



City of East Grand Rapids  
Regular City Commission Meeting  
Agenda

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

Begins at 6 pm.

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**May 19, 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 Safety Officers sworn in to newly promoted positions.
5. Public Comment.
6. Report of Mayor, City Commissioners and City Manager, including committee liaison reports.

Regular Agenda Items

7. Review and provide input on a draft PUD amendment for the Gaslight Investors PUD based on the revised concept plan presented on May 5, 2025.
8. Consider approving the pavement marking cross section for Plymouth Road from Hall Street to Martin Luther King Jr. Street with respect to Options 1, 2 or other.
9. Consider approval of Motor Equipment Revolving Fund (MERF) replacement purchases for FY 25/26 in the amount of \$1,180,000 with an additional 15% contingency of the overall total with authorization to place orders and authorizing the sale of vehicles and equipment replaced at 5% commission.
10. Financial report for the period ending March 31, 2025.
- 10.1 Consider budget adjustments for FY 2024-25 and approve the attached resolution.

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

11. Minutes of the regular meeting held May 5, 2025.
12. Disbursement of funds: payroll disbursements of \$298,804.76; county and school disbursements of \$0, and total remaining disbursements of \$559,891.78.
13. Consider the purchase of replacement notebook PCs.
14. Minutes of the Parks and Recreation meeting held on March 2, 2025.
15. Minutes of the Planning Commission meeting held on February 11, 2025.
16. Minutes of the Planning Commission meeting held on April 15, 2025.
17. Communications.

Work Session

18. Tentative budget work session.

\* \* \*

*The City will provide reasonable auxiliary aids for individuals requiring them for effective communication in programs and services of the City. Notice must be made to the City five (5) days prior to the program or service requesting the specific auxiliary aid.*



CITY OF  
EAST GRAND RAPIDS

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(616) 940-4817                      www.eastgrmi.gov

JAY GIANOTTI, AICP  
ZONING ADMINISTRATOR

**MEMORANDUM**

TO:                      Honorable Mayor and City Commissioners  
FROM:                 Jay Gianotti, Zoning Administrator  
DATE:                 May 13, 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) – Feedback on Draft PUD Amendment**

**Action Requested:**

That the City Commission reviews and provides input on a draft PUD amendment for the Gaslight Investors PUD based on the revised concept plan presented on May 5, 2025.

**Background:**

On May 3, 2024, Gaslight Investors submitted an application regarding their latest revised and amended site plan for the Planned Unit Development (PUD) at 2255 Wealthy St. and 515 Lakeside based on feedback from the community, Planning Commission, and City Commission over this past year. 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.

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

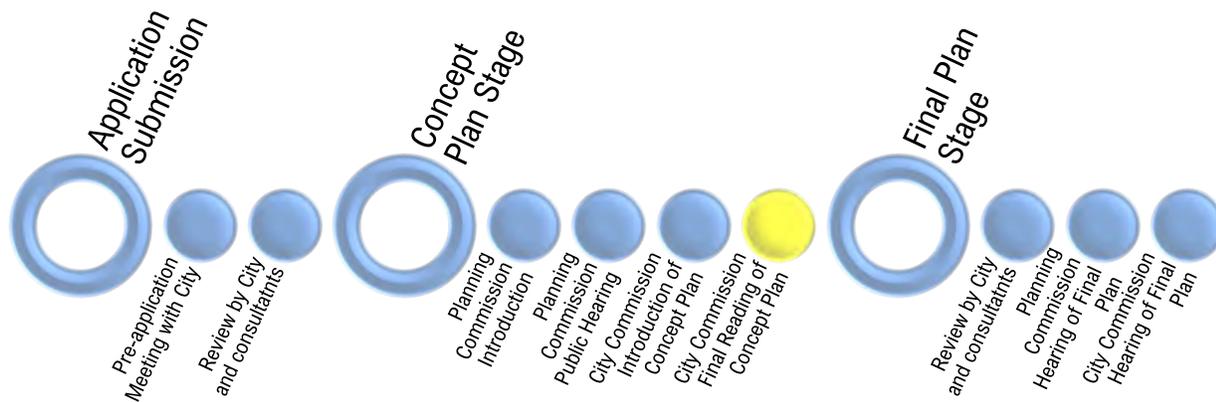


Exhibit 1 – General PUD approval timeline with the current step highlighted in yellow. The formal public hearing of the concept plan was held on February 17, 2025, with an additional revision presented on March 31, 2025. If the concept plan is approved, the final part of this step would be an introduction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

**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. 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.

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. The most recent iteration of this concept plan was presented to the City Commission on May 5, 2025. After extensive discussion and feedback and community feedback, the City Commission allowed the City and consultants to prepare an amendment for the existing PUD based on the May 5<sup>th</sup> version of the concept plan.

### **Concept Plan vs. Final Plan:**

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

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

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

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

### **Standards of Review and Other Items to Consider:**

As noted in previous meetings, all standards of review in Section 5.49 must be met to approve a PUD concept plan. If all criteria are met, then the Commission is required to grant approval. For space reasons, a summarized table of the criteria and Staff comments is below in Table 1. The City’s analysis is unchanged from the May 5 meeting memo, so more details on these items can be found in that meeting’s agenda materials [at this link](#) (in particular, pages 2-130).

**Table 1 – Summary of PUD Concept Plan Standards of Review (What the Concept Plan Must Be Judged On)**

STANDARD OF REVIEW	STAFF COMMENTS
<p><b>A. The proposed PUD complies with the intent and all qualifying conditions of §§ 5.41 and 5.42 of this article, respectively</b></p>	<p>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. Additionally, the 2018 City Master Plan showed having mid-rise building up to seven stories as the preferred development concept for the site.</p>
<p><b>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.</b></p>	<p>City staff and consultants believe that this standard is met. The proposed uses are similar, if not more varied than what was approved in 2004, including use, residential density, and residential lot &amp; building coverage. Proposed development would meet most of the City’s standard zoning requirements. Building height is less than what was approved in 2004. The submitted traffic/parking study determined that shared parking can be used to help meet the parking demand.</p>
<p><b>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.</b></p>	<p>City staff and consultants believe that this standard is met. Height, density, and layout shown are all consistent with the Master Plan and surrounding area development. The studies and reports that have been provided to date have not identified any impediment to the approval of this concept plan. More detailed building and amenity designs will be required with the final plan. Reviews of capacity for public services (sanitary sewer, storm water, potable water, etc.), public safety, environmental, facilities, etc. that have been completed to date demonstrate that at this stage there are no concerns. These studies and reviews will be updated at the Final Plan stage when more details are available.</p>
<p><b>D. The PUD shall not change the essential character of the surrounding area.</b></p>	<p>City staff and consultants believe that this standard is met. PUD sites have always been an area of higher density and high intensive uses. Building height is in line with other prominent buildings in the City. Site density is within what would be normally required by the zoning ordinance and is dispersed more evenly through the site. Higher density uses are located near the current commercial area, with less intensive uses closer to the residential neighborhoods.</p>
<p><b>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.</b></p>	<p>City staff and consultants believe that this standard is met. 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.</p>
<p><b>F. The PUD shall not place demands on public services and facilities in excess of current or anticipated future capacity.</b></p>	<p>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 is currently proposed. Studies that are available demonstrate that the currently proposed concept plan aligns with existing infrastructure capacities. At the Final Plan phase,</p>

any variations can be accommodated with additional requirements on the developers if needed.
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With respect to Standard B above, it is worth remembering that much of the proposed concept plan would comply with the relevant C-1 standards for the 2255 Wealthy parcel and the MFR standards for the 515 Lakeside parcel. A table breaking this down is attached as an appendix to these materials. Most of the standards here would already be met under the normal zoning requirements. In other words, if these parcels were rezoned to C-1 and MFR respectively, they would only need to undergo site plan review with the Planning Commission, when they could be approved largely as proposed here with minimal modifications. In the context of PUD approval, the deviations that do appear should not be seen as deficiencies as PUD zoning allows for allowances outside of traditional zoning. The PUD approval process is unique in that it specifically allows for flexibility and variation from the normal zoning ordinance requirements. The main focus of the PUD review, then, should be on how any deviations from the normal zoning standards are handled in the concept plan and how the concept plan overall integrates with the surrounding development.

Beyond these criteria, there are some other topics that have arisen in the public comment process that should be addressed.

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

*Residential Density* There have been multiple questions about how the residential density calculation was made. To this point, the residential density has been expressed as the number of dwelling units per acre of land, or "gross density." The 20.7 du/acre maximum residential density is derived from the MFR district standards: every new MFR dwelling unit requires 2,100 s.f. of lot area. ( $43,560 \div 2,100 = 20.7$ ) The standard clearly states that the *entire lot area* needs to be measured to make that calculation<sup>1</sup>. There have been some suggestions that the areas of existing buildings, as well as areas without buildings, should be excluded in determining gross density. This assertion is not supported by the zoning ordinance. Gross density is clearly defined as the number of dwelling units per acre *of land*, not each individual building or area of buildings<sup>2</sup>.

## **Table 2 – Summary of Section 5.47 Concept Plan Standards**

*Section 5.47 – Concept Plan Review Standards* There have also been multiple comments that the standards in Section 5.47 of the zoning ordinance, pertaining to concept plan review, have not been met. In the City's and consultant's view, these standards have all been met to the extent that valid information can be provided at this stage. Table 2 goes over this in more detail.

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<sup>1</sup> See [Section 5.30A2](#) of the zoning ordinance.

<sup>2</sup> See [Section 5.8](#) of the zoning ordinance.

**Potential Actions:**

Tonight, the City Commission is requested to provide feedback on the draft amendment text

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

presented here. All feedback received tonight will be used to revise and refine the amendment text. If the overall feedback is favorable, the City anticipates the following timeline:

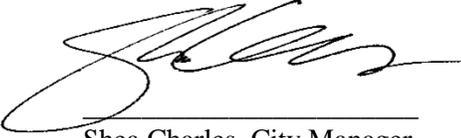
- June 2 City Commission Meeting – Formal Introduction/First Reading of PUD Ordinance Amendment and Findings of Fact.
- June 10 Planning Commission Meeting – Public Hearing for PUD Ordinance Amendment Language only (site plan would be inserted to reflect whatever the outcome is through the Final Review 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 the amendment or not.

To assist the City Commission in its review, the application and supporting materials are organized as follows, A PUD Evaluation worksheet with the standards of review is provided. This is not being completed or submitted tonight but will be requested at the end of this process to formulate a finding of fact for the concept plan.

For additional context, the 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](#)

**REVIEWED & APPROVED FOR SUBMISSION:**

A handwritten signature in black ink, appearing to read 'Shea Charles', written over a horizontal line.

Shea Charles, City Manager

## Appendix – Comparison of PUD Development Features with Standard Zoning Requirements

Standard	Requirement	Compliant?	Comments
<b>C-1 Standards (2255 Wealthy Parcel)</b>			
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
<b>MFR Standards (515 Lakeside Parcel)</b>			
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.

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

**THE CITY OF EAST GRAND RAPIDS ORDAINS:**

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

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

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

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

(p) The Developer may construct up to 9 "Buildings" as shown on the concept plan. These buildings will contain a mix of residential uses, retail uses, and commercial uses, though some buildings may contain just one use. The maximum height of each building shall be as shown on the approved concept plan.

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

Section 6. PUD Expiration.

(a) Approval of the PUD concept plan by the city commission shall confer upon the applicant the right to proceed through the subsequent final planning phase for a period not to exceed two years from the date of approval. The city commission may for good cause approve one extension of up to one year, if requested by the applicant prior to the expiration of the original concept plan approval. If application for final site approval for the PUD is not requested within this time period, the PUD concept plan shall automatically become null and void and all rights thereunder shall terminate. However, the PUD zoning shall remain in place unless a change is initiated by the City Commission.

(b) Construction shall commence on the project within one year of final plan approval unless an extension is granted in accordance with Section 5.51 of the Zoning Ordinance.

(c) If the development is proposed to be completed in more than one phase, a final site plan for each subsequent phase shall be submitted no later than three years from the date construction commences within the prior phase or three years from the date of formal approval of the prior phase if construction has not commenced. Failure to submit a final plan for a subsequent phase or commence construction for such phase within the required time frames or extension specified in Section 5.51 shall nullify the concept plan as to future phases but shall have no impact on previously constructed phases or phases that are under construction.

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

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

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

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

City of East Grand Rapids

By \_\_\_\_\_  
Lori Parmenter  
City Clerk

27310502.1

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

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

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

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

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

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

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

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

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

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

Subsection 3(b) of the Original Ordinance remains substantially the same and is retained; provided however, the developer anticipates that the proposed project will be completed in phases. The boundaries of the phases and the phasing plan will be identified and considered for approval in final site plan review and the PUD agreement.

Subsection 3(c) of the Original Ordinance refers to items that were agreed upon in 2004. Any requirements of the nature of those previously contained in Section 3(c) that are relevant to the amended concept plan will be addressed in a PUD agreement that is part of final site plan approval.

Subsection 3(d) is changed to acknowledge that the commercial/retail buildings adjacent to Wealthy Street have been constructed and that the remainder of the proposed project is anticipated to be constructed in several phases. The boundaries of the phases and the phasing plan will be identified and considered in connection with final site plan review and the PUD agreement.

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

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

Subsection 3(j) is changed as the previously existing parking structure has been removed. A new parking structure is included in the approved concept plan and any conditions or restrictions on that structure will be addressed in final site plan approval and the PUD agreement.

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

Subsection 3(m) is no longer relevant.

Subsection 3(n) is changed as follows:

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

Subsection 3(o) is changed as follows:

(o) The parking requirements and the number of spaces shall be mutually agreed upon by Gaslight Investors, L.L.C. and the City Commission as part of the final site plan and PUD agreement. The agreement of the parties shall take into consideration any parking studies performed in conjunction with the final site plan.

Subsection 3(q) is updated as follows:

(q) The Buildings identified as A and B in the approved concept plan have been established and are in the commercial area of the PUD along Wealthy Street. As such, they may contain offices, but no such offices shall be located on any ground floor space except as provided in the Zoning Ordinance. In the event that Buildings C, D and/or E are constructed, they may be used for any use that is allowed in the C-1 zoning district as set forth in Table 5.36 of the Zoning Ordinance. In the event that the Buildings identified as F, G and/or H are constructed, they shall be used for the uses identified in the approved concept plan.

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

**Section 4. Enforcement.**

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

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

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

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

(a) All applicable provisions of Article VI Planned Unit Development of the Zoning Ordinance are met;

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

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

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

1. The proposed development is under unified control.
2. The proposed development provides public benefits in several ways, including:
  - a. Creating a mixed-use project combining residential and nonresidential uses and a variety of housing types,
  - b. High quality design beyond the minimum ordinance requirements,

- c. Providing open space and public plazas and features,
- d. Efficiently consolidating irregularly shaped properties,
- e. Effectively transitioning from higher to lower density uses,

3. Uses along the perimeter of the property will be compatible with the use of adjacent property through screening, landscaping, and separation distances, as well as ensuring that all uses about nonresidential structures on adjacent property,

4. The development will be served by public water and sanitary sewer,

5. The proposed PUD is consistent with the City's 2018 Master Plan which advocates for diverse housing opportunities for new families, aging-in-place, and young professionals and adapting to changing retail and residential needs while retaining the City's character and walkability. The Plan also recognizes the proposed mixed-use development of the subject property as desirable.

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

1. The proposed PUD complies with the intent and all qualifying conditions of §§ 5.41 and 5.42 of Article VI, respectively, as stated in (b) and (c) above;

2. The uses conducted within the proposed PUD, the PUD's impact on the community and other aspects of the PUD are consistent with the City's Master Plan, as stated in (c)5 above;

3. The proposed PUD shall be designed, constructed, operated and maintained in a manner harmonious with the character of adjacent property, the surrounding uses of land, the natural environment and the capacity of public services and facilities affected by the development. Design, construction, and operation will be determined as part of the final site plan review and PUD agreement. However, the approved concept plan does illustrate sensitivity to the adjacent and surrounding uses, the natural environment, and the capacity of public services and facilities through the uses proposed, the arrangement of those uses, the accommodations for both vehicular and non-motorized circulation, the availability of public spaces, and the utilization of public services within their capacity;

4. The PUD shall not change the essential character of the surrounding area. The proposed development is consistent with the range

of uses in the surrounding area, including commercial, office, high density residential, mixed-use neighborhoods, and public open spaces;

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

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

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

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

1. A comprehensive traffic, pedestrian, bicycle and mobility study to address to the City's satisfaction vehicle, bicycle, and foot traffic for the site during the high traffic season.
2. Physical traffic (vehicle) counts at active times.
3. A review of the traffic study by city staff to verify its accuracy.
4. An analysis of delivery truck accessibility.
5. An analysis of full utility capacity for stormwater management pursuant to Chapter 28 of the city code, with a priority for natural based solutions.
6. An impact assessment for sanitary sewer, storm sewer, and water system utilities that is acceptable to the city.
7. A "shade study" to evaluate the effects of building massing on neighboring properties (note that this was requested when the proposed building height was 94 feet).

8. An environmental assessment satisfactory to the city for proposed and historical uses.
9. A fiscal impact study demonstrating financial feasibility for the development and Gaslight Village as a whole.
10. Parking analysis with a balanced solution.

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

27310417.1

# 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).

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**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).

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**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).

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**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).  

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**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).  

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**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).  

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## 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

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(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

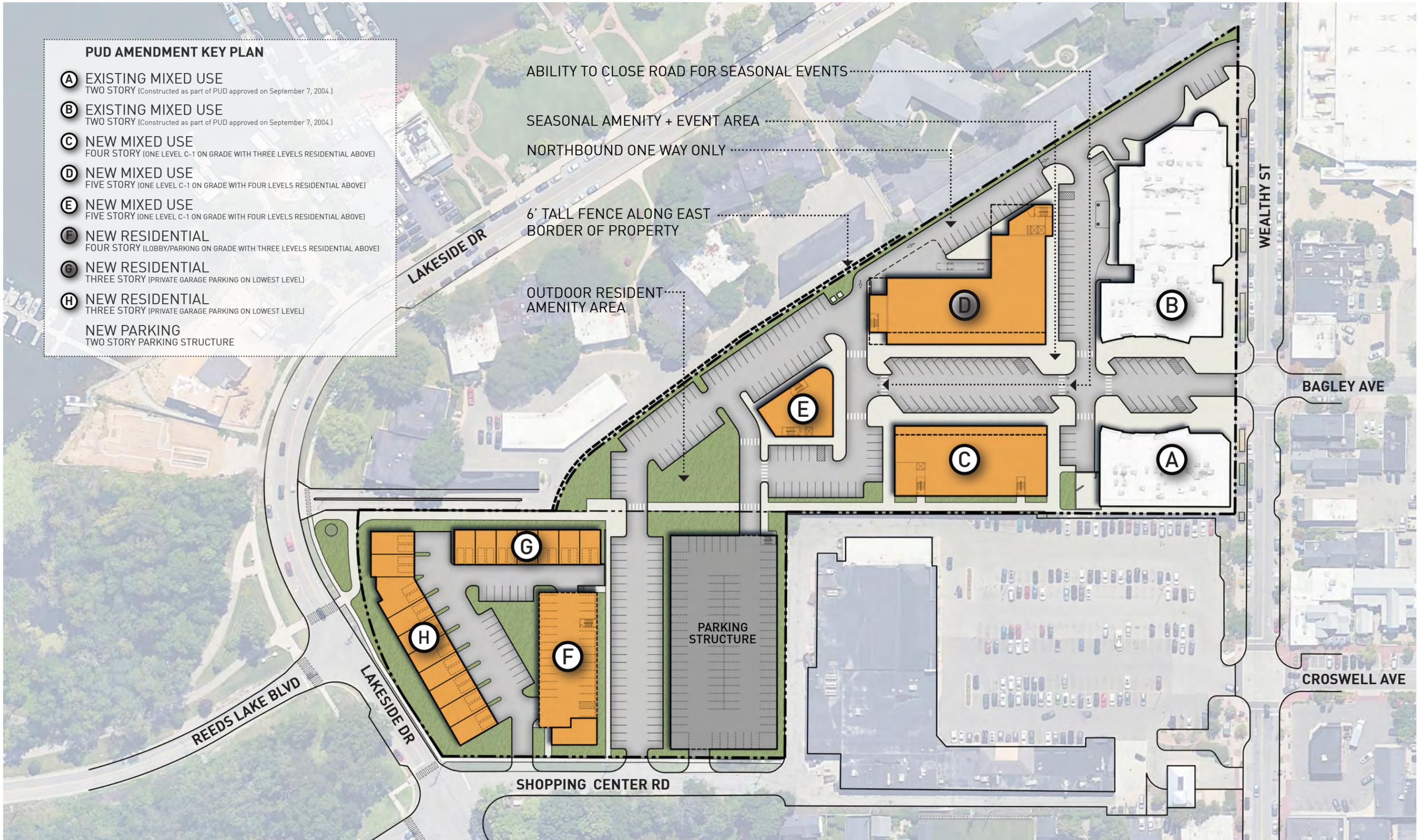
ABILITY TO CLOSE ROAD FOR SEASONAL EVENTS

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
<b>TOTAL AREA OF C-1 USE</b>	<b>109,430</b>		77,500 USF existing + 31,930 USF proposed	<b>TOTAL PARKING DEMAND</b>	<b>496</b>
<b>TOTAL RESIDENTIAL UNITS</b>		<b>149</b>	132 units + 17 townhomes	<b>TOTAL PARKING PROPOSED</b>	<b>523</b>

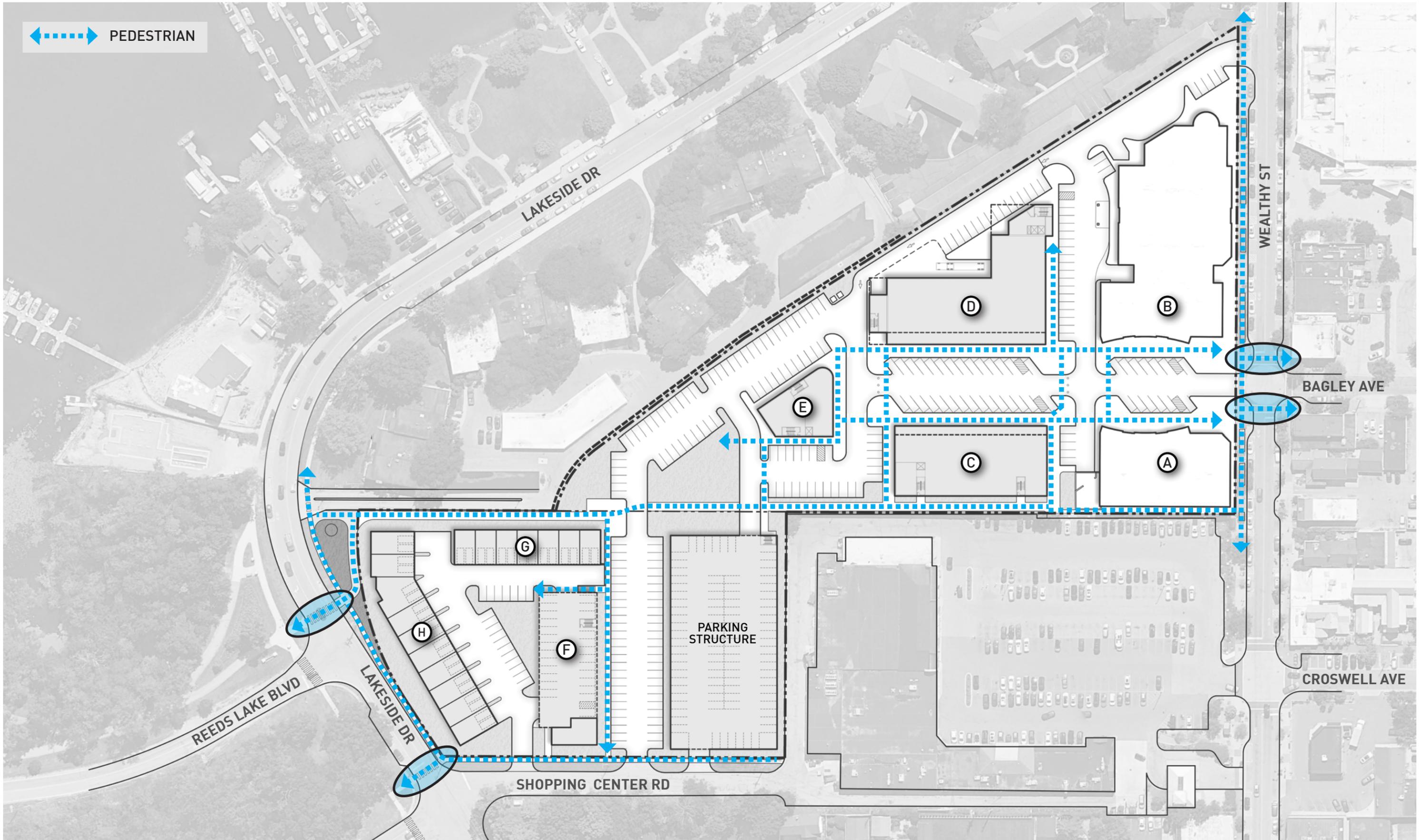
Final parking study and shared parking ratio to be prepared for final site plan submission.

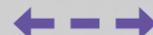
Visitor "driveway" parking spaces (20) are available for building H resident guests.

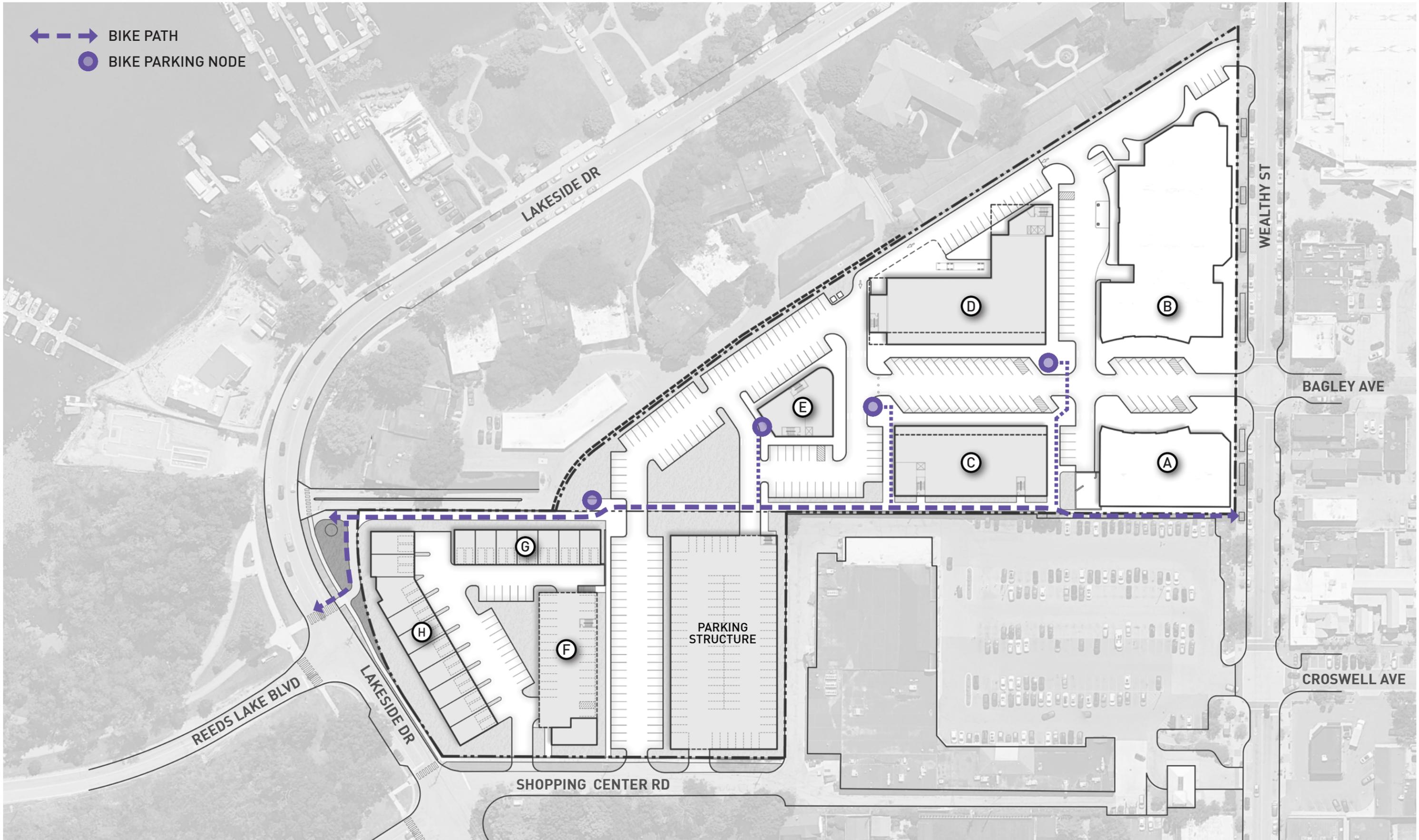
## SUMMARY OF CHANGES COMPARED TO PREVIOUS PROPOSAL

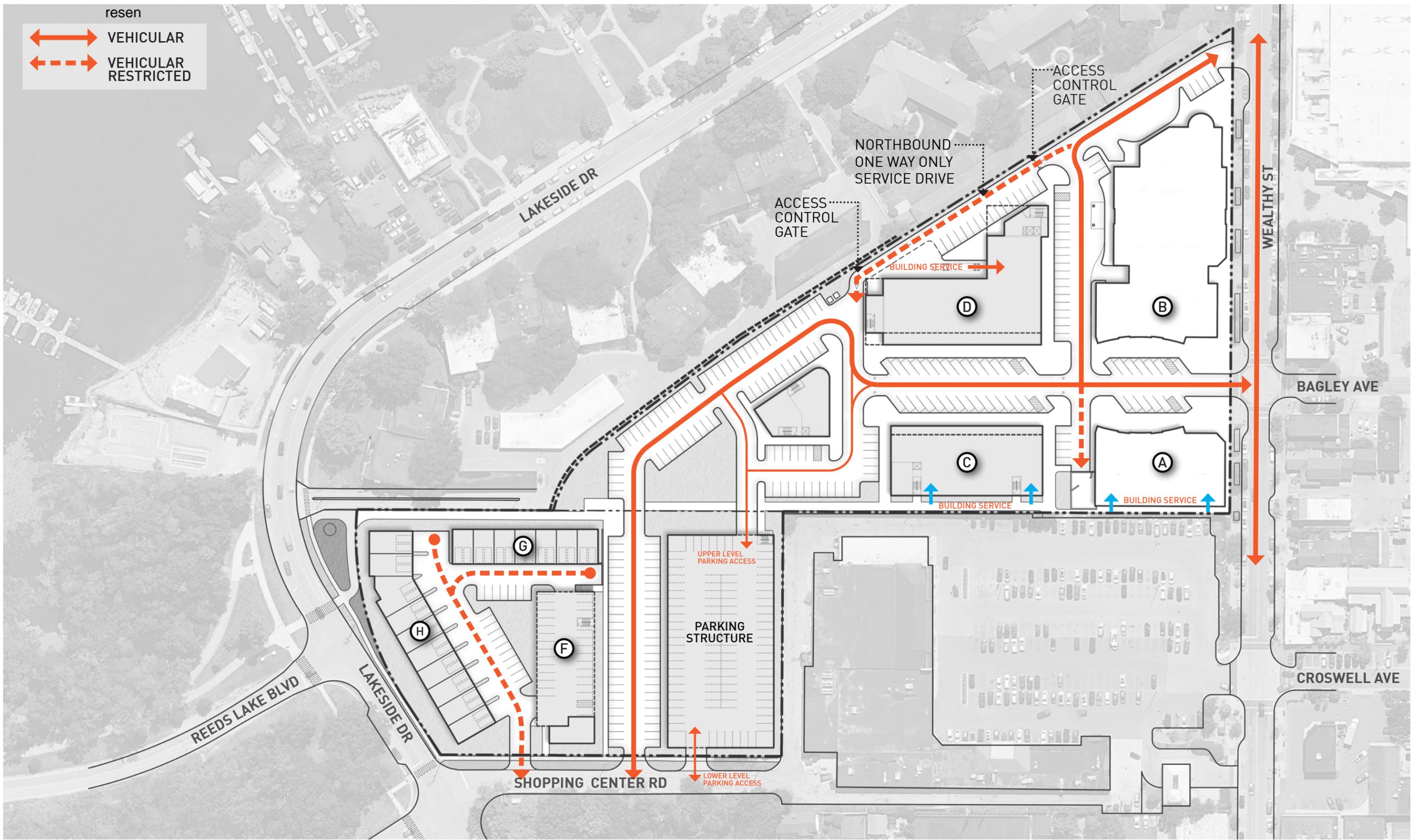
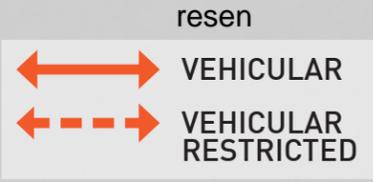
	previous	proposed	CURRENT DESIGN HIGHLIGHTS
Existing C-1 USE AREA	77,500	77,500	CURRENT EXISTING C-1 SPACE IN BLDGS A + B TO REMAIN
New C-1 USE AREA	56,970	31,930	44% REDUCTION - 25,040 LESS C-1
residential units	180	149	17% REDUCTION - 31 LESS RESIDENTIAL UNITS
parking spaces	583	525	EXCEEDS THE PARKING 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 →

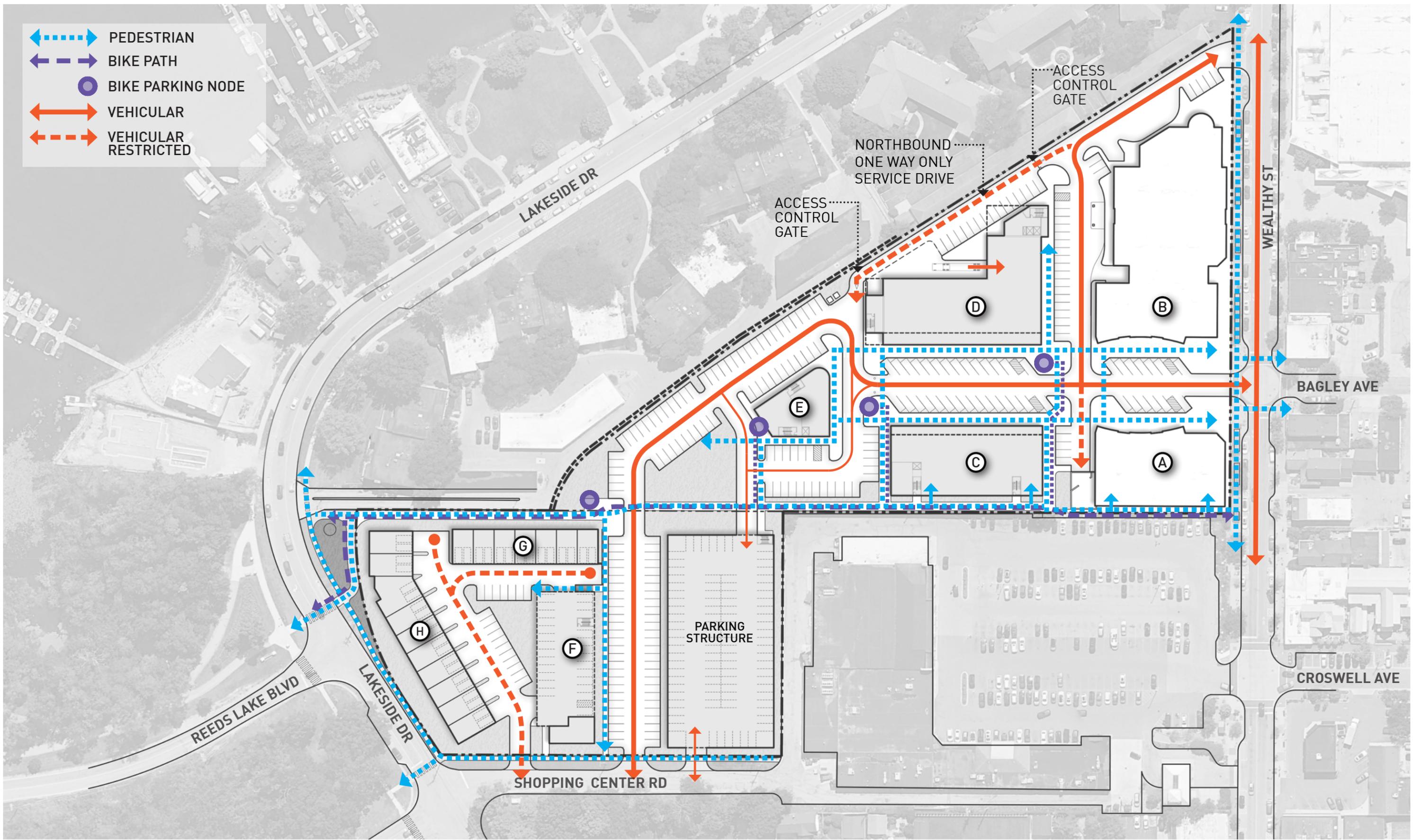


 BIKE PATH  
 BIKE PARKING NODE





- 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

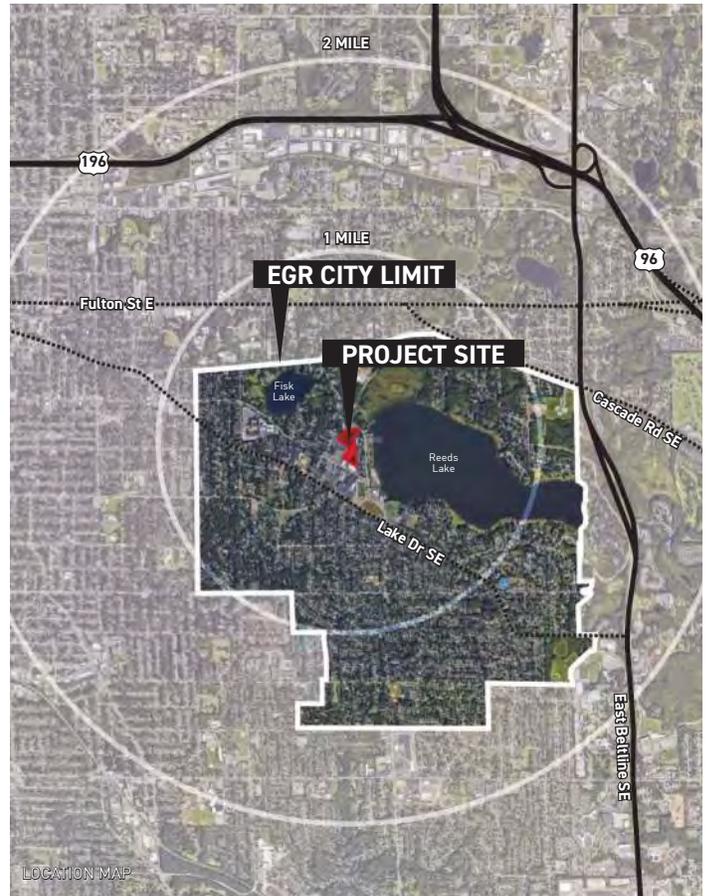
The current PUD planned for a combination of commercial and retail uses, professional/medical offices, and residential condominiums, with associated parking and open space. Two two-story commercial office/retail buildings of approximately 77,500 SF were realized along Wealthy. Four residential buildings, 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.

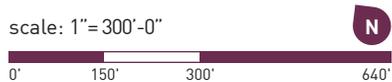
## ADJACENT LAND USE

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.





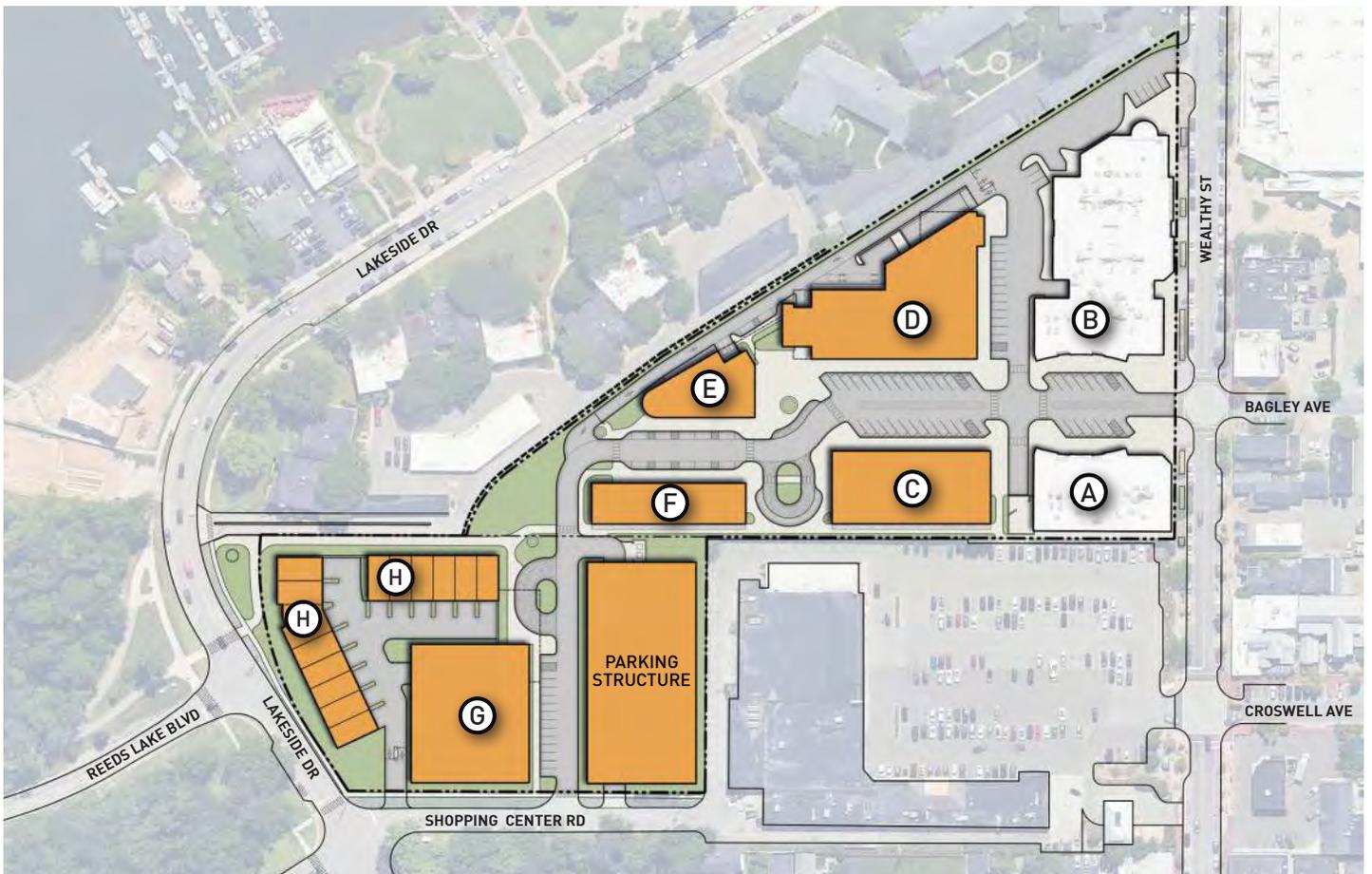
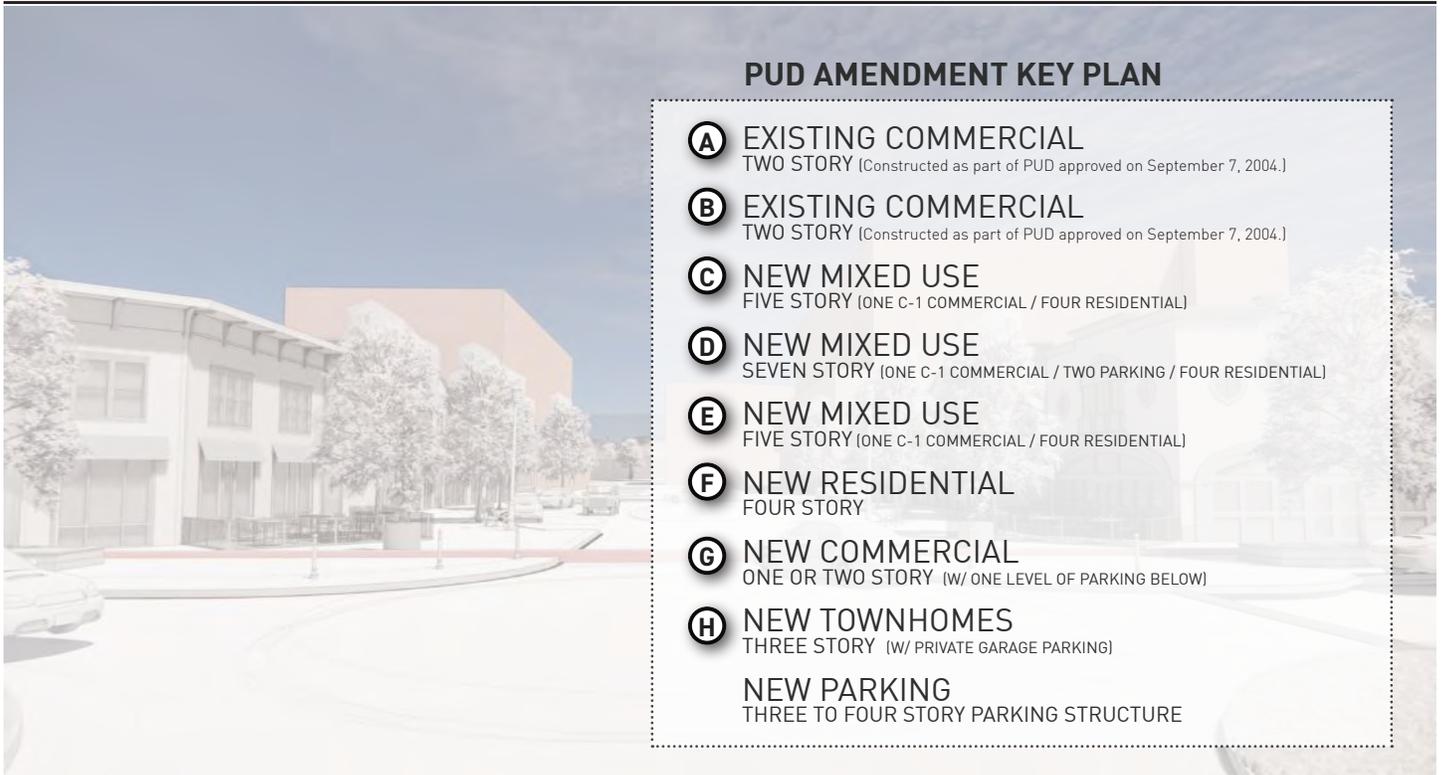
DOWNTOWN EAST GRAND RAPIDS



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.

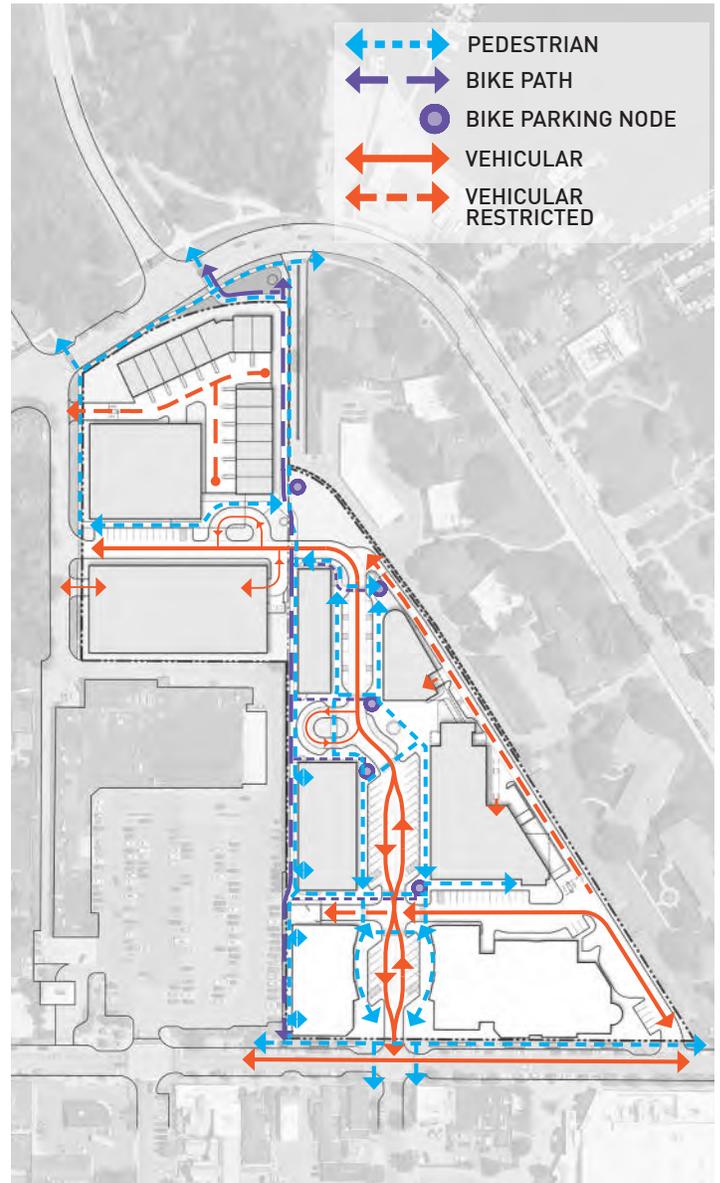
**VEHICULAR CIRCULATION**

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**

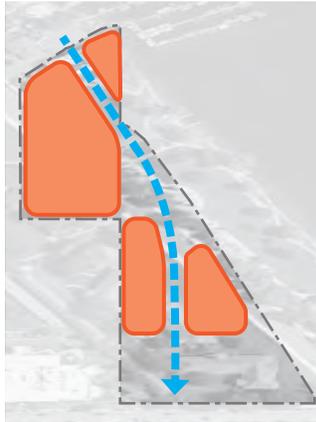
Pedestrian circulation has been thoughtfully considered to enhance the walkability of the development and connect to the established Reeds Lake Trail and Gaslight movements. Multiple pathways will provide accessibility to the expanded mixed use offerings. What was the terminus of Bagley will now be open 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



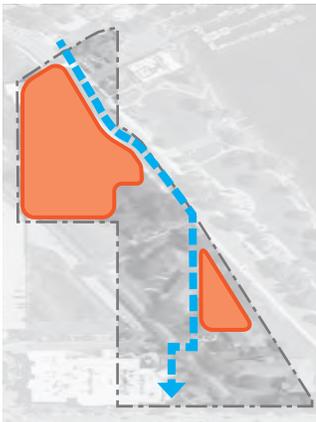
MASTERPLAN OPTION 1



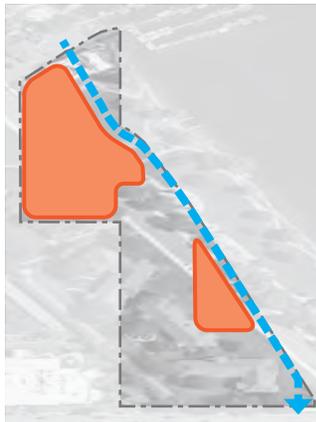
MASTERPLAN OPTION 2A



MASTERPLAN OPTION 2B



MASTERPLAN OPTION 3A



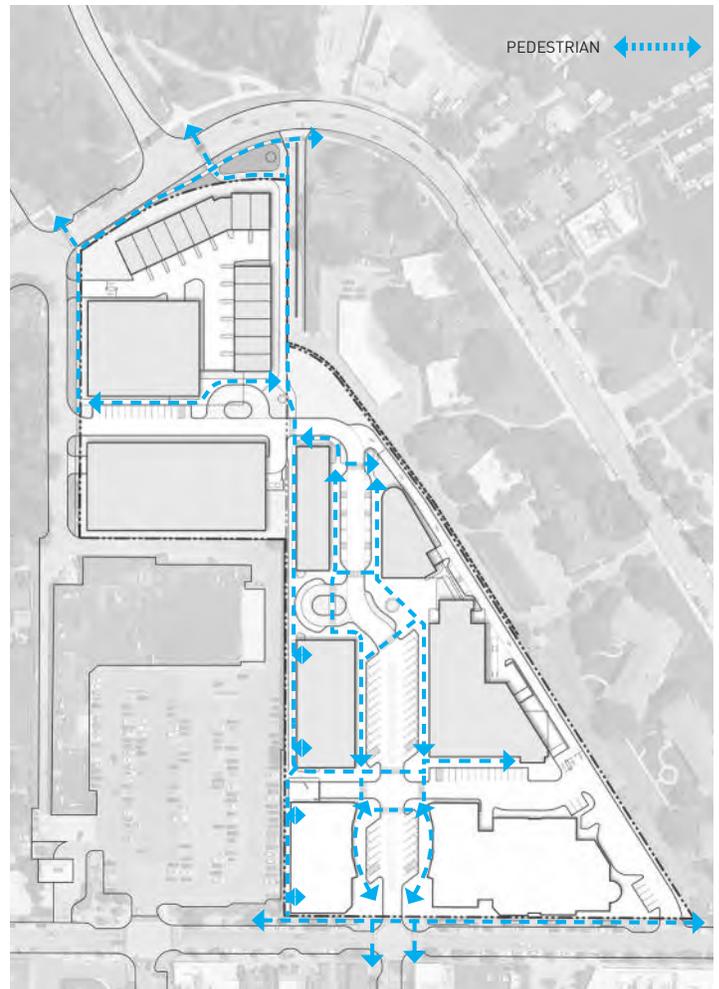
MASTERPLAN OPTION 3B

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

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



**PROPOSED PUD AMENDMENT (5.3.2024)**

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

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

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

**GASLIGHT PUD**  
PARKING SUMMARY

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
			<b>TOTAL PARKING DEMAND</b>	<b>583</b>
			ON STREET PARKING	85
			BLDG D : STRUCTURED PARKING	102
			BLDG G : STRUCTURED PARKING	60
			BLDG H : GARAGE PARKING	14
			PARKING STRUCTURE	322
			<b>TOTAL PLANNED PARKING</b>	<b>583</b>

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

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"

0' 60' 120' 240'



SITE PLAN | EXISTING

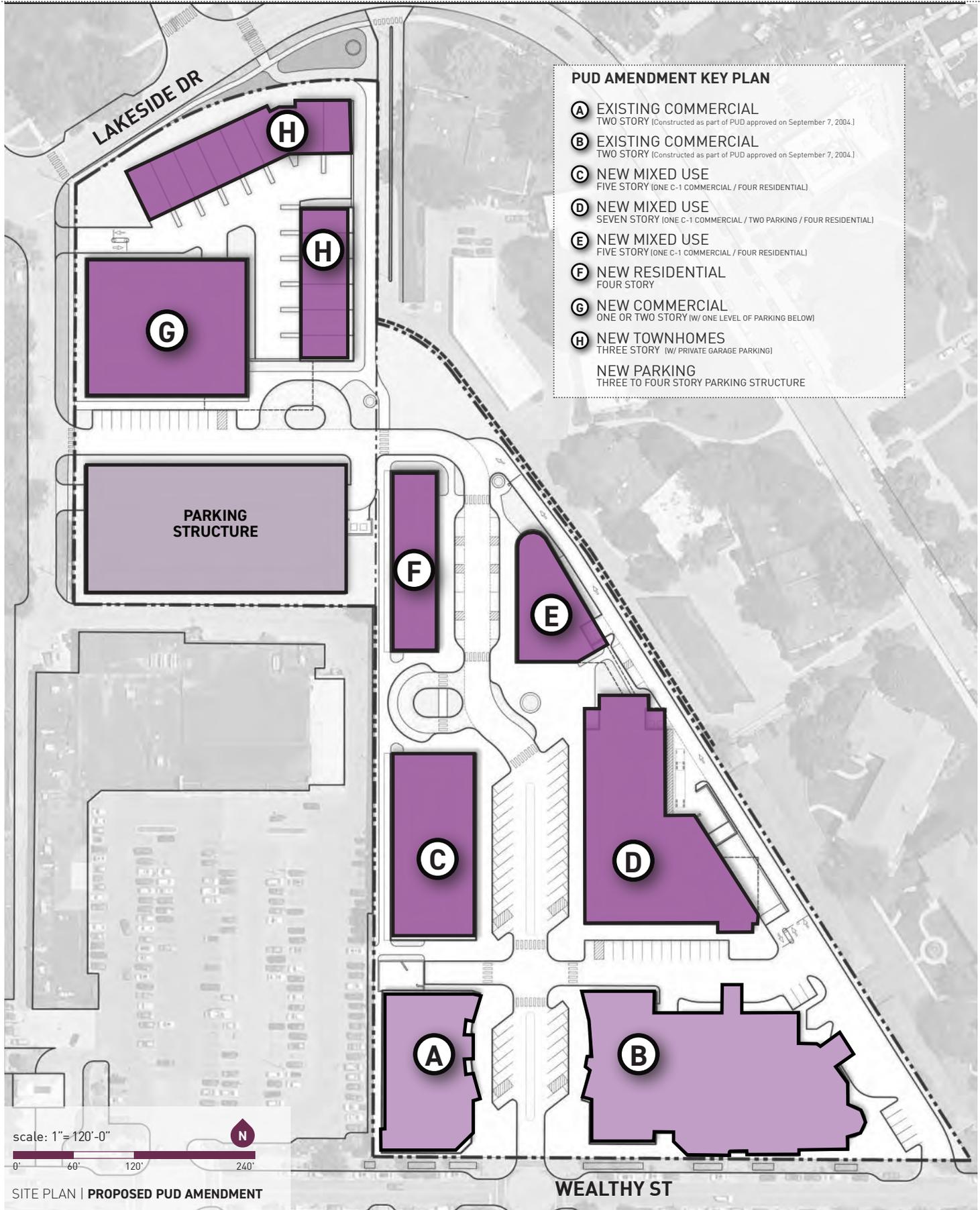
# GASLIGHT INVESTORS LLC PUD AMENDMENT

## 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



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):

<b>Building 1</b>	--	754 feet above mean sea level
<b>Building 2</b>	--	754 feet above mean sea level
<b>Building 3</b>	--	754 feet above mean sea level
<b>Building 4</b>	--	752 feet above mean sea level
<b>Building 5</b>	--	752 feet above mean sea level
<b>Building 6</b>	--	752 feet above mean sea level

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

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

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

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

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

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

Section 4. Enforcement.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CITY OF EAST GRAND RAPIDS

By Karen K. Brower  
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:

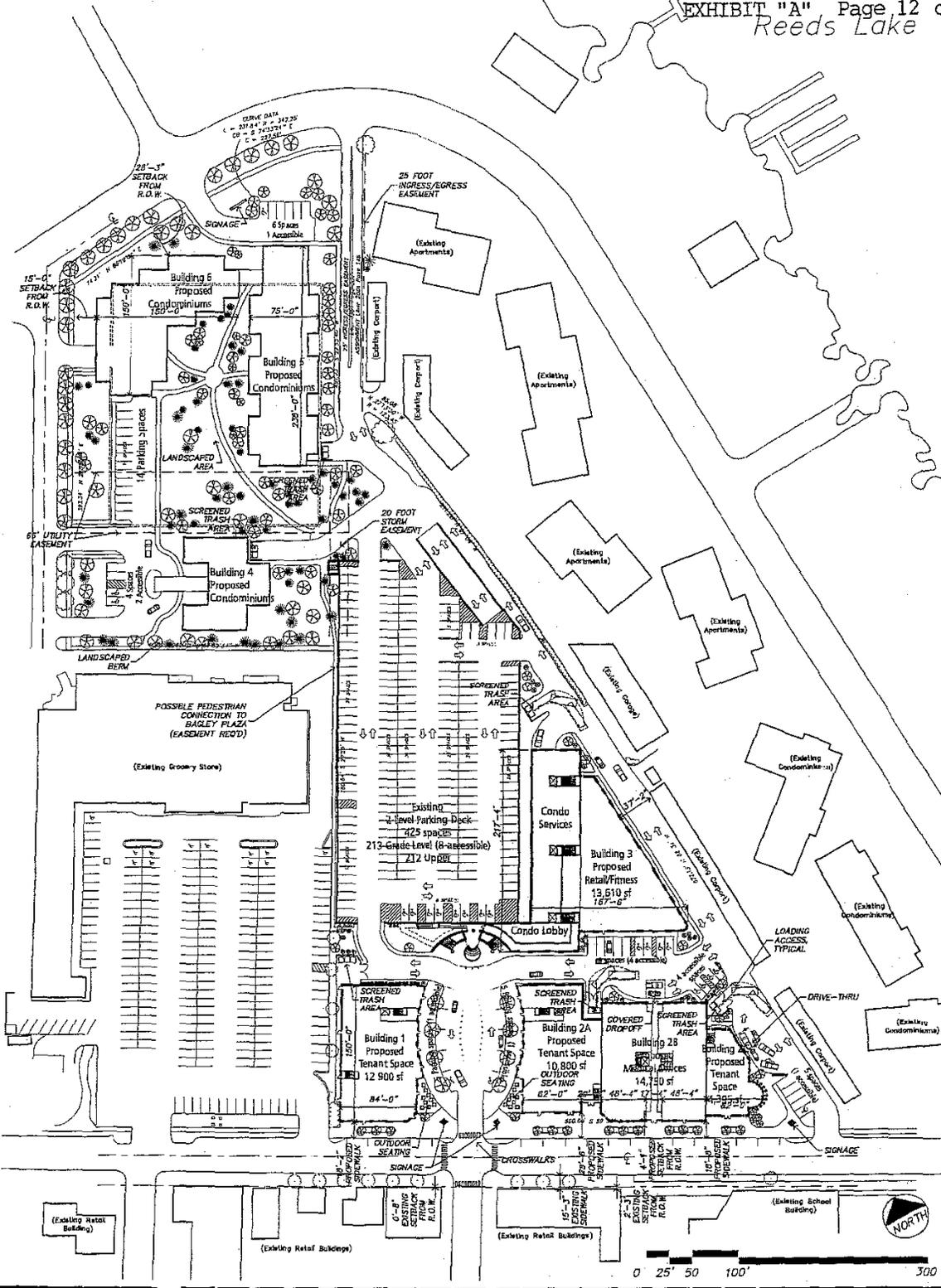
Lots 3, 30, 31, 32 and part of Lots 2, 4 and 29 and part of vacated Crosswell Avenue, all in Kennedy's Subdivision of Lots 16 and 21 of Boynton and Judd's Lake Addition, according to the recorded plat thereof, also part of Lots 20, 24, 25 and vacated Barnard Street of Boynton and Judd's Lake Addition,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





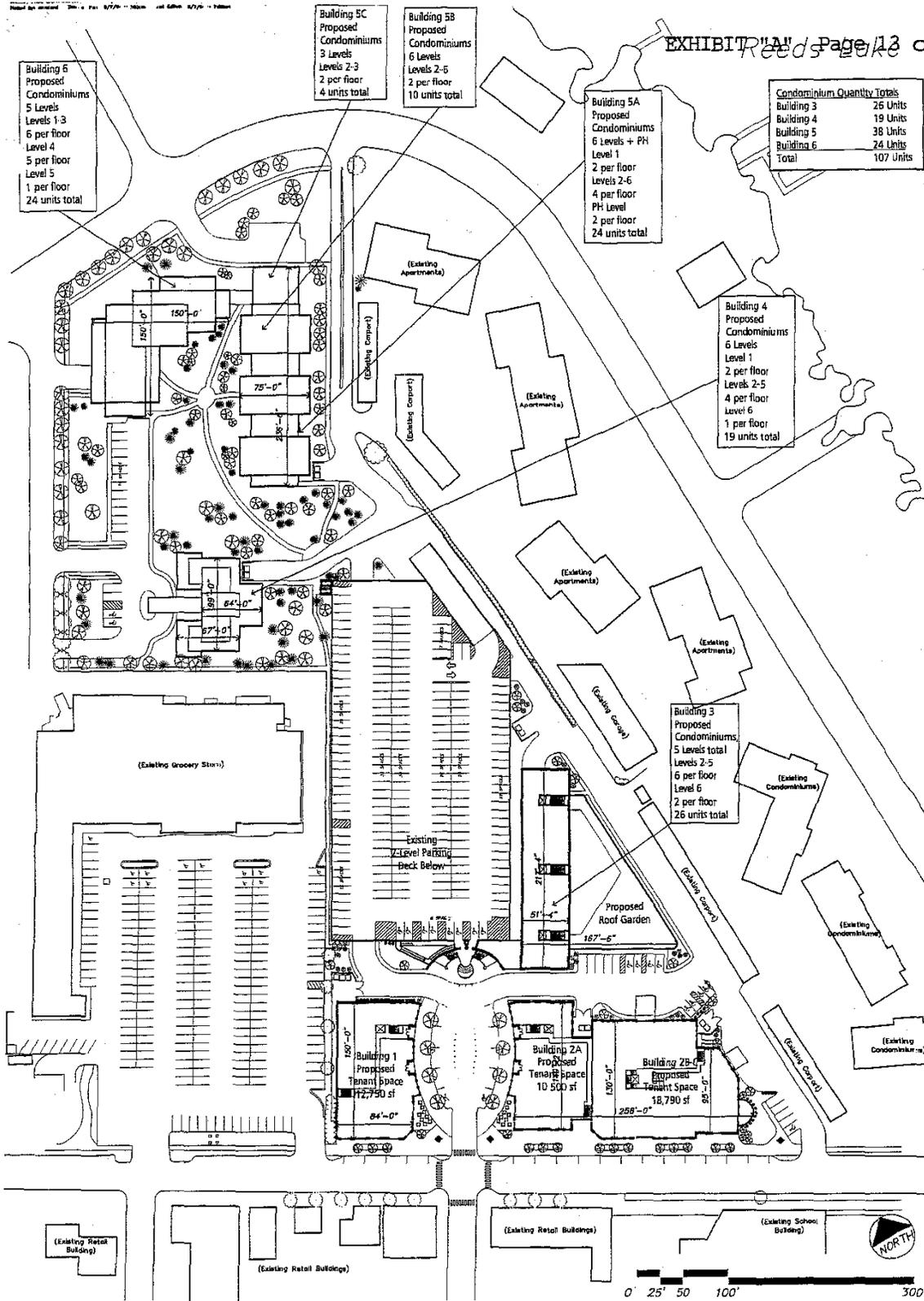
# JADE PIG VENTURES

EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT

Planned Unit Development Proposal - Grade Level Plan

September 7, 2004

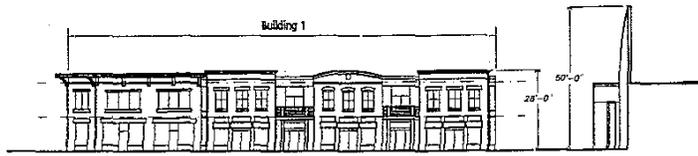
Scale: 1" - 100' Page 2



Condominium Quantity Totals	
Building 3	26 Units
Building 4	19 Units
Building 5	38 Units
Building 6	24 Units
<b>Total</b>	<b>107 Units</b>



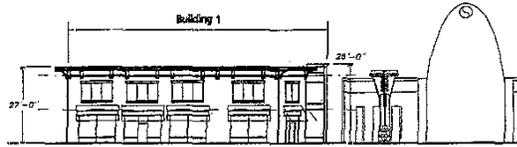
**JADE PIG VENTURES**  
 EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT  
 Planned Unit Development Proposal - Mid-Level Plan  
 September 7, 2004 Scale: 1" = 100' Page 3



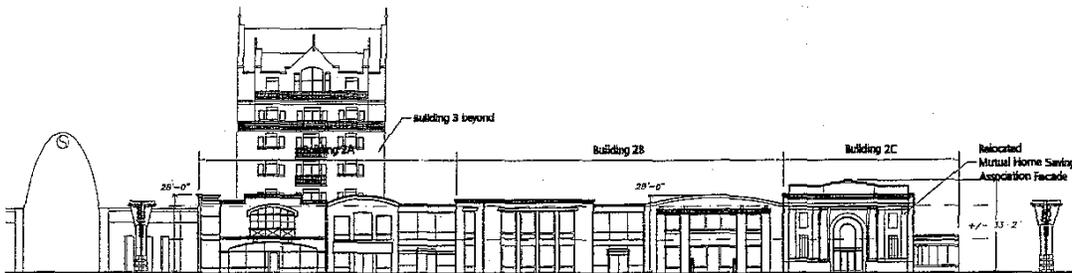
Proposed Plaza  
Building 1 Elevation Facing East



Proposed Plaza  
Building 2 Elevation Facing West



Proposed Wealthy Street Elevation  
Building 1



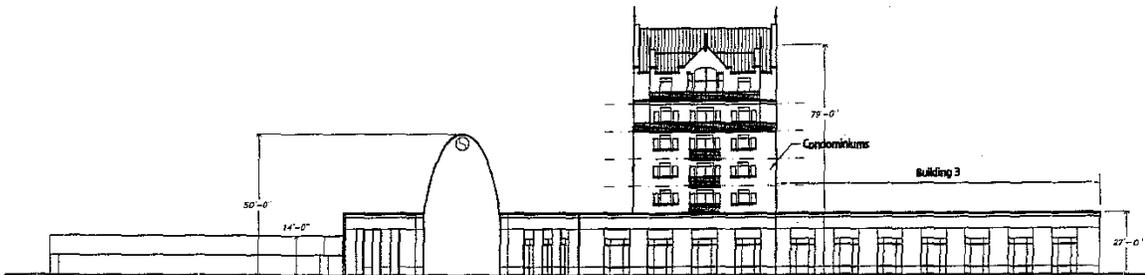
Proposed Wealthy Street Elevation  
Building 2



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



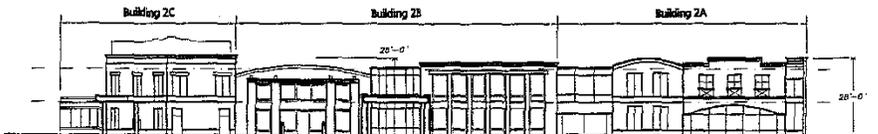
Proposed East-Facing Elevation  
Building 3



Proposed South-Facing Elevation  
Parking Deck Entry, Building 3



Proposed North-Facing Elevation  
Building 1



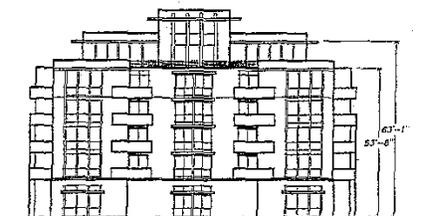
Proposed North-Facing Elevation  
Building 2



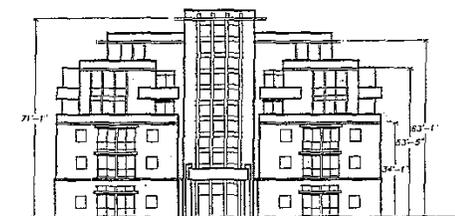
# JADE PIG VENTURES

EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT

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



Proposed Building 4  
East Elevation



Proposed Building 4  
West Elevation



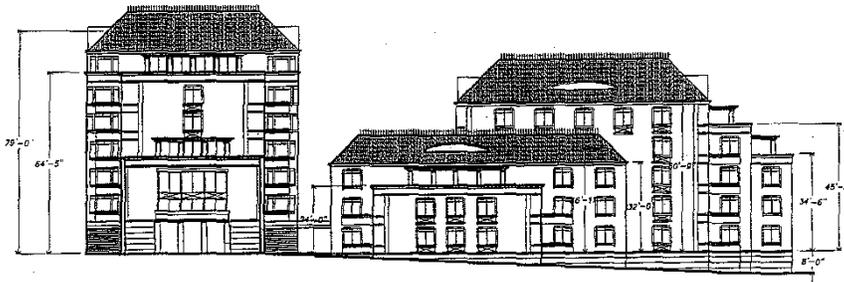
Proposed Building 4  
South Elevation



Proposed Building 4  
North Elevation



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



Proposed Buildings 5 and 6  
Elevation Facing North



Proposed Building 5  
Elevation Facing East



# JADE PIG VENTURES

EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT

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



Proposed Buildings 5 & 6  
Elevation Facing South



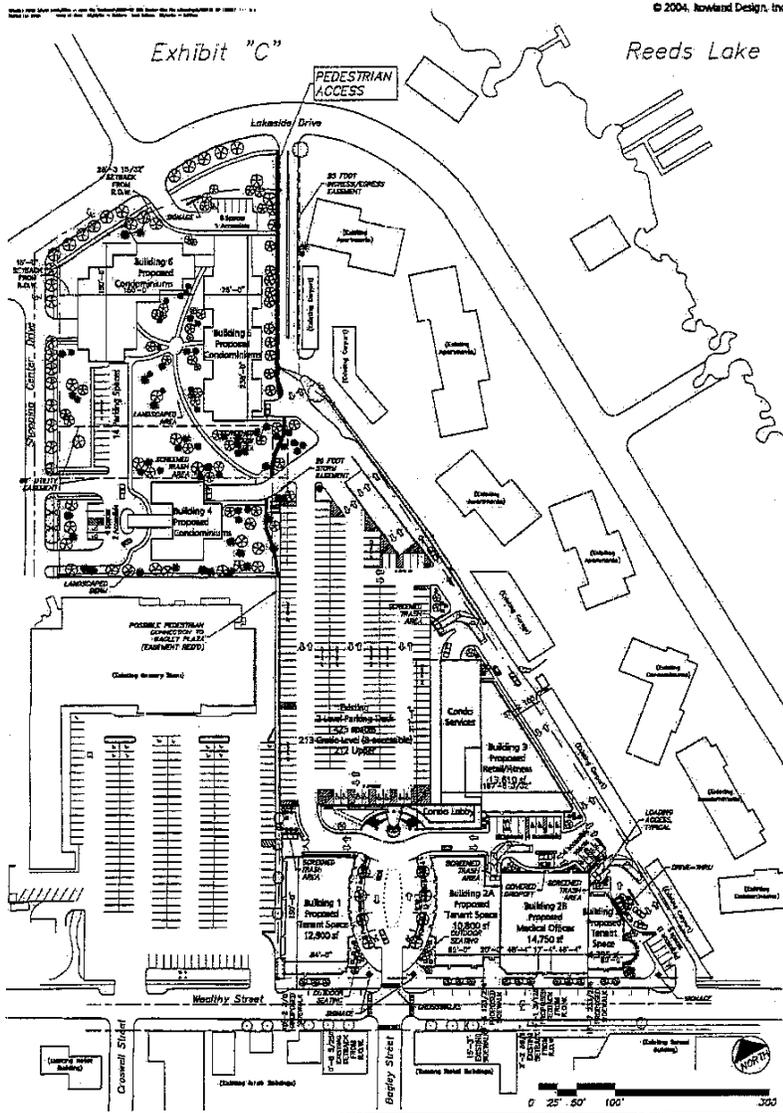
Proposed Buildings 5 & 6  
Elevation Facing West



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

**EXHIBIT C**

**Pedestrian Easement**

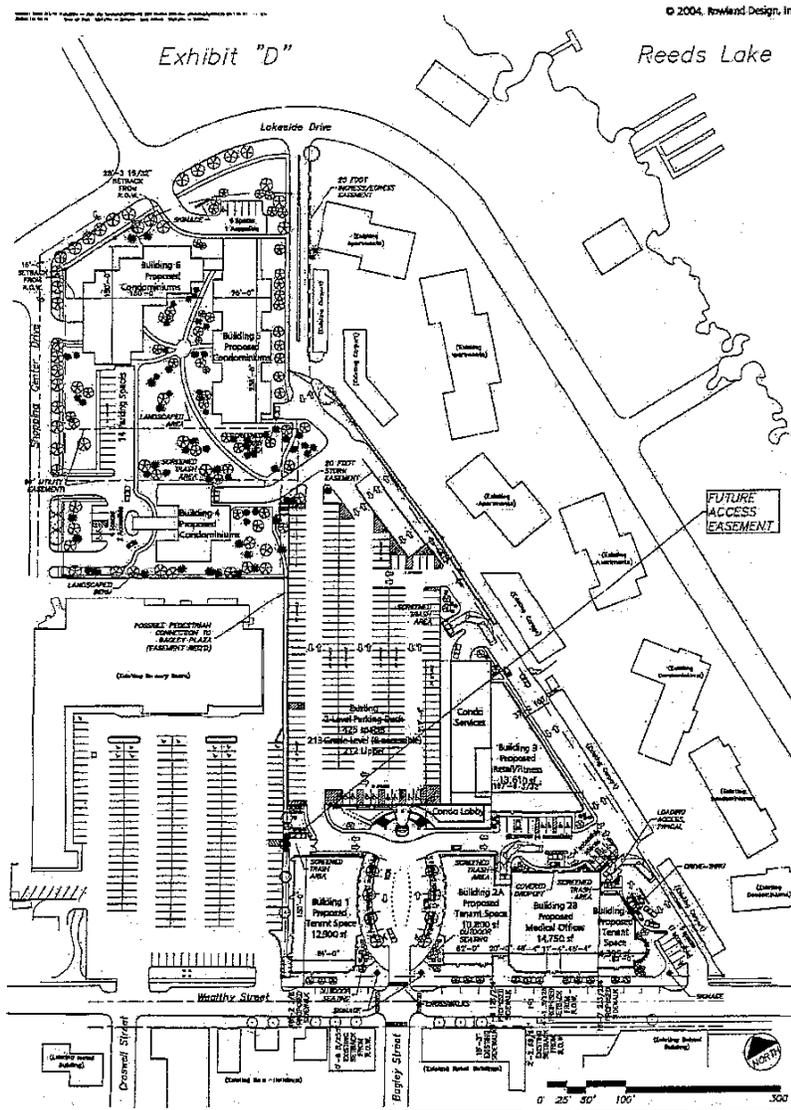


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**JADE PIG VENTURES**  
 EAST GRAND RAPIDS - GASLIGHT REDEVELOPMENT  
 Planned Unit Development Proposal - Exhibit "C"  
 October 4, 2004      Scale: 1" = 100'

# 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

# MEMO

VIA EMAIL: [svyn@INTARCH.com](mailto:svyn@INTARCH.com)

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

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

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](http://www.fveng.com)

## 2 BACKGROUND DATA

The City provided background information and data regarding previous studies performed in the area as summarized below. This data will be used as baseline comparison for the evaluation of the project and will be utilized in the Traffic Impact Study (TIS), 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, 11<sup>th</sup> Edition*. Vehicle trips generated by the proposed development are summarized in **Table 1**.

**Table 1: Vehicular Trip Generation Summary**

Land Use	ITE Code	Amount	Units	Average Daily Trips (vpd)	AM Peak Hour			MD Peak Hour			School PM			PM Peak Hour			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
<b>Total</b>				<b>7,451</b>	<b>154</b>	<b>112</b>	<b>266</b>	<b>282</b>	<b>304</b>	<b>586</b>	<b>273</b>	<b>276</b>	<b>549</b>	<b>288</b>	<b>316</b>	<b>604</b>	<b>378</b>	<b>345</b>	<b>723</b>

### 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, 3<sup>rd</sup> Edition* (Appendix C.9 and C.10). The vehicle occupancy rates for the studies contained within the manual are provided in **Table 2**; the 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, 3<sup>rd</sup> Edition**

Land Use	ITE Code	Amount	Units	Average Daily Trips (ppd)	AM Peak Hour			MD Peak Hour			School PM			PM Peak Hour			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
<b>Total</b>				<b>9,394</b>	<b>178</b>	<b>132</b>	<b>285</b>	<b>356</b>	<b>384</b>	<b>740</b>	<b>340</b>	<b>345</b>	<b>685</b>	<b>370</b>	<b>432</b>	<b>821</b>	<b>478</b>	<b>436</b>	<b>905</b>

**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
	<b>Total Trips</b>	<b>79</b>	<b>2</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>16</b>
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
	<b>Total Trips</b>	<b>583</b>	<b>11</b>	<b>35</b>	<b>46</b>	<b>11</b>	<b>13</b>	<b>24</b>	<b>16</b>	<b>11</b>	<b>27</b>	<b>32</b>	<b>20</b>	<b>52</b>	<b>27</b>	<b>26</b>	<b>53</b>
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
	<b>Total Trips</b>	<b>751</b>	<b>45</b>	<b>12</b>	<b>57</b>	<b>24</b>	<b>33</b>	<b>57</b>	<b>47</b>	<b>48</b>	<b>95</b>	<b>23</b>	<b>55</b>	<b>78</b>	<b>34</b>	<b>26</b>	<b>60</b>
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
	<b>Total Trips</b>	<b>6,038</b>	<b>96</b>	<b>59</b>	<b>155</b>	<b>245</b>	<b>255</b>	<b>500</b>	<b>206</b>	<b>214</b>	<b>420</b>	<b>227</b>	<b>237</b>	<b>464</b>	<b>309</b>	<b>285</b>	<b>594</b>
<b>Total Site</b>	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
	<b>Total Trips</b>	<b>7,451</b>	<b>154</b>	<b>112</b>	<b>266</b>	<b>282</b>	<b>304</b>	<b>586</b>	<b>273</b>	<b>276</b>	<b>549</b>	<b>288</b>	<b>316</b>	<b>604</b>	<b>378</b>	<b>345</b>	<b>723</b>



**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 (3<sup>rd</sup> Edition). The shared parking methodology considers the underlying parking demand calculations from the ITE Parking Generation and the variations for the time of day, day of week, and monthly impacts of parking for the associated uses. The shared parking methodology provides recommendations for parking supply that were then compared to the proposed parking supply as summarized in **Table 7**.

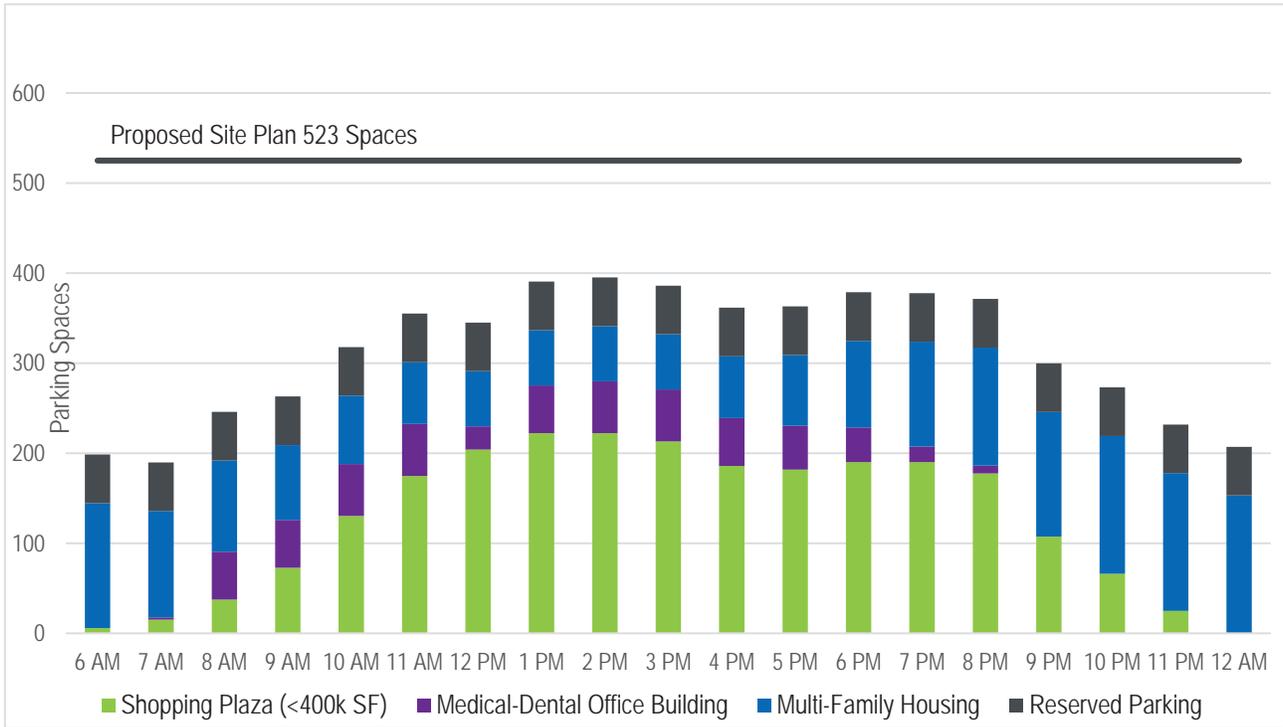
The parking evaluation includes several assumptions regarding the parking utilization for this site, including:

- 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.

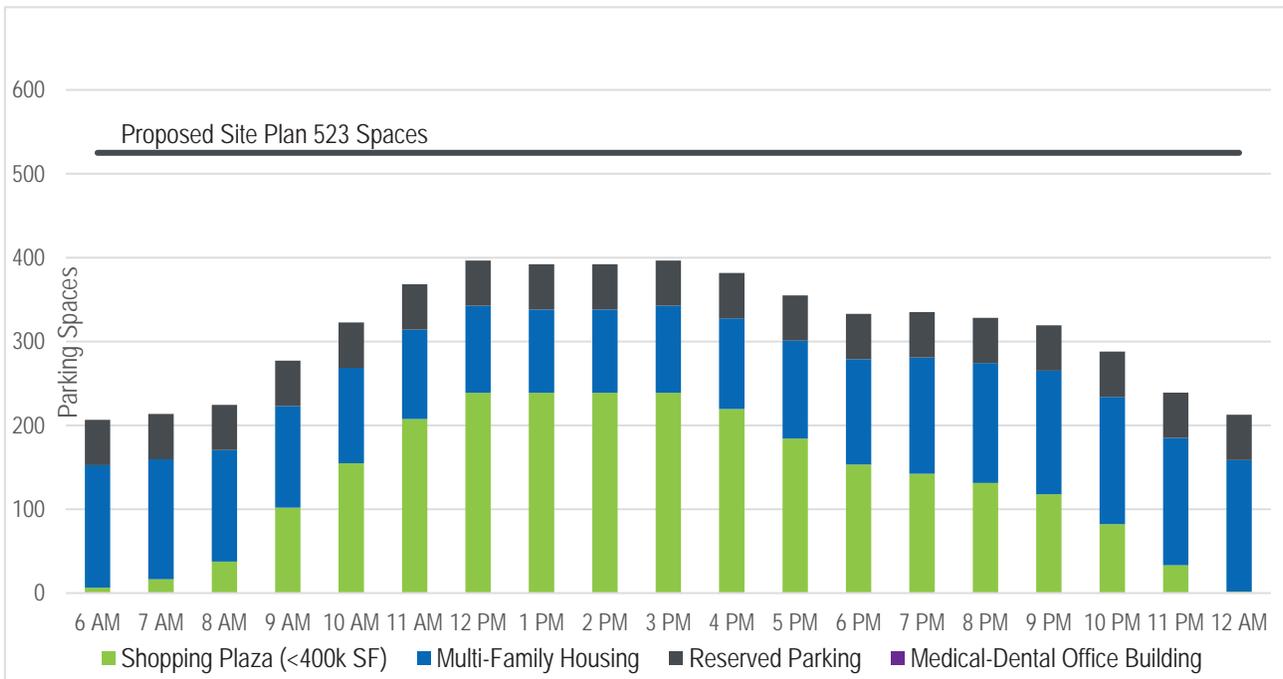
**Table 7: Shared Parking Summary**

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, RSP<sub>1</sub>, 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
<b>Total</b>				<b>7,451</b>	<b>154</b>	<b>112</b>	<b>266</b>	<b>282</b>	<b>304</b>	<b>586</b>	<b>273</b>	<b>276</b>	<b>549</b>	<b>288</b>	<b>316</b>	<b>604</b>	<b>378</b>	<b>345</b>	<b>723</b>

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

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**To:** City of East Grand Rapids

**From:** Jeremy Chapman, PE, RSP<sub>1</sub>, PTOE, PhD, Senior Transportation Engineer  
Christopher Zull, PE, Transportation Practice Leader

**Date:** 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).

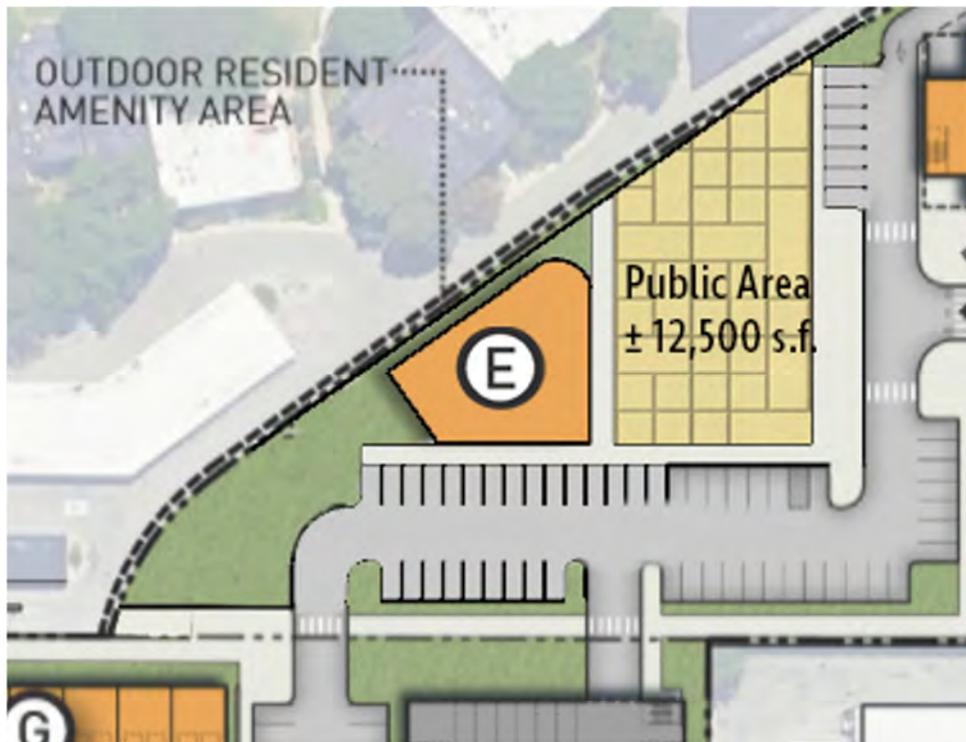
We also appreciate that the prior error regarding double-deduction of Work-From-Home trips in Table 5 has been corrected; therefore Table 5 correctly illustrates the total number of trips (as well as the modal split deductions) for each land use category, as well as the total site trips.

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.**

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.

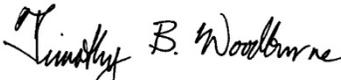
The Site was formerly part of Ramona Amusement Park from 1881 to 1954, according to Exhibit 2. In the mid to late 1950's, the Site was redeveloped with Ramona Shopping Center. Around 1960 the Lakeshore Club Condos and Ramona Medical were constructed. The residential Lakewood Hills Apartments were constructed 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):

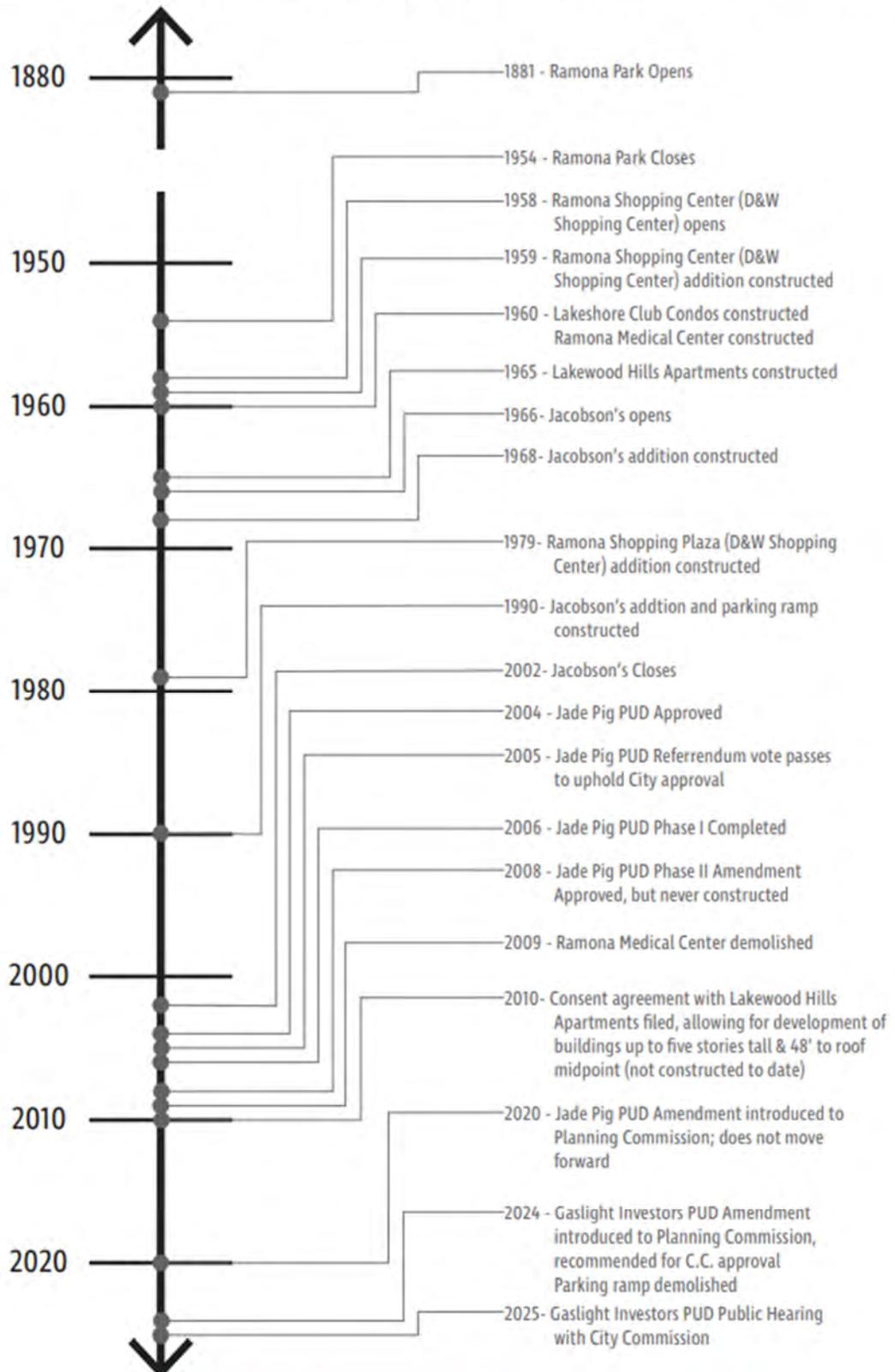
Exhibit 1 – Site Location Map

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](mailto: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.



CITY OF  
EAST GRAND RAPIDS

750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506

(616) 940-4817

[www.eastgr.org](http://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.

## Jay Gianotti

---

**From:** Doug LaFave  
**Sent:** Wednesday, May 7, 2025 7:52 AM  
**To:** Shea Charles; jmhuff@varnumlaw.com; Jay Gianotti; Paul LeBlanc  
**Subject:** FW: Question

---

**From:** Brian Wilson <[bwilson@cascadetwp.com](mailto:bwilson@cascadetwp.com)>  
**Sent:** Wednesday, May 7, 2025 7:14 AM  
**To:** Doug LaFave <[dlafave@eastgrmi.gov](mailto:dlafave@eastgrmi.gov)>  
**Subject:** RE: Question

**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 morning Doug,

I would say your explanation and the letter are spot on. A comprehensive soils report is essential to the design of a building. Engineers use this information to ensure that the foundation design is appropriate for the site. The review process will make sure that the soil bearing capacity is identified and periodic testing will be done on site throughout construction that we review for compliance.

I will also say that requiring this information *as the partial basis for project approval* would not be recommended. I have seen numerous projects that need to adjust foundation design because the borings “missed” localized poor soil conditions. In the end, changes were made to design (sometimes costly) and the projects moved forward. This risk should be solely born by the developer and engineers.

That being said, if they don’t have at least some soil boring information, I would be surprised & it certainly would be one of their first steps after concept approval.

Hope that makes sense...

BW

	<p><b>Brian Wilson</b> Building Official</p>	
<p><b>Cascade Inspection Services</b> 5920 Tahoe Dr SE Grand Rapids, MI 49546 616-949-3765 x311 <a href="mailto:bwilson@cascadetwp.com">bwilson@cascadetwp.com</a> <a href="http://www.cascadetwp.com">www.cascadetwp.com</a></p>	<p>Ada Twp Cascade Twp Grand Rapids Twp Lowell Twp Plainfield Twp Vergennes Twp City of East Grand Rapids</p>	

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**From:** Doug LaFave <[dlafave@eastgrmi.gov](mailto:dlafave@eastgrmi.gov)>  
**Sent:** Tuesday, May 6, 2025 5:05 PM

To: Brian Wilson <[bwilson@cascadetwp.com](mailto:bwilson@cascadetwp.com)>

Subject: Question

Brian: We have been working with through our PUD process with Gaslight Investors. They still remain in the Concept Plan Phase (form, massing, placement). We have a group of concerned residents who have expressed to the City Commission that a soil/substrate study needs to be completed (amongst other items). I know that is not needed at this stage, and that can be handled at the Final Plan stage when they have their foundations designed, that you and your team would review in accordance with the developer's engineers. I provided the attached letter in our last packet but am wondering if you could opine as the Building Official how Cascade handles this situation. In no way am I asking for any endorsement, just how the process works from your vantage point. My understanding is that for these types of developments, foundations and associated borings need to be provided and sealed by an engineer when pulling permits after final approval and that is the appropriate time to do so. With not knowing details of what would actually be built, how could a study tell us anything? We can follow up with a call.

Thanks!

Doug



**Doug La Fave**

City of East Grand Rapids, MI  
Deputy City Manager

(616) 940-4817 Office  
dlafave@eastgr.org  
750 Lakeside Dr. SE  
East Grand Rapids, MI 49506  
www.eastgr.org

## Jay Gianotti

---

**From:** Ric Buikema  
**Sent:** Tuesday, May 13, 2025 3:19 PM  
**To:** Jay Gianotti  
**Subject:** RE: Gaslight Investors PUD

Jay,

I've reviewed the concept plan and I have not seen anything that would prohibit or impede the effective delivery of Public Safety Services. Building access for police, fire, and medical responses appear adequate and can be fine tuned during final approvals if anything is determined to compromise our service levels.

---

**From:** Jay Gianotti <jgianotti@eastgrmi.gov>  
**Sent:** Tuesday, May 13, 2025 3:04 PM  
**To:** Ric Buikema <RBUIKEMA@eastgrmi.gov>  
**Subject:** Gaslight Investors PUD

Ric,

In preparation for this coming Monday's CC meeting, we wanted to get your thoughts on the Gaslight Investors PUD concept plan. At this stage, we want to know if you see any concerns with this concept in regards to Public Safety we can add to the memo and agenda materials.

Please let me know. Thank you.



**Jay Gianotti, AICP**  
City of East Grand Rapids  
Zoning Administrator

(616) 940-4817 Work  
[jgianotti@eastgrmi.gov](mailto:jgianotti@eastgrmi.gov)

750 Lakeside Dr. SE  
Grand Rapids, MI 49506



CITY OF  
EAST GRAND RAPIDS

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(616) 940-4817

www.eastgr.mi.gov

DOUG LA FAVE  
DEPUTY CITY MANAGER

**MEMORANDUM**

TO: Honorable Mayor and City Commissioners  
FROM: Doug La Fave, Deputy City Manager  
DATE: May 5, 2025

RE: Plymouth Road Project-Pavement Marking Cross Section

Action Requested: The City Commission consider approving the pavement marking cross section for Plymouth Road from Hall Street to Martin Luther King Jr. Street with respect to Options 1, 2 or other.

Background: Plymouth Road from Hall Street to Martin Luther King Jr. Street is a local agency street mill and overlay project for summer of 2025, from June to mid-August. In February and April, the city provided residents with an informational notice and invitation to meet with city staff with respect to the project to answer questions, receive comments, etc. The April notice was sent to a larger surrounding area per a request at one of the engagement meetings with residents. City staff or officials met in person, with individual homeowners as well as a neighbor/group meeting as well as communicated via phone or email. Email correspondence has been included with meeting materials.

**What is the project scope?**

Mill/overlay is a road rehabilitation process that extends road life and generally consists of the following:

- Upgrade sidewalks and ramps to be compliant with the Americans with Disabilities Act where needed.
- Use a milling machine to remove and grind the road surface with a conveyor system loading debris into trucks-milling is noisy but typically only lasts one day per phase.
- Pave the road with one or more layers of asphalt.
- Adjust manholes to be level with the road.
- Restore disturbed areas with topsoil and grass seed, irrigation repairs, etc.

This project was planned in the regional Transportation Improvement Plan 2023-2026 via the Grand Valley Metro Council (GVMC) funded with \$887,000 of federal grant funds (through MDOT) and \$193,898 in local funds for a total of \$1,080,898. The revised engineers estimate for the project was \$923,695 before bidding via the Michigan Department of Transportation (MDOT). In recent years there has been a wide variation of pricing related to the COVID-19 pandemic and other national and world events/factors. The project will be funded via cost share percentage of the planned project in the TIP. The project contract has been authorized by the City Commission and MDOT has made the award to the qualified low bidder, which is Michigan Paving and Materials Company as noted in this memo.

**Letting of May 02, 2025**

**Letting Call:** 2505 050

**Project:** STU 41000-215846

**Local Agreement:** 25-5214

**Start Date:** July 7, 2025

**Description:**

0.50 mi of hot mix asphalt resurfacing, curb ramps, signing and pavement markings on Plymouth Road from Hall Street northerly to Martin Luther King Jr Street in the city of East Grand Rapids, Kent County. This is a Local Agency project.

7.00 % DBE participation required

**Low Bid:** \$594,650.70

**Engineer Estimate:** \$923,695.00

**Pct Over/Under Estimate:** -35.62 %

**Completion Date:** August 15, 2025

Bidder	As-Submitted
Michigan Paving and Materials Company	\$594,650.70
Rieth-Riley Construction Co., Inc.	\$689,988.90
Anlaan Corporation	\$695,245.20
Brenner Excavating, Inc.	\$799,582.10
Wyoming Excavators, Inc.	\$835,670.00
Diversco Construction Company, Inc.	\$1,013,275.50

**Total Number of Bidders:** 6

In addition to the mill and overlay construction, the city is looking at implementation of pedestrian and bike improvements in coordination with this project as called out in the community Mobility-Bike Action Plan. This means that the road cross-section may be modified to account for bike lanes/infrastructure which would have an impact with respect to on-street parking. Because this is related to pavement markings only, it does not impact the cost of the project and can be assigned/applied as approved.

### Why is the city looking at this type of change?

The City of East Grand Rapids went through a multi-year public engagement process in 2021 and 2022 towards developing a community Mobility-Bike Action Plan in 2022 as an output from the 2018 Community Master Plan with corridors and future improvements developed by the entire community to provide an improved mobility network for all road users. Since its adoption, the city has implemented many of the noted facilities regarding bike lanes/routes, additional pavement markings, and associated signage to improve non-motorized infrastructure for pedestrian and bicycle safety. The city has been implementing these pedestrian and bike infrastructure safety enhancements from an initial implementation in 2022, and in conjunction with future street construction projects going forward. One of the areas noted for desired infrastructure improvements is Plymouth Road from Hall Street to Martin Luther King Jr. Street/San Lu Rae Drive to connect to bike infrastructure implemented at those locations in recent years as well as the City of Grand Rapids bike facilities network.

For more information on the City of East Grand Rapids Mobility-Bike Action Plan, please visit [www.eastgrmi.gov](http://www.eastgrmi.gov) and use the search feature and enter “Mobility-Bike Action Plan” or scan this QR code:



Map excerpts from the Mobility-Bike Action Plan that note the “system” that is being developed are included on the following pages to provide for greater systems context along with Strava bike and foot traffic data (provided by users). Additionally bike accident data from the previous 5-years is also provided which is

a factor related to providing improved mobility infrastructure for all users in alignment with the current draft of the GVMC Vision Zero-Regional Safety Action Plan that the City of East Grand Rapids is a participant/member of as our Metropolitan Planning Organization. To view this plan, please visit the following link: [20250415\\_GVMC+Regional+Safety+Action+Plan.pdf](#)

Excerpt-Vision Zero-Below

# OUR VISION: ZERO FATAL OR SERIOUS INJURY CRASHES BY 2050

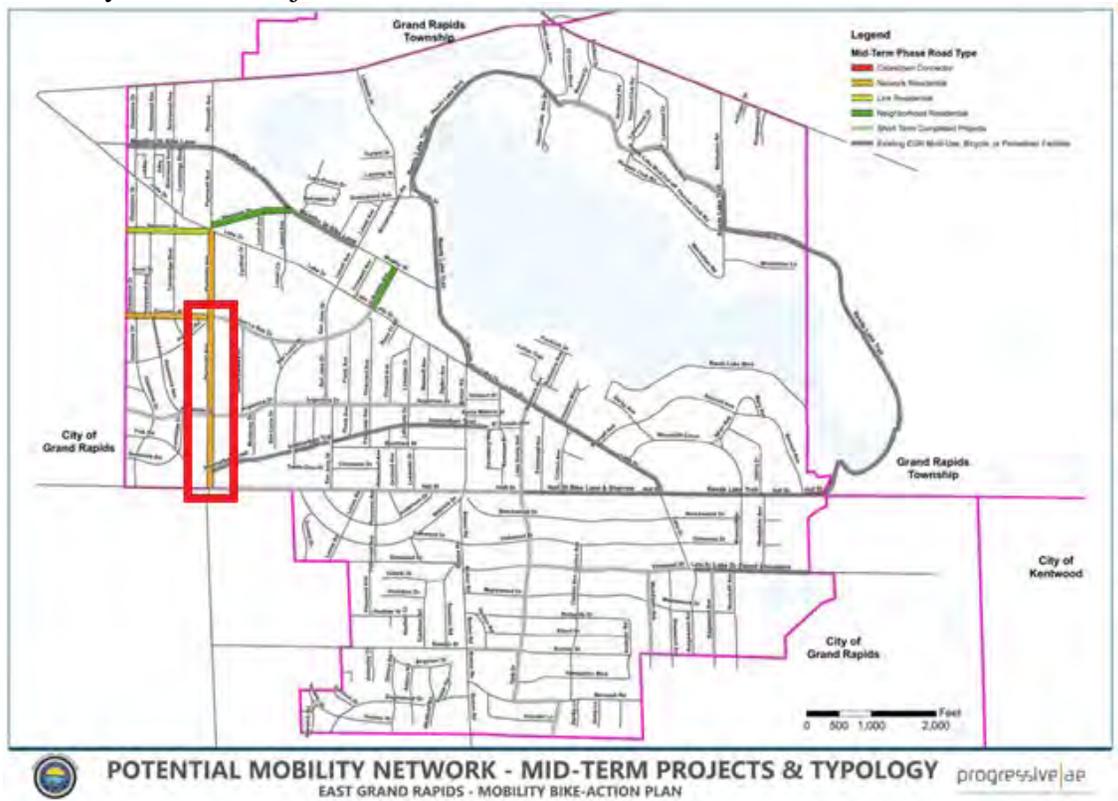
Grand Valley Metropolitan Council (GVMC) and its members have worked to reduce fatal and serious injuries on streets in the GVMC region, but the work is not done. GVMC and its members recognize that the only acceptable number of roadway fatalities or serious injuries is zero. GVMC and its members are committed to achieving zero roadway fatalities and serious injuries in the region by 2050. Vision Zero 2050 is a roadmap for how to redesign our streets, change policies, and ultimately improve safety within the region so no one dies or is seriously injured while moving about the region, no matter whether they walk, bike, roll, or drive.



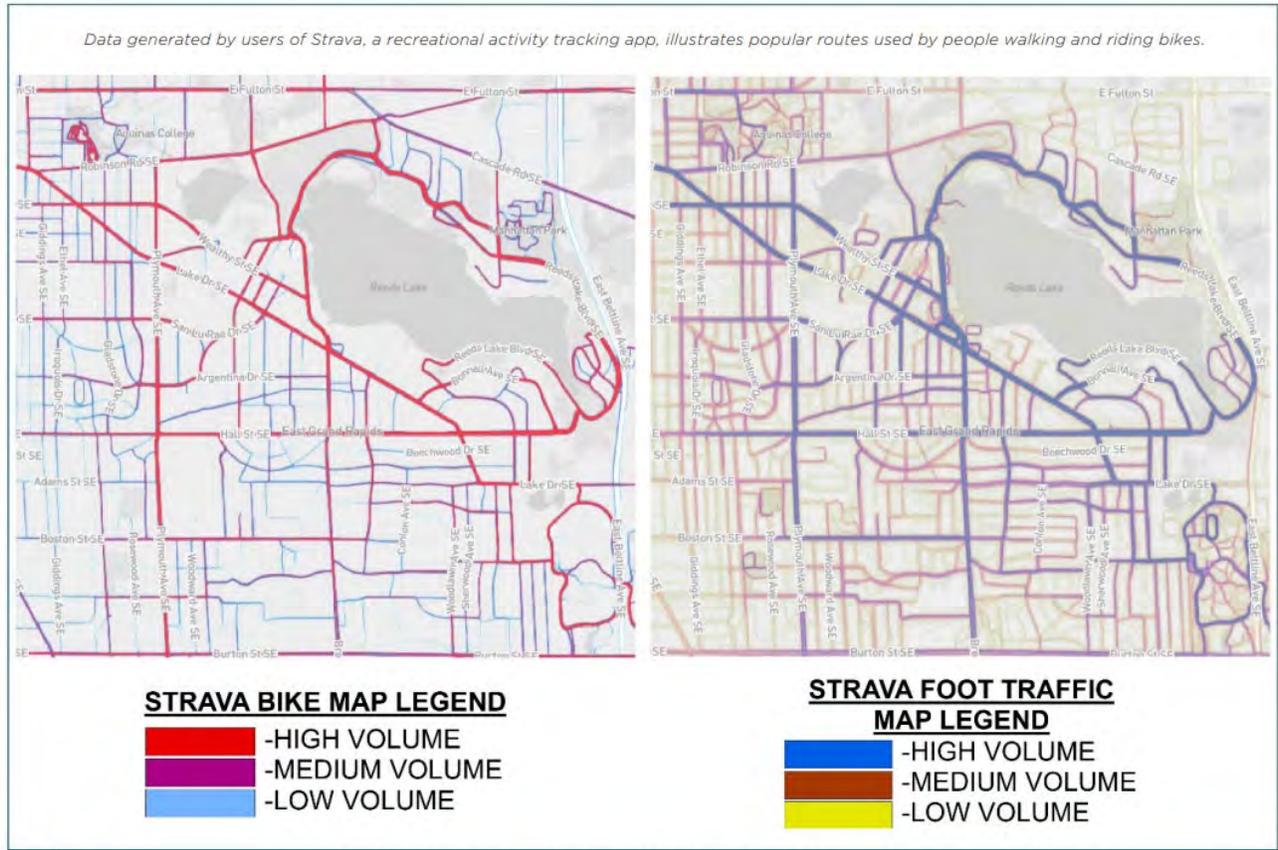
# Mobility-Bike Action Community Engagement Map Noting Desired Improvement Routes-Below



# Mid-Term Mobility Network Project Routes-Below:



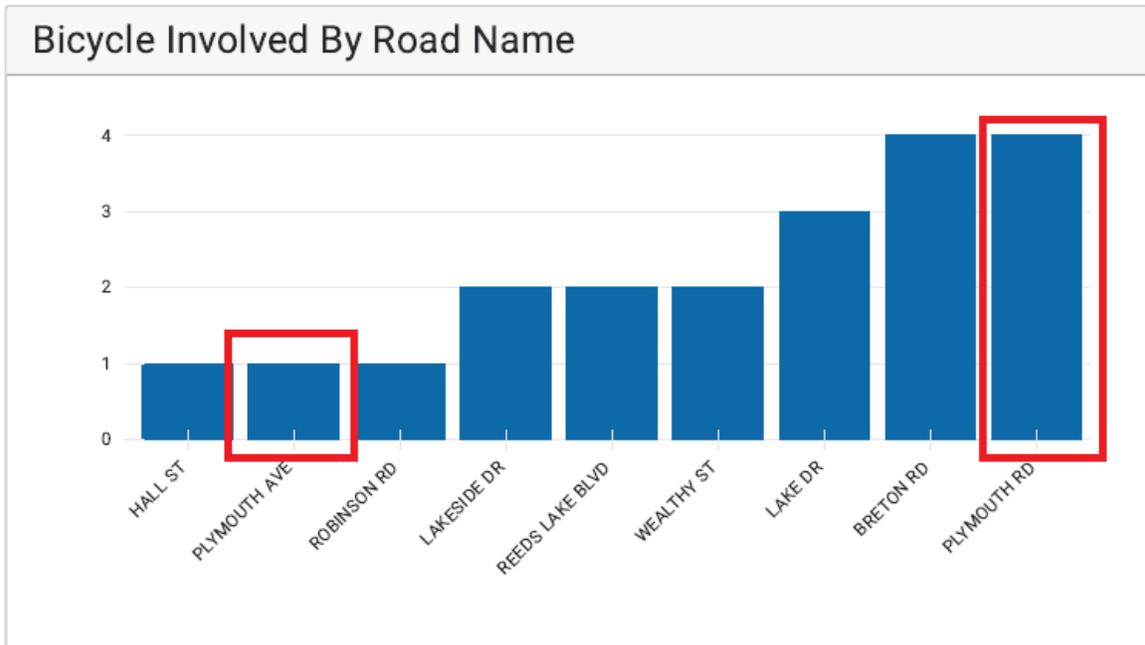
# Strava Data-Bike and Pedestrian Volumes-Streets-Below



**POTENTIAL MOBILITY NETWORK - STRAVA MAPS**  
EAST GRAND RAPIDS - MOBILITY BIKE-ACTION PLAN

progressive|ae

# Five-Year Bicycle Accident Information/Data-2019-2024



# Bicycle Traffic Data 2019 through 2024

Created on April 30, 2025

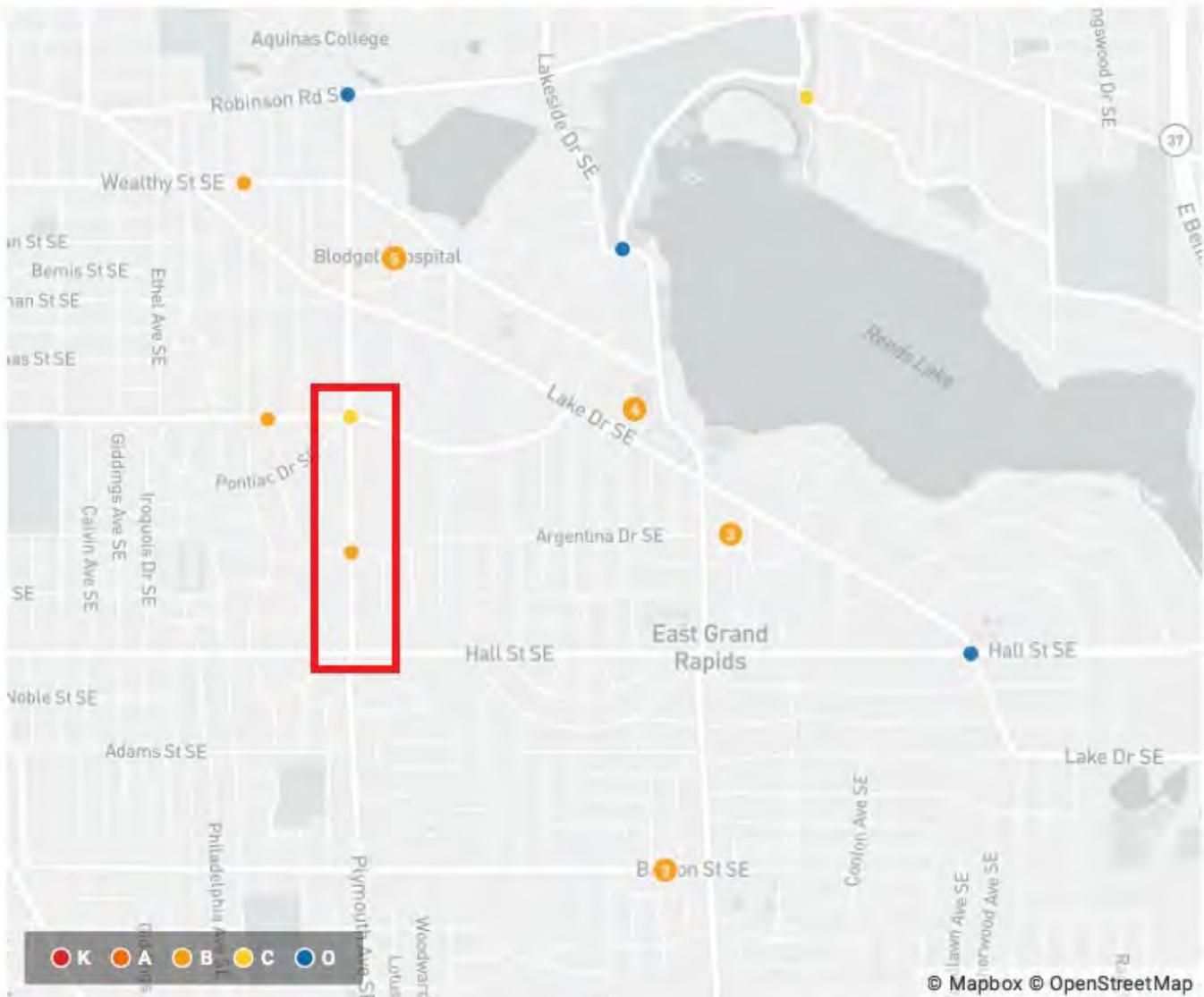
Created by Caroline Ford

Data extents: January 1, 2019 to January 1, 2025



## Applied Filters

Agency (ORI)+ = 4136100 - East Grand Rapids Department of Public Safety    Bicycle Involved = Yes



<b>Total Crashes</b>	<b>23</b>	<b>Fatal Crashes</b>	<b>0</b>
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Summary	Crash Level	
Total Crashes	23	100.00%
Injury Crashes	16	69.57%
Property Damage Crashes	7	30.43%

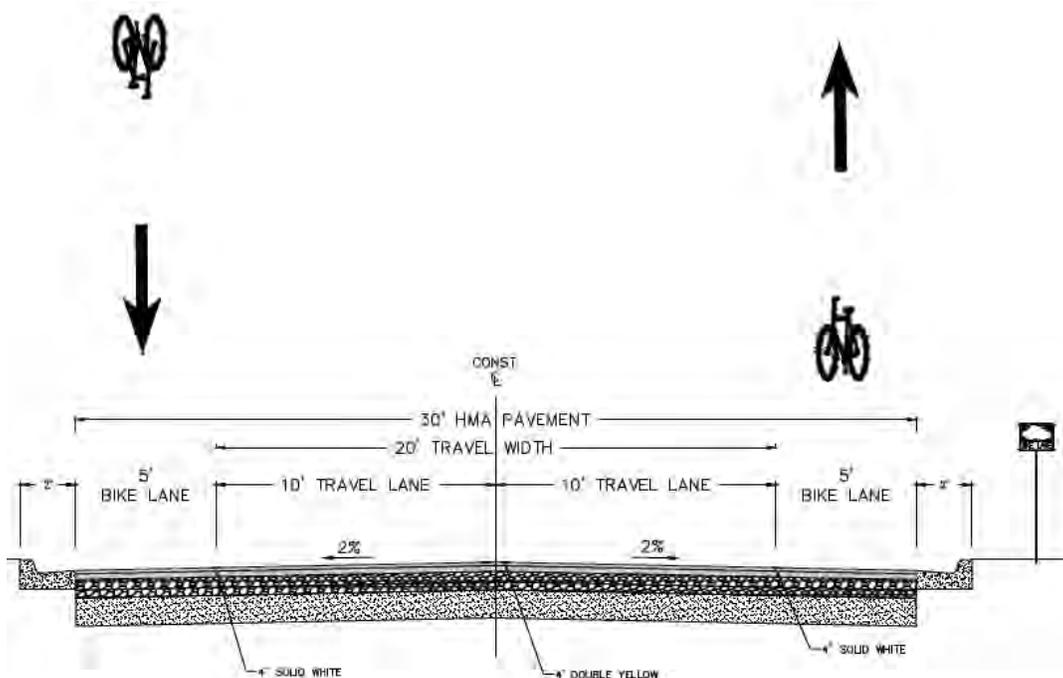
## What are the options?

When looking at cross section design, centerline markings should be placed on paved urban arterials and collectors that have a traveled cross-section of 20-feet or more in width and an Average Daily Traffic (ADT) of 4,000 vehicles per day or greater. The cross-section of Plymouth Road is approximately 30-feet, and it has an ADT of ~7,100 ADT and therefore requires centerline pavement markings as a baseline requirement to formulate options from. Below is the 2024 as well as historical ADT data.

**Location ID:** 822  
**Located On:** Plymouth Avenue SOUTH OF Franklin  
**Direction:** 2-WAY  
**Count:** 7188 (2024)  
**NB Count:** 3614 (2024)  
**SB Count:** 3574 (2024)

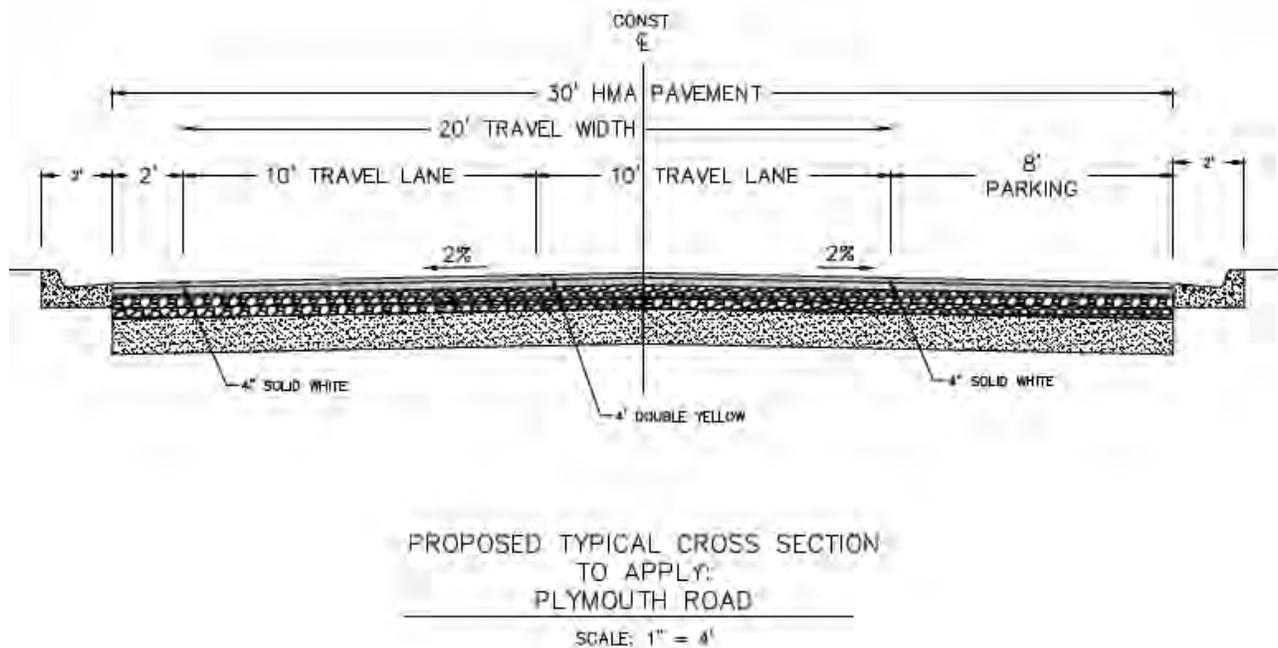
Year	AADT
2024	7,188
2020	7,334
2016	9,034
2013	9,336
2010	7,385

**Option 1:** Cross section aligns with dedicated bike lanes and the pavement cross section is approximately 30-feet, with a minimum travel lane width of 10-feet for each direction (10-foot travel lanes are the minimum and are used to reduce speeds), and dedicated bike lanes for each direction at 5-feet. See below.



PROPOSED TYPICAL CROSS SECTION  
 TO APPLY:  
 PLYMOUTH ROAD  
 SCALE: 1" = 4"

**Option 2:** Cross section aligns as close to existing conditions for a pavement cross section of approximately 30-feet and has a minimum travel lane width of 10-feet for both directions. Due to centerline requirements and width constraints, on-street parking would reside on the east side of Plymouth (hydrant locations on the west side eliminates more parking because parking is prohibited within 15-feet of either side of a hydrant). On-street parking would be 8-feet on the east side with a 2-foot buffer edge line on the west side. Sharrow pavement markings are not an option on this corridor as an alternative due to safety where ADTs are greater than 3,500 vehicles per day. This option would not be aligned with the Mobility-Bike Action Plan. See below.



### Other options discussed:

A widening option may be another alternative to accommodate both bike lanes and on-street parking, however, this option is cost prohibitive related to utility relocations and removal of right-of-way trees through the corridor that would negatively impact the environment and associated aesthetics. Due to these factors and feedback from residents in the area, this option has not been studied further.

Some residents have asked about the use of sharrows instead of dedicated bike lanes. Sharrows, or shared lane markings, are generally not recommended for streets with high ADT volumes, particularly those exceeding 3,000 ADT. This is because high traffic volumes can make it difficult for motorists to share the lane with bicycles, potentially leading to conflicts and safety concerns. Because Plymouth has a consistent history of ADT volumes greater than 7,000, this is not a safe option.

Because the cross section is not being fundamentally changed and is essentially assigning space to all road users, whatever option is authorized can be altered at a very low cost. The city refreshes pavement markings every year and if either option is authorized to be changed at a future date, it can be done for several thousand dollars.

## Parking Analysis:

An on-street parking utilization study was conducted in the fall of 2024 to understand utilization and on-street parking and potential impact. The findings of the study are noted below:



### Average Counts for each Segment:

1. Plymouth Ave – MLK St to Alexander St (East) 2.333
2. Plymouth Ave – MLK St to Argentina Dr (West) 1
3. Alexander St – Plymouth to Cambridge (North) 0
4. Alexander St – Plymouth to Cambridge (South) 0.5
5. Argentina Dr – Plymouth to Santa Barbara Dr (North) 0.5
6. Argentina Dr – Plymouth to Santa Barbara Dr (South) 0.333
7. Plymouth Ave – Hall St to Alexander St (East) 0.3333
8. Plymouth Ave Hall St to Argentina Dr (West) 0

### FINDINGS

A few conclusions can be drawn from the data derived during the parking study. The section of Plymouth with the most parked cars within the study limits is the segment that spans from Martin Luther King JR Street SE to Alexander Street SE, with an average of 2.333 cars parked. The section of Plymouth from Hall Street to Argentina Street had 0 cars parked on the street the entire duration of the study. The cars were usually parked within the mid-block segments rather than on the outskirts or the block. There seems to be more cars in the morning than in the evening on Plymouth Avenue. Some of these cars parked were noted to be for deliveries or landscaping services, but were still counted as on-street parking.

The study and full data are available with supplemental materials.

Parking analysis indicates that there is low utilization of on-street parking and adequate supply available for adjacent homes which supports the enhancement of pedestrian and bike safety infrastructure thus, the addition of dedicated bike lanes.

## **Other Concerns Shared with the City:**

Concerns have been expressed to date regarding special or surge events that can have negative parking impacts for these non-everyday events. While this is certainly an impact, other areas of the city and other communities have established that through adaptation. Some of the adaptations that are common are the following:

- Contractors generally adapt well to parking restrictions that remain throughout East Grand Rapids and other communities. They often utilize existing driveway space if permitted to do so by homeowners that they are providing service to (see driveway survey) or drop equipment and personnel at the site, with one person driving to park on adjacent side street, complete work and pick up the crew and equipment when completed (a few areas with no on-street parking are Plymouth between Wealthy and Lake, Lake Drive from the east city limit to Elmwood, Lakeside Dr Robinson to Greenwood, Robinson west city limit to Plymouth to name a few).
- Delivery drivers can utilize driveways for deliveries or utilize hazard lights for quick service.
- Special events that need additional parking beyond the capacity of existing driveways have been accommodated by the following:
  - Working with adjacent neighbors to utilize parking spaces in their driveways for special events.
  - Parking at the closest side streets (typically 2–5-minute walk).
  - Prioritizing parking for guests who are elderly or those with disabilities to utilize driveway spaces or providing guests with instructions to drop off these guests at the home and/or if the driver can park on the nearest side street.

City yard waste service guidelines note placement of containers/material on the terrace side of the curb and fall leaf pickup is permissible as long as there is no impact of the traveled portion of roadway.

## Current Parking Availability:

Standard Parking Spaces Approximately 9'x18'

ADDRESS#	Approx. No. of Vehicles Parked in Drive & Garage	Closest Side Street Parking
1120 Plymouth Road	11-17, (includes 2-Garage)	Hall St.
1112 Plymouth Road	11-16	Hall St.
1104 Plymouth Road	7-9 (includes 2-Garage)	Hall St. or Argentina Dr.
1062 Plymouth Road	9 (includes 2-Garage)	Argentina Dr.
1048 Plymouth Road	10 (includes 2-Garage)	Argentina Dr.
1040 Plymouth Road	8 (includes 2-Garage)	Argentina Dr.
1030 Plymouth Road	6 (includes 2-Garage)	Argentina Dr.
1155 Plymouth Road	4 (includes 2-Garage)	Hall St.
1145 Plymouth Road	10 (includes 2-Garage)	Hall St.
1125 Plymouth Road	10 (includes 2-Garage)	Hall St.
1119 Plymouth Road	10 (includes 2-Garage)	Hall St.
1111 Plymouth Road	9-10 (includes 2-Garage)	Hall St.
1065 Plymouth Road	7 (includes 2-Garage)	Hall St.
1061 Plymouth Road	7-9 (includes 2-Garage)	Hall St.
1055 Plymouth Road	13 (includes 2-Garage)	Argentina Dr.
1041 Plymouth Road	8-9 (includes 2-Garage)	Argentina Dr.
1037 Plymouth Road	7-8 (includes 2-Garage)	Argentina Dr.
1025 Plymouth Road	6 (includes 2-Garage)	Argentina Dr.
980 Plymouth Road	7 (includes 2-Garage)	Argentina Dr.
972 Plymouth Road	8 (includes 2-Garage)	Argentina Dr.
966 Plymouth Road	15-17 (includes 2-Garage)	Argentina Dr.
952 Plymouth Road	10-11 (includes 2-Garage)	Argentina Dr.
942 Plymouth Road	15-17 (includes 2-Garage)	Argentina Dr.
934 Plymouth Road	16-18 (includes 2-Garage)	Argentina Dr.
922 Plymouth Road	7-12 (includes 2-Garage)	Argentina Dr.
910 Plymouth Road	10 (includes 2-Garage)	Argentina Dr.
904 Plymouth Road	14-16 (includes 2-Garage)	Argentina Dr.
856 Plymouth Road	12	San Lu Rae
846 Plymouth Road	9 (includes 2-Garage)	San Lu Rae
836 Plymouth Road	15 (includes 2-Garage)	San Lu Rae
800 Plymouth Road	13 (includes 2-Garage)	San Lu Rae
975 Plymouth Road	6	Alexander Rd.
955 Plymouth Road	8 (includes 2-Garage)	Alexander Rd.
945 Plymouth Road	10 (includes 2-Garage)	Alexander Rd.
939 Plymouth Road	12 (includes 2-Garage)	Alexander Rd.
925 Plymouth Road	11 (includes 2-Garage)	Alexander Rd.
915 Plymouth Road	6 (includes 2-Garage)	Alexander Rd.
909 Plymouth Road	6 (includes 2-Garage)	MLK or Alexander Rd.
901 Plymouth Road	8 (includes 2-Garage)	MLK or Alexander Rd.
855 Plymouth Road	10-11 (includes 4-Garage)	MLK
835 Plymouth Road	20 (includes 4-Garage)	MLK

**Other Reviews:**

Additionally various reviews required for the project included National Environmental Policy Act (NEPA) for environmental review, architectural, archaeological, indigenous/tribal, and civil/traffic engineering/accident reviews.

This project has been accounted for in the FY 2025-2026 budget.

**REVIEWED & APPROVED FOR SUBMISSION:**

A handwritten signature in black ink, appearing to read 'Shea Charles', written in a cursive style.

Shea Charles  
City Manager

## Doug LaFave

---

**From:** Christopher Zull  
**Sent:** Monday, May 12, 2025 3:52 PM  
**To:** Doug LaFave  
**Subject:** East Grand Rapids-Plymouth Road 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.

Good afternoon Doug,

Thanks for catching up with me today. The two options presented in your May 5, 2025 memo for the Plymouth Road project are both reasonable and feasible. These concepts meet design guidelines and either could be implemented.

Given the bike crash history, low parking utilization, and recommendations from the Mobility Action Plan, Option 1 appears to be the best solution at this time. I will be available to assist with questions at the May 19 meeting.

Best regards,  
Chris

Christopher Zull, PE  
Practice Leader

[weareprogressive.com](http://weareprogressive.com)



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## Safety Benefits:

**Converting traditional or flush buffered bicycle lanes to a separated bicycle lane with flexible delineator posts can reduce crashes up to:**

# 53%

for bicycle/vehicle crashes.<sup>3</sup>

**Bicycle Lane Additions can reduce crashes up to:**

# 49%

for total crashes on urban 4-lane undivided collectors and local roads.<sup>7</sup>

# 30%

for total crashes on urban 2-lane undivided collectors and local roads.<sup>7</sup>



Bicycle lane in Washington, DC.  
Source: Alex Baca, Washington Area Bicyclist Association.

**For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-07/fhwsa18077.pdf>.**

## Bicycle Lanes

Most fatal and serious injury bicyclist crashes occur at non-intersection locations. Nearly one-third of these crashes occur when motorists are overtaking bicyclists<sup>1</sup> because the speed and size differential between vehicles and bicycles can lead to severe injury. Many people are not comfortable riding a bicycle because of their fear that this type of crash may occur. To make bicycling safer and more comfortable for most types of bicyclists, State and local agencies should consider installing bicycle lanes. Providing bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles, and create a network of safer roadways for bicycling. Bicycle Lanes align with the Safe System Approach principle of recognizing human vulnerability—where separating users in space can enhance safety for all road users.

### Applications

The FHWA's [Bikeway Selection Guide](#) and [Incorporating On-Road Bicycle Networks into Resurfacing Projects](#) assist agencies in determining which facilities provide the most benefit in various contexts. Bicycle lanes can be included on new roadways or created on existing roads by reallocating space in the right-of-way through [Road Diets](#). Separated bicycle lanes, which use vertical elements—such as flexible delineator posts, curbs, or vegetation—between the bicycle lane and motorized traffic lanes provide additional safety benefits.<sup>2,3</sup> For a marked bike lane without vertical elements, a lateral offset with marked buffer can help to further separate bicyclists from vehicle traffic.

### Considerations

- In order to maximize a roadway's suitability for riders of all ages and abilities, bicycle lane design should vary according to roadway characteristics (number of lanes, motor vehicle and truck volumes, speed, presence of transit), user needs (current and forecasted ridership, types of bicycles and micromobility devices in use within the community, role within the bicycling network), and land-use context (adjacent land uses, types and intensity of conflicting uses, demands from other users for curbside access). Separated bicycle lanes are recommended on roadways with higher vehicle volumes and speeds, such as arterials.
- City and State policies may require minimum bicycle lane widths, although desirable bicycle lane widths

can differ by agency and functional classification of the road, current and forecasted bicycle volumes, and contextual attributes such as topography.

- Studies have found that roadways did not experience an increase in crashes or congestion when travel lane widths were decreased to add a bicycle lane.<sup>4</sup>
- Studies and experience in U.S. cities show that bicycle lanes increase ridership and may help jurisdictions better manage roadway capacity.
- In rural areas, rumble strips can negatively impact bicyclists' ability to ride if not properly installed. Agencies should consider the dimensions, placement, and offset of rumble strips when adding a bicycle lane.<sup>5</sup>
- Bicycle lanes should be considered on roadways where adjacent land use suggests that trips could be served by varied modes, particularly to meet the safety and travel needs of low-income populations likely to use bicycles to reach essential destinations.<sup>6</sup>

<sup>1</sup> Thomas et al. *Bicyclist Crash Types on National, State, and Local Levels: A New Look*. Transportation Research Record 673(6), 664-676, (2019).

<sup>2</sup> [Separated Bike Lane Planning and Design Guide](#). FHWA-HEP-15-025, (2015).

<sup>3</sup> (CMF ID: [11296](#)) [Developing CMFs for Separated Bicycle Lanes](#). FHWA-HRT-23-025, (2023).

<sup>4</sup> Park and Abdel-Aty. *Evaluation of safety effectiveness of multiple cross sectional features on urban arterials*. Accident Analysis and Prevention, Vol. 92, pp. 245-255, (2016).

<sup>5</sup> FHWA Tech Advisory [Shoulder and Edge Line Rumble Strips](#), (2011).

<sup>6</sup> Sandt et al. [Pursuing Equity in Pedestrian and Bicycle Planning](#). FHWA, (2016).

<sup>7</sup> (CMF ID: [10738](#), [10742](#)) [Development of Crash Modification Factors for Bicycle Lane Additions While Reducing Lane and Shoulder Widths](#). FHWA-HRT-21-012, (2021).



FIELD SURVEY / DATE  
M+B

PROJECT NO. 240216.01

DESIGN DRAWN BY: JPV

DESIGNED BY: JPV

CHECKED BY: RMA

PLAN DATE: DECEMBER 5, 2024

SHEET NUMBER  
**1 OF 6**

PAVEMENT MARKINGS EXHIBIT A  
IN  
**PLYMOUTH ROAD**  
FROM HALL ST. TO MARTIN LUTHER KING JR. ST.  
CITY OF EAST GRAND RAPIDS, KENT COUNTY, MICHIGAN

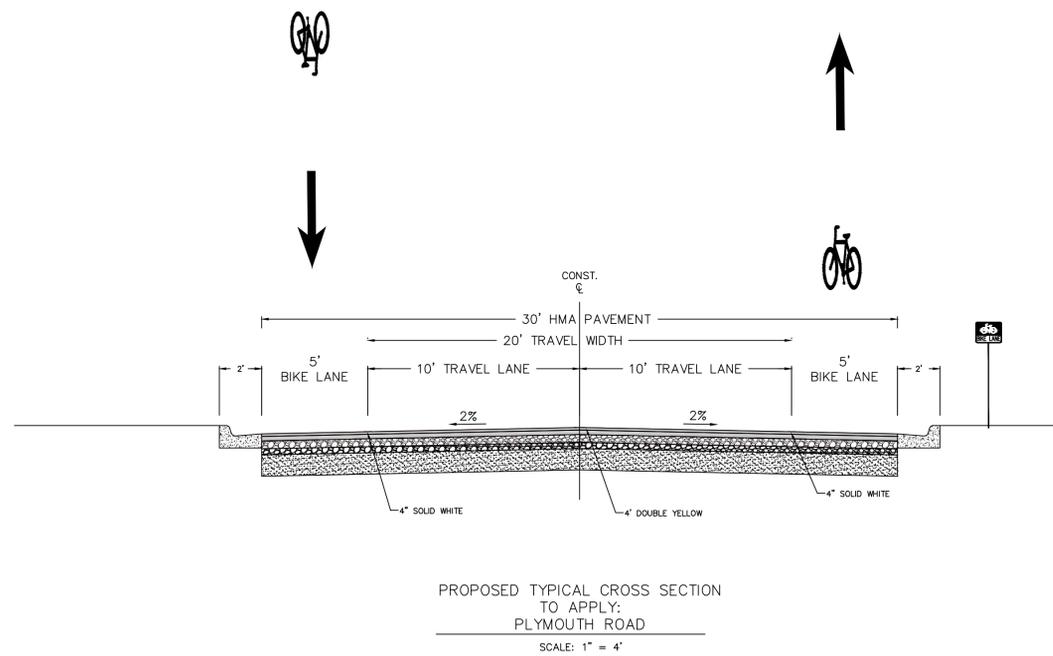
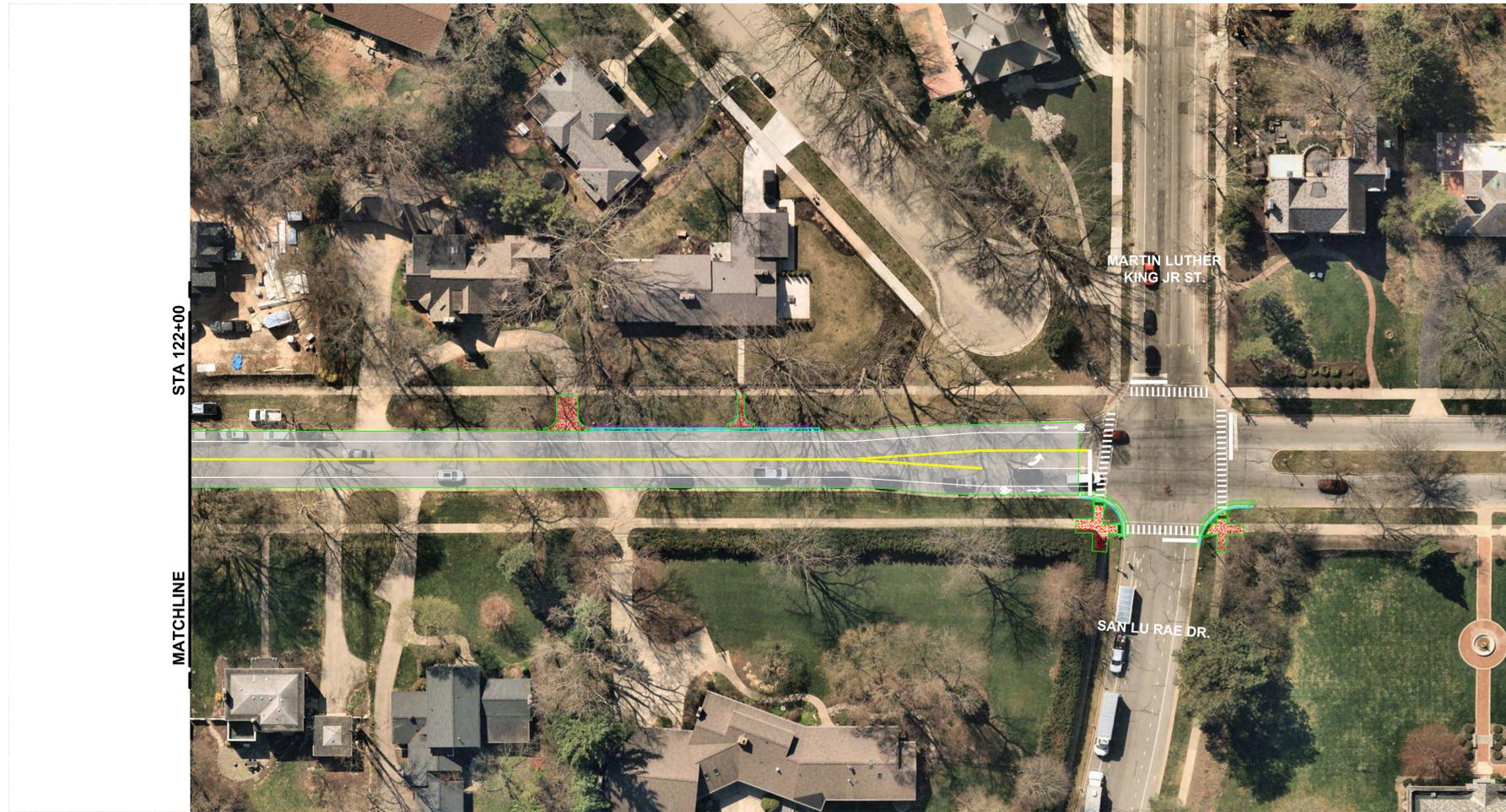


**Moore+Bruggink**  
Consulting Engineers  
2020 Monroe Ave.  
Grand Rapids, MI 49505  
(616) 363-9801 mailbox@mbce.com

PLAN REVISIONS



P:\240216.01 Plymouth Ave Improvements - EGR\CAD\DWG\240216\_EXHIBITS.dwg, 2/13/2025 8:07:25 AM, JAMES VANHEKKEN



EXAMPLE LOCATION: RICHMOND ST AND HAMILTON AVE



0 20 40  
PLAN SCALE: 1" = 40'



PLAN REVISIONS

**Moore+Bruggink**  
Consulting Engineers  
2020 Monroe Ave.  
Grand Rapids, MI 49505  
(616) 363-9801 mail@moorebruggink.com



PAVEMENT MARKINGS EXHIBIT A  
IN  
**PLYMOUTH ROAD**  
FROM HALL ST. TO MARTIN LUTHER KING JR. ST.  
CITY OF EAST GRAND RAPIDS, KENT COUNTY, MICHIGAN

FIELD SURVEY / DATE  
M+B

PROJECT NO. 240216.01

DESIGN DRAWN BY: JPV

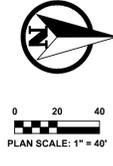
DESIGNED BY: JPV

CHECKED BY: RMA

PLAN DATE: DECEMBER 5, 2024

SHEET NUMBER

2 OF 6



PLAN REVISIONS

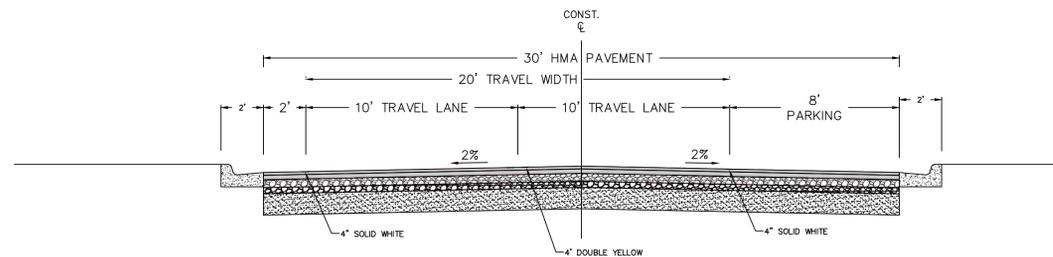
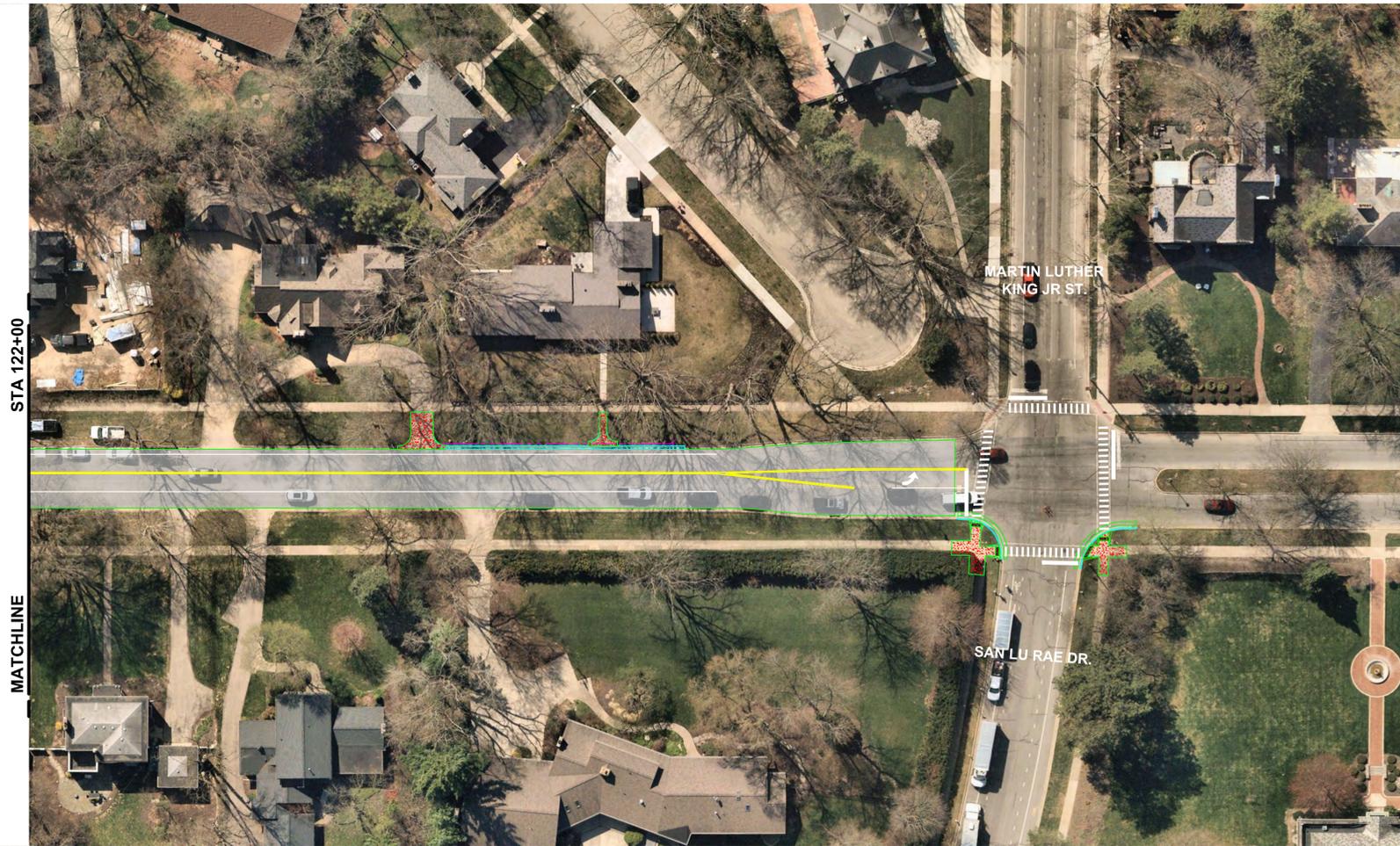

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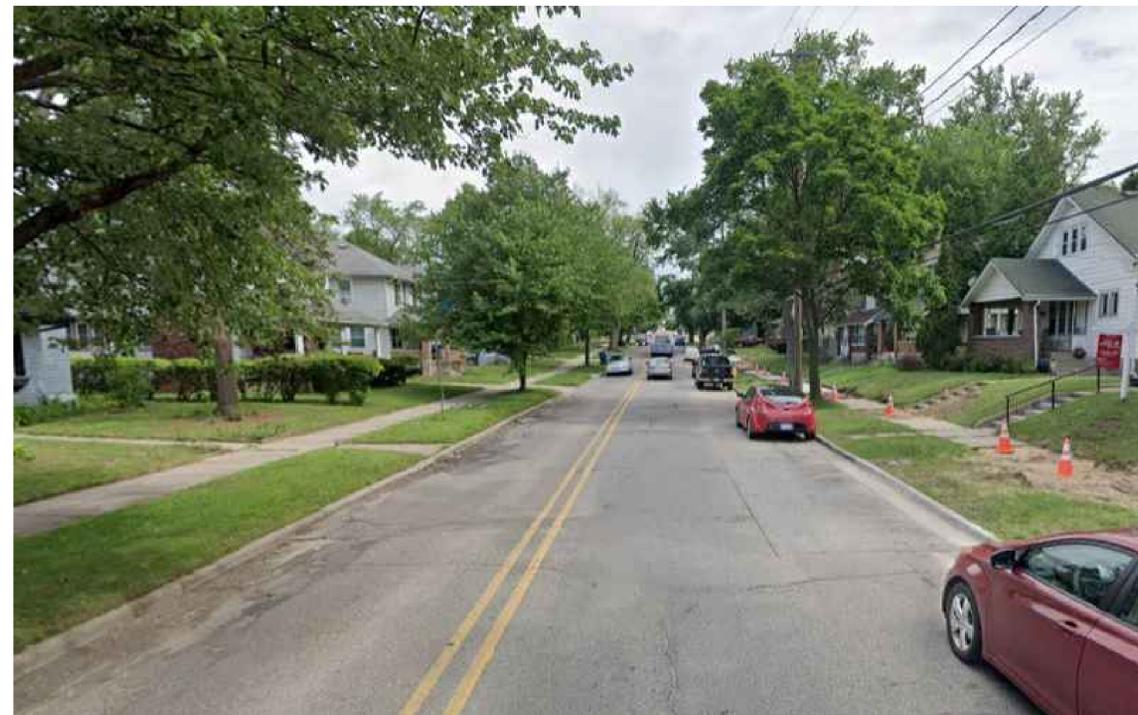
**PAVEMENT MARKINGS EXHIBIT B**  
 IN  
**PLYMOUTH ROAD**  
 FROM HALL ST. TO MARTIN LUTHER KING JR. ST.  
 CITY OF EAST GRAND RAPIDS, KENT COUNTY, MICHIGAN

FIELD SURVEY / DATE	M+B
PROJECT NO.	240216.01
DESIGN DRAWN BY:	JPV
DESIGNED BY:	JPV
CHECKED BY:	RMA
PLAN DATE:	DECEMBER 5, 2024
SHEET NUMBER	<b>3</b> OF <b>6</b>

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PROPOSED TYPICAL CROSS SECTION  
TO APPLY:  
PLYMOUTH ROAD  
SCALE: 1" = 4'



EXAMPLE LOCATION: FULLER AVE NEAR HALL ST



0 20 40  
PLAN SCALE: 1" = 40'



Know what's below.  
Call before you dig.

PLAN REVISIONS

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PAVEMENT MARKINGS EXHIBIT B  
IN  
**PLYMOUTH ROAD**  
FROM HALL ST. TO MARTIN LUTHER KING JR. ST.  
CITY OF EAST GRAND RAPIDS, KENT COUNTY, MICHIGAN

FIELD SURVEY / DATE  
M+B  
PROJECT NO. 240216.01  
DESIGN DRAWN BY: JPV  
DESIGNED BY: JPV  
CHECKED BY: RMA  
PLAN DATE: DECEMBER 5, 2024

SHEET NUMBER  
**4 OF 6**



STA 111+00

MATCHLINE

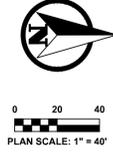


STA 111+00

MATCHLINE

STA 122+00

MATCHLINE



PLAN REVISIONS

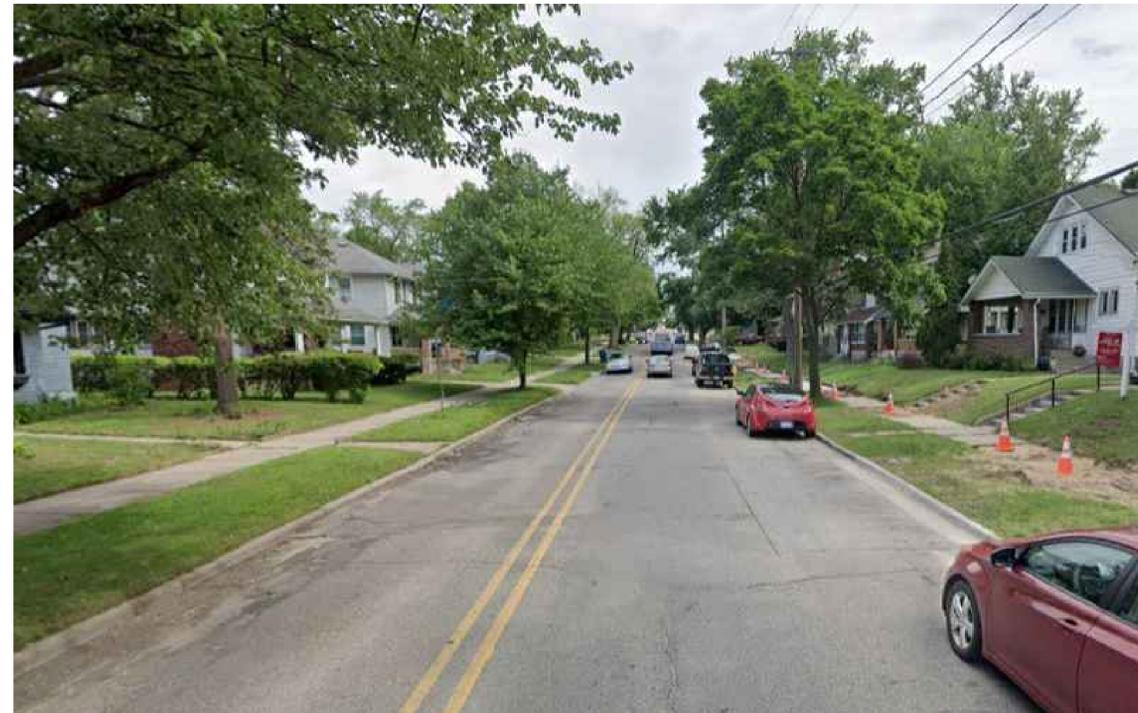
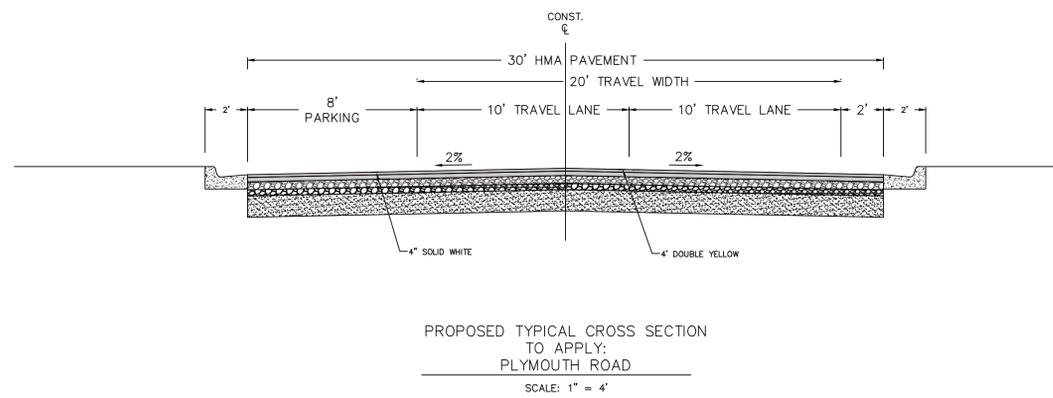
**Moore+Bruggink**  
 Consulting Engineers  
 2020 Monroe Ave.  
 Grand Rapids, MI 49505  
 (616) 363-9801 mailbox@mbe.com



**PAVEMENT MARKINGS EXHIBIT C**  
**PLYMOUTH ROAD**  
 FROM HALL ST. TO MARTIN LUTHER KING JR. ST.  
 CITY OF EAST GRAND RAPIDS, KENT COUNTY, MICHIGAN

FIELD SURVEY / DATE	M+B
PROJECT NO.	240216.01
DESIGN DRAWN BY:	JPV
DESIGNED BY:	JPV
CHECKED BY:	RMA
PLAN DATE:	DECEMBER 5, 2024
SHEET NUMBER	5 OF 6

P:\240216.01 Plymouth Ave Improvements - EGR\CAD\DWG\240216\_EXHIBITS.dwg, 2/13/2025 8:08:05 AM, JAMES VANHEKKE



EXAMPLE LOCATION: FULLER AVE NEAR HALL ST



0 20 40  
PLAN SCALE: 1" = 40'



PLAN REVISIONS

**Moore+Bruggink**  
Consulting Engineers  
2020 Monroe Ave.  
Grand Rapids, MI 49505  
(616) 363-9801 mailbox@mbce.com



PAVEMENT MARKINGS EXHIBIT C  
IN  
**PLYMOUTH ROAD**  
FROM HALL ST. TO MARTIN LUTHER KING JR. ST.  
CITY OF EAST GRAND RAPIDS, KENT COUNTY, MICHIGAN

FIELD SURVEY / DATE  
M+B

PROJECT NO. 240216.01

DESIGN DRAWN BY: JPV

DESIGNED BY: JPV

CHECKED BY: RMA

PLAN DATE: DECEMBER 5, 2024

SHEET NUMBER

**6 OF 6**



## **PARKING STUDY MEMORANDUM**

**TO:** Doug LaFave, Deputy City  
**FROM:** Manager Sam Mellor, GIS Analyst  
**DATE:** November 19, 2024  
**SUBJECT:** Plymouth Avenue Parking Study

### **MAP CREATION AND BACKGROUND**

- Michigan CIR –Infrared layer to see through shrubbery and trees
- Parking Restrictions Layer – Near map AI layer
- Google Maps Street View – Direct view of loc

Line segments were drawn between valid parking segments. Each driveway, intersection, and fire hydrant marked the end of the parking capacity. Each segment of parking is 20 feet. Certain parking restrictions must be applied in order to get an accurate count. The block faces used a basic code to calculate the total number of spaces each street segment can host. When each segment was completed, the block face would record the total capacity of each block face. Each block face has a unique identifier that associates with the counts.

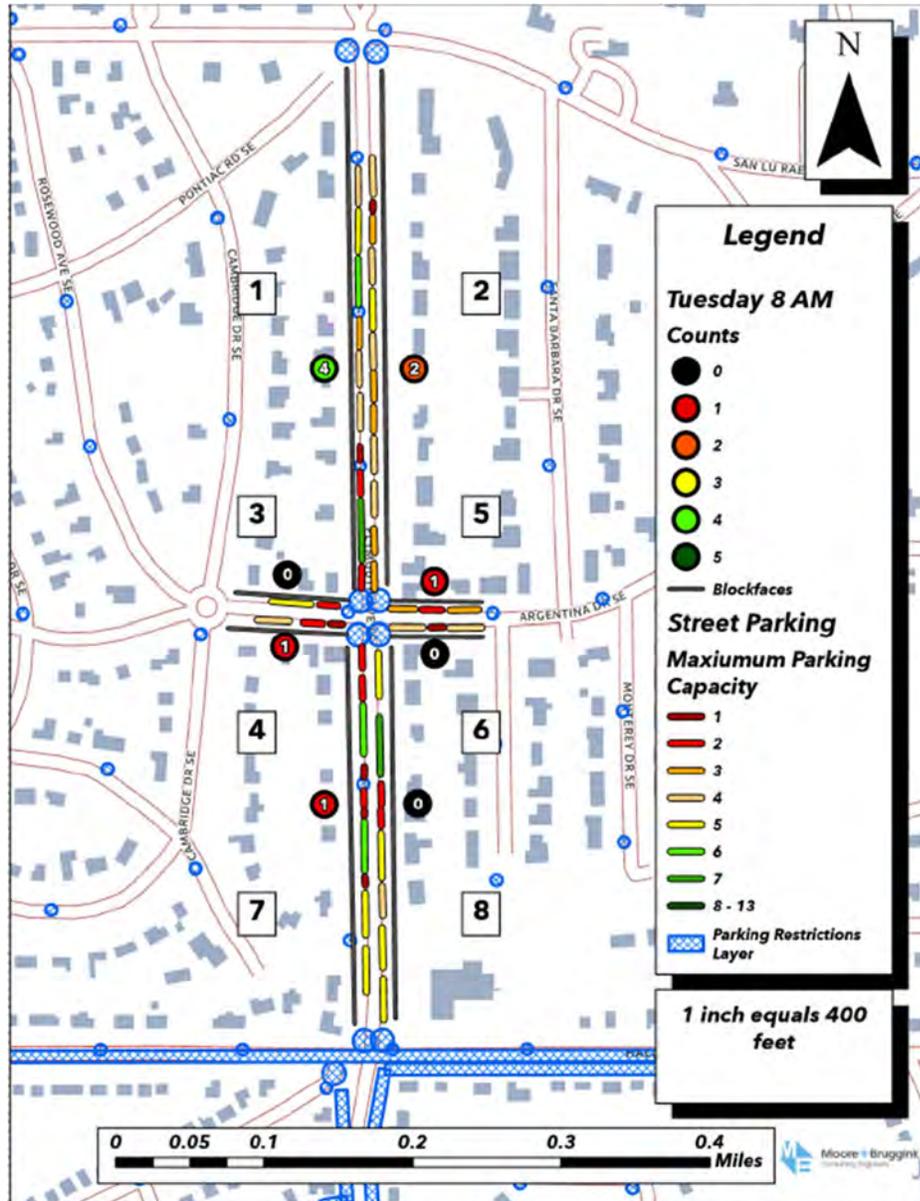
### **REQUIREMENTS FOR PARKING UTILIZATION STUDIES**

- At a place where an official sign prohibits stopping or parking.
- Within 20 feet of a marked crosswalk, or if unmarked, then within 15 feet of the intersection, of the property lines at an intersection, or unless otherwise designated by the Proper Authority.
- Within 30 feet of the approach to a flashing beacon, stop sign, or traffic-control signal.
- Within 15 feet of a fire hydrant on each end.
- Within 50 feet of the nearest rail of a railroad crossing.
- Within an intersection (e.g., the “top” of T intersections or within the confines of an offset T intersection).
- In front of a public or private driveway or alley within 3 feet of where the course of the curb line has been changed to start the driveway or alley approach.



## COLLECTION

- Days of collection were October 15, 17, and 19, at 8 a.m. and 6 p.m.
- An Excel table was utilized to input the counts from each collection.
- Each block face has a unique #? ID to make sure that each point is accurately recorded.





		Direction	Distance (ft)	Available Parking
<b>1</b>	Plymouth Ave – MLK St to Alexander St (East)	N/S	2,050	<b>38</b>
<b>2</b>	Plymouth Ave – MLK St to Argentina Dr (West)	N/S	2,050	<b>41</b>
<b>3</b>	Alexander St – Plymouth to Cambridge (North)	E/W	420	<b>7</b>
<b>4</b>	Alexander St – Plymouth to Cambridge (South)	E/W	420	<b>7</b>
<b>5</b>	Argentina Dr – Plymouth to Santa Barbara Dr (North)	E/W	450	<b>8</b>
<b>6</b>	Argentina Dr – Plymouth to Santa Barbara Dr (South)	E/W	450	<b>9</b>
<b>7</b>	Plymouth Ave – Hall St to Alexander St (East)	N/S	1,500	<b>30</b>
<b>8</b>	Plymouth Ave Hall St to Argentina Dr (West)	N/S	1,500	<b>30</b>
	<b>TOTAL Plymouth 1, 2, 7, and 8</b>	N/S	7,100	<b>139</b>
	<b>TOTAL Argentina and Alexander 3, 4, 5, and 6</b>	E/W	1,740	<b>31</b>



UNIQUE ID	October 15				October 17				October 19			
	Start time	8 a.m.	Start time	6 p.m.	Start time	8 a.m.	Start time	6 p.m.	Start time	8 a.m.	Start time	6 p.m.
	Morning		Evening		Morning		Evening		Morning		Evening	
	Space Occupied	Pct Occupied										
1	4	11%	1	3%	5	13%	3	8%	1	3%	0	0%
2	2	5%	0	0%	0	0%	2	0%	1	0%	1	0%
3	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
4	1	14%	0	0%	0	0%	0	0%	1	14%	1	14%
5	1	13%	0	0%	2	25%	0	0%	0	0%	0	0%
6	0	0%	1	11%	0	0%	0	0%	0	0%	1	11%
7	1	3%	0	0%	0	0%	0	0%	0	0%	1	3%
8	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>TOTAL</b>	9		2		7		5		3		4	



**Average Counts for each Segment:**

1. Plymouth Ave – MLK St to Alexander St (East) 2.333
2. Plymouth Ave – MLK St to Argentina Dr (West) 1
3. Alexander St – Plymouth to Cambridge (North) 0
4. Alexander St – Plymouth to Cambridge (South) 0.5
5. Argentina Dr – Plymouth to Santa Barbara Dr (North) 0.5
6. Argentina Dr – Plymouth to Santa Barbara Dr (South) 0.333
7. Plymouth Ave – Hall St to Alexander St (East) 0.3333
8. Plymouth Ave Hall St to Argentina Dr (West) 0

**FINDINGS**

A few conclusions can be drawn from the data derived during the parking study. The section of Plymouth with the most parked cars within the study limits is the segment that spans from Martin Luther King JR Street SE to Alexander Street SE, with an average of 2.333 cars parked. The section of Plymouth from Hall Street to Argentina Street had 0 cars parked on the street the entire duration of the study. The cars were usually parked within the mid-block segments rather than on the outskirts or the block. There seems to be more cars in the morning than in the evening on Plymouth Avenue. Some of these cars parked were noted to be for deliveries or landscaping services, but were still counted as on-street parking.



### Legend

**Tuesday AM Car Counts**

- 0 (Black circle)
- 1 (Red circle)
- 2 (Orange circle)
- 3 (Yellow circle)
- 4 (Light Green circle)
- 5 (Dark Green circle)

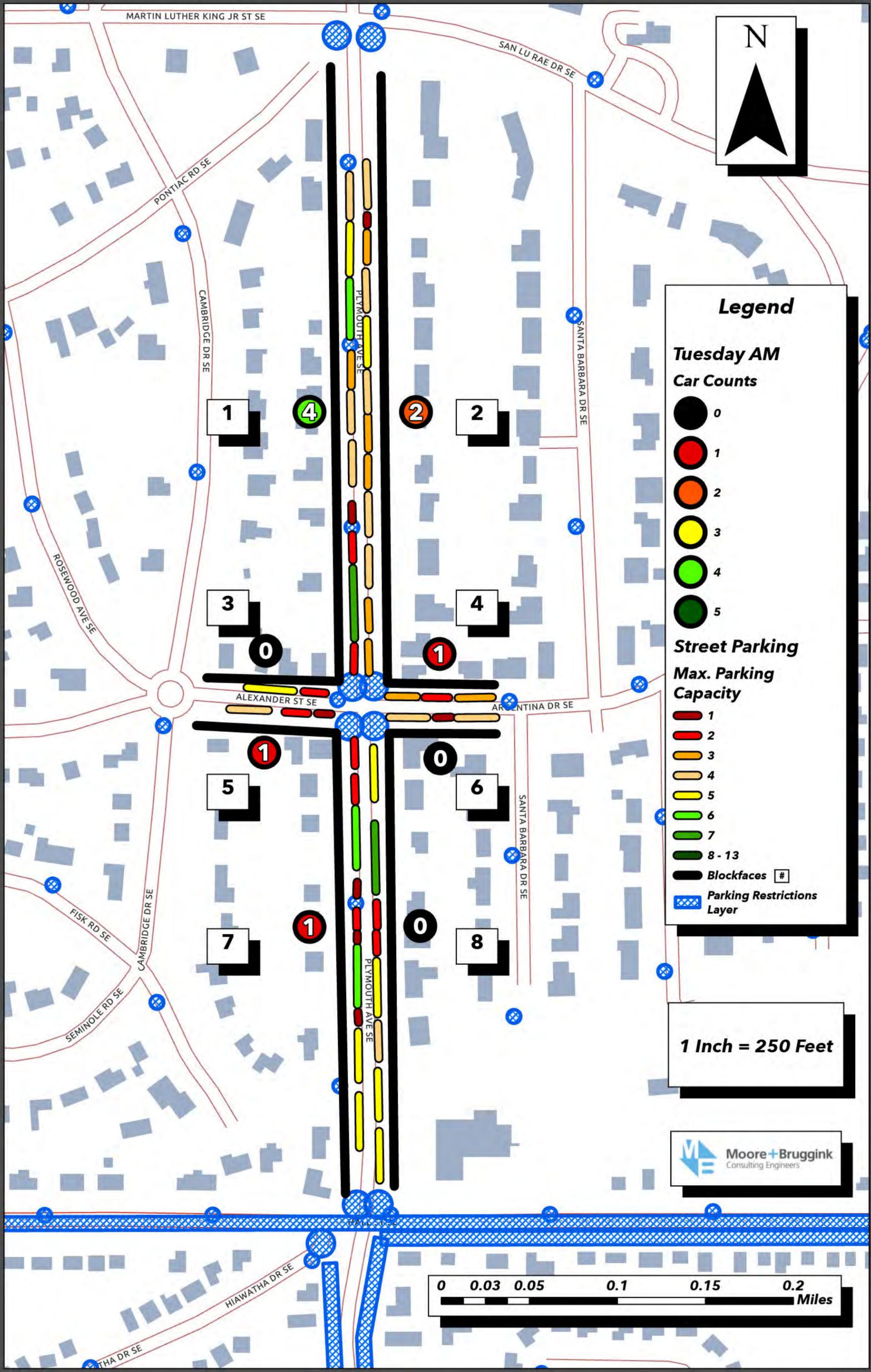
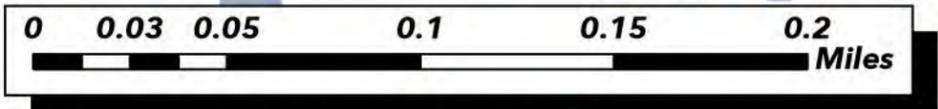
**Street Parking Max. Parking Capacity**

- 1 (Red bar)
- 2 (Red bar)
- 3 (Orange bar)
- 4 (Yellow bar)
- 5 (Yellow bar)
- 6 (Light Green bar)
- 7 (Light Green bar)
- 8 - 13 (Dark Green bar)

**Blockfaces** #

**Parking Restrictions Layer**

1 Inch = 250 Feet



MARTIN LUTHER KING JR ST SE

SAN LURAE DR SE

PONTIAC RD SE

GAMBRIDGE DR SE

PLYMOUTH AVE SE

SANTA BARBARA DR SE

ROSEWOOD AVE SE

ALEXANDER ST SE

ARLINGTON DR SE

FISK RD SE

GAMBRIDGE DR SE

SANTA BARBARA DR SE

SEMINOLE RD SE

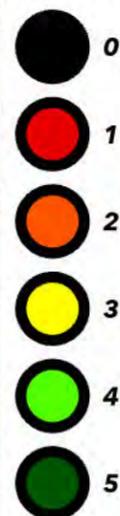
PLYMOUTH AVE SE

HAWATHA DR SE

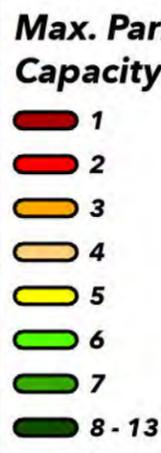


### Legend

#### Tuesday AM Car Counts



#### Street Parking Max. Parking Capacity



Blockfaces #

Parking Restrictions Layer

1

4

2

2

3

0

4

1

5

1

0

6

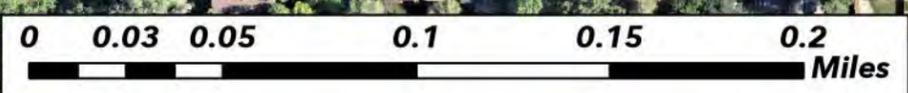
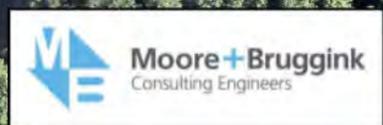
7

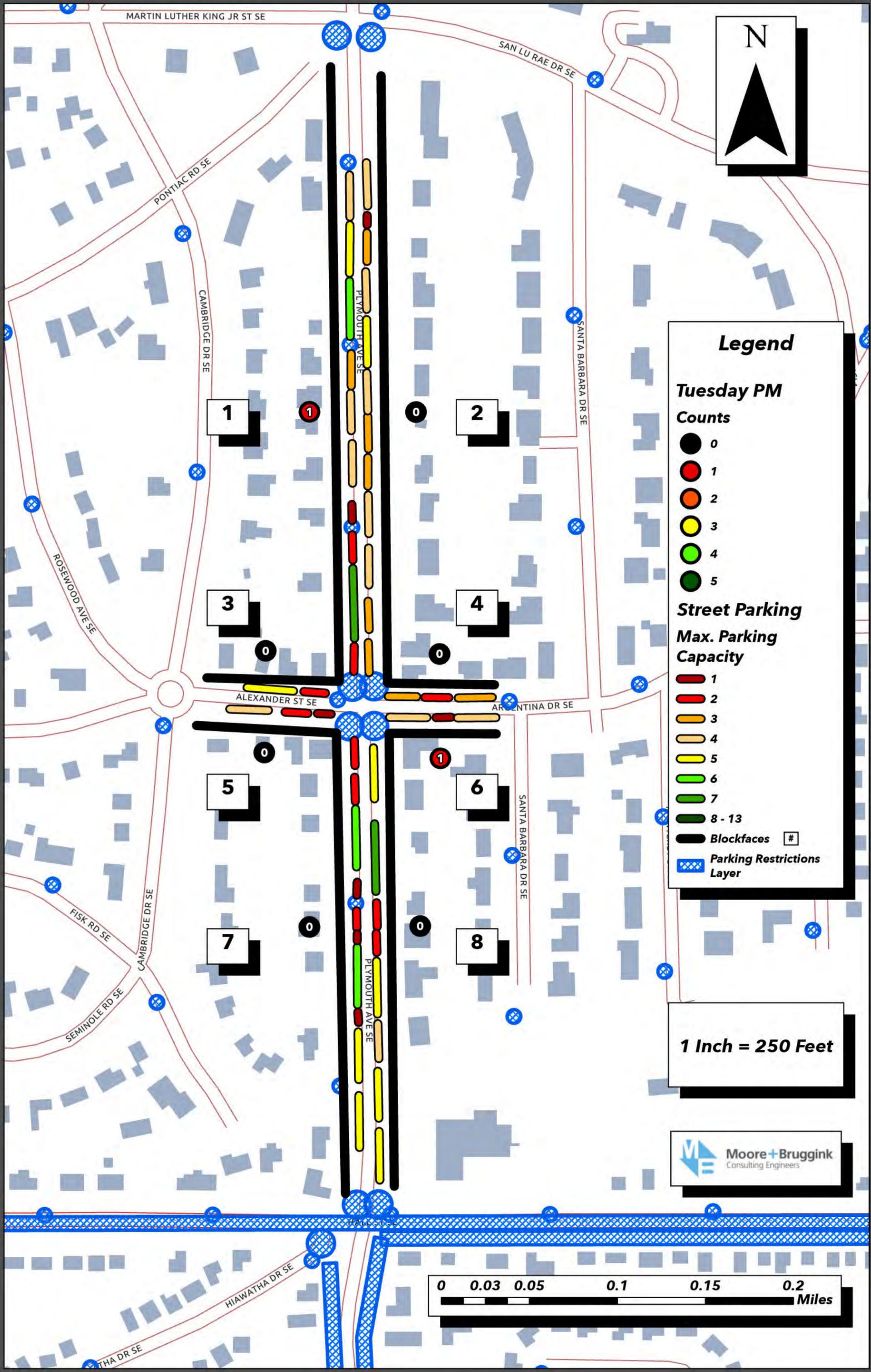
1

0

8

1 Inch = 250 Feet





### Legend

**Tuesday PM**

**Counts**

- 0
- 1
- 2
- 3
- 4
- 5

**Street Parking**

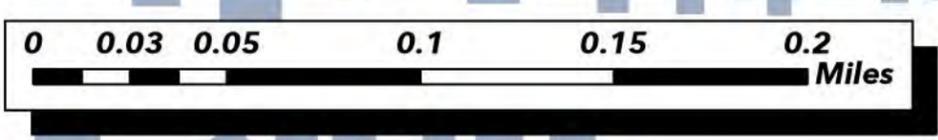
**Max. Parking Capacity**

- █ 1
- █ 2
- █ 3
- █ 4
- █ 5
- █ 6
- █ 7
- █ 8 - 13

█ Blockfaces #

▨ Parking Restrictions Layer

**1 Inch = 250 Feet**





**Legend**

**Tuesday PM**

**Counts**

- 0
- 1
- 2
- 3
- 4
- 5

**Street Parking**

**Max. Parking Capacity**

- ▬ 1
- ▬ 2
- ▬ 3
- ▬ 4
- ▬ 5
- ▬ 6
- ▬ 7
- ▬ 8 - 13

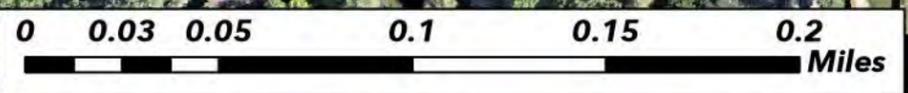
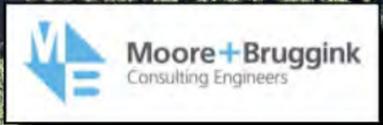
▬ Blockfaces #

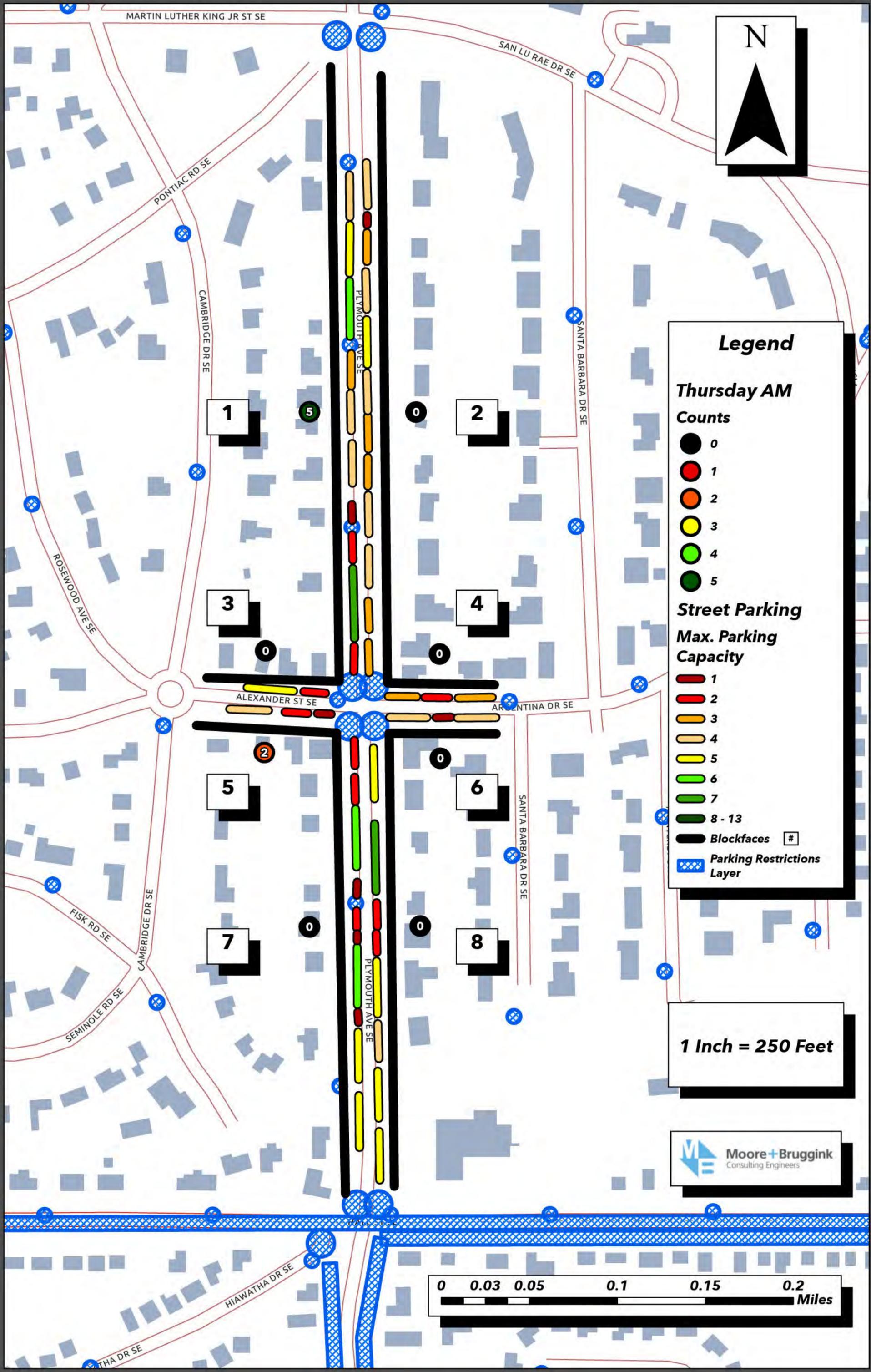
▬ Parking Restrictions Layer

▬ Kent County Roads



**1 Inch = 250 Feet**





**Legend**

**Thursday AM Counts**

- 0
- 1
- 2
- 3
- 4
- 5

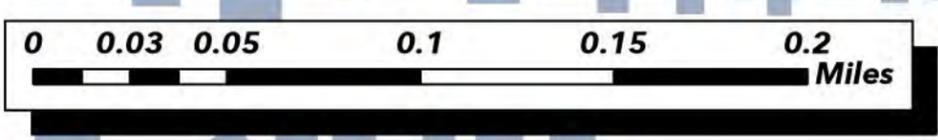
**Street Parking Max. Parking Capacity**

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8 - 13

**Blockfaces #**

**Parking Restrictions Layer**

**1 Inch = 250 Feet**





**Legend**

**Thursday AM**

**Counts**

- 0
- 1
- 2
- 3
- 4
- 5

**Street Parking**

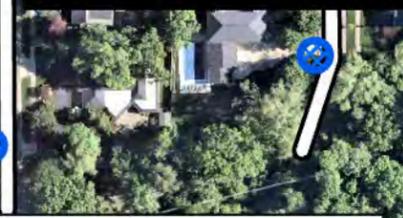
**Max. Parking Capacity**

- ▬ 1
- ▬ 2
- ▬ 3
- ▬ 4
- ▬ 5
- ▬ 6
- ▬ 7
- ▬ 8 - 13

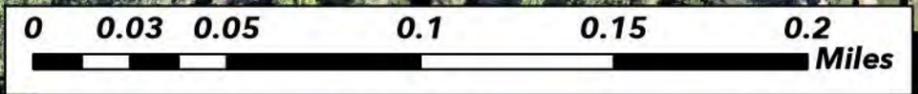
▬ Blockfaces #

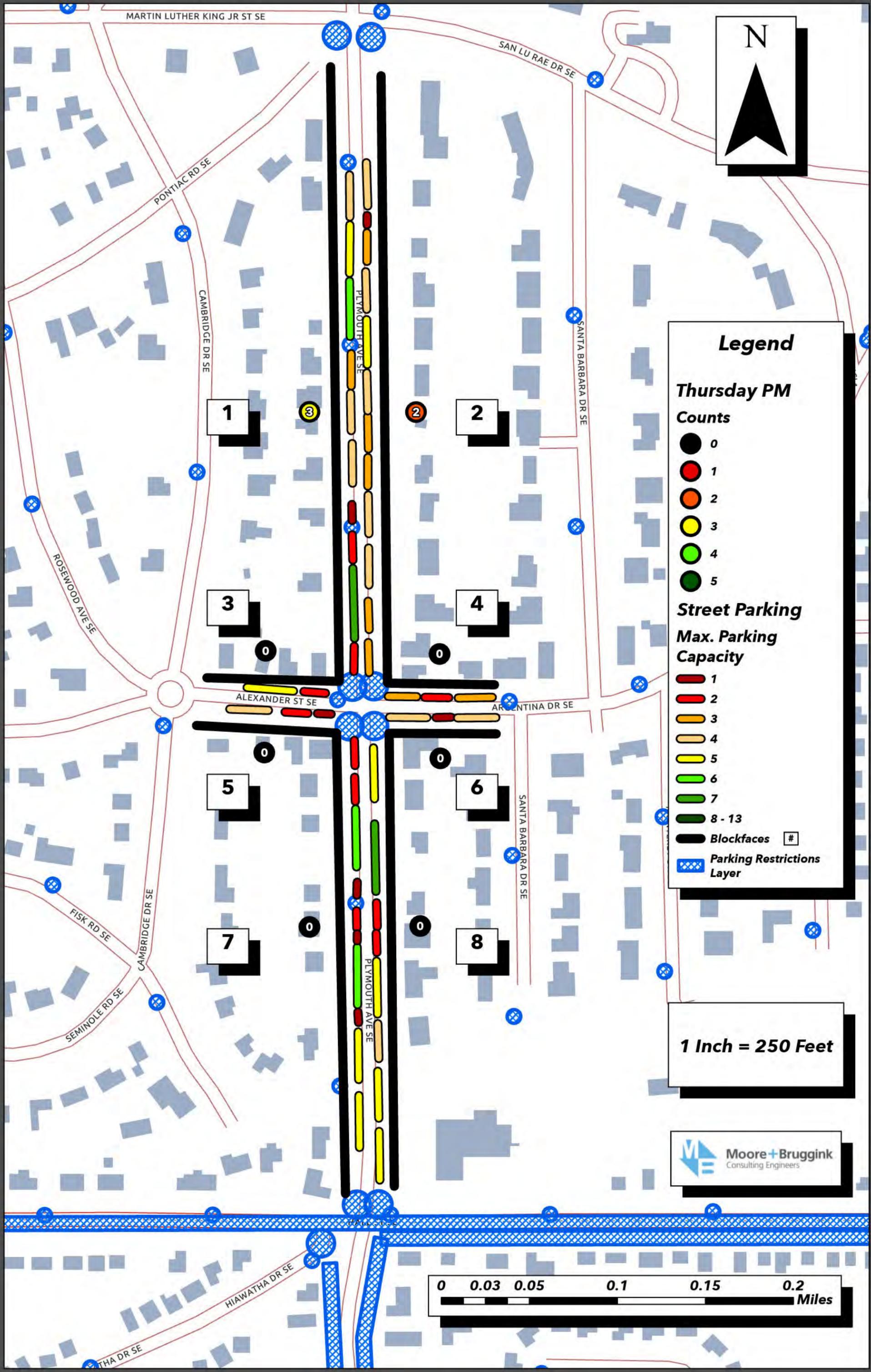
▬ Parking Restrictions Layer

▬ Kent County Roads



**1 Inch = 250 Feet**





**Legend**

**Thursday PM**

**Counts**

- 0
- 1
- 2
- 3
- 4
- 5

**Street Parking**

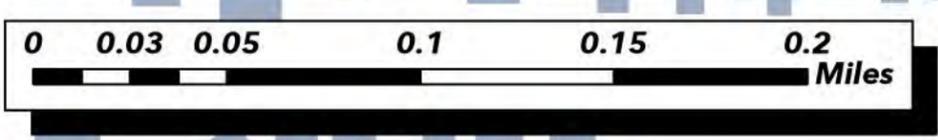
**Max. Parking Capacity**

- ▬ 1
- ▬ 2
- ▬ 3
- ▬ 4
- ▬ 5
- ▬ 6
- ▬ 7
- ▬ 8 - 13

▬ Blockfaces #

▬ Parking Restrictions Layer

**1 Inch = 250 Feet**





**Legend**

**Thursday PM**

**Counts**

- 0
- 1
- 2
- 3
- 4
- 5

**Street Parking**

**Max. Parking Capacity**

- ▬ 1
- ▬ 2
- ▬ 3
- ▬ 4
- ▬ 5
- ▬ 6
- ▬ 7
- ▬ 8 - 13

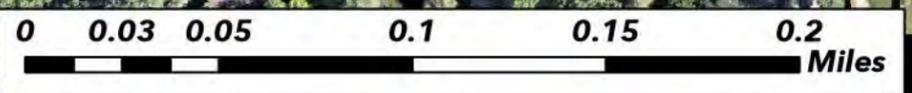
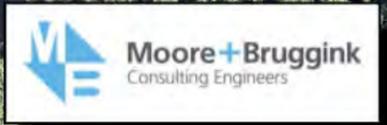
▬ Blockfaces #

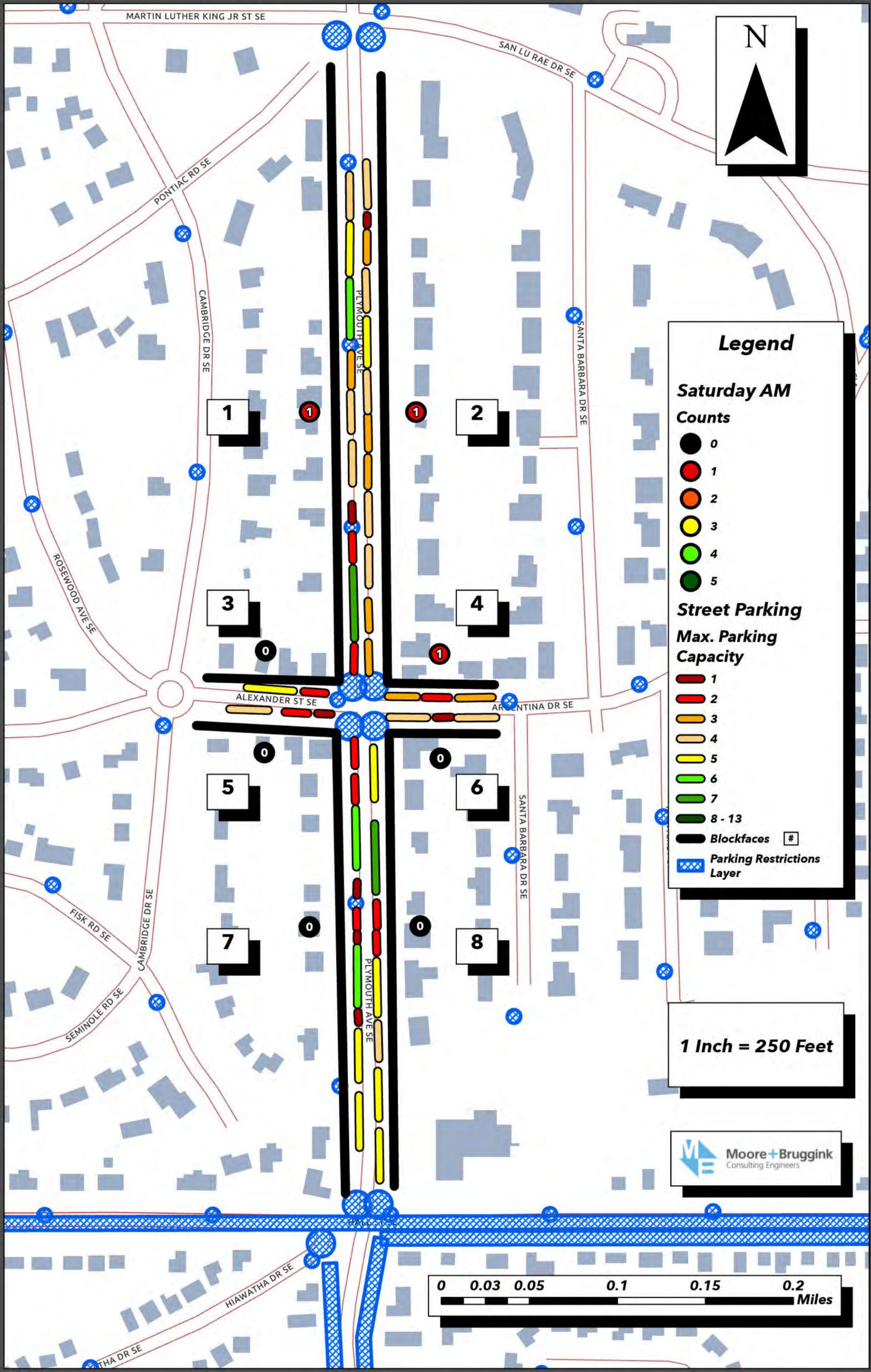
▬ Parking Restrictions Layer

▬ Kent County Roads



**1 Inch = 250 Feet**





### Legend

**Saturday AM**

**Counts**

- 0
- 1
- 2
- 3
- 4
- 5

**Street Parking**

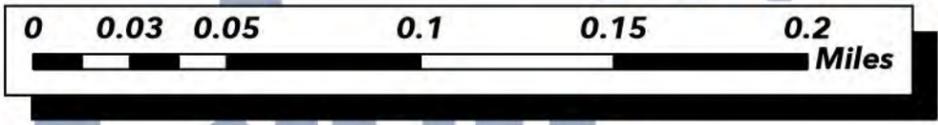
**Max. Parking Capacity**

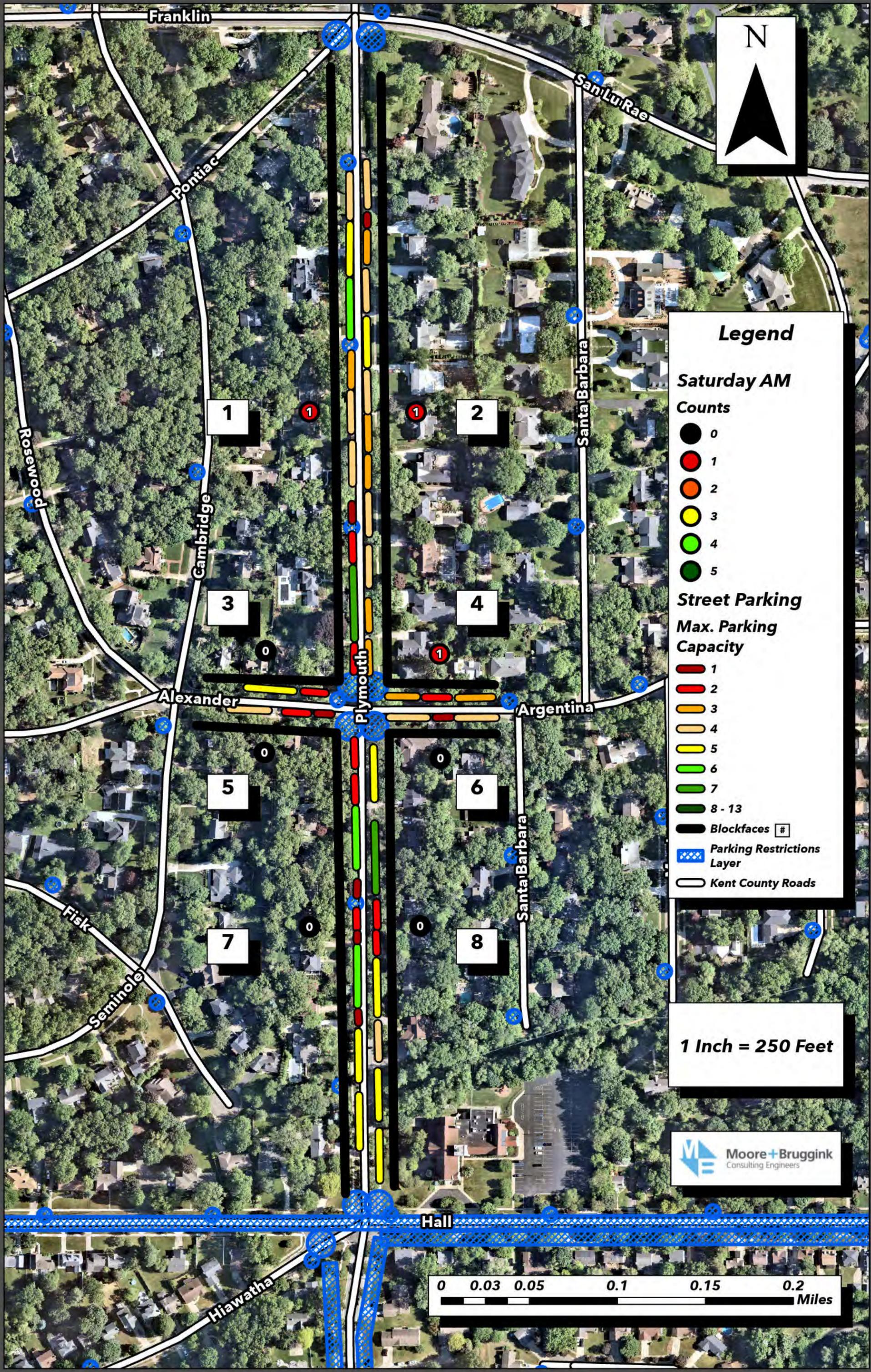
- ▬ 1
- ▬ 2
- ▬ 3
- ▬ 4
- ▬ 5
- ▬ 6
- ▬ 7
- ▬ 8 - 13

▬ Blockfaces #

▬ Parking Restrictions Layer

**1 Inch = 250 Feet**





**Legend**

**Saturday AM**

**Counts**

- 0
- 1
- 2
- 3
- 4
- 5

**Street Parking**

**Max. Parking Capacity**

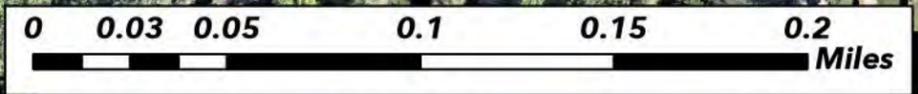
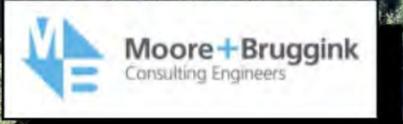
- ▬ 1
- ▬ 2
- ▬ 3
- ▬ 4
- ▬ 5
- ▬ 6
- ▬ 7
- ▬ 8 - 13

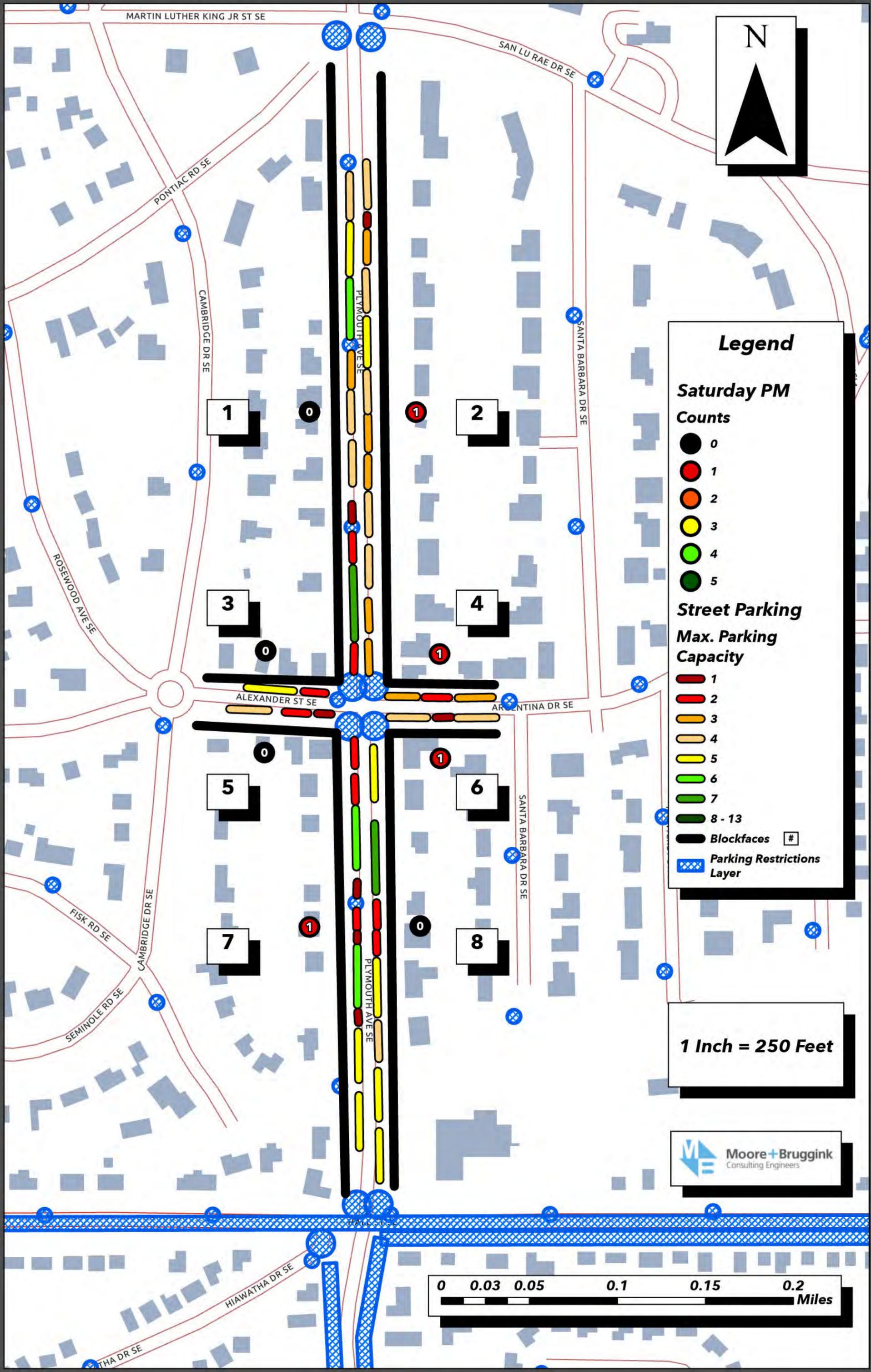
▬ Blockfaces #

▬ Parking Restrictions Layer

▬ Kent County Roads

**1 Inch = 250 Feet**





**Legend**

**Saturday PM**

**Counts**

- 0
- 1
- 2
- 3
- 4
- 5

**Street Parking**

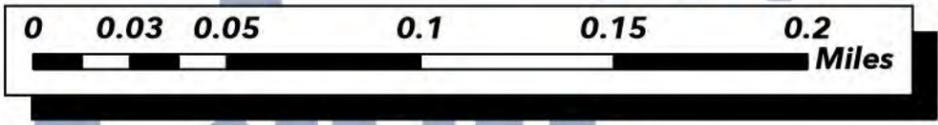
**Max. Parking Capacity**

- ▬ 1
- ▬ 2
- ▬ 3
- ▬ 4
- ▬ 5
- ▬ 6
- ▬ 7
- ▬ 8 - 13

▬ Blockfaces #

▬ Parking Restrictions Layer

**1 Inch = 250 Feet**





**Legend**

**Saturday PM**

**Counts**

- 0
- 1
- 2
- 3
- 4
- 5

**Street Parking**

**Max. Parking Capacity**

- ▬ 1
- ▬ 2
- ▬ 3
- ▬ 4
- ▬ 5
- ▬ 6
- ▬ 7
- ▬ 8 - 13

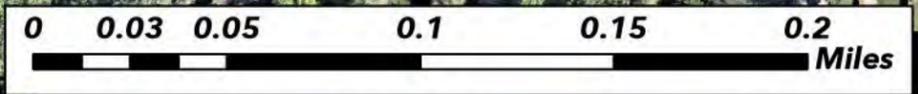
▬ Blockfaces #

▬ Parking Restrictions Layer

▬ Kent County Roads



**1 Inch = 250 Feet**



# **Resident Engagement Communication-Email**

## Doug LaFave

---

**From:** Public Works  
**Sent:** Monday, May 5, 2025 10:39 AM  
**To:** Dave N; Public Works; Rosie Noordhoek  
**Subject:** RE: Plymouth road street markings

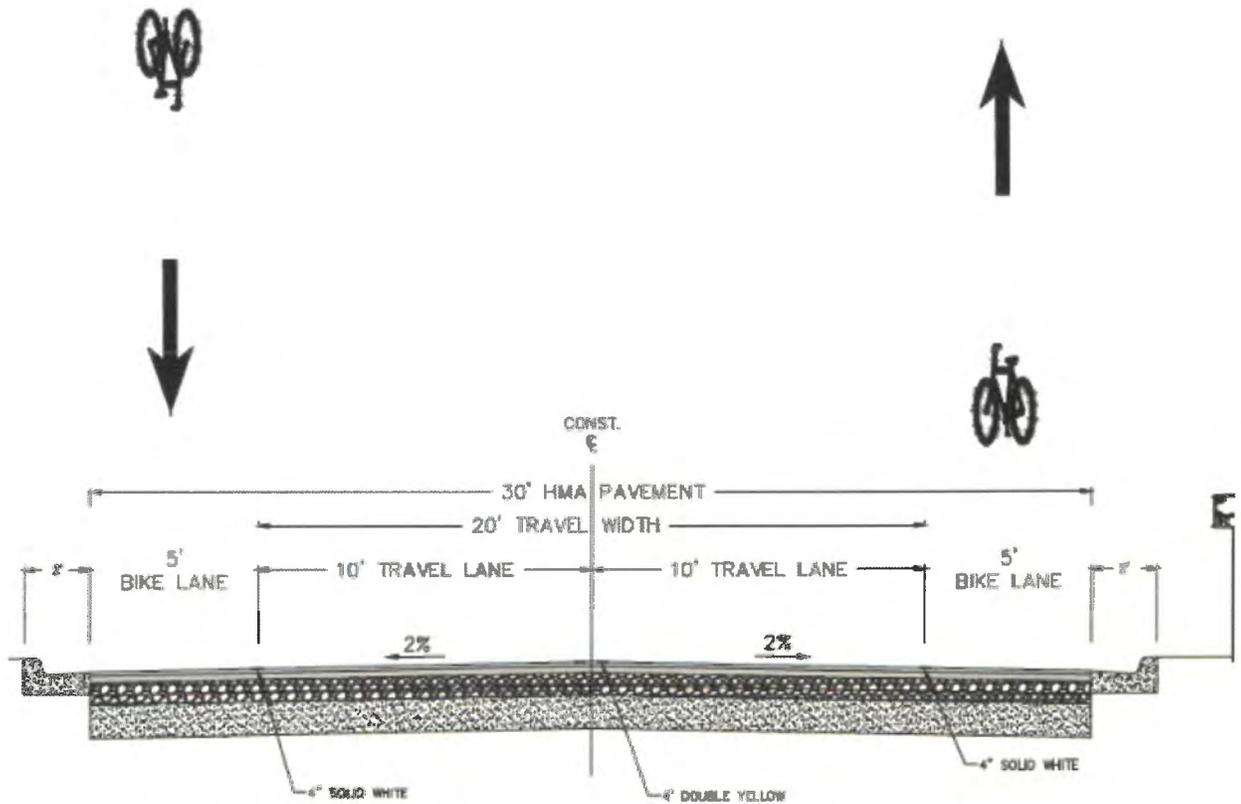
Mr. Noordhoek:

Thank you for reaching out with respect to proposed modifications to Plymouth Rd between Hall and Martin Luther King Jr. St. and associated construction this coming summer. Your feedback is appreciated and will be provided to the City Commission. Additionally, I am happy to schedule a time to come to your home to discuss any aspect of the project options. Additional information from notices: [Notice-1 21325-mailed-Final](#) or [Notice-2\\_42325](#)

Concerns related to on-street parking for larger special gatherings/events as well as contractor parking are certainly understood. Plymouth Rd is noted as an improvement corridor for bike infrastructure improvement to connect to other improvements that have been completed or are planned. Currently Plymouth Rd. has assigned all of the roadway to vehicles, for traveling or parking. The two options and associated details are provided for below.

Two Options:

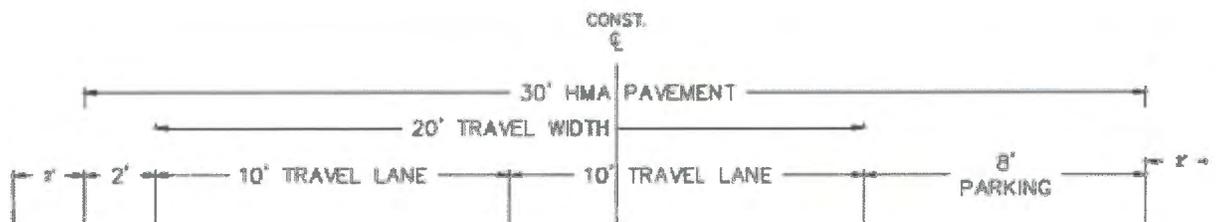
Option 1: Cross section aligns with dedicated bike lanes and the pavement cross section is approximately minimum travel lane width of 10-feet for each direction (10-foot travel lanes are the minimum and are use speeds), and dedicated bike lanes for each direction at-5 feet. See below.



PROPOSED TYPICAL CROSS SECTION  
TO APPLY:  
PLYMOUTH ROAD

SCALE: 1" = 4'

Option 2: Cross section aligns as close to existing conditions for a pavement cross section of approximate has a minimum travel lane width of 10-feet for both directions. Due to centerline requirements and width street parking would reside on the east side of Plymouth (hydrant locations on the west side eliminates mc because parking is prohibited within 15-feet of either side of a hydrant). On-street parking would be 8-feet side with a 2-foot buffer edge line on the west side. Sharrow pavement markings are not an option on this alternative due to safety where ADTs are greater than 3,500 vehicles per day. This option would not be all Mobility-Bike Action Plan . See below.



Typically, the tradeoff for permanent bike lane infrastructure is at the expense of on-street parking. While a change to on-street parking requires adaptation, the change allows for enhanced pedestrian and bike safety that is available for impact all of the time when comparing on-street parking utilization that may be underutilized most of the time.

Other streets with no “on-street parking” for a variety of reasons, including for pedestrian/bike infrastructure, have these same impacts. Generally, after initial changes, adaptation for larger gatherings can and has worked in other areas of the city and other areas in region/state/nationally to allow for some dedication of space in streets for non-motorized ped/bike facilities. I would like to share a few things we have learned that may or may not be helpful:

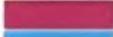
- Contractors generally adapt well to parking restrictions that remain throughout East Grand Rapids and other communities. They often utilize existing driveway space if permitted to do so by homeowners that they are providing service to (from our survey, it appears that 925 Plymouth has capacity for 11 vehicles) or drop equipment and personnel at the site, with one person driving to park on adjacent side street, complete work and pick up the crew and equipment when completed (a few areas to check out would be Plymouth between Wealthy and Lake, Lake Drive from the east city limit to Elmwood, Lakeside Dr Robinson to Greenwood, Robinson west city limit to Plymouth to name a few).
- Delivery drivers can utilize driveways for deliveries or utilizes hazard lights for quick service.
- Special events that need additional parking beyond the capacity of existing driveways have been accommodated by the following:
  - Working with adjacent neighbors to utilize parking spaces in their driveways for special events.
  - Parking at the closest side streets.
  - Prioritizing parking for guests who are elderly or those with disabilities to utilize driveway spaces or providing guests with instructions to drop off these guests at the home and/or if the driver can park on the nearest side street.
- Strava data suggests there is usage, however those who do not feel safe because they do not have dedicated facilities may also avoid certain areas.
- Also included below is citywide bicycle crash data with respect to Plymouth Rd. over a five-year period.

# Strava Data-Bike and Pedestrian Volumes-Streets-Below

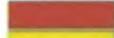
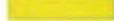
Data generated by users of Strava, a recreational activity tracking app, illustrates popular routes used by people walking and riding bikes.



### **STRAVA BIKE MAP LEGEND**

-  -HIGH VOLUME
-  -MEDIUM VOLUME
-  -LOW VOLUME

### **STRAVA FOOT TRAFFIC MAP LEGEND**

-  -HIGH VOLUME
-  -MEDIUM VOLUME
-  -LOW VOLUME



**POTENTIAL MOBILITY NETWORK - STRAVA MAPS**  
EAST GRAND RAPIDS - MOBILITY BIKE-ACTION PLAN

progressive|ae

CRASH SUMMARY REPORT

# Bicycle Traffic Data 2019 through 2024

Created on April 30, 2025

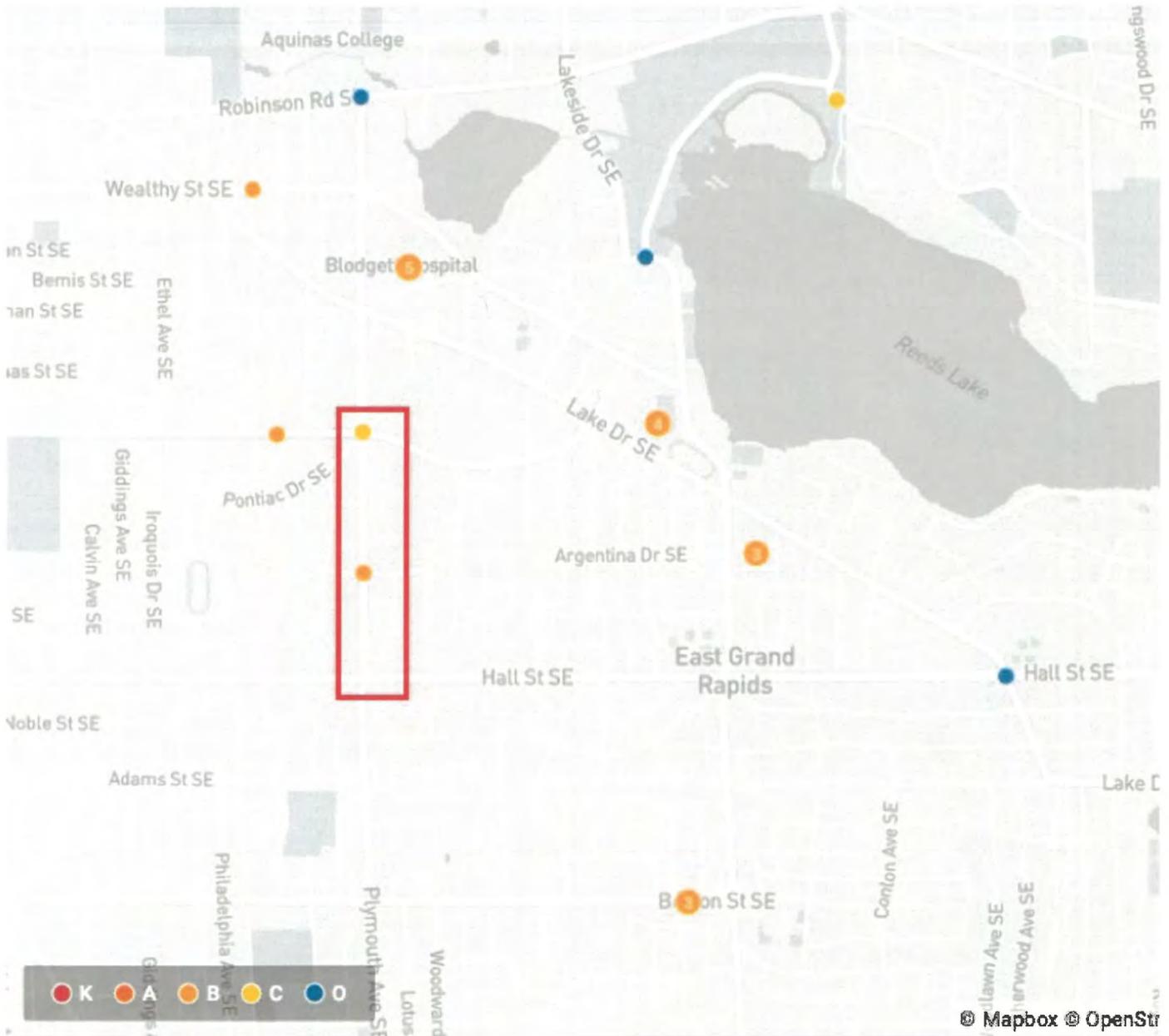
Created by Caroline Ford

Data extents: January 1, 2019 to January 1, 2025



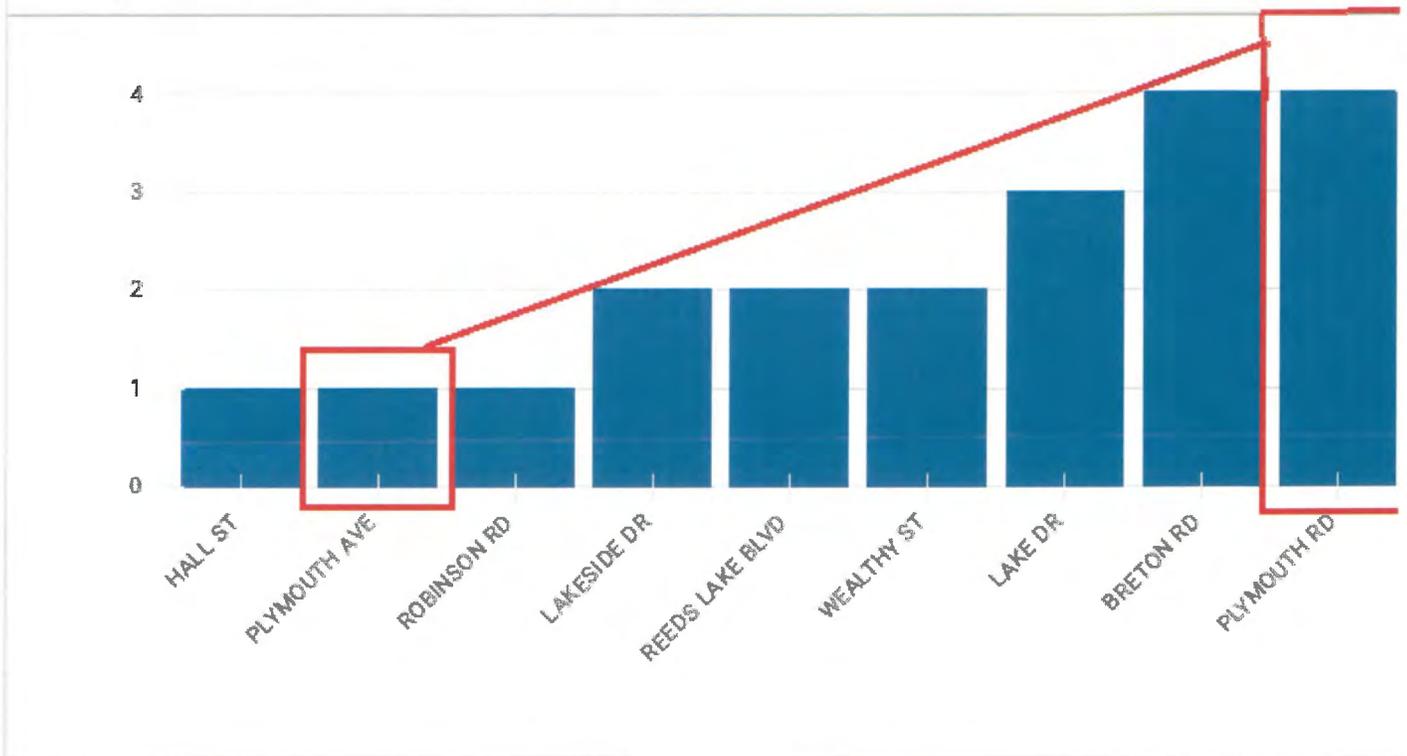
## Applied Filters

Agency (ORI)+ = 4136100 - East Grand Rapids Department of Public Safety    Bicycle Involved = Yes



Total Crashes	23	Fatal Crashes
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## Bicycle Involved By Road Name



Since the 30-foot cross section of the street is not physically changing, rather assigning it in a different manner than is current with either option, a third option, if the bike lane option is selected, might be to look at a 1–2-year pilot to test. The city refreshes pavement markings annually, either option can be removed and repainted in a subsequent year.

If there is interested in scheduling a meeting, please send several dates/times and we can make something work.

Respectfully,  
Doug

**Current Parking Availability:**

Standard Parking Spaces Approximately 9'x18'

ADDRESS#	Approx. No. of Vehicles Parked in Drive & Garage	Closest Side Street Parking
1120 Plymouth Road	11-17, (includes 2-Garage)	Hall St.
1112 Plymouth Road	11-16	Hall St.
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855 Plymouth Road	10-11 (includes 4-Garage)	MLK
835 Plymouth Road	20(includes 4-Garage)	MLK



**Doug La Fave**

City of East Grand Rapids, MI  
Deputy City Manager

(616) 940-4817 Office  
dlafave@eastgr.org  
750 Lakeside Dr. SE  
East Grand Rapids, MI 49506  
www.eastgr.org

**From:** Dave N

**Sent:** Thursday, May 1, 2025 3:18 PM

**To:** Public Works <publicworks@eastgr.org>; Rosie Noordhoek

**Subject:** Plymouth road street markings

**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 City of EGR,

I recently received a mailing related to the Mobility Bike Action Plan and proposed street markings for Plymouth from MLK to Hall St. I live on that portion of Plymouth and believe that Option #2, with on street parking and no bike lane, would be the best solution for the roadway. This is due to the following considerations:

1. There are many contractors and service companies that need parking on the street nearby the homes they are working on. It seems like at least 1 home is undergoing a major renovation each year for months at a time, drawing multiple vehicles for hours (if not the entire day) to perform work on those residences. In addition, lawn service companies with trailers frequently park near homes to provide services. I would also like to point out that contractors doing the recent water and gas line replacements had many vehicles parked on the road for weeks, and there are times when residents host house parties which draw numerous vehicles to the street on a given night. Between lawn / landscaping services, home repair / construction, visitors / parties, and other moving and delivery services there is a constant need for parking; there is always some sort of activity that is drawing multiple vehicles at a time to the area and I feel the parking survey did not adequately capture the need for parking on Plymouth. Eliminating parking on the road would become problematic for those services and events and greatly inconvenience residents on other streets where they would be forced to park. These service companies may simply park in the bike lane anyway to avoid the hassle, thus blocking the bike lane and creating a greater safety hazard.
2. The amount of bicyclists going down Plymouth is not sufficient to warrant separate bike lanes. These lanes would be hardly used and the space is better reserved for vehicles. Children rides bikes on the sidewalks due to the heavy traffic volume in the area already.
3. If a visitor or myself had to park on the street (especially overnight), I would like to be able to see the vehicle from my house. With the numerous vehicle break ins over the past few years in the

city I would feel more comfortable parking close by my home on Plymouth, rather than on a different block where I couldn't keep an eye on my vehicle. As noted in the study, Plymouth has substantial traffic which would also deter car thieves and vandals.

In summary, keeping parking available on Plymouth Ave is critical to the needs of residents and should not be taken away.

Thank you for your consideration,

David Noordhoek  
925 Plymouth Ave SE

## Doug LaFave

---

**From:** Public Works  
**Sent:** Wednesday, April 23, 2025 9:47 AM  
**To:** Matthew Warner; Lucy Frey; Public Works  
**Cc:** Charley Thompson; Tripp Frey; SRBrundage; Reynolds.david@cityofplymouth.com; jhudson@cityofplymouth.com; Jhumphy; katy.humphrey@cityofplymouth.com; arhwilliams@cityofplymouth.com; robbiereynolds@cityofplymouth.com; Ksage22@cityofplymouth.com; Matt@cityofplymouth.com; mbavend@cityofplymouth.com; Janinekicks@cityofplymouth.com; paigecarine@cityofplymouth.com; JordanLbunn@cityofplymouth.com; Pamela.buschle@cityofplymouth.com; Sakw1002@cityofplymouth.com; Whitford.dave@cityofplymouth.com; Rosie.noordhoek@cityofplymouth.com; iengers@cityofplymouth.com; matthewmartinmd@cityofplymouth.com; cmckee24@cityofplymouth.com; due1@cityofplymouth.com; john@cityofplymouth.com; nsspencerfamily@cityofplymouth.com; mattkirk84@cityofplymouth.com; ellynkirk@cityofplymouth.com; neilmckenzie223@cityofplymouth.com; jmartilotta@cityofplymouth.com; oliviamartilotta@cityofplymouth.com; wmaddoxmec@cityofplymouth.com; Jessica Warner  
**Subject:** RE: Plymouth Neighbors Road Striping Poll  
**Attachments:** Notice 2\_4.23.25.pdf

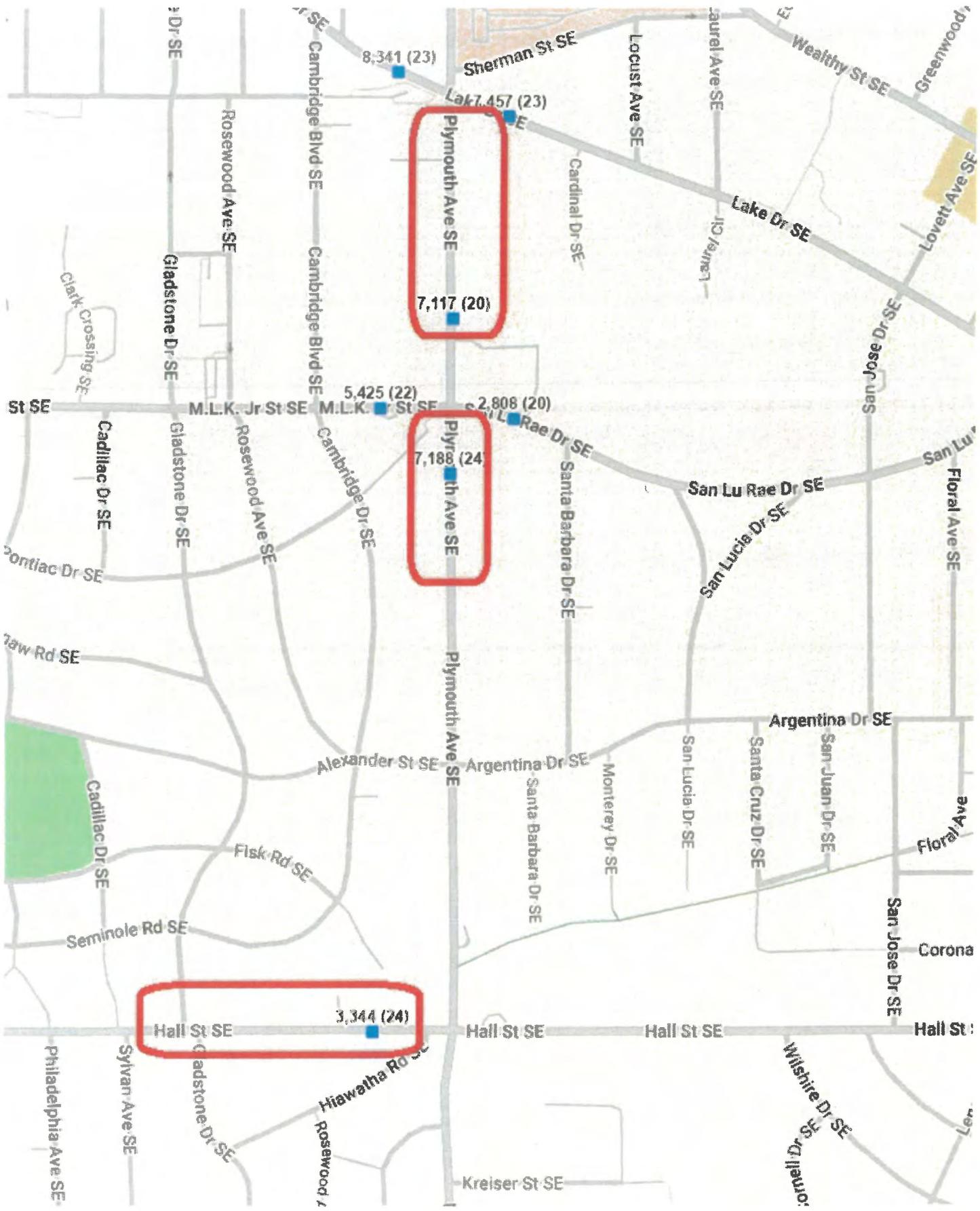
Hello All:

Thank you for the communication and dialogue. With respect to the use of sharrows, or shared lane markings, they are not recommended for streets with high ADT volumes, particularly those exceeding 3,000 ADT. This is because high traffic volumes can make it difficult for motorists to share the lane with bicycles, potentially leading to conflicts and safety concerns. Because Plymouth has a consistent history of ADT volumes greater than 7,000, this is not a safe option. In comparison to Hall Street, which has a combination of bike lanes and sharrows, Hall Street has an ADT of ~3,000 which aligns with that use as an option. I have provided the traffic count ADT data below for the general area as well as a reference for everyone.

The notice that is attached to this communication will be out in the mail today to residents in the corridor and general area. It includes some additional information related to feedback and questions from the first round of engagement meetings. If anyone has not met with city staff, we are happy to do so. We are also available via phone and email as well if that is preferred.

Please note that this notice provides the date that the City Commission will be considering the pavement marking options for this project, which is May 19, 2025, at 6pm in the City Commission Chambers. All communications that the city has up to the meeting date have been or will be provided to the City Commission.

Respectfully,  
Doug





**Doug La Fave**  
City of East Grand Rapids, MI  
Deputy City Manager

(616) 940-4817 Office  
dlafave@eastgr.org  
750 Lakeside Dr. SE  
East Grand Rapids, MI 49506  
www.eastgr.org

**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.

Thanks Lucy!

Maybe Doug can confirm this?

I checked MDOT and 'Sharrows' are recommended for urban roads with speeds less than 35 MPH, no citing of upper limit for traffic.

And also found [this](#):

- **Speed Limit:** A primary factor is the posted speed limit. Most guidelines recommend sharrows for streets with lower speed limits, typically **30-35 mph (approximately 50-56 km/h) or less**. Some recent legislation even proposes limiting new sharrows to roads with speed limits of **25 mph or less** in certain situations.
- **Traffic Volume (AADT - Annual Average Daily Traffic):** While there isn't a universally strict maximum AADT, higher traffic volumes can significantly impact the safety and perceived comfort of cyclists using sharrows.

Thanks!  
Matt

On Wed, Apr 16, 2025 at 9:57 AM Lucy Frey <

> wrote:

The city told me that these “sharrows” are not an option for our block of Plymouth given the traffic volume on our block. They seemed to have a very black and white perspective on this bc we have more than 2500 (or something similar) vehicles on our block per day. However, I have not done my research to learn if these numbers are “official” rules and therefore could affect federal funding, or if they’re more guidelines.

Hopefully that makes sense. Happy to share more about my conversation with the city back in March if anyone’s interested.

Lucy

--  
L H G F

On Apr 16, 2025, at 9:54 AM, Charley Thompson < > wrote:

Agreed

**Charley Thompson**  
**Skytron/TME – Owner/Territory Manager**

(616)  
[charley@](mailto:charley@)

Hey Tripp,

Thanks for the update on the proposed street work!

Could we include a **third option that simply adds the bike symbol** on the street? Similar to what they did on Hall St.

This would preserve parking as needed, while bringing awareness to 'sharing the road for biking'

Something like this:

<image001.png>

I mentioned this to Doug in a previous email.

Thanks!

Matt

On Tue, Apr 15, 2025 at 1:28 PM Tripp Frey <[trippfrey](mailto:trippfrey)> wrote:

Hello Neighbors,

As many of you are aware, Plymouth Ave on our block (and the block to the south) is going to get repaved this summer and with that the City is proposing new street markings. In short, the City Commission will be deciding between two options and you can review all the details at the following link (pg.4 showing the details of the street markings): [https://www.eastgrmi.gov/DocumentCenter/View/4178/Notice-1\\_21325-mailed-Final?bidId=](https://www.eastgrmi.gov/DocumentCenter/View/4178/Notice-1_21325-mailed-Final?bidId=)

To summarize...

- Option 1: two dedicated bike lanes (one on each side of the road), a centerline and two lanes of traffic. Option 1 will eliminate all street parking.
- Option 2: a dedicated parking lane on the east side (northbound traffic) and then two lanes of traffic with a centerline on the western 2/3 of the street. Option 2 will not have any dedicated bike lanes.

The group that gathered a few weeks ago thought it might be helpful to get a sense of where households stand on these options. **If you're willing, please reply to me with your preference (option 1 or option 2). I will keep a tally and aggregate the results. I will keep individual responses private.** Thanks for your response in advance.

Best,

Tripp

Tripp Frey

## Doug LaFave

---

**From:** Public Works  
**Sent:** Friday, March 28, 2025 10:16 AM  
**To:** Robbie Reynolds; Doug LaFave  
**Cc:** David Reynolds; Public Works  
**Subject:** RE: Plymouth Road Upgrade and Parking

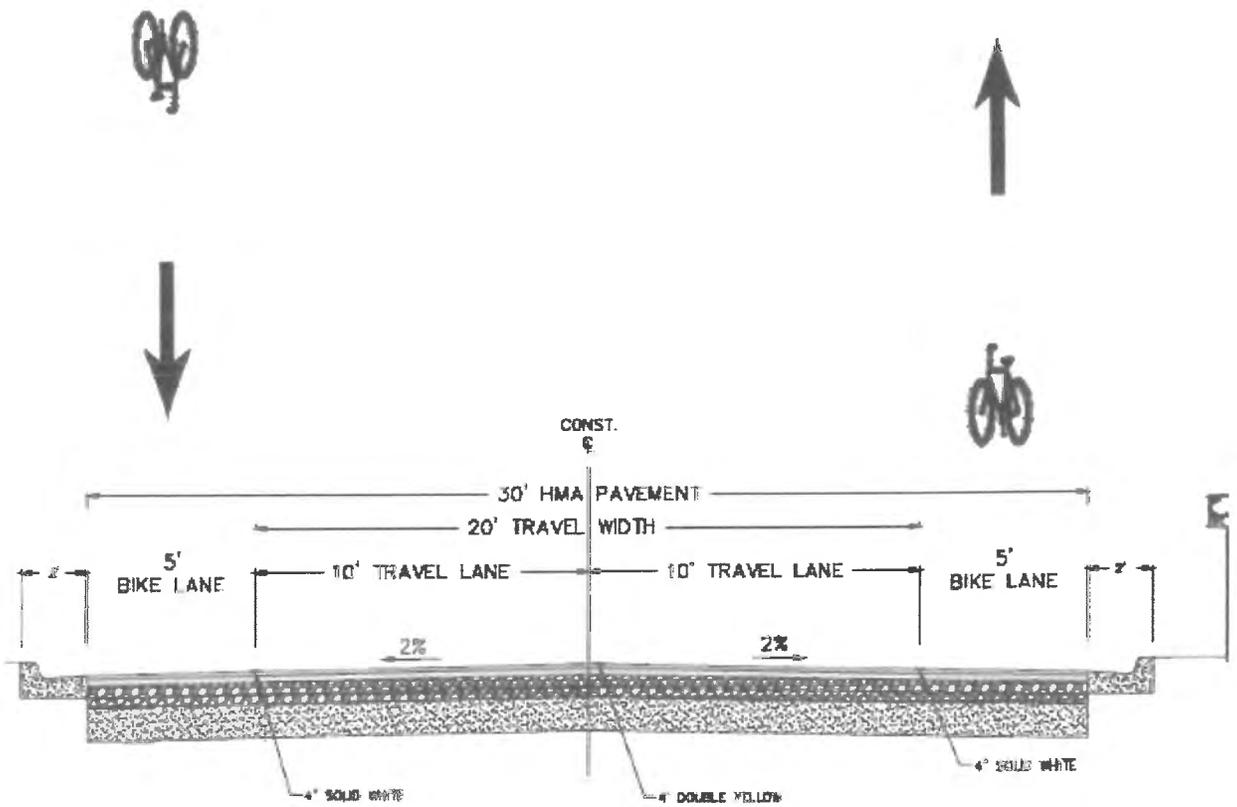
Mr. and Mrs. Reynolds,

Thank you for reaching out with respect to proposed modifications to Plymouth Rd between Hall and Martin Luther King Jr. St. and associated construction this coming summer. Your feedback is appreciated and will be provided to the City Commission. Additionally, I am happy to schedule a time to come to your home to discuss any aspect of the project options. If you missed the February Notice-Engagement Communication-Detail: [Notice-1 21325-mailed-Final](#)

Concerns related to on-street parking for larger special gatherings/events as well as contractor parking are certainly understood. Plymouth Rd is noted as a improvement corridor for bike infrastructure improvement to connect to other improvements that have been completed or are planned. Currently Plymouth Rd. has assigned all of the roadway to vehicles, for traveling or parking. The two options and associated details are provided for below.

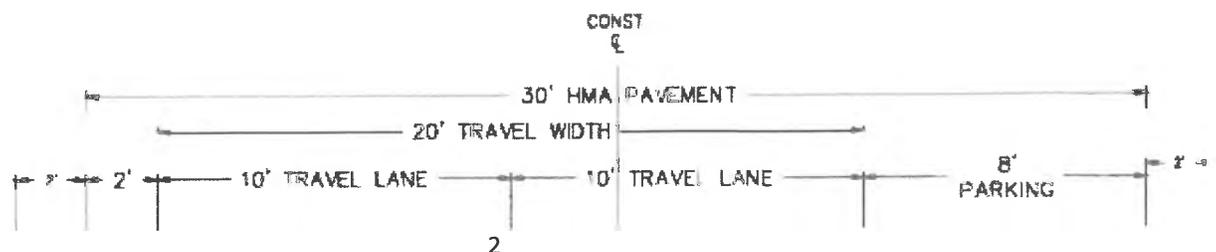
Two Options:

Option 1: Cross section aligns with dedicated bike lanes and the pavement cross section is approximately minimum travel lane width of 10-feet for each direction (10-foot travel lanes are the minimum and are used for speeds), and dedicated bike lanes for each direction at 5 feet. See below.



PROPOSED TYPICAL CROSS SECTION  
TO APPLY:  
PLYMOUTH ROAD  
SCALE: 1" = 4'

Option 2: Cross section aligns as close to existing conditions for a pavement cross section of approximate has a minimum travel lane width of 10-feet for both directions. Due to centerline requirements and width street parking would reside on the east side of Plymouth (hydrant locations on the west side eliminates me because parking is prohibited within 15-feet of either side of a hydrant). On-street parking would be 8-feet side with a 2-foot buffer edge line on the west side. Sharrow pavement markings are not an option on this alternative due to safety where ADTs are greater than 3,500 vehicles per day. This option would not be al: Mobility-Bike Action Plan . See below.



Typically, the tradeoff for permanent bike lane infrastructure is at the expense of on-street parking. While a change to on-street parking requires adaptation, the change allows for enhanced pedestrian and bike safety that is available for impact all of the time when comparing on-street parking utilization that may be underutilized most of the time.

Other streets with no “on-street parking” for a variety of reasons, including for pedestrian/bike infrastructure, have these same impacts. Generally, after initial changes, adaptation for larger gatherings can and has worked in other areas of the city and other areas in region/state/nationally to allow for some dedication of space in streets for non-motorized ped/bike facilities. I would like to share a few things we have learned that may or may not be helpful:

- Contractors generally adapt well to parking restrictions that remain throughout East Grand Rapids and other communities. They often utilize existing driveway space if permitted to do so or drop equipment and personnel at the site, with one person driving to park on adjacent side street (460 feet to the south of your home, which is about a 5-minute walk), complete work and pick up the crew and equipment when completed (a few areas to check out would be Plymouth between Wealthy and Lake, Lake Drive from the east city limit to Elmwood, Lakeside Dr Robinson to Greenwood, Robinson west city limit to Plymouth to name a few).
- Special events that need additional parking beyond the capacity of existing driveways have been accommodated by the following:
  - Working with adjacent neighbors to utilize parking spaces in their driveways for special events.
  - Parking at the closest side streets (Pontiac is the closest street for parking, three houses to the north or ~570 feet-see below).
  - Prioritizing parking for guests who are elderly or those with disabilities to utilize driveway spaces or providing guests with instructions to drop off these guests at the home and/or if the driver can park on the nearest side street.

Since the 30-foot cross section of the street is not physically changing, rather assigning it in a different manner than is current with either option, a third option, if the bike lane option is selected, might be to look at a 1–2-year pilot to test. The city refreshes pavement markings annually, either option can be removed and repainted in a subsequent year.

The city will be sending out a notice similar to the February notice to remind residents of the project and engagement opportunity and the city will also provide a notice for a meeting date when this project will be on an agenda for consideration so residents are aware. Email communications will also be provided to the City Commission.

If there is interested in scheduling a meeting, please send several dates/times and we can make something work.

Respectfully,  
Doug

-----Original Message-----

From: Robbie Reynolds .>  
Sent: Wednesday, March 12, 2025 6:48 PM  
To: Doug LaFave <  
Cc: David Reynolds < >; Public Works <publicworks@eastgr.org>  
Subject: Plymouth Road Upgrade and 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.

Dear Doug,

I am writing on behalf of my husband and myself regarding the proposed change to prohibit on-street car parking along Plymouth. We live at 855 Plymouth between San LuRea and Argentina. While we support a bike lane, we disagree eliminating on-street parking all together. Because there is no easy access to side street parking, this would cause a great inconvenience to visitors, service workers and overflow traffic that isn't accommodated by residents' driveways. I can understand the need to eliminate street parking where there a median, however the stretches of Plymouth that don't have a median seem to easily accommodate parking and easy traffic flow.

I appreciate you taking the time to hear our concerns and forwarding to the appropriate committee before the vote takes place. We can be reached at the following numbers if you have any questions or would like to get ahold of either one of us:

David Reynolds - 1

Robbie Reynolds -

Best,  
Robbie Reynolds

## Doug LaFave

---

**From:** Doug LaFave  
**Sent:** Monday, March 17, 2025 2:12 PM  
**To:** Maribeth Avendt  
**Cc:** Public Works  
**Subject:** RE: Plymouth upgrade/parking concerns

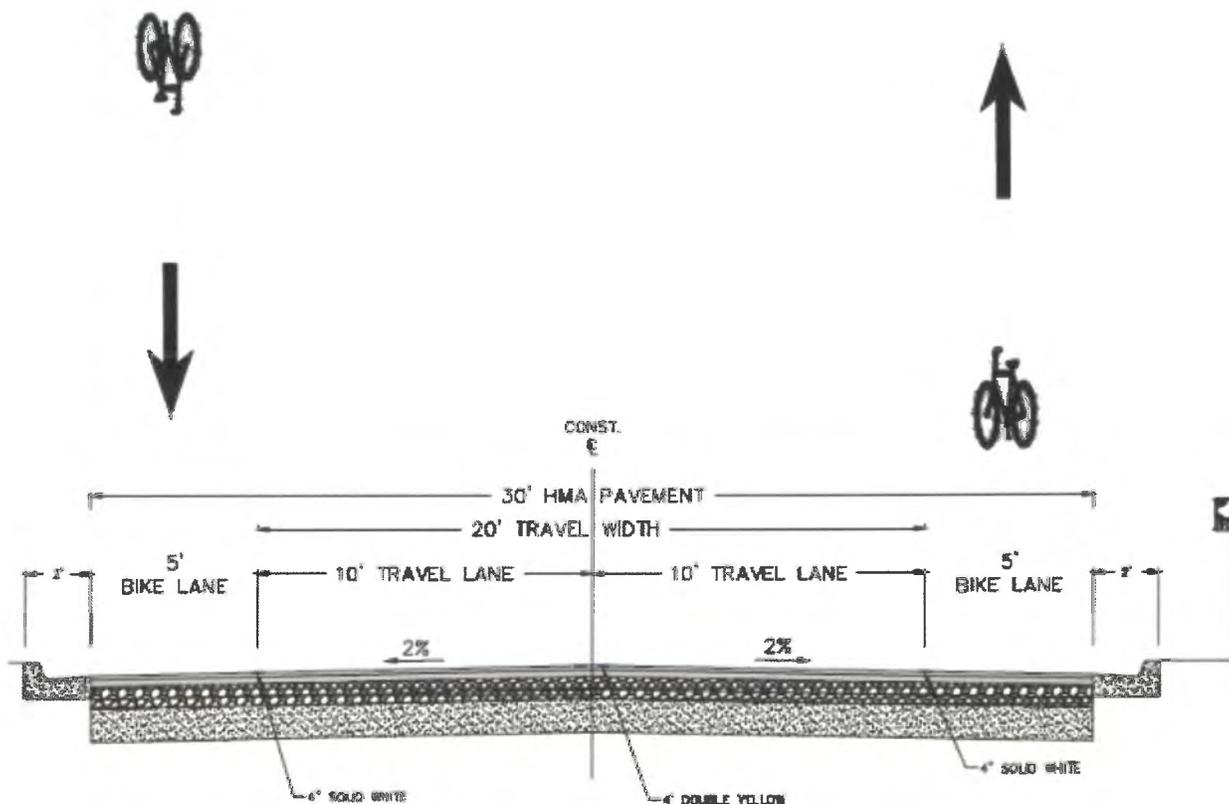
Mr. and Mrs. Avendt:

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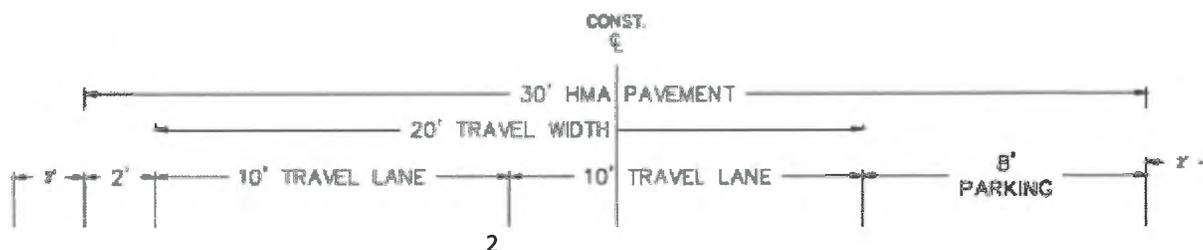
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  - Parking at the closest side streets (Pontiac is the closest street for parking, three houses to the north or ~570 feet-see below).
  - Prioritizing parking for guests who are elderly or those with disabilities to utilize driveway spaces or providing guests with instructions to drop off these guests at the home and/or if the driver can park on the nearest side street.
  - Utilizing lawn space.

Since the 30-foot cross section of the street is not physically changing, rather assigning it in a different manner than is current with either option, a third option, if the bike lane option is selected, might be to look at a 1–2-year pilot to test. The city refreshes pavement markings annually, either option can be removed and repainted in a subsequent year.

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If there is interested in scheduling a meeting, please send several dates/times and we can make something work.

Respectfully,  
Doug





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855 Plymouth Road	10-11 (includes 4-Garage)	MLK
835 Plymouth Road	20(includes 4-Garage)	MLK

-----Original Message-----

From: Maribeth Avendt

Sent: Wednesday, March 12, 2025 8:03 PM

To: Doug LaFave <dlaface@eastgrmi.gov>; Public Works <publicworks@eastgr.org>

Subject: Plymouth upgrade/parking 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,

We are reaching out to you regarding the potential changes to parking on Plymouth Ave.

We feel that the removal of street parking would negatively impact our family and our neighbors. We have a large extended family, and have gatherings in our home regularly. We rely on street parking to accommodate our guests. Parking on a side street a block away would pose a significant challenge, particularly in the winter. Additionally, lawn care would be impacted, as the company we work with would not be able to park near our home. If they have to park on the next block, it would be very inconvenient and add additional time for them to service our property.

We implore you to either keep the parking situation as it is, or at the very least, continue to allow parking on one side of the street. Removing parking entirely will make things very difficult for the residents who actually live on Plymouth, and will be impacted the most. Please do not remove parking.

Thank you.

Mike and MariBeth Avendt  
901 Plymouth Ave SE

## Doug LaFave

---

**From:** Maribeth Avendt  
**Sent:** Wednesday, March 12, 2025 8:03 PM  
**To:** Doug LaFave; Public Works  
**Subject:** Plymouth upgrade/parking concerns

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Hello,

We are reaching out to you regarding the potential changes to parking on Plymouth Ave.

We feel that the removal of street parking would negatively impact our family and our neighbors. We have a large extended family, and have gatherings in our home regularly. We rely on street parking to accommodate our guests. Parking on a side street a block away would pose a significant challenge, particularly in the winter. Additionally, lawn care would be impacted, as the company we work with would not be able to park near our home. If they have to park on the next block, it would be very inconvenient and add additional time for them to service our property.

We implore you to either keep the parking situation as it is, or at the very least, continue to allow parking on one side of the street. Removing parking entirely will make things very difficult for the residents who actually live on Plymouth, and will be impacted the most. Please do not remove parking.

Thank you.

Mike and MariBeth Avendt  
901 Plymouth Ave SE

## Doug LaFave

---

**From:** Doug LaFave  
**Sent:** Wednesday, April 2, 2025 9:29 AM  
**To:** 'catherine McKenzie'  
**Cc:** Neil McKenzie; Abbie Groff-Blaszak  
**Subject:** RE: Plymouth Discussion

Mrs. McKenzie: Thank you for inviting everyone into your home for the discussion and certainly appreciate your perspective and I will share all communications with all of the City Commission. As communities focus on mobility networks for all users, there are and will be challenging tradeoffs to consider for sure.

As I noted, the city will follow up with additional notification to the area as well as a notice when this project is scheduled on an agenda for the City Commission.

Respectfully,  
Doug



**Doug La Fave**

City of East Grand Rapids, MI  
Deputy City Manager

(616) 940-4817 Office  
dlafave@eastgr.org  
750 Lakeside Dr. SE  
East Grand Rapids, MI 49506  
www.eastgr.org

**From:** catherine McKenzie <>  
**Sent:** Tuesday, April 1, 2025 7:17 AM  
**To:** Abbie Groff-Blaszak <agroff-blaszak@eastgrmi.gov>; Doug LaFave <dlafave@eastgrmi.gov>  
**Cc:** Neil McKenzie  
**Subject:** Plymouth Discussion

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Good Morning Doug & Abbie,

I wanted to thank you for taking time out of your day to meet with us Sunday. I have been ruminating on the discussion and I am still perplexed by the choices the city wants to make in regards to Plymouth Road. Why choose a busy, narrow road to add bike lanes? The average biker wants a safe road to bike on. I have many 'biking' friends that will continue to avoid Plymouth even if bike lanes are added because it is narrow and busy.

Let's take a look at Burton Road: Burton has been changed from 4 lanes to 2 with a turn lane in order to add bike lanes. I drive on Burton very regularly and I have YET to see a biker. My suspicion is that it is busier and more dangerous than alternative road choices.

Couldn't we learn a lesson from that? Add bike lanes to safer and wider roads rather than adding them where they don't fit or belong. Removing parking from a 'too narrow' road would cause more safety hazards.

I hope you share this with your council members. East Grand Rapids is for everyone and should value the thoughts and feelings of the people that live on Plymouth Road.

Regards,  
Catherine

--  
***Catherine***

## Doug LaFave

---

**From:** Doug LaFave  
**Sent:** Wednesday, April 2, 2025 9:41 AM  
**To:** Christine Martin  
**Cc:** Matt Martin  
**Subject:** RE: Upcoming Plymouth Ave project

Mrs. Martin: I had an issue with my email, so I am not sure if my response made it your way.

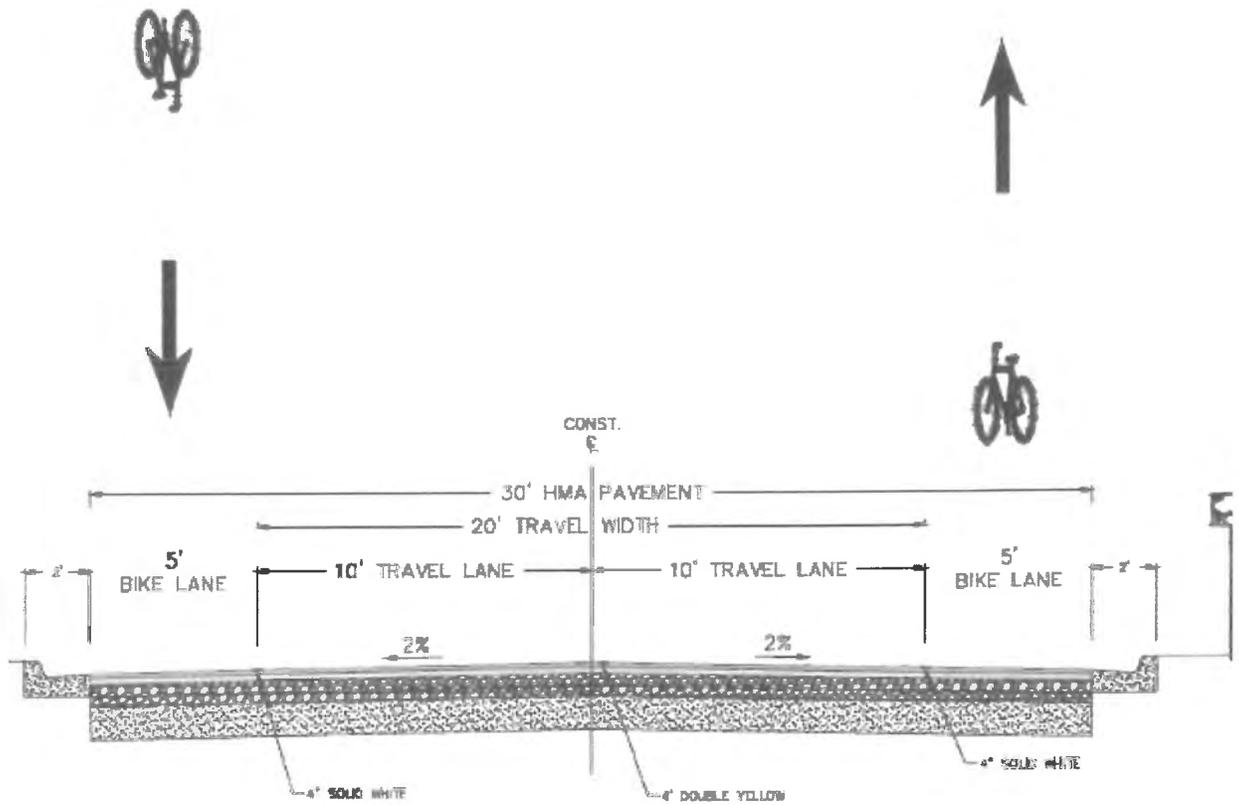
Thank you for reaching out with respect to proposed modifications to Plymouth Rd between Hall and Martin Luther King Jr. St. and associated construction this coming summer. Your feedback is appreciated and will be provided to the City Commission. Additionally, I am happy to schedule a time to come to your home to discuss any aspect of the project options. If you missed the February Notice-Engagement Communication-Detail: [Notice-1 21325-mailed-Final](#)

The bike lane concept that exists on San Lu Rae cannot be considered on Plymouth due to best practice/engineering design for safety. San Lu Rae has a under 3,000 ADT volume (vehicles per day), which allows for the travel lanes to be undefined and shared as well as sharing space with cyclists with the hashed edge line delineation for bike lanes. Plymouth Rd has higher volumes over 7,000 ADT, so all space should be assigned for all users.

These are the two options that are available for consideration:

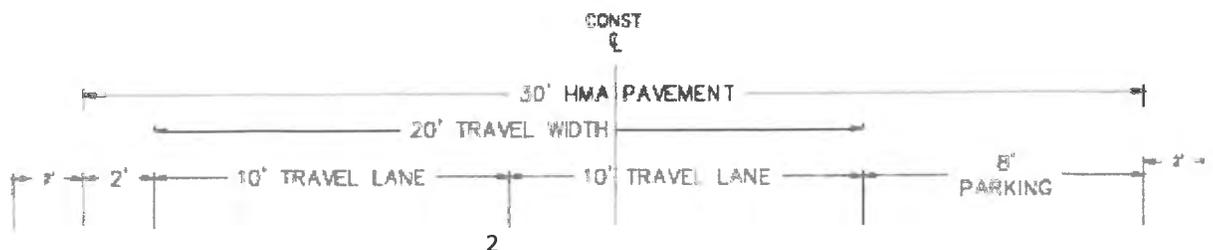
Two Options:

Option 1: Cross section aligns with dedicated bike lanes and the pavement cross section is approximately minimum travel lane width of 10-feet for each direction (10-foot travel lanes are the minimum and are used for speeds), and dedicated bike lanes for each direction at 5 feet. See below.



PROPOSED TYPICAL CROSS SECTION  
TO APPLY:  
PLYMOUTH ROAD  
SCALE: 1" = 4'

Option 2: Cross section aligns as close to existing conditions for a pavement cross section of approximate has a minimum travel lane width of 10-feet for both directions. Due to centerline requirements and width street parking would reside on the east side of Plymouth (hydrant locations on the west side eliminates me because parking is prohibited within 15-feet of either side of a hydrant). On-street parking would be 8-feet side with a 2-foot buffer edge line on the west side. Sharrow pavement markings are not an option on this alternative due to safety where ADTs are greater than 3,500 vehicles per day. This option would not be at Mobility-Bike Action Plan . See below.



Typically, the tradeoff for permanent bike lane infrastructure is at the expense of on-street parking. While a change to on-street parking requires adaptation, the change allows for enhanced pedestrian and bike safety that is available for impact all of the time when comparing on-street parking utilization that may be underutilized most of the time.

Other streets with no “on-street parking” for a variety of reasons, including for pedestrian/bike infrastructure, have these same impacts. Generally, after initial changes, adaptation for larger gatherings can and has worked in other areas of the city and other areas in region/state/nationally to allow for some dedication of space in streets for non-motorized ped/bike facilities. I would like to share a few things we have learned that may or may not be helpful:

- Contractors generally adapt well to parking restrictions that remain throughout East Grand Rapids and other communities. They often utilize existing driveway space if permitted to do so or drop equipment and personnel at the site, with one person driving to park on adjacent side street (460 feet to the south of your home, which is about a 5-minute walk), complete work and pick up the crew and equipment when completed (a few areas to check out would be Plymouth between Wealthy and Lake, Lake Drive from the east city limit to Elmwood, Lakeside Dr Robinson to Greenwood, Robinson west city limit to Plymouth to name a few).
- Special events that need additional parking beyond the capacity of existing driveways have been accommodated by the following:
  - Working with adjacent neighbors to utilize parking spaces in their driveways for special events.
  - Parking at the closest side streets (Pontiac is the closest street for parking, three houses to the north or ~570 feet-see below).
  - Prioritizing parking for guests who are elderly or those with disabilities to utilize driveway spaces or providing guests with instructions to drop off these guests at the home and/or if the driver can park on the nearest side street.

Since the 30-foot cross section of the street is not physically changing, rather assigning it in a different manner than is current with either option, a third option, if the bike lane option is selected, might be to look at a 1–2-year pilot to test. The city refreshes pavement markings annually, either option can be removed and repainted in a subsequent year.

The city will be sending out a notice similar to the February notice to remind residents of the project and engagement opportunity and the city will also provide a notice for a meeting date when this project will be on an agenda for consideration so residents are aware. Email communications will also be provided to the City Commission.

If there is interested in scheduling a meeting, please send several dates/times and we can make something work.

Respectfully,  
Doug

	<p><b>Doug La Fave</b> City of East Grand Rapids, MI Deputy City Manager</p> <p>(616) 940-4817 Office dlafave@eastgr.org 750 Lakeside Dr. SE East Grand Rapids, MI 49506 www.eastgr.org</p>
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**From:** Christine Martin ·  
**Sent:** Thursday, March 13, 2025 4:50 PM  
**To:** Doug LaFave <dlaface@eastgrmi.gov>  
**Cc:** Matt Martin  
**Subject:** Upcoming Plymouth Ave project

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Hello,

We were recently made aware of construction that would be taking place on the 800-900 block on Plymouth this summer. Our neighbors had sent out an email regarding some changes that could be coming to the street and we would like to give you our opinion on the matter.

We understand one option is to place a bike lane (like San Lu Rae). We feel that the road is too narrow for this concept, as we see people practically driving in the middle of the road on San Lu Rae. Also, traffic goes very fast in this section and having this would not allow for seamless traffic flow.

The issue that is more concerning is the potential for there to be no parking on the street. Most houses (including ours) are a single lane driveway until you get to the back of the house. The street is used frequently so others are not blocked in the driveway for coming and going. Everyday, no matter the season, there are construction crews, worker trucks, landscaping crews that park on the side of the road. There are many people that use the street for short term parking (like our piano teacher for our son's 30 minute lesson so she doesn't block the driveway). I do not, however, see people overnight park. We are the 5th house north of Argentina and if anyone couldn't park in our driveway, it would be a long walk for them.

We support the resurfacing and new sidewalk, but we just ask that because of how fast the traffic comes in this section of Plymouth, you reconsider the bike lane. Most importantly, we do not support the no parking on either side of the street.

Thank you for your considerations,

Christine and Matt Martin  
942 Plymouth Ave SE

## Doug LaFave

---

**From:** wmaddoxmec@att.net  
**Sent:** Tuesday, March 18, 2025 5:13 PM  
**To:** Public Works; 'SRBrundage'; reynolds.david@; cmck659  
wjmadddox1  
**Cc:** jask68@; Steve.Cooper@; DRHTKim; phudson21  
; m; jhudson51; ; ssmcooper; ; Jhumphy; ;  
katy.humphrey@; ; arhwilliams; ; robbiereynolds; ;  
Ksage22@; ; Matt@; ; mbavendt; ;  
Charley@; ; Janinekick; ; paigecarine@; ;  
JordanLbunr; ; Marty.Buschle@; ; Pamela.buschle@; ;  
Sakw1002; ; Whitford.dave@; ; Rosie.noordhoek; ;  
dengbers; ; matthewmartinmd@; ; cmckee24; ;  
lglaize; ; trippfrey; ; Nsspencerfamily; ; Mattkirk84  
; ; ellynkirk@; ; neilmckenzie2236; ;  
warnersu@; ; zeeuwbruce@; ; jmartilotta12; ;  
oliviamartilotta@; ;  
**Subject:** RE: Plymouth Road Upgrade and Parking

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Hello,

I have just returned from a month out of town, and had a chance to read your letter of February 13 in detail. I disagree with the plan to convert Plymouth Ave to a no parking "bike friendly" street between MLK and Alexander, for a number of reasons:

1. Currently, bike riders appear to use this section of the street with no major issues. Problems are more likely to occur between Lake and MLK, due to the narrow drive lanes between the medians. At time, even cars have difficulty passing parked cars and commercial vehicles in this section.
2. We live in a northern climate. Bikes are generally ridden for no more than 6 months of the year, when it is light out, and when it is not raining. The proposed parking restrictions would inconvenience the 41 residences and approximately 160 residents 24 hours per day, 365 days per year.
3. As others have mentioned, contractors forced to park on other streets would cause congestion on those streets, lawn contractors would be running their equipment down sidewalks or on the street to get to their locations, construction contractors would have similar issues, and trucks hauling away lawn and tree debris would park where?
4. The consulting engineers were either tasked to come up with a justification for restricting parking to promote bike lanes, or were incompetent, for the following reasons:
5. The estimates for off street parking are clearly overstated. I cannot imagine twelve cars parked in my driveway unless they were BMW Smart cars. The typical car or SUV would be parked bumper to bumper, and those parked adjacent wouldn't have room to open their doors.
6. When entertaining a number of guests, the guests do not arrive and leave in LIFO sequence. Unlike on-street parking, guests could not leave except in reverse order of arrival. Parking in a driveway does not equate to on-street parking.
7. The suggestion of using Argentina and Alexander for overflow parking is ridiculous. If the consulting engineers had bothered to look at on-street parking available adjacent to Plymouth they would see that the short narrow street sections with multiple driveways would accommodate very few cars. Those houses also have little off

street parking for themselves. Furthermore, have the residents on these streets, plus Pontiac, MLK, and SanLuRay been consulted about these parking plans?

8. When groups are entertained, the events often occur around specific events, such as graduation, and holidays. This means that overflow parking requirements are often simultaneous at multiple residences, requiring cars to be parked far down side streets or on Cambridge. This is a major impediment to elderly and handicapped guests, especially in bad weather.
9. On street parking counts were obviously not done during times of event parking.
10. The suggestion that overflow parking could be done on resident lawns is ridiculous. Lawns and sprinkler systems would be damaged by this, except of course in winter, when the snow would prevent parking on the lawn.

I am opposed to the bike lane and parking plan. I see no reason why bikers cannot continue to use the street without the lane and parking restrictions.

William Maddox  
wmaddoxmec/

**From:** SRBrundage

**Sent:** Wednesday, March 12, 2025 6:10 PM

**To:** reynolds.davie; cmck659@eastgr.org; wjmaddox

**Cc:** jask68@eastgr.org; Steve.Cooper@eastgr.org; DRHTKim@eastgr.org; phudson21@eastgr.org; jhudson517@eastgr.org; ssmcooper@eastgr.org; Jhumphy@eastgr.org; kathy.humphrey@eastgr.org; arhwilliams@eastgr.org; robbiereynolds@eastgr.org; Ksage22@eastgr.org; Matt@eastgr.org; mbavendt@eastgr.org; Charley@eastgr.org; Janinekicks@eastgr.org; paigecarine@eastgr.org; JordanLbunn@eastgr.org; Marty.Buschle@eastgr.org; Pamela.buschle@eastgr.org; Sakw100@eastgr.org; Whitford.dave@eastgr.org; Rosie.noordhoek@eastgr.org; dengbers@eastgr.org; matthewmartinmo@eastgr.org; cmckee24@eastgr.org; lglaize@eastgr.org; rippfrey@eastgr.org; Nsspencerfamily@eastgr.org; Mattkirk84@eastgr.org; ellynkirk@eastgr.org; neilmckenzie223@eastgr.org; warnersu@eastgr.org; zeeuwbruce@eastgr.org; martilotta12@eastgr.org; oliviamartilotta@eastgr.org; wjmaddoxme

**Subject:** Re: Plymouth Road Upgrade and Parking

Dear fellow Plymouth neighbors,

I apologize if this email does not pertain to you or I missed someone who lives on Plymouth. Please forward to those individuals.

I assume most all of you received a mailed letter from the city of EGR regarding the planned resurfacing of Plymouth from MLK to Hall. Included with this letter was a proposal for a change to prohibit any parking on Plymouth so that it would be dedicated to bike traffic only.

Both Cindy and I are avid road bikers. Unfortunately, we do not agree with this plan. If parking was completely removed, it would require lawn care vehicles and trailers to park on side streets and the worker would have to walk to the residence (or possibly drive the mower down the street to the house to be mowed). I am also concerned if a family decides to have a social gathering (i.e. Christmas), it would require your guests to park at least a block away and then walk in possible inclement weather to your home.

There also was a second option listed in this mailing. This would allow on street parking on the east side of the street. We feel this option would be much better. (Obviously there is another option, not listed...leave Plymouth parking as it is today. We respect each homeowners position on this issue. The most important thing is that you let the commissioners know how you feel. We met with Doug LaFave (Deputy City Manager) who is more than willing to come sit down with you. You can also email your feelings to him at either [publicworks@eastgr.org](mailto:publicworks@eastgr.org) or [dlafave@eastgr.org](mailto:dlafave@eastgr.org). He will get your email forwarded to each commissioner who will be making this decision. The job will be going out for bidding soon so I would encourage you to make your feelings known soon.

I am sure each commissioner will vote what they feel is best for the city. Unfortunately, it is my understanding none of them live on Plymouth so they will not be affected by this change like we will be.

Thank you for reading this.

Scott and Cindy

Scott R. Brundage  
835 Plymouth Ave. SE  
Grand Rapids, Michigan 49506

## Doug LaFave

---

**From:** Doug LaFave  
**Sent:** Wednesday, March 12, 2025 2:51 PM  
**To:** SRBrundage; Public Works  
**Subject:** RE: Plymouth Road

Mr. Brundage: Thank you for the follow up communication. I will be sure to include it in my weekly communications report to the City Commission for their awareness. Additionally, I will follow up with another mailed notice to residents on Plymouth to allow for additional time for listening, discussion, and feedback as we move forward.

Respectfully,  
Doug



**Doug La Fave**

City of East Grand Rapids, MI  
Deputy City Manager

(616) 940-4817 Office  
dlafave@eastgr.org  
750 Lakeside Dr. SE  
East Grand Rapids, MI 49506  
www.eastgr.org

**From:** SRBrundage <srbrundage@aol.com>  
**Sent:** Wednesday, March 12, 2025 2:23 PM  
**To:** Doug LaFave <dlafave@eastgrmi.gov>; Public Works <publicworks@eastgr.org>  
**Subject:** Plymouth Road

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Doug,  
Thanks for meeting with me this past Monday to hear my concerns regarding the possibility of making Plymouth Road no parking and designated bike only from MLK to Hall. Below you will find a communication I made to my fellow Plymouth neighbors with my feelings regarding this possible change. As offered by you, please forward this to each of the commissioners who will be voting on this matter.  
Thanks again.  
Scott  
Dear fellow Plymouth neighbors,  
I apologize if this email does not pertain to you or I missed someone who lives on Plymouth. Please forward to those individuals.  
I assume most all of you received a mailed letter from the city of EGR regarding the planned resurfacing of Plymouth from MLK to Hall. Included with this letter was a proposal for a change to prohibit any parking on Plymouth so that it would be dedicated to bike traffic only.  
Both Cindy and I are avid road bikers. Unfortunately, we do not agree with this plan. If parking was completely removed, it would require lawn care vehicles and trailers to park on side streets and the worker would have to walk to the residence (or possible drive the mower down the street to the house to be mowed). I am also concerned if a family decides to have a social gathering (i.e. Christmas), it would require your guests to park at least a block away and then walk in possible inclement weather to your home.  
There also was a second option listed in this mailing. This would allow on street parking on the east side of the street. We feel this option would be much better.

We respect each homeowners position on this issue. The most important thing is that you let the commissioners know how you feel. We met with Doug LaFave (Deputy City Manager) who is more than willing to come sit down with you. You can also email your feelings to him at either [publicworks@eastgr.org](mailto:publicworks@eastgr.org) or [dlafave@eastgr.org](mailto:dlafave@eastgr.org) He will get your email forwarded to each commissioner who will be making this decision. The job will be going out for bidding soon so I would encourage you to make your feelings know soon.

I am sure each commissioner will vote what they feel is best for the city. Unfortunately, it is my understanding none of them live on Plymouth so they will not be affected by this change like we will be.

Thank you for reading this.

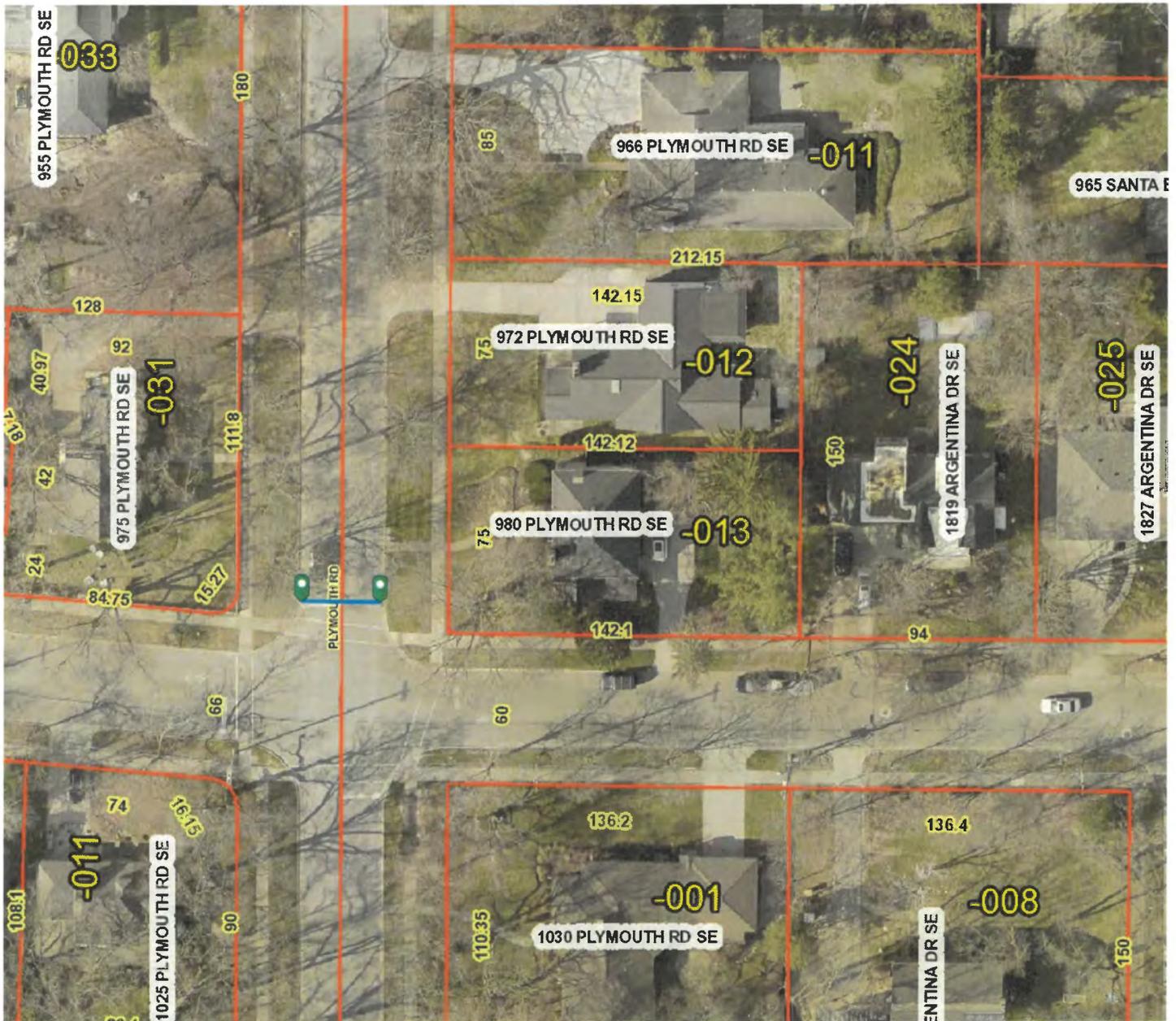
Scott and Cindy

Scott R. Brundage  
835 Plymouth Ave. SE  
Grand Rapids, Michigan 49506

# Doug LaFave

**From:** Public Works  
**Sent:** Thursday, February 20, 2025 9:31 AM  
**To:** Matthew Warner  
**Cc:** Jessica Warner; Abbie Groff-Blaszak; Shea Charles; Public Works  
**Subject:** RE: Plymouth Rd Hall to MLK, Summer 2025 Project

Matt: No problem at all, happy to clarify. The width (does not include gutter pan) of Plymouth at Argentina/Alexander is 31.3 feet, which aligns with the corridor and Option 1(see below). Any excess width is deferred to pedestrian/bike lanes. I am looking forward to meeting with you to address any other questions or concerns.



Respectfully,  
Doug



---

**From:** Matthew Warner <warnermsu@gmail.com>  
**Sent:** Tuesday, February 18, 2025 4:37 PM  
**To:** Public Works <publicworks@eastgr.org>  
**Cc:** Jessica Warner <jwarner@eastgrmi.gov>; Shea Charles <scharles@eastgrmi.gov>; Abbie Groff-Blaszak <agroff-blaszak@eastgrmi.gov>; Shea Charles <scharles@eastgrmi.gov>; Public Works <publicworks@eastgr.org>  
**Subject:** Re: Plymouth Rd Hall to MLK, Summer 2025 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.

Hi Doug,

This is great feedback! Thank you!

If the road isn't widened, that solves 99% of my concerns.

Will follow up with any other concerns or a potential meeting, would love to know how wide the road is at the Argentina intersection - to confirm if this still fits with your plan for option 1.

Thanks for the quick reply!  
Matt

Sent from my iPhone

On Feb 18, 2025, at 3:54 PM, Public Works <[publicworks@eastgr.org](mailto:publicworks@eastgr.org)> wrote:

Mr. Warner: Thank you for reaching out. For clarification purposes, the notice and initial options do not provide for widening, rather that beyond the two options noted the only way to accommodate both bike lanes and on-street parking would require it. Further, the notice advises only that a widening option may be another alternative, but would be cost prohibitive related to construction and the negative impact of tree removals, etc. I have attempted to clarify and or provide more information further below that I hope you find helpful.

As was noted, the City is respectfully requesting the opportunity to meet with residents to discuss questions, comments, or concerns, and we would be happy to do so.

Excerpt:

<image002.png>

<image001.jpg>

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**From:** Matthew Warner ·

**Sent:** Tuesday, February 18, 2025 1:58 PM

**To:** Public Works <[publicworks@eastgr.org](mailto:publicworks@eastgr.org)>; Jessica Warner · ; Shea Charles <[scharles@eastgrmi.gov](mailto:scharles@eastgrmi.gov)>; Abbie Groff-Blaszak <[agroff-blaszak@eastgrmi.gov](mailto:agroff-blaszak@eastgrmi.gov)>

**Subject:** Plymouth Rd Hall to MLK, Summer 2025 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,

I live at 975 Plymouth Ave SE, Grand Rapids, MI 49506, and received the proposal for plans to mill & overlay the street along with proposals for bike lanes and parking.

The **proposal to mill/repave the street is great**, but have concerns about the additional proposed work, it seems wasteful and creates potential negative outcomes for EGR residents.

**We strongly oppose the proposal to widen the street** or to add dedicated Bike Lanes & Parking - this is wasteful, harmful to 100+ year old trees, and **relies on inaccurate data**. The parking data shows a '0' for Argentina between Plymouth and Cambridge, that is not accurate, cars park there all the time including our family, visitors, and landscaping crews. The data shown below the Strava app refers to **car traffic being the indicator to justify the need of a bike lane?** I don't think this logic makes sense - is this the only criteria? Strava data is pedestrian Options provided are Option 1 and Option 2.

As noted, no specific option was provided to widen Plymouth, rather the two options below are for the same, existing ~ 30-foot cross-section. Road cross sections all have variations, 30-feet +/- is the average of the segment of the street. Widening was only noted as a potential because that is true, but no cross-section or "Option 3" was provided for the same reasoning you shared. The difference between the two options noted is essentially pavement markings and whether the street is laid out to align with the Mobility-Bike Action Plan for pedestrian/bike enhancements or to align with on-street parking and essentially existing conditions to the extent possible.

Strava data was provided to show pedestrian and biking activity throughout the city and specifically on Plymouth, not vehicle volumes. This aligns with the Mobility-Bike Action Plan and why it was provided. Option 1 aligns with this.

Excerpt of two options noted for the ~30-foot cross-sections:

<image003.png>

<image004.png>

Would also like to note **Plymouth is wider at San Lu Rae than it is at Argentina / Alexander, I don't believe this section is 30' wide as suggested in the proposal. Altering this section would be detrimental to the property owners for a few reasons:** 1) puts car traffic closer to the sidewalks where we have seen multiple accidents at the intersection 2) could include cutting down 100+ year old trees, clear value for EGR residents (shade, beautification, etc).

No widening specific widening option was noted. To be open in terms of all options, it was referenced, as we should share a full menu with residents, but wasn't a starting point for the very reasons the staff noted and you have also expressed concerns. The surveyed cross section is generally 30-foot wide through the corridor. Road cross-sections commonly have some level of variation. One section may be 31 feet, while in another 29.8 feet and so on, but this section, for design perspective is generally 30-foot (see measurement example below). Gutter pan is not counted.

<image005.png>

Plymouth Rd is wider right at the intersection with Martin Luther King Jr. and San Lu Rae as you noted but is not shown or proposed for widening in any of the materials referenced or provided. The screen shot from the concepts noted show the existing cross-section. The width of the end of this cross section is wider for the assigned turn lane. No widening is needed to accommodate traffic lane minimums at 10 feet width and dedicated bike lanes (see below).

<image007.png>

**I didn't see any data to suggest this road needs designated bike lanes or parking**, the only data provided in the proposal was car traffic and parking data that is incorrect conducted by Moore + Bruggink (can we request a refund of the money based on inaccurate study?)

Respectfully, the study is a sample of on-street parking utilization and is not intended or portrayed to represent all utilization possibilities. This is the same study methodology deployed across the industry and throughout the City of Grand Rapids and other neighboring jurisdictions. Vehicle volumes are accurate and in alignment with industry best practices. The city endeavored to collect this sample and analysis regarding existing on-site parking, as bike safety improvements often can conflict with on-street parking. On-street parking utilization is generally low or utilized by contractors along this stretch and homes appear to all have ample parking onsite. For special events, etc. adjacent side street parking is available to accommodate larger events that may need additional parking.

The Mobility-Bike Action Plan is a mobility plan developed from and by the community for the city to note where bike and pedestrian infrastructure is desired. Data related to vehicle volumes and on-street parking in relation to engineered cross-section design options. This was all shared to help facilitate understanding with residents.

**Recommendation:** Complete the millwork/re-paving, and just add the bike symbols on the

road to bring awareness to drivers, or add a small bike lane via paint, but DO NOT WIDEN THE ROAD.

Widening the road cross-section was not a specific option shared only referenced. Placement of sharrows for sharing road space with vehicles or dedicated bikes lanes are all very technical design engineering practices with required widths and relation to vehicle volumes and type of street. Painting bike symbols or sharrows or lane widths that do not align with best practices from traffic engineering science can be dangerous and impact safety.

Option 1 provides for implementation of dedicated bike lanes and vehicle travel lanes. This option would eliminate on-street parking. Option 2 does not have any bike lanes, but does have on-street parking on one side of Plymouth. Both options do not widen Plymouth Road with the only difference related to pavement markings and where they assign space in the cross-section, so there is no cost difference between the two options provided.

Option 1 Concept (note no change in cross-section for widening)-dedicated bike lanes and no on-street parking-below

<image006.png>

Option 2 Concept (note no change in cross-section for widening)-parking on south side of the road only due to centerline requirements and traffic volumes-below.

<image008.png>

Thank you for the opportunity to discuss before completing the work!

Matthew Warner

616.307.3266

If you would like to discuss via phone or I can stop out to discuss on-site, please let me know?

Respectfully,

Doug

[dlafave@eastgrmi.gov](mailto:dlafave@eastgrmi.gov)

616-940-4817

<Notice 1\_2.13.25 mailed Final.pdf>



CITY OF  
EAST GRAND RAPIDS

750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506

(616) 940-4817

www.eastgr.mi.gov

DOUG LA FAVE  
DEPUTY CITY MANAGER

**MEMORANDUM**

TO: Honorable Mayor and City Commissioners  
FROM: Doug La Fave, Deputy City Manager  
DATE: April 24, 2025  
  
RE: FY 25/26 MERF Replacements and Purchases

Action Requested: That the City Commission consider approval of Motor Equipment Revolving Fund (MERF) replacement purchases for FY 25/26 via MiDeal and Sourcewell contracts in the amount of \$1,180,000 with an additional 15% contingency of the overall total with authorization to place orders and authorizing the sale of vehicles and equipment replaced via public auction with biddergy.com at 5% commission.

Background: When possible, the City purchases vehicles and equipment through State of Michigan bids through MiDeal, or other public bidding/contract consortiums like Sourcewell, MITN, or other government collective purchasing contracts. This allows the city to realize savings for purchases because of the much larger volume and economy of scale. Equipment and/or vehicles that were not depreciated in MERF are purchased via the appropriate funds and then depreciation is charged over time for the replacement cycle.

The breakdown for budgeted capital improvement expenses related to MERF replacements for FY 25/26 are noted below.

Vehicle	Cost
PACKER BODY (KEEP TRUCK CHASSIS)	120,000
#704 TINK CLAW	20,000
COMMAND VEHICLE DIRECTOR -PUBLIC SAFETY	40,000
#120 MINI LOADER	130,000
#705 TINK CLAW	20,000
#577 MINI EXCAVATOR	70,000
#133 1-TON TRUCK	65,000
#132 1-TON TRUCK	65,000
#137 VACTOR-SEWER TRUCK	650,000
<b>Total</b>	<b>1,180,000</b>

The Department of Public Works partnered with ICF/Consumers Energy (ICF/CE) in 2024 to complete a Fleet Electrification Assessment, which was also integrated into the Climate Action Plan (CAP) which was also adopted in 2024, to ensure that a fleet transition plan is in place that aligns with the CAP goal set for city operations to be carbon neutral by 2040. The assessment considered many variables across the fleet pairing vehicle use/operational assessments to existing Electric Vehicle (EV) technology/capabilities currently available and projected to ensure vehicles are not assigned solely on the basis of being an EV. Based on the experts involved with both the ICF/CE and CAP with respect to the current city fleet, 10 of the fleet total of 45 vehicles are believed to be able to convert to EV's from 2024-2039 along with continues evaluation of emerging technologies. City staff continue to monitor EV options and while this technology may not provide for all replacements currently, staff is selecting vehicles/equipment that align with carbon reduction through efficiency. Additionally, the CAP notes that offsets are currently the other strategy to address these types of emissions via DTE (authorized/recognized by EGLE and EPA). The city currently has a surplus capacity of offsets via the DTE Clean Vision Program that the city is enrolled in based on further enhances facilities related efficiencies and most importantly offsets that we calculated in relation to real flame gaslights in Gaslight Village that were converted to LED electric flame bulbs around 2018 that were not accounted for in that program. Staff are currently working with DTE to compare these surplus offsets to fleet carbon impact to determine current excess carbon impact.

Scope 1-Vehicle Fleet Excerpts-EGR CAP-Below

<b>REDUCTION STRATEGIES KEY</b>	<b>REDUCTION POTENTIAL</b>	<b>REDUCTION POTENTIAL</b>	<b>TIMEFRAME</b>
	Low = 0-5 MT CO2e 	Low = <\$25k 	<b>Near-term</b> = 0-3 years
	Moderate = 5-75 MT CO2e 	Moderate = \$25k- \$250k 	<b>Mid-term</b> = 4-9 years
	High = >75 MT CO2e 	High = >\$250k 	<b>Long-term</b> = 10 or more years
			<b>Ongoing</b> = Present through 10 years or more

Although Scope 3 emissions are not part of the City's carbon neutrality goal, there is opportunity to support reductions as these are areas that can be influenced by partnering and selecting environmentally-focused suppliers, as well as pursuing internal adjustments to support Scope 3 reductions.

SCOPE 1 - VEHICLE FLEET					
CATEGORY	STRATEGY	REDUCTION POTENTIAL	FINANCIAL INVESTMENT	POTENTIAL PARTNER(S)	TIMEFRAME
Fleet Strategy	Properly Maintain Vehicle Fleet			EGR Staff/Police/Fire Department	Short-term
EGR should ensure the vehicle fleet is properly maintained in order to save fuel usage. Keeping tires properly inflated can improve gas mileage by 0.6% on average. The proper tire pressure for vehicles can be found in the owner's manual for the vehicle. Additionally, vehicle gas mileage can improve by 1-2% by using the manufacturer's recommended grade of motor oil. These simple maintenance techniques are minimal in cost, but improve vehicle efficiency.					
Fleet Strategy	Electrify Vehicles			Local Dealerships	Long-term
Based on total cost of ownership, vehicles up for retirement in a 15-year timespan, and ICE vehicles with a comparable electric option, there are roughly 10 current fleet vehicles that could be electrified from 2024-2039. However, new technologies and options may be available for specific vehicles' needs (street sweeper, vocational truck, etc.) as organizations continue to advance technologies, so continue to evaluate new options as they reach the market.					
Fleet Strategy	Support EV Infrastructure			HAGE Automotive	Mid-term
Continue to support infrastructure improvements and funding opportunities to install more charging stations to facilitate the transition to an electric vehicle fleet (and broader community-wide electric vehicle conversions).					
Fleet Strategy	Offsets			DTE	Long-term
If complete EV conversion is not reasonable by 2040, fuel offsets can support carbon neutrality. Given the longer lifetime of the City's vehicles and the challenge of cost-effectively converting the entire fleet, this strategy will likely be needed to achieve carbon neutrality by 2040. However, the City should continue to convert the fleet beyond 2040 to eliminate the need to purchase offsets.					

# STRATEGIES AND ACTIONS



## PAST & CURRENT ACTIONS

EGR has been proactive in reducing energy consumption and GHG emissions over the years. These actions position EGR in an ideal situation to achieve its carbon neutrality aspiration. Several key actions are beginning to significantly improve our GHG emissions output:

- The EGR Community Center Complex was built to achieve Leadership in Energy & Environmental Design (LEED) Silver Certification status. The building was assessed and scored on a point system that analyzed adherence to carbon, energy, water, waste, transportation, materials, and health and indoor environmental quality standards. Due to the advanced construction attributes, EGR has been able to avoid a more significant GHG emissions footprint from its operations since 2006.
- One of our most successful actions has been our participation in DTE's Clean Vision Partnership. EGR was the first municipality in Michigan to participate in the Clean Vision Natural Gas Balance voluntary program. This program gave us the opportunity to purchase Renewable Natural Gas-Environmental Attributes (RNG-EA) and Nature-Based Carbon Offset Credits (COCs) to reduce the emissions of our Natural Gas usage. We opted to purchase 95% carbon offsets and 5% renewable natural gas, creating 100% offset of natural gas carbon emissions for City operations. The RNG-EA component creates a greater local impact by leveraging our existing partnership with the City of Grand Rapids' Biodigester. This action is evaluated by the Midwest Renewable Energy Tracking System (M-RETS) which verifies the RNG-EA component. Meanwhile, the COCs are sourced from the Pigeon River forest near Gaylor, MI which is tracked by the American Carbon Registry (ACR). These evaluation and tracking processes ensure that our goals for carbon offsetting are being reached.
- Solar panels are installed on city-owned facilities, including our Community Center Complex and Public Works buildings. Through our partnership with BluePath Solar, we have executed a Power Purchase Agreement that will last for 25 years, with the potential for renewal for two, 5-year extensions. It is estimated the savings for the City will be over \$240,000, and as this program grows, it will be an important partnership to generate reductions toward our carbon footprint. The solar arrays 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.

- EGR purchased three F-150 Ford Lighting Supercrew electric vehicles for use by the Departments of Public Works, Public Safety and Parks and Recreation. These vehicles will be tested to provide necessary feedback to help determine the opportunity to transition the remaining fleet to electric vehicles.

We have many other actions that have been completed city-wide that encourage environmental protection and GHG emission reductions, including:

- The gaslights in EGR's historic Gaslight Village were converted from natural gas to electricity in 2020.
- A new high-efficiency boiler for the City's snowmelt system was installed. Another boiler is planned for installation to replace the remaining two natural gas-fired boilers.
- Through a partnership with Hage Automotive of Detroit, MI, EGR has installed four Level 2 Electric Vehicle charging stations at no cost to the City. These charging stations are available for public use and EGR will maintain these spaces and, in the future, work toward expanding this program as our electric vehicle fleet grows. These stations will provide valuable data on the extent of charging station use within the community.

## FUTURE ACTIONS

Current reduction initiatives will play a key part in supporting EGR's path to carbon neutrality. However, additional actions and strategies will be necessary to meet EGR's 2040 carbon neutrality goal. However, this strategy needs to be met with a sense of flexibility. New technologies are consistently evolving and new partnerships for decarbonization will continue to arise. The costs for implementing these actions are also certain to change. While the following actions support decarbonization by 2040, these actions may shift or be modified based on emerging technologies, solutions and cost effectiveness.

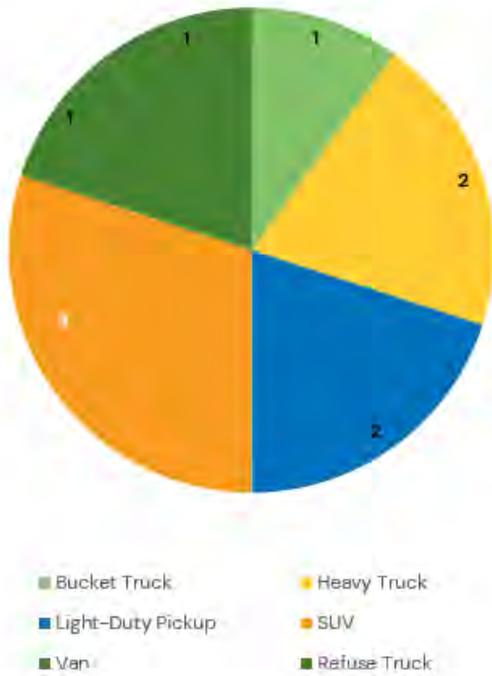


## Excerpts from ICF/CE Fleet Evaluation-Below

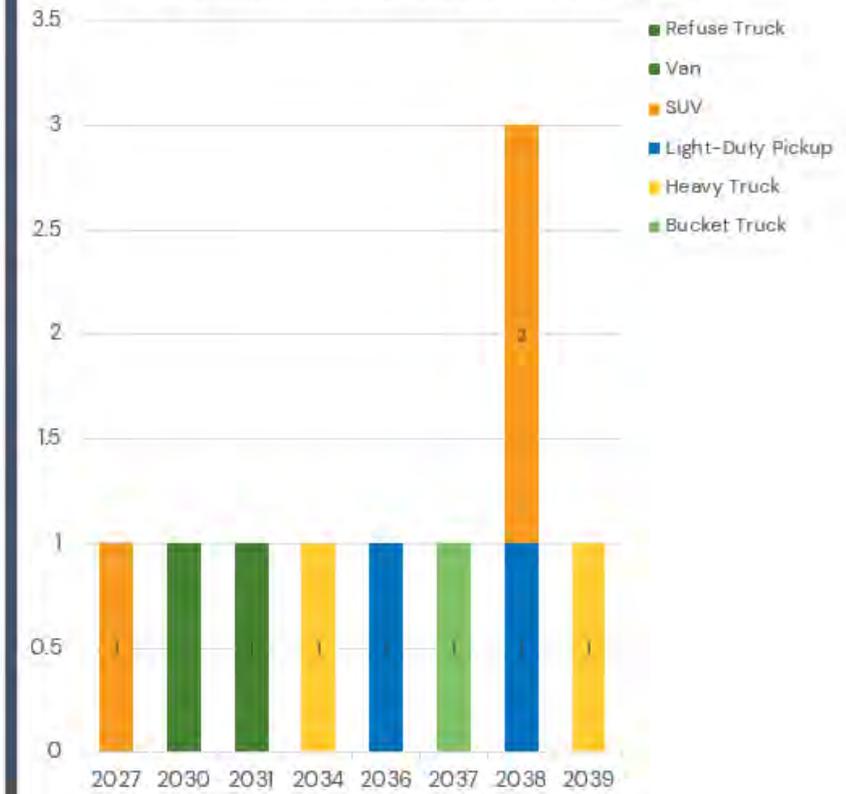


## → Fleet Assessment Vehicle Breakdown

**A. Recommended EV Replacements by Vehicle Type**



**B. Recommended EV Replacement Timeline**



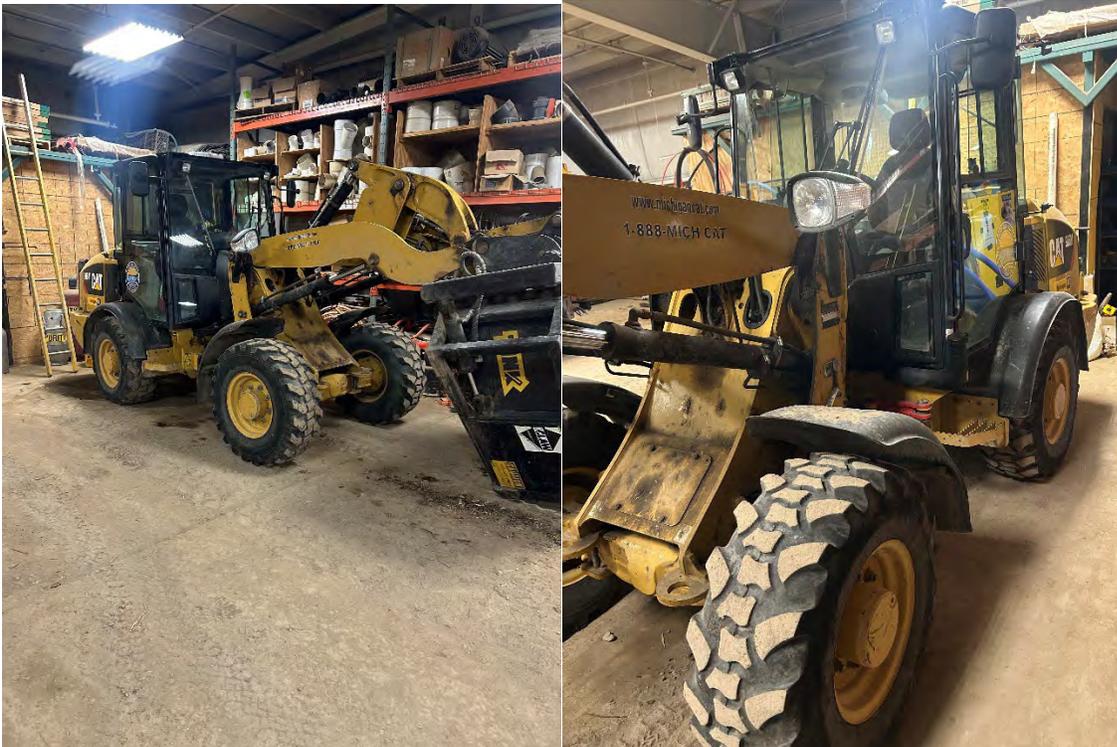
As an alternative to EV or alternative fuel option vehicles currently available in the market, and to align with vehicle use/operational requirements in conjunction with environmental sustainability strategy noted in the CAP, please note recommendations in the vehicles assessment report that are included with materials for this agenda item.

**REVIEWED & APPROVED FOR SUBMISSION:**

Shea Charles  
City Manager

## MERF Vehicle Assessments and Replacements FY 25-26

1. #120 - 2017 Caterpillar mini-loader:
  - 12,653 miles and 2,681 hours.
  - Used all year long and daily for leaf season through winter maintenance.
  - Recommended to keep in fleet due to winter maintenance enhancements and secondary leaf collection vehicle.
  - Vehicle Replacement: 2025 Caterpillar 906 - MiDeal Contract #240000000165, with upfitting ~\$130,000.
  - Climate Action Plan (CAP). There is currently not an operational equivalent mini-loader available outside of demos that are not available in the West Michigan market. The Caterpillar 906 offers several environmental benefits, primarily through its compliant engine and fuel efficiency features. The engine is designed to meet/exceed emission standards, reducing pollutants like nitrogen oxides and particulate matter, while also incorporating features like auto engine shutdown to minimize idle time and fuel consumption during operation.



2. #132 – 2013 GMC Sierra 3500 1-ton with dump box:
  - Vehicle has exceeded useful life of 10 years – we have deferred this vehicle a few years.
  - Frame is rusted and weakening, causing dump box issues.

- Stainless steel dump bed has holes and patches in it from heavy use.
- 43,704 miles and 6,263 hours.
- Driver's seat is ripped and breaking down.
- Vehicle Replacement: 2025 F-350 4x4 Chassis-Gorno Ford, MiDeal Contract #MA240000001193 and dump box upfit with Truck and Trailer Specialties, MiDeal Contract# 240000000167, combined with upfitting \$60,000.
- Climate Action Plan (CAP). The Ford F-350 with the 7.3L V8 and 10-speed automatic transmission offers several environmental benefits, including fuel efficiency and a focus on durability for harsh conditions. Also see ICE/CE report from fleet analysis in this report after #133 as it pertains to both #132 and #133.





3. #133 – 2013 GMC Sierra 3500 1-ton with dump box:

- Vehicle has exceeded useful life of 10 years – we have deferred this vehicle a few years.
- This GM model of 1-ton trucks, have experienced valve lifter failures. This issue is often linked to GM's Active Fuel Management (AFM) and Dynamic Fuel Management (DFM) systems, which are designed to switch cylinders on and off for better fuel efficiency. When lifters fail, they can cause a variety of problems, including ticking noises, misfires, and engine performance issues. Truck #133 currently has this issue which has the truck currently out of service.
- Frame is rusted and weakening, causing dump box issues.
- Stainless steel dump bed has holes and patches in it from heavy use.
- 43,723 miles and 6,269 hours.
- The driver's seat is ripped and breaking down.
- Vehicle Replacement: 2025 F-350 4x4 Chassis-Gorno Ford, MiDeal Contract #MA240000001193 and dump box upfit with Truck and Trailer Specialties, MiDeal Contract# 240000000167, combined with upfitting \$60,000.
- Climate Action Plan (CAP). The Ford F-350 with the 7.3L V8 and 10-speed automatic transmission offers several environmental benefits, including fuel efficiency and a focus on durability during challenging conditions.



## ICF/CE Fleet Analysis Related to Heavy Duty Trucks #132 and #133 Excerpt-Below

### **Electric Snowplows**

There are a limited number of commercially available BEVs that are compatible with snowplows. However, the medium- and heavy-duty EV market is rapidly evolving and further advancements in this area are expected in the next 5 years. Currently, the only available BEVs that are compatible with snowplows are aftermarket Ford conversions from ZEVx:

- ZEVx Ford F-Series (Pickup)
- ZEVx Ford F-Series (Chassis Cab)

### **Used Vehicles**

Sales of EVs increased rapidly toward the end of the last decade, and as such, used EVs are becoming available for fleet purchase. Used vehicles have not been included in this analysis, but may be a cost-effective option for purchase. Considerations of battery life and quality, range, and maintenance that accompanied the first generation of new EVs are pertinent. However, due to regenerative braking, EVs typically have less wear and tear on the drivetrain and therefore are a good fit to extend the vehicle lifespan. Batteries are generally expected to last upwards of 10 years, with newer models capable of longer lifetimes. On average, EV battery degradation is about 2% per year.

According to the [World Resources Institute](#), 80% of all new EVs that are leased enter the used vehicle market just a few years later at a much lower price, under 40,000 miles, and only halfway through their warranties (EV manufacturers' warranties typically cover 8 years, or 100,000 miles). Additionally, with fewer moving parts, EVs require little maintenance in comparison to ICE vehicles, further factoring into a positive investment. For further information on used EV availability and pricing, see the Recurrent [Used Electric Car Prices & Market Report](#).

### **Carrying and Towing Heavy Loads**

Electric trucks usually have more power and torque than ICE vehicles, making them capable of towing similar loads as ICE equivalents. The Ford F-150 Lightning and the Chevrolet Silverado EV have tow ratings of 10,000 lbs. and the Rivian R1T has a tow rating of 11,000 lbs. Both ICE vehicles and EVs experience significant fuel efficiency reductions when carrying or towing heavy loads. Towing with an EV is estimated to reduce range by between 30%-70% depending on the weight and aerodynamics of the trailer. EVs have lower

East Grand Rapids Fleet Electrification Assessment - 33

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payload ratings than their ICE equivalents, usually in the 1,500 lbs. range for light-duty vehicles, because the heavy weight of electric batteries reduces the remaining weight capacity of the chassis. A heavy payload will not impact EV range as much as towing, but it may reduce EV range by 5% or more. EV towing capacity may improve over time as battery weights are reduced and vehicle chassis design is improved.

4. #137 – 2015 Vactor 2100 on International Chassis:

- Vehicle has reached its useful life, vehicle has been used extensively the last 5-years for hydro-excavation work for watermain lining and lead service line replacements causing wear and tear in the debris tank and suction tube.
- The main pump for jet rodding is having water pressure and pumping issues.
- Engine and chassis have dozens of electrical modules, and many are failing (design issue from manufacturers) these are extremely difficult and expensive to locate and repair.
- 25,774 miles and 6,034 hours.
- Vehicle Replacement: 2026 International HV607 Chassis Equipped with 900-ECO Combination Sewer Cleaner –Frederickson Supply, Sourcewell Contract #101221-SCA, with upfitting \$650,000.
- Climate Action Plan (CAP). There is currently not an operational equivalent for the sewer vacuum truck. To align with the CAP, the truck recommended for purchase includes reduced emissions. The engine is a low Nitrogen Oxide-Certified Clean Idle engine, which is similar to recent dump/plow trucks purchased last year, so parts and operational/mechanical familiarity is also beneficial.



5. #577 – 2008 Bobcat 430 Mini-Excavator:

- Vehicle has reached its useful life and has been deferred in the last 4 years.
- Boom cylinders and pins are worn causing settling and inadequate operator response that could potentially create an unsafe excavation scenarios.
- Main hydraulic valve that powers all functions of the vehicle is starting to fail causing boom functions to not work.
- 2,679 hours.
- Vehicle Replacement: 2025 Caterpillar 304 -Michigan CAT, MiDeal #240000000165, with upfitting \$70,000.
- Climate Action Plan (CAP). There is currently not an operational equivalent mini-excavator available on the market beyond specialty demos that are not available in the West Michigan Market. The 2025 replacement Auto Idle helps reduce unnecessary fuel burn and greenhouse gas emissions by allowing the engine to automatically go into idle mode when the machine is not working. • Engine Idle Shutdown Timer reduces fuel burn, greenhouse gas emissions and unnecessary idle time by shutting down the machine after a pre-set idling period. Engines with no aftertreatment devices can use higher blends, up to 100% biodiesel. This is an option that is being reviewed as the city streetsweeper also has the capability to use biodiesel as an alternative fuel to align with the CAP.



6. Packer body off Truck 108:

- Packer body is 22 years old.
- Has rust holes throughout entire body.
- All hydraulic cylinders are leaking.
- Equipment Replacement: Leach Alpha III -Frederickson Supply, Sourcewell Contract #110223-LEG., with upfitting \$120,000.
- Climate Action Plan (CAP). The packer unit runs off of hydraulic power from existing truck and does not independently generate any carbon emissions.



7. #587 – Tink Claw Bucket:

- Bucket is 16 years old.
- The tube frame is bending.
- Hydraulic cylinders are worn and leaking.
- Equipment Replacement: 2025 Tink Claw-Michigan CAT, sole source, \$20,000.
- Climate Action Plan (CAP). The packer unit runs off of hydraulic power from existing truck and does not independently generate any carbon emissions.



8. #704 – Tink Claw Bucket:

- Breaks in welds.
- Has reached the end of its useful life.
- Equipment Replacement: 2025 Tink Claw-Michigan CAT, Sole source, \$20,000.
- Climate Action Plan (CAP). The packer unit runs off of hydraulic power from existing truck and does not independently generate any carbon emissions.



9. #TBD -Command Vehicle-Director of Public Safety:

- Vehicle Replacement: Ford Maverick AWD Hybrid-Gorno Ford, MiDeal Contract #MA24000001193, with upfitting \$40,000.
- Climate Action Plan (CAP). The ICE/CE alignment for command/administrative vehicles. Hybrid vehicle option aligns with carbon reduction and operability requirements for continual operation for response/administrative needs.





# CITY OF EAST GRAND RAPIDS

750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506

SHARLA SEATH  
FINANCE DIRECTOR

## MEMORANDUM

TO: Mayor and City Commissioners  
FROM: Sharla Seath, Finance Director/Treasurer  
DATE: May 13, 2025

RE: Financial report for the nine-month period ended March 31, 2025

The following reports represent the City’s financial standing for the three-month period ending March 31, 2025. Refer to proceeding documents for detailed information.

## **GENERAL FUND**

As presented, General Fund revenues are \$13,647,319 of the \$14,761,660 budget which equates to 92% of expected revenues for FY 24-25 and is well in line for the being 50% through the year as well comparable to last year. The City has collected 99% of its budgeted tax roll, which is 76% of total revenue. The City has settled the taxes for this Fiscal year with the County as of 02/28/2025 and are just waiting for the settlement check which usually is distributed in early June. Then the tax collection will be 100%. The City’s other main source of revenue is State revenue sharing, which is received in quarterly payments that start in October after the State’s fiscal year commences. As of 03/31/2025 the City has received approximately 50% of this revenue. The City is also doing well with interest earnings and should end close to \$800,000 in revenue for this fiscal year.

Expenditure through for the 3rd quarter of the year should be approximately 75% of the budget. In total expenditure in the general fund is aligning with this estimate. As stated in the past financial memos, the large expense for the annual pension contribution has already been fully expensed. Also, most of the transfers to other funds have been made as of the end of this quarter.

## **MAJOR, LOCAL & MUNICIPAL STREET FUND**

These funds are summarized in the following worksheets through March 31, 2025. Revenue in these funds has been received through the 3rd quarter and is as to be expected. Expenditures are also in line with past years at this time. Projects that are completed and allowed under Act 51 PA 1951, as amended, are transferred back into the Major/Local Streets for Act 51 reporting purposes.

## **WATER AND SEWER FUND**

Revenues for the nine-month period ending March 31, 2025 are \$3,630,249 and are made up of billings for Water & Sewer through February 2025. Usage charges are a month behind throughout the year and are accrued back in June for year-end revenue recognition. Currently revenue is at 67.6% of the \$5,369,870 adopted budget amount for the fiscal year. The City also began receiving its reimbursement through the State TMF-LSLR Grant, which refunds the City for expenditures related to the investigation into finding Lead Service Lines throughout the City. The City has received \$73,000 in reimbursement thus far, with a 2<sup>nd</sup> reimbursement request recently sent to the State.

Expenses for the nine-month period ending March 31, 2025 totaled \$3,695,842 or 57.6% of the amended budgeted amount of \$6,412,030. Many of the projects that are planned in this fund are completed in the spring, so expenses related to these projects will be expended prior to the end of the year for projects that were completed prior to June 30. Overall, the Water and Sewer Fund expenses through March 31, 2025 were as expected and similar in percentage from past years.

**Also included in this report is the 3rd Quarter Cash Summary by fund.**

**REVIEWED & APPROVED FOR SUBMISSION**

A handwritten signature in black ink, appearing to read 'Shea Charles', written in a cursive style.

Shea Charles, City Manager

CITY OF EAST GRAND RAPIDS  
3rd QUARTER REVENUE AND EXPENDITURE REPORT FY2024-2025 Thru 03/31/2025  
with comparison through 03/31/2024

	Original Budget 2024- 2025	Adopted Budget 2024- 2025	YTD Thru 03/31/2025	% of Budget	Difference 2024 to 2023	Adopted Budget 2023- 2024	YTD Thru 03/31/2024	% of Budget
<b>Revenue</b>								
Taxes	10,985,300	10,985,300	10,953,939	100%	636,179	10,359,900	10,317,760	100%
Intergovernmental	1,400,060	1,454,080	755,875	52%	(60,121)	1,466,450	815,996	56%
Charges for Services	485,600	478,180	363,377	76%	(14,269)	593,000	377,646	64%
Parks & Recreation	1,167,700	1,173,200	783,513	67%	13,939	1,015,770	769,574	76%
Public Safety	27,000	27,000	13,296	49%	380	27,000	12,916	48%
Licenses & Permits	90,000	90,000	53,417	59%	4,382	90,000	49,035	54%
Interst	275,000	500,000	683,477	137%	45,992	500,000	637,484	127%
Other Revenue	53,900	53,900	40,425	75%	-	53,900	40,425	75%
Transfers In	-	-	-		-	-	-	
<b>Total Revenue</b>	<b>14,484,560</b>	<b>14,761,660</b>	<b>13,647,319</b>	<b>92%</b>	<b>626,482</b>	<b>14,106,020</b>	<b>13,020,836</b>	<b>92%</b>
<b>Expenditures</b>								
<b>GENERAL GOVERNMENT</b>								
City Commission	30,300	38,900	22,372	58%	7,902	30,200	14,470	48%
City Manager	450,600	462,430	306,443	66%	(13,562)	421,710	320,005	76%
Elections	57,000	52,300	42,175	81%	1,684	34,500	40,491	117%
Assessor	175,740	180,520	126,524	70%	9,286	148,860	117,238	79%
City Attorney	300,000	300,000	168,615	56%	2,626	300,000	165,989	55%
Finance	765,610	777,480	562,691	72%	44,591	701,200	518,100	74%
General Administration	1,275,000	1,265,900	1,264,894	100%	(315,380)	1,476,700	1,580,274	107%
<b>TOTAL GENERAL GOVERNMENT</b>	<b>3,054,250</b>	<b>3,077,530</b>	<b>2,493,713</b>		<b>(262,855)</b>	<b>3,113,170</b>	<b>2,756,568</b>	
<b>CITY SERVICES</b>								
City Buildings	1,772,640	2,040,410	1,372,076	67%	596,414	1,660,210	775,663	47%
Zoning Administration	206,580	206,580	133,826	65%	35,247	187,900	98,579	52%
City Engineering	-	94,500	135,188	143%	95,418	223,000	39,770	18%
Street Lighting	111,000	111,000	82,561	74%	17,642	106,100	64,919	61%
Gaslight Village Busniess District	324,260	324,260	107,057	33%	(106,684)	297,680	213,740	72%
Waste Collection	528,450	528,450	361,791	68%	35,107	508,200	326,683	64%
Lake Treatment	43,000	43,000	42,055	98%	39,372	22,000	2,683	12%
Tree Manintenance & Removal	185,900	185,900	144,006	77%	30,517	190,700	113,489	60%
<b>TOTAL CITY SERVICES</b>	<b>3,171,830</b>	<b>3,534,100</b>	<b>2,378,560</b>		<b>743,034</b>	<b>3,195,790</b>	<b>1,635,526</b>	
<b>PUBLIC SAFETY</b>								
Public Safety	5,061,020	5,061,020	3,190,775	63%	(318,136)	5,043,830	3,508,911	70%
Public Safety State Programs	5,500	5,500	4,792	87%	(5,161)	5,500	9,953	181%
<b>TOTAL PUBLIC SAFETY</b>	<b>5,066,520</b>	<b>5,066,520</b>	<b>3,195,567</b>		<b>(323,297)</b>	<b>5,049,330</b>	<b>3,518,864</b>	
<b>PARKS &amp; RECREASTION</b>								
Recreation	981,750	1,268,370	781,966	62%	21,630	1,093,480	760,336	70%
Pool Programs	291,000	291,000	86,565	30%	(104,183)	274,290	190,748	70%
Special Events	154,990	154,990	90,745	59%	11,572	150,010	79,173	53%
Recreation Programming	109,000	109,000	74,001	68%	(2,974)	97,300	76,974	79%
Grounds Maintenance	448,850	448,850	268,676	60%	12,286	435,550	256,391	59%
Recreation Sports	213,290	213,290	157,565	74%	27,815	228,340	129,750	57%
Middle School Sports	82,200	82,200	65,877	80%	17,450	66,150	48,428	73%
Acquatic Club (Waves)	154,380	154,380	27,366	18%	(35,507)	133,670	62,873	47%
<b>TOTAL PARKS &amp; RECREASTION</b>	<b>2,435,460</b>	<b>2,722,080</b>	<b>1,552,762</b>		<b>(51,911)</b>	<b>2,478,790</b>	<b>1,604,673</b>	
<b>TRANSFERS OUT</b>	<b>1,280,000</b>	<b>1,280,000</b>	<b>1,120,000</b>	<b>88%</b>		<b>1,070,000</b>	<b>1,070,000</b>	<b>100%</b>
<b>Total Expenditures</b>	<b>15,008,060</b>	<b>15,680,230</b>	<b>10,740,602</b>	<b>68%</b>		<b>14,907,080</b>	<b>10,585,631</b>	<b>71%</b>
<b>Total (Use) Gain of Fund Balance</b>	<b>(523,500)</b>	<b>(918,570)</b>	<b>2,906,717</b>			<b>(801,060)</b>	<b>2,435,206</b>	

## Cash and Investments by Fund Quarter Ending 03/31/2025

	Special Revenue				Debt Service			Capital Projects	Enterprise	Internal Service					TOTAL	
	General	Major Street	Local Street	Municipal Street	Drug Seizure	FED ARPA	Parks Milage DS	Municipal Complex	Parks Captial Fund	Water and Sewer	Health Insurance	MERF	Retirement	OPEB		Special Assessment
	101/701/099	202	203	204	265	286	308	372	408	592	677	692	731	736	810	
<b>CHECKING ACCOUNTS</b>																
Fifth Third	\$ (7,191,361)	\$ 410,851	\$ (398,404)	\$ 3,039,951	\$ 31,890	\$ 822	\$ 7,032	\$ 20,609	\$ 2,989,676	\$ 2,115,620	\$ 528,529	\$ 1,086,352	\$ -	\$ (525,838)	\$ 10,557	\$ <b>2,126,284</b>
<b>Total Checking Accounts</b>	\$ <b>(7,191,361)</b>	\$ <b>410,851</b>	\$ <b>(398,404)</b>	\$ <b>3,039,951</b>	\$ <b>31,890</b>	\$ <b>822</b>	\$ <b>7,032</b>	\$ <b>20,609</b>	\$ <b>2,989,676</b>	\$ <b>2,115,620</b>	\$ <b>528,529</b>	\$ <b>1,086,352</b>	\$ <b>-</b>	\$ <b>(525,838)</b>	\$ <b>10,557</b>	\$ <b>2,126,284</b>
<b>INVESTMENTS</b>																
Kent County Investment Pool	\$ 2,744,782	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ <b>2,744,782</b>
Michigan Class Invesment Pool	\$ 14,196,445					\$ 285,504			\$ 970,813							
<b>Total Investments:</b>	<u>16,941,227</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>285,504</u>	<u>-</u>	<u>-</u>	<u>970,813</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<b>18,197,543</b>
Investment with Trustee	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,596,628	\$ 1,907,512	\$ -	\$ <b>14,504,140</b>
<b>Total Investments</b>	\$ <b>16,941,227</b>	\$ <b>-</b>	\$ <b>-</b>	\$ <b>-</b>	\$ <b>-</b>	\$ <b>285,504</b>	\$ <b>-</b>	\$ <b>-</b>	\$ <b>970,813</b>	\$ <b>-</b>	\$ <b>-</b>	\$ <b>-</b>	\$ <b>12,596,628</b>	\$ <b>1,907,512</b>	\$ <b>-</b>	\$ <b>32,701,684</b>
<b>Total Checking and Investments</b>	\$ <b>9,749,865</b>	\$ <b>410,851</b>	\$ <b>(398,404)</b>	\$ <b>3,039,951</b>	\$ <b>31,890</b>	\$ <b>286,326</b>	\$ <b>7,032</b>	\$ <b>20,609</b>	\$ <b>3,960,489</b>	\$ <b>2,115,620</b>	\$ <b>528,529</b>	\$ <b>1,086,352</b>	\$ <b>12,596,628</b>	\$ <b>1,381,674</b>	\$ <b>10,557</b>	\$ <b>34,827,968</b>

**Major Street Fund**

	Original Budget	Amended Budget	Actual	Percent of Budget
<b>Revenues:</b>				
State Funding	1,075,420	1,075,420	689,826	64.1%
Interest and rents	-	-	-	#DIV/0!
Other Revenue	-	-	-	0.0%
Transfers In	-	-	-	#DIV/0!
<b>Total Revenues</b>	<b>1,075,420</b>	<b>1,075,420</b>	<b>689,826</b>	<b>64.1%</b>

	Original Budget	Amended Budget	Actual	Percent of Budget
<b>Expenditures</b>				
City Engineering	141,300	166,300	147,843	88.9%
Street Construction	364,000	262,100	185,302	70.7%
Routine Maintenance	372,650	375,950	268,332	71.4%
Traffic Services	420,600	479,200	234,598	49.0%
Winter Maintenance	231,500	246,500	151,603	61.5%
Street Administration	108,100	108,100	70,759	65.5%
<b>Total Expenditures</b>	<b>1,638,150</b>	<b>1,638,150</b>	<b>1,058,437</b>	<b>64.6%</b>

**Total Gain (Use) of Fund Balance** (562,730) (562,730) (368,610)

**Municipal Street Fund**

	Original Budget	Amended Budget	Actual	Percent of Budget
<b>Revenues:</b>				
Taxes & Penalties	1,675,400	1,675,400	1,669,461	99.6%
Transfers In	510,500	510,500	500,000	97.9%
<b>Total Revenues</b>	<b>2,185,900</b>	<b>2,185,900</b>	<b>2,169,461</b>	<b>99.2%</b>

	Original Budget	Amended Budget	Actual	Percent of Budget
<b>Expenditures</b>				
Sidewalks	700,000	700,000	13,933	2.0%
Storm Drains	123,000	123,000	119,819	97.4%
Routine Maintenance	5,000	5,000	-	0.0%
Transfers Out	1,570,390	1,570,390	-	0.0%
<b>Total Expenditures</b>	<b>2,398,390</b>	<b>2,398,390</b>	<b>133,752</b>	<b>5.6%</b>

**Total Gain (Use) of Fund Balance** (212,490) (212,490) 2,035,709

**Local Street Fund**

	Original Budget	Amended Budget	Actual	Percent of Budget
<b>Revenues:</b>				
State Funding	403,310	403,310	274,971	68.2%
Interest and rents	-	-	-	#DIV/0!
Transfers In	2,070,390	2,070,390	500,000	24.2%
<b>Total Revenues</b>	<b>2,473,700</b>	<b>2,473,700</b>	<b>774,971</b>	<b>31.3%</b>

	Original Budget	Amended Budget	Actual	Percent of Budget
<b>Expenditures</b>				
City Engineering	95,300	100,300	79,579	79.3%
Street Construction	1,666,000	1,618,550	502,142	31.0%
Routine Maintenance	631,050	649,550	437,605	67.4%
Traffic Services	39,600	48,550	48,832	100.6%
Winter Maintenance	221,300	236,300	168,886	71.5%
Street Administration	116,750	116,750	70,754	60.6%
<b>Total Expenditures</b>	<b>2,770,000</b>	<b>2,770,000</b>	<b>1,307,798</b>	<b>47.2%</b>

**Total Gain (Use) of Fund Balance** (296,300) (296,300) (532,827)

**Water and Sewer Fund**

	Original Budget	Amended Budget	Actual	Percent of Budget
<b>Revenues:</b>				
Charges for services:				
Readiness-to-Serve	2,902,620	2,902,620	1,967,122	67.8%
Metered Water	885,000	885,000	642,575	72.6%
Sewage Disposal	1,317,250	1,317,250	897,226	68.1%
Other	20,000	20,000	12,861	64.3%
State Funding	-	-	72,774	#DIV/0!
Fines and forfeits	45,000	45,000	37,692	83.8%
Investment Earnings	20,000	20,000	-	0.0%
Transfers In	180,000	180,000	-	0.0%
<b>Total Revenues</b>	<b>5,369,870</b>	<b>5,369,870</b>	<b>3,630,249</b>	<b>67.6%</b>

	Original Budget	Amended Budget	Actual	Percent of Budget
<b>Expenses:</b>				
Supply and usage charges				
Water	986,600	986,600	652,195	66.1%
Sewer	1,275,230	1,275,230	642,780	50.4%
Operating expenses	3,389,230	3,590,200	2,400,866	66.9%
Depreciation	560,000	560,000	-	0.0%
<b>Total Expenditures</b>	<b>6,211,060</b>	<b>6,412,030</b>	<b>3,695,842</b>	<b>57.6%</b>

**Total Gain (Use) of Fund Balance** (841,190) (1,042,160) (65,593)



CITY OF  
EAST GRAND RAPIDS

750 LAKESIDE DRIVE SE • EAST GRAND RAPIDS, MICHIGAN 49506

**MEMORANDUM**

TO: Mayor and City Commissioners  
FROM: Sharla Seath, Finance Director  
DATE: May 13, 2025  
RE: FY 2024-25 Budget Amendments

**Action Requested:** That the City Commission approve the attached resolution amending the FY 2024-25 budget.

**Background:** The General Fund and Special Revenue Funds have been detailed by department/category on the worksheets attached to the resolution due to their budget level being approved by department subtotal. A couple of adjustments being made that finance would like to highlight are listed below.

**General Fund:** Some changes that were specific to the General Fund are listed below:

1. Public Safety received \$39,000 from MCOLES for training. This revenue was moved to Fund 205, since it will be tracked independently from the General Fund.
2. Interest earnings revenue being budgeted closer to actual, \$300,000 change
3. Revenue from EGRPS for 50% of the cost of Remington field upgrades, construction cost previously budgeted.
4. Revenue and expenditure budgeted for new workspace in Library, funded by Friends of the Library
5. Reimbursement from DTE for the incorrect rate billed to the City after conversion of the gaslight lamps from gas to LED.
6. Public Safety reduction in overall wages due to vacancies in department
7. Increase expenditure line for Commission approved HRC contract related to the DTE gas line project

Local/Municipal Streets – Additional funding budgeted to be transferred to Local Streets to cover current budgeted projects

408 Parks Capital Projects – Eliminated revenue and expenditure originally budgeted for Remington Field upgrades that is being funded from the General Fund.

**REVIEWED & APPROVED FOR SUBMISSION:**

Shea Charles, City Manager

RESOLUTION 2024 - \_\_\_\_\_  
RESOLUTION AMENDING FY 2024-2025 FISCAL YEAR BUDGET

The following resolution was offered by Commissioner \_\_\_\_\_, and supported by Commissioner \_\_\_\_\_;

- WHEREAS, it is necessary to amend the appropriations of the City's budget by making the proper adjustments and transfers where necessary; and
- WHEREAS, that various funds may require a change in appropriations due to a change in unanticipated
- WHEREAS, departments have reviewed their budget and are proposing the adjustments to be made; and
- WHEREAS, the City Manager has reviewed the amendments and is recommending that the adjustments be
- WHEREAS, the Commission may adopt general funds\* and special revenue funds\* for FY 2024-2025 by departmental appropriation subtotal as presented in attached information; and
- WHEREAS, the Commission may adopt the non-general funds and non-special revenue funds for FY 2024-2025 by fund total; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of East Grand Rapids that the budget be amended as follows:

		Adopted Budget	Proposed Amendments	Proposed Budget
GENERAL FUND*	Revenues	14,761,660	583,790	15,345,450
	Expenditures	15,680,230	160,310	15,840,540
	Fund Balance Change	<u>(918,570)</u>	<u>423,480</u>	<u>(495,090)</u>
MAJOR STREET*	Revenues	1,075,420	-	1,075,420
	Expenditures	1,638,150	-	1,638,150
	Fund Balance Change	<u>(562,730)</u>	<u>-</u>	<u>(562,730)</u>
LOCAL STREET*	Revenues	2,473,700	135,000	2,608,700
	Expenditures	2,770,000	-	2,770,000
	Fund Balance Change	<u>(296,300)</u>	<u>135,000</u>	<u>(161,300)</u>
MUNICIPAL STREET*	Revenues	2,185,900	-	2,185,900
	Expenditures	2,398,390	135,000	2,533,390
	Fund Balance Change	<u>(212,490)</u>	<u>(135,000)</u>	<u>(347,490)</u>
ARPA FUND	Revenues	-	-	-
	Expenditures	180,000	-	180,000
	Fund Balance Change	<u>(180,000)</u>	<u>-</u>	<u>(180,000)</u>
PARKS CAPITAL PROJECT	Revenues	455,000	(150,000)	305,000
	Expenditures	3,606,500	(300,000)	3,306,500
	Fund Balance Change	<u>(3,151,500)</u>	<u>150,000</u>	<u>(3,001,500)</u>

- AYES:  
NAYS:  
ABSENT:

I, Lori Parmenter, the duly appointed Clerk of the City of East Grand Rapids, do hereby certify that the foregoing is a true and complete copy of a Resolution adopted by the City of East Grand Rapids at a Regular Meeting held May 19, 2025 in compliance with the Open Meetings Act, Act No. 267 of the Public Acts of Michigan, 1976, as amended, the minutes of the meeting were kept and will be or have been made available as required by said Act.

**CITY OF EAST GRAND RAPIDS**

BY: \_\_\_\_\_

Lori Parmenter, City Clerk

PROCEEDINGS OF THE CITY COMMISSION  
CITY OF EAST GRAND RAPIDS

**Regular Meeting Held May 5, 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; Zoning Administrator Gianotti, City Planner LaBlanc; City Clerk Parmenter.

2025-57. The agenda was approved.

2025-58. Public comment:

Sean Sperling, 1779 Whitfield, thanked Doug La Fave and team for the additional high visibility crossing and discussed conflict of interest.

James Panter read a letter written by Sharon Barkwell.

Erica Dunten, 2100 Gorham, we are a community and asked that everyone be respectful of everybody at all times.

2025-59. Mayor and City Commission comments, including committee liaison reports.

Commissioner Groff-Blaszak thanked Doug La Fave on the RRFB’s and spoke about electric bikes and scooters.

Commissioner Hunter noted that EGGreen Sustainability Committee exchanged eight gas leaf blowers for certificates for electric blowers.

Mayor Favale asked that everyone keep their eyes open, slow down and watch for pedestrians and stated that the East Grand Rapids Community Foundation funded the gas leaf blower buyback.

City Manager Charles stated that 37 pounds of medication was turned in last Saturday. The Robinson and Cascade pathway is almost complete on Cascade.

2025-60. Gaslight Investors present an updated concept plan.

Zoning Administrator Gianotti reviewed the information.

Traffic consultant Christopher Zull reviewed the traffic study and noted that it would be part of the final approval, reviewed the process and timeline.

City Manager Charles noted that the study would include vehicles, bikes, pedestrians, etc.

Commissioner Hunter asked how much time there would be between the concept and the final plan approval. City Manager Charles stated that it would depend on how fast Gaslight Investors got the final plans done.

Commissioner Groff-Blaszak what do we expect to see from the traffic impact study? Christopher Zull stated you will see level of services for vehicles, connectivity throughout the site, how people are accessing the site, and expect to see zones for parking, safety, sidewalks, etc. He noted that everything adjacent to the site plan is part of the study and is done as part of the final approval process.

Commissioner Schwartz questioned if the traffic study is limited to the adjacent area or if can be expanded. Christopher Zull stated that typically it is only done around adjacent property but can be expanded if wanted. Commissioner Schwartz would like it expand it.

Commissioner Burdick questioned the area at Reeds Lake Blvd., Lakeside Dr. and Lake for traffic flow. City Manager Charles stated that it is something that they are already looking at.

Commissioner Schwartz asked what is sufficient for a traffic study for a community. Christopher Zull stated that this analysis is more than typical.

Commissioner Skaggs questioned what changes might come back to the commission from the concept to final design. City Manager Charles said that if there is something more intense, the commission may be asked to reconsider the concept plan.

Commissioner Groff-Blaszak mentioned that the next steps in the memo state that the draft ordinance goes to the Planning Commission first for a public hearing and wondered why not the City Commission first. City Manager Charles stated that this was a box that they wanted to check off. City Attorney Huff stated that all zoning ordinances have to go to the Planning Commission and the public hearing is a requirement.

Mike Corby, Integrated Architecture, reviewed what has been done to this point with conversations, meetings, altered plans, traffic flow and parking.

Commissioner Schwartz spoke about a rooftop element. Mike Corby said that they have not gotten to that point yet but likes the idea.

Commissioner Schwartz asked why there was more surface parking and has concerns about the community space with traffic of three sides. Mike Corby stated that when they removed parking in building D to bring the height down, it forced them to create more surface parking.

Commissioner Groff-Blaszak asked if private roads were still planned in the development and questioned how they got to the 10% of attainable housing at 100-120 % of the AMI. Mike Corby stated that they are still in talks with the City regarding the roads. Scott Weirda stated that they came up with the attainable housing because of a law that was passed relating to Brownfield Act.

Commissioner Hunter asked if they were willing to be a part of the school/city parking discussions. City Manager Charles stated that they were trying to connect the dots, but we have not suggested or asked them to be at the table at this point.

Commissioner Hunter asked if the service lane is still a pedestrian and bike area. Mike Corby stated that it was.

Commissioner Wessely asked how committed they are to being a part of the parking group and if the parking ramp would be free for retailers. He also stated that he loves the rooftop restaurant idea. Mike Corby stated that parking would be free.

Commissioner Burdick asked if the area could be shutdown for special events. Mike Corby stated that they are open to discussions on that.

Commissioner Skaggs is concerned about surface parking and prioritizing vehicles over pedestrians.

City Manager Charles stated that he was looking for confirmation to develop and amend ordinance incorporating the Planning Commissions requirements and would include any that the Commission set by early next week.

Wessely is in favor.

Judith Baxter, Hall Street, stated the development is too massive.

Jerry Anderson, 4354 Edgemere, reviewed information in the packet and spoke about the ordinance and density.

Betsy Anderson, 435 Edgemere, gave a breakdown of public comment.

Janet Dietsch, 562 Greenwood, doesn't want to live in a busy city and we should compare the current proposed changes to the 2004 plan.

John Fuger, 2738 Elmwood, wants a traffic study before voting on concept and wants someone to make a motion to delay the vote until studies are done.

Suzanne McCarty, 1138 Keenesaw, spoke about the information in the packet.

Erica Dunten, 2100 Gorham, said that we need to lead with data, give people the vote for the development and engage with the community.

Kathleen Gillette, Eldorado Dr., asked why we are not doing the traffic study during football, asked when the Brownfield was going to happen and wants a public hearing on the concept plan.

Sean Sperling, 1779 Whitfield, thanked Commissioner Schwartz for her insight on additional intersections for the traffic study.

City Manager Charles reminded everyone that the purpose of this was to approve the development of the ordinance incorporating the conditions set by the Planning Commission. This is the plan that Gaslight Investors would like the city to consider. The city and schools have been in constant contact regarding the development, and they have no concerns about it.

Commissioner Hunter said that things are unclear and is stuck on their recourse on this and is not sure why studies don't get done first.

Commissioner Burdick wants clarity and is in support of moving forward to get studies done.

Commissioner Wessely stated that staff is very thorough and that the city leads with data.

Commissioner Skaggs stated that there needs to be a balance between the developer and the residents and is not comfortable moving forward.

Commissioner Groff-Blaszak said that conflict is caring, and she is not ready to move forward yet and wants the standards met before moving forward.

Commissioner Schwartz stated that their engagement is more than listening to people in the room and email. There are a lot of people out there that don't want to comment publicly because this is such a heated topic. She reminded everyone that they are

bound by standards, and it doesn't mean that they don't care about the comments. Let the attorneys give us a framework.

Mayor Favale echoed what Commissioner Schwartz, Wessely and Burdick said. She advocates for framework with the ordinance and to email Mr. Charles with suggested changes.

- 2025-61. Consider approving HVAC heat pump/mini-split system equipment and installation in the amount of \$18,452, plus 10% contingency.

Deputy City Manager La Fave reviewed the request.

- 2025-61-A. Burdick-Groff-Blaszak. To approve HVAC heat pump/mini-split system equipment and installation in the amount of \$18,452, plus 10% contingency.

Yeas: Burdick, Groff-Blaszak, Hunter, Schwartz, Skaggs, Wessely and Favale – 7  
Nays: None.

- 2025-62. Consider agreeing to participate in a joint City/School subcommittee to discuss options for High School & Gaslight Village Parking.

City Manager Charles highlighted the request.

Commissioner Burdick asked about a GVBA representative on the committee. City Manager Charles stated that they have not got there yet.

- 2025-62-A. Hunter-Schwartz. To agree to participate in a joint City/School subcommittee to discuss options for High School & Gaslight Village Parking.

Yeas: Burdick, Groff-Blaszak, Hunter, Schwartz, Skaggs, Wessely and Favale – 7  
Nays: None.

- 2025-63. Schwartz-Burdick. To approve the consent agenda as follows:

- 2025-63-A. Minutes of the regular meeting held April 21, 2025.  
2025-63-B. Disbursement of funds: payroll disbursements of \$308,808.83; county and school disbursements of \$147.10, and total remaining disbursements of \$533,028.03.  
2025-63-C. Minutes of the Parks and Recreation meeting held on February 24, 2025.  
2025-63-D. Communications.

Yeas: Burdick, Groff-Blaszak, Hunter, Schwartz, Skaggs, Wessely and Favale – 7  
Nays: None.

- 2025-64. CIP work session.

Mayor Favale questioned rescheduling the work session given the time or continuing on. The consensus was to reschedule the work session.

Lori Parmenter to send out emails for additional availability for work sessions to focus on the budget.

The meeting adjourned at 8:40 p.m., subject to the call of the Mayor until May 19, 2025.

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Lori A Parmenter, City Clerk

**City of East Grand Rapids  
 Agenda of the City Commission  
 Voucher Run Summary May 19, 2025  
 CHECKS #139156-139192 ACH# 709475-709542**

12

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
<b>Fund 101 GENERAL FUND</b>					
<b>Dept 101 CITY COMMISSION</b>					
101-101-9550.05	MISCELLANEOUS	AMAZON	OFFICE SUPPLIES	\$ 322.15	709508
101-101-9550.05	MISCELLANEOUS	DIMENSION GRAPHICS INC	NAME PLATES/COMMISSION BD	\$ 78.00	709508
		Total For Dept 101 CITY COMMISSION		\$ 400.15	
<b>Dept 172 CITY MANAGER</b>					
101-172-8010.21	DEPARTMENT DIRECTOR RETREAT	BAGEL KITCHEN	STRATEGIC PLANNING	\$ 57.33	709508
101-172-8010.21	DEPARTMENT DIRECTOR RETREAT	JIMMY JOHN'S #1157	STRATEGIC PLANNING/LUNCH	\$ 226.05	709508
101-172-8010.21	DEPARTMENT DIRECTOR RETREAT	MEIJER	STRATEGIC PLANNING	\$ 64.96	709508
101-172-8010.42	COMMUNICATIONS	SABO PUBLIC RELATIONS LLC	PROFESSIONAL COMM SVCS-FEB	\$ 8,162.00	709498
101-172-8010.42	COMMUNICATIONS	SABO PUBLIC RELATIONS LLC	PROF COMMUNICATIONS SVCS-MARCH	\$ 7,833.38	709498
101-172-8010.42	COMMUNICATIONS	SABO PUBLIC RELATIONS LLC	PROF COMMUNICATIONS SVCS-JAN	\$ 6,150.38	709498
101-172-9550.00	MISCELLANEOUS EXPENSE	AMAZON	BUDGET BOOKS	\$ 63.21	709508
101-172-9570.00	PROFESSIONAL DEVELOPMENT	CITY OF LANSING PARKING	CONFERENCE PARKING/S CHARLES	\$ 15.00	709508
101-172-9700.00	CAPITAL EXPENDITURES	DIRECT ELECTRONICS PLUS INC	REPL COMPUTERS/NOTEBOOK PC	\$ 2,565.96	709521
		Total For Dept 172 CITY MANAGER		\$ 25,138.27	
<b>Dept 209 ASSESSOR</b>					
101-209-7400.00	OPERATING SUPPLIES	MLIVE MEDIA GROUP	PUB NOTICES/BD OF REVIEW & GASLIGHT INV	\$ 110.48	709508
101-209-7400.00	OPERATING SUPPLIES	OLIVES RESTAURANT	BD OF REVIEW/FOOD	\$ 53.24	709508
101-209-8010.00	CONTRACTUAL SERVICES	MID-MI ASSN OF ASSESSING OFFIC	MMAAO MEETING/ASSESSING	\$ 50.00	139182
101-209-9560.00	DUES & SUBSCRIPTIONS	KENT COUNTY ASSN/ASSESSING O	KCAAO MEMBERSHIP/ANNUAL	\$ 240.00	139162
101-209-9570.00	PROFESSIONAL DEVELOPMENT	GOVPROS	ASSESSING CONT EDUCATION	\$ 64.00	709508
101-209-9570.00	PROFESSIONAL DEVELOPMENT	TREETOPS RESORT	DEPOSIT/SUMMER ED ASSESSING	\$ 294.32	709508
		Total For Dept 209 ASSESSOR		\$ 812.04	
<b>Dept 260 FINANCE</b>					

**City of East Grand Rapids**  
**Agenda of the City Commission**  
**Voucher Run Summary May 19, 2025**  
**CHECKS #139156-139192 ACH# 709475-709542**

<b>GL Number</b>	<b>Invoice Line Desc</b>	<b>Vendor</b>	<b>Invoice Description</b>	<b>Amount</b>	<b>Check #</b>
101-260-7400.00	OPERATING SUPPLIES	AMAZON	OFFICE SUPPLIES	\$ 13.28	709508
101-260-7400.00	OPERATING SUPPLIES	KONICA MINOLTA BUSINESS SOLU	COPIER SUPPLIES/SVC	\$ 8.21	709508
101-260-7400.00	OPERATING SUPPLIES	MICHIGAN CHAMBER OF COMMER	UPDATED LABOR LAW POSTERS	\$ 91.00	709508
101-260-7400.00	OPERATING SUPPLIES	PITNEY BOWES INC - SUPPLIES	POSTAGE METER INK	\$ 132.79	709508
101-260-7400.00	OPERATING SUPPLIES	PITNEY BOWES INC - SUPPLIES	SPARE POSTAGE METER INK	\$ 132.79	709508
101-260-7400.00	OPERATING SUPPLIES	INTEGRITY BUSINESS SOLUTIONS	COPY PAPER	\$ 263.10	139180
101-260-7410.00	POSTAGE	PITNEY BOWES GLOBAL FIN SVCS L	POSTAGE MACHINE LEASE-QTRLY	\$ 432.87	709508
101-260-8010.00	CONTRACTUAL SERVICES	REHMANN TECHNOLOGY SOLUTIO	ANTIVIRUS/ANNUAL	\$ 2,898.45	709496
101-260-8010.00	CONTRACTUAL SERVICES	REHMANN TECHNOLOGY SOLUTIO	OFFICE 365/EXCHANGE SUBSCRIPTION	\$ 1,077.60	709496
101-260-8010.00	CONTRACTUAL SERVICES	AT&T	SECONDARY INTERNET SVC	\$ 138.44	709508
101-260-8010.00	CONTRACTUAL SERVICES	AT&T MOBILITY	PUBLIC WIFI ACCESS POINTS	\$ 139.29	709508
101-260-8010.00	CONTRACTUAL SERVICES	AT&T MOBILITY	PUBLIC WIFI ACCESS POINTS	\$ 138.69	709508
101-260-8010.00	CONTRACTUAL SERVICES	PDQ.COM CORP	PDQ DEPLOY & INV LIC/ANNUAL	\$ 1,338.75	709508
101-260-8010.00	CONTRACTUAL SERVICES	SPLASHTOP INC	REMOTE PC ACCESS/ANNUAL	\$ 475.20	709508
101-260-8010.00	CONTRACTUAL SERVICES	VERIZON WIRELESS	WIRELESS SERVICE/DEVICES	\$ 37.58	709508
101-260-8010.00	CONTRACTUAL SERVICES	I3 BUSINESS SOLUTIONS LLC	HARDWARE MAINT/SVC	\$ 230.00	709529
101-260-8010.00	CONTRACTUAL SERVICES	I3 BUSINESS SOLUTIONS LLC	IT MONITORING SVC	\$ 1,325.00	709529
101-260-9000.00	PRINTING & PUBLISHING	MLIVE MEDIA GROUP	PUB NOTICES/BD OF REVIEW & GASLIGHT INV	\$ 422.10	709508
101-260-9320.00	COMPUTER REPAIR	AMAZON	AIR DUSTER & FIBER TESTER	\$ 47.50	709508
101-260-9320.00	COMPUTER REPAIR	AMAZON	TRANSMITTER/PS DIR	\$ 77.98	709508
101-260-9320.00	COMPUTER REPAIR	AMAZON	TONER & REPL KEYBOARD & MOUSE	\$ 107.38	709508
101-260-9320.00	COMPUTER REPAIR	NETWORK SOLUTIONS LLC	DOMAIN REGISTRATION/2YR	\$ 154.30	709508
101-260-9700.00	CAPITAL EXPENDITURES	DIRECT ELECTRONICS PLUS INC	REPL COMPUTERS/NOTEBOOK PC	\$ 2,565.96	709521
		Total For Dept 260 FINANCE		\$ 12,248.26	
<b>Dept 265 CITY BUILDINGS</b>					
101-265-7400.00	OPERATING SUPPLIES	FASTSIGNS OF GRAND RAPIDS	RETIRE PLAQUE/P HAGGERTY	\$ 66.72	709481
101-265-7400.00	OPERATING SUPPLIES	FASTSIGNS OF GRAND RAPIDS	INFO MAGNETS/NPWW & APWA	\$ 423.65	709481
101-265-7400.00	OPERATING SUPPLIES	PATRICK HAGGERTY	REIMB/RETIREMENT	\$ 107.00	709484

**City of East Grand Rapids**  
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**CHECKS #139156-139192 ACH# 709475-709542**

<b>GL Number</b>	<b>Invoice Line Desc</b>	<b>Vendor</b>	<b>Invoice Description</b>	<b>Amount</b>	<b>Check #</b>
101-265-7400.00	OPERATING SUPPLIES	AMAZON	GARAGE DOOR SENSOR	\$ 32.99	709508
101-265-7400.00	OPERATING SUPPLIES	GREAT LAKES ACE	MOUSE TRAP	\$ 9.59	709508
101-265-7400.00	OPERATING SUPPLIES	GREAT LAKES ACE	MOUSE CONTROL	\$ 16.99	709508
101-265-7400.00	OPERATING SUPPLIES	GREAT LAKES ACE	PAINT SUPPLIES	\$ 31.17	709508
101-265-7400.00	OPERATING SUPPLIES	GREAT LAKES ACE	WALL PATCH	\$ 13.99	709508
101-265-7400.00	OPERATING SUPPLIES	KONICA MINOLTA BUSINESS SOLU	COPIER SUPPLIES/SVC	\$ 202.61	709508
101-265-7400.00	OPERATING SUPPLIES	KONICA MINOLTA BUSINESS SOLU	COPIER SUPPLIES/SVC	\$ 52.23	709508
101-265-7400.00	OPERATING SUPPLIES	SERVICE FIRST PRODUCTS	FLAG POLE	\$ 587.84	709508
101-265-7400.00	OPERATING SUPPLIES	INTEGRITY BUSINESS SOLUTIONS	COPY PAPER	\$ 263.10	139180
101-265-7400.00	OPERATING SUPPLIES	ROBBINS LOCK SHOP INC	NEW KEYS	\$ 12.50	139187
101-265-7400.04	MEDICAL SUPPLIES	STAPLES	MEDICAL SUPPLY KIT	\$ 77.29	709508
101-265-7400.05	CLEANING SUPPLIES	ACTION CHEMICAL INC	CLEANING/JANITORIAL SUPPLIES	\$ 1,115.32	709475
101-265-7400.05	CLEANING SUPPLIES	ACTION CHEMICAL INC	CLEANING/JANITORIAL SUPPLIES	\$ 1,054.37	709475
101-265-7400.05	CLEANING SUPPLIES	ACTION CHEMICAL INC	CLEANING/JANITORIAL SUPPLIES	\$ 98.16	709475
101-265-7400.05	CLEANING SUPPLIES	ACTION CHEMICAL INC	CLEANING/JANITORIAL SUPPLIES	\$ 946.44	709507
101-265-7400.05	CLEANING SUPPLIES	LOWE'S	TRASH BAGS	\$ 13.28	709542
101-265-7400.06	OFFICE SUPPLIES	AMAZON	OFFICE SUPPLIES	\$ 41.98	709508
101-265-7400.06	OFFICE SUPPLIES	AMAZON	OFFICE SUPPLIES	\$ 302.10	709508
101-265-7400.06	OFFICE SUPPLIES	AMAZON	CUPOLA/CITY-KDL	\$ 194.07	709508
101-265-7400.06	OFFICE SUPPLIES	GORDON FOOD SERVICE INC	RETIREMENT LUNCH/CINDY M	\$ 190.12	709508
101-265-7400.06	OFFICE SUPPLIES	GORDON FOOD SERVICE INC	RETIREMENT LUNCH/C MALESKI	\$ 50.92	709508
101-265-7400.06	OFFICE SUPPLIES	MEIJER	RETIREMENT LUNCH/CINDY M	\$ 81.27	709508
101-265-7400.06	OFFICE SUPPLIES	STAPLES	OFFICE SUPPLIES	\$ 79.98	709508
101-265-7400.11	EMPLOYEE SAFETY GEAR	RED WING BUSINESS ADVANTAGE	EMP SAFETY BOOTS	\$ 92.68	709495
101-265-7400.11	EMPLOYEE SAFETY GEAR	APPLEBEES	SDS TRAINING MTG/OFFICE STAFF	\$ 106.53	709508
101-265-7400.11	EMPLOYEE SAFETY GEAR	SAFETY SERVICES INC	SAFETY GOVES	\$ 33.60	139189
101-265-8010.05	HVAC PM AGREEMENT	PLEUNE SERVICE COMPANY INC	HVAC PREV MAINT CONTRACT	\$ 622.42	709537
101-265-8010.05	HVAC PM AGREEMENT	PLEUNE SERVICE COMPANY INC	HVAC PREV MAINT CONTRACT	\$ 1,069.82	709537
101-265-8010.05	HVAC PM AGREEMENT	PLEUNE SERVICE COMPANY INC	HVAC PREV MAINT CONTRACT	\$ 746.91	709537

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101-265-8010.05	HVAC PM AGREEMENT	PLEUNE SERVICE COMPANY INC	HVAC PREV MAINT CONTRACT	\$ 2,012.19	709537
101-265-8010.05	HVAC PM AGREEMENT	PLEUNE SERVICE COMPANY INC	HVAC PREV MAINT CONTRACT	\$ 581.23	709537
101-265-8010.05	HVAC PM AGREEMENT	PLEUNE SERVICE COMPANY INC	HVAC PREV MAINT CONTRACT WP	\$ 272.73	709537
101-265-8010.05	HVAC PM AGREEMENT	PLEUNE SERVICE COMPANY INC	HVAC PREV MAINT CONTRACT/PS	\$ 203.12	709537
101-265-8010.35	GENERAL BUILDING/COM CENTER/L	WEATHER SHIELD ROOFING SYSTE	ROOF REPAIRS ON FLASHING	\$ 548.64	709504
101-265-8010.35	GENERAL BUILDING/COM CENTER/L	ROSE PEST SOLUTIONS	PEST CONTROL CONTRACT	\$ 225.00	709508
101-265-8010.35	GENERAL BUILDING/COM CENTER/L	ROBBINS LOCK SHOP INC	KEYS	\$ 50.00	139187
101-265-8010.35	GENERAL BUILDING/COM CENTER/L	KERKSTRA SEPTIC TANK CLEANING	GREASE TRAP CLEANING/PS	\$ 250.00	709531
101-265-8010.35	GENERAL BUILDING/COM CENTER/L	PLEUNE SERVICE COMPANY INC	HVAC REPAIR	\$ 699.00	709537
101-265-8010.35	GENERAL BUILDING/COM CENTER/L	PLEUNE SERVICE COMPANY INC	CHILLER REPAIR/GLYCOL FILL	\$ 1,658.00	709537
101-265-9210.00	GAS SERVICE	DTE ENERGY	GAS BILLING-3.25.25-4.22.25	\$ 3,667.01	709541
101-265-9220.00	ELECTRIC SERVICE	CONSUMERS ENERGY	ELECTRIC SERVICE-MARCH/APR	\$ 9,356.99	709477
101-265-9230.00	WATER SERVICE	CITY OF EAST GRAND RAPIDS/WTR	WATER BILLING/CITY	\$ 1,986.70	709505
101-265-9230.00	WATER SERVICE	CITY OF EAST GRAND RAPIDS/WTR	WATER BILLING/550 CAMBRIDGE	\$ 62.81	709506
101-265-9240.00	TELEPHONE SERVICE + CELL	AT&T	ELEVATOR EMERGENCY LINE	\$ 130.31	709508
101-265-9240.00	TELEPHONE SERVICE + CELL	AT&T	PHONES LINES/W POOL	\$ 126.75	709508
101-265-9240.00	TELEPHONE SERVICE + CELL	AT&T	ELEVATOR EMERGENCY LINE	\$ 131.15	709508
101-265-9240.00	TELEPHONE SERVICE + CELL	AT&T	WEALTHY POOL PHONES	\$ 126.02	709508
101-265-9240.00	TELEPHONE SERVICE + CELL	COMCAST BUSINESS	PS FAX LINES	\$ 101.51	709508
101-265-9240.00	TELEPHONE SERVICE + CELL	COMCAST BUSINESS	PS FAX LINE	\$ 101.51	709508
101-265-9240.00	TELEPHONE SERVICE	VERIZON (3)	PHONES/FIBER TO PW	\$ 513.70	709508
101-265-9240.00	TELEPHONE SERVICE + CELL	VERIZON WIRELESS	WIRELESS SERVICE/DEVICES	\$ 86.02	709508
101-265-9240.00	TELEPHONE SERVICE + CELL	BCM ONE	MSIP PHONE SVC	\$ 599.62	709519
101-265-9700.00	CAPITAL EXPENDITURES	PITSCH COMPANIES	DPW SALT STORAGE DEMO	\$ 17,000.00	139184
		Total For Dept 265 CITY BUILDINGS		\$ 49,227.65	
<b>Dept 345 PUBLIC SAFETY</b>					
101-345-7400.01	UNIFORMS	ON DUTY GEAR LLC	UNIFORMS/GRAMS	\$ 759.87	709492
101-345-7400.01	UNIFORMS	ON DUTY GEAR LLC	UNIFORMS/LINDNER	\$ 1,343.87	709492

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101-345-7400.01	UNIFORMS	ON DUTY GEAR LLC	UNIFORMS/PINDER	\$ 134.99	709492
101-345-7400.01	UNIFORMS	ON DUTY GEAR LLC	UNIFORMS	\$ 134.99	709492
101-345-7400.01	UNIFORMS	AMAZON	UNIFORM SUPPLIES	\$ 159.95	709508
101-345-7400.01	UNIFORMS	AMAZON	UNIFORM/SHOES	\$ 99.95	709508
101-345-7400.01	UNIFORMS	AXON ENTERPRISE, INC	BODY CAM CLIP	\$ 34.00	709508
101-345-7400.04	MEDICAL SUPPLIES	INTEGRITY BUSINESS SOLUTIONS	COPY PAPER	\$ 129.05	139180
101-345-7400.05	CLEANING SUPPLIES	AMAZON	DISH SOAP	\$ 14.87	709508
101-345-7400.05	CLEANING SUPPLIES	AMAZON	DISHWASHER TABS	\$ 44.50	709508
101-345-7400.05	CLEANING SUPPLIES	AMAZON	SUPPLIES	\$ 148.86	709508
101-345-7400.06	OFFICE SUPPLIES	AMAZON	MEDS	\$ 13.99	709508
101-345-7400.06	OFFICE SUPPLIES	AMAZON	OFFICE SUPPLIES	\$ 18.38	709508
101-345-7400.06	OFFICE SUPPLIES	AMAZON	MEDS	\$ 134.26	709508
101-345-7400.06	OFFICE SUPPLIES	AMAZON	OFFICE SUPPLIES	\$ 44.88	709508
101-345-7400.06	OFFICE SUPPLIES	AMAZON	OFFICE SUPPLIES	\$ 25.00	709508
101-345-7400.06	OFFICE SUPPLIES	AMAZON	OFFICE SUPPLIES	\$ 12.49	709508
101-345-7400.07	MISC. OPERATING	AMAZON	SGT/CAMERA SD CARD	\$ 14.31	709508
101-345-7400.07	MISC. OPERATING	AMAZON	BATTERIES	\$ 39.99	709508
101-345-7400.07	MISC. OPERATING	AMAZON	STORAGE/SRO OFFICE	\$ 189.99	709508
101-345-7400.07	MISC. OPERATING	AMAZON	CANVAS BAG	\$ 10.99	709508
101-345-7400.07	MISC. OPERATING	AMAZON	HOSE & OFFICE SUPPLIES	\$ 116.82	709508
101-345-7400.07	MISC. OPERATING	AMAZON	TOOLS	\$ 52.73	709508
101-345-7400.07	MISC. OPERATING	AMAZON	OFFICE SUPPLIES	\$ 48.95	709508
101-345-7400.07	MISC. OPERATING	AMAZON	CAR ACCESSORY	\$ 26.98	709508
101-345-7400.07	MISC. OPERATING	GREAT LAKES ACE	BATTERIES	\$ 85.83	709508
101-345-7400.07	MISC. OPERATING	GREAT LAKES ACE	PROPANE	\$ 35.20	709508
101-345-7400.07	MISC. OPERATING	HOME DEPOT	PACKOUT/TOOL CHEST	\$ 229.00	709508
101-345-7400.07	MISC. OPERATING	HOOGERHYDE SAFE & LOCK	KEYS	\$ 70.49	709508
101-345-7400.07	MISC. OPERATING	STATE OF MICHIGAN-DEPT OF STAT	LICENSE PLATE RENEWAL	\$ 26.54	709508
101-345-7400.07	MISC. OPERATING	UPS STORE	SHIPPING/SGT EXAM	\$ 13.39	709508

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101-345-7400.08	FIRE & RESCUE SUPPLIES	HEIMAN INC	RESCUE TRAINING EQUIP	\$ 1,626.00	139160
101-345-7400.09	POLICE EQUIPMENT	TELE-RAD INC	RADIO ANTENNAS	\$ 281.80	139165
101-345-7400.09	POLICE EQUIPMENT	HOME DEPOT	FIRE RESCUR SUPPLIES	\$ 170.15	709508
101-345-7400.09	POLICE EQUIPMENT	TELE-RAD INC	ANTENNAS BATTERY	\$ 767.32	139190
101-345-8010.00	CONTRACTUAL SERVICES	CANVA	SOFTWARE/ANALYST	\$ 22.00	709508
101-345-8010.00	CONTRACTUAL SERVICES	CAR WASH PARTNERS LLC	CAR WASHES/FEB	\$ 545.60	709508
101-345-8010.00	CONTRACTUAL SERVICES	COMCAST CABLE	CABLE/PS	\$ 102.48	709508
101-345-8010.00	CONTRACTUAL SERVICES	COMCAST CABLE	CABLE	\$ 102.48	709508
101-345-8010.00	CONTRACTUAL SERVICES	KONICA MINOLTA BUSINESS SOLU	COPIER SUPPLIES/SVC	\$ 43.51	709508
101-345-8010.00	CONTRACTUAL SERVICES	VERIZON WIRELESS	WIRELESS SERVICE/DEVICES	\$ 288.12	709508
101-345-8010.00	CONTRACTUAL SERVICES	FIFER INVESTIGATIONS LLC	BACKGROUND CK/MARTIN ALBERT	\$ 950.00	139175
101-345-8010.00	CONTRACTUAL SERVICES	LEXISNEXIS RISK SOLUTIONS	DET SFWE,MIN COMMITMENT BAL-MONTHLY	\$ 200.00	709533
101-345-9300.00	REPAIRS & MAINTENANCE	AMAZON	CONFERENCE TABLE	\$ 169.82	709508
101-345-9300.00	REPAIRS & MAINTENANCE	AMAZON	STORAGE	\$ 33.98	709508
101-345-9300.00	REPAIRS & MAINTENANCE	AMAZON	STORAGE SHELF	\$ 58.98	709508
101-345-9550.00	MISCELLANEOUS EXPENSE	AMAZON	SUPPLIES	\$ 41.75	709508
101-345-9550.00	MISCELLANEOUS EXPENSE	GRAND RAPIDS CITY TREASURER	PARKING PERMITS	\$ 30.95	709508
101-345-9571.00	INSERVICE TRAINING	KELLY KREINER	DRIVING INSTRUCTOR TRAINING	\$ 99.90	709486
101-345-9571.00	INSERVICE TRAINING	AMAZON	TRAINING SUPPLIES	\$ 86.49	709508
101-345-9571.00	INSERVICE TRAINING	GENERAL DYNAMICS	SIM TRAINING/ERIC SMITH & TROY BROWN	\$ 800.00	709508
101-345-9571.00	INSERVICE TRAINING	INT'L HOMICIDE INVESTIGATORS AS	DETECTIVE TRAINING/LOBBEZOO	\$ 680.00	709508
101-345-9700.00	CAPITAL EXPENDITURES	DIAMONDBACK MANUFACTURING	AIRBOAT INITIAL PYMT 30%	\$ 30,429.90	139157
		Total For Dept 345 PUBLIC SAFETY		\$ 41,746.34	
<b>Dept 346 PUBLIC SAFETY STATE PROGRAMS</b>					
101-346-9580.00	ST TRNG GRANT-POLICE / PA302	WEST MI CRIMINAL JUSTICE TRAINI	CONSORTIUM FEES	\$ 1,581.12	139167
		Total For Dept 346 PUBLIC SAFETY STATE PROGRAMS		\$ 1,581.12	
<b>Dept 371 ZONING ADMINISTRATION</b>					

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101-371-8010.00	CONTRACTUAL SERVICES	PLB PLANNING GROUP LLC	PLANNING & MASTER PLAN SVCS	\$ 4,821.44	709536
101-371-8010.00	CONTRACTUAL SERVICES	PLB PLANNING GROUP LLC	PLANNING & MASTER PLAN SVCS	\$ 3,285.00	709536
		Total For Dept 371 ZONING ADMINISTRATION		\$ 8,106.44	
<b>Dept 447 CITY ENGINEERING</b>					
101-447-8010.00	CONTRACTUAL SERVICES	HUBBELL, ROTH & CLARK INC	DTE MONITORING SVC	\$ 19,683.66	139161
		Total For Dept 447 CITY ENGINEERING		\$ 19,683.66	
<b>Dept 448 STREET LIGHTING</b>					
101-448-9220.00	ELECTRIC SERVICE	CONSUMERS ENERGY	ELECTRIC SERVICE-MARCH/APR	\$ 193.50	709477
		Total For Dept 448 STREET LIGHTING		\$ 193.50	
<b>Dept 485 GASLIGHT VILLAGE BUSINESS DISTRICT</b>					
101-485-7400.00	OPERATING SUPPLIES	FASTSIGNS OF GRAND RAPIDS	SIGN REPAIR/SOC DIST	\$ 81.33	709523
101-485-8010.42	COMMUNICATIONS AND MARKETIN	SABO PUBLIC RELATIONS LLC	PROFESSIONAL COMM SVCS-FEB	\$ 750.00	709498
101-485-8010.42	COMMUNICATIONS AND MARKETIN	SABO PUBLIC RELATIONS LLC	PROF COMMUNICATIONS SVCS-MARCH	\$ 750.00	709498
101-485-8010.42	COMMUNICATIONS AND MARKETIN	SABO PUBLIC RELATIONS LLC	PROF COMMUNICATIONS SVCS-JAN	\$ 750.00	709498
101-485-9210.00	GAS SERVICE	DTE ENERGY	GAS BILLING-3.25.25-4.22.25	\$ 6,759.60	709541
101-485-9220.00	ELECTRIC SERVICE	CONSUMERS ENERGY	ELECTRIC SERVICE-MARCH/APR	\$ 2,841.49	709477
101-485-9230.00	WATER SERVICE	CITY OF EAST GRAND RAPIDS/WTR	WATER BILLING/CITY	\$ 62.81	709505
		Total For Dept 485 GASLIGHT VILLAGE BUSINESS DISTRICT		\$ 11,995.23	
<b>Dept 528 YARD WASTE COLLECTION/REFUSE/COMPOST</b>					
101-528-7400.00	OPERATING SUPPLIES	LOWE'S	WASTE BARREL/REPL	\$ 71.23	709542
101-528-8010.00	CONTRACTUAL SERVICES	ARROWASTE INC	TRASH REMOVAL/CC	\$ 383.72	709508
101-528-8010.00	CONTRACTUAL SERVICES	ARROWASTE INC	TRASH REMOVAL/DPW	\$ 426.25	709508
101-528-8050.00	YARD WASTE DISPOSAL	CANNONSBURG WOOD PRODUCT	YARD WASTE	\$ 500.00	139156
101-528-8050.00	YARD WASTE DISPOSAL	CANNONSBURG WOOD PRODUCT	YARD WASTE	\$ 500.00	139156
101-528-8050.00	YARD WASTE DISPOSAL	CANNONSBURG WOOD PRODUCT	YARD WASTE	\$ 500.00	139156

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101-528-8050.00	YARD WASTE DISPOSAL	CANNONSBURG WOOD PRODUCTS	YARD WASTE	\$ 500.00	139173
101-528-8050.00	YARD WASTE DISPOSAL	CANNONSBURG WOOD PRODUCTS	YARD WASTE	\$ 500.00	139173
101-528-8050.00	YARD WASTE DISPOSAL	CANNONSBURG WOOD PRODUCTS	YARD WASTE	\$ 500.00	139173
101-528-8050.00	YARD WASTE DISPOSAL	CANNONSBURG WOOD PRODUCTS	YARD WASTE	\$ 500.00	139173
101-528-8050.00	YARD WASTE DISPOSAL	CANNONSBURG WOOD PRODUCTS	YARD WASTE	\$ 500.00	139173
		Total For Dept 528 YARD WASTE COLLECTION/REFUSE/COMPOST		\$ 4,881.20	
<b>Dept 751 RECREATION</b>					
101-751-7400.00	OPERATING SUPPLIES	CRICUT	OFFICE SUPPLIES	\$ 651.61	709508
101-751-7400.00	OPERATING SUPPLIES	GREAT LAKES ACE	SUPPLIES	\$ 28.57	709508
101-751-7400.00	OPERATING SUPPLIES	HIGHTECH SIGNS	FBT SIGNS	\$ 305.00	139179
101-751-7400.00	OPERATING SUPPLIES	INTEGRITY BUSINESS SOLUTIONS	OFFICE SUPPLIES	\$ 90.52	139180
101-751-7400.00	OPERATING SUPPLIES	INTEGRITY BUSINESS SOLUTIONS	COPY PAPER	\$ 173.73	139180
101-751-7400.00	OPERATING SUPPLIES	LOWE'S	OFFICE SUPPLIES	\$ 109.11	709542
101-751-8010.00	CONTRACTUAL SERVICES	WHEN I WORK	TIME CLOCK/POOLS	\$ 161.70	709508
101-751-8010.00	CONTRACTUAL SERVICES	COREWELL HEALTH OCCUPATIONA	EMP SCREEN/B HAMMONDS, G NEWHALL	\$ 49.00	709520
101-751-8010.00	CONTRACTUAL SERVICES	COREWELL HEALTH OCCUPATIONA	EMP SCREEN/B HARRIS, E WOODS	\$ 49.00	709520
101-751-9300.00	REPAIRS & MAINTENANCE	KONICA MINOLTA BUSINESS SOLU	COPIER SUPPLIES/SVC	\$ 125.98	709508
101-751-9570.00	PROFESSIONAL DEVELOPMENT	GRAND TRAVERSE RESORT & SPA L	CONFERENCE LODGING/D MELVILLE	\$ 539.70	709508
101-751-9700.00	CAPITAL EXPENDITURES	DIRECT ELECTRONICS PLUS INC	REPL COMPUTERS/NOTEBOOK PC	\$ 1,282.98	709521
		Total For Dept 751 RECREATION		\$ 3,566.90	
<b>Dept 756 POOL PROGRAMS</b>					
101-756-7400.00	OPERATING SUPPLIES	LESLIE'S POOL SUPPLIES INC	WP CHEMICALS	\$ 121.72	709489
101-756-7400.00	OPERATING SUPPLIES	LESLIE'S POOL SUPPLIES INC	WP CHEMICALS	\$ 25.88	709489
101-756-7400.00	OPERATING SUPPLIES	AMAZON	HS POOL SUPPLIES	\$ 307.99	709508
101-756-7400.00	OPERATING SUPPLIES	AMAZON	HS POOL SUPPLIES	\$ 275.90	709508
101-756-7400.00	OPERATING SUPPLIES	AMAZON	HS POOL SUPPLIES	\$ 97.26	709508
101-756-8010.00	CONTRACTUAL SERVICES	PREIN & NEWHOF	WATER TESTING/W POOL	\$ 20.00	709508

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101-756-8010.00	CONTRACTUAL SERVICES	COREWELL HEALTH OCCUPATION	EMP SCREEN/B HARRIS, E WOODS	\$ 49.00	709520
101-756-9210.00	GAS SERVICE	DTE ENERGY	GAS BILLING-W POOL	\$ 900.59	709541
101-756-9230.00	WATER SERVICE	CITY OF EAST GRAND RAPIDS/WTR	WATER BILLING/W POOL	\$ 778.54	709505
		Total For Dept 756 POOL PROGRAMS		\$ 2,576.88	
<b>Dept 771 TREE MAINTENANCE AND REMOVAL</b>					
101-771-8010.00	CONTRACTUAL SERVICES	DAVEY RESOURCE GROUP	FORESTRY CONTRACT	\$ 350.00	709508
101-771-8060.00	TREE TRIMMING & REMOVAL	GET-R-CUT.COM	TREE PRUNING PROG	\$ 21,600.00	139176
101-771-8060.00	TREE TRIMMING & REMOVAL	H A IRISH TREE SERVICE	TREE REMOVAL/2452 ALBERT	\$ 1,400.00	139178
		Total For Dept 771 TREE MAINTENANCE AND REMOVAL		\$ 23,350.00	
<b>Dept 775 SPECIAL EVENTS</b>					
101-775-7400.00	OPERATING SUPPLIES	AMAZON	SWEETHEART DANCE SUPPLIES	\$ 957.45	709508
101-775-7400.00	OPERATING SUPPLIES	AMAZON	REFUND/SHD ITEMS RET'D	\$ (47.98)	709508
101-775-7400.00	OPERATING SUPPLIES	AMAZON	SWEETHEART DANCE SUPPLIES	\$ 50.97	709508
101-775-7400.00	OPERATING SUPPLIES	CASCADE RENTAL CENTER	SWEETHEART DANCE SUPPLIES	\$ 112.36	139174
101-775-8010.00	CONTRACTUAL SERVICES	ABSOLUTE ENTERTAINMENT	SWEETHEART DANCE DJ	\$ 450.00	139171
101-775-8010.00	CONTRACTUAL SERVICES	LITTLE PARTY WAGON LLC	SWEETHEART DANCE BALLOONS	\$ 382.00	139181
		Total For Dept 775 SPECIAL EVENTS		\$ 1,904.80	
<b>Dept 777 RECREATION PROGRAMMING</b>					
101-777-7400.00	OPERATING SUPPLIES	GORDON FOOD SERVICE INC	DANCE RECITAL SUPPLIES	\$ 19.99	139159
101-777-7400.00	OPERATING SUPPLIES	AMAZON	YOUTH DANCE SUPPLIES	\$ 179.91	709508
101-777-7400.00	OPERATING SUPPLIES	AMAZON	ART SUPPLIES	\$ 38.98	709508
101-777-7400.00	OPERATING SUPPLIES	SPARTAN STORES LLC	ART SUPPLIES	\$ 13.33	709508
101-777-7400.00	OPERATING SUPPLIES	SHANNON FAUBLE	DANCE SUPPLIES	\$ 32.00	709524
101-777-8010.00	CONTRACTUAL SERVICES	ALEXANDRA DUNN	DOG OBEDIENCE CLASSES	\$ 200.00	709479
101-777-8010.00	CONTRACTUAL SERVICES	SEVA YOGA	WINTER TWILIGHT YOGA	\$ 1,125.80	709508
		Total For Dept 777 RECREATION PROGRAMMING		\$ 1,610.01	

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<b>Dept 778 GROUNDS MAINTENANCE</b>					
101-778-7400.00	OPERATING SUPPLIES	ECO GREEN SUPPLY	TURF SUPPLIES	\$ 2,279.28	139158
101-778-7400.00	OPERATING SUPPLIES	ECO GREEN SUPPLY	TURF SUPPLIES	\$ 4,655.02	139158
101-778-7400.00	OPERATING SUPPLIES	US SPECIALTY COATINGS INC	SMALL EQUIPMENT	\$ 303.42	139166
101-778-7400.00	OPERATING SUPPLIES	AMAZON	MISC SUPPLIES	\$ 44.00	709508
101-778-7400.00	OPERATING SUPPLIES	AMAZON	MISC SUPPLIES	\$ 22.18	709508
101-778-7400.00	OPERATING SUPPLIES	AMAZON	MISC SUPPLIES	\$ 16.97	709508
101-778-7400.00	OPERATING SUPPLIES	AMAZON	TENNIS SUPPLIES	\$ 155.98	709508
101-778-7400.00	OPERATING SUPPLIES	AMAZON	MISC SUPPLIES	\$ 57.98	709508
101-778-7400.00	OPERATING SUPPLIES	AMAZON	GARDEN SUPPLIES/TOOLS	\$ 39.99	709508
101-778-8010.00	CONTRACTUAL SERVICES	KINGSLAND ACE HARDWARE	RETURN/RENTAL EQUIP	\$ (58.00)	709508
101-778-8010.00	CONTRACTUAL SERVICES	KINGSLAND ACE HARDWARE	EQUIPMENT RENTAL	\$ 129.50	709508
101-778-8080.00	GROUNDS MAINTENANCE	EASTERN FLORAL	PLANTSCAPE-MONTHLY	\$ 105.00	709508
101-778-8080.00	GROUNDS MAINTENANCE	EASTERN FLORAL	PLANTSCAPE-MONTHLY	\$ 105.00	709508
101-778-9300.00	REPAIRS & MAINTENANCE	AMAZON	GENERAL REPAIRS	\$ 35.99	709508
101-778-9300.00	REPAIRS & MAINTENANCE	LOWE'S	GENERAL REPAIRS	\$ 39.64	709542
		Total For Dept 778 GROUNDS MAINTENANCE		\$ 7,931.95	
<b>Dept 779 RECREATION SPORTS</b>					
101-779-7080.00	CONTRACTUAL WAGES	EDVIN R RODAS LOPEZ	SOCCER OFFICIAL	\$ 50.00	139164
101-779-7080.00	CONTRACTUAL WAGES	STEVEN D LEE	MS SOFTBALL UMPIRE	\$ 420.00	709488
101-779-7080.00	CONTRACTUAL WAGES	GENOVEVO RANGEL	SOCCER OFFICIAL	\$ 50.00	709494
101-779-7080.00	CONTRACTUAL WAGES	EDVIN R RODAS LOPEZ	SOCCER OFFICIAL	\$ 50.00	139188
101-779-7080.00	CONTRACTUAL WAGES	GENOVEVO RANGEL	SOCCER OFFICIAL	\$ 50.00	709538
101-779-7400.00	OPERATING SUPPLIES	TH BRANDS	6TH GR SOCCER SHIRTS	\$ 133.00	709501
101-779-7400.00	OPERATING SUPPLIES	AMAZON	MS SOFTBALL SUPPLIES	\$ 179.86	709508
101-779-7400.00	OPERATING SUPPLIES	AMAZON	MS SOFTBALL SUPPLIES	\$ 305.00	709508
101-779-7400.00	OPERATING SUPPLIES	AMAZON	MS SOFTBALL SUPPLIES	\$ 99.72	709508

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101-779-7400.00	OPERATING SUPPLIES	AMAZON	SOCCER SUPPLIES	\$ 249.80	709508
101-779-7400.00	OPERATING SUPPLIES	AMAZON	SOCCER SUPPLIES	\$ 91.96	709508
101-779-7400.00	OPERATING SUPPLIES	AMAZON	SPORTS FIRST AID SUPPLIES	\$ 138.89	709508
101-779-7400.00	OPERATING SUPPLIES	EPIC SPORTS	SOFTBALL SUPPLIES	\$ 107.46	709508
101-779-7400.00	OPERATING SUPPLIES	THE COURTHOUSE	BASKETBALL LEAGUE FEES	\$ 2,040.00	709508
		Total For Dept 779 RECREATION SPORTS		\$ 3,965.69	
<b>Dept 781 MIDDLE SCHOOL SPORTS</b>					
101-781-7080.00	CONTRACTUAL WAGES	EDVIN R RODAS LOPEZ	SOCCER OFFICIAL	\$ 102.00	139164
101-781-7080.00	CONTRACTUAL WAGES	GREGORY LUCAS SR	SOCCER OFFICIAL	\$ 102.00	709490
101-781-7080.00	CONTRACTUAL WAGES	IVAN ROJAS-GALLEGOS	SOCCER OFFICIAL	\$ 102.00	709497
101-781-7080.00	CONTRACTUAL WAGES	EDVIN R RODAS LOPEZ	SOCCER OFFICIAL	\$ 51.00	139188
101-781-7080.00	CONTRACTUAL WAGES	GREGORY LUCAS SR	SOCCER OFFICIAL	\$ 51.00	709534
101-781-7080.00	CONTRACTUAL WAGES	IVAN ROJAS-GALLEGOS	SOCCER OFFICIAL	\$ 51.00	709539
101-781-7400.00	OPERATING SUPPLIES	AMAZON	MS TRACK SUPPLIES	\$ 73.16	709508
101-781-7400.00	OPERATING SUPPLIES	AMAZON	MS GIRLS TENNIS SUPPLIES	\$ 170.07	709508
101-781-7400.00	OPERATING SUPPLIES	AMAZON	MS TRACK SUPPLIES	\$ 65.10	709508
101-781-7400.00	OPERATING SUPPLIES	AMAZON	MS GIRLS SOCCER SUPPLIES	\$ 153.92	709508
101-781-7400.00	OPERATING SUPPLIES	SP SWIM OUTLET	MS WATER POLO SUPPLIES	\$ 259.33	709508
		Total For Dept 781 MIDDLE SCHOOL SPORTS		\$ 1,180.58	
<b>Dept 783 AQUATIC CLUB (WAVES)</b>					
101-783-7400.00	OPERATING SUPPLIES	LESLIE'S POOL SUPPLIES INC	WP CHEMICALS	\$ 9.59	709489
101-783-9210.00	GAS SERVICE	DTE ENERGY	GAS BILLING-W POOL	\$ 333.11	709541
101-783-9230.00	WATER SERVICE	CITY OF EAST GRAND RAPIDS/WTR	WATER BILLING/W POOL	\$ 287.98	709505
		Total For Dept 783 AQUATIC CLUB (WAVES)		\$ 630.68	
		Total For Fund 101 GENERAL FUND		\$ 222,731.35	

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<b>Fund 202 MAJOR STREET FUND</b>					
<b>Dept 447 CITY ENGINEERING</b>					
202-447-7400.00	OPERATING SUPPLIES	SEILER INSTRUMENT & MANUFACT	GPS TRIPOD	\$ 67.05	709499
202-447-7400.00	OPERATING SUPPLIES	GREAT LAKES ACE	TAPE MEASURE	\$ 133.98	709508
202-447-7400.00	OPERATING SUPPLIES	GREAT LAKES ACE	CREDIT/TAPE MEASURE	\$ (99.99)	709508
202-447-7400.00	OPERATING SUPPLIES	VERIZON WIRELESS	WIRELESS SERVICE/DEVICES	\$ 27.02	709508
		Total For Dept 447 CITY ENGINEERING		\$ 128.06	
<b>Dept 463 ROUTINE MAINTENANCE</b>					
202-463-7400.11	EMPLOYEE SAFETY GEAR	RED WING BUSINESS ADVANTAGE	EMP SAFETY BOOTS	\$ 92.70	709495
202-463-7400.11	EMPLOYEE SAFETY GEAR	SAFETY SERVICES INC	SAFETY GOVES	\$ 33.60	139189
202-463-7400.12	ASPHALT	SUPERIOR ASPHALT INC	ASPHALT/RESTORATIONS	\$ 620.00	709500
202-463-7400.12	ASPHALT	RIETH-RILEY CONSTRUCTION CO IN	ASPHALT/POTHOLE PATCHING	\$ 252.36	139186
		Total For Dept 463 ROUTINE MAINTENANCE		\$ 998.66	
<b>Dept 474 TRAFFIC SERVICES</b>					
202-474-7400.00	OPERATING SUPPLIES	BARCO PRODUCTS	BIKE LANE DELINEATOR PROTECT	\$ 3,267.05	709508
202-474-7400.14	SIGNS, POSTS, BARRICADES	DORNBOS SIGN & SAFETY INC	SPEED LIMIT SIGNS	\$ 567.52	709478
202-474-7400.14	SIGNS, POSTS, BARRICADES	AMAZON	TRAFFIC CONES	\$ 847.20	709508
202-474-7400.14	SIGNS, POSTS, BARRICADES	AMAZON	TRAFFIC SIGNS	\$ 465.40	709508
202-474-7400.14	SIGNS, POSTS, BARRICADES	FASTSIGNS OF GRAND RAPIDS	CONSTRUCTION SIGNS/PILOT PROJ	\$ 447.29	709523
202-474-8010.12	GR, KENT CNTY, CONSUMERS, SIGN	KENT COUNTY ROAD COMMISSION	TRAFFIC SIGNAL MAINT-ELECTRIC	\$ 15.93	709508
		Total For Dept 474 TRAFFIC SERVICES		\$ 5,610.39	
<b>Dept 478 WINTER MAINTENANCE</b>					
202-478-7400.17	UNDERBODY & PLOW BLADES	PROSOURCE METALWORKS LLC	SIDEWALK/PLOWING EQUIP #2	\$ 2,000.00	139163
202-478-7400.17	UNDERBODY & PLOW BLADES	PROSOURCE METALWORKS LLC	SIDEWALK ATTACHMENT/PYMT 1	\$ 2,000.00	139163
		Total For Dept 478 WINTER MAINTENANCE		\$ 4,000.00	

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		Total For Fund 202 MAJOR STREET FUND		\$ 10,737.11	
<b>Fund 203 LOCAL STREET FUND</b>					
<b>Dept 447 CITY ENGINEERING</b>					
203-447-7400.00	OPERATING SUPPLIES	SEILER INSTRUMENT & MANUFACT	GPS TRIPOD	\$ 67.06	709499
203-447-7400.00	OPERATING SUPPLIES	VERIZON WIRELESS	WIRELESS SERVICE/DEVICES	\$ 27.01	709508
		Total For Dept 447 CITY ENGINEERING		\$ 94.07	
<b>Dept 451 STREET CONSTRUCTION</b>					
203-451-9730.00	STREET CONSTRUCTION EXPENSE	HALVERSON ENGINEERING LLC	ENGINEERING SVCS	\$ 3,717.00	709485
203-451-9730.00	STREET CONSTRUCTION EXPENSE	GRAND VALLEY CONCRETE PRODU	CB BEHIND CB/FLOOD MGMT	\$ 1,892.00	139177
		Total For Dept 451 STREET CONSTRUCTION		\$ 5,609.00	
<b>Dept 463 ROUTINE MAINTENANCE</b>					
203-463-7400.11	EMPLOYEE SAFETY GEAR	RED WING BUSINESS ADVANTAGE	EMP SAFETY BOOTS	\$ 92.70	709495
203-463-7400.11	EMPLOYEE SAFETY GEAR	SAFETY SERVICES INC	SAFETY GOVES	\$ 33.60	139189
203-463-7400.12	ASPHALT	RIETH-RILEY CONSTRUCTION CO IN	ASPHALT/POTHOLE PATCHING	\$ 252.36	139186
203-463-7400.27	MISC. MATERIALS AND TOOLS	GREAT LAKES ACE	TOOLS/MISC TRAFFIC SVC	\$ 88.96	709508
203-463-7400.27	MISC. MATERIALS AND TOOLS	HAMMERSMITH EQUIPMENT CO IN	WALK BEHIND SAW BLADE RTN	\$ 795.00	709528
203-463-9700.00	CAPITAL EXPENDITURES	TUBERGEN CONSTRUCTION	LSL CONTRACT #2	\$ 34,925.00	139191
203-463-9700.00	CAPITAL EXPENDITURES	GROUNDHAWG EXCAVATING & LAN	LSL CONTRACT #1	\$ 28,754.94	709527
203-463-9700.00	CAPITAL EXPENDITURES	GROUNDHAWG EXCAVATING & LAN	LSL CONTRACT #2	\$ 3,715.28	709527
		Total For Dept 463 ROUTINE MAINTENANCE		\$ 68,657.84	
<b>Dept 474 TRAFFIC SERVICES</b>					
203-474-7400.14	SIGNS, POSTS, BARRICADES	FASTSIGNS OF GRAND RAPIDS	CONSTRUCTION RESTORATION SIGNS	\$ 839.03	709523
		Total For Dept 474 TRAFFIC SERVICES		\$ 839.03	
<b>Dept 478 WINTER MAINTENANCE</b>					

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203-478-7400.17	UNDERBODY & PLOW BLADES	PROSOURCE METALWORKS LLC	SIDEWALK/PLOWING EQUIP #2	\$ 2,000.00	139163
203-478-7400.17	UNDERBODY & PLOW BLADES	PROSOURCE METALWORKS LLC	SIDEWALK ATTACHMENT/PYMT 1	\$ 2,000.00	139163
		Total For Dept 478 WINTER MAINTENANCE		\$ 4,000.00	
		Total For Fund 203 LOCAL STREET FUND		\$ 79,199.94	
<b>Fund 204 MUNICIPAL STREET FUND</b>					
<b>Dept 444 SIDEWALKS</b>					
204-444-9350.04	SIDEWALK REPAIR PROGRAM	KENT COUNTY ROAD COMMISSION	KCRC ROW PERMIT/SIDEPATH PROJ	\$ 500.00	709508
204-444-9350.04	SIDEWALK REPAIR PROGRAM	KENT COUNTY ROAD COMMISSION	KCRC SESC PERMIT/SIDEPATH PROJ	\$ 455.00	709508
		Total For Dept 444 SIDEWALKS		\$ 955.00	
		Total For Fund 204 MUNICIPAL STREET FUND		\$ 955.00	
<b>Fund 408 PARKS CAPITAL PROJECT FUND</b>					
<b>Fund 408 PARKS CAPITAL PROJECT FUND</b>					
408-788-8010.00	CONTRACTUAL SERVICES	VIRIDIS DESIGN GROUP	MP PROFESSIONAL DESIGN	\$ 500.00	139192
		Total For Dept 788 PARKS MANHATTAN PROJECT MILLAGE		\$ 500.00	
		Total For Fund 408 PARKS CAPITAL PROJECT FUND		\$ 500.00	
<b>Fund 592 WATER &amp; SEWER FUND</b>					
<b>Dept 000</b>					
592-000-0180.00	Water, Residential	SCHNEIDER, LAURA	UB refund for account: LGRO-001524-0000-	\$ 600.00	139168
592-000-0180.00	Water, Residential	KAUFMAN, JENNIFER	UB refund for account: ELAW-001560-0000-	\$ 7.15	139169
592-000-0180.00	Water, Residential	DAVIS, SPENCER	UB refund for account: WEAL-001621-0000-	\$ 70.58	139170
		Total For Dept 000		\$ 677.73	
<b>Dept 542 MAINS AND HYDRANTS</b>					

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592-542-7400.00	OPERATING SUPPLIES	VERIZON WIRELESS	WIRELESS SERVICE/DEVICES	\$ 27.00	709508
592-542-7400.11	EMPLOYEE SAFETY GEAR	RED WING BUSINESS ADVANTAGE	EMP SAFETY BOOTS	\$ 92.70	709495
592-542-7400.11	EMPLOYEE SAFETY GEAR	SAFETY SERVICES INC	SAFETY GOVES	\$ 33.60	139189
592-542-7400.18	WATER MAIN MTRL AND ACCES	ETNA SUPPLY COMPANY	WATER PARTS	\$ 1,560.00	709480
592-542-7400.18	WATER MAIN MTRL AND ACCES	ETNA SUPPLY COMPANY	WASTER PARTS	\$ 1,552.00	709480
592-542-7400.18	WATER MAIN MTRL AND ACCES	ETNA SUPPLY COMPANY	WATER PARTS	\$ 1,040.00	709480
592-542-7400.18	WATER MAIN MTRL AND ACCES	GASKET WHOLESAL	GASKETS/WATER PARTS	\$ 48.61	709508
592-542-7400.23	STAKING, SAMPLES, SMALL EQUIP, N	BEST BUY	TRIPOD/GPS UNIT	\$ 84.79	709508
592-542-7400.23	STAKING, SAMPLES, SMALL EQUIP, N	COUNTRY ENTERPRISES	MISS DIG FLAGS	\$ 269.11	709508
592-542-7400.23	STAKING, SAMPLES, SMALL EQUIP, N	PREIN & NEWHOF	WATER SAMPLING	\$ 700.00	709508
592-542-8010.00	CONTRACTUAL SERVICES	HALVERSON ENGINEERING LLC	ENGINEERING SVCS	\$ 462.00	709485
592-542-8010.00	CONTRACTUAL SERVICES	VERIZON WIRELESS	WIRELESS SERVICE/DEVICES	\$ 166.65	709508
592-542-8010.52	LSL HYDRO EXCAVATING	POWERVAC	EGLE/HYDROEXCAVATING SVC/LSL	\$ 9,728.00	709493
592-542-8010.52	LSL HYDRO EXCAVATING	POWERVAC	EGLE/HYDROEXCAVATING SVC/LSL	\$ 7,644.00	709493
592-542-9700.36	LEAD SERVICE LINE (LSL)	TUBERGEN CONSTRUCTION	LSL CONTRACT #2	\$ 104,775.00	139191
592-542-9700.36	LEAD SERVICE LINE (LSL)	GROUNDHAWG EXCAVATING & LAND	LSL CONTRACT #1	\$ 86,264.83	709527
592-542-9700.36	LEAD SERVICE LINE (LSL)	GROUNDHAWG EXCAVATING & LAND	LSL CONTRACT #2	\$ 11,145.84	709527
		Total For Dept 542 MAINS AND HYDRANTS		\$ 225,594.13	
<b>Dept 543 METERS</b>					
592-543-7400.00	OPERATING SUPPLIES	FERGUSON ENTERPRISES	FLANGE GASKETS	\$ 128.69	709525
592-543-9700.00	CAPITAL EXPENDITURES	FERGUSON ENTERPRISES	WATER METER REPL PROG	\$ 933.47	709482
		Total For Dept 543 METERS		\$ 1,062.16	
<b>Dept 550 SEWER EXPENDITURES</b>					
592-550-7400.11	EMPLOYEE SAFETY GEAR	RED WING BUSINESS ADVANTAGE	EMP SAFETY BOOTS	\$ 92.70	709495
592-550-7400.11	EMPLOYEE SAFETY GEAR	SAFETY SERVICES INC	SAFETY GOVES	\$ 33.60	139189
592-550-7400.25	SEWER MAIN MTRL & ACCESS	BERNTSEN	UTILITY LOCATING MARKERS	\$ 247.35	709508
592-550-7400.25	SEWER MAIN MTRL & ACCESS	EJ USA INC	SEWER MANHOLE LID	\$ 2,467.32	709522

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592-550-8010.00	CONTRACTUAL SERVICES	VERIZON WIRELESS	WIRELESS SERVICE/DEVICES	\$ 193.63	709508
592-550-9210.00	GAS SERVICE	DTE ENERGY	GAS BILLING-3.25.25-4.22.25	\$ 59.12	709541
592-550-9220.00	ELECTRIC SERVICE	CONSUMERS ENERGY	ELECTRIC SERVICE-MARCH/APR	\$ 2,071.48	709477
		Total For Dept 550 SEWER EXPENDITURES		\$ 5,165.20	
		Total For Fund 592 WATER & SEWER FUND		\$ 232,499.22	
<b>Fund 677 HEALTH CARE FUND</b>					
<b>Dept 852 HEALTH CARE ADMINISTRATION</b>					
677-852-8310.00	LIFE AND AD&D INS. PREMIUM	MADISON NATIONAL LIFE INS CO IN	LTD & LIFE INS PREMIUMS-MAY	\$ 1,822.46	709491
677-852-8370.00	LTD INSURANCE PREMIUMS	MADISON NATIONAL LIFE INS CO IN	LTD & LIFE INS PREMIUMS-MAY	\$ 1,368.04	709491
		Total For Dept 852 HEALTH CARE ADMINISTRATION		\$ 3,190.50	
		Total For Fund 677 HEALTH CARE FUND		\$ 3,190.50	
<b>Fund 692 MOTOR EQUIPMENT REVOLVING FUND</b>					
<b>Dept 570 MOTOR EQUIPMENT EXPENDITURES</b>					
692-570-7510.00	OP. SUP - TIRES	AMAZON	#564 TIRES	\$ 134.50	709508
692-570-7540.00	OP. SUP - PARTS	CARLETON EQUIPMENT COMPANY	#577 KIT SEAL	\$ 124.08	709476
692-570-7540.00	OP. SUP - PARTS	MICHIGAN CAT	COUPLINGS/#755	\$ 300.60	709508
692-570-7540.00	OP. SUP - PARTS	MICHIGAN CAT	LABOR/EXCAVATOR/#755	\$ 564.04	709508
692-570-7540.00	OP. SUP - PARTS	NAPA AUTO PARTS	CREDIT/BATTERY CORE	\$ (9.00)	139183
692-570-7540.00	OP. SUP - PARTS	NAPA AUTO PARTS	BATTERY	\$ 65.09	139183
692-570-7540.00	OP. SUP - PARTS	NAPA AUTO PARTS	SPRING	\$ 5.61	139183
692-570-7540.00	OP. SUP - PARTS	NAPA AUTO PARTS	VALVE TURNER #720	\$ 75.98	139183
692-570-7540.00	OP. SUP - PARTS	JACK DOHENY COMPANIES INC	#137	\$ 390.44	709530
692-570-7540.00	OP. SUP - PARTS	MACQUEEN	SWEEPER PARTS 151	\$ 459.76	709535
692-570-7540.00	OP. SUP - PARTS	MACQUEEN	SWEEPER PARTS #151	\$ 425.70	709535
692-570-7560.00	OP. SUP - SM. TOOLS	GREAT LAKES ACE	MECH TOOL	\$ 12.36	709508

**City of East Grand Rapids**  
**Agenda of the City Commission**  
**Voucher Run Summary May 19, 2025**  
**CHECKS #139156-139192 ACH# 709475-709542**

<b>GL Number</b>	<b>Invoice Line Desc</b>	<b>Vendor</b>	<b>Invoice Description</b>	<b>Amount</b>	<b>Check #</b>
692-570-7560.00	OP. SUP - SM. TOOLS	NAPA AUTO PARTS	MECH TOOLS	\$ 349.00	139183
692-570-7560.00	OP. SUP - SM. TOOLS	NAPA AUTO PARTS	VALVE KIT/MECH TOOLS	\$ 561.79	139183
692-570-7560.00	OP. SUP - SM. TOOLS	PURITY CYLINDER GASES INC	PART FOR WELDER TOOL/MECH	\$ 2,097.68	139185
692-570-7590.00	OP. SUP - GARAGE	LAWSON PRODUCTS INC	MISC SHOP PARTS	\$ 108.00	709487
692-570-7590.00	OP. SUP - GARAGE	NAPA AUTO PARTS	SHOP SUPPLIES	\$ 19.98	139183
692-570-7590.00	OP. SUP - GARAGE	NAPA AUTO PARTS	PARTS WASHER	\$ 22.49	139183
692-570-7590.00	OP. SUP - GARAGE	LAWSON PRODUCTS INC	SCREWS & WASHERS	\$ 84.61	709532
692-570-7590.00	OP. SUP - GARAGE	LAWSON PRODUCTS INC	MISC SHOP SUPPLIES	\$ 111.36	709532
692-570-7620.00	OP. SUP - UL GAS	FLYERS ENERGY LLC	FUEL PURCHASE/PS	\$ 228.11	709483
692-570-7620.00	OP. SUP - UL GAS	VMJH, LLC	FUEL/CITY VEHICLES	\$ 1,401.11	709502
692-570-7620.00	OP. SUP - UL GAS	FLYERS ENERGY LLC	FUEL PURCHASE/PS	\$ 255.37	709526
692-570-7630.00	OP. SUP - DIESEL FUEL	VMJH, LLC	FUEL/CITY VEHICLES	\$ 768.59	709502
692-570-8010.00	CONTRACTUAL SERVICES	SMART PLANET SOFTWARE LLC	SNOW PATHS/MONTHLY	\$ 385.00	709508
692-570-8010.00	CONTRACTUAL SERVICES	COREWELL HEALTH OCCUPATION	EMP SCREEN/B HAMMONDS, G NEWHALL	\$ 49.00	709520
692-570-8010.00	CONTRACTUAL SERVICES	COREWELL HEALTH OCCUPATION	EMP SCREEN & DOT/J KELLEY, E RADAKOVITZ	\$ 140.00	709520
692-570-8010.00	CONTRACTUAL SERVICES	VERIZON CONNECT	GPS UNITS/ACCT#100000161949	\$ 262.36	709540
692-570-9300.00	REPAIRS & MAINTENANCE	BORGMAN FORD SALES INC	FENDER ASSEMBLY/#295.1718	\$ 355.05	139172
		Total For Dept 570 MOTOR EQUIPMENT EXPENDITURES		\$ 9,748.66	
		Total For Fund 692 MOTOR EQUIPMENT REVOLVING FUND		\$ 9,748.66	
<b>Fund 731 RETIREMENT SYSTEM FUND</b>					
<b>Dept 560 GENERAL ADMINISTRATION</b>					
731-560-8010.00	CONTRACTUAL SERVICES	WATKINS ROSS & CO	COLA 2025 PENSIONS	\$ 330.00	709503
		Total For Dept 560 GENERAL ADMINISTRATION		\$ 330.00	
		Total For Fund 731 RETIREMENT SYSTEM FUND		\$ 330.00	

**City of East Grand Rapids  
 Agenda of the City Commission  
 Voucher Run Summary May 19, 2025  
 CHECKS #139156-139192 ACH# 709475-709542**

<b>GL Number</b>	<b>Invoice Line Desc</b>	<b>Vendor</b>	<b>Invoice Description</b>	<b>Amount</b>	<b>Check #</b>
		Fund Totals:			
			Fund 101 GENERAL FUND	\$ 222,731.35	
			Fund 202 MAJOR STREET FUND	\$ 10,737.11	
			Fund 203 LOCAL STREET FUND	\$ 79,199.94	
			Fund 204 MUNICIPAL STREET FUND	\$ 955.00	
			Fund 408 PARKS CAPITAL PROJECT FUND	\$ 500.00	
			Fund 592 WATER & SEWER FUND	\$ 232,499.22	
			Fund 677 HEALTH CARE FUND	\$ 3,190.50	
			Fund 692 MOTOR EQUIPMENT REVOLVING FUND	\$ 9,748.66	
			Fund 731 RETIREMENT SYSTEM FUND	\$ 330.00	
			Total For All Funds:	\$ 559,891.78	

**City of East Grand Rapids**  
**Agenda of the City Commission**  
**Voucher Run Summary May 19, 2025**  
**CHECKS #139156-139192 ACH# 709475-709542**

<b>GL Number</b>	<b>Invoice Line Desc</b>	<b>Vendor</b>	<b>Invoice Description</b>	<b>Amount</b>	<b>Check #</b>
5/19/2025	Laura Schwartz			\$559,891.78	
	Brad Hunter				
	Ryan Burdick				
Alternate:					
Alternate:					

# City of East Grand Rapids, Michigan



13

## MEMORANDUM

TO: Mayor and City Commissioners  
FROM: Gary Veldhof, IT Specialist  
DATE: May 13, 2025  
RE: Replacement Notebook PCs Purchase

**Action Requested:** The City Commission approve the purchase of 5 - HP Probook 460 G11 Notebook PCs (A1LE0UT#ABA) with extended warranty (U85M4E) from Direct Electronics Plus. The cost of the purchase will be \$6,414.90

**Background:** The 2024/25 budget includes \$8,300 for the purchase of replacement notebook PCs. The current units were purchased in the 20/21 fiscal year and are at the end of their expected useful life. The PCs will be used in the following departments: City Manager (2), Finance (1) and Parks and Recreation (2). The warranty extends coverage to 3 years and includes accidental damage protection.

Quotes for the specified notebooks and extended warranties were received from 4 vendors and the results are attached. Direct Electronics was the lowest price and the recommended vendor. Their price was lower than CDWG who offers pricing based on several government contracts including MiDEAL. A copy of the Direct Electronics quote is also attached.

The City has purchased HP equipment including notebooks, desktop PCs and servers in the past. There have been no major issues with the equipment or warranty services they have provided. Direct Electronics Plus is a new vendor. They have been an authorized HP reseller in business for 27 years. The City received several positive references from local business who have worked with them for many years.

This purchase was made on 4/10 to avoid pricing changes due to uncertainty with tariffs.

Shea Charles, City Manager

## MUNICIPAL OFFICES

750 Lakeside Drive SE • East Grand Rapids, Michigan 49506  
Telephone (616)-949-1750 Fax (616)-831-6144 www.eastgr.org

Partners with





**Direct Electronics Plus**

7203 Limerick Ln  
 Byron Center, Michigan  
 United States  
<http://www.dep-inc.com>  
 (P) 616-583-1500  
 (F) 616-878-5028

Quotation (Open)	
<b>Date</b> Mar 19, 2025 03:46 PM EDT	<b>Expiration Date</b> 04/18/2025
<b>Modified Date</b> Apr 07, 2025 01:18 PM EDT	
<b>Quote #</b> 21019 - rev 2 of 2	
<b>Description</b> HP ProBook 460 R2	
<b>SalesRep</b> Skalitzky, Michael (P) 616-583-1500 (F) 616-878-5028	
<b>Customer Contact</b> Veldhof, Gary (P) 6169492110 ext. 801 gveldhof@eastgrmi.gov	

**Customer**

City of East Grand Rapids (CO431)  
 Veldhof, Gary  
 750 Lakeside Drive SE  
 East Grand Rapids, MI 49506  
 United States  
 (P) 6163181559

**Bill To**

City of East Grand Rapids  
 Veldhof, Gary  
 750 Lakeside Drive SE  
 East Grand Rapids, MI 49506  
 United States  
 (P) 6163181559  
 gveldhof@eastgrmi.gov

**Ship To**

City of East Grand Rapids  
 Veldhof, Gary  
 750 Lakeside Drive SE  
 East Grand Rapids, MI 49506  
 United States  
 (P) 6163181559  
 gveldhof@eastgrmi.gov

<b>Customer PO:</b>	<b>Terms:</b> Undefined	<b>Ship Via:</b> FedEx Ground
<b>Special Instructions:</b>		<b>Carrier Account #:</b>

#	Description	Part #	Qty	Unit Price	Total
1	HP ProBook 460 G11 Notebook Intel Core Ultra 7 - 155U / up to 4.8 GHz - Win 11 Pro - Intel Graphics - 32 GB RAM - 512 GB SSD NVMe - 16" IPS 1920 x 1200 - Gigabit Ethernet - Wi-Fi 6E, Bluetooth - pike silver aluminum - kbd: US - with HP 1 year Wolf Pro Security Edition Service -	A1LE0UT#ABA	5	\$1,114.80	\$5,574.00
2	Electronic HP Care Pack Premium Onsite Support with Accidental Damage Protection and Travel Coverage Extended service agreement - parts and labor - 3 years - on-site - 9x5 - response time: NBD - for ProBook 440 G11 Notebook, 445 G11 Notebook, 465 G11 Notebook	U85M4E	5	\$165.85	\$829.25
3	Electronic HP Care Pack Premium Onsite Support with Battery Replacement Extended service agreement - parts and labor - 3 years - on-site - 9x5 - response time: NBD - for EliteBook Ultra G1i; Fortis 11 G1i, 11 G1m, 14 G1i, Flip 11 G1i; ZBook Ultra G1a	U87CDE	5	\$52.35	\$261.75

**TERMS AND CONDITIONS**

All prices and descriptions are subject to change without notice.  
 THIS PRICE LIST IS A QUOTATION ONLY AND IS NOT AN ORDER OR OFFER TO SELL. No contract for sale will exist unless and until a purchase order has been issued by you and accepted by Direct Electronics Plus, Inc. Acceptance by Direct Electronics Plus, Inc. of any offer is expressly conditioned upon your assent to the Terms and Conditions of Sale set forth in Direct Electronics Plus, Inc. invoices. The prices contained in this list may not be relied upon as the price at which Direct Electronics Plus, Inc. will accept an offer to purchase products unless expressly agreed to by Direct Electronics Plus, Inc. in writing. Products quoted were selected by Direct Electronics Plus, Inc. based on specifications available at the time of the quotation, and are not guaranteed to meet bid specifications. Product specifications may be changed by the manufacturer without notice. It is your responsibility to verify product conformance to specifications of any subsequent contract. All products are subject to availability from the manufacturer. Direct Electronics Plus, Inc. is not responsible for compliance with regulations, requirements or obligations associated with any contract resulting from this quotation unless said regulations, requirements or obligations have been passed to Direct Electronics Plus, Inc. and approved in writing by an authorized representative of Direct Electronics Plus, Inc.

<b>Subtotal:</b>	<b>\$6,665.00</b>
Tax (.0000%):	\$0.00
Shipping:	\$11.65
<b>Total:</b>	<b>\$6,676.65</b>

\*\*\*The freight costs listed are estimates. Shipping costs may vary based on time of purchase, quantity ordered, shipment carrier and warehouse sourced. Actual shipping costs will be calculated during shipment and will be reflected on your invoice.

City of East Grand Rapids										
24-25 Computer Replacements - Notebooks										
			Direct Electronics Plus		SCW		Howard Industries		CDWG*	
Qty	Part #	Description	Unit	Total	Unit	Total	Unit	Total	Unit	Total
5	A1LE0UT#ABA	HP Probook 460 G11	1,114.80	5,574.00	1,413.20	7,066.00	1,440.00	7,200.00	1,455.54	7,277.70
5	U85M4E	3 Year Extended Warranty	165.85	829.25	259.40	1,297.00		0.00	280.48	1,402.40
5	U85M0E**	3 Year Extended Warranty					132.00	660.00		
5	U87CDE	3 Year Extended Warranty	52.35	261.75		0.00		0.00		0.00
		Shipping		11.65						
		Total	w/U85M4E	6,414.90		8,363.00		7,860.00		8,680.10

\* Based on MiDEAL and Sourcewell 121923 contract

\*\* Does not include on-site repair

**EAST GRAND RAPIDS  
PARKS & RECREATION COMMISSION MEETING  
EGR COMMUNITY CENTER  
COMMISSION CHAMBERS  
6:00 PM  
Monday March 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.

Patrick Parkes called the meeting to order at 6:00 pm.

Present in Person: Michelle Brown, Larry Fisher, Lauren Jacoby, Layla Kuhl, Lan Le, Patrick Parkes and Kate Skaggs

Absent: Nick Abraham, Todd Bell and Ryan Burdick

Also Present: Parks and Recreation Director, Derek Melville and Sara Coffey

Guests: Marilee Fisher

**Public Comment:**

Marilee Fisher, 609 Lakeside Dr. SE, APT D, East Grand Rapids. Marilee and her husband live across from John Collins Park. She is proposing the Parks and Recreation Commission consider closing Lakeside Drive at Wealthy, on July 4<sup>th</sup> during the festivities. There is much concern for the safety of pedestrians, especially children. Vehicles tend to park illegally on the 4<sup>th</sup> of July, which backs up traffic and contributes to safety issues. Marilee also voiced concern about Public Safety not being able to get through the area in the event of an emergency.

**Report of Commissioners:**

**Michelle Brown, Layla Kuhl, Lan Le, Patrick Parkes** – Nothing.

**Kate Skaggs** – Update from the City Commission: a revised concept plan will be shared from Gaslight Investors March 25. Gaslight Investors will give a presentation at the City Commission meeting on March 31.

**Larry Fisher** – Is excited that spring sports are in session. Shared that he has seen quite a few comments on Facebook regarding the Farmers Market location.

**Lauren Jacoby** – Said the dog park is very fun, but very muddy and wondered if drainage could be added.

**Review of minutes:**

Minutes of February 24, 2025, Parks and Recreation Commission meeting were presented for approval.

MOTION to approve: Skaggs

SUPPORT: Kuhl

YES: Brown, Fisher, Jacoby, Kuhl, Le, Parkes, and Skaggs (7)

NO: (0)

**MINUTES APPROVED**

**Special Event Calendar – FYI**

**Consider request to amend Special Events Permits:**

**Consider request to approve Special Event Permits:**

**2025 GVBA After Dark Party**

Director Melville presented this returning event. The event is coordinated with Lions and Rabbits, GVBA, and the Community Foundation to bring people into Gaslight Village. Last year, the event was later in the year, they are requesting earlier in the season to hopefully attract the community before they leave for summer plans. Saturday, June 7 was identified as the date for this year.

A few areas of note for 2025:

- More food trucks
- Multiple drink stations or a more prominent location

Fisher – Is on the Community Foundation board, as is Patrick Parkes. Great event last year!

Skaggs – Is also on the Community Foundation board. She noted the board thinks it would be nice to see a variety of entertainment, possibly invite High School or Middle School groups to perform.

MOTION to approve: Brown

SUPPORT: Jacoby

YES: Brown, Fisher, Jacoby, Kuhl, Le, Parkes, and Skaggs (7)

NO: (0)

2025 GVBA After Dark Party approved

**Consider request to approve Special Event Permits:**

**2025 Reeds Lake Trailblazer Run**

Director Melville outlined the yearly event that takes place the morning of July 4<sup>th</sup>. This is the main fundraising event of the Community Foundation. The same out-and-back course will be used, and there are no proposed changes.

Fisher – Said that the out and back course helps cut down on the number of volunteers and road closures needed. This year a family division was added. Race participants were higher this year for the Corewell Health Irish Jig, so this is great news!

Kuhl – Voiced concern about safety. Should the road be closed for the whole day?

Fisher – Stated that the signage for road closures is good, and the community is still able to get out after the run.

Skaggs – Wondered how early people use the boat launch and how busy is it?

Melville – The boat launch has consistent boat traffic on July 4<sup>th</sup> starting early in the morning. The boat launch is closed for the run and the parade, as well as the boat show prep, performance and tear-down for a couple hours during the day. People like to watch fireworks from their boats, having the road closed for the day would be very difficult. Public Safety will be consulted regarding the concerns.

MOTION to approve: Fisher

SUPPORT: Kuhl

YES: Brown, Fisher, Jacoby, Kuhl, Le, Parkes, and Skaggs (7)

NO: (0)

2025 Reeds Lake Trailblazer Run approved

### **Construction Update:**

Manhattan Park construction project. The weather has been great this spring, so far nothing has been pushed back. The underground work is mostly complete. Projects include the tennis and pickleball courts, which will be sand blasted. Sidewalk and splash pad work will continue. The playground equipment will be installed. After all the projects that require heavy equipment are complete, the parking lot will be refreshed.

Jacoby – Requested an update on the soccer field.

Melville – The scoreboard installation is complete. The fields were used last week.

The Dog Park drainage issue has been evaluated by Halverson Engineering, a small drainage structure with a French drain would be beneficial. After the drain installation the area will be sodded. The work will be completed by the Parks and Recreation team.

Remington Park's drainage project will be finalized this spring. Sand will be distributed to cap and level the field. The baseball team has been practicing on it. New wind screens will be added to the outfield. The scoreboard will be repainted, and the numbers will be replaced. More concrete will be added to make the entire field ADA accessible.

Parkes – What is the timeline for the scoreboard renovation?

Melville – Looking at late spring, could be after the baseball season ends.

### **Report of Director:**

Director Melville informed the Commission that the softball team currently has 22 athletes. They are making use of batting cages and gyms. The team is excited to be playing.

Andrew Grashuis has been in contact with Director Melville regarding increasing community engagement. A request was made to the Community Foundation about funding monthly sidewalk socials within Regatta Plaza. These events would not come before the Parks and Recreation Commission for approval because they would not include road closures.

Skaggs – When will the parking lot (where the parking garage was) open?

Melville – There should be an update soon, and I will pass it on.

Brown – Is there an update on the DNR grants?

Melville – Was able to sit in on some DNR sessions while at the MPARKS conference and was able to connect with the new area coordinator. All applications are due April 1<sup>st</sup> and they are coming along well. There will be 3 grant applications submitted.

Le – Regarding the kayak kiosk, what was the total amount received by the city for the 50% revenue sharing?

Melville – Last year was the first full year of having the kiosk. The contract was 5 years and \$26,000 for the units and equipment. Any revenue is split 50/50 between the city and Rent.fun. The company handles all customer service and equipment replacement. Rent.fun estimated the city would do 300 rentals in 2024. They were very impressed that we had 549 rentals! Our portion of the profit for 2024 was \$7,150.

The meeting was adjourned at 6:50 pm

Next Meeting: April 28, 2025

Respectfully submitted by: Sara Coffey

February 11, 2025

East Grand Rapids Community Center – Commission Chambers

Present: Chairman Mary Mapes, Commissioners Steve Achram, Matt Feyen, Greg Metz, Peter Michell, Brian Miller, Chris Rosmarin, Laura Schwartz and Tom Tilma.

Absent: None.

Also Present: City Manager Shea Charles, Deputy City Manager Doug LaFave, Zoning Administrator Jay Gianotti, City Attorney John Huff, City Planner Paul LeBlanc of PLB Planning and Recording Secretary Sara Coffey.

1. CALL TO ORDER

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

2. APPROVAL OF AGENDA

A motion was made by Commissioner Metz and supported by Commissioner Miller to approve the agenda as presented.

Yeas: Commissioners Achram, Feyen, Mapes, Metz, Michell, Miller, Rosmarin, Schwartz and Tilma

-9

Nays: -0-

3. APPROVAL OF MINUTES – January 14, 2025

A motion was made by Commissioner Schwartz and supported by Commissioner Achram to approve the minutes as presented.

Yeas: Commissioners Achram, Feyen, Mapes, Metz, Michell, Miller, Rosmarin, Schwartz and Tilma

-9

Nays: -0-

4. PUBLIC COMMENT ON NON-AGENDA ITEMS

None.

5. STUDY SESSION - MASTER PLAN UPDATE

City Planner Paul LeBlanc presented results of the recent meetings regarding Gaslight Village and St. Stephen's property. Conceptual designs were presented for both areas. Interest was shown for Gaslight Village to incorporate additional buildings and more public space. Parking concerns were noted.

Deputy City Manager Doug LaFave stated that there are concerns about on-street parking and circulation.

Commissioner Rosmarin noted that the St. Stephens public meeting seemed favorable to the church location being a park with no houses or apartments.

Commissioner Feyen asked if the city can purchase the church property. Also, it was suggested the school should look at leasing the property until construction at the school is complete.

Deputy City Manager Doug LaFave said the Parks and Recreation Master Plan has a section for property acquisition.

Paul LeBlanc stated that the Diocese of Grand Rapids currently owns the property and lets the public use it. It is possible that the Diocese requires a portion of the property to remain public use when it sells. The current zoning is R2 and R3.

The remaining subareas (Easttown and Greenwood) are both sound neighborhoods. May recommend rezoning or new zoning district to support different activities.

- Greenwood is currently a mixed-use area with no proposed change. Previously Greenwood residents didn't want rezoning.
- Regarding Easttown, the Commission could consider rezoning Wealthy Street frontage (both sides) to MFR and leave the others as non-conforming.

Deputy City Manager Doug LaFave proposed continuing to talk about this area. Possibly having a study done to determine needs and wants.

Paul LeBlanc suggested studies should be conducted regarding rezoning of all areas south of Wealthy and should be done incrementally.

Commissioner Schwartz suggested setting a goal to get information about this area from the residents, before making any conceptual designs.

Deputy City Manager Doug LaFave stated this would be a good thing to do throughout the city.

Paul LeBlanc:

- Have an Easttown meeting to bring up zoning ideas.
- No plans to create any concepts for the Greenwood neighborhood. Instead, list the different uses in the neighborhood and note the potential impact from the proposed Gaslight Investors PUD project.
- 5-Year Plan will be re-evaluated. Changes made would be an addendum to the current Master Plan (not replacing). Review goals and stress housing concerns/needs.

Commissioner Miller proposed referencing each specific Master Plan (parks or mobility) and state that it refers to each plan, not re-state the whole plan.

Deputy City Manager Doug LaFave spoke on the City Climate Action Plan regarding a focal point on City Operations. The city wants to show the community items that are attainable and demonstrable, which take time.

Paul LeBlanc stated survey responses, from the community, were in favor of increasing housing options and more affordable housing.

Commissioner Feyen noted the goal of enforcement of property maintenance regulations. Wondered if this is new or an ongoing issue?

Paul LeBlanc reported that one of the biggest concerns commented on in the survey was property maintenance.

\*\*Commissioner Miller left at 6:46 PM.

Deputy City Manager Doug LaFave let the commission know that city staff investigate every property maintenance complaint, and many concerns are not items that fall into the actual property maintenance umbrella.

Commissioner Tilma stated that traffic safety was identified in the survey as a need, and he supports this being added to the goals.

Deputy City Manager Doug LaFave is willing to look at integrating this into one of the goals.

#### 6. REPORT OF THE CITY COMMISSION

Commissioner Schwartz reported that the City Commission approved the purchase of a platform/ladder truck for Public Safety. Lead-time on this is approximately 43 months and the cost is \$1.7 million. Electric versions are not available.

Monday, February 17 at 6:00pm the regular City Commission meeting will take place at the Performing Arts Center. Included in this is a public hearing with Gaslight Investors.

#### 7. NEXT REGULAR PLANNING COMMISSION MEETING – March 11, 2025

a Noted: The April meeting is over spring break.

#### 8. ADJOURNMENT

A motion was made by Commissioner Schwartz and supported by Commissioner Feyen to adjourn the meeting at 7:02 PM.

Yeas: Commissioners Achram, Feyen, Mapes, Metz, Michell, Miller, Rosmarin, Schwartz and Tilma

-9

Nays: -0-

Respectfully submitted,

Sara Coffey  
Recording Secretary



April 15, 2025

East Grand Rapids Community Center – Commission Chambers

Present: Chairman Mary Mapes, Commissioners Matt Feyen, Greg Metz, Brian Miller, Chris Rosmarin, Laura Schwartz and Tom Tilma.

Absent: Peter Mitchell and Steve Achram

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

1. CALL TO ORDER

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

2. APPROVAL OF AGENDA

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

3. APPROVAL OF MINUTES – February 11, 2025

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

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

Nays: -0-

4. PUBLIC COMMENT:

Before opening public comment, Jay Gianotti stated that there has been no action on the Gaslight Investors PUD update study session and that nothing has been approved.

Chris Rosmarin asked about revisions to the PUD plans and if further Planning Commission review is required. Jay Gianotti answered it has not been requested.

Tom Tilma asked if that is because it is more like a reduction? Jay Gianotti said that’s essentially why; the overall idea of the proposal is still the same.

Brian Miller asked if you can refresh our memory on the next steps? Jay Gianotti stated that City Commission will approve, developers will work on final designs, then there will be another round of public hearings and review with the Planning Commission and City Commission.

Chris Rosmarin asked if there has been any public sentiment about it coming back to the planning commission? Jay Gianotti stated that he’s never heard anything from the public on that.

Judith Baxter: Wanted to give her concern about there being several public comments made and at many public hearings about the request to return the concept plan to the planning commission.

Nyal Deems: 701 Laurel Circle. Was concerned about gaps in the proposal and unsettled items in the agenda and taking decades to look at it. He also was concerned with St. Stephens school and thought that multifamily housing should not be on the proposal for that area as that is not what that neighborhood wants.

Uriah Guffie. 705 Gladstone. Lives right across from St. Stephens would prefer it be another elementary school.

## 5. STUDY SESSION - MASTER PLAN UPDATE

City Planner Paul LeBlanc presented results of the recent Eastown subarea meeting. People really liked walkability and proximity to Eastown business district and Aquinas College. Some of the concerns were on-street parking, speeding, and enforcement of speeding, sidewalks and sidewalk plowing, and maintenance of rentals. A request that was prevalent was designated crosswalks and there was opposition to expanding the multi family zoning.

Commissioner Matt Feyen pushed back on calling the area we are referring to as Eastown. He also stated that blaming the rental properties for parking and maintenance isn't representative of real issues.

Commissioner Greg Metz supported Matt Feyen's comments and felt the same way he did and was also taken aback by all of the maintenance comments.

Paul LeBlanc was also surprised at the survey results after walking the neighborhoods and firsthand seeing the upkeep of the properties.

Paul LeBlanc stated that he plans to come up with a different name for the Eastown subarea.

Paul LeBlanc stated the process from this point on:

- Draft number one. This is the first time the Planning Commission has seen a draft. Tonight's meeting is your thoughts on the draft.
- Draft number two. Any changes that need to be made from draft one would be posted on the city website. We would come back and request a recommendation that the City Commission authorize distribution.
- If City Commission authorizes, we would provide copies to all the adjacent communities and a list of other agencies. There is a 42 day review period that they have to submit comments on the draft plan. Then we schedule a public hearing and move forward at that point.

Paul LeBlanc stated that we have a new plan that has to be submitted because we want a plan that gives context to the Gaslight Plaza and looks at ways where we could propose cross connections for pedestrians and bicyclists.

Commissioner Laura Schwartz wanted the master plan to be very clear that Gaslight Investors is an open discussion because there has been concern about it.

Commissioner Greg Metz said the reality is that we already have an approved plan from 20 years ago unless this process gets approved.

Commissioner Tom Tilma proposed that we don't have to go beyond a future land use map that would have land use categories that would be a basis for zoning.

Paul LeBlanc confirmed that the focus of this update was looking at future development options for select neighborhoods in the city

Commissioner Laura Schwartz asked if could have 3 or 4 different concepts reflecting general ideas without making the master plan look like we are endorsing any specific concept plan at this point.

Commissioner Mary Mapes stated that we did that in the 2018 master plan.

Deputy City Manager Doug La Fave spoke on the fact that we need to be very clear on what the plan is and what it is not. We need to reference the 2018 master plan as a current process of this particular project and a placeholder for whatever concept is approved.

Commissioner Tom Tilma wants to look at conceptual development layouts and reflect those general principles that were just talked about for connectivity.

Deputy City Manager Doug La Fave said what the concepts really reflects is it's pedestrian connectivity and it's bike connectivity, it gives you a general idea.

Commissioner Tom Tilma said the meaning behind it is that it connects to those other developments so you're establishing certain goals for the overall area for both parcels.

Commissioner Mary Mapes stated including their like areas, opportunities for community gathering spaces because it's public, clearly as well as all of us want.

Commissioner Tom Tilma wanted to say something about gathering spaces and the fact that they could have set it up and conveniently blocked off the street. There's the idea of carving out a corner in the D&W property but another idea is blocking off one of the streets.

Paul LeBlanc then asked to go person by person and take whatever questions or comments they have on the planning document.

Greg Metz: Page 19 There are a lot of non-conforming properties here. I'm just wondering should we make some mention of them? Paul LeBlanc answered that they are not non conforming because they got there by use variance so they are permitted.

Chris Rosmarin: I don't like the term for Greenwood. We talked about its current and long established character as appropriate and I don't like the term appropriate and I don't think it is appropriate. Also St. Stephens I thought we were going to have a plan where there were no buildings and it would just be a park. I thought there might be a scenario where the archdiocese would hand it over to the city for a dollar if we just made the grounds into a park. Based on what we have here would that impede our ability for this to happen?

- Paul LeBlanc answered that he didn't believe it impedes it. The idea here is to show redevelopment options and the options are in line with the 2018 plan and what we've talked about in this update, providing more options for housing. All four options we are showing show a lot more park than what is there now but we can certainly add one that's just parkland.
- Doug La Fave didn't see a problem to add in just a park open space component because the parks and recreation master plan does allow for acquisition of new property for park space too. If we didn't have a park only plan I don't think that would preclude anything from happening but I think your comment is well taken.

Mary Mapes: Is wondering if we need to make mobility and walkability more encompassing so we are not excluding anyone and that we have accessibility for all. She would like to continue to market community efforts and promote the community activities that people are looking for. And also acknowledge traffic and speed concerns.

- Doug La Fave explained that we recently installed 24-25 radar speed feedback signs so that data can be sent to public safety to do more targeted enforcement when speeding is a problem and how this system is working for our city.

Brian Miller: Recommended that we number our recommendations so that people can talk about them more easily. On page 11 with the non-conforming conditions map because there is a recommendation at the end that instructs the future City Commission to consider rezoning places where there's condensed nonconformity and he would like a map on this page also. He's also not comfortable with the recommendation to consider proactive enforcement of property maintenance code.

- Doug La Fave explained that it's a City Commission policy that we take complaints and don't go and send an enforcement truck down every block looking for something wrong. It's better off if you report it to us and we're happy to deal with it. There is a way to report this online. Better communication on what our current enforcement mechanism looks like is needed.

Tom Tilma: Starting with goals on page 12, he would like to disqualify the climate action plan because it is just for city operations. He would like to look at carbon neutrality for the entire city and not just for city operations. He would like a statement or idea of complete street or traffic safety for all roadway users. For St. Stephen he likes the idea of the park and a courtyard development. The last thing is non-conforming conditions where we look at changes where multiple non-conforming lots are found within the concentrated area. And the second one is coverage and setback amendments. Do we need a map or graphic to show study areas because we are looking at zoning changes instead of just bullet points. The current map just showed existing conditions. I was wondering if we need to have something that shows where we're going to start and focus on.

- Doug La Fave said he would approach it by leaving it open-ended where we can take off and maybe add some language around some incremental areas because you're not going to be able to rezone the entire city in 5 years. Maybe we can look at studying some areas where we can live and learn through that process about how that would work moving forward.
- Matt Feyen said we have a lot of non-conforming properties not just a handful. There are some areas zoned R2 but really fit the criteria for R3 but our zoning code calls for the elimination of all those properties. Do we want to eliminate dozens and dozens of houses?
- Jay Gianotti stated that a few years ago we did try to do a little bit of that. Part of the problem is that available Regis data and is not 100% accurate in terms of which lots are not conforming. This still could be useful as a talking point or baseline.
- Matt Feyen wonders how we treat non-conforming properties? Is elimination our goal? Or should it be reduction or elimination?
- Doug La Fave said to look at administrative departures for some of these non conformities where we consider a certain percentage or aspect that is not disruptive to the general area.
- Tom Tilma said if you did this comprehensive way you'd be eliminating hundreds of non conforming situations, which is better than variances or administrative departures. Do we have enough basis in the master plan to go ahead and rezone them?
- Paul LeBlanc felt this map gives us a pretty good idea of where we have substantial concentration. Most lots are smaller than 5,000 square feet in east town. We don't have a zoning district that allows anything smaller than 5,000 so that could lead to creating a new zoning district or amending the R3 district to allow 4,000 square foot lots to make that whole area conforming. It may not be a good idea to go in and start rezoning massive neighborhoods all over the city. I think some of it will require more study and it may be changing the existing zoning or creating a new district or amending the districts we already have to accommodate some of these.

Laura Schwartz: Would like to tighten up references to mobility so that we talk about safety for all users. She agrees with green space at the church. She agrees with not doing proactive enforcement. On page 19 she wanted to make sure that we are referencing the existing land use map correctly and doesn't want this map to suggest that mixed use in the corner could be spread to other areas. I think there are properties that would fall into the R2 zone, I don't want to leave out R2 that would fall into that detached garage in the back corner, 8 inches off the lot line.

- Brian Miller responded to the mixed use question that he thinks it is important and that we don't want to reopen that because that has already been decided.

Matt Feyen: Wanted to talk about rain gardens. When computing lot coverages if we give credit for those kinds of solutions where something could be positive instead of negative you are limited with lot coverage areas. Are there some things that we want to encourage with smaller lots? And if the requirement is 40% or less and they are at 45% is there a solution that would capture that excess?

- Tom Tilma said that part of the reason for the lot cover requirements is not just for storm water management it is for green space.
- Doug La Fave said we have a 2 tier system when looking at what the development is on site and what we require from the site. He explained the process of our 2019 drainage plan where we look at on site detention requirements for residential properties.
- Doug La Fave answered that if somebody wants to do something with an on site detention, we have an engineer calculate what it is and make sure it is designed appropriately so that it actually functions. Maybe for a better understanding we can share a site plan or visual between now and the next session.

## 6. REPORT OF THE CITY COMMISSION

Commissioner Schwartz reported that Gaslight Investors came in with a revised plan and wanted the City Commission to provide comments. The main theme was displeasure with the amount of surface parking that was added. There is no formal submission right now to have a conversation about.

## 7. NEXT REGULAR PLANNING COMMISSION MEETING-May 13, 2025

## 8. ADJOURNMENT

A motion was made by Chairman Mapes and supported by Commissioner Schwartz to adjourn the meeting at 7:06pm.

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

Nays: 0

You tube link to meeting [April 15, 2025 Planning Commission Meeting](#)

Respectfully submitted,

Alicia Besemer

Recording Secretary

## Regarding PUD Conditions

Madam Mayor and Commissioners,

I wish to express the frustration felt by me and many others as you approach your last chance to add conditions to the PUD concept proposal. After a well-attended public forum and lots of input from your constituents, I have yet to hear a commissioner go on record saying that the density and scale of this proposal is too great. That is, however, the overwhelming sentiment of the voters who have given you feedback. You state that you are bound to the 2004 PUD in which 107 condominium units were approved. You have the ability heed the feedback of most of your constituents and tell the developer that 107 units is the top number you will accept. Why is this not being proposed? Instead, the developer was openly complimented for going from 70% over what he is approved for down to 40% over what he is approved for. He should be firmly held to the only number which was ever approved, 107 condominium units. As one of many concerned citizens, I am requesting that a condition be made that the unit density be at or lower than that which has already been approved, 107 units.

Additionally, the 2004 PUD concept plan included many stipulations, the like of which have not been included in this plan. Here are some of those stipulations. (*See the 2004 PUD for more.*)

This stipulation required the developer to financially support needed road changes.

(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.

This required the developer to support streetscaping/landscaping.

(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.

This required that the parking structure be available to support high school events.

(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.

This discussed the 687 parking spaces that were required for the much-smaller-than-current proposal.

(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

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

There were a total of 17 such conditions included. Notably, traffic studies, parking studies etc. were *not* included; they had already been completed in keeping with the recommendation of the city code.

We would all like to get on with improvements to our city center, but please do not vote to approve this concept plan until you ensure that it meets the needs of the people of East Grand Rapids.

Sincerely,

Jerry Anderson

## Lori Parmenter

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**From:** Charlie Croom <charlie.croom@gmail.com>  
**Sent:** Monday, May 5, 2025 5:33 PM  
**To:** Public Input  
**Subject:** Re: Revised plans input

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**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 wanted to reiterate that the latest version of these plans still does not solve the issue of converting downtown into a strip mall. It will be hideous to walk around and through. We need to be adding density to both people and cars. Fix the parking issue with garages; mandate greener and more beautiful footprints for a more vibrant and charming city!

On Wed, Mar 26, 2025 at 11:28 AM Charlie Croom <[charlie.croom@gmail.com](mailto:charlie.croom@gmail.com)> wrote:

Regarding the revised plans, it's starting to look more like a strip mall now than a neighborhood. Lots of pavement and minimal greenspace and flow. I would definitely support another story or two of parking somewhere to create a more walkable and pleasant environment. People are going to pass through this area from Wealthy to the lake and trails constantly, so it needs to be something we are proud of at the street-level.

We need to emulate other places that balance new density with hiding cars. This is the #1 thing that will make it keep the "feel" people are looking for. Please shift towards more under/above/ground / consolidated parking, and optimize for making it feel like an urban oasis and less like a LA car-suburb. This will benefit all the shops and businesses there as well!



## Lori Parmenter

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**From:** Tripp Frey <trippfrey@gmail.com>  
**Sent:** Wednesday, May 14, 2025 11:39 AM  
**To:** Katie Favale; Public Input; Doug LaFave  
**Subject:** Feedback on Proposed Street Markings for Plymouth Road

**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 Members of the East Grand Rapids City Commission,

As a long-time resident of East Grand Rapids, I want to begin by expressing my sincere appreciation for the City's continued investment in our infrastructure, particularly our roads. In a state where quality roads can be hard to come by, East Grand Rapids stands out. Thank you for your work to maintain and improve our community.

I am also an avid cyclist and care deeply about both safety and practical community planning. I understand the Commission is considering two proposed options for new street markings on Plymouth Road—one that introduces bike lanes on both sides, eliminating street parking, and another that preserves parking on one side, with no bike lanes. I would like to share my perspective on this matter.

To be candid, I find both options lacking. I urge the Commission to pause and take more time to consider all possible solutions that more thoughtfully balance the needs of all stakeholders—cyclists, motorists, and, most importantly, the residents who live on the affected street.

Here are a few key concerns I hope you will take into account:

**Not All Roads Are Ideal for Bike Lanes:** While I support cycling, not every road is suited for bike lanes. Plymouth Road is a busy corridor. Routing bikes down such a heavily traveled street seems neither safe for cyclists nor vehicles. Toronto recently recognized this reality and is removing bike lanes from its busiest streets ([link](#))—an example worth considering. Shouldn't we be thinking about how to route cyclists onto less traveled roads, for everyone's safety?

**Street Parking is Essential:** Removing parking from one or both sides of Plymouth Road will significantly inconvenience residents, their guests, and particularly our elderly neighbors. This could lead to safety risks in winter months when longer walks increase the chance of slips and falls. It may also present liability concerns for the City. More broadly, it appears the City is prioritizing a bike-focused ideology over the practical needs of the tax-paying residents who live on this street and would be most directly affected.

**Displacement Effects on Neighboring Streets:** Reducing or eliminating street parking on Plymouth will inevitably push vehicles onto adjacent side streets that are not designed to handle overflow traffic or parking volume. This not only creates congestion and safety concerns on quieter roads, but it also shifts the burden from one group of residents to another—hardly a fair or thoughtful outcome.

**Resident Sentiment is Overwhelmingly Opposed:** I reached out to all households on our block to gauge opinions. The overwhelming response was dissatisfaction with both options. Of those who felt compelled to choose, 12 homes supported Option 2 (retaining some parking), while only one supported Option 1. Most would prefer no changes at all.

It's also worth noting that Plymouth Road currently has no designated bike lanes or street markings, and this has not been raised as a problem by the City or residents. To the best of my knowledge, the absence of markings has not created confusion or conflict among drivers, cyclists, or pedestrians. There's been no community uproar. Given that there has been no demonstrated issue or community concern, I suspect residents feel irked that the City is finding a solution for a problem that doesn't really exist. Sometimes, leaving well enough alone is the most sensible path.

**Data Integrity is Questionable:** The accuracy of the Strava data being used to justify these changes is uncertain. As someone who often works from home, I simply don't observe a high volume of cyclists on this street and others have expressed the same sentiment. A neighbor who works for Google also analyzed the data source and methods, and raised similar concerns. A more rigorous, independent study would be appropriate before moving forward.

**Master Plan Interpretation:** I believe the City is overreaching in its interpretation of the 2018 Master Plan regarding mobility and biking infrastructure. While residents are open to enhancements for cyclists, they also expect solutions that are practical and considerate of all community members—especially those directly impacted.

Lastly, I encourage the Commission to think beyond binary choices. This is not a question of being for or against bike lanes, but rather about designing solutions that reflect the complexities of real-world use. Creative, context-sensitive planning should lead the way—not rigid adherence to abstract “best practices” that may not serve our specific needs.

Thank you for your time and for listening to the voices of those who live here.

Sincerely,  
Tripp

Tripp Frey  
616-881-9908

## Shea Charles

---

**From:** Bradley Hunter  
**Sent:** Tuesday, May 13, 2025 1:29 PM  
**To:** Shea Charles  
**Subject:** Conditional Approval of PUD Site Plan

Hi Shea,

The reason this took me until today to write this email is based on the following narrative.

I am in full belief that "conditions" we can attach to an approval need to be redefined as a Condition prior to approval of site plan. And that Condition is we do the studies first and allow that information to guide our decision making. To a growing number of residents, the simple formula provided for by square footage of buildings potentially being approved we are approving units per acre, number of people and therefore density—an approval which cannot be changed by after the approval "conditions". Parking = a number of people which will already have been approved. Same for Traffic, Public School numbers and any other number which can be measured by a post approval study. So I will seek information on this topic on Monday publicly to ensure due process. I am frustrated by the conversations around green space and rooftop gardens as it is a distraction away from the central point.

Furthermore, City staff and consultants have used various rationale for approval. We have used the 2004 PUD as a benchmark for approval, when the number for density we are granting them is greater than that approval. Yet suggesting publicly we face potential litigation if we fail to give them what has already been passed, we are actually being asked to vote on giving them more. Second issue here, we have also used the 2018 MP as a benchmark for approval. The studies used to inform the 2018 MP and even subsequent studies have contradicted in some cases what is said in the 2004 PUD approval. Which is to be relied upon? Since they are in conflict with each other and in absence of a 2025 MP we cannot guide our residents to a fair outcome on these facts. Providing various data or references for benchmarks is confusing and frustrating to the public when they are in conflict with each other and gives the impression the City is allowing the developers to cherry pick data to serve a specific outcome.

Ultimately the conversation amongst Commission next Monday will hinge upon whether post-approval "conditions" can after the fact, lead the developer to sue the City as a square footage of building has already been approved. When in actuality these "conditions" need to be viewed more as supporting facts needed by City Commission prior to approval, or the Concept Plan needs to change back to the square footage approved under 2004. That is my Condition and I understand not what you were looking for or wanted to hear. Why else would a Developer want a study to come after approval? And if asked to change the density formula after approval, why wouldn't they want to litigate that with the City?

Finally, that we or the Brownfield board cannot negotiate prior to our approval of Site Plan once again does not allow the Commission or residents proper input on the overall process.

Thank you,

--Brad