved final site plan shall be a prerequisite to final approval of construction under the building permit to be issued by the City for the Development and to the occupancy of the units.

(b) The Developer shall submit to the City for review and approval all plans required by the City's Building Code or other ordinances, including, but not limited to, drainage, sanitary sewer, water service, foundation and other subsurface structure plans, prior to the commencement of any construction. The Developer shall, if requested by the City Commission, supply a cash deposit, certified check, irrevocable bank letter of credit, or surety bond acceptable to the City pursuant to MCLA 125.584(e) covering the estimated costs of implementing the approved landscaping plan, to ensure completion of the roadways, lighting, utilities, sidewalks, screening, and drainage, and to finish all excavation work. The City Commission shall determine the amount of security required. In making

this determination, the City Commission shall recognize that this project may be developed in stages pursuant to Section 3(d).

(c) In order to facilitate traffic flow in and out of the Development and to minimize the impact of traffic from the Development on surrounding city streets, certain road and intersection improvements will likely be installed by the City. The Developer will contribute \$100,000.00 toward these various road and intersection improvements. These improvements will occur on streets that surround the Property or that are impacted by the development of the Property. The Developer acknowledges that these planned improvements, including the improvement of the intersection of Lakeside Drive and Greenwood, will benefit the Property by improving the flow of traffic on and about the Property.

(d) The Commission recognizes the Developer may want to construct the PUD in phases. The commercial/retail buildings adjacent to Wealthy Street shall be completed first. The Developer may construct the remaining residential buildings in whatever order it desires. A final site plan shall be approved for each phase. Each site plan shall be complete for that phase including off-site items such as access and utilities.

(e) All utilities shall be located underground and shall be installed and maintained according to the approved utilities plan.

(f) The Developer will implement the portion of the City's "streetscape" plan immediately adjacent to the Property from the front of the buildings to the curb line on Wealthy Street (including City-owned property located there), in accordance with the overall streetscape plan being implemented by the City. Improvements will include sidewalks, curbs, lighting, benches, planters, receptacles, and landscaping called for in the Wealthy Streetscape Plan. The streetscape design shall be consistent with the City's design plan that will be available prior to the commencement of construction. The Developer will contribute \$175,000 toward those improvements immediately adjacent to the Property. The Developer acknowledges that these streetscape improvements immediately adjacent to the Property will enhance its use and attractiveness.

(g) Any rooftop heating, ventilation, air conditioning or other mechanical structures shall be completely screened from view from the street and neighboring properties outside the PUD through placement and building design.

(h) Any satellite dish antennas or other antennas utilized for television or telecommunication purposes shall be placed upon the top of buildings only and not on balconies or sidewalls of any buildings. The condominium documents shall so restrict the placement of such antennas.

(i) The drive-through shown on the preliminary site plan is to be for bank use only, not restaurant, pharmacy, or other use. The drive through, including any canopy and accessory structures, shall be integrated with the building design.

(j) Any limitations or restrictions on parking spaces, other than barrier free spaces and reasonable controls to assure parking only by Property users, including reserved spaces, must be identified on the final site plan and approved by the City. The parking structure must be retained and maintained in order to meet parking requirements. The Developer will make the parking structure available for events such as high school sporting events or concerts, consistent with Property owners and tenants needs for parking.

(k) The final site plan shall be materially consistent in character with the preliminary PUD site plan, and shall provide detail to demonstrate how views from adjacent uses will be improved through landscaping and architectural details.

(l) The Developer shall provide pedestrian access for the public through the Property and attempt to obtain a pedestrian easement along the west side of the parking structure to facilitate this access. If this easement is not obtained, the Developer shall include in the PUD site plan an alternate method of providing pedestrian access for the public through the residential portion of the PUD to the parking deck (as shown on Exhibit C). The Developer shall construct such access when the appropriate phase of the Development is implemented and after such access is constructed the public shall be allowed to walk from such access through the parking deck to reach the commercial, retail, and office elements of the PUD. The Developer may terminate this public access to the parking deck should the Developer later obtain the pedestrian easement along the west side of the parking structure or otherwise provide public access approved by the City. The Developer shall also provide a pedestrian entrance for the public on the west side of the PUD from the Property to the current D&W site.

(m) An access easement (as illustrated on Exhibit D) shall be reserved in front of the parking structure to the Property to the west that would allow a vehicular connection in the future, if the adjacent Property is redeveloped and if, as part of the redevelopment, a public street is extended through the adjacent property between Wealthy Street and Lakeside Drive and the adjacent property owner provides an easement across its property from the Property to the public street. Development of the access easement for vehicular traffic need only be implemented if such connection is determined by the City to be beneficial for traffic circulation.

(n) The following facilities located on the Property shall be maintained to their as-built standards, reasonable wear and tear excepted: on-site landscaping, lighting, signs, pavement markings, paving, stormwater facilities, and other on-site structures.

(o) In consideration for the parking requirement of 687 spaces, the size of each of the respective uses shall not exceed the Square Foot Limitation shown on Exhibit E without approval by the City Commission based upon a finding that on-site parking for all uses is adequate and that on-site parking for the increase in size of any of the uses will also be adequate. Such approval shall follow a review and recommendation by the Planning Commission.

(p) The Developer shall construct up to six "Buildings" as shown on the preliminary site plan (Exhibit B). Of these, up to four would be residential structures. These residential Buildings shall be of varying heights so as to provide a "stepped up" appearance. The average elevation of the finished lot grade for purposes of measuring building height under the City Code for each of the Property's Buildings shall be as follows (the Building numbers refer to the numbers shown on Exhibit B):

Building 1	-	754 feet above mean sea level
Building 2	-	754 feet above mean sea level
Building 3	-	754 feet above mean sea level
Building 4	-	752 feet above mean sea level
Building 5	-	752 feet above mean sea level
Building 6	-	752 feet above mean sea level

The residential Buildings when constructed shall have the following height limitations, with the height being measured in accordance with the provisions of the City Code:

	Height
Building 3	- (located between parking structure and the adjacent property's existing condominium) may be up to 79 feet.
Building 4	- (located directly to the north of the D&W building) may be up to 71 feet, 1 inch.
Building 5	- (located in the northeast corner of the Property) may be up to 79 feet.
Building 6	- (located in the northwest corner of the Property) may be up to 60 feet, 9 inches.

Each residential unit shall have a minimum of 2 subsurface parking spaces.

Developer will install a roof top garden above the proposed fitness center/retail portion of Building 3.

(q) Within the commercial area of the PUD, all first floor space in Building 1 and Building 2A shall be used for permitted C-1 uses other than business or professional offices and ancillary group uses. Business and professional offices shall be located on the second floor of Buildings 1 and 2A. All other C-1 uses are also permitted on second floor of Building 1 and Building 2A other than ancillary group uses. While Building 2B uses are contemplated to be primarily medical offices or retail space related to medical offices and Building 2C is contemplated to be occupied by a bank or other financial organization, any use permitted in the C-1 zone is approved for those buildings other than ancillary group uses. In addition, business or professional offices are not permitted in the first floor of Building 2C. Developer will use its best efforts to utilize the bank façade it has acquired on the front of Building 2C if such use is commercially reasonable. Nonresidential portions of

the first floor of Building 3 shall be used for permitted C-1 uses other than ancillary group uses, including a fitness center. While this paragraph specifies allowed uses in specific buildings, this paragraph is subject to the conditions of Section 3(o) (and Exhibit E) that only specified uses are allowed without additional review and approval for parking space compliance.

Section 4 Enforcement.

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

(b) All conditions contained herein shall be binding upon the Developer as well as its successors, tenants, and assigns. The conditions may be modified or amended only pursuant to a formal amendment of the PUD (and site plan if necessary) ordinance.

(c) The PUD approval is expressly contingent upon all conditions of approval herein remaining fully effective and valid. If any condition proposed herein is ever determined to be illegal or contrary to law as a result of a successful legal challenge by the Developer or its assigns, or any other party, the City reserves the right to review the entire Development under the PUD provisions of the Zoning Ordinance, and further, as to any portion of the Development which is not substantially under construction or constructed, to withdraw its approval of such portion of the PUD if it finds that absent the effect of any condition imposed herein, the PUD no longer meets the standards for PUD approval contained in the Zoning Ordinance.

Section 5. Findings. The Planning Commission and City Commission have determined that this proposed project meets those standards contained in Article XIII.B. for site plan review and Article XIII.A. for planned unit development approval. The City Commission finds that the following standards have been met:

(a) The proposed PUD complies with all qualifying conditions of Section 5.135.

(b) The proposed PUD meets the applicable objectives contained in Section 5.137 including the development of support facilities within a reasonable distance of living units, an efficient use of land, a coordination of architectural styles, integrated safe and abundant pedestrian access within the PUD, and consistency with objectives of the East Grand Rapids Master Plan and Gaslight Village Subarea Plan. While the proposed PUD is generally consistent with the objectives of the East Grand Rapids Master Plan and Gaslight Village subarea plan, the Master Plan should be reviewed and amended as necessary to recognize the changes brought about by the demolition of the Jacobson's building and the provisions of the proposed PUD. The City should begin the amendment process now.

(c) The uses within the proposed PUD and the overall design are generally consistent with the City's Master Plan and the subarea plan for Gaslight Village, though these plans fail to address the magnitude of the proposed Development. A review and

amendment of the City's Master Plan and the subarea plan for Gaslight Village is appropriate.

(d) The proposed PUD is to be designed, constructed, operated and maintained in a manner harmonious with the character of adjacent property, the surrounding uses of land and the capacity of public services and facilities affected by the Development.

(e) The proposed PUD will support objectives for a viable Gaslight Village business district but will not significantly change the essential character of the surrounding area.

(f) The proposed PUD will not be hazardous to the adjacent property or involve uses, activities, material, or equipment which would be detrimental to the health, safety, or welfare of persons or property through the excessive production of traffic, noise, smoke, fumes or glare.

(g) The PUD, including improvements proposed, will not place demand on public services and facilities in excess of current or anticipated future capacity.

(h) The Developer proposes up to 107 residential condominium units creating a residential density of up to 18.4 units per acre. The City's planning consultant has suggested that density of 17-20 units per acre is appropriate for this area. The City Commission recognizes that the Master Plan contemplates increased residential density within the Gaslight Village business district, and the Commission is supportive of increased density.

(i) It is desirable for the City to have housing alternatives other than just single-family homes. The proposed PUD provides residential condominium units that are otherwise in very limited supply in the City.

(j) The proposed PUD represents a special redevelopment opportunity of a significant scope on a unique parcel at a unique time in the history of the Gaslight Village business district. It is in the best interests of the City that the redevelopment of the "Jacobson's parcel" on Wealthy Street and the "Ramona Medical site" on Lakeside Drive occur jointly pursuant to a single comprehensive plan that will help revitalize the Gaslight Village business district and set the standard for further redevelopment on Wealthy Street. The Developer's proposal presents a unique opportunity to propel the redevelopment of Gaslight Village at a time when it is needed while adding increased residential density within this area and providing housing alternatives as suggested by the Master Plan. Because of this one-time confluence of circumstances, the Commission does not consider the proposed PUD as a precedent for height or for any subsequent redevelopment in the Gaslight Village business district area.

(k) This PUD is reviewed in its entirety and the Commission finds that a mixed use development to include retail, general office, medical office, health/fitness facilities, bank, restaurants, and multi-family residential is important for the overall quality and success of the Development.

(l) The Commission determines that the height of residential buildings for the PUD should exceed the 35-foot limitation of the underlying zone district because such increased height of residential buildings allows desirable on-site green space and plazas, subsurface residential parking with a lawn above, and deck parking to improve aesthetics and reduce environmental impacts, extensive pedestrianways, high quality architectural design, views of Reeds Lake for most units and, of considerable public benefit, the innovative commercial and office development along the Wealthy Street frontage. The use of multiple residential buildings of various heights, with staggered setbacks and architectural design elements to reduce the visual impact of the height is preferable to fewer, larger buildings surrounded by unattractive surface parking lots. Such uses and design amenities would not be achievable under a more conventional development without the building height modification.

(m) The City's planning consultant has defined seven different uses within the PUD consisting of residential condominiums, medical/dental offices, general offices, retail, restaurants, bank, and health/fitness club (the "Uses"). Exhibit E defines the residential use of up to 107 units and defines all other Uses by square footage (the number of square feet for each Use shown on Exhibit E is referenced as the "Square Foot Limitation"). The number of parking spaces required under the City ordinance for all such Uses ranges from approximately 750 parking spaces to 812 parking spaces. The Developer requests a modification to reduce the total number of parking spaces to 687 and the Commission supports such reduction, subject to the conditions of approval contained herein, based upon the report of the City's traffic consultant and the historical review by the City Attorney of the parking requirements contained in the City ordinance.

(n) The requested modification for relief from the standard setbacks along Wealthy Street is appropriate in order to create a village atmosphere that should assist in the revitalization of the entire business district. Since the vast majority of buildings in the business district are located at or near the front property line, continuation of that development will lead to a certain consistency that is desirable and consistent with the City's Master Plan and design concepts for Wealthy Street.

(o) The requested modification to permit a low intensity drive through bank is appropriate in relationship to the overall PUD design, given its integration with buildings lining Wealthy Street, its location, the limitation on the use, and favorable experience with other similar drive through banks in the downtown.

The conditions of approval are necessary to ensure that public services and facilities affected by the Development will be capable of accommodating increased service and facilities loads caused by the Development, to protect the environment, to ensure

compatibility with adjacent uses of land, and to promote the use of land in a socially and economically desirable manner.

Section 6. PUD Expiration. This PUD shall be subject to the expiration provisions of Section 5.140-A of the City Code. Since it is contemplated that this Development may be constructed in phases, the expiration deadlines contained in Section 5.140-A apply only to those phases which have been presented for and received final approval.

Section 7. Effective Date. This Ordinance shall become effective upon receipt by the City of the Developer's written acceptance of the conditions of approval and a revised preliminary PUD site plan incorporating all required conditions and changes; provided, however, that in no event shall this Ordinance become effective before October 29, 2004.

Section 8. Notice of Adoption. Notice of adoption of this Ordinance shall be published within ten (10) days after its enactment by publication of the following digest, summary, or statement of purpose of the Ordinance as provided in Chapter VII, Section 7.5 of the Charter of the City of East Grand Rapids.

**NOTICE OF ADOPTION OF ORDINANCE BY
THE CITY OF EAST GRAND RAPIDS**

**A Summary of Jade Pig Ventures
Planned Unit Development**

The purpose of this Ordinance is to establish a planned unit development for a property located between Wealthy Street and Lakeside Drive in the City of East Grand Rapids. This planned unit development will allow a combination of commercial and retail uses, offices, residential condominiums with associated parking, and open space. The Ordinance approves a specific site plan for location of structures on the Property and deals with the Development and use of these structures including access, drainage, and landscaping. Copies of the Ordinance in its entirety and copies of the approved site plan are available at the office of the City Clerk, 750 Lakeside Drive, SE, East Grand Rapids, Michigan 49506, during normal business hours.

CITY OF EAST GRAND RAPIDS

By 
Karen K. Brower
City Clerk

EXHIBIT ADescription of Property

Parcel 1:

Parts of Lots 17, 18, 19, 20 and 25 and part of vacated Barnard Street (so called) of Boynton & Judd's Lake Addition to the City of Grand Rapids (now City of East Grand Rapids), Kent County, Michigan, as recorded in Liber 2 of Plats, Page 24 described as: Beginning at a point on the Southerly line of Lot 17, distant 17.13 feet measured South 59 degrees 59 minutes East along the Southerly line of Lot 17 from the Southwestern corner of Lot 17, said Southwesterly corner of Lot 17 being the Southeasterly corner of Kennedy's Subdivision; thence South 59 degree 59 minutes East along the Northerly line of Wealthy Street, 66.00 feet wide, as now established, a distance of 560.00 feet to a point, thence North 02 degrees 37 minutes West, a distance of 672.13 feet to a point, thence North 07 degrees 04 minutes West, a distance of 211.26 feet to a point curve; thence by a curve to the left, whose radius is 123.45 feet and whose chord bearing is North 27 degrees 13 minutes 30 seconds west, a distance of 87.46 feet recorded, 86.87 feet measured along the arc to a point; thence South 29 degrees 55 minutes West, a distance of 780.64 feet to the point of beginning.

Parcel 2:

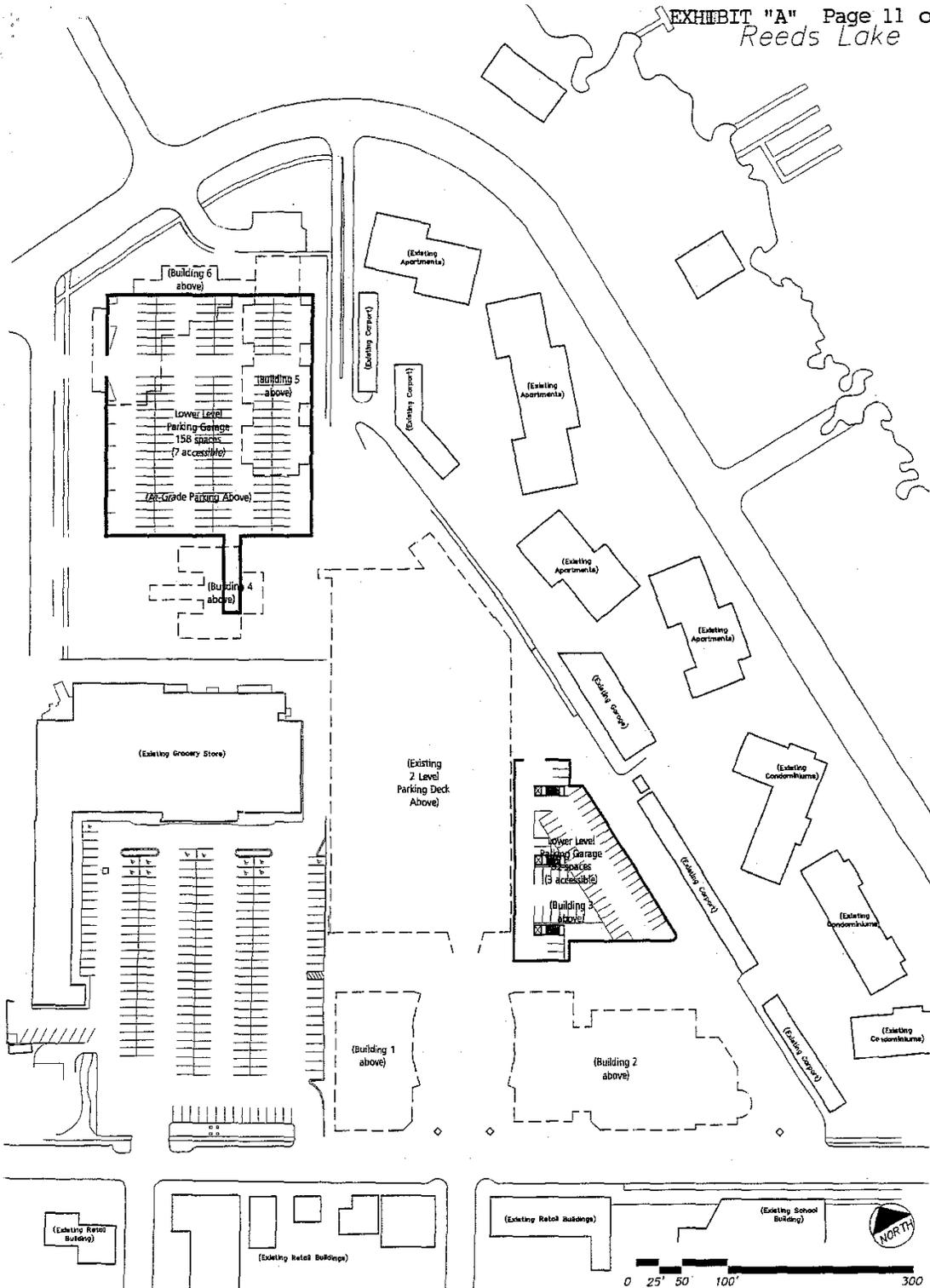
Lots 3, 30, 31, 32 and part of Lots 2, 4 and 29 and part of vacated Crosswell Avenue, all in Kennedy's Subdivision of Lots 16 and 21 of Boynton and Judd's Lake Addition, according to the recorded plat thereof, also part of Lots 20, 24, 25 and vacated Barnard Street of Boynton and Judd's Lake Addition, according to the recorded plat thereof and more particularly described as:

Commencing at a point which is 510 feet Northeasterly from the Northeasterly line of Wealthy Street (measured on a line which is parallel with the Southeasterly line of Lovett Avenue) and 65 feet Southeasterly from the East line of Judd's Subdivision to the City of East Grand Rapids (measured on a line parallel with the Northeasterly line of Wealthy Street), thence Southeasterly parallel with the Northeasterly line of Wealthy Street 282.13 feet, thence Northeasterly parallel with said Southeasterly line of Lovett Avenue 497.75 feet to the South line of Lakeside Drive, thence Westerly and Southwesterly along the South line of Lakeside Drive 306.18 feet to the intersection of a line which is 65 feet distant Southeasterly (measured on a line parallel with the Northeasterly line of Wealthy Street) from the extension Northeasterly of the East line of said Judd's, thence

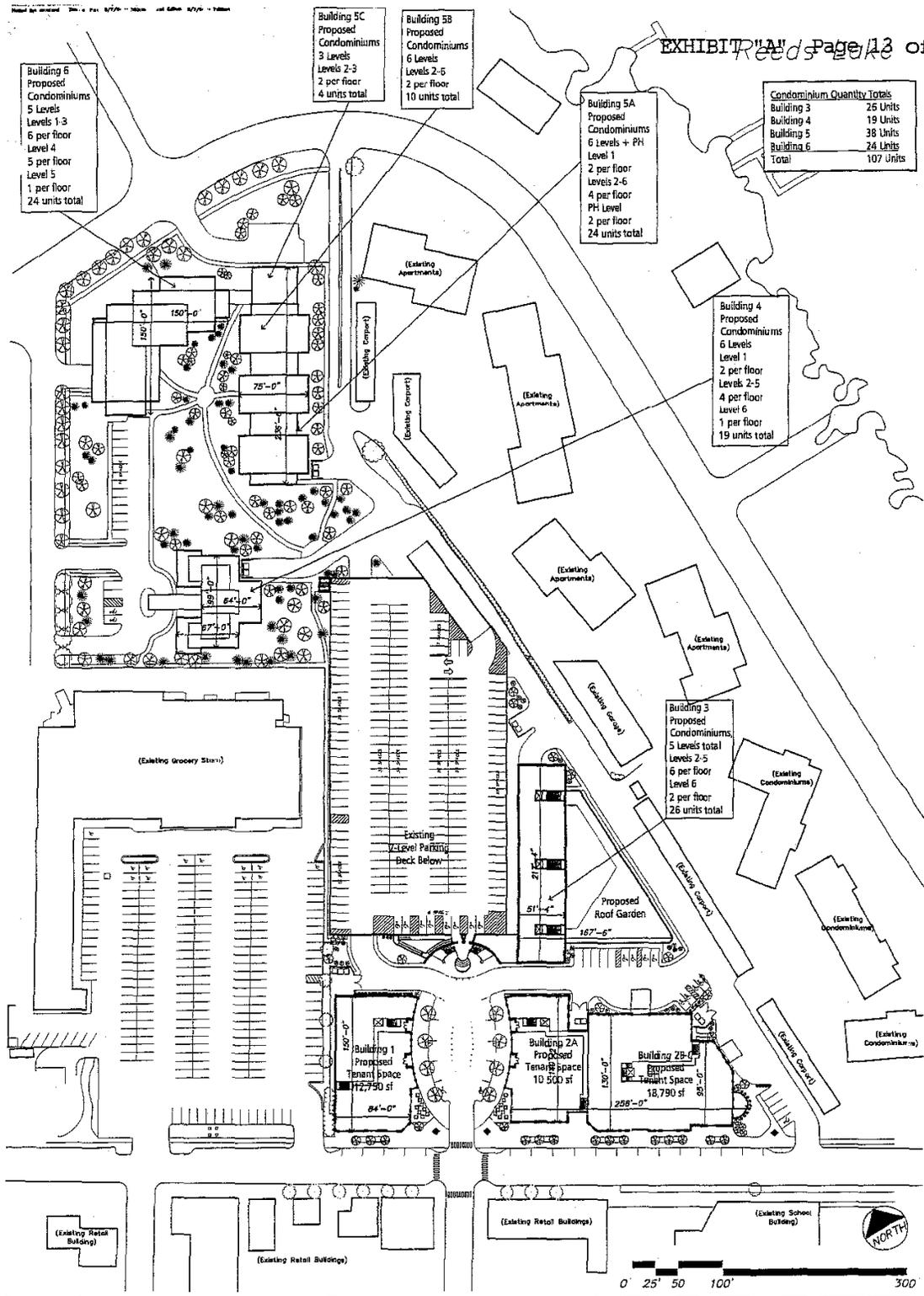
A-1

Southwesterly on a line parallel with said East line of Judd's Subdivision to the place of beginning, except the Southwesterly five feet eight inches

A-2



JADE PIG VENTURES
 EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT
 Planned Unit Development Proposal - Below Grade Level
 September 7, 2004 Scale: 1" = 100' Page 1

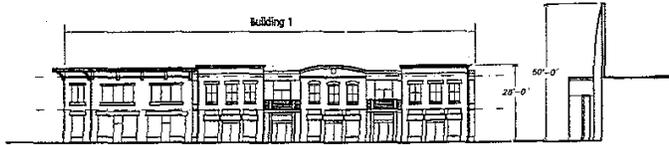


Condominium Quantity Totals	
Building 3	26 Units
Building 4	19 Units
Building 5	38 Units
Building 6	24 Units
Total	107 Units



JADE PIG VENTURES
 EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT
 Planned Unit Development Proposal - Mid-Level Plan
 September 7, 2004 Scale: 1" = 100' Page 3

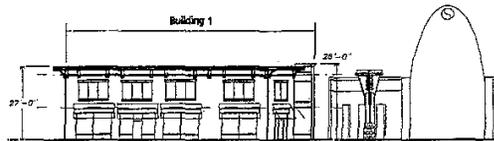




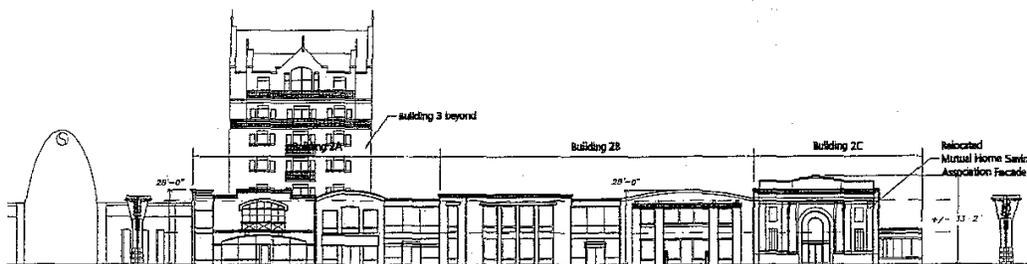
Proposed Plaza
Building 1 Elevation Facing East



Proposed Plaza
Building 2 Elevation Facing West



Proposed Wealthy Street Elevation
Building 1



Proposed Wealthy Street Elevation
Building 2



JADE PIG VENTURES

EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT

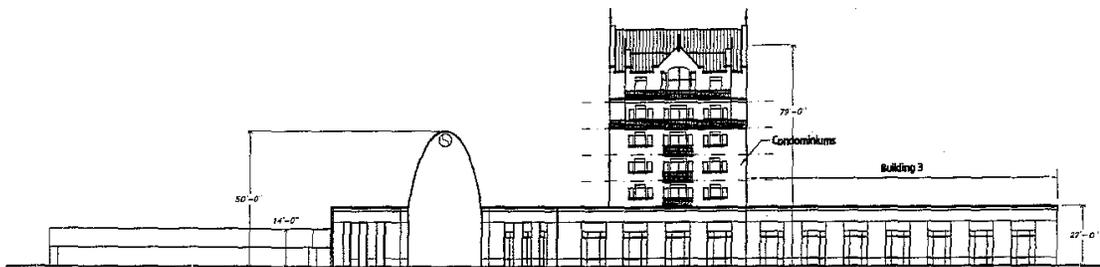
PUD Proposal - Buildings 1 & 2 Elevations 1 of 2

September 7, 2004 Scale: 1" - 40'

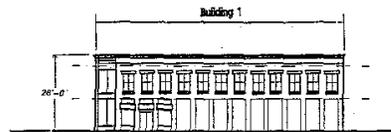
Page 4



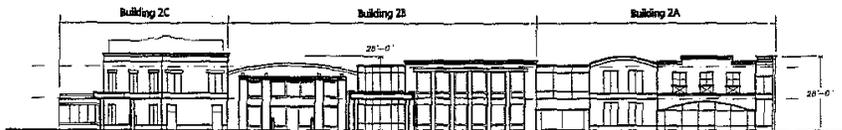
Proposed East-Facing Elevation
Building 3



Proposed South-Facing Elevation
Parking Deck Entry, Building 3



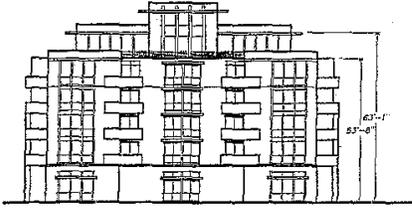
Proposed North-Facing Elevation
Building 1



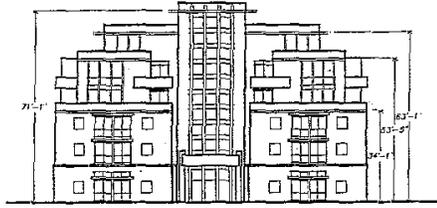
Proposed North-Facing Elevation
Building 2



JADE PIG VENTURES
EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT
PUD Proposal - Buildings 1, 2 & 3 Elevations 2 of 2
September 7, 2004 Scale: 1" - 40' Page 5



Proposed Building 4
East Elevation



Proposed Building 4
West Elevation



Proposed Building 4
South Elevation



Proposed Building 4
North Elevation

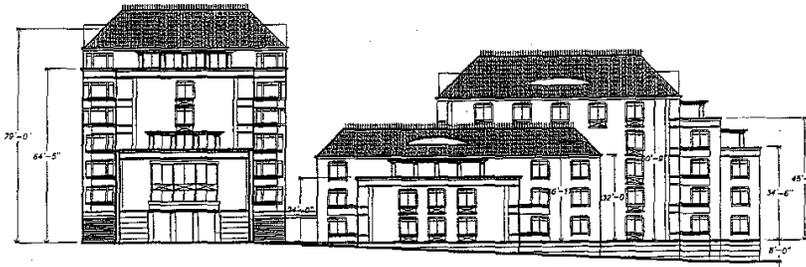


JADE PIG VENTURES

EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT

PUD Proposal - Building 4 Elevations

September 7, 2004 Scale: 1" = 40' Page 6



Proposed Buildings 5 and 6
Elevation Facing North



Proposed Building 5
Elevation Facing East

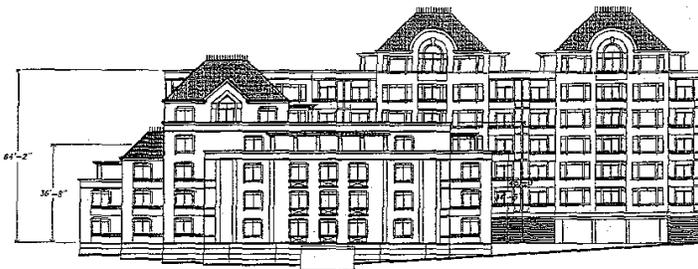


JADE PIG VENTURES
EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT

PUD Proposal - Buildings 5 & 6 Elevations 1 of 2
September 7, 2004 Scale: 1" - 40' Page 7



Proposed Buildings 5 & 6
Elevation Facing South



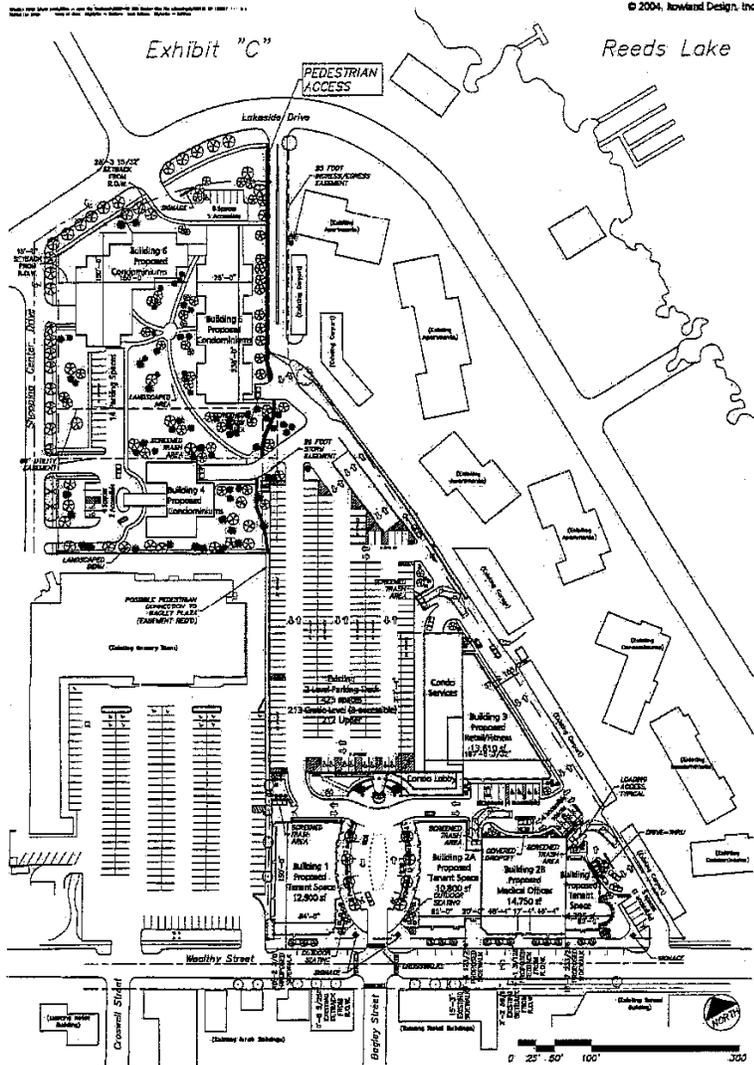
Proposed Buildings 5 & 6
Elevation Facing West



JADE PIG VENTURES
EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT
PUD Proposal - Buildings 5 & 6 Elevations 2 of 2
September 7, 2004 Scale: 1" - 40' Page 8

EXHIBIT C

Pedestrian Easement



JADE PIG VENTURES
 EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT
 Planned Unit Development Proposal - Exhibit "C"
 October 4, 2004 Scale: 1" = 100'

C-1

EXHIBIT E

Medical office (Building 2B and 2nd floor Building 2C)	34,350 square feet
Bank or financial institution (1st floor Building 2C)	4,500 square feet
All C-1 permitted uses other than business or professional offices and ancillary group uses (1st floor Building 1 and Building 2A)	23,700 square feet
All C-1 permitted uses other than ancillary group uses including business or professional office (2nd floor Building 1 and Building 2A)	23,260 square feet
All C-1 permitted uses other than ancillary group uses including Fitness Center (1st floor Building 3)	13,610 square feet
Residential use (Buildings 3, 4, 5 and 6)	Up to 107 units

00200 (001) 242915 05

ANTICIPATED PROJECT SCHEDULE

PROJECT NAME: GASLIGHT VILLAGE PUD

The schedule provided below is to present the anticipated timing of the steps to be taken in order to sufficiently analyze multimodal impacts of the proposed PUD project. This is given to clarify to the Planning & City Commissions when they can expect these steps to be completed.

MILESTONE:	DATE:
Safety Study (Plan Review & External Network)	Jan
Safety Study Recommendations	Feb
Update PUD Site Plan based upon recommendations Of Safety Study, Identify off-site mitigation measures	April
Collect Traffic, Bike & Pedestrian Counts & Parking Occupancy Data	May
Finalize Traffic Impact and Parking Study	June

MEMO

VIA EMAIL: svyn@INTARCH.com

To: **Gaslight Investors, LLC
c/o CWD Real Estate**

From: **Julie M. Kroll, PE, PTOE
Fleis & VandenBrink**

Date: **January 12, 2025**

Re: **Gas Light Village
East Grand Rapids, Michigan
Trip Generation Analysis & Site Access Review**

1 INTRODUCTION

The project site is located at 2255 Wealthy Street, in East Grand Rapids, Michigan. The proposed project is an amendment to the existing PUD for this site that includes the redevelopment of the existing property in the Gas Light Village to accommodate a mixed-use development; with residential, office, and commercial land uses. This study was performed to evaluate the trip generation for the currently proposed preliminary land uses for the site and to identify potential theoretical impacts on the proposed points of vehicular connection.

FIGURE 1: SITE LOCATION MAP



2960 Lucerne Drive SE
Grand Rapids, MI 49546
P: 616.977.1000
F: 616.977.1005
www.fveng.com

2 BACKGROUND DATA

The City provided background information and data regarding previous studies performed in the area as summarized below. This data will be used as baseline comparison for the evaluation of the project and will be utilized in the Traffic Impact Study (TIS) that is scheduled to be performed in the Spring 2025 when weather conditions are conducive for data collection.

- Historical traffic count data (1980-83)
- Current traffic count data (2023-24)
- Vehicle Speed data
- Traffic volumes data
- Crash History
- Previous traffic studies
 - Jade Pig PUD, 2008
 - Reed Lake Blvd Realignment, 2023

3 TRIP GENERATION

The project PUD is a proposed mixed-use development that includes various potential land uses that may be considered for this site. Apartment units, office space, and retail space were all considered for calculating the potential trip generation for this site. The number of weekday peak hour (AM, MD, School PM, and PM) and Saturday vehicle trips that would be generated by the proposed development were calculated using the rates and equations published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual, 11th Edition*. Vehicle trips generated by the proposed development are summarized in **Table 1**.

Table 1: Vehicular Trip Generation Summary

Land Use	ITE Code	Amount	Units	Average Daily Trips (vpd)	AM Peak Hour			MD Peak Hour			School PM			PM Peak Hour			Saturday		
					In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Attached housing	215	14	DU	56	2	5	7	2	3	5	3	2	5	5	3	8	6	7	13
Multi-Family Housing (Mid-Rise)	221	166	DU	745	14	47	61	15	17	32	21	13	34	40	25	65	34	33	67
Medical-Dental Office Building	720	20,000	SF	751	45	12	57	24	33	57	47	48	95	23	55	78	34	26	60
Shopping Plaza (40-150k SF)	821	114,500	SF	7,731	123	75	198	314	326	640	264	274	538	291	303	594	410	378	788
Total				9,283	184	139	323	355	379	734	335	337	672	359	386	745	484	444	928

The vehicle trips in Table 1 were then converted to person-trips by using the infill development vehicle occupancy rates published by ITE *Trip Generation Handbook, 3rd Edition (Appendix C.9 and C.10)*. The vehicle occupancy rates for the studies contained within the manual are provided in Table 2. The vehicle occupancy factors in Table 2 were applied to the vehicle trips generated in Table 1 in order to calculate the total person-trips generated by the proposed development. ITE only provides daily and peak hour (AM and PM) vehicle occupancy data; however, no data is available for Saturday or off-peak hours. Therefore, the daily vehicle occupancy rates were utilized for the mid-day, school PM, and Saturday peak hours of evaluation. The resulting person-trip generations for the proposed development are summarized in Table 3.

Table 2: Infill Development Vehicle Occupancy Rates per ITE Trip Generation Handbook, 3rd Edition

Vehicle Occupancy (Inbound Outbound)			
Land Use	AM	PM	Daily
Residential	1.19 1.19	1.23 1.23	1.21 1.21
Office	1.05 1.08	1.17 1.06	1.09 1.09
Retail	1.21 1.18	1.31 1.45	1.29 1.29

Table 3: Person-Trip Generation per ITE Trip Generation Handbook, 3rd Edition

Land Use	ITE Code	Amount	Units	Average Daily Trips (ppd)	AM Peak Hour			MD Peak Hour			School PM			PM Peak Hour			Saturday		
					In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Attached housing	215	14	DU	68	2	6	8	2	4	6	4	2	6	6	4	10	7	8	15
Multi-Family Housing (Mid-Rise)	221	166	DU	901	17	56	73	18	21	39	25	16	41	49	31	80	41	40	81
Medical-Dental Office Building	720	20,000	SF	819	47	13	35	26	36	0	51	52	0	27	58	104	37	28	56
Shopping Plaza (40-150k SF)	821	114,500	SF	9,954	149	89	238	404	420	824	340	353	693	381	439	820	528	487	1,015
Total				1,788	66	75	116	46	61	45	80	70	47	82	93	194	85	76	152

A modal split was then applied to determine the number of site-generated trips using a variety of mode choices. This was calculated by applying modal splits for the City of East Grand Rapids, as published by the American

Community Survey (ACS) within the Census Report for the City of East Grand Rapids. The factors are summarized in **Table 4** and the excerpts are attached.

Table 4: City of East Grand Rapids Commuting Modal Splits

Mode	Residential Factor	Commercial / Office Factor
Vehicle	76.0%	94.9%
Walk	3.0%	3.7%
Transit	1.0%	1.2%
Bike	0.1%	0.1%
Work-from-Home	19.9%	0.0%

These factors were applied to the Person-Trips in **Table 3** to calculate the modal split trip generation for the proposed development. For walking, cycling, and transit mode choices, one (1) person-trip corresponds to one (1) pedestrian, bike, or transit trip, and no further adjustments were required. However, site-generated vehicle trips must be adjusted to reflect appropriate vehicle occupancy in accounting for multiple-occupant vehicles. Therefore, vehicle occupancy rates previously provided were applied to reflect the expected volume of vehicular traffic. The modal split trip generation for the proposed development is summarized in **Table 5**. *Note: The values have been rounded up to the nearest whole number.*

Table 5: Modal Split Trip Generation Summary

Land Use	Modal Split	Average Daily Trips (vpd)	AM Peak Hour			MD Peak Hour			School PM			PM Peak Hour			Saturday			
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Single-Family Attached Housing	Vehicle Trips	43	2	4	6	2	2	4	2	2	4	4	2	6	5	5	10	
	Pedestrian	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Transit	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Work-From-Home	-13	0	-1	-1	0	-1	-1	-1	0	-1	-1	-1	-1	-2	-1	-2	-3
	Total Trips	33	2	3	5	2	1	3	1	2	3	3	1	4	4	3	7	
Multi-Family Housing (Mid-Rise)	Vehicle Trips	566	11	36	46	11	13	24	16	10	26	30	19	49	26	25	51	
	Pedestrian	27	0	2	2	1	1	1	1	0	1	1	1	2	1	1	2	
	Transit	9	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	
	Bike	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Work-From-Home	-179	-3	-11	-14	-4	-4	-8	-5	-3	-8	-10	-6	-16	-8	-8	-16	
	Total Trips	424	8	28	35	8	10	17	12	7	19	21	14	36	19	18	38	
Medical-Dental Office Building	Vehicle Trips	713	43	11	54	23	31	54	45	46	90	22	52	74	32	25	57	
	Pedestrian	31	2	0	2	1	1	2	2	2	4	1	2	3	1	1	2	
	Transit	10	1	0	1	0	0	1	1	1	1	0	1	1	0	0	1	
	Bike	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Work-From-Home	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total Trips	755	46	11	57	24	32	57	48	49	95	23	55	78	33	26	60	
Shopping Plaza (40-150k SF)	Vehicle Trips	7,335	117	71	188	298	309	607	250	260	510	276	287	564	389	359	748	
	Pedestrian	373	6	3	9	15	16	31	13	13	26	14	16	31	20	18	38	
	Transit	124	2	1	3	5	5	10	4	4	9	5	5	10	7	6	13	
	Bike	12	0	0	0	1	1	1	0	0	1	0	1	1	1	1	1	
	Work-From-Home	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total Trips	7,844	125	75	200	319	331	649	267	277	546	295	309	606	417	384	800	
Total Site	Vehicle Trips	8,657	173	122	294	334	355	689	313	318	630	332	360	693	452	414	866	
	Pedestrian	433	8	5	13	17	18	34	16	15	31	16	19	36	22	20	42	
	Transit	144	3	2	5	5	5	11	5	5	10	5	6	12	7	6	15	
	Bike	14	0	0	0	1	1	1	0	0	1	0	1	1	1	1	1	
	Work-From-Home	-192	-3	-12	-15	-4	-5	-9	-6	-3	-9	-11	-7	-18	-9	-10	-19	
	Total Trips	9,056	181	117	297	353	374	726	328	335	663	342	379	724	473	431	905	

4 SITE ACCESS REVIEW

The site access and circulation were reviewed to identify the potential impact of the proposed development plan on the adjacent roadway network. This includes identifying where the proposed development will access the existing roadway network and which existing adjacent intersections are expected to see an increase in vehicular traffic associated with the proposed development plan.

4.1 PROPOSED SITE ACCESS

Access for the proposed development plan is provided via the following locations, shown in **Figure 2**:

- Shopping Center Drive & Lakeside Dr. SE
- Wealthy Street & Bagley Ave. SE (existing access)
- Wealthy Street east of Bagley Ave. SE (existing access)

Figure 2: Proposed Site Access



Potential additional site access via Lakeside Dr. SE was considered for this site. This included utilizing the existing access driveway on the northeast side of the property or additional access location(s).

Key findings of this additional access review are summarized below:

- The existing site driveway located just east of Reeds Lake Blvd. was reviewed as a potential location. This driveway has limited sight distance and is too close to the Reeds Lake Blvd. intersection, additionally, if this is utilized as an intersection, the on-street parking would be impacted.
- Alternative access aligned with Reeds Lake Blvd. was also considered. This location is too close to the Lakeside Drive & Shopping Center Drive intersection. The proximity of the two intersections would create the potential for significant traffic congestion and increased pedestrian conflicts.
- The results of the evaluation showed that one (1) access driveway is recommended, utilizing the existing Lakeside Drive & Shopping Center Drive intersection. The introduction of additional vehicle and pedestrian conflicts is not recommended.

4.2 OFF-SITE TRAFFIC IMPACTS

Vehicular traffic impacts on the site access driveways and off-site intersections were reviewed to determine the potential mitigation measures that may be considered as part of this development project. The following potential mitigation measures were identified and summarized below and shown in **Figure 3**.

Shopping Center Drive & Lakeside Dr. SE

- The northbound Shopping Center Drive approach may need to be widened to accommodate the additional traffic volumes generated by the development. The primary access for the parking garage is via this route and will see the majority of the vehicle trip generation.

Lovett Ave. SE & Wealthy St. SE

- The northbound Lovett Ave. SE approach may need to be restriped to provide additional capacity at this intersection. This may include eliminating some on-street parking to provide a dedicated right-turn lane.

Lakeside Dr. SE & Wealthy St. SE

- The existing signal timing will need to be reviewed to determine if optimization is necessary to accommodate the additional traffic volumes. This will need to be evaluated for all study periods.
- A dedicated left-turn phase should be evaluated on the northbound approach.

Figure 3: Potential Mitigation Measures



5 PARKING ANALYSIS

A shared parking analysis was performed for the proposed Gas Light Village PUD site according to the methodologies of the Urban Land Institute Shared Parking Manual (3rd Edition). The shared parking methodology considers the underlying parking demand calculations from the ITE Parking Generation and the variations for the time of day, day of week, and monthly impacts of parking for the associated uses. The shared parking methodology provides recommendations for parking supply that were then compared to the proposed parking supply as summarized in **Table 6**.

The parking evaluation includes several assumptions regarding the parking utilization for this site, including:

- A modal split reduction of 5% was applied to the retail parking from off-site residential parking demands.
- A 20% captive ratio of residents that will utilize the adjacent retail.
- 74 spaces will be reserved

Table 6: Shared Parking Summary

Land Use	Amount	Units	Weekday	Weekend
			7:00 PM	12:00 PM
Multi-Family Housing	180	DU	130	114
Shopping Plaza (<400k SF)	107,600	SF GLA	295	368
Reserved Parking Spaces			74	74
Total Shared Parking Recommended Supply			499	556
Proposed Parking			583	583
Projected Parking Surplus			84	27

Exhibit 1: Weekday Shared Parking By Hour

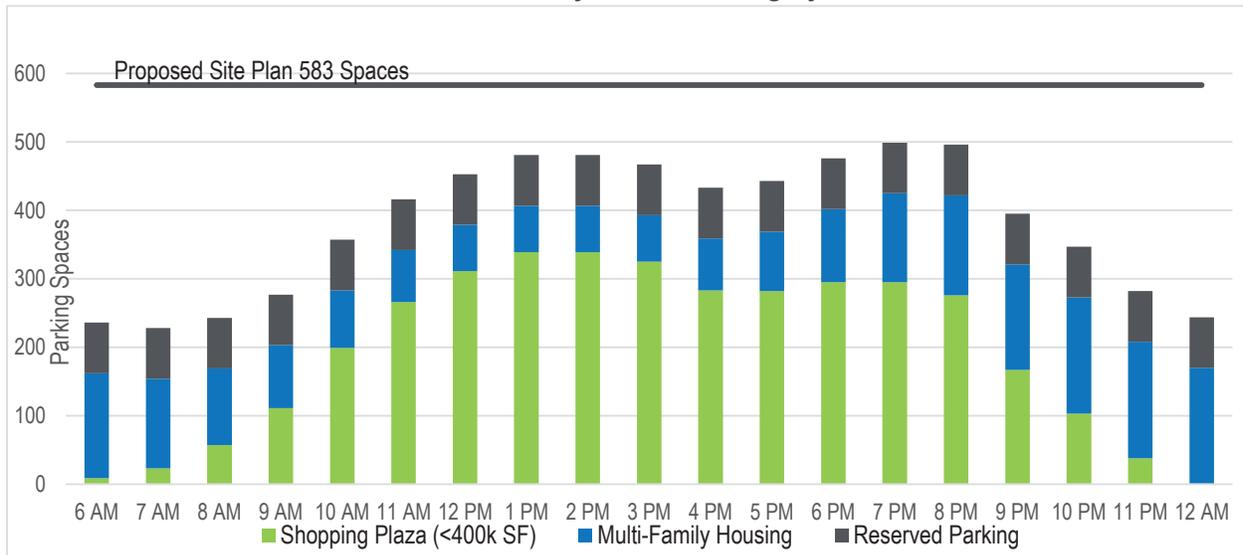
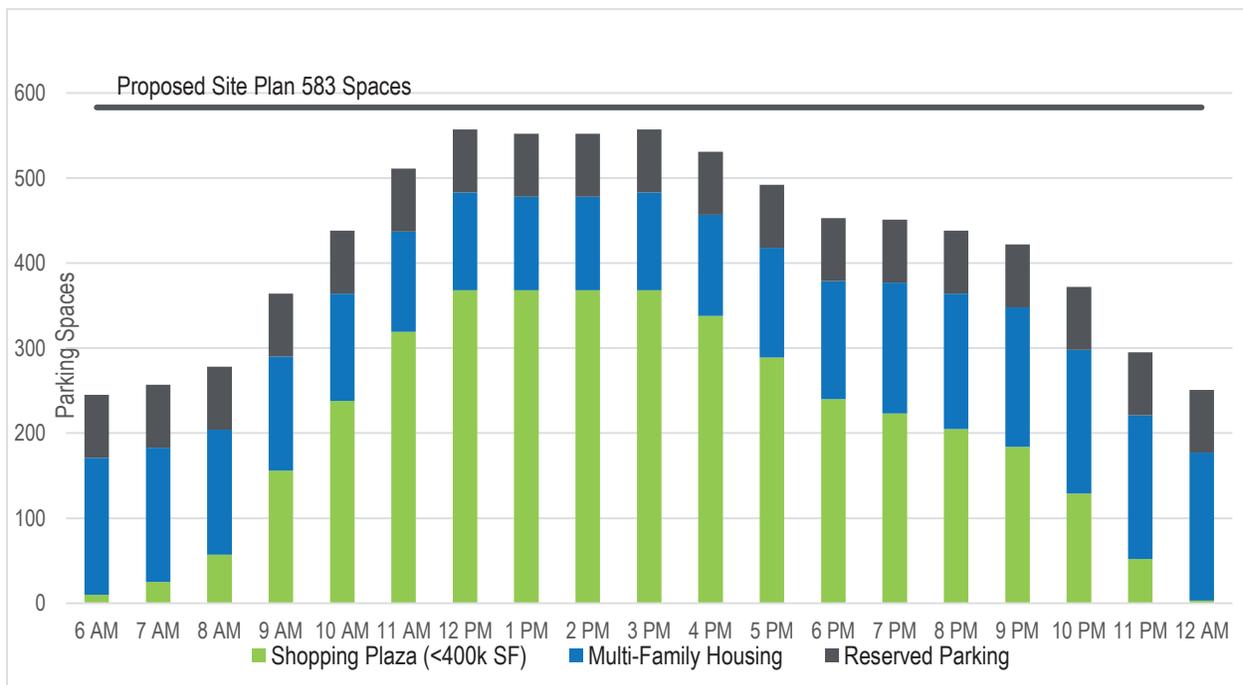


Exhibit 2: Weekend Shared Parking By Hour



6 CONCLUSIONS

The conclusions of this study are as follows:

1. Background Data

- The City provided background information and data regarding previous studies performed in the area as summarized below. This data will be used as baseline comparison for the evaluation of the project and will be utilized in the Traffic Impact Study (TIS) that is scheduled to be performed in the Spring 2025 when weather conditions are conducive for data collection.

2. Trip Generation

- The project is a PUD is a proposed mixed-use development that includes various potential land uses that may be considered for this site. Apartment units, office space, and retail space were all considered for calculating the potential trip generation for this site.
- The trip generation for the preliminary land uses shows that the majority of trips generated by the proposed development will be vehicular trips. The residential uses are expected to see a higher-than-average proportion of work from home; the medical office and the retail center uses are expected to generate primarily vehicular trips.

3. Site Access

- The proposed development plan provides three (3) accesses to the adjacent roadway network. The majority of vehicle trips are anticipated to utilize the access via Shopping Center Drive, at the Lakeside Drive SE intersection to access the parking garage. There is some on-street parking within the development; however, to accommodate the projected trip generation, it is anticipated that the majority of vehicles will utilize the proposed parking facilities adjacent to Shopping Center Drive.
- The proposed site access locations and the off-site intersections were reviewed to identify potential mitigation measures that may be necessary to accommodate the proposed development plan. No changes to the site accesses are recommended at this time. However, mitigation measures may be necessary to accommodate the plan as proposed. Key findings of this review include:
 - **Shopping Center Drive & Lakeside Drive SE:** The northbound Shopping Center Drive approach may need to be widened to accommodate the additional traffic volumes generated by the development.
 - **Lovett Ave. SE & Wealthy St. SE:** The northbound Lovett Ave. SE approach may need to be restriped to provide additional capacity at this intersection. This may include eliminating some on-street parking to provide a dedicated right-turn lane.
 - **Lakeside Dr. SE & Wealthy St. SE:** The existing signal timing will need to be reviewed to determine if optimization is necessary to accommodate the additional traffic volumes. This will need to be evaluated for all study periods. A dedicated left-turn phase should be evaluated on the northbound approach.
- Potential additional site access via Lakeside Dr. SE was considered for this site utilizing the existing access driveway on the northeast side of the property or additional access location(s). Key findings of this additional access review are summarized below:
 - **Existing Access-East of Reeds Lake Blvd.:** This driveway has limited sight distance and is too close to the Reeds Lake Blvd. intersection, additionally, if this is utilized as an intersection, the on-street parking would be impacted.
 - **Alternative access aligned with Reeds Lake Blvd:** This location is too close to the Lakeside Drive & Shopping Center Drive intersection. The proximity of the two intersections would create the potential for significant traffic congestion and increased pedestrian conflicts.
- The results of the evaluation showed that one (1) access driveway is recommended, utilizing the existing Lakeside Drive & Shopping Center Drive intersection. The introduction of additional vehicle and pedestrian conflicts is not recommended. Further evaluation of the PUD operations is recommended to determine what, if any, mitigation measures are recommended at the site access driveways to accommodate the trip generation associated with the proposed development plan.

4. Parking Analysis

- The results of the preliminary parking analysis indicates that, by utilizing shared parking, there will be adequate parking to accommodate the proposed development plan.

Any questions related to this memorandum, study, analysis, and results should be addressed to Fleis & VandenBrink.



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

A handwritten signature in black ink that reads "Julie M. Kroll".

Julie M. Kroll

2025.01.12

17:37:09 -05'00'



Memo

To: City of East Grand Rapids

From: Jeremy Chapman, PE, RSP₁, PTOE, PhD, Senior Transportation Engineer
Christopher Zull, PE, Transportation Practice Leader

Date: January 15, 2025

Re: Gas Light Village PUD TGA and Site Access Review

Project No: 77510008

Progressive Companies reviewed the Trip Generation Analysis and Site Access Review memorandum, dated January 12, 2025, for the proposed Gas Light Village Planned Unit Development (PUD) project in East Grand Rapids, Michigan. In performing this review, Progressive Companies also compared this document to the previously reviewed Trip Generation Analysis and Site Access Review memorandum, dated November 5, 2024, and the required coverage as originally stated in the Preliminary Review memorandum provided by Progressive Companies, dated July 3, 2024.

While we note that a number of documents relevant to updating this memorandum were provided (as indicated in the background data section), it does not appear that any of this information was used, as such, in revising the trip generation analysis or site access.

The memorandum accurately reflects the proposed site and draws the correct land use codes (LUCs) from the most current version of the Institute of Transportation Engineers (ITE) Trip Generation Manual. Three (3) of the four (4) land uses listed then show average daily trips drawn from the fitted curve data (versus the average value). The fourth land use (Shopping Plaza (40k-150k SF)) uses the average value as 114.5k SF, which is beyond the range of available data points for a development without a supermarket; the general consistency is noted and appreciated.

The conversion to person-trips using the ITE Handbook process (Tables 2 and 3) also appears to be the correct approach where occupancy data is not otherwise available, although ITE does recommend using local data, if at all possible, as these numbers are based on national averages and may not be a good reflection of actual conditions for an area. We would appreciate an explanation of why the choice was made to only use national average data within the report document. We are also not certain why this calculation is being performed at all, as noted in the following paragraph.

We also note a potential under-estimation of trip ends in Table 5, as a result of the use of the person-trips conversions. Table 1 provides vehicular trip generation values. The number of occupants is irrelevant to this value as it reflects actual vehicles for each land use type and, therefore, is irreducible by the Table 2 occupancy rates. If starting with the number of people at a location and looking to back-calculate the number of trips, then the occupancy rates in Table 2 will be useful to calculate that reduction. Likewise, if calculating the number of people at a location is desired, then the use of Table 2 occupancy rates will be a valid expansion factor from the vehicle trips.

The modal split approach to evaluate actual trip values in Table 5 using local data is definitely a good approach, although we feel it would be better applied to Table 1 data (rather than Table 3) as no vehicle occupancy values exceed two (2). Therefore, one (1) person moved from private vehicle to another mode (Table 3 values) is indistinguishable from just removing that private vehicle from the count in Table 1.

We also note a separate concern in the application of the Table 4 values (as shown in Table 5) that Work-From-Home trips are calculated as a negative value; but are being deducted not from the total number of trips, instead from the sum of the remaining mode split (effectively doubling the number of deducted trips).

Per both our Review memorandum, dated November 6, 2024, and Preliminary Review letter, dated July 3, 2024, a number of requested items were still not provided in this memorandum. For full site plan approval, it will be necessary to perform new traffic counts along with a full update of the May 17, 2004 Traffic Impact Study, the details of which were noted in the third paragraph of our letter (including, but not limited to: a five-year crash history, pedestrian/bike interaction analysis, intersection level of service evaluations, parking evaluation, etc.). Also, we note the clarifications provided via email on August 5, 2024, to the five (5) points raised by Nederveld, Inc. in an email on August 2, 2024, which further reiterated the need for the items listed in our July 3, 2024 Preliminary Review letter. These items will all be required for inclusion in the Traffic Impact Study report.

While this process has required more effort than what is typically required for preliminary site plan approval, it continues to be important to build understanding and acceptance with the community as the project matures. This includes acknowledging, analyzing, and utilizing resources provided by the City of East Grand Rapids and other requests made by governing bodies.

At this time, Progressive Companies believes that this project can continue to move forward; however, we strongly caution that all comments from all reviews must be appropriately addressed in the Traffic Impact Study report pending for Spring 2025.

ARTICLE VI. PLANNED UNIT DEVELOPMENT (PUD)

§ 5.41 INTENT.

(A) The intent of this article is to offer an alternative to conventional development by permitting flexibility in the regulations for development. The standards in this article are intended to promote and encourage development on parcels of land that are suitable in size, location and character for the uses proposed while ensuring compatibility with adjacent land uses.

(B) The PUD rezoning process is provided as a design option to allow for one or more of the following:

- (1) Encourage innovation in land development in terms of variety, design, layout and type of structures constructed;
- (2) Promote the efficient use of land to facilitate a more economic arrangement of buildings, circulation systems, land use and utilities;
- (3) Encourage the adaptive re-use of significant or historic buildings;
- (4) Provide the opportunity to mix compatible uses or residential types;
- (5) Preserve and protect significant natural features, open space and cultural/historic resources;
- (6) Ensure that new development is consistent with the character of the community;
- (7) Promote efficient provision of public services and utilities;
- (8) Minimize adverse traffic impacts and accommodate safe and efficient pedestrian access and circulation;
- (9) Encourage development of convenient recreational facilities;
- (10) Encourage the use and improvement of land where site conditions make development under conventional zoning difficult or less desirable; or
- (11) Allow a density for any residential portion of a planned unit development that is greater than would otherwise be allowed by the zoning ordinance, yet is still appropriate and compatible with other uses both within the planned unit development and adjacent to it and with the density of adjacent properties.

(C) The PUD process and standards provide for flexibility in design and permit variation of the specific bulk, area, and in some situations, the density requirements of this chapter on the basis of the total PUD plan, subject to the approval of the PUD by the Planning Commission in accordance with the requirements set forth herein. A PUD shall not be sought primarily to avoid the standards and requirements of other zoning districts.

(Ord. effective 11-29-2013)

§ 5.42 QUALIFYING CONDITIONS.

The following criteria shall apply to all planned unit developments (PUDs).

(A) *Unified control.* The planned unit development shall be under the control of one owner or group of owners and shall be capable of being planned and developed as one integral unit.

(B) *Recognizable benefit.* The applicant shall demonstrate that the PUD provides at least four of the following site design elements, which could not be attained through a project designed under conventional zoning:

- (1) Mixed-use development with residential and nonresidential uses or a variety of housing types;
- (2) Pedestrian/transit-oriented design with buildings oriented to the sidewalk and parking to the side or rear of the site;
- (3) High quality architectural design beyond the site plan requirements of this chapter;
- (4) Extensive landscaping beyond the site plan requirements of this chapter;
- (5) Preservation, enhancement or restoration of natural resources (trees, slopes, wetland areas, views to Reeds Lake, and the like);
- (6) Preservation or restoration of significant or historic resources;
- (7) Provision of open space or public plazas or features;
- (8) Efficient consolidation of poorly dimensioned parcels or property with difficult site conditions (e.g. topography, shape and the like);
- (9) Effective transition between higher and lower density uses, and/or between nonresidential and residential uses; or allowing incompatible adjacent land uses to be developed in a manner that is not possible using a conventional approach;
- (10) Shared vehicular and pedestrian access between properties or uses;
- (11) Mitigation to offset impacts on public facilities (such as street improvements); or
- (12) Significant use of sustainable building and site design features such as: water use reduction, water efficient

landscaping, innovative wastewater technologies, low impact storm water management, optimize energy performance, on-site renewable energy, passive solar heating, reuse/recycled/ renewable materials, indoor air quality or other elements identified as sustainable by established groups such as the U.S. Green Building Council (LEED) or ANSI National Green Building Standards.

(C) *Compatibility with adjacent uses.* The proposed location of uses or structures that are of a significantly different scale or character than the abutting residential districts, such as access drives, parking areas, waste receptacles, swimming pools, tennis courts and facilities of a similar nature, shall not be located near the perimeter of the PUD or so as to negatively impact the residential use of adjacent lands.

(D) *Public utilities.* All uses within the PUD shall be served by public water and sewer systems.

(E) *Master plan.* The proposed PUD shall be consistent with the city's master plan.

(Ord. effective 11-29-2013)

§ 5.43 PERMITTED USES.

(A) Any use permitted by right or by special land use allowed in any district may be permitted in a planned unit development, provided that all of the objectives and standards of this article are determined to be met and there is compliance with the procedures of this article.

(B) Residential and nonresidential uses may be permitted in combination to create an integrated, mixed-use development based upon the recommendations of the city's master plan.

(C) Approval of a PUD shall include the identification of the specific uses permitted within the PUD, and only those uses so approved shall be permitted.

(Ord. effective 11-29-2013)

§ 5.44 GENERAL DEVELOPMENT REQUIREMENTS.

(A) *Residential density.* The PUD concept plan shall state the residential zoning district, as provided in Article IV, upon which the proposed density is based. For projects that include single-family developments, the PUD concept plan narrative shall state a minimum lot size for single-family development based on the minimums for single-family dwellings listed in this chapter for the R-1, R-2, R-3 and MFR Districts. For projects that include multiple-family dwellings, the density of the multiple-family development shall be based upon the lot area per multiple-family unit as required for the MFR District. Any deviation from these minimums shall be included in the table of modifications as required in § 5.47(A).

(B) *Dimensional requirements.* The area, height and placement requirements for each portion of the PUD shall be based upon a stated zoning district, as provided in Articles IV and V. The PUD concept plan narrative shall state the area, height and placement requirements for each portion of the PUD, based upon the appropriate zoning district and the residential density determined in division (A) above.

(1) Residential developments shall meet the area, height and placement requirements of the R-1, R-2, R-3 or MFR Districts, depending upon the type and character of the development.

(2) Commercial developments shall meet the area, height and placement requirements of the C-1 District.

(3) Each use in mixed use developments (containing both residential and commercial development) shall meet the height, area and placement requirements of the zoning district that corresponds to each element of the proposed development, as listed in divisions (B)(1) and (B)(2) above.

(4) Deviations from the minimums set forth above shall be included in the table of modifications as required in § 5.47(A).

(C) *Modifications.* To encourage flexibility and creativity consistent with the intent of the PUD, the City Commission, after recommendation from the Planning Commission, may permit modifications from the density, area, height and placement requirements for the stated district(s).

(1) Any regulatory modification shall be approved through a finding by the City Commission, after recommendation by the Planning Commission, that the modification results in a higher quality of development than would be possible using conventional zoning standards.

(2) All deviations from dimensional requirements shall be listed in the table of modifications required in § 5.47(A). Unless modifications are specifically requested and approved by the city, the site plan shall comply with the appropriate requirements of the identified zoning districts, as specified in divisions (A) and (B) above.

(Ord. effective 11-29-2013)

§ 5.45 PUD REVIEW PROCEDURES.

The PUD review and approval process includes the following three steps.

(A) *Pre-application.* Pre-application conference with city staff and consultants to review the PUD concept and discuss the review process.

(B) *Concept plan.*

- (1) Planning Commission review of PUD concept plan and scheduling of public hearing;
- (2) Planning Commission public hearing; review and recommendation on PUD rezoning and PUD concept plan; and
- (3) City Commission public hearing; approval of PUD rezoning and PUD concept plan.

(C) *Final PUD Plan.*

- (1) Planning Commission review of final site plan and PUD agreement; and
- (2) City Commission approval of final site plan and PUD agreement.

(Ord. effective 11-29-2013)

§ 5.46 PRE-APPLICATION CONFERENCE.

A pre-application conference shall be held with city staff for the purpose of determining the eligibility of the request for consideration as a PUD.

(A) A request for a pre-application conference shall be made to the Director of Public Works. As part of the pre-application conference, the applicant shall submit at least five copies of a sketch plan that shows the property location, boundaries, significant natural features, vehicular and pedestrian circulation, and land use for the entire site.

(B) The city shall advise the applicant of the conformance of the PUD concept with the intent and objectives of a PUD in the city, whether the concept qualifies under the requirements of this article, and whether the general concept is substantially consistent with the city's master plan.

(C) Formal action shall be not taken at a pre-application conference, and statements made at the pre-application conference shall not be considered binding commitments or an approval of the concept.

(Ord. effective 11-29-2013)

§ 5.47 PUD CONCEPT PLAN REVIEW.

(A) *PUD concept plan submittal.*

(1) *PUD concept site plan.* The PUD concept site plan shall be drawn to an engineer's scale of not less than one inch equals 50 feet for property less than three acres, or one inch equals 100 feet for property three acres or more in size, that includes all of the following:

(a) Title block with sheet number/title; name, address and telephone number of the applicant and firm or individual who prepared the plans; and date(s) of submission and any revisions;

(b) Scale and north-point;

(c) Location map drawn to a separate scale;

(d) Legal description of property;

(e) Zoning classification of site and all abutting parcels;

(f) Net acreage (minus rights-of-way) and total acreage;

(g) Existing lot lines, building lines, structures, parking areas and other improvements on the site and within 100 feet of the site;

(h) Proposed lot lines, lot dimensions, property lines, setback dimensions and other improvements;

(i) Location and height of all proposed buildings or structures;

(j) Location of existing and proposed streets, driveways, parking lots, sidewalks and pathways on or within 250 feet of site;

(k) Proposed off-street parking lots and number of spaces;

(l) Conceptual landscape plan;

(m) The general location of existing plant material;

(n) Location of existing drainage courses, floodplains, rivers and MDEQ regulated wetlands;

(o) Location of existing and proposed sanitary sewers;

(p) Location of existing and proposed water mains;

(q) Storm water retention and detention pond locations and existing, or proposed storm sewers;

(r) Number, type and location of residential units;

- (s) Density calculations by type of residential unit; and
- (t) Location and size of recreation and open space areas.

(2) *Concept plan narrative.* The PUD concept plan shall be accompanied by a narrative that describes the proposed PUD, the proposed timeframe of development, the zoning district(s) upon which the proposed density and the area, height and placement requirements are based, and documentation indicating how the qualifying conditions in § 5.42 and the standards of § 5.49 are met.

(3) *Table of modification.*

(a) The application shall include a table detailing all modifications from the use, density, area, height and placement requirements of the zoning district identified in the concept plan narrative.

(b) The table shall also detail all modifications from off-street parking regulations, general provisions, or subdivision regulations that would otherwise be applicable to the uses and development proposed in the absence of the proposed PUD.

(c) This table shall clearly identify the allowed regulation in comparison to the requested modification.

(4) *Phasing plan.*

(a) For projects proposed to be developed in phases, the PUD concept for the entire site shall be submitted for PUD concept approval.

(b) A map showing boundaries of individual phases shall be submitted, along with a proposed timeline for development of each phase.

(5) *Additional information.* Any additional information requested by the Planning Commission to better assist in the determination of PUD qualification such as, but not limited to: market studies; fiscal impact analysis; traffic impact studies; and environmental impact assessments.

(B) *PUD concept plan Planning Commission review.*

(1) *Review and public hearing.*

(a) The Planning Commission shall review the draft PUD concept plan at a regular or special meeting.

(b) Upon determination by the Planning Commission that the application meets the requirements of this article, a public hearing shall be set for a date certain. Notice of the public hearing shall conform to the requirements of the Zoning Act.

(2) *Recommendation.* The Planning Commission shall review the PUD concept plan in consideration of public hearing comments, technical reviews from city staff and consultants, correspondence from applicable review agencies and compliance with the standards of this article and other applicable standards and requirements of this chapter. The Planning Commission shall recommend approval, approval with conditions or denial of the PUD to the City Commission. The recommendation shall be based on the following:

- (a) Whether all applicable provisions of this article and this chapter are met;
- (b) Whether the proposed PUD meets the intent of this article, as outlined in §5.41;
- (c) Whether the qualifying conditions in §5.42 are met; and
- (d) Whether the standards of approval in §5.49 are met.

(C) *City Commission review of PUD zoning and PUD concept plan*

(1) *City Commission action.* Following receipt of a recommendation from the Planning Commission on the PUD rezoning and PUD concept plan, the City Commission shall, after a public hearing, review the rezoning and concept plan and either approve, deny, or approve with conditions.

(2) *Rezoning.* Upon approval by the City Commission, the property subject to the PUD shall be rezoned to PUD, which shall become effective after notification and publication according to the state's Zoning Enabling Act, being M.C.L.A. §§ 125.3101 et seq. (Public Act 110 of 2006, as amended).

(D) *Conditions.* In accordance with the state's Zoning Enabling Act, reasonable conditions may be attached to the approval of a PUD for the purpose of ensuring that public services and facilities affected by a proposed land use or activity will be capable of accommodating increased service and facility loads caused by the land use or activity; protecting the natural environment and conserving natural resources; ensuring compatibility with adjacent uses of land; promoting the use of land in a socially and economically desirable manner; and furthering implementation of the city's master plan. Conditions attached to the approval shall be incorporated into the PUD agreement required to be submitted with the final PUD site plan.

(E) *Time limits for concept plan approval.*

(1) Approval of the PUD concept plan by the City Commission shall confer upon the owner the right to proceed through the subsequent final planning phase for a period not to exceed two years from date of approval. If application for final site plan approval for the PUD or a phase of the PUD is not requested within this time period, the PUD concept plan approval shall automatically become null and void and all rights thereunder shall terminate.

(2) The City Commission may for good cause approve one extension of up to one year, if requested in writing by the applicant prior to the expiration date of the original concept plan approval or subsequent one year extension.

(3) Upon expiration of a PUD concept plan, the City Commission may direct the Planning Commission to conduct a public hearing and make a recommendation to revoke the PUD zoning and rezone the property to its original designation or other district as appropriate.

(Ord. effective 11-29-2013)

§ 5.48 FINAL PUD SITE PLAN REVIEW.

(A) Following PUD concept plan approval, a final PUD site plan for the entire PUD or individual phases of the PUD shall be submitted in accordance with § 5.86.

(B) All final PUD site plans subsequently submitted shall conform with the PUD concept plan, all conditions attached to preliminary approval, the PUD agreement and the requirements of this chapter.

(C) The final PUD site plan shall be accompanied by a PUD agreement for review and recommendation by the Planning Commission after review by the City Attorney. The agreement shall provide:

- (1) A survey of the acreage comprising the proposed development;
- (2) The manner of ownership of the developed land;
- (3) The manner of the ownership and of dedication or mechanism to protect any areas designated as common areas or open space;

(4) Provision assuring that open space areas shown on the plan for use by the public or residents of the development will be or have been irrevocably committed for that purpose; the city may require deed restrictions, conveyances or other documents to be placed in escrow to accomplish this;

(5) Satisfactory provisions shall be made to provide for the future financing of any improvements shown on the plan for site improvements, open space areas and common areas which are to be included within the development and that maintenance of such improvements is assured by a means satisfactory to the Planning Commission;

(6) The cost of installing, improving and maintaining streets and the necessary utilities has been assured by a means satisfactory to the city;

(7) Provisions to ensure adequate protection of natural features;

(8) Statements binding the agreement and approved final PUD site plan to any future owner; and

(9) Any other commitment determined necessary to ensure that the PUD is developed and operated in accordance with the requirements of this chapter. The final PUD site plan shall be incorporated by reference and attached as an exhibit.

(D) The Planning Commission shall review the final PUD site plan and PUD agreement and shall determine that the plan and agreement are in conformance with the approved PUD concept plan.

(1) Minor changes from the approved PUD concept plan may be approved according to §5.50(A).

(2) Any changes from the approved concept plan not determined to be minor shall require that a new PUD concept plan be submitted and approved according to § 5.47 before further consideration of the changed plan(s).

(E) (1) If the Planning Commission determines that the final PUD site plan and PUD agreement are in conformance with the approved PUD concept plan, it shall recommend approval to the City Commission.

(2) The Planning Commission may recommend, and the City Commission may approve, additional conditions if it determines that the conditions are necessary to ensure conformity with the approved PUD concept plan.

(F) The City Commission shall consider the recommendation of the Planning Commission and shall approve the final PUD site plan and PUD agreement if they conform to the requirements of this article. Upon approval, the final PUD agreement shall be executed by all parties (including the city) and shall be recorded with the County Register of Deeds.

(Ord. effective 11-29-2013)

§ 5.49 STANDARDS OF APPROVAL.

A PUD shall only be approved if it complies with each of the following standards as well as applicable standards established elsewhere in this chapter:

(A) The proposed PUD complies with the intent and all qualifying conditions of §§5.41 and 5.42 of this article, respectively;

(B) 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;

(C) 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;

(D) The PUD shall not change the essential character of the surrounding area;

(E) 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; and

(F) The PUD shall not place demands on public services and facilities in excess of current or anticipated future capacity.

(Ord. effective 11-29-2013)

§ 5.50 DEVIATIONS FROM APPROVED FINAL PUD SITE PLAN.

Changes to an approved PUD shall be permitted only under the following circumstances.

(A) *Minor changes.*

(1) The holder of an approved final PUD site plan shall notify the Director of Public Works of any desired changes to the approved PUD. A minor change may be approved administratively, according to the requirements of this section.

(2) A change that would alter any specified conditions imposed as part of the original approval or any condition of the approved PUD agreement may not be considered as a minor change.

(B) *Minor changes approved by the Director of Public Works* The following minor changes may be approved administratively by the Director of Public Works. The Director shall determine that the change will not alter the basic design or intent of the approved PUD.

(1) Reduction of the size of any building and/or sign.

(2) Movement of buildings or signs by no more than three feet, provided setbacks are not reduced.

(3) Landscaping approved in the final development plan that is replaced by similar landscaping to an equal or greater extent.

(4) Changes in floor plans of up to 5% of the total floor area which do not alter the character of the use or increase the amount of required parking.

(5) Internal rearrangement of a parking lot which does not affect the number of parking spaces, access locations or design.

(6) Changes required or requested by the city, the county or other state or federal regulatory agency to conform with laws or regulations.

(C) *Other minor changes.*

(1) A minor change that is not listed in division (B) above may be submitted to the Planning Commission to determine if the change is minor in scope and/or effect and that the change would not alter the basic design or intent of the approved PUD.

(2) If Planning Commission determines that the proposed change is minor, the Director of Public Works shall be authorized to approve it administratively.

(D) *Major changes.* A change that the Director of Public Works or Planning Commission determines is not minor must be submitted as an amendment to the PUD and shall be processed in the same manner as the original PUD application.

(Ord. effective 11-29-2013)

§ 5.51 EXPIRATION AND EXTENSION.

Each development shall be under meaningful construction within one year after the date of approval of the final PUD site plan, except as follows.

(A) *Expiration.* If meaningful construction does not commence during the one-year period or any approved extension, the final PUD site plan and PUD agreement shall be null and void.

(B) *Extension.* The City Commission may grant extensions of up to one year each, if the applicant applies for the extension, in writing, prior to the expiration of the original PUD final site plan approval or any subsequent extension. In order to qualify for an extension, the applicant shall present reasonable evidence that the development has encountered unforeseen difficulties beyond the control of the applicant and the PUD requirements and standards have not changed.

(C) *PUD zoning designation.* If a final PUD site plan expires, the property shall remain zoned PUD unless the city rezones the property to a different zoning designation. If any applicant thereafter intends to develop a PUD on the property, the applicant shall be required to submit a new PUD application and follow the same process as the original approval.

(Ord. effective 11-29-2013)

§ 5.52 APPEALS AND VARIANCES.

(A) The Zoning Board of Appeals shall have no jurisdiction to hear appeals of or make interpretation of any decisions regarding this article or a proposed PUD concept plan or site plan.

(B) This shall not prevent an individual lot owner from seeking a variance following the final approval of the PUD according to the procedures and standards of Article XII; provided that:

(1) The Zoning Board of Appeals may only grant variances from area, height and placement requirements imposed by the PUD; and

(2) A variance shall not be considered that would affect any condition of the approved PUD, any requirement of the approved and recorded PUD agreement or would increase the residential density of the project.

(Ord. effective 11-29-2013)

§ 5.53 RESERVED.

§ 5.54 RESERVED.

§ 5.55 RESERVED.

EXCERPT FROM 2018 MASTER PLAN

streets could be reallocated to have two 10-11-foot-wide travel lanes with on-street 4-5-foot bike lanes on either side, or a two-way travel bicycle boulevard as shown below.

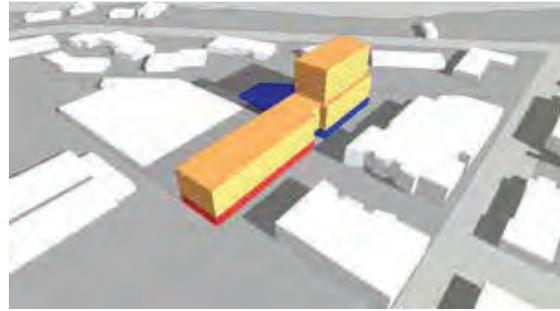
Gaslight Village Urban Design

To help inspire desired change, several urban design considerations have been visualized in Gaslight Village. These actions could be classified as milestone projects that help achieve the goals for Gaslight Village. Since much of what is illustrated would take place on private property, the intent is to indicate to the property owners the type and design that would best meet the Plan's objectives.

ACTION: ADDITIONAL MIXED-USE DEVELOPMENT IN GASLIGHT VILLAGE

The vacant, private development site on the north side of Gaslight Village has remained fallow since the obsolete buildings were removed. While it has zoning approval for mid-rise residential condominiums the development has not yet occurred. This Plan suggests several options to create new mixed-use development. It is possible to reutilize the parking deck while also adding retail and residential opportunities to the existing structure. Alternatively, the potential exists to reuse a bulk of the parking garage and line it with active mixed-uses to terminate Bagley.

Ground floor retail and office could support residential, hospitality, or both while improving accessibility by car and foot in and out of the garage. An alternate street alignment would extend Bagley through the site to Reeds Lake Boulevard. This would unlock more of the site for development while improving the connectivity. In this scenario, a new shared-use surface parking lot could be built to support the development and the retail district.



Village Address Perspective



Village Address Perspective Land Use

To provide public parking to support continued reinvestments in the Village, the City could consider a public/private partnership for parking. A surface lot is much less expensive to build and maintain. If a street is constructed through the development as shown, it could be lined with parking spaces similar to Wealthy Street. Three specific concepts for redevelopment and alternative alignments to connect Wealthy to Lakeside are described on the following pages.

Mixed use, including ground floor office spaces with second floor residential may be considered for future change for boundary parcels between commercial and MFR to create a transitional zoning use. Mixed use zoning should not exceed one to two parcels as a buffer.

ACTION: POP-UP ACTIVITIES AT SURFACE PARKING LOT

Currently an underutilized surface parking lot, this area can be transformed into a pop-up activity and events center. This can activate the village core, support the local economy, and provide welcomed public space and pedestrian activity to the area. An out-parcel development (also known as “liner buildings”) has been recommended in previous City Plans and continues to have merit. To test the viability of increased development and the utility of having it, a pop-up performance park would activate the sidewalk while providing a space for farmers markets, a skating rink, vendor fairs, food events, biergartens, and music festivals. The programming of this space should deliberately test the viability of increased public space and specific uses that could occupy a more permanent structure in the future. If it is determined that this location does not work for certain “pop-up” events, other locations in the Gaslight Village area could be considered. These events could also be relocated if the desired buildings along the Wealthy frontage are constructed.



Existing parking lot



Proposed pop-up events on parking lot

ACTION: ENHANCE THE SENSE OF ARRIVAL IN GASLIGHT VILLAGE AT THE WESTERN ENTRY ON WEALTHY STREET.

Currently, there is no sense of arrival into Gaslight Village when you are entering from the west end. This is in part because of the lack of active uses as you enter Gaslight Village. To address the lack of welcoming gateway to Gaslight Village and provide the community with more recreational opportunities, the current Rite-Aid pharmacy location is one location that can be reimaged as an attractive new landmark multi-story building. This could be residential, mixed-use or a hotel combination. Whether at this location or elsewhere in Gaslight Village, a hotel will provide additional experiences in Gaslight Village, provide East Grand Rapids visitors with an overnight stay option with dining and other experiences after work and



Existing Condition



Proposed Condition

on weekends. A typical hotel with 100 or so rooms should have features like banquet and meetings rooms, which can add to the economic development of the Gaslight Village District.

ACTION: PEDESTRIAN LINK BETWEEN WEALTHY STREET AND REEDS LAKE

The Reeds Lake Trail currently exists as a combination of sidewalks, off-street paths and on-street segments. The East Grand Rapids community has expressed a desire to capitalize on this amenity by increasing the connectivity.

One potential option for a new connection is a link through Gaslight Village. This could be implemented through the construction of a new street or simply as a bicycle and pedestrian pathway. A new street could be constructed as part of a larger redevelopment of the Jade Pig site, connecting Bagley Avenue and Reeds Lake Boulevard through the Village.

Option 1 is the most direct and intuitive route. This option removes the parking garage and extends Bagley through to Reeds Lake Boulevard.

Option 2 retains the parking garage and either a) creates a new street connection at Wealthy Street and the D & W lot or b) at Wealthy Street and Bagley.

Option 3 also retains the deck and a) connects at Bagley or across from the school at Wealthy or b) keeps the connection east of the parking garage. Either option may only allow space for a non-motorized connection due to the width available, and it could require reworking the existing garage ramp.

Alternative alignments are shown on the following page.

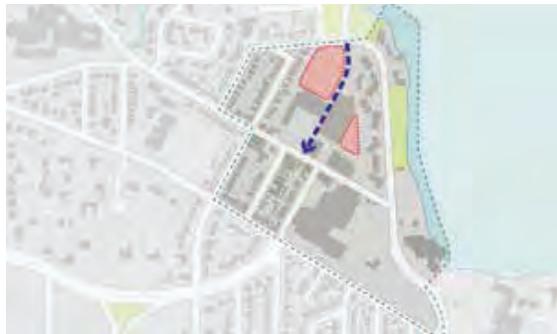
Existing Condition



Option 1



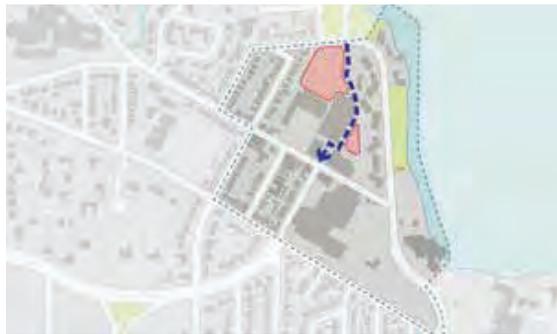
Option 2A



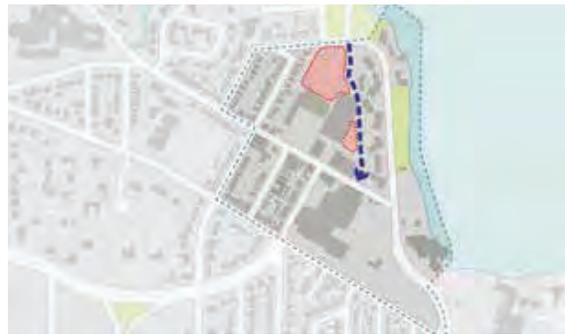
Option 2B



Option 3A



Option 3B



Proposed Pathway Perspective





City of East Grand Rapids
Comment card

NAME: Jessica Rupper
DATE: 2/4
ADDRESS:

Excited for all the improvements!

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: Laurel Abraham
DATE: 2/4/25
ADDRESS: 1108 Lakeside Dr

I do not want to see a tax-free agreement to advance this development.

Is there any plan to present a scaled-back approach?

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: Robyn Stratton
DATE: 2-4-2025
ADDRESS: 565 Lakeside Dr SE
Lakewood Hills Apt E

Traffic study is a must!

Also, fencing between Apartment Complex and Construction site.

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: James P.
DATE: 2/4/25
ADDRESS: 2100 Gorham Dr. St

Greatest concern is renters are not invested in community. Should only include condos/townhomes

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: Tami BOSCO
DATE: 2-4-25
ADDRESS: Lakewood Hills apt.

Proceed a Traffic Study during Spring + Summer - it gets BUSY!

Also please give us a Semi-permanent fence to keep us safe + secure - PLEASE !!

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: Kris Andrus
DATE: 2/4/25
ADDRESS: 1779 Astbury Rd

No do the development; too high density; not enough green space; too much concrete; EGR is a village w/ a downtown; rental units don't have "ownership" please reconsider density and amount of retail space - Please re do your plan!

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: *PATTY GRIFFIN*
DATE: *2-4-25*
ADDRESS: *2311 WEALTHY ST.*

THIS PROJECT IS TOO DENSE. THE QUALITY OF LIFE IN EGR (ESPECIALLY GASLIGHT VILLAGE) WILL DETERIORATE.

I HONESTLY DON'T KNOW ANY EGR RESIDENT WHO SUPPORTS IT.

PLEASE REVISE THE PLAN! Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

NO TO SAND PIG

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: *Carol Nicholas*
DATE: *2-4-25*
ADDRESS: *2439 Oakwood Drive*
& 2440 Beechwood Drive

Poor distribution of information for those without internet & elderly with handicaps - many community changes since original 2004 plan -

? who decides low income housing - does it comply with state/federal guidelines if termed low income

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

Tell us what it means
for school!

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

I AM opposed to the 7-story building -
Very concerned about traffic increase
project is too big!

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: Robert Blascak
DATE: 6/24/24
ADDRESS: 2360 Lake Dr

I'd like to see more information about a traffic impact study, and ensure it takes into account vehicles, pedestrians, bicycles, and public transit -- I would also want to be sure it assesses true conditions during peaks in the school year, not the summer.

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: Michael Rich
DATE: 6/24/24
ADDRESS: 2720 Beechwood

With the additional parking provided by the new 3-4 story garage this is a time to eliminate parking on 1 side of both Wealthy and Lakeside in order to create bike lanes

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:
Janet Rose 231 Wealthy SE #33 GR 49506

I'm excited about the project, Not looking forward to construction -
Glad the access gate will stay + our mural on carports
Is it all or nothing?

Stay informed: eastgrmi.gov/signup



Excited about more options
in gaslight!

City of East Grand Rapids

Comment card

NAME: Rachel Sturgeon
DATE: 6/24/24
ADDRESS: 2099 Robinson Rd SE

WISH LIST:

- o would like to see public restrooms by green space
- o Larger green space for beer garden/casual family friendly restaurant
- o Rooftop bar/restaurant on Building D
- o Traffic light at end of Lakeside
- o Less street parking on main strip between Building C and D so there could be more green space/pedestrian room/outdoor dining

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids

Comment card

NAME: Josh Swett
DATE: 6-24-24
ADDRESS: 461 Lakeside Dr. SE.

- It would be great to see some more green space w/ playground area.
- please prioritize breakfast! ;)
- Prioritize pedestrian/biker safety at the Lakeside/Greenwood intersection.

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids

Comment card

NAME: Tanya DeOliveira
DATE:
ADDRESS: 1851 Hall St SE

Good concept. More "people" oriented site circulation issues. Less parking - Proforma needs to work, but how do we design the site that will keep people biking, walking, rolling (wheelchair) moving safely thru. Great Density! Even a ~~two~~ story more

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: David DePrato
DATE: 6/24/24
ADDRESS: 2206 Audubon Dr.

I generally am in favor of this, but significant attention should be paid to establishing safety between town homes and waterfront park. It needs adequate elevated street crossing to preserve safety.

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: Amy Williamson
DATE: 6/24/24
ADDRESS: 957 Ogden Ave SE

We're excited to see the development of ~~the~~ gaslight. We love our community and the events and spaces that support our community and schools. Please remember our high school band has a wonderful pre-game tradition of marching through gaslight and doing a pre-game performance. Go East!

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: Kyle Brinks
DATE: 6/24-24
ADDRESS: 1721 Whitfield Rd

Only concerns are:

1. How does the city plan to deal with 500-600 additional cars on already ~~scrambled~~ ^{dangerous} roads? This is a walking/biking community that has already reached its max for vehicle traffic

2. With increased density and new residents, how are the schools going to accommodate increased # of students?

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: Kathi Padula
DATE:
ADDRESS: 2325 Eldorado

Please, please no more
roundabouts in EGR!
I would like a traffic light
at the Burton-Highway station.

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: Shay Graayer
DATE: 6/24/24
ADDRESS: 1164 Lakeside

More Green Space incorporation
Less height to buildings when should reduce
parking demand

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: Caro L Rich
DATE: 6/24
ADDRESS: 2720 Beechwood Dr

- Create a space for boat trailer parking
and eliminate option to park on street
-
I like the development! Would
want to decrease the 20 year tax credit

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

LISA Gallagher
6/24/24
2311 Wealthy St SE #20
EGR, MI 49506

Please help us maintain
the back gate of Lakeshore Condominiums
accessible, same location as current.
Thank you

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

Joe Gallagher
6/24/24
2311 Wealthy St. SE #20

current state: ped gate to Lakeshore condos at N. end of condo N. carport
future state: keep the ped gate at N. end of condo N. carport

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

Patricia Westvear
6/24/24
2311 Wealthy #18

I am very excited to have this property
developed. It will add so much to our city.
I am concerned that a 7 story building will
be built directly behind my condo at Lake
Shore Club, blocking sun light and having
people able to see right into my condo.

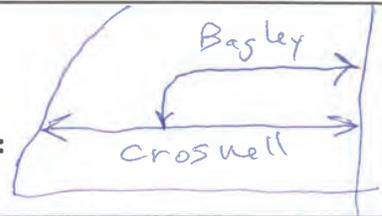
Stay informed: eastgrmi.gov/signup



City of East Grand Rapids

Comment card

NAME:
DATE:
ADDRESS:



Withdraw the project -

Start over, put public streets and utilities in. Move the existing city utilities if necessary. Then build with continuous ~~front~~ facades along the sidewalk, with outdoor seating. Assume D+W papers will be redeveloped in harmony. ~~with~~

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids

Comment card

NAME: Josh Wanster
DATE: June 24
ADDRESS: 1646 Robinson

① Can the videos for the planning commission be put ~~at~~ online?

② I am a dentist in the 2249 Wealthy building. How will parking change during and after construction and how can we keep parking close to 2249.

③ How will the streetscape appear behind 2249 Wealthy? Will this be a main street or alley? Stay informed: eastgrmi.gov/signup I'd prefer a nice appearance

as this is the main entrance for my office and our main view from our windows.

Thank you!



City of East Grand Rapids
Comment card

NAME: Maureen Paluska
DATE: 6-24-24
ADDRESS: 1138 Lakeside

Less buildings, more green space, more parking spaces - 180 apartments need more than 1 spot. Not seeing what is in this for the community as a whole. This benefits the developer and no one else that I can see. Who wants 7 story building looming over the community? **Stay informed:** eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

NO

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

NO

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

NO

Stay informed: eastgrmi.gov/signup

My name is John Chronowski. I have lived in EGR for 41 years. I am a retired educator and active member of the EGReen Sustainability Initiative. The mission of EGReen is to work with the city to create a healthy and resilient community by proposing measurable solutions to pressing ecological, social and economic concerns that affect the city and its residents. The proposed development if Gaslight Village raises huge concerns in regards to sustainability and the carbon footprint which will be created. In the information and discussions to this point, not much has really been said about the sustainability of the development and that begs some questions. Are the proposed buildings going to be designed according to high environmental standards i.e. LEED gold standard. Are the buildings going to be using natural gas or are their options for induction cooktops. What about tankless water heaters? There has been a mention of 500 added parking spots. This will certainly spawn more traffic congestion CO2 emissions in the community. EGReen would like some answers would like answers to these questions and hope the Gaslight Investors will consider sustainability the key

ingredient in this development. The citizens of EGR deserve a sustainable and resilient community. Thank you!

McSHANE & BOWIE P.L.C.

99 Monroe Avenue, N.W., Suite 1100
Grand Rapids, MI 49503
www.msblaw.com

TELEPHONE (616) 732-5000

FACSIMILE (616) 732-5099

T. GERALD McSHANE
(1902-1982)

JACK M. BOWIE
(1924-2016)

email jrb@msblaw.com
Direct dial (616) 732-5021

JAMES R. BRUINSMA

November 11, 2024

Lori Parmenter, City Clerk
City of East Grand Rapids

By email only:
lparmenter@eastgr.org

Re: Gaslight Investors PUD Application

Dear Clerk Parmenter:

We are writing on behalf of Lakewood Hills, L.L.C., which owns the real property on Lakeside Drive, SE, in East Grand Rapids, identified as parcel number 41-14-33-276-026.

By this letter, we are providing further comments regarding the concept plan under consideration by the Planning Commission as to the Planned Unit Development (PUD) revision and amendment application of Gaslight Investors LLC for the PUD at 2255 Wealthy Street SE and 515 Lakeside Drive SE. Please include this letter in the record of proceedings and provide a copy to each of the members of the Planning Commission. We write to emphasize three points.

First, as we noted in our prior correspondence, the Gaslight Investors PUD remains in the concept plan stage, and there is none of the supporting data and detail that would allow the PUD application to be evaluated in light of standards in your ordinance.

In particular, as was noted by your planning staff in their November 7, 2024 memorandum, the concept plan stage “may not allow for meaningful modeling or analysis” of a fundamental aspect of the PUD—the effects on neighboring lands as well as on the health, safety, and welfare of the community.

We have asked Hank Byma, formerly with SmithGroup and now the principal of White Horse Planning, to review the proposed plans, and his comments as to the absence of sufficient detail and specific proposals for providing such detail are set forth on the attached.

Second, even without such information, it is apparent that the applicant has provided no justification for the extraordinary additional height that is being proposed at the site of this

November 11, 2024

Page 2

PUD—an additional 15 feet on top of what was approved in 2005. The massing and shading caused by this additional height, particularly when exacerbated by the proposed elevated bridge connecting Buildings D and E, will directly undermine the use and enjoyment of the neighboring Lakewood Hills' property by its long-term residents. Lakewood Hills objects to any increases in height beyond the limits in the 2005 approval.

Third, we would note that the preliminary traffic memo provided for Fleis & Vandenbrink does not advance the analysis of this PUD proposal from earlier this summer. As Jeremy Chapman from Progressive emphasizes in his November 6, 2024 Memo to the City, the preliminary study is based on an “under-estimation” of thousands of vehicle trips per day and fails to include or analyze “a number of items requested,” including new traffic counts, a five-year crash history, pedestrian/bike interaction analysis, parking evaluations, and the like.

Lakewood Hills remains glad to see the developer's renewed interest in the property and look forward to providing additional input as plans with sufficient information are developed.

Very truly yours,

McSHANE & BOWIE, P.L.C.

A handwritten signature in blue ink, appearing to read "James R. Bruinsma", is written over a light blue circular stamp or watermark.

James R. Bruinsma



WHITE HORSE
PLANNING & DESIGN

November 11, 2024

To: Jim Bruinsma
McShane & Bowie
99 Monroe NW, Suite 1100
Grand Rapids, MI 49503
Ted Lambrecht – Lakewood Hills

From: Henry Byma, PLA
White Horse Planning & Design LLC

Re: EGR – Lakewood Hills - Gaslight Investors PUD Amendment

I have reviewed the available documents and have the following comments.

On page 4 of the staff memo, it is noted that at this level of detail, it is impossible to fully evaluate whether the proposed plan will be designed, constructed, operated and maintained harmoniously with adjacent properties. The concept plan is too generalized to make these assessments. In town center developments, it is rare to have building height above four (4) floors. The street, right-of-way, along with building setbacks depict a scale that is not appropriate. Buildings of this scale may be appropriate in places like downtown Grand Rapids but inappropriate for the small town center core of East Grand Rapids where the street infrastructure is under designed for this development intensity.

Similarly, evaluating whether the plan is injurious to neighboring landowners cannot be determined at the concept plan stage using a plan (flat view), since it will occupy a substantial vertical area.

For a proper assessment of the effects on neighbors, the applicant should at the very least provide the following information:

- 3D modeling of proposed buildings and building heights with various vantage points to accurately depict their relationship with neighboring uses. Modeling should include all adjacent building height so as to determine the impacts of shade and view impacts on existing buildings.
- Shade study to evaluate the effects of a 94-foot building connected by an elevated walkway to a 70-foot building.
- Complete traffic and pedestrian safety study as requested by the planning commission, including assessment of impacts by delivery and freight vehicles and circulation routes to and within the project.



WHITE HORSE
PLANNING & DESIGN

- Common perception is that this area is already congested with traffic. It appears that no major street improvements are proposed that could mitigate the additional future traffic.
- More information is needed on the quality of streetscape improvements. The streetscape should include mention of bike lanes, pedestrian specific dimensions, and any space needed for outdoor café seating (if proposed).
- Common setback practices in other cities require additional setback as buildings increase in size. This helps mitigate the tunnel effect created by such tall structures. We would encourage additional setback dimensions for any structure over three (3) stories.

HANK BYMA

PLA, ASLA



EDUCATION

Master of Landscape Architecture (with Honors), University of Massachusetts, 1989

Bachelor of Science in Landscape Architecture (with Honors), Michigan State University, 1987

Bachelor of Science in Horticulture (with Honors), Michigan State University, 1987

REGISTRATIONS

Landscape Architect:
Michigan, Kentucky, Tennessee,
Ontario ONLA
CLARB Record

PROFESSIONAL AFFILIATIONS

American Society of Landscape Architects
American Association of Nurserymen
Society for Ecological Restoration
Sigma Lambda Alpha National Honor Society for Landscape Architects
Golf Course Superintendents Association of America
Urban Land Institute

Hank Byma has 32 years of experience in landscape architecture, with a focus on the land planning and design of resorts, urban redevelopment, large-scale residential and mixed use developments, and recreational facilities. His philosophy emphasizes the importance of relationships between creative concepts, their context, and maintaining environmental sensitivity and long-term sustainability. His experience in design ranges from golf course planning and design to the construction design and development of sports facilities, equestrian facilities, and large-scale resort and mixed use projects. Additionally, his broad background in landscape architecture includes site planning, master planning, detailed site design, horticulture consulting, and extensive site plan and permitting.

2100 ACRE RESORT

Carrabassett Valley, Maine.

ARCADIA ORCHARDS, EQUESTRIAN-FOCUSED RESIDENTIAL COMMUNITY

Arcadia Township, Michigan. Principal-in-Charge | Lead Land Planner

ATHERTON LAND DEVELOPMENT

Independence, Missouri. Principal-in-Charge | Lead Designer

AUTO OWNERS INSURANCE COMPANY

Lansing, Michigan. Project Landscape Architect

AVA MARIA SCHOOL OF LAW

Ann Arbor, Michigan. Principal-in-Charge | Lead Landscape Architect

BARTON HILLS COUNTRY CLUB

Ann Arbor, Michigan. Principal-in-Charge | Project Manager

BAY HARBOR RESORT COMMUNITY

Bay Harbor, Michigan. Project Landscape Architect

BINARY RANCH MASTER PLAN AND WETLAND RESTORATION

Arlington, Texas.

BLACK FOREST AT WILDERNESS VALLEY, CLUBHOUSE RENOVATIONS

Gaylord, Michigan. Principal-in-Charge | Lead Landscape Architect

BLUELANDS NATIONAL GOLF CLUB AND RESORT, CHEONGNA DISTRICT

Incheon, South Korea. Lead Land Planner

BOB-LO ISLAND EXECUTIVE COURSE

Amherstburg, Ontario, Canada. Golf Course Designer | Lead Landscape Architect

BOB-LO ISLAND MARINA DISTRICT PLAN AND IMPLEMENTATION, AMHERSTBURG

Ontario, Canada.

BOB-LO ISLAND RESORT COMMUNITY MASTER PLAN

Amherstburg, Ontario. Principal-in-Charge | Lead Landscape Architect

BOB-LO ISLAND HARBORVIEW REDEVELOPMENT

Ontario, Canada.

BOB-LO ISLAND YACHT CLUB

Amherstburg, Ontario. Principal-in-Charge

BOULDER POINTE GOLF CLUB AT WATERSTONE

Oxford, Michigan. Land Planner

BOYNE GATLINBURG SKYLIFT MASTER PLAN

Gatlinburg, Tennessee. Principal

BOYNE HIGHLANDS MASTER PLAN

Harbor Springs, Michigan. Project Manager | Lead Land Planner

BOYNE MOUNTAIN EAST AND NORTH (DYE) COURSES

Boyne Falls, Michigan. Golf Course Designer

BOYNE MOUNTAIN AVALANCHE BAY WATERPARK

Boyne Falls, Michigan. Principal-in-Charge | Lead Landscape Architect

BOYNE MOUNTAIN BASE VILLAGE MASTER PLAN

Boyne Falls, Michigan. Project Manager | Principal Landscape Architect

BOYNE MOUNTAIN MASTER PLAN

Boyne Falls, Michigan. Principal | Project Manager

BOYNE MOUNTAIN MOUNTAIN GRAND LODGE

Boyne Falls, Michigan. Project Manager | Principal Landscape Architect

BOYNE MOUNTAIN RESORT ROAD EXPANSION

Boyne Falls, Michigan. Project Manager

BOYNE RESORTS GATLINBURG PINECONE SKY TOWER

Gatlinburg, Tennessee. Principal-in-Charge

BRISTOL HILLS MIXED-USE PLAN

Independence, Missouri. Principal | Project Manager

BROADWAY VILLAGE AT LOWER TOWN

Ann Arbor, Michigan. Project Landscape Architect

CANTHOOKE VALLEY GOLF COURSE

Manistee, Michigan. Project Landscape Architect

CANTON CROSSROADS

Canton, Michigan. Project Manager

THE CAPTAIN'S CLUB AT WOODFIELD

Grand Blanc, Michigan. Project Landscape Architect

CHANGBAI MOUNTAIN RESORT

Jilin, China.

CHARLES TERRACE HOMES NEIGHBORHOOD ASSESSMENT & HOUSING MARKET ANALYSIS

Detroit, Michigan. Principal-in-Charge | Project Manager

CHARLEVOIX FARMS EQUESTRIAN COMPLEX

Charlevoix, Michigan. Lead Landscape Architect

CHERRY CREEK GOLF CLUB

Shelby Township, Michigan. Project Landscape Architect

CHICAGO LAKEFRONT PLANNING

Chicago, Illinois.

CLINTON TOWNSHIP RETAIL STUDY

Clinton Township, Michigan. Lead Planner

COLUMBIA LAKE RESIDENTIAL

Aurelius, Michigan. Lead Land Planner

COMERICA BANK

Livonia, Michigan. Project Landscape Architect

COMMERCE TOWNSHIP DDA PARCEL MASTER PLAN

Commerce Township, Michigan. Principal-in-Charge

COMMUNITY OF CHRIST CHURCH MICHIGAN CAMPGROUND ANALYSIS

Dowagiac, Michigan. Principal-in-Charge

CONTINENTAL PLAZA CONTINENTAL OFFICE PARK

Troy, Michigan. Project Manager | Lead Landscape Architect

CROOKED TREE GOLF CLUB AND COMMUNITY

Petoskey, Michigan. Lead Land Planner

CUTTERS RIDGE GOLF COURSE

Manistee, Michigan. Principal-in-Charge | Golf Course Designer

DALIAN OCEANWIDE INTERNATIONAL RESORT

Dalian, China.

DAVENPORT MIXED-USE DEVELOPMENT PLAN

Davenport, Iowa. Landscape Architect

DEARBORN HILLS GOLF COURSE DESIGN

Dearborn, Michigan. Golf Course Designer | Project Landscape Architect

DEARBORN HILLS GOLF COURSE WETLAND MITIGATION

Dearborn, Michigan. Project Landscape Architect

DEER COVE MASTER PLAN REFINEMENTS

Irvine, California.

DETROIT EASTERN MARKET

Detroit, Michigan.

DETROIT RIVERFRONT DISTRICT

Detroit, Michigan.

DILLON COMPREHENSIVE MARINA MASTER PLAN

Dillon, Colorado. Principal-in-Charge | Project Manager.

DOMINO'S FARMS OFFICE CONNECTION BUILDING

Ann Arbor, Michigan. Principal-in-Charge | Lead Landscape Architect

DOMINO'S FARMS LANDSCAPE ASSESSMENT

Ann Arbor, Michigan. Project Manager

DOMINO'S PIZZA CORPORATION

Ann Arbor, Michigan. Principal-in-Charge | Lead Landscape Architect | Horticulturist

DOWNTOWN DEARBORN TRANSPORTATION ORIENTED DEVELOPMENT

Dearborn, Michigan.

DULUTH COMPREHENSIVE PLAN

Duluth, Minnesota. Project Manager | Supervisor

EAGLE EYE GOLF COURSE

Columbus, Ohio. Golf Course Designer

EAST BAY VILLAGE

Walled Lake, Michigan. Project Manager | Lead Landscape Architect

FAIRFIELD HILLS STATE HOSPITAL ADAPTIVE REUSE MASTER PLAN

Newtown, Connecticut. Land Planner | Public Facilitator

FALLS AT PAPAGO PARK

Phoenix, Arizona. Principal-in-Charge | Senior Land Planner

FIELDSTONE FARMS

Brighton, Michigan. Lead Land Planner

FOCUS: HOPE

Detroit, Michigan. Project Manager | Project Landscape Architect

FOREST DUNES GOLF CLUB

Roscommon, Michigan. Lead Landscape Architect | Horticulturist

FORT CUSTER INDUSTRIAL, TECHNOLOGY AND BUSINESS PARK AT HARTS LAKE

Battle Creek, Michigan. Landscape Architect

FOUR WINDS CASINO AND RESORT POKAGON BAND OF THE POTAWATOMI INDIANS

New Buffalo, Michigan. Principal-in-Charge

FRANKLIN HILLS COUNTRY CLUB

Franklin, Michigan. Lead Golf Course Designer | Horticulturist

GARY INDIANA SHORELINE MIXED-USE

Gary, Indiana. Principal

GEDDES LAKE TOWNHOUSE OPEN SPACE PLAN

Ann Arbor, Michigan. Landscape Architect

GOLDEN DRAGON REDEVELOPMENT

Qinhuangdao, China. Lead Planner

GOVERNOR'S COLLECTION COLLEGE FIELDS

Okemos, Michigan. Lead Golf Course Designer | Project Manager

GREEN GRAND RAPIDS MASTER PLAN

Grand Rapids, Michigan.

GULFPORT VISION PLAN, PORT OF GULFPORT

Gulfport, Mississippi. Principal-in-Charge | Land Planner

HAYES LEMMERZ INTERNATIONAL (HAYES WHEELS), INC.

Northville, Michigan. Project Landscape Architect

HEATHER RIDGE GOLF CLUB

Romeo, Michigan. Golf Course Designer | Project Landscape Architect

HERMAN GARDENS REVITALIZATION PLAN

Detroit, Michigan. Project Manager | Principal-in-Charge

HIGHLANDS NORTHVILLE 420 ACRE STATE OF MICHIGAN PARCEL

Northville, Michigan. Land Planner

HIGHWOOD MASTER PLAN

Northville Township, Michigan. Land Planner

HOOVER MANSION

Ann Arbor, Michigan. Lead Designer | Project Manager

HUNTERS CREEK GOLF AND GAME CLUB

Metamora Township, Michigan. Project Landscape Architect

HUNTSMAN CLUB

Lapeer County, Michigan. Lead Land Planner

INKSTER VALLEY GOLF COURSE

Inkster, Michigan. Golf Course Designer

KALAHARI RESORT TRAPPERS TURN GOLF RESORT

Wisconsin Dells, Wisconsin. Lead Land Planner

KENSINGTON BUSINESS PARK

Brighton Township, Michigan. Principal-in-Charge

KENT LAKE ROAD GOLF PRACTICE FACILITY

South Lyon, Michigan. Land Planner | Golf Course Designer

KINGSLEY LANE

Ann Arbor, Michigan. Principal-in-Charge

KOJAIAI PROPERTIES, TROY OFFICE COMPLEX

Troy, Michigan. Project Landscape Architect

KUNMING WUJIABA NEW CBD URBAN DESIGN

Kunming, China. Principal-in-Charge.

LAKE FIELD MASTER PLAN

Lodi Township, Michigan. Principal-in-Charge

LAKES OF TAYLOR GOLF CLUB

Taylor, Michigan. Landscape Architect | Project Manager

LAKEVIEW BLUFFS

Painesville, Ohio. Landscape Architect

LANGXIA INTERNATIONAL WELLNESS TOWN

Jinshan, China.

LIVE OAK BUSINESS PARK, OSPREY DEVELOPMENT

Sarasota, Florida. Principal-in-Charge

LIGHTHOUSE POINT CONDOMINIUMS

Detroit, Michigan. Project Manager | Lead Land Planner

LITTLE BLUE VALLEY HARMONY

Independence, Missouri. Project Manager | Lead Land Planner

LOST PENINSULA

Erie Township, Michigan. Principal-in-Charge

MEAD JOHNSON & COMPANY

Zeeland, Michigan. Project Landscape Architect

MEADOWBROOKE BUSINESS PARK – PHASE 2

Cascade Township, Michigan. Principal Site Planner

MEDALIST GOLF CLUB

Marshall, Michigan. Principal Landscape Architect

MEIJER RETAIL FACILITY

Van Buren Township, Michigan. Project Landscape Architect

METAMORA PROPERTY

Metamora Township, Michigan. Land Planner

MICHIGAN STATE FAIRGROUNDS ENTERTAINMENT CONCEPT

Detroit, Michigan. Lead Land Planner

**NAVAL SEA SYSTEMS COMMAND (NAVSEA) HEADQUARTERS
WASHINGTON NAVY YARD**

Washington, DC. Project Landscape Architect

**NAVAL SEA SYSTEMS COMMAND (NAVSEA) NAVAL SURFACE WARFARE
CENTER, WHITE OAK NAVY BASE**

Silver Spring, Maryland. Project Landscape Architect

**NAVAL SEA SYSTEMS COMMAND (NAVSEA) SHIP MATERIALS
TECHNOLOGY CENTER**

Carderock, Maryland. Project Landscape Architect

OAKLAND HILLS COUNTRY CLUB

Birmingham, Michigan. Project Manager | Project Land Planner

OKLAHOMA CITY VIOLET HILL

Oklahoma City, Michigan. Lead Land Planner

ORCHARDS GOLF CLUB

Washington Township, Michigan. Project Landscape Architect

OSPREY S.A. LTD., GRAND RIVER OFFICE

Brighton, Michigan. Principal-in-Charge | Lead Land Planner

OSPREY KENSINGTON BUSINESS PARK

Milford, Michigan.

OSTEGO SKI AND GOLF CLUB

Gaylord, Michigan. Land Planner | Project Manager

THE PASTURES GOLF CLUB

Romeo, Michigan. Project Landscape Architect

PAYNE PARK VILLAGE

Sarasota, Florida. Lead Land Planner | Project Manager

PIERCE LAKE GOLF COURSE

Chelsea, Michigan. Golf Course Designer | Landscape Architect

PINETOP-LAKESIDE VILLAGE MASTER PLAN

Pinetop-Lakeside, Arizona. Project Planner

PINE TRACE GOLF CLUB

Rochester Hills, Michigan. Golf Course Designer

POINT WEST DEVELOPMENT

Lake Mackatowa, Michigan. Lead Land Planner | Project Manager

PORT CLINTON MARINA STUDY

Port Clinton, Ohio. Land Planner

POLLACK PROPERTIES

Ann Arbor, Michigan. Horticulturist

PORTAGE NORTHSIDE MASTER PLAN

Portage, Indiana. Project Land Planner

PULSE CASINO AND RESORT

Las Vegas, Nevada. Principal-in-Charge

PRIVATE RESIDENCE

Ann Arbor, Michigan (Brandon). Project Manager | Project Landscape Architect

PRIVATE RESIDENCE, BARTON HILLS

Ann Arbor, Michigan (C. Tustian). Lead Designer | Project Manager

PRIVATE RESIDENCE, BARTON HILLS

Ann Arbor, Michigan (W. Tustian). Lead Designer | Project Manager

PRIVATE RESIDENCE

Hamburg, Michigan (LaButte). Project Manager

PRIVATE RESIDENCE MASTER PLAN

Webster Township, Michigan (Johnson).

THE SETTLEMENT

Ann Arbor, Michigan. Landscape Architect

SINGAPORE DUNES

Saugatuck, Michigan. Principal-in-Charge

SISTERS OF MARY MOTHER OF THE EUCHARIST CEMETERY MASTER PLAN

Monroe, Michigan. Principal-in-Charge

SOUTHWEST WATERFRONT

Washington DC.

SOUTH MAPLE PARK

Bowling Green, Ohio. Lead Landscape Architect

SPIRITUS SANCTUS ACADEMY

Plymouth and Ann Arbor, Michigan. Principal-in-Charge | Lead Landscape Architect

SPORTS VILLAGE AT HARMONY MASTER PLAN

Independence, Missouri. Principal-in-Charge

SPRING CREEK RANCH

Collierville, Tennessee. Lead Landscape Architect and Horticulturist

SQUARE LAKE RESIDENCE

Square Lake, Minnesota. Lead Landscape Architect

SUGARLOAF RESORT VILLAGE

Traverse City, Michigan. Principal-in-Charge | Project Manager

SUNDAY RIVER RESORT MASTER PLAN

Bethel, Maine. Principal-in-Charge

TECUMSEH MIXED USE PROJECT

Tecumseh, Michigan. Principal Planner

THE ROCK

Drummond Island, Michigan. Project Landscape Architect

TIANJIN ECONOMIC - TECHNOLOGICAL DEVELOPMENT AREA

Binhai, Tianjin, China. Senior Landscape Architect

TOURNAMENT PLAYERS CLUB OF MICHIGAN

Dearborn, Michigan. Project Manager | Lead Landscape Architect

TROY MARRIOTT HOTEL

Troy, Michigan. Project Landscape Architect

UNIVERSAL THEME PARK

Beijing, China.

UNIVERSITY OF MICHIGAN HEALTH SYSTEM, DOMINO'S FARMS – MEDSPORT PROGRAM

Ann Arbor, Michigan. Principal-in-Charge | Lead Landscape Architect

UNIVERSITY OF NEVADA RENO SHADOW LANE MASTER PLAN UPDATE

Reno, Nevada.

U.S. DEPARTMENT OF VETERANS AFFAIRS CHALMERS P. WYLIE VA AMBULATORY CARE CLINIC

Columbus, Ohio.

VETERANS AFFAIRS ABRAHAM LINCOLN NATIONAL CEMETERY

Elwood, Illinois. Principal-in-Charge

VETERANS AFFAIRS ALAMEDA NATIONAL CEMETERY NEW COLUMBARIA

Ontario, Canada. Project Manager.

VETERANS AFFAIRS ALEXANDRIA NATIONAL CEMETERY

Alexandria, Virginia.

VETERANS AFFAIRS BAY PINES NATIONAL CEMETERY

St. Petersburg, Florida. Principal-in-Charge

VETERANS AFFAIRS BEAUFORT NATIONAL CEMETERY HISTORIC WALLS

Beaufort, South Carolina.

VETERANS AFFAIRS CENTRAL WISCONSIN VETERANS MEMORIAL CEMETERY

Spooner, Wisconsin.

VETERANS AFFAIRS CHATTANOOGA NATIONAL CEMETERY

Chattanooga, Tennessee.

VETERANS AFFAIRS FLORENCE NATIONAL CEMETERY DESIGN-BUILD EXPANSION

Florence, South Carolina. Design Principal-in-Charge

VETERANS AFFAIRS FORT CUSTER NATIONAL CEMETERY

Battle Creek, Michigan. Principal-in-Charge

VETERAN'S AFFAIRS, FORT CUSTER NATIONAL CEMETERY ADDITIONAL GRAVESITE CRYPT EXPANSION

Battle Creek, Michigan. Principal-in-Charge | Cemetery Planner

VETERANS AFFAIRS FORT SCOTT CEMETERY

Fort Scott, Kansas. Principal-in-Charge

VETERANS AFFAIRS FORT MCPHERSON, FORT LEAVENWORTH, SANTA FE NATIONAL CEMETERY WALLS

Nebraska. Principal-in-Charge | Project Manager

VETERANS AFFAIRS NATCHEZ NATIONAL CEMETERY

Natchez, Mississippi. Principal-in-Charge

VETERANS AFFAIRS NATIONAL CEMETERY ADMINISTRATION AE SERVICES IDIQ CONTRACT (2006-2010; 2011-2016)

Principal-in-Charge

VETERANS AFFAIRS NATIONAL MEMORIAL CEMETERY OF ARIZONA

Phoenix, Arizona.

VETERANS AFFAIRS NATIONAL MEMORIAL CEMETERY

Memphis, Tennessee.

VETERANS AFFAIRS NORTHERN WISCONSIN VETERANS MEMORIAL CEMETERY PHASE III MASTER PLAN

Spooner, Wisconsin. Principal-in-Charge

VETERANS AFFAIRS OHIO WESTERN RESERVE NATIONAL CEMETERY NEW COLUMBARIA

Rittman, Ohio. Principal-in-Charge

VETERANS AFFAIRS PRESCOTT NATIONAL CEMETERY

Prescott, Arizona. Principal-in-Charge

VETERANS AFFAIRS ROSEBURG NATIONAL CEMETERY

Roseburg, Oregon. Principal-in-Charge

VETERANS AFFAIRS ROSEBURG NATIONAL CEMETERY, NEW CEMETERY ANNEX

Roseburg, Oregon. Principal-in-Charge

VETERANS AFFAIRS SANTA FE NATIONAL CEMETERY ADMINISTRATION BUILDING AND LANDSCAPE

Santa Fe, New Mexico.

VETERANS AFFAIRS STATE VETERANS MEMORIAL CEMETERY

Sierra Vista, Arizona.

VETERANS AFFAIRS TAHOMA NATIONAL CEMETERY PHASE 2 EXPANSION

Kent, Washington. Principal-in-Charge

VETERANS AFFAIRS WILLAMETTE NATIONAL CEMETERY

Portland, Oregon. Cemetery Planner

WALLACE WOODS, LAKESHORE

Ontario, Canada. Principal-in-Charge | Land Planner

WANXIANG INNOVATIVE JUNENG CITY PROJECT

Hangzhou, China.

WAYNESBURG UNIVERSITY

Waynesburg, Pennsylvania. Project Manager for the Master Plan | Site Planner for the Theater Site

WEYERHAEUSER MOOSEHEAD LAKE PROJECT

Greenville Junction, Maine.

XI'AN XUJIAWAN AREA REDEVELOPMENT MASTER PLAN

Xi'an, China.

PRESENTATIONS

"Planning a smart and ecological city." ULI Winter Meeting, December 2018

"Link Detroit! A New Paradigm for Detroit's Non-Motorized Community." Fabos Conference on Landscape and Greenway Planning: Pathways to Sustainability, April 2013

**COMMUNICATIONS
RECEIVED
REGARDING
GASLIGHT INVESTORS
PROJECT**

Lori Parmenter

From: Abbie Groff-Blaszak
Sent: Sunday, February 9, 2025 1:12 PM
To: Lori Parmenter
Subject: Fw: East Grand Rapids re-development project

FYI for the Commission -



From: Daniel Bogo <dbogo@icloud.com>
Sent: Saturday, February 8, 2025 2:34 PM
To: Abbie Groff-Blaszak <agroff-blaszak@eastgrmi.gov>
Subject: East Grand Rapids re-development project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Abbie,

I am a resident of ward 3 in East Grand Rapids. I am writing to voice my support for the redevelopment project. That's it, let's finally get the project going. We need it.

Thanks for your consideration.

Regards,

Dan Bogo
616-581-8127

Sent from my iPad.

Lori Parmenter

From: John Chronowski <jchronow63@gmail.com>
Sent: Friday, February 7, 2025 7:39 AM
To: Public Input
Subject: Gaslight Investors Concept Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the City Commission members of the City of East Grand Rapids:

I have been a resident of EGR for almost 42 years. I have some real concerns about the Gaslight Investors Concept Plan. I have

lived in the Bagley Townhouses across from EGRHS for the past 12 years.

This also places my residence within 1000 feet of the proposed Gaslight development. Bagley Avenue is probably the busiest cut-thru street in East Grand Rapids. The development is sure to exacerbate the traffic on Bagley since my street would be extended into the mixed-use residential commercial space that will be constructed. Coupled with the renovation at EGRHS (scheduled to start in June 2026) this will make for greater congestion on Bagley and other streets connected to Gaslight Village. It also appears no adequate traffic study has been done during the prime months (April - October). Bicyclists and pedestrians also have to be considered in the planning.

The concept plan also calls for 180 residential units but only 10% designated as attainable rental units. Does this mean affordable residential units? EGR needs more "attainable or affordable housing" but the Gaslight Developers provide little relief to our community especially at 100-120% of Kent County's area median income. The City of East Grand Rapids needs to ensure that city and school employees can afford to live in EGR and have access to the amenities of this community.

Finally it appears to me that the EGR community would reap greater benefits by allowing a private/public investment in this 8.6 acres parcel. The City of East Grand Rapids is giving up too much control of the development of this land through the implementation of the Brownfield Redevelopment Authority which has been tailored more for urban areas (large cities) and inner city projects unlike the situation in EGR. Gaslight Investors are asking for \$20 million dollars in a 20 year period which equates to one million dollars per year of tax revenue financed by the residents of EGR. The City of EGR and the schools would have greater control of the this land with a public/private investment. The Gaslight Investors Concept Plan will most assuredly change the look and feel of the community for generations to come. The question is do the citizens of EGR want Gaslight Investors or the residents of EGR to make these decisions???

John A. Chronowski

Lori Parmenter

From: Rita <rkarrip@aol.com>
Sent: Thursday, January 2, 2025 9:54 PM
To: Public Input
Subject: Gaslight investors PUD project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Myself and many others have many concerns over such a project being allowed in this location.

The major issue is a 7 story building which simply does not fit the area and should be limited to 2 stories. The 7 story will not only be an eyesore and destroy the look of the area, it will also create too much additional traffic at that intersection near the park. That area is already concerning due to the boat ramp which is already very busy 3 seasons out of 4, Roses and the park and walking paths that bring in heavy traffic. Adding to that traffic is concerning for drivers and pedestrians especially school age kids walking and biking through the area.

Many of us in the community are also concerned that such a development will have a negative impact on the natural areas across from that location. There is limited parking for those that walk the paths and visit the parks so adding more residents and businesses via such a large development will cause additional congestion and will change the parks and the paths. We want to protect those areas not destroy them.

Additionally, the parks and wooded areas by the proposed development is valued by people all over the country that come to view rare, migrating birds that come through the area each year. A 7 story building will cause the death of many of those rare and protected birds and will reduce the number of people that travel to the area simply to view migrating birds. It will increase both vehicle traffic and foot traffic in the area that will also deter migrating birds thus reducing visitors that come and stay for a few days to view several times each year.

The additional residences and businesses will turn a peaceful area that we treasure into one with more noise, traffic, trash and potentially more safety issues just based on increasing the people and traffic in the area. Public safety will be impacted there is no way around it.

While many people seem to think EGR being turned into a small Chicago is cool, the majority of residents don't agree with that. We don't care about competing with other cities.....we love this city. Most people moved here and have lived here for many years because of the quaint small town feel, sense of community, safety (although changing) and the natural areas we are lucky enough to have. We take pride in the lake, the parks and trails and we want to keep them safe, clean and peaceful.

The boat ramp and roses create enough problems 3 seasons of the year, and more than doubling the backups will be a disaster. Once the project is completed there is no going back to repair the damage so we need to avoid making the mistakes.

Some residents have started to collect signatures of other residents that are against the project as it has been proposed because of the concerns listed and others.

We hope once the signatures are presented and people speak out, you will consider the what residents want instead of the desires of the developer and others that simply want bragging rights and to line their

pockets over the needs of the residents that love our city and want it to retain the reasons it has always been so special.

Thank you for your consideration.

Rita Karris

Robert T. Kimball
710 Cardinal Dr. SE
Grand Rapids, MI 49506
roberttkimball@gmail.com
616-540-4511

February 2, 2025

City Commission
750 Lakeside Drive SE
East Grand Rapids, MI 49506

Subject: Concerns Regarding the Gaslight Investors Development Project

Dear Members of the City Commission,

I am writing to express my opposition to several aspects of the proposed Gaslight Investors development project. While I appreciate the city's efforts to revitalize our community, I respectfully request reconsideration of key elements of the current proposal to ensure that our neighborhood continues to thrive both economically and aesthetically.

Maintaining Market Efficiency and Investment Incentives

I have serious reservations about the inclusion of affordable rate rental properties in this project. My concerns are grounded in market principles that suggest such mandates can distort natural economic incentives. When development aligns with market dynamics, it attracts investment and fosters sustainable growth. Mandated affordable housing—even at 100–120% of the area median income—can inadvertently disrupt supply and demand equilibria. This disruption may lead to unintended consequences, such as reduced investor confidence, slower economic growth, and ultimately, a diminished capacity to fund essential local services and infrastructure improvements through property values. In short, by deviating from market-based development, we risk impairing the long-term economic health of East Grand Rapids.

Respecting Our Architectural Heritage

The proposed modern aesthetic of the new construction also raises significant concerns. Our community is celebrated for its traditional architecture and cohesive visual appeal. I urge the commission to require that any new development adhere to the design standards established by the 2004 Jade Pig Properties along Wealthy Street (2213, 2237, and 2249 Wealthy). These buildings have proven that context-sensitive design can successfully integrate modern needs with our historical character, preserving the charm that defines East Grand Rapids.

Adhering to Established Height Restrictions

Additionally, I request that the new development conform to the building height limitations set forth in the original 2004 PUD proposal, which capped structures at 79 feet. This limit,

approved through community debate and a voter referendum, represents the maximum acceptable scale for our village center. Maintaining this standard is essential for ensuring that our public spaces remain human-scaled and welcoming.

By upholding market-based development principles, respecting our architectural heritage, and adhering to established zoning standards, we can ensure that any new development enhances rather than detracts from the unique character and economic vitality of East Grand Rapids.

Thank you for your thoughtful consideration of these concerns. I look forward to a constructive dialogue on how best to proceed with the Gaslight Investors project in a manner that honors our community's long-term interests.

Sincerely,
Robert T. Kimball

Lori Parmenter

From: Sarah Kugler <sarahakugler@gmail.com>
Sent: Sunday, February 9, 2025 12:02 PM
To: Public Input
Subject: Gaslight Development input

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

hi all,

I am emailing all of you since I am unsure of what Ward I reside in at this time.

EGR is important to me because it is a very unique community - a small community. I grew up in EGR and then moved to Chicago after college. We grew tired of city living so my husband and I moved back to EGR in 2001 to settle and raise a family here.

Everyone wants something different for EGR, I realize that. As my elected city commissioners, I want to share with you what my husband and I want for EGR. We want EGR to thrive but not at the expense of its residents who desire a small village focused on quality schools, being neighborly, raising kids in a safe environment, being able to walk your dog or ride bikes safely around the community. We enjoy running up to Gaslight to grab groceries or a coffee, stop at the ATM or dry cleaner, meet friends for drinks, or shop with ease. We don't feel stressed going to Gaslight. Meaning we are sure to find a free parking spot and not have to deal with traffic and crowds like we did when we lived in Chicago. We avoid "hassle," which is important to us. Most importantly, we enjoy the community and its unique character.

We are nervous about the amount of proposed development. When a small town experiences growth, it can lead to both positive impacts like increased economic activity, new jobs, more housing, and a wider range of retail and services, but also negative impacts like strain on infrastructure, housing affordability issues, traffic congestion/safety issues, and potential loss of our village's unique character and sense of community.

We are not against change or trying to better our community but we are not sure that the proposed plan will be "better" for our community. We would like to see a compromised plan that focuses on the current residents, safety, and integrity of the existing community. We look forward to being at the meeting on Feb 17 to hear more. We hope that you will take our thoughts to heart and be our voice.

thank you for your time and consideration,
David and Sarah Kugler
2130 Burchard St SE
East Grand Rapids, MI 49506

Lori Parmenter

From: Kris Laporte <krislaporte059@gmail.com>
Sent: Monday, February 3, 2025 1:21 PM
To: Public Input
Subject: Gaslight Investors Proposed Unit Development Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from my iPad
To Whom It May Concern:

We are writing to express our concern over the above referenced development project.

At the outset, we will readily acknowledge that we have a bias as it relates to this proposal in that we reside at Lakeshore Club and the view looking west from our balcony will be completely obstructed by the construction of a 7 story building.

Having said that, however, our objections are neither to the development of the property nor to the configuration of the proposed structures. Rather, our concerns are twofold.

First and foremost is the sheer size of the buildings planned for the site. In short, we don't believe buildings of the height proposed are an appropriate fit. Aside from Corewell Blodgett there few structures that approach 7 and/or 5 stories within East Grand Rapids.

Secondly, our concern is pedestrian and traffic safety. Having attended one of the hearings in regard to the proposal, one of the expressed reservations to the development was the anticipated increase in traffic and the attendant effect on pedestrian/biker safety. It goes without saying that any development approaching the scope of this proposal will significantly increase traffic and negatively impact pedestrian/ biker safety.

The potential impact on both, however, could be substantially mitigated by simply scaling back the size of the proposal. Is it necessary that the buildings be 7 or 5 stories? Why not buildings of 4 or 3 stories? Common sense would dictate that 7 and 5 story buildings would generate far more traffic than 4 or 3 story buildings.

In closing, we would simply reiterate that while we look forward to the development, we encourage the commission to make the project more aesthetic from a community perspective by limiting the height and size of the proposed buildings and thereby mitigate the negative impact on traffic flow and pedestrian/biker safety.

Thank you for your time and consideration.

Bill and Kris Forsyth
2311 Wealthy SE Apt. 35
616-862-9425

Lori Parmenter

From: jill marewski <jillmarewski@hotmail.com>
Sent: Friday, January 17, 2025 2:53 PM
To: Public Input
Subject: Gaslight Development

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Good afternoon,

I am interested in learning more about the apartments that are being proposed in the new Gaslight Village development. We live in East Grand Rapids and I have a 13 year-old daughter who uses a power wheelchair, and will for the rest of her life. She, like many other people with cerebral palsy, does not suffer from any cognitive issues, however, she is limited in independence due to her mobility. I am inquiring as to whether any of the apartments will be handicap accessible, And if so, When upon approval, with the developer begin taking deposits on unit units. Having an apartment in the heart of Gaslight Village, so close to amenities such as grocery shopping and dining would be a dream come true for her. I know of many peers of hers who live locally, who would also find this location to be invaluable for their independence, And I wonder if the developer would consider committing To having many main level units being fully accessible.

Thank you,

Jill Marewski

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Lori Parmenter

From: Karen Brower
Sent: Tuesday, June 11, 2024 8:39 AM
To: Lynda Taylor; Public Input
Subject: FW: Former Ramona Med Center Site Proposal

From: NZ <nziton@yahoo.com>
Sent: Monday, June 10, 2024 5:28 PM
To: Karen Brower <KBROWER@eastgr.org>
Subject: Former Ramona Med Center Site Proposal

Hello,

Are you still the contact to the city planning commission meeting tomorrow night?

I would like to communicate the opposition to the proposal of the present plan to the mixed use of the former Ramona Medical property in EGR. Adding a parking ramp, 583 additional parking spaces, condos and townhouses along Lakeside Dr./ to Wealthy St./to Shopping Center Rd. causes further congestion in this area. Safety is a concern. Safety issues relating to car/pedestrian crashes. It also takes away from the original character of EGR. Frankly, townhouses and Condos, are not classic EGR. Add classic homes, a small scale medical building. Do not increase the danger to the community. Create better, smaller, create no congestion.

Please know that a parking ramp is adding additional danger to the community. Most residents do not use a parking ramp, especially at night, even in EGR. It's not conducive to safety and esthetics. It's not convenient to grocery shop at D and W., or picking up an Rx at the Pharmacy. Do not allow this large scale plan. Parking ramps on college campus and sporting venues, such as The Big House or Spartan Stadium serve their purpose. The current parking ramp, in the former Jacobsens property is for pay. Jacobsens didn't charge to shop at their store. This causes congestion for D and W, and other retailers who count on customers having quick access to complimentary parking, for retail trade. Look at school events. D and W lot, has little to no availability to park and shop, after school hours and during East sporting events. Please do not allow this plan. There was an article about 20 yrs of tax subsidies, for this development. Those costs will be passed onto working taxpayers. This plan is detrimental to EGR.

Thank you,

N. Ziton

Lori Parmenter

From: Mario J. Orsini <mario@orsiniinc.com>
Sent: Monday, February 10, 2025 3:47 PM
To: Public Input
Subject: Strong Opposition to Proposed Multifamily Housing Development

Importance: High

Dear East Grand Rapids City Commission,

I am writing to express my strong opposition to the proposed multifamily housing project in East Grand Rapids. While thoughtful growth can be beneficial, this development raises serious concerns about the long-term well-being of our community and its residents. The strain it would place on our infrastructure, traffic conditions, and already overcrowded school system far outweighs any perceived benefits.

Our community's infrastructure is already ill-equipped to handle the additional strain this development would impose. Road conditions and traffic congestion are persistent concerns, particularly along Greenwood and Lovett, which are already plagued by excessive and dangerously fast traffic from outside commuters. Adding hundreds of new residents will exacerbate these problems, making our roads more hazardous for drivers, pedestrians, and, most concerningly, our children.

Another major concern is the impact on our local school system. Our high school is already at capacity, as evidenced by the need for its planned expansion. A significant influx of new families will only exacerbate this issue, necessitating further costly expansions or leading to overcrowded classrooms. This could ultimately diminish the quality of education and undermine one of our community's most valued assets.

Furthermore, renters tend to be more transient than homeowners and often lack the long-term investment in the community that homeowners provide. Homeowners contribute to the prosperity and cohesion of the town through active participation in local initiatives, schools, civic responsibilities, and property taxes. In contrast, the transient nature of renters can lead to reduced community engagement, potentially weakening the strong sense of stability and neighborly commitment that defines East Grand Rapids and makes it such a desirable place to live.

It concerns me that the developer is requesting and being granted a property tax exemption for a project from which they will immediately profit. Why should taxpayers shoulder the burden of subsidizing a development that the community neither needs nor wants? If this project were genuinely beneficial, the developer should not hesitate to contribute their share to the local tax base instead of relying on financial concessions at the community's expense.

I strongly urge the City Commission to take bold and decisive action to halt this unnecessary and unwanted project, prioritizing instead the needs of the residents who already call this community home. Growth should be intentional, thoughtfully planned, and aimed at enhancing the quality of life for our residents. It must reflect the town's long-term vision of fostering homeownership and personal investment, not be dictated by outside developers chasing quick profits and exploiting unfair tax exemptions at the community's expense.

Thank you for your time and consideration.

Sincerely,
Mario Orsini
556 Greenwood Ave SE
616.330.8455

Lori Parmenter

From: Rob Scheper <rscheper61@gmail.com>
Sent: Tuesday, February 11, 2025 10:53 AM
To: Public Input
Subject: Gaslight Investors Project Input

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Commissioners

It's great to see us moving ahead with development of this property. Adding density is the right thing for the community and the environment.

Our family moved to East GR over 20 years ago due to its great schools and the lack of need to drive kids all over to get to school activities. We love the fact that it is a safe walking and cycling community and our children cycled or walked to most school activities. I am an avid cyclist and commute to work by bike year round. I have put over 30,000 miles on my bikes over the last 7 years so I have seen the changes over time. I'd say that unfortunately East is a lot less friendly to cyclists than it once was. If we choose to develop our community around the car, it will be self reinforcing and people will no longer feel safe walking or cycling. With that in mind I love the idea of adding density to East, however I am concerned about the number of cars it will put on the roads and the required parking spaces needed to accommodate them. If however we proactively provide safe means for pedestrians and keep GR a pedestrian first community as we proceed with the project we have the possibility of building a truly great heart of the city.

Please consider keeping EGR a pedestrian first community as you go through the process of this project.

Thank you
Rob Scheper

Sent from my iPad