

AGENDA

EAST GRAND RAPIDS PLANNING COMMISSION September 9, 2025 - 5:30 PM Community Center – Commission Chambers

Citizens may also stream the meeting via the following link: <https://bit.ly/2xXILvn>
Comments not accepted via the livestream.

1. Call to Order
2. Approval of the Agenda
3. Approval of Minutes: May 13, 2025 Meeting
4. Public Comment on Non-Agenda Items
5. Election of Officers
6. Informational discussion on training opportunities
7. Introduction and Public Hearing – Amendments and Resolution for Gaslight Investors PUD
8. Master Plan Update
9. Report of the City Commission
10. Next Regular PC Meeting: October 14, 2025
11. Adjournment

PROCEEDINGS OF THE PLANNING COMMISSION CITY OF EAST GRAND RAPIDS

May 13, 2025

East Grand Rapids Community Center – Commission Chambers

Present: Chairman Mary Mapes, Commissioners Matt Feyen, Greg Metz, Brian Miller, Chris Rosmarin, Laura Schwartz, Steve Achram and Tom Tilma (5:34pm)

Absent: Peter Michell

Also Present: Zoning Administrator Jay Gianotti, City Attorney John Huff, Deputy City Manager Doug LaFave and City Planner Paul LeBlanc of PLB Planning

1. CALL TO ORDER

Chairman Mapes called the meeting to order at 5:30 PM.

2. APPROVAL OF AGENDA

A motion was called by Chairman Mapes and supported by Commissioner Miller to approve the agenda as presented.

3. APPROVAL OF MINUTES – April 15, 2025

A motion was called by Commissioner Miller and supported by Commissioner Feyen to approve the minutes with updates to be made for items 2, 3 and 8 as requested.

Yeas: Mapes, Feyen, Metz, Miller, Rosmarin, Schwartz. and Achram. -7

Nays: -0-

4. PUBLIC COMMENT ON NON-AGENDA ITEMS

No public comment was given

5. PUBLIC HEARING FOR SITE PLAN REVIEW 1815 HALL ST GRACE CHURCH

Jay Gianotti: Grace Episcopal Church is creating a rain garden using grants from EGLE to remove 3000 feet of existing parking lot including 10 parking spaces. Variance issues are resolved. Parking capacity is compliant with the reduction.

Tony Heath: consulting engineer that developed plans said that the Kent County drain office approved drain use permit for a chapter 20 drain.

Steve Achram: Not clear on plans where water is going to enter rain garden. Heath: Majority flows to NW corner and some runoff on the Far East side. There is a standard curb and gutter that collects runoff where it filters through garden.

Tom Tilma: Long term maintenance, how will the garden be maintained? Heath: Plan submitted and reviewed by EGLE. Majority on Grace Church for weed removal and plant identification.

Chris Rosmarin: What are the benefits of and negatives of? Heath: Sized to capture in 24 hours and pool and filter through the plants. It reduces thermal loading and reduces mineral salts getting into the creek, benefits plants, species, birds, pollinators. Educational benefit for the church, especially the preschool. Downsize is that it can get overgrown if not maintained.

Steve Achrim: Are there events where you fill the parking lot and will these 10 parking spaces be missed? Mark Sullivan: lives at 933 Pinecrest. The only time we are even close to 2/3's capacity is Easter Sunday. Average Sunday attendance is 60-70 people. We have a naturalization committee at the church and are excited to add this to the portfolio.

APPROVAL OF SITE PLAN REVIEW

A motion was called on the site plan review by Commissioner Tilma and supported by Commissioner Schwartz to approve the agenda as presented.

Yeas: Mapes, Feyen, Metz, Miller, Rosmarin, Schwartz. and Achram. -7

Nays: -0-

6. DRAFT MASTER PLAN REVIEW

Paul LeBlanc: Key changes added language to goals to complete streets and mobility especially increasing accessibility for people with mobility challenges and keeping the city's overall goal of achieving carbon neutrality by 2040. Made recommendations on #1, #2, #6 and #10. Continue to implement all the city plans including parks and rec bike action plan, climate action plan and utility infrastructure plan. There was some talk about expanding the MFR district. Gaslight village concept plan change image shown.

PUBLIC COMMENT

Judith Baxter: Asks that you go back to original plan to have shaded area in master plan. Would like city planner hired to look at everything.

Anonymous: Was master plan lens of 4 specific spots only or for the whole city of EGR. Paul LeBlanc: 2018 plan is still relevant and looked at entire city. #1 update data because what was in 2018 plan was 2010 data. #2 happenings in Gaslight village; closing of St. Stephen and issue over antique store.

Anonymous: Is there another city with a city planner? Will a city planner be hired and what would be different? Paul LeBlanc: other communities do and it is not unusual. Jay is titled as community and city planner.

Tom Tilma: Are the 42 days consecutive? Paul LeBlanc: If the planning commission gives recommendation to the city commission to authorize distribution of the plan the city commission would then authorize distribution. City commission would notify surrounding communities, utilities, agencies and from that point 42 day clock starts. Communities can choose to submit comments regarding draft. It is unusual for neighboring communities to submit comments.

AUTHORIZE DISTRIBUTION OF DRAFT PLAN WITH NOTED CHANGES

A motion was called by Brian Miller to move to authorize the distribution of draft plan as noted to the city commission and was supported by Greg Metz.

Yeas: Mapes, Feyen, Metz, Miller, Rosmarin, Schwartz and Achram. -7

Nays: -0-

7. REPORT OF THE CITY COMMISSION

East Grand Rapids schools is looking at Gaslight village parking subcommittee. Gaslight investors presented concept plan which was slightly changed, there was some division among commissioners, and was voted to allow staff to work with attorneys.

Note: Steve Achram left the meeting at 6:50pm

8. NEXT REGULAR PLANNING COMMISSION MEETING-June 10, 2025

9. ADJOURNMENT

A motion was called by Commissioner Schwartz and supported by Commissioner Miller to adjourn the meeting at 6:56pm.

Yeas: Mapes, Feyen, Metz, Miller, Rosmarin, Schwartz. -6

Nays: 0

You tube link to meeting <https://youtu.be/xFKupXr57oI>

Respectfully submitted,

Alicia Besemer

Recording Secretary



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JAY GIANOTTI, AICP
ZONING ADMINISTRATOR

MEMORANDUM

TO: East Grand Rapids Planning Commission
FROM: Jay Gianotti, Zoning Administrator
DATE: September 3, 2025

RE: **Election of Officers**

Action Requested:

That the Planning Commission elect a Chairperson, Vice-Chairperson, and Secretary.

Background:

According to Section 5.201 of the East Grand Rapids Zoning Ordinance, the Planning Commission elects members to serve as Chairperson, Vice-chairperson, and Secretary. This action is held during the first meeting of the City fiscal year. Current Chairperson Mary Mapes will lead the meeting through the nomination process. The process for all three positions will be as follows:

1. Discussion of the position
2. Motion to open nominations for a position
3. A “second” of a motion by another member, and/or to close nominations
4. Once a motion is seconded, further discussion on the motion may occur
5. A vote on the motion(s)

This process will be conducted for all three positions so that each position will be filled until new elections are held in July 2026.

At the conclusion of this process, the new Chairperson will conduct the remainder of the meeting. In the event the Chairperson is absent from a meeting or recused from any agenda item, the Vice-Chairperson will run meetings or agenda items their absence. If both are absent, then the Secretary would be in charge.



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JAY GIANOTTI, AICP
ZONING ADMINISTRATOR

MEMORANDUM

TO: East Grand Rapids Planning Commission
FROM: Jay Gianotti, Zoning Administrator
DATE: September 3, 2025

RE: **Planning & Zoning Orientation and Training Information**

Action Requested:

No action is required. The following is for informational purposes.

Background:

Below is a lot of important information for the new members (and a reminder for existing members). Where possible, hard copies of any of these documents can also be provided by request.

- **City Zoning Code** – The city has our entire city code on our website in one place. This online code updates automatically (within a couple weeks) after new amendments are approved, and has search functions that make it very easy to find things. It is important for you to familiarize yourself with the zoning ordinance (Chapter 50) as the Planning Commission is the first step in the zoning ordinance amendment process and development requests. Here is a link to our city webpage that contains the link to the city code (at bottom of page):
<https://www.eastgr.org/120/City-Code-Ordinances>
- **City Master Plan** – The city approved its latest Master Plan in the summer of 2018. This is an important document that acts as a guide for future development in the city. The very end of the Master Plan contains short and long-term goals. The Planning Commission plays a very important role in the execution of these Master Plan goals. The City is currently working on an update to this Master Plan, but for now, this 2018 plan is still in effect. You can find a PDF of the Master Plan on our city website here: <https://www.eastgr.org/518/Master-Plan>
- **Planning Commission By-Laws** – This document outlines the rules and procedures that all Planning Commission members must follow, as well as outlines how all meetings are conducted and organized. You can find these on-line here:
<https://www.eastgr.org/DocumentCenter/View/2915/East-Grand-Rapids-Planning-Commission-By-Laws>
- **Past meeting minutes** – To view past meeting agendas and meeting minutes, you can go to our city website here: <https://www.eastgr.org/111/Agendas-Minutes>. For new members, this is a great way to get “up to speed” on recent activities that the Planning Commission has been hearing.
- **Training/Resource Opportunities** – The City requires that all Planning Commissioners review at least two hours of training related to their positions per fiscal year. The study sessions that the City routinely organizes can be used to help fulfill this requirement. However, Planning Commissioners are encouraged to complete training in other areas that may be relevant. In addition, the City will reimburse all Commissioners for the cost of all approved training and related expenses. The City’s training policy, including links to training providers

and other resources, is attached to these materials. In addition, the following is a sampling of upcoming training events that might be of interest to members.

- MSU Extension Citizen Planner Program
 - On Demand
 - In Person – Michigan Association of Planning Annual Conference (see below)
- MSU Extension Governing Essentials Series – 3 sessions in December (also available on demand)
 - Open Meetings Act
 - Introduction to Parliamentary Procedure
 - Components of Extraordinary Governance
- Michigan Association of Planning Annual Conference – October 22-24, Kalamazoo
- American Planning Association 2026 National Conference
 - April 25-28, Detroit
 - May 27-29, Virtual
- **Michigan Law** – If anyone wants some light bedtime reading, below are links to Act 110 of 2006 (Michigan Zoning Enabling Act) and Act 33 of 2008 (Michigan Planning Enabling Act). These laws set the rules on what EGR can/needs to do in regard to planning and zoning.
 - Michigan Zoning Enabling Act:
[http://www.legislature.mi.gov/\(x3eqqx2ix0ez34nsk1zysl45\)/documents/mcl/pdf/mcl-Act-110-of-2006.pdf](http://www.legislature.mi.gov/(x3eqqx2ix0ez34nsk1zysl45)/documents/mcl/pdf/mcl-Act-110-of-2006.pdf)
 - Michigan Planning Enabling Act:
<http://www.legislature.mi.gov/documents/mcl/pdf/mcl-Act-33-of-2008.pdf>

If you have any questions about anything, feel free to reach out to me via phone or email.



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JAY GIANOTTI, AICP
ZONING ADMINISTRATOR

Hearing Required?	Yes
Notices Mailed	8/20/2025
Notice Published	8/24/2025
PC Public Hearing	9/9/2025
CC Introduction:	TBD
CC Final Reading:	TBD
Effective Date:	TBD

MEMORANDUM

TO: East Grand Rapids Planning Commission
FROM: Jay Gianotti, Zoning Administrator
DATE: September 4, 2025

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

Action Requested:

That the Planning Commission hold an introduction and public hearing regarding a PUD ordinance amendment and resolution for the Gaslight Investors PUD and consider making a recommendation regarding those documents the City Commission.

Background:

The Planning Commission originally reviewed and provided feedback on an amended concept plan for the Gaslight Investors (previously Jade Pig) PUD in June 2024, ultimately voting to recommend approval with conditions in November 2024. Since then, multiple revisions to the concept plan have been made and discussed with the City Commission. Because the revisions to the concept plan are still within the parameters of what the Planning Commission recommended for approval, the Planning Commission does not need to reconsider the current concept plan.

Under the Michigan Zoning Enabling Act, the Planning Commission is to review proposed zoning ordinance changes before consideration by the City Commission. As the property is already zoned PUD that includes mixed use (residential & commercial), this is not a rezoning request. When the Planning Commission did its initial 2024 review, ordinance language had not been developed for consideration. On September 2nd, the City Commission reviewed a revised concept plan dated August 27, 2025. Based on those discussions, staff is comfortable that the draft language is substantially complete for Planning Commission review and consideration. Note that the City Commission may make further changes at future meetings as a result of the Planning Commission’s recommendations and/or further discussions.

AUGUST 27TH CONCEPT PLAN

As it has been nearly a year since the Planning Commission last reviewed this matter, a brief discussion of the current concept plan may be helpful to better understand the how and where the current amendment and resolution language came to be. There are now a total of eight buildings proposed (including existing buildings A and B, and the proposed parking garage). However, the orientation and function of these buildings have changed over time, and more open space has been provided compared to previous iterations. Of note, the former Building E that terminated at the Bagley Ave. street axis has been removed with open space replacing the area where it was proposed.

The commercial and residential space previously proposed for Building E has now been incorporated into Building C, which now has a larger footprint compared to previous concepts. Flanking the northeast side of the open space are two “commercial incubator” spaces to provide a different commercial space option compared to the rest of the site.

Overall, the amount of commercial space and residential units are the same as previous revisions (May & June)*, though both have been reduced from the November 2024 concept the Planning Commission last reviewed. Several buildings have been reduced in height; now, none exceed five stories compared to one building originally featuring seven stories. The height of the new parking deck has also been reduced. To make up for the loss of parking capacity, some additional surface parking has been added to the site. In response to multiple requests for additional greenspace, a larger outdoor amenity area, dubbed the “central social hub”, has been added where Building E previously was proposed. Table 1 highlights the main differences between the originally approved PUD plan from 2004, the version recommended for approval by the Planning Commission in November 2024, and the current concept plan at the heart of this amendment and resolution.

Table 1 – Summary of major PUD plan changes from approved 2004 plan to current 2025 proposed plan

Approved 2004 PUD	Proposed PUD Amendment (November 2024)	Proposed PUD Amendment (August 2025)
7 total buildings with retention of existing parking garage <ul style="list-style-type: none"> • 2 Commercial buildings • 1 Parking garage (existing) • 1 Mixed-use building (commercial & residential) • 3 Residential buildings 	9 total buildings (2 already constructed) including new parking garage <ul style="list-style-type: none"> • 3 Commercial buildings (2 existing) • 1 Parking garage (new) • 3 Mixed-use buildings (commercial, parking, and residential) • 1 Residential building • 1 row of Townhouses 	8 total buildings (2 already constructed) including new parking garage <ul style="list-style-type: none"> • 2 Commercial buildings (existing) • 1 Parking garage (new) • 2 Mixed-use buildings (commercial and residential) • 1 Residential building • 2 rows of Townhouses
Tallest building: 7-stories, 79' height (to roof midpoint; appx. 94' to roof peak), residential and commercial	Tallest building: 7-stories, 94' height, mixed-use (commercial, parking, and residential)	Tallest building: 5-stories, appx. 70' max. height, mixed-use (commercial 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).	147 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). (may be subject to future Brownfield Redevelopment Authority consideration)
99,420 s.f. commercial (only 77,500 s.f. developed)	134,470 s.f. commercial	109,500 s.f. commercial
687 total parking spaces (only 414 ever present at once)	583 total parking spaces	493 total parking spaces

ORDINANCE & RESOLUTION

A draft ordinance amending the PUD agreement and associated resolution were developed to codify the concept plan. This approach is recommended as the parcels in question are already zoned PUD, a

* As the exact format of the incubator space has not been formalized, this has not been added to the commercial areas at this time.

phase of the original concept plan has already been implemented (Buildings A and B), and the uses in the revised concept plan and the original approval are the same. There are various items within the 2004 approval that are being moved from the original agreement to a future development agreement.

During the September 2nd City Commission meeting, four areas were identified for minor language refinement in the ordinance and resolution.

- Should the development of the “social hub” space be linked to a specific phase of development, or left as a standalone area.
- The interplay of the construction of the parking garage independent of Phases so as not to “trigger the clock” on Phase construction timelines.
- Is there potential language that acknowledges the development is open to the public yet remains private property, with the understanding that details around the parties’ rights (such as the City’s ability to request street closures for public events) shall be included in the development agreement in the final plan review phase.
- Potential refinement of street and sidewalk maintenance language, on topics including but not limited to pedestrian safety improvements (e.g. RRFBs), lighting, and general wear-and-tear related maintenance items.

In addition to this, there continues to be discussion about public vs. private accessways through the site. Currently, all accessways through the existing site are private. The Planning Commission may be asked to give feedback on this topic.

There were additional discussions about the findings during the most recent City Commission meeting. The drafts being presented are written if the City Commission approves the project. If the City Commission decides to deny the project a separate “finding of facts” will be developed and adopted. The decision to deny and “finding of facts” would not be reviewed by the Planning Commission.

PLANNING COMMISSION CONDITIONS

In 2024, the Planning Commission identified ten conditions to be addressed before final PUD approval.

1. A comprehensive traffic, pedestrian, bicycle and mobility study to address to the City’s satisfaction vehicle, bicycle, and foot traffic for the site during the high traffic season.
2. Physical traffic (vehicle) counts at active times.
3. A review of the traffic study by city staff to verify its accuracy.
4. An analysis of delivery truck accessibility.
5. An analysis of full utility capacity for stormwater management pursuant to Chapter 28 of the city code, with a priority for natural based solutions.
6. An impact assessment for sanitary sewer, storm sewer, and water system utilities that is acceptable to the city.
7. A “shade study” to evaluate the effects of building massing on neighboring properties (note that this was requested when the proposed building height was 94 feet).
8. An environmental assessment satisfactory to the city for proposed and historical uses.
9. A fiscal impact study demonstrating financial feasibility for the development and Gaslight Village as a whole.
10. Parking analysis with a balanced solution.

As the City Commission has been reviewing the concept plan and subsequent revisions, they have agreed to the following restatements of the Planning Commission’s original conditions.

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

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

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

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

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

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

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

These modifications were made to either clarify certain conditions or modify them in light of the revised concept plan.

The City Commission has also included seven new conditions beyond those requested by the Planning Commission.

1. Any private streets and sidewalks constructed by the developer shall be built to standards approved by the City. The private streets shall be maintained to City standards, including snow removal on streets/sidewalks. Obstructions that may be allowed on any sidewalk shall be in accordance with existing City ordinances, regulations, and policies.
2. The upper floors of buildings in excess of three stories shall be stepped back from the lower floors.
3. Developer/Owner must apply for the closure of private streets so as to limit the impact upon vehicular traffic. Private street closures and temporary blockage shall be permitted in accordance with City ordinances, regulations, and policies. In addition, when reasonably requested by the city, the developer shall agree to close private streets on a temporary basis subject to tenants and property owners having continued access to their respective properties.

The PUD agreement shall contain provisions detailing the rights of the city, the developer, tenants, and property owners.

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

The discussion on public use of a private space may result in a new condition #8.

Requested Action:

This agenda item is being treated as both an introduction to the Planning Commission and a Public Hearing on the proposed Gaslight Investors PUD amendment and related resolution. Therefore, the Planning Commission is being asked to provide a recommendation to the City Commission tonight. The Planning Commission can vote to recommend approval, approval with additional conditions, or denial of these proposed amendments and resolution. Once a recommendation is made, it will be provided to the City Commission for their consideration and decision making. While the Planning Commission's recommendation will be considered in their review, they are not obligated to accept it.

For reference, the following materials are provided as part of this review.

- The current iteration of the concept plan presented at the September 2 City Commission meetings
- Relevant supporting materials from the September 2 City Commission agenda
- Links to various studies that have been done in conjunction with this concept plan.

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

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

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

GASLIGHT VILLAGE

PUD AMENDMENT CONCEPT PLAN

27 AUGUST 2025



PUD AMENDMENT KEY PLAN

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

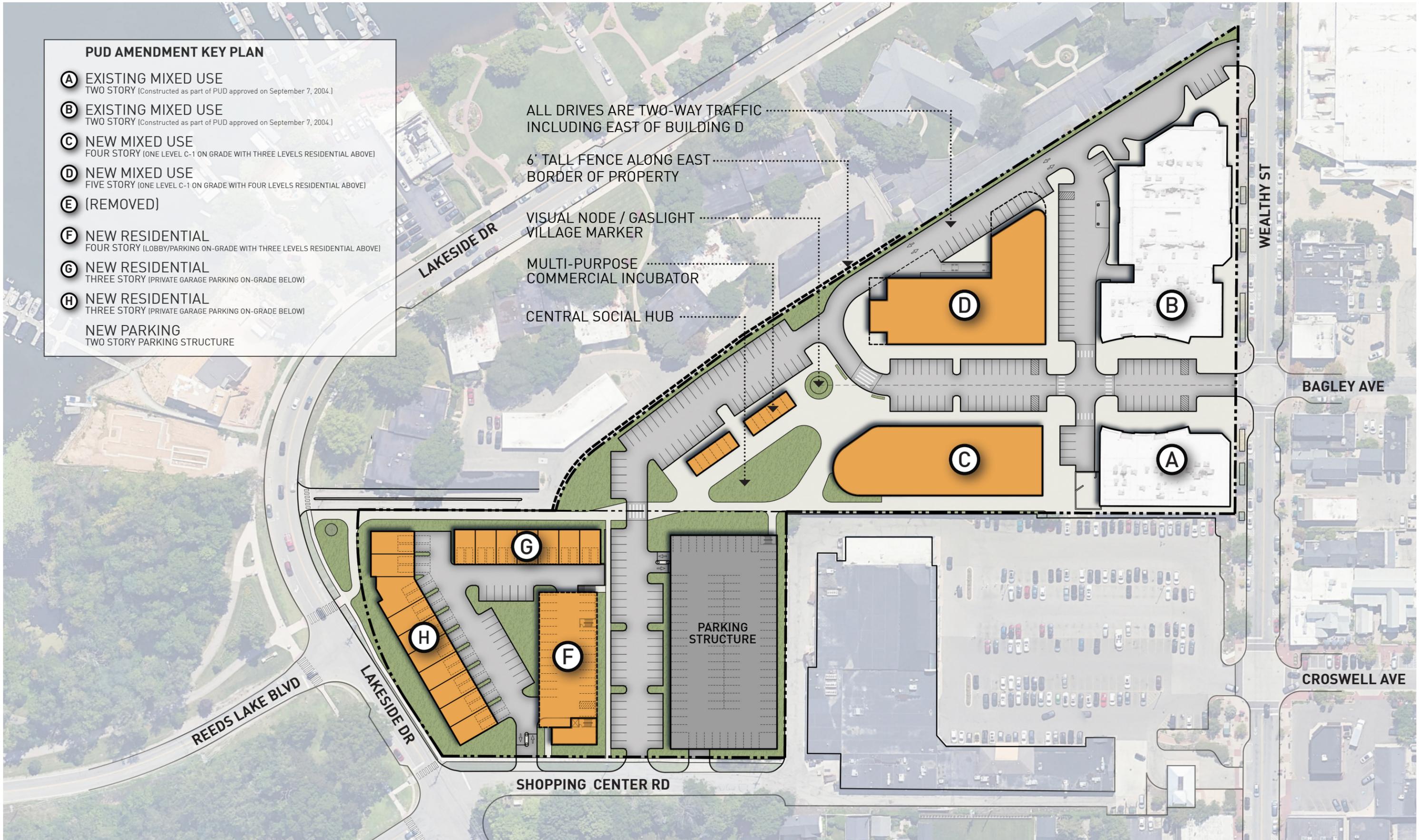
ALL DRIVES ARE TWO-WAY TRAFFIC
INCLUDING EAST OF BUILDING D

6' TALL FENCE ALONG EAST
BORDER OF PROPERTY

VISUAL NODE / GASLIGHT
VILLAGE MARKER

MULTI-PURPOSE
COMMERCIAL INCUBATOR

CENTRAL SOCIAL HUB



GASLIGHT PUD AMENDMENT

8.27.2025

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

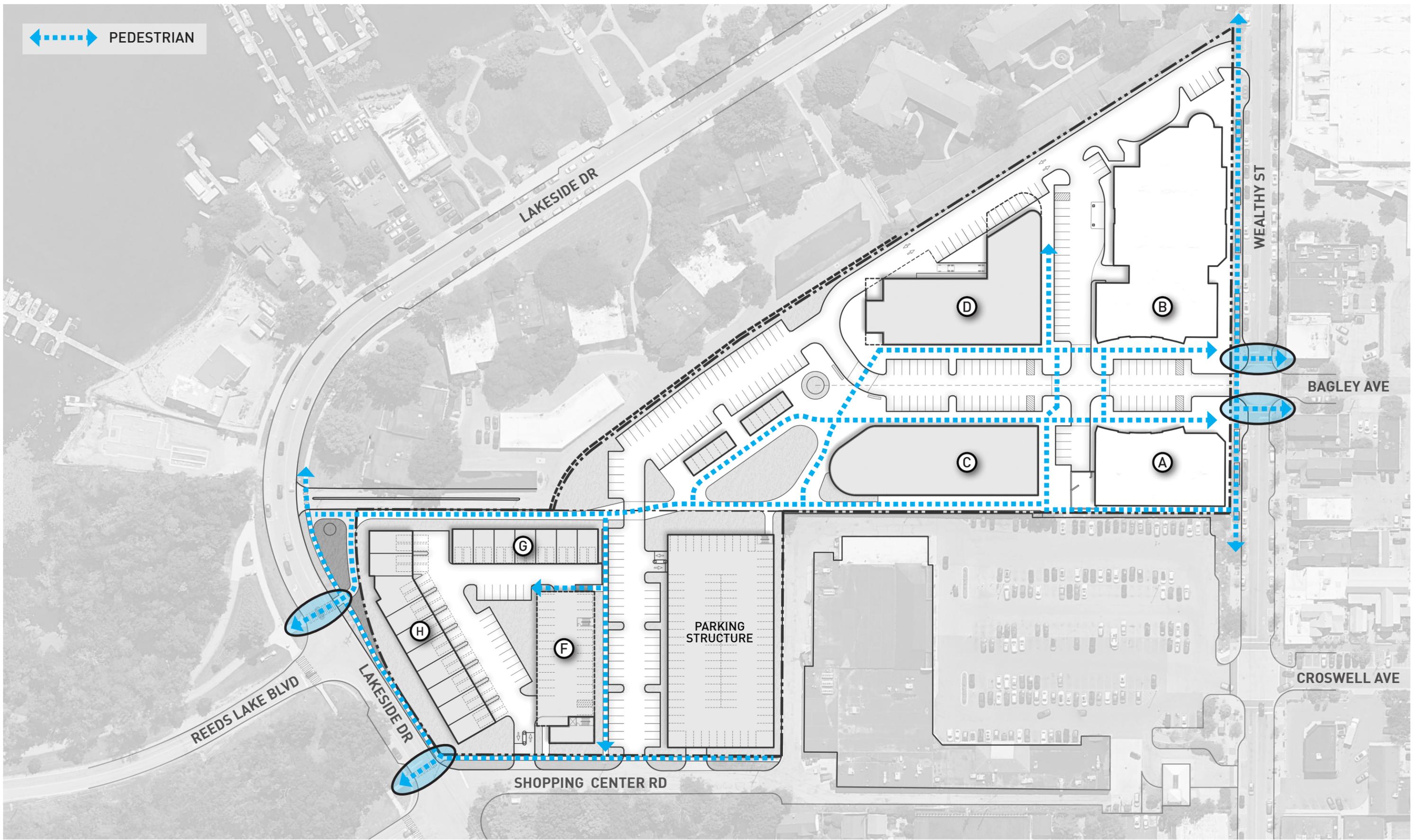
Final parking study and shared parking ratio to be prepared for final site plan submission.

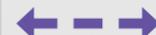
Visitor "driveway" parking spaces (20) are available for building H resident guests.

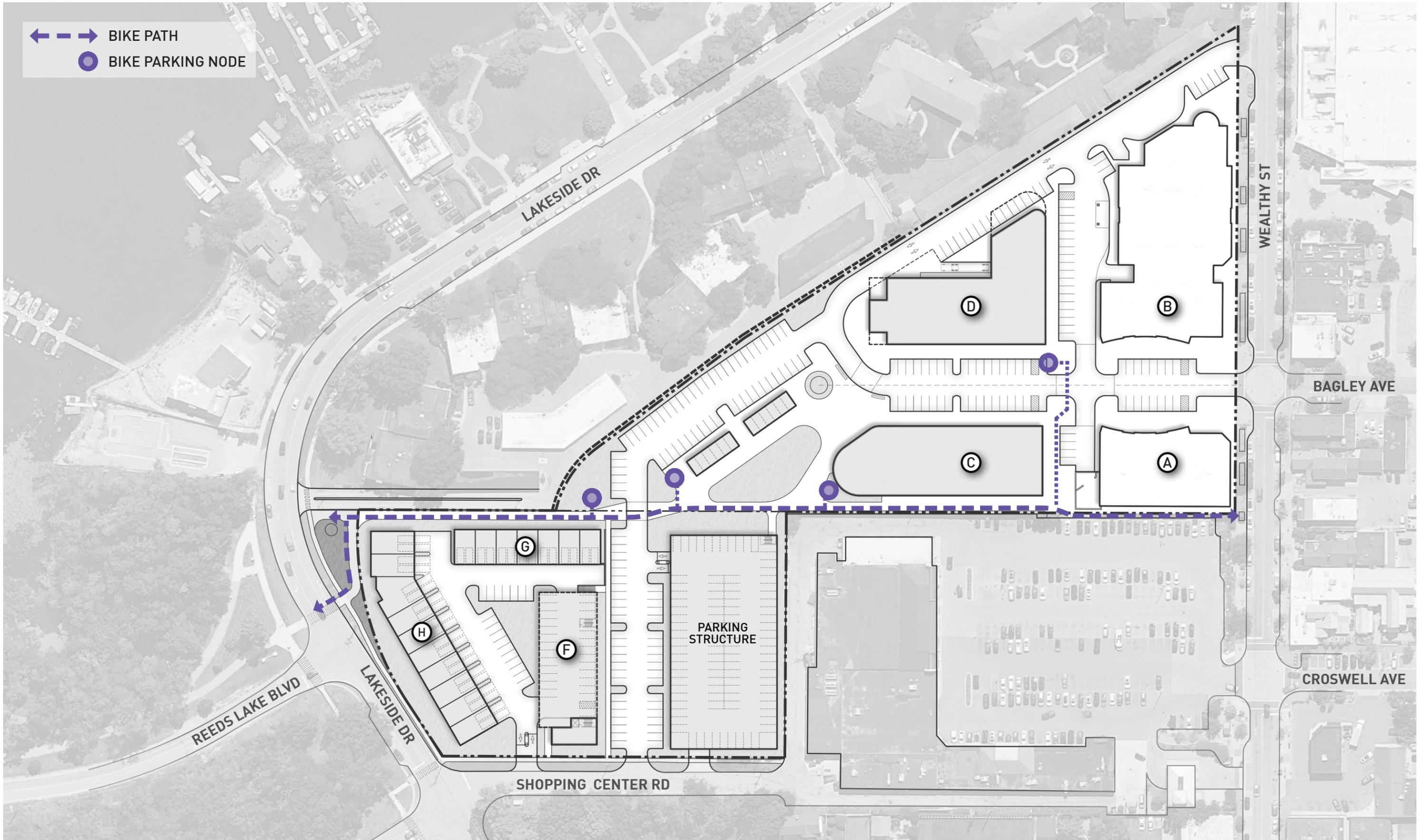
SUMMARY OF CHANGES COMPARED TO PREVIOUS PROPOSAL (FEB 2024)

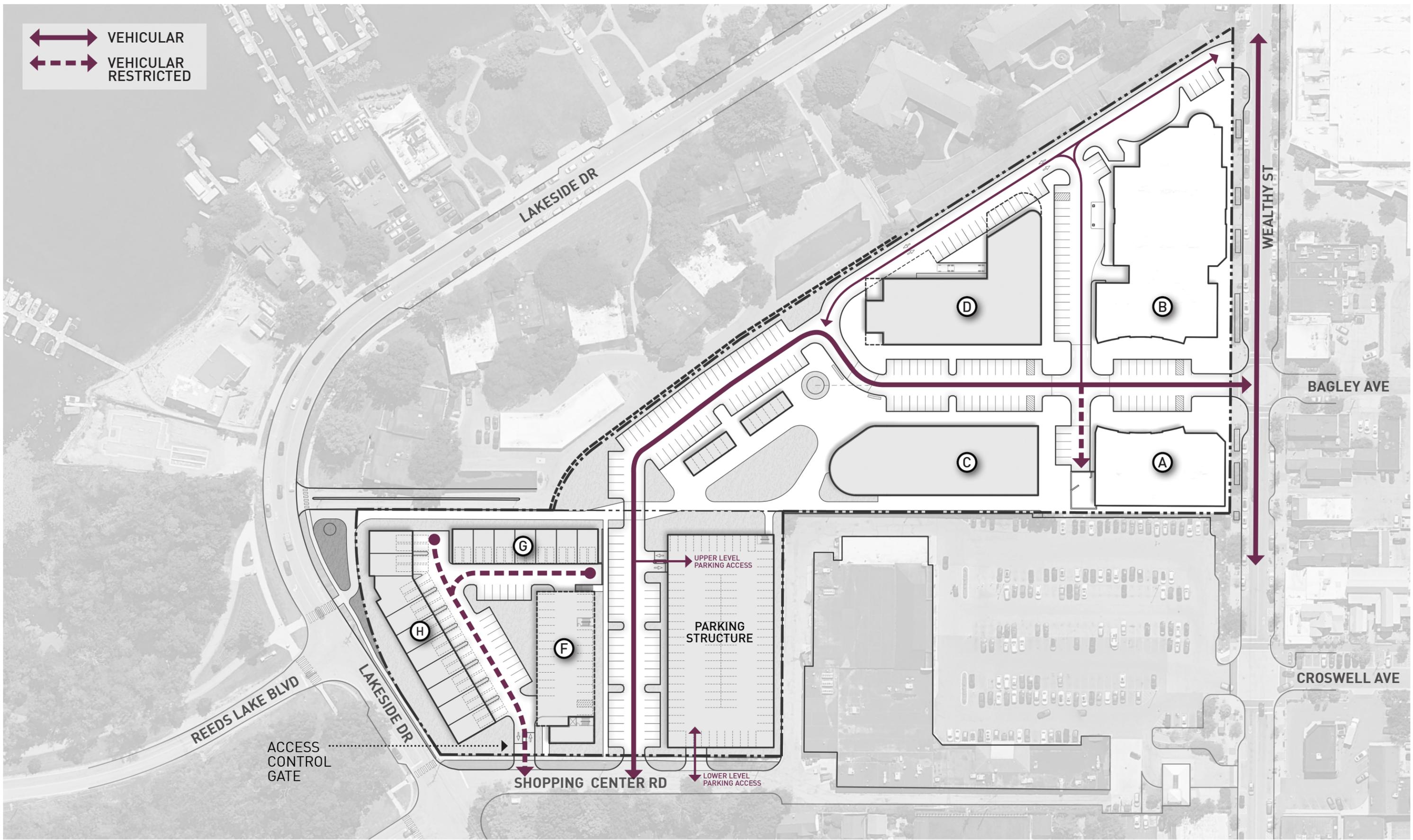
	previous (FEB 2024)	proposed (8.26.2025)	CURRENT DESIGN HIGHLIGHTS
Existing C-1 USE AREA	77,500	77,500	CURRENT EXISTING C-1 SPACE IN BLDGS A + B TO REMAIN
New C-1 USE AREA	56,970	32,000	44% REDUCTION - 24,970 LESS C-1
residential units	180	147	18% REDUCTION - 33 LESS RESIDENTIAL UNITS
parking spaces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

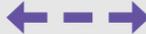
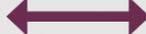
← PEDESTRIAN →

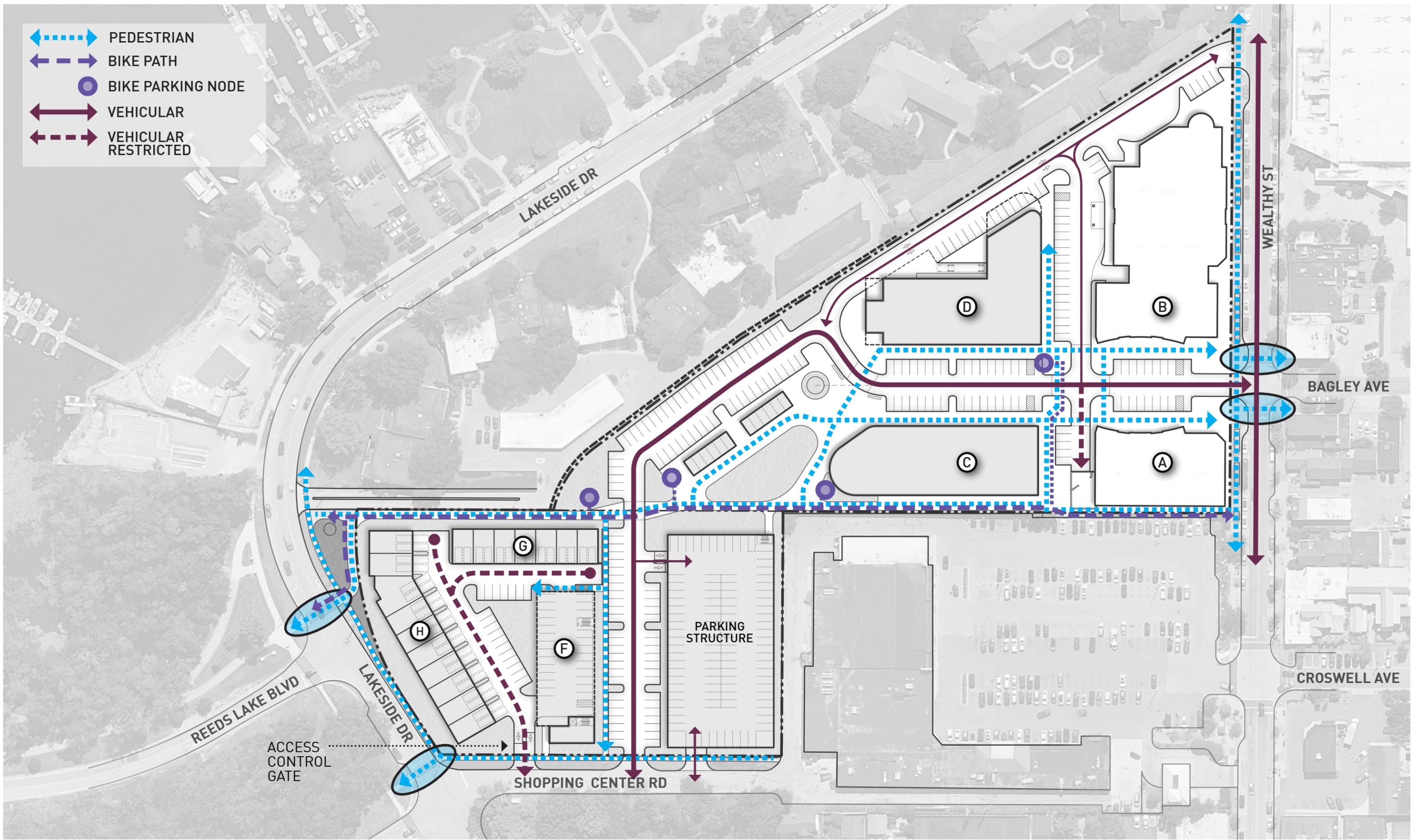


 BIKE PATH
 BIKE PARKING NODE





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





Memo

To: City of East Grand Rapids

From: Christopher Zull, PE, Transportation Practice Leader

Date: September 4, 2025

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

Project No: 77510008

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

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

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

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

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

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

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

THE CITY OF EAST GRAND RAPIDS ORDAINS:

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

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

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

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

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

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

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

Section 6. PUD Expiration.

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

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

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

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

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

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

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

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

City of East Grand Rapids

By _____
Lori Parmenter
City Clerk

27791903.1

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Subsection 3(m) is no longer relevant.

Subsection 3(n) is changed as follows:

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

Subsection 3(o) is changed as follows:

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

Subsection 3(q) is updated as follows:

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

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

Section 4. Enforcement.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Memo from September 2 City Commission Meeting (amended)



CITY OF EAST GRAND RAPIDS

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

JAY GIANOTTI, AICP
ZONING ADMINISTRATOR

MEMORANDUM

TO: Honorable Mayor and City Commissioners
FROM: Jay Gianotti, Zoning Administrator
DATE: September 3, 2025 (amended)

RE: **Gaslight Investors Planned Unit Development Amendment Introduction**
2255 Wealthy St. SE and 515 Lakeside Dr. SE (PPNs 41-14-33-276-032 and 41-14-33-276-029)

Action Requested:

That the City Commission reviews and introduces a PUD ordinance amendment and resolution for the Gaslight Investors PUD and revised concept plan, as well as provide input related to each one of the Standards of Review in Section 5.49 of the zoning ordinance.

Background:

On May 3, 2024, Gaslight Investors first 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. The originally approved PUD plan thus remains in place as a valid actionable plan to this day.

As defined by the zoning ordinance, this applicant’s proposed revisions and amendments constitute a major change to the previously approved PUD preliminary plan and agreement. Therefore, 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

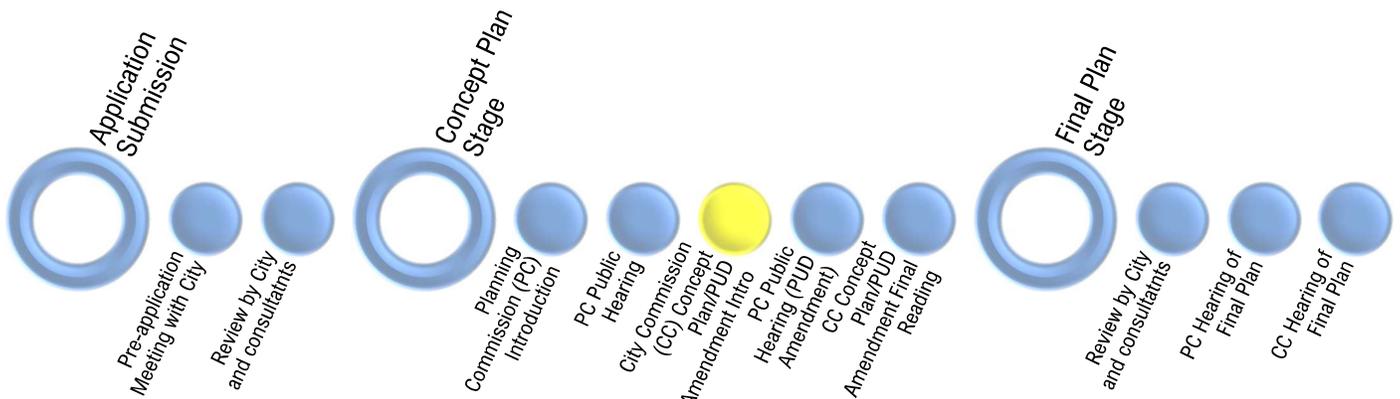


Exhibit 1 – General PUD approval timeline with the current step highlighted in yellow. The formal public hearing of the concept plan was held on February 17, 2025, with additional revisions presented on March 31, 2025, July 21, 2025, and September 2, 2025. The final part of this step would be the consideration and approval of a corresponding PUD amendment, followed by a public hearing for the PUD amendment with the Planning Commission and final reading by the City Commission.

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 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 some level of 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.

Summary of Previous Actions:

To date, the formal review process for this revised concept has lasted over one year. A revised concept plan was first 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 1 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 ten conditions. 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.

This version of the concept plan was introduced to the City Commission at their January 21, 2025 meeting, where it was unanimously voted to advance the concept plan to a public hearing. This public hearing was held on February 17, 2025 at the EGR Performing Arts Center. An additional open house was held on February 4 to allow residents the opportunity to view the proposed concept plan. Additional public comments regarding the proposed concept plan have been made at various master plan subarea meetings, planning commission meetings, and city commission meetings throughout the year. Since the February 17 public hearing, the applicants have made multiple revisions to the concept plan to reduce the overall density and building heights. Revised concepts were presented at the March 31, 2025, May 5, 2025, and July 9, 2025 City Commission meetings. The most recent version, which is now under consideration, was prepared on August 27, 2025 in conjunction with the draft PUD amendment and resolution now under consideration.

Table 1 – Major feedback themes from June 24, 2024 Open House Engagement

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

In comparing the current concept to what was first introduced in 2024, there are now a total of eight buildings proposed. However, the orientation and function of these buildings have changed over time, and more open space has been provided compared to previous iterations. Of note, the former Building E that terminated at the Bagley Ave. street axis has been removed with open space replacing the area where it was proposed. The commercial and residential space proposed for this building has now been incorporated into Building C, which now has a larger footprint compared to previous concepts. Flanking the open space to the northeast are two “commercial incubator” spaces to provide a different commercial space option compared to the rest of the site. Overall, the amount of commercial space and residential units is essentially the same as the May and July 2025 concepts. Several buildings have been reduced in height; now, none exceed five stories compared to one building originally featuring seven stories. The height of the new parking deck has also been reduced. To make up for the loss of parking capacity, some additional surface parking has been added to the site. In response to multiple requests for additional greenspace, a larger outdoor amenity area, dubbed the “central social hub”, has been added where Building E previously was proposed. Table 2 shows a brief summary of major changes to the site plan from 2004 to now. The applicants have provided preliminary analysis 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.

After extensive discussion and feedback, the City Commission allowed the City and consultants to prepare an amendment and resolution to approve a revised concept plan based on the May 5 version of the concept plan. This was initially discussed at the May 19, 2025 City Commission meeting. Feedback at that time from the public and Commissioners has been reviewed and used to revise these materials to their current form. This includes revision of the Planning Commission’s original conditions as well as the inclusion of seven new conditions. The new conditions are as follows:

1. Any private streets and sidewalks constructed by the developer shall be built to standards approved by the City. The private streets shall be maintained to City standards, including snow removal on streets/sidewalks. Obstructions that may be allowed on any sidewalk shall be in accordance with existing City ordinances, regulations, and policies.
2. The upper floors of buildings in excess of three stories shall be stepped back from the lower floors.
3. Developer/Owner must apply for the closure of private streets so as to limit the impact upon vehicular traffic. Private street closures and temporary blockage shall be permitted in accordance with City ordinances, regulations, and policies.

Table 2 – Summary of major PUD plan changes from approved 2004 plan to 2025 proposed plan

Approved 2004 PUD	Proposed 2024 PUD Amendment (August 2025)
7 total buildings with retention of existing parking garage <ul style="list-style-type: none"> • 2 Commercial buildings • 1 Parking garage (existing) • 1 Mixed-use building (commercial & residential) • 3 Residential buildings 	8 total buildings (2 already constructed) including new parking garage <ul style="list-style-type: none"> • 2 Commercial buildings (existing) • 1 Parking garage (new) • 2 Mixed-use buildings (commercial and residential) • 1 Residential building • 2 rows of Townhouses
Tallest building: 7-stories, 79' height (to roof midpoint; appx. 94' to roof peak), solely for residential use	Tallest building: 5-stories, appx. 70' max. height, mixed-use (commercial and residential); see also Table 6
107 residential units (condominiums)	147 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). (may be subject to future Brownfield Redevelopment Authority consideration)
99,420 s.f. commercial	109,500 s.f. commercial
687 total parking spaces (only 414 ever present at once)	493 total parking spaces

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

Tonight's meeting is part of the final step in the concept plan phase where the final draft of the concept plan, PUD Amendment, and PUD Resolution is being presented for City Commission review. The text of the PUD amendment, resolution, and updated concept plan are included with these materials. Redlines versions of the PUD Amendment and Resolution are also provided to help compare what language is being changed. For reference, additional studies and other data presented at previous meetings can be found in the [May 19 agenda materials](#).

Concept Plan vs. Final Plan:

As noted throughout this process, the PUD approval process involves first the approval of a concept plan, then the later approval of a final plan before any development can begin. The following sections explain the differences to help reduce confusion about what is expected at each step.

Concept Plan The concept plan is the first plan for development that is reviewed. It is only intended to show the general relationships between the buildings and circulation on the land, including basic massing, location, and function. The overall intent of a concept plan is to show what might be possible to develop. For example, if someone was looking to develop a vacant residential lot, they would first need to create a concept for the lot showing where the house and any accessory buildings would go, how access to the house and accessory buildings will be handled, and a check for what the limits for development might be based on factors such as budget, intended usage, and ordinance requirements. The owner might have specific ideas about what appliances, fixtures, materials, furniture, and other items they might want in the finished home and lot, but these points are irrelevant to consider without an accepted concept plan in place. For these reasons, it is not practical or expected to see such details with the concept plan. This does not mean that any requested studies and additional information are not important, only that the plan must pass through this phase first to allow for the plan development required to give those studies any real-life meaning.

Final Plan The final plan is the second and final plan for development that is reviewed. This plan includes the final design of the proposed buildings, including locations, façade design and shape, floorplans, materials, etc., as well as final designs and locations for roadways, public amenities, landscaping, and the like. With this level of detail, it will be possible to provide more comprehensive studies related to parking, traffic, environmental, infrastructure, and other items required with a PUD plan approval. The final plan is also judged based on conformity with an approved concept plan. Crucially, the final plan cannot be created, much less reviewed, without an approved concept plan first because it is not feasible to create such details without having an approved concept as its basis.

It should be stressed that approving the concept plan in its current form does not mean that the City is barred from requesting or requiring further modifications at the Final Plan stage. The concept plan, if approved, simply defines the parameters that the Final Plan must conform to before final approval is granted. It is still subject to any conditions that are proposed by the Planning and City Commissions. It is expected that refinements to the concept plan will be made in the Final Plan stage as the overall uses are more clearly defined, the building & amenity designs are developed, and more detailed studies are completed. If any issues or concerns arise as a result of these additional studies or other items, the City and Commissions can still require they be corrected before approving the final plan.

One other point to mention is that for the purposes of approving the concept plan, ***the first and foremost responsibility is to follow the required standards of review for the concept that the applicant is presenting.*** Throughout this process, multiple ideas of what could be developed here have been proffered. However, the standards of review must only be judged on what the applicant has presented, not what other alternatives might exist. This is no different from any other zoning or site plan review that the City does: ***if the plan presented by the applicant meets the required standards of review, regardless of if other things could be developed, then the concept plan must be approved. Any vote to deny must be reasonably linked to one of the standards of review.*** Similarly, topics that have been brought up that are not listed as one of the standards of review cannot be used as a basis of denial.

Review of Standards:

To approve a major change to a PUD agreement, the following criteria under Section 5.49 must be met. ***If all criteria are met, then the Commission is required to grant approval.*** While the City has discretion on deciding whether a PUD can be approved and may also attach reasonable conditions to any approval, Section 503 of the Michigan Zoning Enabling Act clearly states that any decision requiring Planning and/or City Commission approval must be based on a defined set of standards. This ensures that all PUDs, not just the current one under consideration, are judged consistently by the same criteria. The attached memo from City Planning Consultant Paul LeBlanc discusses this in more detail. In short, the required standards of review in Section 5.49 do allow room for discretion and interpretation, but any decision to approve or deny must be factually based and clearly related to these standards.

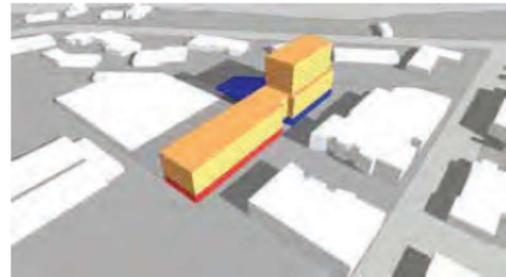
- A. *The proposed PUD complies with the intent and all qualifying conditions of §§ 5.41 and 5.42 of this article, respectively.*

Staff comments: City staff and consultants believe that this standard is 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. The revisions from 2024 to now have retained a generally mixed-use development character. Additionally, the 2018 City Master Plan showed having mid-rise building up to seven stories as the preferred development concept for the site. Exhibit 2 shows these renderings for comparison.

There have been multiple comments that the standards in Section 5.47 of the zoning ordinance, pertaining to concept plan review, have not been met. In the City’s and consultant’s view, these standards have all been met to the extent that valid information can be provided at this stage. Table 3 goes over this in more detail.

- 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: City staff and consultants believe that this standard is 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:



Village Address Perspective



Village Address Perspective Land Use

Exhibit 2 – Renderings of preferred PUD site concepts from the 2018 City Master Plan

Table 3 – Summary of Section 5.47 Concept Plan Standards

STANDARD OF REVIEW	STAFF COMMENTS
1. PUD Concept Site Plan, plus list or requirement information.	City staff and consultants reviewed this and found that all elements listed in this section that are relevant to this request are present.
2. Concept plan narrative	This was provided in the applicant’s original submission materials.
3. Table of modification	This was provided in the applicant’s original submission materials.
4. Phasing Plan	This is not applicable at this time as the applicants have not indicated multiple phases of construction. However, the proposed PUD amendment would allow the proposed development to occur in multiple phases if requested. Additional studies for traffic, utilities, parking, etc. may be required at each different phase at the City’s discretion.
5. Additional information requested by the Planning Commission	<p>This section lists examples of items that can be reviewed if <i>requested by the Planning Commission</i> (emphasis added) at the concept plan stage. Any examples listed in this item are not mandatory unless specifically requested. Even then, some studies cannot be fully completed without the details provided in a final plan, meaning the concept plan needs to be approved first to allow the final plan to be created. Nonetheless, the following studies have been provided with the plan to date:</p> <ul style="list-style-type: none"> • Preliminary Traffic/Parking Study – Fleis & Vandenbrink, Progressive Companies • Environmental & Soil Concerns – Prein & Newhof • Preliminary Utility Analysis – City • Building Code Requirements – Cascade Building Inspection Services (attached to materials) • Public Safety Review – EGR Public Safety Dept. (attached to materials) <p>Based on the level of detail required and expected at the concept plan phase, City staff and consultants believe that this standard is met to allow the plan to move to the final plan stage. In summary, the general consensus with these studies is that there are no immediate concerns at this point, though additional studies will still be necessary with the final plan phase. Additional studies can still be required at the final plan stage.</p>

- The proposed plan calls for 32,000 s.f. of new commercial space for a total of 109,500 s.f. ¹By comparison, only appx. 99,420 s.f. of total commercial space was proposed in the original PUD agreement.
- The number of residential units in this proposed plan would be 147 units. These are comprised of different types of housing such as apartments, condominiums, and townhouses. By comparison, the originally approved PUD plan had 107 housing units, all of them being apartments. The applicant’s materials also indicate a commitment to providing attainable housing with this plan which was not present in the original plan.
- A central open space area, dubbed “social hub”, has been designated for the center of the site. A visual node would align with the Bagley Ave. entrance. The overall area of this space appears to be larger and more centrally located compared to previous concepts.
- The main access for the PUD from the north would be rerouted to connect with Shopping Center Drive at the Greenwood/Lakeside intersection. The existing vehicular access point to the east of Reeds

¹ As the exact format of the incubator space has not been formalized, this has not been added to the commercial areas at this time.

Lake Blvd. would be converted solely to pedestrian access (though the existing access road to Lakewood Hills Apartments would remain.) This may be preferable from a traffic management standpoint as the current north vehicular access is offset less than 100' from Reeds Lake Blvd. While the City's Master Plan indicates a proposed road connection to the Reeds Lake Blvd. intersection, the overall intent of this recommendation is understood simply to provide a clear and easily accessible north-south connection between Wealthy and Lakeside. In that light, strict adherence to the Master Plan is not necessary if the general intent is still there and current data shows that a better alternative is available². A secondary accessway is also proposed at the east edge of the site, A comprehensive traffic impact and pedestrian study for these accessways 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.

While there has been extensive discussion on the scale of this proposed concept plan compared to other residential and commercial areas in the City, it is important to note that much of the proposed development would meet the City's existing zoning ordinance requirements. Table 4 analyzes this in more detail. Based on the proposed development in this concept plan, development on the 2255 Wealthy parcel is only compared to C-1 standards, and development on the 515 Lakeside Parcel is only compared to MFR standards. As shown here and in Table 4 below, ***the proposed development would already meet most of the standard C-1 and MFR zoning requirements.*** The deviations that do appear are mostly related to height and parking. ***These should not be seen as deficiencies*** as PUD zoning allows for allowances outside of traditional zoning. The main focus of the PUD review, then, should be on how any deviations from the zoning ordinance are handled in the concept plan. For example:

- While the height of the proposed buildings exceeds the zoning ordinance requirements, it would be less than the concept plan that was approved in 2004 and amended in 2008. ***Additionally, the adjacent Lakewood Hills Apartments development has a consent agreement in place that allows them to construct three new buildings up to 5 stories and 48' in height to the roof midpoint and 58' to the roof peak. This agreement is still in effect and has no expiration date, meaning it could be implemented at any time.*** In this light, the height of the proposed buildings at the Gaslight Investors site would be very comparable to the Lakewood Hills Apartments concept plan. Finally, as will be discussed below, the City's current master plan currently recommends this site to be used for a mid-rise mixed-use development as proposed in this concept plan.
- While the zoning ordinance generally requires more off-street parking than what this concept plan provides for, the parking studies done to date have concluded that with shared parking, the parking needs for these uses can still be met with the parking lots and structures proposed³. This could constitute an overall benefit as fewer parking areas can leave room for other desirable open space and amenities.

There have been multiple comments regarding the site's original PUD approval in 2004 and why the current concept plan appears to deviate from that. Parking and streetscaping have been examples of items cited in this regard. It should be noted that, with regards to streetscaping, many of the provisions in the 2004 PUD amendment were specific to the City's overall update of the Wealthy Street landscaping at the same time, so any references to those conditions would already have been fulfilled. References to contributions for other street improvements are deemed better handled with the PUD agreement at the final plan stage. With regards to parking and usage of the former parking deck, the City Commission has already approved the demolition of the old deck so any conditions related to that would be nullified. Any other conditions related to parking would also be deemed more appropriate in the PUD agreement made with the final plan.

It is also worth noting that the originally approved 2004 PUD plan also had multiple deviations from the zoning ordinance at the time. Examples include:

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

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

- The tallest buildings in the 2004 PUD were seven stories and 79' height to the midpoint of the roof. The maximum allowable height at the time was 2 stories at 28' height in the C-1 District and 2.5 stories and 35' in the MFR District. At least five originally proposed buildings would have exceeded this requirement.

Table 4 – Comparison of PUD Development Features with Standard Zoning Requirements

Standard	Requirement	Compliant?	Comments
C-1 Standards (2255 Wealthy Parcel)			
Min. Area	0 s.f.	✓	
Min. Lot Width	0'	✓	
Min Front Setback	0'	✓	
Min. Side Setback	0'	✓	
Min. Rear Setback	0'	✓	
Max. Building Height	40'	✗	Tallest building up to 5 stories, though 2004 PUD approval allowed up to 7 stories and 79' height to roof midpoint. See Table 6 for additional height comparisons.
	3 stories		
Parking – Commercial	Varies	T.B.D. with Final Plan	More details of commercial uses needed to judge
Parking – Residential	1.5 spaces/d.u.	✗	PUD allocates 1 space/d.u., though this could be mitigated with shared parking
MFR Standards (515 Lakeside Parcel)			
Min. Lot Area/unit	2,100 s.f.	✓	
Min. Lot Width	n/a	n/a	
Min. Front Setback	10'	✓	
Max. Front Setback	25'	✓	
Min. Side Setback	10'	✓	
Min. Street Side Setback	12'	✓	
Min. Rear Setback	25'	✗	Parking garage appears to have <25' setback from rear (south) lot line
Max. Building Height	35'	T.B.D. with Final Plan	More details of building design needed to judge
	2.5 stories	✗	Building F would have at least 3 stories; Townhouses could qualify as 2.5 stories if highest story is less than 50% of area of floor below it
Max. Building Coverage	60% lot area	✓	City estimates proposed building coverage to be 44% of lot area
Max. Lot Coverage	80% lot area	✓	City estimates proposed total lot coverage to be 74% of lot area
Rooftop terrace setback, Front	20'	T.B.D. with Final Plan	More details of building design needed to judge
Rooftop terrace setback, Side	10'	T.B.D. with Final Plan	More details of building design needed to judge
Rooftop terrace setback, Rear	25'	T.B.D. with Final Plan	More details of building design needed to judge
Max. Uninterrupted building façade	30'	T.B.D. with Final Plan	More details of building design needed to judge
Min. Access Driveway width	24'	✓	
Min. Access Driveway Side Setback	5'	✓	
Parking	1.1-1.8 spaces/d.u., based on # bedrooms	✗	Townhouses (G & H) provide 2 parking spaces per unit. Building F allocates 1 space/d.u., though surface spaces around Building F could also be used to satisfy demand in off-hours.

- Building 5 in the 2004 PUD had a total of 38 dwelling units as planned. The MFR Regulations at the time limited the maximum number of dwelling units in a building to 24, and then only with ZBA approval.
- The 2004 PUD had a total of 687 parking spaces for the site, including the former Jacobson’s parking deck. This is still less than what would have normally been required at the time; the Findings of Fact from 2004 suggest that between 750-812 parking spaces would normally have been required for the proposed uses in total.

In all these cases, the City Commission determined that allowing these and any other deviations were acceptable based on the benefits provided by the plan as a whole. Thus, the City Commission determined that none of these items were a detriment in this location or with the approved plan. The same must be considered in this amended concept plan review: while these comparisons to the zoning ordinance have been provided as a reference, the concept plan does not need to fully comply with the zoning ordinance requirements. Instead, the concept plan must be judged as a whole as to whether the plan’s benefits outweigh what would normally be permissible.

With regards to residential density, the City also compared the proposed density to other larger multi-family developments in the City⁴. All density calculations use the entire area of the lot as its basis (as explained below). These results are shown in Table 5, generally ordered from lowest to highest density. In summary:

- All of these developments, regardless of their zoning, would be compliant with the City’s current maximum residential density requirements for multi-family developments.
- The proposed Gaslight Investors concept plan would not be the densest residential development in the City. That would be Croswell Mews, which is developed at 19.8 du/acre.
- The current density of Lakewood Hills Apartments is 14 du/acre. This is higher than the proposed 13.1 du/acre density of the 515 Lakeside parcel. If/when their 65-unit plan per their consent agreement is constructed, that would jump to 17.9 du/acre, higher than the residential density of the entire proposed Gaslight Investors concept plan.
- Even if the proposed density exceeded what the zoning ordinance would normally allow, the general PUD requirements specifically allow “modifications from the density, area, height and placement requirements for the stated district(s).”⁵

Table 5 – Comparison of Multi-Family Residential Densities in EGR

Multi-Family Development	Residential Density (d.u./acre)
Greenwood Park Townhomes	6.8
Lake Shore Club	12.8
Schoolhouse Condos	13.0
Lakewood Hills Apartments (as developed)	14.0
Gaslight Investors PUD (515 Lakeside parcel only)	13.1
Gaslight Investors PUD (full site)	17.5
Bagley Townhomes (original development)	17.5
Lakewood Hills Apartments (per consent agreement)	17.9
Croswell Mews	19.8
Maximum allowed by zoning ordinance in MFR District	20.7

There have been multiple questions about how the residential density calculation were made. To this point, the residential density has been expressed as the number of dwelling units per acre of land, or “gross density.” The 20.7 du/acre maximum residential density is derived from the MFR district standards: every new MFR dwelling unit requires 2,100 s.f. of lot area. ($43,560 \div 2,100 = 20.7$) The standard clearly states that the *entire lot area* needs to be measured to make that calculation⁶. There have been some suggestions that the areas of existing buildings, as well as areas without buildings, should be excluded in determining gross density. This assertion is not supported by the zoning ordinance. Gross density is clearly defined as

⁴ Other single lots with 2-5 dwelling units have even higher densities, but are excluded from this table as they are not wholly representative comparisons.

⁵ See [Section 5.44C](#) of the zoning ordinance.

⁶ See [Section 5.30A2](#) of the zoning ordinance.

the number of dwelling units per acre *of land*, not each individual building or area of buildings⁷. Excluding the existing buildings on the site is not appropriate in considering density as all of the buildings represent a single, integrated development regardless of the specific building usage. With all of this being said, it should be noted that these standards only apply to the MFR District. Previous materials have shown residential density for the entire site as a reference point, but technically, there is no residential density limit in the C-1 District. To be sure, any housing component in the C-1 District would still need to meet all of the site plan review criteria including traffic, stormwater, utilities, emergency access, etc., but presuming all of those standards were met, there would be no specific limit on the number of residential units that could be developed.

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: City staff and consultants believe that this standard is met. As noted above, height, density, and layout shown are all consistent with the Master Plan and surrounding area development. 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 as discussed above. 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 performed with the final plan and reviewed by the City. As discussed further below, the studies and reports that have been provided to date have not identified any impediment to the approval of this concept plan.

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

Staff comments: City staff and consultants believe that this standard is 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. Moreover, the existing commercial and multi-family developments have been present for over 50 years; outside of the expansion of Jacobson's and construction of the parking deck in the early 1990s, development in the area since then has not appreciably changed. A basic timeline showing different activities on the former Ramona Park land can be referenced in the [May 19 agenda materials](#).

At the various public hearings and comment periods, several topics of concern were brought forth by residents and Commissioners. Some of these topics are discussed in more detail below.

Building Height The tallest building in this revised plan is proposed to be five stories. The number of stories is fewer than what was approved in 2004. Also, the height of the proposed five-story buildings is listed as being 70' height at roof peak. This is less than the original PUD approval, which called for a maximum building height of 79' at the roof midpoint and 94' to the roof peak. Other buildings are proposed to be 40' for 3-story buildings and 57' for 4-story buildings. These proposed heights are codified in the proposed PUD amendment for each new building, thus providing a legal limit for the total height of these buildings. To further minimize the bulk of the proposed buildings, one of the

⁷ See [Section 5.8](#) of the zoning ordinance.

conditions of the concept plan approval is to require a stepback for any stories above the third floor, reducing or eliminating their visual impact from the street. For comparison purposes, estimated building heights for other buildings in the City/general Gaslight Village area are provided in Table 6. Exhibit 3 below shows a graphic comparison of the new proposed building height compared to what was approved in 2008.

Table 6 – Height comparison of prominent buildings in EGR

Building	Appx. Height
Blodgett Hospital (2008 addition)	72'
Blodgett Hospital (other wings)	42'-90'
EGR High School (Fine Arts wing)	88'
EGR Middle School (adjacent to Reeds Lake)	47'
Gaslight Investors PUD	3-stories (G & H) 40' 4-stories (D & F) 57' 5-stories (C & E) 70'
Lakewood Hills Apartments (per consent agreement)	48' to midpoint, 58' to roof peak
Wealthy Elementary School	53'

With regards to the adjacent Lakewood Hills Apartments, that property has a consent agreement in place that would allow them to build new buildings up to 5-stories in height.

This consent agreement remains valid today and in perpetuity. Based on the plans in that agreement, the height of those buildings would be up to 48' to the roof midpoint and 58' to the top of the roof. If/when these plans are ever constructed, the resulting buildings would be comparable in height to the buildings proposed with this PUD concept plan.

Site Density Overall, the proposed residential density would be 17.5 units per acre, which is less than the maximum allowed density in the MFR District for new construction (20.7 units per acre).⁸ If considering the 515 Lakeside parcel on its own, the proposed residential density of that parcel would only be 13.1 units per acre. Additionally, only 41 of the proposed 149 residential units (27.5%) would be on the 515 Lakeside parcel closest to existing residential neighborhoods. By contrast, the previous concepts from 2004, 2008, and 2020 had most of the proposed residential units concentrated on the 515 Lakeside parcel.

Connections to Existing Apartments/Condos 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.

Open Space/Public Space In previous meetings, there was strong interest in having a portion of the site devoted to green space and public space. The most recent iteration of the concept plan has increased the amount of green space in the development, including a larger open gathering space area dubbed the “central social hub.” Compared to previous concepts, this area is more centrally located within the site compared to previous concepts, making it more accessible from all parts of the site.



Exhibit 3 – Visual comparison with newly proposed buildings (left) with tallest building approved in 2008 (right.)

⁸ Putting it another way, if the entire PUD site were to be zoned MFR, the maximum number of dwelling units that could be developed is approximately 178.

Transition The revised plan creates a more desirable transition of uses consistent with the established character of the surrounding area. Commercial uses and taller buildings are clustered at the south end of the site, creating a smooth integration with the Gaslight Village businesses, while development at the north end is limited to residential in scale with the established uses to the east, west, and north.

Regardless of any issues that may have been identified above, the City believes that enough detail and information has been presented to date to allow for concept plan approval. Any issues requiring resolution would need to be addressed and resolved at the Final Plan phase.

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: City staff and consultants believe that this standard is met. To date, the developers have submitted a preliminary traffic study performed by Fleis & Vandenbrink and a Trip Generation Analysis (prepared in mid-April) ahead of the planned formal traffic study. These can be found in the [May 19 agenda materials](#), along with a companion analysis from the City's traffic consultant. These studies concluded the following:

- The projected trip generation for the current concept plan is less than what was recorded while Jacobson's and Ramona Medical Center were in operation. The trip generation is also projected to be similar or slightly higher than the PUD concept that was originally approved in 2004.
- 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, 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.

The applicants have also provided basic renderings 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. The City has recommended 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.

At this time, the City and its consultants have noted the following items regarding general circulation and parking in this concept plan.

- Truck/service traffic would be directed away from the main interior road into a two-way service road accessed at the SE corner of the property (next to Chase Bank) and travelling northward. This two-way arrangement is intended to deemphasize the service traffic by making it open to all visitors. However, it does have the potential to increase truck traffic on Lakeside Drive and Wealthy Street. Also, the intersection of the two access roads north of Building D may require some additional level of traffic control to reduce conflicts between vehicular and pedestrian traffic. 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 493 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 were 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 in parking spaces over what was present after Phase 1 construction.⁹
 - 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 still 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.
- If any temporary surface parking is required while the new buildings and parking garage are under construction, the final 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.
- The location and orientation of parking lots and residential ingress/egress should be carefully considered to prevent conflicts with through traffic. Examples include:
 - Much of the surface parking in the north half of the site is perpendicular to the throughway. Angled parking could provide better visibility and safety for parking in these areas, though this may reduce the number of parking spaces.
 - Vehicular access to the residential parking for Buildings F-H should be studied to determine if it is located an appropriate distance from the Lakeside/Greenwood/Shopping Center intersection to prevent traffic conflicts.

It is noted that the level of detail required at this concept plan stage may not allow for a complete modeling or analysis of these items and may be significantly altered when presented with more detailed

⁹ 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 technically removed approximately 198 parking spaces from the current PUD. Surface parking on the ground level does remain. 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.

data at the final plan review stage. The applicant has committed to performing a complete traffic study while schools are in session to better gauge impacts when traffic is at its highest. The City also recommends that a traffic impact/pedestrian study be submitted with the final plan review. Nonetheless, the City believes that there is sufficient detail provided at this time to find that this standard is met.

Consultants from Progressive Companies have provided companion analysis of the traffic and parking data provided by the applicants. These memos are found in the [May 19 agenda materials](#). Jeremy Chapman provided a memo regarding a parking and traffic historical comparison for the site. Exhibit 4, copied from his memo, summarized his findings. In short, Mr. Chapman concluded that the anticipated vehicular traffic for the proposed concept plan would generally be similar or less than for the concept plan that was approved in 2004. The one data point that was higher – Saturday peak traffic – was comparable to traffic for the former Jacobson’s/Ramona Medical Center development. As a follow-up to this study, Progressive Companies performed an additional analysis to estimate how many new trips the proposed development would generate. This is summarized in Exhibit 5. In short, of the 7,451 total trips the entire proposed development was estimated to generate, 70% of those trips were already projected to be occurring with the current 77,500 s.f. of commercial development. Taken together, the proposed concept plan is not expected to generate more traffic compared to previous plans and development for the PUD site.

Christopher Zull has also provided a memo 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. Mr. Zull has noted that some errors and inconsistencies in data have appeared to be corrected in the most recent data submitted by the applicant. The most recent revisions to the concept plan, namely the new orientation of the access roads, also appears to address many concerns that were raised with earlier concepts. While noting the items listed above, Mr. Zull also agrees with the City that there is enough data present now to approve the concept plan provided the issues noted are fully addressed in the full traffic study and with the Final Plan submission. If any concerns on these or other matters are identified in future studies, they can still be addressed and require correction by the City and Commissions during the Final Plan stage.

Time Period	Jacobsen’s + Ramona Medical Center	2004 PUD	2025 Concept
A.M. Peak	90 Trips	245 Trips	244 Trips
Noon Peak	585 Trips	560 Trips	551 Trips
P.M. Peak	620 Trips	539 Trips	514 Trips
School P.M. Peak	550 Trips	587 Trips	560 Trips
Saturday Peak	665 Trips	384 Trips	672 Trips

Exhibit 4 – Traffic/trip generation historical comparison between currently proposed concept plan and historical uses/plans. Please see section F in the supporting materials for further analysis and discussion.

	Average Daily Trips	A.M. Peak			M.D. Peak			P.M. Peak			Saturday Peak		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Total Development Trips	7451	154	112	266	282	304	586	288	316	604	378	345	723
Existing Buildings A+B	5233	83	51	134	15	10	25	197	205	402	261	241	502
A+B % of Total Trips	70%	54%	46%	50%	5%	3%	4%	68%	65%	67%	69%	70%	69%
Total NEW Trips	2218	71	61	132	267	294	561	91	111	202	117	104	221

Exhibit 5 – Estimate of projected new trips the entire proposed PUD would generate. Bottom row indicates projects new generated trips when accounting for existing development.

One other item of note on this topic relates to a pedestrian mall or permanent pedestrian plaza in the area of the southern private road as suggested by some City Commissioners. Pedestrian malls are not a new idea; in particular, the 1960-1970s saw a significant development of pedestrian malls in many urban areas. Multiple studies have since been done to analyze their successes and failures. These studies found the vast

majority (almost 90%) of these pedestrian malls were not successful and were returned to vehicular or mixed vehicular/pedestrian use. Of the ones that still remain, they generally had several features in common. Table 7 lists these factors with additional City comments. Considering this research, the City has concerns that this PUD location may not be appropriate for a permanent pedestrian mall or plaza. Instead, the following alternatives could be considered:

- Having a streetscape design that allows for temporary street closures for special events.
- Incorporating “Complete Street” or multi-modal elements to allow vehicles, pedestrians, and non-motorized transportation modes to safely and efficiently move through the development.

Table 7 – Analysis of Positive Pedestrian Mall Factors in Relation to PUD Site

Positive Pedestrian Mall Factor	City Comments
Close Proximity to a Major Regional Attraction, College/University, or Generally High Tourism Activity	The PUD is located in close proximity to Reeds Lake and John Collins Park. However, these may generally be considered seasonal attractions and may not be sufficient to drive year-round demand and support.
Sufficient Density and Commercial Options to Attract Regional Visitors	One consulted study suggested that the proposed residential density could be sufficient to support a pedestrian mall. Others, however, suggest that the development immediately around a pedestrian mall is usually not enough to sustain it. Additionally, the retail mix around a pedestrian mall must be able to attract larger regional populations, such as with larger anchor businesses and uses with staggered operating hours throughout the day. It is not clear how or if the proposed retail space would be able to accommodate this.
Strong Public Transit	The Rapid operates a bus line along Wealthy Street with stops at Regatta Plaza and just east of the existing Chase Bank. More studies would need to be done to determine the impact of existing ridership on the PUD.
Limited Length of Mall (1-4 blocks)	The proposed mixed use corridor in the presented concept appears to fall within this length.
No or Limited Impact To Vehicular Traffic and Parking	Despite the size of the PUD site, there appears to be limited connectivity options with the City’s street grid. Creating a permanent pedestrian mall at the south end of the site would likely force most vehicular traffic to access the site to the north via Lakeside Dr., particularly since that is where the bulk of the vehicular parking would be located. This traffic pattern may also be more confusing to navigate and create more congestion than having a continuous north-south vehicular passageway. The condos/apartments to the east would prevent any new vehicular connections in that direction. While there may be potential for a western connection via the D&W Shopping Plaza, this would require a shared access agreement with the property owner and is not guaranteed.

With regards to noise, smoke, fumes or glare, the City has not identified anything in the concept plan that would cause excessive impacts above and beyond what would be considered normal for a mixed-use development. As noted above, the revised plan creates an appropriate transition pattern of uses which puts like uses near like uses.

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

Staff comments: Detailed analysis is not 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. It should be noted for now that previous studies on this topic concluded that the current construction would be able to accommodate denser development than what is currently proposed. Studies that are available demonstrate that the currently proposed concept plan aligns with existing infrastructure capacities. With regards to stormwater, the City does maintain stormwater infrastructure in this vicinity that filters out any debris and contaminants before entering into Reeds Lake.

The proposed PUD amendment has conditions of approval stating that if the concept plan is found to require additional demand for services and infrastructure beyond what is currently present, then changes to the plan will be necessary to eliminate this need. Moreover, the City would not be obligated to pay for any infrastructure improvements solely for the benefit of the PUD.

Review and Requested Action:

Tonight, the City Commission is requested to review and consider these amendments presented tonight. If these materials are deemed to be acceptable, the City Commission may choose to formally introduce these amendments for further consideration. The process for the consideration of these amendments would then be as follows. Dates may be subject to change.

- City Commission Meeting (tonight) – Formal Introduction/First Reading of PUD Ordinance Amendment, Resolution, and Findings of Fact.
- Planning Commission Meeting (September 9, 2025) – Public Hearing for PUD Ordinance Amendment Language only (site plan would be inserted to reflect whatever the outcome is through the Final Review Process); Planning Commission to give recommendation on whether amendment should be approved or not.
- City Commission Meeting (tentatively October 6, 2025) – Final Reading of PUD Ordinance Amendment, Resolution, and Findings of Fact; final vote on whether to approve or not.

A PUD Evaluation worksheet with the standards of review is provided for all City Commissioners to complete and submit to the City after tonight's meeting. This is being requested to formulate a findings of fact for the concept plan.

For additional context, agendas and minutes of previous meetings related to this project can be viewed below.

- [Planning Commission Agendas](#)
- [City Commission Agendas](#)
- [EGR YouTube page – Live Streams of City & Planning Commission Meetings](#)

Potential Future Steps:

If a concept plan and PUD Amendment is ultimately approved, the project would then enter the Final Plan Phase(s). The applicant would need to submit a request for Final Plan approval, with more detailed drawings and plans, within two years of the concept plan approval before any new construction can begin. Otherwise, the concept plan approval would automatically be nullified.¹⁰ All conditions made by the City and Planning Commission would need to be satisfied for the Final Plan to be approved. If developed in phases, each phase would undergo the same Final Plan review process.

REVIEWED & APPROVED FOR SUBMISSION:

Shea Charles, City Manager

¹⁰ See [Section 5.47E](#) of the zoning ordinance. The City Commission may also approve a deadline extension of up to one year for good cause if requested by the applicant.

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

August 26, 2025

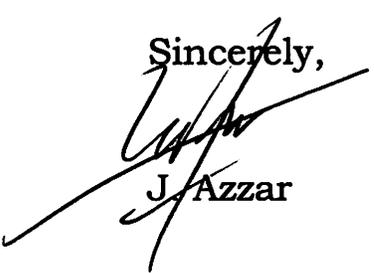
RE: 654 Lovett, 658 Lovett, 661 Croswell, 703 Croswell

Good Afternoon Mr. Jay Gianotti

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

Saying that, I'm opposed to this action.

Sincerely,



J. Azzar

JDA/djk

August 27, 2025

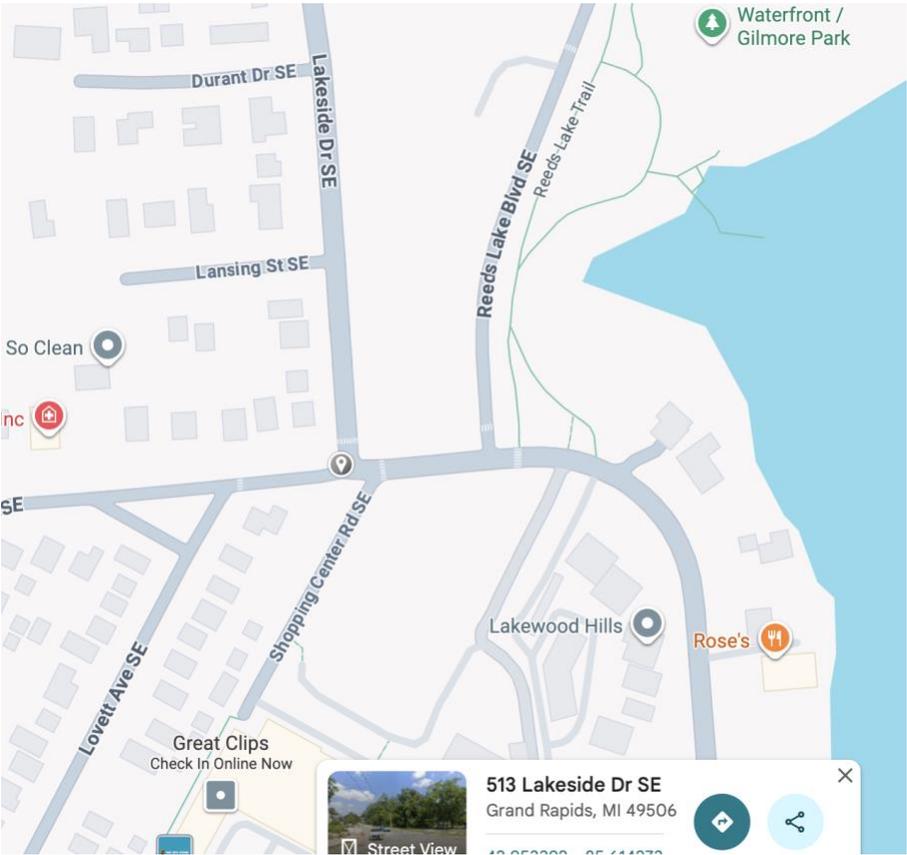
Dear City Commission and Planning Commission Members,

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

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

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

Thank you,
Mario Orsini
556 Greenwood Ave SE



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

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

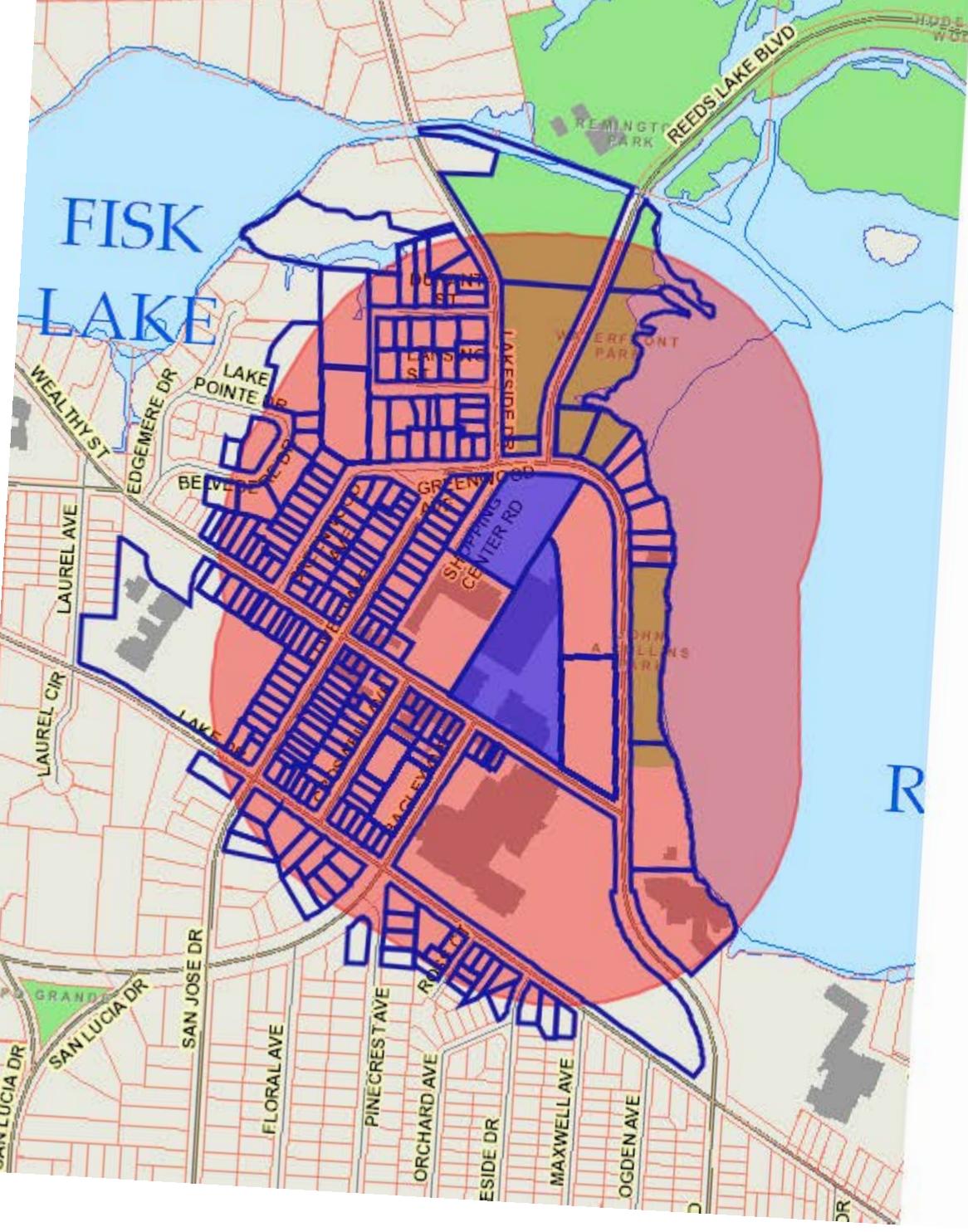
The Planning Commission may make a recommendation to the City Commission at the end of this public hearing. The application and plans may be viewed in the Public Works Administration office at the Community Center, or at www.eastgrmi.gov/notices. This public hearing may be rescheduled or postponed if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

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

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

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

Jay Gianotti, AICP
Zoning Administrator





AD#: 0011022407

State of Ohio,) ss

County of Cuyahoga)

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

Grand Rapids Press 08/24/2025

Joe Rosa 

Principal Clerk of the Publisher

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

Russell Mackowski 

Notary Public



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



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

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

11022407-01



CITY OF
EAST GRAND RAPIDS

8

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

JAY GIANOTTI, AICP
ZONING ADMINISTRATOR

MEMORANDUM

TO: East Grand Rapids Planning Commission
FROM: Jay Gianotti, Zoning Administrator
DATE: September 4, 2025

RE: **EGR Master Plan Update**

Action Requested:

N/A

Background:

Tonight, City Planning Consultant Paul LeBlanc will provide a status update on the ongoing City Master Plan Update. The last completed milestone was the distribution of the draft master plan to neighboring communities and public agencies for a mandatory 45-day comment period. The City did not receive any comments from these communities and agencies. Updates on the next steps, including a joint work session with the City Commission, are planned to be mentioned. As a reminder, the project website at masterplanupdate.eastgrmi.gov remains active as the clearinghouse for all information and updates on this process.



TO: East Grand Rapids Planning Commission
FROM: Paul LeBlanc, AICP
DATE: September 4, 2025
SUBJECT: Draft Master Plan Status

The required 42 day review period for obtaining comments on the draft Plan from surrounding communities expired in July. No comments were received. The next step in completing the plan is intended to be a joint meeting with the City Commission to review and make changes, as needed. A public hearing will then follow.

While I had expected to have the joint meeting last month to keep the process moving, the City Commission's review of the Gaslight Investor's PUD request has required much of their time. Therefore, scheduling a joint meeting until that project is resolved isn't really feasible. An October meeting may be possible, though I suspect November is more likely.

In the meantime, a few survey responses continue to trickle in. Total responses now stand at 612, a very respectable number for this type of survey. I've also been doing some reformatting of the document to improve its readability.

I suspect most, if not all, of the September 9 meeting will be focused on the PUD. But, I'll be happy to answer questions about the Plan and process, if time allows.