

CITY OF PORTAGE PLANNING COMMISSION

AGENDA

**Thursday, October 7, 2021
7:00 PM**

Portage City Hall Council Chambers

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

APPROVAL OF MINUTES:

- * 1. July 22, 2021
- * 2. September 16, 2021

PUBLIC HEARINGS

- * 1. Special Land Use Permit: RNR Tire Express, 6929 S Westnedge Ave. (Auto Repair)

SITE/FINAL PLANS:

- * 1. Final Plan for Pennridge Trail Planned Development (Ph. 2 North); 1800 W. Osterhout Avenue

OLD BUSINESS:

- * 1. Zoning Amendment for VCA Veterinary Animal Hospital, 5348 S. Westnedge Ave.

NEW BUSINESS:

STATEMENT OF CITIZENS:

ADJOURNMENT:

Star (*) indicates printed material within the agenda packet.

PLANNING COMMISSION

July 22, 2021 Meeting

The City of Portage Planning Commission meeting of July 22, 2021 was called to order by Chairman Corradini at 7:00 p.m.

IN REMOTE ATTENDANCE

Christopher Forth, Deputy Director of Planning, Development and Neighborhood Services; Kelly Peterson, Director of Community Development; and Seth Koches, Assistant City Attorney.

ROLL CALL

Mr. Forth called the roll: Fries (yes); Pezzoli (yes); Youngs (yes); Freiman (yes); and Corradini (yes). A motion was offered by Commissioner Pezzoli, seconded by Commissioner Freiman, to approve the roll and excuse Commissioners Baldwin and Joshi. The motion was unanimously approved. Commissioner Adams arrived at 7:10 p.m.

APPROVAL OF MINUTES:

A motion was made by Commissioner Fries, supported by Commissioner Pezzoli to approve the June 17, 2021 meeting minutes. The motion was unanimously approved.

PUBLIC HEARINGS:

1. Special Land Use Permit for Alpha Motorcar Used Car Sales, 8811 Portage Road. Mr. Forth summarized the Special Land Use Permit request submitted by Alpha Motorcars to establish a vehicle dealership for the sale of used automobiles. The property is zoned B-3, general business and is occupied by a vacant 3,300 square foot commercial building and associated site improvements. A small sales office will be established in the front portion of the building and the rear of the building for detailing/minor repair work. The site can accommodate up to 27 vehicles for sale on the existing asphalt surface five spaces for customers and three for employees. Mr. Forth indicated several areas of the asphalt are in deteriorated condition and the applicant plans to complete repairs to the asphalt including seal coating and striping. Finally, Mr. Forth stated the proposed automobile dealership fulfills the requirements for issuance of a Special Land Use Permit.

Chairman Corradini opened the public hearing. The applicant, Matthew Bosker, 2925 Rolling Hill Avenue, was present to speak in support the Special Land Use Permit request. Chairman Corradini asked Mr. Bosker if site improvements, such as landscaping, were planned to be completed. Mr. Bosker responded that those types of improvements were not anticipated at this time. No other citizens were present to speak in support or opposition to the Special Land Use permit request. A motion was offered by Commissioner Pezzoli, seconded by Commissioner Fries to close the public hearing. The motion was unanimously approved. There being no further discussion, a motion was offered by Commissioner Pezzoli, seconded by Commissioner Freiman, to approve the Special Land Use Permit for Alpha Motorcar Used Car Sales, 8811 Portage Road. The motion was unanimously approved.

SITE/FINAL PLANS:

1. Site plan for Stryker Medical, 6501 Portage Road. Mr. Forth summarized the staff report to construct a 199,280 square foot building addition and associated improvements to the existing 300,793 square foot Stryker facility located at 6501 Portage Road. The building expansion project will occur on the north side of the building. In conjunction with the building expansion an additional 204 off-street parking stalls are also proposed.

The applicant's representative, Mr. Jeff Paulson, Hurley & Stewart, was present to speak in support of the site plan. Commissioner Reed asked Mr. Paulson when Stryker plans to break ground, Mr. Paulson responded ground breaking is expected to occur in August 2021. Commissioner Pezzoli asked Mr. Paulson if the design of

the storm water system will be completed before construction begins. Mr. Paulson responded that the design would be completed before construction commences. Chairman Corradini asked about impacts on the existing water main. Mr. Paulson indicated the building will be located ten feet south of the water main and about 70 feet of main will need to be lowered to maintain adequate ground cover over the main.

There being no further discussion, a motion was offered by Commissioner Pezzoli, seconded by Commissioner Fries, to approve the site plan for Stryker Medical, 6501 Portage Road. The motion was unanimously approved.

NEW BUSINESS:

1. FY2020-21 Planning Commission Work Program Final Update and Proposed FY2021-22 Work Program. Mr. Forth provided a brief overview of the completed FY2020-21 work program and the proposed FY2021-22 work program. With regard to the proposed FY2020-21 work program, Mr. Forth noted new activities include the Lake Center Overlay Zoning District, enhanced Planning Commission continuing education program student representation on the Commission and an update to the Planning Commission Rules of Procedure. Commissioner Fries asked about the role of the Planning Commission during the Comprehensive Master Plan Update. Director Peterson stated the Commission will have a very active role and will also act as the stewards of the planning process. Director Peterson also indicated there will be an extensive outreach program. The commission and Director Peterson discussed various methods to engage the public including conducting charrettes, scheduling public input session at various locations around the city, and utilizing technology to better solicit public input. Commissioner Fries asked the update process will commence. Director Peterson indicated new staff members are being hired who will be needed to assist with this project.

2. Election of Officers. Mr. Forth indicated the Commission can accept nominations for officers or, as an alternative, re-elect the current slate of officers. Chairman Corradini indicated he would like to continue to serve as the chairman of the Planning Commission. Commissioner Pezzoli offered a motion to re-elect the current Planning Commission officers (Chairman Dan Corradini, Vice-chairperson Sarah Joshi, and Secretary Becky Baldwin for another year in those positions. The motion was unanimously approved.

STATEMENT OF CITIZENS/COMMISSIONERS

Commissioner Fries thanked Director Peterson for information regarding the Master Plan update process and the Planning Commissions role in that process. Chairman Corradini welcomed everyone back to in-person meetings.

ADJOURNMENT:

There being no further business to come before the Commission, Chairman Corradini adjourned the meeting at 8:10 p.m.

Respectfully submitted,

Christopher Forth, AICP
Deputy Director

PLANNING COMMISSION

September 16, 2021

The City of Portage Planning Commission meeting of September 16, 2021 was called to order by Chairman Corradini at 7:00 p.m.

IN ATTENDANCE

Christopher Forth, Deputy Director of Planning and Development Services; Eric Feldt, City Planner; Daniel Harrington, City Planner; and Catherine Kaufman, City Attorney.

ROLL CALL

Mr. Feldt called the role: Joshi (yes); Fries (yes); Corradini (yes); Pezzoli (yes); Baldwin (yes); Adams (yes); Youngs (yes); and Freiman (yes).

APPROVAL OF MINUTES:

A motion was made by Commissioner Baldwin, supported by Commissioner Frieman to approve the August 5, 2021 meeting minutes. The motion was unanimously approved.

SITE/FINAL PLANS:

1. Site Buffer for Proposed Self-Storage Development, 6741/ 6809 Lovers Lane.

Mr. Feldt explained that the applicant seeks Planning Commission approval to provide additional landscaping at 6741/6809 Lovers Lane in-lieu of a berm to meet Sec 42-573(E) along a property line between a proposed self-storage development and existing residences. Per Sec 42-573, the Planning Commission may approve this request upon finding that the proposed landscaping (or other proposed alternative screening features) is equivalent to the required berm. The applicant's proposed landscaping consists of two rows of staggered evergreen trees which will form a year-round screening feature. Staff finds that the proposed landscaping results in a natural screening feature that will buffer views of the proposed storage buildings from adjacent residents. Therefore, staff finds the proposal meets the intent of and is equivalent to the requirements under Sec 42-573 (E), and recommends approval of the subject request.

Commissioner Youngs asked about issues with storm water retention and the system for the site. Mr. Feldt responded that it is addressed during the site plan review process but not addressed in the report. Commissioner Adams asks whether there is a maintenance plan for the 'living berm'. Mr. Feldt responded that maintenance is required in the zoning code. Vice Chairman Joshi asked about the speed of growth of trees and when significant screening will be achieved. Commissioner Pezzoli commented about the required tree size for planting which will contribute to screening. Mr. Feldt confirmed that screening will be achieved through elevation and the size of planted trees. Commissioner Adams asked the applicant why an earthen berm is not applied in the site plan. Applicant, Mr. Brookes, responded that the property is sloped toward the back of the property creating a 'reverse berm'.

Commissioner Fries motioned to approve applicant request. Commissioner Pezzoli supported the motion. The motion was unanimously approved.

PUBLIC HEARINGS:

1. Zoning amendment for animal hospital. Mr. Feldt recommend delaying public hearing and public comment to the next available meeting on October 7th, 2021. Attorney Kaufman mentions that another public

notice will need to be mailed if rezoning will occur. Chairman Corrandini makes a motion to adjourn the public hearing until October 7th, 2021. Commissioner Adams seconds. The motion passes unanimously.

New Business:

1. Master Planning Workshop. Chairman Corrandini confirms the master planning workshop on September 23rd.

STATEMENT OF CITIZENS/COMMISSIONERS

Commissioner Fries asks for clarification on who is sending emails from the city. Mr. Feldt clarifies that a previous email had been sent by the city clerk. Commissioner Baldwin asks if everyone [on the board] will be attending the Master Planning Workshop. Mr. Feldt states that the organizer for the workshop has included all board members emails and that commissioners do not need to sign-up for the event.

ADJOURNMENT:

There being no further business to come before the Commission, Chairman Corradini adjourned the meeting at 7:30 p.m.

Respectfully submitted,

TO: Planning Commission **DATE:** October 7, 2021

FROM: Kelly Peterson, Director of Community Development

SUBJECT: Special Land Use Permit: RNR Tire Express, 6929 S Westnedge Ave. (Auto Repair)

I. INTRODUCTION:

A Special Land Use Permit application has been submitted by BCP Development LP to establish an automobile repair business at 6929 S. Westnedge Avenue. The 1.2-acre subject property is zoned B-2 Community Business and contains a 12,460 square foot two tenant commercial building and associated site improvements. As of the date of this memorandum (September 30, 2021), both tenant spaces are vacant and the applicant is proposing to occupy one tenant space with a tire repair business with three new service garage bays.

According to City of Portage Assessor's data, the subject site was developed in 1992 for a Walgreens retail building, on-site parking, landscaping, and new access driveways along S. Westnedge Avenue and Romence Road Parkway. See attached pictures taken by staff on September 9, 2021. Various commercial businesses have occupied the site, such as O-Reilly Auto Parts, Spirit Halloween, Med Express, and others.

PROJECT DESCRIPTION

The proposal consists of an automobile tire servicing business occupying the southern tenant space and using the existing parking lot and access drives. The business generally consists of providing various tire services such as tire rotation, repair, and installation, and other associated items as indicated in the application. No major repairs or body work is proposed. The hours of operation consist of 9 am to 6 pm, Monday – Friday; 9 am to 5 pm Saturday; and closed Sundays. Approximately seven employees are expected during a typical shift. The applicant is forecasting three to five customer cars per day. The applicant indicated that the subject company's business model typically has lower traffic demand than other tire service businesses which may have a high traffic demand. The only proposed exterior improvement is the installation of three new garage service bays along the southeast wall of the building (see attached pictures), a new sign (separate permit review), and new landscaping (see attached site plan). Interior renovations are also expected. Interior plans have not been included in the subject Special Land Use Permit, but will be required during the subsequent Building permitting review process.

II. BACKGROUND INFORMATION:

Existing Land Use/Zoning	<u>Subject Site:</u> A 12,460 square foot vacant building and related site improvements; Zoned B-2 Community Business. <u>North:</u> Commercial building (McDonalds); Zoned B-3 General Business
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	<u>South</u>: (across Romence Rd Pkwy) Commercial building (Climax Solar); Zoned B-3 General Business <u>West</u> (across S. Westnedge Ave.) Commercial building (PNC Bank); Zoned B-3 General Business <u>East</u>: Vacant; Zoned B-2 Community Business and R-1A Single Family Residential
Access	Existing full service driveways from S. Westnedge Ave. and Romence Rd Pkwy. No new access drives are proposed with the project.
Public Street	S. Westnedge Avenue is designated as a 5-lane Other Principal Arterial roadway with 23,605 vehicles per day (2020). Romence Road Parkway is designated as a 4-lane Urban Minor Arterial roadway with 13,599 vehicles per day (2019).
Historic District/ Structures	The subject site is not located within a historic district, nor contains any historic structures.
Environmental	The subject property is not encumbered by wetlands, floodplains or other environmentally sensitive areas/ features.
Public Utilities	Municipal water and sewer are available.
Land Development Regulations	The <i>Special Land Use</i> permit application has been submitted under Sec. 42-261 (C)(2) “ <i>Auto Repair</i> ” meeting conditions (a-i) and subject to standards under Section 42-462, <i>General Standards for Review of Special Land Uses</i> which sets forth the criteria for evaluating a special land use and allows conditions to be established.

III. ANALYSIS:

As noted earlier, staff finds the proposed use is considered an ‘auto repair’ business under the zoning code and is permitted on the subject site with an approved Special Land Use Permit pursuant to Division 5 *Special Land Use*. Special Land Use proposals shall consist of a complete application, detailed description of the proposed use, fee, and statement describing compliance with applicable regulations. The application shall be transmitted to the Planning Commission for review for consideration during a public hearing. Staff finds a complete application for the subject proposal has been received and is attached to the subject memorandum.

Pursuant to Sec 42-462 ‘General standards for review of special land use’, the planning commission shall take the following standards into consideration in its review of any special land use application:

A. Promote the intent and purpose of this article;

The intent and purpose of the zoning code is to generally implement the Comprehensive Plan and regulate land use development in a way that promotes public health, safety, and general welfare. The intent and purpose of the underlying B-2 Community Business zoning district is to generally permit a mix of commercial uses such as restaurants, offices, schools, retail, etc. and special land uses which might also be appropriate. Further, this district is designed to cater to the needs of a large consumer population, and characterized by a clustering of establishments served by common parking areas and which generate large volumes of traffic.

Staff finds that the subject proposal meets the intent and purpose of the zoning code and B-2 Community Business for the following reasons. The project consists of re-occupying a commercial tenant space with a commercial business which provides a community need; the site is developed with an existing building, parking lot, and multiple access drives; the proposal is not anticipated to increase traffic demands beyond existing levels; will result in low public utility demands; will not result in high demands of emergency services; and will not produce off-site noxious odors, gases, dust, or other deleterious impacts. Staff notes that the business is expected to frequently use impact guns, air impact wrenches, or other similar tools emitting loud noises when servicing tires. This noise will be heard on-site during typical hours of business but will not occur in the early morning or late hours of the day. To ensure periods of high noise levels are limited, staff recommends the listed hours and days of operation to be a condition of approval.

B. Be compatible with adjacent uses of land and the natural environment;

Staff finds that the proposed use of an automotive tire service business is compatible with the mix of existing commercial uses in the area. There is a fast-food restaurant to the north, retail and office uses to the west, various-sized retail and restaurants to the south, and vacant land to the east.

C. Not unduly affect the capacities of public services or facilities;

Staff finds that the proposed use will not unduly affect the capacities of public service or facilities for the following reasons. The proposed business will not result in high demands in public water or sewer usage, nor increase stormwater demands since the site is already developed. Traffic demands are expected to be low, with a forecast of 3-5 cars serviced per day. Staff had found this number of serviced cars to be unusually low for the type of business, as compared to similar businesses in the region, and asked the applicant to clarify this concern. The applicant indicated that the subject business uses a different operational model compared to similar businesses. Nonetheless, the site's large parking area exceeds the parking requirement for this use. The site's two existing access points are expected to accommodate future traffic and parking needs of the project.

D. Be consistent with the public health, safety and welfare;

The proposal will be consistent with public health, safety, and welfare for the following reasons. The project will not substantially increase traffic volume or intensity. Building renovations will be reviewed and inspected to ensure compliance with all applicable building codes. The building is connected to

existing public water and sewer utilities, and the site is connected to existing public stormwater utilities. And the site can be easily reached by police, fire, and other emergency response agencies.

E. Be harmonious with and in accordance with the general objectives or with any specific objective of the comprehensive plan; and

Staff finds the proposal to be harmonious with and in accordance with the general objectives of the comprehensive plan for the reasons provided in this section. In general, the purpose of the City of Portage Comprehensive Plan is to identify and analyze the city's physical elements to create goals to guide future growth and development of the city; preserve and enhance the quality of residents, businesses, and property owners; ensure appropriate levels of density and intensities; ensure adequate provisions of public utilities and services; establish strategies for key areas of the city; and other land use matters. The Comprehensive Plan also establishes a Future Land Use Map that categories land into various categories that help guide zoning districts and allowable land uses. The subject property is located in the 'Regional Business' category, which promotes a mix of commercial uses such as retail, restaurants, hotels, recreation facilities, offices, and other commercial uses that have a regional scale. Further, this category covers areas along primary commercial nodes, thoroughfares, and intersections, such as S. Westnedge Avenue and Romence Road Parkway. The subject proposal of a tire service business can be considered regional due to the large market area of customer base and, therefore, staff finds it consistent with the Regional Business Future Land Use category. Further, staff finds the following goal of the Plan relevant to the proposal: *Retain South Westnedge as a regional business anchor but continue efforts to improve traffic flow and safety*. Again, the business is located along S. Westnedge Avenue, provides a regional business need, re-occupies a vacant tenant space, will not increase traffic demands beyond existing traffic levels in the area, and will utilize existing access driveways. Lastly, staff finds the following guideline of the Plan relevant to the proposal: *Guideline C-8 Encourage innovative commercial/ office design to (d) provide trees and landscaping along the street and within the site*. The project involves adding more landscaping (see attached site plan) beyond what exists today, as required under Sec 42-261(C)(2).

F. Be planned and designed to ensure that the nature and intensity of the principal use and all accessory uses, and the site layout and its relation to the streets giving access to it, shall not be hazardous or otherwise detrimental to the area or unduly conflict with normal traffic to and from the use.

As stated earlier, the subject proposal will re-occupy a vacant tenant space on a developed site consisting of existing parking and circulation areas and multiple access driveways. Although the parking lot will be reduced to ensure compliance with Sec 42-261(2)(d), no other changes to the parking lot or access drives are proposed.

Staff finds criterion 'A' - 'F' met.

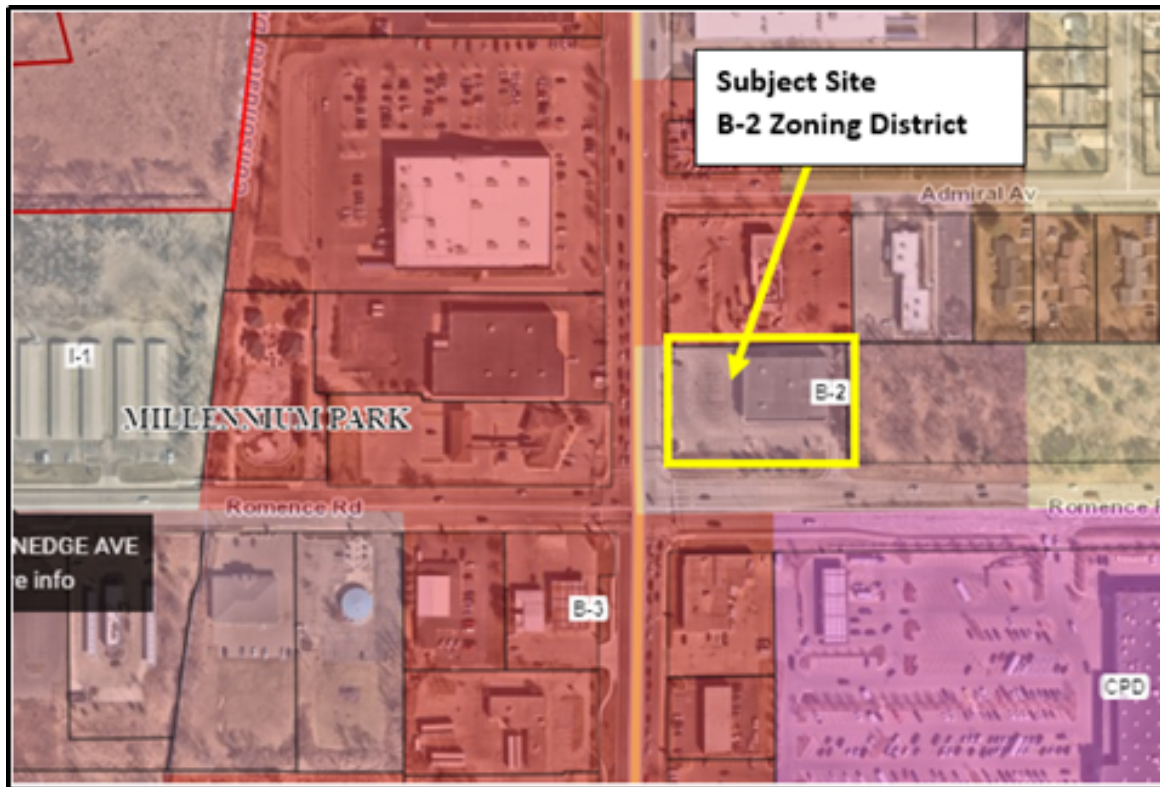


Figure 1. Section of zoning map showing subject site at the NE corner of S. Westnedge Ave. & Romence Rd Pkwy in the B-2 Community Business district. The more intense B-3 General Business district in red is located north, west, and south of the site.

Also, Sec 42-261 (C)(2) requires *Auto Repair* land uses to meet specific criteria, as provided below.
Sec 42-261(C)(2) Auto repair.

a. The minimum lot size shall be 30,000 square feet, with a minimum width of 150 feet.

Subject lot size is 54,718 square feet, and has a minimum width of 192 feet. Therefore, this item is met.

b. All services shall be performed within a completely enclosed building.

The applicant indicates that all services will be performed inside the existing building. To ensure all services continue to occur inside, staff recommends this as a condition of approval.

c. No service bay shall open to or face any public street.

Although this is not met because three new garage service bays will face Romence Road Parkway, a recently approved Variance (case no. ZBA 21-01; see attached approval letter) will allow this design. This variance was approved with a condition that up to three garage service bay doors are permitted. Staff recommends this condition be carried over to the subject request.

d. Not less than 20 percent of the ground area of the site shall be landscaped as a green area pursuant to an approved site plan.

Currently, the existing landscaped areas do not total 20%. However, the applicant will comply with this item by removing 13 parking spaces along the western parking area (closest to S. Westnedge Avenue) and one interior-located space for new landscaping consisting of a mix of deciduous and coniferous shrubs. See attached landscape plan.

e. In locations where the use abuts a residential district, the planning commission may require additional screening or landscaping to minimize any potential adverse effects, such as noise, dust, odor, etc.

Not applicable because the site does not abut a residential district. A zoning map is provided in the subject report.

f. No auto collision/body shop activities shall be permitted.

These activities are not proposed. However, to ensure these activities do not occur, staff recommends this as a condition of approval.

g. When located within an integrated or planned cluster of establishments served by a common parking area, the use shall be located on the periphery in such a manner as not to create vehicular circulation obstructions or pedestrian movement conflicts and shall be designed so as to integrate the use with the site plan and architecture of the cluster of establishments. No additional curb openings onto a public street shall be permitted.

The proposed use will share a common parking area with a future tenant in the subject building. This tenant has not been identified at this time. The existing parking lot was built to accommodate multiple tenants and is expected to do so in the future. Staff does not find any site circulation issues with the proposed tire repair business based on the existing pedestrian entrances, future garage service bays, revised parking layout, and site entrances.

h. No outside storage of parts and/or materials shall be allowed.

No outside storage is proposed. However, to ensure this does not occur in the future, staff recommends this as a condition of approval.

i. No overnight outdoor storage/parking of automobiles that have been or are awaiting service or parts is permitted.

This is not proposed with the subject request, however, staff recommends this as a condition of approval to ensure this activity does not occur.

Staff finds all nine criteria are met or recommended as conditions of approval.

Lastly, pursuant to Division 6 Site Development Requirements, the proposal shall provide certain exterior site improvements such as off-street parking & loading, signage, landscaping & screening, and lighting. As stated earlier, the site is developed with an existing building, parking areas, landscaping, lighting, signage, and two points of ingress/ egress. The existing parking layout will be reduced from 55 spaces to 42 spaces to accommodate the additional required landscaping, as described earlier. The proposed parking plan is attached. The proposed tire repair business requires 13 parking spaces (Sec 42-523), including one van-accessible space. Staff's calculation: Two spaces per service bay

+ One space per employee (Proposal: Three service bays (6 spaces) + Seven employees (7 spaces) = 13 parking spaces required). The parking plan shows a total of 42 spaces, including three accessible spaces. Therefore, the parking requirement is met. Staff notes that the proposed business would occupy 13 of 42 spaces, leaving 29 spaces for the second tenant space on the site, which is unoccupied at this time. Staff notes that if the second tenant space were to be occupied by a retail business (common in the area), the remaining parking spaces would accommodate the future retail parking requirement. There is an existing vacant sign that is expected to be used by the proposed and future commercial tenants. Per Sec 42-540, a sign permit will be required for a new sign face or sign structure, which is a separate administrative review. The landscaped areas will be increased, as described earlier. The exterior lighting is expected to be adequate. No new exterior lighting is proposed at this time.

IV. RECOMMENDATION:

Based on the above analysis and subject to any additional information brought before the Planning Commission during the public hearing, staff recommends the Special Land Use Permit for BCP Development LP, 6929 South Westnedge Avenue, be approved with the following conditions.

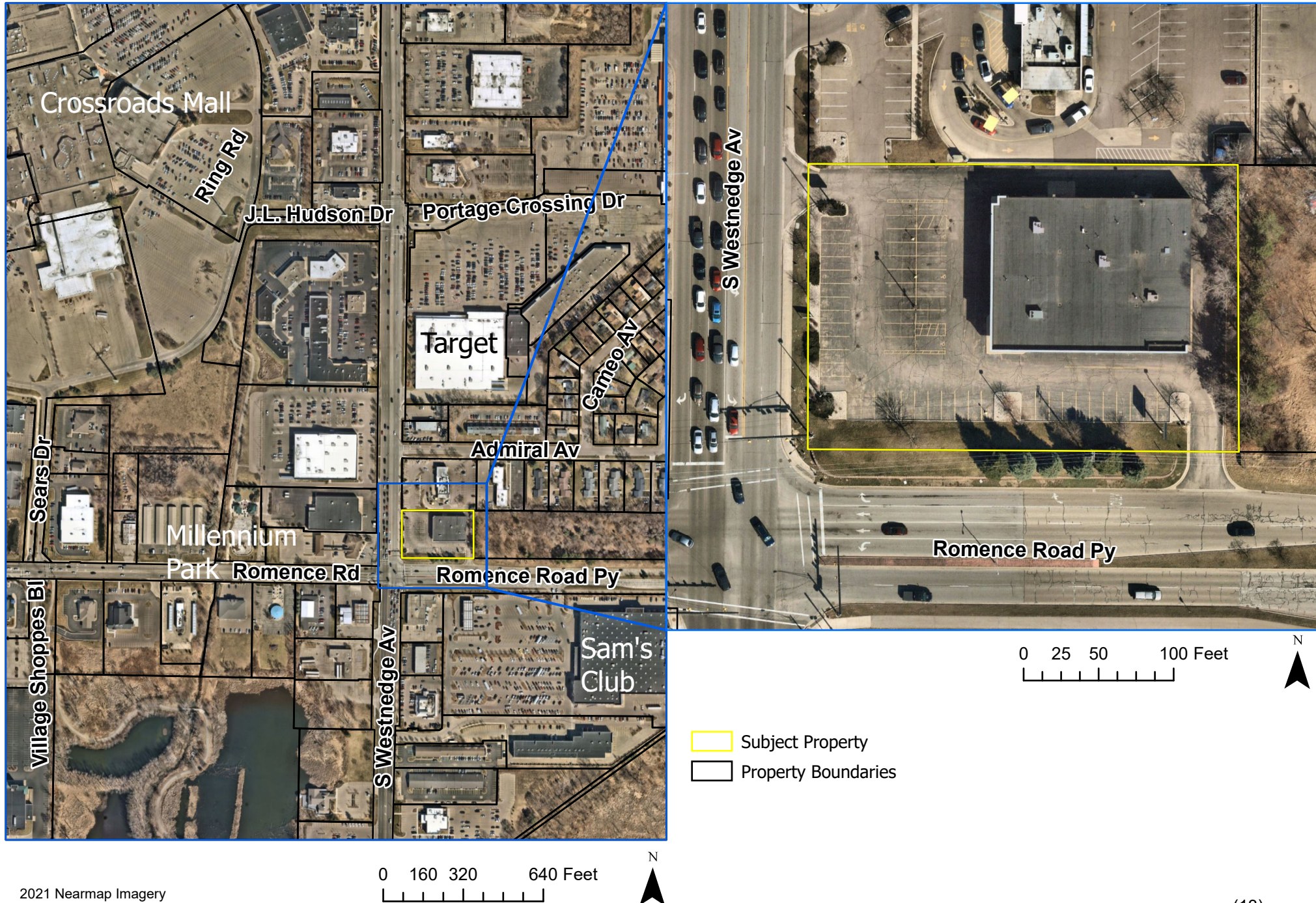
Conditions

1. Hours of operation shall be limited to 9am to 6pm, Monday – Friday, 9am to 5pm Saturday, and closed Sundays, as provided in the application, to limit times of expected high noise levels produced during certain tire services.
2. All services shall be performed within a completely enclosed building.
3. No auto collision/body shop activities shall be permitted.
4. No overnight outdoor storage/parking of automobiles that have been or are awaiting service or parts is permitted.
5. Per approved ZBA 21-01 Condition: A maximum of three garage service bay doors are permitted for this proposed use.

Attachments:

1. 6929 S Westnedge; Map
2. Special Land Use Permit Application - Portage MI
3. Latest Site Plan; 9.23.21
4. 9.21.21 Staff Pictures of Site
5. 2021 09 13 KP ZBA 21-01; SWA, 6929 (decision ltr)

Special Land Use Permit: 6929 South Westnedge Ave



SPECIAL LAND USE PERMIT INFORMATION

INTRODUCTION:

The purpose of this information is to explain a Special Land Use and the process of obtaining approval to conduct a Special Land Use. While certain land uses are “permitted by right” in each zoning district in Portage, a Special Land Use is allowed, when conditions specified in the zoning district are met and the use is approved by the Planning Commission.

IMPORTANT MATERIALS THAT MUST BE SUBMITTED TO THE PLANNING COMMISSION:

Applicants are responsible for providing materials for review by the Planning Commission that describe and graphically illustrate the request to obtain approval to conduct a special land use. The following information explains the responsibilities of applicants. IF SUCH INFORMATION IS NOT PROVIDED, THE COMMISSION MAY NOT BE ABLE TO ACT ON A PARTICULAR APPLICATION FOR LACK OF INFORMATION. The following is required to be submitted to the Department of Community Development at least ten working days prior to the Planning Commission meeting date:

1. A DESCRIPTION OF THE SPECIAL LAND USE TO BE CARRIED OUT on the property, including specific details about the special land use that will be on the property and which may dictate the size, shape or configuration of the building or structure to be used.
2. SKETCHES OF THE BUILDING OR STRUCTURE including floor plan, building or structure elevations and proposed location on the property, if pertinent to the application.
3. A SKETCH OF THE PROPERTY OR SITE MAP including adjoining properties and/or buildings, if pertinent to the application. Dimensions in feet of the property and building or structure are to be indicated. Topography, vegetation and other physical features are also to be shown on the sketch or site map.
4. A SPECIAL LAND USE PERMIT APPLICATION (attached) must be completed and signed by the property owner. Unless applying by mail, the Department of Community Development will prepare a computerized application with the applicant at time of submittal.
5. APPLICANT OR THEIR REPRESENTATIVE MUST ATTEND the Planning Commission meeting at which his/her application will be considered. Also, the Planning Commission will conduct a public hearing and input from the public will be accepted.
6. SPECIAL LAND USE PERMIT FEE: \$230 per group day care home application
\$340 for all other applications

FOR FURTHER INFORMATION ON SPECIAL LAND USE PERMITS: Please feel free to contact the Department of Community Development at 329-4477. Department staff will be glad to assist you.

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APPLICANT INFORMATION

Name BCP Development LP - Robert A. Behar, MD MBA		Telephone Number (346) 247-7000	
Address 5555 San Felipe #1135	City Houston	State TX	Zip code 77056

OWNER INFORMATION (if different)

Name National Surety Trust No. M-922 c/o National Shopping Plazas, Inc.		Telephone Number (312) 332-4172	
Address 200 West Madison Street #4200	City Chicago	State IL	Zip code 60606

PROPERTY INFORMATION

Address of property 6929 S. Westnedge Ave., Portage, MI 49002	Zoning District B-2	Land Area (acres) 1.256 acres
Legal Description (or attach separate page) Attached on separate page		

PROPOSED USE

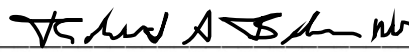
Description of proposed Special Land Use (attach additional page(s), if necessary)

Installation and service of tires, wheels and alignments.

See attached for more detail.

OWNER CERTIFICATION

I hereby certify that I am presently the legal owner for the above-described property and all of the above information is true and accurate. I further acknowledge that approval of this Special Land Use Permit constitutes an agreement with the City of Portage and all conditions or limitations imposed shall be fulfilled.


 Signature

September 15, 2021

Date

Legal Description:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PORTAGE, KALAMAZOO COUNTY, STATE OF MICHIGAN, AND IS DESCRIBED AS FOLLOWS:

Commencing at the Southwest corner of Section 10, Town 3 South, Range 11 West, thence North 0°38' West along the West line of said Section, 66 feet for the place of beginning of the land hereinafter described; thence continuing North 0°38' West, 192.96 feet to a point which is 210 feet South of the South line of "Ramey Park", according to the plat thereof recorded in Liber 25 of Plats on Page 25, Kalamazoo County Records; thence North 89°13' East parallel to the South line of said Section, 336 feet; thence South 0°38' East parallel to the West line of said Section, 192.96 feet to a point 66 feet North of the South line of said Section; thence South 89°13' West, 336 feet to the place of beginning; excepting the West 50 feet thereof.

Parcel ID: 00010-250-O

Street Address: 6929 S Westnedge Ave, Portage

PROPOSED USE DESCRIPTION:

RNR Tire Express is a national franchise that provides safe, quality Tires and Custom Wheels with affordable payment options! Founded in 2000 in Tampa, FL by Larry Sutton, RNR has expanded across the nation with over 150 locations in 26 states. RNR is your local one stop shop for Tires, Wheels and Alignments with a mission to become “The Best Tire and Wheel Concept in America!” When you step into an RNR, you’ll feel right at home as each team member strives to SERVE our customers and not just provide them customer service.

RNR Tire Express offers weekly, bi-weekly and monthly payment options to fit every budget. Everyone is approved and there is no credit needed or third party involved. The customer simply chooses the Tires and Wheels they want and pays them off on their schedule.

Together with our franchisees and local team members, we are committed to building lifelong relationships with our communities and strive to live by our motto “Changed Lives, Changing Lives.” At RNR, we want to give back in every way we can. Our annual donations have risen to over a million dollars nationwide to local non-profit organizations and we always look for ways to honor those in our community whether that be essential workers, moms, dads, cancer survivors and fighters. Please visit RNRTires.com for more information if needed.

We feel our use will be an added benefit to the City of Portage as we will be serve the community with job stimulation and facilitate the consumer needs with our high end tire products and great customer service.

Services include:

- Alignment
- Tire Rotation
- Wheel Balance
- Flat Tire Repair
- Installation
- Maintenance
- Caliper Painting
- Nitrogen

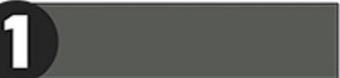
Hours of Operation:

Monday-Friday	9am to 6pm
Saturday	9am to 5pm
Sunday	Closed



Elevation facing
S. Westnedge

Elevation facing
Romence Rd.

1		2		3		4		5	
SW2132 Gray Bridge		SW7669 Summit Gray		SW2116 Falling Star		SW2910 Red Door		SW7006 Extra White	

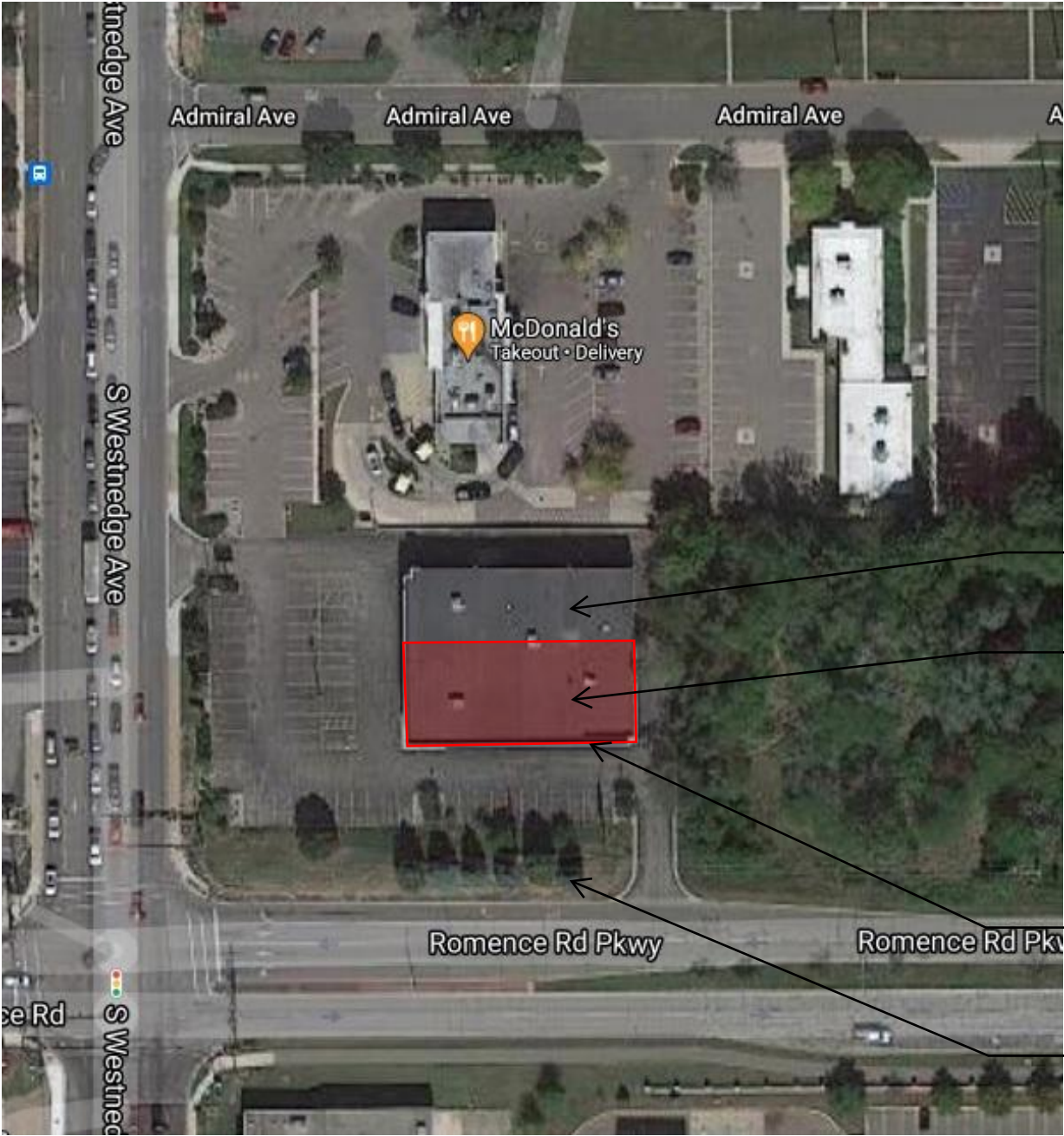
6929 SOUTH WESTNEDGE AVE.
PORTAGE, MI



Existing retaining wall, earth berm, and trees provide screening of building elevation



EXISTING SITE AERIAL VIEW



EXISTING SITE STREET VIEW FROM CORNER OF ROMENCE RD. & S. WESTNEDGE

Adjacent existing tenant space

Proposed tire service space

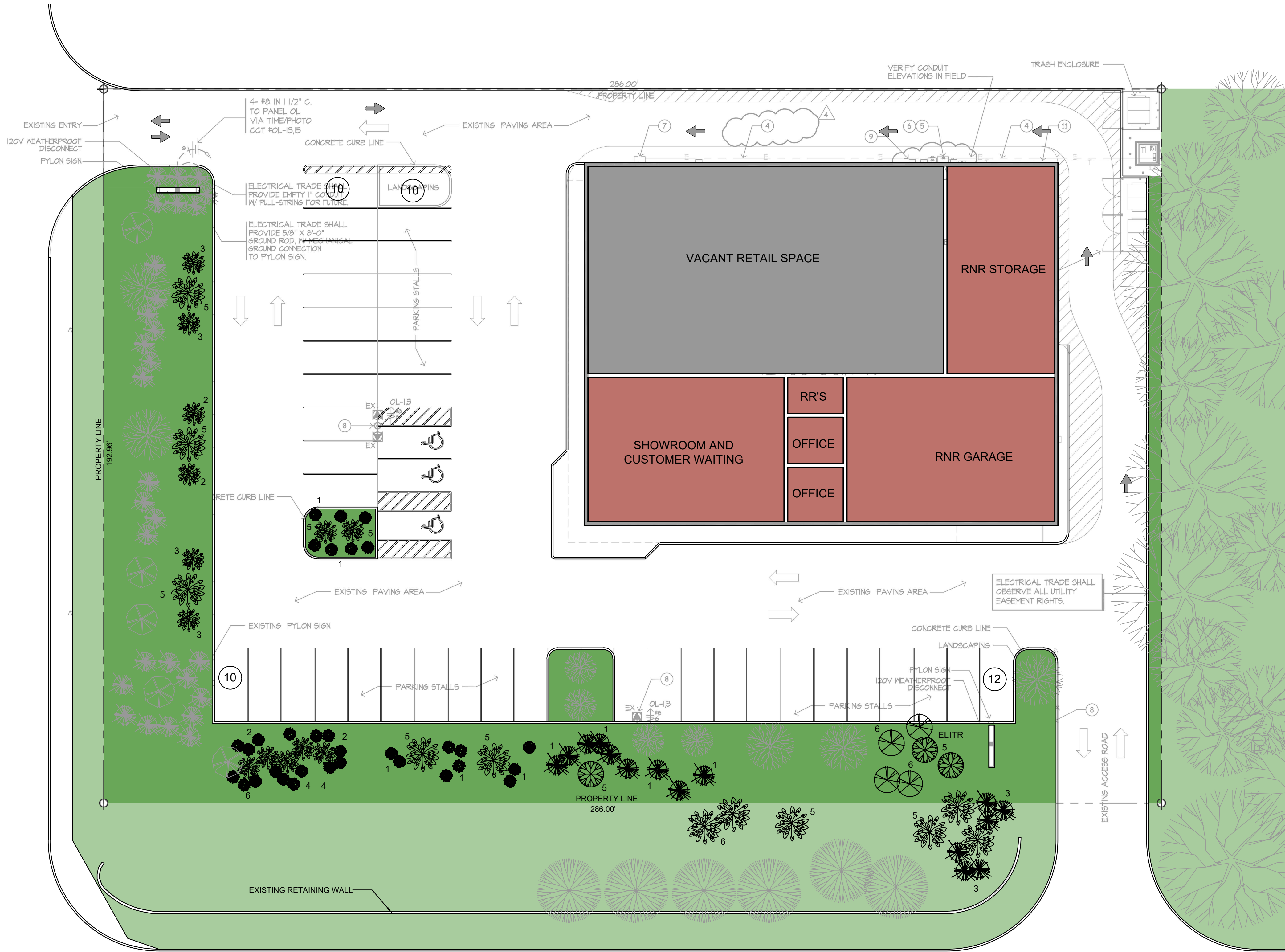
Proposed three (3) new overhead service doors. Refer to elevation rendering.

Existing retaining wall, earth berm, and trees provide screening of building elevation

PROPOSED RNR TIRE EXPRESS LOCATION
6929 SOUTH SESTNEDGE AVE., PORTAGE, MI

S. WESTNEDGE AVE.

ROMENCE RD. PARKWAY



GENERAL NOTES

OVERALL SITE SQUARE FOOTAGE = 55,209 SF
55,209 @ 20% = 11,041 SF

GREEN SPACE ON SITE = 11,324 SF
11,324 > 11,041 = 20% MIN. GREEN SPACE
COVERAGE PASS

GREEN SPACE DIRECTLY ADJACENT TO SITE BUT
NOT ON SITE

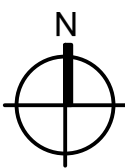
EXISTING STRUCTURE = 5,386 SF

EXISTING STRUCTURE = 5,386 SF

EXISTING LANDSCAPE ELEMENT TO REMAIN

NEW LANDSCAPE ELEMENT

SHRUBS			
KEY	COMMON NAME	SIZE	SPACING
1	Chicagoland Green Boxwood	18" Ht.	36" O.C.
2	Midwinter Fire Dogwood	36" Ht.	60" O.C.
3	Little Quick Fire Hydrangea	24" Ht.	48" O.C.
4	Henry's Garnet Virginia Sweetspire	24" Ht.	60" O.C.
5	Red Sprite Wintererry	24" Ht.	48" O.C.
6	Dwarf Meyer Lilac	36" Ht.	60" O.C.



1
A1.0 ARCHITECTURAL SITE PLAN
SCALE: 1/16" = 1'-0"



24 South 5th Street
Terre Haute, Indiana
47807
ph. 812.235.1300
www.holderdesign.net

SCOPE DOCUMENT

THE DRAWINGS INDICATE THE GENERAL SCOPE OF THE PROJECT IN TERMS OF ARCHITECTURAL DESIGN CONCEPT, THE DIMENSIONS OF THE BUILDING, THE MAJOR ARCHITECTURAL ELEMENTS AND THE TYPE OF STRUCTURAL, MECHANICAL AND ELECTRICAL SYSTEMS. AS SCOPE DOCUMENTS, THE DRAWINGS DO NOT NECESSARILY INDICATE OR DESCRIBE ALL WORK THAT IS REQUIRED FOR FULL PERFORMANCE AND COMPLETION OF THE REQUIREMENTS OF THE CONTRACT DOCUMENTS. ON THE BASIS OF THE GENERAL SCOPE INDICATED OR DESCRIBED, THE TRADE CONTRACTORS SHALL FURNISH ALL ITEMS REQUIRED FOR THE PROPER EXECUTION AND COMPLETION OF THE WORK.

THE SEAL(S) AND SIGNATURE(S) APPLY ONLY TO THE DOCUMENT TO WHICH THEY ARE AFFIXED AND WE EXPRESSLY DISCLAIM ANY RESPONSIBILITY FOR ALL OTHER PLANS, SPECIFICATIONS, ESTIMATES, REPORTS, OR OTHER DOCUMENTS OR INSTRUMENTS RELATING TO OR INTENDED TO BE USED FOR ANY PART OR PARTS OF THE PROJECT.

COPYRIGHT 2021 HOLDER DESIGN, INC.

DRAWN BY: AM
CHECKED BY: MLH
PLOT SCALE: AS NOTED
DATE: 09.22.2021

PROPOSED RENOVATION INSTRUCTIONS FOR:

RNR TIRE EXPRESS

PORTAGE, MICHIGAN

SHEET DESCRIPTION: ARCHITECTURAL SITE PLAN

REVISIONS

SHEET NO.

A1.0

JOB NO.

A21-039

Staff's pictures of site taken September 21, 2021













September 21, 2021

Robert Behar, MD
BCP Development, LP
5555 San Filipe St., Suite 1135
Houston, TX 77056

Dear Dr. Behar:

This letter and the attached draft meeting minutes are to confirm the decision of the City of Portage Zoning Board of Appeals meeting on September 13, 2021 with regard to the request for 6929 South Westnedge Avenue.

The Board voted 7-0, to grant a variance to orient service bay doors facing Romence Road, conditioned upon the number of doors not exceed the three shown in the application materials.

Please note the variance will expire on September 13, 2022 if a building permit is not obtained and work begun by that time.

If you have any questions, feel free to contact me or Jeff Mais at (269) 329-4477.

Sincerely,

Kelly Peterson, Director
Department of Community Development

Attachment – Draft September 13, 2021 Zoning Board of Appeals meeting minutes

c: Jeff Mais, Zoning & Codes Administrator

T:\COMMDEV\2021 2022 Department Files\Board Files\ZBA\ZBA #21-01; 6929 SWA\2021 09 13 KP ZBA 21-01; SWA, 6929 (decision ltr).docx

TO: Planning Commission**DATE:** October 7, 2021**FROM:** Kelly Peterson, Director of Community Development**SUBJECT:** Final Plan for Pennridge Trail Planned Development (Ph. 2 North); 1800 W. Osterhout Avenue**I. INTRODUCTION:**

The developer seeks Planning Commission approval of a Final Plan for the northern portion of Phase 2 (units 23-74, duplex attached housing) of Pennridge Trail Planned Development. As mentioned under Background Information, previous phases of this development are currently under construction as being consistent with the initial 2018 plan development plan (see attached 2018 plan). The subject phase under consideration is shown in the vicinity map. Also, the final drawing of this phase is attached. Pictures of this subject, undeveloped area are attached as well.

II. BACKGROUND INFORMATION:

The multiphased Pennridge Trail Planned Development condominium was approved by Council in 2018. To facilitate this residential development, the land was rezoned from Light Industrial to Planned Development (PD) (case # 17/18-3) to allow a total of 137 homes on 46.54 acres consisting of a mix of single family detached and attached housing units served by new roads and utilities, new internal sidewalks, new emergency access drive, and other various site improvements such as stormwater facilities. The phases of development are shown on the attached site drawing. However, Phases 1 & 2 were approved as subphases with Phase 1 (units 1-22) consisting of 22 detached single family homes (currently fully developed), followed by Phase 1 north (units 1-22 attached units) consisting of 22 attached units (nearly fully developed). Then, Phase 2 was divided into units 23-45 (23 single family detached homes) along Alder Avenue and Schrier Lane (several home foundations in place; new road and public utilities constructed); and Phase 2 North (subject project) consisting of 52 attached homes (units 23-74) along Pennridge Drive and Kearns Court. The next and last phase is labeled 'Future Phase' on the attached site drawing. I would suggest the

The following is an excerpt from the 4/27/18 Planning Commission report of the Final Rezoning Report describing the overall development, consistency with adopted City plans, and specific items such as pedestrian access, traffic, etc.

"As indicated by the applicant, the objective of the Pennridge Trail PD is to create an attractive community with a clustered residential development of high quality, energy efficient homes, that preserves large trees/natural areas and incorporates additional open space and landscaping features for families, couples and single individuals. The project is proposed to be developed as both a site condominium subdivision with public streets and single family detached homes, and a condominium with private streets and two-family attached (duplex) dwellings for a total of 137 units on the 46.54 acre tract of land. The site condominium subdivision portion of the development is proposed along

the southern portion of the property and will involve a total of 63 single family detached units on 20.6 acres in three phases (Phase 1, 4 and 5). The condominium portion of the development is proposed along the northern portion of the property and will involve a total of 37 attached duplex buildings (74 units) on 25.9 acres in three phases (Phase 2, 3 and 6). Open space areas totaling approximately 16 acres, or 34% of the overall land area, are also proposed across the planned development with particular emphasis along the western perimeter of the property (where adjacent to the Penn-Central railroad tracks) and the northern portion of the site. To provide this additional open space, the applicant is proposing a smaller lot “clustered” form of residential development with reduced lot sizes and building setbacks and increased building lot coverage within the site condominium subdivision portion of the development. The overall development density for the residential community will be 2.9 units per acre (137 units on 46.54 acres).

As identified in the attached materials, a variety of floor plans are planned for the mixed detached/attached residential community. Single family detached homes within the site condominium subdivision portion of the development will range between 1,400-2,800 square feet of living area (excluding any basement area) with an attached two-car garage and deck or patio, while dwellings within the duplex condominium portion of the development will range between 1,040-2,800 square feet of living area (excluding any basement area) with an attached two-car garage and deck or patio. The PD narrative and proposed concept portfolio also indicates the homes will incorporate variations in architectural design and construction materials and range in price from \$220,000-\$300,000+. Other features of the proposed planned development project include:

- Pedestrian Walkway/Trailway – An internal pedestrian circulation network consisting of concrete sidewalks and asphalt trails will be provided throughout the development. Four-foot wide concrete sidewalks will be provided along both sides of the public streets within the site condominium subdivision and along one side of the private streets within the condominium portion of the development. Additionally, a 6-8 foot wide asphalt path will be constructed within open space areas along the northeastern portion of the development, providing a connection from Schrier Lane (public street cul-de-sac) and Pennridge Drive (private street cul-de-sac) to the Eliason Nature Preserve located immediately to the east. Where located within the site condominium subdivision, sidewalks will be located within the public street right-of-way and maintained by the individual lot owners. Where located with the condominium portion of the development, along the private streets and within open space areas, the sidewalks and paths will be owned and maintained by the condominium association.
- Storm Water Management - Storm water runoff associated with the public and private streets will be collected and conveyed to infiltration basins and/or natural low areas situated along the northern and central portions of the subject property: Possible locations are identified on the tentative plan. While the storm water piping located within the public streets will be owned and maintained by the city, the storm water piping located within the private streets

along with storm water disposal areas situated within common open spaces will be owned and maintained by the condominium association with appropriate easements and indemnification provided to the city.

- Vehicular Access – Access to the Pennridge Trail PD will be provided through a new public street from West Osterhout Avenue (along the eastern portion of the property) and an internal public/private street network. This new public street access will include a boulevard entrance with one lane of ingress and two lanes of egress. A dedicated left-turn lane will be constructed within West Osterhout Avenue. Since there are more than 20 residential lots with only one formal access point, the developer is requesting a variance from this provision.

During administrative review of the tentative plan, a second public street access to West Osterhout Avenue, along the western portion of the property, was also considered. However, due to safety concerns related to the close proximity of this public street intersection to the Penn-Central railroad tracks, this second West Osterhout Avenue public access point is not recommended. A future connection to the east was also considered but with the acquisition of the abutting by the City of Portage and development of the Eliason Nature Reserve Trail, a connection to the east is no longer possible. In lieu of a second public street access to West Osterhout Avenue or a future connection to the east, the developer will construct a permanent emergency vehicle access drive to the adjacent property to the north located at 9801 Shaver Road. The City Administration has reviewed this alternative emergency access arrangement and found it acceptable. The developer of the Pennridge Trail PD and the owner of 9801 Shaver Road will provide the city the necessary easements and maintenance agreements for this permanent emergency vehicle access before development of Phase 2.

- Housing Types and Building Setbacks – The applicant plans to incorporate a variety of different residential elevations and floor plans into the development (see narrative and concept portfolio). Single family detached homes within the site condominium subdivision will range between 1,400–2,800 square feet of living area (excluding any basement area) with an attached two-car garage and deck or patio. Duplex dwellings within the condominium portion of the development will range between 1,040-2,800 square feet of living area (excluding any basement area) with an attached two-car garage and deck or patio. As indicated by the applicant, lots within the site condominium subdivision will maintain a minimum 60-foot wide lot width and a minimum 8,000 square foot lot area with the average lot area being approximately 9,720 square feet. A maximum building lot coverage of 30% is proposed. Single family detached homes will maintain minimum setbacks of 25-foot (front), 25-foot (rear) and 5-foot (side) with a minimum 15-foot separation between homes. Additionally, a 15-foot side setback will be provided along the long side of the corner lots. Duplex buildings within the condominium portion of the development will maintain a minimum 40-foot perimeter setback from all property lines, 25-foot setback from the edge of the private streets and 20-foot separation between duplex buildings.

- Phasing – The Pennridge Trail PD and construction of the 137 total residential dwelling units and associated infrastructure is proposed to occur in six phases over an approximate 10-year period with Phase 1 planned for 2018-2019. Phase 1 will include 21 site condominium lots and will begin along the southeast portion of the overall property with a public street constructed from West Osterhout Avenue. The remaining phases of the development are planned as follows: Phase 2 (22 duplex units) 2019-2021; Phase 3 (22 duplex units) 2020-2023; Phase 4 (24 lots) 2021-2024; Phase 5 (18 lots) 2022-2026 and Phase 6 (30 duplex units) 2023-2028. Since the total number of site condominium subdivision lots will be 63 with construction of Phase 1, 4 and 5, the applicant on Page 6 of the written narrative is requesting a modification from the maximum 20-lots on a cul-de-sac provision of the Subdivision and Land Division Regulations [Section 42-803(i)].

PRELIMINARY ANALYSIS - 2018 Rezoning, Tentative Plan

The following analysis has been prepared based on general land use considerations, the Comprehensive Plan, traffic conditions and surrounding development patterns. Issues to be considered are consistency with the Future Land Use Plan Map and Development Guidelines, suitability of the existing zoning classification and the impacts of the proposed zoning classification.

Comprehensive Plan/Future Land Use Map Consistency. The Future Land Use Plan Map component of the Comprehensive Plan identifies the subject property, along with adjacent properties to the south (along the south side of West Osterhout Avenue), as appropriate for Low Density Residential land use. Adjacent properties to the east are designated for Park/Recreation and Low Density Residential land uses. Adjacent properties to the north and northwest are identified for Shaver Road Business Corridor and General Business land uses, while adjacent properties to the west (along the west side of the Penn-Central railroad tracks) are designated for High Density Residential land use.

The Comprehensive Plan defines the “Low Density Residential” land use classification to include areas planned for future low density residential developments ranging from 1-4 units per acre. As indicated in the attached materials, the density of Pennridge Trail is approximately 2.9 units per acre. The Comprehensive Plan further identifies the purpose of the low density residential classification to establish areas for future low density, single family development, protect existing established neighborhoods from the intrusion of incompatible land uses and encourage additional “higher value” housing taking advantage of available attractive natural features and other amenities.

Development Guidelines. The Development Guidelines are intended to be used by the Commission and staff when reviewing private development proposals, infrastructure improvement programs (i.e. public expenditures on streets, sewers and water mains that influence the location, intensity and timing of development) and public programs that affect the physical environment. The guidelines also provide direction and underpinning for regulations that affect land use (e.g. zoning, subdivision, parking, landscaping and others), may suggest incentives to influence community development and

preservation and may suggest adjustments to other policies that influence the use of land for consistency with community development objectives. An evaluation of the Development Guidelines will be provided with the final report and staff recommendation.

Suitability of Existing I-1 Zone/Impacts of Proposed PD Zone. The subject properties have been zoned I-1, light industry since comprehensive zoning of the city in 1965. While the I-1 district may have been considered a suitable zoning district in 1965 as a result of the adjacent railroad tracks, it has never been developed with an industrial use. According to the current property owner, the land has been actively marketed for sale since 1993. The lack of industrial development interest is likely attributed to location (distance from major transportation routes, competition from other, more desirable industrial locations and adjacent residential land uses). Given the surrounding residential zoning and land use pattern, the proposed PD zone and mixed residential development project offers a more suitable option for the subject properties. Although an occasional passing train will result in noise and vibration, the decision to live near an active railroad line is a personal choice. While the PD ordinance permits up to 20% nonresidential land use, the proposed Pennridge Trail PD does not include a nonresidential land use element. Additionally and while the PD ordinance allows an overall residential development density of up to 7.0 units per acre, the proposed Pennridge Trail PD proposes an overall single family residential development density of 2.9 units per acre.

The proposed PD zone offers flexibility for the applicant and assurances to the community on how the property will be developed (i.e. types of land uses, density, location and so forth). As proposed by the applicant, the Pennridge Trail PD will result in a similar residential density that could be developed under a traditional subdivision (R-1B/R-1C district) with a more creative design that preserves open space and natural features.

Modifications. In conjunction with the proposed tentative plan, the applicant is requesting modifications from two Subdivision and Land Division Regulation provisions involving the maximum number of lots on a cul-de-sac street and installation of a five-foot wide concrete sidewalk along West Osterhout Avenue. Section 42-375.L of the Zoning Code allows City Council the authority to waive or modify standards of the PD ordinance where it finds such specifications are not in the best interests of the residents of the planned development and that modifications are not inconsistent with the interests of the entire city.

Since a second public street access from West Osterhout Avenue is not recommended given the proximity to the Penn-Central railroad tracks and a future connection to the east is no longer possible, construction of the site condominium subdivision portion of the development (Phases 1, 4 and 5) will result in a total of 63 lots on a public cul-de-sac street. Section 42-803(i) of the Subdivision and Land Division Regulations limits the number of lots on a residential cul-de-sac street to 20. As discussed previously and to provide an alternative secondary access to the development, a permanent emergency vehicle access connecting the northern portion of the Pennridge Trail PD (from Kearns Court) to the adjacent former Charles River industrial property located to the north at 9801 Shaver Road will be provided. Given the characteristics of the property and surrounding area, the City Administration is supportive of this requested modification.

While the developer will install four-foot wide concrete sidewalks along both sides of the public streets within the site condominium subdivision, Section 42-804 of the Subdivision and Land Division Regulations also requires the installation of a five-foot wide concrete sidewalk along the West Osterhout Avenue frontage. Given the proposal to install an internal network of sidewalks and trails within the Pennridge Trail PD including a connection to the adjacent Eliason Nature Preserve trail, combined with the lack of existing sidewalks along West Osterhout Avenue and no future plans by the city to install sidewalks along West Osterhout, the developer is requesting a modification from this requirement. As information for the Commission, sidewalks were once planned along West Osterhout Avenue. However, and with the reconstruction of West Osterhout Avenue in FY 2014-2015, proposed sidewalks were replaced with a wider paved shoulder to better accommodate non-motorized traffic. For these reasons, staff is supportive of this requested modification.

Traffic Considerations. The Trip Generation Manual published by the Institute of Traffic Engineers (ITE) estimates that a single family residential dwelling will generate approximately 10-12 vehicle trips per day ("trip" defined as one vehicle movement either in or out of the development). Upon full build-out of the Pennridge Trail PD (estimated at approximately 10 years), the 137 dwelling unit project will generate approximately 1,370-1,644 vehicle trips per day. As previously indicated, West Osterhout Avenue is a 2-lane minor arterial roadway with 3,905 vehicles per day (2015) and a capacity of 16,500 vehicles per day (level of service "D"). Anticipated traffic generation associated with a single family residential development on the subject property can be accommodated by the adjacent roadway system. In an effort to facilitate through traffic and left-turn movements into the proposed development, a left-turn lane will be constructed in West Osterhout Avenue at the new public street (Pennridge Drive) intersection."

III. ANALYSIS:

As mentioned under Background Information, the overall planned development gained tentative plan approval in 2018 meeting items 'A' - 'G' of Sec 42-375 Plan Review and Approval Planned Development. The remaining items under that code section address Final Plan criteria, which are discussed below.

Pursuant to Sec 42-375 (H) Standards for Final Plan, a final plan for development of the planned development shall be submitted to the planning commission for recommendation and to council for approval. The application shall include such drawings, specifications, covenants, easements and conditions and form of bonds as were set forth by resolution at the time of tentative approval. Generally, the Final Plan shall be in substantial compliance with the approved tentative plan and generally shall not vary by more than 10% of density, use, or overall building size. Staff notes that the subject Final Plan application and material matches the same number and location of duplex units (52) as shown in the 2018 tentative development plan.

Further, items 'I' - 'M' of Sec 42-375, the Final Plan shall generally meet deadlines for initiating construction, be consistent with phasing of the overall development plan from the 2018 tentative plan, obtain approvals to waive/ modify specifications, and determine nonconformities of any

existing development. Staff notes that the subject phase was forecasted to be under construction during years 2020-2023, as noted under Background Information. If approval is gained, this time period is expected to be met. The subject phase matches the phase boundary and types of units as shown on the 2018 tentative plan drawing (see attached drawing). During approvals of the past phases of this development some elements were modified, as described under Background Information. These modifications include increasing the number of units served by a cul-de-sac, installing an emergency-only driveway in-lieu of a second street frontage, and installing various internal sidewalks and connection to the existing public trail in-lieu of installing a sidewalk along Osterhout Avenue. There are no planned modifications under the subject proposal. Lastly, there are no existing uses or buildings that became non-conforming with the past rezoning to Planned Development.

Finally, and for Commission information, the access drive that provides a second means of ingress/egress during emergency situations has been constructed and reviewed/approved by the Fire Division. This emergency access drive is located at the north end of Pennridge Trail development site and provides access to Shaver Road across the property addressed as 9801 Shaver Road.

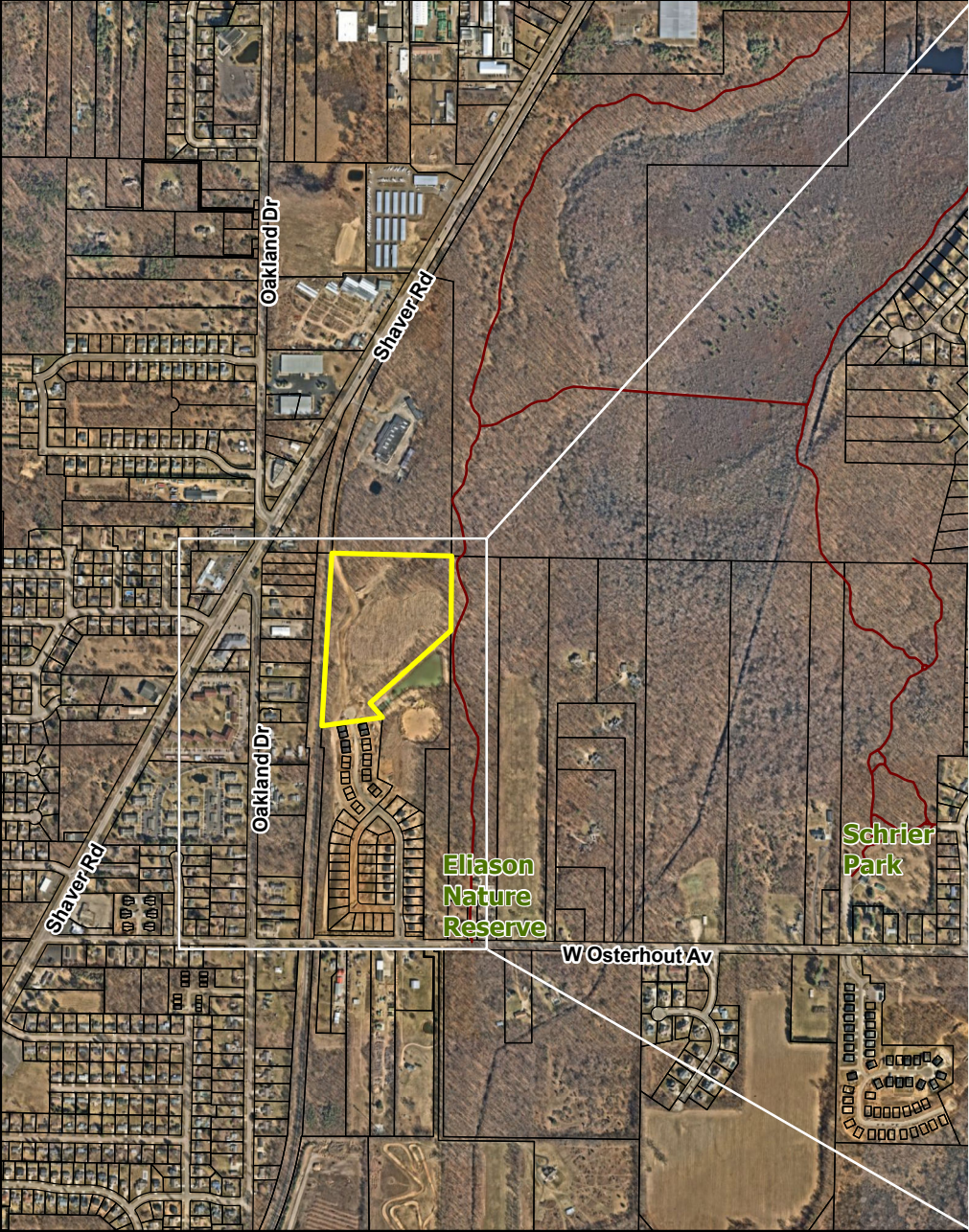
IV. RECOMMENDATION:

The final/site plan has been reviewed by the City Administrative departments. Staff advises that the Planning Commission recommend to City Council that the Final/Site Plan for Pennridge Trail Planned Development (Phase 2 North; units 23-74), 1800 West Osterhout Avenue, be approved. Subsequent to the Planning Commission review, City Council will collectively consider the Final/Site Plan for Phase 2 North (units 23-74).

Attachments:

1. Vicinity Map
2. 2021-02-04 Commercial Development Application
3. 2021-09-28 Pennridge Trail North Phase 2 Final Prelim Condo PD Site Plan - Current
4. 2018 PD Tentative Plan; Rezoning
5. Combined Pictures
6. 2018 Tentative Plan; House Plans, Facades

Final Plan Phase Two: North Pennridge Trail Condominium
1800 West Osterhout Avenue

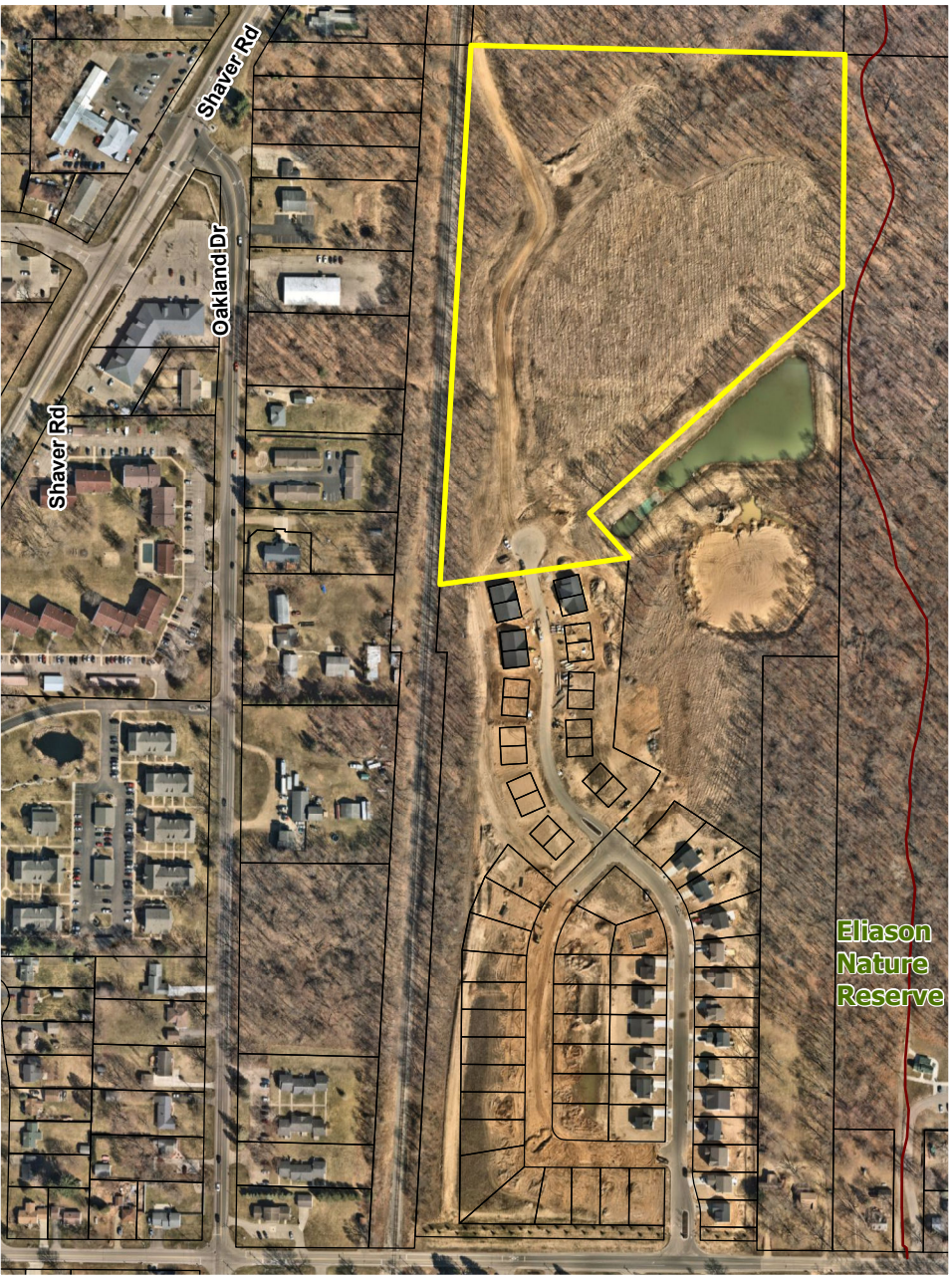


2021 Nearmap Imagery

0 380 760 1,520 Feet



- Property Boundaries
- Subject Property
- Trails



2021 Nearmap Imagery

0 120 240 480 Feet



Department of Community Development
 7900 South Westnedge Avenue • Portage, Michigan 49002 • (269) 329-4477

Applicant must complete all items in Sections 1 through 5, if applicable.
 Please note: Separate applications must be submitted for Plumbing, Mechanical, and Electrical Work Permits

PROJECT INFORMATION			
PROJECT NAME "Pennridge Trail North" (phase 2)		ADDRESS 1800 West Osterhout Ave., Portage, MI 49024	
1. IDENTIFICATION			
A. OWNER			
NAME Westview Capital, LLC		ADDRESS 2186 East Centre Ave.	
CITY Portage	STATE MI	ZIP CODE 49002	TELEPHONE NUMBER (269) 321-2610
B. ARCHITECT/ENGINEER			
NAME Pat Flanagan / Ingersoll		ADDRESS 1209 East Milham Road, Suite B	
CITY Portage	STATE MI	ZIP CODE 49002	TELEPHONE NUMBER (269) 344-6165
LICENSE NUMBER 38170			EXPIRATION DATE 7/31/2023
C. BUILDING CONTRACTOR			
NAME N/A		ADDRESS	
CITY	STATE	ZIP CODE	TELEPHONE NUMBER
BUILDERS LICENSE NUMBER		FEDERAL EMPLOYER ID NUMBER OR REASON FOR EXEMPTION	
WORKERS COMP INSURANCE CARRIER OR REASON FOR EXEMPTION		MISC EMPLOYER NUMBER OR REASON FOR EXEMPTION	
D. TYPE OF DEVELOPMENT PROJECT			
☐ SITE PLAN ☐ BUILDING PLAN ☒ FINAL PLAN IN PLANNED DEVELOPMENT ☐ SUBDIVISION ☐ CONDOMINIUM (SINGLE FAMILY DETACHED) ☐ LAND DIVISION REQUIRING PUBLIC IMPROVEMENTS ☐ LANDSCAPE PLAN ☐ PUBLIC SANITARY SEWER MAIN ☐ OTHER _____ ☐ TENTATIVE ☐ ENGINEERING ☐ PUBLIC WATER MAIN ☐ PRELIMINARY ☐ FINAL PRELIMINARY ☐ FINAL ☐ ACCEPTANCE			
E. PROJECT TYPE / BUILDING DATA			
PROJECT DESCRIPTION Proposed 52 unit condominium with private roads and storm sewer, and public water main and sanitary sewer.			
GROSS FLOOR AREA ☐ NEW BUILDING _____ ☐ ADDITION _____ ☐ ALTERATION _____ ☐ REPAIR _____		CLASSIFICATION PER BUILDING CODE BUILDING USE _____ CONSTRUCTION TYPE _____ NO. OF OCCUPANTS _____ AREA/FLOOR _____ NO. FLOORS _____	
		PROJECT VALUATION \$ _____	

SELECTED CHARACTERISTICS OF BUILDING

A. WATER METER SIZE

GENERAL USE SIZE N/A
☐ 5/8" ☐ 3/4" ☐ 1" ☐ 1-1/2" ☐ OTHER _____ ☐ IRRIGATION SIZE _____ ☐ FIRE SPRINKLER SIZE _____

B. ELECTRICAL SERVICE SIZE

N/A
☐ 200 AMP ☐ 400 AMP ☐ 600 AMP ☐ 800 AMP ☐ 1000 AMP ☐ OTHER _____

C. TYPE OF MECHANICAL

N/A
 AIR CONDITIONING? ☐ YES ☐ NO FIRE SUPPRESSION? ☐ YES ☐ NO HOOD SYSTEM? ☐ YES ☐ NO

1. CONSTRUCTION PLANS SUBMITTED

REQUIRED SUBMITTALS FOR PLAN REVIEW

(Plans shall be signed and sealed when required in accordance with State of Michigan Act No. 299 of Public Acts of 1980.)

All plans shall be drawn on uniform sheets no greater than 30"x42".

All plans shall be drawn to an architectural scale.

All plans shall be clear, legible and accurate.

Plans shall be stapled along the left margin.

TYPE OF PLAN SUBMITTED

	YES	NO	NA
BUILDING	☐	☐	☐
ELECTRICAL	☐	☐	☐
PLUMBING	☐	☐	☐
MECHANICAL	☐	☐	☐

BUILDING CODE: Site plan, foundation plan, soil bearing capacity, floor plans, building elevations, building sections, framing plans, details, roof plan, roof finish schedule, door schedule, roof live and dead loads.

ELECTRICAL CODE: Lighting layout, circuiting, switching, conductor and raceway sizes, wattage schedule, service location and riser diagram, load calculations, and appropriate plans showing standard symbols of all electrical equipment.

PLUMBING CODE: Site plan, floor plans, DWV riser diagrams and water distribution system and roof plan. Show direction of flow, pipe sizes, grade of horizontal piping, elevations, drainage fixture unit loading of both stacks and drains in the DWV system, supply fixture unit load for the water system, branch supplies serving more than one plumbing fixture, appliance or hose outlet, meter locations.

MECHANICAL CODE: Plans indicating heating equipment, air conditioning equipment, ductwork material and layout, fire dampers, ventilation of rooms and areas, location of chimneys and vents, piping layouts, kitchen equipment layout, combustion air. (Plans for fire suppression systems maybe submitted after permit issuance, but are required prior to installation.)

ENERGY CODE: Floor plans, building sections, details, average annual degree days, exterior envelope component materials, "U" values of elements, "R" values of insulating materials, size and type of apparatus and equipment, energy calculations.

PLEASE NOTE - Additional plan review fee(s) required for all non-concurrent plan submittals.

5. APPLICANT INFORMATION

APPLICANT IS RESPONSIBLE FOR THE PAYMENT OF ALL FEES AND CHARGES APPLICABLE TO THIS APPLICATION AND MUST PROVIDE THE FOLLOWING INFORMATION:

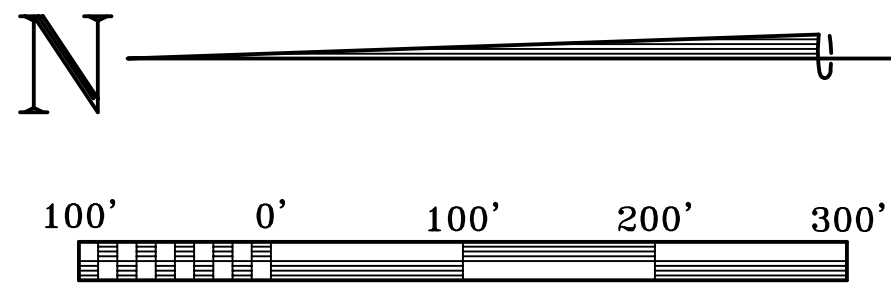
NAME Westview Capital, LLC		TELEPHONE NUMBER (269) 321-2610	
ADDRESS 2186 East Centre Street	CITY Portage	STATE MI	ZIP CODE 49002

I HEREBY CERTIFY THAT THE PROPOSED WORK IS AUTHORIZED BY THE OWNER OF RECORD AND THAT I HAVE BEEN AUTHORIZED BY THE OWNER TO MAKE THIS APPLICATION AS HIS/HER AUTHORIZED AGENT, AND I AGREE TO CONFORM TO ALL APPLICABLE LAWS OF THE STATE OF MICHIGAN AND ORDINANCES OF THE CITY OF PORTAGE. ALL INFORMATION SUBMITTED ON THE APPLICATION IS ACCURATE TO THE BEST OF MY KNOWLEDGE.

SIGNATURE OF APPLICANT: Brian Wood DATE 2/1/2021

VALIDATION - FOR DEPARTMENT USE ONLY

USE GROUP _____	APPLICATION NO. _____
TYPE OF CONSTRUCTION _____	DATE APPLICATION RECEIVED _____
PLAN REVIEW SUBMITTED? ☐ YES ☐ NO	FEES RECEIVED _____ INVOICE # _____



FINAL PLAN for PHASE 2 of "PENNRIDGE TRAIL NORTH"

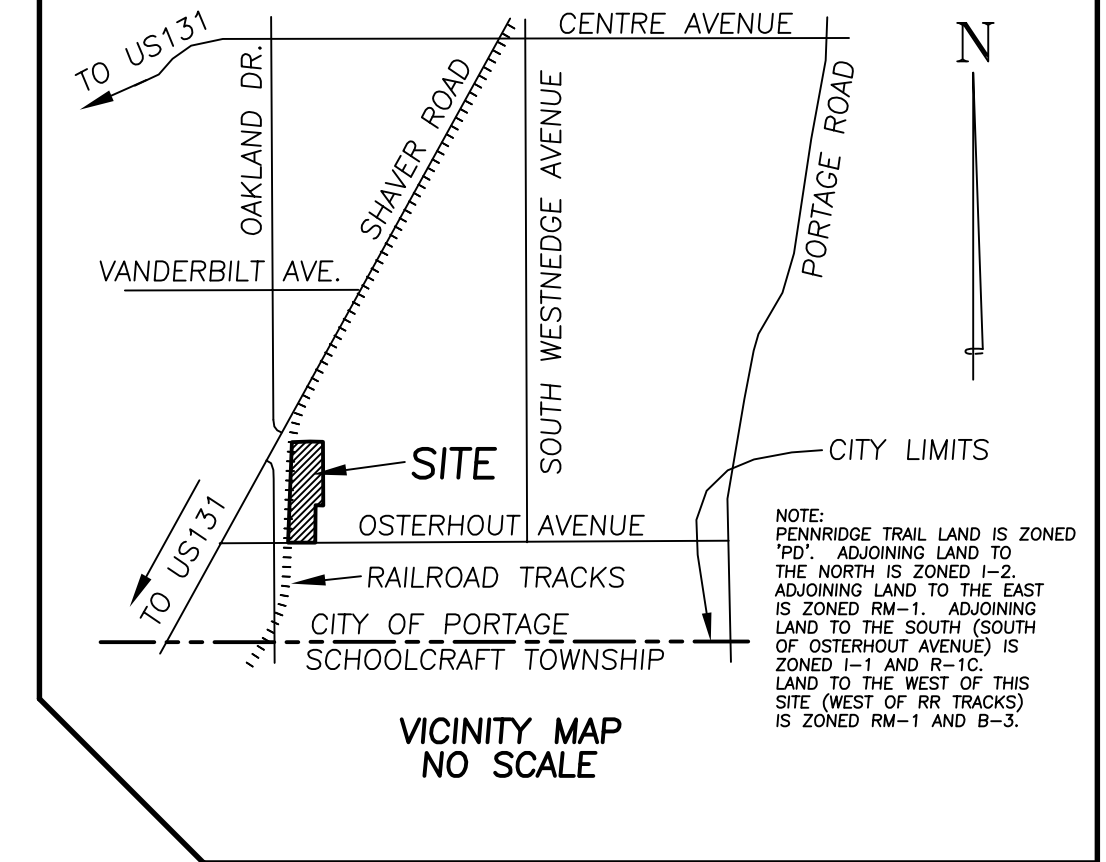
NOTE: "PENNRIDGE TRAIL NORTH" IS A CONDOMINIUM WITH PRIVATE STREETS.

NOTE: ALL MDEQ & EGLE APPROVALS
AND PERMITS SHALL BE OBTAINED
PRIOR TO STARTING UTILITY INSTALLATION.
EROSION CONTROL PERMIT SHALL BE
OBTAINED FROM THE CITY OF PORTAGE
PRIOR TO ANY EARTHMOVING ACTIVITIES.

PHASE 2 AREA = 20.39 ACRES
ADDRESS = 1800 W. OSTERHOUT AVE.
CURRENT ZONING = PD

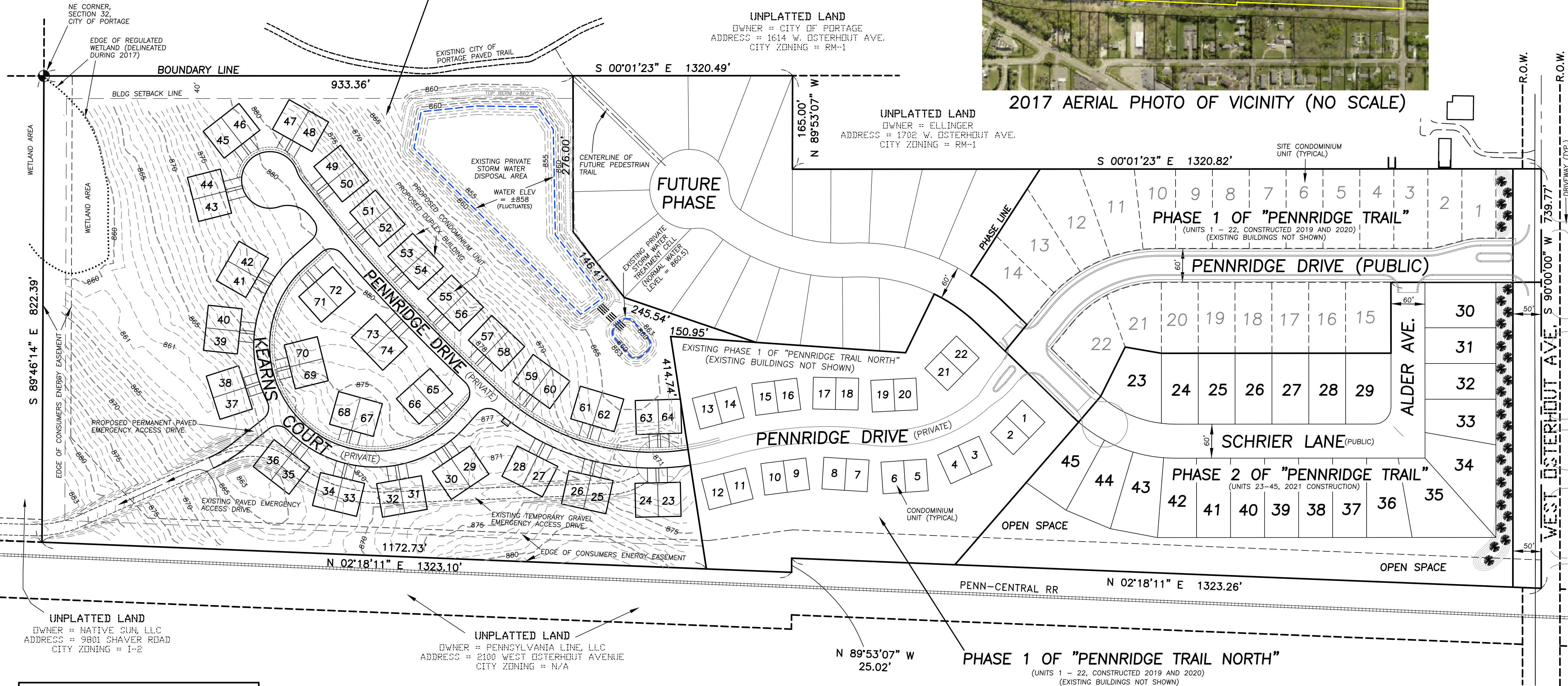


2017 AERIAL PHOTO OF VICINITY (NO SCALE)



NOTE: THIS 'FINAL PLAN' IS
INTENDED FOR CITY REVIEW RELATIVE
TO FINAL TENTATIVE APPROVAL (STEP
2 APPROVAL) AS OUTLINED IN THE
CITY OF PORTAGE'S LAND DEVELOPMENT
REGULATIONS.

NOTE: ALSO SEE APPROVED PD TENTATIVE
PLAN FOR THIS DEVELOPMENT



- ### GENERAL NOTES
- 1) PROPERTY IS CURRENTLY ZONED "PD".
 - 2) PUBLIC WATER MAIN SHALL BE AN 8" OR 12" DUCTILE IRON MAIN WITHIN A PUBLIC ROAD OR WITHIN AN EASEMENT TO THE CITY OF PORTAGE. WATER SERVICES SHALL BE 1.25 INCH COPPER AND SHALL EXTEND FROM WATER MAIN TO CURB BOX.
 - 3) PUBLIC SANITARY SEWER SHALL BE 8" PVC SEWER WITHIN A PUBLIC ROAD OR WITHIN AN EASEMENT TO THE CITY OF PORTAGE. SEWER LEADS SHALL BE 6 INCH PVC AND SHALL EXTEND FROM MAIN TO SEWER RISER.
 - 4) STORM WATER DISPOSAL SHALL BE THROUGH SOLID WALL STORM SEWER PIPE WITH POSITIVE OUTLET TO THE DISPOSAL AREA. SYSTEM SHALL COMPLY WITH CITY SPEC'S AND CITY OF PORTAGE STORMWATER DESIGN CRITERIA MANUAL. PIPE JOINTS SHALL BE BE WATER TIGHT AND CONNECTIONS AT MANHOLES SHALL BE WITH A RUBBER BOOT. STORM WATER RUN-OFF SHALL DRAIN TO THE PROPOSED BASIN AREA LOCATED WITHIN PHASE TWO. STORM SEWER WITHIN PUBLIC ROADS SHALL BE PUBLIC. STORM SEWER OUTSIDE OF PUBLIC ROADWAY AREAS SHALL BE PRIVATE (OWNED BY CONDO ASSOCIATION).
 - 5) ALL PUBLIC STREETS SHALL BE PRIVATE, PAVED, AND HAVE A MINIMUM WIDTH OF 28.0 FEET FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
 - 6) STREET LIGHTS, STREET SIGNS, AND HYDRANT SIGNS SHALL BE PROVIDED.
 - 7) SITE IS PARTIALLY WOODED.
 - 8) ELEVATION DATUM IS U.S.G.S. DATUM AS PROMULGATED WITHIN THE CITY OF PORTAGE.
 - 9) PRIVATE DRIVEWAYS AS SHOWN ARE APPROXIMATE.
 - 10) A SOIL EROSION AND SEDIMENTATION CONTROL PERMIT SHALL BE OBTAINED FROM THE CITY OF PORTAGE PRIOR TO ANY ON SITE GRADING ACTIVITIES.
 - 11) SHOWN BASE MAP ON THIS SHEET BASED ON TOPOGRAPHIC MAPPING BY THIS OFFICE.
 - 12) DESIGNATED WETLAND IS LOCATED AT NORTHEAST CORNER OF PROPERTY.
 - 13) SHOWN STREET NAMES ARE SUBJECT TO CITY APPROVAL AND COUNTY APPROVAL.
 - 14) MINIMUM HOUSING SIZES WITHIN THIS SITE CONDOMINIUM ARE 1200 SQUARE FEET FOR A RANCH HOME AND 1800 SQUARE FEET FOR A TWO-STORY HOME.
 - 15) A MAINTENANCE AND INDEMNIFICATION AGREEMENT SHALL BE CREATED FOR THE LANDSCAPED ISLANDS WITHIN THE PUBLIC ROAD RIGHT-OF-WAYS AND ALSO FOR THE STORM WATER RETENTION AREA. THIS AGREEMENT SHALL BE INCLUDED IN THE MASTER DEED / CONDOMINIUM DOCUMENTS.
 - 16) SITE LANDSCAPING SHALL BE PROVIDED. DETAILS PENDING.
 - 17) EASEMENTS AND AGREEMENTS FOR STORM SEWER AND STORM WATER BASINS SHALL BE PROVIDED TO THE CITY AS NEEDED.



FIRE DEPT. NOTES

- 1) COMBUSTIBLE BUILDING CONSTRUCTION SHALL NOT COMMENCE UNTIL FIRE HYDRANTS ARE OPERABLE AND AN ALL WEATHER ROAD SURFACE IS IN PLACE.
- 2) THE FIRE FLOW FOR EACH BUILDING IS 1000 GPM FROM ONE HYDRANT WITHIN 400' OF ALL PORTIONS OF THE BUILDING. THIS FLOW IS BASED ON THE FLOOR AREA OF ALL FLOORS INCLUDING BASEMENT FOR A BUILDING OF TYPE V-B CONSTRUCTION. SHOULD A BUILDING EXCEED 3600 SQUARE FEET, THE MINIMUM FIRE FLOW WILL BE BASED ON THE SIZE AND TYPE OF CONSTRUCTION FOR THAT BUILDING.
- 3) FIRE APPARATUS ACCESS ROADS LESS THAN 26.0' WIDE SHALL BE POSTED ON BOTH SIDES AS A FIRE LANE.
- 4) "NO PARKING" SIGNS SHALL BE INSTALLED AS REQUIRED BY THE CITY.
- 5) TEMPORARY STREET SIGNS SHALL BE PROVIDED AS REQUIRED BY THE FIRE DEPARTMENT.
- 6) WIDTH OF IMPROVED STREETS SHALL BE A MINIMUM OF 26.0 FEET (BETWEEN EDGES OF PAVEMENT).
- 7) AN ELECTRONIC COPY OF THE APPROVED SITE PLAN SHALL BE PROVIDED TO THE FIRE DEPARTMENT (JPEG FORMAT).

PARCEL DESCRIPTION: (SUBJECT TO FINAL ADJUSTMENT)

A parcel of land situated in the Northeast quarter of Section 32, Town 3 South, Range 11 West, City of Portage, Kalamazoo County, Michigan being more particularly described as follows:
Commencing at the East quarter corner of Section 32, Town 3 South, Range 11 West, City of Portage, Kalamazoo County, Michigan; thence S. 90°00'00" W. 365.00 feet along the South line of the Northeast quarter of said Section; thence N. 00°01'23" W. 265.11 feet parallel with the East line of said Northeast quarter; thence S. 89°58'37" W. 125.00 feet perpendicular with said East line; thence N. 00°01'23" W. 405.00 feet parallel with said East line; thence N. 09°44'22" E. 64.62 feet; thence N. 63°32'50" W. 97.00 feet; thence N. 49°20'56" W. 60.00 feet; thence Northeastly 14.87 feet along the arc of a non-tangent curve to the right having a radius of 260.00 feet, a central angle of 03°16'37" and a chord of N. 42°33'52" E. 14.87 feet; thence N. 44°12'10" E. 231.25 feet; thence Northeastly 95.62 feet along the arc of a curve to the left having a radius of 300.00 feet, a central angle of 18°15'41" and a chord of N. 35°04'19" E. 95.21 feet; thence N. 64°03'31" W. 115.22 feet; thence N. 03°57'39" E. 264.38 feet to the Place of Beginning; thence N. 18°46'51" E. 245.54 feet; thence N. 51°58'21" E. 146.41 feet; thence N. 89°58'37" E. 276.00 feet perpendicular with the East line of said Northeast quarter to said East line; thence N. 00°01'23" W. 933.36 feet along said East line to the North line of said Northeast quarter of Section 32; thence N. 89°46'14" W. 822.39 feet along said North line to the East right-of-way line of the Pennsylvania Railroad (formerly the New York Central Railroad); thence S. 02°18'11" W. 1172.73 feet along said East right-of-way line; thence N. 81°16'05" E. 414.74 feet; thence S. 03°57'39" W. 150.95 feet to the Place of Beginning, containing 20.39 acres of land

UNIT AREA / COMMON AREA: (FOR DUPLEX AREA)

- CONDOMINIUM UNIT AREA = INTERIOR OF DWELLINGS
- GENERAL COMMON AREA = ROADWAYS, NATURAL AREAS, AND NON YARD AREAS
- LIMITED COMMON AREAS = YARD AREAS AROUND EACH DWELLING

SITE DATA:

- ZONING OF PROPERTY = "PD"
- PHASE TWO AREA = 20.39 ACRES
- # OF UNITS IN PHASE TWO = 52
- DENSITY WITHIN PHASE TWO = 2.55 UNITS/ACRE
- DENSITY WITHIN PHASES ONE & TWO = 2.86 UNITS/ACRE ← 74 UNITS / 25.84 ACRES

REQUIRED BUILDING SETBACKS FOR PHASE 2:

- MINIMUM DISTANCE BETWEEN BUILDINGS: 20.0'
- MINIMUM DISTANCE BETWEEN EDGE OF ROADWAY AND FRONT OF BUILDING OR GARAGE: 25.0'
- MINIMUM PERIMETER REAR YARD SETBACK: 40.0'

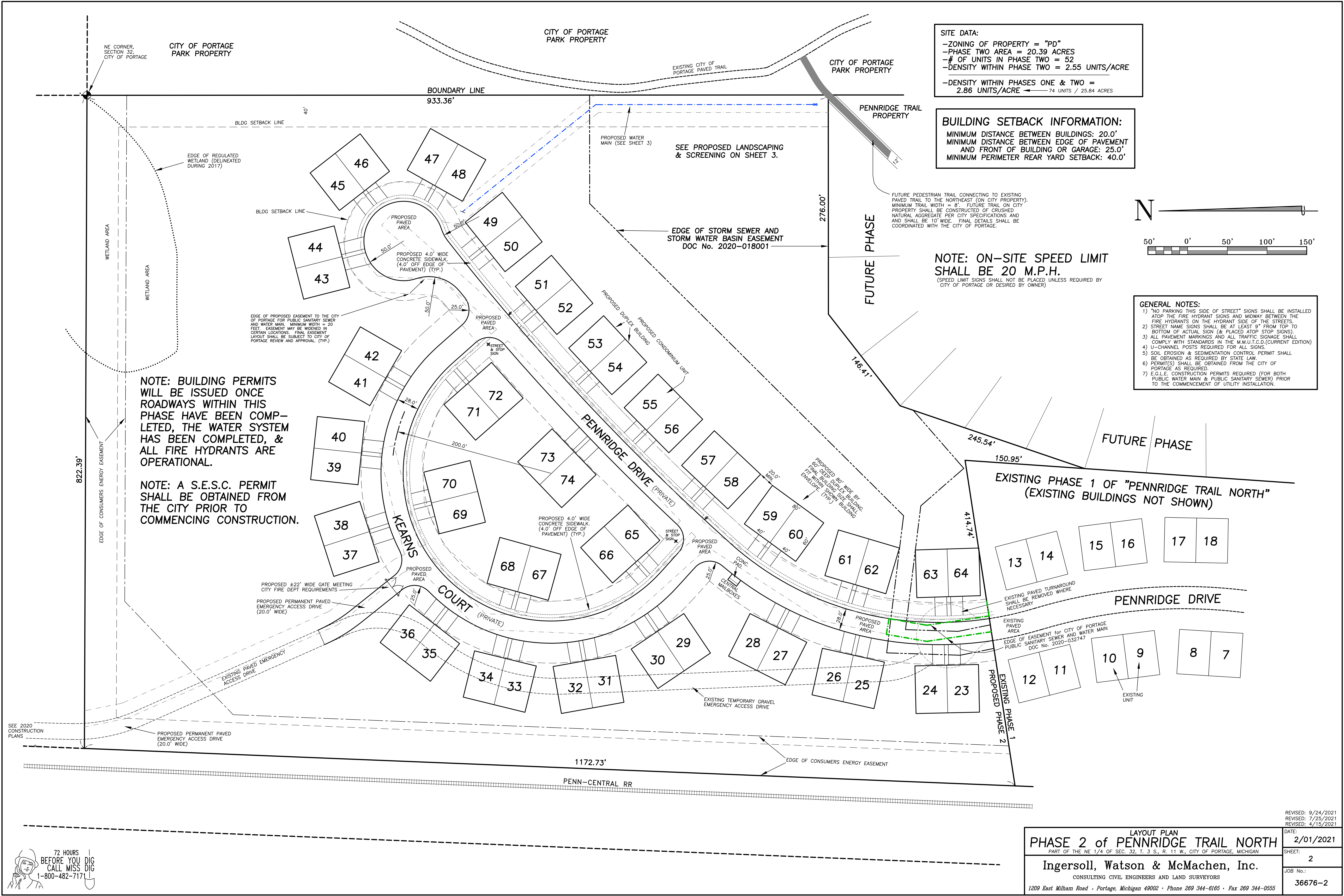
SHEET INDEX:

- 1) COVER SHEET
- 2) LAYOUT PLAN
- 3) UTILITY PLAN
- 4) GRADING PLAN
- 5) CONSTRUCTION DETAILS

APPLICANT:
WESTVIEW CAPITAL, LLC
2186 EAST CENTRE STREET
PORTAGE, MI 49002
(269) 321-2610

COVER SHEET / FINAL PLAN for PHASE 2 of PENNRIDGE TRAIL NORTH PART OF THE NE 1/4 OF SEC. 32, T. 3 S., R. 11 W., CITY OF PORTAGE, MICHIGAN		DATE: 2/01/2021
Ingersoll, Watson & McMachen, Inc. CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 1209 East Milham Road • Portage, Michigan 49002 • Phone 269 344-6165 • Fax 269 344-0555		SHEET: 1
		JOB No.: 36676-2



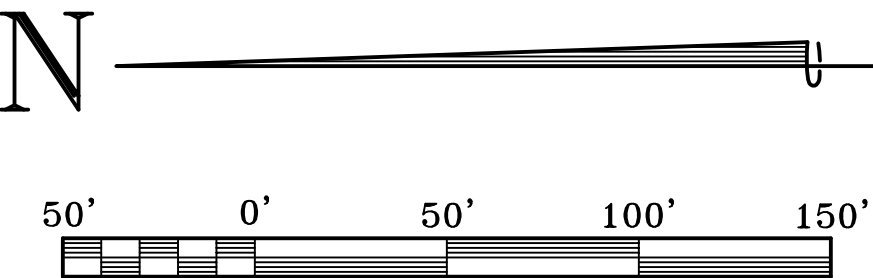


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-DENSITY WITHIN PHASES ONE & TWO =
2.86 UNITS/ACRE — 74 UNITS / 25.84 ACRES

BUILDING SETBACK INFORMATION:
MINIMUM DISTANCE BETWEEN BUILDINGS: 20.0'
MINIMUM DISTANCE BETWEEN EDGE OF PAVEMENT
AND FRONT OF BUILDING OR GARAGE: 25.0'
MINIMUM PERIMETER REAR YARD SETBACK: 40.0'

**NOTE: ON-SITE SPEED LIMIT
SHALL BE 20 M.P.H.**
(SPEED LIMIT SIGNS SHALL NOT BE PLACED UNLESS REQUIRED BY
CITY OF PORTAGE OR DESIRED BY OWNER)



- GENERAL NOTES:**
- 1) "NO PARKING THIS SIDE OF STREET" SIGNS SHALL BE INSTALLED ATOP THE FIRE HYDRANT SIGNS AND MIDWAY BETWEEN THE FIRE HYDRANTS ON THE HYDRANT SIDE OF THE STREETS.
 - 2) STREET NAME SIGNS SHALL BE AT LEAST 9" FROM TOP TO BOTTOM OF ACTUAL SIGN (& PLACED ATOP STOP SIGNS).
 - 3) ALL PAVEMENT MARKINGS AND ALL TRAFFIC SIGNAGE SHALL COMPLY WITH STANDARDS IN THE M.M.U.T.C.D.(CURRENT EDITION)
 - 4) U-CHANNEL POSTS REQUIRED FOR ALL SIGNS.
 - 5) SOIL EROSION & SEDIMENTATION CONTROL PERMIT SHALL BE OBTAINED AS REQUIRED BY STATE LAW.
 - 6) PERMIT(S) SHALL BE OBTAINED FROM THE CITY OF PORTAGE AS REQUIRED.
 - 7) E.G.I.E. CONSTRUCTION PERMITS REQUIRED (FOR BOTH PUBLIC WATER MAIN & PUBLIC SANITARY SEWER) PRIOR TO THE COMMENCEMENT OF UTILITY INSTALLATION.

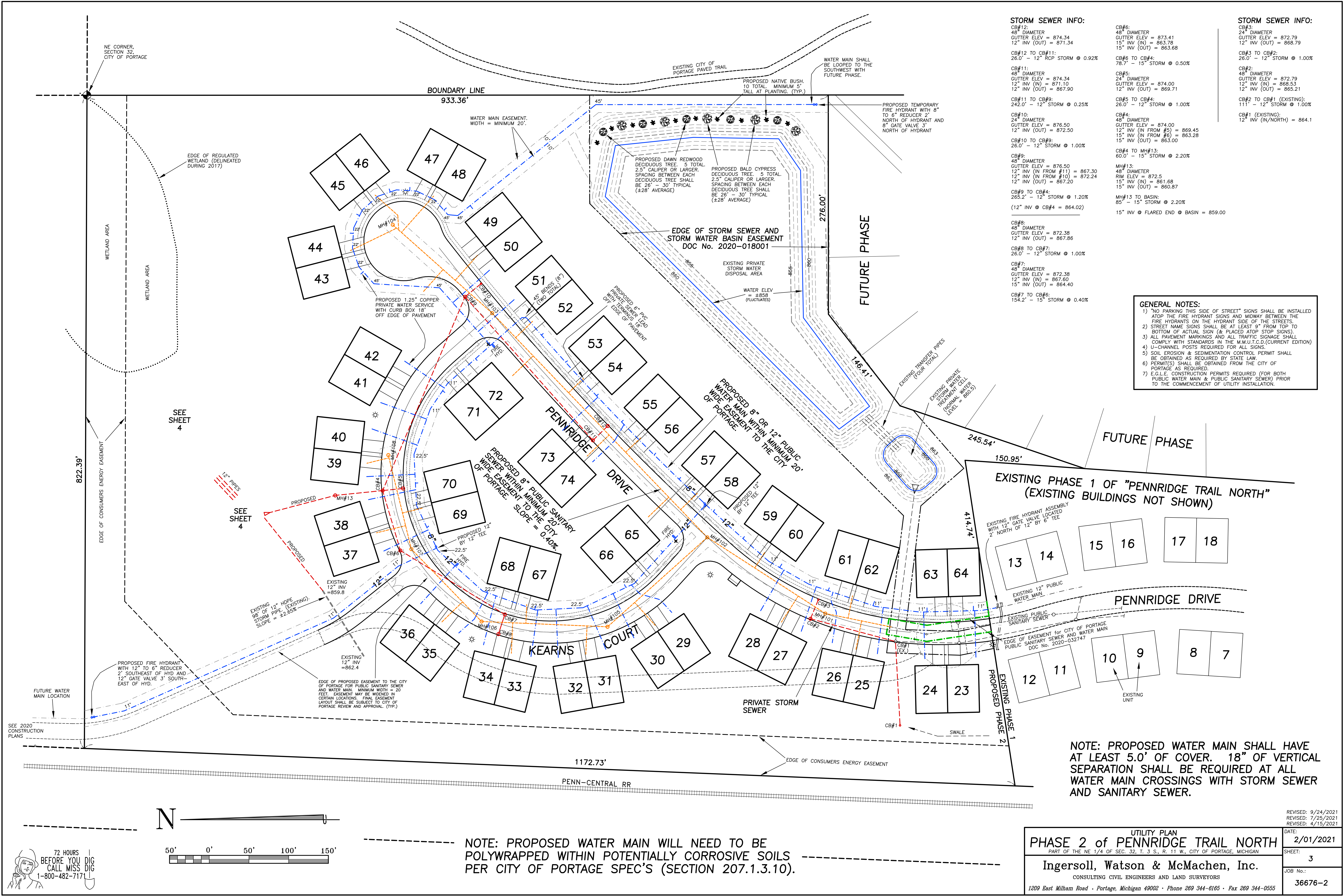
**NOTE: BUILDING PERMITS
WILL BE ISSUED ONCE
ROADWAYS WITHIN THIS
PHASE HAVE BEEN COM-
PLETED, THE WATER SYSTEM
HAS BEEN COMPLETED, &
ALL FIRE HYDRANTS ARE
OPERATIONAL.**

**NOTE: A S.E.S.C. PERMIT
SHALL BE OBTAINED FROM
THE CITY PRIOR TO
COMMENCING CONSTRUCTION.**



LAYOUT PLAN PHASE 2 of PENNRIDGE TRAIL NORTH PART OF THE NE 1/4 OF SEC. 32, T. 3 S., R. 11 W., CITY OF PORTAGE, MICHIGAN	
Ingersoll, Watson & McMachen, Inc. CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 1209 East Milham Road • Portage, Michigan 49002 • Phone 269 344-6165 • Fax 269 344-0555	
DATE: 2/01/2021	SHEET: 2
JOB No.: 36676-2	

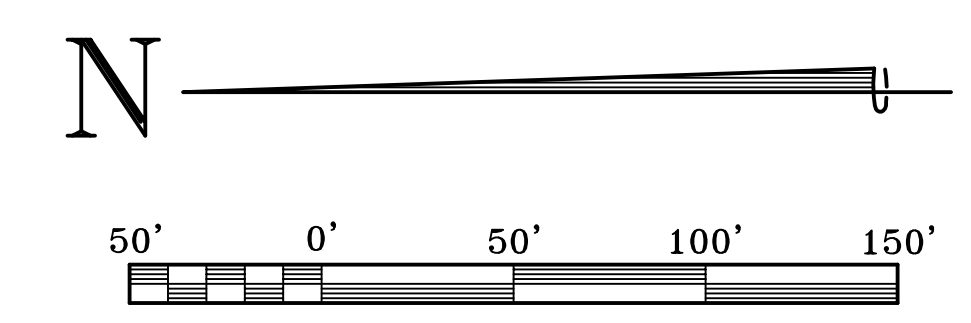
REVISED: 9/24/2021
REVISED: 7/25/2021
REVISED: 4/15/2021



STORM SEWER INFO:		STORM SEWER INFO:	
CB#12:	48" DIAMETER	CB#6:	48" DIAMETER
48" DIAMETER	GUTTER ELEV = 874.34	48" DIAMETER	GUTTER ELEV = 873.41
12" INV (IN) = 871.10	12" INV (OUT) = 871.34	15" INV (IN) = 863.78	15" INV (OUT) = 863.68
CB#12 TO CB#11:		CB#6 TO CB#4:	
26.0' - 12" RCP STORM @ 0.92%		78.7' - 15" STORM @ 0.50%	
CB#11:		CB#5:	
48" DIAMETER		24" DIAMETER	
GUTTER ELEV = 874.34		GUTTER ELEV = 874.00	
12" INV (IN) = 871.10		12" INV (IN) = 868.53	
12" INV (OUT) = 867.90		12" INV (OUT) = 869.71	
CB#11 TO CB#9:		CB#5 TO CB#4:	
242.0' - 12" STORM @ 0.25%		26.0' - 12" STORM @ 1.00%	
CB#10:		CB#4:	
24" DIAMETER		48" DIAMETER	
GUTTER ELEV = 876.50		GUTTER ELEV = 874.00	
12" INV (OUT) = 872.50		12" INV (IN FROM #5) = 869.45	
CB#10 TO CB#9:		15" INV (IN FROM #5) = 863.28	
26.0' - 12" STORM @ 1.00%		15" INV (OUT) = 863.00	
CB#9:		CB#4 TO MH#13:	
48" DIAMETER		60.0' - 15" STORM @ 2.20%	
GUTTER ELEV = 876.50		MH#13:	
12" INV (IN FROM #11) = 867.30		48" DIAMETER	
12" INV (IN FROM #10) = 872.24		RIM ELEV = 872.5	
12" INV (OUT) = 867.20		15" INV (IN) = 861.68	
CB#9 TO CB#4:		15" INV (OUT) = 860.87	
265.2' - 12" STORM @ 1.20%		MH#13 TO BASIN:	
(12" INV @ CB#4) = 864.02		85' - 15" STORM @ 2.20%	
CB#8:		15" INV @ FLARED END @ BASIN = 859.00	
48" DIAMETER			
GUTTER ELEV = 872.38			
12" INV (OUT) = 867.86			
CB#8 TO CB#7:			
26.0' - 12" STORM @ 1.00%			
CB#7:			
48" DIAMETER			
GUTTER ELEV = 872.38			
12" INV (IN) = 867.60			
15" INV (OUT) = 864.40			
CB#7 TO CB#6:			
154.2' - 15" STORM @ 0.40%			

- GENERAL NOTES:**
- 1) "NO PARKING THIS SIDE OF STREET" SIGNS SHALL BE INSTALLED ATOP THE FIRE HYDRANT SIGNS AND MIDWAY BETWEEN THE FIRE HYDRANTS ON THE HYDRANT SIDE OF THE STREETS.
 - 2) STREET NAME SIGNS SHALL BE AT LEAST 9" FROM TOP TO BOTTOM OF ACTUAL SIGN (& PLACED ATOP STOP SIGNS).
 - 3) ALL PAVEMENT MARKINGS AND ALL TRAFFIC SIGNAGE SHALL COMPLY WITH STANDARDS IN THE M.M.U.T.C.D. (CURRENT EDITION).
 - 4) U-CHANNEL POSTS REQUIRED FOR ALL SIGNS.
 - 5) SOIL EROSION & SEDIMENTATION CONTROL PERMIT SHALL BE OBTAINED AS REQUIRED BY STATE LAW.
 - 6) PERMIT(S) SHALL BE OBTAINED FROM THE CITY OF PORTAGE AS REQUIRED.
 - 7) E.G.L.E. CONSTRUCTION PERMITS REQUIRED (FOR BOTH PUBLIC WATER MAIN & PUBLIC SANITARY SEWER) PRIOR TO THE COMMENCEMENT OF UTILITY INSTALLATION.

NOTE: PROPOSED WATER MAIN SHALL HAVE AT LEAST 5.0' OF COVER. 18" OF VERTICAL SEPARATION SHALL BE REQUIRED AT ALL WATER MAIN CROSSINGS WITH STORM SEWER AND SANITARY SEWER.



NOTE: PROPOSED WATER MAIN WILL NEED TO BE POLYWRAPPED WITHIN POTENTIALLY CORROSIVE SOILS PER CITY OF PORTAGE SPEC'S (SECTION 207.1.3.10).

REVISED: 9/24/2021		DATE: 2/01/2021			
REVISED: 7/25/2021		SHEET: 3			
REVISED: 4/15/2021		JOB No.: 36676-2			
PHASE 2 of PENNRIDGE TRAIL NORTH					
PART OF THE NE 1/4 OF SEC. 32, T. 3 S., R. 11 W., CITY OF PORTAGE, MICHIGAN					
Ingersoll, Watson & McMachen, Inc.					
CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS					
1209 East Milham Road • Portage, Michigan 49002 • Phone 269 344-6165 • Fax 269 344-0555					

GENERAL NOTES

- 1) CONTRACTOR SHALL NOTIFY MISS DIG AT 1-800-482-7171 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
- 2) LOCATIONS OF UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE. ADDITIONAL UNDERGROUND UTILITIES MAY EXIST ON THIS SITE WHICH ARE NOT SHOWN ON THESE PLANS. CONTRACTOR SHALL BE RESPONSIBLE TO LOCATE AND PROTECT ALL UTILITIES ON SITE, WHETHER SHOWN ON THESE PLANS OR NOT.
- 3) CONTRACTOR SHALL PROVIDE ALL SIGNS, FENCING, LIGHTS, BARRICADES, ETC. NECESSARY TO PROVIDE FOR PUBLIC SAFETY DURING CONSTRUCTION.
- 4) REQUESTS FOR CONSTRUCTION STAKING SHALL BE DIRECTED TO THE ENGINEER A MINIMUM OF 48 HOURS PRIOR TO THEIR ACTUAL NEED.
- 5) IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH ALL UTILITY COMPANIES FOR THE PROTECTION AND/OR RELOCATION OF EXISTING UTILITIES.
- 6) ALL MATERIALS PLACED DURING CONSTRUCTION SHALL BE IN NEW CONDITION, SHALL BE FREE FROM DEFECTS AND SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY AND THEIR INSPECTOR.
- 7) ALL CONSTRUCTION SHALL BE SUBJECT TO CONSTRUCTION INSPECTION BY OWNER, OWNER'S REPRESENTATIVE, AND THE CITY OF PORTAGE.
- 8) ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON USGS DATUM AS PROMULGATED WITHIN THE CITY OF PORTAGE.
- 9) ALL WORK SHALL BE IN ACCORDANCE WITH THE CITY OF PORTAGE CONTRACT CONDITIONS AND SPECIFICATIONS.
- 10) A SOIL EROSION CONTROL PERMIT NEEDS TO BE OBTAINED PRIOR TO THE COMMENCEMENT OF ANY GRADING ACTIVITIES.

CONSTRUCTION NOTES

- 1) ALL PIPE LENGTH DISTANCES ARE FROM CENTER TO CENTER OF STRUCTURE.
- 2) ALL TRENCHING AND BACKFILLING FOR UTILITIES SHALL COMPLY WITH REQUIREMENTS OF THE CITY OF PORTAGE STANDARD SPECIFICATIONS AND THE REQUIREMENTS INDICATED ON THE CONSTRUCTION DRAWINGS.
- 3) ALL CONSTRUCTION SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL RULES, REQUIREMENTS, AND LAWS.

WATER MAIN NOTES

- 1) ALL 8" OR 10" WATER MAIN SHALL BE AWWA C151, CLASS 52 DUCTILE IRON PIPE. ALL 12" WATER MAIN SHALL BE AWWA C151, CLASS 53 DUCTILE IRON PIPE. ALL PIPE SHALL HAVE CEMENT LINING AND SHALL BE INSTALLED ACCORDING TO THE CITY OF PORTAGE STANDARD SPECIFICATIONS (AVAILABLE AT CITY OF PORTAGE WEBSITE: www.portage.mi.gov).
- 2) ALL WATER MAIN CONSTRUCTION SHALL BE SUBJECT TO INSPECTION BY A CITY OF PORTAGE APPROVED INSPECTOR.
- 3) MINIMUM 5.0' AND MAXIMUM 6.0' OF COVER OVER NEW WATER MAIN PIPE IS REQUIRED ONCE FINAL SITE GRADING IS COMPLETE.
- 4) WATER SERVICES SHALL BE INSTALLED IN ACCORDANCE WITH CITY OF PORTAGE STANDARD DETAIL SD-133, TYPICAL SERVICE LINE AND METER BOX INSTALLATIONS, PLUMBING PERMIT REQUIRED.
- 5) HYDRANT ASSEMBLIES SHALL BE INSTALLED IN ACCORDANCE WITH CITY OF PORTAGE STANDARD DETAIL SD-144, AUXILIARY VALVE LOCATION.
- 6) HYDRANT SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH CITY OF PORTAGE STANDARD DETAIL SD-145, STANDARD HYDRANT SIGN.

SANITARY SEWER NOTES

- 1) ALL SANITARY SEWER PIPE SHALL BE SDR26 PVC AND SHALL COMPLY WITH ASTM D 3033 OR ASTM D 3034. PIPE SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S INSTRUCTIONS.
- 2) ALL SANITARY SEWER CONSTRUCTION, INCLUDING MAINLINES, LATERALS, MANHOLES, AND APPURTENANCES, SHALL CONFORM WITH THE CITY OF PORTAGE REQUIREMENTS AND SPECIFICATIONS AND SHALL BE SUBJECT TO THEIR INSPECTION.

PRIVATE UTILITY NOTES

- 1) UNDERGROUND ELECTRIC, NATURAL GAS, TELEPHONE, AND CABLE TV PRIVATE UTILITIES SHALL BE SIZED AND INSTALLED BY UTILITY OWNERS.

STORM SEWER NOTES

- NOTE: ALL STORM SEWER PIPE THAT IS LARGER THAN 24" DIAMETER SHALL BE REINFORCED CONCRETE PIPE PER CITY OF PORTAGE REQUIREMENTS.
- 1) STORM SEWER PIPE SHALL BE EITHER CORRUGATED POLYETHYLENE (C.P.E.), REINFORCED CONCRETE (R.C.P.), OR OTHER TYPES MEETING MDOT AND CITY OF PORTAGE APPROVAL.
 - 2) CORRUGATED POLYETHYLENE (C.P.E.) PIPE SHALL MEET THE REQUIREMENTS OF AASHTO M 294 TYPE 5 (DUAL WALL, SMOOTH INSIDE, CORRUGATED OUTSIDE, NO PERFORATIONS). THE JOINTS SHALL BE WATERTIGHT AND COMPLY WITH ASTM D 3212. (HANCOR HI-Q, ADS N-12, OR EQUIVALENT)
 - 3) REINFORCED CONCRETE PIPE (R.C.P.) SHALL MEET THE REQUIREMENTS OF ASTM C 76. THE JOINTS SHALL BE WATERTIGHT AND COMPLY WITH ASTM C 443.
 - 4) ~~NON-REINFORCED CONCRETE PIPE (R.C.P.) SHALL MEET THE REQUIREMENTS OF ASTM C 443.~~
 - 5) PREMIUM WATERTIGHT JOINTS (RUBBER OR SLIP SEAL) ARE REQUIRED AT EACH STORM SEWER PIPE JOINT IN ACCORDANCE WITH CITY OF PORTAGE REQUIREMENTS.
 - 6) PIPE CONNECTIONS AT ALL SOLID WALLED STRUCTURES SHALL BE MADE WITH A WATERTIGHT RESILIENT CONNECTOR (RUBBER TYPE BOOT WITH STAINLESS STEEL BANDS, OR OTHER TYPE AS APPROVED BY CITY OF PORTAGE).
 - 7) STORM SEWER PIPE SHALL HAVE A MINIMUM OF 24 INCHES OF COVER.
 - 8) ALL STORM SEWER PIPE AND INSTALLATION SHALL COMPLY WITH CITY OF PORTAGE "CONSTRUCTION SPECIFICATIONS AND STANDARDS".
 - 9) ALL STORM SEWER PIPE, JOINTS, AND GASKETS SHALL BE INSPECTED. ANY DEFECTIVE PRODUCTS SHALL NOT BE INSTALLED AND SHALL BE REMOVED FROM THE SITE.
 - 10) ALL SOLID WALLED STRUCTURES SHALL HAVE CONCRETE BOTTOMS.
 - 11) DEFLECTION TESTS SHALL BE PERFORMED ON ALL FLEXIBLE PIPE. THE TEST SHALL BE CONDUCTED AFTER THE BACKFILL HAS BEEN PLACED AND PRIOR TO INSTALLING ANY ASPHALT OR CONCRETE SURFACE. NO PIPE SHALL EXCEED A DEFLECTION OF FIVE (5) PERCENT. THE DEFLECTION TEST SHALL BE RUN USING A RIGID BALL OR MANDREL, HAVING A DIAMETER EQUAL TO 95% OF THE INSIDE DIAMETER OF THE PIPE. DEFLECTION SHALL BE CONDUCTED AFTER FINAL BACKFILL HAS BEEN IN PLACE FOR AT LEAST 30 DAYS.
 - 12) ALL PUBLIC STORM SEWER PIPE SHALL BE TELEVIEWED IN ACCORDANCE WITH SECTION 208.2.6 (TELEVISION) OF THE CITY'S SPECIFICATIONS.

SOIL EROSION CONTROL NOTES

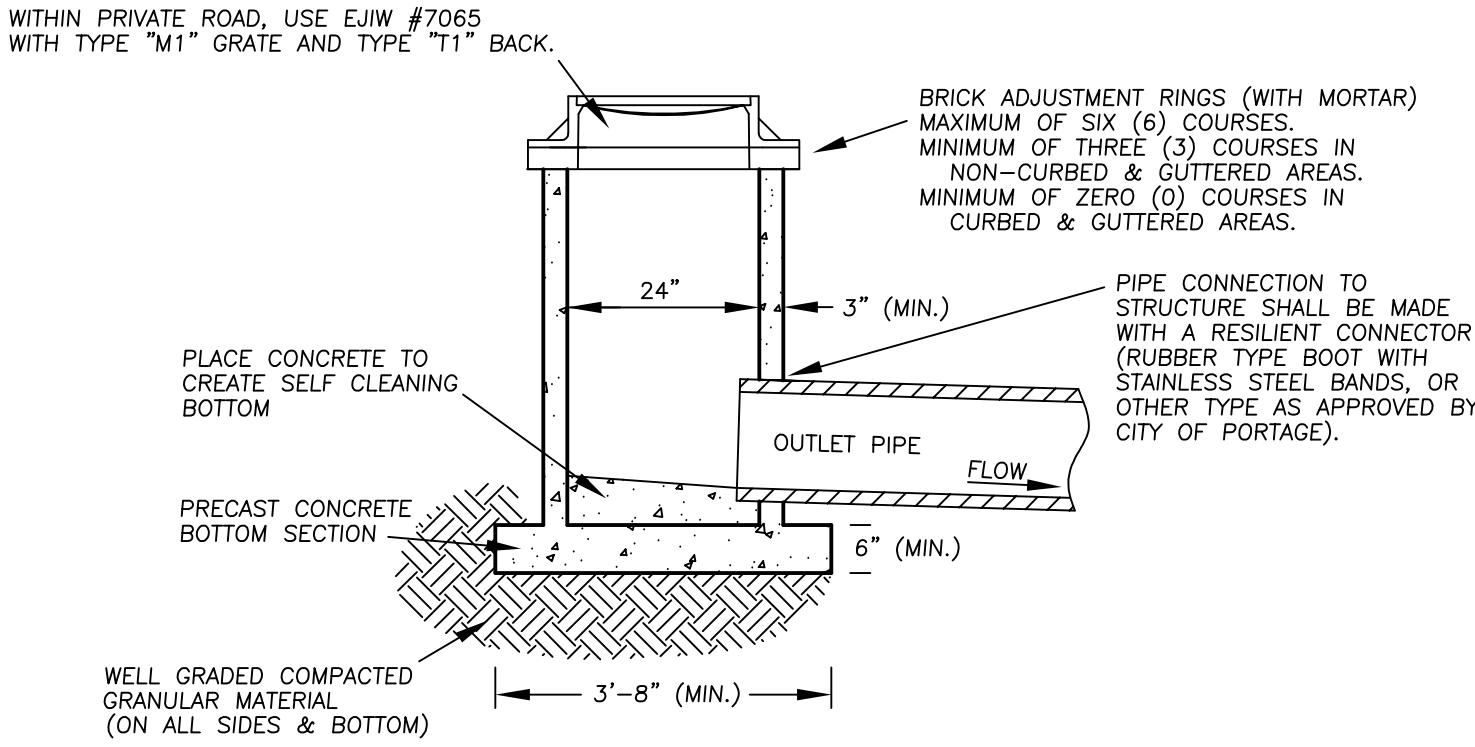
- 1) ALL CONSTRUCTION SHALL COMPLY WITH THE SOIL EROSION AND SEDIMENTATION CONTROL ACT (P.A. 451 OF 1994, AS AMENDED) AS ADMINISTERED BY THE CITY OF PORTAGE.
- 2) EARTHWORK CONTRACTORS SHALL BE RESPONSIBLE FOR THE FOLLOWING:
 - A) BERMING OR FILTERING OF RUNOFF AT PROPERTY LINES WHERE EROSION COULD OCCUR.
 - B) PROTECTION OF ALL EXISTING AND NEWLY CONSTRUCTED STORM SEWER STRUCTURES, WHETHER ADJACENT TO THE SITE OR ON THE SITE.
 - C) MINIMIZATION OF TRACKING OF MATERIAL OFF-SITE.
 - D) SWEEPING AND CLEANING OF ADJACENT STREETS AS NECESSARY.
- 3) OWNER SHALL OBTAIN "SOIL EROSION CONTROL PERMIT" FROM THE CITY OF PORTAGE.

RESTORATION NOTES

- 1) ALL DISTURBED AREAS SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND GRASS SEED, OR OTHER REQUIRED LANDSCAPING.
- 2) EXISTING STREETS AND YARDS SHALL BE RESTORED TO A CONDITION AT LEAST EQUAL TO THAT WHICH EXISTED PRIOR TO CONSTRUCTION.

STREET LIGHTS & STREET SIGNS

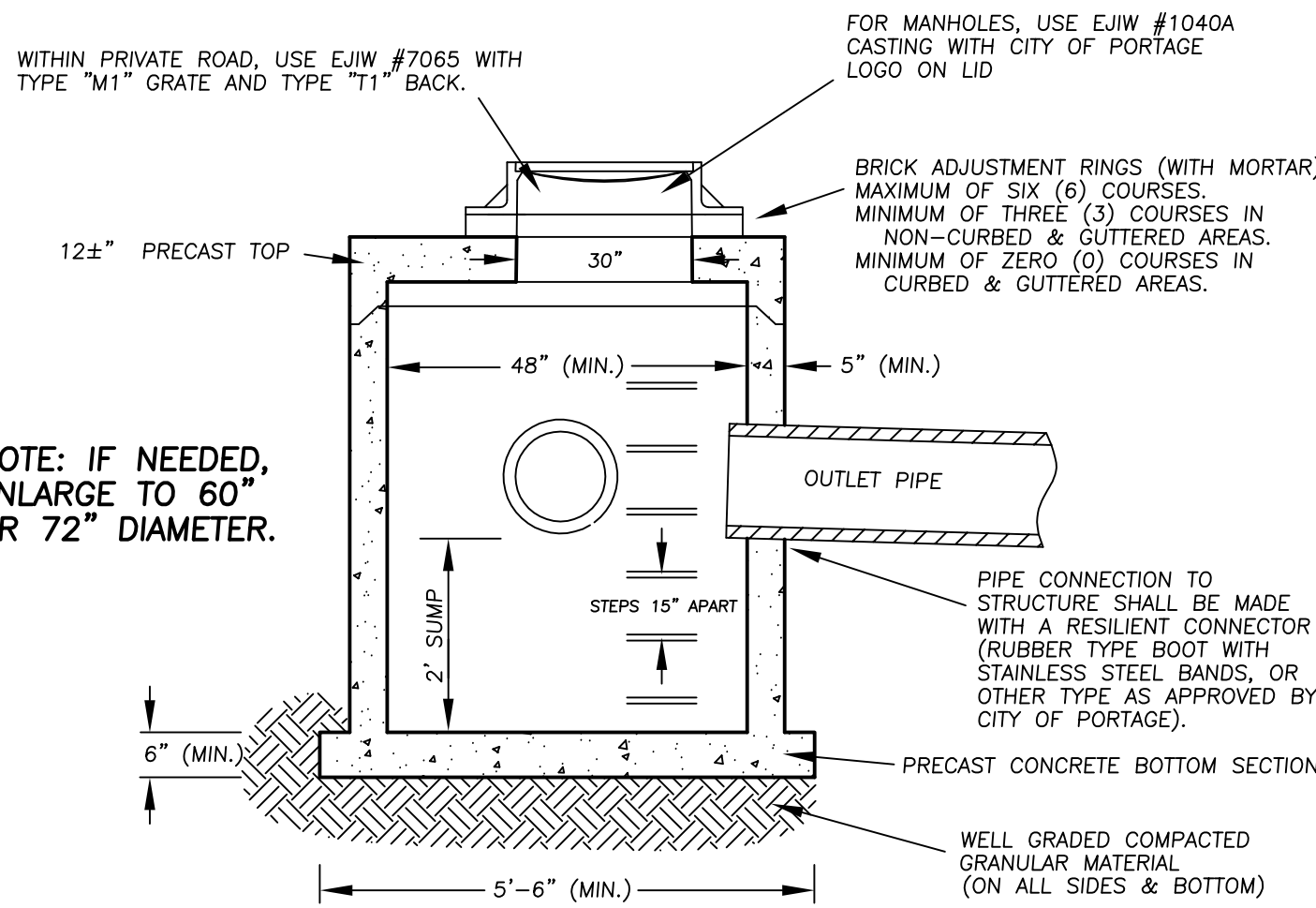
- 1) DECIDUOUS TREES AT PLANTING SHALL HAVE A MINIMUM CALIPER OF 1.5" AT 6" ABOVE THE ROOT BALL; A CLEAR STEM OF 4 FEET; AND A BURLAP BALL SIZE OF AT LEAST 10 TIMES THE CALIPER. ALLOWED TREES INCLUDE: ARGENT CHERRY, AMUR CORKTREE, GOLDENRAIN TREE, MAPLES (HEDGE, PACIFIC SUNSET, TRIDENT, TATARIAN MAPLE), AMERICAN & EUROPEAN HORNBEAM, KATSURRA TREE, IVORY SILK JAPANESE TREE LILAC, & ORNAMENTAL PEARS (CLEVELAND AND REDSPIRE CALLERY PEAR).
- 2) STREET LIGHTS SHALL BE 8500 LUMEN, HIGH PRESSURE SODIUM VAPOR. DECORATIVE LIGHT POLES SHALL HAVE A HEIGHT OF 19 FEET. ALL LIGHT STANDARDS AND UTILITY POLES SHALL BE LOCATED AT LEAST 5 FEET OFF PROPOSED GRADE OF CURB.
- 3) ALL PAVEMENT MARKINGS AND TRAFFIC SIGNS MUST CONFORM TO THE STANDARDS SET FORTH IN THE CURRENT EDITION OF THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES ("M.M.U.T.C.D.").
- 4) ALL STREET SIGNS SHALL CONFORM TO CITY OF PORTAGE PUBLISHED REQUIREMENTS. ALL SIGNS SHALL BE INSTALLED ON 3 POUND GALVANIZED U-CHANNEL POSTS AND SHALL HAVE A MINIMUM POST BURY OF 36 INCHES. DISTANCE FROM BOTTOM OF SIGN TO GROUND SHALL BE 7 FEET. ANYTHING NOT SPECIFIED IN THESE PLANS SHALL BE IN ACCORDANCE WITH THE M.M.U.T.C.D. STREET NAME SIGNS SHALL BE 9 INCHES TALL (VERTICAL DIMENSION OF ACTUAL SIGN).



24" STORM SEWER INLET

NO SCALE

- NOTES:
- 1) HEIGHT OF STRUCTURES WILL VARY BUT SHALL NOT EXCEED FIVE (5.0) FEET.
 - 2) STRUCTURES SHALL BE PRECAST CONCRETE AND CONFORM TO ASTM C-478.
 - 3) SEE RELATED CITY OF PORTAGE STANDARD DETAILS:
 - SD-102, 24" CATCH BASIN
 - SD-103, STANDARD CURB INLET CASTING
 - SD-104, STANDARD DROP CURB INLET CASTING



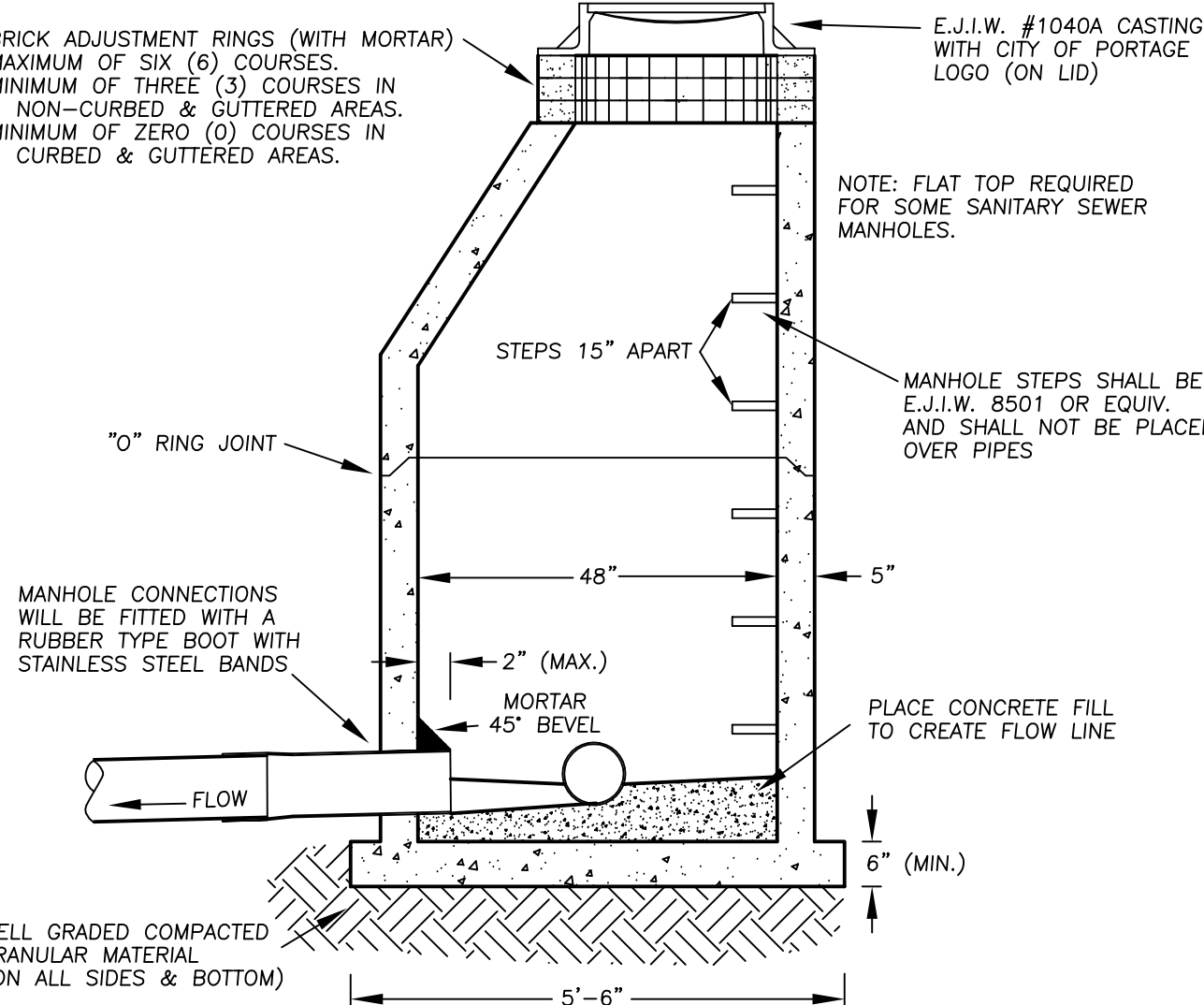
NOTE: IF NEEDED, ENLARGE TO 60" OR 72" DIAMETER.

48" STORM SEWER STRUCTURE W/FLAT TOP

NO SCALE

- NOTES:
- 1) MANHOLE STRUCTURES SHALL NOT HAVE A SUMP AND SHALL REQUIRE EJIW #1040A CASTING WITH CITY OF PORTAGE LOGO PER CITY STANDARDS.
 - 2) HEIGHT OF STRUCTURES WILL VARY.
 - 3) STRUCTURES SHALL BE PRECAST CONCRETE AND CONFORM TO ASTM C-478.
 - 4) SOME STRUCTURES MAY HAVE TO BE ENLARGED TO ACCOMMODATE PIPES AND RESILIENT CONNECTORS. STRUCTURAL DIMENSIONS FOR LARGER DIAMETER STRUCTURES SHALL CONFORM TO ASTM C-478.
 - 5) MANHOLE STEPS SHALL BE EJIW #8501 OR EQUIVALENT.
 - 6) INSTALL STEPS AFTER STRUCTURE IS IN PLACE TO INSURE STEPS ARE LOCATED UNDER OPENING. TOP STEP SHALL BE NO MORE THAN 24 INCHES FROM TOP OF CASTING. BOTTOM STEP SHALL BE NO MORE THAN 24 INCHES FROM BENCH/BOTTOM OF STRUCTURE.
 - 7) SEE RELATED CITY OF PORTAGE STANDARD DETAILS:
 - SD-101, STANDARD 48" DRAINAGE STRUCTURE
 - SD-103, STANDARD CURB INLET CASTING
 - SD-104, STANDARD DROP CURB INLET CASTING
 - SD-106, STANDARD MANHOLE STEP

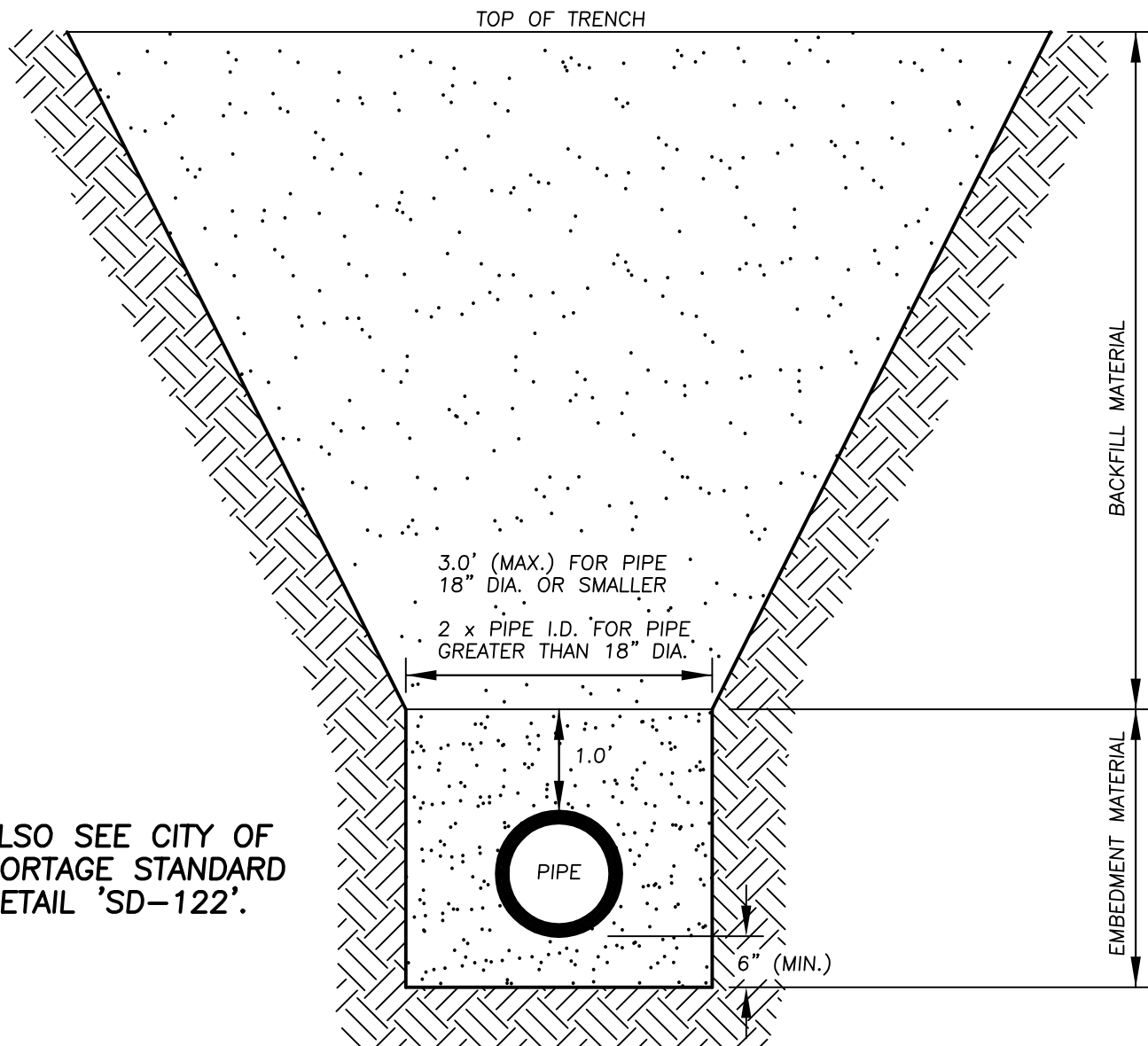
NOTE: SANITARY SEWER MANHOLE LIDS SHALL HAVE A STANDARD CITY OF PORTAGE LOGO ON LID.



48" SANITARY SEWER MANHOLE

NO SCALE

- NOTES:
- 1) HEIGHT OF STRUCTURES WILL VARY.
 - 2) STRUCTURES SHALL BE PRECAST CONCRETE AND CONFORM TO ASTM C-478 WITH O-RING RUBBER GASKET TYPE JOINTS, ASTM C-443 RUBBER GASKETS SHALL NOT BE REMOVED.
 - 3) INSTALL STEPS AFTER STRUCTURE IS IN PLACE, IF NECESSARY, TO INSURE STEPS ARE LOCATED UNDER OPENING. TOP STEP SHALL BE NO MORE THAN 24 INCHES FROM TOP OF CASTING. BOTTOM STEP SHALL BE NO MORE THAN 24 INCHES FROM BENCH.
 - 4) SEE RELATED CITY OF PORTAGE STANDARD DETAILS:
 - SD-105, STANDARD MANHOLE
 - SD-106, SANITARY SEWER STANDARD MANHOLE CASTING
 - SD-107, SANITARY SEWER PRESSURE-TIGHT MANHOLE CASTING
 - SD-108, STANDARD MANHOLE STEP



TO: Planning Commission

DATE: April 13, 2018

FROM: Christopher Forth, Acting Director of Community Development

SUBJECT: Preliminary Report: Rezoning Application #17/18-3, Pennridge Trail Planned Development, 1722, 1800 West Osterhout Avenue and 10099, 10117 and 10121 Oakland Drive

I. INTRODUCTION:

A PD, planned development rezoning application has been received from Westview Capital, LLC for a 46.54 acre tract of land addressed as 1722 and 1800 West Osterhout Avenue and 10099, 10117 and 10121 Oakland Drive. Attached is the rezoning application, narrative, tentative plan and supporting materials.

Applicant	Property Address	Parcel Number	Zoning	
			Existing	Proposed
Westview Capital, LLC	1722 West Osterhout Avenue	00032-180-O	I-1	PD
	1800 West Osterhout Avenue	00032-175-O	I-1	PD
	10099 Oakland Drive	00032-195-O	I-1	PD
	10117 Oakland Drive	00032-190-O	I-1	PD
	10121 Oakland Drive	00032-200-O	I-1	PD
Five parcels – 46.54 acres				

II. EXISTING CONDITIONS:

Existing Land Use/Zoning	<u>Rezoning Site:</u> Vacant land (1800 West Osterhout, 10099, 10117 and 10121 Oakland Drive) and a vacant, non-conforming single family residence (1722 West Osterhout) zoned I-1, light industry. <u>East:</u> Single family residences (1702 and 1620 West Osterhout) and the Eliason Nature Preserve (1614 West Osterhout) zoned RM-1, multiple family residential. <u>North:</u> Former Charles River Industries facility (9801 Shaver Road) zoned I-2, heavy industry. <u>South (across West Osterhout):</u> Non-conforming single family residences (1909 and 1847 West Osterhout), R & T Auto Repair (1903 West Osterhout) and J & B Professional Tree Service (1811 West Osterhout) zoned I-1, light industry. <u>West (across railroad tracks):</u> Multiple family residences and vacant land zoned RM-2, multiple family residential and commercial businesses and vacant land zoned B-3, general business.
Zoning/Development History	No rezoning of properties in the surrounding area within the past 10 years.
Historic District/Structures	The subject site is not located within a historic district and does not contain any historic structures.
Public Streets	West Osterhout Avenue is designated as a 2-lane minor arterial with 3,905 vehicles per day (2015); capacity of 16,500 vehicles per day (level of service "D").
Public Utilities	Municipal water and sewer are available and will serve the development.

Environmental	The City of Portage Natural Features Map identifies a small wetland area situated along the northern portion of the subject property. A 2017 Wetland Delineation conducted by the applicant has identified the boundaries of this wetland area which are illustrated on the tentative plan. No development activities (home/road construction) are proposed within this designated wetland area.
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III. ZONING CODE/PLANNED DEVELOPMENT PROCEDURES & REGULATIONS

The PD, planned development chapter establishes a two-part review and approval process: Tentative plan review and final plan review for each phase of the development. The applicant is required to submit a tentative plan that outlines the development concept (phases) for the entire project. Although conceptual in nature, specific statements, proposals, plans and schedule for the ultimate development of the site are required. The tentative plan is submitted for administrative review and scheduled for Planning Commission review and a public hearing. Both the written and graphic information constitutes a tentative plan.

The Planning Commission will provide a recommendation to City Council regarding the tentative plan. If approved, the planned development must proceed in accordance with the tentative plan. Approval of the tentative plan by Council constitutes rezoning of the land to PD and allows for the submission of a final plan for Administrative, Planning Commission and City Council review. A final plan is submitted in detailed form and is subject to a review process similar to a site plan. If no final plan for development is submitted within two years from the date of approval of the tentative plan, Council may either extend the approval for a period not to exceed two years or immediately initiate rezoning proceedings to re-designate the property to a more suitable zoning classification. Under the terms of the ordinance, any change to the tentative plan, such as modifying an approved land use class or adding a land use class, will require formal review and approval, with public hearings, in a manner similar to a rezoning procedure.

Section 42-374 of the Land Development Regulations contains the PD district development standards. This section provides flexibility in the types of land uses of which up to 20% of the total land area available can be utilized for nonresidential uses. The planned development is required to provide public water, public sanitary sewer and a pedestrian system. The applicant must demonstrate that the plan cannot be developed under other sections of the Zoning Code or must provide a mixture of housing types. The overall density of the project may not exceed seven units per acre and density in any one phase may not exceed 12 units per acre. Single family "lots" cannot average less than 6,500 square feet with a minimum of 5,000 square feet. Building setbacks, building height, open space and screening are also regulated under the ordinance.

IV. PROPOSED TENTATIVE PLAN:

As indicated by the applicant, the objective of the Pennridge Trail PD is to create an attractive community with a clustered residential development of high quality, energy efficient homes, that preserves large trees/natural areas and incorporates additional open space and landscaping features for families, couples and single individuals. The project is proposed to be developed as both a site condominium subdivision with public streets and single family detached homes, and a condominium with private streets and two-family attached (duplex) dwellings for a total of 137 units on the 46.54 acre tract of land. The site condominium subdivision portion of the development is proposed along the southern portion of the property and will involve a total of 63 single family detached units on 20.6 acres in three phases (Phase 1, 4 and 5). The condominium portion of the development is proposed along the northern portion of the

property and will involve a total of 37 attached duplex buildings (74 units) on 25.9 acres in three phases (Phase 2, 3 and 6). Open space areas totaling approximately 16 acres, or 34% of the overall land area, are also proposed across the planned development with particular emphasis along the western perimeter of the property (where adjacent to the Penn-Central railroad tracks) and the northern portion of the site. To provide this additional open space, the applicant is proposing a smaller lot "clustered" form of residential development with reduced lot sizes and building setbacks and increased building lot coverage within the site condominium subdivision portion of the development. The overall development density for the residential community will be 2.9 units per acre (137 units on 46.54 acres).

As identified in the attached materials, a variety of floor plans are planned for the mixed detached/attached residential community. Single family detached homes within the site condominium subdivision portion of the development will range between 1,400-2,800 square feet of living area (excluding any basement area) with an attached two-car garage and deck or patio, while dwellings within the duplex condominium portion of the development will range between 1,040-2,800 square feet of living area (excluding any basement area) with an attached two-car garage and deck or patio. The PD narrative and proposed concept portfolio also indicates the homes will incorporate variations in architectural design and construction materials and range in price from \$220,000-\$300,000+. Other features of the proposed planned development project include:

- Pedestrian Walkway/Trailway – An internal pedestrian circulation network consisting of concrete sidewalks and asphalt trails will be provided throughout the development. Four-foot wide concrete sidewalks will be provided along both sides of the public streets within the site condominium subdivision and along one side of the private streets within the condominium portion of the development. Additionally, a 6-8 foot wide asphalt path will be constructed within open space areas along the northeastern portion of the development, providing a connection from Schrier Lane (public street cul-de-sac) and Pennridge Drive (private street cul-de-sac) to the Eliason Nature Preserve located immediately to the east. Where located within the site condominium subdivision, sidewalks will be located within the public street right-of-way and maintained by the individual lot owners. Where located with the condominium portion of the development, along the private streets and within open space areas, the sidewalks and paths will be owned and maintained by the condominium association.
- Storm Water Management - Storm water runoff associated with the public and private streets will be collected and conveyed to infiltration basins and/or natural low areas situated along the northern and central portions of the subject property: Possible locations are identified on the tentative plan. While the storm water piping located within the public streets will be owned and maintained by the city, the storm water piping located within the private streets along with storm water disposal areas situated within common open spaces will be owned and maintained by the condominium association with appropriate easements and indemnification provided to the city.
- Vehicular Access – Access to the Pennridge Trail PD will be provided through a new public street from West Osterhout Avenue (along the eastern portion of the property) and an internal public/private street network. This new public street access will include a boulevard entrance with one lane of ingress and two lanes of egress. A dedicated left-turn lane will be constructed within West Osterhout Avenue. Since there are more than 20 residential lots with only one formal access point, the developer is requesting a variance from this provision.

During administrative review of the tentative plan, a second public street access to West Osterhout Avenue, along the western portion of the property, was also considered. However, due to safety concerns related to the close proximity of this public street intersection to the Penn-Central railroad tracks, this second West Osterhout Avenue public access point is not recommended. A future connection to the east was also considered but with the acquisition of the abutting by the City of Portage and development of the Eliason Nature Reserve Trail, a connection to the east is no longer possible. In lieu of a second public street access to West Osterhout Avenue or a future connection to the east, the developer will construct a permanent emergency vehicle access drive to the adjacent property to the north located at 9801 Shaver Road. The City Administration has reviewed this alternative emergency access arrangement and found it acceptable. The developer of the Pennridge Trail PD and the owner of 9801 Shaver Road will provide the city the necessary easements and maintenance agreements for this permanent emergency vehicle access before development of Phase 2.

- **Housing Types and Building Setbacks** – The applicant plans to incorporate a variety of different residential elevations and floor plans into the development (see narrative and concept portfolio). Single family detached homes within the site condominium subdivision will range between 1,400–2,800 square feet of living area (excluding any basement area) with an attached two-car garage and deck or patio. Duplex dwellings within the condominium portion of the development will range between 1,040–2,800 square feet of living area (excluding any basement area) with an attached two-car garage and deck or patio. As indicated by the applicant, lots within the site condominium subdivision will maintain a minimum 60-foot wide lot width and a minimum 8,000 square foot lot area with the average lot area being approximately 9,720 square feet. A maximum building lot coverage of 30% is proposed. Single family detached homes will maintain minimum setbacks of 25-foot (front), 25-foot (rear) and 5-foot (side) with a minimum 15-foot separation between homes. Additionally, a 15-foot side setback will be provided along the long side of the corner lots. Duplex buildings within the condominium portion of the development will maintain a minimum 40-foot perimeter setback from all property lines, 25-foot setback from the edge of the private streets and 20-foot separation between duplex buildings.
- **Phasing** – The Pennridge Trail PD and construction of the 137 total residential dwelling units and associated infrastructure is proposed to occur in six phases over an approximate 10-year period with Phase 1 planned for 2018-2019. Phase 1 will include 21 site condominium lots and will begin along the southeast portion of the overall property with a public street constructed from West Osterhout Avenue. The remaining phases of the development are planned as follows: Phase 2 (22 duplex units) 2019-2021; Phase 3 (22 duplex units) 2020-2023; Phase 4 (24 lots) 2021-2024; Phase 5 (18 lots) 2022-2026 and Phase 6 (30 duplex units) 2023-2028. Since the total number of site condominium subdivision lots will be 63 with construction of Phase 1, 4 and 5, the applicant on Page 6 of the written narrative is requesting a modification from the maximum 20-lots on a cul-de-sac provision of the Subdivision and Land Division Regulations [Section 42-803(i)].

V. PRELIMINARY ANALYSIS:

The following analysis has been prepared based on general land use considerations, the Comprehensive Plan, traffic conditions and surrounding development patterns. Issues to be considered are consistency with the Future Land Use Plan Map and Development Guidelines, suitability of the existing zoning classification and the impacts of the proposed zoning classification.

Comprehensive Plan/Future Land Use Map Consistency. The Future Land Use Plan Map component of the Comprehensive Plan identifies the subject property, along with adjacent properties to the south (along the

south side of West Osterhout Avenue), as appropriate for Low Density Residential land use. Adjacent properties to the east are designated for Park/Recreation and Low Density Residential land uses. Adjacent properties to the north and northwest are identified for Shaver Road Business Corridor and General Business land uses, while adjacent properties to the west (along the west side of the Penn-Central railroad tracks) are designated for High Density Residential land use.

The Comprehensive Plan defines the "Low Density Residential" land use classification to include areas planned for future low density residential developments ranging from 1-4 units per acre. As indicated in the attached materials, the density of Pennridge Trail is approximately 2.9 units per acre. The Comprehensive Plan further identifies the purpose of the low density residential classification to establish areas for future low density, single family development, protect existing established neighborhoods from the intrusion of incompatible land uses and encourage additional "higher value" housing taking advantage of available attractive natural features and other amenities.

Development Guidelines. The Development Guidelines are intended to be used by the Commission and staff when reviewing private development proposals, infrastructure improvement programs (i.e. public expenditures on streets, sewers and water mains that influence the location, intensity and timing of development) and public programs that affect the physical environment. The guidelines also provide direction and underpinning for regulations that affect land use (e.g. zoning, subdivision, parking, landscaping and others), may suggest incentives to influence community development and preservation and may suggest adjustments to other policies that influence the use of land for consistency with community development objectives. An evaluation of the Development Guidelines will be provided with the final report and staff recommendation.

Suitability of Existing I-1 Zone/Impacts of Proposed PD Zone. The subject properties have been zoned I-1, light industry since comprehensive zoning of the city in 1965. While the I-1 district may have been considered a suitable zoning district in 1965 as a result of the adjacent railroad tracks, it has never been developed with an industrial use. According to the current property owner, the land has been actively marketed for sale since 1993. The lack of industrial development interest is likely attributed to location (distance from major transportation routes, competition from other, more desirable industrial locations and adjacent residential land uses). Given the surrounding residential zoning and land use pattern, the proposed PD zone and mixed residential development project offers a more suitable option for the subject properties. Although an occasional passing train will result in noise and vibration, the decision to live near an active railroad line is a personal choice. While the PD ordinance permits up to 20% nonresidential land use, the proposed Pennridge Trail PD does not include a nonresidential land use element. Additionally and while the PD ordinance allows an overall residential development density of up to 7.0 units per acre, the proposed Pennridge Trail PD proposes an overall single family residential development density of 2.9 units per acre.

The proposed PD zone offers flexibility for the applicant and assurances to the community on how the property will be developed (i.e. types of land uses, density, location and so forth). As proposed by the applicant, the Pennridge Trail PD will result in a similar residential density that could be developed under a traditional subdivision (R-1B/R-1C district) with a more creative design that preserves open space and natural features.

Modifications. In conjunction with the proposed tentative plan, the applicant is requesting modifications from two Subdivision and Land Division Regulation provisions involving the maximum number of lots on

a cul-de-sac street and installation of a five-foot wide concrete sidewalk along West Osterhout Avenue. Section 42-375.L of the Zoning Code allows City Council the authority to waive or modify standards of the PD ordinance where it finds such specifications are not in the best interests of the residents of the planned development and that modifications are not inconsistent with the interests of the entire city.

Since a second public street access from West Osterhout Avenue is not recommended given the proximity to the Penn-Central railroad tracks and a future connection to the east is no longer possible, construction of the site condominium subdivision portion of the development (Phases 1, 4 and 5) will result in a total of 63 lots on a public cul-de-sac street. Section 42-803(i) of the Subdivision and Land Division Regulations limits the number of lots on a residential cul-de-sac street to 20. As discussed previously and to provide an alternative secondary access to the development, a permanent emergency vehicle access connecting the northern portion of the Pennridge Trail PD (from Kearns Court) to the adjacent former Charles River industrial property located to the north at 9801 Shaver Road will be provided. Given the characteristics of the property and surrounding area, the City Administration is supportive of this requested modification.

While the developer will install four-foot wide concrete sidewalks along both sides of the public streets within the site condominium subdivision, Section 42-804 of the Subdivision and Land Division Regulations also requires the installation of a five-foot wide concrete sidewalk along the West Osterhout Avenue frontage. Given the proposal to install an internal network of sidewalks and trails within the Pennridge Trail PD including a connection to the adjacent Eliason Nature Preserve trail, combined with the lack of existing sidewalks along West Osterhout Avenue and no future plans by the city to install sidewalks along West Osterhout, the developer is requesting a modification from this requirement. As information for the Commission, sidewalks were once planned along West Osterhout Avenue. However, and with the reconstruction of West Osterhout Avenue in FY 2014-2015, proposed sidewalks were replaced with a wider paved shoulder to better accommodate non-motorized traffic. For these reasons, staff is supportive of this requested modification.

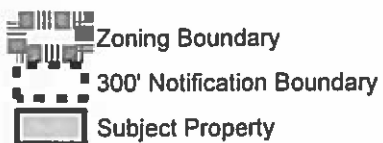
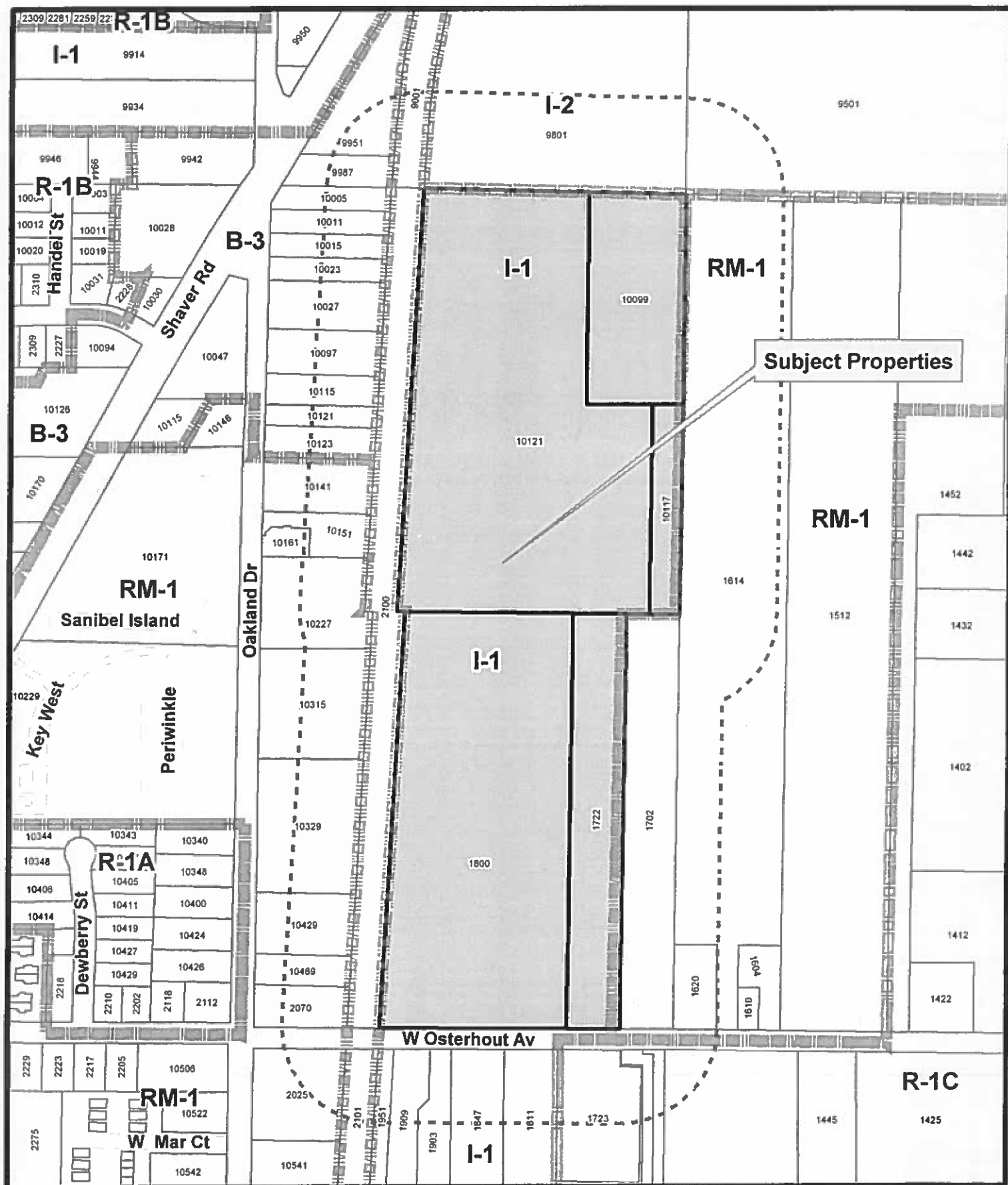
Traffic Considerations. The Trip Generation Manual published by the Institute of Traffic Engineers (ITE) estimates that a single family residential dwelling will generate approximately 10-12 vehicle trips per day ("trip" defined as one vehicle movement either in or out of the development). Upon full build-out of the Pennridge Trail PD (estimated at approximately 10 years), the 137 dwelling unit project will generate approximately 1,370-1,644 vehicle trips per day. As previously indicated, West Osterhout Avenue is a 2-lane minor arterial roadway with 3,905 vehicles per day (2015) and a capacity of 16,500 vehicles per day (level of service "D"). Anticipated traffic generation associated with a single family residential development on the subject property can be accommodated by the adjacent roadway system. In an effort to facilitate through traffic and left-turn movements into the proposed development, a left-turn lane will be constructed in West Osterhout Avenue at the new public street (Pennridge Drive) intersection.

VI. RECOMMENDATION:

Consistent with the Planning Commission policy of accepting public comment at the initial meeting and continuing the rezoning at a subsequent meeting, the Commission is advised to receive public comment during the April 19, 2018 meeting and adjourn the public hearing to the May 3, 2018 meeting.

Attachments: Zoning/Vicinity Map
 Future Land Use Map
 Aerial Photograph Map
 Rezoning Application, Narrative, Tentative Plan and Concept Portfolio

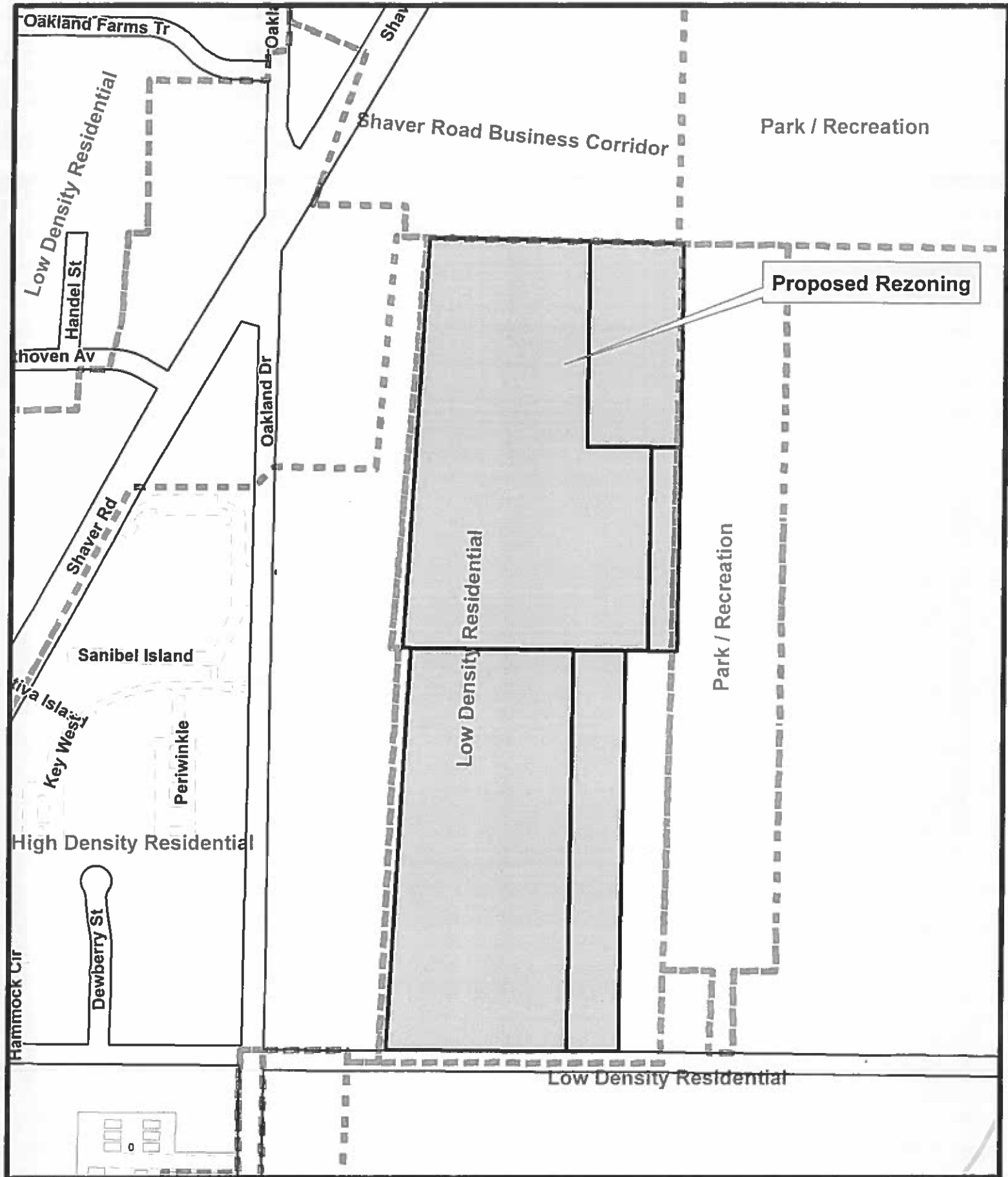
S:\Commdev\2017-2018 Department Files\Board Files\PLANNING COMMISSION\PC Reports\Rezoning\2018 04 13 Rezoning Application #17-18-3, Pennridge Trail Planned Development (preliminary).doc



Rezoning: 17/18 - 3
1722, 1800 West Osterhout Avenue
10117, 10099, 10121 Oakland Drive



1 inch = 400 feet



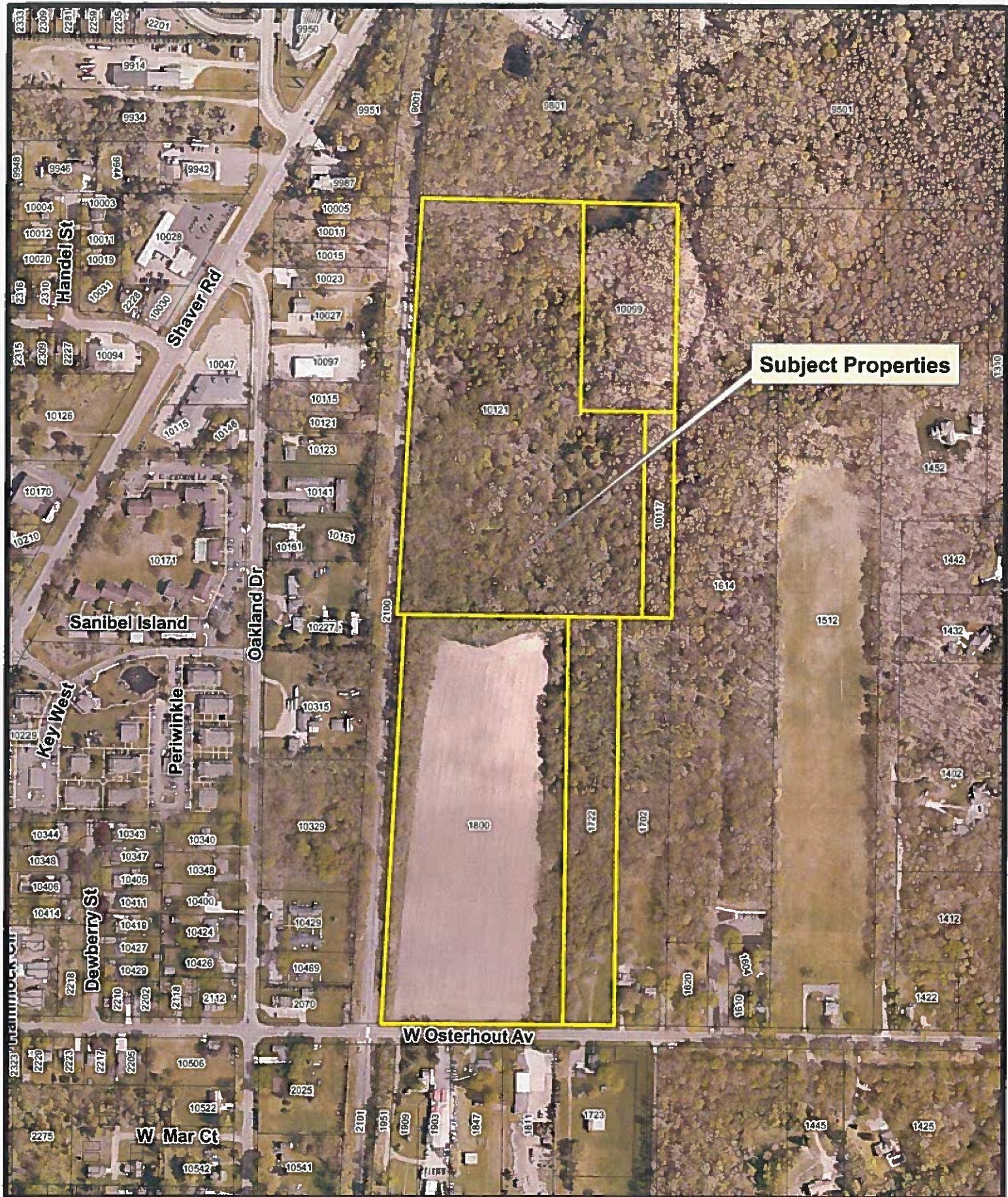
Legend

- Future Land Use
- Proposed Rezoning Area

Future Land Use Map
 1722,1800 West Osterhout Avenue
 10117,10099, 10121 Oakland Drive



1 inch = 400 feet



Aerial Photography
1722, 1800 West Osterhout Avenue
10117, 10099, 10121 Oakland Drive



1 inch = 400 feet
(52)

 Subject Property

RECEIVED

APR 11 2018

COMMUNITY DEVELOPMENT

April 10, 2018

**NARRATIVE for Proposed
PENNRIDGE TRAIL
Located on Osterhout Avenue
in The City of Portage**

**DEVELOPER:
WESTVIEW CAPITAL, LLC
2186 EAST CETNRE STREET
PORTAGE, MI 49002**

INTRODUCTION:

Pennridge Trail is a proposed Single Family Site Condominium / Residential Planned Development (PD), which is situated on the north side of Osterhout Avenue, approximately 500 feet east of Oakland Drive, in Section 32, City of Portage, Michigan. The subject property contains 46.54 acres (excluding Osterhout Avenue right-of-way) and measures a little over one eighth mile east/west by one half mile north/south. The front half of the site is farm field while the back half of the site is heavily wooded. The property is bordered on the west by the Penn-Central rail line and is surrounded by properties that are mostly wooded. Despite the property having a rural feel to it, it is located less than 5 minutes from many City of Portage businesses and other City amenities. Proposed on site are approximately 137 units of high quality energy efficient construction. Each unit within the single family site condo will be served by public roadway while the duplex units will be served by private roadways. This PD will offer a variety of dwelling floor plans along with a mixture of housing types consisting of single family detached and duplex dwellings. Please see the attached Concept Portfolio.

PURPOSE & OBJECTIVES:

The objectives of this PD development are as follows:

- 1.) To create an attractive community with a clustered residential development that preserves large trees, natural areas, and incorporates additional open space and landscaping features for families, couples and single individuals to enjoy.
- 2.) For the owners in the duplex area, to eliminate many normal maintenance duties and responsibilities such as mowing, weed control, raking of leaves, cleaning of gutters, snow shoveling, tree trimming, etc.
- 3.) To provide a single family neighborhood with high quality, energy efficient homes.
- 4.) To create a neighborhood with typical densities, but at the same time provide permanent open space and on-site natural areas for residents to enjoy, including direct access to the City owned Schrier Park and the Bishops Bog Trail.

THE SITE:

This PD is located on the north side of Osterhout Avenue in the Northeast quarter of Section 32. The property consists of addresses 1722 & 1800 West Osterhout Avenue as well as 10099, 10117 and 10121 Oakland Drive. Situated east of the subject property are two parcels, one with a residential home and the other being the City owned Schrier Park. Along the entire south edge of the property is Osterhout Avenue, a City of Portage public street. On the south side of Osterhout Avenue is land owned by various businesses. West of the subject property is the existing Penn-Central rail line with multi-family residences further to the west. North of the property is an existing industrial complex. Adjoining properties to the north are zoned I-2 Heavy Industry, to the south I-1 Light Industry, and to the east and west RM-1 Multiple Family. The north part of the subject property is covered by mature trees. The site is unique with nice hardwoods and rolling terrain, and the intent is to preserve as many trees as possible. The southerly part of the property is open land. Small areas of the property to the northeast and in the central portion are significantly lower than the remainder of the property. The north central and southerly portions of the property are relatively high. A wetland assessment of the property has been completed and the wetland boundary has been shown on the Tentative Plan. Soils within the proposed building areas are Oshtemo Sandy Loam per the USDA's Soil Survey of Kalamazoo County.

ZONING, BUILDING SETBACKS, and DENSITY:

The property is currently zoned I-1 Light Industrial. The proposed zoning is PD. With this PD development, we are proposing a 40 foot perimeter setback (abutting all adjoining properties). In the duplex portion all duplex buildings will share a common building wall. There will be a minimum 20.0 feet between buildings, and a minimum distance of 25.0 feet between the edge of the roadway and the front of the dwelling. The site condo single family portion of the project will have a minimum required unit width at the front setback of 60', a required front setback of 25', a required rear setback of 25' and a required side setback of 5', with a minimum of 15' between dwellings. The average lot size within the site condo portion is about 9720 sq.ft. with a minimum of 8,000 sq.ft. With the proposed portfolio the maximum unit coverage is equal to 30% with a minimum perimeter rear yard setback of 40'. With this PD, the density will be approximately 2.9 dwellings per acre. Per the City's Ordinance, the maximum allowable density for a PD is 7 dwellings per acre.

PHASING:

It is anticipated that the development will be constructed in six phases, with each phase consisting of between 20 and 30 dwellings. Construction of utilities, roadways, and dwellings for phase one is planned to commence during 2018. Construction for each subsequent phase is anticipated to commence approximately every couple of years thereafter based on the market and velocity of sales achieved. The currently anticipated size, limits, and density of each phase has been shown on the submitted Tentative Plan and outlined below. Please note that the proposed phasing could be altered based on market conditions, utility routing, final design, City requirements, etc.

Phase	Condo	Duplex	Anticipated
#	Units	Units	Construction
1	21	0	2018/2019
2	0	22	2019/2021
3	0	22	2020/2023
4	24	0	2021/2024
5	18	0	2022/2026
6	0	30	2023/2028

ON-SITE DWELLINGS:

The proposed dwellings within the single family portion of the site condo will consist of a mixture of housing types including two story and single story homes. Each dwelling will have between approximately 1400 square feet to 2800 square feet of living area (excluding any basement area), and an attached two-car garage, deck or patio. The proposed dwellings within the duplex portion will consist of single story homes measuring approximately 80 feet wide and 50 to 60 feet deep. Each dwelling will have approximately 1040 to 2800 square feet of living area (excluding any basement area), and an attached two-car garage, deck or patio. Approximately 45% of the onsite units will be single family detached dwellings and approximately 55% of the onsite units will be

duplexes. Single family attached dwellings and duplexes shall comply with City requirements. All dwelling construction shall comply with City and State construction codes. Each home will feature quality construction, maintenance free materials, and various energy efficient features. Conceptual Front Building Elevations and Floor Plans are included in this packet. Please see attached Concept Portfolio. The units will be constructed to meet or exceed energy codes. While the front elevations will be different, the look will have an intentional feel with design consistency among the various building fronts throughout the development. It is anticipated the dwelling prices will start in the \$220,000 range for smaller units. For certain units with additional upgrades, dwelling costs will likely approach or exceed the \$300,000 range.

OPEN SPACE and NATURAL AREAS:

A significant portion of the property will be designated as a permanent natural open space area. This includes the northerly, southerly, westerly and central portions of the property. The area of the subject property is 46.54 acres excluding the Osterhout Avenue right-of-way area. We currently estimate that approximately $\frac{3}{4}$ acres of the property is wetland area, and that approximately 16 acres of the property (north, west, south and central) will remain as a permanent natural open space. Around the perimeter of the development, existing natural areas and trees will be preserved to serve as a natural buffer and visual screening. All green space is contiguous and will allow residents to traverse the entire property in its natural setting. A paved Trail will also be installed to connect between the single family and duplex portions with direct access to Schrier park and the Bishops Bog Trail. Additional earth berms and trees will be installed in the open space on the south end of the property along Osterhout Avenue, as well as the westerly portion in the proposed open space area that backs up along the back of the single family and duplex lots (see attached plan). The additional earth berms and existing tree line will help buffer the homes from the existing Penn-Central rail line.

CONDOMINIUM / OWNERSHIP:

The PD will be developed as a site condominium with the southern half of the development being single family. These residents will own and maintain their entire unit that fronts on the public street. Within the portion of the PD consisting of the duplex units, the owner will maintain only the inside of the dwelling (the condominium "unit"). The condominium association will own and maintain everything exterior to each duplex unit, including yard areas ("limited common areas") and streets / natural areas ("general common areas"). Exterior maintenance that will be provided by the Condominium Association will include the exterior of the dwellings, gutters, lawns, sidewalks, driveways, private streets, natural areas, etc. The yard area surrounding each dwelling will be "limited common area" and will be for the use and enjoyment of that unit owner. The private streets, sidewalks, on site trails, and natural areas will be designated as "general common areas." These general common areas will be for the use and enjoyment of all residents.

CONDOMINIUM MASTER DEED:

The typical "plat restrictions" or "deed restrictions" for a subdivision will be replaced with the Condominium Master Deed. The Master Deed shall also include survey plans, house plans, rules of ownership, mapping of general common areas, limited common areas, unit areas, and other rules and regulations. Within the Master Deed, the streets and utilities for each phase will be designated as "need to be built," while each unit will be designated as "need not be built." The Master Deed will be prepared by an Attorney, and the Survey Plans within the Master Deed will be prepared by a local Land Surveying Office. The Master Deed will be subject to City review and comment prior to recording.

STORM SEWER SYSTEM and DRAINAGE:

Crowned, paved roadways, and gutters will direct storm water run-off to the proposed storm sewer drains and pipes. The storm water run-off will be disposed of by a combination of infiltration basins and discharge to the on site lowland areas. The storm water system will comply with City requirements. Design of the system will be subject to City review and approval, as well as review and permitting through the State of Michigan MDEQ if required.

WATER MAINS, FIRE HYDRANTS, and SANITARY SEWERS:

Installed along all public and private roads will be City Portage public water mains and sanitary sewers, including house leads to each dwelling. Fire hydrants will be installed at locations approved by the City of Portage. These utilities shall be designed and installed in accordance with City requirements, and appropriate utility easements shall be granted to the City. Public utilities designed and installed outside of the public and private roadways would be conveyed through an easement to the City as well. Note that there is an existing 20 inch public water main on the north side of Osterhout Avenue, and an existing 12 inch public sanitary sewer near the center line of Osterhout Avenue.

PRIVATE UTILITIES:

The site will be served with underground natural gas, electric, telephone, and cable TV lines. It is anticipated that these underground lines will be situated on the side of the street opposite the public water main.

STREETS, SIDEWALKS, and DRIVEWAYS:

On site paved streets serving the single family site condo portion will be public. On site paved streets serving the duplex portion will be private. All public streets will incorporate concrete curb and gutter on each edge and will have a pavement width of 32 feet. All private streets will incorporate concrete roll curb or paved valley gutter on each edge and will have a minimum drivable width of 26.1 feet. It is intended that the streets will be wide enough to allow parking on one side of the street per Fire Department requirements. All streets shall be designed and constructed in accordance with City requirements. Access to and from the site will be from one location and shall include one entry lane (14 feet wide) and two exit lanes (lane widths equal 11 feet) along with a landscaped island. A 20 foot wide permanent emergency access will also be constructed when the number of units constructed exceeds 30, at which time an easement for the access will be granted to the City and recorded. This drive will connect to the property to the north and tie into the existing parking lot that has direct access to Shaver Road. Lighting along

streets will be provided by permanent streetlights and may be incorporated into the City's street light district. Concrete sidewalks will be constructed on both sides of all new public streets and on one side of the new private streets. Also incorporated within the development will be a paved trail within the easterly portion of the property. This paved trail will extend east to the adjoining City owned property of Schrier Park and the existing Bishops Bog Trail. Driveways for each dwelling will be constructed of concrete and will have a length of at least 25.0 feet as measured from the edge of the roadway. The length of the each driveway will allow temporary vehicle parking for two or more vehicles depending on the length of driveway. All private streets, walks, trails, driveways, and parking areas in the duplex portion will be maintained by the Condominium Association.

MODIFICATIONS:

The Pennridge Trail PD is requesting a waiver from the Subdivision and Land Division Regulations Provision as it relates to Section 42-803 (i), Maximum Number of Lots on a residential Cul-de-sac Street. The original intent was to have two access drives off West Osterhout Avenue to serve this development, however only one was recommended by City staff. With the recommendation and addition of the permanent emergency access road that is being constructed to the north linking access directly to Shaver Road, there will now be two points of access to the development both on the north and south side of the development for emergency vehicles. For that reason we are requesting that this requirement be waived

The second waiver that is being requested is regarding the provision (Section 42-804), that requires sidewalks on both sides of all public streets. (Specifically West Osterhout Avenue) We are requesting this requirement be waived due to the fact that all internal sidewalks within the community will have direct access to Schrier Park from both the single family area as well as the duplex area. In addition there are currently no existing sidewalks on either side of West Osterhout Avenue to either the east or west of the property that would allow any contiguous flow of pedestrian traffic, and it seems unlikely that any sidewalks would be constructed in the future due to the size of the privately owned nearby parcels. For that reason we are requesting that this requirement be waived.

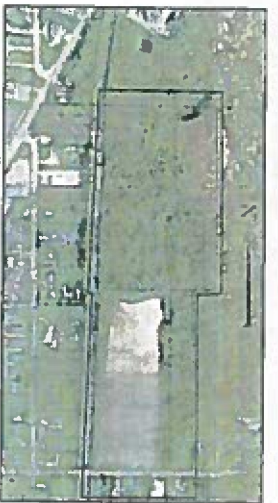
NOTE: "PENBRIDGE TRAIL" IS A PROPOSED CONDOMINIUM AND PLANNED DEVELOPMENT

CURRENT ZONING = I-1
PROPOSED ZONING = PD

UNIT AREA / COMBON AREA: (FOR DUPLEX AREA)
 - GROUND AREA IN UNIT AREA = A TOTAL OF 200,000
 - GROUND COMBON AREA = 400,000
 - UNIT COMBON AREA = 200,000

[illegible]

AERIAL PHOTO OF VICINITY



RECEIVED

APR 11 2018

NORTH MAP NO SCALE

RECEIVED
APR 11 2018

[illegible]

NOTE: CENTER TURN LANE SHALL BE PROVIDED WITH DITCHOUT AVERAGE

Other studies have shown that the use of a computer can improve the accuracy of data collection and analysis. For example, a study by Smith et al. (1998) found that the use of a computer-based data collection system reduced the number of errors in data collection by 50% compared to a paper-based system. This suggests that the use of a computer-based data collection system could be a valuable tool for researchers in this field.

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APPLICANT:

WESTVIEW CAPITAL, LLC
2186 EAST CENTRE STREET
PORTAGE, MI 49002
(269) 321-2610

100 PENNBRIDGE TRAIL [®] CONDOMINIUM 1000 S. 10th St., 10th Fl., Apt. 1000 Phoenix, AZ 85006 Ingersoll, Watson & McEachen, Inc. CHARTERED REALTORS®	3/02/2010 1
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1-800-4-A-TRUCK • 1-800-4-28-7828 • 761.77.34.43

26876

NOTE: ADDITIONAL TREES MAY BE PLANTED IN VARIOUS LOCATIONS ALONG WEST PROPERTY LINE TO SUPPLEMENT EXISTING TREES AND/OR DRAIN BEDS MAY BE INSTALLED IN CERTAIN LOCATIONS.

NOTE:

PATIENT DESCRIPTION: A female of legal age, resident at 20 Southwest Avenue of Section 32, Town 3 South, Range 11 West, City of Polk County, Oklahoma State, who previously was married to [redacted] deceased.

DATE	STRENGTH	STRENGTH	STRENGTH
1	21	22	2019-21
2	0	22	2020-22
3	0	0	2021-23
4	24	0	2022-24
5	18	0	2023-25
6	0	30	2024-26

SITE DATA:
 177° OPEN SPACE = 415.4 ACRES
 177° OPEN SPACE = 17.1 (ACRES)
 177° OPEN SPACE = 74 + 42 = 116
 177° OPEN SPACE = 117 ACRES + 41.54 ACRES = 258.54 ACRES

OPEN SPACE:
 177° OPEN SPACE = 16 ACRES
 177° OPEN SPACE = 16 + 45.5 = 61.5

**INDICATE ANY SPECIAL DESIGN
 REQUIREMENTS AND NOTES:**

FIRE DEPT. NOTES

FIRE DEPT. NOTES

72 HOURS
BEFORE YOU
CALL
1-800-442-7171

Pennridge Trail Planned Development
September 29, 2021 Pictures taken by staff



Site Entrance; Frontage along W. Osterhout Ave.
Phase 1 (units 1-22) Detached Single Family Homes



Intersection of Pennridge & Alder. Phase 2: Units 23-45
Detached Single Family Units. (Facing West)

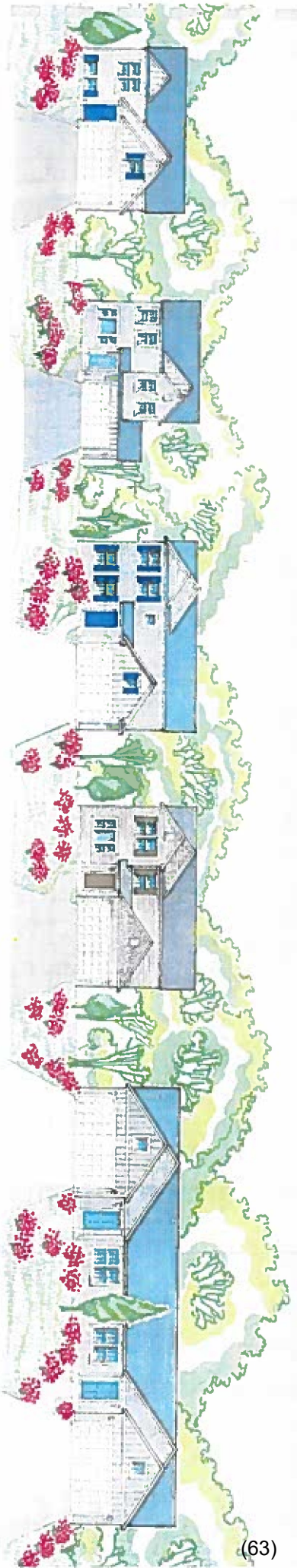


Phase 2: Units 23-45; Detached Single Family Units. (Facing North)



Phase 1 (Attached Units). Units 1-22, Attached homes;
Duplex Buildings. (Facing South)





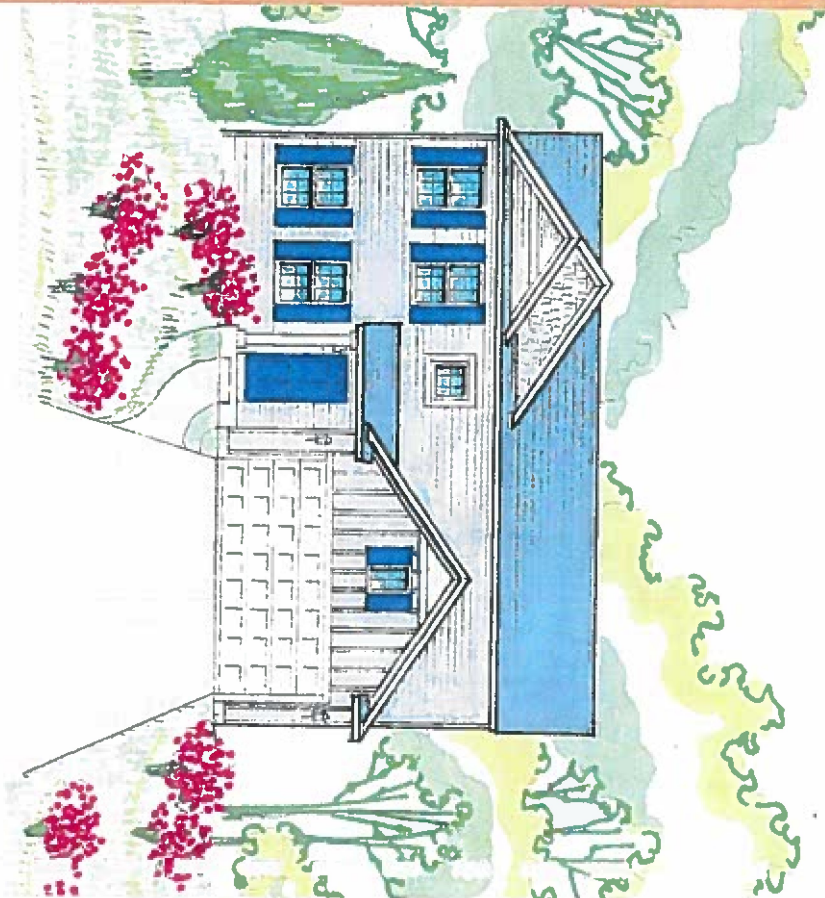
PENNRIDGE TRAIL

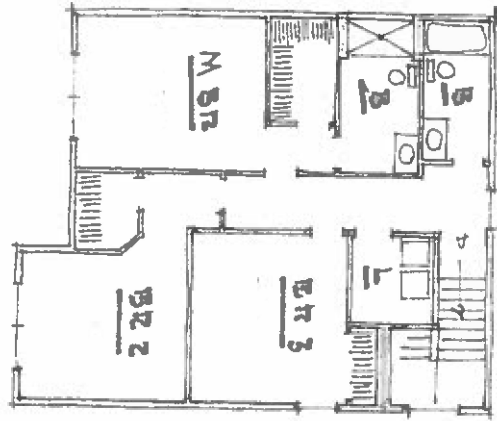
CONCEPT PORTFOLIO
CITY OF PORTAGE

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HOMES

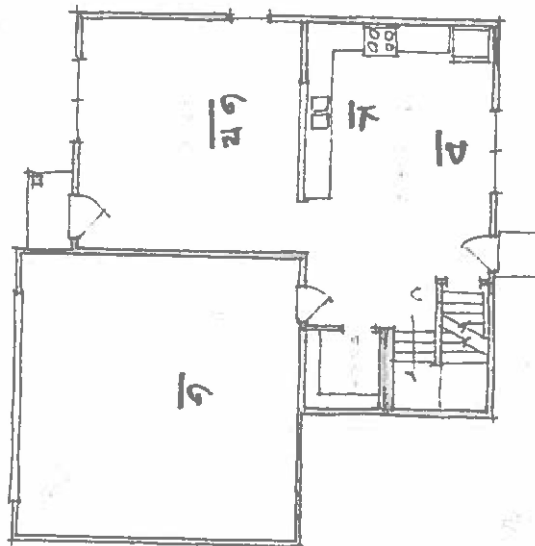
FLOOR PLAN
1,794 SQ. FT.

3 BEDROOM
2 BATHROOM
2 CAR GARAGE





SECOND FLOOR • 1025 SF

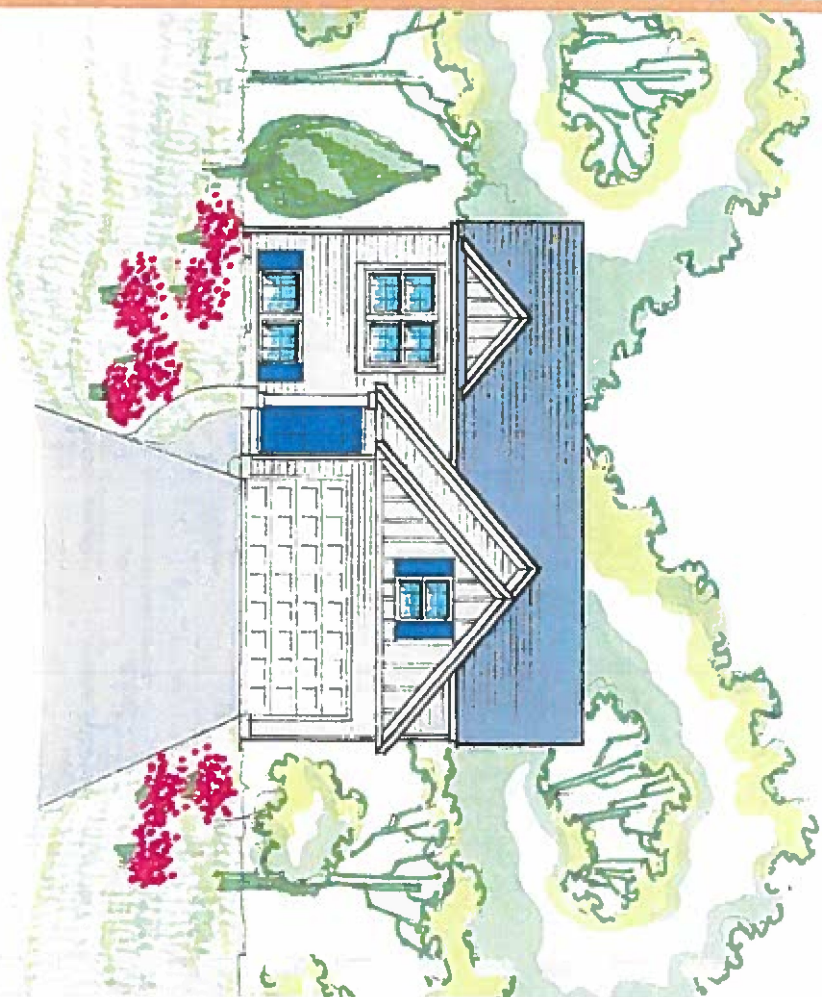


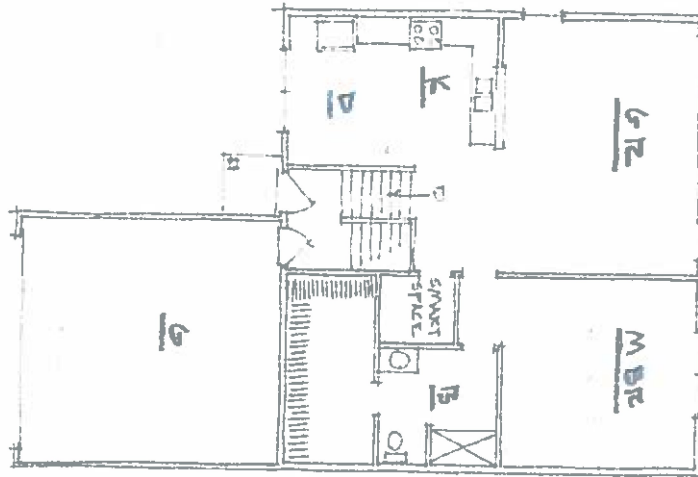
FIRST FLOOR • 769 SF

FLOOR PLAN : E1700

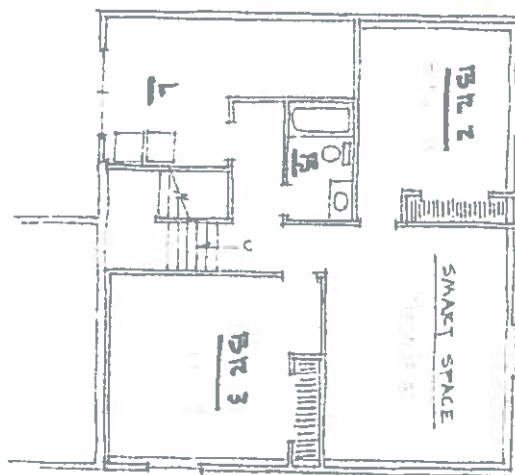
FLOOR PLAN
2,040 SQ. FT.

3 BEDROOM
2 BATHROOM
2 CAR GARAGE





UPPER LEVEL • 1120 SF

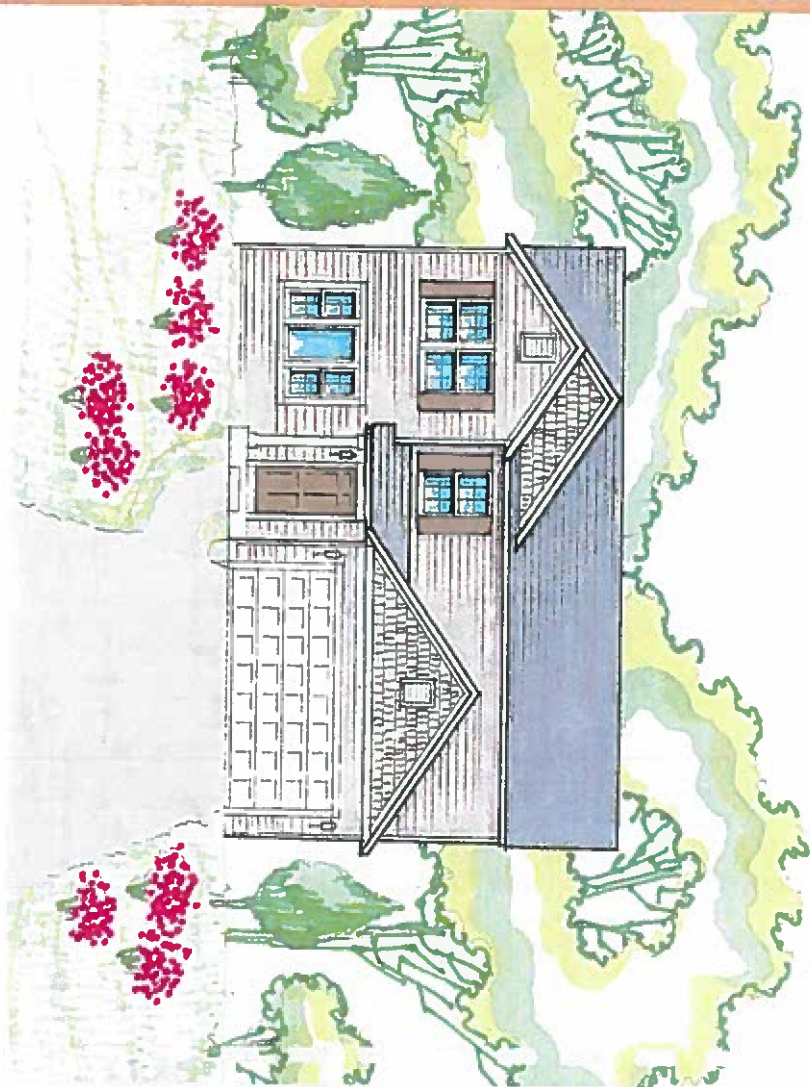


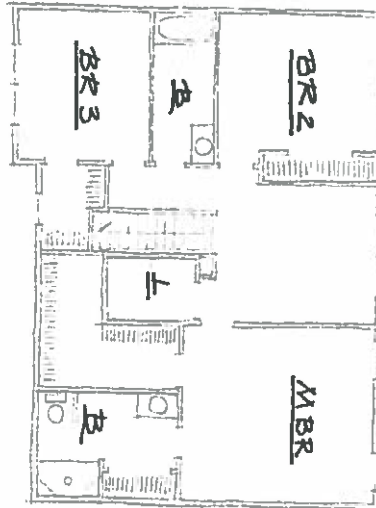
LOWER LEVEL • 920 SF

FLOOR PLAN : C2040

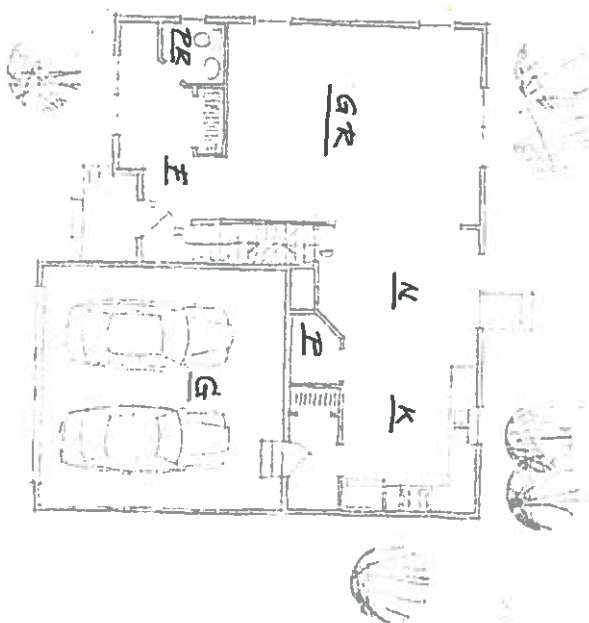
FLOOR PLAN
2,070 SQ. FT.

3 BEDROOM
2.5 BATHROOM
2 CAR GARAGE





SECOND FLOOR

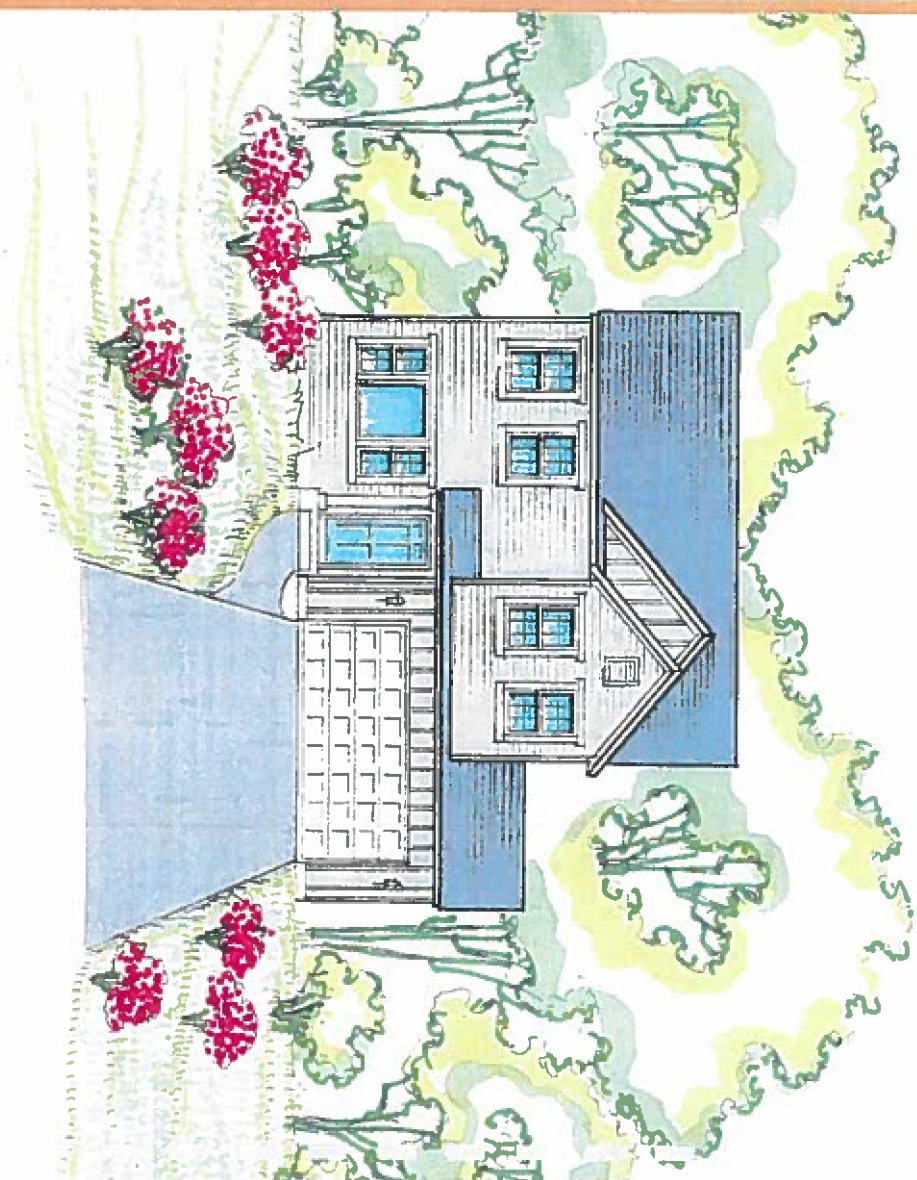


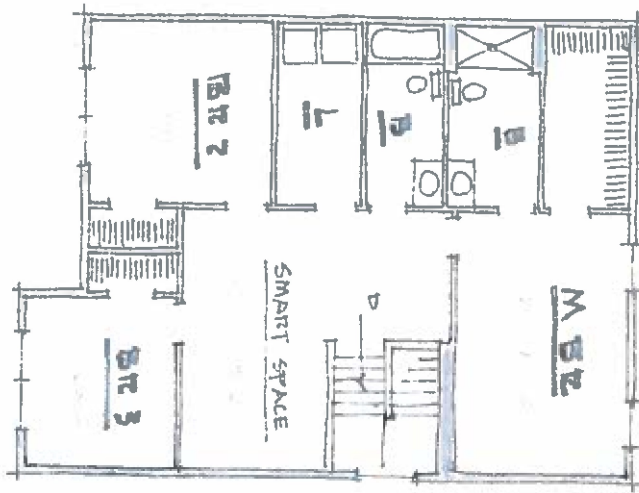
FIRST FLOOR E2070

FLOOR PLAN : E2070

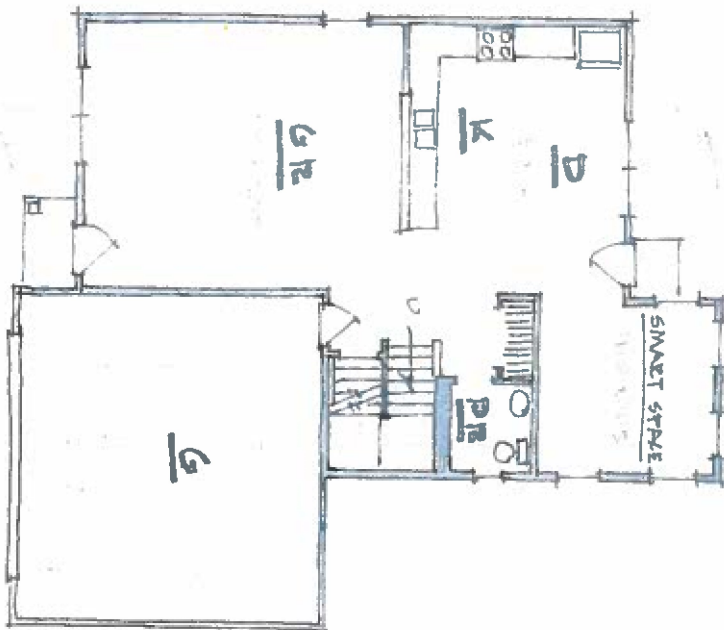
FLOOR PLAN
2,121 SQ. FT.

3 BEDROOM
2.5 BATHROOM
2 CAR GARAGE





SECOND FLOOR - 1146 SF

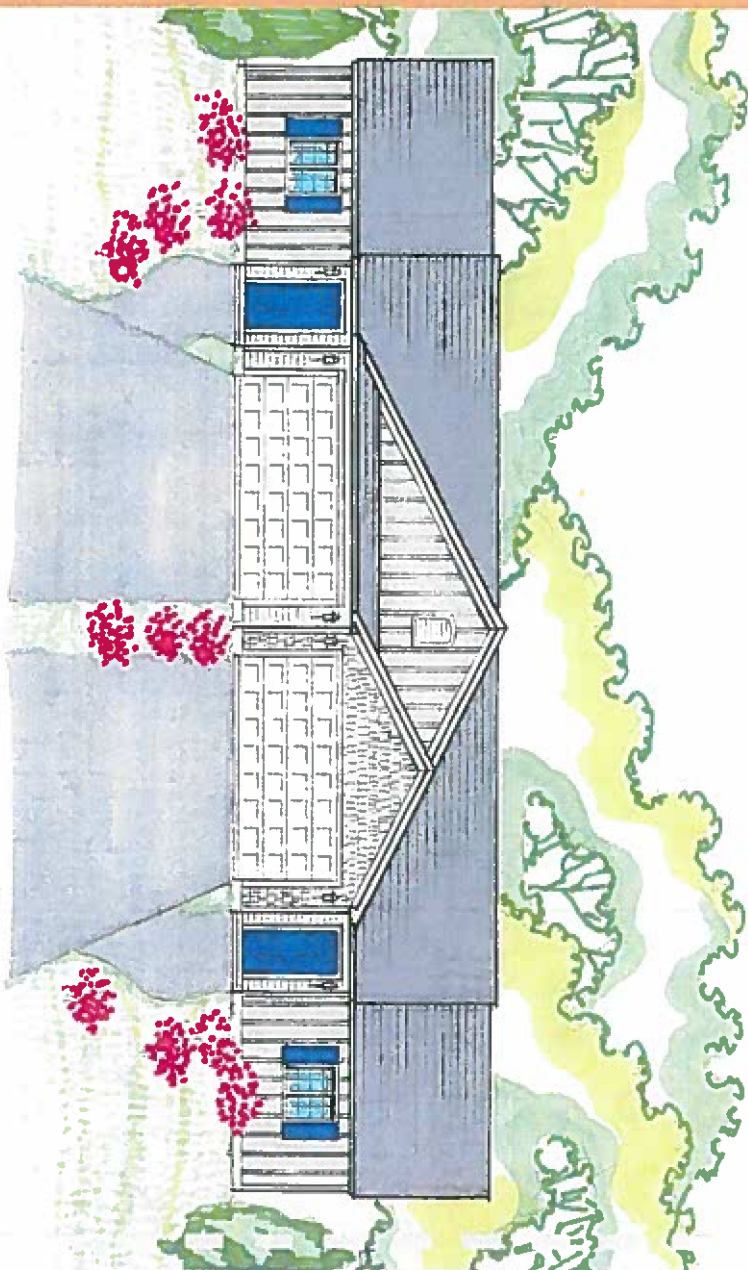


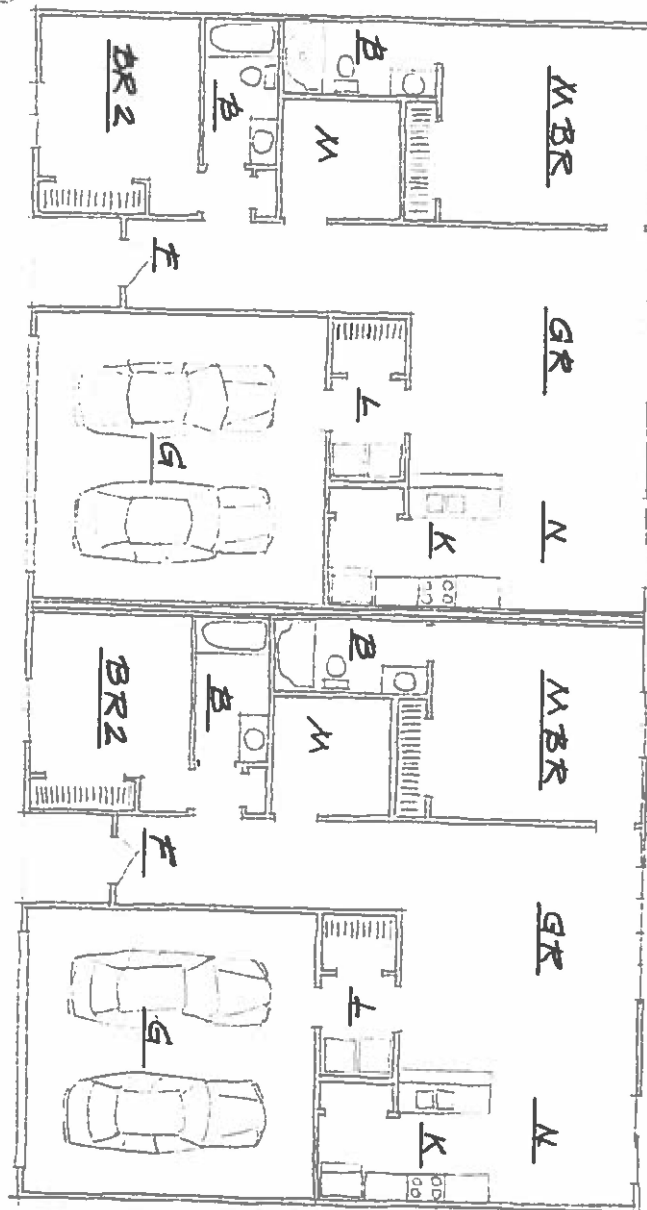
FIRST FLOOR - 975 SF

FLOOR PLAN : E2100

FLOOR PLAN
1,040 SQ. FT.

2 BEDROOM
2 BATHROOM
2 CAR GARAGE

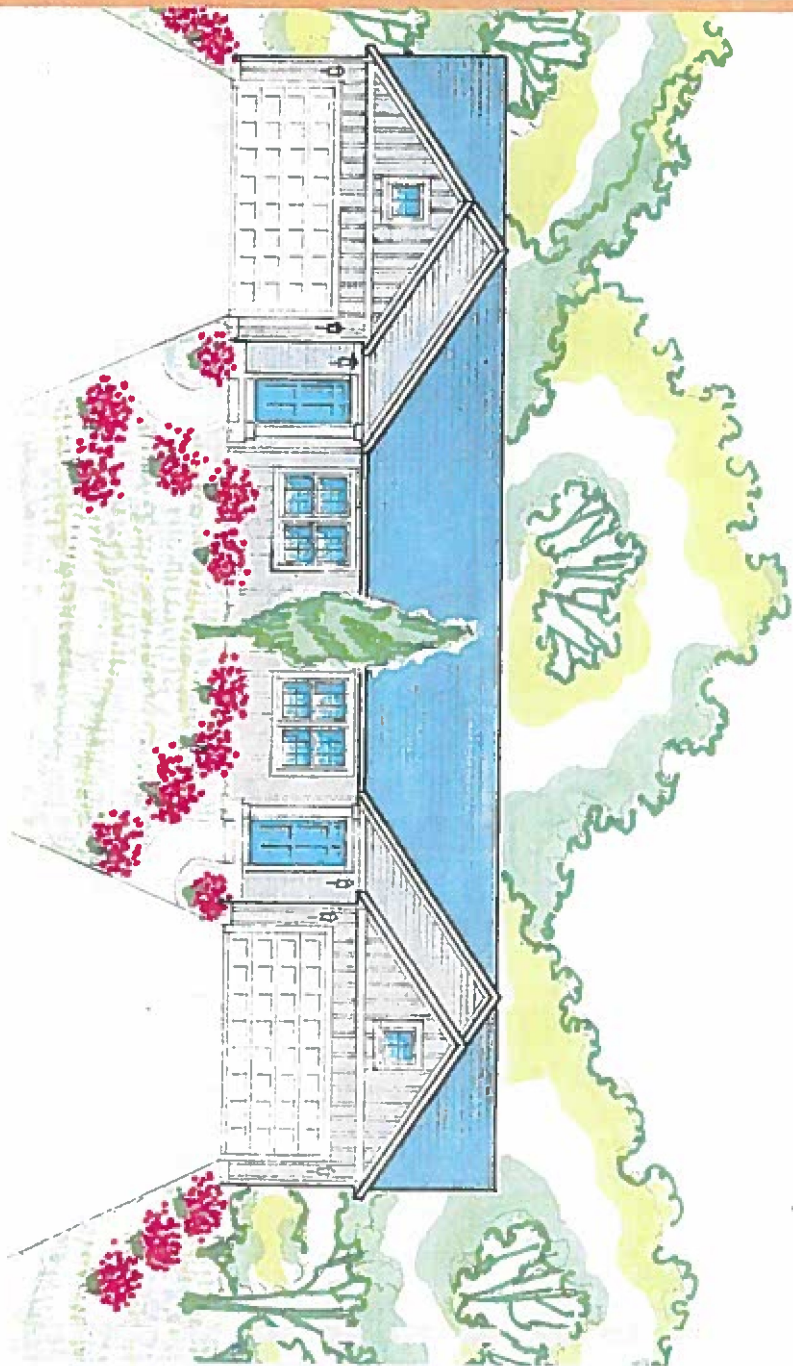


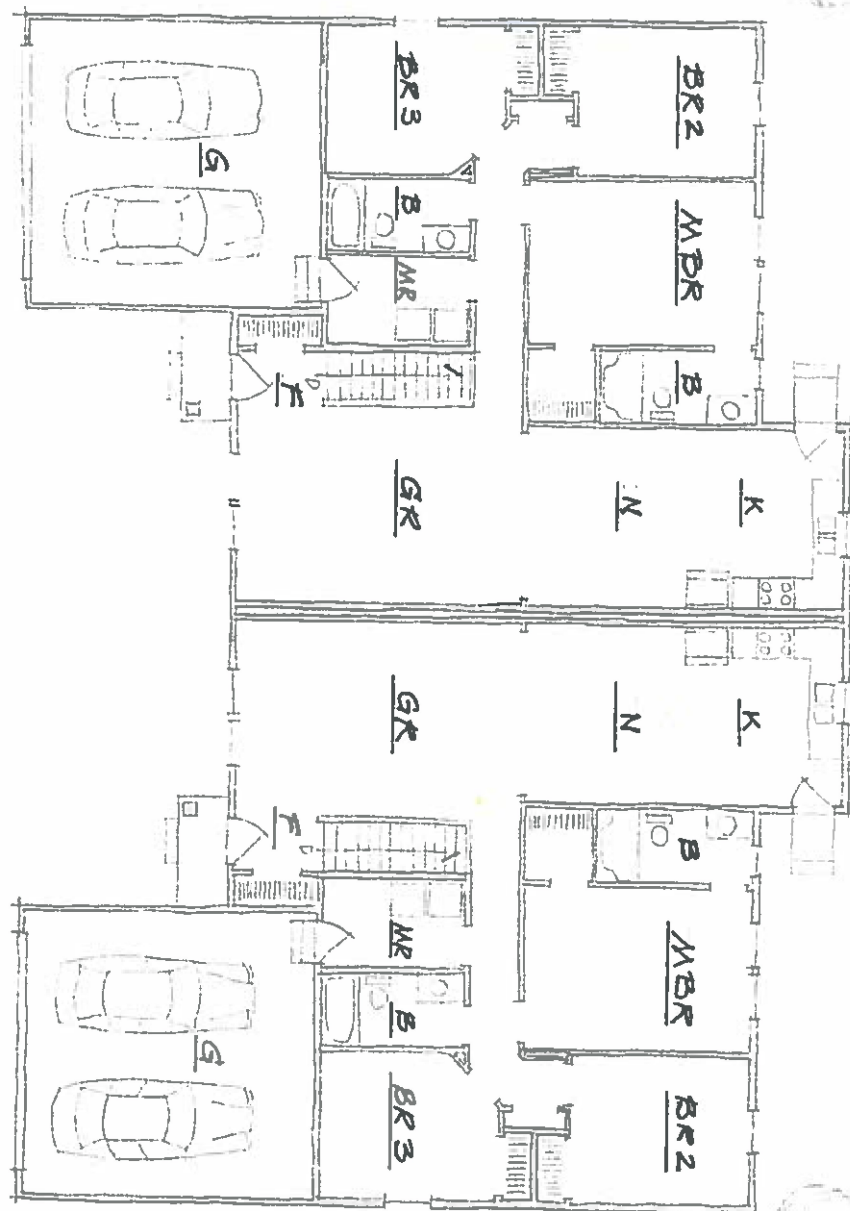


FLOOR PLAN : D1040

FLOOR PLAN
1,412 SQ. FT.

3 BEDROOM
2 BATHROOM
2 CAR GARAGE

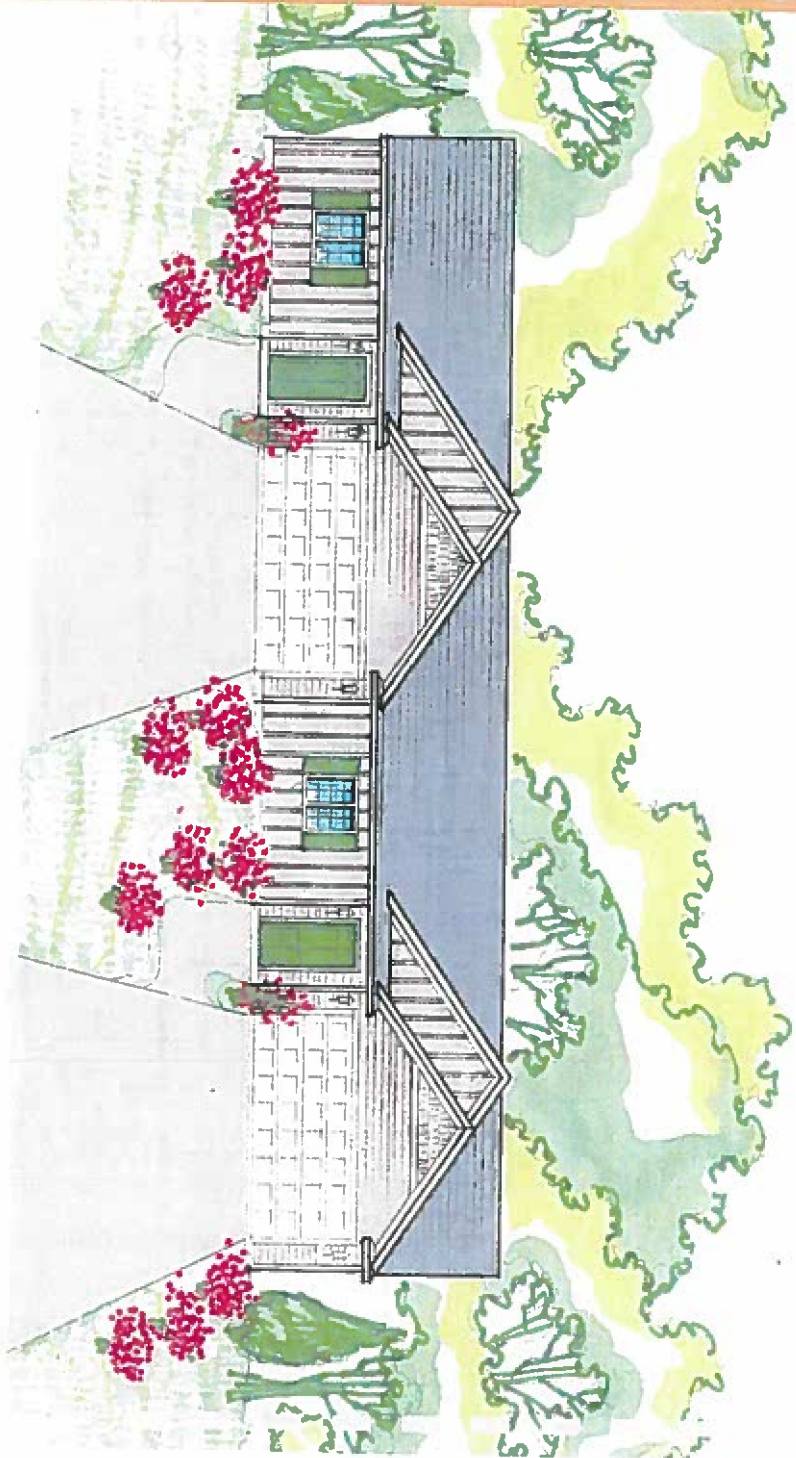


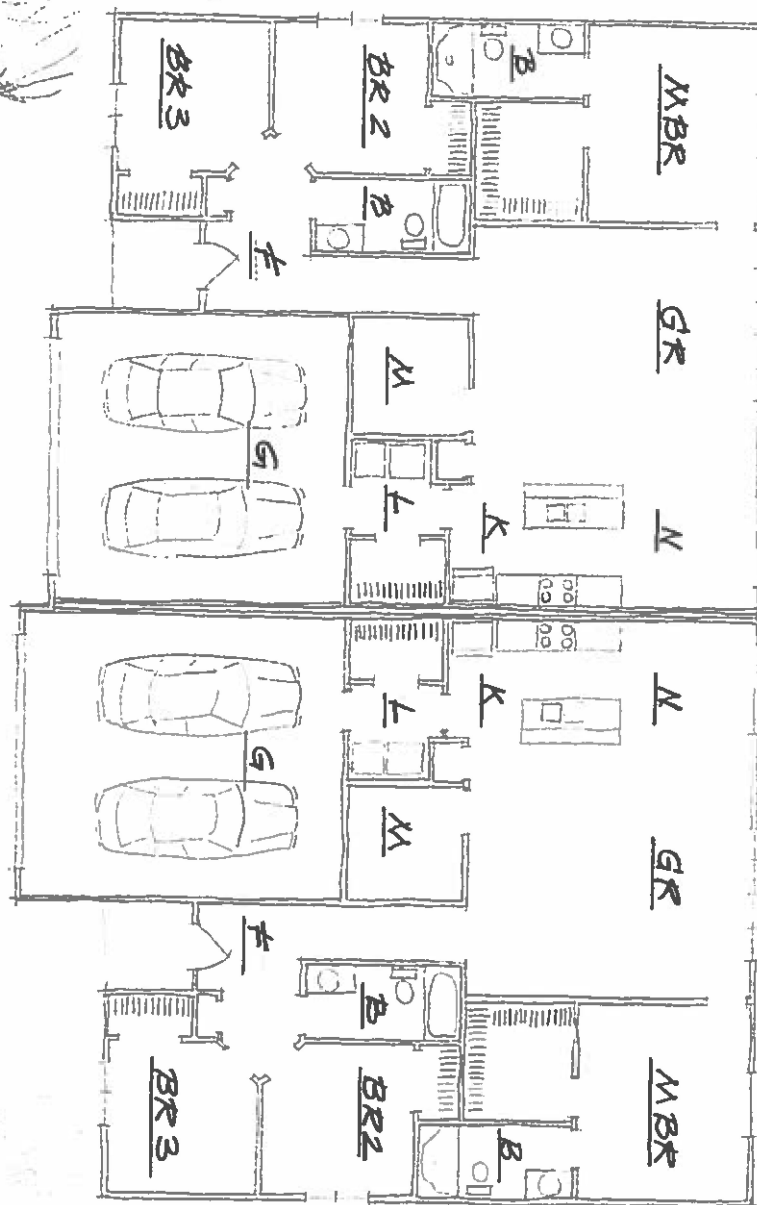


FLOOR PLAN : D1412

FLOOR PLAN
1,418 SQ. FT.

3 BEDROOM
2 BATHROOM
2 CAR GARAGE





TO: Planning Commission

DATE: October 7, 2021

FROM: Kelly Peterson, Director of Community Development

SUBJECT: Zoning Amendment for VCA Veterinary Animal Hospital, 5348 S. Westnedge Ave.

I. INTRODUCTION:

A zoning amendment application has been submitted by Shannon Orr and Timothy Timmons, on behalf of Quality Acquisitions LLC (property owner) and VCA (future business owner), to renovate an existing building into a new veterinary hospital business at 5348 S. Westnedge Avenue. The subject building is currently vacant and was previously occupied by Gander Outdoors (closed in 2019). The subject property is 3.19 acres in size, contains a 31,000 square foot vacant building, offers approx. 170 parking spaces, and has access along S. Westnedge Avenue and abutting interior streets. See image below. The property is zoned Commercial Planning Development District (CPD).



VCA seeks to occupy the existing building with a new veterinary hospital business offering a 24/7/365 emergency and specialty care services for dogs and cats. The existing parking and site circulation areas are expected to be utilized for staff and customer parking demands and overall access.

II. BACKGROUND INFORMATION:

The project was presented during the September 16, 2021 Planning Commission meeting but did not consist of a complete application. Therefore, staff did not provide an analysis nor a recommendation for

the Commission. Therefore, the Commission did not take action. Since a complete application was expected to be received soon, the Commission postponed action of this project for the next available meeting (October 7, 2021). The applicant did recently submit additional information but it was not submitted in time for staff's analysis and recommendation for the October 7, 2021 Commission meeting. Staff expects a full analysis of the project and a recommendation to be provided during the next available Commission meeting (October 21, 2021).

III. ANALYSIS:

Staff notes that the proposed veterinary hospital is only allowed in the B-3 General Business zoning district with an approved Special Land Use Permit and in the I-1 Light Industrial district as a Permitted Use. However, it is not allowed in the underlying Commercial Planned Development (CPD) district. Staff finds that it may be appropriate to also allow veterinary hospitals in the CPD, and therefore, recommended the applicant seek a zoning amendment to determine if and how to best facilitate the proposal in the most appropriate area and permitting process.

IV. RECOMMENDATION:

Prior to preparing a complete analysis and confirming proposed amendment language for Planning Commission review and action, additional information regarding the proposed use needs to be provided by the applicant. The applicant recently submitted the additional information but it was not submitted in time for staff analysis and recommendation for the October 7, 2021 Planning Commission. Therefore, staff recommends delaying action on this zoning amendment to the next available Planning Commission meeting (October 21, 2021). Therefore, the Commission is advised to continue the public hearing adjournment to the October 21, 2021 Planning Commission meeting.

Attachments:

1. Zoning Amendment Application, 5348 S. Westnedge Avenue

APPLICATION FOR ZONING AMENDMENT

Application number _____

Date September 8, 2021

APPLICATION INFORMATION:

Meetings of the Portage Planning Commission are held on the first and third Thursday of each month at 7:00 p.m. in the Council Chambers of Portage City Hall, 7900 South Westnedge Avenue, Portage, Michigan. All zoning amendment applications must be properly filled out and submitted to the Department of Community Development and the zoning amendment fee paid at least 15 working days prior to the meeting at which the public hearing is held. The applicant will be notified in writing of all such public hearing/meetings.

For more detailed information about the zoning amendment process, please refer to Portage Land Development Regulations, Article 4, Division 2, Subdivision 2.

TO THE PLANNING COMMISSION:

I (WE), the undersigned, do hereby respectfully make application and petition the Portage Planning Commission to amend the Zoning Ordinance and/or change the Zoning Map as hereinafter requested. In support of this application, the following is submitted:

ZONING MAP AMENDMENT

1. a. Platted Land:

The property is part of the recorded plat: The property sought to be rezoned is located at 5348 S. Westnedge between Trade Center Way Street and S. Westnedge Street on the West side of the street, and is known as Lot Number(s) _____ of _____ Plat (Subdivision). It has a frontage of 328 feet and a depth of 350 +/- feet.

b. Unplatted Land:

The property is in acreage, and is not therefore a part of a recorded plat. The property sought to be rezoned is located and described as follows: (Indicate total acreage and parcel number).

2. a. Do you own the property to be rezoned? Yes ☒ No ☐

b. Name of the owner of the property to be rezoned: Quality Acquisitions LLC

Address 700 Mall Drive, Portage, MI 49024

3. My (our) interest in the property and purpose for submitting the proposed Zoning Amendment: To allow Veterinary Hospital use.

4. CURRENT ZONING: Not Re-zoning parcel PROPOSED ZONING: _____

ZONING TEXT AMENDMENT

1. The proposed language to be considered is (attach additional sheets as necessary):

2. The Zoning Code Chapter and Section wherein the proposed text would be modified/inserted. Section 42-412 of CPD District, permitted uses.

3. My (our) interest in and purpose for submitting the proposed Zoning Ordinance Amendment. To allow Veterinary Hospital use in CPD zoning.

We attach a statement hereto indicating why, in our opinion, the change requested is necessary for the preservation and enjoyment of substantial property rights, and why such amendment will advance the public health, safety and welfare. An assessment of the impact of the proposal on the community and property of other persons in the vicinity of the amendment or affected by the amendment is also attached.

eSigned via SeamlessDocs.com
Shannon S Orr
Key: c34acfd12cccd61856b12cb917c492f2

eSigned via SeamlessDocs.com
Timothy Timmons
Key: 7a07c398bcbf6405d6d7119241455a01c

(Signature of Applicant)

(Signature of Applicant)

700 Mall Drive, Portage, MI

(Address)

(Address)

269-323-2441

(Phone)

(Phone)

A copy of all actions taken regarding this application shall be attached and shall be considered a part of this application.