



City of East Grand Rapids
Regular City Commission Meeting
Agenda

YouTube Livestream:
<https://bit.ly/3s8WgQY>

Begins at 6 pm.

May 5, 2025 – 6:00 p.m.
(EGR Community Center – 750 Lakeside Drive)

1. Call to Order.
2. Pledge of Allegiance.
3. Approval of Agenda.
4. Public Comment.
5. Report of Mayor, City Commissioners and City Manager, including committee liaison reports.

Regular Agenda Items

6. Gaslight Investors present an updated concept plan.
7. Consider approving HVAC heat pump/mini-split system equipment and installation in the amount of \$18,452, plus 10% contingency.
8. Consider agreeing to participate in a joint City/School subcommittee to discuss options for High School & Gaslight Village Parking.

Consent Agenda Items (no hearing required; approval requested unless noted).

9. Minutes of the regular meeting held April 21, 2025.
10. Disbursement of funds: payroll disbursements of \$308,808.83; county and school disbursements of \$147.10, and total remaining disbursements of \$533,028.03.
11. Minutes of the Parks and Recreation meeting held on February 24, 2025.
12. Communications

Work Session

13. CIP work session.

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CITY OF
EAST GRAND RAPIDS

6

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(616) 940-4817 www.eastgrmi.gov

JAY GIANOTTI, AICP
ZONING ADMINISTRATOR

REVISED MEMORANDUM

TO: Honorable Mayor and City Commissioners
FROM: Jay Gianotti, Zoning Administrator
DATE: May 2, 2025

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

Action Requested:

That the City Commission reviews a revised Gaslight Investors PUD Concept Plan at 2255 Wealthy St. SE and 515 Lakeside Dr. SE. and considers a vote to direct the City to prepare a PUD amendment and related documentation to approve a revised concept plan.

Background:

On May 3, 2024, Gaslight Investors submitted an application regarding a revised and amended site plan for the Planned Unit Development (PUD) at 2255 Wealthy St. and 515 Lakeside. The original PUD plan, then referred to as the Jade Pig PUD, was approved in 2004. The first phase of this development was approved and constructed in 2005. No further development on this site has occurred since then. An amendment to this original PUD was approved in 2008, but no construction ever took place. Thus, that approval was voided. A revised concept plan for the site was introduced to the Planning Commission in 2020, but because of factors related to the COVID-19 pandemic, the plan never advanced beyond that stage. Tonight, the developers and consultants are presenting a revised concept plan for the remainder of the site to the City Commission. Following this presentation, the Commission may be asked to vote to direct the City to prepare a PUD Amendment with, as may be directed by the City Commission, relevant supporting documents based on the presented concept plan and any conditions that may be attached.

Summary of Previous Actions:

To date, the formal review process for this revised concept has lasted nearly one year. A revised concept plan was introduced to the Planning Commission on June 11, 2024. After providing feedback on the presented concept, the Planning Commission voted unanimously to move the concept plan to a public hearing. In the interim, the City hosted an open house on June 24 to give the public a greater opportunity to view the concept plan and ask questions to the developer and architects. Over 40 residents attended this open house; the comments received at this open house are attached to these materials. Table 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 the following conditions:

- Comprehensive traffic, pedestrian, bicycle and mobility study to address vehicle, bicycle, foot traffic for the site in the high-traffic season to the satisfaction of the city.
- Physical traffic (vehicle) counts at active times
- The traffic study should be reviewed and verified by city staff
- Delivery truck analysis

- Full utility capacity/impact for stormwater management pursuant to Chapter 28 of the City Code prioritizing natural-based solutions.
- Impact assessment for sanitary sewer, storm sewer, and water system utilities to the city’s satisfaction
- A “shade” study to evaluate the effects of building massing on neighboring properties
- Environmental impact assessment for proposed and historical uses to the city’s satisfaction.
- Fiscal impact assessment demonstrating the financial feasibility for the development and Gaslight Village as a whole.
- Parking analysis with a balanced solution

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

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?

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, including this revision. Feedback from the open houses, along with other resident communications related to the concept plan, is included in these materials. 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. After the February 17 public hearing, the applicants made revisions to the concept plan to reduce the overall density and building heights. This revised concept was presented at the March 31, 2025 City Commission meeting and further tweaked to the version being presented now.

Concept Plan Overview:

In the concept now under review, one proposed building has been removed, resulting in a total of nine buildings on the site and allowing for more open space. In conjunction with this change, Building E has been relocated to act as a terminus to the entry drive from Bagley Ave. 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, additional surface parking has been added to the site. In response to multiple requests for additional greenspace, a larger outdoor amenity area has been added to the north of Building E. 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

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

building massing and pedestrian activity, updated multi-modal movement diagrams, and a proposed timeline

Approved 2004 PUD	Proposed 2024 PUD Amendment (May 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"> • 2 Commercial buildings (existing) • 1 Parking garage (new) • 3 Mixed-use buildings (commercial and residential) • 1 Residential building • 2 rows of Townhouses
Tallest building: 7-stories, 79' height, solely for residential use	Tallest building: 5-stories, mixed-use (commercial and residential)
107 residential units (condominiums)	149 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).
99,420 s.f. commercial	109,430 s.f. commercial
687 total parking spaces (only 414 present)	523 total parking spaces

for preparing the final traffic, parking, and multimodal impact studies. These are included with these materials along with the original submission materials. The applicants have also prepared a separate presentation that provides additional information related to proposed pedestrian amenities and passageways as requested by City Staff and the Planning Commission.

As a major change to the previously approved PUD preliminary plan and agreement, the applicants are required to proceed through the entire PUD approval process for this revised plan. This involves two sets of hearings at the Planning and City Commission levels. A basic timeline of this process, including the current step in this process, is shown in Exhibit 1. This current stage – the PUD concept plan stage – is solely for review of the overall concept plan. Section 5.47 of the zoning ordinance lists the materials that are required at this stage. Note that final building designs, floorplans, and details such as building materials, public/private amenities, and specific tenants or occupants are not provided or required at this stage. The concept plan is intended to simply show the basic layout of proposed buildings, streets, and other important elements that illustrate the intended vision for the site. More detailed designs and requirements, including a legal PUD agreement, are considered at the third and final review stage. The purpose of a concept plan approval is to give

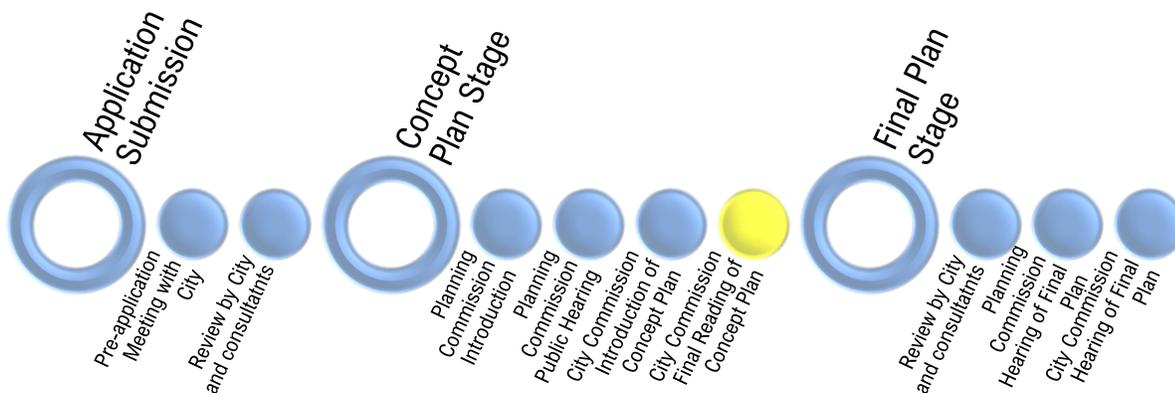


Exhibit 1 – General PUD approval timeline with the current step highlighted in yellow. The formal public hearing of the concept plan was held on February 17, 2025, with an additional revision presented on March 31, 2025. If the concept plan is approved, the final part of this step would be an introduction 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.

the applicants reasonable assurance that their proposed concept is viewed favorably so that the final site plan and detail designs can be produced with confidence. The final site plan will be judged against the approved concept plan to ensure it remains in general compliance with what the City Commission approves. The City

Commission may make suggestions or recommendations regarding elements they would like to see in the final plan, but these are not required to be presented or approved at this stage.

Review of Standards:

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

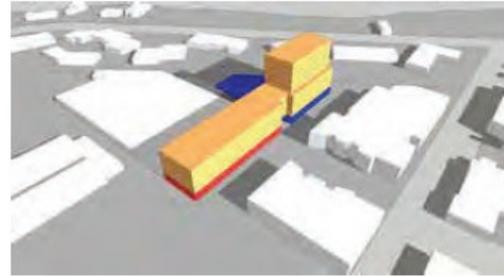
- A. *The proposed PUD complies with the intent and all qualifying conditions of §§ 5.41 and 5.42 of this article, respectively.*

Staff comments: 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.

- 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:

- The proposed plan calls for appx. 31,930 s.f. of new commercial space. By comparison, only appx. 13,610 s.f. of additional commercial spaces was proposed in the original PUD agreement.
- The number of residential units in this proposed plan would be 149 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 market-rate housing with this plan which was not



Village Address Perspective



Village Address Perspective Land Use

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

Table 3 – Comparison of PUD Development Features with Standard Zoning Requirements

- present in the original plan.
- 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 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 available¹. Compared to the previously presented concepts, however, the overall circulation through the site is less direct as multiple parking lots need to be traversed to pass from north to south (particularly around Building E.) With this in mind, a comprehensive traffic impact and pedestrian study 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.

¹ 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.

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

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' 3 stories	✗	Tallest building up to 5 stories, though 2004 PUD approval allowed up to 7 stories and 79' height. See Table 5 for additional height comparisons.
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. 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' 2.5 stories	T.B.D. with Final Plan ✗	More details of building design needed to judge 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 detail of building design needed to judge
Rooftop terrace setback, Side	10'	T.B.D. with Final Plan	More detail of building design needed to judge
Rooftop terrace setback, Rear	25'	T.B.D. with Final Plan	More detail of building design needed to judge
Max. Uninterrupted building façade	30'	T.B.D. with Final Plan	More detail 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.

would meet the City’s existing zoning ordinance requirements. Table 3 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. 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 proposed². This could constitute an overall benefit as fewer parking areas can leave room for other desirable open space and amenities.

With regards to residential density, the City also compared the proposed density to other larger multi-family developments in the City³. These results are shown in Table 4, 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. 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 proposed Gaslight Investors concept plan.

Table 4 – 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	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	20.7

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

² 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.

³ 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.

concept plan shows the basic building forms and layout that are being proposed. This level of detail is sufficient to meet this standard at the concept plan stage. More detailed building and amenity designs will be required with the final plan. Review of capacity for public services (sanitary sewer, storm water, potable water, etc.), public safety, environmental, facilities, etc. will also be 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. A basic timeline showing different activities on the former Ramona Park land is attached as Exhibit 4.

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. While overall

building heights are not provided with this concept, it is noted that the tallest building in the previous concept reached seven stories and 94’ height. Also, the height of the proposed five-story buildings was listed as being 70’ height. This is generally aligned with the original PUD approval that called for a maximum building height of 79’ at the roof midpoint. For comparison purposes, estimated building heights for other buildings in the City/general Gaslight Village area are provided in Table 5.

Table 5 – 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 (estimate based on previous submissions)	70’
Lakewood Hills Apartments (per consent agreement)	48’
Wealthy Elementary School	53’

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).⁴ 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 area for an “outdoor resident amenity area” to the north of Building E. However, placing this open space behind the building may not satisfy the interest in having a larger public gathering space. Swapping the locations

⁴ 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.

of Building E and the open space could create a space more conducive for public events and usage while still allowing space for a residential amenity area.

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 in 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 was performed by Fleis & Vandenbrink and a Trip Generation Analysis (prepared in mid-April) ahead of the planned formal traffic study. These are attached to these 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 one-way service road accessed at the SE corner of the property (next to Chase Bank) and travelling northward. While this arrangement would help separate truck traffic from visitor traffic, it does have the potential to increase truck traffic on Lakeside Drive and Wealthy Street. This was not addressed by the preliminary traffic study, though it may not be possible to accurately model these impacts at the concept plan stage.
- The currently proposed plan would feature 523 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 of 109 parking spaces over what is currently existing.⁵
 - 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.
- Related to the above, it is anticipated that the 515 Lakeside parcel may be used for temporary surface parking while the new buildings and parking garage are under construction. If so, 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.
 - The network of parking lots around Building E could be confusing in terms of overall circulation through the site as a whole. Alternatives to reduce surface parking in this area and provide a more direct throughway should be considered. This could include swapping the locations of Building E and the proposed open space.

⁵ On October 21, the City Commission approved a temporary agreement with Gaslight Investors to allow for the demolition of the existing parking deck for safety concerns, based on the fact that the upper level has been closed for a substantial amount of time without impacting parking availability for the constructed portion of the development. This would technically remove approximately 198 parking spaces from the current PUD. Surface parking on the ground level will remain. 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.

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 data at the final plan review stage. The applicant has committed to performing a complete traffic study in the Spring 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 attached to these materials. Jeremy Chapman provided a memo regarding a parking and traffic historical comparison for the site. Exhibit 3, 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. In other words, the proposed concept plan is not expected to generate more traffic compared to previous plans and development for the PUD site.

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 3 – 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.

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. At the same time, however, Mr. Zull has noted some concerns with the revised parking and building configuration that area shared by City staff and consultants. (These are listed in the above paragraph.) Despite these concerns, Mr. Zull also agrees with the City that there is still enough data present now to approve the concept plan provided the issues noted are fully addressed in the Spring 2025 traffic study 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.

Table 6 – Analysis of Positive Pedestrian Mall Factors in Relation to PUD Site

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 6 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.

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.*

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.

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. At the Final Plan phase, any variations can be accommodated with additional requirements on the developers if needed.

Review and Requested Action:

The next step in the concept plan review process is to prepare a PUD amendment and related documentation to approve a revised concept plan. In conjunction with the materials presented to this point, the City Commission is asked to consider a vote to direct the City to prepare these materials based on the concept plan now being considered. If the City Commission provides positive feedback and votes to continue to move the review process with the presented concept plan forward, the City anticipates the following as the next steps in the process.

- May 19 City Commission Meeting – review and feedback of a draft PUD Ordinance Amendment and Findings of Fact in conjunction with an approved concept plan.
- June 2 City Commission Meeting – Introduction/First Reading of PUD Ordinance Amendment and Findings of Fact.
- June 10 Planning Commission Meeting – 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.

- June 16 City Commission Meeting – Final Reading of PUD Ordinance Amendment and Findings of Fact.; vote on whether to approve or not.

To assist in reviewing this request, the application and supporting materials are organized as follows:

- A. PUD Evaluation worksheet with the standards of review
- B. Exhibit 4 – Key Activity Timeline at Ramona Park/Gaslight Village Site with Historical Photos of PUD Site, 1920s to present
- C. Memo from Planning Consultant Paul LeBlanc on conditions of approval
- D. Gaslight Village Application, Project Narrative, and Concept Plan (concept plan dated April 16, 2025)
- E. Original PUD Amendment and concept plan for PUD site, 2004
- F. Traffic and Parking Memos from Fleis & Vandenbrink and Progressive Companies
- G. Supporting Memos from City Consultants Prein & Newhof
- H. Preliminary Utility Analysis by City
- I. Excerpts from City Documents: PUD zoning standards and 2018 Master Plan excerpt
- J. Public Feedback and Communications regarding Gaslight Investors Project

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:

At the end of the concept plan review phase, the City Commission will be tasked with determining whether the proposed concept plan meets all of the standards of review based on the materials presented. At that time, the Commission may do one of the following:

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

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. Similarly, 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.

Once the above steps are completed, the project would then enter the Final Plan Phase. 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.⁶

REVIEWED & APPROVED FOR SUBMISSION:



Shea Charles, City Manager

⁶ 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.

GASLIGHT VILLAGE

PUD AMENDMENT CONCEPT PLAN

16 APRIL 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)** NEW MIXED USE
FIVE STORY (ONE LEVEL C-1 ON GRADE WITH FOUR LEVELS RESIDENTIAL ABOVE)
- (F)** NEW RESIDENTIAL
FOUR STORY (LOBBY/PARKING ON GRADE WITH THREE LEVELS RESIDENTIAL ABOVE)
- (G)** NEW RESIDENTIAL
THREE STORY (PRIVATE GARAGE PARKING ON LOWEST LEVEL)
- (H)** NEW RESIDENTIAL
THREE STORY (PRIVATE GARAGE PARKING ON LOWEST LEVEL)
- NEW PARKING
TWO STORY PARKING STRUCTURE

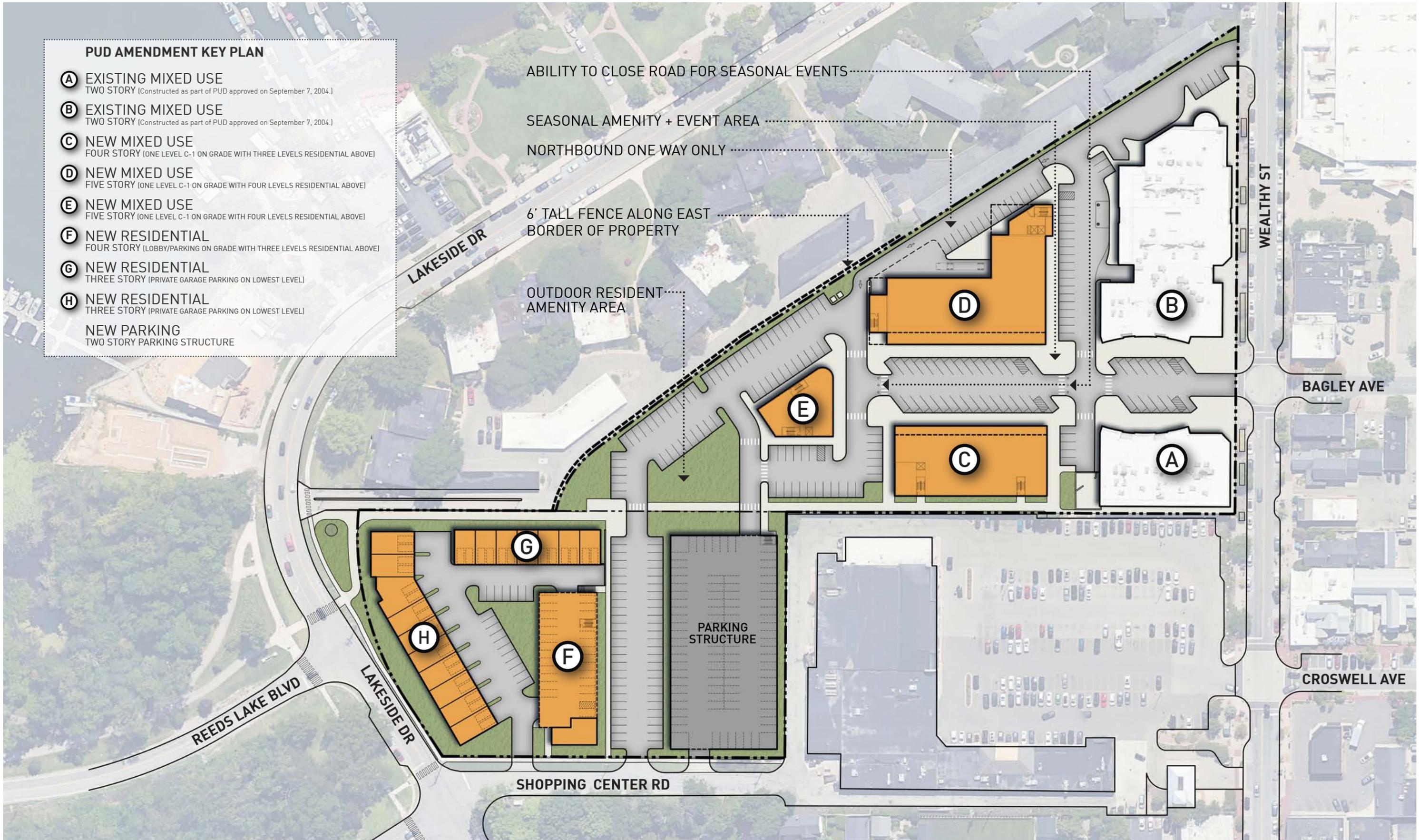
ABILITY TO CLOSE ROAD FOR SEASONAL EVENTS

SEASONAL AMENITY + EVENT AREA

NORTHBOUND ONE WAY ONLY

6' TALL FENCE ALONG EAST BORDER OF PROPERTY

OUTDOOR RESIDENT AMENITY AREA



GASLIGHT PUD AMENDMENT

3.21.2025

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	12,430		Building C is 1 level of C-1 Uses with 3 residential levels above	3/1000	38
BLDG C : RESIDENTIAL		36	3 levels with 12 units per level	1 space / unit	36
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	2,500		Building E is 1 level of C-1 uses with 4 levels of residential above	3/1000	8
BLDG E : RESIDENTIAL		8	4 levels with 2 units per level	1 space / unit	8
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 garage.	2 spaces / unit	14
BLDG H : RESIDENTIAL		10	Building H is 10 townhomes. Each townhome has a 2 stall garage + space for two visitors	2 space / unit	20
TOTAL AREA OF C-1 USE	109,430		77,500 USF existing + 31,930 USF proposed	TOTAL PARKING DEMAND	496
TOTAL RESIDENTIAL UNITS		149	132 units + 17 townhomes	TOTAL PARKING PROPOSED	523

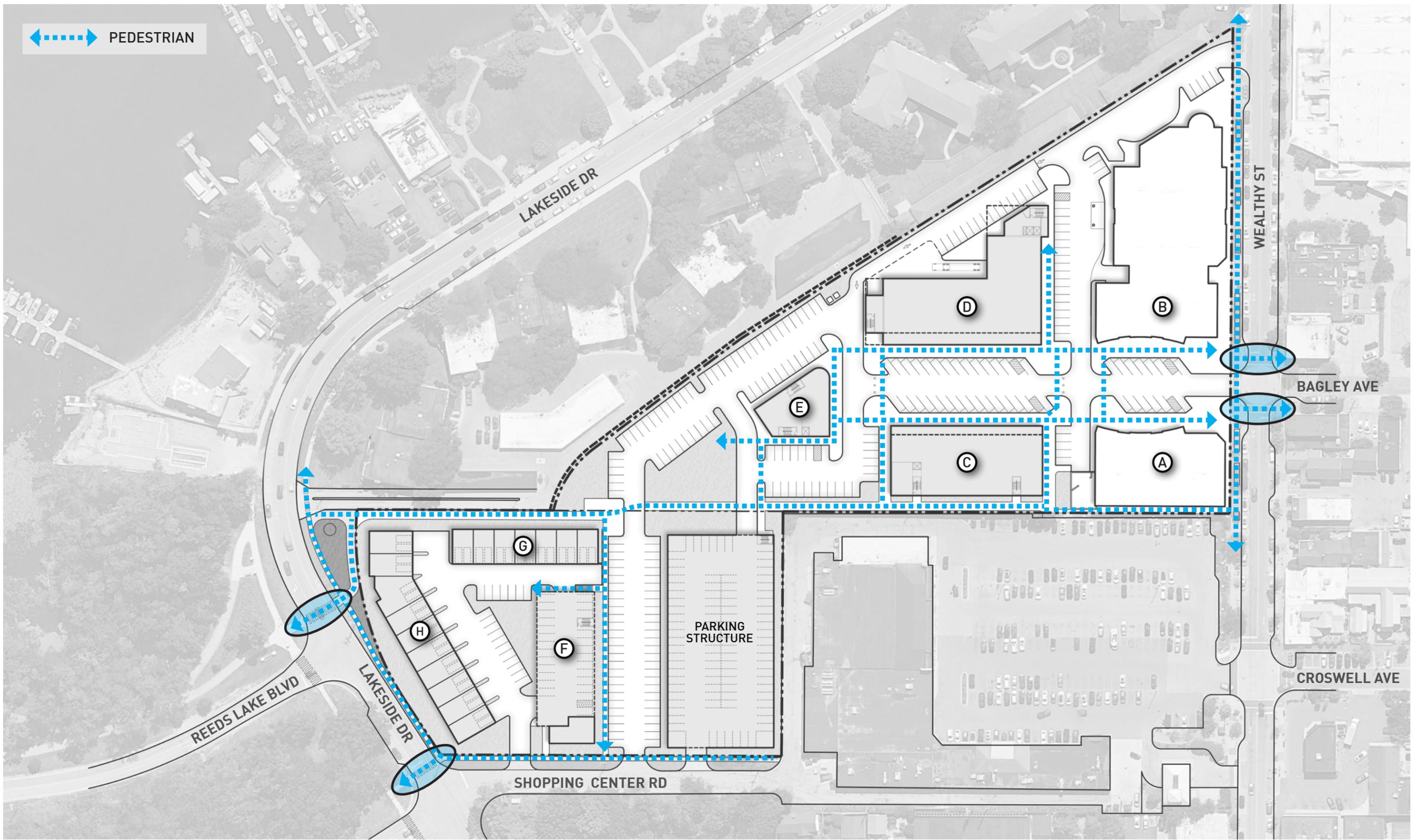
Final parking study and shared parking ratio to be prepared for final site plan submission.

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

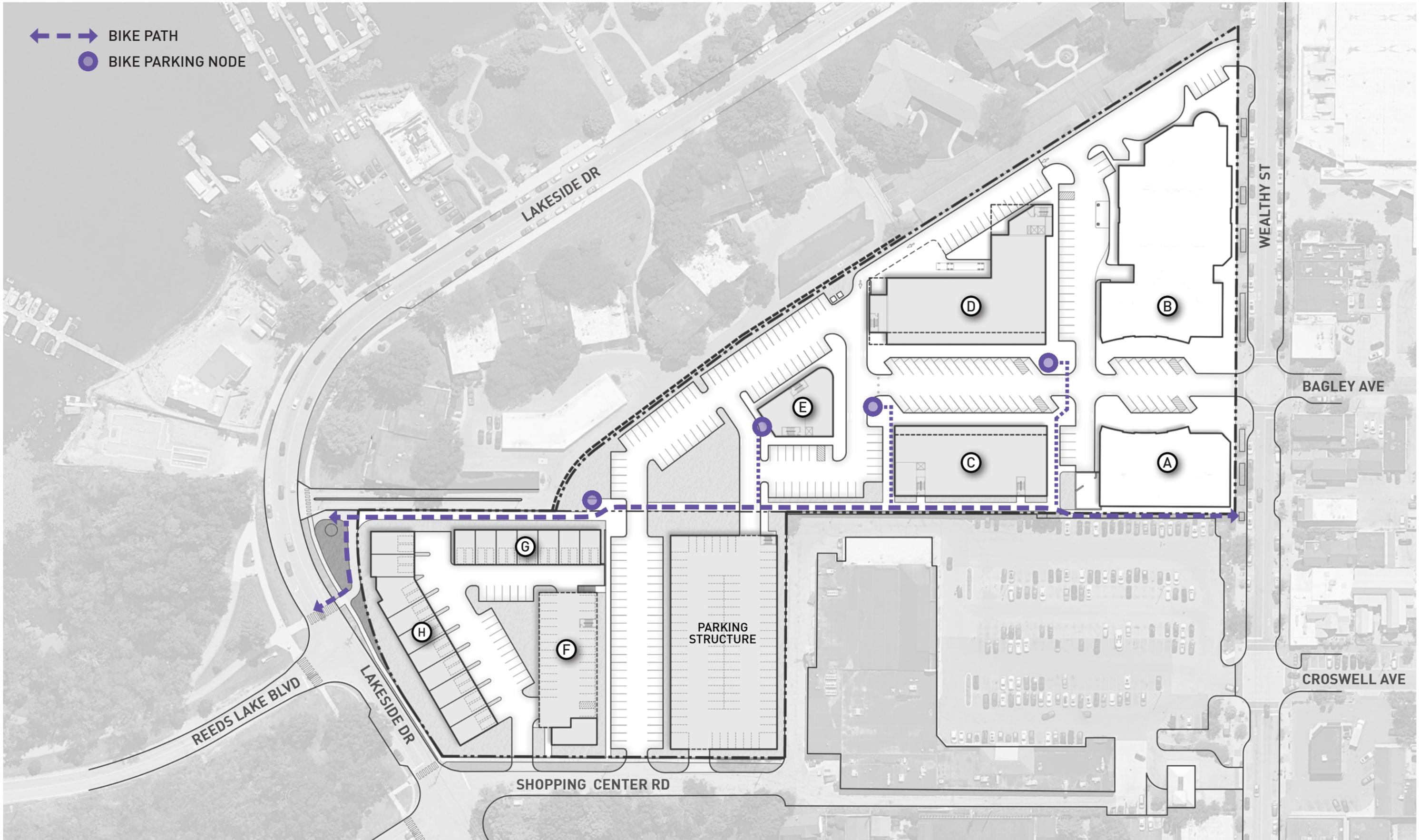
SUMMARY OF CHANGES COMPARED TO PREVIOUS PROPOSAL

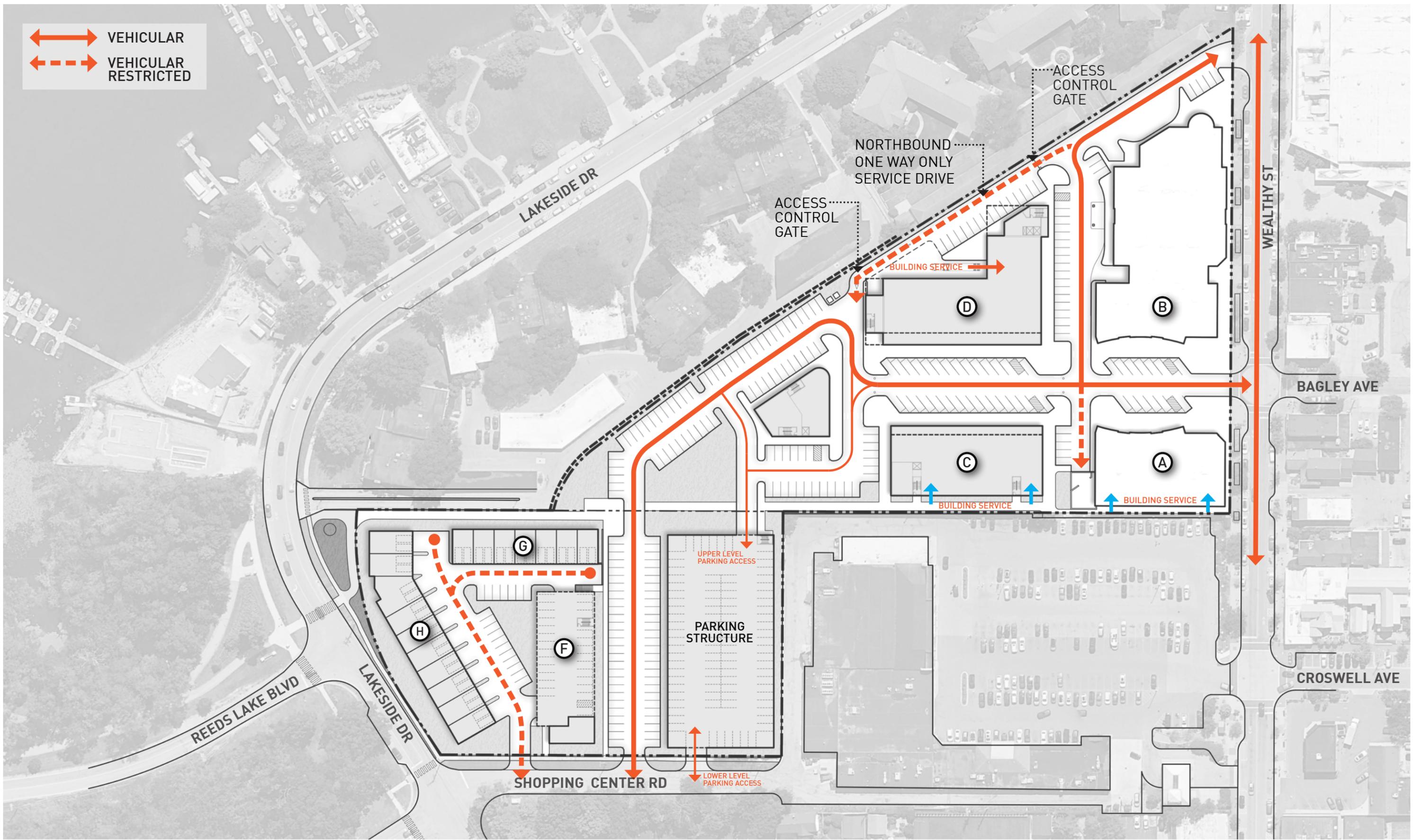
	previous	proposed	CURRENT DESIGN HIGHLIGHTS
Existing C-1 USE AREA	77,500	77,500	CURRENT EXISTING C-1 SPACE IN BLDGS A + B TO REMAIN
New C-1 USE AREA	56,970	31,930	44% REDUCTION - 25,040 LESS C-1
residential units	180	149	17% REDUCTION - 31 LESS RESIDENTIAL UNITS
parking spaces	583	525	EXCEEDS THE PARKING RATIO FORMULA
total bldgs in PUD	9	8	
Bldg C	5 levels	4 levels	REDUCTION OF ONE LEVEL
Bldg D	7 levels	5 levels	REDUCTION OF TWO LEVELS
Bldg E	5 levels	5 levels	NO CHANGE
Bldg F	4 levels	4 levels	NO CHANGE (3 levels with parking garage below)
Bldg G + H (townhomes)	3 levels	3 levels	NO CHANGE (2 levels with parking garage below)
parking structure	3 - 4 levels	2 levels	REDUCTION OF 1 TO 2 LEVELS

← PEDESTRIAN →

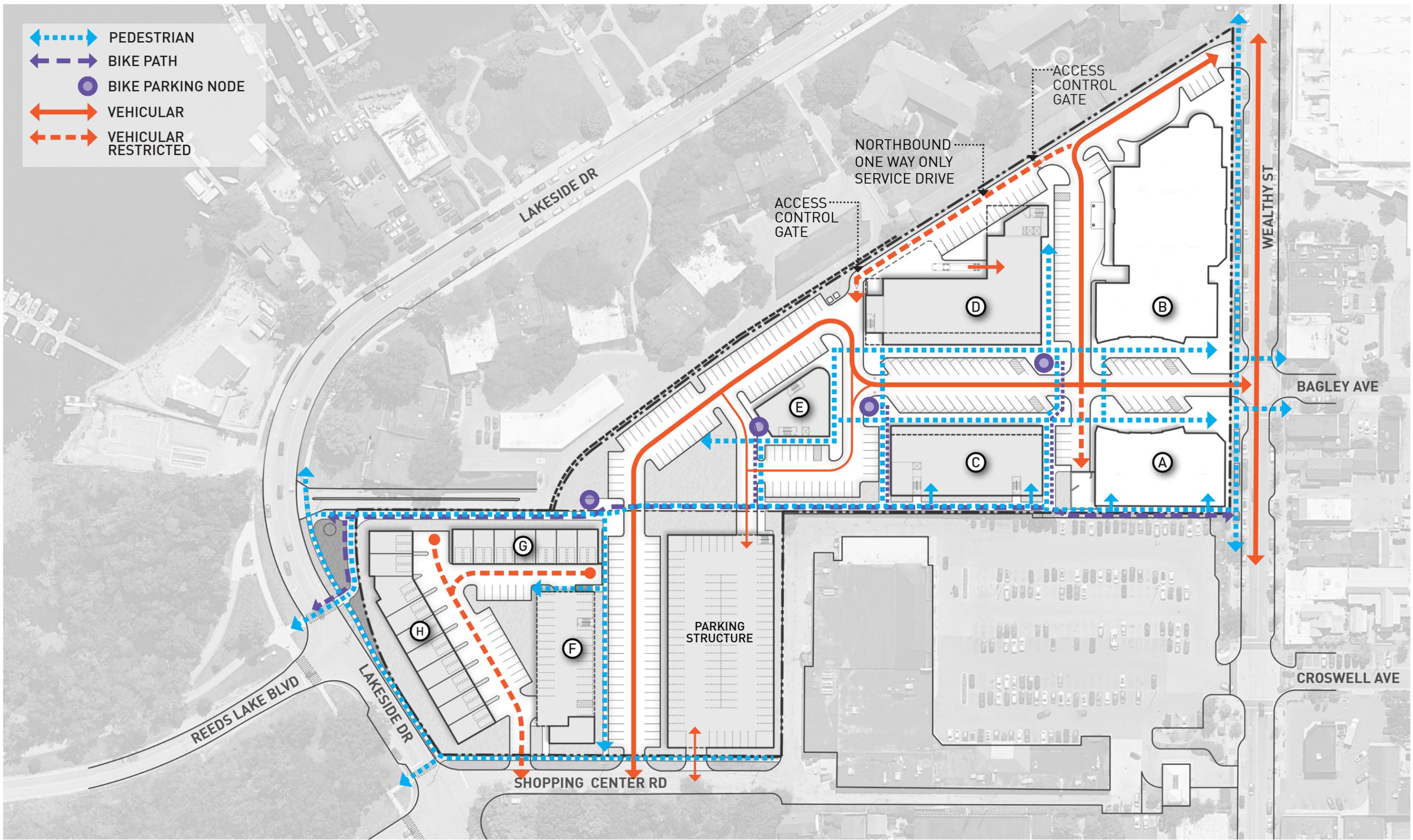


 BIKE PATH
 BIKE PARKING NODE





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



A

**PUD Evaluation worksheet with the
standards of review**

Planned Unit Development Review Worksheet

For each standard, please note whether you believe the standard has been met by checking “yes” or “no” and provide your reasoning why, including but not limited to staff and consultant reports as well as any other provided information. All standards must be sufficiently met with a “yes” determination for an overall affirmative vote. If a standard of review is not applicable to this plan, please mark that.

Name: _____ Meeting Date: _____

Address of Request: _____

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

Reference: page 4 of Staff Memo and Section H of supporting materials

- Yes, this standard is met as described in the Staff Memo referenced above.
- This standard is not applicable.
- No, this standard is not met for the following reasons (list below).

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.

Reference: pages 4 -6 of Staff Memo and Section I of supporting materials

- Yes, this standard is met as described in the Staff Memo referenced above.
- This standard is not applicable.
- No, this standard is not met for the following reasons (list below).

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.

Reference: page 7 of Staff Memo and Sections B & G of supporting materials

- Yes, this standard is met as described in the Staff Memo referenced above.
- This standard is not applicable.
- No, this standard is not met for the following reasons (list below).

D. The PUD shall not change the essential character of the surrounding area.
Reference: pages 7-8 of Staff Memo and Sections A, B, E, & H of supporting materials

- Yes, this standard is met as described in the Staff Memo referenced above.
- This standard is not applicable.
- No, this standard is not met for the following reasons (list below).

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.
Reference: pages 8 - 11 of Staff Memo and Section F of supporting materials

- Yes, this standard is met as described in the Staff Memo referenced above.
- This standard is not applicable.
- No, this standard is not met for the following reasons (list below).

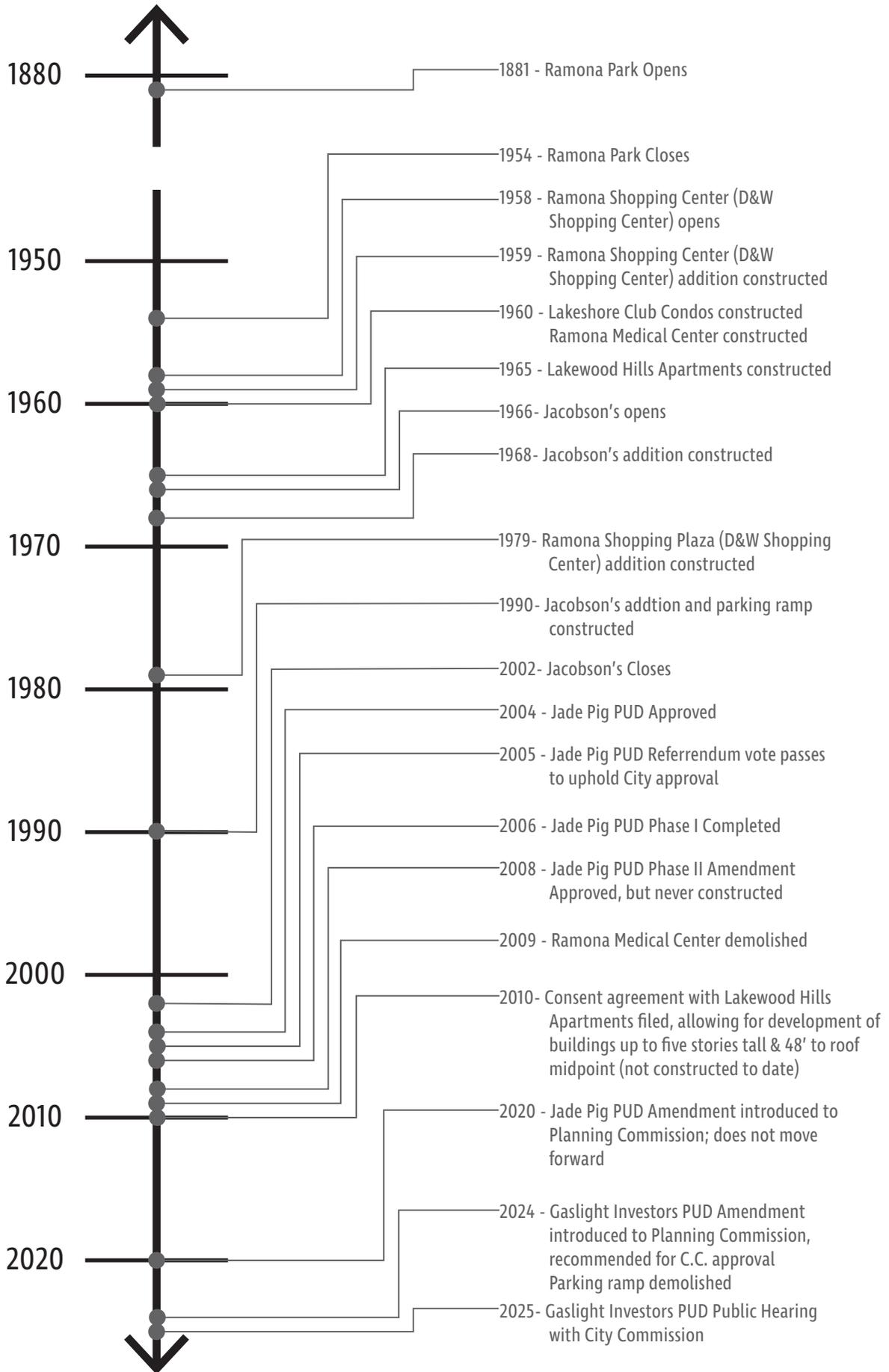
F. The PUD shall not place demands on public services and facilities in excess of current or anticipated future capacity.
Reference: page 11 of Staff Memo and Section H of supporting materials

- Yes, this standard is met as described in the Staff Memo referenced above.
- This standard is not applicable.
- No, this standard is not met for the following reasons (list below).

B

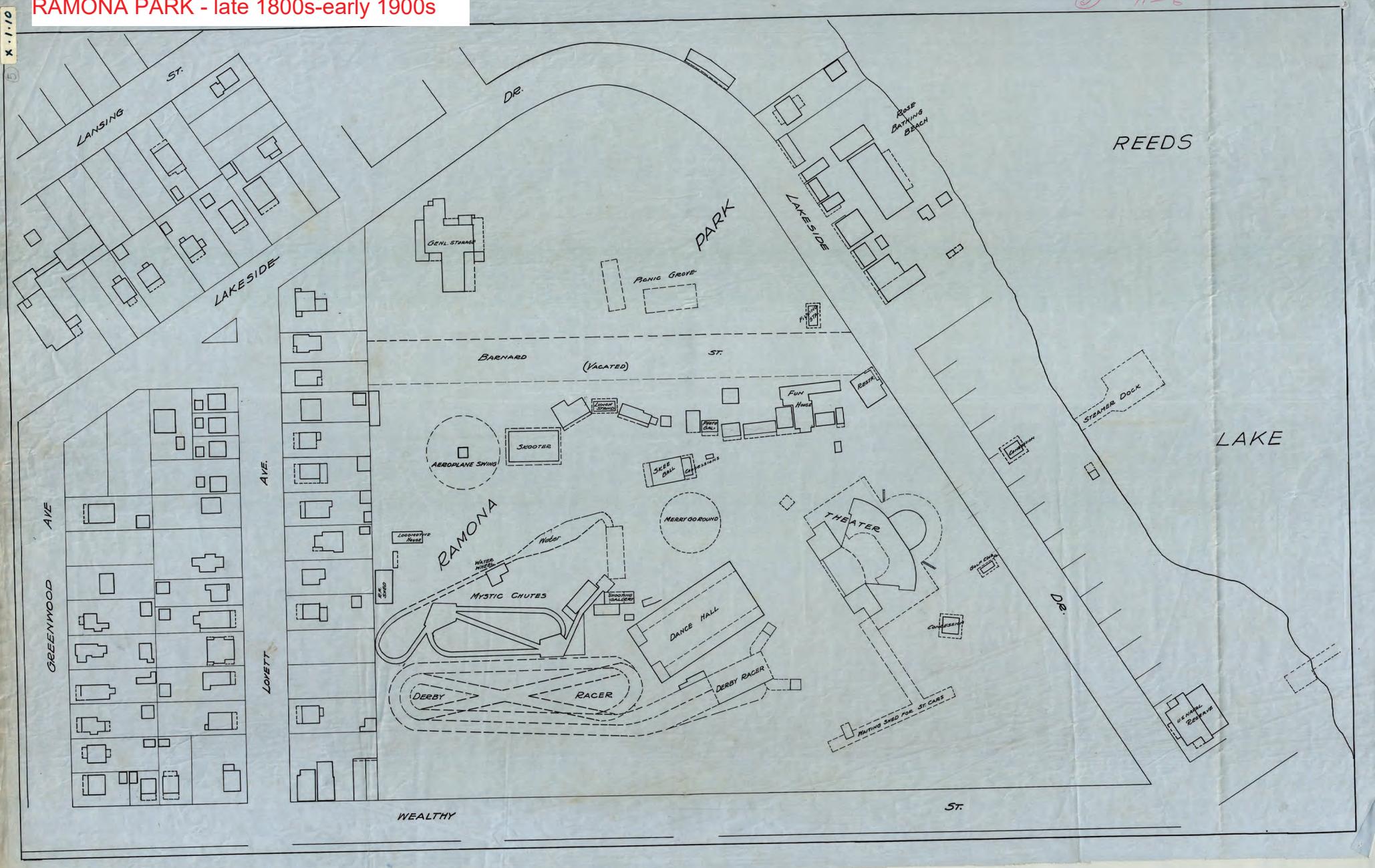
**Exhibit 3 - Key Activity Timeline at
Ramona Park/Gaslight Village Site with
Historical Photos of PUD Site, 1920s to
present**

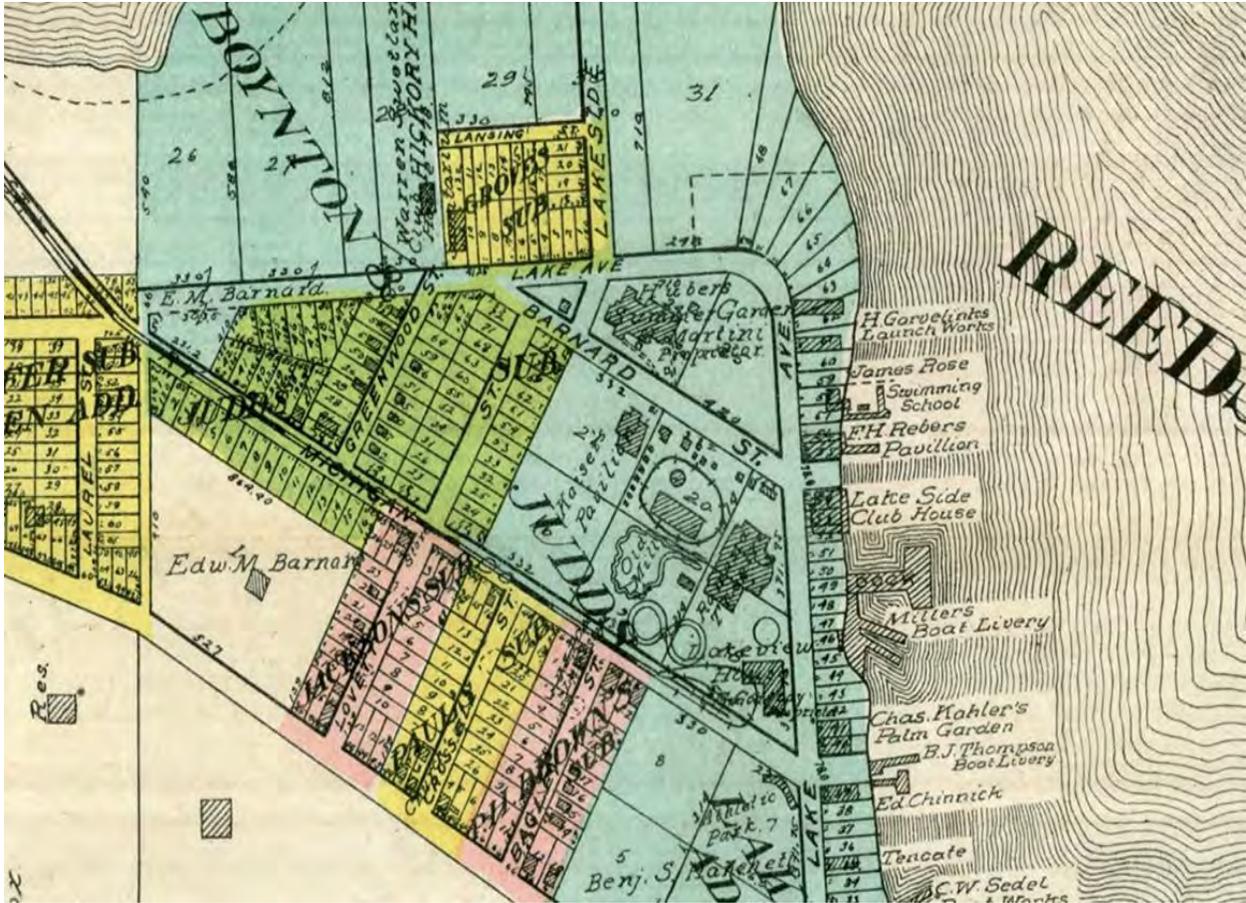
EXHIBIT 3 - KEY ACTIVITY TIMELINE AT RAMONA PARK/GASLIGHT VILLAGE SITE



RAMONA PARK - late 1800s-early 1900s

⑤ 11-6



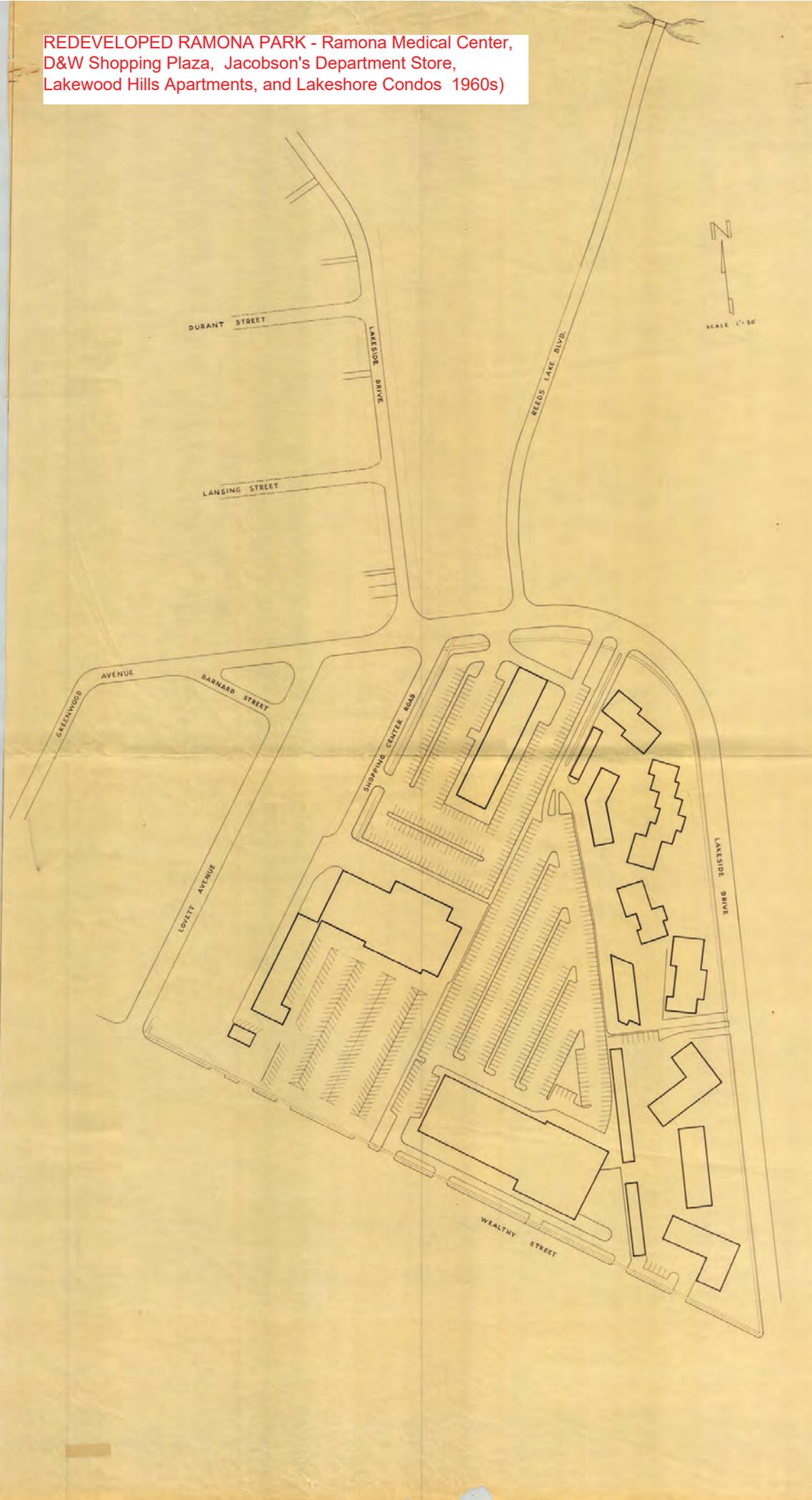


Village of East Grand Rapids, Ramona Park, west shore of Reeds Lake. 1907 Kent County Historical Atlas



Ramona Park on Reeds Lake, 1940s

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



1976 Aerial

14 - 33 D

KENT CO.
SPRING 89E



14-33-D

SEVY CO
SPRING 1981





1992 Aerial



1997 Aerial



2003 Aerial



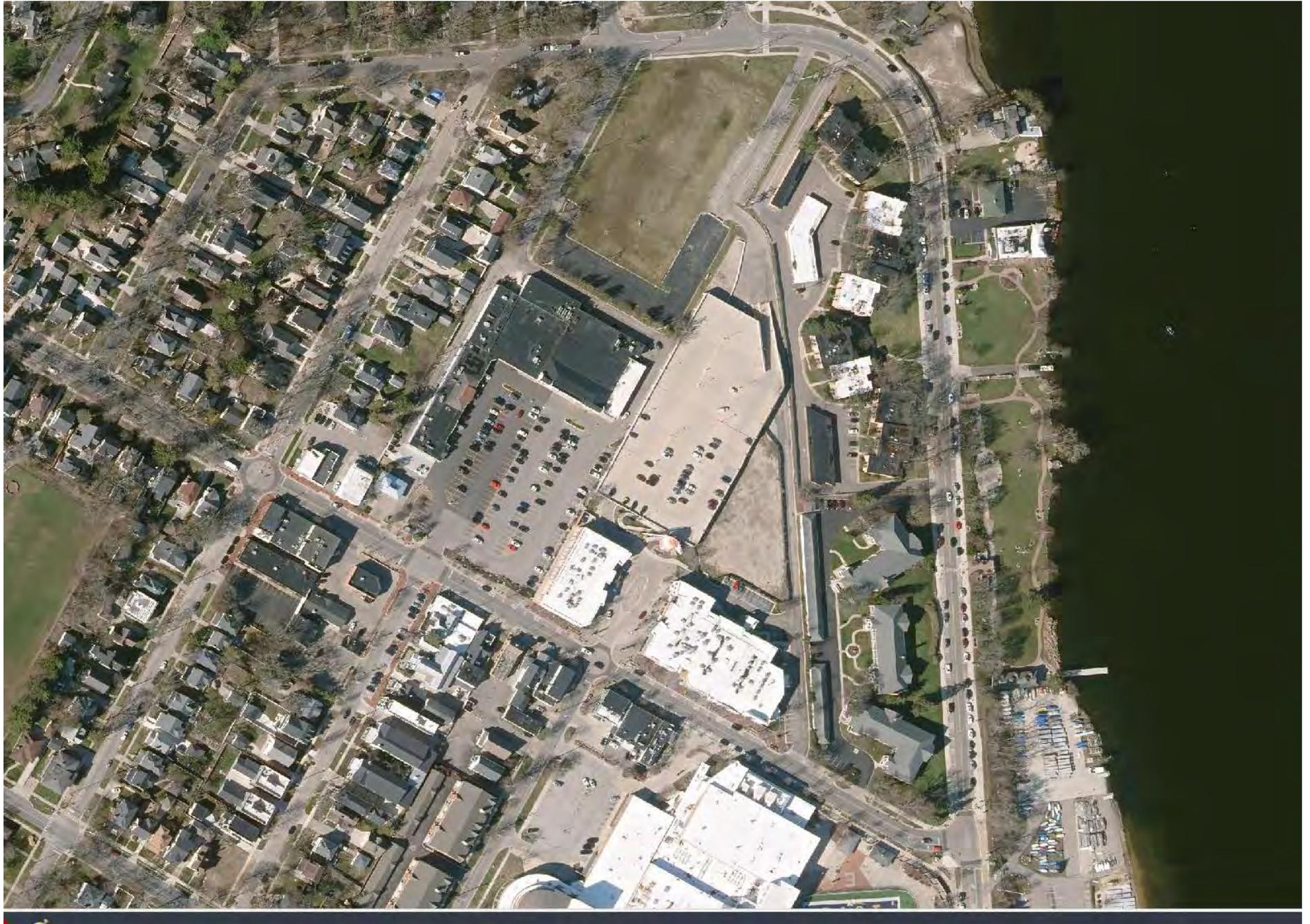
2009 Aerial



2014 Aerial



2020 Aerial







Ramona Medical Center Building



Rendering of Jacobson's Department Store



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

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







C

**Memo from Planning Consultant
Paul LeBlanc on conditions of
approval
(TO BE PROVIDED)**



TO: Shea Charles
FROM: Paul LeBlanc, AICP
DATE: May 1, 2025
SUBJECT: PUD Action

With regard to the Gaslight Investors PUD concept plan, you've asked about the potential actions available to the City when it comes time for a decision. Like other discretionary decisions, the City Commission has three options when it finally comes to a vote, including:

- approval of the concept plan and accompanying PUD amendment,
- approval of the concept plan with conditions, or
- denial of the concept plan.

The Michigan Zoning Enabling Act and the City's PUD regulations are very specific about the decision-making process to ensure fairness and avoid arbitrary decisions. An essential element of the requirements for PUD and other discretionary decisions is that decision standards must be specified in the ordinance; the decision must be based on those standards; and if it is determined that the request satisfies all of the standards it must be approved. In addition, there is guidance for attaching conditions to an approval. Specifically, MCL125.3504 of the Zoning Act states:

“(1) If the zoning ordinance authorizes the consideration and approval of special land uses or planned unit developments under section 502 or 503 or otherwise provides for discretionary decisions, the **regulations and standards upon which those decisions are made shall be specified in the zoning ordinance.**

(2) The standards shall **be consistent with and promote the intent and purpose of the zoning ordinance** and shall insure that the **land use or activity authorized shall be compatible with adjacent uses** of land, the **natural environment**, and the **capacities of public services and facilities** affected by the land use. The standards shall also insure that the land use or activity **is consistent with the public health, safety, and welfare** of the local unit of government.

(3) A request for approval of a land use or activity **shall be approved if the request is in compliance with the standards stated in the zoning ordinance**, the **conditions imposed** under the zoning ordinance, **other applicable ordinances**, and **state and federal statutes**.

(4) **Reasonable conditions may be required** with the approval of a special land use, planned unit development, or other land uses or activities permitted by discretionary decision. The conditions may include conditions **necessary to insure that public services and facilities** affected by a proposed land use or activity **will be capable of accommodating increased service and facility loads** caused by the land use or activity, to **protect the natural environment and conserve natural resources and energy**, to **insure compatibility with adjacent uses of land**, and to **promote the use of land in a socially and economically desirable manner**. Conditions imposed shall meet all of the following requirements:

(a) Be **designed to protect natural resources, the health, safety, and welfare, as well as the social and economic well-being**, of those who will use the land use or activity under consideration, residents and landowners immediately adjacent to the proposed land use or activity, and the community as a whole.

(b) Be related to the **valid exercise of the police power** and purposes which are affected by the proposed use or activity.

(c) Be necessary to **meet the intent and purpose of the zoning requirements**, be **related to the standards established in the zoning ordinance** for the land use or activity under consideration, and be **necessary to insure compliance with those standards**.

So, in answer to your questions regarding the options related to a PUD decision and the potential conditions that may be attached to an approval, I offer the following:

What is the City's decision-making authority?

As stated above, the City Commission has three choices – approve, approve with conditions, or deny. The basis for the decision must only be the standards listed in the Zoning Ordinance. If the request meets those standards it must be approved, though conditions may be added if the imposition of a condition would better ensure conformance with a specific standard. However, if it is determined that not all standards are satisfied and imposing a condition will not change that, the PUD may be denied. It is also important to note that public opinion can be helpful but reliance on any specific comment must be related to a review standard.

What can the City ask for or require?

While the City Commission can approve the concept plan with conditions, Sec. 5.47(D) of the zoning ordinance provides some parameters for the scope of the conditions consistent with the language found in Sec. 504(4) of the Zoning Act.

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

By way of example, conditions related to the ordinance’s parameters could include:

- **ensuring that public services and facilities affected by a proposed land use or activity will be capable of accommodating increased service and facility loads**

- requiring a traffic study
- requiring improvements (street widening, traffic signal, round-a-bout, etc.) based on impacts identified in the traffic study
- requiring that access points be changed to avoid traffic conflicts
- requiring review and approval by the Public Safety Department and making any recommended changes
- requiring improvements to water, sanitary or storm sewer, to increase capacity
- **protecting the natural environment and conserving natural resources**
 - moving buildings or other physical improvements away from sensitive features
 - requiring that prominent trees be retained or additional trees/landscaping be installed
 - requiring additional open space
- **compatibility with adjacent uses of land**
 - requiring loading areas or trash receptacles to be moved or adequately screened/buffered from adjacent residential uses
 - requiring that residential uses be located near existing residential uses
 - establishing limits on hours of operation, noise, and/or lighting where commercial uses abut residential uses
 - limiting outdoor dining or entertainment within a specified distance of residential uses
- **use of land in a socially and economically desirable manner**
 - similar to the “compatibility” conditions above
- **implementation of the city’s master plan**
 - require site improvements specifically recommended in the Master Plan
 - place limits on uses that are inconsistent with the Plan’s vision, goals, or recommendations
 - require design or building materials consistent with a theme recommended in the Plan

What is the basis for denial?

Sec. 5.47(B)(2) establishes criteria for reviewing the concept plan:

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

The specific approval standards in Sec. 5.49 include:

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

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

- (B) The uses conducted within the proposed PUD, the PUD's impact on the community and other aspects of the PUD are consistent with the city's master plan;
- (C) The proposed PUD shall be designed, constructed, operated and maintained in a manner harmonious with the character of adjacent property, the surrounding uses of land, the natural environment and the capacity of public services and facilities affected by the development;
- (D) The PUD shall not change the essential character of the surrounding area;
- (E) The PUD shall not be hazardous to adjacent property or involve uses, activities, materials or equipment which will be detrimental to the health, safety or welfare of persons or property through the excessive production of traffic, noise, smoke, fumes or glare; and
- (F) The PUD shall not place demands on public services and facilities in excess of current or anticipated future capacity."

When making the decision, it is essential that the decision not only be based on the above standards, but that actual findings of fact be incorporated into the motion, stating the reasons for determining that each standard is or is not met. A motion to simply approve or deny because all standards or met or not met is insufficient. There should be specific reasons (findings) attached to each standard to support the action taken.

D

**Gaslight Village Application, Project
Narrative, and Concept Plan (concept plan
dated April 16, 2025)**



MEMO

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

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

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

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



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

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

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

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

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

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

P:\2018\20181002_515_Lakeside_EGR\DESIGN\250110_CITY_CX_revised material\250109_CITY_CX_PRELIM_narrative.docx



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

Zoning Review Application

Project Name Gaslight Investors LLC - PUD Admendment
 Property Address 2255 Wealthy Street & 515 Lakeside
 Permanent Parcel No. 411433276032 & 411433276029
 Zoning District PUD
 Current Property Use Mixed-Use

Type of Request (Check)	Fee
<input type="checkbox"/> Site Plan Review (Sketch Plan)	\$200
<input type="checkbox"/> Site Plan Review (Complete)	\$500
<input type="checkbox"/> Amendment or Rezoning Application	\$800
<input type="checkbox"/> Special Use Permit	\$500
<input checked="" type="checkbox"/> Planned Unit Development	\$1,000

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

Project Description Amendment to current PUD

(Attach separate sheet if necessary.)

Contact Information (Please provide email addresses.)

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

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

*2255 WEALTHY, LLC
515 LAKESIDE, LLC*

Property Owner Signature

Gaslight Investors, LLC - Sole Member

04-30-24

Date

JAMÉ

Applicant Signature (if different)

Date

GASLIGHT VILLAGE

PUD AMENDMENT CONCEPT PLAN

16 APRIL 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)** NEW MIXED USE
FIVE STORY (ONE LEVEL C-1 ON GRADE WITH FOUR LEVELS RESIDENTIAL ABOVE)
- (F)** NEW RESIDENTIAL
FOUR STORY (LOBBY/PARKING ON GRADE WITH THREE LEVELS RESIDENTIAL ABOVE)
- (G)** NEW RESIDENTIAL
THREE STORY (PRIVATE GARAGE PARKING ON LOWEST LEVEL)
- (H)** NEW RESIDENTIAL
THREE STORY (PRIVATE GARAGE PARKING ON LOWEST LEVEL)
- NEW PARKING
TWO STORY PARKING STRUCTURE

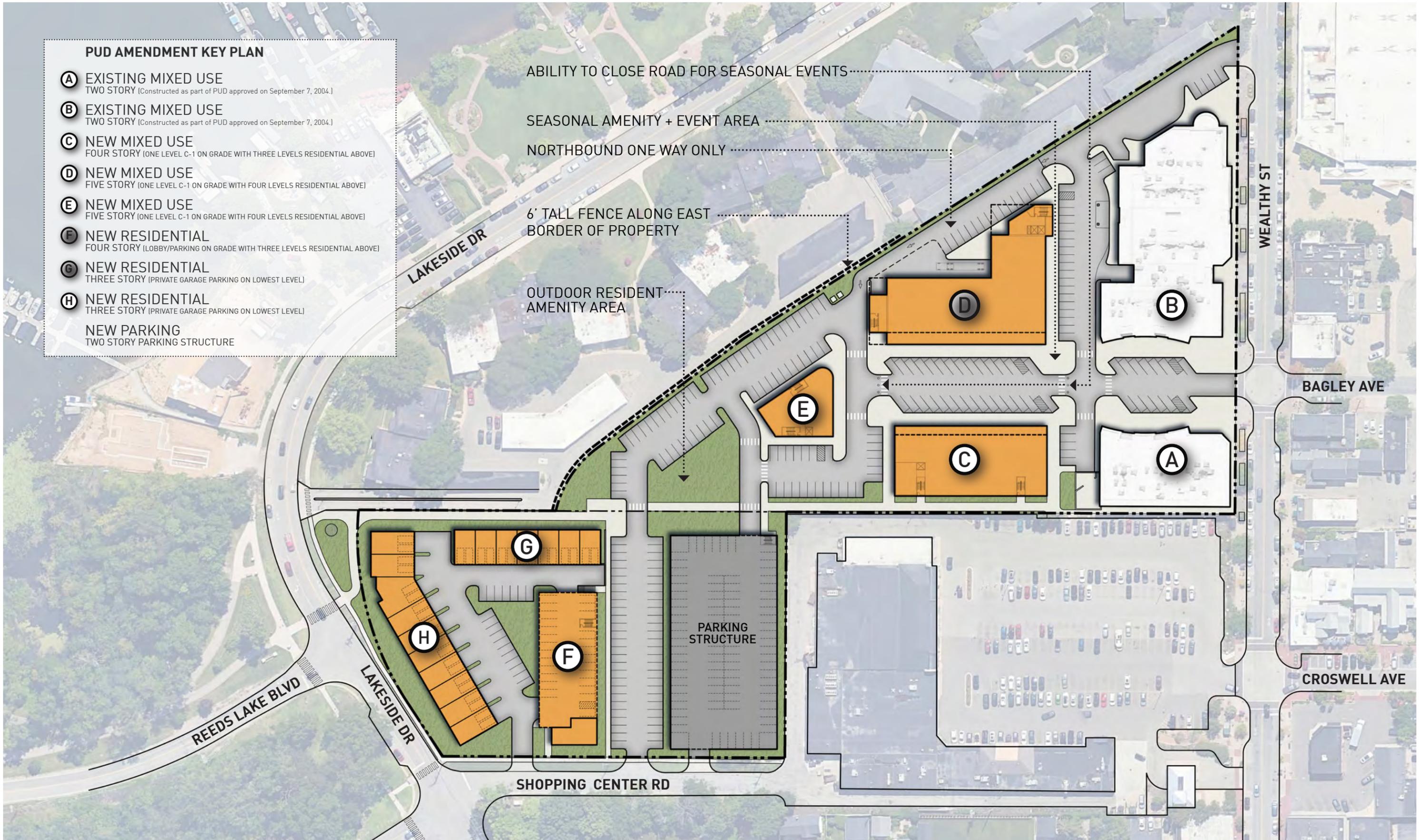
ABILITY TO CLOSE ROAD FOR SEASONAL EVENTS

SEASONAL AMENITY + EVENT AREA

NORTHBOUND ONE WAY ONLY

6' TALL FENCE ALONG EAST BORDER OF PROPERTY

OUTDOOR RESIDENT AMENITY AREA



GASLIGHT PUD AMENDMENT

3.21.2025

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	12,430		Building C is 1 level of C-1 Uses with 3 residential levels above	3/1000	38
BLDG C : RESIDENTIAL		36	3 levels with 12 units per level	1 space / unit	36
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	2,500		Building E is 1 level of C-1 uses with 4 levels of residential above	3/1000	8
BLDG E : RESIDENTIAL		8	4 levels with 2 units per level	1 space / unit	8
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 garage.	2 spaces / unit	14
BLDG H : RESIDENTIAL		10	Building H is 10 townhomes. Each townhome has a 2 stall garage + space for two visitors	2 space / unit	20
TOTAL AREA OF C-1 USE	109,430		77,500 USF existing + 31,930 USF proposed	TOTAL PARKING DEMAND	496
TOTAL RESIDENTIAL UNITS		149	132 units + 17 townhomes	TOTAL PARKING PROPOSED	523

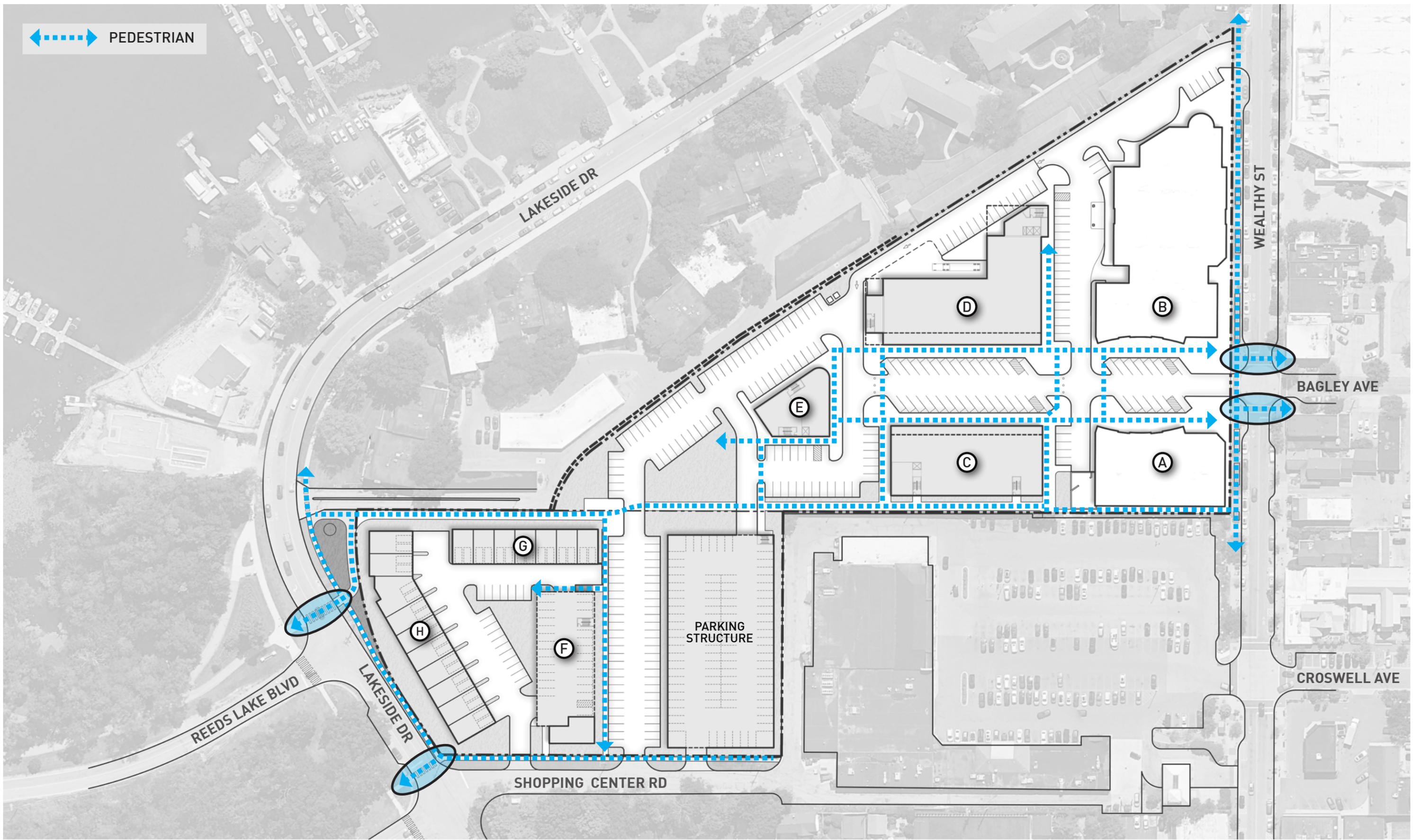
Final parking study and shared parking ratio to be prepared for final site plan submission.

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

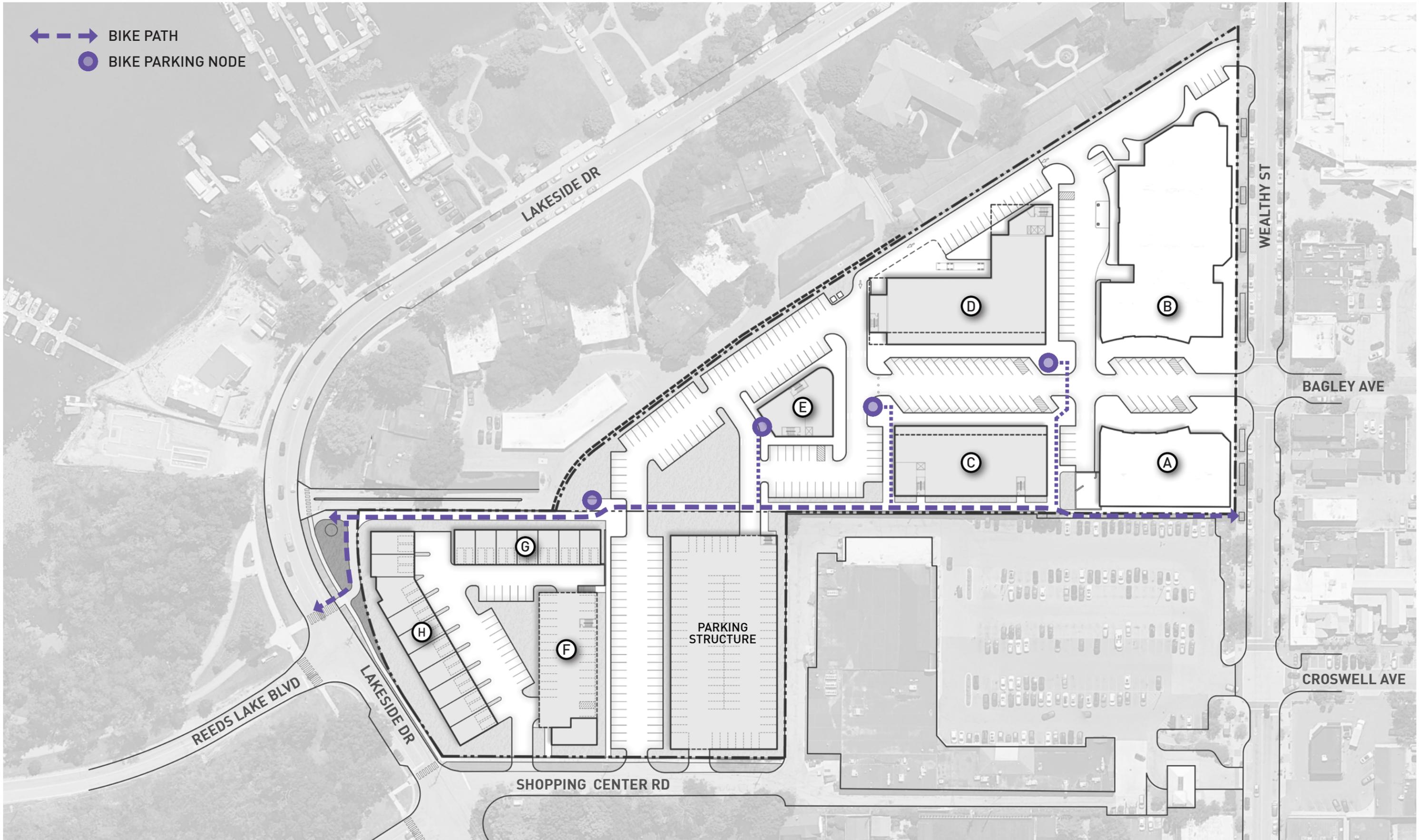
SUMMARY OF CHANGES COMPARED TO PREVIOUS PROPOSAL

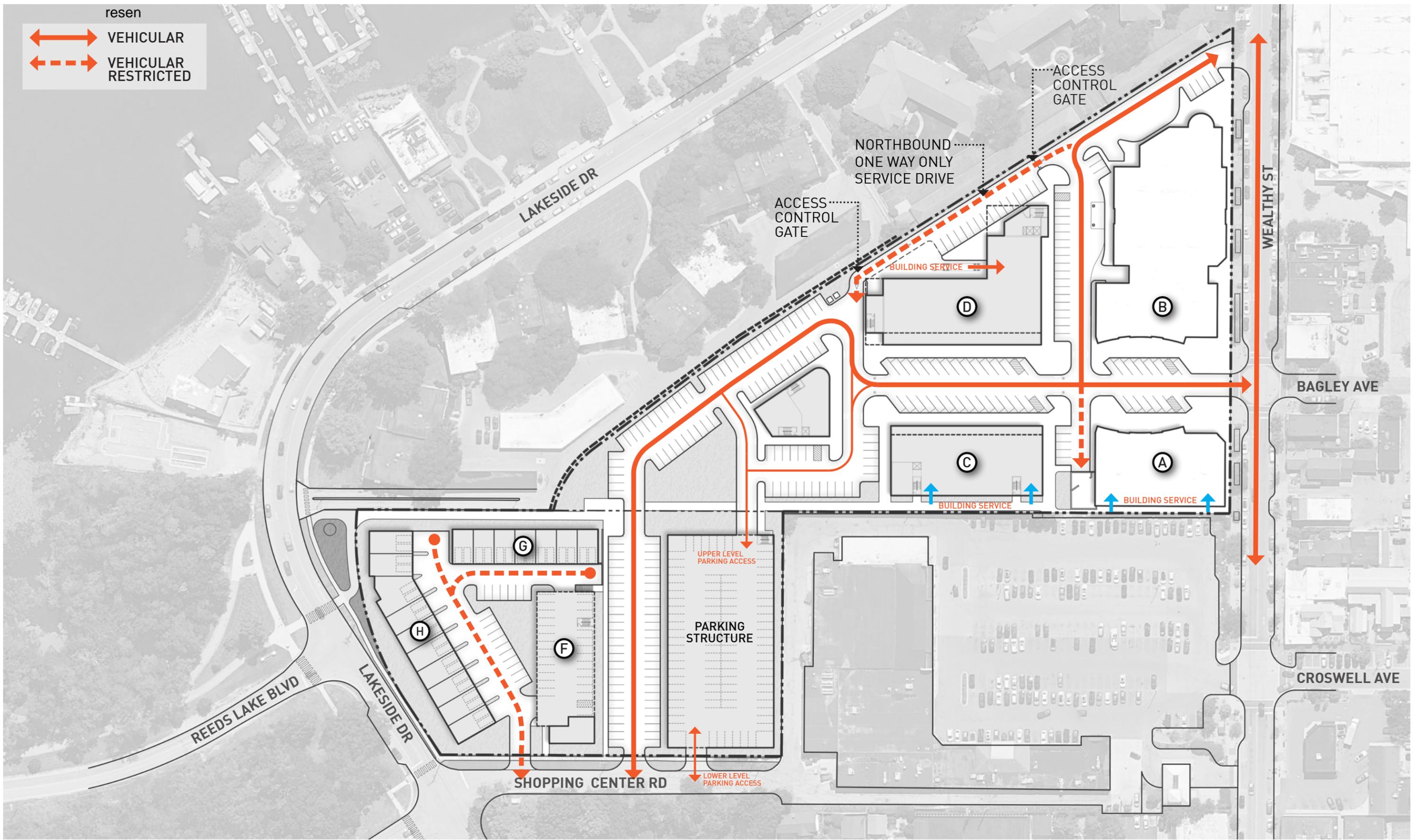
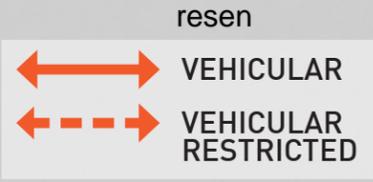
	previous	proposed	CURRENT DESIGN HIGHLIGHTS
Existing C-1 USE AREA	77,500	77,500	CURRENT EXISTING C-1 SPACE IN BLDGS A + B TO REMAIN
New C-1 USE AREA	56,970	31,930	44% REDUCTION - 25,040 LESS C-1
residential units	180	149	17% REDUCTION - 31 LESS RESIDENTIAL UNITS
parking spaces	583	525	EXCEEDS THE PARKING RATIO FORMULA
total bldgs in PUD	9	8	
Bldg C	5 levels	4 levels	REDUCTION OF ONE LEVEL
Bldg D	7 levels	5 levels	REDUCTION OF TWO LEVELS
Bldg E	5 levels	5 levels	NO CHANGE
Bldg F	4 levels	4 levels	NO CHANGE (3 levels with parking garage below)
Bldg G + H (townhomes)	3 levels	3 levels	NO CHANGE (2 levels with parking garage below)
parking structure	3 - 4 levels	2 levels	REDUCTION OF 1 TO 2 LEVELS

← PEDESTRIAN →

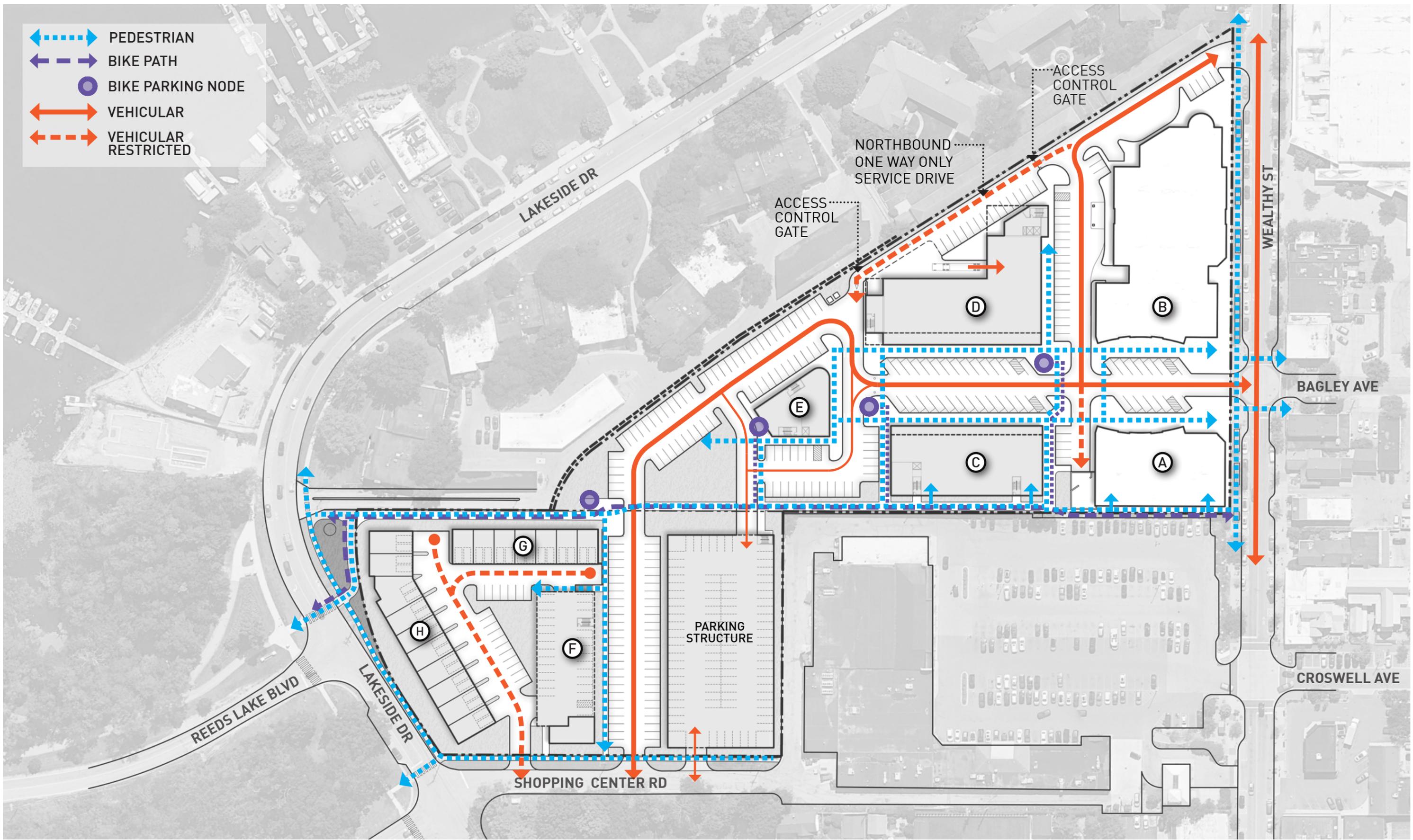


 BIKE PATH
 BIKE PARKING NODE





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





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

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

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

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

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

GASLIGHT INVESTORS LLC PUD AMENDMENT

EXISTING PUD

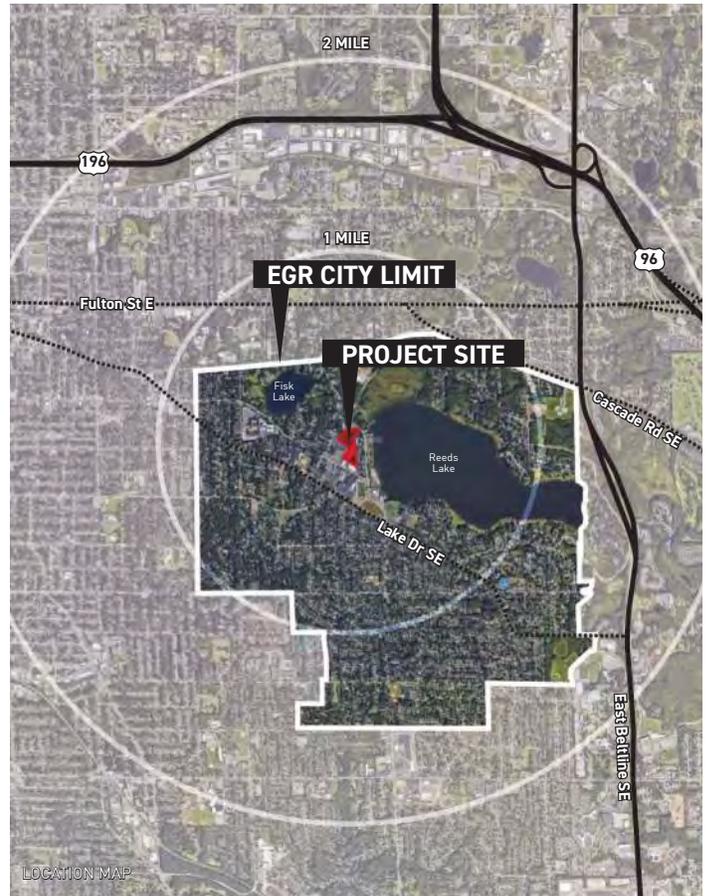
The current PUD planned for a combination of commercial and retail uses, professional/medical offices, and residential condominiums, with associated parking and open space. Two two-story commercial office/retail buildings of approximately 77,500 SF were realized along Wealthy. Four residential buildings,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

CURRENT STRUCTURES AND USES ON SITE

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

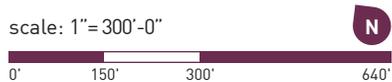
ADJACENT LAND USE

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





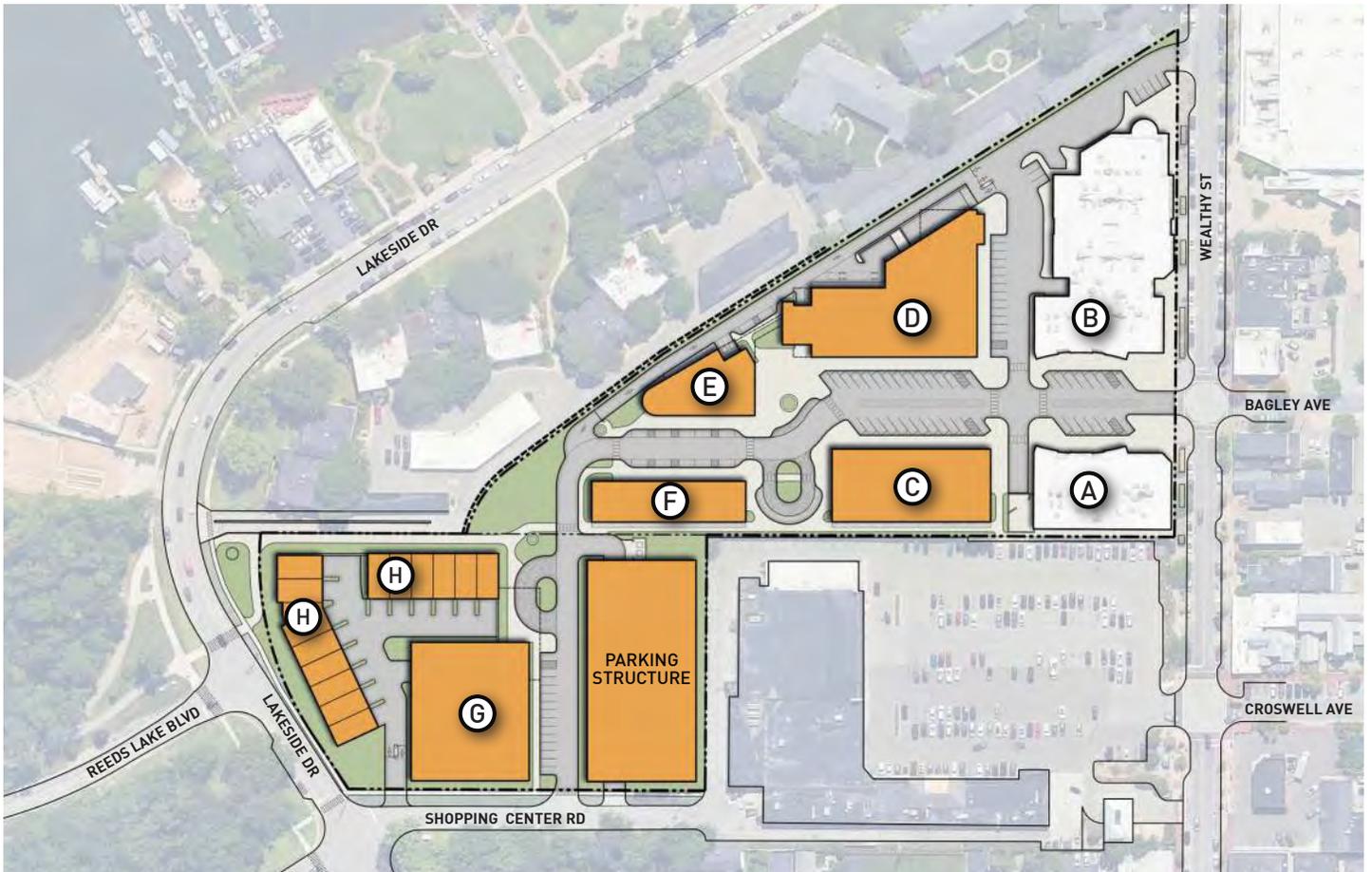
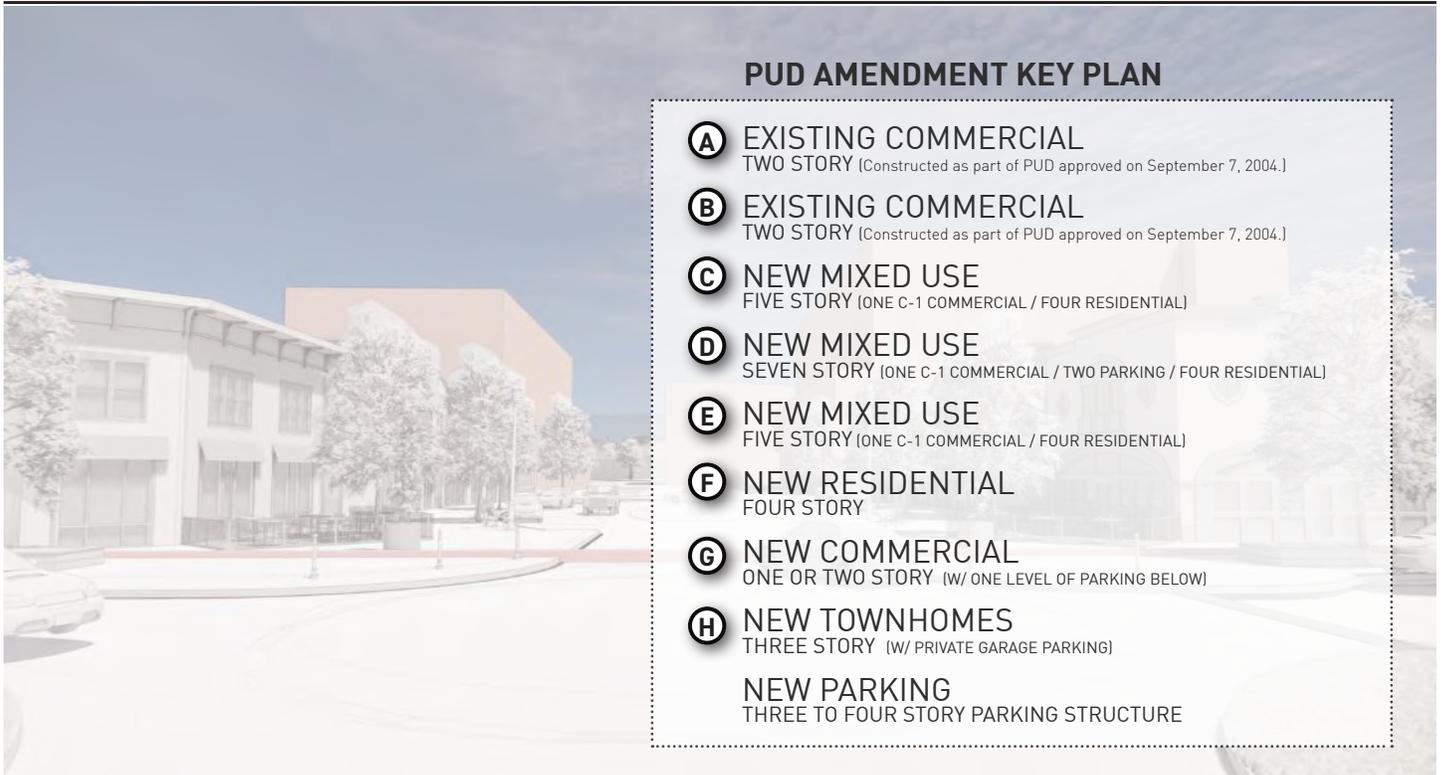
DOWNTOWN EAST GRAND RAPIDS



PROXIMITY MAP | EXISTING

PUD AMENDMENT KEY PLAN

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



PROPOSED PUD PLAN



PARKING STRUCTURE

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

LANDSCAPING & OPEN SPACE

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

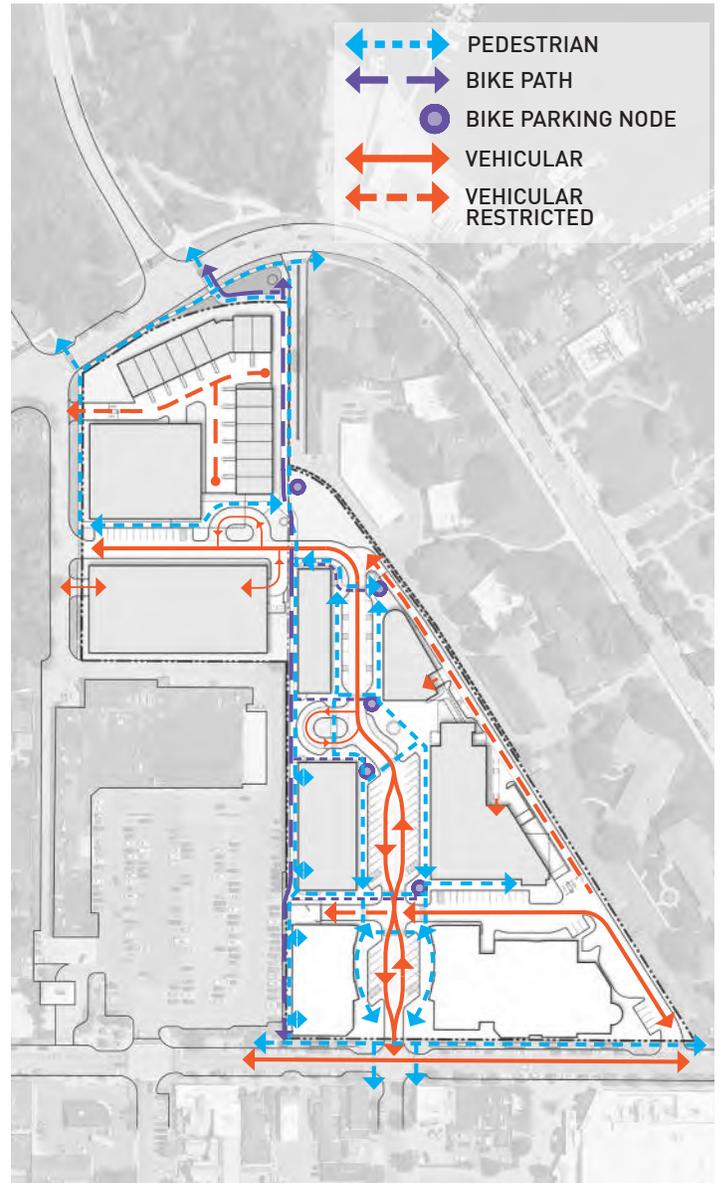
VEHICULAR CIRCULATION

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

PEDESTRIAN CIRCULATION

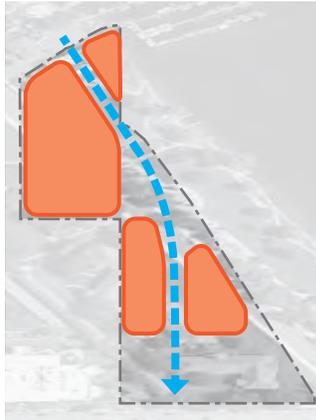
Pedestrian circulation has been thoughtfully considered to enhance the walkability of the development and connect to the established Reeds Lake Trail and Gaslight movements. Multiple pathways will provide accessibility to the expanded mixed use offerings. What was the terminus of Bagley will now be open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

PROPOSED AMENDMENT MULTI-MODAL CIRCULATION





EXISTING CONDITION



MASTERPLAN OPTION 1



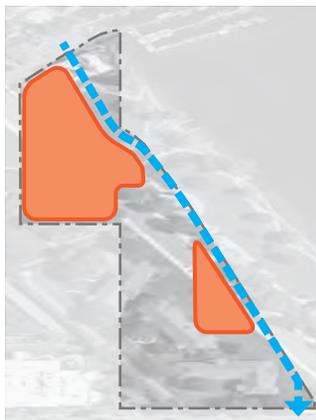
MASTERPLAN OPTION 2A



MASTERPLAN OPTION 2B



MASTERPLAN OPTION 3A



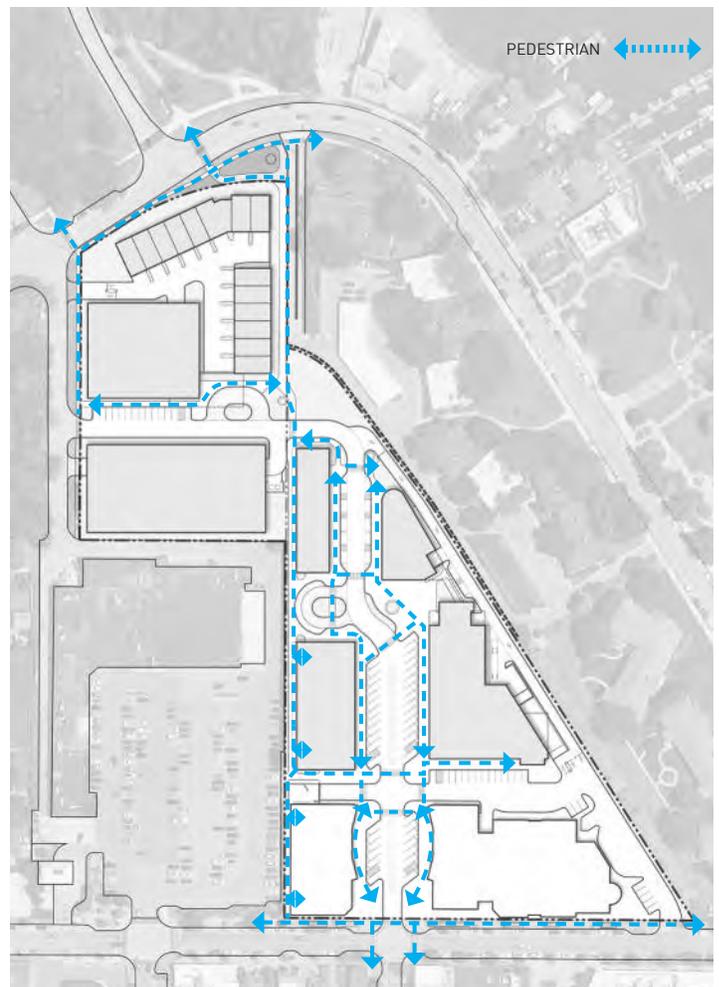
MASTERPLAN OPTION 3B

PEDESTRIAN LINK BETWEEN WEALTHY STREET AND REEDS LAKE TRAIL

From the 2018 EGR Master Plan:

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

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



PROPOSED PUD AMENDMENT

CONGRUITY

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

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

DEPARTURES

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

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

UNIFIED CONTROL

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

RECOGNIZABLE BENEFIT

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

COMPATIBILITY WITH ADJACENT USES

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

PUBLIC UTILITIES

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

MASTER PLAN

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

PUD APPROVAL PROCESS

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

PROJECT COMMENCEMENT

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

PROJECT SEQUENCING

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





APPROVED PUD (2004)

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

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

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



PROPOSED PUD AMENDMENT (5.3.2024)

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

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

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

GASLIGHT PUD
PARKING SUMMARY

2.17.2025

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

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

proposed townhomes	14
proposed residential units	166

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





LAKESIDE DR

515 LAKESIDE
PROJECT SITE

2255 WEALTHY
PROJECT SITE

WEALTHY ST

scale: 1" = 120'-0"



SITE PLAN | EXISTING

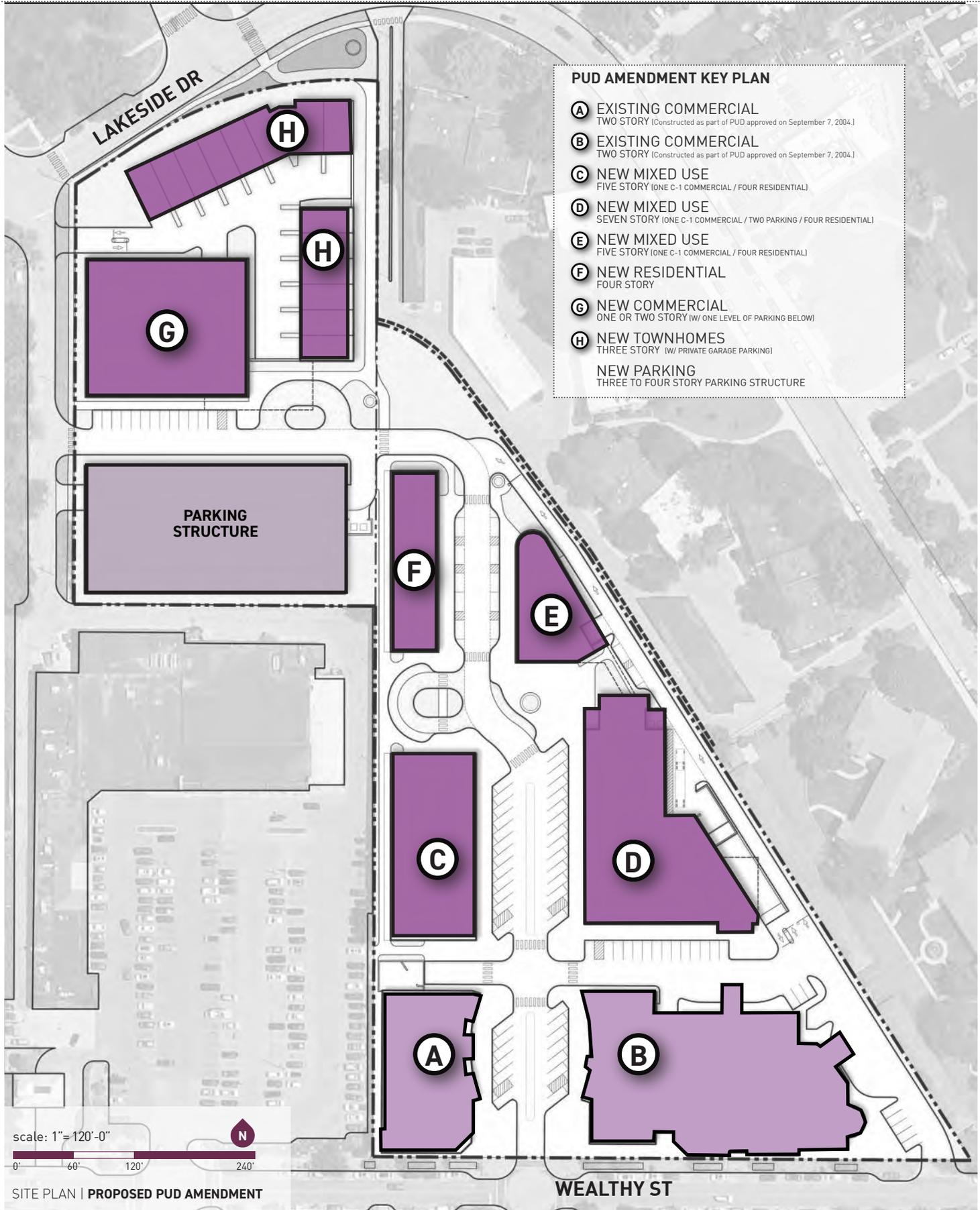
GASLIGHT INVESTORS LLC PUD AMENDMENT

2004 PUD KEYPLAN

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



SITE PLAN | 2004 PUD



E

**Original PUD Amendment and concept
plan for PUD site, 2004**

A P P E N D I X

2004 APPROVED PUD PROVIDED FOR REFERENCE

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

THE CITY OF EAST GRAND RAPIDS ORDAINS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 4. Enforcement.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CITY OF EAST GRAND RAPIDS

By 
Karen K. Brower
City Clerk

EXHIBIT A**Description of Property**

Parcel 1:

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

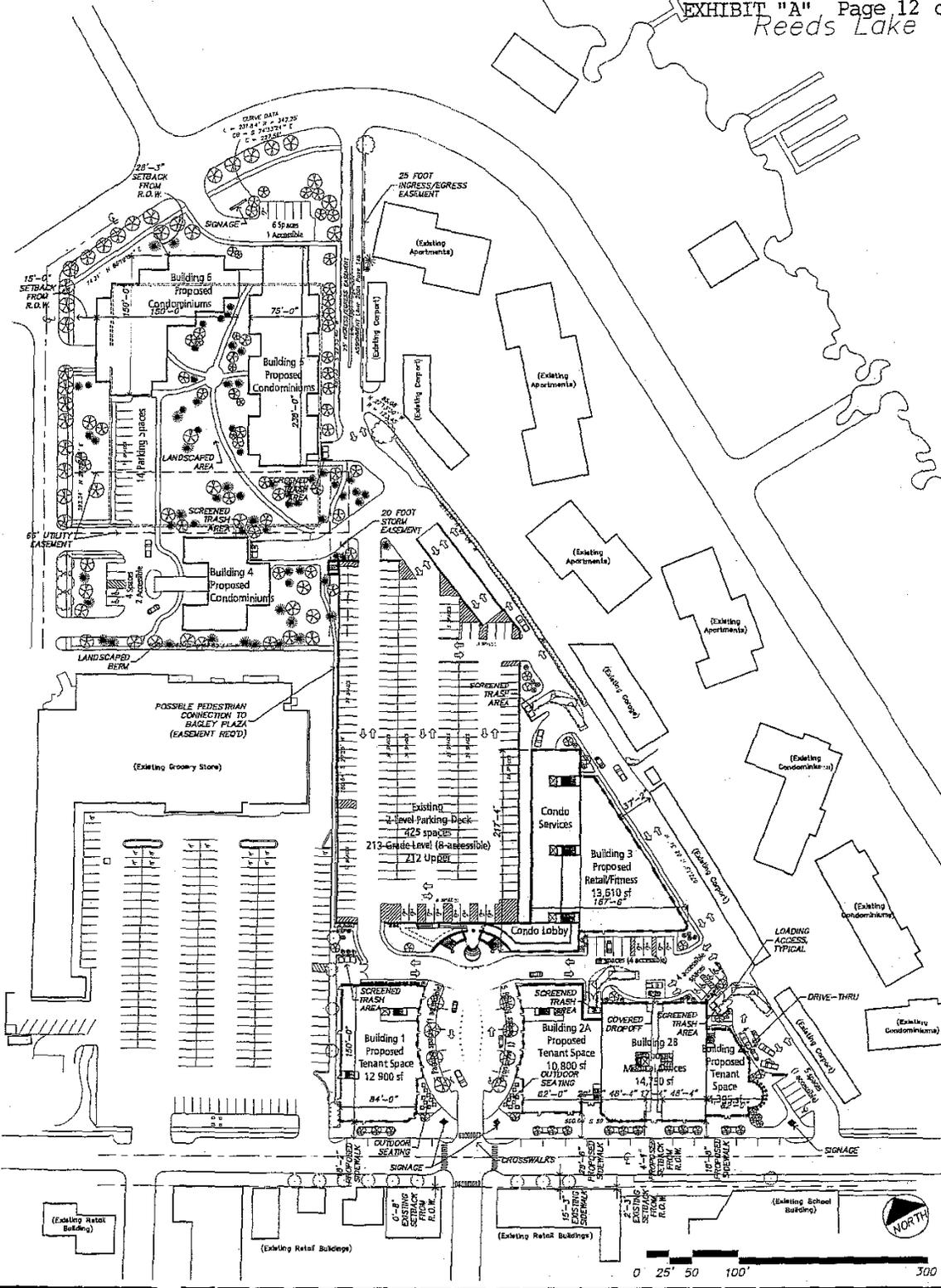
Parcel 2:

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

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

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

A-2



JADE PIG VENTURES

EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT

Planned Unit Development Proposal - Grade Level Plan

September 7, 2004

Scale: 1" - 100' Page 2



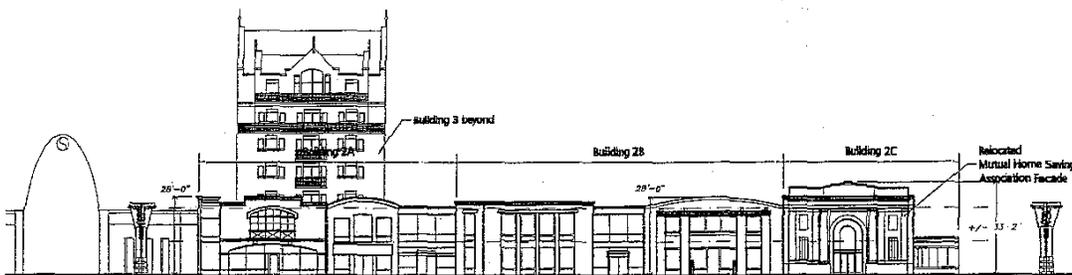
Proposed Plaza
Building 1 Elevation Facing East



Proposed Plaza
Building 2 Elevation Facing West



Proposed Wealthy Street Elevation
Building 1



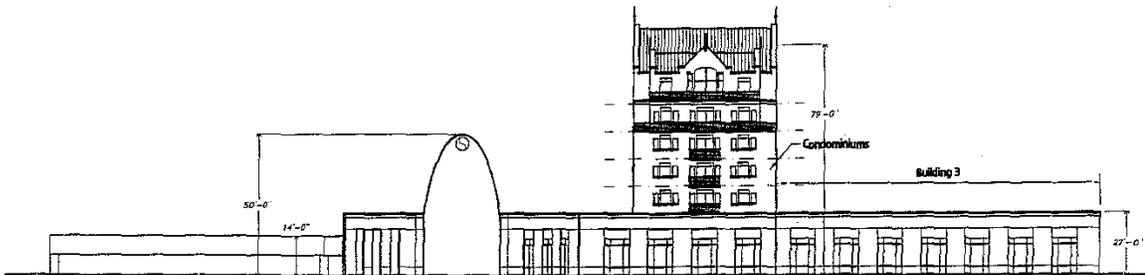
Proposed Wealthy Street Elevation
Building 2



JADE PIG VENTURES
EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT
PUD Proposal - Buildings 1 & 2 Elevations 1 of 2
September 7, 2004 Scale: 1" - 40' Page 4



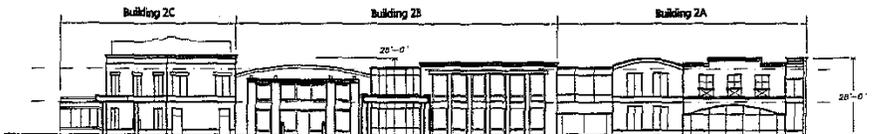
Proposed East-Facing Elevation
Building 3



Proposed South-Facing Elevation
Parking Deck Entry, Building 3



Proposed North-Facing Elevation
Building 1



Proposed North-Facing Elevation
Building 2



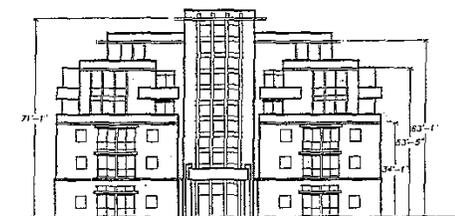
JADE PIG VENTURES

EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT

PUD Proposal - Buildings 1, 2 & 3 Elevations 2 of 2
September 7, 2004 Scale: 1" - 40' Page 5



Proposed Building 4
East Elevation



Proposed Building 4
West Elevation



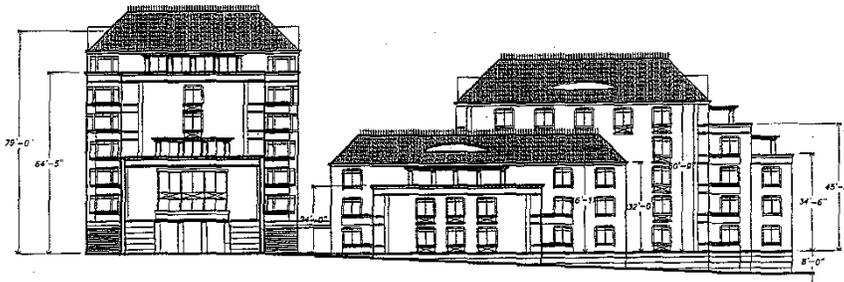
Proposed Building 4
South Elevation



Proposed Building 4
North Elevation



JADE PIG VENTURES
EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT
PUD Proposal - Building 4 Elevations
September 7, 2004 Scale: 1" - 40' Page 6



Proposed Buildings 5 and 6
Elevation Facing North



Proposed Building 5
Elevation Facing East



JADE PIG VENTURES

EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT

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



Proposed Buildings 5 & 6
Elevation Facing South



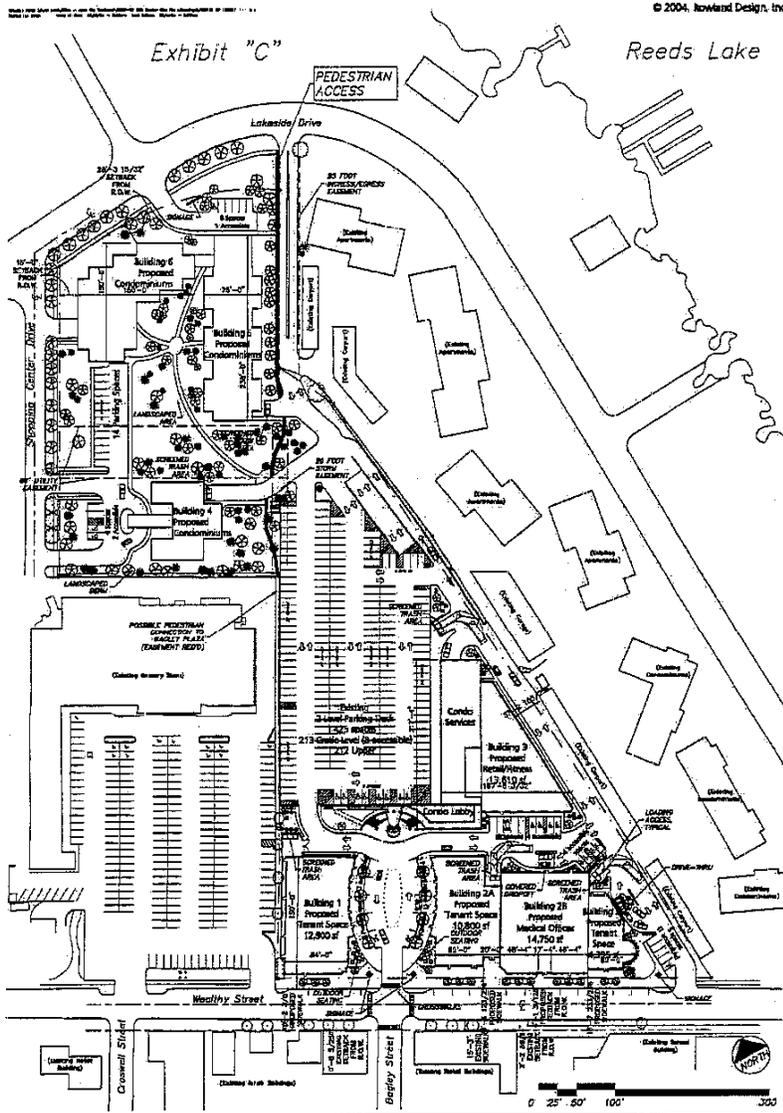
Proposed Buildings 5 & 6
Elevation Facing West



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

EXHIBIT C

Pedestrian Easement

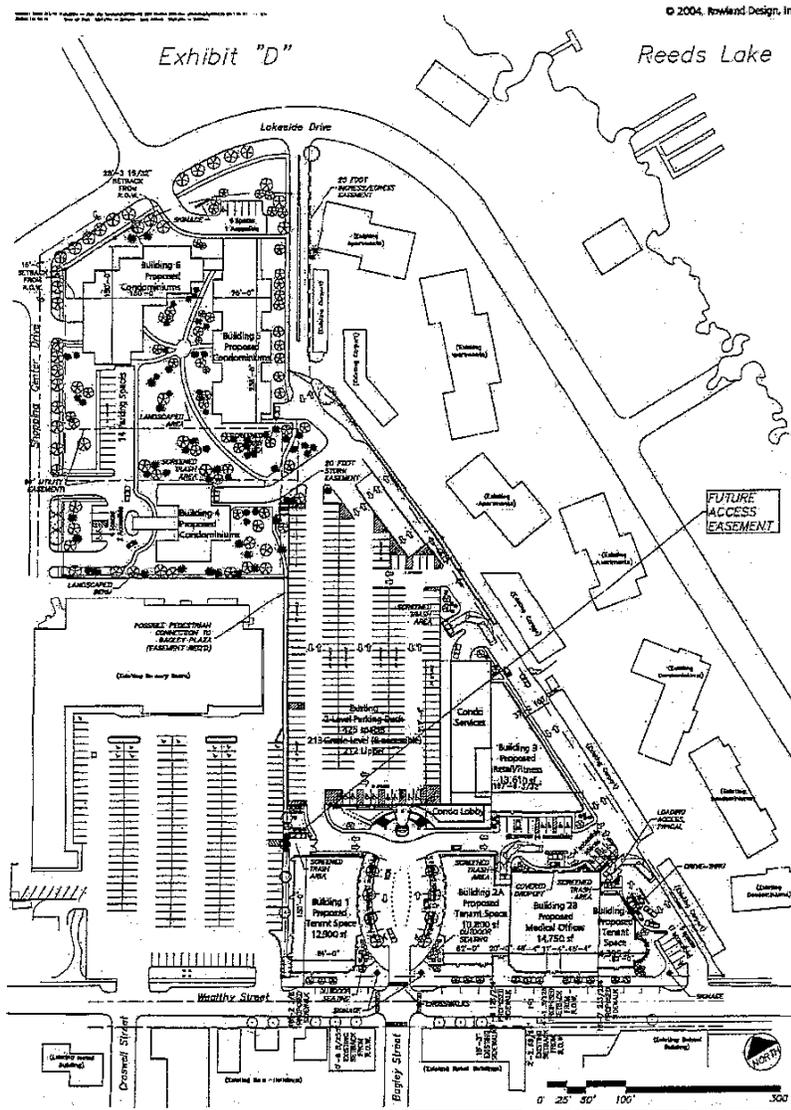


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JADE PIG VENTURES
 EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT
 Planned Unit Development Proposal - Exhibit "C"
 October 4, 2004 Scale: 1" = 100'

EXHIBIT D Access Easement



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

EXHIBIT E

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

00200 (001) 242915 05

ANTICIPATED PROJECT SCHEDULE

PROJECT NAME: ASL GHT V LLA E PUD

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

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

F

**Traffic and Parking Memos from Fleis &
Vandenbrink**

**Memo Response from Progressive
Companies**

MEMO

VIA EMAIL: svyn@INTARCH.com

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

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

Date: **April 18, 2025**

Re: **Gaslight Village PUD**
East Grand Rapids, Michigan
Trip Generation and Shared Parking Analysis

1 INTRODUCTION

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

FIGURE 1: SITE LOCATION MAP



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

2 BACKGROUND DATA

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

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

3 TRIP GENERATION

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

Table 1: Vehicular Trip Generation Summary

Land Use	ITE Code	Amount	Units	Average Daily Trips (vpd)	AM Peak Hour			MD Peak Hour			School PM			PM Peak Hour			SAT Peak Hour		
					In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Attached Housing	215	17	DU	79	2	6	8	2	3	5	4	3	7	6	4	10	8	8	16
Multi-Family Housing (Mid-Rise)	221	132	DU	583	11	35	46	11	13	24	16	11	27	32	20	52	27	26	53
Medical-Dental Office Building	720	20,000	SF	751	45	12	57	24	33	57	47	48	95	23	55	78	34	26	60
Shopping Plaza (40-150k SF)	821	89,430	SF	6,038	96	59	155	245	255	500	206	214	420	227	237	464	309	285	594
Total				7,451	154	112	266	282	304	586	273	276	549	288	316	604	378	345	723

3.1 PERSON TRIP GENERATION

The vehicle trips in **Table 1** were then converted to person-trips by using the infill development vehicle occupancy rates published by ITE *Trip Generation Handbook, 3rd Edition* (Appendix C.9 and C.10). The vehicle occupancy rates for the studies contained within the manual are provided in **Table 2**; the ITE national vehicle occupancy rates were utilized, as local occupancy data was not available for this area. The vehicle occupancy factors in **Table 2** were applied to the vehicle trips generated in **Table 1**, in order to calculate the total person-trips generated by the proposed development. ITE only provides daily and peak hour (AM and PM) vehicle occupancy data; however, no data is available for Saturday or off-peak hours. Therefore, the daily vehicle occupancy rates were utilized for the mid-day, school PM, and Saturday peak hours of evaluation. The resulting person-trip generations for the proposed development are summarized in **Table 3**.

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

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

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

Land Use	ITE Code	Amount	Units	Average Daily Trips (ppd)	AM Peak Hour			MD Peak Hour			School PM			PM Peak Hour			SAT Peak Hour		
					In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Attached Housing	215	17	DU	96	2	7	9	2	4	6	5	4	9	7	5	12	10	10	20
Multi-Family Housing (Mid-Rise)	221	132	DU	705	13	42	55	13	16	29	19	13	32	39	25	64	33	31	64
Medical-Dental Office Building	720	20,000	SF	819	47	13	35	26	36	62	51	52	103	27	58	104	37	28	56
Shopping Plaza (40-150k SF)	821	89,430	SF	7,774	116	70	186	315	328	643	265	276	541	297	344	641	398	367	765
Total				9,394	178	132	285	356	384	740	340	345	685	370	432	821	478	436	905

3.2 MULTI-MODAL TRIP GENERATION

A modal split was then applied to determine the number of site-generated trips using a variety of mode choices. This was calculated by applying modal splits for the area, as published by the American Community Survey (ACS) within the Census Report for the City of East Grand Rapids. The factors are summarized in **Table 4** and the excerpts are attached.

Table 4: City of East Grand Rapids Commuting Modal Splits

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

These factors were applied to the ITE vehicles trip generation in **Table 1**, in order to calculate the modal split trip generation for the proposed development. The multimodal trip generation projection for the proposed development is summarized in **Table 5**. *Note: The values have been rounded up to the nearest whole number.*

Table 5: Multimodal Trip Generation Summary

Land Use	Modal Split	ADT (vpd)	AM Peak Hour			MD Peak Hour			School PM			PM Peak Hour			SAT Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Attached Housing	Vehicle Trips	60	2	5	7	2	2	4	3	2	5	5	3	8	6	6	12
	Pedestrian	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Transit	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Work-From-Home	16	0	1	1	0	1	1	1	1	2	1	1	2	2	2	4
	Total Trips	79	2	6	8	2	3	5	4	3	7	6	4	10	8	8	16
Multi-Family Housing (Mid-Rise)	Vehicle Trips	443	9	27	36	9	10	19	13	9	22	25	15	40	21	20	41
	Pedestrian	17	0	1	1	0	0	0	0	0	0	1	1	2	1	1	2
	Transit	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bike	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Work-From-Home	116	2	7	9	2	3	5	3	2	5	6	4	10	5	5	10
	Total Trips	583	11	35	46	11	13	24	16	11	27	32	20	52	27	26	53
Medical-Dental Office Building	Vehicle Trips	713	42	12	54	23	32	55	44	45	89	22	52	74	33	25	58
	Pedestrian	28	2	0	2	1	1	2	2	2	4	1	2	3	1	1	2
	Transit	9	1	0	1	0	0	0	1	1	2	0	1	1	0	0	0
	Bike	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Work-From-Home	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total Trips	751	45	12	57	24	33	57	47	48	95	23	55	78	34	26	60
Shopping Plaza (40-150k SF)	Vehicle Trips	5,729	91	56	147	232	241	473	195	203	398	214	224	438	292	269	561
	Pedestrian	226	4	2	6	9	10	19	8	8	16	9	9	18	12	11	23
	Transit	75	1	1	2	4	4	8	3	3	6	4	4	8	5	5	10
	Bike	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Work-From-Home	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total Trips	6,038	96	59	155	245	255	500	206	214	420	227	237	464	309	285	594
Total Site	Vehicle Trips	6,945	144	100	244	266	285	551	255	259	514	266	294	560	352	320	672
	Pedestrian	273	6	3	9	10	11	21	10	10	20	11	12	23	14	13	27
	Transit	91	2	1	3	4	4	8	4	4	8	4	5	9	5	5	10
	Bike	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Work-From-Home	132	2	8	10	2	4	6	4	3	7	7	5	12	7	7	14
	Total Trips	7,451	154	112	266	282	304	586	273	276	549	288	316	604	378	345	723

3.3 TRIP GENERATION COMPARISON

The vehicular trip generation for the proposed PUD was compared to the historically calculated trip generation for the previous iterations of this site. The trip generation comparison is summarized in **Table 6** and indicates that the proposed trip generation is expected to be similar to the previously proposed developments.

Table 6: Vehicular Trip Generation Comparison

Time Period	Jacobsen's + Ramona	2004 PUD	2025 Concept	
			ITE Data	Modal Split Adjusted
Average Daily (vpd)	7,750	6,738	7,451	6,945
AM Peak Hour (vph)	90	245	266	244
MD Peak Hour (vph)	585	560	586	551
School PM (vph)	620	539	549	514
PM Peak Hour (vph)	550	587	604	560
SAT Peak Hour (vph)	665	384	723	672

4 PARKING ANALYSIS

A shared parking analysis was performed for the proposed Gaslight Village PUD site according to the methodologies of the Urban Land Institute Shared Parking Manual (3rd Edition). The shared parking methodology considers the underlying parking demand calculations from the ITE Parking Generation and the variations for the time of day, day of week, and monthly impacts of parking for the associated uses. The shared parking methodology provides recommendations for parking supply that were then compared to the proposed parking supply as summarized in **Table 7**.

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

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

Table 7: Shared Parking Summary

Land Use	Amount	Units	Weekday	Weekend
			7:00 PM	12:00 PM
Multi-Family Housing	149	DU	61	104
Medical-Dental Office Building	16,000	SF GLA	58	0
Shopping Plaza (<400k SF)	87,544	SF GLA	222	239
Reserved Parking Spaces			54	54
Total Shared Parking Recommended Supply			395	397
Proposed Parking			523	523
Projected Parking Surplus			130	128

Exhibit 1: Weekday Shared Parking by Hour

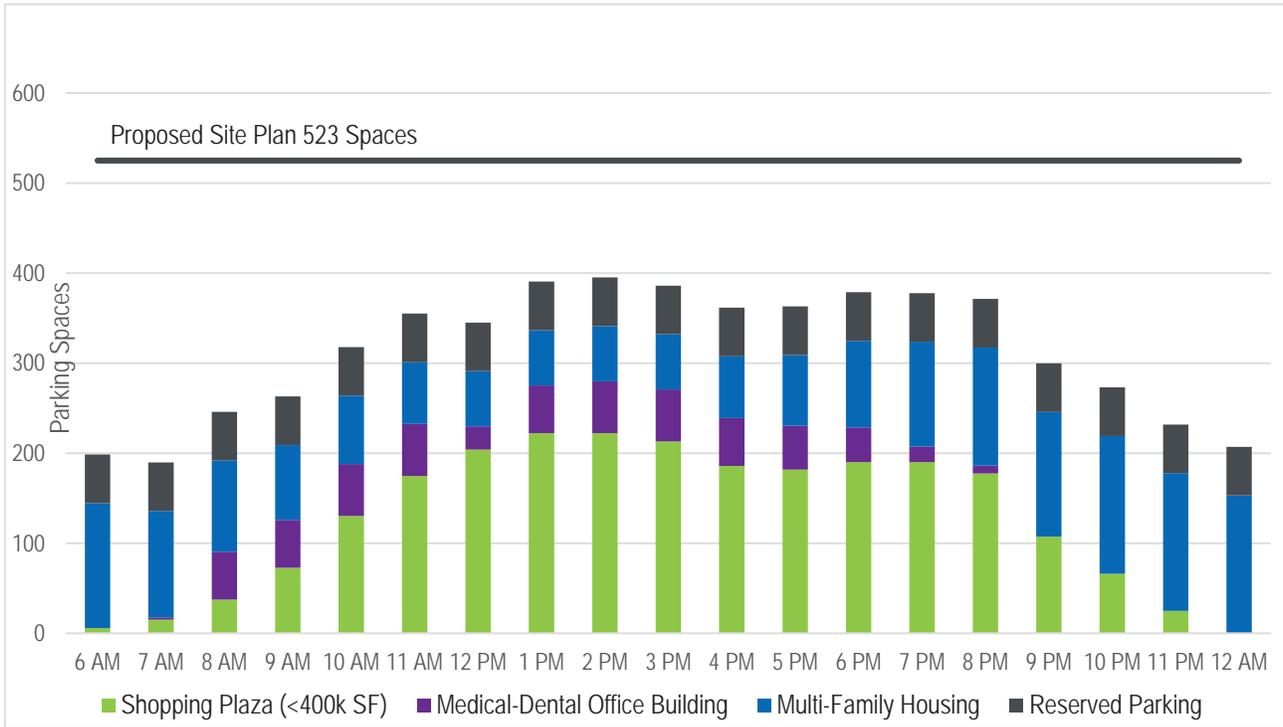
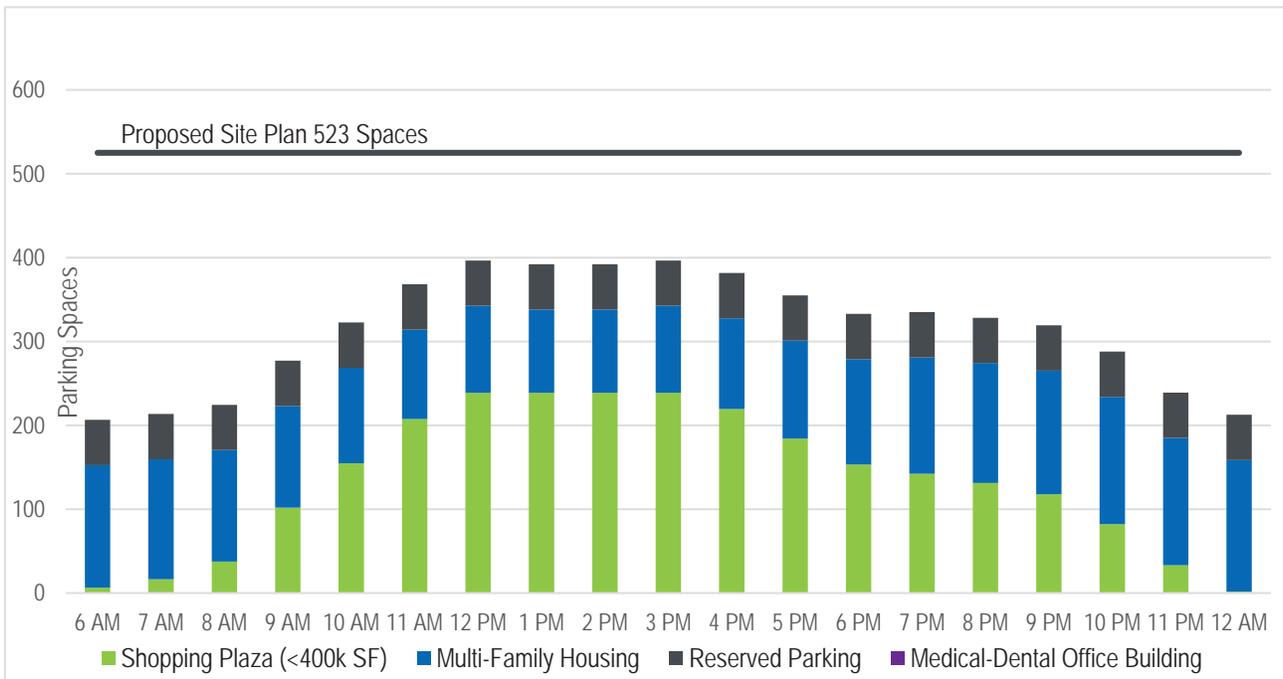


Exhibit 2: Weekend Shared Parking by Hour



5 CONCLUSIONS

The conclusions of this study are as follows:

1. Background Data

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

2. Trip Generation

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

3. Parking Analysis

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

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



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

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

Julie M. Kroll

2025.04.18

09:58:12 -04'00'



Memo

To: Doug La Fave, Deputy City Manager
City of East Grand Rapids

From: Jeremy Chapman, PE, RSP₁, PTOE, PhD, Senior Transportation Engineer

Date: April 30, 2025

Re: EGR Parking and Traffic Summary – April 30, 2025 Update

Project No: 77510008

The site for the proposed Gaslight Investors LLC development is an in-fill, reuse development. The previous use, as Jacobsen's Department Store (Jacobsen's)/Ramona Medical Center parking, had a parking facility on site and a previous level of impact on the surrounding roadway network as to the number of vehicle trips generated by users of the site.

1. Parking History – Summary for Gaslight Investors LLC Site

- A. Jacobsen's/Ramona Medical Center Parking:
- An undated (believed to be from the 1960s) site plan sketch contained approximately 839 parking spaces for the original Gaslight Village. This includes the parking lot now used by D&W Fresh Market (D&W) of 204 parking spaces. Removing those parking spaces leaves 634 parking spaces for the former site.
 - The previously approved planned unit development (PUD) reuse for the site, approved in 2004 for a projected 2007 opening, indicated that the former Jacobsen's parking ramp contained 408 parking spaces. This parking ramp replaced approximately 290 of the parking spaces shown in the sketch (so there was a net gain of 118 parking spaces).
 - Original parking (entire Gaslight Village): 839 parking spaces
 - Original parking (entire Gaslight Village, excluding current D&W parking lot): 634 parking spaces
 - Expanded parking (with Jacobsen's ramp): 957 spaces
 - Expanded parking (with ramp, excluding D&W): 753 spaces
- B. 2004 PUD Site Plan Approval/Projected 2007 Opening:
- PUD parking: 701 parking spaces (293 new parking spaces and 408 parking spaces in the existing ramp).
 - o The 2004 parking analysis indicated that the ramp originally had 430 parking spaces, Ramona Medical Center had 214 parking spaces, and there were 74 additional parking spaces adjacent to Jacobsen's, for a total of 718 parking spaces serving Jacobsen's and Ramona Medical Center.
 - o Parking demand modeling performed for this study indicated a need of 429 parking spaces (of those 718 parking spaces available) for the weekday peak and 276 parking spaces for the Saturday peak, resulting in a significant surplus of parking spaces.
 - o The 2004 PUD development expected to use 564 parking spaces (of the 701 parking spaces) during the weekday peak and 365 parking spaces during the Saturday peak.
 - PUD parking: 701 parking spaces
 - PUD maximum parking demand: 564 parking spaces
 - 2004 PUD minimum surplus parking: 137 parking spaces

C. 2025 PUD Concept Plan Parking (April 18, 2025 Revision):

- The 2025 PUD concept proposes to create 523 new parking spaces, with a peak demand of 397 parking spaces. These numbers include 54 spaces that are reserved. We are not able to independently verify the total number of parking spaces or their locations, as this information has not been provided.

2. Traffic History – Trip Generation History

A. Jacobsen's/Ramona Medical Center Peaks and Vehicles per Day (VPD):

Time Period	Fully Occupied Jacobsen's/Ramona Medical Center
A.M. Peak	90 Trips
Noon Peak	585 Trips
P.M. Peak	620 Trips
School P.M. Peak	550 Trips
Saturday Peak	665 Trips

B. 2004 PUD Site Plan Approval/Projected 2007 Opening Peaks and VPD:

Time Period	2007 Opening (2004 PUD)
A.M. Peak	245 Trips
Noon Peak	560 Trips
P.M. Peak	539 Trips
School P.M. Peak	587 Trips
Saturday Peak	384 Trips

C. 2025 PUD Concept Plan Estimated Peaks and VPD (April 18, 2025 Revised Site Plan):

Time Period	2025 PUD Opening (With Mode Split Reduction)*
A.M. Peak	244 Trips
Noon Peak	551 Trips
P.M. Peak	514 Trips
School P.M. Peak	560 Trips
Saturday Peak	672 Trips

D. Comparison of All Three (3):

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

3. Evaluation of the Impact of New Trips

Source: April 18, 2025 Trip Generation Analysis document, raw trip generation table. With modal splits the actual trips are lower, but Table 1 below was the easiest to review:

Table 1: Vehicular Trip Generation Summary

Land Use	ITE Code	Amount	Units	Average Daily Trips (vpd)	AM Peak Hour			MD Peak Hour			School PM			PM Peak Hour			SAT Peak Hour		
					In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Attached Housing	215	17	DU	79	2	6	8	2	3	5	4	3	7	6	4	10	8	8	16
Multi-Family Housing (Mid-Rise)	221	132	DU	583	11	35	46	11	13	24	16	11	27	32	20	52	27	26	53
Medical-Dental Office Building	720	20,000	SF	751	45	12	57	24	33	57	47	48	95	23	55	78	34	26	60
Shopping Plaza (40-150k SF)	821	89,430	SF	6,038	96	59	155	245	255	500	206	214	420	227	237	464	309	285	594
Total				7,451	154	112	266	282	304	586	273	276	549	288	316	604	378	345	723

For the 266 vehicles per hour (vph) A.M. peak (red), it is 154 vehicles in and 112 vehicles out. An observer would see 4.43 vehicles pass by every minute, but that would be 2.56 vehicles in and 1.87 vehicles out every minute.

For the 723 vph Saturday peak (yellow), it is 378 vehicles in and 345 vehicles out. An observer would still see 12.05 vehicles pass by every minute, but that would be 6.30 vehicles in and 5.75 vehicles out every minute.

If we take those vehicle/minute values and divide them into 60, we convert from vehicles/minute to seconds/vehicle, so even the worst case of 12.05 vehicles per minute would be a 4.98 second gap (or headway) between vehicles [on average]. This headway time is then distributed across both the in and out directions, so gaps would be expected to vary in duration from the average.



Memo

To: City of East Grand Rapids

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

Date: April 30, 2025

Re: Gaslight Village PUD TGA and Site Access Review

Project No: 77510008

Progressive Companies reviewed the Trip Generation Analysis (TGA) and Site Access Review memoranda, dated April 18, 2025, for the proposed Gaslight Village Planned Unit Development (PUD) project in East Grand Rapids, Michigan. In performing this review, Progressive Companies also compared this document to the previously reviewed Trip Generation Analysis and Site Access Review memorandum, dated January 15, 2025 and November 5, 2024, and the required coverage as originally stated in the Preliminary Review memoranda provided by Progressive Companies, dated July 3, 2024. At the request of the City of East Grand Rapids (City), Progressive Companies also reviewed the Gaslight Village PUD Amendment Concept Plan presentation, dated April 16, 2025.

The memorandum accurately reflects the proposed site and draws the correct land use codes (LUCs) from the most current version of the Institute of Transportation Engineers (ITE) Trip Generation Manual. Three (3) of the four (4) land uses listed then show average daily trips drawn from the fitted curve data (versus the average value). The fourth land use (Shopping Plaza (40k–150k SF)) uses the average value as 89.43k SF, which is beyond the range of available data points for a development without a supermarket; the general consistency is noted and appreciated. **The Medical-Dental space is in the TGA, but does not appear on the site plan dated April 16, 2025.**

The conversion to person-trips using the ITE Handbook process (Tables 2–3) also appears to be the correct approach where occupancy data is not otherwise available, although ITE does recommend using local data, if at all possible, as these numbers are based on national averages and may not be a good reflection of actual conditions for an area. The inclusion of this information is informative, however, it is unnecessary in determining the vehicle trip generation for the site.

The modal split approach to evaluate actual trip values in Table 5 using local data is definitely a good approach and we appreciate that it has been applied to Table 1 data (rather than Table 3, as was the case in a prior iteration of the TGA).

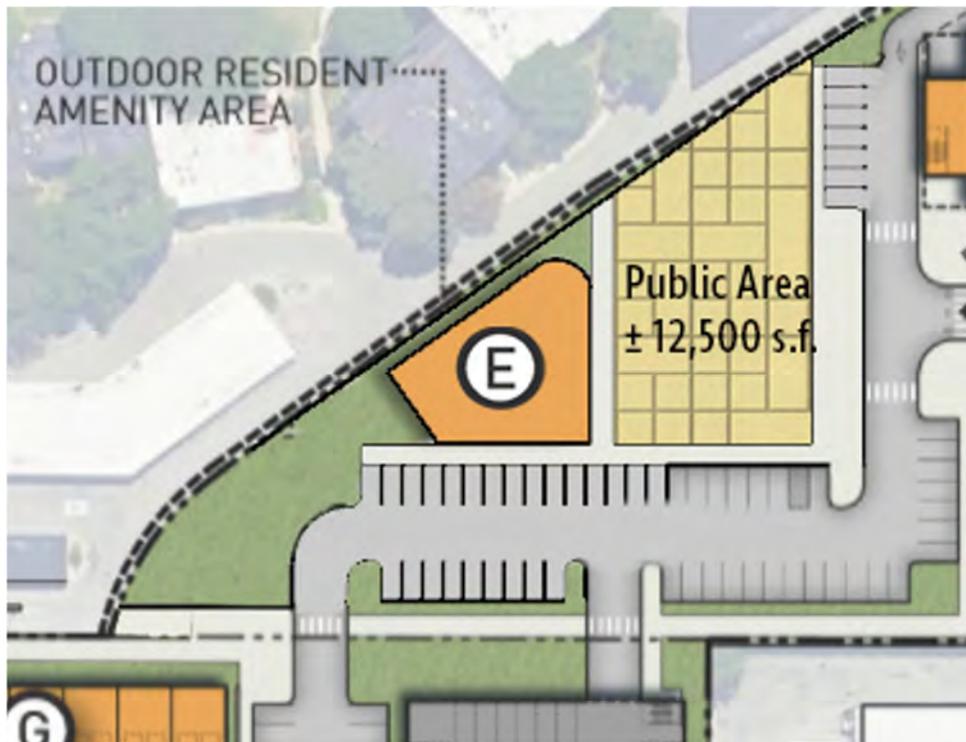
We also appreciate that the prior error regarding double-deduction of Work-From-Home trips in Table 5 has been corrected; therefore Table 5 correctly illustrates the total number of trips (as well as the modal split deductions) for each land use category, as well as the total site trips.

Per our Review memorandum, dated January 15, 2025 and November 6, 2024, and Preliminary Review letter, dated July 3, 2024, as noted above, several requested items have been corrected. However, a number of requested items were still not provided in this memorandum. For full site plan approval, it will be necessary to perform new traffic counts along with a full update of the May 17, 2004 Traffic Impact Study; the details of which were noted in the third paragraph of our letter (including, but not limited to: a five-year crash history, pedestrian/bike interaction analysis, intersection level of service evaluations, parking evaluation, etc.). Also, we note the clarifications provided via email on August 5, 2024, to the five (5) points raised by Nederveld, Inc. in an email on August 2, 2024, which further reiterated the need for the items listed in our July 3, 2024 Preliminary Review letter. These items will all be required for inclusion in the Traffic Impact Study Report.

The provided Gaslight Village PUD Amendment Concept Plan, dated April 16, 2025, provided a sight plan, parking demand and available parking information, and circulation plans for pedestrians, bicycles, and vehicles. **As this new site plan is a meaningful deviation from the previously provided plan (building locations, parking, and circulation patterns have all changed significantly), we are in agreement with the comments provided by Paul LeBlanc (City Planning Consultant).**

Specifically, we are concerned with the following:

- Several of the new parking configurations now place right-angle (90 degree) parking on both sides of the primary vehicle circulation paths, especially the areas between Building F and the parking structure, and surrounding Building E. Replacing this with parallel parking is the preferred option. Recognizing that parking capacity will be impacted by this change, it is encouraged that a shared parking agreement be pursued with the adjacent shopping center.
- We note the use of access control gates for the service drive behind Building D and recommend that another gate be installed to control access to Buildings F, G, and H parking area to make it obvious that this is separate from the commercial area.
- The position of Building E is noted by both the City Planning Consultant and City staff (in their alternative markup site plan) as highly problematic to intuitive traffic circulation. We are in agreement that relocating Building E should be considered. The alternative site configuration concept is illustrated below:



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

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

G

**Supporting Memos from Prein & Newhof
addressing Environmental and Soil
Questions**

March 20, 2025
2211171

Mr. Doug La Fave
City of East Grand Rapids
Deputy City Manager
750 Lakeside Dr., SE
East Grand Rapids, MI 49506

RE: East Grand Rapids – Gaslight Village Site

Dear Mr. La Fave:

It is our understanding that a developer is undergoing the City of East Grand Rapids' site plan/PUD process for part of the former Ramona Amusement Park and Ramona Medical Center and Jacobsen's Department Store (herein after the "Site"). The location of the Site is shown in Exhibit 1. We also understand that the City of East Grand Rapids is requesting an opinion of environmental concerns based on the past uses summary of the Site provided to Prein&Newhof.

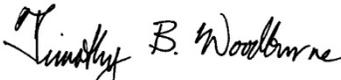
The Site was formerly part of Ramona Amusement Park from 1881 to 1954, according to Exhibit 2. In the mid to late 1950's, the Site was redeveloped with Ramona Shopping Center. Around 1960 the Lakeshore Club Condos and Ramona Medical were constructed. The residential Lakewood Hills Apartments were constructed in 1965. Jacobson's, a retail store, was constructed and opened in 1966 with additions and a parking structure constructed in 1990. In 1979 additional retail stores for Ramona Shopping Plaza were constructed. Jacobson's closed in 2002. Jacobson's and Ramona Medical were demolished in the early 2000's and the Site has been largely vacant since. In 2024, the parking structure's top level was demolished, with the remaining beneath to be maintained for now.

Based on the Site's past mixed uses of medical office, residential, and retail space, potential environmental concerns with respect to the likely presence of *hazardous substances* or *petroleum products* are not likely to have occurred at the Site to cause an environmental concern.

Should you have any questions please contact us.

Sincerely,

Prein&Newhof


Timothy B. Woodburne, CPG
TBW/tbw


Christopher J. Cruickshank, P.E.

Enclosure(s):

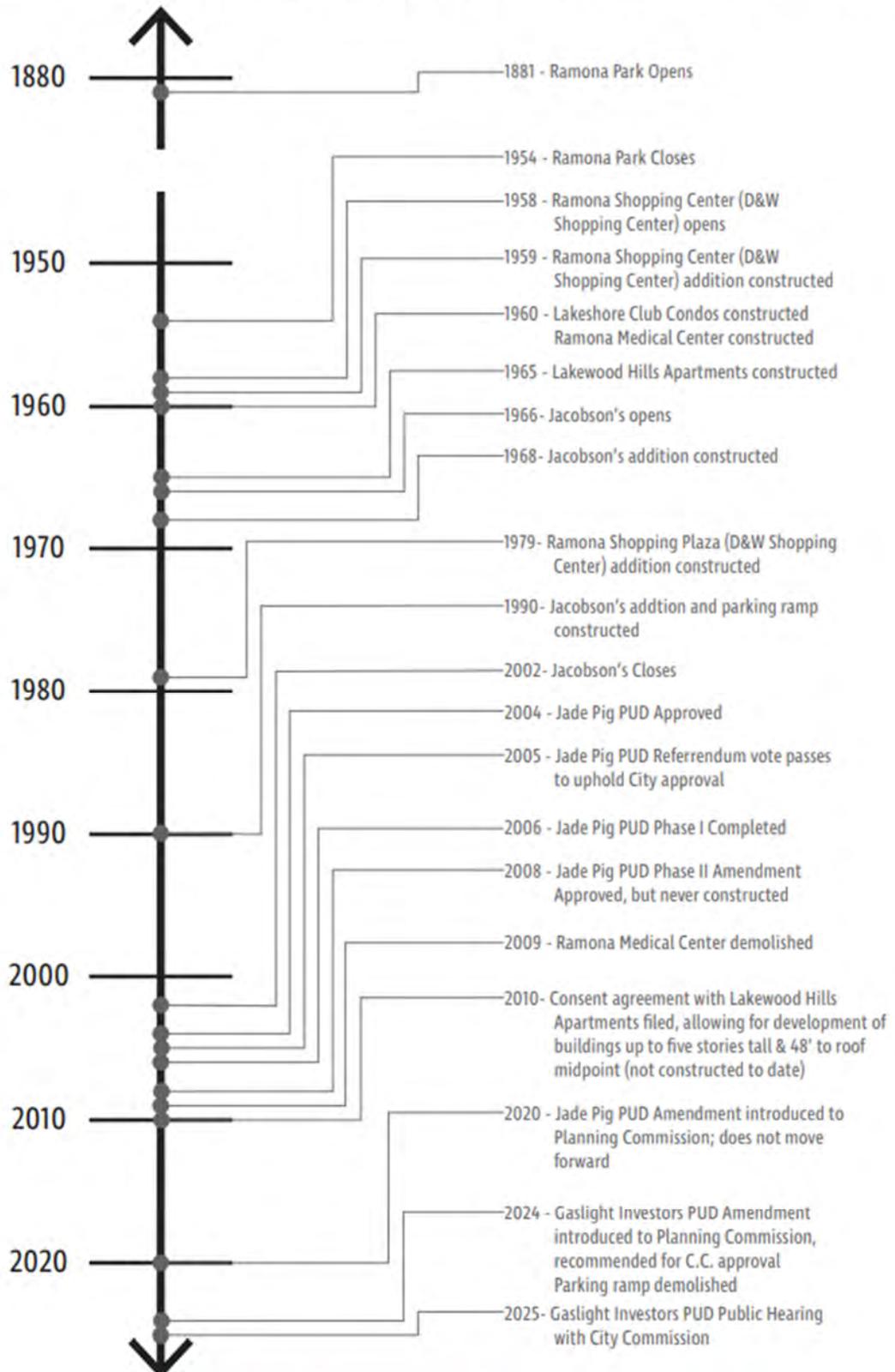
Exhibit 1 – Site Location Map

Exhibit 2 – Key Activity Timeline



Exhibit 1 - Site Location Map

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



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

April 29, 2025

Mr. Doug LaFave
City Of East Grand Rapids
750 Lakeside Drive, SE
East Grand Rapids, Michigan 49506

Via email: dlafave@egrmi.gov

Re: Gaslight Investors Development
Gaslight Village

Dear Mr. LaFave:

At your request, Prein&Newhof has reviewed the conceptual plans for the redevelopment of Gaslight Village dated April 16, 2025. The plans include a mixed-use development that entails the construction of six structures on a site that was previously developed with Ramona Park, the Ramona Medical Center and Jacobsons Department store, all of which were subsequently raised. The structures shown on the conceptual plans range in height from 2 to 5 stories. We understand that concerns have been raised regarding the capacity of the site to support the proposed structures.

During the design of such developments, a geotechnical investigation is performed to define subsurface conditions at the site. The investigation would include the drilling of several soil borings located within the footprint of each structure to depths on the order of 20 to 50 feet. The subsurface conditions encountered within the soil borings are evaluated and foundation recommendations are provided to adequately support the buildings. The recommended foundation types could include shallow footings or deep foundations (such as piles) and is based on the subsurface conditions that are found at the site.

Modern construction practices allow for safely supporting large buildings even if poor conditions are present at a site. Should poor near-surface soil conditions be encountered, pile foundations could be installed, and if required, augured cast in place piles could be used to minimize the vibrations that may be caused by driven pile foundations. However, considering the former developments at the Gaslight Village site, we would anticipate that the proposed buildings can be safely supported on conventional foundations systems.

We trust that this letter addresses the concerns that have been raised regarding building foundations at the Gaslight Village site. Should you have any questions, or require anything further, please contact me.

Sincerely,

Prein&Newhof



Christopher J. Cruickshank, P.E.

H

Preliminary Utility Analysis by City



CITY OF
EAST GRAND RAPIDS

750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506

(616) 940-4817

www.eastgr.org

DOUG LAFAVE
DEPUTY CITY MANAGER

MEMORANDUM

TO: Honorable Mayor and City Commissioners
FROM: Doug La Fave, Deputy City Manager/Director of Public Works
DATE: April 30, 2025

RE: Public Utilities Review-Gaslight Investors-Current Concept Plan

Public Utilities:

The Gaslight Investors properties at 515 Lakeside and 2255 Wealthy have been served by Public Utilities for over 100 years through various development and redevelopment cycles. The information provided below summarizes public utility analysis from the Jacobsen's Department Store and Ramona Medical Center era in conjunction with final studies completed for the 2004 PUD that was approved and analysis related to the initial Concept Plan phase comparative from analysis completed by Moore and Bruggink, Inc Consulting Engineers.

The review of utilities for the Gaslight Investors current Concept Plan demonstrates that existing public utilities have adequate capacity to serve the proposed development.

Sanitary Sewer Collection System:

The development is served by a 12" sanitary sewer that connects to a 15" and the 24" trunk sewers.

The 12" sanitary sewer was lined (CIPP) in 2015. Infrastructure serving the site is rated a 1 on a 1-5 PACP asset management scale with 1 being excellent.

Pre-2004 PUD

Jacobsen's= 15,637 gpd

Ramona Medical Center=19,754 gpd

Former Total Average Daily Flow=19,754 gpd

2004 PUD Approval

Jade Pig PUD=67,662 gpd

Conclusion of Engineering Study: Accounting for infiltration and inflow during a 1" rain event, 15" Lovett and 24" Wealthy trunk sewers were at about 50% capacity. The impact of the development flow would be 1-2" of additional flow with the hydraulic grade lines remaining inside the pipe

diameter. The impact was determined to be a minor impact to the existing City of East Grand Rapids sanitary sewer system.

2025 PUD Concept Plan

Gaslight Investors Existing Development, Buildings A&B are currently served by 8" and 10" collector sanitary on Wealthy that connect to 15" trunk on Lake to 18" trunk on San Lu Rae accounting for 19,384 gpd.

Gaslight Investors current Concept Plan Proposal for Commercial/Retail and Residential Development Units align with previous sanitary sewer collections system route studied with a volume estimated to account for 58,551 gpd, which is less than the 67,662 gpd approved in 2004.

Conclusion: Based on square footage and use information and no change to the sanitary sewer system (other than reduced infiltration and inflow from CIPP lining), sanitary flows via the collection system route noted is less than what was approved in 2004.

Additional modeling will be conducted if the project moves forward to the Final Plan process when more detailed uses and engineered plans are available.

Water Distribution System:

2004 PUD Approval

The development site is served by a 12" watermain in Lakeside Drive which reduces to a 10" at Wealthy Street. The system was modeled using average daily demands and maximum daily demands with fire flows. Simulations showed that the impact of the 2004 development is minor, and all flows and pressures are within acceptable guidelines. Due to the height of some of the buildings proposed, additional pumpage within the buildings will likely be required to maintain proper pressures. This is the responsibility of the developer within their buildings which is not related to the public system.

The 12" main on Lakeside was replaced in 2014 while the 10" in Wealthy was lined (CIPP) in 2016. Infrastructure serving the site is rated a 1 on a 1-5 asset management scale with 1 being excellent.

2025 PUD Concept Plan-Similar demand based on uses, heights, square footages, the conclusion at the Concept Plan Stage is the same.

Additional modeling will be conducted if the project moves forward to the Final Plan process when more detailed uses and engineered plans are available in accordance with the City's current Water Reliability Study model completed in 2025.

Storm Water:

The existing stormwater generated by the developments site is collected through a 36" storm sewer that runs from the intersection of Lovett and Barnard to vacated Barnard to Reeds Lake. The rate of stormwater generated by the site is directly related to the amount of impervious surface on the site.

Pre-2004 PUD

Jacobsen's and Ramona Medical Center impervious surface was 7.55 acres.

2004 PUD Approval

Jade Pig PUD was approved at 6.2 acres of impervious surface, less than former sites.

2025 PUD Concept Plan

Gaslight Investors' current Concept Plan notes approximately ~7.2 acres of impervious surface.

In the early 2000's the city installed a storm sewer separator that filters stormwater entering Reeds Lake from the surrounding area in John Collins Park at the outlet near the boat launch, which in addition to other best management practices, ensures stormwater quality from existing and future development in the area. Additionally, other stormwater enhancements or requirements may be added during the Final Plan process if the project proceeds. It should be noted that there was/is no documentation of localized flooding from Jacobsen's and Ramona Medical Center with an impervious surface at 7.55 acres, demonstrating that the existing storm sewer system can sufficiently collect storm water from a reduced impervious surface area at ~7.2 acres.



**Excerpts from City Documents:
PUD zoning standards and 2018 Master
Plan excerpt**

ARTICLE VI. PLANNED UNIT DEVELOPMENT (PUD)

§ 5.41 INTENT.

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

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

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

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

(Ord. effective 11-29-2013)

§ 5.42 QUALIFYING CONDITIONS.

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

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

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

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

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

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

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

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

(Ord. effective 11-29-2013)

§ 5.43 PERMITTED USES.

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

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

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

(Ord. effective 11-29-2013)

§ 5.44 GENERAL DEVELOPMENT REQUIREMENTS.

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

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

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

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

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

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

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

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

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

(Ord. effective 11-29-2013)

§ 5.45 PUD REVIEW PROCEDURES.

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

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

(B) *Concept plan.*

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

(C) *Final PUD Plan.*

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

(Ord. effective 11-29-2013)

§ 5.46 PRE-APPLICATION CONFERENCE.

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

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

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

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

(Ord. effective 11-29-2013)

§ 5.47 PUD CONCEPT PLAN REVIEW.

(A) *PUD concept plan submittal.*

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

- (a) Title block with sheet number/title; name, address and telephone number of the applicant and firm or individual who prepared the plans; and date(s) of submission and any revisions;
- (b) Scale and north-point;
- (c) Location map drawn to a separate scale;
- (d) Legal description of property;
- (e) Zoning classification of site and all abutting parcels;
- (f) Net acreage (minus rights-of-way) and total acreage;
- (g) Existing lot lines, building lines, structures, parking areas and other improvements on the site and within 100 feet of the site;
- (h) Proposed lot lines, lot dimensions, property lines, setback dimensions and other improvements;
- (i) Location and height of all proposed buildings or structures;
- (j) Location of existing and proposed streets, driveways, parking lots, sidewalks and pathways on or within 250 feet of site;
- (k) Proposed off-street parking lots and number of spaces;
- (l) Conceptual landscape plan;
- (m) The general location of existing plant material;
- (n) Location of existing drainage courses, floodplains, rivers and MDEQ regulated wetlands;
- (o) Location of existing and proposed sanitary sewers;
- (p) Location of existing and proposed water mains;
- (q) Storm water retention and detention pond locations and existing, or proposed storm sewers;
- (r) Number, type and location of residential units;

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

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

(3) *Table of modification.*

- (a) The application shall include a table detailing all modifications from the use, density, area, height and placement requirements of the zoning district identified in the concept plan narrative.
- (b) The table shall also detail all modifications from off-street parking regulations, general provisions, or subdivision regulations that would otherwise be applicable to the uses and development proposed in the absence of the proposed PUD.
- (c) This table shall clearly identify the allowed regulation in comparison to the requested modification.

(4) *Phasing plan.*

- (a) For projects proposed to be developed in phases, the PUD concept for the entire site shall be submitted for PUD concept approval.
- (b) A map showing boundaries of individual phases shall be submitted, along with a proposed timeline for development of each phase.

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

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

(1) *Review and public hearing.*

- (a) The Planning Commission shall review the draft PUD concept plan at a regular or special meeting.
- (b) Upon determination by the Planning Commission that the application meets the requirements of this article, a public hearing shall be set for a date certain. Notice of the public hearing shall conform to the requirements of the Zoning Act.

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

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

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

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

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

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

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

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

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

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

(Ord. effective 11-29-2013)

§ 5.48 FINAL PUD SITE PLAN REVIEW.

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

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

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

(1) A survey of the acreage comprising the proposed development;

(2) The manner of ownership of the developed land;

(3) The manner of the ownership and of dedication or mechanism to protect any areas designated as common areas or open space;

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

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

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

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

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

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

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

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

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

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

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

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

(Ord. effective 11-29-2013)

§ 5.49 STANDARDS OF APPROVAL.

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

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

(B) The uses conducted within the proposed PUD, the PUD's impact on the community and other aspects of the PUD are consistent with the city's master plan;

(C) The proposed PUD shall be designed, constructed, operated and maintained in a manner harmonious with the character of adjacent property, the surrounding uses of land, the natural environment and the capacity of public services and

facilities affected by the development;

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

(E) The PUD shall not be hazardous to adjacent property or involve uses, activities, materials or equipment which will be detrimental to the health, safety or welfare of persons or property through the excessive production of traffic, noise, smoke, fumes or glare; and

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

(Ord. effective 11-29-2013)

§ 5.50 DEVIATIONS FROM APPROVED FINAL PUD SITE PLAN.

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

(A) *Minor changes.*

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

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

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

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

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

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

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

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

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

(C) *Other minor changes.*

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

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

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

(Ord. effective 11-29-2013)

§ 5.51 EXPIRATION AND EXTENSION.

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

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

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

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

(Ord. effective 11-29-2013)

§ 5.52 APPEALS AND VARIANCES.

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

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

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

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

(Ord. effective 11-29-2013)

§ 5.53 RESERVED.

§ 5.54 RESERVED.

§ 5.55 RESERVED.

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

Gaslight Village Urban Design

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

ACTION: ADDITIONAL MIXED-USE DEVELOPMENT IN GASLIGHT VILLAGE

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

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



Village Address Perspective



Village Address Perspective Land Use

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

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

ACTION: POP-UP ACTIVITIES AT SURFACE PARKING LOT

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



Existing parking lot



Proposed pop-up events on parking lot

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

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



Existing Condition



Proposed Condition

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

ACTION: PEDESTRIAN LINK BETWEEN WEALTHY STREET AND REEDS LAKE

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

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

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

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

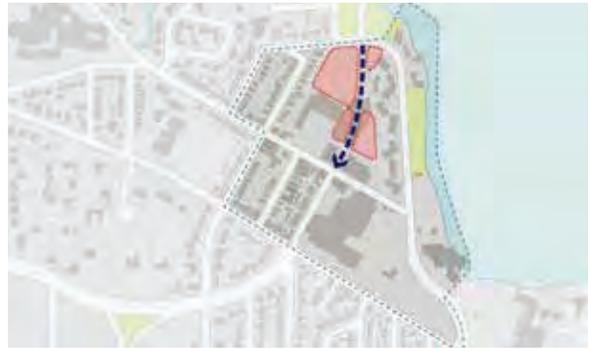
Option 3 also retains the deck and a) connects at Bagley or across from the school at Wealthy or b) keeps the connection east of the parking garage. Either option may only allow space for a non-motorized connection due to the width available, and it could require reworking the existing garage ramp.

Alternative alignments are shown on the following page.

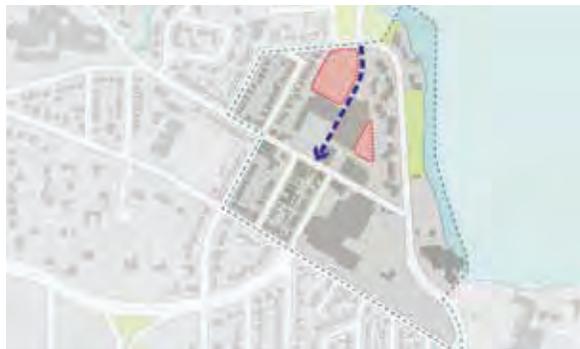
Existing Condition



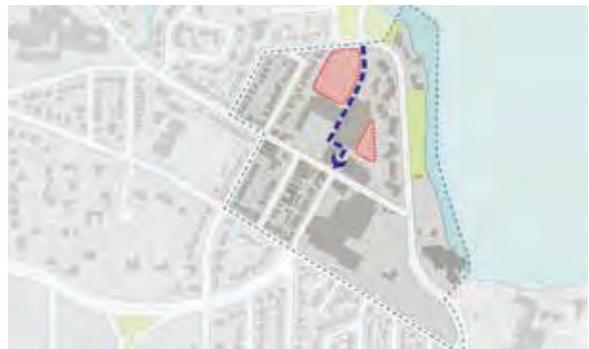
Option 1



Option 2A



Option 2B



Option 3A



Option 3B



Proposed Pathway Perspective



J

**Public Feedback and Communications
regarding Gaslight Investors Project**



City of East Grand Rapids
Comment card

NAME: Jessica Rupper
DATE: 2/4
ADDRESS:

Excited for all the improvements!

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

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

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

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

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

Traffic study is a must!
Also, fencing between Apartment Complex
and construction site.

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids

Comment card

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

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids

Comment card

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

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

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids

Comment card

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

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

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

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

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

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



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

NO TO SAND PITS

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

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

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

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

Tell us what it means
for school!

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids

Comment card

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

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids

Comment card

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

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids

Comment card

NAME:
DATE:
ADDRESS:

Janet Rose 231 Wealthy SE #33 GR 49506

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

Excited about more options
in gas light!

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

WISH LIST:

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

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

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

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

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: David DaPrato
DATE: 6/24/24
ADDRESS: 2206 AuDoBON Dr.

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

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

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

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

Only concerns are:

1. How does the city plan to deal with 500-600 additional cars on already ~~congested~~ ^{dangerous} roads? This is a walking/biking community that has already reached its max for vehicle traffic
2. With increased density and new residents, how are the schools going to accommodate increased # of students?

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:

Kathi Padula

DATE:

ADDRESS:

2325 Eldorado

Please, please no more
rental apartments in EGR!

I would like a traffic light
at the Brown-Hill gas station.

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:

Shay Grafer

DATE:

6/24/24

ADDRESS:

1164 Lakeside

More Green Space incorporation

Less height to buildings when should reduce
parking demand

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:

Caro L Rich

DATE:

6/24

ADDRESS:

2720 Beechwood Dr

- Create a space for boat trailer parking
and eliminate option to park on street

- I like the development! Would
want to decrease the 20 year tax credit

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: Lisa Gallagher
DATE: 6/24
ADDRESS: 2311 Wealthy St SE

EGR, MI 49506

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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: Joe Gallagher
DATE: 6/24/24
ADDRESS: 2311 Wealthy St. SE - #20

current state: ped gate to Lakeshore condo at N. end of condo N. carport

future state: keep the ped gate at N. end of condo N. carport

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME: Patricia Westvear
DATE: 6/24/24
ADDRESS: 2311 Wealthy #18

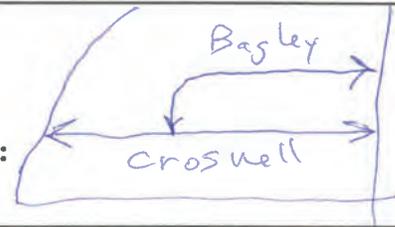
I am very excited to have this property
developed. It will add so much to our city.
I am concerned that a 7 story building will
be built directly behind my condo at Lake
Shore Club, blocking sun light and having
people able to see right into my condo.

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:



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

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

Josh Wanster
June 24
1646 Robinson

- ① Can the videos for the planning commission be put ~~at~~ online?
- ② I am a dentist in the 2249 Wealthy building. How will parking change during and after construction and how can we keep parking close to 2249.
- ③ How will the streetscape appear behind 2249 Wealthy? Will this be a main street or alley? I'd prefer a nice appearance

Stay informed: eastgrmi.gov/signup

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

Thank you!



City of East Grand Rapids
Comment card

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

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



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

NO

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

NO

Stay informed: eastgrmi.gov/signup



City of East Grand Rapids
Comment card

NAME:
DATE:
ADDRESS:

NO

Stay informed: eastgrmi.gov/signup

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

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

**McSHANE
& BOWIE P.L.C.**

JAMES R. BRUINSMA

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

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T. GERALD McSHANE
(1902-1982)

JACK M. BOWIE
(1924-2016)

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

November 11, 2024

Lori Parmenter, City Clerk
City of East Grand Rapids

By email only:
lparmenter@eastgr.org

Re: Gaslight Investors PUD Application

Dear Clerk Parmenter:

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

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

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

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

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

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

November 11, 2024
Page 2

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

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

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

Very truly yours,

M^CSHANE & BOWIE, P.L.C.

A handwritten signature in blue ink, appearing to read "James R. Bruinsma", with a large, sweeping flourish extending to the right.

James R. Bruinsma



November 11, 2024

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

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

Re: EGR – Lakewood Hills - Gaslight Investors PUD Amendment

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

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

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

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

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



WHITE HORSE

PLANNING & DESIGN

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

HANK BYMA

PLA, ASLA



EDUCATION

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

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

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

REGISTRATIONS

Landscape Architect:
Michigan, Kentucky, Tennessee,
Ontario ONLA

CLARB Record

PROFESSIONAL AFFILIATIONS

American Society of Landscape Architects

American Association of Nurserymen
Society for Ecological Restoration

Sigma Lambda Alpha National Honor
Society for Landscape Architects

Golf Course Superintendents
Association of America

Urban Land Institute

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

2100 ACRE RESORT

Carrabassett Valley, Maine.

ARCADIA ORCHARDS, EQUESTRIAN-FOCUSED RESIDENTIAL COMMUNITY

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

ATHERTON LAND DEVELOPMENT

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

AUTO OWNERS INSURANCE COMPANY

Lansing, Michigan. Project Landscape Architect

AVA MARIA SCHOOL OF LAW

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

BARTON HILLS COUNTRY CLUB

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

BAY HARBOR RESORT COMMUNITY

Bay Harbor, Michigan. Project Landscape Architect

BINARY RANCH MASTER PLAN AND WETLAND RESTORATION

Arlington, Texas.

BLACK FOREST AT WILDERNESS VALLEY, CLUBHOUSE RENOVATIONS

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

BLUELANDS NATIONAL GOLF CLUB AND RESORT, CHEONGNA DISTRICT

Incheon, South Korea. Lead Land Planner

BOB-LO ISLAND EXECUTIVE COURSE

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

BOB-LO ISLAND MARINA DISTRICT PLAN AND IMPLEMENTATION, AMHERSTBURG

Ontario, Canada.

BOB-LO ISLAND RESORT COMMUNITY MASTER PLAN

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

BOB-LO ISLAND HARBORVIEW REDEVELOPMENT

Ontario, Canada.

BOB-LO ISLAND YACHT CLUB

Amherstburg, Ontario. Principal-in-Charge

BOULDER POINTE GOLF CLUB AT WATERSTONE

Oxford, Michigan. Land Planner

BOYNE GATLINBURG SKYLIFT MASTER PLAN

Gatlinburg, Tennessee. Principal

BOYNE HIGHLANDS MASTER PLAN

Harbor Springs, Michigan. Project Manager | Lead Land Planner

BOYNE MOUNTAIN EAST AND NORTH (DYE) COURSES

Boyne Falls, Michigan. Golf Course Designer

BOYNE MOUNTAIN AVALANCHE BAY WATERPARK

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

BOYNE MOUNTAIN BASE VILLAGE MASTER PLAN

Boyne Falls, Michigan. Project Manager | Principal Landscape Architect

BOYNE MOUNTAIN MASTER PLAN

Boyne Falls, Michigan. Principal | Project Manager

BOYNE MOUNTAIN MOUNTAIN GRAND LODGE

Boyne Falls, Michigan. Project Manager | Principal Landscape Architect

BOYNE MOUNTAIN RESORT ROAD EXPANSION

Boyne Falls, Michigan. Project Manager

BOYNE RESORTS GATLINBURG PINECONE SKY TOWER

Gatlinburg, Tennessee. Principal-in-Charge

BRISTOL HILLS MIXED-USE PLAN

Independence, Missouri. Principal | Project Manager

BROADWAY VILLAGE AT LOWER TOWN

Ann Arbor, Michigan. Project Landscape Architect

CANTHOOKE VALLEY GOLF COURSE

Manistee, Michigan. Project Landscape Architect

CANTON CROSSROADS

Canton, Michigan. Project Manager

THE CAPTAIN'S CLUB AT WOODFIELD

Grand Blanc, Michigan. Project Landscape Architect

CHANGBAI MOUNTAIN RESORT

Jilin, China.

CHARLES TERRACE HOMES NEIGHBORHOOD ASSESSMENT & HOUSING MARKET ANALYSIS

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

CHARLEVOIX FARMS EQUESTRIAN COMPLEX

Charlevoix, Michigan. Lead Landscape Architect

CHERRY CREEK GOLF CLUB

Shelby Township, Michigan. Project Landscape Architect

CHICAGO LAKEFRONT PLANNING

Chicago, Illinois.

CLINTON TOWNSHIP RETAIL STUDY

Clinton Township, Michigan. Lead Planner

COLUMBIA LAKE RESIDENTIAL

Aurelius, Michigan. Lead Land Planner

COMERICA BANK

Livonia, Michigan. Project Landscape Architect

COMMERCE TOWNSHIP DDA PARCEL MASTER PLAN

Commerce Township, Michigan. Principal-in-Charge

COMMUNITY OF CHRIST CHURCH MICHIGAN CAMPGROUND ANALYSIS

Dowagiac, Michigan. Principal-in-Charge

CONTINENTAL PLAZA CONTINENTAL OFFICE PARK

Troy, Michigan. Project Manager | Lead Landscape Architect

CROOKED TREE GOLF CLUB AND COMMUNITY

Petoskey, Michigan. Lead Land Planner

CUTTERS RIDGE GOLF COURSE

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

DALIAN OCEANWIDE INTERNATIONAL RESORT

Dalian, China.

DAVENPORT MIXED-USE DEVELOPMENT PLAN

Davenport, Iowa. Landscape Architect

DEARBORN HILLS GOLF COURSE DESIGN

Dearborn, Michigan. Golf Course Designer | Project Landscape Architect

DEARBORN HILLS GOLF COURSE WETLAND MITIGATION

Dearborn, Michigan. Project Landscape Architect

DEER COVE MASTER PLAN REFINEMENTS

Irvine, California.

DETROIT EASTERN MARKET

Detroit, Michigan.

DETROIT RIVERFRONT DISTRICT

Detroit, Michigan.

DILLON COMPREHENSIVE MARINA MASTER PLAN

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

DOMINO'S FARMS OFFICE CONNECTION BUILDING

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

DOMINO'S FARMS LANDSCAPE ASSESSMENT

Ann Arbor, Michigan. Project Manager

DOMINO'S PIZZA CORPORATION

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

DOWNTOWN DEARBORN TRANSPORTATION ORIENTED DEVELOPMENT

Dearborn, Michigan.

DULUTH COMPREHENSIVE PLAN

Duluth, Minnesota. Project Manager | Supervisor

EAGLE EYE GOLF COURSE

Columbus, Ohio. Golf Course Designer

EAST BAY VILLAGE

Walled Lake, Michigan. Project Manager | Lead Landscape Architect

FAIRFIELD HILLS STATE HOSPITAL ADAPTIVE REUSE MASTER PLAN

Newtown, Connecticut. Land Planner | Public Facilitator

FALLS AT PAPAGO PARK

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

FIELDSTONE FARMS

Brighton, Michigan. Lead Land Planner

FOCUS: HOPE

Detroit, Michigan. Project Manager | Project Landscape Architect

FOREST DUNES GOLF CLUB

Roscommon, Michigan. Lead Landscape Architect | Horticulturist

FORT CUSTER INDUSTRIAL, TECHNOLOGY AND BUSINESS PARK AT HARTS LAKE

Battle Creek, Michigan. Landscape Architect

FOUR WINDS CASINO AND RESORT POKAGON BAND OF THE POTAWATOMI INDIANS

New Buffalo, Michigan. Principal-in-Charge

FRANKLIN HILLS COUNTRY CLUB

Franklin, Michigan. Lead Golf Course Designer | Horticulturist

GARY INDIANA SHORELINE MIXED-USE

Gary, Indiana. Principal

GEDDES LAKE TOWNHOUSE OPEN SPACE PLAN

Ann Arbor, Michigan. Landscape Architect

GOLDEN DRAGON REDEVELOPMENT

Qinhuangdao, China. Lead Planner

GOVERNOR'S COLLECTION COLLEGE FIELDS

Okemos, Michigan. Lead Golf Course Designer | Project Manager

GREEN GRAND RAPIDS MASTER PLAN

Grand Rapids, Michigan.

GULFPORT VISION PLAN, PORT OF GULFPORT

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

HAYES LEMMERZ INTERNATIONAL (HAYES WHEELS), INC.

Northville, Michigan. Project Landscape Architect

HEATHER RIDGE GOLF CLUB

Romeo, Michigan. Golf Course Designer | Project Landscape Architect

HERMAN GARDENS REVITALIZATION PLAN

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

HIGHLANDS NORTHVILLE 420 ACRE STATE OF MICHIGAN PARCEL

Northville, Michigan. Land Planner

HIGHWOOD MASTER PLAN

Northville Township, Michigan. Land Planner

HOOVER MANSION

Ann Arbor, Michigan. Lead Designer | Project Manager

HUNTERS CREEK GOLF AND GAME CLUB

Metamora Township, Michigan. Project Landscape Architect

HUNTSMAN CLUB

Lapeer County, Michigan. Lead Land Planner

INKSTER VALLEY GOLF COURSE

Inkster, Michigan. Golf Course Designer

KALAHARI RESORT TRAPPERS TURN GOLF RESORT

Wisconsin Dells, Wisconsin. Lead Land Planner

KENSINGTON BUSINESS PARK

Brighton Township, Michigan. Principal-in-Charge

KENT LAKE ROAD GOLF PRACTICE FACILITY

South Lyon, Michigan. Land Planner | Golf Course Designer

KINGSLEY LANE

Ann Arbor, Michigan. Principal-in-Charge

KOJAIAI PROPERTIES, TROY OFFICE COMPLEX

Troy, Michigan. Project Landscape Architect

KUNMING WUJIABA NEW CBD URBAN DESIGN

Kunming, China. Principal-in-Charge.

LAKE FIELD MASTER PLAN

Lodi Township, Michigan. Principal-in-Charge

LAKES OF TAYLOR GOLF CLUB

Taylor, Michigan. Landscape Architect | Project Manager

LAKEVIEW BLUFFS

Painesville, Ohio. Landscape Architect

LANGXIA INTERNATIONAL WELLNESS TOWN

Jinshan, China.

LIVE OAK BUSINESS PARK, OSPREY DEVELOPMENT

Sarasota, Florida. Principal-in-Charge

LIGHTHOUSE POINT CONDOMINIUMS

Detroit, Michigan. Project Manager | Lead Land Planner

LITTLE BLUE VALLEY HARMONY

Independence, Missouri. Project Manager | Lead Land Planner

LOST PENINSULA

Erie Township, Michigan. Principal-in-Charge

MEAD JOHNSON & COMPANY

Zeeland, Michigan. Project Landscape Architect

MEADOWBROOKE BUSINESS PARK – PHASE 2

Cascade Township, Michigan. Principal Site Planner

MEDALIST GOLF CLUB

Marshall, Michigan. Principal Landscape Architect

MEIJER RETAIL FACILITY

Van Buren Township, Michigan. Project Landscape Architect

METAMORA PROPERTY

Metamora Township, Michigan. Land Planner

MICHIGAN STATE FAIRGROUNDS ENTERTAINMENT CONCEPT

Detroit, Michigan. Lead Land Planner

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

Washington, DC. Project Landscape Architect

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

Silver Spring, Maryland. Project Landscape Architect

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

Carderock, Maryland. Project Landscape Architect

OAKLAND HILLS COUNTRY CLUB

Birmingham, Michigan. Project Manager | Project Land Planner

OKLAHOMA CITY VIOLET HILL

Oklahoma City, Michigan. Lead Land Planner

ORCHARDS GOLF CLUB

Washington Township, Michigan. Project Landscape Architect

OSPREY S.A. LTD., GRAND RIVER OFFICE

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

OSPREY KENSINGTON BUSINESS PARK

Milford, Michigan.

OSTEGO SKI AND GOLF CLUB

Gaylord, Michigan. Land Planner | Project Manager

THE PASTURES GOLF CLUB

Romeo, Michigan. Project Landscape Architect

PAYNE PARK VILLAGE

Sarasota, Florida. Lead Land Planner | Project Manager

PIERCE LAKE GOLF COURSE

Chelsea, Michigan. Golf Course Designer | Landscape Architect

PINETOP-LAKESIDE VILLAGE MASTER PLAN

Pinetop-Lakeside, Arizona. Project Planner

PINE TRACE GOLF CLUB

Rochester Hills, Michigan. Golf Course Designer

POINT WEST DEVELOPMENT

Lake Mackatowa, Michigan. Lead Land Planner | Project Manager

PORT CLINTON MARINA STUDY

Port Clinton, Ohio. Land Planner

POLLACK PROPERTIES

Ann Arbor, Michigan. Horticulturist

PORTAGE NORTHSIDE MASTER PLAN

Portage, Indiana. Project Land Planner

PULSE CASINO AND RESORT

Las Vegas, Nevada. Principal-in-Charge

PRIVATE RESIDENCE

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

PRIVATE RESIDENCE, BARTON HILLS

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

PRIVATE RESIDENCE, BARTON HILLS

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

PRIVATE RESIDENCE

Hamburg, Michigan (LaButte). Project Manager

PRIVATE RESIDENCE MASTER PLAN

Webster Township, Michigan (Johnson).

THE SETTLEMENT

Ann Arbor, Michigan. Landscape Architect

SINGAPORE DUNES

Saugatuck, Michigan. Principal-in-Charge

SISTERS OF MARY MOTHER OF THE EUCHARIST CEMETERY MASTER PLAN

Monroe, Michigan. Principal-in-Charge

SOUTHWEST WATERFRONT

Washington DC.

SOUTH MAPLE PARK

Bowling Green, Ohio. Lead Landscape Architect

SPIRITUS SANCTUS ACADEMY

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

SPORTS VILLAGE AT HARMONY MASTER PLAN

Independence, Missouri. Principal-in-Charge

SPRING CREEK RANCH

Collierville, Tennessee. Lead Landscape Architect and Horticulturist

SQUARE LAKE RESIDENCE

Square Lake, Minnesota. Lead Landscape Architect

SUGARLOAF RESORT VILLAGE

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

SUNDAY RIVER RESORT MASTER PLAN

Bethel, Maine. Principal-in-Charge

TECUMSEH MIXED USE PROJECT

Tecumseh, Michigan. Principal Planner

THE ROCK

Drummond Island, Michigan. Project Landscape Architect

TIANJIN ECONOMIC - TECHNOLOGICAL DEVELOPMENT AREA

Binhai, Tianjin, China. Senior Landscape Architect

TOURNAMENT PLAYERS CLUB OF MICHIGAN

Dearborn, Michigan. Project Manager | Lead Landscape Architect

TROY MARRIOTT HOTEL

Troy, Michigan. Project Landscape Architect

UNIVERSAL THEME PARK

Beijing, China.

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

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

UNIVERSITY OF NEVADA RENO SHADOW LANE MASTER PLAN UPDATE

Reno, Nevada.

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

Columbus, Ohio.

VETERANS AFFAIRS ABRAHAM LINCOLN NATIONAL CEMETERY

Elwood, Illinois. Principal-in-Charge

VETERANS AFFAIRS ALAMEDA NATIONAL CEMETERY NEW COLUMBARIA

Ontario, Canada. Project Manager.

VETERANS AFFAIRS ALEXANDRIA NATIONAL CEMETERY

Alexandria, Virginia.

VETERANS AFFAIRS BAY PINES NATIONAL CEMETERY

St. Petersburg, Florida. Principal-in-Charge

VETERANS AFFAIRS BEAUFORT NATIONAL CEMETERY HISTORIC WALLS

Beaufort, South Carolina.

VETERANS AFFAIRS CENTRAL WISCONSIN VETERANS MEMORIAL CEMETERY

Spooner, Wisconsin.

VETERANS AFFAIRS CHATTANOOGA NATIONAL CEMETERY

Chattanooga, Tennessee.

VETERANS AFFAIRS FLORENCE NATIONAL CEMETERY DESIGN-BUILD EXPANSION

Florence, South Carolina. Design Principal-in-Charge

VETERANS AFFAIRS FORT CUSTER NATIONAL CEMETERY

Battle Creek, Michigan. Principal-in-Charge

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

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

VETERANS AFFAIRS FORT SCOTT CEMETERY

Fort Scott, Kansas. Principal-in-Charge

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

Nebraska. Principal-in-Charge | Project Manager

VETERANS AFFAIRS NATCHEZ NATIONAL CEMETERY

Natchez, Mississippi. Principal-in-Charge

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

Principal-in-Charge

VETERANS AFFAIRS NATIONAL MEMORIAL CEMETERY OF ARIZONA

Phoenix, Arizona.

VETERANS AFFAIRS NATIONAL MEMORIAL CEMETERY

Memphis, Tennessee.

VETERANS AFFAIRS NORTHERN WISCONSIN VETERANS MEMORIAL CEMETERY PHASE III MASTER PLAN

Spooner, Wisconsin. Principal-in-Charge

VETERANS AFFAIRS OHIO WESTERN RESERVE NATIONAL CEMETERY NEW COLUMBARIA

Rittman, Ohio. Principal-in-Charge

VETERANS AFFAIRS PRESCOTT NATIONAL CEMETERY

Prescott, Arizona. Principal-in-Charge

VETERANS AFFAIRS ROSEBURG NATIONAL CEMETERY

Roseburg, Oregon. Principal-in-Charge

VETERANS AFFAIRS ROSEBURG NATIONAL CEMETERY, NEW CEMETERY ANNEX

Roseburg, Oregon. Principal-in-Charge

VETERANS AFFAIRS SANTA FE NATIONAL CEMETERY ADMINISTRATION BUILDING AND LANDSCAPE

Santa Fe, New Mexico.

VETERANS AFFAIRS STATE VETERANS MEMORIAL CEMETERY

Sierra Vista, Arizona.

VETERANS AFFAIRS TAHOMA NATIONAL CEMETERY PHASE 2 EXPANSION

Kent, Washington. Principal-in-Charge

VETERANS AFFAIRS WILLAMETTE NATIONAL CEMETERY

Portland, Oregon. Cemetery Planner

WALLACE WOODS, LAKESHORE

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

WANXIANG INNOVATIVE JUNENG CITY PROJECT

Hangzhou, China.

WAYNESBURG UNIVERSITY

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

WEYERHAEUSER MOOSEHEAD LAKE PROJECT

Greenville Junction, Maine.

XI'AN XUJIWAN AREA REDEVELOPMENT MASTER PLAN

Xi'an, China.

PRESENTATIONS

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

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

Lori Parmenter

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

FYI for the Commission -



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

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

Hello Abbie,

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

Thanks for your consideration.

Regards,

Dan Bogo
616-581-8127

Sent from my iPad.

Lori Parmenter

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

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

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

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

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

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

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

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

John A. Chronowski

Lori Parmenter

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

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

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

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

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

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

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

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

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

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

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

Thank you for your consideration.

Rita Karrip

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

February 2, 2025

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

Subject: Concerns Regarding the Gaslight Investors Development Project

Dear Members of the City Commission,

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

Maintaining Market Efficiency and Investment Incentives

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

Respecting Our Architectural Heritage

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

Adhering to Established Height Restrictions

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

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

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

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

Sincerely,
Robert T. Kimball

Lori Parmenter

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

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hi all,

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

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

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

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

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

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

Lori Parmenter

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

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

Sent from my iPad
To Whom It May Concern:

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

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

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

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

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

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

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

Thank you for your time and consideration.

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

Lori Parmenter

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

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

Good afternoon,

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

Thank you,

Jill Marewski

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Lori Parmenter

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

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

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

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

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

Thank you,

N. Ziton

Lori Parmenter

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

Importance: High

Dear East Grand Rapids City Commission,

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

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

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

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

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

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

Thank you for your time and consideration.

Sincerely,
Mario Orsini
556 Greenwood Ave SE
616.330.8455

Lori Parmenter

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

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

Commissioners

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

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

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

Thank you
Rob Scheper

Sent from my iPad

Mayor Favale
Commissioner Groff-Blaszak
Commissioner Schwartz
City of East Grand Rapids, MI

February 14, 2025

Dear Mayor Favale and Commissioners Groff-Blaszak and Schwartz,

Thank you for the opportunity to provide comments on the recent development plans proposed for Gaslight Village.

As many EGR residents do, I support responsible development of the parcels in question. It's unfortunate that these properties have sat unused and unmanaged for years. However, development should proceed in a manner that is optimized to maintain community character and mitigate significant traffic and public safety concerns.

The project scale that has been proposed is expansive. The current development plans calling for multiple buildings, some vastly exceeding the height of any other commercial property in Gaslight Village, are driven solely to maximize developer profits through a maximized investment opportunity.

It is also obvious that the sheer scale of the projects as proposed WILL cause a dramatic increase in traffic in an area with limited traffic outlets that WILL diminish the tranquility of life for EGR residents on a daily basis. Of particular concern is the congestion that will result at the intersection of Lakeside and Wealthy near the Grand Rapids Yacht Club, which is already an epicenter of traffic and parking congestion, especially during the warm-weather months. The proposed project will add further strain to this already congested area and pose a significant and perpetual traffic and public safety issue.

Many EGR residents, as I'm sure you recognize, agree that development of these vacant parcels is positive for the community but the project scale that's been proposed is excessive. This project will forever change the character of our shared village, and EGR residents deserve a project that balances our concerns with developer interests.

It is the responsibility of the Mayor and City Commissioners to be stewards of our community and advance our interests, and only our interests. Squeezing every last dollar out of the available space is not community-focused development. The magnitude of impacts to life in East Grand Rapids that's at stake with this proposal demands consideration of the significant public response you have received.

I urge you to reject the project in its current form and call for a scaled back project proposal.

Thank you for your consideration.

Nicholas Abraham
East Grand Rapids Resident
Chair, Parks & Recreation Commission
Parks & Rec Commissioner (July 2017 – Current)

Lori Parmenter

From: Adrienne Becht <[REDACTED]>
Sent: Thursday, February 13, 2025 10:54 AM
To: Public Input
Subject: Gaslight Village Concerns

Follow Up Flag: Follow up
Flag Status: Flagged

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Hi,

I am very worried about the Development Proposal for Gaslight Village. It threatens the character of Gaslight Village. I think the development needs to be scaled down. Buildings should not be taller than 3 stories (which is already very high, considering the neighboring buildings). The parking and traffic should be scaled to match the current traffic flow. My kids will be going to Wealthy Elementary school and I'm concerned, they will never be able to ride their bikes by themselves from the Reeds Lake Boulevard side of the lake to school. It will be too dangerous. While I'm a strong believer that Gaslight Village needs change, I don't think this is the right proposal. The scale feels off and it will change the whole character and charm of our 'little EGR downtown'.

Thank you!

Lori Parmenter

From: Katie Favale
Sent: Thursday, February 13, 2025 7:15 PM
To: Lori Parmenter
Subject: FW: Support for EGR development

Here is another resident letter...

From: Daniel Bogo <[REDACTED]>
Date: Saturday, February 8, 2025 at 2:36 PM
To: Katie Favale <kfavale@eastgrmi.gov>
Subject: Support for EGR development

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Hello Katie,

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

Thanks for your consideration.

Regards,

Dan Bogo
[REDACTED]

Sent from my iPad.

Lori Parmenter

From: Andrea Hekman <[REDACTED]>
Sent: Thursday, February 13, 2025 9:23 AM
To: Public Input
Subject: Gaslight development plan

Follow Up Flag: Follow up
Flag Status: Completed

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Hello!

My husband and I grew up in EGR and then purchased our own home in EGR in 2010. We purchased here because it was quiet and walkable. The new proposal is not why residents choose to live here. I was never looking for an "urban" space otherwise I would have lived somewhere else. A seven story building is unbelievable. I understand growth is important but please go to the residents and ask if this is what they want not the developers who are looking for profit. Ada is no longer quaint. We need inspiration from towns with growth that didn't become "urban" places like Saugatuck. Please fight for the residents who don't want a seven story building or constant traffic jams and no parking. Please foster trees, community, safety, and preservation of why EGR residents are here. Something this big should be evaluated carefully and honor all residents not just a board.

Thank you so much,
Andrea Hekman

Lori Parmenter

From: Jason Kaczanowski <[REDACTED]>
Sent: Thursday, February 13, 2025 1:45 PM
To: Public Input
Subject: Gaslight Development Project

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

I can't attend the meeting but I do support carefully monitored growth that will add value to our community. I believe the additional Shopping, restaurants, etc will be an overall boon. I hope the commission applies pressure if passed to ensure this development is done with high quality materials and not value engineered.

Thanks,
Jason

Sent from my T-Mobile 5G Device
Get [Outlook for Android](#)

Lori Parmenter

From: Nick K. <[REDACTED]>
Sent: Thursday, February 13, 2025 10:26 AM
To: Public Input
Subject: Gaslight Development

Follow Up Flag: Follow up
Flag Status: Flagged

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Commissioners,

I am very supportive of the redevelopment of gaslight, with a few notes:

-I think its hugely important to finally do something with that land, and i don't really mind the density as it will perhaps provide enough walkable clients for the local business to actually survive in gaslight for more then 1-2 years.

-I am totally against providing tax rebates on this project unless the developer can show that its needed. We should only be providing tax rebates or abatements if the city is actually getting something significant out of it (such as trading for significant amounts of actual affordable housing, which is year after year deemed as a top priority but NEVER acted upon).

Nicholas Krupansky
2450 Maplewood DR SE

Lori Parmenter

From: Alex Fairchild Oates <[REDACTED]>
Sent: Thursday, February 13, 2025 12:26 PM
To: Public Input
Subject: PUD Opposition

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

Good Afternoon,

I am writing in opposition of the current development proposal.

I would like to urge the city commission to reject the current proposal as it currently stands, as it threatens to drastically change the East Grand Rapids that we have chosen to grow our family in.

I was born and raised in EGR, and after college and my husband's military service decided to move back to put down roots and grow my own family here. Building 4 to 7-story complexes in Gaslight Village is a threat to the true charm and character that makes EGR so unique.

It is especially alarming that CWD has plans to add so much space, as there are many vacant businesses currently in Gaslight Village due to their already sky high rent costs.

Going through years of construction and demolition of the charm of our community only to watch it turn in to a ghost town of CWD 'For Rent' signs is the wrong move for EGR.

I would love to see a proposal that limits buildings 2-3 stories and possibly a plan for maintaining businesses that are currently in Gaslight and/or filling the open storefronts.

Thank you so much for your time,

Alexandria Oates

Lori Parmenter

From: Laura Schwartz
Sent: Thursday, February 13, 2025 12:51 PM
To: Lori Parmenter
Cc: Katie Favale; Shea Charles
Subject: Fwd: Gaslight Development Project Concern

Comments on Gaslight Investors proposal.

Sent from my iPhone

Begin forwarded message:

From: "Owen, Natalie" <[REDACTED]@hotmail.com>
Date: February 13, 2025 at 10:00:25 AM EST
To: Laura Schwartz <lschwartz@eastgrmi.gov>
Cc: N Owen <nowen_1@hotmail.com>
Subject: Gaslight Development Project Concern

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

Ms. Schwartz,

I would like to express my concerns with the current building plan in Gaslight Village. I have lived in the area for over 20 years and am afraid for what the exploitation of this gem will do to the current aesthetic and vibe of our small town. In the years I've lived here, I have also seen a concerning weight given to the developers and investors who cannot wait to make a dime out of converting East Grand Rapids. It's important that we protect our citizens from this level of exploitation and borderline (or actual) corruption. The City and School Board have promoted and appointed candidates for their resolve in standing with these investors and it appears that the public meetings and information sessions are there to placate, but not actually listen (ie: bike trail, splash pad, sharrows, rezoning/ancillary dwelling units, and roundabouts). This situation is no different. If we must develop Gaslight, please consider the following for THE PEOPLE:

1. We moved to EGR because our kids were safe to walk. The increase in traffic in a land-locked area with no highways or byways threatens the safety of kids and adults in this "walking district"
2. Gaslight should be a resource for residents, not a draw to visitors who can do their shopping and business dealings downtown, in Forest Hills or on 28th street. We want Gaslight to be a small town within the big city, not just part of the big city.
3. Seven stories is way too high for this area. Our quaint aesthetic is what is unique about the area. Please don't sell it out!

4. With the number of kids and schools we have in the area, drawing in people creates more opportunity for danger, whether criminal, traffic, arrests, and overall taxation on our public services.
5. People think that if you live in East GR you are rich. We are not. I cannot afford another millage or bond on top of the \$18K I already pay in taxes. We are middle class. If we want diversity, we need to get East GR back to affordable. With this, have we benchmarked our taxes? Ours are astronomical compared to our similarly situated friends in Boston and DC. Is anyone keeping this in check? At this rate, we will have to move to California for relief! (This is similar for the cost of school extra curriculums that the School Board has let spin out of control, like \$4,500 to play one sport, \$1,600 to play another, and multiple requests to fund field trips, retreats, and school supplies.) Who is going to look out for the tax payer?
6. We shouldn't try to be like Ada. There is already an Ada – let's be East Grand Rapids – because Ada cannot be that!
7. All of this makes me think of the lyrics sang by the great Joni Mitchell:

*They paved paradise
And put up a parking lot
With a pink hotel *, a boutique
And a swinging hot spot*

*Don't it always seem to go
That you don't know what you've got
Till it's gone
They paved paradise
And put up a parking lot*

*They took all the trees
Put 'em in a tree museum *
And they charged the people
A dollar and a half just to see 'em*

*Don't it always seem to go
That you don't know what you've got
Till it's gone
They paved paradise
And put up a parking lot*

*Hey farmer farmer
Put away that DDT * now
Give me spots on my apples
But leave me the birds and the bees
Please!*

*Don't it always seem to go
That you don't know what you've got
Till it's gone
They paved paradise*

And put up a parking lot

*Late last night
I heard the screen door slam
And a big yellow taxi
Took away my old man*

*Don't it always seem to go
That you don't know what you've got
Till it's gone
They paved paradise
And put up a parking lot*

*They paved paradise
And put up a parking lot*

Thank you for listening.

Natalie Owen
1125 Cambridge Drive SE



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Natalie Owen, MBA, AHIC, LIC, CLMS

Account Director, Employee Benefits

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Lori Parmenter

From: Chris Potter <[REDACTED]>
Sent: Friday, February 14, 2025 11:41 AM
To: Public Input
Subject: Gaslight Project Feedback

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

Hi Team,

Sharing some feedback after attending an informational session last night hosted by Phil Skaggs.

In general, I'm 100% supportive of the project. Large sections of downtown Gaslight are sitting idle, dilapidated and/or misused. We tout ourselves as a walkable community - but there's not much to walk TO - very few appealing destinations. We've seen the investment made in Ada and what that's doing to revitalize their local economy.

I think it's a shame we're at the mercy of CWD, and wish we had alternatives, but the reality is we need to work together if we want to drive change. Their initial proposal has flaws, for sure - I don't want seven story buildings downtown - but we run the risk of CWD walking away if we don't appease them somehow. I'm in favor of negotiating with them to adjust the proposal to accommodate public feedback, but tactfully so as to avoid an impasse. My understanding is this is the initial proposal, in which case they're asking for the world. If we can whittle down some of the building height I think the public would react favorably.

I would love to see the plan include more outdoor area - common spaces, public square, a place the public can come together to enjoy the atmosphere. The public should have some say in the restaurants, shops etc that are brought in.

The worst thing that can happen, in my opinion, is the status quo. We need to invest in making Gaslight a desirable destination again.

Ok, rant over :). Let's get this done, PLEASE!

Thank you,
Chris Potter
[REDACTED]

Lori Parmenter

From: Katie Favale
Sent: Thursday, February 13, 2025 7:14 PM
To: Lori Parmenter
Subject: FW: Planned Urban Development

Hi Lori,

Here is another resident letter about the development.

Katie Favale
Mayor of East Grand Rapids
616.949.2110 x887

From: Sherry Sharrard [REDACTED] >
Date: Wednesday, February 12, 2025 at 6:14 PM
To: Katie Favale <kfavale@eastgrmi.gov>
Subject: Planned Urban Development

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

Dear Mayor Favale,

It is extremely disappointing to see this PUD even be considered by you and the commissioners of this town. It's a complete disregard for the families in this town, our entire community. We live here bc it's small, safe, easy access to schools. This proposal single handedly ruins every reason to live here. THEN to have a tax abatement attached. Disgusting.

We need a new high school and some small updates to Gaslight. Not this monstrosity.

Please vote for our community and not for greed. Vote no on this proposal. Preserve the values of this community. You will ruin our school district.

Thank you,
Sherry Sharrard
10 year resident

- **Limit all buildings to 3 stories or less** to maintain the village's charm and appearance.
- **Scale parking and traffic** to match the current traffic flow in **Gaslight Village** to avoid gridlock.
- **Preserve the character and charm of the Village** rather than turning it into a high-rise district.

- **Ensure the development complements, rather than overwhelms, the surrounding neighborhoods**

Sent from my iPhone

Lori Parmenter

From: Tiedgen, Julie K. <[REDACTED]@[REDACTED].org>
Sent: Friday, February 14, 2025 11:59 AM
To: Public Input
Subject: Fw: current businesses & new development

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

Trying this email as the initial one shared with me appears to be an error - see below - Thank you

From: Tiedgen, Julie K. <[REDACTED]>
Sent: Friday, February 14, 2025 11:47 AM
To: inpur@eastgrmi.gov <inpur@eastgrmi.gov>
Subject: current businesses & new development

I cannot attend the meeting, but did want to provide feedback. I appreciate the desire to increase businesses and housing in this area. I would ask that EGR and the developers please remember to consider the current businesses that are in this area. Specifically related to parking.

- Current parking is not good. There are limited options available. The temporary lot is slippery & small. It is not a good long term solution.
- Street parking is still regularly used by the high school students. This is fine if they are there for less than 2 hours as per the sign guidelines, but they often stay all morning, all afternoon, or all day. Then street spots are not available for others coming to the business district.
- Please remember that most of the 2249 building is medical. This means that it is not just business patrons trying to find parking, but patients - lots of them. These individuals may have health issues or mobility concerns making walking in slippery conditions or a long distance unsafe or impossible. Imagine using a crutches, walker, severe back pain, requiring oxygen, etc and trying to navigate from the temporary lot that may or may not even have any spots available, the street parking, or D and W? There are not many handicap spots and not everyone has a ride to their appointments.
- Many patients express to us how much they love the closeness of everything in EGR. Yes, the businesses, grocery, restaurants, etc but also that they can have their services (hair/nails) and medical care (PT, MD, Dentist, etc) here too. Please don't forget about the service & medical offices/patients during the construction.
- Please open back up the lot. It provides a lot more options for all businesses and patients.
- I have seen the plans that are being proposed. If they are completed as suggested, please allow the medical office patients to park in the parking that is being proposed for the tallest of the buildings that will be right behind 2249. Also, make sure to have plenty of handicap spots (or at least not reduce the ones that are there).
- Finally, I have also seen the suggestion for the plans for the temporary lot behind D&W when construction starts. This isn't a good option for the tenants at 2249 Wealthy. That is a long walk for staff and healthy patients but will be impossible for those with health issues. Please explore other options.

Thank you for your consideration,
Julie Tiedgen (PT at 2249 Wealthy)

Lori Parmenter

From: Kayla Williams <[REDACTED]>
Sent: Thursday, February 13, 2025 1:41 PM
To: Public Input
Subject: Gaslight Investors PUD resident feedback

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Hello Commissioners,

First off, thank you for what you do representing our community and for eliciting feedback from residents on large projects. My name is Kayla Williams and my family (husband, 2 YO son, and goldendoodle) lives at 2614 Hall St SE. We moved here just over five years ago - drawn into the magic that is East Grand Rapids. The walkability, kind neighbors and quaint experience is what made us certain that EGR was the place we wanted to root down and grow our family.

I am pro-development of the proposed areas outlined by Gaslight Investors and I would welcome new residential and commercial spaces to help others enjoy our community. However, the scope and scale of the project seems incompatible with our existing community and culture. Buildings towering at seven and five stories each would completely change the quaint feeling of our current downtown center.

My husband and I are both from the Traverse City, Michigan area and we saw a very similar commercial building takeover take place in that community over the last 20 years. Expensive condos have absorbed every possible piece of real estate and high rise buildings have changed the small upnorth downtown feel to that of a larger city with high rise buildings and "penthouses".

As a resident, I would propose that buildings be maxed at 3-4 stories and that the architecture mesh with our existing gaslight village.

Thank you for your consideration,

Kayla Williams

Comment Cards from February 17, 2025 Public Hearing

Gaslight Investors

M. Shah
537 Greenwood Ave SE

- How long will construction take? This is a big development.
- Will the development be staged to minimize disruption?
- Are there penalties for not completing?

Chris Linabury
2563 Beechwood Dr SE

- Meeting was informative but did not detail condo/apt/townhouse units. Number of people added to EGR population.
- What do buildings look like and how do they blend into existing buildings?
- Height of buildings to be built are too high for existing EGR village in my opinion.
- Recommend no flat roofs (unattractive and do not make sense with Michigan winters).

David Thinger
2232 Englewood Dr SE

- This project to expand you are proposing in Gaslight sounds very similar to what happened in Ada. That quaint town turned into a shopping mall which stopped many people from wanting to go there again.

N. Bedore
940 Orchard

- Please limit the height of buildings.

Brooke Deems
2916 Hall St SE

- The plan should be approved by the residents of East Grand Rapids.
- There may be similar size buildings but not in such a concentrated manor.
- There should be multiple bids not just one bidder.
- I am concerned about affordable rent for brick & mortar.
- Why are we amending something 20-years old?
- Why are there more buildings & less parking?
- I'm all for the development but scaled down version.

- Demands input.

Anonymous

- Please observe any centralized shopping areas in the state – all are ghost lands. Relying on imaginary “build it they will come” ideas is out of touch with today’s shop culture.

Diane Demarest

2549 Beechwood Dr SE

- Like north/south access via Bagley
- Too tall – too many stories, especially the 7-story building.
- I feel 3-4 stories is plenty.

Chip Hurlburt

2017 San Lu Rae Dr

- Has the commission considered the implications if the owner of the apartments redevelops their property in accordance with the consent decree?

Caroline Kelly

530 Greenwood Ave

- This project is too large and too high. Limit the height to 4 stories. Re-evaluate the parking allotment. The numbers being used are not including important factors as the model is currently presented.
- A note on the presentation – please make sure your slides are legible. They contain images that are washed out and charts that are too small to read.
- Additionally, there is no way the traffic crash numbers are correct. Please consider other data sources – even anecdotal ones such as Facebook – to have a more accurate sense of the number of “minor” accidents where children are getting hit by cars on their way to school.
- Please also address the concurrent timing of the construction of the high school and this development and its short term impact on the community quality of life.

Lucy Waite

1241 Breton Rd SE

- 7 stories is too high. Limit height to 4 stories.
- Also motorized scooters and e-bikes should be banned from sidewalks. My late husband who used a cane and my 3-year old granddaughter were nearly run over.

Mike Tocco
907 San Jose Dr

- I am concerned about the extra burden being put on city services, etc. by this development that is contributing zero tax dollars to the community.

Natalie Murphy
1600 Alexander St SE

- Hi, thank you for having us tonight – navigating living in EGR while explaining redlining to our kiddos has been complicated, messy and confusing – we have benefitted from racial injustice and have to acknowledge that, and we feel it is crucial to do what we can to make East a more accessible, equitable place to live and visit. We would love to see affordable/low-income rent, affordable groceries, retail/restaurant rent assistance, less buildings, green space, diverse art- I think it would be a missed opportunity to turn this prime location into luxury living and shopping – this is a chance to welcome all neighbors to experience nature, start families, share goods/talents and it's my hope that EGR emphasizes inclusion over luxury and money. I know this might not be the comment for this particular meeting, but will you please keep it in mind when the time is right.

Mary Kretschman
939 San Jose

- Does a study exist that evaluates the need for retail – empty store fronts are not good – high rents?
- Parking – 1 stall per unit not enough. People will park at D & W.

Elise Hunter
2252 Hall St SE

- As a student and resident of EGR, there will be serious consequences, specifically regarding my school. Traffic is already a disaster in early morning drop-off, many students being late because of the lack of traffic flow. The bond that was proposed is already changing ERG, increasing traffic and hopefully bringing more students to EGRHS. The concerns for our students' safety is too low. Both constructions together is disastrous and dangerous.
- The change in aesthetics in East Grand Rapids is an issue that I, along with many students have expressed concerns for. 7 story buildings are not East. There is also the concern about how affordable this "affordable housing" will be. Many of my friends are forced to drive 20+ minutes every day just to go to school and sports events. We should not have these issues if we want more students to go to EGRHS.

Michela Seasly
1421 Woodlawn SE

- Why does a community this size need a 7-story building?
- How many trees will be removed as a result of this project? Trees are what make our community beautiful.

Penny Lewandowski
1042 San Jose Dr SE

- I'm a little confused about the comparison to the 2004 plan. That was 25 years ago. Why is it important now? Let's move forward.
- How many parking spaces total? One per unit could be problematic if parking is lacking.
- Please define "affordable" housing.
- There is a marketing opportunity to pitch this as a senior friendly. The walkability is a huge plus. Also, baby boomers have a great deal of spending power.
- I support development! My hope is landlords make life easier and more affordable for businesses and the city streamlines permitting.
- If this is not self-sustaining, I would probably move rather than face increased taxes. And I am probably not alone in this thought. Scaled down would increase the chances of self-sufficiency. Thank you for listening.

Matt Schwager
443 Plymouth Ave

- I strongly oppose high rise development in Gaslight Village. I moved from Denver to EGR 1 year ago with my wife and kids to get away from exactly these types of developments. They prioritize short-term economic thinking and do not bring in residents invested in the community.

David Filkins
456 Edgemere Dr SE

- Thank you for your time and dedication to hearing from the community. Your efforts do not go unnoticed or unappreciated.

Chip George
2700 Manor Dr

- This is going to be great. Looking forward to not having to leave EGR to go out to eat. 5 new restaurants will be nice. Also, more housing will be good for the schools. Can't wait till it's complete.

Charlene Tourison
2816 Bonnell Ave SE

- I am against the concept and BRA proposals. I find it reprehensible that the city would consider subsidizing the (for profit) development with tax dollars.

Eli Dragolov
795 Bagley Ave SE

- Against the PUD Amendment

Cary Okoro
840 Ross CT SE

- Reeds Lake is an important stop for migrating birds, one of the most biodiverse in Michigan, and an attraction for bird watchers and researchers around the Midwest. Have the developers committed to using bird-friendly building practices (bird-safe glass, etc.) to protect this treasure we have in EGR? Thank you. I'd like to hear more discussions of environmental impact.

Anonymous

- What is the goal?
- Who is benefiting?
- What is the financial impact to residents?
- Given the trend of many failing Gaslight businesses, why do we think that flooding the area is the right thing to do?

Jane Gray
1115 Lake Dr SE

- Thank you for this opportunity to know what's being proposed. Some worries & concerns regarding the structures & how much effect this will have on the community and the schools located nearby.

Cindy Braak
900 San Lucia Dr SE

- Thanks for holding this hearing. The venue was perfect (thanks to EGRHS!) Parking must accommodate the increased traffic. Don't cut corners here. 1 parking spot per condo

doesn't sound adequate. I'm a big supporter of traffic circles, please use them. I'm excited to see this area being developed. Keep EGR great!

Lois Tessin
1060 Conlon SE

- Please reconsider this proposal. 20-year abatement.

Fiona McPherson Grant
1121 Keneberry

- I am so disappointed there has not been a true traffic, parking or environmental study. This is negligent.
- I am "aging in place" and would like the option of a condo in EGR for my retirement and sincerely hope these new units are not as large and expensive as the Bagley townhomes.

Phil & Deb Rewerts
816 Pinecrest Ave SE

- Rully support new plan!

Nelson
2707 Boston

- It seems too big.

Chris Eckert
537 Greenwood Ave

- I will strongly encourage city staff to be aware of the impact of additional traffic across the whole city, not just around the proposed PUD. How much additional traffic on Breton Re, Wealthy Street and Lakeside Dr?

Dennis Benoit
420 Rosewood

- Developing a bike path alley on the 8' wide sidepath behind retail bldgs. Is unrealistic – service doors will collide with bikers
- Is the city's water system capable of providing adequate water pressure to upper floors of the hi-rise?? Any boosting of pressure should be required of developers! I was involved as a muni-consultant in a community that had a problem with this, and it should be addressed.

Anonymous

- Handing over the premier East Property near Reeds Lake to condos & apartments is irrevocable, extremely short-sighted, and while it may increase the population, does nothing to improve the appearance, lifestyle or community needs and activities. The nostalgia of days past of Ramona Park, Jacobsons, etc. will not be built upon by throwing up condos that will soon become out of date eyesores. Development, retail, green space, parking may be good, but the addition of this residential area is too dense and bland.

Judith Baker

- Please schedule several more public hearings for this issue. Scale down this development. Please no (???) Can't read the word) on concept plan without more dates.

Tim Kwekel
2633 Frederick Dr

- Scale it back please – more quality less volume
- EGR is already traffic intensive. How can we support the parking requirements?

Anonymous

- Almost all residents purchased homes here under the assumption that they were joining a small, quaint community. Why is it thought that a majority of the community would like to see that change?

Doug Adams
1741 Danby SE

- I like the general concept of the plan and support of the development of the site and the added housing options that it will offer, but I am very opposed to the height of the buildings and how it will change the character of the city. While schools and hospitals in the city may be of similar height as that proposed, these non-profit entities should not be used as the basis to support a for-profit, private development of similar height. Schools need gyms & theaters that are high, but a residential building does not need the same height.

Eric Deems
454 Rosewood Ave SE

- I am against this development for a couple of reasons. First, is the amount of new daily traffic it will bring. By your own estimates, almost 10,000 new car trips per day – too much!

Also, the tax abatement for the developers and the EGR citizens footing their bill. This is unacceptable. Third, the structures are too tall and will hurt the charm of EGR.

Brian & Sharon Barkwell
1051 Pinecrest SE

- We are not in favor of this development as currently designed. This meeting was so boring – too much history and when architect decided he didn't want to talk about numbers, I thought why is he here? I did note he choose to say his traffic consultant was giving him parking spaced needed – I think the city has guidelines & ordinance & rules about how much parking is needed.

Dave Morrison
537 Greenwood Ave

- With parking on both sides, Greenwood is effectively a one lane road. I expect a lot more traffic on Greenwood with one of the main entrances to the development off Shopping Ctr. Dr. How will increased traffic on Greenwood and also Lovett be handled?

Dianne Morrison
537 Greenwood Ave

- Traffic flow on Greenwood Ave is already congested, especially during the warmer months when parking is allowed on both sides. At times traffic moving one director has to move over and stop to allow traffic coming from the other direction to pass. My concern is that construction and completion of the PUD will make this congestion worse.

Lori Parmenter

From: Doug LaFave
Sent: Tuesday, February 18, 2025 12:23 PM
To: Lori Parmenter; Shea Charles
Cc: Katie Favale; Jay Gianotti
Subject: FW: Proposed Gaslight Plan



From: Kris Andrus <bkand92@yahoo.com>
Sent: Tuesday, February 18, 2025 12:21 PM
To: Katie Favale <kfavale@eastgrmi.gov>
Cc: Doug LaFave <dlafave@eastgrmi.gov>
Subject: Proposed Gaslight Plan

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

Hello Mayor Favale:

I attended yesterday's meeting regarding the Gaslight Proposed Plan for our city. At this writing, I do not want to take up your time reiterating what so many residents said.

However, the plan is too big, too dense and too much! It's only 8 acres! Rather, why don't you think about scaling it to meet the city's needs for affordable housing for seniors and young families? I could see a mixture of town homes and smaller - 2 to 3 story- apartment and condominiums buildings.

I believe you are not taking into account that many people like myself, a widow, aged 75 and retired; not yet ready to be put into the ground - to move to. I have lived in East for 42 years! Consequently, I will have to look outside the city. Look at places like Holland Homes/Raybrook. The town homes built on Croswell would also be the type of home I would consider. They are the desired height and promote the "feeling" of a village. We do need "blocks" of skyscrapers.

You could incorporate green spaces, restaurants and shops for old and young to enjoy and grow. Young families would likely buy the townhomes and older folks would get to stay near their families in a building such Raybrook. Raybrook is 5 stories, with underground parking in a park-like setting. A growth cycle of revenue and regeneration would be completed naturally. Make it vibrant and lively!

I truly believe you need to rethink the Project and take into consideration the needs and wants of East Grand Rapids residents. Yes, we need to update Gaslight Village. Let's keep it to scale with a project that promotes our heritage.

Sincerely,

Kristl Andrus

Lori Parmenter

From: Kate Skaggs
Sent: Tuesday, February 25, 2025 11:04 AM
To: Lori Parmenter
Subject: Fw: Proposed Gaslight Development

Hi Lori,

Forwarding to share with the group.

From: Gary Barnes <barnesgms@sbcglobal.net>
Sent: Monday, February 24, 2025 6:49 PM
To: Kate Skaggs <kskaggs@eastgrmi.gov>
Subject: Proposed Gaslight Development

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

Dear Kate,

Some thoughts regarding the proposed Gaslight Village development:

If the proposed plan for the Gaslight Village area proceeds in its unaltered form, a decade from now, which of the following sentiments are more likely to be expressed by East Grand Rapids residents:

1. I sure miss the time when there wasn't so much traffic around here, and when we use to have that feeling of a small town friendly community.
2. Boy, I'm sure glad they built an additional one hundred and eighty housing units in East Grand Rapids. It's sure has made my life much better.

Gary Barnes
1720 Oxford Dr S E
East Grand Rapids, MI 49506
Sent from my iPad

-
-
-
-

H

Lori Parmenter

From: Jennifer Bauernfeind <jmobauernfeind@gmail.com>
Sent: Monday, February 17, 2025 8:38 PM
To: Public Input; Katie Favale
Subject: Gaslight development

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

Hello,

I will not be able to attend the community meeting tonight. I wanted to voice my concerns directly.

I grew up in East and have returned 30 years later last spring with my family. I lived on both coasts and Mid-Atlantic and never found a community quite like EGR. The excellent schools, walkability and the quaint downtown of Gaslight was one of the reasons it attracted my family and I back.

I am not against the development of this land and honestly surprised it has not been developed since I left. What concerns me is the #of units, traffic and potential for more empty commercial spaces that currently occupy Gaslight.

1. East is a walking community and major draw for those moving into the area. The amount of increased traffic that this development could bring needs to be looked at closely. The congestion on any given school day when school begins and ends is already heavily congested and can be dangerous with the amount of children walking, riding bikes and scootering to school. I have read different numbers on the increase of traffic, whether it's adding 1000 or 10,000 cars, it's too much for the traffic patterns to handle. We moved from Asheville, NC and saw the increase of major residential, largely high density mixed use developments. The city approved developments with an oversight of the infrastructure, resulting in traffic gridlock similar to large city. This development certainly threatens to do the same in EGR and presents more danger to our walking community. Please consider and review.
2. My second concern is commercial vacancy. Currently, Gaslight has many empty storefronts. I have contemplated opening a small business in Gaslight but with the current rents it would be hard to break even or make any profit. As a resident I would much rather support small local business than flood the community with national brands who can pay the high rents. I lived in a community in Asheville with a similar development concept and 50 % of the commercial space was vacant for the 10 years we lived there due to some of the highest rents in Asheville. It was frustrating as a resident. I think equally important to providing lower priced residential options is creating a village that attracts small businesses with lower rents that can bring value to our residents preserving the charming character of Gaslight.
3. Lastly, 180 units is unnecessary and cramming too much onto a minimal amount of space. The townhomes look nice but the other parcel is way too expansive for what our community needs and can support.

Thank you for your time and attention. I ask you to thoroughly evaluate the impact the size of this development presents to our community. The development seems too big of a footprint and needs to be adjusted.

Sincerely,

Jenny Morris Bauernfeind
312-213-7172

Sent from my iPhone

Lori Parmenter

From: amy donohue <aldonohue6@gmail.com>
Sent: Monday, February 24, 2025 3:46 PM
To: Public Input
Subject: Gaslight Village Development

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

My husband and I have lived in the East Grand Rapids community since 1995. We moved here from Heritage hill for the community and its walkability. Things that attracted us and continue to attract us are gaslight village, the schools, the sidewalks and the plowing of sidewalks. It is a unique community that needs to be nourished and maintained.

I work in gaslight village as a pilates instructor at Bovee Pilates and walk everyday to work. We are committed to this town and want to see it grow. My husband and I are intentional about shopping in gaslight village as much as possible. Sadly there are currently too few businesses and options in gaslight.

Gaslight needs a density of buildings both living and businesses. I love what has been developed on Bagley and Croswell. I am not concerned about parking and feel the emphasis needs to be made on walkability. Walkers need to be prioritized. I also believe it might be time to create on-street parking fees to discourage people from driving and parking for extended periods of time (i.e. students, etc). I do think the city and school need to work together to promote walking & biking, rather than driving as a community. AND crosswalks need to be improved!

It is an ideal community for all ages to thrive, and can be made even better if we work to bring more businesses and housing here. We are landlocked and live close to the city of GR, and are meant to be a high density community/village.

I hope you support this development!

Thanks,
Amy Donohue

Senior Pilates Instructor BA, PMA, CPT
<https://www.boveepilates.com/>
Amy's cell: 616-446-4321

Lori Parmenter

From: Erica Dunten <ericadunten@gmail.com>
Sent: Tuesday, February 25, 2025 9:06 PM
To: Public Input
Subject: Follow-up : February 17, 2025 City Commissioner Meeting Regarding Gaslight Investors LLC Proposed Development

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

Follow-up : February 17, 2025 City Commissioner Meeting Regarding Gaslight Investors, LLC Proposed Development for Gaslight Village

Erica Dunten
2100 Gorham Drive SE

To Whom It May Concern:

The proposed **redevelopment of Gaslight Village** by **Gaslight Investors LLC**, which includes **180 new housing units and a 94-foot (7-story) mixed-use building**, has generated **significant discussion** regarding its impact on **public infrastructure, community character, and environmental sustainability**.

Below is a **comprehensive summary** of key feedback and potential concerns:

1. Urban & Visual Impact

Concerns:

-
-
- The
- **7-story building height**
- significantly **exceeds existing structures (1-3 stories)**,
- potentially **disrupting the village character**
- and will alter winds causing unpleasant outdoor experience in the heart of town & Reeds Lake.
-
-
-
- The
- **skyline of East Grand Rapids**
- will change, **blocking views**

- from existing businesses and residences.
-
-
-
- The
- **shadow effect**
- will reduce sunlight for street-level businesses and **impact pedestrian experiences** in key areas of community, such as, Gaslight Village, John Collins Park & Reeds Lake
-
-
-
- **Traffic congestion will cause longer transit times**
- and present additional risk to pedestrians.
-
-
-
- Community members worry about
- **architectural consistency**
- with Gaslight Village's current charm.
-
-
-
- **Request the City opportunity to review & approval sculptures prior to construction. (ie, No more vaginas, please)**
-
-
-
- Sets precedent for other commercial spaces to follow and/or result in additional legal fees to city
-
-
-
-
- Ensure affordable rent options for business owners to allow sustainable opportunities
- for long term growth. Historically, this factor has resulted in extremely high turn-over and may result in empty buildings
-

Mitigation Strategies:

- ✓ **Step-back design** to reduce the visual bulk from the street.
- ✓ **Façade materials and styling** that complement existing buildings.
- ✓ **Scale project to mirror requirements. For example,** Blodgett Hospital building height and materials are limited (see 2018 Master Plan)

2. Traffic & Parking Impact

Concerns:

-
-
- The development will likely add approximately
- **900+ new daily vehicle trips (or 450 per peak period),**
- increasing **traffic congestion on Wealthy St, Lakeside Dr, and**
- **Breton Rd.**
-
-
- **School drop-off and pickup traffic,**
- transportation for extracurriculars will be **negatively affected**
-
-
-
- **Limited parking availability**
- could strain **public lots and nearby businesses.**
-

Mitigation Strategies:

- ✓ **Traffic impact study** to assess congestion patterns and potential improvements **and** ensure public transit agreement with Grand Rapids remains in tact, namely Route 6 along Wealthy.
- ✓ **Developer to finance the anticipated increased cost to city for ongoing maintenance**
- ✓ **Adjusting traffic signal timings** to improve vehicle flow at key intersections which would result in further traffic congestion

3. Public Works & Infrastructure

Concerns:

-
-
- Increased
- **water and sewage demand**
- (~54,000 additional gallons/day) could strain existing systems.
-
-
-
- **Stormwater runoff**
- from new impervious surfaces may **increase pollution risks**

- for Reeds Lake.
-
-
-
- Additional
- **electrical load**
- could necessitate **grid updates**
- from Consumers Energy. This will result in extended power outages, namely during severe storms (winter/summer) which is hazardous.
-

Mitigation Strategies:

- ✓ **Green stormwater management** (rain gardens, bioswales, permeable pavement) to minimize runoff.
- ✓ **Water/sewer capacity study** to evaluate system limits.
- ✓ **Developer-funded grid infrastructure improvements** if necessary.

4. School District Impact

Concerns:

-
-
- **Proposed development of 180 residential units is expected to result in ~209**
- **new students to**
- **East Grand Rapids Public Schools (EGRPS),**
- with the greatest impact expected across all 3 Elementary schools in the district where Teacher to Student ratios are particularly critical.
-
-
-
- Increased
- **demand for teachers, classroom space, public safety & administrative**
- **costs**
-
-
-
- **Traffic congestion will significantly impact school drop up & pick up times, ability**
- **to for children to participate in extracurriculars and increased risk to pedestrian safety**
-
-
-

- School tax revenue may not immediately cover expansion needs nor does
- any space allow for further expansions
-

Mitigation Strategies:

- ✓ Use developer-funded impact fees to contribute to EGRPS.
- ✓ Maintain current academic, safety and extracurricular standards (minimum)
- ✓ Ensure pedestrian and bicycle safety remains a priority for all residents.

5. Environmental & Reeds Lake Impact

Concerns:

-
-
- **Stormwater runoff pollution**
- could introduce **oil, heavy metals, and sediment into Reeds Lake.**
- A formal study should be conducted.
-
-
-
- Increased
- **human activity & light pollution**
- will **disrupt wildlife habitats**
- & increased shade and wind flow at John Collins Park & surrounding areas
-
-
-
- Loss of
- **green space**
- in Gaslight Village due to development limiting pedestrian and biking community focus
-

Mitigation Strategies:

- ✓ **Strict stormwater filtration systems** before runoff reaches Reeds Lake **funded by Developer.**
- ✓ **Preserve riparian buffer zones** with native plant landscaping.
- ✓ **Low-impact lighting design** to reduce nighttime disruption.

-
-
- **Potential legal challenges**
 - from residents and/or surrounding area
 -
 -
 -
 - Additional Public Safety required and limited by congestion resulting in delayed response times
 -
 -
 -
 - Cost to cover studies and infrastructure upgrades both upfront and ongoing
 -
 -
 -
 -
 - Brownfield TIF must be presented with full transparency and allow opportunity for public comment prior to approval. As of now, this has not been clearly presented to residents.
 -
-

Potential Funding Sources:

- ✓ **MDOT & EPA Grants** could help cover traffic & environmental costs (if possible)
 - ✓ **Developer should be required to contribute additional funds to match community mileage passed in August 2024 to ensure ongoing maintenance of roads and sidewalks (10 years minimum)**
-

Conclusion

The **Gaslight Village redevelopment proposal** represents **both an economic opportunity and a major challenge** for East Grand Rapids. While **it could bring increased property tax revenue, housing diversity, and commercial expansion**, it also raises **concerns about overdevelopment, traffic congestion, infrastructure strain, public safety, education and ecological risks.**

To move forward successfully, city leaders should **balance development with sustainable urban planning**, ensuring that infrastructure and environmental protections **keep pace with growth** and continuity with the culture of East Grand Rapids. Additional consideration should be given to agreements that have been made with the City of Grand Rapids (water, transit), Consumers Energy and consideration for the precedent this development sets for all other commercial properties.

In closing, this is now my 3rd attempt to have this feedback on record for public review. **As such, I am formally requesting that this email be included in the meeting minutes for BOTH the upcoming City Planning & City Commission meeting minutes.** Thank you in advance.

Kind Regards,

Erica M. Dunten

Erica Dunten
(616) 308-2615
EricaDunten@gmail.com

Lori Parmenter

From: Ray Fisher <rayfisher@comcast.net>
Sent: Friday, February 21, 2025 5:13 PM
To: Katie Favale; Public Input
Subject: Gaslight Village Development Project - Community Input and Safety Concerns

Importance: High

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

Dear Mayor Favale and City Commissioners,

Thank you for hosting the public meeting this past Monday evening regarding the Gaslight Village project. The presentation was informative and provided a valuable opportunity for community engagement. After taking time to process the information presented and consider various perspectives, I would like to share my position on this development.

While I support the development of this area, I have several significant concerns about the current proposal that I believe warrant careful consideration:

Building Height and Safety

The proposed seven-story height raises serious concerns. I recommend requiring two stories of the parking structure to be underground, reducing the above-ground height to five stories (approximately 74 feet). This relates directly to public safety - with our recently purchased fire truck, the current design would leave only 16 feet of clearance between the maximum boom extension and the roofline. This minimal clearance could compromise our first responders' ability to safely combat potential fires, particularly in high-heat situations.

Density and Community Integration

The current building density appears excessive. The project would benefit from reduced density and increased greenspace. While I recognize this is private land, our community has historically prioritized developments that enhance public spaces and community engagement. I would like to propose a solution that would create genuine community value: The developer could sell or donate the 3.2 acres that East Grand Rapids Schools has been seeking for their track facility. This would serve multiple purposes - providing the school with needed space that meets competition guidelines, offering the construction company a temporary work and storage area during development, and ultimately creating lasting value for our community's students and athletes. Such a gesture would demonstrate true commitment to our community's needs while still allowing for substantial commercial and residential development on the remaining property. The current proposal, in contrast, appears focused solely on maximizing land use without meaningful contribution to our city's character and livability.

Infrastructure and Maintenance

The proposed amenities, such as heated sidewalks, primarily serve the developer's interests by reducing maintenance costs and liability. Given the precedent at Breton Village, where basic

maintenance has been neglected over the past decade despite tenant concerns (i.e. the condition of the parking lot), we need robust maintenance requirements and enforcement mechanisms in the development agreement.

Financial and Timeline Considerations

I strongly oppose any tax relief, revenue deferrals, or similar arrangements that would burden taxpayers. The developer should bear full financial responsibility for this project. Additionally, we need a firm, chronological timeline for completion with clear phase requirements to prevent the project from becoming dormant, as we've seen with other development proposals.

Traffic and Parking

The current parking and traffic projections appear unrealistic when compared to actual needs. A more thorough traffic study and parking analysis should be required before approval.

I respectfully request that you consider these concerns in your upcoming discussions and decisions regarding this project. These issues directly impact our community's safety, quality of life, and financial well-being.

Thank you for your consideration of these matters.

*Sincerely,
Raymond Fisher
2108 Tenway Dr SE*

Lori Parmenter

From: Bradley Hunter
Sent: Sunday, February 23, 2025 8:45 AM
To: Lori Parmenter
Subject: Fw: Feedback on Gaslight Development

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From: Freiburger, Brad <Brad.Freiburger@meijer.com>
Sent: Saturday, February 22, 2025 11:16:59 AM
To: Bradley Hunter <bhunter@eastgrmi.gov>
Subject: Feedback on Gaslight Development

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

Attention Mayor and all Commissioners,

Bradley,

This is Brad Freiburger. Kristen shared your detailed response to last night's meeting with me as I am not on Facebook. I attended the meeting. My take on the meeting (which is constant with my own views) is as follows:

- I am supportive of development in general and feel that the vast majority are in favor of developing the site, but it needs to be scaled back.
- The 7 story building is too high both aesthetically and from a population density perspective.
- By tearing down the old parking structure, they are now proposing more residential and commercial buildings in total than in 2004.
- They have increased the number of residential units dramatically since the 2004 PUD to 180 units. This will create even more challenges for parking, traffic, and pedestrian safety. Also, will the schools be able to support this increase in expansion without having to raise the property taxes to support school expansion? I was here when the schools opened up to school of choice students from outside the district and then had to subsequently raise property taxes on residents to pay for expansions to multiple elementary schools.
- It is a rite of passage for EGR middle schoolers to ride their bikes to Gaslight, for Higher Schoolers to take advantage of the open campus at lunch, and roam downtown before Friday night football games. These will be challenged by the density of the new proposal.
- In the summer months, these issues are compounded as more people migrate to the EGR parks and walking paths.
- Creating a highly dense urban core makes Gaslight less usable for its own residents.
- I don't think tax incentives should be provided for this development. Tax incentives are a tool to lure developers into areas that may not be a great investment so that local residents and municipalities have access to amenities, retail, or jobs they would not have otherwise. This is not that situation. Everyone knows this will be a highly successful development and investment.

Again, I am supportive of development, but they are trying to cram too much into this small space at the detriment of existing residents. I'm happy to discuss further if you'd like.

Thank you,
Brad Freiburger
Resident of EGR for almost 30 years

Chief Financial Officer
Meijer, Inc.

Lori Parmenter

From: Ssn Kk <ssnkeil@gmail.com>
Sent: Monday, February 24, 2025 11:33 PM
To: Public Input
Subject: Gaslight Investors

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

Dear Mayor Favale and City Commissioners,

Thank you for your service and the time and hard work you dedicate to your positions.

I am writing to express my concerns about the Gaslight Investors proposal. While I support development to bring in new businesses and offer more housing options, I strongly believe the proposal should be scaled back to a 4 story building with fewer residences and commercial/retail space thus reducing increased vehicle traffic.

1. We are a walking and biking community with schools located in close proximity to Gaslight Village. Obviously, I have concerns about pedestrian safety during and after school activities.
2. The proposed 180 units with 50,000sq ft of retail and office space is too much for the size of our community and downtown.
3. The increase in traffic and congestion would be too dangerous for Breton Rd and the downtown area. My son was hit on his bike by a nonresident heading to work at the Lakeside and Breton intersection. Luckily, the driver was not speeding and he only had a few scrapes and bruises. I was t-boned at the same intersection at 6:30pm on a weeknight by a driver that ran a red light at 50mph totaling both our cars and causing severe injuries.
4. The approval of a 7 story high rise creates a precedent to other developers that would most likely be held up in court. Buildings need to be limited to 4 stories to maintain the village's charm and appearance as well as limiting the number of residences and traffic.
5. The tax abatement would shift a substantial amount of the financial burden of the development cost onto EGR taxpayers. This can not be a 20-30 year tax rebate!
6. The percentage of proposed affordable housing should be increased to 20-25%.
7. I also have concerns about the "private" roads in the concept plans.

I urge you to slow down, wait for the traffic study and environmental study BEFORE making a decision about the concept plan and PUD amendment. Please do your due diligence with the developer and protect the best interest of our community.

Sincerely,

Sue Keil
1701 Amberley Ct. SE
616-822-7929

Lori Parmenter

From: Jon's <jjk.egrkings@sbcglobal.net>
Sent: Wednesday, February 19, 2025 7:42 AM
To: Public Input; Katie Favale
Subject: Gaslight Input V2

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

Dear Commissioners and Mayor,

I submitted a letter and package of images last evening to you all via e-mail. This morning I re-read the cover letter and discovered a few typos. I have corrected those that I found and would like to resubmit just the letter as indicated below.

Being a designer my strengths reside in attributes other than grammar! I apologize. Please feel free to contact me if you need any clarity or you would like to discuss further.

Thank You,

Jon

*Jon & Karen King
1139 San Jose Dr. SE
East Grand Rapids, MI 49506*

To: East Grand Rapids City Commissioners and Mayor

RE: Gaslight Redevelopment

Dear Commissioners and Mayor,

I was in attendance last night at the PAC for the town hall meeting. I could not muster the courage to approach the mic and thus I am opting to present my input via e-mail.

First a comment about the process. It is stated that community input is being sought out, yet the design evolution has really not progressed. The only exception I have seen is the slight movement of the drop off location on the northern end of the plan.

Knowing that it is early in the process, I have also found it very difficult to find any crucial visual representation of what it will look and feel like both within the development and/or looking at it from afar. I have to believe that Integrated Architecture has conceptual work generated that should be shared.

The images that I have found have been void of any real attention to detail. Even in the presentation last night those images were washed out almost to the point of being incomprehensible. In fact were it not for the newsletter that Commissioner Groff-Blaszak publishes, I would not have been able to find any clarity on the 3D rendering work.

In 2004, there were CAD drawing showing what it would look like from the lake. I don't think we are to early in the process to request those drawings even if only volumetric. Especially if they are thinking flat-top.

I also find it interesting that the image on the cover sheet of several (including last night's presentation) documents used for this project include a rendering of a much more residential concept. Almost as if Bagley, Lovett or Laurel continue right into to the property.

There are many good things that will come from a much needed development in Gaslight. However here are my concerns:

Precidence

If we allow the developers to build as the proposed height then what prevents others from doing the same. This was brought up last night by Mayor Nyal Deems. It was also an issue of contention in 2004 with the previous design proposal. As stated last night, what would prevent the adjacent properties from doing the same. In that case, we could have buildings pushing 100' where D&W currently is and where Rite-Aid used to be, and the residences along the lake. Even Rose's could be remodeled to higher elevations. Litigation and fighting for or defending, could cost the city in legal fees and hold up any further development.

Height

Last night I was a bit disappointed that members of the commission didn't really seem to be versed on what was approved in 2004 vs. what is being proposed now, or what the difference was between "mid-gable" vs. "flat top" and their impact on the height restrictions.

I have included pictures of local buildings with this package as a means to quickly and visually add clarity to what our sky line could look like. ***It should be noted that I could not find any 7 story buildings until I went to downtown Grand Rapids.***

I understand that the developer has to make money on this venture. But suspect it would still be profitable if we restrict the height to 3-5 stories.

Adjacent communities have succeed at that height. Ada, although there may have been some philanthropic elements involved, is a great example but no alone. Holland's 8th Street and Grand Haven are other great example.

Using the Blodgett campus as a point of reference is mute. It is to far away from Gaslight to be in play.

Shadow Cast

The proposed development in essence runs north-south. With the exception of the break in-between buildings, there will only be a short period mid-day when the main trough way experiences daylight. The rest of the day it will be cast in shadow from the two higher building flanking it. Renderings from the architect could easily represent what that might look like.

I don't believe this will foster the warm enjoyable environmental experience needed to elevate the encroachment that the structures will create.

Aesthetics and Visual Language

The PUD mandates a harmonious blend with the community and adjacent structures. The design discussed and represented in the limited imagery a much modern appearance than the rest of the community. In fact I think the design alluded to in 2004 was a much better fit. I believe a "modernized" vs. "modern" visual language would be more appropriate. Or perhaps a eclectic mix. Which raises the question of who is going to be the judge what successfully address the requirements in the PUD?

Brownfield

This development seems to be stretching the requirements of Public Act 90. And as a result we may not be gaining the tax revenue advantages we could be otherwise. I'm not confident that the city government is well versed in how to navigate this path. Or that the timing given so many of the unknowns, will allow proper implantation of it's intended purpose.

Traffic, Parking & Congestion

Last night there was a lot of dialogue about the north end of the property. And that the only safe place to have a exit/entry into the development was at the intersection of Shopping Center Drive and Greenwood. But what wasn't discussed was different ways to get there through the new development. The only option we have seen was a road that will feel more like an alley in between to uneventful structures. My concern here is that it will feel like you are sneaking behind D&W much like today. In the 2004 design there was options alluding to a "main street" bending through the space to connect Bagley with that intersection in a much more humane way.

I walk through Gaslight every morning. Rain or shine. Winter or summer. I suspect that if we were more diligent about keeping high school students from parking on the street, part of this issue would be addressed. I don't know why high school students in our community feel entitled to driving to school in a "walkable" village. I graduated in 78'. We rode bikes everywhere. Maybe a one hour lunch is not necessary.

It was stated last night that a portion of the residential units were allotted one parking spot. I don't honestly think that is realistic. If just two people live in one unit, that's not enough.

Sculptures and Art

When the sculpture that represented a sailboat plowing through a wave went up, many were appalled. Many nick-names for the work were used to describe it. Most of which I will not repeat in this document. These elements state as much about who we are as the density of greenery and use of materials in public spaces. This is also applicable to the well 24/7 music. Will there be a method of voting or a committee involved in choosing what those might be?

Thank You for your effort.

Jon King
616.745.5142

Bio

25 years in environment and furniture design at Steelcase.
15 years as design manager for The Stow Company in Holland Michigan.

Lori Parmenter

From: Claudia Liberatore <csliberatore@me.com>
Sent: Thursday, February 20, 2025 5:01 PM
To: Public Input
Subject: Gaslight-Investors

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

Hello Dear City Commissioner and Commission,

After attending the City Commission meeting on Monday February 17, 2025 virtually I would like to offer some comments.

My first impression after seeing the presentation was that the buildings are too high and too dense. I feel that in keeping with other architecture and the neighborliness of EGR the buildings should not be higher than two floors. I moved to EGR 42 years ago and chose this area for the schools, walkability and neighborliness. The high rise building belongs somewhere else but not in EGR. In addition I am extremely grateful that our beautiful library did not become a high rise occupancy. I feel our library is the diamond of EGR.

Did I see that there was only one entrance and exit to the property? This does not seem safe. I feel the area needs to be open and definitely not gated with several more accessibility entrances.

It seems that the commercial buildings in Gaslight Village have a fairly rapid turn over with some vacancy included. This has me wondering about the plan to add more commercial buildings in the planned small space.

It was good to hear that at least 10 % of the housing would be "affordable". However I was not clear as to how this term is defined.

There are many days that parking is a challenge in the Gaslight area so it will be very important that enough parking is included in this plan. One parking place per townhouse does not seem like enough.

It is my hope that this project is easily accessed and open to the public as well as in tune with our friendly and neighborly precedence.

In conclusion I would like to thank you for your careful and courageous service to our community.

Claudia S. Liberatore
1529 Groton RD SE
Grand Rapids, MI 49506

Lori Parmenter

From: Katie Favale
Sent: Tuesday, February 18, 2025 11:54 AM
To: Lori Parmenter
Subject: FW: NO to the scale of Gaslight transformation

Copied you on my response, but here is her original email in case that is easier to file away. 😊

From: Kimberley Mark <kmark2717@comcast.net>
Date: Tuesday, February 18, 2025 at 11:47 AM
To: Bradley Hunter <bhunter@eastgrmi.gov>, Ryan Burdick <rburdick@eastgrmi.gov>, Abbie Groff-Blaszak <agroff-blaszak@eastgrmi.gov>, Laura Schwartz <lschwartz@eastgrmi.gov>, Chris Wessely <cwessely@eastgrmi.gov>, Katie Favale <kfavale@eastgrmi.gov>
Subject: NO to the scale of Gaslight transformation

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

Commissioners/Mayor,

My husband and I are against the scale of the proposed development for Gaslight Village. We do not need or want a 7 story high rise in the middle of our quaint town. We are not Ada, and we do not need to destroy our skyline with such a hideous height of concrete. The plan includes zero green space, just concrete, metal and increased traffic, all adding to climate change for the worse. The hypocrisy of the city supporting and developing ways to recycle, clean up our water, maintain some green spaces, etc., on one hand and then approving this monstrous scale of pollution and environmental damage on the other hand is gross and fully displays your inconsistent values and concerns. It's all about greed. Do you really think the majority of the residents want a 7 story building? Referencing the meeting last night, it seemed to be 60% NO.

To be clear, we are not against the improvement or development of Gaslight, but believe the scale and amount of commercial space is too much. Further, the "affordable" housing is a joke, it will not be affordable or accessible to the vast majority of current EGR residents that would like to downsize, let alone any other individuals.

Why do our city officials always seem to ignore the majority of the residents concerns or wishes? (rhetorical) It makes writing these emails so defeating. Scheduling important meetings on school holidays is also defeating and makes your agenda look even more dubious.

How about a referendum?

Kimberley and Paul Mark
2760 Elmwood

Lori Parmenter

From: Amanda McIntyre <mandygord@hotmail.com>
Sent: Monday, February 17, 2025 5:04 PM
To: Public Input
Subject: Gaslight development

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To whom it may concern,

I'm all for a well thought out development but truly feel that anything above 3 (maybe 4) stories is out of place in East Grand Rapids (or any village like ours). These size building belong only in urban, downtown areas. Seems that we could get what we need in gaslight village without this scale. Please don't approve buildings this tall.

Thank you,
Mandy McIntyre

Get [Outlook for iOS](#)

Lori Parmenter

From: carolhome@netpenny.net
Sent: Monday, February 24, 2025 3:40 PM
To: Public Input
Subject: Proposed development of EGR plan

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To our mayor and commissioners of EGR:

I have many concerns regarding the proposed development plan for EGR: many concerns are related to safety but also to the viability of the community. Having resided in EGR for 68 plus years I have very strong feelings regarding the flavor and core values of our community. Allowing a 20 plus year old development plan to dictate over the safety and family values we hold dear is counter to our community culture.

Driving past the high school between 2:30 and 4 pm is already dangerous because of the amount of pedestrian and vehicular congestion. I AVOID this area completely at this time of day. Adding Bagley as a thoroughfare is very concerning for our students and shoppers alike. We already have a traffic problem. Adding issues with parking will increase the side street congestion. If a parking ramp is added, will there be a cost to park? Look at how many residents chose not to park in the previous ramp because of parking fees. I used to visit Eastown regularly but have found parking to be a problem in THEIR community. Additionally, paying for parking to visit a business is counter productive. Businesses are struggling to stay afloat in EGR. Adding parking issues for our business owners will further hamper bringing patrons into our community.

Tall buildings take away from the quaintness of our city. Decreasing the height of the proposed development will help to foster the small town feel versus a BIG CITY conglomerate. Why is a developer being empowered to change who we are as a community? Why should a 20 year old plan be allowed to exist without another vote? Developers did not uphold the original promise to our city and we should not be held hostage to such a plan. Please strongly consider having the development plan put to another vote without hollow promises from the developer!

Lastly, our handicapped citizens are NOT being accommodated with the current plan. Having larger sidewalks for pedestrians is one thing, adding other modes of transportation to the picture only endangers them! Parking will be an issue for our elderly and handicapped alike.

I implore you to examine the above concerns prior to making final plans for this development. Our citizens deserve to have more of a say in the final plans! I was unaware of the situation until I read about the meetings in the flyer in our water bill! What does that say about keeping your constituents informed? We heard more and received more information regarding races in EGR than the permanent changes to our city.

As a landlocked city, we have issues in the summer with traffic related to boaters and their trailers. Why hasn't this been addressed? What about this portion of the traffic study? Having a study in the spring does not provide an accurate picture of the number of cars and trailers coming into the community. How long did it take to get a 4 way stop sign at the intersection of Lakeside and Greenwood and D&W. Even this area continues to be of concern.

Where is our concern for the wildlife in our community? None of these plans address the impact on our birds, deer, water fowl etc. Please take these special gifts God has given us into consideration. They are impacted by all of the proposed changes too. This is a bad proposal for our small community!

Respectfully,

Carol Nicholas

2439 Oakwood Dr. SE

East Grand Rapids, MI 49506

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

February 17, 2025

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

Subject: Concerns Regarding the Updated Gaslight Investors Development Project

Dear Members of the City Commission,

I am writing to express my deep concerns regarding key aspects of the proposed Gaslight Investors development project, as updated in your February 17th meeting. While I appreciate the city's ongoing efforts to encourage growth and revitalization, I urge you to reconsider certain elements of this updated proposal to ensure that future development aligns with our community's long-term well-being and character.

Density

I respectfully request that the city collaborate with the developer to reduce the overall housing density of the project. A lower density would help alleviate potential traffic congestion, reduce strain on existing infrastructure, and preserve the unique character of our neighborhood. Sustainable growth should enhance—not overwhelm—our community, and I believe a more measured approach to density would achieve that balance.

Height

I also urge the commission to work with the developer to limit the maximum building height to no more than four stories. While I recognize that this is a reduction from the previously approved plans, a more moderate height would better integrate with the surrounding area, protect sightlines, and maintain the aesthetic and livability of our neighborhood. Thoughtful development does not necessitate excessive height, and a compromise in this regard would ensure that growth remains both responsible and harmonious with the existing community fabric.

I sincerely appreciate your time and consideration of these concerns. I am confident that, through collaboration and thoughtful planning, we can find a solution that supports economic growth while preserving the quality of life for current and future residents. I look forward to engaging in a productive dialogue about how best to move forward with the Gaslight Investors project in a way that reflects the best interests of our community.

Sincerely,

Robert T. Kimball

Lori Parmenter

From: William Ranger <williamranger1964@gmail.com>
Sent: Wednesday, February 19, 2025 7:02 AM
To: Public Input

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Limit building height to 3 stories

Sent from my iPhone

Lori Parmenter

From: Anne Risch <arischz@yahoo.com>
Sent: Saturday, February 22, 2025 11:40 AM
To: Public Input
Subject: New Development Project

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

To whom it may concern,

I think the development proposed for downtown Grand Rapids WAY too big, too high, and altogether way TOO MUCH for the space available.

With the large parking lot gone, parking is already a problem.

With 180 new housing units and not very many new parking places, This problem will become much worse.

I really enjoy having EGR be a walkable community. Having a grocery store so close is such a luxury — I'm afraid that the lot in front of D and W will become so full all the time no one will want to shop there and the store will close.

Please put the breaks on this—

Thank you,

Anne Risch

[Sent from Yahoo Mail for iPhone](#)

Lori Parmenter

From: Tim Roseboom <TRoseboom@ridetherapid.org>
Sent: Tuesday, February 18, 2025 3:09 PM
To: Public Input
Subject: Gaslight Investors Planned Unit Development

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

I am in favor of the proposed development and I'm preparing a ridership forecast for the site at 2255 Wealthy once fully built out. I wanted to request the traffic study. And I'd also like to request the number of housing units in each of the structures if it is not included in the traffic study. I'm using the Institute for Transportation Engineers (ITE) trip generation rates to calculate ridership and low-rise, high-rise, and townhouse all have different rates.

Our agency strongly supports infill development along existing transit lines, including this one. The transit mode share for the Traffic Analysis Zones that comprise the Gaslight Village District is about twice the mode share for the City of East Grand Rapids and the additional ridership and fare revenue that the development will generate is very beneficial to our system.

Feel free to contact me if you have any questions or concerns. I'm happy to share my findings with you once completed as well.

Tim Roseboom

Senior Planner

[The Rapid](#)

Follow us on [Twitter](#) & [Facebook](#)

P: 616.774.1159

Lori Parmenter

From: DAVID SMITH <egrsmith@comcast.net>
Sent: Tuesday, February 18, 2025 6:32 PM
To: Public Input
Subject: Two comments

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

1. Developer should provide rationale for 180+ residential units, for reduced parking, and increased height.

2. Economic Impact Analysis. Before any consideration of BRA, Developer (or City) should provide an economic analysis of the proposed project and a midpoint (say 135 Units). Before establishment of BRA, community should know the economic benefit or burden the project presents. This analysis should include the consequences of TIF (with an assumed eligible costs). Some people think there might be a reduction in school tax, but I'm not sure that is correct.

David Smith
3147 Bonnell Ave SE
EGR

Lori Parmenter

From: Steve Wonch <steve.wonch@gmail.com>
Sent: Tuesday, February 18, 2025 1:36 PM
To: Public Input
Subject: Gaslight Investors Plan

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

My wife & I attended the meeting last night. Great to have open discussion. We both strongly support the plan, knowing that there will likely be some tweaks in the future. Gaslight Investors are making a significant investment that will be a big positive for the community. It appears to be well thought out. Though some voices were concerned about the seven story building being too high, we are not.

Thank you.
Steve Wonch
2629 Elwood from 1983 to 2014
2706 Hall from 2014 to present

Sent from my iPad

Lori Parmenter

From: Jerry and Betsy Anderson <jerryandbetsy@yahoo.com>
Sent: Tuesday, March 4, 2025 11:34 PM
To: Katie Favale; Ryan Burdick; Kate Skaggs; Bradley Hunter; Chris Wessely; Laura Schwartz; Abbie Groff-Blaszak; Public Input
Subject: Feedback and thank you for listening on Monday

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

Commissioners and Mayor,

I attended and spoke at the open comments portion of the city commission meeting on Monday. I am grateful for the opportunity to be heard, and was pleasantly surprised that so many other caring EGR residents took the time to come and express their views also. It seems that our community as a whole is in favor of developing the area in question but clearly opposed to the magnitude of the PUD you are considering.

Some observations:

1. Despite the willingness of the commission to listen, I have not heard a single council member acknowledge that the current PUD submission far exceeds the scope of the one granted in 2004, and does not fit the requirement “*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.*” There is nothing within many miles that is harmonious with the character of this proposal. We (the majority of your constituents) need to hear you say that the 2004 proposal represents the upper limit of what you will consider.
2. Word of this PUD is just getting out to the community. Without a Cadence newspaper sharing information with us as in the past, and with way too many disjointed online sources, it takes a while for word to get around. If you vote to push this PUD further along without consulting and listening to your constituents, I believe there will be a very loud backlash. The perception is that billionaire developers have motivated the mayor and our city council to do their bidding without regard to the good of our village.
3. Aiding the perception of this proposal being a done-deal is that it is now included on every version of the Master Plan on the EGR website. <https://masterplanupdate.eastgrmi.gov/focus-areas/gaslight-village-concepts/> Why has our City Planner done this if this is a proposal open for discussion and pending approval?
4. I am new to the whole Brownfield development thing, so I have been educating myself. It is crystal clear that the intent of establishing Brownfield sites was to stimulate investment in blighted areas that could not otherwise attract profitable investment. I have read the definitions, and one might be able to twist the words enough to say this area fits the letter of the law, but it is laughable to think that it fits the spirit. This is one of the most desirable properties in the state. It has been neglected by its owners, but it is not blighted. Our tax revenues need not and should not be given to developers that are preparing to make tens of millions of dollars profit in the heart of one of the most expensive areas in Michigan.
5. I was particularly pleased to hear from some parents of schoolchildren in our community. The heart of this city will always be our children and doing what is best for them. I enjoyed seeing smiles on your faces when kids were mentioned. I urge you to keep them in mind when making any decisions.

Sincerely,

Lori Parmenter

From: Berger, Jillian <jberger@fhps.net>
Sent: Wednesday, March 5, 2025 7:33 PM
To: Public Input
Subject: Fwd: The impact of the new development proposal

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----- Forwarded message -----

From: Berger, Jillian <jberger@fhps.net>
Date: Wed, Mar 5, 2025 at 9:57 AM
Subject: The impact of the new development proposal
To: <rburdick@eastgrmi.gov>, <kskaggs@eastgrmi.gov>

To Whom It May Concern,

I wanted to email you today to convey mine and my neighbors' sentiments about the proposed development plan to Gaslight. We have lived on Greenwood for 28 years now and as you can imagine one of the loveliest things about our street is the close proximity to Gaslight. We are very aware and cautious about the changes the proposal will mean to our street.

Greenwood already has a traffic problem. Right now the quickest way to Wealthy from Robinson is to take Lovett or Greenwood. The traffic is heavy. We have delivery trucks and construction trucks all day long. Will this be relieved with the new streets being proposed for travel? Will delivery trucks take the new streets? How about hospital traffic? It seems that there have been traffic studies concerning visitors but what about delivery trucks? How are they to deliver supplies?

We know there is the talk of Ada and making positive changes like Ada has. However, even Ada doesn't have a seven story building. Ada has more room to spread out and more ease of congestion and they have been thoughtful about their build. They are not landlocked by a lake and three very close neighboring schools. They have been very deliberate of making sure the new builds fit the space and that their downtown isn't cramped. They have cared about keeping the charming aesthetic of their downtown, unlike the plans for East.

Ada also has the support and backing of Amway and the DeVos and Van Andel families. Who does East have to support the tenants and have the best interest of Gaslight? CWD didn't care about helping their tenants in Gaslight during the pandemic; there was no rent relief or efforts to work with the business owners to mitigate the financial strain during that time, I know this first hand. That is why the James Salon closed its doors in East and kept the one in Ada. I also know first hand that the Amway families have helped new start-up businesses in Ada. CWD only cares about collecting high rents of revolving door businesses, they don't care about the betterment of Gaslight. And so who else will support Gaslight like Amway does Ada?

There isn't a resident in East who doesn't want progress in the way of new builds in Gaslight. It has needed upgrades for a very long time. It is baffling as to why CWD didn't care to make repairs to the parking garage or upkeep the water fountain. And now they are to be trusted to keep Gaslight charming?

Please listen to the residents of East and find a middle ground between the huge ask of CWD and doing nothing. CWD wants to make money, East residents want to make Gaslight as lovely as it could be, a testament to our wonderful city, not a dangerous unaffordable eyesore. This is especially true of those of us living so close to Gaslight and who might be forced to live in the constant shadow of a seven story high rise.

I just wanted to add that I know it isn't CWD proposing the development. I know it is Gaslight Investors with Brian Devries and Scott Weirda, the W in CWD. I know Brian is or was with Jade Pig, an offshoot of CWD. I do find it interesting that the name of the company is Investors as I am suspect how invested either man is in Gaslight. Brian travels and has multiple homes. Also, if his design style for Gaslight is anything like that black box of a house he built on Reed's, that is in a prominent spot everyone sees, then I am truly worried about his design style for Gaslight. Brian as well, travels and spends little time in East.

Sincerely,
Jillian Berger
573 Greenwood Ave. SE
East Grand Rapids, MI 49506

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"When in doubt, go to the library." Hermione Granger

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"When in doubt, go to the library." Hermione Granger

Lori Parmenter

From: Julie Currier <juliecurrier@comcast.net>
Sent: Wednesday, March 5, 2025 1:59 PM
To: Public Input
Subject: Proposed Plan

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

I was born at Blodgett Hospital and grew up in East Grand Rapids, and still live here. I'm 68. I cherish our small town feel and sense of community. I think the proposed plan is too big in all ways. Please work to downscale the whole proposal. The traffic alone would be a nightmare.

Thank you for representing me,
Julie Currier
Sent from my iPhone

Lori Parmenter

From: Abbie Groff-Blaszak
Sent: Thursday, March 6, 2025 10:07 AM
To: Lori Parmenter
Subject: Fw: Gaslight development

FYI -



From: GAYLEN Demarest <dldemarest@sbcglobal.net>
Sent: Wednesday, March 5, 2025 12:28 PM
To: Abbie Groff-Blaszak <agroff-blaszak@eastgrmi.gov>
Subject: Gaslight development

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

Abbie, as long time EGR residents (50 years), we are opposed to the current development plans. Let's scale back— we agree that something needs to be done with the property, but these plans are way too large in scale. Three stories is plenty, some green space. If the current development goes through, parking will be even more of a nightmare! People will not come to Gaslight Village to shop and dine if there is nowhere to park. Please listen to your constituents!
Gaylen and Diane Demarest

Sent from my iPad

Lori Parmenter

From: Erica Dunten <ericadunten@gmail.com>
Sent: Tuesday, March 4, 2025 1:52 PM
To: Public Input
Subject: Thanks to All Who Attended, 3/3

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

A quick note to say thank you to all of you who attended, spoke and most of listened to the feedback of this community. We do truly appreciate the hard work that is being done on behalf of the residents. Keep up the great work!

Kind Regards,

Erica Dunten
(616) 308-2615
EricaDunten@gmail.com

Lori Parmenter

From: Denise Mondor-Gavern <denisegavern@gmail.com>
Sent: Sunday, March 2, 2025 7:07 PM
To: Lori Parmenter
Subject: City Project

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

I have lived here for all most 40 years. I am not interested in paying higher taxes. I'm not interested in more retail space when we have a hard time filling what we have with anything that makes our downtown interesting. I also feel confident that the city will do as they please. Just look at the monstrosity of a home they allowed down the street from Rose's. I agree we need a traffic study and shorter buildings. Also, do the additional parking spaces include parking for the new housing or are the new spaces on top of what is needed for the new housing?

Denise Mondor-Gavern

Lori Parmenter

From: Corie Kremers <coriekremers@gmail.com>
Sent: Wednesday, March 5, 2025 12:25 PM
To: Public Input
Subject: Development Concerns

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

Hello,

I am writing to express my concern regarding the proposed (re)development of Gaslight village. My husband and I moved to East for the community. A large development changing the landscape and traffic flow would change the walk ability of the community and safety for my children.

I would love to see the scale of the development be kept to a maximum of three stories with some green space included. This allows for more commerce opportunities while protecting the “small town” family feel of the community.

Thank you for listening to my concerns,
Corie Kremers

Lori Parmenter

From: Stephanie Phelps <phelpsstephanie@yahoo.com>
Sent: Thursday, March 6, 2025 3:22 PM
To: Public Input
Subject: Development in gaslight

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

Hello,

Just want to express my wholehearted support for the proposed development in gaslight. I have absolutely no objections and think it will be a great step in the right direction.

-Stephanie P. (current East resident with 3 kids attending the public schools)

Sent from my iPhone

Lori Parmenter

From: Katie Stein <katie@katiebaxterstein.com>
Sent: Thursday, March 6, 2025 1:05 PM
To: Public Input
Subject: Gaslight Redevelopment

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

Commissioners and City Officials,

I have tried to stay out of this since I was just in front of you myself! After again seeing not the people who support but only the dissent, I would like to support the development. This is space that should be developed, and from my understanding if they did not want to change anything, the prior approval still holds.

For those who say it will change East, let us remember where this started, an Amusement Park. This is not losing the character, if anything it is getting some back. The complaints about rent, businesses not surviving here, business begets business. Large retailers help the small survive. For my years growing up here there was a 7eleven and a department store.

I fully support developing this area. Most of what I hear in opposition is based on emotion and not fact. This is private land, people need to realize they don't get to choose what that space becomes. I would love to plan the facade, I would love to make it look like it has always been a little village, but I can't. I don't own it. Moving forward as what this vote is based on will allow more information for when the vote to approve occurs. Please vote to get to the next phase.

Katie Stein

m. 616.881.6229 o. 616.575.1800
katie@katiebaxterstein.com
Maisongroupproperties.com

IG: @maison_michigan



Lori Parmenter

From: brian tierney <26briantierney@gmail.com>
Sent: Friday, March 7, 2025 10:07 AM
To: Public Input
Subject: Gas Light Development - Finally !!!

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

I'm writing in support of the development project being proposed. We have seen the benefits of a smartly planned development like the one in Ada. This has brought opportunity to business owners and activity to the area. We desperately need to improve the stale atmosphere of Gaslight and increase options for people who want to dine and shop in their own community.

EGR needs this and most people in the community have been talking about its need for many, many years. We have a lovely city but we need to improve it and this will achieve the goal of delivering more to our community and those who will visit us.

BT

--

Brian Tierney
26briantierney@gmail.com



Lori Parmenter

From: Melissa Tungl <melissa@sevayoga.net>
Sent: Wednesday, March 5, 2025 11:10 AM
To: Public Input
Subject: Gaslight Village

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

Greetings

My name is Melissa Tungl, and I write to express my perspective on the proposed Gaslight development.

I want to be clear—I am not opposed to improving and developing our village. Thoughtful, community-focused development is important. However, I am strongly against this particular plan.

As both a former commercial tenant and a current resident, I have seen firsthand how this developer operates. In my experience, they have been poor stewards of our local business district, showing little care for the small businesses and community members that make East Grand Rapids what it is. Their track record suggests that this project will only serve their own financial interests, not the broader needs of our community.

At a time when economic inequality is growing and the gap between the ultra-wealthy and everyone else continues to widen, this project feels completely tone-deaf. Instead of addressing the real needs of our community, it prioritizes expensive commercial operations and luxury housing that will only further economic divisions. We should be investing in development that benefits everyone—not just those who can afford exclusivity.

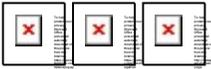
I urge you to listen to resident concern regarding the scale of this proposal, hold CWD and co to task on their track record with our small businesses, and choose a development approach that truly serves East Grand Rapids.

Thank you.

Melissa Tungl, E-RYT

Seva Yoga

melissa@sevayoga.net



Lori Parmenter

From: julie vanhoose <julievanhoose@yahoo.com>
Sent: Monday, March 3, 2025 5:47 PM
To: Public Input
Subject: Opinion

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

I believe in development, just not what is being proposed.

Limit all buildings to being no more than 3-stories high, along with adding no more than 3 to 4 more buildings on the eight acres. Ask the City Planner to provide an alternative plan instead of accepting this outdated 20 yr old plan. East Grand Rapids needs to provide the traffic study, not the developer as planned. NO VOTE should be taken until a traffic study has been completed.

Preserve the charm and character of Gaslight Village, make it more inviting not less by turning it into a high-rise "Downtown" district.

Developments should be positive to the community and provide amenities in the interest of the people, not the developers.

This development as planned will have a lasting negative impact on the traffic, safety, character, and pleasantness of this community. If the development goes forward as is, it will allow for more than one 7-story building. I am concerned about where my tax dollars will go or how my taxes could increase...it is cause for concern.

Thank you,
Concerned residents of EGR
Julie

Lori Parmenter

From: Eric Williams <erwillia@gmail.com>
Sent: Thursday, March 6, 2025 3:53 PM
To: Public Input
Subject: Fwd: Feedback on Gaslight Renovation
Attachments: GVC-A_sm.jpg

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

Unsure where the best place is to send this feedback, so forwarding it to this address as well.

----- Forwarded message -----

From: Eric Williams <erwillia@gmail.com>
Date: Mon, Mar 3, 2025 at 11:22 AM
Subject: Feedback on Gaslight Renovation
To: <masterplan@eastgrmi.gov>

Hello,

I have some questions to ask the developers regarding the design. My main concern is walkability of the plan. It seems like the road/parking between buildings C, D, E, and F has the potential to be very congested. It appears to attempt to function as conduit, parking and dropoff, and by trying to do lots of things at once, it will fail to do any of them very well. I am also concerned about pedestrian safety and disabled access if that middle avenue is car focused.

What are the developers thoughts of removing that drive and converting it into walkable area to serve those buildings rather than use it to create a somewhat congested surface parking space? This can also double as a venue dedicated to host community events. At the moment, all the gaslight events end up closing down the streets in gaslight and impedes business traffic. I think using that area as walkable space opens up gaslight for more visitation and attracts more people in. Making this area walkable and open also addresses safety and accessibility issues as well.

I have heard pushback from people unhappy that building D is going to be very tall and have the potential to create undesired shade on reeds lake park. I look forward to reading the results of any shade studies being undertaken, but I have an alternate suggestion to mitigate this issue. Would it be possible to build the parking garage in lot D, and move the tall building back to where the parking garage is proposed? I think there is less of a concern if the building is set back more. This would also dovetail with my previous suggestion of walkable space where the parking garage exits place patrons in the middle with easy walkable access to the middle section of the gaslight center, and making all the buildings highly visible.

If you could forward on these suggestions, or reply with feasibility of these suggestions it would be appreciated.

Cheers,
Eric Williams

Open letter to the City Commission and Planning Commission regarding the proposed development in Gaslight Village at the former Jacobson's site (the "Proposal")

This letter is addressed to the City Commission and Planning Commission as it appears to many of the citizens of the city that the Planning Commission failed to be comprehensive in its review of the revision to the city's master plan and the City Commission is engaged in a review effort that could cause the Proposal to be approved. We believe the actions of both commissions are misdirected and should be directed to have the Proposal reduced in scope to have it be in keeping with the character of the adjacent residential and commercial areas as they currently exist.

The concept plan for the Proposal seems to be an expansion and revision of a prior Jade Pig plan which has been before the city several times previously. Indeed, as the city considers the Proposal the city is now in its third decade of dealing with these same developers, or an offshoot of the same developers, and a successively revised plan which continually gets larger and more intense rather than being revised to be more in keeping with the character of the surrounding property.

The proposed plan's intensity is simple to comprehend. The developers want to make as much money as they can from this development, and they can do that only by building an intense, mixed-use development. This is not surprising as developers always try and find a way to build a project to make the most profit that they can make. Our objection is that the Planning Commission and City Commission are there to ensure that any plan that is approved, at any stage, is done so to complement the community as a whole. East Grand Rapids has no obligation to adjust its standards so that the developers can increase their profit.

We have been told that since the city gave some level of approval to the Jade Pig developers in 2004 that the City Commission has an obligation to approve the current plan before it. We believe that is simply not true. The developer group has changed to apparently include other individuals. In addition, the new proposed concept is considerably larger than it was in 2004 with the number of items changed such as three more buildings, taller buildings, approximately 80 additional residences, approximately four times as much commercial space, less parking space, considerably additional traffic, and a number of other features. All these changes together with the passage of more than two decades and changed conditions since any prior approval we believe terminates any argument that the prior approval is controlling. This project is so removed from the 2004 project that any review by the Planning Commission and City Commission deserves an entirely new analysis of whether it conforms to the character of the surrounding areas in East Grand Rapids.

This has not been done. A number of city commissioners have stated that they have to approve the current concept plan in some manner because of the 2004 action of the city. They state this as a matter of law. We believe that the prior approval carries no legal obligation. Various attorneys may have said it is relevant evidence of what may be built there. But they are correct only to the extent that the developers can show the prior plan and the Proposal are sufficiently similar that

the city cannot reasonably deny the Proposal. For the reasons stated above we believe that it is not possible to make that argument. We do not understand why the City Commission seems to be so attached to the 2004 plan.

Inevitably if the current development plan is denied the developers will sue the city. That is what developers always do when their plan is not approved. They then use the umbrella of litigation to allow them to try and negotiate their plan to be approved outside of public review. That is a classic and time worn strategy of developers and their legal counsel. That certainly has the potential to occur here. That does not mean that the city should simply surrender and approve the Proposal that is so different and overstated in its proposed development of Gaslight Village. We have called this an "intense" proposed development. The city's planner has agreed that it is an "intense" development. Cranes business magazine called it a "massive" development plan. The city's planner said it was a proposal to build a "downtown" for the East Grand Rapids. We do not believe that we need a massive redevelopment in an area that is already developed and is simply being redeveloped in a portion where the prior construction was torn down by Jade Pig. Further, we are not interested in a high rise downtown for Gaslight Village. The very name Gaslight Village carries a clear indication of the type of development and construction that should occur there.

The proposal to the city for a planned urban development ("PUD") requires the city to make a number of reviews of the proposed concept. One of those is that the "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." It also states that "the PUD shall not change the essential character of the surrounding area." It is not possible to look at the Proposal and state that the PUD meets those two requirements of the PUD ordinance. The ordinance also notes that the "PUD shall not be hazardous to the adjacent property... or... be detrimental to the property through the excessive production of traffic, noise...." The Fleis & VandenBrink study of the increase in motor vehicle traffic caused by the Proposal states three different numbers all of which are between 9,000 and 10,000 per day. The concept plan for the Proposal shows a totally inadequate flow for the 10,000 daily trips that will be added to Gaslight Village. This requirement of the PUD ordinance is clearly violated.

We believe that the two commissions have offered only a cursory review of the proposed PUD concept plan. Indeed, the review of the master plan by the Planning Commission only showed one concept plan for the master plan. That was the developer's plan. It is not clear why the Planning Commission only showed that singular concept plan. It seems to us that there are a number of different concepts showing a mixed-use development that could have had buildings three stories or less and a much better flow of traffic and reduced congestion from that of the Proposal. We believe this was an egregious error to not consider anything else. In contrast, the same master plan review by the Planning Commission showed four different concept plans for the D&W property, which certainly has the potential to be redeveloped in the near future. It is unclear why they had four plans for the D&W property and only one for the Jade Pig property.

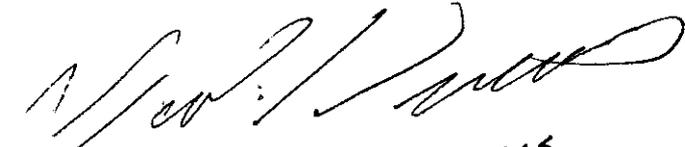
Finally, we believe that the two commissions have failed to consider three important points with regard to a review of the Proposal. The first is that the streets are shown to be private streets. It is unclear why the city would want the streets in its commercial area to be private and not controlled by the city. That concept is mind boggling for a commercial area. The city should control the new streets in any commercial area. The reason for showing them as private is so that developers can build streets that have a reduced set of criteria so that they have more room for their buildings. Even in a residential condominium development most municipalities require the streets to be built to the public road standards because it is very common for those roads to eventually become public roads. That should not be overlooked here.

The second issue involves the substrate under these proposed tall buildings. There is a high potential that the land there lacks sufficient density so that the buildings will require the driving of pilings to bedrock for a foundation to hold these tall, heavy buildings. That is a very loud and extensive process which shakes the ground for a considerable distance and regularly causes damage to all of the surrounding properties. The city has prior experience with this with the new building at Blodgett Hospital in the mid 60s. The lawsuits to try and settle all the damage to neighboring residences lasted for over a decade. Unless the city ensures that there is a substrate which will not require this process then it is simply submitting all the neighbors of this redevelopment property, for multiple blocks around, with damage that is likely to occur. We were unable to find any indication of any such study at this site.

Finally, if the city allows these tall buildings on this site, it has already settled a lawsuit which has told them that the Lakewood Hills Apartments should be expected to be torn down and buildings of a similar height demanded for the Lakewood Hills property. Further, if the Proposal's tall buildings are allowed there is every reason to expect that similar tall buildings will be demanded for the D&W property when it is rebuilt. The city's planner has already indicated the need for the Planning Commission to plan for a D&W redevelopment in the not too distant future. Inevitably the party that owns the D&W property at the time of rebuilding will demand tall buildings to match its adjacent property, that being the Jade Pig property. In other words, if you grant the tall, vertical buildings for up to seven stories in the Proposal you should be prepared to have those same type of tall buildings cover all three of these properties when the whole redevelopment process is completed. We have not heard anyone suggest that this is desired. The Commissions cannot simply review this Proposal with blinders on so that they don't look to any of the neighboring properties to anticipate what the development of the Proposal may cause if it is not in keeping with the character now existing in and around Gaslight Village.

We believe the proposed project should be reduced to buildings three stories or less, the traffic significantly reduced to match the level of traffic now in Gaslight Village, the streets should be public, a substrate study should exist, a parking plan should exist, the number of residences should be reduced to the 2004 number or lower, and the city should initiate a study of how it is going to adjust the streets to handle the increased traffic, particularly in the area on the north side of any project built at this site.

Concerned Citizens of East Grand Rapids.


NYAL D. DERMS

Lori Parmenter

From: Jerry and Betsy Anderson <jerryandbetsy@yahoo.com>
Sent: Monday, March 10, 2025 11:04 AM
To: Public Input; Jerry and Betsy Anderson; nddeems@varnumlaw.com
Subject: Letter from Nyal Deems
Attachments: image.pdf

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

Trying again.

Dear Mayor and Commissioners,

The attached signed letter is from Nyal Deems.

He wants it entered into the public record and to receive an email confirmation. Please send one to us,too.

Thank you.

Betsy and Jerry Anderson

435 Edgemere Dr, Grand Rapids, MI 49506

Lori Parmenter

From: David DaPrato <davedaprato@yahoo.com>
Sent: Tuesday, March 11, 2025 1:53 PM
To: Public Input
Subject: Re: Gaslight project feedback, questions

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Thanks! Oh, and I thought of something else, I think some sort of greenhouse space would be nice. If space were dedicated to a greenhouse like at the downtown market, residents could rent space to grow vegetables. Or, the school could maybe use some space to teach students how to grow vegetables and fruit.

[Sent from Yahoo Mail for iPhone](#)

On Monday, March 10, 2025, 9:32 AM, Public Input <input@eastgr.org> wrote:

Thank you for sharing your thoughts. This will be shared with the Mayor and City Commissioners.

Lori Parmenter, MiPMC, SHRM-CP
City Clerk/HR/FOIA Coordinator
City of East Grand Rapids
616.949.2110

-----Original Message-----

From: davedaprato@yahoo.com <davedaprato@yahoo.com>
Sent: Sunday, March 9, 2025 6:02 PM
To: Public Input <input@eastgr.org>
Subject: Gaslight project feedback, questions

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

Hi.

I wanted to understand some things about the proposed Gaslight redevelopment. I was able to attend one city meeting where poster boards gave rough picture of what the redevelopment would look like. Though the last two months I have been out of state working, and so I haven't been able to be in attendance for any other meetings. I'm wondering, and maybe I have missed this in some of the literature online, but I have not seen any plan for much communal space in Gaslight. In my opinion, adding commercial space and residential space is only 2/3 of improving the draw to downtown, but not having communal space seems like a huge missed opportunity. Some examples I'm thinking of

include a mini amphitheater, a large fire pit with bench seating, a space for food trucks or mobile businesses that can be used in various events to draw individuals to our downtown. Offering space where these entities can utilize set a precedent for new community engagement opportunities and events in the future. A couple events that come to mind that are great year to year, but need ample and efficient space are the arts and crafts fair in the summer, and the taste of East in August. East community events will draw more individuals from surrounding neighborhoods which will in turn attract even further attention to the stores and public space opportunity that Gaslight offers. When I think of municipalities that have done well with their updates, I think of Holland, for example. I attended Hope College from 2001 to 2005, so I am familiar with what Holland has been. They added a large fire pit with seating, and updated a lot of the sidewalk features to help pull everything together in an inviting way. Perhaps most importantly it's clear they didn't invest millions and millions of dollars, but they were efficient with the money that they did use and made Spaces much more cohesive without spending a lot of money. I would urge the city to have very purposeful design, layout, and intention when approving the final plan for the downtown Village and make sure we have adequate communal space. Thank you!

David DaPrato, DPT, ITCA
Doctor of Physical Therapy, Professional Triathlon Coach
616-560-5821

Lori Parmenter

From: Gail Hollen <gfhollen@outlook.com>
Sent: Monday, March 10, 2025 1:44 PM
To: Public Input
Subject: 7 story building

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

I understand we need to develop the property that has been sitting for many years and a small condo building that fits into the community with green space is what most EGR residents supported.

A 7 story building is ridiculous and will only benefit the developer to get as many units as possible. Not saying that's bad but it should be a win win with our community needs put first. People come to live in East for the schools and small lakeside feel where the kids can live and play in our community without high traffic, and housing so dense it totally changes the look, feel and culture of a lakeside community.

Visitors come to relax and enjoy our walkable areas, small businesses and hometown feel.

Gail Hollen
Sent from my iPhone

Lori Parmenter

From: Bonnie J <bonnie.joustra@gmail.com>
Sent: Monday, March 10, 2025 6:44 PM
To: Public Input
Subject: Gaslight Village Redevelopment Plans

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

Dear East Grand Rapids Planning Officials,

I own a condo at Lakeshore Club since 2003.

The traffic and noise during the day along Lakeside Drive SE has consistently increased over the years enough to make me concerned that adding 180 units with approximately 500 new residents plus their family and friends coming to visit will make noise, traffic and street crossing safety worse.

I was not opposed to the Jade Pig original plan years ago and voted yes on the proposal. I am opposed to the current project as it seems it will detract more than it enhances living in the area.

Less units and less people would be my preference.

I do hope that you all listen to the community feedback and adjust the plans to keep Gaslight Village from becoming less desirable in the future.

Sincerely,

--

Bonnie Joustra
2311 Wealthy Street, SE #26
East Grand Rapids, MI 49506

616.862.5762

Lori Parmenter

From: Katie Favale
Sent: Saturday, March 8, 2025 10:51 AM
To: Lori Parmenter
Subject: FW: Gaslight overdevelopment project

From: John Levings <johnlevings12@gmail.com>
Date: Wednesday, March 5, 2025 at 1:19 PM
To: Katie Favale <kfavale@eastgrmi.gov>
Subject: Gaslight overdevelopment project

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

Honorable Mayor Favale, Your background in Residential real estate sales may give you some valuable perspective on the proposed project. The property owner/ applicant is attempting to qualify for 'Brownfield' designation. Gaslight Village should not qualify as a Brownfield, but the application process is early in the process. The fact the property owner is attempting to avoid property taxes should cause concern of the property owner's financial condition. The City should require the property owner/ developer to post a Performance/ Surety Bond w/ the City to protect community in case of financial difficulties. The proposed development is a complex & will be constructed in phases, increasing its risk to all involved. Thank you, N. Levings 864 Bellclaire Ave. SE, EGR

Lori Parmenter

From: Katie Favale
Sent: Saturday, March 8, 2025 10:47 AM
To: Rosanne Mack; Ryan Burdick; Kate Skaggs; Bradley Hunter; Laura Schwartz; Abbie Groff-Blaszak; Chris Wessely; Lori Parmenter
Subject: Re: proposed development in EGR

Dear Ms. Mack,

Thank you so much for your email and for sharing your thoughtful comments. I am forwarding your email to our city clerk, Lori Parmenter, so your email is also on file with the city.

Thank you again for reaching out; we truly appreciate hearing from you.

Warm regards,
Katie

Katie Favale
Mayor of East Grand Rapids
616.949.2110 x887

From: Rosanne Mack <remack506@comcast.net>
Date: Saturday, March 8, 2025 at 7:10 AM
To: Katie Favale <kfavale@eastgrmi.gov>, Ryan Burdick <rburdick@eastgrmi.gov>, Kate Skaggs <kskaggs@eastgrmi.gov>, Bradley Hunter <bhunter@eastgrmi.gov>, Laura Schwartz <lschwartz@eastgrmi.gov>, Abbie Groff-Blaszak <agroff-blaszak@eastgrmi.gov>, Chris Wessely <cwessely@eastgrmi.gov>
Subject: proposed development in EGR

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

To the mayor and commissioners of East Grand Rapids:
My husband and I have lived in East Grand Rapids since 1999. On top of that, I grew up in East Grand Rapids and lived here until I went away to college. I moved to Chicago, got married, and eventually knew that I wanted to return to East Grand Rapids to raise a family. I loved the community then, and I still love it now. We raised our 3 kids here and are now empty nesters, and presently have no intentions of leaving.

I have been following the proposed development and attended the meeting at the PAC in February. I am fully in favor of expanding the offerings in Gaslight Village. We so desperately need more restaurants that would appeal to a wide variety of appetites. We love to walk up to Gaslight for dinner, but currently the selections are very limited. It would be so wonderful to meet friends at an EGR restaurant/pub.

I also would be in favor of more shops and more housing. HOWEVER, the proposed development is just too big and too much. Seven stories is just too tall. Even five stories seems too tall. And if this development goes through, it opens the door for any future developments. Saying yes to this means you will be saying yes to future proposals.

I want to emphasize that I am not anti development. But please consider scaling this back and scaling this down.

Thank you.

Rosanne Mack
2025 Argentina Dr. SE

Lori Parmenter

From: Katie Favale
Sent: Saturday, March 8, 2025 10:50 AM
To: Seema Mahdavi; lschartz@eastgrmi.gov; Abbie Groff-Blaszak; Lori Parmenter
Subject: Re: Concerned Resident

Dear Ms. Mahdavi,

Thank you so much for your email and for sharing your thoughtful comments. I am forwarding your email to our city clerk, Lori Parmenter, so your email is also on file with the city.

Thank you again for reaching out; we truly appreciate hearing from you.

Warm regards,
Katie

Katie Favale
Mayor of East Grand Rapids
616.949.2110 x887

From: Seema Mahdavi <mahdavi.seema@gmail.com>
Date: Thursday, March 6, 2025 at 10:52 PM
To: Katie Favale <kfavale@eastgrmi.gov>, lschartz@eastgrmi.gov <lschartz@eastgrmi.gov>, Abbie Groff-Blaszak <agroff-blaszak@eastgrmi.gov>
Subject: Concerned Resident

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

Hello!

My name is Seema Mahdavi. I have been a resident of EGR since 2020. I am a native of East Lansing, and my whole world resides in Michigan! I am married to my high school best friend, Thomas, and we have two amazing children, Layla, age 4, and Bill, age 2. I am a pediatric neuropsychologist, and have dedicated my career to caring for the health of children and adolescents.

Now that you know more about me, I want to say I am very grateful for your work managing and promoting the daily operations, growth, and well-being of our community. I am concerned about the scope of the proposed Gaslight Village development plan.

In short, my concerns are regarding traffic flow and parking, and number of residential units. Simply, I don't want that level of increased traffic near my children's school.

My solution is scale back the size. Keep all buildings to 3-stories maximum. I understand the desire to plan for the future, build to grow, and develop for financial gain. However, this is not the only goal our community has. We can have measured growth. We can increase business. We can diversify our community. Let's do this in a way that

maintains the focus on protecting a nature-focused, welcoming community for our children. Let's prioritize their safety. I am a lover of the great cities of the world: EGR does not need to compete with those metropolises.

Thank you for reading my input. I hope it leads to common ground.

Seema Mahdavi, PhD
Resident, EGR
517-282-9810

Lori Parmenter

From: Diane Maher <dmaher@dpfox.com>
Sent: Sunday, March 9, 2025 9:27 AM
To: Public Input
Subject: Gaslight Development

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

Hi City Commission,

I wanted to express my support for the new gaslight project. I have lived in EGR for 25 years at a variety of addresses - 3132 Northshire, 2929 Bonnell, 2020 Robinson and now 2115 Lake Drive. The development site has been an eyesore so many years and it is exciting to see it now on the verge of being developed into a beautiful commercial and residential space for the community. I moved to 2115 Lake in order to have a walkable location to enjoy Gaslight by foot. This would enhance my living experience and create a more vibrant downtown community feel, exactly what I was looking for! I like that the tax base will be enhanced for the community and more residents will be able to enjoy our great schools and walkable, safe community. I understand that some like to have it stay as it is but that is not how a progressive community thrives. You will all figure out the issues that can come with expansion so we should not fear it. We should embrace it and tackle anything that appears as it comes.

My kids all grew up here and this place is my home. They are now on their own and this development could provide a path to stay in EGR as families look to downsize but still stay here with all their friends they have made over the years.

I whole heartedly encourage the approval of this development and cannot wait to see how this will enhance the community for the better.

Diane Maher
2115 Lake Drive.

From: Nancy Minard <nancy.minard@gmail.com>

Date: Friday, March 7, 2025 at 8:40 AM

To: Katie Favale <kfavale@eastgrmi.gov>, Nancy Minard <nancy.minard@gmail.com>

Subject: Building ideas

I did a quick sketch of how green space and a new high rise could come together for a lovely area for our city. The green space adds to the value of owning much like Central Park does. I have lived here since 1978.



Lori Parmenter

From: Amy Pugh <amyepugh@gmail.com>
Sent: Monday, March 10, 2025 7:52 AM
To: Public Input
Subject: Concerned Resident

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

Dear Commissioner,

I'd like to express my concern as a resident of East Grand Rapids. I, like many, are excited about the rejuvenation of Gaslight Village. That said, I have specific concerns about the residential building that is being proposed. Having a high-rise building and or a 150+ unit complex will significantly change the entire feel of east Grand Rapids. Our once quaint, idyllic Village will turn into a place with too many cars and not enough views of the lake. I worry about our city's ability to manage the influx of people and traffic. A low-rise complex, like that already near Collin's Park, would be best as it provides more access to EGR housing without disrupting what makes Gaslight so special.

Please take time to consider these concerns, as well as the many concerns from other resident.

Thank you,
Amy Pugh

Sent from my iPhone

Lori Parmenter

From: Dan Rogers <danielm.rogers@gmail.com>
Sent: Monday, March 10, 2025 12:02 PM
To: Public Input
Subject: Opposition to Proposed Development in EGR

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

Dear Commissioners,

I am strongly opposed to the proposed high-density development in EGR. Adding 180 residential units will bring 500+ new residents, increased traffic, noise, and safety concerns—fundamentally changing the peaceful, family-friendly nature of our community.

This development offers little benefit to existing residents while likely shifting the tax burden onto homeowners and straining local resources like schools, utilities, and public safety. While concerns about a tax burden have been raised, there is currently no publicly available information on whether developers will receive tax incentives or abatements that could shift costs to residents. Transparency on this issue is critical, and I urge city officials to provide clarity on any financial arrangements related to this project.

Additionally, the proposed buildings—some nearly 100 feet tall—will disrupt EGR’s charm and character. I urge you to reconsider this project and prioritize development that truly serves the long-term interests of our residents.

Thank you for your time.

Dan Rogers

EGR Resident

Lori Parmenter

From: Lisa Royce <lisa.royce@yahoo.com>
Sent: Monday, March 10, 2025 7:46 AM
To: Public Input
Subject: Gaslight

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

> Hello, as a resident of Gaslight for 12 years, I am very concerned after reviewing the proposal for development. There are already vacant buildings and adding considerably more retail will create more traffic.

>

> Additionally, our family is very concerned about high density apartments or condos. This will bring a lot more volume of people and cars and visitors.

>

> This community is special because of the way we can all access the neighborhood and Gaslight Village on foot and on bikes. Once there is more traffic and more people coming through, this will be lost. I would fear for my child's safety if the proposed development were to go through.

>

> I don't want to see our community lose what makes it so wonderful.

>

> Lisa

> Sent from my iPhone

Lori Parmenter

From: Kristine Simpson <kcsimpson5@gmail.com>
Sent: Monday, March 10, 2025 8:43 PM
To: Public Input
Subject: Gaslight Development Project Needs to Change!!

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

Dear East Grand Rapids City Commissioners,

My family moved to EGR just 2.5 years ago after being drawn to the general atmosphere and small town feeling, SAFE walkability, and outstanding school ratings. Putting a high density development with 180 residential units in the middle of a low density area has the potential to negatively impact all of these attributes.

With an influx of 500+ new residents in one area many of whom will likely be children, class sizes will get larger, the quality of education will go down, walkability will become less safe, and noise, air and light pollution will increase... When all of this happens, the value of current properties throughout EGR will plummet and the city will also take a hit when it cannot charge as much for taxes.

Help me understand: How does anyone in EGR benefit from this going forward as planned?

I do not support this development. I am all for revitalizing Gaslight Village, but the current plans need to be seriously scaled down and rethought.

Have you looked at average growth year over year versus what you are proposing with the new development, and is the city prepared to handle this surge of population?

As of the 2020 census, EGR had a population of 11,389 and per WorldPopulationReview.com EGR increased by 0.43% from 2020 to 2024; an average annual population growth of just 12 people. The current development aims to increase the population by 500+ in potentially 1 - 2 years!

I am against this development as it is currently planned; please rethink this project!!

Sincerely,

Kristine Simpson
1758 Asbury Rd SE
EGR, MI 49506

Lori Parmenter

From: Jake Simpson <jakews44@gmail.com>
Sent: Monday, March 10, 2025 8:43 PM
To: Public Input
Subject: Gaslight Development Project Needs to Scale Down

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

Dear East Grand Rapids City Commissioners,

My family moved to EGR just 2.5 years ago after being drawn to the general atmosphere and small town feeling, SAFE walkability, and outstanding school ratings. Putting a high density development with 180 residential units in the middle of a low density area has the potential to negatively impact all of these attributes.

With an influx of 500+ new residents in one area many of whom will likely be children, class sizes will get larger, the quality of education will go down, walkability will become less safe, and noise, air and light pollution will increase... When all of this happens, the value of current properties throughout EGR will plummet and the city will also take a hit when it cannot charge as much for taxes.

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Have you looked at average growth year over year versus what you are proposing with the new development, and is the city prepared to handle this surge of population?

As of the 2020 census, EGR had a population of 11,389 and per WorldPopulationReview.com EGR increased by 0.43% from 2020 to 2024; an average annual population growth of just 12 people. The current development aims to increase the population by 500+ in potentially 1 - 2 years!

I am against this development as it is currently planned; please rethink this project!!

Sincerely,

Jake Simpson
1758 Asbury Rd SE
East Grand Rapids, MI 49506

Lori Parmenter

From: Sean Sperling <seancsperling@gmail.com>
Sent: Monday, March 10, 2025 4:08 PM
To: Public Input; Chris Wessely
Subject: Fwd: For inclusion in next City Commission meeting agenda/minutes

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Resending to correct Commissioner Wesely's email address and fix typo.

----- Forwarded message -----

From: Sean Sperling <seancsperling@gmail.com>
Date: Mon, Mar 10, 2025 at 4:05 PM
Subject: For inclusion in next City Commission meeting agenda/minutes
To: <input@eastgr.org>, Lori Parmenter <lparmenter@eastgrmi.gov>
Cc: <kskaggs@eastgrmi.gov>, <lschwartz@eastgrmi.gov>, <cwessly@eastgrmi.gov>, <bhunter@eastgrmi.gov>, <Rburdick@eastgrmi.gov>, <agroff-blaszak@eastgrmi.gov>, Katie Favale <kfavale@eastgrmi.gov>

Good afternoon,

It is my understanding that this will not be included in the meeting notes until 3/17, so I have copied the Mayor and Commissioners in case you should choose to review and consider ahead of that time.

I am writing to request greater transparency regarding the Gaslight Investors PUD amendment currently under consideration. As a resident, I believe that the following documents relevant to this amendment should be made readily available to the public without the need for a Freedom of Information Act (FOIA) request:

- 2005 Planned Unit Development Agreement.
- Phase I Final Site Plan of 2005 Planned Unit Development Agreement.
- Phase II Final Site Plan of 2005 Planned Unit Development Agreement - *or confirmation that developer never received Phase II Final Site Plan Approval.*
- Zoning Ordinance in effect at time of the 2005 Planned Unit Development Agreement.
- 2008 Amendment to the 2005 Planned Unit Development Agreement.
- Phase II Final Site Plan for Amendment to 2005 Planned Unit Development Agreement - *or confirmation that developer never received Phase II Final Site Plan Approval.*
- Zoning Ordinance in effect at time of any 2008 Amendment to the 2005 Planned Unit Development Agreement.
- Any documentation underlying the existing request by the developer for 2024 requested Amendment.

Providing these documents proactively would not only demonstrate good faith but also significantly enhance transparency and inform the electorate. The cost and effort associated with FOIA requests can be burdensome for residents, and making these documents easily accessible on the city's website would be a positive step towards fostering trust and engagement within our community.

Additionally, the relevant questions that I am requesting are answered ahead of taking a vote on the proposed amendment:

1. Did the 2005 Planned Unit Development Agreement, per Section 2.5 entitled "Phasing", permit the developer to construct the PUD in two phases - Phase I being the Wealthy St. aspect, and Phase II being the property subject to the current Amendment requested by the developer?
2. Did the 2005 Planned Unit Development Agreement expire or become void, pursuant to Section 5.140-A of the 2004 Zoning Ordinance, entitled "PUD Expiration", due to lack of commencement of Phase II by the developer under the 2004 Zoning Ordinance?
3. *If the answer to question #2 is no, please explain why.*
4. Section 5.1 of the 2005 Planned Unit Development Agreement, entitled "Completion of Improvements", contains neither a completion deadline nor expiration for the improvements, as such it is silent on the issue - doesn't Section 5.140-A of the existing ordinance at that time, entitled "Expiration of PUD", which specifically provides a deadline apply?
5. *If the answer to question #4 is no, please explain why.*
6. The 2005 Planned Unit Development Agreement, specifically Section 2.4 entitled "Conflict", purports to resolve any future conflict between the terms of that Agreement and any future provision of the City Zoning Ordinance, or any other City Ordinance, Resolution, or Regulation, in favor of the Agreement. Is this even enforceable? Can a City contract away or surrender its current or future zoning authority given it is a legislative function? Isn't the term void as it is against public policy.
7. Does the 2005 Planned Unit Development Agreement, per Section 3.1 entitled "Establishment" state that "...[c]ondominiums constructed on the property shall contain no more than 107 residential units...?"
8. Does the 2008 Amendment to the 2005 Planned Unit Development Agreement specifically increase the number of residential units permitted? If yes, to what limit?
9. What is the "total floor area" approved for Phase II of the 2005 Planned Unit Development Agreement?
10. Was the "total floor area" of Phase II expanded as part of the 2008 Amendment? If yes, what is the approved 2008 "total floor area" of the Phase II final site plan?
11. Does the 2024 Amendment request expand the "total floor area" of the approved 2008 Phase II by greater than 5%? Please provide specific data to support your answer.
12. *If the answer to Question #11 is yes, then doesn't Article 6 of the 2005 Planned Unit Development Agreement apply, specifically the requested expansion being defined as a "Major Change" under Section 6.3(A), because it is greater than 5%?*
13. If Section 6.1 of the 2005 Planned Unit Development Agreement entitled "Major Change" does not specifically define or layout a specific process for "City Commission approval" of a "Major Change", doesn't the City Commission need to look to the zoning laws in effect either in 2004, 2008, or currently, to determine the approval process?

Thank you for your attention to this matter.

Sincerely,
Sean Sperling, 1779 Whitfield Rd SE

Lori Parmenter

From: Katie Favale
Sent: Saturday, March 8, 2025 10:51 AM
To: Lori Parmenter
Subject: FW: Gaslight Development

From: Mark Tomasik <marktomasik1@gmail.com>
Date: Wednesday, March 5, 2025 at 4:31 PM
To: Abbie Groff-Blaszak <agroff-blaszak@eastgrmi.gov>, Katie Favale <kfavale@eastgrmi.gov>, Ryan Burdick <rburdick@eastgrmi.gov>, Kate Skaggs <kskaggs@eastgrmi.gov>, Bradley Hunter <bhunter@eastgrmi.gov>, lschwartz@eastgrmi.gov <lschwartz@eastgrmi.gov>
Subject: Gaslight Development

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Hello,

My name is Mark Tomasik, and I live at 939 Lakeside Dr SE with my wife, Kelly, a teacher at Wealthy Elementary, and our two children, ages 11 and 9, who both attend Lakeside Elementary.

I understand that you are likely receiving a flood of correspondence from a vocal minority opposing the proposed development in Gaslight. However, I want to assure you that for every voice of opposition, there are many more in support.

Change is not easy, but it is necessary. Every time a community like East Grand Rapids considers development, there are those who resist it simply because they fear change. They want Gaslight to remain exactly as it has been for decades.

But the reality is that Gaslight is stagnant and in desperate need of revitalization. This project is well thought out, forward-thinking, and long overdue. It will breathe new life into our community, enhancing its vibrancy and ensuring its future prosperity.

I strongly support this development, and I know many others do as well. I encourage you to move forward with this much-needed improvement for the betterment of our entire community.

Thank you for your time and consideration.

Best regards,

Mark Tomasik

939 Lakeside Dr SE

248-730-0776

Lori Parmenter

From: Jerry and Betsy Anderson <jerryandbetsy@yahoo.com>
Sent: Tuesday, March 18, 2025 11:55 AM
To: Katie Favale; Ryan Burdick; Kate Skaggs; Bradley Hunter; Chris Wessely; Laura Schwartz; Abbie Groff-Blaszak; Public Input
Subject: MFR Density and the Gaslight PUD
Attachments: PUD visual MFR density.pdf

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

Hi, this is Jerry Anderson (again). Thank you for allowing me the opportunity to speak at yesterday's City Council meeting.

If you recall, I presented what I believe to be a significant calculation flaw that has allowed us to consider a proposal that currently features 180 Multi Family Residence units. It would appear by the city's own characterization of the property that we have been using an inaccurate value for the acreage of the property designated for MFR. If we are to follow our own statutes we should be allowing no more than 72 units in the current proposal.

I have attached a pdf copy of the pages I showed last night. It would be great if one or more of you would give it another look. I really would appreciate a reply as whether my point is valid, and if not, why not. Perhaps Commissioner Schwartz, as liaison to the planning commission, could weigh in.

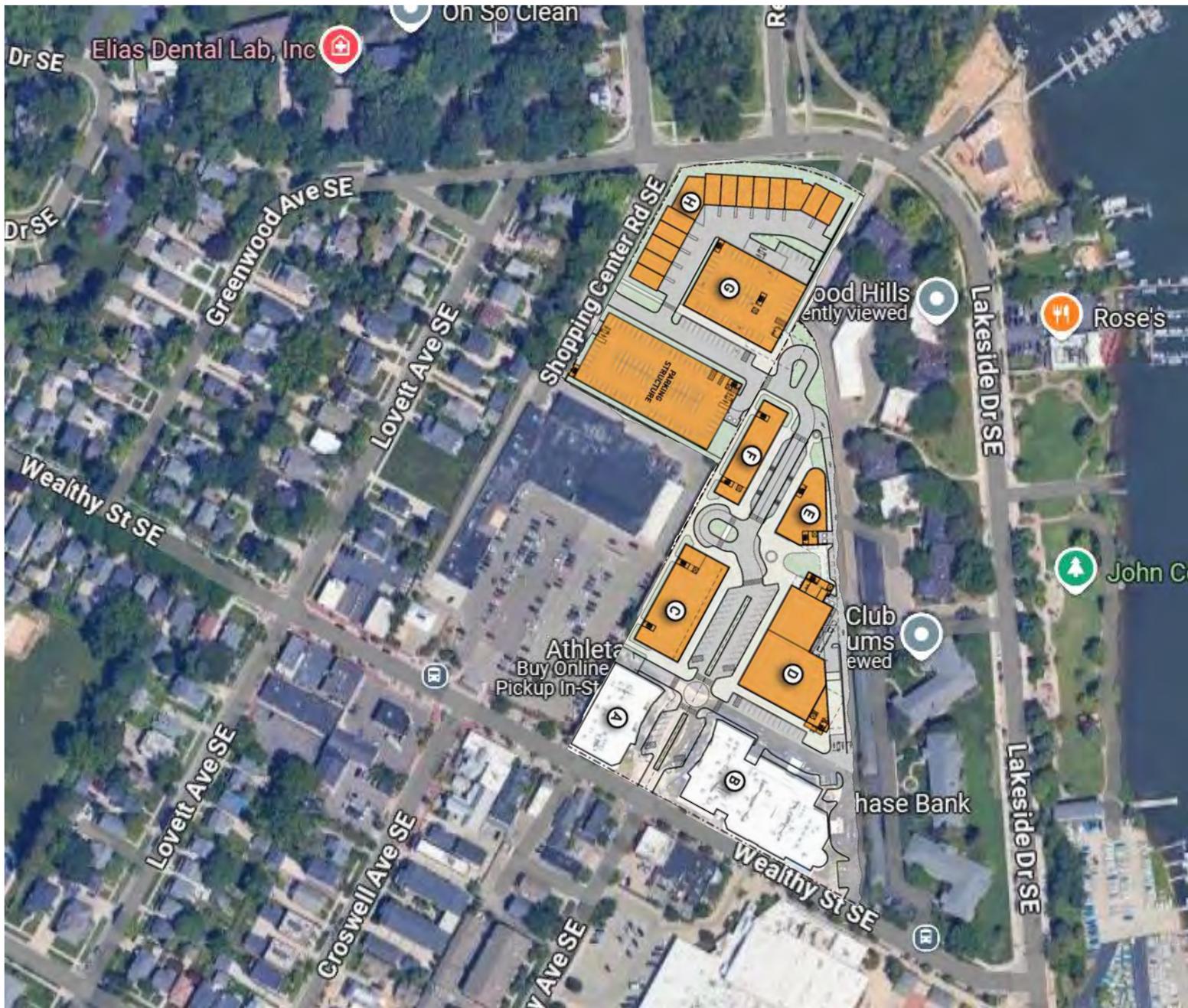
The pdf version should be easier to share or enter into records than the hard copy I left last night.

Thank you for the time, effort, and concern you are dedicating to East Grand Rapids, it is truly appreciated.

Jerry Anderson



Google Maps View



Google Maps View

PUD AMENDMENT KEY PLAN

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

MEMORANDUM

TO: East Grand Rapids Planning Commission
FROM: Jay Gianotti, Zoning Administrator
DATE: June 6, 2024

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

Action Requested:

That the Planning Commission review and provide feedback on a revised Gaslight Investors PUD concept plan at 2255 Wealthy St. SE and 515 Lakeside Dr. SE.

Page 3

- The number of residential units in this proposed plan would be 180 units. The overall residential density would be 21.2 units per acre, which is comparable to **the maximum allowed density in the MFR District for new construction (20.7 units per acre)**. By comparison, if zoned MFR, the maximum number of dwelling units that could be provided is approximately 178. This difference appears negligible and is in alignment with the current MFR District standards.



Google Maps View

PROPOSED PUD AMENDMENT (5.3.2024)

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

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

Based on 8.5 acres, the total original development



Google Maps View

Green area

~3.5 acres
Includes all residential spaces.

3.5 acres x 20.7 units per acre =
72 units maximum allowed.

Actual proposed MFR density =
180 units / 3.5 acres = 51.4 units per
acre.

Key Question

*Should the Chase Bank, retail space,
and a parking structure be counted
as acreage for Multi-Family
Residences? Per the page above,
they are all designated as C-1
Commercial property.*

Lori Parmenter

From: Bradley Hunter
Sent: Saturday, March 22, 2025 10:46 AM
To: Lori Parmenter; Public Input
Subject: Fw: Article I mentioned
Attachments: Cadence Open Letter 2-2005 By Commision and Mayor.pdf

Hi Lori

I thought I had sent this to you this past week, but I am not seeing it in my sent items.

From: Jerry and Betsy Anderson <jerryandbetsy@yahoo.com>
Sent: Thursday, March 20, 2025 4:06 PM
To: Bradley Hunter <bhunter@eastgrmi.gov>
Subject: Article I mentioned

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

Hi Brad,

Attached is the open letter to the community by the mayor and 4 of 6 commissioners back in 2005. It asks voters to vote "yes" on the development. On page one and detailed more on page two it says the proposal "...could generate over \$625,000 per year in additional revenue. This represents \$10 million for EGR schools and city funds over 15 years."

Having been through this at the time, it is my sincere belief that this letter, as well as endorsement by School Superintendent James Morse, is what carried the proposal through the referendum. If there is anything our community has a history of supporting, it is the schools. We now know that the tax revenue never materialized. Furthermore, had this been a Brownfield site proposal at the time, with tax revenue redirected back to the developer, there is little chance that the referendum would have landed on the "yes" side.

Jerry Anderson

Dear EGR Residents,

Tuesday, February 22, represents an opportunity for East Grand Rapids voters to approve a Gaslight development plan offering tremendous community benefits. We voted for this plan because we believe it will:

- Revitalize our business district
- Provide substantial school and city tax revenue
- Strengthen our walking community lifestyle
- Generate additional housing options for residents, and
- Create a very high quality property for our Village core.

The plan calls for two-story commercial space for shops, restaurants, and offices along Wealthy Street at the former Jacobson's site. Residential condominiums will be located on the Ramona Medical Center property and at the rear of the former Jacobson's site. Go to www.reignitegaslight.com to review the plans. Jade Pig has committed to invest \$50 million dollars in our community with this development.

The existing condos and apartments currently lining Lakeside Drive have relied on lake views to define their success over the years. Likewise, we believe a significant number of the new condominiums need to capture a view of Reeds Lake to get the quality of development we desire and to assure its success in the market. With that, this initial development will serve as the desired catalyst for the business district and set the standard for the quality commercial development on Wealthy Street.

On an annual basis, once completed, this development could generate over \$625,000 a year in additional tax revenue. This represents \$10 Million for EGR schools and city funds over 15 years.

At a time when state funding continues to shrink, being able to increase funding locally without raising taxes is an incredible opportunity.

During the planning process a number of key issues with developing this space were addressed by working with experts in traffic, city planning, engineering and architecture.

Traffic and Parking

The study completed by URS found that "Traffic levels from this plan will be at the same level as when Jacobson's was in business and the Ramona Medical Center was fully occupied." In addition, every condominium has on site two (2) underground parking spaces leaving the parking deck available for commercial and community use.

Precedent for Future Multi-Story Development

The PUD document incorporates specific language confirming the highly unique characteristics of this "mixed-use" development happening at a time when there is a critical need for redevelopment in the business district. This legislative finding, combined with a revision to the master plan and a complimentary height ordinance, provides protection from using this plan as precedent.

School Tax Revenue

With a planned \$50 million dollar investment, this generates \$200,000 annually toward paying down debt to renovate all of our school facilities. In addition, revenue generated by the recreation millage and the sinking fund millage for school maintenance will generate \$50,000 per year in new revenue for our schools.

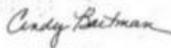
City General Fund Tax

The completed property will pay \$375,000 annually to the city general tax fund. This funds all city services such as fire and police protection, road construction and maintenance, and recreation programs to name a few. \$375,000 is a 5% increase in revenue for our city.

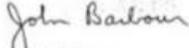
Please join us on February 22 in voting YES on the Gaslight Village development.

It is time to embrace positive change and recommit to our future. If you have any questions please feel free to contact any of us at the numbers listed below.

Sincerely,



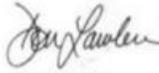
Cindy Bartman
Mayor
949.2110 x887



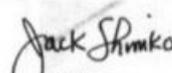
John Barbour
City Commissioner
949.2110 x664



Bob Horn
City Commissioner
949.2110 x662



Donald Lawless
City Commissioner
949.2110 x661



Jack Shimko
City Commissioner
949.2110 x675

PS: Many EGR residents will be on vacation when the February 22 election is held. If you will be gone on Election Day, make sure to vote YES by absentee ballot. You can cast your vote before you leave at the EGR city office.

Lori Parmenter

From: Brittany Dailey <mrsbdailey@gmail.com>
Sent: Thursday, March 20, 2025 1:04 PM
To: Public Input
Subject: Strong Support for Gaslight Village Redevelopment

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Hi City Commissioners,

I am writing to express my strong support for the redevelopment of Gaslight Village and to encourage our city leaders to continue moving forward with this exciting project. While I understand that some community members have voiced concerns, I want to make sure that those of us who are eager for positive change are also heard.

One of the reasons my family chose to move to East Grand Rapids is its walkability to amenities like restaurants, shops, and a vibrant city center. We love being able to walk to dinner and would like to gather with neighbors in an engaging and thriving environment. However, it's clear that Gaslight Village is not living up to its full potential. We've noticed that on prime nights—like a recent Saturday evening—Gaslight is quiet and restaurants are struggling to bring in customers. Our city center has so much potential, but it is undeniably in need of revitalization.

In contrast, when we visit nearby communities like Ada—which has recently undergone a thoughtful redevelopment—we see the exact kind of atmosphere we hope for in our own city center. Families are out and about, restaurants are bustling, social spaces are active, and businesses are thriving. The difference is striking. That is the kind of future my family wants for Gaslight Village, and I believe this redevelopment is a key step in making that happen.

The vision Gaslight Investors has presented aligns with the city's master plan and presents an incredible opportunity to bring new energy, businesses, and gathering spaces to our community. This project will create a more dynamic and inviting environment — one that will attract both residents and visitors alike.

I recently read that the developer has scaled back the scope of the project, however, I hope that the project remains ambitious and isn't unnecessarily scaled back due to what I believe is a vocal minority. We need a bold vision that ensures long-term vitality for our city center, not just a short-term compromise.

Thank you all for your leadership and commitment to making East Grand Rapids a place where people want to live, dine, shop, and gather. I urge you to keep moving forward with this much-needed redevelopment. Please count my voice among those who are excited for the future of our community!

Best regards,
Brittany Dailey
1439 Woodcliff Dr. SE

Lori Parmenter

From: Dailey, Justin <justin.dailey@hubinternational.com>
Sent: Thursday, March 20, 2025 1:56 PM
To: Public Input; Public Input
Subject: Gaslight Village Development

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Hi EGR Leaders:

Gaslight Village needs revitalization, and I strongly support moving this project forward. Our city center should be a thriving destination, but right now, it's falling short. We've seen how thoughtful redevelopment has transformed places like Breton Village and Ada—Gaslight deserves the same.

This is a crucial opportunity, and a scaled-back plan would be a mistake. Let's commit to a bold vision that ensures long-term success.

Best,



Risk & Insurance | Employee Benefits | Retirement & Private Wealth
Ready for tomorrow.

Justin Dailey, CPCU, ARM, LIC
Chief Marketing Officer

HUB International Limited
1591 Galbraith Ave. SE
Grand Rapids, MI 49546

Mobile: [517-320-0779](tel:517-320-0779)

Email: justin.dailey@hubinternational.com

hubinternational.com



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Lori Parmenter

From: Erica Dunten <ericadunten@gmail.com>
Sent: Friday, March 14, 2025 3:58 PM
To: Public Input
Subject: Question regarding parking

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To Whom It May Concern:

I understand that there have been several ***past*** studies conducted related to parking. **However**, has (or will) there been any consideration for the loss of parking that has been outlined in the final EGRHS design that was recently presented to the community.

Given the rather significant amount of tax dollars that are being put towards this project. This is a rather important consideration.

It is important that all aspects of the Developers revised does demonstrate consideration for the community as a whole as we have always done in past years.

Thank you for your consideration in this matter.

Sincerely,
Erica Dunten

Erica Dunten
(616) 308-2615
EricaDunten@gmail.com

Lori Parmenter

From: Erica Dunten <ericadunten@gmail.com>
Sent: Friday, March 14, 2025 4:54 PM
To: Public Input
Subject: Re: Question regarding parking

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

Apologies for the additional email, the same concerns previously noted apply to the soil study. If rocks need to be added for the foundation, it is crucial to conduct thorough due diligence to ensure that no construction compromises the structural integrity of buildings in the surrounding area, including our newly renovated HS facility.

Former City Planner, Commissioner, and Mayor Nyal Deems stated in his comments on 3/3/25 in the City Commission meeting & again in a letter included in City Commissioners agenda for 3/17/25. In the 1960's Blodgett took this same approach. It was lengthy, extremely loud, shook entire neighborhoods & resulted in a number of lawsuits due to damages incurred.

Thank you again.

Erica Dunten
(616) 308-2615
EricaDunten@gmail.com

On Fri, Mar 14, 2025 at 3:57 PM Erica Dunten <ericadunten@gmail.com> wrote:

To Whom It May Concern:

I understand that there have been several ***past*** studies conducted related to parking. **However**, has (or will) there been any consideration for the loss of parking that has been outlined in the final EGRHS design that was recently presented to the community.

Given the rather significant amount of tax dollars that are being put towards this project. This is a rather important consideration.

It is important that all aspects of the Developers revised does demonstrate consideration for the community as a whole as we have always done in past years.

Thank you for your consideration in this matter.

Sincerely,
Erica Dunten

Erica Dunten
(616) 308-2615
EricaDunten@gmail.com

Lori Parmenter

From: Bradley Hunter
Sent: Sunday, March 16, 2025 11:43 PM
To: Lori Parmenter
Subject: Fw: Gaslight Development

Follow Up Flag: Follow up
Flag Status: Completed

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From: bradley hunter <hunterbrad76@gmail.com>
Sent: Sunday, March 16, 2025 11:09:49 PM
To: Bradley Hunter <bhunter@eastgrmi.gov>
Subject: Fwd: Gaslight Development

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BRADLEY J HUNTER
616-498-5019

----- Forwarded message -----

From: James Finney <jfinney78@gmail.com>
Date: Sun, Mar 16, 2025 at 12:45 PM
Subject: Gaslight Development
To: bradley hunter <hunterbrad76@gmail.com>

Hi Brad.

Hope you're having a good weekend. Curious what the status is here, do you think the new proposal is going to be up for a city referendum for approval?

Thanks.

JCF

Lori Parmenter

From: Kate Skaggs
Sent: Monday, March 17, 2025 12:39 PM
To: Lori Parmenter
Cc: Ryan Burdick
Subject: Fw: Gaslight Village Development

Follow Up Flag: Follow up
Flag Status: Flagged

To share with other commissioners

From: Hunter Meriwether <huntermeriwether@outlook.com>
Sent: Monday, March 17, 2025 10:42 AM
To: Kate Skaggs <kskaggs@eastgrmi.gov>; Ryan Burdick <rburdick@eastgrmi.gov>
Subject: Gaslight Village Development

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

Commissioners Skaggs and Burdick:

I urge you to vote in favor of the CWD proposal for the development of the vacant area north and east of the Gaslight Village shopping center.

I live at 526 Lovett Avenue, which is the last house on the right as you go north on my street. For more than 20 years I have looked out my back window across Shopping Center Drive at an empty field. I participated in the negotiations to lower the building heights proposed in Jade Pig's first plan for this site, and I was satisfied with the resolution. I was not happy when unforeseeable economic conditions prevented its full construction.

It is plain to me that a tract this large in the center of our city should be developed as soon as possible, to provide more downtown housing, new businesses, local jobs, and tax revenues. I attended the open public meeting two weeks ago, where some of my neighbors objected to the development claiming it is too dense, too high, and will endanger children walking or biking through the area. I have studied the plans, and I disagree with these arguments. I believe that the developers have gone to extraordinary lengths to address these concerns. I also suspect that this density is necessary for the project's financial feasibility. Finally, the developers deserve a chance to recoup the losses they suffered by completing the buildings facing Wealthy Street.

The argument boils down to this: If you object to this proposal, how do you know there is a better one? A plan to develop this site, with the advantages of this one, but one that meets your requirements, whatever they are, and rewards an unknown builder enough to undertake it? The burden of proof is on you.

Hunter Meriwether

Lori Parmenter

From: Rscheper61 <rscheper61@gmail.com>
Sent: Wednesday, March 26, 2025 9:03 AM
To: Public Input
Subject: NYTimes Gift Article: Living Car-Free in Arizona, on Purpose and Happily

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

I saw this article today about a car free neighborhood in Arizona that I thought could serve as inspiration to the project. I believe we density to avoid sprawl but we need to be smart about transportation so our town doesn't become crippled with traffic. I had a discussion with a neighbor and thought I'd pass along the thinking. 1 we could reduce the need to drive with an area shuttle similar to the DASH downtown going between Calvin, Easttown, Gaslight and Breton Village. Additionally better bike lanes through East. While I'm sure we won't get everyone out of their cars for short trips we could reward those who do by providing safe, dependable and easy options. Thanks. Enjoy this article. Explore this gift article from The New York Times. You can read it for free without a subscription.

https://www.nytimes.com/2025/03/25/climate/car-free-arizona.html?unlocked_article_code=1.604.SuxZ.By-npdTvQQZd&smid=nytcore-ios-share&referringSource=articleShare&sgrp=p

Rob

Lori Parmenter

From: NZ <nziton@yahoo.com>
Sent: Monday, March 17, 2025 4:46 PM
To: Public Input
Subject: No to Gaslight Partners, formerly Jade Pig Massiveness

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

To : EGR Commissioners etc., Planning Commission

Please scale this project to 1 or 2 buildings, not more than 2 stories high.

This massive project is not conducive to maintain the character and integrity EGR. You are creating more congestion to existing Gaslight businesses. There is not enough parking. Jade Pig-Gaslight Partners is already taking away parking from stores, at D and W area.

And please do not charge for parking. Gaslight Partners, formerly Jade Pig created problems for existing businesses by charging to park, at the former Jacobsen's ramp. Customers took free spaces away from D and W, the bank, UPS, and other restaurant businesses.

Let's be clear,

nobody is anti development. Scale it back, to not more than 2 stories high. EGR doesn't want to be, another Ada. The sentiment is salient, on community platforms. EGR schools typically have classroom size of not more than 25. Adding additional 180 units, 4 people per unit, lands to add 360 more vehicles, 360 more students to the school system.

Defining 'a million dollar condo affordable housing,' affordable? How is that affordable? Affordable for who? To whom?

Please continue to look out for your constituents. Continue to show the City your very best by not approving this massive project. Continue to show you are great Commissioners by protecting the integrity and character of EGR. Continue to require a developer to pay, push their tax burden onto innocent tax payers, who work hard everyday to support their families. Please do not blindside the community, like what happened at Manhattan.

Incidentally, it's not too late to abate the splash pad that 12 people out of 10,000, wanted.

Thank you for your consideration to maintain the integrity and character of East GR. Please be great for EGR and your constituents. We oppose the massiveness.

Thank you,
Nat Ziton

[Yahoo Mail: Search, Organize, Conquer](#)

Lori Parmenter

From: Eric Bombery <bomberye@gmail.com>
Sent: Thursday, April 3, 2025 5:41 PM
To: Public Input
Subject: Gaslight investors March amended proposal

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

I would like to comment that the March amended site plan is a travesty to modern urban design. The car centric amendment is completely inappropriate for a development in this location. Remove at least half the surface spaces, add green walkable space and bring this up to 21st century design. I didn't hear anyone at the community feedback sessions saying they want Gaslight to look like 28th street parking design. Well maybe one lady did sound like that. They can scale back without going back to 20th century car dominated design. I know our city planners will be on this, and I appreciate it. Good luck.

Thank you.

Eric Bombery
2124 Burchard St

Lori Parmenter

From: Ellen Chamberlin <gallberlin84@gmail.com>
Sent: Friday, April 4, 2025 11:47 AM
To: Public Input
Subject: Feedback

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

I sent the following to our city commissioners on February 24th. I didn't hear back and wanted to be sure it was seen:

Chris and Bradley,

First, thank you for your service to the EGR community. We appreciate your dedication.

My husband and I were at the city commission hearing last week at the PAC. We appreciated the presentation by the architect and the thoughtful questions by the commissioners. We had to leave just as the owner of Carolina Low Country came up to speak so didn't hear many residents' comments. Since then, we have heard there was support on both sides.

We have two concerns. In our opinion the height of the tallest tower is too tall. We don't think that height is in keeping with the EGR brand. We also shared the concern of the one commenter who spoke of the shadow that will fall on Collins Park. We believe that CWD must expect some compromise on that and we think a shorter height is called for.

We also have concerns about the density the project will add to the Gaslight area. I realize parking is tight these days with the Jacobson's lot torn down, but I was at the library last week on a weekday afternoon and there was no parking in the lot. We heard that the apartments will only have one parking space per unit. This adds to the congestion already in the area.

We are not fans of the "new" Ada and it sounds like that is where we are headed if the project proceeds as presented.

Thanks,

Ellen Chamberlin and Charlie Gallmeyer

Lori Parmenter

From: Erica Dunten <ericadunten@gmail.com>
Sent: Tuesday, April 1, 2025 2:44 PM
To: Public Input
Cc: Doug LaFave; Katie Favale; Abbie Groff-Blaszak; Chris Wessely; Kate Skaggs; Laura Schwartz; Ryan Burdick; Bradley Hunter; Lori Parmenter
Subject: Thank you For Your Hard Work

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

To Commissioners, City Staff, Superintendent & Mayor:

It is important to take a moment to thank all of you for your hard work. I have been so impressed by the willingness of our Commissioners, City Staff, and Superintendent who have all taken time to engage with residents.

All of your hard work & dedication has truly gone above and beyond, serving as a great reminder of what a privilege it is to be part of such a wonderful community.

Hope you all have a relaxing & fun spring break!

Best Regards,
Erica Dunten
(616) 308-2615
EricaDunten@gmail.com

Reynolds Brander
2648 Lake Drive S. E
Grand Rapids, Michigan 49506
Telephone(s) 616 285-3305, 446-7006
reynoldsbrander@msn.com

February 16, 2025

East Grand Rapids Mayor and City Commission
750 Lakeside Drive SE
East Grand Rapids, Michigan 49506

Subject: A Better Place to Live

Dear Mayor Favale and Commissioners:

I have lived in East Grand Rapids for 87 years. Coming home from Butterworth Hospital in 1937 to Argentina Dr. I graduated from the High School in 1955. After 4 years in Ann Arbor, 3 years in San Francisco (while serving as Communications Officer on a Naval Destroyer), 3 years in law school in Detroit, I returned to a home on Lakeside, then a home on Plymouth and now to the address above on Lake Drive. My family has paid taxes in this Community for approximately 100 years. I have always thought East Grand Rapids was "A Better Place to Live", a residential community with a small but lively village center serving the needs of its residents.

Now I understand there is consideration of a Planned Urban Development that will change the village center and indeed the character of our residential community. To place 180 residential units in several buildings ranging from 4 to 7 stories and 50,000 square feet of office and retail space into the property available for development is excessive. The amount of traffic generated by this massive project will dramatically alter the surrounding area and indeed our entire community.

Please keep East Grand Rapids "A Better Place to Live" especially for its current residents.

Sincerely:

Ren Brander

Lori Parmenter

From: Abbie Groff <groff.abbie@gmail.com>
Sent: Tuesday, April 15, 2025 9:18 AM
To: Lori Parmenter
Subject: Fwd: News and Notes for the Week of April 14, 2025

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Morning, Lori!

To be shared with the Commission:

----- Forwarded message -----

From: Ssn Kk <ssnkeil@gmail.com>
Date: Mon, Apr 14, 2025 at 10:51 PM
Subject: Re: News and Notes for the Week of April 14, 2025
To: Abbie Groff-Blaszak, EGR City Commissioner <groff.abbie@gmail.com>

Hi Abbie,

Thank you so much for your newsletter! I appreciate the time and effort you put into sharing valuable city information. I wanted to share some quick feedback for you and the rest of the commissioners regarding the new development.

1. I was happy to see the developer lowered some of the building heights; however, I would rather have the building with the parking structure underneath the building remain and be a level taller rather than a separate parking lot that takes up more green space.
2. The architecture of the new development is key. I really like the look the developer accomplished with the existing Gaslight Village - the new section. It has a variety of architecture, high quality, lots of character and not too modern.
3. Landscaping is important as well. Lots of trees, plants and flowers!
4. What happened to the pedestrian only plaza idea that was being promoted on Facebook? Everyone seemed to love that and it was nowhere in the plan that I could find.
5. A rooftop restaurant with trees and plants is also another top feature that many people would like to have.
6. I was recently in Ada and the small Ada boutique hotel is amazing inside, complete with a rooftop like restaurant. What happened to the previous small hotel plan?

On another topic... Who would I contact about the urban trail behind Grace Church? I would prefer to keep it a natural path, but completely understand making it wheelchair accessible. I worry about them paving too wide of a path and cutting down too many trees.

Thank you for your time.

Warmly,

Sue Keil

On Mon, Apr 14, 2025 at 10:48 AM Abbie Groff-Blaszak, EGR City Commissioner <eastinsider@substack.com> wrote:

Forwarded this email? [Subscribe here](#) for more



News and Notes for the Week of April 14, 2025

ABBIE GROFF-BLASZAK

APR 14



READ IN APP 

For those just back from spring break travel, welcome home! I'm a little late on this weekly update, as I just got home last night from a college tour road trip with my daughter. I thought I'd have all kinds of time to work from hotel rooms in between stops... why on earth did I think that?

In typical spring fashion, there's a lot happening this week, including opportunities to engage with your elected officials, get involved in the community and check out a brand new event in Gaslight Village!

Planning Commission Meeting

The Planning Commission meets on **Tuesday, April 15 at 5:30 p.m.** in Commission Chambers at the EGR Community Center. The Commission will

discuss a first draft of the Master Plan Update. The full agenda, including a copy of the Master Plan Update draft can be accessed [here](#).

Sustainable Neighbors Speaker Series: More Joyful Living Without Carbon

The E-Green Sustainability Initiative, in collaboration with the East Grand Rapids Branch of the Kent District Library, is hosting the next event in its Sustainable Neighbors Speaker Series on **Tuesday, April 15 at 6:30 p.m.** The topic is "More Joyful Living Without Carbon" and will focus on practical tips for individuals and families to reduce their carbon footprint and promote everyday sustainability practices. This event will be held on the lower level of the EGR Community Center - a great opportunity to pop downstairs after attending the Planning Commission meeting!

Wednesdays on Wealthy Sidewalk Social

The first *Wednesdays on Wealthy Sidewalk Social* will be held this **Wednesday, April 16 from 4-8 p.m.**, centered in Regatta Plaza in Gaslight Village. This brand new monthly event, planned to run through early fall, is an opportunity to gather with neighbors in the heart of East Grand Rapids and enjoy live music, games, street performers and specials at Gaslight Village businesses. More [information](#) can be found on the Facebook event page. (I won't be able to attend this one, as I'll be administering the final exam in one of the courses I teach at GRCC, but will look forward to seeing you at next month's Social!)

Coffee Hours with Third Ward Commissioner Abbie Groff-Blaszak

Join me for my April coffee hours on **Thursday, April 17 between 9-10:30 a.m.** at Bagel Kitchen in Gaslight Village. Coffee hours are an opportunity to drop in and chat about any community topics that are on your mind - no appointment necessary.

Invasive Species Removal Work Day

It's a busy week (and month) for the E-Green Sustainability Initiative - they'll also be hosting an invasive species removal work day this **Saturday, April 19 from 10 a.m. - 12 p.m.** Volunteers should plan to meet up at the EGR Public

Works Complex parking for supplies and instructions. More [information](#) can be found on E-Green's Facebook page.

Next Week

Looking ahead to next week:

- The deadline to file paperwork to run for an open City Commission seat this fall is next **Tuesday, April 22 at 4 p.m.** Candidates must pick up an information packet from the City Clerk's office (located within the EGR Community Center) that includes a required affidavit of identity and blank nominating petitions. Candidates must collect 25 valid signatures on the petitions (it's recommended that they collect up to 50 in case any are deemed invalid in review). Interested candidates do NOT need to fill out the online application linked in the two most recent East Express newsletters. While the deadline is close, there is still plenty of time to collect signatures and file to run.
- The E-Green Sustainability Initiative is hosting a Home Energy "Show and Tell" event on **Saturday, April 26 from 12-2 p.m.** at the EGR Community Center. A variety of vendors and experts will be on hand to talk to residents about projects and tools to help creating a a more sustainable home. Attendees can also enter to win an electric lawn tool bundle and various other door prizes. More [information](#) can be found on E-Green's Facebook page.

Lori Parmenter

From: NZ <nziton@yahoo.com>
Sent: Monday, March 31, 2025 5:37 PM
To: Public Input
Subject: Scale Back, Please! No to Gaslight Partners, formerly Jade Pig Massiveness

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

To : EGR Commissioners etc., Planning Commission:

This is an urgent repeat.

Please do not ruin EGR.

You have the power to be maintain the integrity or demolish EGR.

Please maintain the integrity.

Please scale this project to 1 or 2 buildings, not more than 2 stories high.

This massive project is not conducive to maintain the character and integrity EGR. You are creating more congestion to existing Gaslight businesses. There is not enough parking. Jade Pig-Gaslight Partners is already taking away parking from stores, at D and W area.

And please do not charge for parking. Gaslight Partners, formerly Jade Pig created problems for existing businesses by charging to park, at the former Jacobsen's ramp. Customers took free spaces away from D and W, the bank, UPS, and other restaurant businesses.

Let's be clear,

nobody is anti development. Scale it back, to not more than 2 stories high. EGR doesn't want to be, another Ada. The sentiment is salient, on community platforms. EGR schools typically have classroom size of not more than 25. Adding additional 180 units, 4 people per unit, lands to add 360 more vehicles, 360 more students to the school system.

Defining 'a million dollar affordable housing,' affordable? How is that affordable? Affordable for who? To whom?

Please continue to look out for your constituents. Continue to show the City your very best by not approving this massive project. Continue to show you are great Commissioners by protecting the integrity and character of EGR. Continue to require a developer to pay, push their the tax burden onto innocent tax payers, who work hard everyday to support their families. Please do not blindsides the community, like what happened at Manhattan.

Incidentally, it's not too late to abate the splash pad that 12 people out of 10,000, wanted.

Thank you for your consideration to maintain the integrity and character of East GR. Please be great for EGR and your constituents. We oppose the massiveness.

Thank you,
Nat Ziton

[Yahoo Mail: Search, Organize, Conquer](#)

City Commissioners and Mayor,

At last Monday's meeting Commissioner Wessely asked that the community grant him and the other commissioners grace and trust; that they would be methodical and thorough regarding the Gaslight PUD proposal. I would like to affirm that neither I, nor most who I have spoken with about this project, harbor any doubts about the integrity, motives, or work ethic of the commissioners. What I keep coming back to is that we are not following the intended and needed process.

Commissioner Wessely stated that *after* the site plan (concept plan?) is approved, that is when the due diligence begins. I agree that due diligence on the details may begin then, but due diligence on the concept should already be completed. I refer to our City Code:

ARTICLE VI. PLANNED UNIT DEVELOPMENT (PUD)

§ 5.47 PUD CONCEPT PLAN REVIEW

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

According to our city code, the studies that are being requested by citizens such as me should have been requested and completed before the Planning Commission even sent the PUD to the City Commission. As I have said before, when people trust the process, they will also trust the results. It does not make sense to approve this concept with the thought that *later on* we can find out whether it is viable in terms of the traffic, parking, safety, environmental, and cultural needs of the city. We need to complete the studies that should have been requested and completed already.

Thank you for your continued efforts on behalf of our city,

Jerry Anderson

(I have included a pdf copy of this email so it can be kept on record)



CITY OF
EAST GRAND RAPIDS

7

750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506

(616) 940-4817

www.eastgr.org

DOUG LA FAVE
DEPUTY CITY MANAGER

MEMORANDUM

TO: Honorable Mayor and City Commissioners
FROM: Doug La Fave, Deputy City Manager
DATE: April 29, 2025

RE: Facilities-HVAC Equipment

Action Requested: The City Commission consider approving HVAC heat pump/mini-split system equipment and installation with Seamans Mechanical of Grand Rapids MI in the amount of \$18,452, plus 10% contingency for the project total.

Background: Every other year, Facilities Coordinator, Ryan Russell, has all facility HVAC systems and equipment evaluated. This provides for updating asset conditions and capital improvement plan estimates for near, mid and long-term planning. Most of the HVAC capital improvements were approved earlier this fiscal year with these systems remaining. The two heat pump/mini-split systems will help address temperature control that is regulated by a single air handling unit and provide for enhancement to current fluctuations in conjunction with the existing air handling unit. Additionally, the mini-split systems will provide additional capability related cooling specifically related to any potential power outages during warmer months.

Bids were solicited for two mini-split ceiling cassette units and roof mounted three-ton condensing unit. Each HVAC unit is the highest energy efficiency model available with respect to the requirements and operation of the facility system and an improvement with respect to the LEED certification of the Community Center/Municipal Complex. Additionally, these enhancements were planned in coordination with the implementation strategy of the East Grand Rapids Climate Action Plan (CAP) noted in Scope 1 and 2 Energy and Buildings emissions reductions/efficiencies as noted below. This is an implementation component of a long-term strategy goal. Heat pumps/mini-splits have also been installed in recent years in the Parks and Recreation Department, Department of Public Works Building as well as the Department of Public Safety.

Also included with materials is additional information from the US Department of Energy and US Environmental Protection Agency with respect to heat pump/mini-split systems.

SCOPE 1&2 - ENERGY AND BUILDINGS					
CATEGORY	STRATEGY	REDUCTION POTENTIAL	FINANCIAL INVESTMENT	POTENTIAL PARTNER(S)	TIMEFRAME
Electricity Strategy	LED Lighting Improvement - Streetlights and Community Building		\$	Consumers Energy	Near-term
Streetlights, depending on the location, are either owned or maintained by Consumers Energy or the City. The gaslights in Gaslight Village are owned and maintained by the City. The gaslights were converted from natural gas to electric in 2020 and are entirely LED lights. The remaining streetlights throughout the City that are being converted to LED over time by Consumers Energy. Approximately 50% of these streetlights have not yet been converted to LED. The last form of lighting improvements will take place in community buildings where approximately 20% of the lighting remains for conversion to LED. The proposed reduction action of upgrading conventional lighting to LED also includes occupancy sensors to reduce lighting based on occupancy in office buildings to reduce energy consumption.					
Electricity Strategy	Solar Arrays		\$ \$ \$	Blue Path Solar, Harvest Solar, Consumers Energy	Mid-term
EGR is currently installing solar arrays that will generate 24% of the current annual electricity usage for the Community Center Complex and 100% or more of the Public Works building annual electricity usage. This will have a meaningful positive impact on EGR's footprint. Implementation of additional solar arrays, including rooftop, ground mount, and carports to decarbonize the remaining 250 mt CO2e from electricity usage offers great potential. Consumers Energy also offers a renewable energy program (solar blocks) that offers an alternative to on-site solar array installations.					
Electricity Strategy	Grid Decarbonization		\$	Consumers Energy	Short-term through long-term
Decarbonization of the grid will be a cornerstone of our reduction actions that is expected to take place regardless of EGR's actions, but this will offer reduction potential to EGR's footprint by relying upon a cleaner grid to power our operations.					
Natural Gas Strategy	Efficiency Improvements - HVAC and Building Envelope		\$ \$	DTE	Mid-term
EGR should evaluate additional efficiency improvements, such as HVAC and building envelope improvements (e.g. retrofits and improvements to building envelope materials). EGR installed a new high-efficiency natural gas boiler in 2023 to support the snowmelt system. A second high-efficiency boiler is also planned for installation later in 2024. The installation of these two new boilers will allow the City to decommission the existing third boiler. Overall, these changes are projected to further reduce natural gas consumption from the snowmelt system. In the interim, EGR should consider working with DTE for a comprehensive tune-up. This is a service that DTE provides by sending contractors to perform an advanced diagnostic test to fully analyze your systems and identify issues that rob your system of efficiency or present potential health and safety issues. In the future, as these boilers reach the end of their useful life as 2040 approaches, the City should consider alternatives to move away from natural gas completed by employing the use of heat pump technologies or other alternative technologies that are expected to become more cost effective and technologically feasible by this timeframe.					
Natural Gas Strategy	Efficiency Improvements - Smart Sensing Technology		\$	DTE	Short-term
The implementation of smart sensing technology can increase building efficiency and reduce utility bills. According to the American Council for an Energy Efficiency Economy (ACEEE), the following smart sensing technologies can help to reduce emissions by increasing efficiencies. <ul style="list-style-type: none"> • Installing occupancy-based wireless thermostats. This can save 5-10% of HVAC energy costs if programmed to allow the HVAC system to reduce its operation when the building or zone is unoccupied. • Advanced rooftop unit (RTU) controls. RTUs have the potential to cut HVAC energy use by 20-40%, depending on how they are set up and what components are used. • O2 demand-controlled ventilation (DCV) sensors, which can be coupled with sensors that detect a building's occupancy and adjust ventilation accordingly. Though costly to install, they can make the most sense in a building retrofit. 					
Natural Gas Strategy	Convert Space Heating to Heat Pumps		\$ \$		Long-term
Heat pumps are a technology that can provide heating and cooling without the use of fuels. According to DTE, geothermal heat pumps, for example, are estimated to save between 30-60% on heating and cooling costs and are four times more efficient than conventional systems. Consumers Energy currently provides rebates on equipment (including air-source pumps and ground-source heat pumps).					
Natural Gas Strategy	Evaluate New Technologies and Equipment As Needed		\$		Mid-to-long term
Evaluate opportunities to replace existing equipment with low-carbon solutions, such as monitoring systems, snowmelt biofuels, and other emerging technologies. This will be a major strategic move to reduce emissions, as efficiency improvements will be long-lasting.					
Natural Gas Strategy	Renewable Natural Gas and Carbon offset Program		\$ \$	DTE	Long-term
Pursue continuation of the 100% renewable natural gas and carbon offset program through 2040 through the DTE Clean Energy program, if the implementation of electrifying equipment and efficiency measures are not sufficient. While renewable natural gas and carbon offsets are effective at eliminating near-term natural gas emissions until other technologies are more cost and technically feasible, it is recommended to pursue long lasting solutions which will benefit the City without an added cost.					

(EGR Climate Action Plan Excerpt-Above)

Three bids were submitted for the HVAC replacements as follows:

- Seamans Mechanical, Grand Rapids, MI: \$18,452.00
- Northwest Kent Mechanical, Cedar Springs, MI: \$18,987.00
- Pluene Service Company, Grand Rapids, MI: \$21,365.00

When accounting for estimated coordinated roofing repairs, Seamans Mechanical remains the low qualified bid.

The FY 24/25 budget is programmed at \$24,000 for these facility capital improvement expenditures.

REVIEWED & APPROVED FOR SUBMISSION:

Shea Charles
City Manager

Seaman's

\$18,452

Included:

Roof mounted 3 ton condensing unit

2 mini split ceiling cassette units installed in the ceiling grid

Not Included:

Roof repairs- estimated at \$500

North West Kent Mechanical

\$18,987

Included:

Roof mounted 3 ton condensing unit

2 mini split ceiling cassette units installed in the ceiling grid

Not Included:

Roof repairs- estimated at \$500

Pluene

\$21,365

Included:

Roof mounted 2 ton condensing unit

1 ceiling cassette unit and one high wall unit

Includes roof repairs



[Energy Saver](#) [Home Comfort](#) [Heat Pump Systems](#) [Ductless Minisplit Heat Pumps](#)

Ductless Minisplit Heat Pumps

Ductless minisplit heat pumps (also called “minisplits”) are an excellent option for retrofitting houses with non-ducted heating systems like hydronic (hot water heat), radiant panels, and space heaters (wood, kerosene, propane). They are also ideal for room additions where extending or installing distribution ductwork is not feasible and for very efficient new homes that require only a small space conditioning system. For maximum energy savings, choose an [ENERGY STAR®](#) certified unit and hire an experienced installer.

How Ductless Minisplit Heat Pumps Work

Like standard air-source heat pumps, minisplits have two main components: an outdoor compressor/condenser and an indoor air-handling unit. These components are linked by a conduit that houses the power cable, refrigerant tubing, suction tubing, and a condensate drain.

Advantages of Ductless Minisplit Heat Pumps

- **Small Size and Flexibility:** Minisplits are compact and offer flexibility for zoning or heating and cooling individual rooms. Many models support up to four indoor air-handling units connected to one outdoor unit, allowing conditioning for four separate zones or rooms. Each zone has its own thermostat, providing flexibility to condition only occupied spaces, saving energy and money.
- **Ease of Installation:** Installing minisplits is simpler than many other space conditioning systems. The connection between the outdoor and indoor units generally requires only a three-inch hole through a wall for the conduit. The outdoor unit can be located up to 50 feet away from the indoor evaporator, allowing for placement in a less visible or more advantageous location.
- **Energy Efficiency:** Minisplits have no ducts, avoiding the energy losses associated with the ductwork of central forced air systems. Duct losses can account for more than 30% of energy consumption for space conditioning, especially if ducts are in an unconditioned space like an attic. Ducted heat pumps typically achieve efficiency ratings between 15.2 to 25 SEER2, while ductless minisplits can achieve ratings between 15.2 and 35 SEER2.
- **Interior Design Flexibility:** Minisplits offer more interior design options. Indoor air handlers can be suspended from the ceiling, mounted flush into

a drop ceiling, or hung on a wall. Floor-standing models are also available. Most indoor units are about seven inches deep and have sleek, high-tech-looking jackets. Many units also come with a remote control for easy operation.

Disadvantages of Ductless Minisplit Heat Pumps

- **Higher Installation Costs:** Installing minisplits can be more expensive than some other systems, though lower operating costs and available rebates or financial incentives can help offset the initial expense. Explore incentives in your area using the [ENERGY STAR Home Improvement Savings tool](#).
- **Sizing and Placement Challenges:** Proper sizing and location of each indoor unit are crucial. Oversized or incorrectly placed air handlers can result in short cycling, wasting energy and failing to provide proper temperature or humidity control. An oversized system is more expensive to buy and operate.
- **Aesthetic Concerns:** Some people may not like the appearance of the indoor units. While less obtrusive than window room air conditioners, these units do not have the built-in look of central systems. Additionally, there must be a place to drain condensate water outdoors.

Take Action

Ensure your system is installed correctly and maintained regularly to maximize efficiency and savings. If you are considering a ductless minisplit heat pump for your home, consult with a qualified HVAC professional to determine the best system for your needs. For more information on energy-efficient heating and cooling solutions, visit the [ENERGY STAR® website](#).

Related Resources

Heat Pump Systems

**Air-Source Heat
Pumps**

**Geothermal Heat
Pumps**

**Absorption Heat
Pumps**

**Operating and
Maintaining Your Hea...**

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Home <<https://epa.gov/>> / Burn Wise <<https://epa.gov/burnwise>>

Heat Pumps

- Types of Heat Pumps
- Efficiency and Maintenance
- Tax Credit and Consumer Rebate Details
- Additional Resources

NOTE: When considering a new appliance, be sure to check the federal Clean Energy Tax Credits for Consumers [🔗 <https://www.energy.gov/policy/articles/making-our-homes-more-efficient-clean-energy-tax-credits-consumers>](https://www.energy.gov/policy/articles/making-our-homes-more-efficient-clean-energy-tax-credits-consumers).

Types of Heat Pumps

A heat pump is a system installed outside of your house that can both heat and cool your home, eliminating the need for separate systems. Installing a heat pump can lower your heating bill since they are cleaner and more energy-efficient than most other types of home heating.

Similar to a refrigerator, heat pumps use electricity to transfer thermal energy (or heat) from outside air to heat a home. A heat pump typically uses about half the energy of other electric home-heating sources. This is because heat pumps don't actually create heat, they just transfer it from one place to another. The system absorbs existing heat through



refrigerant lines and releases that heat into your home, eliminating the need for separate systems. Most heat pumps can also cool a house by operating in reverse, removing heat from the indoors.



Heat pumps can also be used as efficient space heaters. If you use a heat pump in conjunction with your main source of heat, such as a hot-water baseboard heater, that baseboard heater does not have to work as hard to keep the house warm on a very cold night.

New heat pump technology allows them to perform even in cold climates. Refer to the Northeast Energy Efficiency Program's cold climate air source heat pump list [🔗](#)

<https://ashp.neep.org/#!/> for more information or consult with a local professional.

- **Air-source heat pumps:** the most common choice, they transfer heat between your house and the outside air. High-efficiency heat pumps can also remove humidity better than standard central air conditioners, while using less energy. Because of recent technological improvements, air-source heat pumps are now more effective space heating options in colder climates (5 degrees Fahrenheit and colder).
- **Ductless air-source heat pumps:** homes without existing ducts might want to consider a ductless, or mini-split, heat pump. The mini-split is the most affordable and adaptable type of heat pump and is easier to install.
- **Geothermal heat pumps:** also called ground-source or water-source heat pumps, this equipment uses relatively constant ground or water temperatures to transfer heat between your house and the ground or a nearby water source. Although they cost more to install, geothermal heat pumps have low operating costs. You should consider the size of your property, the climate, soil conditions and the landscape when determining the best type of geothermal heat pump system. Ground-source or water-source heat pumps can be used in more extreme climates than air-source heat pumps.
- **Absorption heat pumps:** also called a gas-fired heat pumps, this equipment is a newer option. These systems use heat or thermal energy from natural gas, air, or solar or geothermal-heated water as an energy source.

Efficiency and Maintenance

Heat pumps are considered one of the most energy-efficient methods for heating

and cooling a home, especially compared to homes heated with baseboard electric heat, heating oil or propane. However, a heat pump system that is too large or too small can reduce energy efficiency and potentially increase maintenance costs. Make sure the size and capacity of your heat pump system match the area of the space it is intended to heat and cool.



Otherwise, heat pumps require minimal maintenance. Cleaning or changing the filters monthly or as needed optimizes performance. Maintain the system according to manufacturer's instructions and have a professional technician service your heat pump at least once a year.

Tax Credit and Consumer Rebate Details

The federal Clean Energy Tax Credits for Consumers [↗](#)

<https://www.energy.gov/policy/articles/making-our-homes-more-efficient-clean-energy-tax-credits-consumers> covers 30 percent of the cost of heat pumps, capped at \$2,000 each year, but resets annually so it can be used for other projects. Both homeowners and renters are eligible for tax credits for certain equipment and energy efficiency upgrades, including the installation of new electric panels. The U.S. Department of Energy's Home Upgrades webpage [↗](https://www.energy.gov/save/home-upgrades) <https://www.energy.gov/save/home-upgrades> has details on eligible appliances, rebates and tax credits.

Additional Resources

- Department of Energy Heat Pump Systems [↗](https://www.energy.gov/energysaver/heat-pump-systems) <https://www.energy.gov/energysaver/heat-pump-systems>

- EPA Energy Star Air-Source Heat Pumps
<https://www.energystar.gov/products/air_source_heat_pumps>
- Department of Energy: Video- How Lower Elwha Klallam Tribe is Cutting Energy Costs  <<https://www.energy.gov/indianenergy/articles/video-highlights-how-lower-elwha-klallam-tribe-cutting-energy-costs>>
- Comfort Ready Homes: Resources for Homeowners  <<https://comfortreadyhome.com/homeowners/>>
- Efficiency Maine: Heat Pump User Tips  <<https://www.energymaine.com/heat-pump-user-tips/>>
- Database of State Incentives for Renewables & Efficiency  <<https://www.dsireusa.org/>>

Last updated on March 4, 2025



SHEA CHARLES
CITY MANAGER

CITY OF
EAST GRAND RAPIDS

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750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506

(616) 940-4817

www.eastgr.org

MEMORANDUM

TO: Honorable Mayor and City Commissioners
FROM: Shea Charles, City Manager
DATE: April 30, 2025

RE: Joint City/School subcommittee on Parking

Action Requested: That the City Commission consider agreeing to participate in a joint City/School subcommittee to discuss options for High School & Gaslight Village Parking.

Background: Over the last two years, EGR Public School administrators and City staff have been meeting to discuss plans for the upcoming High School renovations. EGRPS finalized their designs and is now developing construction plans with work beginning after the end of the 2025-2026 school year. City staff and School administration officials have been discussing various ideas around parking, recognizing the unique situation of the High School being within Gaslight Village. After discussions it is recommended that the Board of Education and City Commission members form a joint subcommittee to continue these conversations. Each organization will have three representatives (3 BOE and 3 City Commission).

Shea Charles, City Manager

PROCEEDINGS OF THE CITY COMMISSION
CITY OF EAST GRAND RAPIDS

Regular Meeting Held April 21, 2025

Mayor Favale called the meeting to order at 6:00 p.m. in the City Commission Chambers at the East Grand Rapids Community Center and led the audience in the Pledge of Allegiance.

Present: Commissioners Burdick, Groff-Blaszak, Hunter, Schwartz, Skaggs, Wessely and Mayor Favale.

Absent: None.

Also Present: City Manager Charles; Deputy City Manager LaFave; City Attorney Huff; Public Safety Director Buikema; Finance Director Seath; Parks and Recreation Director Melville; City Clerk Parmenter.

2025-57. The agenda was approved.

2025-58. Public comment:

John Fuger, 2738 Elmwood, studied Stephen Ross and spoke about his findings.

Jerry Anderson, 435 Edgemere, thinks that studies are needed before development approval.

David Decker, 925 Bellclaire, stated that we have to be able to flex with development and a parking study needs to be done.

Susan McCarty, 1138 Kenesaw, thinks the development should be put on hold.

Judith Baxter, Hall St, said that there are parking problems in the community and wants the developer to do a feasibility study for the retail space, a 30-day notice before any vote, public hearing and notices mailed out.

Nyal Deems, 701 Laurel Circle, talked about the development.

2025-59. Mayor and City Commission comments, including committee liaison reports.

Commissioner Schwartz gave an update on the Planning Commission meeting where they were working on the Master Plan.

Commissioner Groff-Blaszak congratulated the Boston Marathan runners and requested the Commission to take up the mobility group’s ordinance revision request.

Commissioner Hunter commended Doug and staff for the storm clean up.

Commissioner Skaggs commended the GVBA on the sidewalk social and noted that there would be another one in May.

Commissioner Wessely reminded everyone that there was a tool on the website to sign up for alerts, agendas, etc. He also asked for grace regarding the process with the proposed development and reminded all that they are residents also.

Mayor Favale hoped everyone had a safe and healthy Easter and spring break. She noted that Wednesdays on Wealthy was a wonderful event and was packed. The next one is May 21. There is a Home Energy Show and Tell event this Saturday from 12:00 to 2:00 at the Community Center.

City Manager Charles reminded all about Drug Takeback Day on Saturday. He gave a kudos to public works and public safety with the clean up after the storms. Gaslight Investors submitted a new plan, and it will be on the May 5th agenda.

- 2025-60. Public Hearing for delinquent water and sewer bills to be placed on the Summer 2025 taxes.

Finance Director Seath reviewed the information.

Public Hearing opened at 6:39 p.m.

No comments were made.

Public Hearing closed at 6:39 p.m.

- 2025-60-A. Burdick-Schwartz. To certify the list of delinquent accounts receivable and authorize placement of these accounts on the July 1, 2025 tax roll.

Yeas: Burdick, Groff-Blaszak, Hunter, Schwartz, Skaggs, Wessely and Favale – 7
Nays: None.

- 2025-61. Public Safety quarterly report.

Director of Public Safety Buikema reviewed the report.

Commissioner Skaggs asked if all of the OWI offenses were alcohol related. Public Safety Chief Buikema stated that they were.

Commissioner Burdic questioned if he was reading the report correctly that traffic stops were down. Public Safety Chief Buikema said that they were down from last quarter.

Mayor Favale noted that residents have told her how pleased they are with Director of Public Safety Buikema and the department.

- 2025-62. Consider the authorization to purchase a new Diamondback Rescue Airboat for \$101,433 with an option to purchase a heavy-duty single axle trailer for an additional \$9,475.

Director of Public Safety Buikema reviewed the request.

Commissioner Wessely asked about the value of the current boat. Public Safety Director Buikema stated that it was \$40,000 or more.

Commissioner Schwartz asked if there were any electric options yet. City Manager Charles noted that the technology was not there yet.

- 2025-62-A. Skaggs-Burdick. To approve the purchase of a new Diamondback Rescue Airboat for \$101,433 with an option to purchase a heavy-duty single axle trailer for an additional \$9,475.

Yeas: Burdick, Groff-Blaszak, Hunter, Schwartz, Skaggs, Wessely and Favale – 7
Nays: None.

- 2025-63. Consider adopting a resolution to authorize an authorized agent and contract signatories for the 2025 Plymouth Road project administered by the Michigan Department of Transportation.

Deputy City Manager La Fave highlighted the request.

- 2025-63-A. Hunter-Schwartz. To adopt a resolution to authorize an authorized agent and contract signatories for the 2025 Plymouth Road project administered by the Michigan Department of Transportation.

Yeas: Burdick, Groff-Blaszak, Hunter, Schwartz, Skaggs, Wessely and Favale – 7
Nays: None.

- 2025-64. 2025-26 Draft Budget overview with presentation.

City Manager Charles reviewed the information.

Commissioner Groff-Blaszak asked if there was any talk about raising rental fees to make Parks and Recreation cost neutral. Director of Parks and Recreation Director Melville stated that they did a review last year of the fees and did raise the rates and are now competitive with surrounding areas. He also noted the higher participation in programming.

Commissioner Groff-Blaszak asked about the list of vehicles that we will be looking to replace and if we can get ahead of this and look at electric to be on target to meet our Climate Action Plan. Deputy City Manager La Fave said that they will have a list of ones that will be electric, hybrid and when components will be available.

2025-65. Schwartz-Wessely. To approve the consent agenda as follows:

2025-65-A. Minutes of the regular meeting held March 31, 2025.

2025-65-B. Disbursement of funds: payroll disbursements of \$281,269.98 and \$287,810.97; county and school disbursements of \$28.99, and total remaining disbursements of \$423,154.93.

2025-65-C. Communications.

Yeas: Burdick, Groff-Blaszak, Hunter, Schwartz, Skaggs, Wessely and Favale – 7

Nays: None.

2025-66. Consider entering into an executive session for attorney client communication in accordance with Section 8(h) of the Open Meetings Act.

City Manager Charles reviewed the request.

2025-66-A. Skaggs-Burdick. To enter into executive session at 7:33 p.m.

Yeas: Burdick, Groff-Blaszak, Hunter, Skaggs, Schwartz, Wessely and Favale – 7

Nays: None.

Roll call vote was taken.

The meeting adjourned at 7:33 p.m., subject to the call of the Mayor until May 5, 2025.

Lori A Parmenter, City Clerk

**City of East Grand Rapids
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GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Fund 101 GENERAL FUND					
Dept 000					
101-000-2880.05	JADE PIG ESCROW	PROGRESSIVE AE INC	GASLIGHT INV/TRAFFIC ENG REVIEW	\$ 5,330.00	709470
		Total For Dept 000		\$ 5,330.00	
Dept 101 CITY COMMISSION					
101-101-8010.24	FOUNDATION AUDIT/EXPENSES	VREDEVELD HAEFNER LLC	FOUNDATION AUDIT	\$ 2,750.00	709443
		Total For Dept 101 CITY COMMISSION		\$ 2,750.00	
Dept 172 CITY MANAGER					
101-172-8010.21	DEPARTMENT DIRECTOR RETREAT	MARILYN SEMONICK	STRATEGIC PLANNING	\$ 3,138.60	139142
101-172-8010.23	OFF-SITE STORAGE	VITAL RECORDS CONTROL	OFFSITE STORAGE-APRIL	\$ 220.74	709442
		Total For Dept 172 CITY MANAGER		\$ 3,359.34	
Dept 210 CITY ATTORNEY					
101-210-7080.00	CONTRACTUAL WAGES	BLOOM SLUGGETT, PC	FOIA/PS	\$ 370.50	139137
101-210-8180.00	LABOR ATTORNEY FEES	BLOOM SLUGGETT, PC	CODE ENFORCEMENT	\$ 3,757.00	139137
101-210-8180.00	LABOR ATTORNEY FEES	MILLER JOHNSON	LEGAL SERVICES/LABOR MATTERS	\$ 493.75	139141
101-210-8180.00	LABOR ATTORNEY FEES	VARNUM LLP	LEGAL SVCS/MARCH RETAINER	\$ 17,000.00	709473
		Total For Dept 210 CITY ATTORNEY		\$ 21,621.25	
Dept 260 FINANCE					
101-260-7400.00	OPERATING SUPPLIES	PRINTING PRODUCTIONS INK	ENVELOPES/REGULAR	\$ 259.50	709438
101-260-7410.00	POSTAGE	KENT COMMUNICATIONS INC	POSTAGE	\$ 173.01	139139
101-260-8010.00	CONTRACTUAL SERVICES	CORPORATE TECHNOLOGIES LLC	PROTECT BACKUP SVC	\$ 650.00	709450
101-260-8010.00	CONTRACTUAL SERVICES	EVERSTREAM SOLUTIONS LLC	PRIMARY INTERNET SERVICE	\$ 600.00	709454
101-260-9320.00	COMPUTER REPAIR	I3 BUSINESS SOLUTIONS LLC	IT CONSULTING	\$ 247.50	709431
101-260-9570.00	PROFESSIONAL DEVELOPMENT	GMIS INTERNATIONAL	GMIS MEMBERSHIP/ANNUAL	\$ 125.00	139138

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GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
101-260-9570.00	PROFESSIONAL DEVELOPMENT	CHRISTINA BERG	ELECTION TRAINING/MILEAGE	\$ 112.70	709423
		Total For Dept 260 FINANCE		\$ 2,167.71	
Dept 265 CITY BUILDINGS					
101-265-7400.00	OPERATING SUPPLIES	GRAINGER INC	TOILET PARTS	\$ 81.10	709457
101-265-7400.00	OPERATING SUPPLIES	GRAINGER INC	LOCK REPLACEMENT	\$ 181.71	709457
101-265-7400.05	CLEANING SUPPLIES	ACTION CHEMICAL INC	CLEANING/JANITORIAL SUPPLIES	\$ 947.52	709444
101-265-7400.06	OFFICE SUPPLIES	PRINTING PRODUCTIONS INK	ENVELOPES/REGULAR	\$ 259.50	709438
101-265-8010.00	CONTRACTUAL SERVICES	COREWELL HEALTH OCCUPATION	DOT & NEW EMP/VARIOUS	\$ 118.00	709448
101-265-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.50	709465
101-265-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 58.10	709465
101-265-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 20.49	709465
101-265-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 34.09	709465
101-265-8010.04	ELEVATOR SRV MAINT AGREEMENT	ELEVATOR SERVICE	ELEVATOR MAINT CONTRACT	\$ 960.00	709428
101-265-8010.35	GENERAL BUILDING/COM CENTER/LIB/C	MICHIGAN CRITICAL POWER	PW GENERATOR ALARM	\$ 150.00	139153
101-265-8010.35	GENERAL BUILDING/COM CENTER/LIB/C	KERKSTRA SEPTIC TANK CLEANING	CLEAN GREASE TRAP - PS	\$ 250.00	709462
101-265-8010.35	GENERAL BUILDING/COM CENTER/LIB/C	NORTHWEST KENT MECHANICAL C	BACKFLOW REPAIR	\$ 255.00	709466
101-265-8010.35	GENERAL BUILDING/COM CENTER/LIB/C	PLEUNE SERVICE COMPANY INC	HVAC REPAIRS - LIBRARY	\$ 1,979.79	709468
101-265-8010.48	FIRE MONITORING AND LOCK SYSTEMS	EVERON	FIRE MONITORING/DOOR MAY 25 PW	\$ 45.51	709453
101-265-8010.48	FIRE MONITORING AND LOCK SYSTEMS	EVERON	FIRE MONITORING/DOOR MAY 25 - 750	\$ 330.90	709453
101-265-8010.48	FIRE MONITORING AND LOCK SYSTEMS	EVERON	FIRE MONITORING/DOOR MAY 25 770	\$ 277.59	709453
101-265-8040.00	JANITORIAL SERVICE	JO CLEANING SERVICE	CLEANING SERVICES	\$ 11,297.00	709432
101-265-9240.00	TELEPHONE SERVICE	VERIZON (3)	PHONES/LOCAL LINES	\$ 514.82	139147
101-265-9240.00	TELEPHONE SERVICE + CELL	BCM ONE	MSIP PHONE SERVICE	\$ 607.92	709422
101-265-9300.00	REPAIRS & MAINTENANCE	BUIST ELECTRIC	REPAIR CHAMBER FLOOR JACKS	\$ 857.43	709447
101-265-9700.00	CAPITAL EXPENDITURES	GR ELECTRIC INC	LIGHTING SYSTEM UPGRADE	\$ 4,891.75	709430
101-265-9701.00	SMALL CAPITAL	CUSTER WORKPLACE INTERIORS	CHAIRS FOR PARKS EVENT ROOMS	\$ 4,150.10	709451
		Total For Dept 265 CITY BUILDINGS		\$ 28,312.82	

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GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Dept 345 PUBLIC SAFETY					
101-345-7400.01	UNIFORMS	SUN BADGE CO	BADGES	\$ 1,107.00	139144
101-345-7400.06	OFFICE SUPPLIES	FIRST CHOICE COFFEE SERVICES	COFFEE ORDER	\$ 342.05	709429
101-345-7400.07	MISC. OPERATING	DANIEL LOBBEZOO	GAS REIMB - DETECTIVE CAR	\$ 35.76	709452
101-345-7400.09	POLICE EQUIPMENT	ON DUTY GEAR LLC	HANDCUFFS	\$ 60.99	709437
101-345-8010.00	CONTRACTUAL SERVICES	SHELDON CLEANERS INC	PUBLIC SAFETY DRY CLEANING-	\$ 76.87	139143
101-345-8010.00	CONTRACTUAL SERVICES	NATIONAL HOSE TESTG SPECIALTIE	LADDER TEST	\$ 630.30	709435
101-345-8010.00	CONTRACTUAL SERVICES	VITAL RECORDS CONTROL	OFFSITE STORAGE-APRIL	\$ 95.99	709442
101-345-8010.00	CONTRACTUAL SERVICES	COREWELL HEALTH W CLIENT BILL	BLOOD LABS/MCELRATH, LATOYA S	\$ 75.00	709449
101-345-8110.00	COUNTY DISPATCH AGREEMENT	KENT COUNTY TREASURER	DISPATCH SERVICES/LEIN SVC	\$ 51,596.80	709434
101-345-9560.00	DUES & SUBSCRIPTIONS	KENT COUNTY EMERGENCY MEDIC	KCEMS DUES	\$ 275.08	139140
101-345-9570.00	PROFESSIONAL DEVELOPMENT	RIC BUIKEMA	PS RECRUITING TRIP	\$ 345.52	709446
101-345-9571.00	INSERVICE TRAINING	WEST MI CRIMINAL JUSTICE TRAINI	TRAINING/PINDER	\$ 100.00	139148
		Total For Dept 345 PUBLIC SAFETY		\$ 54,741.36	
Dept 448 STREET LIGHTING					
101-448-9220.00	ELECTRIC SERVICE	CONSUMERS ENERGY	ELECTRIC SERVICE-3.1.25-3.31.25	\$ 8,630.20	709425
		Total For Dept 448 STREET LIGHTING		\$ 8,630.20	
Dept 485 GASLIGHT VILLAGE BUSINESS DISTRICT					
101-485-8010.00	CONTRACTUAL SERVICES	NORTHWEST KENT MECHANICAL C	SNOW MELT MONITORING	\$ 510.00	709436
		Total For Dept 485 GASLIGHT VILLAGE BUSINESS DISTRICT		\$ 510.00	
Dept 528 YARD WASTE COLLECTION/REFUSE/COMPOST					
101-528-7400.00	OPERATING SUPPLIES	PRINTING PRODUCTIONS INK	DOOR HANGER NOTICES	\$ 388.57	709469
		Total For Dept 528 YARD WASTE COLLECTION/REFUSE/COMPOST		\$ 388.57	
Dept 600 CHARGES FOR CURRENT SERVICES					
101-600-6540.00	MISCELLANEOUS REVENUE	KENT COUNTY ANIMAL SHELTER	DOG LICENSES/JAN-MAR	\$ (5.60)	709433

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GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
		Total For Dept 600 CHARGES FOR CURRENT SERVICES		\$ (5.60)	
Dept 601 RECREATION REVENUE					
101-601-6110.00	RECREATION PROGRAMMING FEES	CARA JONES	REFUND/PARKS & REC CREDIT	\$ 223.00	139136
		Total For Dept 601 RECREATION REVENUE		\$ 223.00	
Dept 751 RECREATION					
101-751-8010.00	CONTRACTUAL SERVICES	CIVICPLUS	REC 1 SOFTWARE/MARCH	\$ 410.42	709424
101-751-8010.00	CONTRACTUAL SERVICES	KENT COMMUNICATIONS INC	POSTCARD/SUMMER PARKS	\$ 3,491.40	139152
		Total For Dept 751 RECREATION		\$ 3,901.82	
Dept 756 POOL PROGRAMS					
101-756-7400.00	OPERATING SUPPLIES	GRAINGER INC	W POOL SUPPLIES	\$ 109.30	709457
101-756-8090.00	JOINT FACILITIES AGREEMENT	EGR PUBLIC SCHOOLS	JT FACILITIES/POOL 6/1/24-11/30/24	\$ 56,647.84	709427
		Total For Dept 756 POOL PROGRAMS		\$ 56,757.14	
Dept 777 RECREATION PROGRAMMING					
101-777-8010.00	CONTRACTUAL SERVICES	SRNB DANCE ACADEMY LLC	IRISH DANCE/JAN-MAR	\$ 840.00	709439
		Total For Dept 777 RECREATION PROGRAMMING		\$ 840.00	
Dept 778 GROUNDS MAINTENANCE					
101-778-7400.00	OPERATING SUPPLIES	US SPECIALTY COATINGS INC	FIELD MARKING PAINT	\$ 1,894.67	139146
101-778-7400.00	OPERATING SUPPLIES	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/GROUNDS MAINT	\$ 11.30	709465
101-778-7400.00	OPERATING SUPPLIES	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/GROUNDS MAINT	\$ 11.30	709465
101-778-7400.00	OPERATING SUPPLIES	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/GROUNDS MAINT	\$ 11.30	709465
101-778-7400.00	OPERATING SUPPLIES	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/GRNDS MAINT	\$ 11.30	709465
101-778-8010.00	CONTRACTUAL SERVICES	GREENLINE SPORTS TURF SOLUTIC	PAINTING	\$ 1,085.00	709459
101-778-8080.00	GROUNDS MAINTENANCE	THORNAPPLE INC	MONTHLY LAWN CARE-/MARCH	\$ 4,197.67	709441
		Total For Dept 778 GROUNDS MAINTENANCE		\$ 7,222.54	

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Dept 779 RECREATION SPORTS					
101-779-7400.00	OPERATING SUPPLIES	TH BRANDS	MS BASEBALL	\$ 115.00	709440
101-779-7400.00	OPERATING SUPPLIES	TH BRANDS	MS BASEBALL	\$ 110.00	709440
101-779-7400.00	OPERATING SUPPLIES	TH BRANDS	MS SOFTBALL JERSEYS	\$ 528.00	709440
		Total For Dept 779 RECREATION SPORTS		\$ 753.00	
Dept 781 MIDDLE SCHOOL SPORTS					
101-781-7080.00	CONTRACTUAL WAGES	EDVIN R RODAS LOPEZ	MS BOYS SOCCER OFFICIAL	\$ 51.00	139154
101-781-7080.00	CONTRACTUAL WAGES	JAIME RAMIREZ	MS BOYS SOCCER OFFICIAL	\$ 51.00	709471
101-781-7400.00	OPERATING SUPPLIES	TEAM GAZELLE	TRACK/FIELD JERSEYS	\$ 568.65	139145
101-781-8010.00	CONTRACTUAL SERVICES	ATM MEET MANAGEMENT LLC	MS TRACK TIMING	\$ 780.00	139150
101-781-8010.00	CONTRACTUAL SERVICES	ATM MEET MANAGEMENT LLC	TRACK TIMING	\$ 805.00	139150
		Total For Dept 781 MIDDLE SCHOOL SPORTS		\$ 2,255.65	
Dept 783 AQUATIC CLUB (WAVES)					
101-783-8090.00	JOINT FACILITIES AGREEMENT	EGR PUBLIC SCHOOLS	JT FACILITIES/POOL 6/1/24-11/30/24	\$ 42,053.43	709427
		Total For Dept 783 AQUATIC CLUB (WAVES)		\$ 42,053.43	
		Total For Fund 101 GENERAL FUND		\$ 241,812.23	
Fund 202 MAJOR STREET FUND					
Dept 463 ROUTINE MAINTENANCE					
202-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.49	709465
202-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 58.09	709465
202-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 20.49	709465
202-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 34.10	709465
		Total For Dept 463 ROUTINE MAINTENANCE		\$ 157.17	

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GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Dept 474 TRAFFIC SERVICES					
202-474-8010.12	GR, KENT CNTY, CONSUMERS, SIGNALS	CONSUMERS ENERGY	ELECTRIC SERVICE-3.1.25-3.31.25	\$ 1,139.28	709425
202-474-9700.00	CAPITAL EXPENDITURES	PROGRESSIVE AE INC	BRETON/HALL TRAFFIC SIGNAL PROJ	\$ 642.00	709470
		Total For Dept 474 TRAFFIC SERVICES		\$ 1,781.28	
		Total For Fund 202 MAJOR STREET FUND		\$ 1,938.45	
Fund 203 LOCAL STREET FUND					
Dept 451 STREET CONSTRUCTION					
203-451-9730.00	STREET CONSTRUCTION EXPENSE	GRAND RAPIDS GRAVEL COMPANY	LOCAL STREETS PROJECTS	\$ 4,245.38	139151
203-451-9730.00	STREET CONSTRUCTION EXPENSE	GRAND RAPIDS GRAVEL COMPANY	MILL/OVERLAY PROJECTS	\$ 1,649.50	139151
203-451-9730.00	STREET CONSTRUCTION EXPENSE	GRAND RAPIDS GRAVEL COMPANY	2025 MILL/OVERLAY PROJECTS	\$ 8,733.75	139151
		Total For Dept 451 STREET CONSTRUCTION		\$ 14,628.63	
Dept 463 ROUTINE MAINTENANCE					
203-463-7400.00	OPERATING SUPPLIES	HAMMERSMITH EQUIPMENT CO INC	RECOIL FOR COMPACTOR TOOLS/PARTS	\$ 27.25	709461
203-463-7400.00	OPERATING SUPPLIES	PRINTING PRODUCTIONS INK	DOOR HANGER NOTICES	\$ 388.57	709469
203-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.49	709465
203-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 58.09	709465
203-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 20.50	709465
203-463-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 34.09	709465
203-463-9700.00	CAPITAL EXPENDITURES	GROUNDHAWG EXCAVATING & LAND	LSL PROJECT - CONTRACT 1	\$ 12,750.00	709460
203-463-9700.00	CAPITAL EXPENDITURES	GROUNDHAWG EXCAVATING & LAND	LSL PROJECT, CONTRACT #1	\$ 15,260.00	709460
		Total For Dept 463 ROUTINE MAINTENANCE		\$ 28,582.99	
		Total For Fund 203 LOCAL STREET FUND		\$ 43,211.62	
Fund 265 DRUG LAW ENFORCEMENT FUND					
Dept 347 DRUG SEIZURE					

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 Agenda of the City Commission
 Voucher Run Summary May 5, 2025
 CHECKS #139136-139155 ACH# 709422-709474**

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
265-347-9701.00	SMALL CAPITAL EXP	ON DUTY GEAR LLC	ARMOR VEST CARRIER	\$ 285.00	709437
265-347-9701.00	SMALL CAPITAL EXP	ON DUTY GEAR LLC	ARMOR VEST CARRIER	\$ 285.00	709437
		Total For Dept 347 DRUG SEIZURE		\$ 570.00	
		Total For Fund 265 DRUG LAW ENFORCEMENT FUND		\$ 570.00	
Fund 408 PARKS CAPITAL PROJECT FUND					
Dept 788 PARKS MANHATTAN PROJECT MILLAGE					
408-788-9700.00	CAPITAL EXPENDITURES	MATERIALS TESTING CONSULTANT	M PARK CONSTRUCTION	\$ 5,991.25	709464
		Total For Dept 788 PARKS MANHATTAN PROJECT MILLAGE		\$ 5,991.25	
		Total For Fund 408 PARKS CAPITAL PROJECT FUND		\$ 5,991.25	
Fund 592 WATER & SEWER FUND					
Dept 542 MAINS AND HYDRANTS					
592-542-7400.21	DIRT	ORGANICYCLE LLC	COMPOST - WATER RESTORATION	\$ 300.00	709467
592-542-7400.23	STAKING, SAMPLES, SMALL EQUIP, MISC	FERGUSON ENTERPRISES	MISS DIG MARKING PAINT	\$ 146.64	709455
592-542-7400.23	STAKING, SAMPLES, SMALL EQUIP, MISC	HAMMERSMITH EQUIPMENT CO IN	CART FOR WATER TOOL	\$ 600.00	709461
592-542-8010.00	CONTRACTUAL SERVICES	MATERIALS TESTING CONSULTANT	M PARK 12" WATER MAIN	\$ 1,997.00	709464
592-542-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.49	709465
592-542-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 58.09	709465
592-542-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 20.49	709465
592-542-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 34.09	709465
592-542-8170.00	BULK SUPPLY - WATER	GRAND RAPIDS CITY TREASURER	W/S SERVICES-2.21.25-3.22.25	\$ 55,650.02	709458
592-542-9700.36	LEAD SERVICE LINE (LSL)	GROUNDHAWG EXCAVATING & LAI	LSL PROJECT - CONTRACT 1	\$ 38,250.00	709460
592-542-9700.36	LEAD SERVICE LINE (LSL)	GROUNDHAWG EXCAVATING & LAI	LSL PROJECT, CONTRACT #1	\$ 45,780.00	709460
		Total For Dept 542 MAINS AND HYDRANTS		\$ 142,880.82	
Dept 545 METER READING AND COLLECTING					

**City of East Grand Rapids
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GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
592-545-7400.00	OPERATING SUPPLIES	KENT COMMUNICATIONS INC	WATER BILLING/MONTHLY	\$ 736.30	139139
592-545-7400.00	OPERATING SUPPLIES	KENT COMMUNICATIONS INC	POSTAGE/UB MAY	\$ 1,200.00	139152
		Total For Dept 545 METER READING AND COLLECTING		\$ 1,936.30	
Dept 550 SEWER EXPENDITURES					
592-550-8010.00	CONTRACTUAL SERVICES	THE SAFETY COMPANY, LLC DBA M	SEWER CAMERA REPAIR	\$ 578.81	709472
592-550-8010.00	CONTRACTUAL SERVICES	THE SAFETY COMPANY, LLC DBA M	SEWER CAMERA REPAIR	\$ 4,245.76	709472
592-550-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 44.49	709465
592-550-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 58.09	709465
592-550-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 20.49	709465
592-550-8010.02	UNIFORMS	MODEL COVERALL SERVICE INC	UNIFORM RENTAL/DPW	\$ 34.09	709465
592-550-8175.00	BULK SUPPLY - SEWER	GRAND RAPIDS CITY TREASURER	W/S SERVICES-2.21.25-3.22.25	\$ 85,748.78	709458
		Total For Dept 550 SEWER EXPENDITURES		\$ 90,730.51	
		Total For Fund 592 WATER & SEWER FUND		\$ 235,547.63	
Fund 677 HEALTH CARE FUND					
Dept 852 HEALTH CARE ADMINISTRATION					
677-852-8010.00	CONTRACTUAL SERVICES	FIRST STOP HEALTH	TELEHEALTH/MONTHLY	\$ 714.00	709456
		Total For Dept 852 HEALTH CARE ADMINISTRATION		\$ 714.00	
		Total For Fund 677 HEALTH CARE FUND		\$ 714.00	
Fund 692 MOTOR EQUIPMENT REVOLVING FUND					
Dept 570 MOTOR EQUIPMENT EXPENDITURES					
692-570-7590.00	OP. SUP - GARAGE	COREWELL HEALTH OCCUPATION	DOT RANDOM/KELLEY	\$ 69.00	709426
692-570-7590.00	OP. SUP - GARAGE	FIRST CHOICE COFFEE SERVICES	COFFEE ORDER	\$ 318.55	709429
692-570-7590.00	OP. SUP - GARAGE	ATCO INTERNATIONAL COMPANY	GARGAE SUPPLIES CLEANER	\$ 175.25	139149
692-570-7590.00	OP. SUP - GARAGE	AIRGAS USA LLC	GARAGE WELDING SUPPLIES	\$ 135.65	709445

**City of East Grand Rapids
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GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
692-570-7590.00	OP. SUP - GARAGE	COREWELL HEALTH OCCUPATION	DOT & NEW EMP/VARIOUS	\$ 240.00	709448
692-570-7590.00	OP. SUP - GARAGE	LAWSON PRODUCTS INC	SHOP SUPPLIES	\$ 278.96	709463
692-570-7620.00	OP. SUP - UL GAS	VMJH, LLC	FUEL/CITY VEHICLES	\$ 1,204.25	709474
692-570-7630.00	OP. SUP - DIESEL FUEL	VMJH, LLC	FUEL/CITY VEHICLES	\$ 821.19	709474
		Total For Dept 570 MOTOR EQUIPMENT EXPENDITURES		\$ 3,242.85	
		Total For Fund 692 MOTOR EQUIPMENT REVOLVING FUND		\$ 3,242.85	
Fund 701 TAX FUND					
Dept 000					
701-000-2252.00	DELQ PERS-DUE TO EGRPS	EGR PUBLIC SCHOOLS	JT FACILITIES/POOL 6/1/24-11/30/24	\$ 0.10	709427
701-000-2890.00	DOG LICENSES PAYABLE	KENT COUNTY ANIMAL SHELTER	DOG LICENSES/JAN-MAR	\$ 147.00	709433
		Total For Dept 000		\$ 147.10	
		Total For Fund 701 TAX FUND		\$ 147.10	
		Fund Totals:			
			Fund 101 GENERAL FUND	\$ 241,812.23	
			Fund 202 MAJOR STREET FUND	\$ 1,938.45	
			Fund 203 LOCAL STREET FUND	\$ 43,211.62	
			Fund 265 DRUG LAW ENFORCEMENT FUND	\$ 570.00	
			Fund 408 PARKS CAPITAL PROJECT FUND	\$ 5,991.25	
			Fund 592 WATER & SEWER FUND	\$ 235,547.63	
			Fund 677 HEALTH CARE FUND	\$ 714.00	
			Fund 692 MOTOR EQUIPMENT REVOLVING FUND	\$ 3,242.85	
			Fund 701 TAX FUND	\$ 147.10	
		Total For All Funds:		\$ 533,175.13	

City of East Grand Rapids
Agenda of the City Commission
Voucher Run Summary May 5, 2025
CHECKS #139136-139155 ACH# 709422-709474

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
5/5/2025	Laura Schwartz			\$533,175.13	
	Brad Hunter				
	Ryan Burdick				
Alternate:					
Alternate:					

**EAST GRAND RAPIDS
PARKS & RECREATION COMMISSION MEETING
EGR COMMUNITY CENTER
COMMISSION CHAMBERS
6:00 PM
Monday, February 24, 2025**

The regular meeting of the Parks and Recreation Commission was held in the City Commission Chambers in the East Grand Rapids Community Center.

Kate Skaggs called the meeting to order at 6:00 pm.

Present in Person: Nick Abraham, Todd Bell, Michelle Brown, Layla Kuhl, Lan Le, Patrick Parkes and Kate Skaggs

Absent: Ryan Burdick, Larry Fisher and Lauren Jacoby

Also Present: Parks and Recreation Director, Derek Melville and Sara Coffey

Guests: Ryan Schmeling

Public Comment:

None

Report of Commissioners:

Patrick Parkes, Nick Abraham, Michelle Brown– Nothing.

Lan Le – Is new to the Commission and is excited to work with everyone.

Kate Skaggs – Happy to be filling in for Commissioner Ryan Burdick on behalf of the City Commission. It is reported that the last City Commission meeting was very long and well attended due to the presentation discussion on Gaslight Village Development. Overall, there are many thoughts from the community, on how the area should be developed.

Todd Bell – Is also new to the Commission and thankful for the welcoming.

Layla Kuhl – The High School design presentation is happening tomorrow.

Review of minutes:

Minutes of January 27, 2025 Parks and Recreation Commission meeting were presented for approval.

MOTION to approve: Brown

SUPPORT: Skaggs

YES: Abraham, Bell, Brown, Kuhl, Le, Parkes, and Skaggs (7)

NO: (0)

MINUTES APPROVED

Special Event Calendar – FYI

Consider request to approve Special Events Permits:

Consider request to approve Special Event Permit: 2025 EGR Gaslight Criterium Bike Race

Director Melville presented an overview of this event request. This is a short loop bike race. Previously the city hosted this event from 2005-2018. Under new leadership the event would like to return to EGR. This event will draw people in, which will be beneficial to Gaslight businesses. Due to the length of the road closures, the event coordinators have already been in contact with Public Safety and the application has been reviewed by the Engineering Department and other city staff. The Commission has the rare opportunity to have the race coordinator, Ryan Schmeling, in attendance to answer questions related to the event.

Skaggs – Has concerns about Ross Street, since this is a dead-end street and only opens to the proposed racecourse. Wondered if residents on this street will be notified so they can have their vehicles moved out prior to the event?

Schmeling – Personnel from the event will be contacting residents effected by the road closures about a month before the event. Attempts will be made to have face-to-face conversations with the residents on Ross Street, specifically. There will also be breaks between events where residents will be able to get in or out.

Schmeling – Requested change of date from August 17 to August 24, 2025.

Skaggs – Supports the date change, feels it will be better for the community since school resumes 8/18.

Brown – Requested more information about the impact of the intersection at Breton and Lake Drive.

Schmeling – Explained that part of this intersection would be closed with class III barriers. Traffic would be redirected to Argentina and San Jose.

Kuhl – Where will staging be, in Gaslight?

Schmeling – There has been talk of the Middle School parking lot, but they are willing to park further out since they will have bikes they can ride to Gaslight.

Kuhl – What is the maximum number of bikers riding at one time?

Schmeling – This event is looking to have approximately 200 bikes throughout the whole day. The 2024 Ada event topped out at 35 participants per event.

Brown – Is excited this is coming back!

Schmeling – Is also excited because this is a spectacular friendly event with high energy.

MOTION to approve: Brown

SUPPORT: Parkes

YES: Abraham, Bell, Brown, Kuhl, Le, Parkes, and Skaggs (7)

NO: (0)

2025 EGR Gaslight Criterium Bike Race APPROVED

Consider request to approve Special Event Permit:

2025 Kids Food Basket Gobble Wobble

Director Melville provided a summary of this continuing event. There are no requested changes.

MOTION to approve: Bell

SUPPORT: Skaggs

YES: Abraham, Bell, Brown, Kuhl, Le, Parkes, and Skaggs (7)

NO: (0)

2025 Kids Food Basket Gobble Wobble APPROVED

DNR Grant Applications:

Director Melville was able to attend an online training through the DNR and has connected with the Regional Grant Coordinator. Changes to the process have eliminated some hurdles. Projects intended to be submitted to the DNR for a grant should be an item on meeting agendas, giving the community opportunities to speak on them.

Director Melville was encouraged to submit multiple grant requests, so the city will have options in multiple buckets. He provided the timeline of DNR grants. Submissions for the upcoming funding cycle is April 1, 2025. It is unknown how much money is awarded in grants, each year.

Parkes – Wondered if by applying for multiple grants, could the city be awarded more than one grant?

Melville – Multiple grants can be received by the DNR if there are not overlapping scope items, and that one submitted grant project is not dependent on another grant submission.

Kuhl – Asked if it was possible to write and submit 3 grants in such a tight timeline.

Melville – Yes, it is tight, but many items can be used for more than one grant. Letters of support are required and one has already been obtained. Director Melville had a meeting with The Disability Advocates of Kent County last week.

The Land and Water Conservation Fund is tied to federal funds, so it requires additional items. Fish and Wildlife Services must be contacted to ensure that there are no endangered species in the area. A State Historic Preservation Office (SHPO) evaluation must be completed as well. These must be initiated before April 1, 2025 and be completed by October.

Le – Regarding the city match, the amount indicated is what the city would need to commit to the project, if we get it?

Melville – Each grant accepted by the city must have this percent minimum. Point-based match gets the lowest award, where 51-75% matches get us more points. East Grand Rapids does not qualify for any need-based points. After site visits and review of applications, each grant will be given a preliminary score.

Skaggs – How much millage dollars are remaining?

Melville – After the Manhattan Park development is completed (there is still potential for change orders) \$900,000 with interest earnings, plus, any leverage with grants. Approximately \$1 million remaining. The rough cost estimate of the Waterfront Park project is close to \$1.5 million. To complete this project grant funds are needed, or funds would need to be secured elsewhere.

Le – Is Waterfront Park the priority? Are some of the smaller projects more of a sure thing?

Melville – The Parks and Recreation Commission has prioritized Waterfront Park. Trail expansion projects did not include wetland restoration and would need a more defined plan.

Brown – Waterfront Park phase 1 was covered by a DNR grant?

Melville – Yes and the land acquisition was a DNR supported purchase, as well.

Abraham – Thanked Director Melville for the good information and his DNR scoring knowledge. Suggests the Commission pursue the 3 different grants.

Brown – Wondered if the preliminary scoring comes back low, can we re-evaluate at that point to see if it is still a viable project?

Melville – Preliminary scores come out in September; areas of the application can be boosted with the direction of the DNR Grant Coordinator. Even finding 5 points in each area add up. If the grant for the playground is not approved, the Commission could choose to do it on their own.

The next 2 City Commission meetings are open for community engagement regarding Waterfront Park. Once the concept is submitted to the DNR, the project can be refined.

Parke – Clarified that the DNR is looking at items overall, not the specifics of each.

Melville – Correct, no engineered plans are needed.

Report of Director:

- Sports Night Out was impactful. It was great to see the families engaging in the fun!
- There are 18 Middle School softball players, they are currently practicing on Sundays.
- Courthouse Basketball's first game is this weekend.
- New program for the Parks and Recreation Department is Kids Stage, an acting class.

Parke – Is there an update on the hiring of the Sports Supervisor?

Melville – Not yet, there should be an update this week.

Brown – Requested an update on the Manhattan Park project.

Melville – The construction company has had 10 weeks off. Weather permitting, they will be back this week to start digging out the rain gardens. Next, they will be pouring footings for the restrooms. Park completion is still slated for the end of June.

Communications:

None

The meeting was adjourned at 6:52 pm

Next Meeting: March 24, 2025

City Commissioners and Mayor,

At last Monday's meeting Commissioner Wessely asked that the community grant him and the other commissioners grace and trust; that they would be methodical and thorough regarding the Gaslight PUD proposal. I would like to affirm that neither I, nor most who I have spoken with about this project, harbor any doubts about the integrity, motives, or work ethic of the commissioners. What I keep coming back to is that we are not following the intended and needed process.

Commissioner Wessely stated that *after* the site plan (concept plan?) is approved, that is when the due diligence begins. I agree that due diligence on the details may begin then, but due diligence on the concept should already be completed. I refer to our City Code:

ARTICLE VI. PLANNED UNIT DEVELOPMENT (PUD)

§ 5.47 PUD CONCEPT PLAN REVIEW

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

According to our city code, the studies that are being requested by citizens such as me should have been requested and completed before the Planning Commission even sent the PUD to the City Commission. As I have said before, when people trust the process, they will also trust the results. It does not make sense to approve this concept with the thought that *later on* we can find out whether it is viable in terms of the traffic, parking, safety, environmental, and cultural needs of the city. We need to complete the studies that should have been requested and completed already.

Thank you for your continued efforts on behalf of our city,

Jerry Anderson

(I have included a pdf copy of this email so it can be kept on record)

Stephen Ross built the \$25,000,000,000 Hudson Yards.

The largest development in United States history.

When asked about his vision for Hudson Yards, here's what he said:

"I bet on New York."

Few get the opportunity to make history.

Even fewer succeed.

Here are 3 takeaways I got from studying Stephen Ross:

1) "As a developer, you have to really put the city's needs first."

- You do have to make money, but to make an impact on the community, you first have to understand what the community wants, not just what you want to build.

2) "You have to see where your risks are, and evaluate."

- Before you take the leap, understand what can go wrong, and determine whether you're prepared to handle it.

- As an LP, I'd want to know what problems the developer anticipates and how they intend to solve them as they come up.

3) "I bet on New York."

- As a developer, your project doesn't succeed in isolation. It succeeds because the community does.

- Know the city in which you're developing like the back of your hand. Your success as a developer depends on it.

Lori Parmenter

From: John Moyer <cwandco1@gmail.com>
Sent: Sunday, April 27, 2025 8:30 PM
To: Public Input
Cc: John Moyer
Subject: Gaslight
Attachments: 20250331_201326.jpg

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

4/3/23

Thanks for putting this address in the newsletter. I missed it at the program.

My input relates to the maps provided for the project. They don't seem to include one of the features relevant to traffic and pedestrians.

I was glad to see the old parking structure being torn down and even more surprised when it appeared the structure at the end of the old parking lot was not removed. I don't know if this structure has a name but for ease I will call it the Sail.

The Gaslight map shows vehicular movement through the location of the Sail to Bagley. As you can see from the attached picture, this is not possible without major changes to the structure, which would be a real loss to the community.

I look forward to this new development and appreciate the effort involved to consider all ideas.

John Moyer
545 Lakeside



Lori Parmenter

From: Kimberley Mark <kmark2717@comcast.net>
Sent: Wednesday, April 30, 2025 1:23 PM
To: Lori Parmenter; Katie Favale
Subject: Gaslight Project

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

Hello all,

We are writing again to let you know that we do not believe the revised PUD plans for Gaslight Village address the concerns of scale and lack of green spaces in a meaningful way. It looks like a strip mall that caters to cars, not pedestrians. The community clearly asked you to lower the height of the buildings and consider more green and walkable space. The revision was a half-hearted attempt and does not make the significant changes the residents' requested. We are also interested to learn if there are links to the results of the traffic studies, soil evaluations, climate impacts, etc? Please provide links.

We are not opposed to the development of Gaslight Village. We are opposed to the current plan as proposed. We hope you will consider a meaningful height reduction to the proposed buildings. Better yet, put a pause on the project and take the time to develop an improvement that truly reflects the charm of EGR and addresses the requests/concerns of the residents.

Thank you,
Kimberley and Paul Mark



SHEA CHARLES
CITY MANAGER

CITY OF
EAST GRAND RAPIDS

13

750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506

(616) 940-4817

www.eastgr.org

MEMORANDUM

TO: Honorable Mayor and City Commissioners
FROM: Shea Charles, City Manager
DATE: April 30, 2025

RE: Capital Improvement Plan Review

As part of the annual budget process the City Commission reviews the proposed Capital Improvement Plan (CIP). The City's CIP is for a six-year period, 2026-2031 and identifies various proposed improvements across all operations. 2025-2026 total budgeted capital expenditures are \$7.9 million across all funds. Attached is a summary of the six-year plan and project sheets for the 2025-2026 CIP. The CIP is part of the annual budget approval process in June and individual projects within the CIP will be subject to City Commission approval.

Shea Charles, City Manager

East Grand Rapids, MI
Capital Improvement Plan
2026 through 2031

Source	Project	Project #	Priority	2026	2027	2028	2029	2030	2031	Total
101 General Fund										
<u>1 City Manager</u>										
	Equipment Replacement Fund	2021-CM-99	2	10,000	10,000	10,000	10,000	10,000	-	50,000
1 City Manager Total				10,000	10,000	10,000	10,000	10,000	-	50,000
<u>2 Finance</u>										
	VMWare Host Servers (2)	2025-FD-02	2	16,000	-	-	-	-	16,000	32,000
	Computer Replacements	2021-FD-01	2	20,700	9,900	22,300	21,600	20,700	9,900	105,100
	New Phone System	2024-FD-02	3	-	-	45,000	-	-	-	45,000
	Storage Area Network (SAN)	2021-FD-02	2	-	20,000	-	-	-	-	20,000
	New UPS (Universal Power Supply)	2022-FD-02	2	9,500	-	-	-	-	-	9,500
	Update City Switch Infrastructure	2020-FD-04	2	20,000	-	-	-	-	-	20,000
2 Finance Total				66,200	29,900	67,300	21,600	20,700	25,900	231,600
<u>3 Public Safety</u>										
	Turn Out Gear	2021-PS-01	1	18,200	-	-	-	-	-	18,200
	Fire Helmet & Boot Replacements	2018-PS-02	2	-	-	19,000	-	-	-	19,000
	Police Radar Speed Trailer	2018-PS-03	3	-	-	12,000	-	-	-	12,000
	Night Vision Thermal Monocular	2018-PS-04	3	-	-	10,000	-	-	-	10,000
	Evolis Radar Speed Sign	2018-PS-05	3	-	-	6,000	-	-	-	6,000
	Semi-Automatic Pistols	2019-PS-05	2	-	-	-	10,000	-	-	10,000
	Reactionary Metal Firearms Target System	2019-PS-03	3	-	-	-	3,000	-	-	3,000
	Battery Powered Combination/Extrication Tool	2019-PS-04	2	-	-	-	16,000	-	-	16,000
	Fitness Room - Upgraded Equipment	2020-PS-04	3	-	-	-	-	5,000	-	5,000
	Fire Apparatus Computers & Docking Stations	2020-PS-6	3	-	11,000	-	-	-	-	11,000
	Thermal Imaging Camera	2020-PS-5	2	-	-	-	-	11,000	-	11,000
	Battery Powered Fan - Truck #23	2021-PS-02	2	-	-	-	-	-	6,000	6,000
	SCBA RIT Bags & Bottles	2021-PS-04	2	-	-	-	-	-	11,700	11,700
	Mobile Computer Terminals	2021-PS-05	1	19,500	-	-	-	-	-	19,500
	Console Mounted Mobile Printers	2021-PS-10	2	-	6,000	-	-	-	-	6,000
	Simulation Training Weapons	2021-PS-11	2	-	-	-	-	-	6,000	6,000
	Camera & Recording Equipment	2021-PS-08	1	-	5,000	-	-	-	-	5,000
	EPS Access Control System	2021-PS-03	2	-	19,000	-	-	-	-	19,000
	Automatic Defibrillator Devices	2021-PS-09	1	-	-	-	-	-	6,000	6,000
	TASER Program	2023-PS-5	2	-	-	24,000	-	-	-	24,000
	Active Violence "Go Bag" Kits	2024-PS-1	3	-	-	-	-	-	8,000	8,000
	Simunitions Training Equipment Replacement	2024-PS-3	3	-	-	-	-	-	8,000	8,000
	Patrol Rifle Replacement	2025-PS-1	2	16,500	-	-	-	-	-	16,500
	Utility Rescue Vehicle	2025-PS-2	3	30,000	-	-	-	-	-	30,000
	Patrol Handgun Replacement	2025-PS-3	3	20,370	-	-	-	-	25,000	45,370
3 Public Safety Total				104,570	41,000	71,000	29,000	16,000	70,700	332,270
<u>4 Parks and Recreation</u>										
	Joint Facility Athletic Field Improvements	2026-PR-03	3	1	-	-	-	-	-	1
	Manhattan Field # 4 Renovations	2027-PR-03	3	-	200,000	-	-	-	-	200,000
	Manhatttan Field #3 Renovations	2027-PR-04	3	-	300,000	-	-	-	-	300,000
	Manhattan Field #2 Renovations	2028-PR-03	3	-	-	400,000	-	-	-	400,000
	Manhattan Field #1	2029-PR-02	3	-	-	-	400,000	-	-	400,000
4 Parks and Recreation Total				1	500,000	400,000	400,000	-	-	1,300,001
<u>5 Public Works-Buildings</u>										
	Wealthy Pool LED lighting	2028-BD-03	3	-	-	25,000	-	-	-	25,000
	Community Center Carpet/Flooring Replacements	2021-BD-01	3	100,000	20,000	20,000	25,000	28,000	32,000	225,000
	Wealthy Pool Exhaust Fan 1	2027-BD-01	3	-	-	6,000	-	-	-	6,000
	Community Center Boiler 1	2028-BD-01	1	80,000	-	-	-	-	-	80,000
	Community Center Chiller Pump 4	2029-BD-02	3	-	-	-	6,500	-	-	6,500
	Community Center Heating Pump 1	2028-BD-04	3	-	-	8,000	-	-	-	8,000
	Community Center Air Handling Unit 1	2022-BD-05	3	-	-	45,000	-	-	-	45,000
	Community Center Air Handling Unit 5	2025-BD-AHU 5	3	45,000	-	-	-	-	-	45,000
	Community Center BC Air Handling Unit 2	2025-BD-02	3	35,000	-	-	-	-	-	35,000
	Community Center BC Air Handling Unit 8	2025-BD-08	3	40,000	-	-	-	-	-	40,000
	Community Center BC Air Handling Unit 3	2025-BD-03	3	28,000	-	-	-	-	-	28,000
	Community Center BC Air Handling Unit 5	2025-BD-05	3	28,000	-	-	-	-	-	28,000
	Community Center BC Air Handling Unit 7	2025-BD-07	3	-	28,000	-	-	-	-	28,000
	Community Center Unit Controllers	2022-BD-20	3	5,000	-	-	-	-	-	5,000
	Community Center Exhaust Fan 9	2030-BD-06	3	-	-	-	-	1,200	-	1,200
	Community Center Exhaust Fan 10	2030-BD-07	3	-	-	-	-	1,500	-	1,500
	Community Center Exhaust Fan 3	2030-BD-03	3	-	-	-	-	3,000	-	3,000
	Community Center Exhaust Fan 4	2030-BD-04	3	-	-	-	-	3,000	-	3,000
	Community Center Exhaust Fan 12	2030-BD-09	3	-	-	-	-	1,200	-	1,200
	Community Center Exhaust Fan 11	2030-BD-08	3	-	-	-	-	1,400	-	1,400
	Community Center Exhaust Fan 1	2030-BD-01	3	-	-	-	-	9,200	-	9,200
	Community Center Exhaust Fan 2	2030-BD-02	3	-	-	-	-	10,300	-	10,300
	Community Center Exhaust Fan 6	2030-BD-05	3	-	-	-	-	2,000	-	2,000
	Wealthy Pool Mixed Air Unit 1	2022-BD-15	3	-	150,000	-	-	-	-	150,000
	Facility Roof Repairs	2021-BD-02	3	5,000	5,000	6,000	8,000	9,000	9,500	42,500
	Public Works Building Roof	2031-BD-01	3	-	-	-	-	-	100,000	100,000

Source	Project	Project #	Priority	2026	2027	2028	2029	2030	2031	Total
	Furniture-Chair Replacements	2025-BD-19	3	20,900	22,000	-	-	-	-	42,900
	Community Center Boiler 1		1	-	-	80,000	-	-	-	80,000
	Community Center Air Handling Unit 2	2022-BD-06	3	60,000	-	-	-	-	-	60,000
5	Public Works-Buildings Total			446,900	225,000	190,000	39,500	69,800	141,500	1,112,700
5	Public Works-Infrastructure									
	Manhattan Park-Parking Lots	2026-PW-Parking	3	400,000	-	-	-	-	-	400,000
5	Public Works-Infrastructure Total			400,000	-	-	-	-	-	400,000
5	Public Works-Other									
	Wealthy Streetscape Maintenance	2022-PW-30	3	-	-	100,000	-	-	-	100,000
	Replacement Street Lights	2021-PW-30	3	5,000	-	-	-	-	-	5,000
5	Public Works-Other Total			5,000	-	100,000	-	-	-	105,000
101	General Fund Total			1,032,671	805,900	838,300	500,100	116,500	238,100	3,531,571
202	Major Street Fund									
5	Public Works-Infrastructure									
	Traffic Signal Upgrade	2021-PW-06	2	270,000	-	-	-	-	-	270,000
	Manhole Casting Adjustment & Spray Rehab Program	2021-PW-04	2	100,000	-	-	-	-	-	100,000
	Crosstown Connector Bike Lane Project-Citywide	2026-PW-Bike	1	500,000	500,000	-	-	-	-	1,000,000
5	Public Works-Infrastructure Total			870,000	500,000	-	-	-	-	1,370,000
5	Public Works-Other									
	800-Radios	2023-PW-33	1	30,600	-	-	-	-	-	30,600
5	Public Works-Other Total			30,600	-	-	-	-	-	30,600
202	Major Street Fund Total			900,600	500,000	-	-	-	-	1,400,600
203	Local Street Fund									
5	Public Works-Infrastructure									
	Manhole Casting Adjustment & Spray Rehab Program	2021-PW-04	2	100,000	100,000	-	-	-	-	200,000
	Watermain Projects	2021-PW-10	2	40,000	100,000	100,000	100,000	100,000	100,000	540,000
	LSL Replacements	2024-PW-32	1	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000
5	Public Works-Infrastructure Total			390,000	450,000	350,000	350,000	350,000	350,000	2,240,000
5	Public Works-Other									
	800-Radios	2023-PW-33	1	30,600	-	-	-	-	-	30,600
5	Public Works-Other Total			30,600	-	-	-	-	-	30,600
203	Local Street Fund Total			420,600	450,000	350,000	350,000	350,000	350,000	2,270,600
204	Municipal Street Fund									
5	Public Works-Infrastructure									
	Street Project-Major and Local Streets	2021-PW-01	2	1,600,000	1,700,000	1,800,000	1,900,000	2,000,000	2,100,000	11,100,000
	Sidewalk Repair Program/New Sidewalks	2021-PW-02	2	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000
	Storm Sewer Repairs and Replacement	2021-PW-03	2	-	100,000	100,000	100,000	-	-	300,000
	City Hall Storm Sewer Separator	2024-PW-01	4	-	-	-	-	350,000	-	350,000
	Improvements to Gravel Roads	2022-PW-01	4	5,000	5,000	5,000	5,000	5,000	5,000	30,000
5	Public Works-Infrastructure Total			1,855,000	2,055,000	2,155,000	2,255,000	2,605,000	2,355,000	13,280,000
204	Municipal Street Fund Total			1,855,000	2,055,000	2,155,000	2,255,000	2,605,000	2,355,000	13,280,000
408	Parks Capital Projects									
4	Parks and Recreation									
	Mehney Field Turf Replacement	2026-PR-02	3	445,000	-	-	-	-	-	445,000
	Memorial Field Turf Replacement	2029-PR-01	3	-	-	-	460,000	-	-	460,000
	Remington & Hodenpyl Trail Improvements	2028-PR-01	3	-	-	250,000	-	-	-	250,000
	Community Track Replacement	2028-PR-02	3	-	-	1	-	-	-	1
	Waterfront Park Phase 3	2027-PR-01	3	-	1,600,000	-	-	-	-	1,600,000
	Steketee Woods Trails	2031-PR-01	5	-	-	-	-	-	560,000	560,000
	San Lu Rae Updates	2026-PR-01	4	80,000	-	-	-	-	-	80,000
	Schroeder Property Improvements	2030-PR-01	5	-	-	-	-	200,000	-	200,000
	Waterfront Park Phase 2	2027-PR-02	3	-	150,000	-	-	-	-	150,000
4	Parks and Recreation Total			525,000	1,750,000	250,001	460,000	200,000	560,000	3,745,001
408	Parks Capital Projects Total			525,000	1,750,000	250,001	460,000	200,000	560,000	3,745,001
592	Water and Sewer Fund									
5	Public Works-Infrastructure									
	Hydrant Update Program	2021-PW-11	2	20,000	20,000	20,000	25,000	25,000	28,000	138,000
	Valve Replacement Program	2021-PW-12	2	20,000	20,000	20,000	25,000	25,000	28,000	138,000
	Replacement of Water Meters	2021-PW-13	2	53,000	55,000	57,000	60,000	62,000	62,000	349,000
	Watermain Projects	2021-PW-10	2	1,082,000	635,000	645,000	655,000	670,000	685,000	4,372,000
	Sanitary Sewer CIPP	2021-PW-20	2	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
	LSL Replacements	2024-PW-32	1	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000
5	Public Works-Infrastructure Total			1,975,000	1,530,000	1,542,000	1,565,000	1,582,000	1,603,000	9,797,000
5	Public Works-Other									
	800-Radios	2023-PW-33	1	30,600	-	-	-	-	-	30,600
5	Public Works-Other Total			30,600	-	-	-	-	-	30,600
592	Water and Sewer Fund Total			2,005,600	1,530,000	1,542,000	1,565,000	1,582,000	1,603,000	9,827,600
692	Motor Pool Replace Fund									
6	Public Works-MERF									
	2018 International 7000 Dump Truck #196.1718	2030-MP-196	3	-	-	-	-	150,000	-	150,000
	2017 Caterpillar Mini Loader #120	2026-MP-120	4	130,000	-	-	-	-	-	130,000
	2018 Ground Maint Truck/Silverado #300	2028-MP-300	3	-	-	34,000	-	-	-	34,000
	2018 Ford Explorer (Capitan Vehicle) #295	2026-MP-295	3	-	-	40,000	-	-	-	40,000

Source	Project	Project #	Priority	2026	2027	2028	2029	2030	2031	Total
	1997 Top Dresser #533(or 553) Parks and Recreation	2029-MP-553	3	-	-	-	10,000	-	-	10,000
	Engineering/DPW Ford F-250 Pickup #110.2021	2021-MP-110	3	-	-	-	-	-	42,000	42,000
	2019 Monroe Salt Spreaders #518	2031-MP-518	3	-	-	-	-	-	13,000	13,000
	1997 John Deere Tractor #510 Parks and Rec	2028-MP-510	3	-	-	45,000	-	-	-	45,000
	2008 Mini Excavator Bobcat #577	2026-MP-577	3	70,000	-	-	-	-	-	70,000
	Ford Escape PS Patrol Hybrid #290 replaced by #209	2024-MP-290	3	-	-	-	70,000	-	-	70,000
	1998 Turf Roller #536 Parks and Rec	2029-MP-536	3	-	-	-	8,000	-	-	8,000
	2000 Turf Aerator #566 Parks and Rec	2030-MP-566	4	-	-	-	-	15,000	-	15,000
	1999 Claw Tink Bucket #512	2027-MP-512	3	-	19,000	-	-	-	-	19,000
	2020 Ford F150 Interceptor	2030-MP-287	3	-	-	-	-	60,000	-	60,000
	2020 Chevy Silverado PickupTruck#116 with liftgate	2030-MP-116	3	-	-	-	-	45,000	-	45,000
	2020 Chevy Silverado #117 Facilities Truck	2030-MP-117	3	-	-	-	-	50,000	-	50,000
	Ferrara Aerial Inferno #274	2026-MP-274	3	-	-	1,650,000	-	-	-	1,650,000
	2008 F250 Ford Pickup #288	2028-MP-288	3	-	-	55,000	-	-	-	55,000
	PS Explorer Patrol Vehicle #208	2029-MP-208	3	-	-	-	70,000	-	-	70,000
	PS Patrol Vehicle #201 replaced by #205 in 22/23	2027-MP-205	3	-	70,000	-	-	-	-	70,000
	PS Patrol Vehicle #202 replaced by #207 in 2022/23	2023-MP-202	3	-	-	70,000	-	-	-	70,000
	#117 DPW Facilities Truck-2019 Chevy	2029-MP-117	3	-	-	-	40,000	-	-	40,000
	2012 GMC Sierra 2500 Pickup #129	2027-MP-129	3	-	35,000	-	-	-	-	35,000
	2013 GMC Sierra 3500 Pickup 1 ton #132	2026-MP-132	3	65,000	-	-	-	-	-	65,000
	2013 GMC Sierra 3500 1 ton #133	2026-MP-133	3	65,000	-	-	-	-	-	65,000
	Hydraulic Hammer #520	2028-MP-520	4	-	-	26,500	-	-	-	26,500
	1997 Brush Bandit Chipper #507	2030-MP-507	4	-	-	-	-	66,168	-	66,168
	Bobcat Tool Cat #136	2028-MP-136	3	-	-	62,100	-	-	-	62,100
	Caterpillar Backhoe #130	2027-MP-130	1	-	190,000	-	-	-	-	190,000
	30 KW Generator #560 Trailer Unit	2030-MP-560	3	-	-	-	-	25,000	-	25,000
	MCL-310 Hole Hammer-Missle #538	2029-MP-538	4	-	-	-	8,500	-	-	8,500
	30 KW Coleman Generator #561 trailer unit	2030-MP-561	3	-	-	-	-	25,000	-	25,000
	Enclosed Trailer-Saw #574	2027-MP-574	3	-	8,000	-	-	-	-	8,000
	4000 Striper Machine #576 Parking Lot-Yellow Curb	2030-MP-576	3	-	-	-	-	5,000	-	5,000
	Root 11' Power Reverse Snow Plow #592 front plow	2030-MP-592	3	-	-	-	-	17,000	-	17,000
	2008 Wolverine Power 50 KW Generator-Trailer #578	2028-MP-578	3	-	-	50,000	-	-	-	50,000
	5G 60 Stump Grinder (Tool cat) #714	2028-MP-714	3	-	-	9,000	-	-	-	9,000
	Cement Mixer Toolcat #585	2029-MP-585	4	-	-	-	8,500	-	-	8,500
	Bobcat Toolcat Angle Boom #586	2026-MP-586	4	-	-	8,500	-	-	-	8,500
	60" Snow Blower for Tool cat #581	2029-MP-581	3	-	-	-	9,000	-	-	9,000
	Front Reversible Snow plow #588	2030-MP-588	4	-	-	-	-	18,500	-	18,500
	2009 Claw Tink Bucket #587	2024-MP-587	3	-	20,000	-	-	-	-	20,000
	60" Brushcat Rotary Cutter #700 Part# 7114296	2030-MP-700	3	-	-	-	-	8,000	-	8,000
	2013 Claw Bucket - Tink C520 # 704	2026-MP-704	4	20,000	-	-	-	-	-	20,000
	2006 Nissan Forklift #122	2028-MP-122	4	-	-	24,500	-	-	-	24,500
	Tilt Trailer	2030-MP-708	4	-	-	-	-	5,000	-	5,000
	2015 Monroe Salt Spreader #711	2027-MP-711	4	-	15,300	-	-	-	-	15,300
	2015 Vactor 211-824PL Mounted on Int. Chassis #137	2026-MP-137	3	650,000	-	-	-	-	-	650,000
	Bobcat 54" Blade plow for Tool cat #710	2030-MP-710	4	-	-	-	-	4,700	-	4,700
	Concrete Saw Replacement 715	2030-MP-715	4	-	-	-	-	9,700	-	9,700
	2016 International Packer #139	2028-MP-139	3	-	-	130,000	-	-	-	130,000
	International 7300 4x2 Bucket Truck	2030-MP-138	3	-	-	-	-	223,100	-	223,100
	2017 Chevy Silverado 2500	2027-MP-142	3	-	44,000	-	-	-	-	44,000
	2017 Chevy Silverado 2500	2027-MP-143	4	-	44,000	-	-	-	-	44,000
	2016 Concrete Mixer (Stand Alone) Truck Pull #724	2030-MP-724	4	-	-	-	-	7,500	-	7,500
	Junior Wing Plow (Attachment to #102)	2029-MP-102b	3	-	-	-	14,000	-	-	14,000
	Claw Bucket - Tink C520 #705	2026-MP-705	3	20,000	-	-	-	-	-	20,000
	#144 Ford F350 1 ton	2029-MP-144		-	-	-	55,000	-	-	55,000
	Ford Explorer E-Unit	2024-MP-203	1	-	70,000	-	-	-	-	70,000
	2019 ford transit van #118 for miss digs-utilities	2029 MP 118	2	-	-	-	45,000	-	-	45,000
	2019 Bobcat Toolcat #123	2027-MP123	3	-	70,000	-	-	-	-	70,000
	2018 Chevy Silverado-parks and rec #300	2028-MP-#300	3	-	-	50,000	-	-	-	50,000
	2006 Pierce Velocity Fire Truck	2029-MP-289	3	-	-	-	783,000	-	-	783,000
	Packer Body 108	2026-MP-108A	3	120,000	-	-	-	-	-	120,000
	Command Vehicle - Public Safety Director	2026-MP-210		40,000	-	-	-	-	-	40,000
	6 Public Works-MERF Total			1,180,000	585,300	2,254,600	1,121,000	734,668	55,000	5,930,568
	692 Motor Pool Replace Fund Total			1,180,000	585,300	2,254,600	1,121,000	734,668	55,000	5,930,568
	Federal Funding									
	4 Parks and Recreation									
	Remington & Hodenpyl Trail Improvements	2028-PR-01	3	-	-	275,000	-	-	-	275,000
	Waterfront Park Phase 3	2027-PR-01	3	-	300,000	-	-	-	-	300,000
	Schroeder Property Improvements	2030-PR-01	5	-	-	-	-	150,000	-	150,000
	Waterfront Park Phase 2	2027-PR-02	3	-	150,000	-	-	-	-	150,000
	4 Parks and Recreation Total			-	450,000	275,000	-	150,000	-	875,000
	Federal Funding Total			-	450,000	275,000	-	150,000	-	875,000
	Grand Total			7,919,471	8,126,200	7,664,901	6,251,100	5,738,168	5,161,100	40,860,940

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-CM-99
Project Name Equipment Replacement Fund

Total Project Cost	\$120,000	Department	1 City Manager
Type	Replacement	Category	Other Equipment
Priority	2 Very Important	Status	Active
Useful Life	None		

Description

This funding will be used to replace essential office equipment in the administrative offices during the course of the year.

Prior	Expenditures	2026	Total	Future
70,000	101-875-9700 City Manager	10,000	10,000	40,000
	Total	10,000	10,000	

Prior	Funding Sources	2026	Total	Future
70,000	101 General Fund	10,000	10,000	40,000
	Total	10,000	10,000	

Budget Items	2026	Total
101.1 CITY MANAGER	10,000	10,000
Total	10,000	10,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-FD-01
Project Name Computer Replacements

Total Project Cost	\$181,200	Contact	Gary Veldhof
Department	2 Finance	Type	Replacement
Category	Computer and Equipment	Priority	2 Very Important
Status	Active	Useful Life	4 years

Description

Request is for computer, desktop or notebook depending on position, and operating system.

Replacements by department for 25/26 fiscal year are: City Manager 0, Finance 3, Public Works 5, Parks & Rec 3 and Public Safety 4.

15 Total Replacements. 3 Notebooks and 12 Desktop PCs.

Justification

Replacement computers for all departments in accordance with the information technology computer replacement schedule and annual evaluation.

Prior	Expenditures	2026	Total	Future
76,100	101-260-9700 Finance	20,700	20,700	84,400
	Total	20,700	20,700	

Prior	Funding Sources	2026	Total	Future
76,100	101 General Fund	20,700	20,700	84,400
	Total	20,700	20,700	

Budget Items	2026	Total
101.4 PUBLIC WORKS	3,500	3,500
265 DRUG SEIZURE FUNDS	2,800	2,800
101.2 FINANCE	2,100	2,100
101.5 PARKS AND RECREATION	700	700
Total	9,100	9,100

Capital Improvement Plan

East Grand Rapids, MI

Project # 2022-FD-02
 Project Name New UPS (Universal Power Supply)

Total Project Cost	\$9,500	Department	2 Finance
Type	New	Category	Computer and Equipment
Priority	2 Very Important	Status	Active
Useful Life	7 years		

Description

UPS units protect the City's networking equipment and servers in the event of a power outage. They provide continuous power until the power supply is switched to generators. There are 3 units: Server Room, Finance Storage Room (network equipment) and Public Safety Storage Room (network equipment).

Justification

Units were purchased in 16/17 putting them at the end of their expected useful life.

Expenditures	2026	Total
101-260-9700 Finance	9,500	9,500
Total	9,500	9,500

Funding Sources	2026	Total
101 General Fund	9,500	9,500
Total	9,500	9,500

Capital Improvement Plan

East Grand Rapids, MI

Project # 2020-FD-04
Project Name Update City Switch Infrastructure

Total Project Cost	\$53,000	Contact	Gary Veldhof
Department	2 Finance	Type	Unassigned
Category	Computer and Equipment	Priority	2 Very Important
Status	Active	Useful Life	7 years

Description

New switches and associated equipment for City Hall and Public Safety buildings. Project will include the following:

City Hall: 4 - 48 port POE switches, 6 - Stacking modules and 2 - SX Transceivers

Public Safety: 2 - 48 port POE switches, 4 - Stacking modules, 2 - LX Transceiver and 2 - SX Transceiver

Consulting services to configure switches and installation services.

Cost reduced to eliminate = Public Works: 2 - 24 port POE switches 2 - Stacking modules 1 - LX Transceiver. These switches were replaced due to damage in 2024

Justification

All switches are 4 years or older.

Prior	Expenditures		2026	Total
33,000	101-260-9700 Finance		20,000	20,000
		Total	20,000	20,000

Prior	Funding Sources		2026	Total
33,000	101 General Fund		20,000	20,000
		Total	20,000	20,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2025-FD-02
Project Name VMWare Host Servers (2)

Total Project Cost	\$50,000	Contact	Gary Veldhof
Department	2 Finance	Type	Replacement
Category	Computer and Equipment	Priority	2 Very Important
Status	Active	Useful Life	5 years

Description

Consulting and hardware to replace 2 host servers.

Justification

This would replace two current hosts purchased in 2021. These servers host virtual servers that provide services all departments.

Prior	Expenditures	2026	Total	Future
18,000	101-260-9700 Finance	16,000	16,000	16,000
	Total	16,000	16,000	

Prior	Funding Sources	2026	Total	Future
18,000	101 General Fund	16,000	16,000	16,000
	Total	16,000	16,000	

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-PS-05
Project Name Mobile Computer Terminals

Total Project Cost	\$39,300	Department	3 Public Safety
Type	Replacement	Category	Police Equipment
Priority	1 Critical	Status	Active
Useful Life	5 years		

Description

A Mobile Digital Computer (MDC) is ruggedized laptop computer that is permanently mounted into all of the Department's police cruisers. PSOs use MDTs for communication with KCSD dispatch, run LEIN checks, and to write reports for law enforcement, medical and fire incidents.

6 Panasonic Mobile Computers x \$2,500 = \$15,000

6 Docking Stations x \$750 = \$4,500

Justification

The existing mobile computers in the cars are: * at least 5 years old and are at the end of their life-cycle. * breaking down for repairs more frequently which impacts officer patrol & in-service time. * becoming overloaded and slow due to age and use. We are in need of 6 replacements that are faster, more reliable, can accommodate more programs which will enable officers to more efficiently patrol due to less "computer" downtime for repairs. _

Prior	Expenditures	2026	Total
19,800	101-345-9700 Public Safety	19,500	19,500
	Total	19,500	19,500

Prior	Funding Sources	2026	Total
19,800	101 General Fund	19,500	19,500
	Total	19,500	19,500

Budget Impact

This is a recurring cost once every 5 years.

Budget Items	2026	Total
101.3 PUBLIC SAFETY	24,000	24,000
	Total	24,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-PS-01
Project Name Turn Out Gear

Total Project Cost	\$121,000	Department	3 Public Safety
Type	Equipment	Category	Fire Equipment
Priority	1 Critical	Status	Active
Useful Life	5 years		

Description

Turnout gear can be defined as the basic firefighter personal protective equipment (PPE) worn by an EGRDPS public safety officer at a fire scene. For our purposes, one set of turnout gear consists of 1 pair of bunker pants and 1 coat. The Department needs to replace 5 sets of turnout gear per fiscal year for the next five fiscal years to replace expired or expiring turnout gear.

Justification

National Fire Protection Agency (NFPA) Standard 1851, Chapter 10, Section 10.12 states "Structural fire fighting ensembles and ensemble elements shall be retired no more than 10 years from the date the ensembles or ensemble elements were manufactured."

Prior	Expenditures	2026	Total
102,800	101-345-9700 Public Safety	18,200	18,200
	Total	18,200	18,200

Prior	Funding Sources	2026	Total
102,800	101 General Fund	18,200	18,200
	Total	18,200	18,200

Budget Impact

This is an annual recurring cost that will occur according to the NFPA recommended replacement schedule and the Department's rotating replacement schedule.

Budget Items	2026	Total
101.3 PUBLIC SAFETY	18,200	18,200
	Total	18,200

Capital Improvement Plan

East Grand Rapids, MI

Project # 2025-PS-3
Project Name Patrol Handgun Replacement

Total Project Cost	\$45,370	Contact	Ric Buikema
Department	3 Public Safety	Type	Replacement
Category	Police Equipment	Priority	3 Important
Status	Active	Useful Life	5 years

Description

30 - Sig P320 Handguns @ \$495/each = \$14,850
 30 Holusun Sights @ \$335/each = \$10,050
 30 Safariland Holsters @ \$149/each = \$4,470
 30 Sig P320 Trade in @300/each =-\$9,000
 Total= \$20,370

Justification

Our current Sig P320 handguns have been in service for over 5 years. They have reached the age and use that the manufacturer recommends several replacement parts to maintain good working order. Replacement parts would be \$75 per handgun and the springs needed to service the magazines are no longer produced. We would need to purchase new magazines which make the service upgrade cost prohibitive. The new handguns also have the ability to mount a "red dot" sight to ensure better accuracy at different ranges. The red dot sight allows for much more focus on seeing the entire area when attempting to determine an imminent threat. Our current iron sights demand focus on the front sight of the handgun at all times. The proposed holsters will not only accomodate the "red dot" sight but they also allow for increased security. The are an upgrade from a level 2 to a level 3 retention.

Expenditures	2026	Total	Future
101-345-9700 Public Safety	20,370	20,370	25,000
Total	20,370	20,370	

Funding Sources	2026	Total	Future
101 General Fund	20,370	20,370	25,000
Total	20,370	20,370	

Capital Improvement Plan

East Grand Rapids, MI

Project # 2025-PS-1
Project Name Patrol Rifle Replacement

Total Project Cost	\$36,500	Contact	Ric Buikema
Department	3 Public Safety	Type	Replacement
Category	Police Equipment	Priority	2 Very Important
Status	Active	Useful Life	10 years

Description

7 Sig Sauer M400 AR15 Patrol Rifles 7 Blue Force Slings

Justification

Our current duty rifles are over ten years old. They are becoming worn due to the amount of rounds that are fired through each firearm during training each year. Each rifle sees in excess of 2,000rds of ammunition each year. Per the manufacturer major parts breakage becomes an issue after 20,000rds. This could potentially effect the reliability of the firearms, possibly leading to a catastrophic failure at the wrong time. Due to the amount of rounds fired through each firearm, accuracy is beginning to degrade due to the temperatures the barrels reach during our training evolutions, and the wear imparted each time the firearm is fired. Rifles are part of our platform due to the accuracy potential they give an officer on road patrol. The SIG M400 offers several advantages over the currently possessed Bushmaster. It has tighter manufacturing tolerances, better barrels, and better triggers. This all leads to improved reliability and accuracy. The butt stocks, and forearms supplied with the rifles do not need to be upgraded to meet our requirements. All of our current accessories will fit on the SIG, negating the need to order new. The slings are being requested in order to have the same slings as we have on our new Benelli shotguns for consistency in equipment. There will be a trade in value for our older weapons.

Expenditures	2026	Total	Future
101-345-9700 Public Safety	16,500	16,500	20,000
Total	16,500	16,500	

Funding Sources	2026	Total	Future
101 General Fund	16,500	16,500	20,000
Total	16,500	16,500	

Capital Improvement Plan

East Grand Rapids, MI



Project # 2025-PS-2
 Project Name Utility Rescue Vehicle

Total Project Cost	\$65,000	Contact	Ric Buikema
Department	3 Public Safety	Type	New
Category	Fire Equipment	Priority	3 Important
Status	Active	Useful Life	10 years

Description

Can-Am Defender HD9 UTV

In the Summer of 2023, The City of East Grand Rapids worked with West Michigan Mountain Bike Alliance (WMMBA) to create approximately three (3) miles of multiuse trails in Manhattan Park, commonly known as the Fred Bunn Trails. The trail system has grown in popularity in its' short existence and has become a host site for mountain bike racing events. The creation of the multiuse trail system exposed the Department is ill-equipped to respond effectively and efficiently to off-road and trail type emergencies. Through our research, we identified several areas of concern including; narrow access points, steep grade changes, and extrication of non-ambulatory patrons.

Several area Fire Departments, who have also been impacted by WMMBA trail systems, are responding to these emergency calls using UTV type vehicles. These departments advised they would not be able to access the emergency utilizing a traditional full-size pick-up truck.

Additionally, we discovered departments with UTVs were using them during high pedestrian activities. Examples provided were races, special events with road closures, parades, and other community events.

Proposed purchase items:

- Can-Am Defender DPS HD9 with accessories (No transport trailer required).
- +Bumpers, roof, windshield, mirrors, and winch, light, and suspension kits
- Custom sized Rescue Skid with medical equipment, water tank, and pump.

Expenditures	2026	Total	Future
101-345-9700 Public Safety	30,000	30,000	35,000
Total	30,000	30,000	

Funding Sources	2026	Total	Future
101 General Fund	30,000	30,000	35,000
Total	30,000	30,000	

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-BD-01
Project Name Community Center Carpet/Flooring Replacements

Total Project Cost	\$265,000	Contact	Ryan Russell
Department	5 Public Works-Buildings	Type	Replacement
Category	Building Improvements	Priority	3 Important
Status	Active	Useful Life	15 years

Description

Replacement/repair of various areas of carpet for city facilities. Areas that are worn or seams that are frayed are identified through inspection for repair or replacement.

Justification

Replacing carpet that is worn maintains the aesthetics and image of community facilities and also prevents liability issues.

Prior	Expenditures	2026	Total	Future
40,000	101-265-9700 City Buildings	100,000	100,000	125,000
	Total	100,000	100,000	

Prior	Funding Sources	2026	Total	Future
40,000	101 General Fund	100,000	100,000	125,000
	Total	100,000	100,000	

Budget Items	2026	Total
101.4 PUBLIC WORKS	5,000	5,000
Total	5,000	5,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-BD-02
Project Name Facility Roof Repairs

Total Project Cost	\$67,500	Department	5 Public Works-Buildings
Type	Replacement	Category	Building Improvements
Priority	3 Important	Status	Active
Useful Life	10 years		

Description

Facility roof repairs based on annual roof inspections.

Justification

Maintaining facility roofs extends the life of the asset and prevents damage and more extensive repairs.

Prior	Expenditures	2026	Total	Future
25,000	101-265-9700 City Buildings	5,000	5,000	37,500
	Total	5,000	5,000	

Prior	Funding Sources	2026	Total	Future
25,000	101 General Fund	5,000	5,000	37,500
	Total	5,000	5,000	

Budget Items	2026	Total
101.4 PUBLIC WORKS	5,000	5,000
Total	5,000	5,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2022-BD-20
 Project Name Community Center Unit Controllers

Total Project Cost	\$15,000	Department	5 Public Works-Buildings
Type	Replacement	Category	Building Improvements
Priority	3 Important	Status	Active
Useful Life	15 years		

Description

Replace automated thermostat room controllers in phases each year.

Prior	Expenditures	2026	Total
10,000	101-265-9701 City Buildings	5,000	5,000
	Total	5,000	5,000

Prior	Funding Sources	2026	Total
10,000	101 General Fund	5,000	5,000
	Total	5,000	5,000

Budget Items	2026	Total
101.4 PUBLIC WORKS	5,000	5,000
	Total	5,000

2026 thru 2026

Capital Improvement Plan

East Grand Rapids, MI

Project # 2025-BD-02
Project Name Community Center BC Air Handling Unit 2

Total Project Cost	\$85,000	Contact	Ryan Russell
Department	5 Public Works-Buildings	Type	Replacement
Category	Building Improvements	Priority	3 Important
Status	Active	Useful Life	20 years

Description

McQuay No Model# No Serial# Location Storage 178. Filters/Belts 1-24x24x2 MX 1-24x24x12 1-A41 belt

Provides air to Room 104

Expenditures	2026	Total	Future
101-265-9700 City Buildings	35,000	35,000	50,000
Total	35,000	35,000	

Funding Sources	2026	Total	Future
101 General Fund	35,000	35,000	50,000
Total	35,000	35,000	

Budget Items	2026	Total
101.4 PUBLIC WORKS	18,000	18,000
Total	18,000	18,000

2026 thru 2026

Capital Improvement Plan

East Grand Rapids, MI

Project # 2025-BD-03
Project Name Community Center BC Air Handling Unit 3

Total Project Cost \$73,000 Department 5 Public Works-Buildings
Type Replacement Category Building Improvements
Priority 3 Important Status Active
Useful Life 20 years

Description

McQuay No Model# No Serial# Location Storage 178 Filters/Belts 1-24x34x2 MX 1-24x24x12 1-A31 belt

Provides air to room 103

Expenditures	2026	Total	Future
101-265-9700 City Buildings	28,000	28,000	45,000
Total	28,000	28,000	

Funding Sources	2026	Total	Future
101 General Fund	28,000	28,000	45,000
Total	28,000	28,000	

Budget Items	2026	Total
101.4 PUBLIC WORKS	18,000	18,000
Total	18,000	18,000

2026 thru 2026

Capital Improvement Plan

East Grand Rapids, MI

Project # 2025-BD-05
Project Name Community Center BC Air Handling Unit 5

Total Project Cost \$73,000 Department 5 Public Works-Buildings
Type Replacement Category Building Improvements
Priority 3 Important Status Active
Useful Life 20 years

Description

McQuay No Model# No Serial # Location Storage 119 Filters/Belts 3-24x24x2 MX 3-24x24x12 3-A30 belts

Provides air to 101

Expenditures	2026	Total	Future
101-265-9700 City Buildings	28,000	28,000	45,000
Total	28,000	28,000	

Funding Sources	2026	Total	Future
101 General Fund	28,000	28,000	45,000
Total	28,000	28,000	

Budget Items	2026	Total
101.4 PUBLIC WORKS	18,000	18,000
Total	18,000	18,000

2026 thru 2026

Capital Improvement Plan

East Grand Rapids, MI

Project # 2025-BD-08
Project Name Community Center BC Air Handling Unit 8

Total Project Cost	\$105,000	Contact	Ryan Russell
Department	5 Public Works-Buildings	Type	Replacement
Category	Building Improvements	Priority	3 Important
Status	Active	Useful Life	20 years

Description

McQuay Model# D007W6W10202YYH1 Serial# TLN0505 12 00179 Location Mech Rm 173, Filters/Belts 2-24x24x2 MX 2-24x24x12 1-A40 belt

Provides air for Lower Lobby

Expenditures	2026	Total	Future
101-265-9700 City Buildings	40,000	40,000	65,000
Total	40,000	40,000	

Funding Sources	2026	Total	Future
101 General Fund	40,000	40,000	65,000
Total	40,000	40,000	

Budget Items	2026	Total
101.4 PUBLIC WORKS	80,000	80,000
Total	80,000	80,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2022-BD-06
Project Name Community Center Air Handling Unit 2

Total Project Cost	\$158,000	Contact	Ryan Russell
Department	5 Public Works-Buildings	Type	Replacement
Category	Building Improvements	Priority	3 Important
Status	Active	Useful Life	20 years

Description

York Model# XTI-072X072-FAMA046A Serial# AMPM XT0058 Location Mech Rm 144 Filters/Belts 9-24x24x2 MX 9-24x24x12 2-B92 belts
 Supplies air to upper library

Expenditures	2026	Total	Future
101-265-9700 City Buildings	60,000	60,000	98,000
Total	60,000	60,000	

Funding Sources	2026	Total	Future
101 General Fund	60,000	60,000	98,000
Total	60,000	60,000	

Budget Items	2026	Total
101.4 PUBLIC WORKS	52,000	52,000
Total	52,000	52,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2025-BD-AHU 5
Project Name Community Center Air Handling Unit 5

Total Project Cost	\$102,000	Contact	Ryan Russell
Department	5 Public Works-Buildings	Type	Replacement
Category	Building Improvements	Priority	3 Important
Status	Active	Useful Life	20 years

Description

York Model# XTI-036X048-FAJA046A Serial# AMPM XT0065 Location Mech Rm 173 Filters/Belts 2-24x24x2 MX 2-12x24x2 MX 2-24x24x12 2-12x24x12 1- A59 belt
 Provides air to Recreation Department

Expenditures	2026	Total	Future
101-265-9700 City Buildings	45,000	45,000	57,000
Total	45,000	45,000	

Funding Sources	2026	Total	Future
101 General Fund	45,000	45,000	57,000
Total	45,000	45,000	

Budget Items	2026	Total
101.4 PUBLIC WORKS	18,000	18,000
Total	18,000	18,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2028-BD-01
Project Name Community Center Boiler 1

Total Project Cost	\$195,000	Contact	Ryan Russell
Department	5 Public Works-Buildings	Type	Replacement
Category	Building Improvements	Priority	1 Critical
Status	Active	Useful Life	25 years

Description

Thermal Solutions Model# EVA 2000BN1-UAFS Serial# 64567496 Location Mech Rm 173

Justification

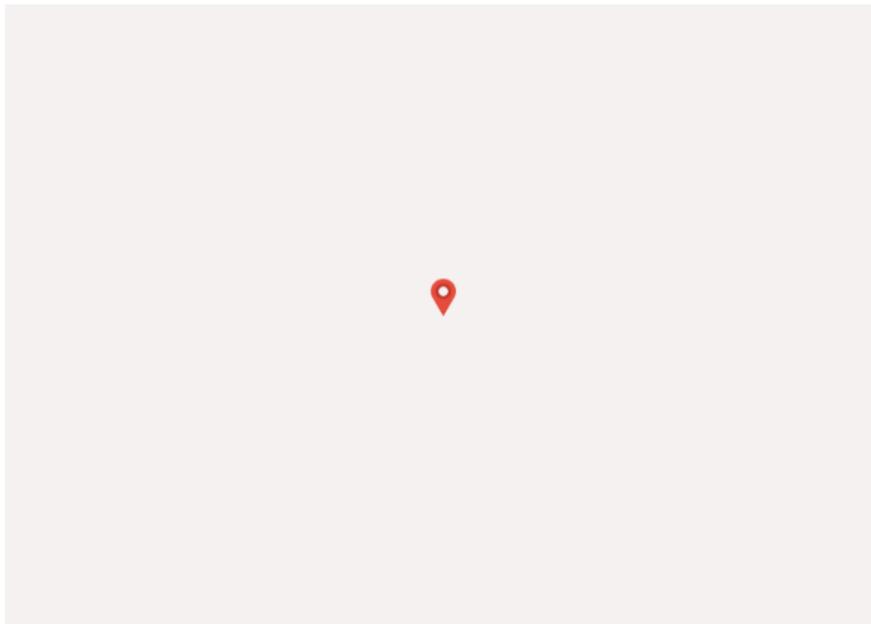
Boiler provides heat and hot water to Community Center

Expenditures	2026	Total	Future
101-265-9700 City Buildings	80,000	80,000	115,000
Total	80,000	80,000	

Funding Sources	2026	Total	Future
101 General Fund	80,000	80,000	115,000
Total	80,000	80,000	

Budget Items	2026	Total
101.4 PUBLIC WORKS	80,000	80,000
Total	80,000	80,000

Location



Capital Improvement Plan

East Grand Rapids, MI

Project # 2025-BD-19
Project Name Furniture-Chair Replacements

Total Project Cost	\$62,900	Contact	Ryan Russell
Department	5 Public Works-Buildings	Type	Replacement
Category	Building Improvements	Priority	3 Important
Status	Active	Useful Life	15 years

Description

Replacement and refurbishment of office chairs at between 20-30 chairs per year via MiDeal contracts.

Justification

Office furniture original to the 2006 community center project have been on repair cycles and are now in need of phasing replacements as needed based on condition assessments.

Prior	Expenditures	2026	Total	Future
20,000	101-265-9701 City Buildings	20,900	20,900	22,000
	Total	20,900	20,900	

Prior	Funding Sources	2026	Total	Future
20,000	101 General Fund	20,900	20,900	22,000
	Total	20,900	20,900	

Budget Items	2026	Total
101.4 PUBLIC WORKS	20,900	20,900
Total	20,900	20,900

2026 thru 2026

Capital Improvement Plan

East Grand Rapids, MI

Project # 2026-PW-Parking
Project Name Manhattan Park-Parking Lots

Total Project Cost	\$400,000	Contact	Doug LaFave
Department	5 Public Works-Infrastructure	Type	Replacement
Category	Other Improvement	Priority	3 Important
Status	Active	Useful Life	25 years

Description

Milling and repaving Manhattan Park parking lots with completion of park upgrades.

Expenditures	2026	Total
101-265-9700 City Buildings	400,000	400,000
Total	400,000	400,000

Funding Sources	2026	Total
101 General Fund	400,000	400,000
Total	400,000	400,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-PW-30
Project Name Replacement Street Lights

Total Project Cost	\$58,000	Department	5 Public Works-Other
Type	Improvement	Category	Other Improvement
Priority	3 Important	Status	Active
Useful Life	5 years		

Description

This item is for various replacement lights on the Wealthy Streetscape and other City owned lights outside of the Wealthy Streetscape.

Justification

Replacing damaged or end of life streetlights maintain community lighting for pedestrian safety and community aesthetics.

Prior	Expenditures	2026	Total
53,000	101-448-9700 Street Lighting	2,500	2,500
	101-485-9700 GLV District	2,500	2,500
	Total	5,000	5,000

Prior	Funding Sources	2026	Total
53,000	101 General Fund	5,000	5,000
	Total	5,000	5,000

Budget Items	2026	Total
101.4 PUBLIC WORKS	5,000	5,000
Total	5,000	5,000

2026 thru 2026

Capital Improvement Plan

East Grand Rapids, MI

Project # 2026-PW-Bike
Project Name Crosstown Connector Bike Lane Project-Citywide

Total Project Cost	\$1,000,000	Contact	Doug LaFave
Department	5 Public Works-Infrastructure	Category	Street Improvement
Priority	1 Critical	Status	Active
Useful Life	30 years		

Description

Crosstown connection bike lane construction to complete remaining long-term Mobility-Bike Action Plan for Lake, Breton, Plymouth, Boston, etc.

Expenditures	2026	Total	Future
202-463-9700 Routine Maint	500,000	500,000	500,000
Total	500,000	500,000	

Funding Sources	2026	Total	Future
202 Major Street Fund	500,000	500,000	500,000
Total	500,000	500,000	

Budget Impact

One time expenditure to retrofit major streets to complete crosstown connectors with dedicated bike lanes. This would be one-time fund balance use to complete the project.

2026 thru 2026

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-PW-01
Project Name Street Project-Major and Local Streets

Total Project Cost \$17,663,000 **Department** 5 Public Works-Infrastructure
Type Improvement **Category** Street Improvement
Priority 2 Very Important **Status** Active
Useful Life 15 years

Description

Street reconstruction, mill and overlay and pavement preservation applications are capital project treatments for major and local streets and funded by the 2024 streets and sidewalks millage. Street projects are projected by City engineering staff and coordinated to the extent possible with other infrastructure improvements through coordinated asset management ratings/principles.

Justification

The City conducts annual asset management ratings of all City streets through "PASER" ratings. PASER is an acronym for Pavement Surface Evaluation and Rating System. It is a system for rating surface condition of a pavement from a scale of 1 to 10, with 1 being a pavement in a failed condition and 10 being a pavement in excellent condition. Guidelines for rating the pavement surface using the PASER system have been developed by the Michigan Transportation Asset Management Council.

Prior	Expenditures	2026	Total	Future
6,563,000	202-451-9730 Street Const	800,000	800,000	9,500,000
	203-451-9730 Street Const	800,000	800,000	
	Total	1,600,000	1,600,000	

Prior	Funding Sources	2026	Total	Future
6,563,000	204 Municipal Street Fund	1,600,000	1,600,000	9,500,000
	Total	1,600,000	1,600,000	

Budget Impact

Funding is shown from projected millage funds, general fund transfer per a funding policy in coordination with the 2015 millage and Act 51 funds (state fuel tax).

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-PW-04
Project Name Manhole Casting Adjustment & Spray Rehab Program

Total Project Cost	\$1,100,000	Department	5 Public Works-Infrastructure
Type	Improvement	Category	Other Improvement
Priority	2 Very Important	Status	Active
Useful Life	20 years		

Description

Repair of sinking and uneven manhole castings throughout the City. These repairs are coordinated with planned street projects as well as inspected-prioritized structures. The City has 1263 catch basins, 795 storm manholes and 1,121 sanitary manholes.

Prior	Expenditures	2026	Total	Future
800,000	202-463-9700 Routine Maint	100,000	100,000	100,000
	203-463-9700 Routine Maint	100,000	100,000	
	Total	200,000	200,000	

Prior	Funding Sources	2026	Total	Future
1,094,000	202 Major Street Fund	100,000	100,000	100,000
	203 Local Street Fund	100,000	100,000	
	Total	200,000	200,000	

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-PW-06
Project Name Traffic Signal Upgrade

Total Project Cost	\$790,000	Department	5 Public Works-Infrastructure
Type	Replacement	Category	Other Improvement
Priority	2 Very Important	Status	Active
Useful Life	20 years		

Description

Traffic signal replacement is important to make sure that signals operate properly to regulate the flow of traffic in the City. Older signals require more maintenance and become more prone to outages.

Justification

Updating traffic signals to current MMUTCD standards provides for enhanced pedestrian safety as well as improved traffic movement. Lake and Hall \$270,000.

Prior	Expenditures	2026	Total
520,000	202-474-9700 Traffic Serv	270,000	270,000
	Total	270,000	270,000

Prior	Funding Sources	2026	Total
547,000	202 Major Street Fund	270,000	270,000
	Total	270,000	270,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2023-PW-33
 Project Name 800-Radios

Total Project Cost	\$91,800	Contact	Doug LaFave
Department	5 Public Works-Other	Type	New
Category	Other Equipment	Priority	1 Critical
Status	Active	Useful Life	10 years

Description

DPW has 12, 800 radios and is in need of 27 more to outfit vehicles and equipment in order to communicate internally, and also with police, fire, and other agencies. The countywide VHF system is currently being phased out over the next few years.

Justification

Kent County Dispatch deployed the 800 radio system in the past year for law enforcement/fire agencies. Public works organizations, which are designated federal first responders, also respond to events including but not limited to accidents, storm events, etc. Without 800 radios different departments and agencies not designated as police and or fire cannot communicate with them. The city purchased five handheld 800 radios to be deployed to public works in the event of anticipated emergencies. On a proactive basis some public works departments are purchasing radios for critical trucks and equipment for preparedness. Public works has 39 trucks and pieces of equipment. In 2023 a purchase of 12, 800 radios was authorized outfit the department for trucks and equipment that would most likely be utilized in an emergency response. An additional 27, 800 radios would ensure adequate communications going forward.

Expenditures	2026	Total
202-463-9701 Routine Maint	30,600	30,600
203-463-9701 Routine Maint	30,600	30,600
592-542-9701 Mains and Hydr	30,600	30,600
Total	91,800	91,800

Funding Sources	2026	Total
202 Major Street Fund	30,600	30,600
203 Local Street Fund	30,600	30,600
592 Water and Sewer Fund	30,600	30,600
Total	91,800	91,800

Budget Impact

\$40,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-PW-02
Project Name Sidewalk Repair Program/New Sidewalks

Total Project Cost	\$3,200,000	Department	5 Public Works-Infrastructure
Type	Improvement	Category	Sidewalks
Priority	2 Very Important	Status	Active
Useful Life	25 years		

Description

Sidewalk program consists of targeted areas within the City where sidewalks are ground and/or replaced rotating counterclockwise around the City.

Justification

Streets and sidewalks millage.

Prior	Expenditures	2026	Total	Future
1,700,000	204-444-9350 Sidewalks	250,000	250,000	1,250,000
	Total	250,000	250,000	

Prior	Funding Sources	2026	Total	Future
2,100,000	204 Municipal Street Fund	250,000	250,000	1,250,000
	Total	250,000	250,000	

Budget Impact

\$200,000 per year for sidewalk rehab and replacement program \$50,000 per year available for new sidewalk repairs, \$100,000, match towards \$1,500,000 SRTS grant, match is 67,000, remainder for contingency.

Budget Items	2026	Total
204 MUNICIPAL STREETS	350,000	350,000
Total	350,000	350,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2022-PW-01
Project Name Improvements to Gravel Roads

Total Project Cost	\$61,500	Contact	Doug LaFave
Department	5 Public Works-Infrastructure	Type	Improvement
Category	Street Improvement	Priority	4 Less Important
Status	Active	Useful Life	5 years

Description

Kent County Road Commission regrades EGR gravel roads each spring.

Prior	Expenditures	2026	Total	Future
31,500	204-451-9730 Street Const	5,000	5,000	25,000
	Total	5,000	5,000	

Prior	Funding Sources	2026	Total	Future
31,500	204 Municipal Street Fund	5,000	5,000	25,000
	Total	5,000	5,000	

Budget Items	2026	Total
204 MUNICIPAL STREETS	5,000	5,000
Total	5,000	5,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2026-PR-02
 Project Name Mehney Field Turf Replacement

Total Project Cost	\$445,000	Contact	Derek Melville
Department	4 Parks and Recreation	Type	Replacement
Category	Park Improvements	Priority	3 Important
Status	Active	Useful Life	12 years

Description

Covering half of the Cost. EGRPS is covering the other half.

Justification

Replacing the turf as needed due to wear and tear from regular use is a priority of the Joint Facilities Committee and necessary due to the high frequency of use the turf fields experience.

Expenditures	2026	Total
408-787-9700 Parks Captial Projects	445,000	445,000
Total	445,000	445,000

Funding Sources	2026	Total
408 Parks Capital Projects	445,000	445,000
Total	445,000	445,000

Budget Items	2026	Total
101.5 PARKS AND RECREATION	445,000	445,000
Total	445,000	445,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2026-PR-01
Project Name San Lu Rae Updates

Total Project Cost	\$80,000	Department	4 Parks and Recreation
Type	Improvement	Category	Park Improvements
Priority	4 Less Important	Status	Active
Useful Life	25 years		

Description

A small shade shelter with picnic tables and benches with barrier free companion seating is proposed for this space.

Justification

Feedback from the community during the Parks and Recreation Master Plan process identified this location as needing additional amenities to support the users of this space.

Expenditures	2026	Total
408-787-9700 Parks Capital Projects	80,000	80,000
Total	80,000	80,000

Funding Sources	2026	Total
408 Parks Capital Projects	80,000	80,000
Total	80,000	80,000

2026 thru 2026

Capital Improvement Plan

East Grand Rapids, MI

Project # 2026-PR-03
Project Name Joint Facility Athletic Field Improvements

Total Project Cost	\$1	Contact	Derek Melville
Department	4 Parks and Recreation	Type	Improvement
Category	Park Improvements	Priority	3 Important
Status	Active	Useful Life	15 years

Description

Field improvement to joint facility athletic green spaces including field leveling, drainage improvements, etc.

Expenditures	2026	Total
101-751-9700 Parks and Rec	1	1
Total	1	1

Funding Sources	2026	Total
101 General Fund	1	1
Total	1	1

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-PW-10
Project Name Watermain Projects

Total Project Cost	\$8,080,000	Contact	Doug LaFave
Department	5 Public Works-Infrastructure	Type	Improvement
Category	Water Improvement	Priority	2 Very Important
Status	Active	Useful Life	80 years

Description

Water main rehabilitation and replacement projects based on asset management condition ratings, maintenance and available estimated budget.

Justification

Asset management plan condition rating in coordination with future street infrastructure projects. FY 24/25 Mains: Gladstone-Wealthy to Robinson, Manhattan Rd-End to Manhattan Ln, Princeton-Lake to End: \$592,000 with \$66,000 from local streets, totaling \$658,000. Interconnect-GR: \$170,000

Prior	Expenditures	2026	Total	Future
3,168,000	592-542-9700 Mains and Hyd	1,082,000	1,082,000	3,790,000
	203-463-9700 Routine Maint	40,000	40,000	
	Total	1,122,000	1,122,000	

Prior	Funding Sources	2026	Total	Future
3,841,000	592 Water and Sewer Fund	1,082,000	1,082,000	3,790,000
	203 Local Street Fund	40,000	40,000	
	Total	1,122,000	1,122,000	

Budget Items	2026	Total
592.1 WATER EXPENDITURES	635,000	635,000
203 LOCAL STREETS	70,000	70,000
Total	705,000	705,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-PW-11
Project Name Hydrant Update Program

Total Project Cost	\$238,000	Department	5 Public Works-Infrastructure
Type	Improvement	Category	Water Improvement
Priority	2 Very Important	Status	Active
Useful Life	60 years		

Description

Public Works replaces hydrants exceeding 40 years in age. Many of these older hydrants leak and are irreparable due to their age and lack of available parts. These old hydrants tend to freeze during cold weather reducing fire fighting capabilities. These funds (material only) allow for replacing 12 of the cities 514 hydrants per year. Hydrants are also replaced as part of water main replacement projects as well increasing the total replacement number annually.

Justification

Replacement of critical infrastructure is imperative to ensure the city can efficiently respond to emergency fire related incidents.

Prior	Expenditures	2026	Total	Future
100,000	592-542-9700 Mains and Hyd	20,000	20,000	118,000
	Total	20,000	20,000	

Prior	Funding Sources	2026	Total	Future
165,000	592 Water and Sewer Fund	20,000	20,000	118,000
	Total	20,000	20,000	

Budget Items	2026	Total
592.1 WATER EXPENDITURES	20,000	20,000
Total	20,000	20,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2024-PW-32
Project Name LSL Replacements

Total Project Cost	\$6,180,000	Department	5 Public Works-Infrastructure
Type	Replacement	Category	Water Improvement
Priority	1 Critical	Status	Active
Useful Life	60 years		

Description

LSL replacement program.

Justification

The city is required to replace all lead service lines within 20 years. See LSL program memo. \$500,000 from water sewer fund \$180,000 ARPA (revenue to water sewer fund) to total \$680,000 with \$250,000 from general fund to local streets in 203-463-9700 to total \$930,000 investment in FY 25.

Prior	Expenditures	2026	Total	Future
1,680,000	592-542-9700 Mains and Hyd	500,000	500,000	3,750,000
	203-463-9700 Routine Maint	250,000	250,000	
	Total	750,000	750,000	

Prior	Funding Sources	2026	Total	Future
1,680,000	592 Water and Sewer Fund	500,000	500,000	3,750,000
	203 Local Street Fund	250,000	250,000	
	Total	750,000	750,000	

Budget Items	2026	Total
592.1 WATER EXPENDITURES	500,000	500,000
203 LOCAL STREETS	250,000	250,000
Total	750,000	750,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-PW-12
Project Name Valve Replacement Program

Total Project Cost	\$238,000	Department	5 Public Works-Infrastructure
Type	Improvement	Category	Water Improvement
Priority	2 Very Important	Status	Active
Useful Life	60 years		

Description

The water valve replacement program funds the replacement of valves that are no longer functional. Each year the DPW staff targets valves that need to be replaced so that appropriate areas within the distribution system can be isolated when needed. There are 1,468 valves in the water distribution system.

Justification

Valves that no longer work make it difficult for DPW staff to isolate certain areas for maintenance or repairs.

Prior	Expenditures	2026	Total	Future
100,000	592-542-9700 Mains and Hyd	20,000	20,000	118,000
	Total	20,000	20,000	

Prior	Funding Sources	2026	Total	Future
156,000	592 Water and Sewer Fund	20,000	20,000	118,000
	Total	20,000	20,000	

Budget Items	2026	Total
592.1 WATER EXPENDITURES	20,000	20,000
Total	20,000	20,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-PW-13
Project Name Replacement of Water Meters

Total Project Cost	\$567,500	Department	5 Public Works-Infrastructure
Type	Improvement	Category	Water Improvement
Priority	2 Very Important	Status	Active
Useful Life	30 years		

Description

Water meters are used to bill actual usage of metered water. The City has 3,892 active accounts. In 2018 the city enacted an active meter replacement program. Depending on a variety of variables including staffing and vendor availability, the city has completed between 150-200 per year.

Justification

Water meters have an expected service life of 25-30 years. As meters age, they slow down, compromising their accuracy. It is important to make sure that the water utility is receiving accurate and adequate revenues to fund the operations and capital needs for the system.

Prior	Expenditures	2026	Total	Future
218,500	592-543-9700 Water Meters	53,000	53,000	296,000
	Total	53,000	53,000	

Prior	Funding Sources	2026	Total	Future
197,000	592 Water and Sewer Fund	53,000	53,000	296,000
	Total	53,000	53,000	

Budget Items	2026	Total
592.1 WATER EXPENDITURES	53,000	53,000
Total	53,000	53,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2021-PW-20
Project Name Sanitary Sewer CIPP

Total Project Cost	\$2,570,000	Department	5 Public Works-Infrastructure
Type	Improvement	Category	Sewer Improvement
Priority	2 Very Important	Status	Active
Useful Life	75 years		

Description

Sanitary sewer repair and replacement funds are set aside to address repairs and lining (CIPP) of existing sanitary sewers. Also the addition of new sanitary sewers for streets that are identified as having sanitary water drainage issues, and for addressing sanitary water from sump pump discharges.

Justification

Rehabilitating sanitary sewer infrastructure resets the asset life reducing the liability of sanitary sewer backups.

Prior	Expenditures	2026	Total	Future
770,000	592-550-9700 Sanitary Sewer	300,000	300,000	1,500,000
	Total		300,000	

Prior	Funding Sources	2026	Total	Future
770,000	592 Water and Sewer Fund	300,000	300,000	1,500,000
	Total		300,000	

Budget Items	2026	Total
592.2 SEWER EXPENDITURES	250,000	250,000
Total	250,000	250,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2026-MP-577
 Project Name 2008 Mini Excavator Bobcat #577

Total Project Cost	\$326,950	Department	6 Public Works-MERF
Type	Replacement	Category	MERF Replacement - PW
Priority	3 Important	Status	Active
Useful Life	10 years		

Description

The mini excavator #577 is used for routine and emergency utility repairs in areas where space is limited. Also used for curb stop excavations and cleaning up ditches and water/sewer work when the backhoe is needed elsewhere. This is a scheduled replacement that has been recommended by City mechanics. This equipment has been pushed out via previous assessments.

Justification

This piece of equipment, a 2007 model year, is 14 years old and has 1817 hours on it. Its expected useful life is 10 years.

Expenditures	2026	Total	Future
692-570-9700 MERF	70,000	70,000	256,950
Total	70,000	70,000	

Funding Sources	2026	Total	Future
692 Motor Pool Replace Fund	70,000	70,000	256,950
Total	70,000	70,000	

Budget Items	2026	Total
692 MERF	50,000	50,000
Total	50,000	50,000

2026 thru 2026

Capital Improvement Plan

East Grand Rapids, MI

Project # 2026-MP-705
Project Name Claw Bucket - Tink C520 #705

Total Project Cost \$20,000 Department 6 Public Works-MERF
Type Replacement Category MERF Replacement - PW
Priority 3 Important Status Active
Useful Life 10 years

Description

This piece of equipment is used utilized during the fall for leaf season and used throughout the year for tree trimmings and removal.

Justification

705 was broke and was replaced with #786 in 2024 in lieu replacing # 587

Expenditures	2026	Total
692-570-9700 MERF	20,000	20,000
Total	20,000	20,000

Funding Sources	2026	Total
692 Motor Pool Replace Fund	20,000	20,000
Total	20,000	20,000

Budget Items	2026	Total
692 MERF	20,000	20,000
Total	20,000	20,000

2026 thru 2026

Capital Improvement Plan

East Grand Rapids, MI

Project # 2026-MP-704
Project Name 2013 Claw Bucket - Tink C520 # 704

Total Project Cost \$93,400 Department 6 Public Works-MERF
Type Replacement Category MERF Replacement - PW
Priority 4 Less Important Status Active
Useful Life 10 years

Description

This piece of equipment is used utilized during the fall for leaf season and used throughout the year for tree trimmings and removal.

Justification

Replacement for the claw bucket will be based on the review by the mechanics.

Expenditures	2026	Total	Future
692-570-9700 MERF	20,000	20,000	73,400
Total	20,000	20,000	

Funding Sources	2026	Total	Future
692 Motor Pool Replace Fund	20,000	20,000	73,400
Total	20,000	20,000	

Budget Items	2026	Total
692 MERF	20,000	20,000
Total	20,000	20,000

2026 thru 2026

Capital Improvement Plan

East Grand Rapids, MI

Project # 2026-MP-133
 Project Name 2013 GMC Sierra 3500 1 ton #133

Total Project Cost	\$303,635	Department	6 Public Works-MERF
Type	Replacement	Category	MERF Replacement - PW
Priority	3 Important	Status	Active
Useful Life	10 years		

Description

Truck #133 is a 1 ton dump truck with plow used for patching, hauling of materials to and from work sites and plowing dead ends for snow removal.

Justification

The truck is at the end of its useful life cycle. The plow and box will need repairs and/or replacement. This vehicle has been reassessed by DPW IN 2024 - Defer to 2026.

Expenditures	2026	Total	Future
692-570-9700 MERF	65,000	65,000	238,635
Total	65,000	65,000	

Funding Sources	2026	Total	Future
692 Motor Pool Replace Fund	65,000	65,000	238,635
Total	65,000	65,000	

Budget Items	2026	Total
692 MERF	55,000	55,000
Total	55,000	55,000

2026 thru 2026

Capital Improvement Plan

East Grand Rapids, MI

Project # 2026-MP-132
Project Name 2013 GMC Sierra 3500 Pickup 1 ton #132

Total Project Cost \$303,635 Department 6 Public Works-MERF
Type Replacement Category MERF Replacement - PW
Priority 3 Important Status Active
Useful Life 10 years

Description

Truck #132 is a 1 ton dump truck with plows used for patching and hauling of materials to and from work sites. This is also used for plowing snow at dead ends and islands.

Justification

The plow is beginning to show signs of extended use from plowing. The box is showing signs of wear from the hauling of materials. This vehicle has been reassessed by DPW IN 2022 - DEFERRED TO 2026.

Expenditures	2026	Total	Future
692-570-9700 MERF	65,000	65,000	238,635
Total	65,000	65,000	

Funding Sources	2026	Total	Future
692 Motor Pool Replace Fund	65,000	65,000	238,635
Total	65,000	65,000	

Budget Items	2026	Total
692 MERF	55,000	55,000
Total	55,000	55,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2026-MP-137
Project Name 2015 Vactor 211-824PL Mounted on Int. Chassis #137

Total Project Cost	\$3,212,399	Department	6 Public Works-MERF
Type	Replacement	Category	MERF Replacement - PW
Priority	3 Important	Status	Active
Useful Life	10 years		

Description

This piece of equipment is used for cleaning of both sanitary and storm sewers. It is also used for the cleaning of manholes and hydro excavation of water leaks and repairs.

Justification

The debris tank will be in need of repair or replacement due to the constant contact with liquids and debris. The mileage and hours at the scheduled replacement date will play a role in determining the replacement date. Assessed by DPW - Deferred to 2026

Expenditures	2026	Total	Future
692-570-9700 MERF	650,000	650,000	2,562,399
Total	650,000	650,000	

Funding Sources	2026	Total	Future
692 Motor Pool Replace Fund	650,000	650,000	2,562,399
Total	650,000	650,000	

Budget Items	2026	Total
692 MERF	650,000	650,000
Total	650,000	650,000

Capital Improvement Plan

East Grand Rapids, MI

Project # 2026-MP-120
 Project Name 2017 Caterpillar Mini Loader #120

Total Project Cost	\$555,104	Department	6 Public Works-MERF
Type	Replacement	Category	MERF Replacement - PW
Priority	4 Less Important	Status	Active
Useful Life	8 years		

Description

The mini loader #120 is used for a variety of DPW tasks including snow removal, yard waste, leaf pickup and utility repairs.

Justification

After review by the City Mechanics, this equipment is ready to be replaced.

Expenditures	2026	Total	Future
692-570-9700 MERF	130,000	130,000	425,104
Total	130,000	130,000	

Funding Sources	2026	Total	Future
692 Motor Pool Replace Fund	130,000	130,000	425,104
Total	130,000	130,000	

Budget Items	2026	Total
692 MERF	130,000	130,000
Total	130,000	130,000

2026 thru 2026

Capital Improvement Plan

East Grand Rapids, MI

Project # 2026-MP-210
Project Name Command Vehicle - Public Safety Director

Total Project Cost \$92,600 Department 6 Public Works-MERF
Category MERF Replacement - PS Useful Life 7 years

Description

Command vehicle for Police Chief Buikema

Expenditures	2026	Total	Future
692-570-9700 MERF	40,000	40,000	52,600
Total	40,000	40,000	

Funding Sources	2026	Total	Future
692 Motor Pool Replace Fund	40,000	40,000	52,600
Total	40,000	40,000	

2026 thru 2026

Capital Improvement Plan

East Grand Rapids, MI

Project # 2026-MP-108A
Project Name Packer Body 108

Total Project Cost \$120,000 Department 6 Public Works-MERF
Type Equipment Category MERF Replacement - PW
Priority 3 Important Status Active
Useful Life 20 years

Description

Replace and install (New) packer body on Freightliner chasis.

Expenditures	2026	Total
692-570-9700 MERF	120,000	120,000
Total	120,000	120,000

Funding Sources	2026	Total
692 Motor Pool Replace Fund	120,000	120,000
Total	120,000	120,000