



CITY OF  
EAST GRAND RAPIDS

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(616) 949-2110 www.eastgr.org

DEREK MELVILLE  
PARKS & RECREATION DIRECTOR

**MEMORANDUM**

TO: Honorable Mayor and City Commissioners  
FROM: Derek Melville, Parks and Recreation Director  
DATE: December 16, 2024  
  
RE: Resolution Adoption of 5-Year Community Parks and Recreation Plan

**Action Requested:** The City Commission adopt a resolution approving the five-year Community Parks and Recreation Plan as a guideline for improving recreation and natural resources conservation for the residents of the City of East Grand Rapids.

**Background:** The Parks and Recreation Commission, MCSA Landscape Architects and Architects along with citizen input from our community have helped develop a final draft of the five-year Community Park and Recreation Plan. The process over the past several months has included a community wide survey with 650 responses, one community open house input meeting and a 30-day plan review by the public. Every step of the process has offered community members the opportunity to give input and provide comments. The plan can be found here:  
<https://www.eastgrmi.gov/593/2024-Recreation-Plan-Update>

While a significant number of projects from the 2019 plan have been completed due to funding support from the 2021 Parks Improvement Millage, there are some remaining projects from the current plan have been moved forward into the final 2024 plan. Additionally, based on input received, some new projects have been identified to improve our public spaces. Concept plans included in the 5-year plan provide a visual starting point for possible development of recreation opportunities in our community. Any development project listed in the master plan would be eligible to apply for grants through the Department of Natural Resources. All development projects would be subject to any deed restrictions associated with said property.

On December 9, 2024, the Parks and Recreation Commission reviewed the draft of the Community Parks and Recreation Plan and provided comments and were generally supportive of the plan. Additionally, we have received comments during our 30-day review period and that feedback is included within the plan. Once adopted by the City Commission, the plan will be placed on file with the Department of Natural Resources for a period of five years from 2025 through 2029.

Reviewed and Approved for Submission

Shea Charles, City Manager

**5- Year Community Parks and Recreation Plan  
For City Commission of the City of East Grand Rapids  
Resolution of Adoption**

WHEREAS, the City of East Grand Rapids has undertaken a planning process to determine the recreation and natural resource conservation needs and desires of its residents during a five-year period covering the years 2025 through 2029, and

WHEREAS, the City Commission is made up of representatives from the City of East Grand Rapids, and

WHEREAS, the City of East Grand Rapids began the process of developing a community parks and recreation plan in accordance with the most recent guidelines developed by the Department of Natural Resources and made available to local communities, and

WHEREAS, residents of the City of East Grand Rapids were provided with a well-advertised opportunity during the development of the draft plan to express opinions, ask questions, and discuss all aspects of the community park, recreation, open space and greenway plan, and

WHEREAS, the public was given a well-advertised opportunity and reasonable accommodations to review the final draft plan for a period of at least 30 days, and

WHEREAS, a public hearing was held on January 21, 2025 at the East Grand Rapids Community Center located at 750 Lakeside Dr. SE to provide an opportunity for all residents of the planning area to express opinions, ask questions, and discuss all aspects of the Community Parks and Recreation, Plan, and

WHEREAS, the Parks and Recreation Commission has developed the plan as a guideline for improving recreation and enhancing natural resource conservation for the City of East Grand Rapids, and

WHEREAS, after the public hearing, the City Commission voted to adopt said community parks and recreation plan.

NOW, THEREFORE BE IT RESOLVED the City Commission hereby adopts the community parks and recreation plan.

Yeas:

Nays:

Absent:

I, Lori Parmenter, City Clerk, do hereby certify that the foregoing is a true and original copy of a resolution adopted by the City Commission at a regular meeting thereof held on the 21st day of January 2025.

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Lori Parmenter, City Clerk



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JAY GIANOTTI, AICP  
ZONING ADMINISTRATOR

**MEMORANDUM**

TO: Honorable Mayor and City Commissioners  
FROM: Jay Gianotti, Zoning Administrator  
DATE: January 15, 2025

RE: **CC Introduction – 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 review the introduction of a revised Gaslight Investors PUD Concept Plan at 2255 Wealthy St. SE and 515 Lakeside Dr. SE. No action is requested regarding the concept plan itself. However, the City is requesting action to set a public hearing on the concept plan for the February 17, 2025 City Commission meeting.

**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. 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"> <li>• 2 Commercial buildings</li> <li>• 1 Parking garage (existing)</li> <li>• 1 Mixed-use building (commercial &amp; residential)</li> <li>• 3 Residential buildings</li> </ul>	9 total buildings (2 already constructed) including new parking garage <ul style="list-style-type: none"> <li>• 3 Commercial buildings</li> <li>• 1 Parking garage (new)</li> <li>• 3 Mixed-use buildings (commercial, parking, and residential)</li> <li>• 1 Residential building</li> <li>• 1 row of Townhouses</li> </ul>
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"> <li>• Excitement for new development</li> <li>• More green space and public space</li> <li>• Concerns about seven-story building height</li> <li>• Concerns on parking - amount and location (less street parking)</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic study - take into account vehicles, pedestrians, bicycles, and transit</li> <li>• Consider additional facilities for handling increased traffic, such as traffic light (roundabout not favored)</li> <li>• Keep easy pedestrian access for apartments/condos on Lakeside</li> </ul>	<ul style="list-style-type: none"> <li>• Provide streetscape designs for roads</li> <li>• More emphasis on environmental sustainability</li> <li>• Will increased residential density impact schools?</li> </ul>

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 next step in the approval process is an introduction with the City Commission, which is being conducted tonight; a separate public hearing with the City Commission will be held at a later date. As part of this City Commission introduction, 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.

**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.

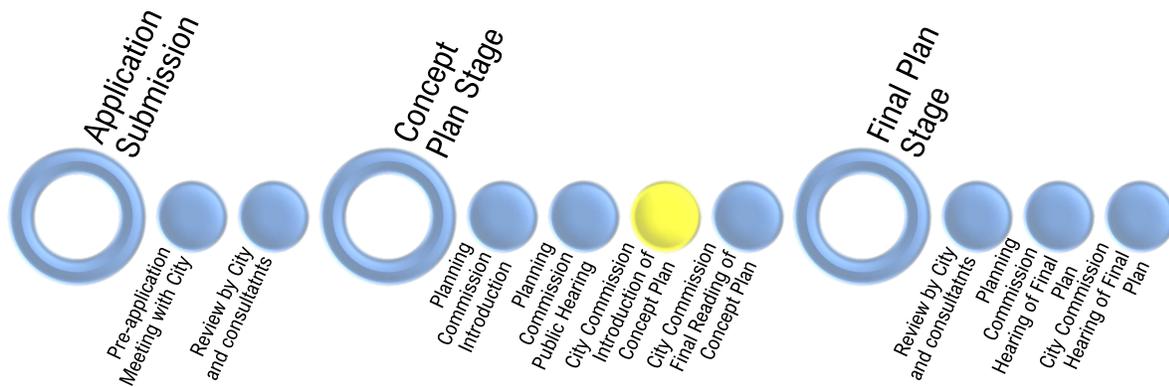


Exhibit 1 – General PUD approval timeline. The current step (highlighted in yellow) is tonight’s introduction of the concept plan. The next step after this is the public hearing and final reading of the concept plan, with a vote to approve the concept plan. This is currently planned for February 17. At the same meeting, there 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).<sup>1</sup>
- 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 available<sup>2</sup>. 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 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.

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

Table 3 – Height comparison of prominent buildings in EGR

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

<sup>1</sup> 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.

<sup>2</sup> 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.

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 height may be closer to what is now being proposed. 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 parking<sup>3</sup>, 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.
- 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.

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<sup>3</sup> 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.

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.<sup>4</sup>
  - 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 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.

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<sup>4</sup> 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.

*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 Action:**

Tonight's meeting is the City Commission's introduction to this concept plan. No final decision on this concept plan is requested tonight. However, the City is seeking a vote on whether to move this concept plan to a public hearing. Based on the notification requirements and timelines for public hearings, the earliest a public hearing could occur would be the February 17, 2025 City Commission meeting. If the City Commission elects not to take this action tonight, they may still request additional information on the concept plan for consideration at a future meeting.

While a final decision is not requested tonight, the City recommends that if the concept plan is eventually approved, 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. Conditions that are attached to a concept plan approval would need to be satisfied at the final plan stage.

**REVIEWED & APPROVED FOR SUBMISSION:**

  
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Shea Charles, City Manager



## 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 &amp; 515 Lakeside</u>	<input type="checkbox"/> Site Plan Review (Sketch Plan)	\$200
Permanent Parcel No.	<u>411433276032 &amp; 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



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

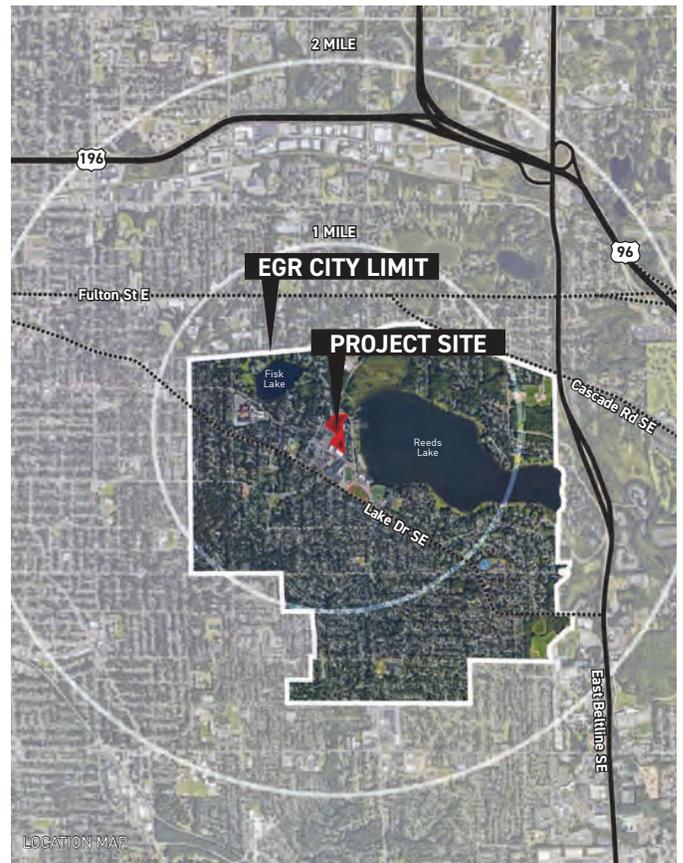
The current PUD planned for a combination of commercial and retail uses, professional/medical offices, and residential condominiums, with associated parking and open space. Two two-story commercial office/retail buildings of approximately 77,500 SF were realized along Wealthy. Four residential buildings, 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. The existing parking structure includes 414 spaces on two levels along with 25 on street parking spaces. The remainder of the site is undeveloped.

## 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.



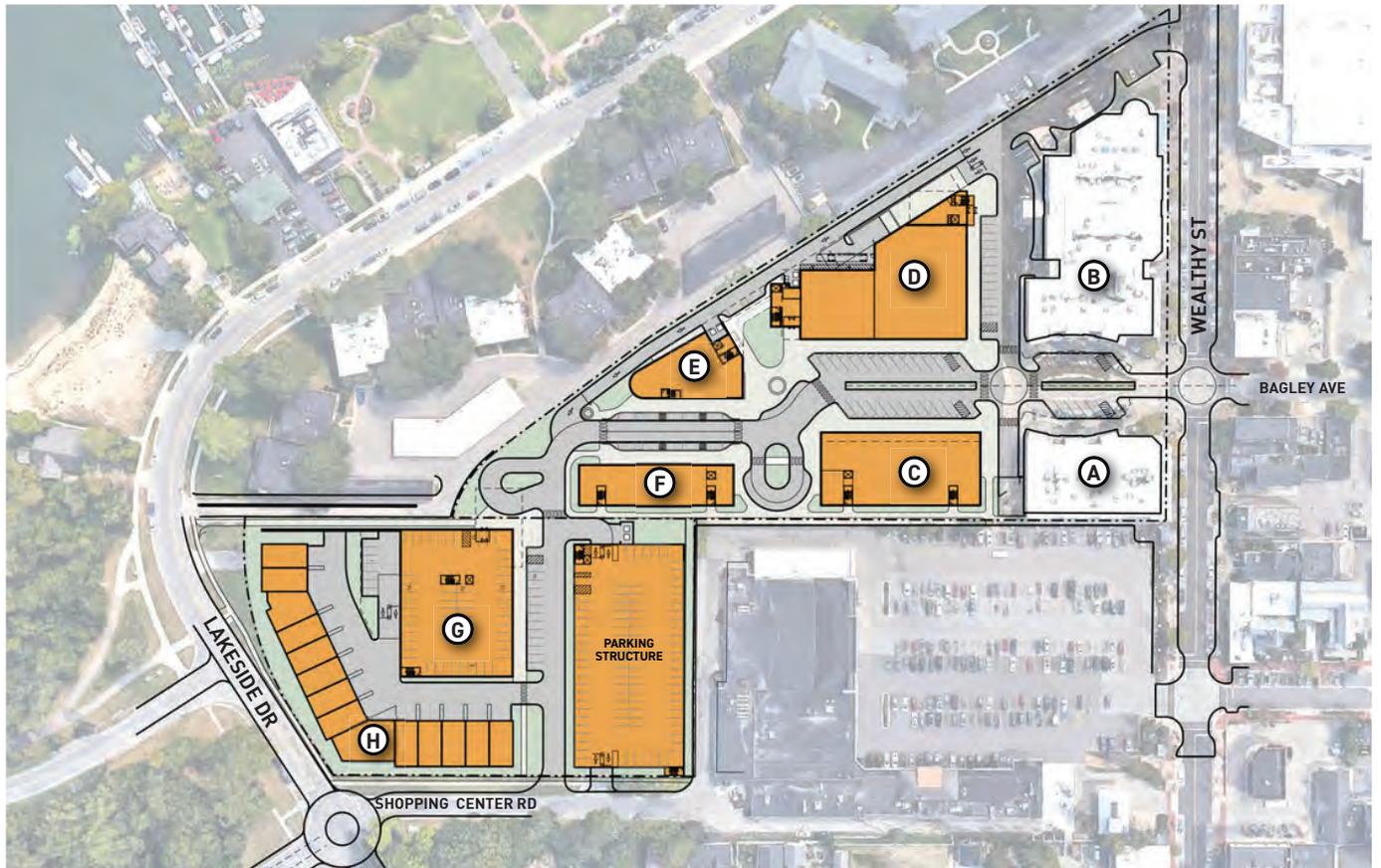
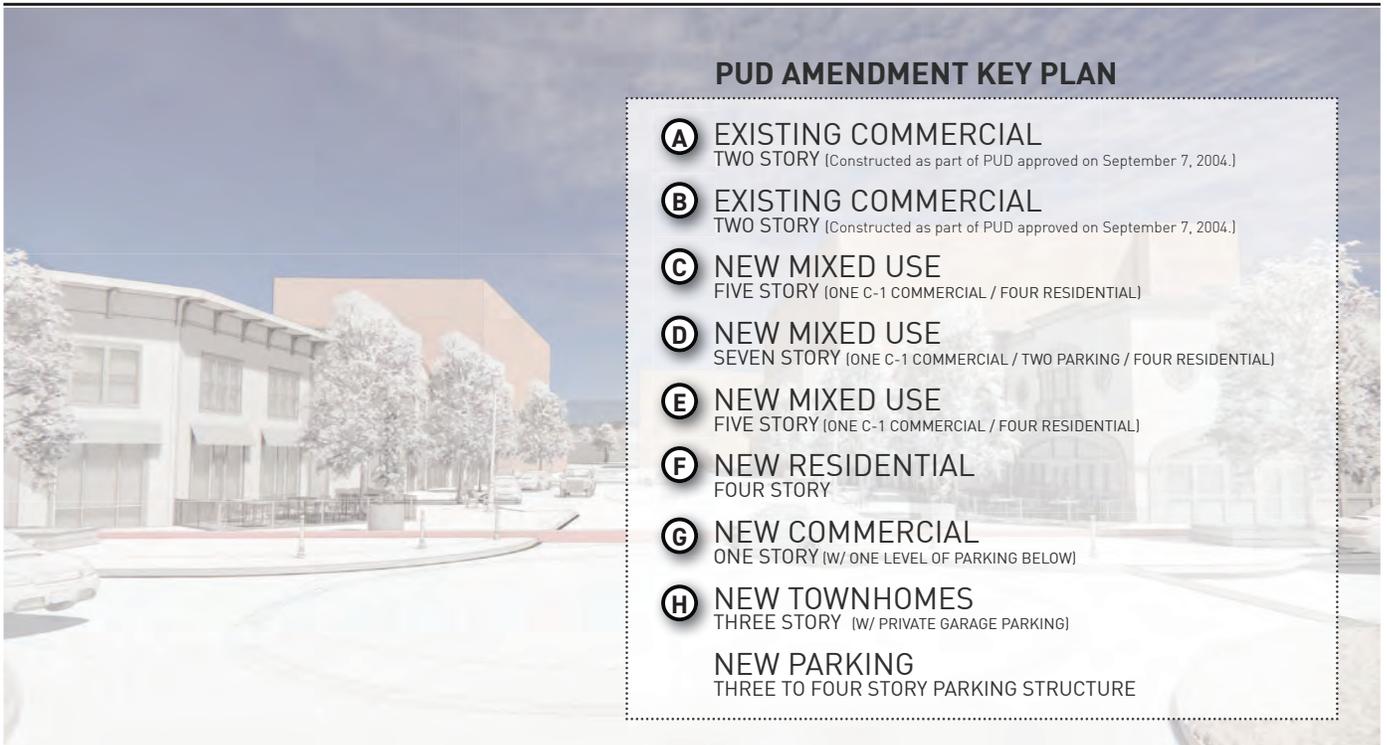


DOWNTOWN EAST GRAND RAPIDS

scale: 1" = 300'-0"



PROXIMITY MAP | EXISTING



PROPOSED PUD PLAN



**PARKING STRUCTURE**

The existing parking structure is proposed to be completely removed and 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.

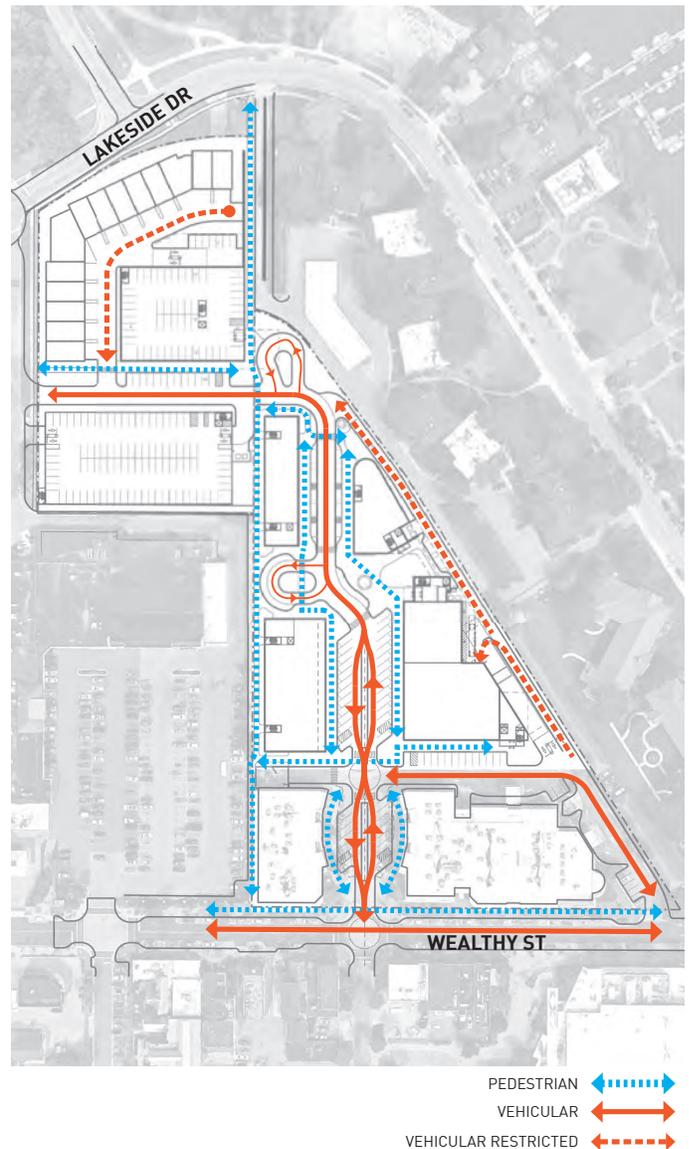
**VEHICULAR CIRCULATION**

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.

**CIRCULATION DIAGRAM**

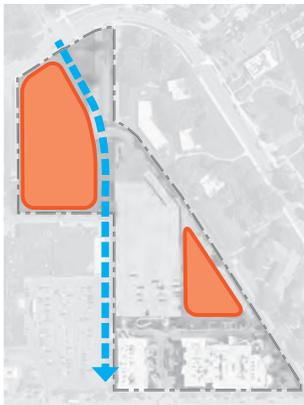




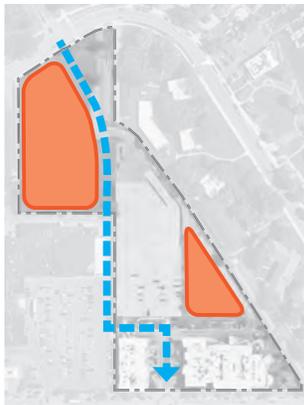
EXISTING CONDITION



MASTERPLAN OPTION 1



MASTERPLAN OPTION 2A



MASTERPLAN OPTION 2B



MASTERPLAN OPTION 3A



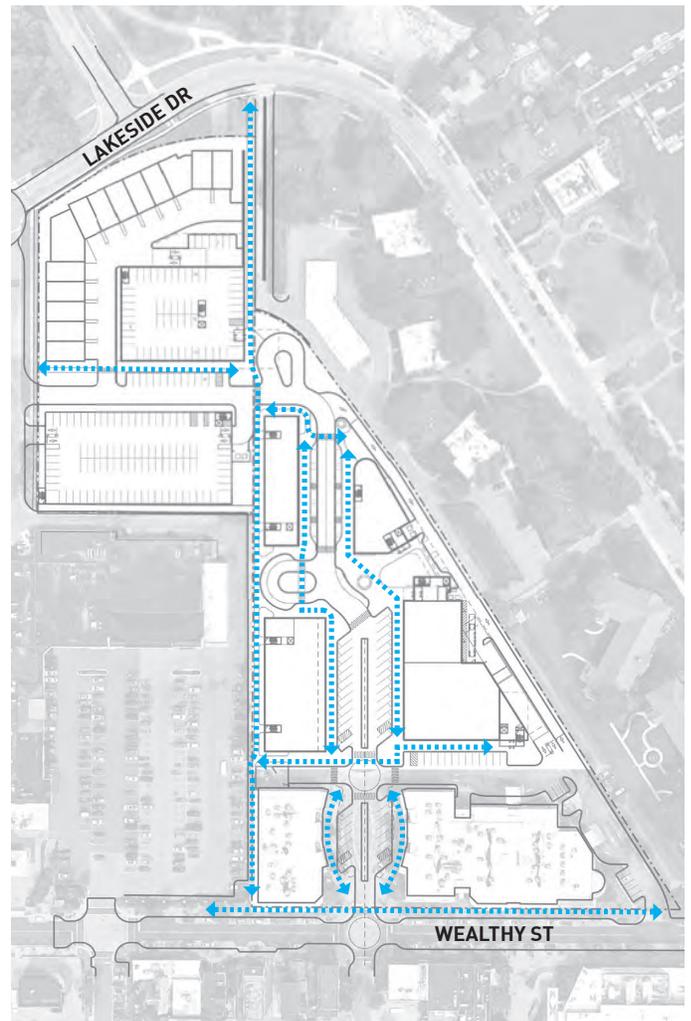
MASTERPLAN OPTION 3B

**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

PEDESTRIAN

**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**

It is anticipated that this phase of the development would be completed sequentially over +/- 2 years once construction has commenced. Conceptual diagrams showing the demolition and construction phase have been provided to demonstrate the impact of the construction sequence and how temporary parking will likely be addressed.





**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.				
<b>TOTAL UNITS</b>		<b>107</b>	12.6	UNITS / ACRE (BASED ON 8.5 ACRES)

PARKING	
TOTAL PARKING PROVIDED	<b>687 SPACES</b>
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 STORY PARKING BELOW	20'-0"
ALL PERMITTED C-1 USES FOR FIRST LEVEL +/- 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				
<b>TOTAL UNITS</b>		<b>180</b>	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	<b>583 SPACES</b>
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	<b>583 SPACES</b>

**GASLIGHT PUD  
PARKING SUMMARY**

5.3.2024

<b>PARKING DEMAND</b>				
<b>USE</b>	<b>AREA / UNITS</b>	<b>NOTES</b>	<b>PLANNING RATIO</b>	<b>SPACES</b>
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 level 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
			<b>TOTAL PARKING DEMAND</b>	<b>583</b>
			ON STREET PARKING	85
			BLDG D : STRUCTURED PARKING	102
			BLDG G : STRUCTURED PARKING	60
			BLDG H : GARAGE PARKING	14
			PARKING STRUCTURE	322
			<b>TOTAL PLANNED PARKING</b>	<b>583</b>

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

proposed townhomes	<b>14</b>
proposed residential units	<b>166</b>

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).





scale: 1" = 120'-0"

0' 60' 120' 240'

SITE PLAN | EXISTING

WEALTHY ST

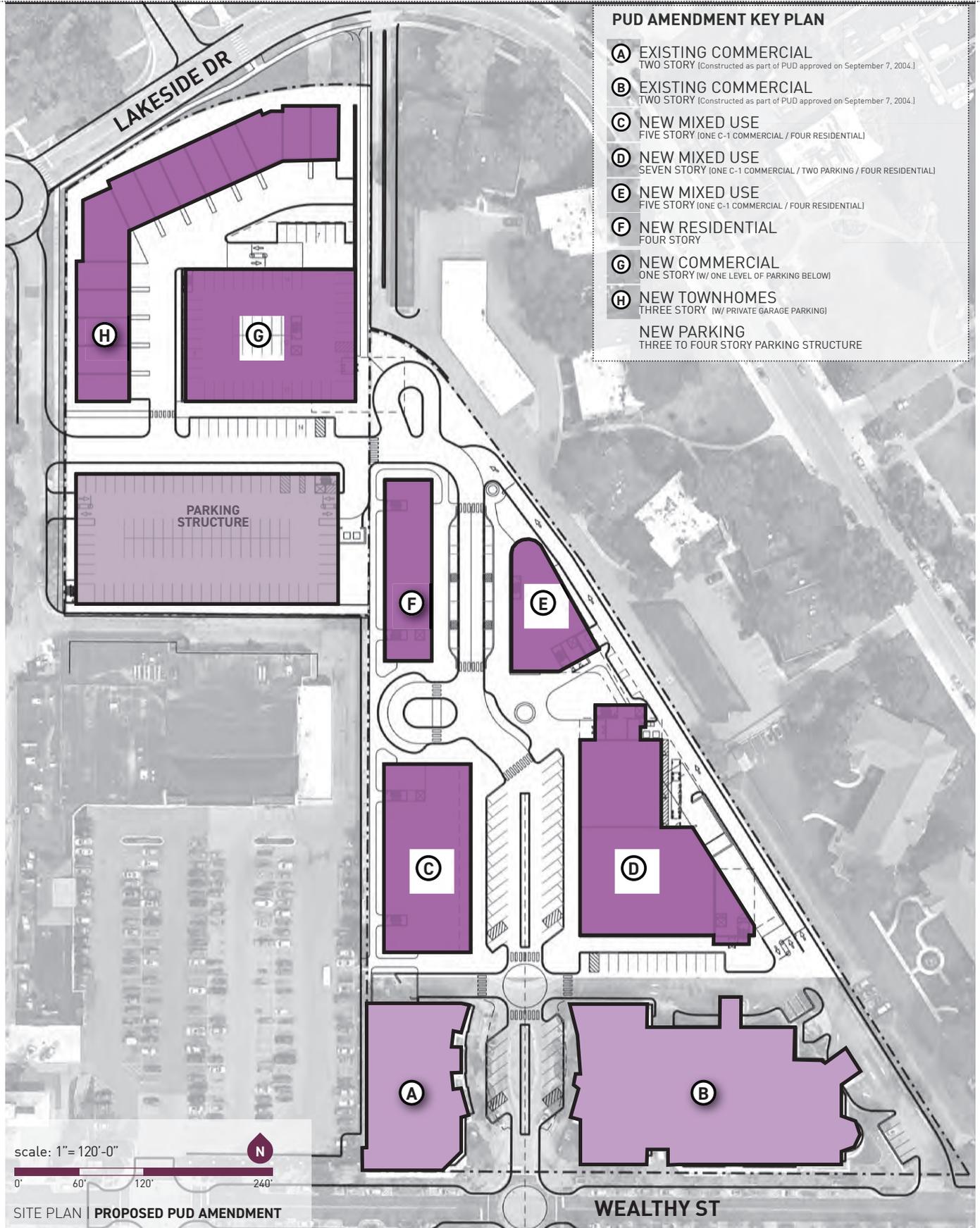
# GASLIGHT INVESTORS LLC PUD AMENDMENT

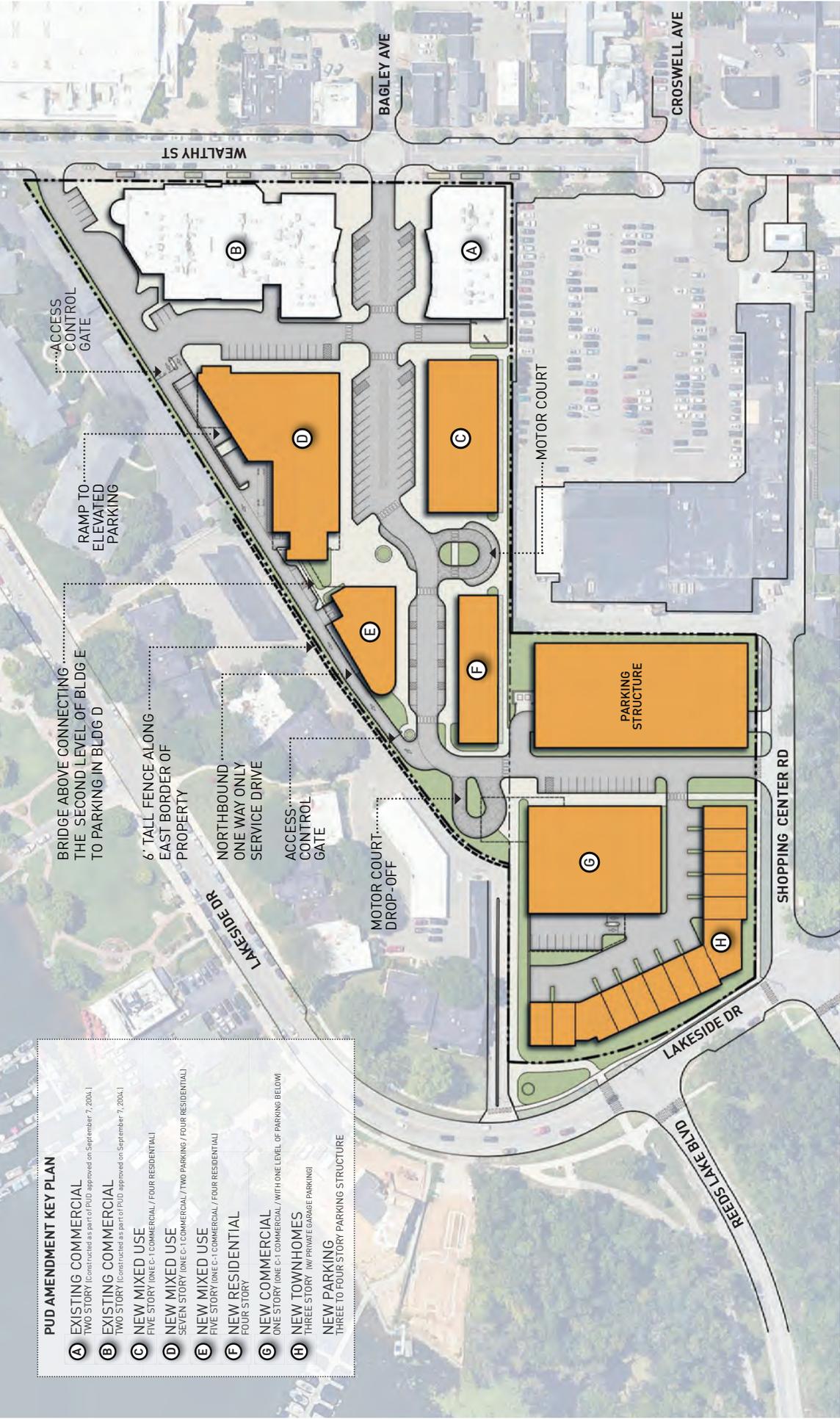
## 2004 PUD KEYPLAN

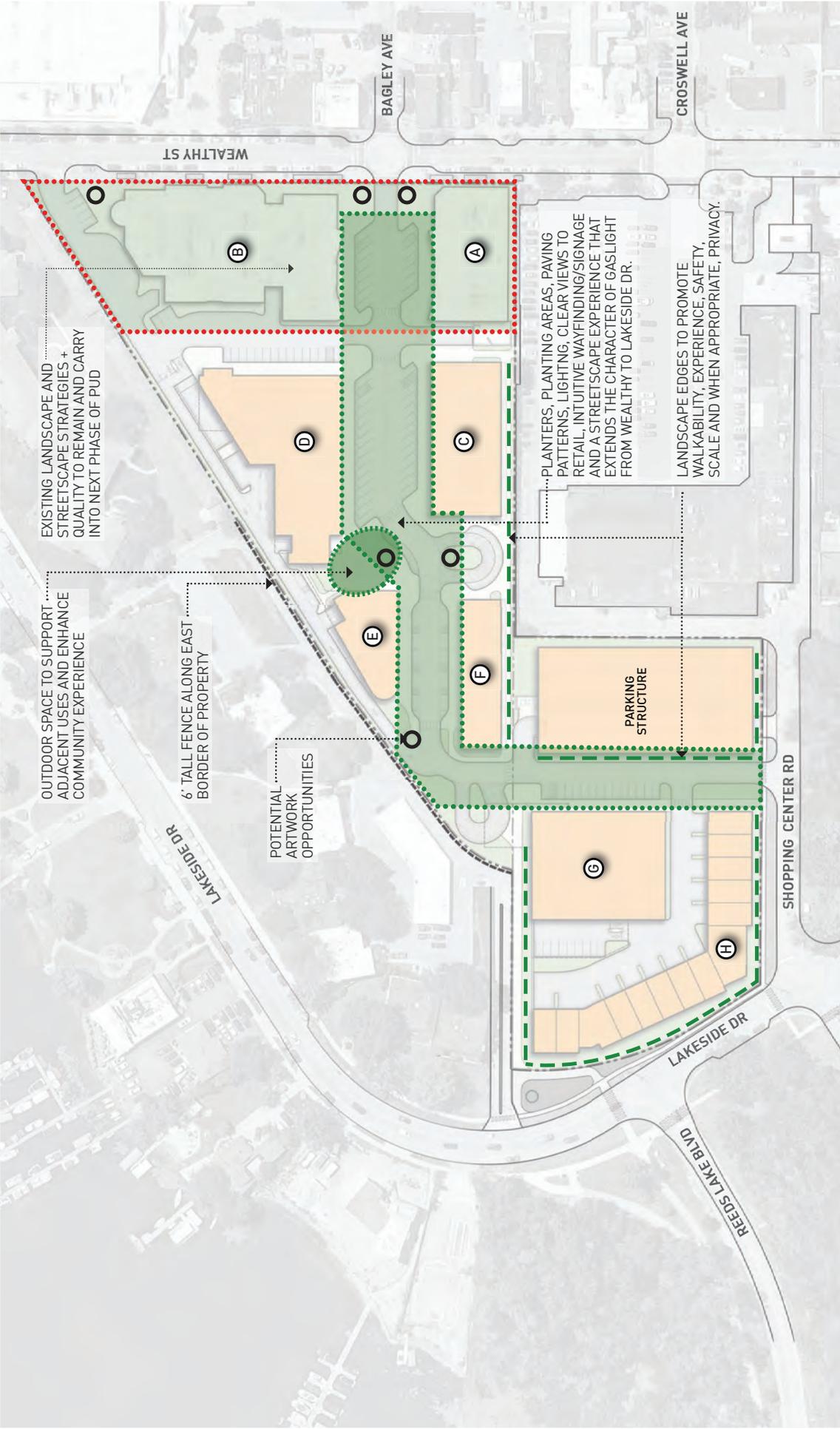
- (A)** **BUILDING 1**  
2-story building  
12,750 sf tenant space
- (B)** **BUILDING 2**  
2-story building  
29,290 sf tenant space
- (C)** **BUILDING 3**  
6-story building  
Parking / C-1 Commercial / Residential (26 units)
- (D)** **EXISTING PARKING RAMP**  
2-level parking deck  
425 spaces
- (E)**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



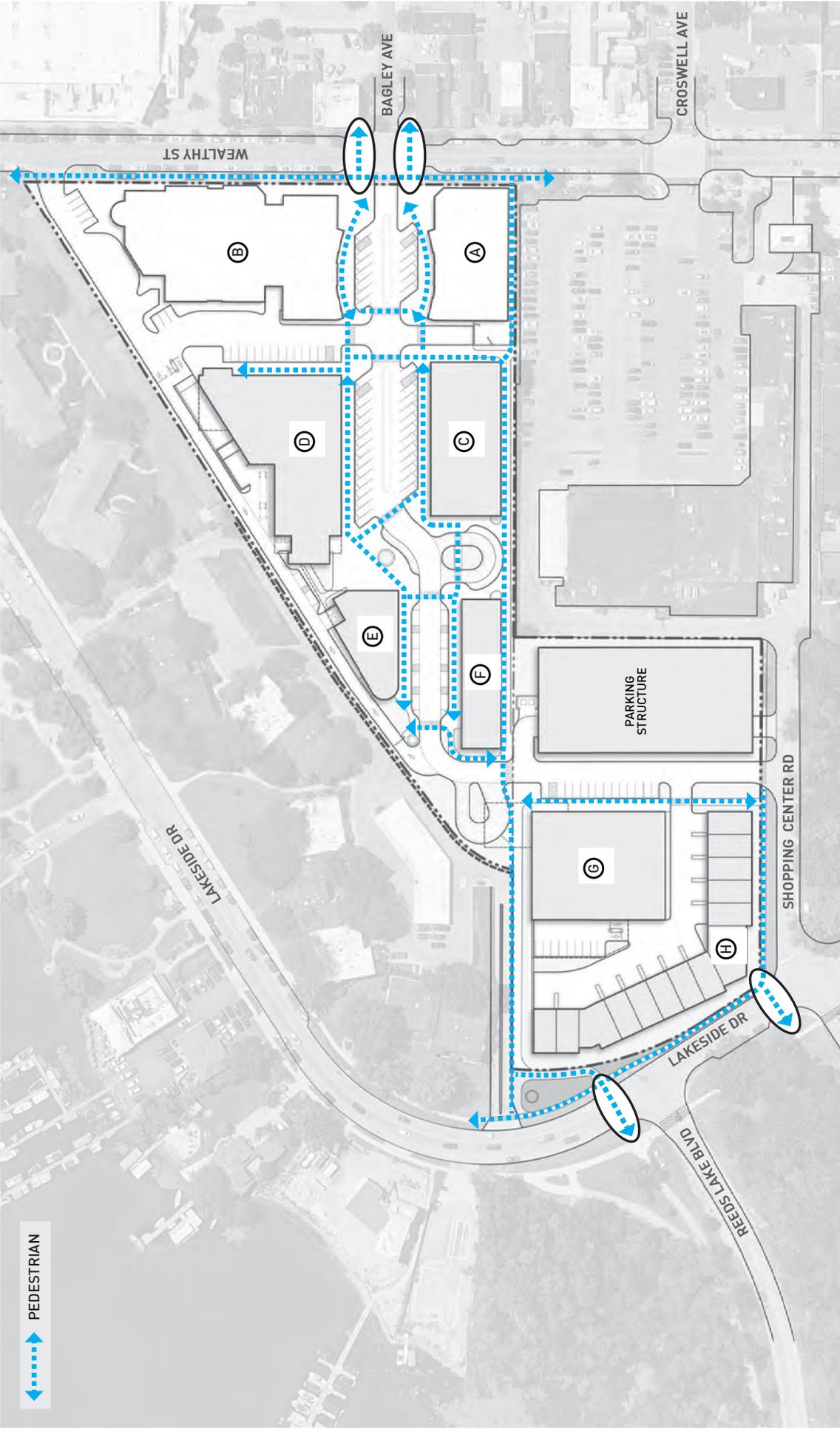
SITE PLAN | 2004 PUD







CONCEPT SITE PLAN | LANDSCAPING DIRECTION



PEDESTRIAN

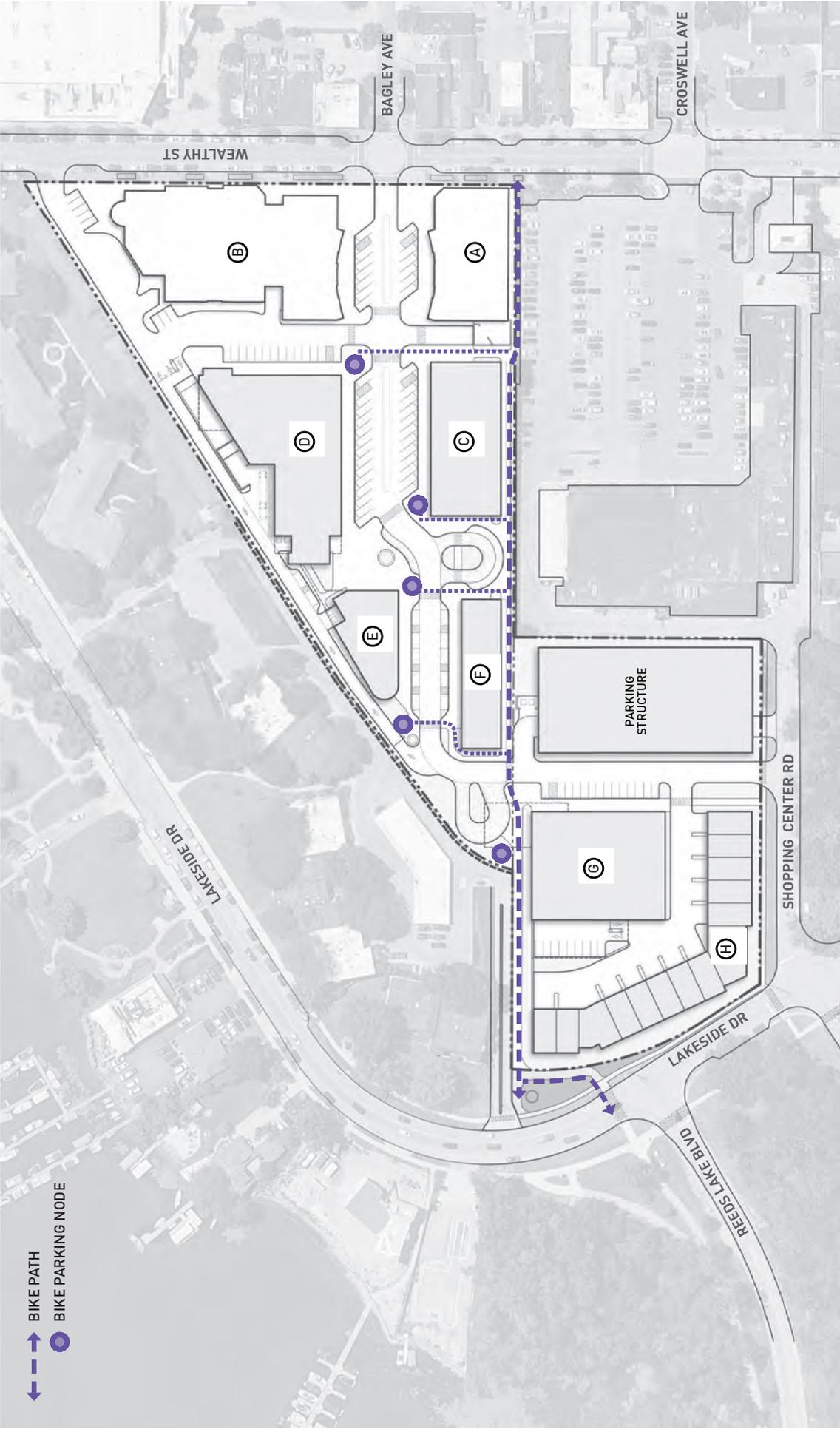
GASLIGHT INVESTORS LLC | 10 JAN 2025  
 PUD AMENDMENT | 20181002



CONCEPT SITE PLAN | PEDESTRIAN CIRCULATION

**INTEGRATED** ARCHITECTURE  
 GASLIGHT INVESTORS LLC

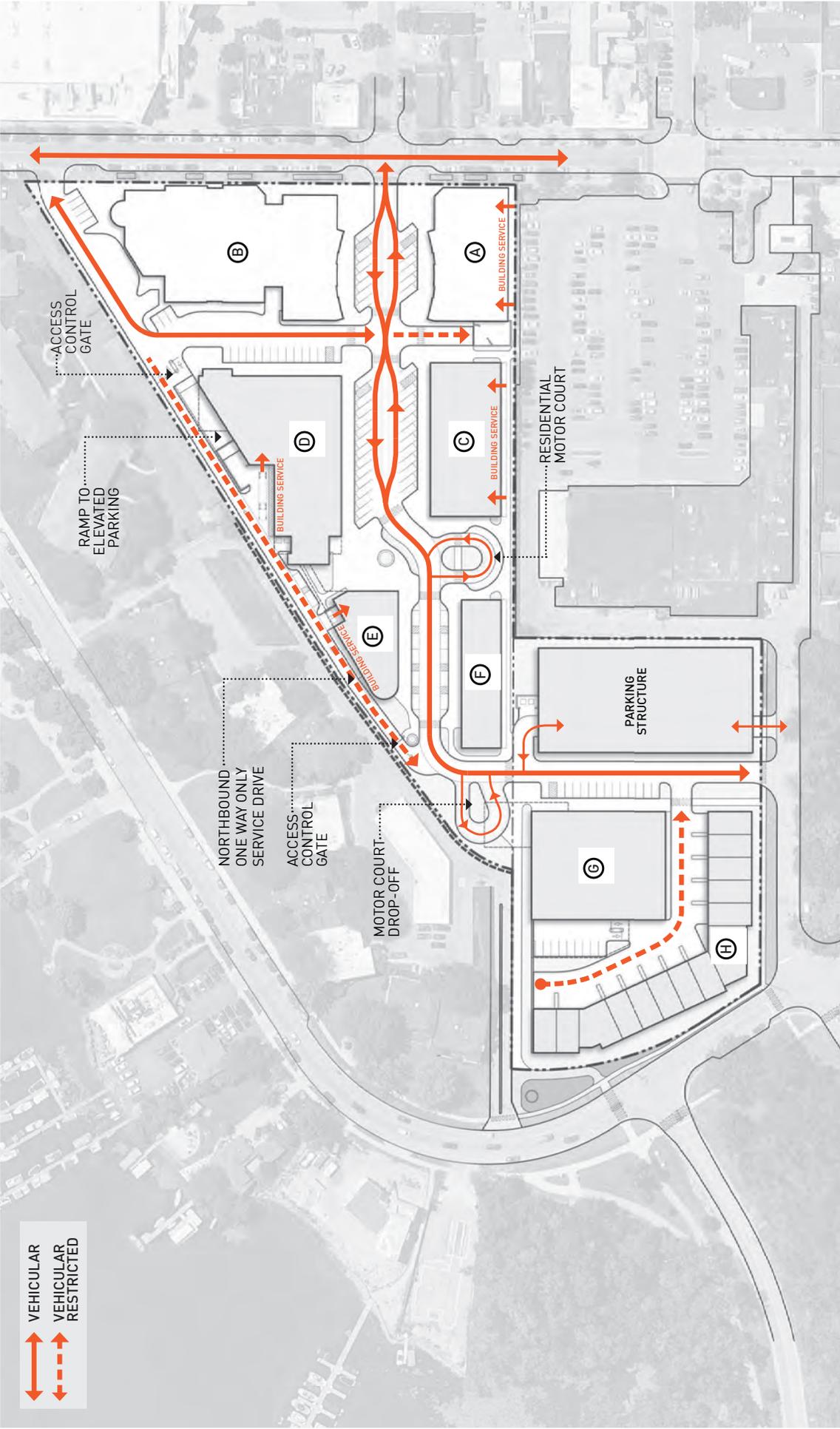
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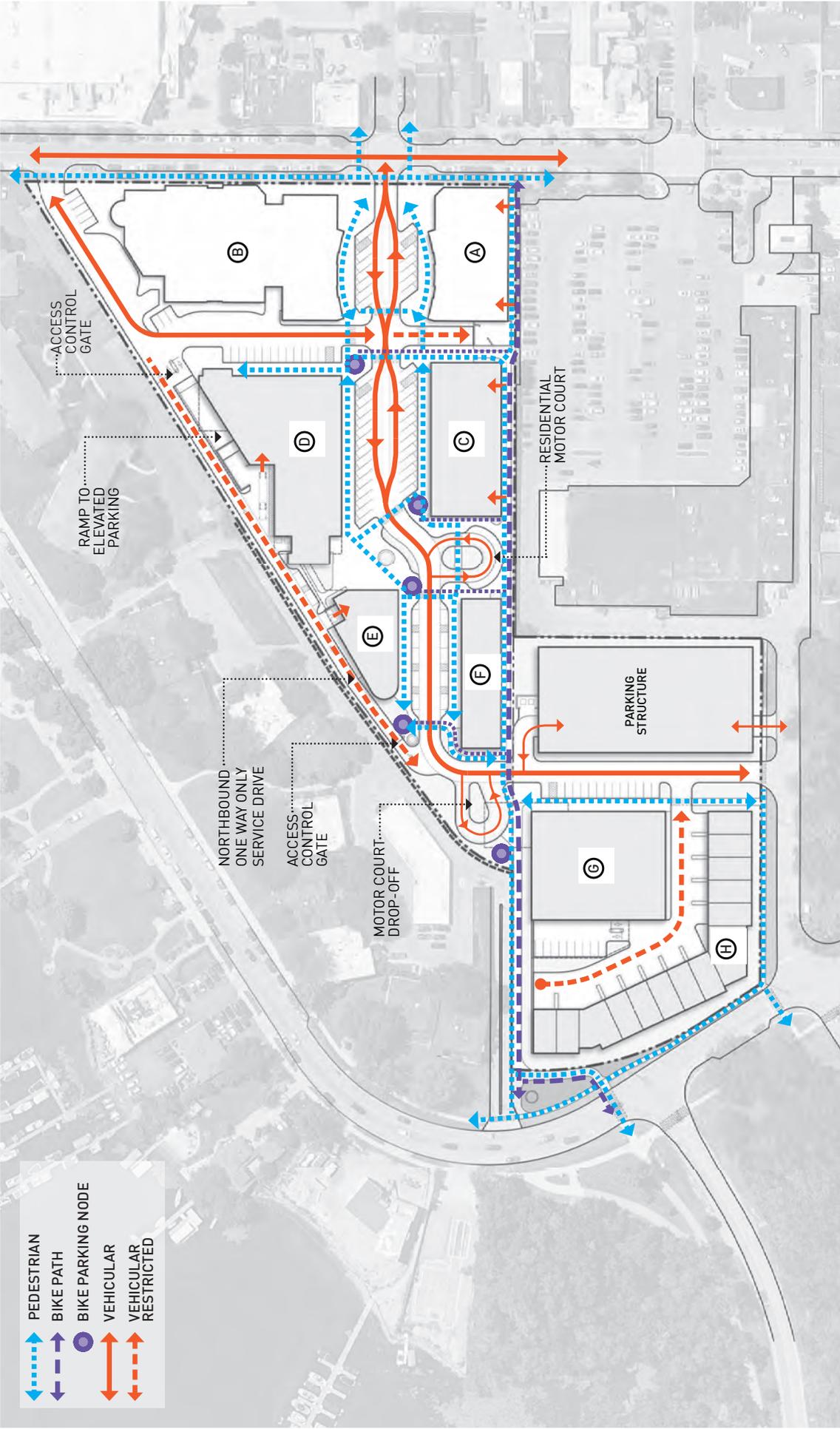


← BIKE PATH  
 ● BIKE PARKING NODE



CONCEPT SITE PLAN | BICYCLE CIRCULATION



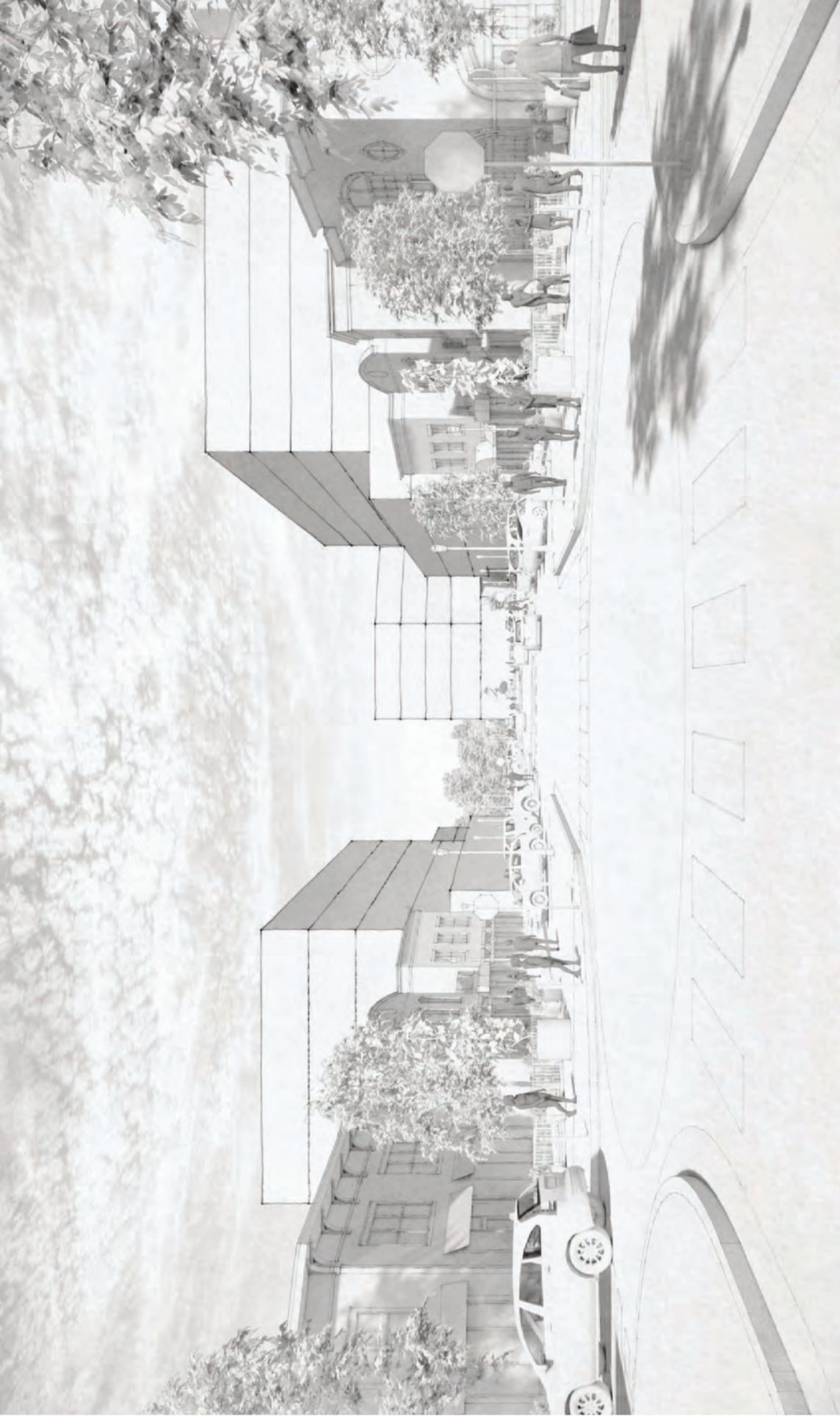


- PEDESTRIAN
- BIKE PATH
- BIKE PARKING NODE
- VEHICULAR
- VEHICULAR RESTRICTED

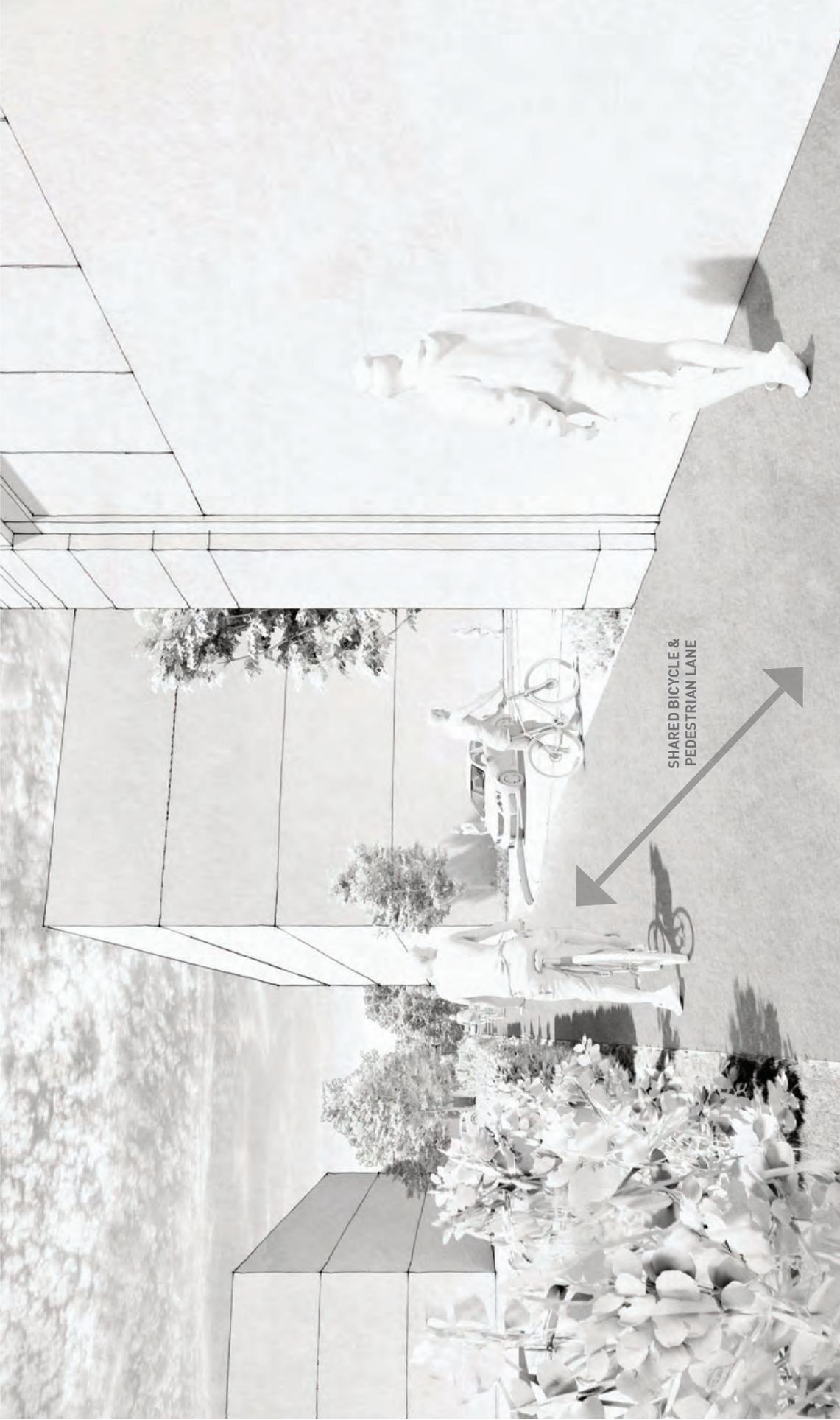


CONCEPT SITE PLAN | ALL CIRCULATION

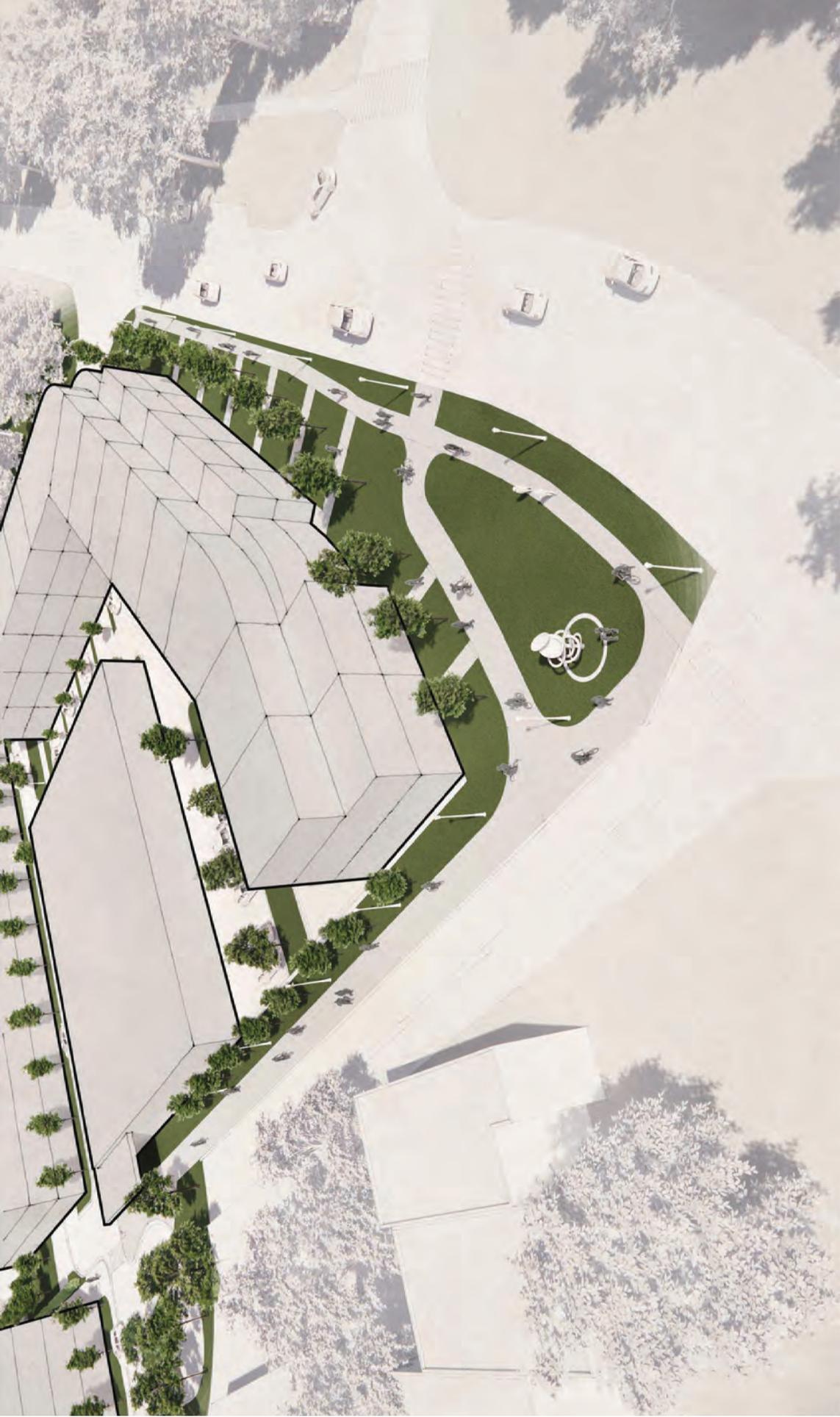








SHARED BICYCLE & PEDESTRIAN LANE



CONCEPT MASSING | CONNECTION TO LAKESIDE DR

GASLIGHT INVESTORS LLC | 10 JAN 2025  
PUD AMENDMENT | 20181002  
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# 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.

<b>MILESTONE:</b>	<b>DATE:</b>
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](mailto: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](http://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, 11<sup>th</sup> 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
<b>Total</b>				<b>9,283</b>	<b>184</b>	<b>139</b>	<b>323</b>	<b>355</b>	<b>379</b>	<b>734</b>	<b>335</b>	<b>337</b>	<b>672</b>	<b>359</b>	<b>386</b>	<b>745</b>	<b>484</b>	<b>444</b>	<b>928</b>

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, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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
<b>Total</b>				<b>1,788</b>	<b>66</b>	<b>75</b>	<b>116</b>	<b>46</b>	<b>61</b>	<b>45</b>	<b>80</b>	<b>70</b>	<b>47</b>	<b>82</b>	<b>93</b>	<b>194</b>	<b>85</b>	<b>76</b>	<b>152</b>

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	-2	-1	-2	-3
	<b>Total Trips</b>	<b>33</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>7</b>
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
	<b>Total Trips</b>	<b>424</b>	<b>8</b>	<b>28</b>	<b>35</b>	<b>8</b>	<b>10</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>19</b>	<b>21</b>	<b>14</b>	<b>36</b>	<b>19</b>	<b>18</b>	<b>38</b>
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
	<b>Total Trips</b>	<b>755</b>	<b>46</b>	<b>11</b>	<b>57</b>	<b>24</b>	<b>32</b>	<b>57</b>	<b>48</b>	<b>49</b>	<b>95</b>	<b>23</b>	<b>55</b>	<b>78</b>	<b>33</b>	<b>26</b>	<b>60</b>
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
	<b>Total Trips</b>	<b>7,844</b>	<b>125</b>	<b>75</b>	<b>200</b>	<b>319</b>	<b>331</b>	<b>649</b>	<b>267</b>	<b>277</b>	<b>546</b>	<b>295</b>	<b>309</b>	<b>606</b>	<b>417</b>	<b>384</b>	<b>800</b>
<b>Total Site</b>	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
	<b>Total Trips</b>	<b>9,056</b>	<b>181</b>	<b>117</b>	<b>297</b>	<b>353</b>	<b>374</b>	<b>726</b>	<b>328</b>	<b>335</b>	<b>663</b>	<b>342</b>	<b>379</b>	<b>724</b>	<b>473</b>	<b>431</b>	<b>905</b>

## 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.

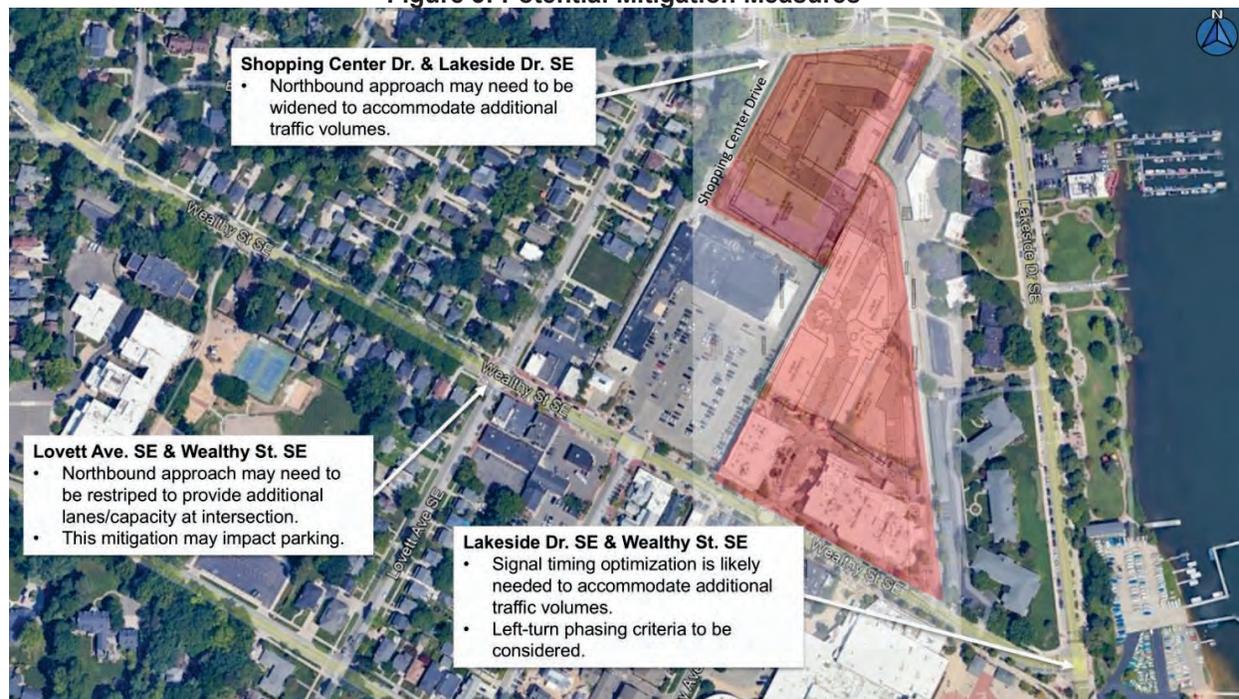
### Lovett Ave. SE & Wealthy St. SE

- 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 (3<sup>rd</sup> 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**.

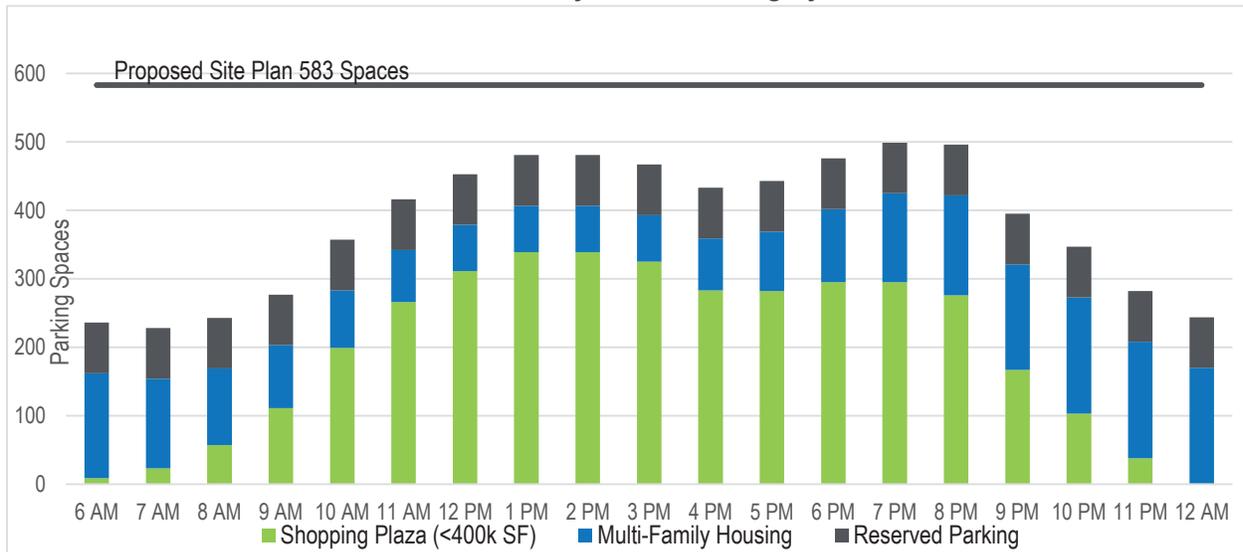
The parking evaluation includes several assumptions regarding the parking utilization for this site, including:

- 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

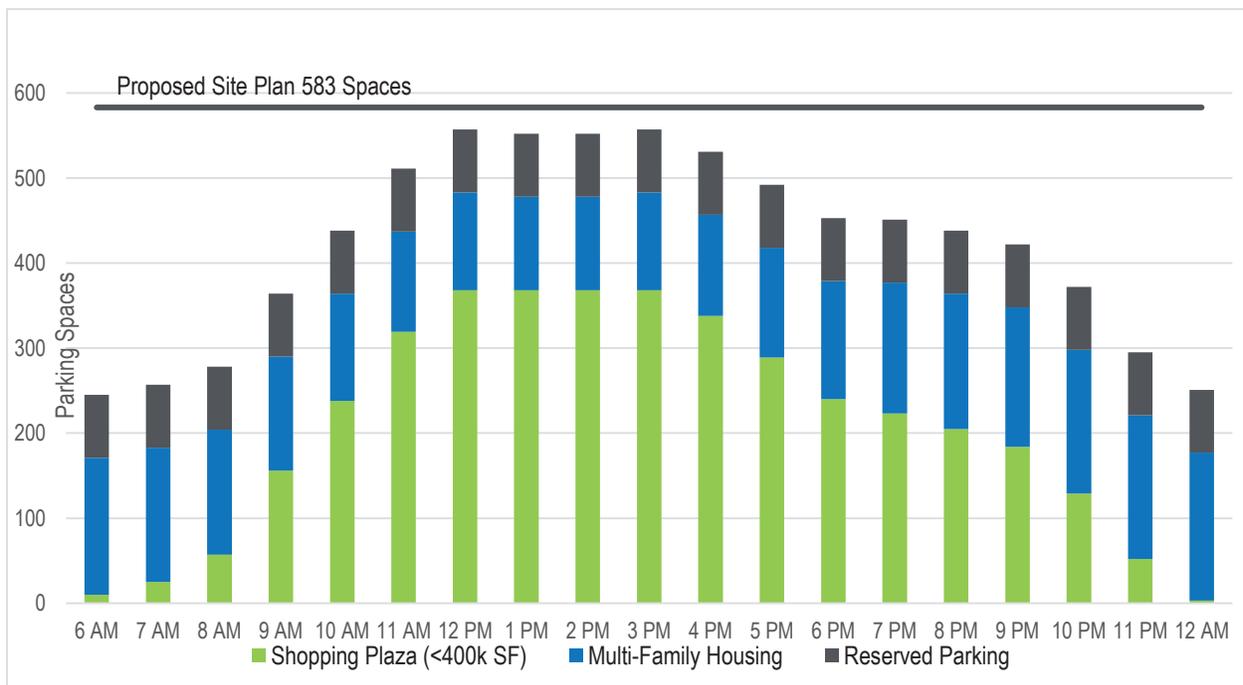
**Table 6: Shared Parking Summary**

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
<b>Total Shared Parking Recommended Supply</b>			<b>499</b>	<b>556</b>
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**

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## Memo

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**To:** City of East Grand Rapids

**From:** Jeremy Chapman, PE, RSP<sub>1</sub>, 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.

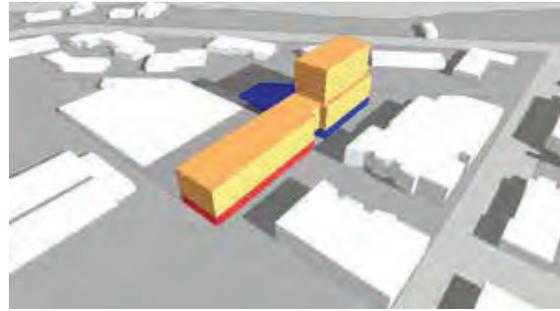
### Gaslight Village Urban Design

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.

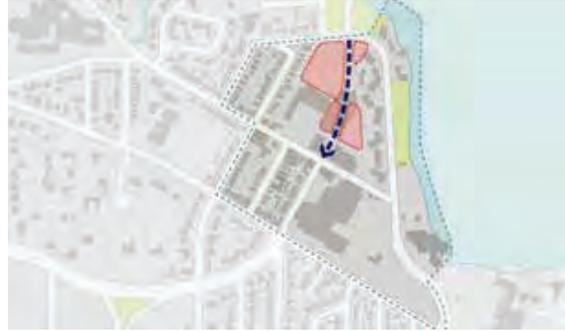
Option 3 also retains the deck and a) connects at Bagley or across from the school at Wealthy or b) keeps the connection east of the parking garage. Either option may only allow space for a non-motorized connection due to the width available, and it could require reworking the existing garage ramp.

Alternative alignments are shown on the following page.

Existing Condition



Option 1



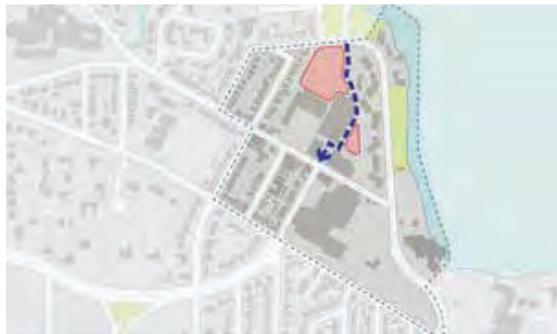
Option 2A



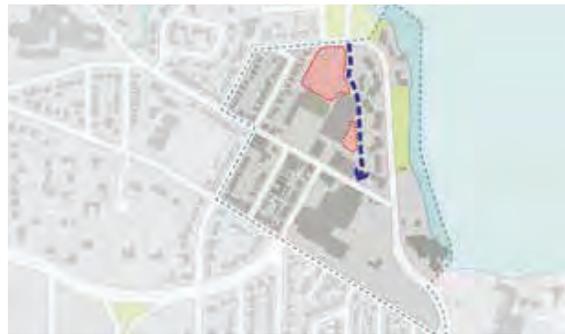
Option 2B



Option 3A



Option 3B



Proposed Pathway Perspective





## City of East Grand Rapids

Comment card

**NAME:** 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](http://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](http://eastgrmi.gov/signup)



## City of East Grand Rapids

Comment card

**NAME:**  
**DATE:**  
**ADDRESS:**

Janet Rose 231wealthySE #33 GR49506

I'm excited about the project, Not looking forward to construction -  
#Glad the access gate will stay + our moral on carports

Is it all or nothing?

Stay informed: [eastgrmi.gov/signup](http://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](http://eastgrmi.gov/signup)



### City of East Grand Rapids

Comment card

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

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

Stay informed: [eastgrmi.gov/signup](http://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](http://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](http://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](http://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~~ <sup>dangerous</sup> 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](http://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 + HWY gas station.

Stay informed: [eastgrmi.gov/signup](http://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](http://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](http://eastgrmi.gov/signup)



**City of East Grand Rapids**  
Comment card

**NAME:**  
**DATE:**  
**ADDRESS:**

LISA Gallagher  
6/24/24  
2311 Wealthy St #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](http://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](http://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.

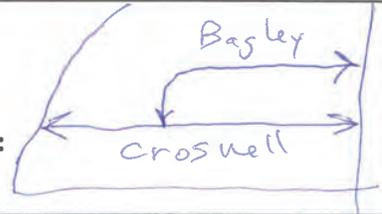
Stay informed: [eastgrmi.gov/signup](http://eastgrmi.gov/signup)



## 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](http://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](http://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](http://eastgrmi.gov/signup)



**City of East Grand Rapids**  
Comment card

**NAME:**  
**DATE:**  
**ADDRESS:**

NO

Stay informed: [eastgrmi.gov/signup](http://eastgrmi.gov/signup)



**City of East Grand Rapids**  
Comment card

**NAME:**  
**DATE:**  
**ADDRESS:**

NO

Stay informed: [eastgrmi.gov/signup](http://eastgrmi.gov/signup)



**City of East Grand Rapids**  
Comment card

**NAME:**  
**DATE:**  
**ADDRESS:**

NO

Stay informed: [eastgrmi.gov/signup](http://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!

**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:

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

*Effective  
2/26/05 - Referendum*

EXHIBIT ADescription of Property

## Parcel 1:

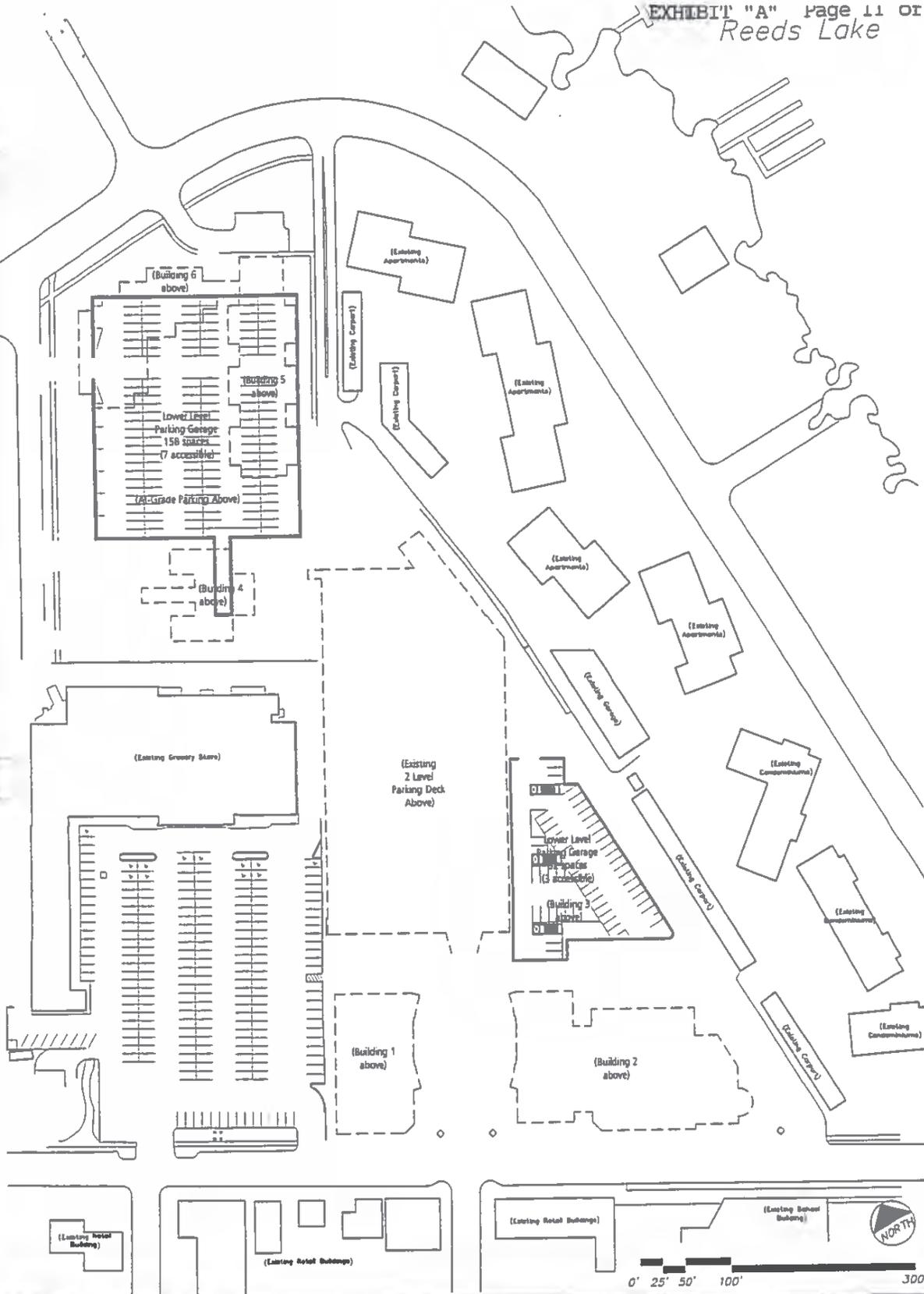
Parts of Lots 17, 18, 19, 20 and 25 and part of vacated Barnard Street (so called) of Boynton & Judd's Lake Addition to the City of Grand Rapids (now City of East Grand Rapids), Kent County, Michigan, as recorded in Liber 2 of Plats, Page 24 described as: Beginning at a point on the Southerly line of 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:

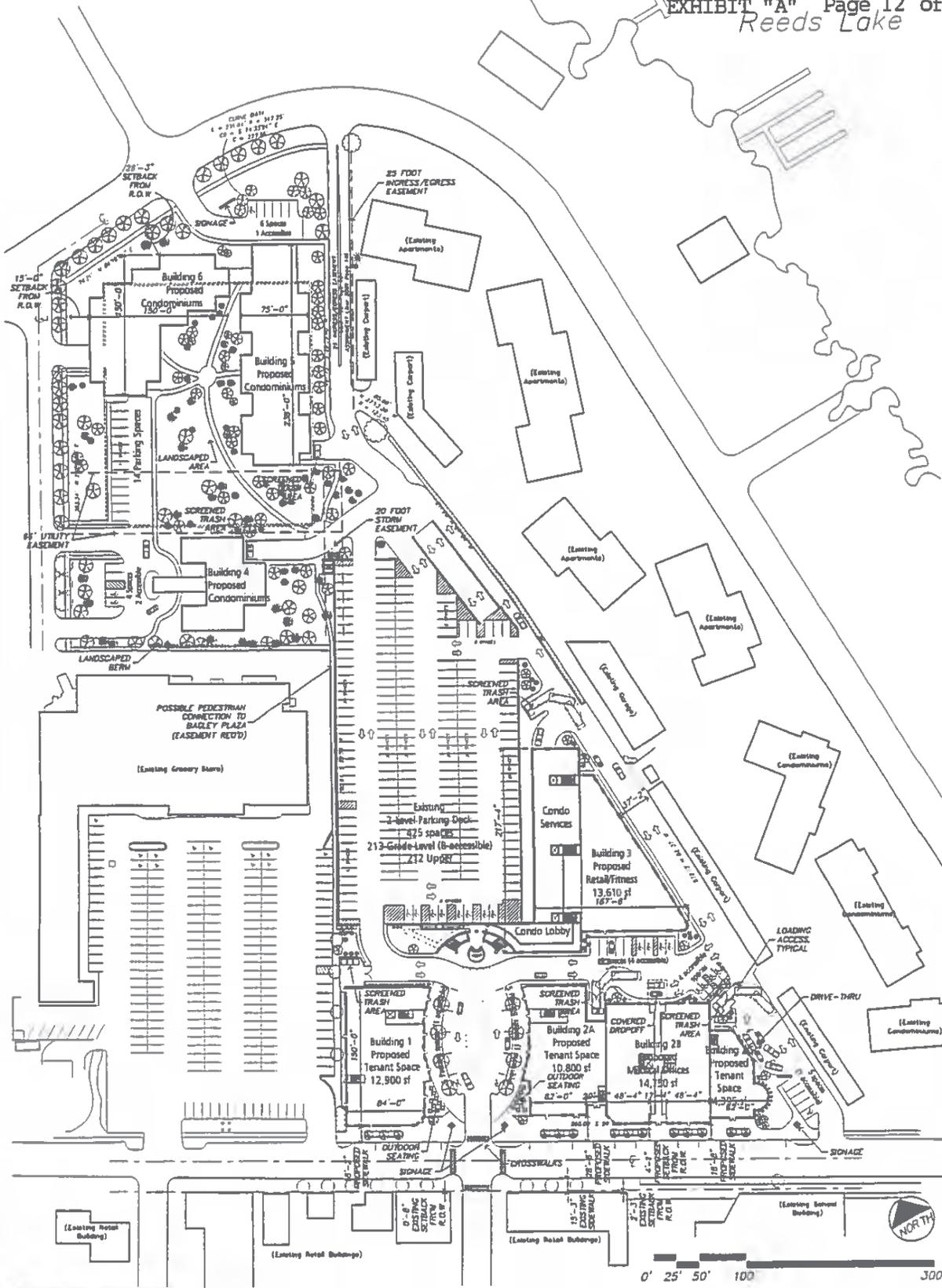
Lots 3, 30, 31, 32 and part of Lots 2, 4 and 29 and part of vacated Crosswell Avenue, all in Kennedy's Subdivision of Lots 16 and 21 of Boynton and Judd's Lake Addition, according to the recorded plat thereof, also part of Lots 20, 24, 25 and vacated Barnard Street of Boynton and Judd's Lake Addition,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

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.

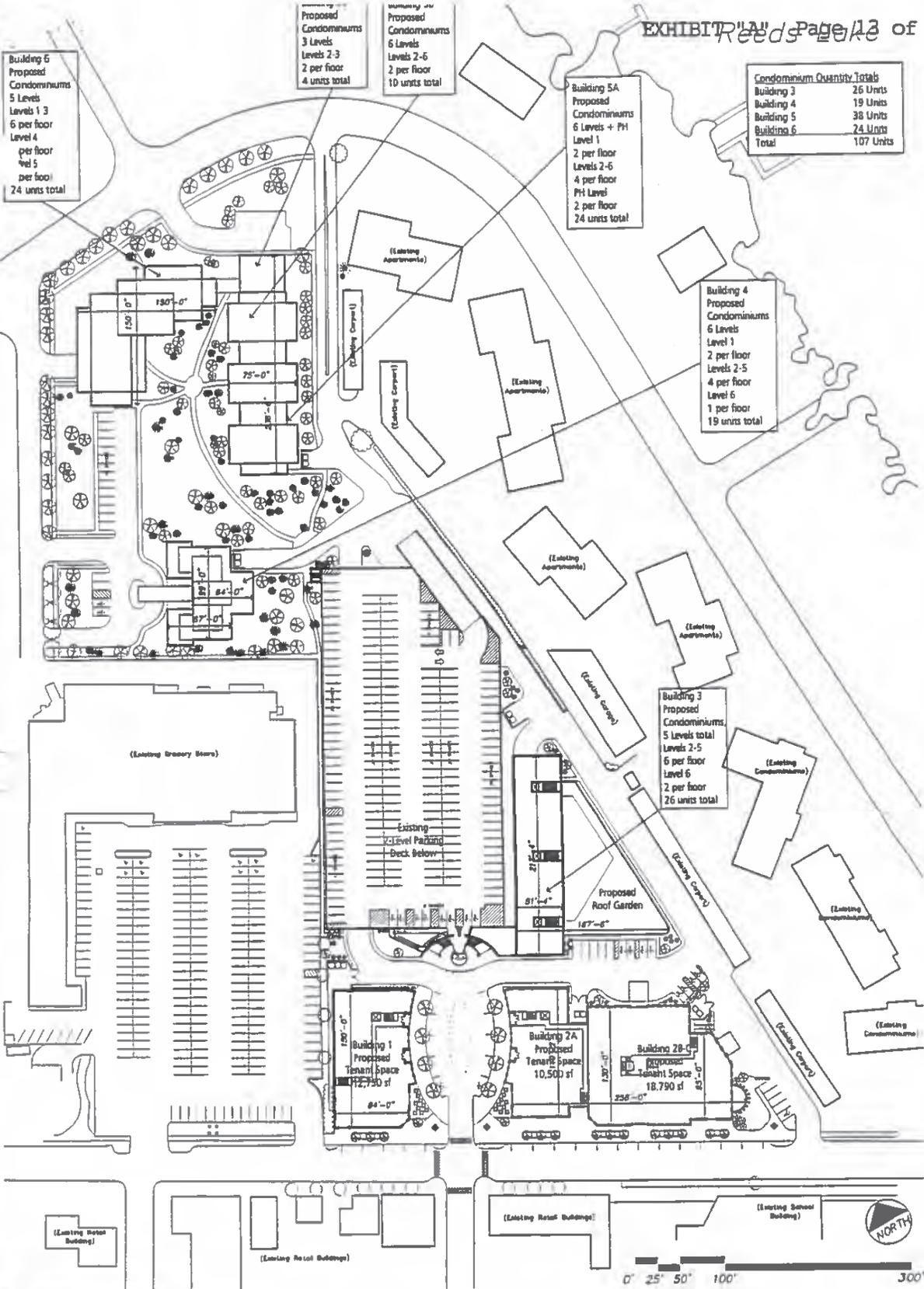


**JADE PIG VENTURES**  
EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT  
Planned Unit Development Proposal - Below Grade Level  
September 7, 2004 Scale: 1" = 100' Page 1



**JADE PIG VENTURES**  
EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT

Planned Unit Development Proposal - Grade Level Plan  
September 7, 2004 Scale: 1" - 100' Page 2



# 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

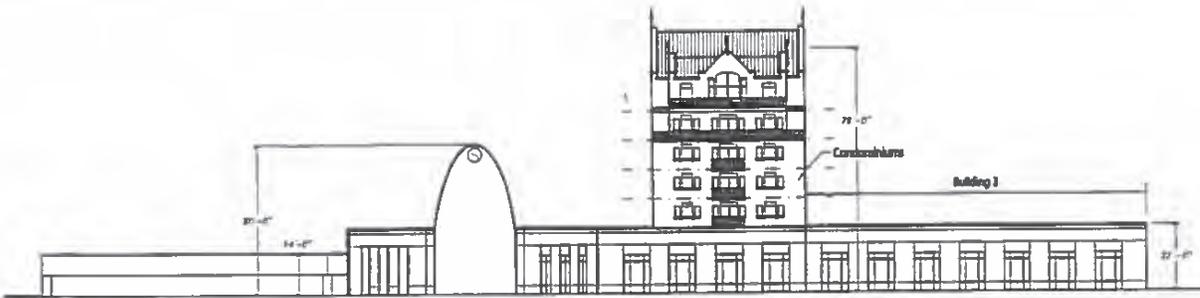
EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT

PUD Proposal - Buildings 1 & 2 Elevations 1 of 2

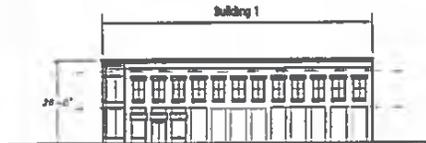
September 7, 2004 Scale: 1' - 40' Page 4



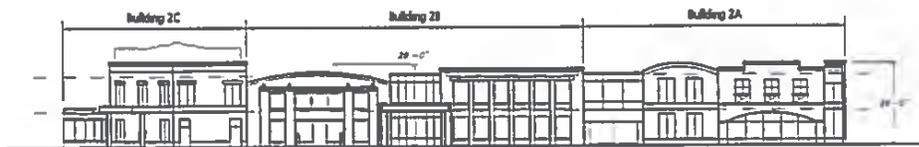
Proposed East-Facing Elevation  
Building 3



Proposed South-Facing Elevation  
Parking Deck Entry, Building 3



Proposed North-Facing Elevation  
Building 1



Proposed North-Facing Elevation  
Building 2



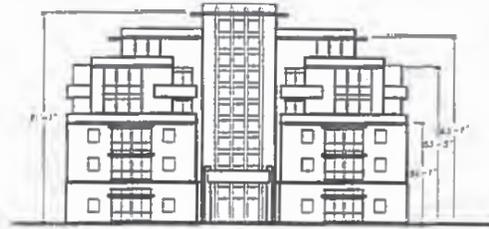
# JADE PIG VENTURES

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



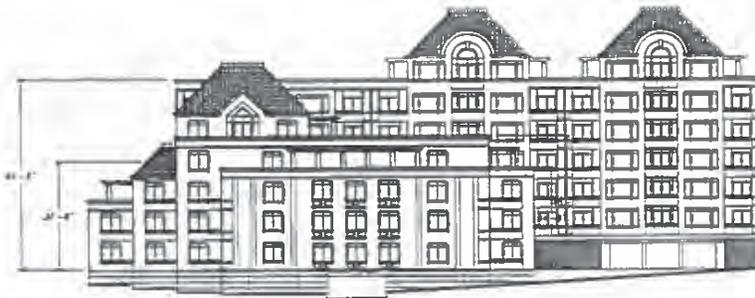
**JADE PIG VENTURES**

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



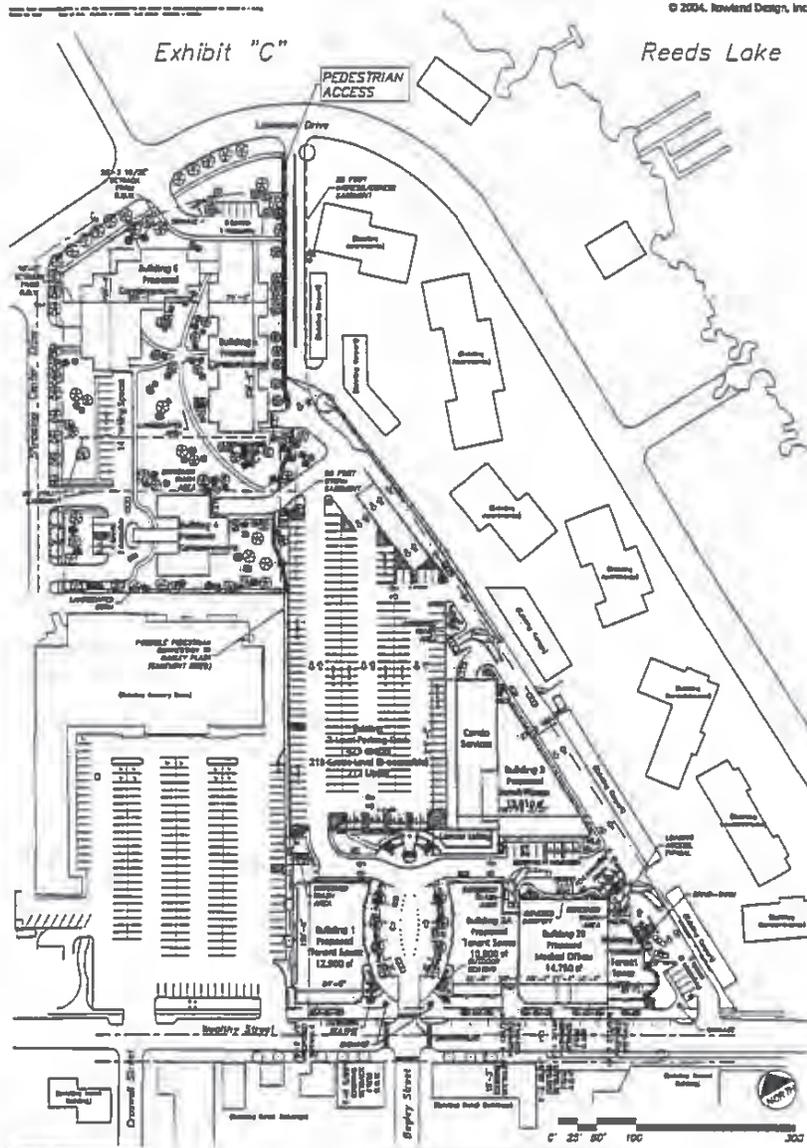
Proposed Buildings 5 & 6  
Elevation Facing West



**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**



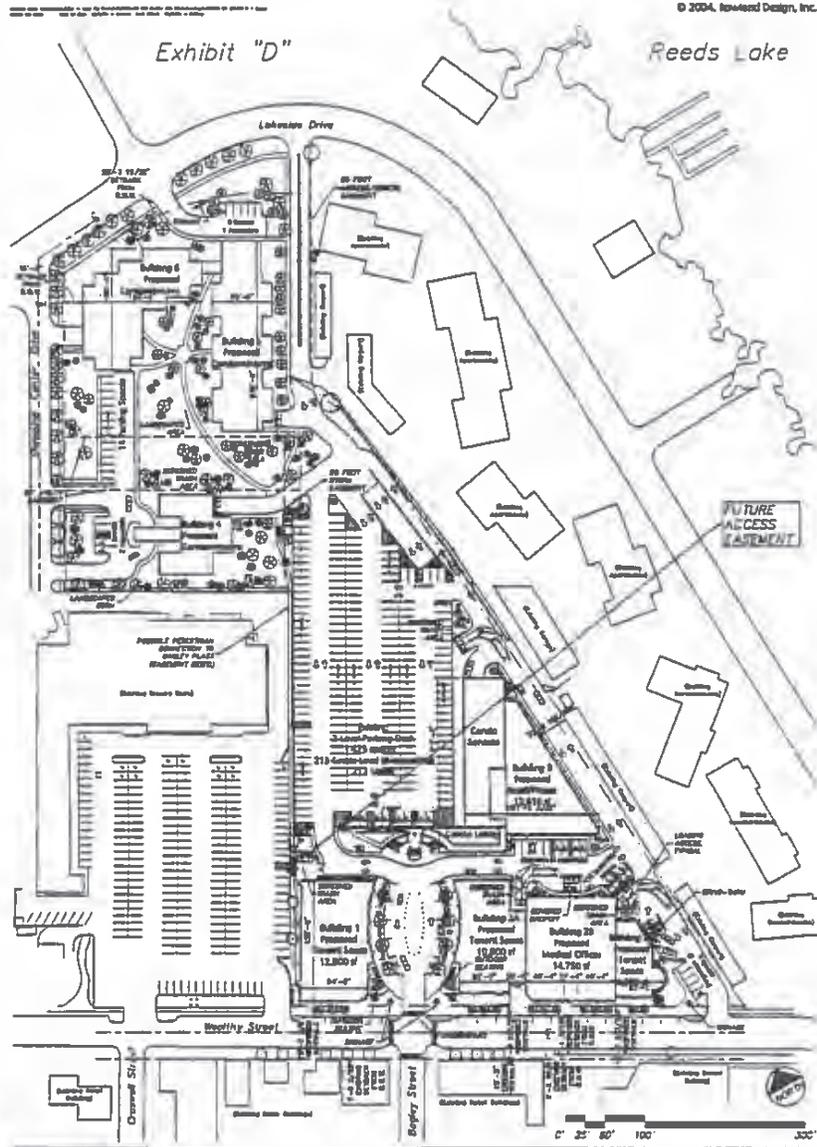
© 2004, Rowland Design, Inc.



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



# EXHIBIT D Access Easement



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

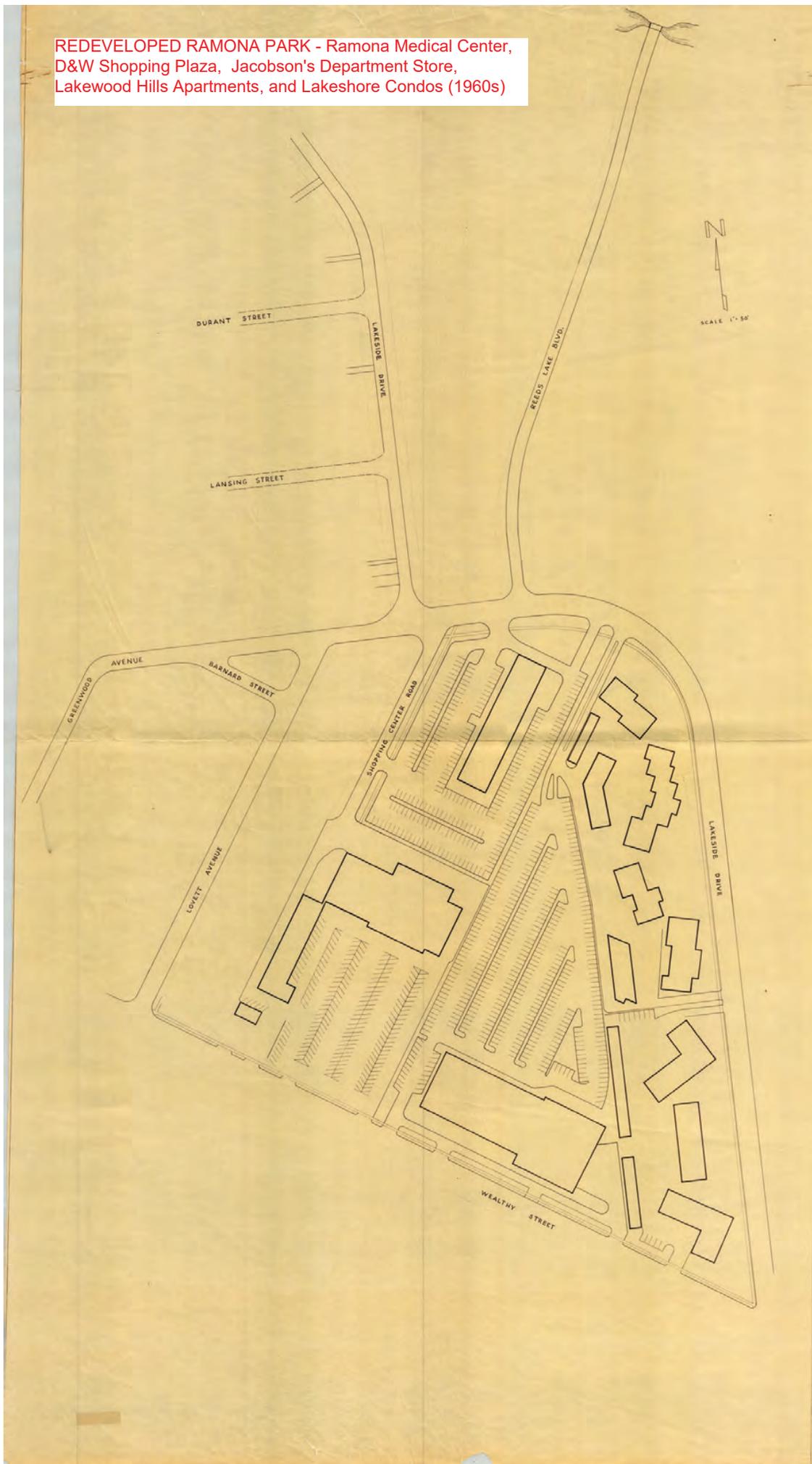
EXHIBIT E

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



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



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







# McSHANE & BOWIE P.L.C.

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Grand Rapids, MI 49503  
www.msblaw.com

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FACSIMILE (616) 732-5099

T. GERALD McSHANE  
(1902-1982)

JACK M. BOWIE  
(1924-2016)

email [jrb@msblaw.com](mailto: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](mailto: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

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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



CITY OF  
EAST GRAND RAPIDS

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750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506  
(616) 949-2110 www.eastgr.org

DEREK MELVILLE  
PARKS & RECREATION DIRECTOR

**MEMORANDUM**

TO: Mayor and City Commissioners  
FROM: Derek Melville, Parks and Recreation Director  
DATE: January 2, 2025

RE: 4<sup>th</sup> of July Firework Show Agreement

Action Requested: That the City Commission consider approval of a one-year contract with Great Lakes Fireworks in the amount of \$30,000 for the 2025 4<sup>th</sup> of July Firework show.

Background: Each year the Parks and Recreation Department is responsible for planning the 4<sup>th</sup> of July celebration which includes securing a qualified Fireworks Display Operator for the 4<sup>th</sup> of July Community fireworks display.

Great Lakes Fireworks has been our 4<sup>th</sup> of July Firework Display Operator since 2012 and has been consistently selected for contract renewals due to their favorable contract pricing, reliability and first-hand knowledge of our designated firework launching area at Remington Park and safety protocols. Last year City staff solicited pricing from qualified Firework Display Operators and Great Lakes Fireworks offered the best value of firework show duration and firework shell count and size and was the only company with availability to put on a show on the 4<sup>th</sup> of July. This year Great Lakes Fireworks is again available, and they are offering a firework display with a similar balance of cost and show quality/duration. In the event of a weather-related cancelation on July 4<sup>th</sup>, we also have July 6<sup>th</sup> reserved as a backup date for the fireworks show. Because July 4<sup>th</sup> falls on a Friday and many local communities choose to display their fireworks show on Saturday (July 5<sup>th</sup>) that day is unavailable for a rain-date, which is why July 6<sup>th</sup> was chosen.

For the past four years Spectrum Health/Corewell Health has been our title sponsor for the 4<sup>th</sup> of July Fireworks display and their sponsorship has covered the cost of the fireworks show. We have received confirmation from Corewell Health that they will sponsor the 4<sup>th</sup> of July celebration for this year, which will fully cover the costs for the 2025 fireworks show.

Due to the success using Great Lakes Fireworks, combined with the fact that our Corewell Health 4<sup>th</sup> of July Sponsorship is covering the full cost of the show, I recommend that the Commission consider awarding the contract for the 2025 4<sup>th</sup> of July firework display to Great Lakes Fireworks.

**REVIEWED & APPROVED FOR SUBMISSION:**



Shea Charles, City Manager

GREAT LAKES  
FIREWORKS

3275 W. M-76 • West Branch, MI 48661 • Office: 989.726.5040 • Fax: 989.726.5041 • greatlakesfireworks.com

THIS CONTRACT AND AGREEMENT for the sale of Fireworks made and concluded this 3rd Day of January, 2025 and between GREAT LAKES FIREWORKS, LLC of Eastpointe, Michigan, (hereinafter referred to as "Great Lakes") and The City of East Grand Rapids, (hereinafter referred to as "Customer").

**GREAT LAKES Agrees:**

- To sell, furnish and deliver to Customer, fireworks to be exhibited on the following dates set forth and agreed upon at the time of signing this contract and Customer agrees to pay Great Lakes for the fireworks as follows:  
**Display Date(s): July 4th, 2025**  
**Alternate Date(s): July 6th, 2025**  
**Contract Amount: \$30,000.00**; Fifty percent (50%) due upon signing the contract and balance due within 15 days of the display date. All payments shall be made by draft or certified check payable to Great Lakes Fireworks, LLC. Great Lakes will assess a 1.5% late charge on balances 30 days past due and a 7% per annum late fee on balances not paid in full by the display date.
- Great Lakes further agrees to furnish sufficiently trained personnel to present a display.
- Great Lakes agrees to furnish Customers with liability insurance in the amount of \$5,000,000 and other coverages as identified in the Certificate of Insurance attached. All Individual/Entities listed on the certificate will be deemed an additional insured per this contract.

**CUSTOMER Agrees:**

- To procure and furnish a suitable place to display said fireworks, to furnish the necessary police and fire protection; to secure all police, local, and state permits, and to arrange for any security bonds or insurance as required by law in their community when necessary.
- Prior to, during, and immediately following the display, Customer shall be solely responsible to keep all persons (except employees of Great Lakes) out of the designated danger areas and behind safety zone lines and limits.
- Immediately following the display, Great Lakes, to the best of its ability, will police the area for any misfires ("duds"). Great Lakes agrees to police the area again at "first light." Great Lakes will pick up misfires for disposal. If Customer must move misfires for safety reasons, Customer understands that the misfires are only to be handled by trained personnel. Customer is responsible for debris clean up and the refilling of any holes.
- Customer agrees to hold harmless Great Lakes for any liability caused by other than the employees or products supplied by Great Lakes.

**The PARTIES Mutually Agree:**

- Should inclement weather prevent firing of said display on the "Display Date(s)", Customer has 24 hours prior to display to postpone to the "Alternate Date(s)", and Great Lakes Fireworks agrees to not charge to cover the costs of the postponement of ten percent (10%) of the contract amount at this time. If the program is not fired on either the "Display Date(s)" or the "Alternate Date(s)" then it will be understood the program is canceled; and there will be a charge of ten percent (10%) of the contract amount to cover the cancellation costs. If a deposit has been paid at this time, the Customer has the right to request a refund or apply funds to the following year's display (less the ten percent (10%) cancellation fee).
- Great Lakes reserves the exclusive right to make minor modifications and substitutions provided that such changes are reasonable and necessary and do not materially adversely affect price, time of delivery, functional character, or display performance.
- If the location of the firing site, spectators' location, parking areas, or structures is deemed unsuitable or unsafe, Great Lakes may refuse to fire the display until conditions are corrected. If such conditions are not corrected, Great Lakes may cancel the display without further liability to the Customer for such cancellation.
- In the event of fire, accident, strikes, delay, flood, act of God or other causes beyond the control of Great Lakes, which prevent the delivery of said materials, the parties hereto release each other from any and all performances of the covenants herein contained and from damages resulting from the breach thereof.

Amendments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

FOR: Great Lakes Fireworks, LLC  
Signature: Barry Beltz  
Name/Title: Barry Beltz - Owner

FOR: **The City of East Grand Rapids**  
Signature: \_\_\_\_\_  
Name/Title: \_\_\_\_\_

**\*\*All Documents Are Due By: May 5th, 2025**