

CITY OF PORTAGE PLANNING COMMISSION

AGENDA

**Thursday, December 7, 2023
7:00 PM**

Portage City Hall Council Chambers

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

APPROVAL OF MINUTES:

1. Meeting minutes dated November 16, 2023

PUBLIC HEARINGS

- * 1. Rezoning application No. 23/24-2 to rezone 6008 and 6018 Chelsea Lane from R-1A One-Family Residential to B-3 General Business District and P-1 Vehicular Parking to facilitate a future commercial development.

SITE/FINAL PLANS:

OLD BUSINESS:

NEW BUSINESS:

STATEMENT OF CITIZENS:

ADJOURNMENT:

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

CITY OF PORTAGE PLANNING COMMISSION

**Thursday, November 16, 2023
7:00 PM Portage
Portage City Hall Council Chamber**

The City of Portage Planning Commission meeting of November 16, 2023, was called to order by Chair Corradini at 7:00 p.m.

IN ATTENDANCE

- Josh Thall, Assistant City Attorney
- Eric Feldt, Senior City Planner

ROLL CALL

Mr. Feldt called the roll: Chairman Corradini (yes); Vice Chair Baldwin (yes); Adams (absent); Pezzoli (yes); Joshi (yes); Fries (absent); Youngs (yes); Freiman (yes); and Kasper (absent). 6-Present; 3-Absent.

Motion by Vice Chair Baldwin, seconded by Commissioner Joshi to approve the excused commissioners. Motion carried 6-0.

APPROVAL OF MINUTES

1. Minutes dated November 02, 2023.

Motion by Commissioner Youngs, seconded by Commissioner Pezzoli to approve the November 02, 2023, meeting minutes, as submitted. Motion carried 6-0.

PUBLIC HEARINGS

1. Active Home Occupation at 629, 665 E. Osterhout Avenue.

Chair Corradini introduced the project.

Mr. Feldt provided a PowerPoint presentation addressing the applicant's project, described the overall neighborhood, showed various maps of the site and neighborhood, showed the zoning map, described the 2014 Comprehensive Plan Future Land Use Map classification of the neighborhood, and described the City's Passive and Active Home Occupations and their differences/ similarities. He stated that the owner gained approvals to expand an accessory building at last Planning Commission meeting, as well as a staff-level parcel combination resulting in combining 629 and 665 E. Osterhout Avenue into 629 E. Osterhout Avenue (associated with the house). Mr. Feldt stated that staff received four letters of public comments, three were either in support of or neutral comments and one letter opposed the project due to concerns with odor, noise, and general business operations within a residential neighborhood. Mr. Feldt showed a map of these public comments by address. Mr. Feldt explained the staff's analysis indicating that the filed Active Home Occupation was consistent with the Comprehensive Plan and zoning code. He concluded his presentation with the following recommendation: If no additional public comment is requested by and the Commission is supportive of the proposal, staff recommends approval of an Active Home Occupation at 629, 665 E. Osterhout Avenue.

Chair Corradini asked the Commission for any questions for staff.

Commissioners asked about the site's driveway, parking, allowed home occupation signage, location of activity from the home occupation, and number of employees.

Mr. Feldt indicated that an improved driveway behind the house leading to the pole barns would not be required. He did state that any proposed parking would need to be an improved surface. Mr. Feldt indicated that the existing driveway appears to be gravel. No signage is proposed. He stated that the active portion of the home occupation occurs off-site. Mr. Feldt stated that there are no proposed employees, and the property owner is the operator of the business.

Commissioner Joshi supported a condition of approval in response to the letter of opposition which would consist of adding new screening in the west, southwest corner of the subject site to help block views of the two on-site pole barns from the neighbor at 543 E. Osterhout Avenue.

Various Commissioners did not support a condition for new screening for the following reasons: it was not discussed during the previously related accessory building expansion permit at the 11/2/23 Planning Commission meeting; there is an existing neighbor's property separating the subject lot from the owner in opposition; and adjacent owners are suggested to add screening for greater privacy.

Mr. Feldt indicated that the City is not proposing any screening because all Active Home Occupation activity occurs off-site, storage of material associated with the occupation will occur inside the pole barns and out of sight. He indicated that the Commission may add a condition of approval.

Chair Corradini asked Mr. Feldt how many past Active Home Occupations have been permitted.

Mr. Feldt indicated that none come to mind.

Chair Corradini asked for the applicant to present:

Ryan Nelson, applicant (same as owner), 629 E. Osterhout Avenue. Stated that he owns the Handyman Kalamazoo which has been in operations for the past three years. All the work is done outside of the subject property at customers' houses. Some prepping of material may occur within a pole barn on the subject site. The pole barns are generally used for storage of personal items for hobbies such as wood working, trailers, and family needs.

Commissioners asked the applicant about the occupation's exterior items such as truck access to the pole barn, noise, fumes; distance between the furthest back pole barn and neighbor opposing the project; and business hours.

Mr. Nelson indicated that he uses his trucks to gather job supplies from the pole barns in the morning and sometimes during the lunch hour. He stated that he owns an F-350 diesel truck, a Ford Excursion diesel SUV, and a van using gasoline. A tractor is sometimes used onsite for personal use such as snow plowing and occasional property maintenance. A power saw is used for personal woodworking projects and is located inside the pole barn located further back in the lot. Some hammering is involved within the pole barns. Mr. Nelson stated that the furthest back pole barn is located approximately 200 feet away from the

neighbor opposing the project, per City of Portage GIS. Mr. Nelson indicated that the business hours are 8am-6pm, Monday through Friday.

Chair Corradini opened the Public Hearing.

None public comments received.

Commissioner Pezzoli motioned, supported by Vice Chair Baldwin to close the Public Hearing. Motion carried 6-0.

Commissioner Pezzoli motioned, supported by Vice Chair Baldwin to approve the Active Home Occupation at 629, 665 E. Osterhout Avenue. Chair Corradini asked for vote: Chairman Corradini (yes); Vice Chair Baldwin (yes); Secretary Freiman (yes); Joshi (yes); Pezzoli (yes); Youngs (yes). Motion carried 6-0.

SITE/FINAL PLANS

None.

OLD BUSINESS

None.

STATEMENT OF CITIZENS

None.

NEW BUSINESS

None.

STATEMENT OF COMMISSIONERS/ STAFF

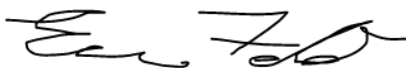
Mr. Feldt informed the Commission about a City boards/ commissions training on Tuesday, December 12th from 4pm to 7pm in the Council Chambers by the Michigan Municipal League (MML).

He also stated that a second round of Planning Commission subcommittees to review the draft Master Plan elements will be scheduled in December.

ADJOURNMENT

There being no further business to come before the Commission, Chair Corradini adjourned the meeting at 7:52 p.m.

Respectfully submitted,



Eric Feldt, AICP, CFM
Senior City Planner

TO: Planning Commission**DATE:** December 7, 2023**FROM:** Peter Dame, Chief Development Officer**SUBJECT:** Rezoning application No. 23/24-2 to rezone 6008 and 6018 Chelsea Lane from R-1A One-Family Residential to B-3 General Business District and P-1 Vehicular Parking to facilitate a future commercial development.

I. INTRODUCTION:

The applicant (MC Weiner Company) seeks rezoning application No. 23/24-2 to rezone 6008 and 6018 Chelsea Lane from R-1A One-Family Residential to B-3 General Business District and P-1 Vehicular Parking to facilitate future commercial development. These two properties (the ‘site’) are currently developed with single-family homes (owned by the applicant) which will be demolished if the rezoning application and subsequent permits for the proposed commercial development are approved.

Per the applicant’s proposed rezone map, the existing B-3 district from the west (120 E. Milham Avenue) would extend east 65.5 feet (14,461 square feet area) and the remaining portion of the site (21,475 square feet) would be P-1 Vehicular Parking district. Attached to this report are documents received from the applicant including but not limited to overall project narratives, several zoning maps, and traffic memo.

As required by the City’s Public Participation Plan, the applicant held a neighborhood meeting on August 8, 2023, at Logan’s Road House (6701 S. Westnedge Ave.) to gain neighborhood input about the rezone and conceptual development. All residents within the Glenbrook Village neighborhood were invited. The applicant received mixed input from 20 people in attendance, consisting of the following summarized perceived concerns: changes to the nature of the area, commercial traffic using neighborhood streets, commercial noise and odors, commercial trash, and commercial lighting. The applicant indicated that these concerns were addressed in the conceptual plan and in seeking the two proposed zoning districts of B-3 and P-1 instead of a B-1, B-2 split, or all B-3 general business district. The applicant believes that P-1 would be the best fit for future commercial development and lessen intense commercial activities towards adjacent residences. Staff received a letter and neighborhood petition in September 2023 signed by residents in the area opposing the rezone. The letter and petition are attached to this report.

II. BACKGROUND INFORMATION:

The site (two subject lots: 6008 and 6018 Chelsea Lane) is located at the intersection of E. Milham Avenue and Chelsea Lane. The property at 6008 Chelsea Lane (12,594 square feet in size) is located at the street corner and has frontage along both streets. The property at 6018 Chelsea Lane (23,331 square feet in size) is directly south of 6008 Chelsea Lane and only fronts Chelsea Lane. Both properties are owned by the applicant (since 2015, 2017) and have been used as rental properties and as to assemble a larger area for a future redevelopment investment. The house at 6008 Chelsea Lane is currently

occupied, while the house at 6018 Chelsea Lane is currently vacant.

According to the City Assessor's records, the property at 6008 Chelsea Lane consists of a single-story, single-family detached house (1,854 square feet) and a 2-car detached garage (546 square feet). The house was built in 1959 and the garage was built in 1960. The property at 6018 Chelsea Lane consists of a single-story, single-family detached house (1,400 square feet) with an attached 2-car garage (528 square feet) and both were built in 1955.

Both lots are part of the Glenbrook Village 1947 subdivision plat (see the attached plat). Most of the residences on this plat were built in the 1950s, consisting of mostly single-story homes with garages and a mix of brick facades. Most homes have retained their general historical scale and exterior features of that era. The overall neighborhood has remained intact of its original residential use, despite the neighborhood's close proximity to commercial growth along S. Westnedge Avenue, increased traffic along E. Milham Avenue, and nearby commercial/ industrial users to the east.

Existing Conditions

Existing Land Use/ Zoning	• The subject site consists of two single-family homes and zoned R-1A One-Family Residential. • <u>North (across E. Milham Ave.):</u> Wal Greens, 5933 S. Westnedge Ave., zoned 'Commercial Planned Unit Development'; Consumer's Energy, 205 E. Milham Ave. zoned R-1A One-Family Residential; Single family house, 207 E. Milham Ave. zoned R-1A One-Family Residential. • <u>South:</u> Single Family House; 6028 Chelsea Ave.; Zoned R-1A One-Family Residential. • <u>East:</u> Single Family Homes; 218 E. Milham Ave. and 607 Chelsea Ln.; Zoned R-1A One-Family Residential. • <u>West:</u> Little Caesar's Pizza, Betty Bella Braids; 6005, 6011 S. Westnedge Ave. and 120 E. Milham Ave.; Zoned B-3 General Business District.
Public Streets	2022 E. Milham Ave (just east of the intersection with S. Westnedge Ave.) recorded 13,142 total AADT trip counts. (AADT - Annual Average Daily Trips) Recorded by Kalamazoo Area Transportation Study (KATS).
Public Utilities	City sanitary sewer and water are available along E. Milham Ave. and Chelsea Ln.
Environment	The site is developed with single family detached homes.

Unique Conditions	No mapped wetlands or flood hazards exist on the site. No mapped or identified historical structures/ buildings exist. The City has received a letter of interest from a resident in the neighborhood asking the City to consider a historic district for the entire plat, and an informational neighborhood meeting was held on November 28 to review owning property in historic districts. This request has not been considered by the Historic Preservation Commission at this time.
-------------------	--

Applicable Zoning Regulations

The following sections of Chapter 42. Division 8. Subsection 651 Amendments to this Article. Procedures and regulations apply and are addressed further in this report:

[Sec. 42-651. Amendments to this Article](#)

Under this article, the rezoning request shall file a rezoning application, fee and to be scheduled for review during public hearings for the Planning Commission and City Council. The Planning Commission shall determine if the rezoning is appropriate based on the Comprehensive Plan, surrounding development patterns, and general land use considerations. Issues to be analyzed include consistency with the Future Land Use Map, suitability of the existing zoning classification, and the impact of the proposed zoning classification.

III. ANALYSIS:

Current Zoning: R-1A One Family Residential District

The site has been zoned one-family residential for many decades and reflects the current residential development within the Glenbrook Village residential neighborhood. Despite commercial and industrial growth pressures from the east and west, the neighborhood's residential use and buildings have remained intact.

Proposed Zoning Districts: B-3 General Business and P-1 Vehicular Parking

B-3 General Business:

The intent of B-3 General Business District is to accommodate a wide array of businesses and auto-oriented shopping needs. This district is generally located along major thoroughfares, such as S. Westnedge Avenue, Shaver Road, and Portage Road and on certain intersecting streets such as Milham Avenue. The following uses are allowed in the B-3 district:

- 1. Any principal permitted use and Special Land Uses in the B-1 and B-2 business districts.*
- 2. Auto repair businesses within certain limitations*
- 3. Social, Recreational buildings/ properties.*
- 4. Hotels, Motels*

- 5. Dry cleaning retail establishments, but not including central dry-cleaning plants serving more than one retail establishment.*
- 6. Religious institutions.*
- 7. Automatic, Self-serve Car Washes*
- 8. A specialized agricultural use of land operating and in existence on the effective date (insert date) of this amendment, and land contiguous with and owned by a person operating such adjoining parcel on the effective date of this amendment, shall be considered conforming for all purposes under this article.*
- 9. Accessory buildings and uses customarily found in connection with the uses in this district.*
- 10. And more general office, restaurant, and retail uses.*

The applicant's conceptual commercial development with a drive-thru service is a principle permitted land use in B-3 district.

P-1 Vehicular Parking:

P-1 Vehicular Parking District is used solely to permit off-street parking associated with a principal use, to serve uses without adequate off-street parking facilities, and to serve as a zone of transition between residential and non-residential districts. Prohibited uses in P-1 district include commercial car repair, car sales, and buildings other than a parking lot attendant booth. Additionally, P-1 lists development criteria lessening parking lot impacts such as ensuring compliant landscaping/ screening/ lighting, limited commercial signage, and a 25' minimum setback from abutting residential districts. Existing P-1 districts are generally small in size and can be found along the S. Westnedge Avenue corridor abutting residential neighborhoods. This district has enabled redevelopment of commercial sites near residential neighborhoods with little overall impact on adjacent residential neighborhoods.

Comprehensive Plan

The Future Land Use Map component of the [Comprehensive Plan](#) classifies the subject properties (6008 and 6018 Chelsea Lane) as 'Single-Family Detached-Medium Density Residential (SFD-MDR)' described as single-family detached homes connected to City water and sewer, up to 6 units/ acre in density, and corresponding to zoning districts R-1A and Planned Development (PD). The site's underlying R-1A zoning district is consistent with that classification. Further, the existing single-family residences are consistent with the zoning district and the Future Land Use Map.

Staff notes that when reviewing rezone requests, the Comprehensive Plan acknowledges that deviations from the Future Land Use Map may be appropriate when justified by more detailed information, changes to conditions, or in cases where a deviation is not contrary to the overall intent and purpose of the Plan.

Staff notes that the two commercial sites (6005 S. Westnedge Ave. and 120 E. Milham Ave.) located within the applicant's concept commercial development are classified as 'Regional Business', which is consistent with those properties in the B-3 General Business zoning district.

The following strategies and guidelines of the Comprehensive Plan are relevant to the proposed rezone:

Implementation Strategies, Guidelines

- Continue to evaluate (re)development opportunities involving the South Westnedge Avenue Commercial Corridor, so this remains a magnet in the regional market.
- Enhance the appearance/functionality of the South Westnedge Commercial Corridor, including the Portage Commerce Square and Downtown Development District, by working with property owners to improve site and building design and attract new uses that respond to changing markets.
- Guideline C-2: Allow commercial/ office use:
 - f) adjacent to older or redeveloping residential areas where the commercial/office use does not create nuisances and is compatible with the surroundings.
- Guideline C-3: Local or neighborhood commercial uses should meet the following standards:
 - c) the intensity, size and hours of operation will not adversely affect existing residential areas;
- Guideline C-4: Locate and design commercial uses attracting large numbers of people or generating large volumes of traffic (200+ trips in peak hour or 1000+ daily) in accordance with the following:
 - c) the use should be sufficiently spaced or buffered from residential or institutional uses.

The applicant suggests support from the Comprehensive Plan which indicates using best practices in building and infrastructure design, Future Land Use Map boundaries not firm but aspirational in context, and continuing reinvestment along the S. Westnedge Avenue commercial corridor. Further, the applicant indicates that new commercial growth along this corridor has already slightly encroached into some residential neighborhoods with little impact, leading to further allowances for future commercial redevelopments.

Suitability of B-3, P-1 Districts/ Neighborhood Harmony

Continued commercial demand and growth along the S. Westnedge Avenue corridor and its intersections have consumed nearly all available vacant lands. New commercial developments have been constructed on unused parking lot edges and resulted in demolition and rebuilt development to support future commercial growth. Examples include:

1. 3-tenant building at Gladys Street & S. Westnedge Avenue intersection:
 - a. Pita Way-6403 S. Westnedge Ave.; and
 - b. City Barbeque-6395 S. Westnedge Ave.; and
 - c. Sleep Number-6405 S. Westnedge Ave.
2. Well Now Urgent Care-6012 S. Westnedge Ave.

3. Valvoline Oil Change-6425 S. Westnedge Ave.

In some cases along the east side of S. Westnedge Avenue corridor, past commercial rebuilds have expanded slightly into adjacent residential neighborhoods. Examples include the new Walgreens, AT&T, The Honey Baked Ham Company, and Panda Express developments. In the rear portion of those developments, the previous district was either rezoned to a more intense commercial district, expanded commercial boundaries to the east, and/ or rezoned to P-1 Parking.

Rezoning 6008 Chelsea Lane

Staff support rezoning this property into B-3 and P-1 as proposed based on the following:

- It is consistent with the Comprehensive Plan goal of supporting new/ redevelopment investments and strengthening the S. Westnedge Avenue commercial corridor.
- Current and future impacts from the existing commercial/ traffic conditions in the S. Westnedge Ave commercial corridor area greatly influence and likely increase its desirability for future commercial potential.
- The property is narrow and largely faces E. Milham Avenue - a highly traveled road, and only has a small frontage along Chelsea Lane (residential street).
- Only a small area of a future parking lot would face adjacent residential areas.
- Negative impacts to adjacent residences will be lessened due to required trees, bushes (Sec 42-572) along Chelsea Lane and E. Milham Avenue and lighting restrictions (Sec 42-594) for any future parking lot.

Rezoning 6018 Chelsea Lane

Staff do not fully support rezoning this entire property into B-3 and P-1 as proposed based on the following:

- Overall, it results in commercial encroachment on an intact residential neighborhood and could lead to negative impacts on existing single-family residential homes.
- Possible negative impacts on 6028 Chelsea Lane (south) from the proposed B-3 southwest area. Staff notes that a required 25' wide parking lot buffer (plus 6' tall fence and landscaping) to the south shall be provided from the southern lot line if rezoned to P-1.
- Possible negative impacts on 6017 Chelsea Lane (east across Chelsea Lane) and 6028 Chelsea Lane (south).
- The area of the proposed B-3 and P-1 appears beyond the minimum area needed to accommodate future commercial development. Staff notes that the applicant owns abutting B-3 zoned property that could possibly accommodate future commercial development.

Staff's Primary Alternative

Rezone 6008 and 6018 Chelsea Lane from R-1A to B-3 and P-1, excluding the southern 65 feet to provide the following:

- The excluded area would remain R-1A and result in the minimum frontage (65 feet) and area (7,800 square feet) for an R-1A lot and future single-family house.
- This would create an ample buffer (either open space or a future residence) for the existing residence to the south and east.
- This would result in a lot remaining for a future single-family residence.
- This would lessen future commercial encroachment into the residential neighborhood.
- The existing house at 6018 Chelsea Lane could be demolished for future commercial development.

Staff's Secondary Alternative

Rezone 6008 and 6018 Chelsea Lane from R-1A to B-3 and P-1, excluding the southern 65 feet area of 6018 Chelsea Lane which would be rezoned to P-1 to provide the following:

- Accommodate more future parking associated with future commercial development in the adjacent B-3 area.
- Lessen B-3 commercial encroachment into the residential neighborhood by only allowing P-1 parking in the southern part of 6018 Chelsea Lane.
- The existing house at 6018 Chelsea Lane could be demolished for future commercial development.

Impacts to City Services, Utilities, ROWs

If the rezone is approved, it is expected to have a negligible increase in demands for City services because only a small portion would consist of a new B-3 area with the majority of P-1 parking. Also, if the rezone is approved, City staff will ensure utility and traffic compliance of the future commercial development during the required Site Plan application review process. Staff notes that the applicant has submitted a Traffic Impact Study associated with the concept commercial development as additional background data even though it is not required for the subject rezone proposal.

PUBLIC NOTICING REQUIREMENTS

Public notice was published in the Kalamazoo Gazette and a notice was sent to all property owners/occupants within 300 feet of the subject property on November 21, 2023. Aside from the neighborhood letter and petition received in September 2023, no additional comments from the public have been received.

Staff note that although the concept restaurant prompted the request for this rezone, it is not part of the rezone review criteria, as any type of building/use that meets the rezoning requirements could be allowed. If the rezone is approved, a Site Plan Application and Building permit will be required and address site- and building-related codes and development standards.

IV. RECOMMENDATION:

Applicant's Proposal

Rezone 6008 and 6018 Chelsea Lane from R-1A to B-3 and P-1 Districts as proposed by the applicant. The applicant's submittal consists of compelling reasons to support their rezone including support from the Comprehensive Plan and Future Land Use Map, use of the P-1 district instead of a business district, use of parking lot buffers, and past successful use of existing P-1 districts to the north along the east side of S. Westnedge Avenue that facilitated commercial redevelopment with little impact to adjacent residences. As noted earlier, the P-1 district requires a parking lot setback and landscaping as buffering elements for abutting residential property.

As stated in the analysis, staff do not fully support the rezone due to inconsistencies with the Comprehensive Plan and resulting commercial encroachment into a residential neighborhood. However, staff find that alternative rezones would facilitate future commercial development, align with the goals of the Comprehensive Plan, and lessen further commercial encroachment.

Therefore, staff recommends the following rezoning alternatives:

Staff's Primary Alternative

Rezone 6008 and 6018 Chelsea Lane from R-1A to B-3 and P-1, excluding the southern 65 feet area of 6018 Chelsea Lane which would be remained as R-1A (see the attached Staff's primary alternative rezone map).

Staff's Secondary Alternative

Rezone 6008 and 6018 Chelsea Lane from R-1A to B-3 and P-1, excluding the southern 65 feet area of 6018 Chelsea Lane which would be rezoned to P-1 (see the attached Staff's secondary alternative rezone map).

Attachments:

1. Rezoning Application
2. Applicant's Narratives
3. Applicant's Proposed Zoning Map
4. Applicant's Proposed Zoning Site Overlay
5. Applicant's Concept Commercial Development Traffic Analysis
6. Public Petition Letter with Map
7. Glenbrook Village 1947 Subdivision Plat
8. Public Notification Map
9. Vicinity Map
10. Parcel Map
11. Existing Zoning Map
12. Comprehensive Plan Future Land Use Map
13. Staff's Site Pictures; 11.27.23
14. Staff's Primary Alternative Rezone Map
15. Staff's Secondary Alternative Rezone Map
16. 12.1.23; Kosanke; 216 Windsor
17. 12.4.23; Holguin; 403 Windsor Ln

18. 12.6.23; Smith; 323 Windsor Ln

APPLICATION FOR ZONING AMENDMENT

Application number _____

Date _____

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. *Please note: City Staff and/or Planning Commissioners may visit the subject property while the application is under review.*

For more detailed information about the zoning amendment process, please refer to Portage Land Development Regulations, Article 4, Division 8, 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 6008 & 6018 Chelsea Lane between S. Westnedge Ave Street and Chelsea Lane Street on the South of Milham side of the street, and is known as Lot Number(s) 10, 11 & 12 of Glenbrook Village Plat (Subdivision). It has a frontage of 142 feet and a depth of 342 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). Currently two residential lots at 6008 & 6018 Chelsea Lane, totaling 0.825 acres to be rezoned to B-3 and P-1. (0.332 acres rezoned to B-3 and 0.493 acres rezoned to P-1)

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

b. Name of the owner of the property to be rezoned: Westnedge Milham, L.L.C

Address C/O Meyer C Weiner Company, 700 Mall Drive, Ste A, Portage, MI 49024

3. My (our) interest in the property and purpose for submitting the proposed Zoning Amendment:
To allow for construction of a restaurant on a property that is zoned B-3 with adjacent residential zoning to be changed to B-3 and P-1.

4. CURRENT ZONING: R-1A PROPOSED ZONING: B-3 and P-1

ZONING TEXT AMENDMENT

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

N/A

2. The Zoning Code Chapter and Section wherein the proposed text would be modified/inserted.

N/A

3. My (our) interest in and purpose for submitting the proposed Zoning Ordinance Amendment.

N/A

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.



(Signature of Applicant)

(Signature of Applicant)

C/O Meyer C Weiner Company, 700 Mall Drive, Ste A, Portage, MI 49024

(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.

APPLICATION FOR ZONING AMENDMENT
LOTS 10, 11 & 12 OF GLENBROOK VILLAGE
PROJECT NARRATIVE

This application to rezone the above-named lots from R-1A to a combination of B-3 and P-1 is needed to allow for the redevelopment of an aging retail strip into a newer high-quality project. This hard corner of Milham Ave and S Westnedge Ave is the only corner of the intersection which has not been redeveloped. Once rezoned, the resulting combined lots between S Westnedge Ave and Chelsea Ln will be deep enough to support current development standards for typical small-scale retail and commercial users. The lots are not currently deep enough to provide both the well landscaped and pedestrian friendly buildings but also the required parking and circulation, the screened trash enclosures and buffers in transitions to other uses necessary for redevelopment.

Prior to the submittal of this application, we have made a concerted effort to determine how the proposed use could best fit within the fabric of the existing neighborhood. We first walked the area and knocked on every door and met with everyone who was home after 5:00 pm on a weekday, explaining the planned site development and use, the nature of the company and that the developer wanted to fit in the neighborhood as best they could. Notices of a neighborhood meeting were mailed to each residence a week before the door knocking and a neighborhood meeting was held the next day to gather input and criticism from the individuals living in the neighborhood. About 20 people attended the meeting at Logan's Road House to see a presentation of the development and discuss anything they wanted to bring up. The main issues were changing the nature of the area, creating traffic through the neighborhood, noise created by the business, trash, lighting and odors. We took that input and followed up with investigation and changes to the site plan to alleviate the issues brought to our attention. We shifted the access/egress as far from the intersection of Milham and Westnedge as possible to create safer circulation to the site. We planned a masonry wall along the eastern boundary of the site with a green screen to shield noise and light from the neighborhood above and beyond that required by code. We funded a traffic study not required by the city to be certain that the fears of the neighbors regarding traffic were unfounded (the study is a part of this application). The input from the neighbors is a reason that the zoning request includes the P-1 designation for the area closest to the residences in order to limit the intensity of the development that can occur closest to the houses. We have tried to work with our future neighbors in order to be good neighbors ourselves.

This rezoning is consistent with many elements of the Portage 2014 Comprehensive Plan, including the Future Land Use Map.

First, the zoning change is consistent with the intent of the Future Land Use Map as it is discussed in the Plan itself. An exhibit is attached which illustrates (1) the blue line delineating the change from commercial to another use as laid out in the FLUM, (2) the red line indicating how the actual change in uses has played out over time and (3) the yellow line which shows the current commercial depth of the lots adjacent that requesting rezoning would have affected other retail development along S Westnedge if had been required.

As the Plan discusses, the zoning projected by the Comprehensive Plan and FLUM were best guesses and subject to examination and change. The requested zoning change in this application is consistent in nature with many current developments along S Westnedge Ave in the immediate area. Nearly the entire length of the east side of the Avenue in this area has a commercial use facing Westnedge that abuts a residential use to the east. No one could have known exactly how that line of separation would have worked best commercially in 2014 and there are several examples of small deviations along the way. Generally, the FLUM indicates deeper commercial zoning along S Westnedge Ave.

As far as conformity to the terms of the 2014 Comprehensive Plan, with respect to the redevelopment made possible by this zoning change, the Plan suggests using best practices in building and infrastructure design and, naturally, to the extent those recommendation have been adopted as development requirements, including the treatment of stormwater, we will fully comply if not exceed such requirements. We are replacing a restaurant with a restaurant, retaining a use in a proven location and maintaining the scale and intensity of development while using the most modern design, materials and infrastructure, upgrading the appearance in a huge degree and properly screening the more intense business use from the less intense residential use adjacent.

The Plan also includes an emphasis on Community Identity, building a deeper community and greater connectivity. This change in zoning and the development allowed thereby, a Raising Cane's restaurant, will be a great enhancement to the community. In short, Raising Cane's is a great neighbor. Our staff is recruited from the immediate area, people with a vested interest in the neighborhood. We serve our immediate community with healthy, fresh food choices and serving them later into the night to provide choices for the third shift workers. Our employee benefits are generous and broad. In addition, we support the communities in which we are located in many, many ways, including:

- Crew Member Volunteer Events
- Supporting local schools and universities through direct support and individual event participation, sponsoring sports teams, bands and recreational activities and participation in school philanthropic efforts.
- Raising Cane's believes that no one should go hungry and as a restaurant company, we should be a leader in fighting hunger. Raising Cane's supports programs and organizations that provide meals and canned goods to the homeless and hungry.
- The company and its Crew support local pet welfare causes because of the important need and dedication to animals as a company through the namesake, Raising Cane. Plush puppies are sold for different holiday seasons and the proceeds go to a local non-kill shelter.
- Supporting health lifestyles through financial support for walking trails, recreation areas and programs, runs and walks, sports teams and physical fitness. They have participated in charity runs by providing sponsorship money and refreshments for participants.
- Working as an active member of the business community is important to the success of Raising Cane's and its continued support of the community as a whole. They partner with local organizations to support business development and entrepreneurship education organizations and is a member of the Chamber of Commerce in every community in which they are located.

With regard to transportation, the new development will address several items brought forward in the Plan. New ADA-compliant sidewalks, pathways and entrances will improve accessibility on the site. Five foot wide sidewalks will reach down both Milham and Westnedge, increasing pedestrian safety and

circulation and allowing for more non-motorized vehicle use in an area dominated by automobiles. The number of driveways for the overall development will be reduced through sharing and the street access on Milham is shifting farther from the major intersection. The overall development contemplates shared circulation.

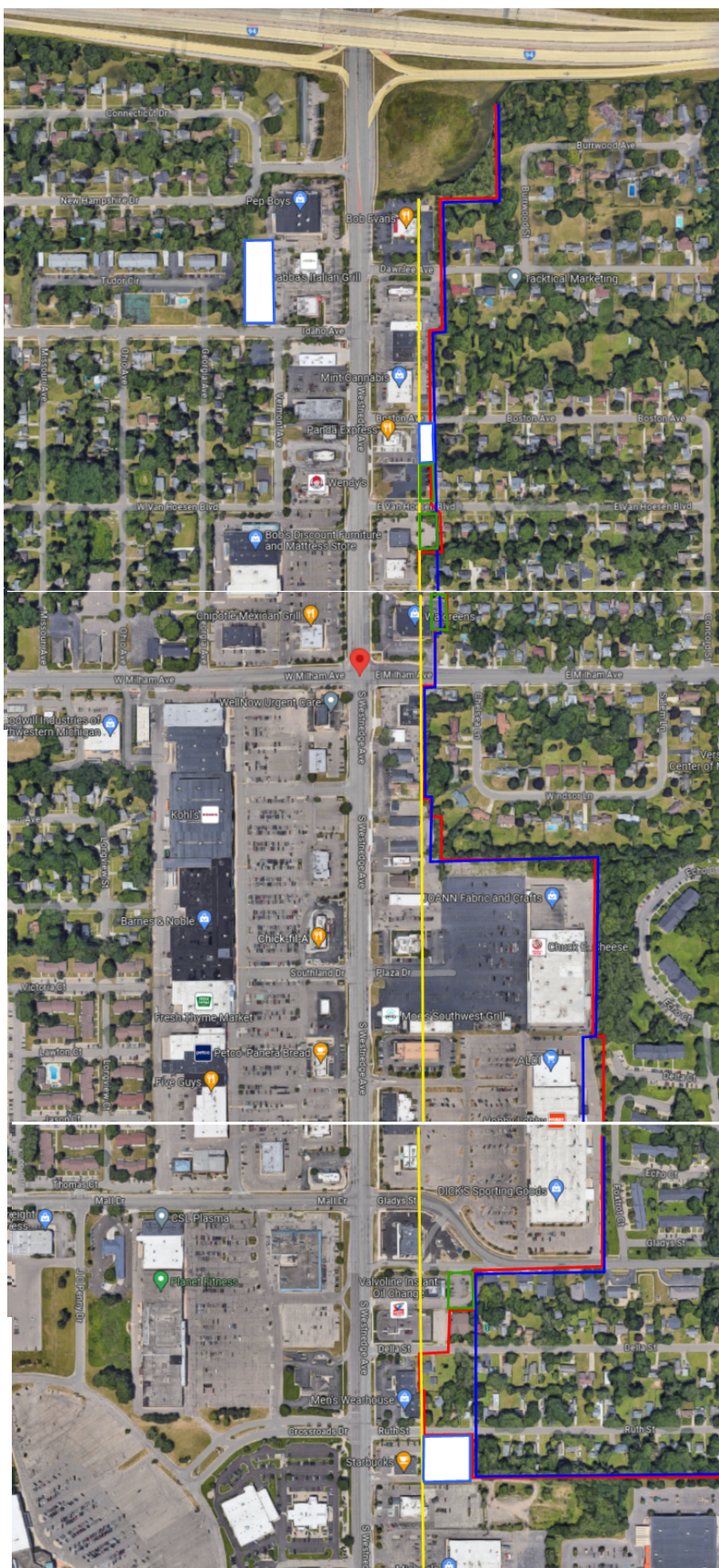
In order to comply with the Plan's observations of Land Use principles, the development will provide an appropriate buffer and transition between residential uses and commercial uses and we invited suggestions from our potential neighbors regarding such in a neighborhood meeting. The new development continues and improves pedestrian circulation and may connect directly to the adjacent neighborhood with a pedestrian gate. The business will now be well presented, maintained and serviced and uphold the conditions expected by our neighbors.

Addressing the discussion of Zoning in the Plan, it is clearly stated that FLUM "is intended to serve as a guide for land use decisions over a period of time (5+ years)" and was written in 2014. It also notes that "not all properties should be immediately rezoned to correspond to the Plan. When analyzed by the questions included in Guideline Z-1 of the Plan, the answer to each is in the affirmative.

The property has previously been developed for retail and residential uses which are adequately serviced by public utilities, streets, and sidewalks. The proposed development is not expected to materially impact these existing public infrastructure systems. Therefore, we do not expect the need to extend or increase the capacity of any of these systems. We will work with the authorities having jurisdiction over the existing roadway and utility networks during the design and permitting process and make any necessary improvements, if required, to ensure the surrounding community is not materially impacted by the proposed development.

We respectfully request that this application for zoning change be approved.

Exhibit





MEYER C. WEINER

COMPANY
DEVELOPERS AND BUILDERS SINCE 1948

700 MALL DRIVE | PORTAGE, MI 49024
p: 269.323.2441 | f: 269.323.3262 | mcweiner.com

November 2, 2023

RE: Support for the Raising Cane's partial B-3 and P-1 zoning request

In July of 2008, James Weiss the owner of the southeast corner of Westnedge and Milham, called the Meyer C. Weiner Company to determine our interest in the purchase of this development. He thought we were the perfect buyer given our development and redevelopment history in the area. He knew the property needed to be repurposed to properly function in the community for the future and he was nearing retirement.

We closed shortly thereafter on parcel addresses at 6005 S. Westnedge, 6011 S. Westnedge, 120 E. Milham and 130 E. Milham all zoned B-3. We soon learned that we needed to expand the size and depth to have any chance of a redevelopment. Some of the adjacent development to the south on Westnedge was in need of a makeover and there was precedent for parking in adjacent residential areas with Walgreens, Starbucks, Panda Express, A&W Acquisitions (Bed, Bath & Beyond and Babies R Us) and Portage Restaurant Row (Carrabba's and Red Robin). We have since purchased other property to the south on Westnedge as part of the Westnedge Milham, LLC entity with plans to expand this mixed-use development.

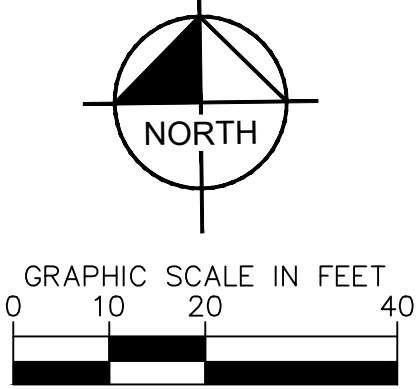
Our first tenant prospect is Raising Cane's, a national fast casual restaurant with an incredible business culture known for their civic responsibility in the communities they call home. Their site plan attached shows how they need additional parking to the east, to make the site properly function at this corner. An additional 0.332 acres of land rezoned to B-3 General Business and 0.493 acres of land rezoned to P-1 Vehicular Parking would allow the site to function with the proper access, parking, and visibility for success. The site plan will address the proper screening and lighting necessary to complement the surrounding neighborhood. Cane's and the Meyer C. Weiner Company want to remain good neighbors. Cane's is choosing Portage as their second location in the State at this high-profile site.

Since the purchase of the southeast corner expanded, we have done our best to keep the spaces occupied mostly with short-term pop-up tenants. The physical maintenance and access dysfunction are becoming very difficult to manage. The roofs, HVAC and parking lots are past their useful lives. They can no longer be repaired. This rezoning to B-3 General Business and P-1 Vehicular Parking will allow the property to be redeveloped and improve the tenant mix, access, traffic flow and tax base for our community. It will also trigger further redevelopment to the south that we hope to share plans of soon.

Thank you for your consideration. Representatives from the Meyer C. Weiner Company and Raising Cane's will be available to answer questions.

Respectfully,

Timothy A. Timmons
Meyer C. Weiner Company

The logo for Raising Cane's, featuring the brand name in a stylized, cursive font with a thick outline. The words "Raising" and "Cane's" are stacked, with "Cane's" being significantly larger. The text is set against a white background with a subtle oval border.

Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tel: 972-769-3100 Fax: 972-769-3101

STORE:

WESTNEDGE & MILHAM
PORTAGE, MI 49002
PROTOTYPE 4-V-AV
SCHEME: STANDARD - B
STORE #C1085

PROFESSIONAL OF RECORD: KURT L. SCHMITZ
.....
.....
.....

PROFESSIONAL OF RECORD: KURT L. SCHMITZ

ARCHITECTS, INC.
710 Detroit Avenue Lakewood, Ohio 44107

Phone (216) 521-5134 Fax (216) 521-4824
www.adaarchitects.cc

FOR REVIEW ONLY

ENGINEER INFORMATION:

Kimley»»Horn

2023 KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD RD, WARRENVILLE IL 60555
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

KH JOB NO. 168418045

PROPOSED
ZONING
EXHIBIT

DATE	11/02/2023
------	------------

JOB NO.	168418045
---------	-----------

EXH.

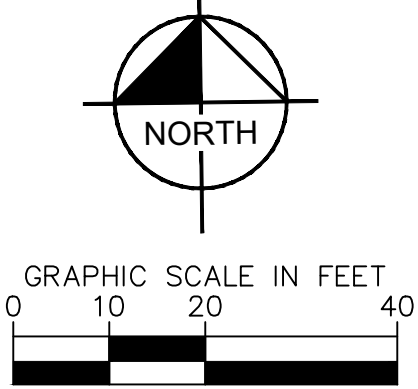
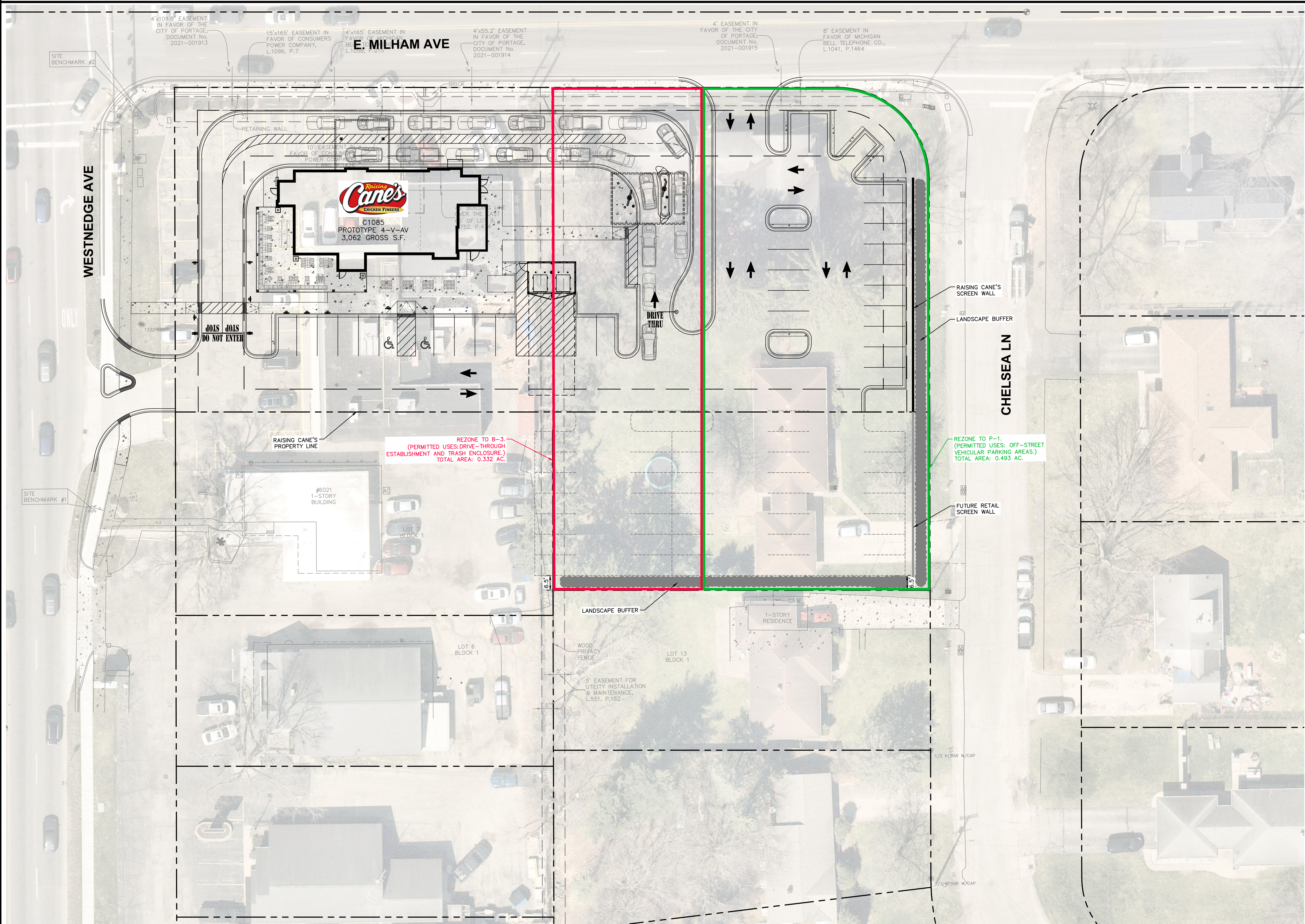
SHEET NO.

ZONING SUMMARY TABLE		
	AREA:	PERMITTED USES:
REZONE TO B-3	0.332 AC	DRIVE-THROUGH ESTABLISHMENT TRASH ENCLOSURE
REZONE TO P-1	0.493 AC	OFF-STREET VEHICULAR PARKING



CAUTION!!

CONTRACTOR IS TO VERIFY
PRESENCE AND EXACT
LOCATION OF ALL UTILITIES
PRIOR TO CONSTRUCTION.



Restaurant Support Office
6800 Bishop Road, Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

STORE:

RAISING CANE'S
RESTAURANT
WESTNEDGE & MILHAM
PORTAGE, MI 49002
PROTOTYPE 4-V-AV
SCHEME: STANDARD - B
STORE #C1085

PROFESSIONAL OF RECORD: KURT L. SCHMITZ



ARCHITECTS, INC.
17710 Detroit Avenue Lakewood, Ohio 44107
Phone (216) 521-5134 Fax (216) 521-4824
www.adaarchitects.cc

FOR REVIEW ONLY

ENGINEER INFORMATION:

Kimley»Horn
2023 KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD RD, WARRENVILLE, IL 60555
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

KH JOB NO. 168418045

SHEET REVISIONS

#	DATE	TYPE
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

PROPOSED ZONING
SITE OVERLAY
EXHIBIT

DATE 11/02/2023

JOB NO. 168418045

EXH.

SHEET NO.

ZONING SUMMARY TABLE

PROPOSED RAISING CANE'S LEASE AREA = 1.07 AC		
AREA:	PERMITTED USES:	
REZONE TO B-3	0.332 AC	DRIVE-THROUGH ESTABLISHMENT TRASH ENCLOSURE
REZONE TO P-1	0.493 AC	OFF-STREET VEHICULAR PARKING



MEMORANDUM

To: LuAron Foster
Raising Cane's Chicken Fingers

From: Emma Albers, P.E., PTOE
Kimley-Horn and Associates, Inc.

Date: October 17, 2023

Subject: Traffic Review for Proposed Raising Cane's
Portage, MI

Kimley-Horn was retained by Raising Cane's to review existing and future traffic conditions related to the proposed Raising Cane's restaurant at the southeast corner of Milham Avenue/Westnedge Avenue in Portage, Michigan. A site location map is provided on **Exhibit 1**.

This memorandum summarizes the evaluation of the existing and projected future traffic conditions on the surrounding roadways. The analysis of existing conditions is based on traffic counts conducted at key intersections providing access to the site. The analysis of future conditions considers the addition of site-generated traffic. Based on a review of existing and future operational conditions at key intersections providing access to the site, cut-through traffic from the proposed site is not expected within the adjacent residential neighborhood. As detailed in the *Capacity Analysis* section of this report, traffic exiting the proposed Raising Cane's to Milham Avenue is expected to experience a reasonable level of delay. The anticipated level of delay (an average of less than 20 seconds per vehicle during the two peak hours) is not expected to deter vehicles from completing a northbound left-turn out of the site. Additionally, site-generated traffic is not expected to materially impact nearby intersections, as shown by the comparison of delay between existing and build conditions.

EXISTING TRAFFIC VOLUMES

To establish existing traffic volumes in the area, turning movement count data was collected in September 2023 at the following intersections:

- Milham Avenue / Westnedge Avenue
- Milham Avenue / Chelsea Lane
- Milham Avenue / Salem Lane

These counts were conducted during the weekday evening (4:00 to 6:00 PM), and Saturday midday (11:00 AM to 1:00 PM) peak periods. These count periods were selected to capture the peak travel periods in the area that coincide with the hours of operation of the proposed Raising Cane's. The traffic count data indicates that peak hour traffic volumes occur within the study area from 4:45-5:45 PM during a typical weekday and 11:30 AM-12:30 PM during a typical Saturday. Peak hour traffic volumes are summarized on **Exhibit 2**.

DEVELOPMENT CHARACTERISTICS

The proposed Raising Cane's would include a 3,062 square-foot restaurant with drive-through window. The drive-through would provide two order lanes that continue to two pick-up lanes. Access to the site would be provided by two access driveways: a right-in/right-out only driveway along Westnedge Avenue (Access A) and a full-access driveway along Milham Avenue (Access B).

Trip Generation

The Institute of Transportation Engineers (ITE) maintains the leading industry source for trip generation information for a wide variety of land uses based on years of traffic data from across the country. This source is known as the Trip Generation Manual, 11th Edition. To estimate trips generated by the proposed site, data was referenced from this manual as summarized in **Table 1**.

Table 1. ITE Trip Generation Data

ITE Land Use	Unit	Weekday Daily	Weekday PM Peak Hour	Saturday Midday Peak Hour
Fast Food Restaurant with Drive-Through Window (LUC 934)	Per 1,000 SF	467.48X 50% in/50% out	33.03X 52% in/ 48% out	55.25X 51% in/ 49% out

X = square feet (SF) of development

For purposes of this study, site generated trips are expected to exhibit multiple routing patterns when traveling to and from the subject site, as described below:

- **Pass-by** – Pass-by traffic reflects the travel patterns of motorists who are already traveling on the adjacent study roadways and stop at the site en route to another destination. Data referenced in the appendix of the ITE Trip Generation Manual, 11th Edition suggests that at a Fast-Food Restaurant with Drive-Through Window (LUC 934), roughly 55 percent of vehicles during the weekday evening peak hour are pass-by trips. ITE data is not provided for daily pass-by trips; therefore, the weekday evening pass-by percentage of 55 percent was applied. Pass-by data is also not provided for the Saturday midday peak period, so the weekday evening pass-by rate of 55 percent was assumed.
- **Primary Trips** – Vehicles that travel to the subject development as their primary destination or trip purpose before returning to their origin are called "primary trips." Primary trips reflect new traffic volumes generated by the proposed development that would approach and depart on the same route. Trips to/from the site that are not pass-by trips are expected to be primary trips.

The site-generated trips estimated for the peak hours were rounded to the nearest multiple of five and daily trips were rounded to the nearest multiple of ten. Projected site traffic volumes are summarized in **Table 2**.

Table 2. Site-Generated Traffic Projections

Land Use	Size	Daily - Weekday	Weekday PM Peak Hour			Saturday Midday Peak Hour		
			In	Out	Total	In	Out	Total
Fast Food Restaurant with Drive-Through Window (LUC 934)	3,062 SF	1,430	50	50	100	85	85	170
Pass-By Trips		-790	-30	-30	-60	-45	-45	-90
Net New Site Trips		640	20	20	40	40	40	80

Trip Distribution and Assignment

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. The anticipated directional distributions estimated for the primary and pass-by trips are outlined in **Table 3**.

Table 3. Estimated Trip Distribution

Traveling to/from	Estimated Trip Distribution	
	Primary Trips	Pass-By Trips ¹
West on Milham Avenue	15%	15%
East on Milham Avenue	10%	10%
North on Westnedge Avenue	40%	35%
South on Westnedge Avenue	35%	40%
Total	100%	100%

¹Pass-by trips are categorized by the trip's origin

Following trip distribution, site-generated trips were then routed to the study intersections and proposed site driveways. Similar to trip distribution, trip assignment considers ease of access, driveway proximity, characteristics of the nearby intersections, and traffic conditions on the adjacent roadways. For example, a vehicle destined for westbound Milham Avenue is unlikely to exit via Access A (Westnedge Avenue) due to the spacing between Access A and the northbound left-turn lane at Milham Avenue. Therefore, vehicles destined for westbound Milham Avenue were assumed to make a northbound left-turn out of Access B to Milham Avenue. Based on the trip distribution in Table 3 and trip assignment assumptions, the site-generated primary trips and pass-by trips are illustrated in **Exhibit 3** and **Exhibit 4**, respectively. The total site-generated trips are depicted in **Exhibit 5**.

BUILD TRAFFIC VOLUMES

To develop future traffic projections at the study intersections after the proposed restaurant is operational, the total site-generated trips (Exhibit 5) were added to the existing traffic volumes (Exhibit 2). The future build traffic projections are provided in **Exhibit 6**.

CAPACITY ANALYSIS

Capacity analyses were conducted to assess existing and future operating conditions at the study intersections during the weekday evening and Saturday midday peak hours using *Synchro 11* software. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions).

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 4**.

Table 4. Level of Service Grading Descriptions

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

¹Highway Capacity Manual, 6th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 5**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

Table 5. Level of Service Grading Criteria

Level of Service ¹	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F ²	> 50	> 80

¹Highway Capacity Manual, 6th Edition

²All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, capacity results were identified for the study intersections under existing and build conditions. The results of capacity analysis for existing conditions are summarized in **Table 6**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. The results are based on Synchro's HCM 6th Edition reports. Copies of the Synchro reports are provided as an attachment to this memo.

Table 6. Summary of Capacity Results

Intersection	Existing				Build			
	Weekday PM Peak Hour		Saturday Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Milham Avenue / Westnedge Avenue ★								
Eastbound	55	E	55	E	60	E	55	E
Westbound	62	E	63	E	63	E	61	E
Northbound	23	C	32	C	25	C	34	C
Southbound	20	B	27	C	21	C	28	C
Intersection	C	32	39	D	33	C	40	D
Milham Avenue / Chelsea Lane △								
Westbound (Left)	8	A	8	A	8	A	8	A
Northbound	13	B	15	B	11	B	12	B
Milham Avenue / Salem Lane △								
Westbound (Left)	8	A	8	A	8	A	8	A
Northbound	11	B	13	B	11	B	13	B
Westnedge Avenue / Access A △								
Westbound (Right)	N/A				16	C	16	C
Milham Avenue / Access B △								
Westbound (Left)	N/A				8	A	9	A
Northbound					14	B	20	C

★ Signalized Intersection △ Minor-Leg Stop-Controlled Intersection

The signalized intersection of Milham Avenue/Westnedge Avenue is currently operating at an acceptable level of service overall during both peak hours. The eastbound and westbound approaches currently operate at LOS E, which is not uncommon for side street approaches, as the majority of available green time during the signal cycle is allocated to the mainline (northbound and southbound) approaches. At the intersections of Milham Avenue/Chelsea Lane and Milham Avenue/Salem Lane, the northbound approaches currently operate at LOS B during both peak hours, indicating that there are adequate gaps in traffic along Milham Avenue for vehicles to turn from the side street. It is likely that the signal at Westnedge Avenue helps meter traffic along Milham Avenue.

With the addition of site-generated traffic, the intersection of Milham Avenue/Westnedge Avenue is expected to operate with similar levels of service and delay as existing conditions. The level of service

at all approaches is expected to remain the same. Consistent with existing conditions, the 95th percentile queue for the westbound through movement is projected to be approximately six vehicles (150 feet), which does not extend to the proposed Raising Cane's driveway (Access B). Therefore, traffic at the Milham Avenue/Westnedge Avenue intersection is not expected to block exiting traffic from the proposed Access B.

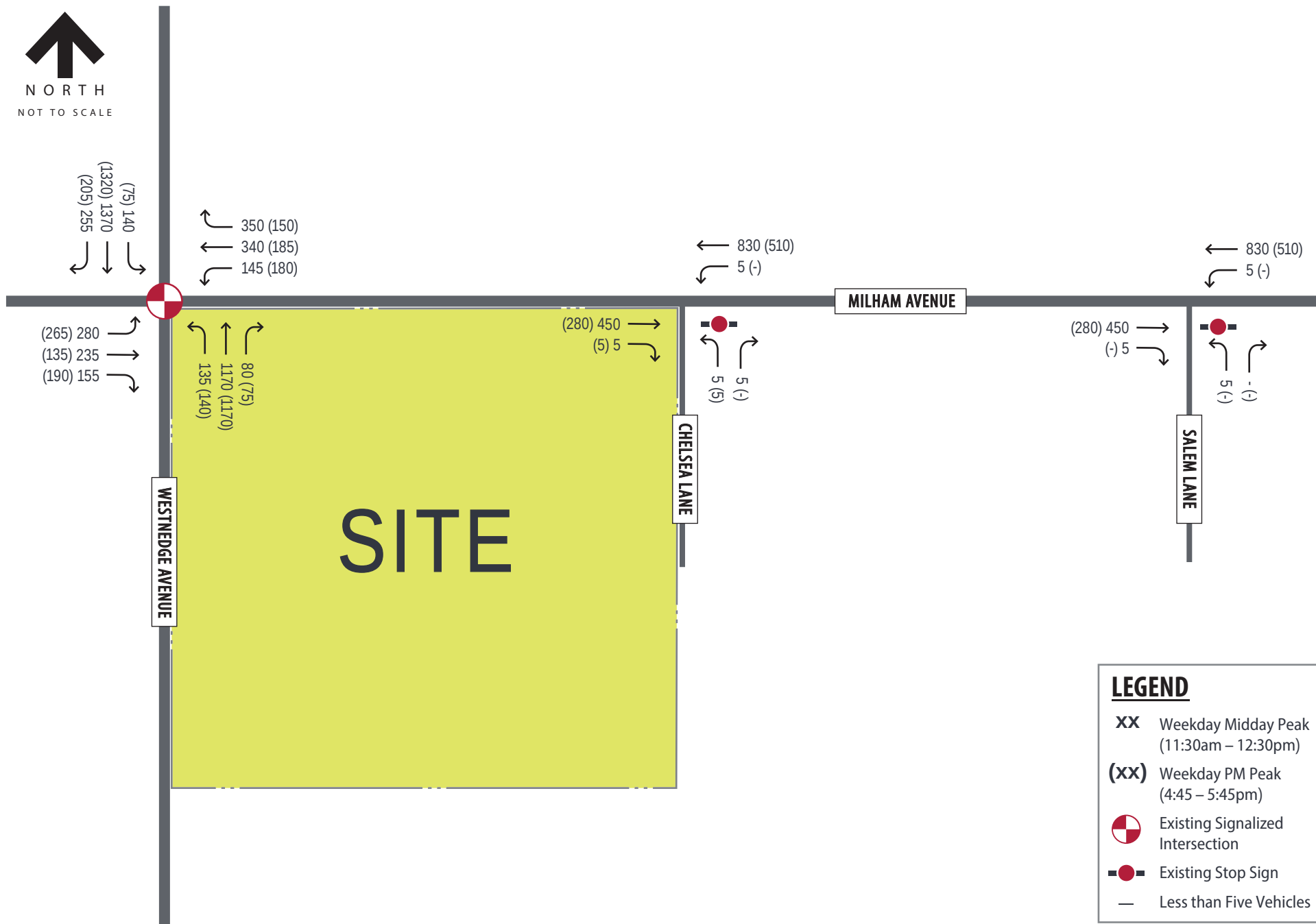
The exit movements at the two site driveways are expected to operate at LOS C or better during both peak hours, which is a reasonable and typical level of delay for drivers to experience. Therefore, it is expected that vehicles turning left from Access B will wait to complete their normal left-turn movement as opposed to attempting a right-turn and then cutting through the adjacent residential neighborhood via Chelsea Lane.

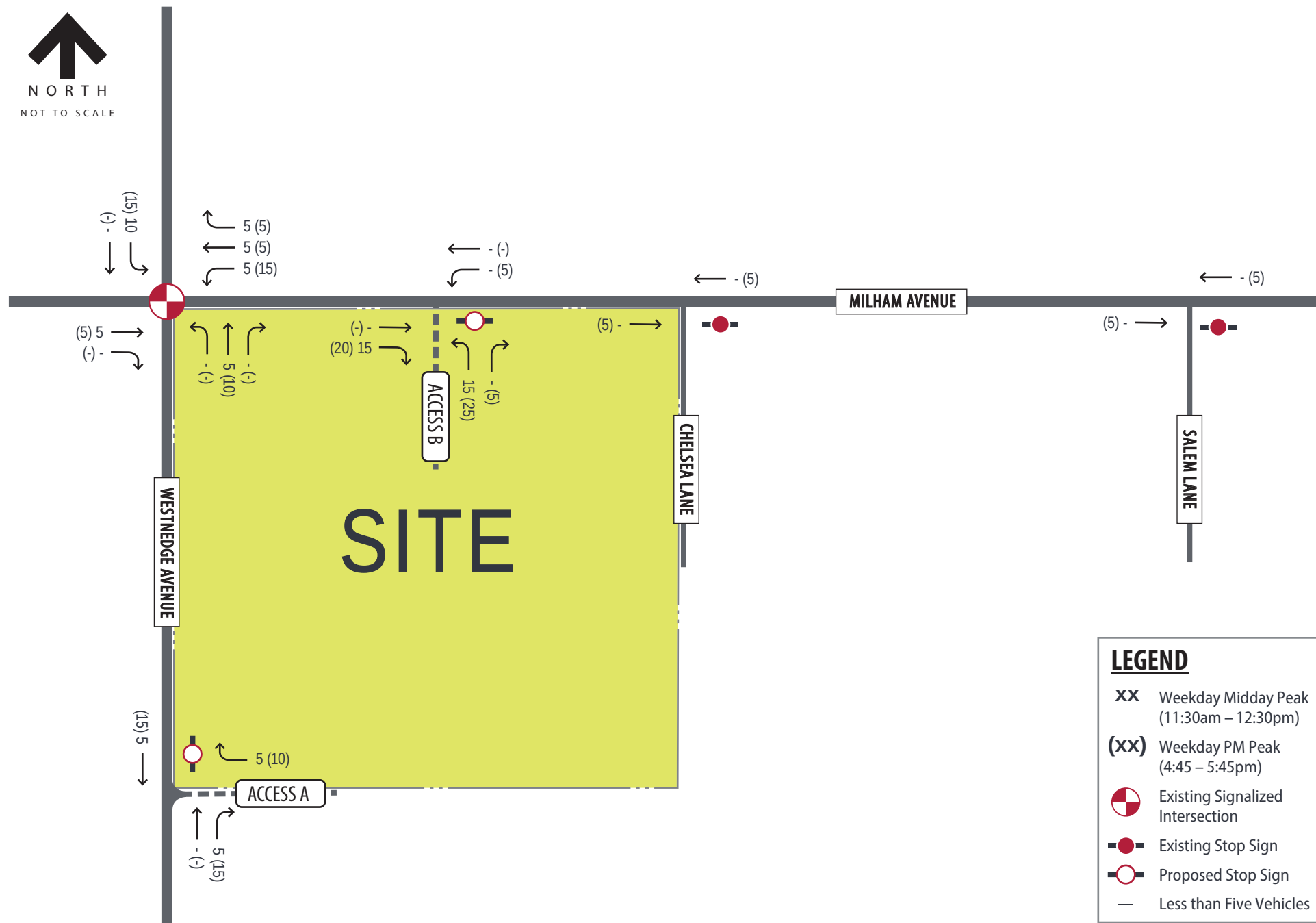
SUMMARY

Based on a review of existing and build conditions, the traffic from the proposed Raising Cane's is not expected to materially impact operations within the area. Levels of delay expected at the proposed driveways are typical and are not expected to lead to traffic rerouting through nearby neighborhoods. Additionally, the level of traffic generated by the site is expected to have a minimal increase in the total volume of traffic at the signalized intersection of Milham Avenue/Westnedge Avenue.

Attachments: Site Plan
 Exhibit 1 – Site Location Map
 Exhibit 2 – Existing (2023) Traffic Volumes
 Exhibit 3 – Site Trip Assignment – Primary Trips
 Exhibit 4 – Site Trip Assignment – Passby Trips
 Exhibit 5 – Site Trip Assignment – Total
 Exhibit 6 – Build (2023) Traffic Projections
 Capacity Reports

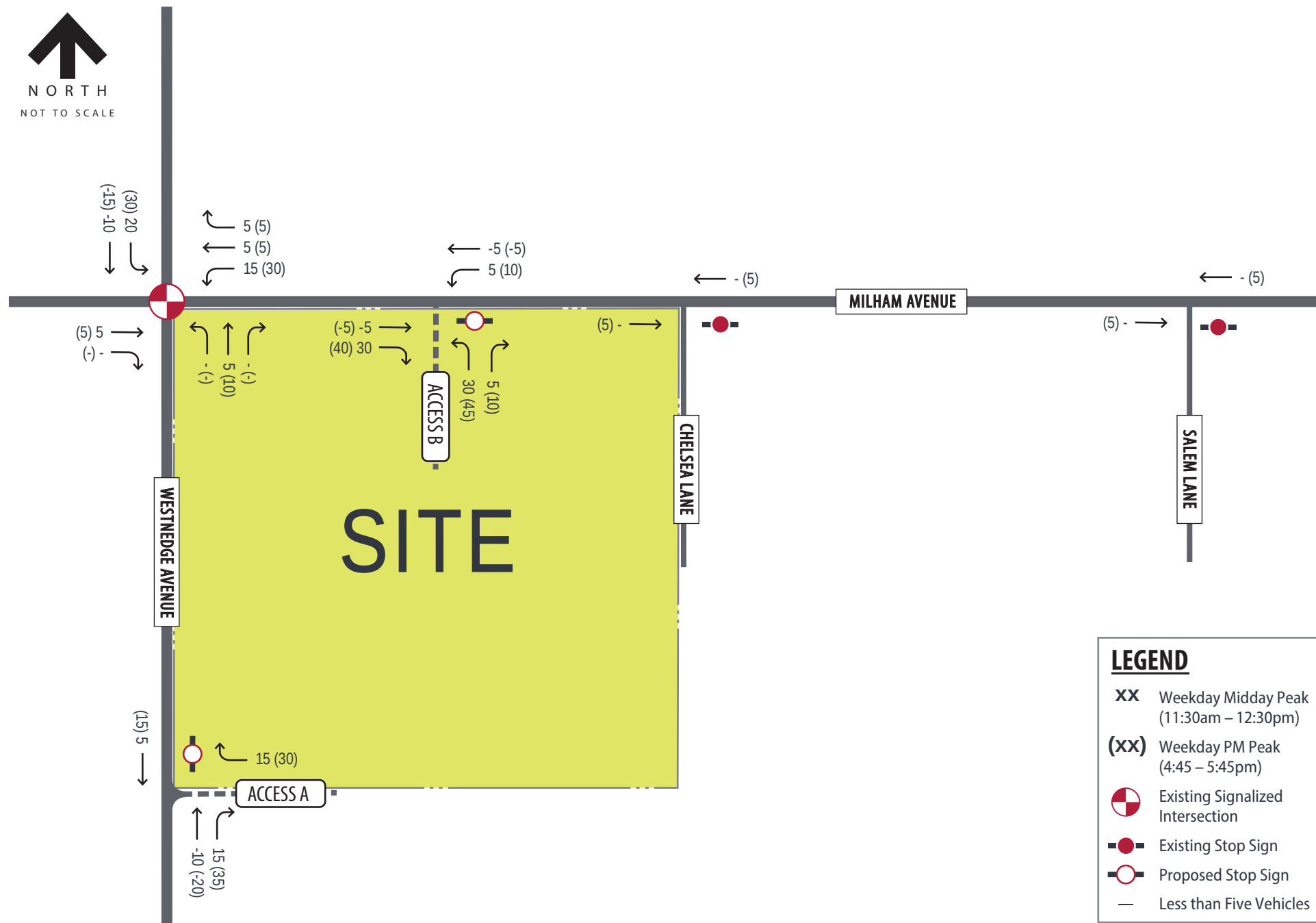






LEGEND

- XX** Weekday Midday Peak (11:30am – 12:30pm)
- (xx)** Weekday PM Peak (4:45 – 5:45pm)
- Existing Signalized Intersection
- Existing Stop Sign
- Proposed Stop Sign
- Less than Five Vehicles



LEGEND

XX Weekday Midday Peak
(11:30am – 12:30pm)

(XX) Weekday PM Peak
(4:45 – 5:45pm)

Existing Signalized Intersection

Existing Stop Sign

Proposed Stop Sign

Less than Five Vehicles



HCM 6th Signalized Intersection Summary

100: Westnedge Avenue & Milham Avenue

Existing (2023) Traffic Volumes

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	135	190	180	185	150	140	1170	75	75	1320	205
Future Volume (veh/h)	265	135	190	180	185	150	140	1170	75	75	1320	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	273	139	196	186	191	155	144	1206	77	77	1361	211
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	493	370	238	399	265	169	2163	1074	98	2904	1053
Arrive On Green	0.10	0.14	0.14	0.07	0.11	0.11	0.09	0.61	0.61	0.05	0.57	0.57
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	273	139	196	186	191	155	144	1206	77	77	1361	211
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	10.9	4.9	15.1	7.4	7.1	12.6	11.1	28.1	2.3	6.0	21.9	7.2
Cycle Q Clear(g_c), s	10.9	4.9	15.1	7.4	7.1	12.6	11.1	28.1	2.3	6.0	21.9	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	493	370	238	399	265	169	2163	1074	98	2904	1053
V/C Ratio(X)	0.83	0.28	0.53	0.78	0.48	0.58	0.85	0.56	0.07	0.79	0.47	0.20
Avail Cap(c_a), veh/h	481	723	473	358	597	353	261	2163	1074	286	2904	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.2	54.0	46.9	64.1	58.3	53.8	62.4	16.2	7.6	65.3	17.7	9.1
Incr Delay (d2), s/veh	7.7	0.3	1.2	6.2	0.9	2.0	14.9	1.0	0.1	12.9	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	2.2	6.1	3.5	3.2	5.2	5.7	11.4	0.8	3.1	8.6	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.8	54.3	48.1	70.4	59.2	55.9	77.3	17.3	7.8	78.2	18.3	9.5
LnGrp LOS	E	D	D	E	E	E	E	B	A	E	B	A
Approach Vol, veh/h	608			532			1427			1649		
Approach Delay, s/veh	59.3			62.1			22.8			20.0		
Approach LOS	E			E			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	89.7	14.2	23.9	17.8	84.1	17.9	20.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.5	56.5	14.5	28.5	20.5	58.5	19.5	23.5				
Max Q Clear Time (g_c+I1), s	8.0	30.1	9.4	17.1	13.1	23.9	12.9	14.6				
Green Ext Time (p_c), s	0.1	10.3	0.2	1.1	0.2	13.6	0.5	1.1				
Intersection Summary												
HCM 6th Ctrl Delay	31.9											
HCM 6th LOS	C											

HCM 6th TWSC
200: Chelsea Lane & Milham Avenue

Existing (2023) Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	280	5	1	510	5	1
Future Vol, veh/h	280	5	1	510	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	298	5	1	543	5	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	303	0	575
Stage 1	-	-	-	-	301
Stage 2	-	-	-	-	274
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1255	-	448
Stage 1	-	-	-	-	725
Stage 2	-	-	-	-	747
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1255	-	448
Mov Cap-2 Maneuver	-	-	-	-	448
Stage 1	-	-	-	-	725
Stage 2	-	-	-	-	746

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	487	-	-	1255	-
HCM Lane V/C Ratio	0.013	-	-	0.001	-
HCM Control Delay (s)	12.5	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
300: Salem Lane & Milham Avenue

Existing (2023) Traffic Volumes
PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	280	1	1	510	2	1
Future Vol, veh/h	280	1	1	510	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	301	1	1	548	2	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	302	0	578
Stage 1	-	-	-	-	302
Stage 2	-	-	-	-	276
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1256	-	446
Stage 1	-	-	-	-	724
Stage 2	-	-	-	-	746
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1256	-	446
Mov Cap-2 Maneuver	-	-	-	-	539
Stage 1	-	-	-	-	724
Stage 2	-	-	-	-	745

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	617	-	-	1256	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	10.9	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th Signalized Intersection Summary 100: Westnedge Avenue & Milham Avenue

Existing (2023) Traffic Volumes
Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 			  	
Traffic Volume (veh/h)	280	235	155	145	340	350	135	1170	80	140	1370	255
Future Volume (veh/h)	280	235	155	145	340	350	135	1170	80	140	1370	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	295	247	163	153	358	368	142	1232	84	147	1442	268
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	747	482	205	597	420	167	1795	894	173	2594	967
Arrive On Green	0.10	0.21	0.21	0.06	0.17	0.17	0.09	0.50	0.50	0.10	0.51	0.51
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	295	247	163	153	358	368	142	1232	84	147	1442	268
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	11.7	8.3	11.2	6.1	13.1	23.5	11.0	36.8	3.4	11.4	27.1	11.1
Cycle Q Clear(g_c), s	11.7	8.3	11.2	6.1	13.1	23.5	11.0	36.8	3.4	11.4	27.1	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	352	747	482	205	597	420	167	1795	894	173	2594	967
V/C Ratio(X)	0.84	0.33	0.34	0.75	0.60	0.88	0.85	0.69	0.09	0.85	0.56	0.28
Avail Cap(c_a), veh/h	481	747	482	358	597	420	261	1795	894	286	2594	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.8	46.9	37.8	64.8	53.9	49.3	62.5	26.3	14.0	62.2	23.6	12.8
Incr Delay (d2), s/veh	9.3	0.3	0.4	5.3	1.7	18.5	14.4	2.2	0.2	12.1	0.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	3.7	4.4	2.8	6.0	14.4	5.6	15.8	1.3	5.7	10.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	47.2	38.2	70.2	55.6	67.8	76.8	28.4	14.2	74.3	24.5	13.5
LnGrp LOS	E	D	D	E	E	E	E	C	B	E	C	B
Approach Vol, veh/h	705			879			1458			1857		
Approach Delay, s/veh	55.1			63.2			32.3			26.8		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.1	75.2	12.8	33.9	17.6	75.6	18.7	28.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.5	56.5	14.5	28.5	20.5	58.5	19.5	23.5				
Max Q Clear Time (g_c+I1), s	13.4	38.8	8.1	13.2	13.0	29.1	13.7	25.5				
Green Ext Time (p_c), s	0.2	8.7	0.2	1.8	0.2	14.0	0.5	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	39.1											
HCM 6th LOS	D											

HCM 6th TWSC
200: Chelsea Lane & Milham Avenue

Existing (2023) Traffic Volumes
Saturday Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	450	5	5	830	5	5
Future Vol, veh/h	450	5	5	830	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	5	5	902	5	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	494	0	953	247
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	461	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1066	-	257	753
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	601	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1066	-	256	753
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	598	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		14.7	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	382	-	-	1066	-	
HCM Lane V/C Ratio	0.028	-	-	0.005	-	
HCM Control Delay (s)	14.7	-	-	8.4	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
300: Salem Lane & Milham Avenue

Existing (2023) Traffic Volumes
Saturday Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	450	5	5	830	5	2
Future Vol, veh/h	450	5	5	830	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	495	5	5	912	5	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	500
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1060
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1060
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	444	-	-	1060	-
HCM Lane V/C Ratio	0.017	-	-	0.005	-
HCM Control Delay (s)	13.3	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th Signalized Intersection Summary

100: Westnedge Avenue & Milham Avenue

Build (2023) Traffic Projections
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	140	190	210	190	155	140	1180	75	105	1305	205
Future Volume (veh/h)	265	140	190	210	190	155	140	1180	75	105	1305	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	273	144	196	216	196	160	144	1216	77	108	1345	211
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	467	359	268	403	298	169	2090	1055	132	2898	1051
Arrive On Green	0.10	0.13	0.13	0.08	0.11	0.11	0.09	0.59	0.59	0.07	0.57	0.57
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	273	144	196	216	196	160	144	1216	77	108	1345	211
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	10.9	5.1	15.3	8.6	7.2	12.8	11.1	30.0	2.4	8.4	21.7	7.2
Cycle Q Clear(g_c), s	10.9	5.1	15.3	8.6	7.2	12.8	11.1	30.0	2.4	8.4	21.7	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	330	467	359	268	403	298	169	2090	1055	132	2898	1051
V/C Ratio(X)	0.83	0.31	0.55	0.81	0.49	0.54	0.85	0.58	0.07	0.82	0.46	0.20
Avail Cap(c_a), veh/h	481	723	473	358	597	384	261	2090	1055	286	2898	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.2	55.0	47.8	63.5	58.2	51.4	62.4	18.0	8.2	63.9	17.8	9.2
Incr Delay (d2), s/veh	7.7	0.4	1.3	9.5	0.9	1.5	14.9	1.2	0.1	11.5	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	2.3	6.2	4.1	3.3	5.2	5.7	12.3	0.8	4.2	8.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.8	55.4	49.1	73.1	59.1	52.9	77.3	19.2	8.4	75.4	18.3	9.6
LnGrp LOS	E	E	D	E	E	D	E	B	A	E	B	A
Approach Vol, veh/h	613		572				1437		1664			
Approach Delay, s/veh	59.8		62.6				24.5		20.9			
Approach LOS	E		E				C		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	86.9	15.4	22.9	17.8	84.0	17.9	20.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.5	56.5	14.5	28.5	20.5	58.5	19.5	23.5				
Max Q Clear Time (g_c+I1), s	10.4	32.0	10.6	17.3	13.1	23.7	12.9	14.8				
Green Ext Time (p_c), s	0.2	10.1	0.2	1.1	0.2	13.5	0.5	1.1				
Intersection Summary												
HCM 6th Ctrl Delay	33.2											
HCM 6th LOS	C											

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕
Traffic Vol, veh/h	0	30	1365	35	0	1705
Future Vol, veh/h	0	30	1365	35	0	1705
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	1484	38	0	1853

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	761	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	348	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	348	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 348	-
HCM Lane V/C Ratio	-	- 0.094	-
HCM Control Delay (s)	-	- 16.4	-
HCM Lane LOS	-	- C	-
HCM 95th %tile Q(veh)	-	- 0.3	-

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	280	40	10	510	45	10
Future Vol, veh/h	280	40	10	510	45	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	304	43	11	554	49	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	347
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1209
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1209
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	455	-	-	1209	-
HCM Lane V/C Ratio	0.131	-	-	0.009	-
HCM Control Delay (s)	14.1	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	285	5	1	515	5	1
Future Vol, veh/h	285	5	1	515	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	303	5	1	548	5	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	308	0	582	154
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1249	-	444	864
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1249	-	444	864
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	573	-	-	1249	-
HCM Lane V/C Ratio	0.011	-	-	0.001	-
HCM Control Delay (s)	11.4	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	285	1	1	515	2	1
Future Vol, veh/h	285	1	1	515	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	306	1	1	554	2	1

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	307	0	586	154
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	279	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1250	-	441	864
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1250	-	441	864
Mov Cap-2 Maneuver	-	-	-	-	534	-
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	742	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	612	-	-	1250	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	10.9	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th Signalized Intersection Summary

100: Westnedge Avenue & Milham Avenue

Build (2023) Traffic Projections
Saturday Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	240	155	160	345	355	135	1175	80	160	1360	255
Future Volume (veh/h)	280	240	155	160	345	355	135	1175	80	160	1360	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	295	253	163	168	363	374	142	1237	84	168	1432	268
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	732	475	220	597	438	167	1752	883	194	2594	967
Arrive On Green	0.10	0.21	0.21	0.06	0.17	0.17	0.09	0.49	0.49	0.11	0.51	0.51
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	3554	1585	1781	5106	1585
Grp Volume(v), veh/h	295	253	163	168	363	374	142	1237	84	168	1432	268
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1777	1585	1781	1702	1585
Q Serve(g_s), s	11.7	8.5	11.2	6.7	13.3	23.5	11.0	37.9	3.5	13.0	26.8	11.1
Cycle Q Clear(g_c), s	11.7	8.5	11.2	6.7	13.3	23.5	11.0	37.9	3.5	13.0	26.8	11.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	352	732	475	220	597	438	167	1752	883	194	2594	967
V/C Ratio(X)	0.84	0.35	0.34	0.76	0.61	0.85	0.85	0.71	0.10	0.87	0.55	0.28
Avail Cap(c_a), veh/h	481	732	475	358	597	438	261	1752	883	286	2594	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.8	47.5	38.3	64.5	54.0	48.0	62.5	27.6	14.5	61.4	23.5	12.8
Incr Delay (d2), s/veh	9.3	0.3	0.4	5.4	1.8	15.0	14.4	2.4	0.2	16.8	0.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	3.8	4.4	3.1	6.1	14.1	5.6	16.3	1.3	6.8	10.8	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	47.8	38.7	69.9	55.8	62.9	76.8	30.0	14.7	78.2	24.4	13.5
LnGrp LOS	E	D	D	E	E	E	E	C	B	E	C	B
Approach Vol, veh/h	711			905			1463			1868		
Approach Delay, s/veh	55.4			61.4			33.7			27.7		
Approach LOS	E			E			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.7	73.5	13.4	33.3	17.6	75.6	18.7	28.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.5	56.5	14.5	28.5	20.5	58.5	19.5	23.5				
Max Q Clear Time (g_c+I1), s	15.0	39.9	8.7	13.2	13.0	28.8	13.7	25.5				
Green Ext Time (p_c), s	0.2	8.4	0.2	1.8	0.2	14.0	0.5	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	39.6											
HCM 6th LOS	D											

HCM 6th TWSC
101: Westnedge Avenue & Access A

Build (2023) Traffic Projections
Saturday Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	15	1375	15	0	1675
Future Vol, veh/h	0	15	1375	15	0	1675
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	1495	16	0	1821
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	756	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	351	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	351	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	15.8	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT			
Capacity (veh/h)	-	-	351	-		
HCM Lane V/C Ratio	-	-	0.046	-		
HCM Control Delay (s)	-	-	15.8	-		
HCM Lane LOS	-	-	C	-		
HCM 95th %tile Q(veh)	-	-	0.1	-		

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	450	30	5	830	30	5
Future Vol, veh/h	450	30	5	830	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	33	5	902	33	5

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	522	0	967	261
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	461	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1041	-	252	738
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	601	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1041	-	251	738
Mov Cap-2 Maneuver	-	-	-	-	251	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	598	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	20.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	-	-	1041	-
HCM Lane V/C Ratio	0.137	-	-	0.005	-
HCM Control Delay (s)	20.1	-	-	8.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	450	5	5	830	5	5
Future Vol, veh/h	450	5	5	830	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	5	5	902	5	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	494	0	953
Stage 1	-	-	-	-	492
Stage 2	-	-	-	-	461
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1066	-	257
Stage 1	-	-	-	-	580
Stage 2	-	-	-	-	601
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1066	-	256
Mov Cap-2 Maneuver	-	-	-	-	386
Stage 1	-	-	-	-	580
Stage 2	-	-	-	-	598

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	510	-	-	1066	-
HCM Lane V/C Ratio	0.021	-	-	0.005	-
HCM Control Delay (s)	12.2	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	450	5	5	830	5	2
Future Vol, veh/h	450	5	5	830	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	495	5	5	912	5	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	500	0	964
Stage 1	-	-	-	-	498
Stage 2	-	-	-	-	466
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1060	-	253
Stage 1	-	-	-	-	576
Stage 2	-	-	-	-	598
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1060	-	252
Mov Cap-2 Maneuver	-	-	-	-	382
Stage 1	-	-	-	-	576
Stage 2	-	-	-	-	595

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	444	-	-	1060	-
HCM Lane V/C Ratio	0.017	-	-	0.005	-
HCM Control Delay (s)	13.3	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

404 Windsor Lane

Portage MI 49002

Eric Feldt, City Planner

City of Portage

7900 S. Westnedge Avenue

Portage MI 49002

Dear Mr. Feldt:

Thank you for accepting our petition for the residents and owners in the plat known as Glenbrook Village, City of Portage. We are strongly opposed to any change in our current single-family residential zoning status.

It has come to our attention that developers have purchased the first two homes on the west side of Chelsea with plans to demolish them to build commercial property. We strongly encourage the City to deny demolition on those homes which would destroy the historical integrity of our mid-century middle class neighborhood. It would also bring noise, air, light and traffic problems to our plat.

We appreciate your kind consideration of our request.

Cordially,



Mary Skinner

Phone 269-370-6070

August 29, 2023

PETITION

We, the residents/owners of property in the plat described as
**GLENBROOK VILLAGE, City of Portage, County of Kalamazoo, Michigan
49002, hereby declare that we are strongly OPPOSED to any rezoning
to anything other than single-family residential property.**

NAME

ADDRESS

Celia Wolthuis

314 Windsor Lane

Kevin [Signature]

317 Windsor Lane

Elizabeth M. Kim

305 WINDSOR LANE

[Signature]

Brenda Reeves

310 Windsor Lane

Kristine Van Huis

326 Windsor Lane

Carolyn M. Haab

229 Windsor Lane

Cassey Vogelsberg

220 Windsor Ln

PETITION

We, the residents/owners of property in the plat described as
GLENBROOK VILLAGE, City of Portage, County of Kalamazoo, Michigan
49002, hereby declare that we are strongly OPPOSED to any rezoning
to anything other than single-family residential property.

NAME

ADDRESS

Rico Lopez

217 Windsor Lane
Portage MI 49002

LSH LOPEZ

217 Windsor Lane
Portage, MI 49002

PETITION

We, the residents/owners of property in the plat described as GLENBROOK VILLAGE, City of Portage, County of Kalamazoo, Michigan 49002, hereby declare that we are strongly OPPOSED to any rezoning to anything other than single-family residential property.

NAME

ADDRESS

Jessica States - ~~Blatt~~

404 Windsor Ln Portage MI 49002

Chris Neubauer - Chris Neubauer

404 Windsor Ln Portage MI 49002

Mary Skinner

404 Windsor Ln. Portage 49002

PETITION

We, the residents/owners of property in the plat described as
**GLENBROOK VILLAGE, City of Portage, County of Kalamazoo, Michigan
49002**, hereby declare that we are strongly **OPPOSED** to any rezoning
to anything other than single-family residential property.

NAME

ADDRESS

Ursula Kosanke
Vickie Kosanke

216 Windsor Ln

Dennis Kosanke

216 Windsor Ln

Kelly Rodriguez

214 Windsor

Roberto Holguin

403 Windsor

PETITION

We, the residents/owners of property in the plat described as
**GLENBROOK VILLAGE, City of Portage, County of Kalamazoo, Michigan
49002, hereby declare that we are strongly OPPOSED to any rezoning
to anything other than single-family residential property.**

NAME

ADDRESS

Amy Nelson

6025 Chelsea Ln

Sammy

6018 Chelsea Ln

Mike Jones

6018 Chelsea Ln

Evelyn Dezoete

6040 Chelsea Ln.

PETITION

**We, the residents/owners of property in the plat described as
GLENBROOK VILLAGE, City of Portage, County of Kalamazoo, Michigan
49002, hereby declare that we are strongly OPPOSED to any rezoning
to anything other than single-family residential property.**

NAME

ADDRESS

Mohammed Mohammed

6017 Chelsea Ln
Portage, MI 49002

PETITION

We, the residents/owners of property in the plat described as
GLENBROOK VILLAGE, City of Portage, County of Kalamazoo, Michigan
49002, hereby declare that we are strongly OPPOSED to any rezoning
to anything other than single-family residential property.

NAME

ADDRESS

Joe Hm Jake Hayes

6013 SALEM LN. PORTAGE MI 49002

Giulia Hayes

6013 Salem Ln. Portage, MI 49002

Linda Francisco

6007 Salem Ln. Portage MI 49002

Stanley T. Francisco

6007 Salem Ln Portage, MI 49002

Zach Pearson

[Signature]

404 E Milham Ave

Diane Kessel

318 E. Milham Portage 02

Rikilee King

230 E Milham Ave

PETITION

We, the residents/owners of property in the plat described as GLENBROOK VILLAGE, City of Portage, County of Kalamazoo, Michigan 49002, hereby declare that we are strongly OPPOSED to any rezoning to anything other than single-family residential property.

NAME

Andrew Smith
Andrew Smith

ADDRESS

323 Windsor Lane

Robert Stanley

6028 Chelsea

Dana H. Adams

6026 SALEM LN

Danice Adams

6026 Salem Ln

Linda Sturte

6029 Salem Ln

Jane V Ferguson

6019 Salem Ln

Lois E Krueger

6016 Salem Ln.

PETITION

We, the residents/owners of property in the plat described as
GLENBROOK VILLAGE, City of Portage, County of Kalamazoo, Michigan
49002, hereby declare that we are strongly OPPOSED to any rezoning
to anything other than single-family residential property.

NAME

ADDRESS

Dannie Root Danni Root

324 East Milham Ave

PETITION

**We, the residents/owners of property in the plat described as
GLENBROOK VILLAGE, City of Portage, County of Kalamazoo, Michigan
49002, hereby declare that we are strongly OPPOSED to any rezoning
to anything other than single-family residential property.**

NAME

ADDRESS

Brian Metscfe

6035 Salem Lane

For Restrictions See Liber 551 Page 152, For Amendment to Restrictions See Liber 558 Page 259

"GLENBROOK VILLAGE"

Section 10, T. 3 S., R. 11 W.
TOWNSHIP OF PORTAGE, COUNTY OF KALAMAZOO, MICHIGAN
WILLIAM H. WILKINS, Registered Land Surveyor
Scale, 100 feet per inch



DESCRIPTION

The land embraced in the annexed plat of "Glenbrook Village" is located in the Northwest 1/4 of Section 10, T. 3 S., R. 11 W., and is more particularly described as follows:

Beginning at the Northwest corner of Section 10, T. 3 S., R. 11 W., and running thence South 89°-51' East along the North line of said section 1333.53 feet to the Northeast corner of the West 1/2 of the Northwest 1/4 of said section, thence South 0°-03' West along the East line of the West 1/2 of the Northwest 1/4 of said section 664.46 feet to the Southeast corner of the North 1/2 of the Northwest 1/4 of the Northwest 1/4 of said section; thence North 89°-52' West along the South line of the North 1/2 of the Northwest 1/4 of the Northwest 1/4 of said section 1332.95 feet to the West line of said section; thence North along the West line of said section 664.84 feet to the place of beginning.

SURVEYOR'S CERTIFICATE

I hereby certify that the Plat hereon delineated is a correct one and that permanent monuments, consisting of iron pipes of not less than one-half (1/2) inches in diameter by forty-eight (48) inches in length, set in concrete bases four (4) inches in diameter and forty-eight (48) inches in depth have been placed at all points marked thus (O), as thereon shown, at all angles in the boundaries of the land platted and at all the intersections of the Lanes and Avenues, and at the intersections of the Lanes and Avenues with the boundary of the plat.

William H. Wilkins
WILLIAM H. WILKINS, Registered Land Surveyor

DEDICATION

KNOW ALL MEN BY THESE PRESENTS: That we, Alfred T. Newbold and Glee D. Newbold, his wife, as proprietors, and the First Federal Savings and Loan Association of Kalamazoo, a corporation organized under the laws of the United States of America, as Mortgagee, by Robert C. Dexter, its President, and Wade Van Valkenburg, its Secretary, acting pursuant to authority granted by its Board of Directors, and the American National Bank of Kalamazoo, a Corporation organized under the laws of the United States of America, as Mortgagee, by Abe DeBoer, its Vice-President and Wellington K. Brown, its Assistant Vice-President, acting pursuant to authority granted by its Board of Directors, have caused the land embraced in the annexed plat to be surveyed, laid out and platted, to be known as "Glenbrook Village," Section 10, T. 3 S., R. 11 W., Township of Portage, County of Kalamazoo, Michigan, and those portions of Westnedge Avenue (U. S. No. 131); Milham Avenue, Chelsea Lane; Windsor Lane and Salem Lane as included within the boundaries of said Plat are hereby dedicated to the public.

Signed, Sealed and Delivered (As to Alfred T. Newbold and Glee D. Newbold)
In the Presence of:

William H. Wilkins
WILLIAM H. WILKINS
Kenneth E. Wilkins
KENNETH E. WILKINS

Alfred T. Newbold (L. S.)
ALFRED T. NEWBOLD
Glee D. Newbold (L. S.)
GLEE D. NEWBOLD

Signed, Sealed and Delivered (As to First Federal Savings and Loan Association of Kalamazoo)
In the Presence of:

Kenneth E. Wilkins
KENNETH E. WILKINS
ILA S. BEALS
ILA S. BEALS

First Federal Savings and Loan Association of Kalamazoo (A Federal Corporation) (L. S.)
By *Robert C. Dexter* (L. S.)
ROBERT C. DEXTER, President
And *Wade Van Valkenburg* (L. S.)
WADE VAN VALKENBURG, Secretary

Signed, Sealed and Delivered (As to the American National Bank of Kalamazoo)
In the Presence of:

Bethel H. Pell
BETHEL H. PELL
Kenneth E. Wilkins
KENNETH E. WILKINS
STATE OF MICHIGAN } ss.
County of Kalamazoo }

American National Bank of Kalamazoo (L. S.)
A Federal Corporation
By *Abe DeBoer* (L. S.)
ABE DEBOER, Vice-President
And *Wellington K. Brown* (L. S.)
WELLINGTON K. BROWN, Assistant Vice-President

On this 3th day of August, A. D. 1947, before me a Notary Public in and for said County,

appeared Alfred T. Newbold and Glee D. Newbold, his wife, as proprietors, known by me to be the same persons who executed the above instrument and acknowledged the same to be their free act and deed; also appeared Robert C. Dexter, President, and Wade Van Valkenburg, Secretary, to me personally known who being by me duly sworn did say that they are the President and Secretary of the First Federal Savings and Loan Association of Kalamazoo, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation, as Mortgagee, by authority of its Board of Directors, and said Robert C. Dexter and Wade Van Valkenburg acknowledged said instrument to be the free act and deed of said Corporation; also appeared Abe DeBoer, Vice-President and Wellington K. Brown, Assistant Vice-President to me personally known who being by me duly sworn, did say that they are the Vice-President and Assistant Vice-President of the American National Bank of Kalamazoo, and that the seal affixed to the foregoing instrument is the corporate seal of said Corporation and that said instrument was signed and sealed in behalf of said Corporation, as Mortgagee, by authority of its Board of Directors, and said Abe DeBoer and Wellington K. Brown acknowledged said instrument to be the free act and deed of said Corporation.

Kenneth E. Wilkins
KENNETH E. WILKINS,
Notary Public, Kalamazoo County, Michigan

My Commission expires May 21, 1948

CERTIFICATE OF APPROVAL BY BOARD OF COUNTY ROAD COMMISSIONERS

COUNTY OF KALAMAZOO } ss.
State of Michigan }

The annexed plat was examined and approved by the Kalamazoo County Board of Road Commissioners

Aug 18th 1947.
C. L. Rasmussen
C. L. RASMUSSEN, Chairman
Forrest B. Weinberg
FORREST B. WEINBERG, Member
Ernest Jackson
ERNEST JACKSON, Member

APPROVED
Charles M. Ziegler
CHARLES M. ZIEGLER
STATE HIGHWAY COMMISSIONER

CERTIFICATE OF APPROVAL BY TOWNSHIP BOARD

TOWNSHIP OF PORTAGE } ss.
County of Kalamazoo }
State of Michigan }

The annexed plat was approved by the Township Board

August 13
Clarus Schuring
CLARUS SCHURING, Township Clerk

CERTIFICATE OF APPROVAL BY COUNTY BOARD OF EXAMINERS

COUNTY OF KALAMAZOO } ss.
State of Michigan }

The annexed plat was approved by the County Board of Examiners

September 4 1947.
Flora Garrison
FLORA GARRISON, Register of Deeds, Chairman
Anthony Stamm
ANTHONY STAMM, County Clerk
Leonard Klot
LEONARD KLOT, County Treasurer

CERTIFICATE AS TO STATE TRUNK LINE OR FEDERAL AIDED ROADS

We hereby certify that the annexed plat appears to include land bordering on a State Trunk Line.

Flora Garrison
FLORA GARRISON, Register of Deeds, Chairman
Anthony Stamm
ANTHONY STAMM, County Clerk
Leonard Klot
LEONARD KLOT, County Treasurer

COUNTY TAX CERTIFICATE

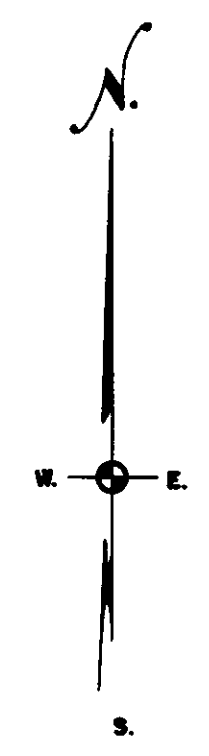
I hereby certify that I have examined the records in my office relating to the lands in "Glenbrook Village," Section 10, T. 3 S., R. 11 W., Township of Portage, County of Kalamazoo, Michigan, dated Aug 13, 1947, and from such examination it appears that all the taxes have been fully paid for five years preceding said date, and that there are no tax liens or titles held by the state or individual for five years preceding said date.

Leonard Klot
LEONARD KLOT, County Treasurer

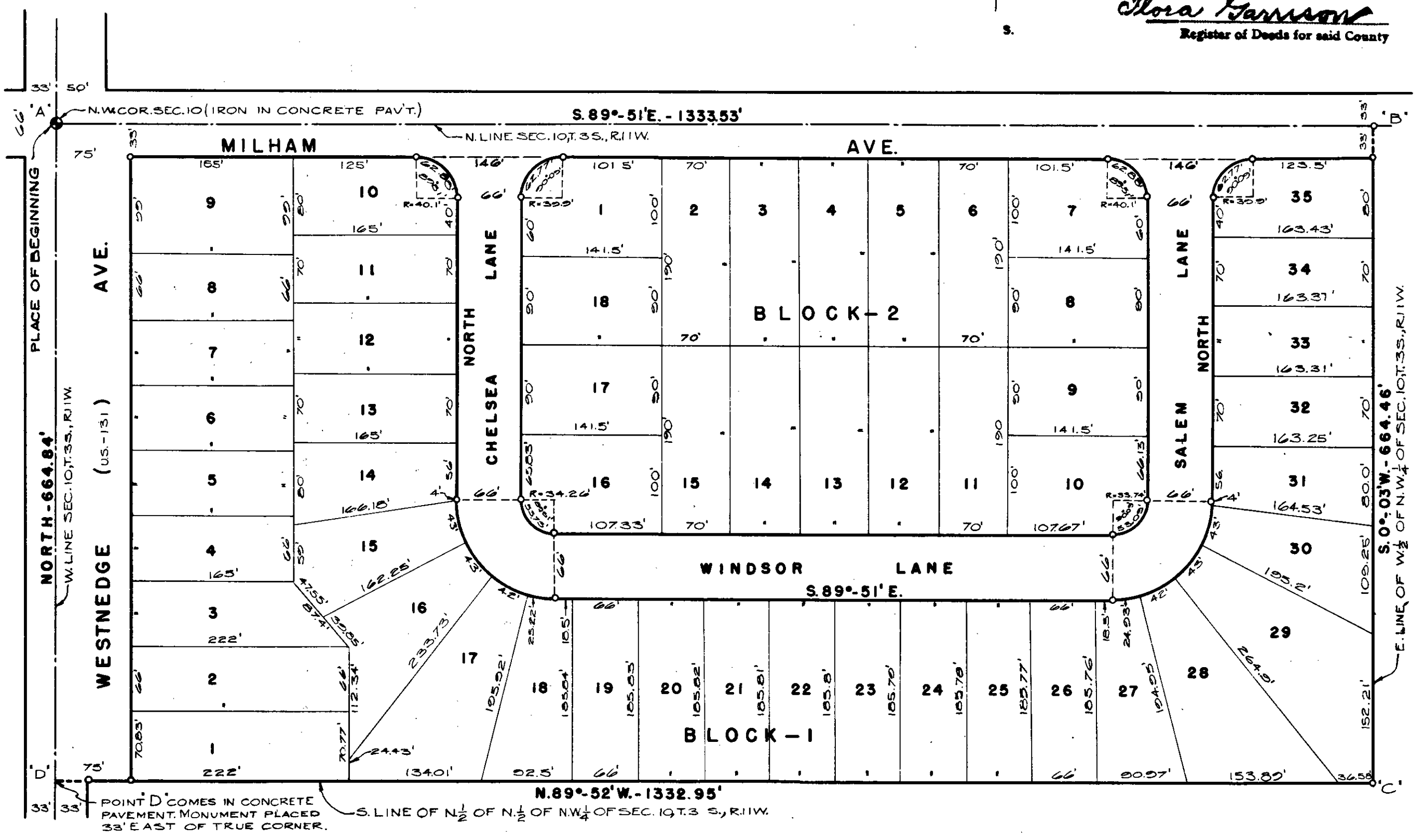
Kalamazoo, Michigan *Aug 13* 1947.
NOTE: All dimensions are in feet and decimals thereof.

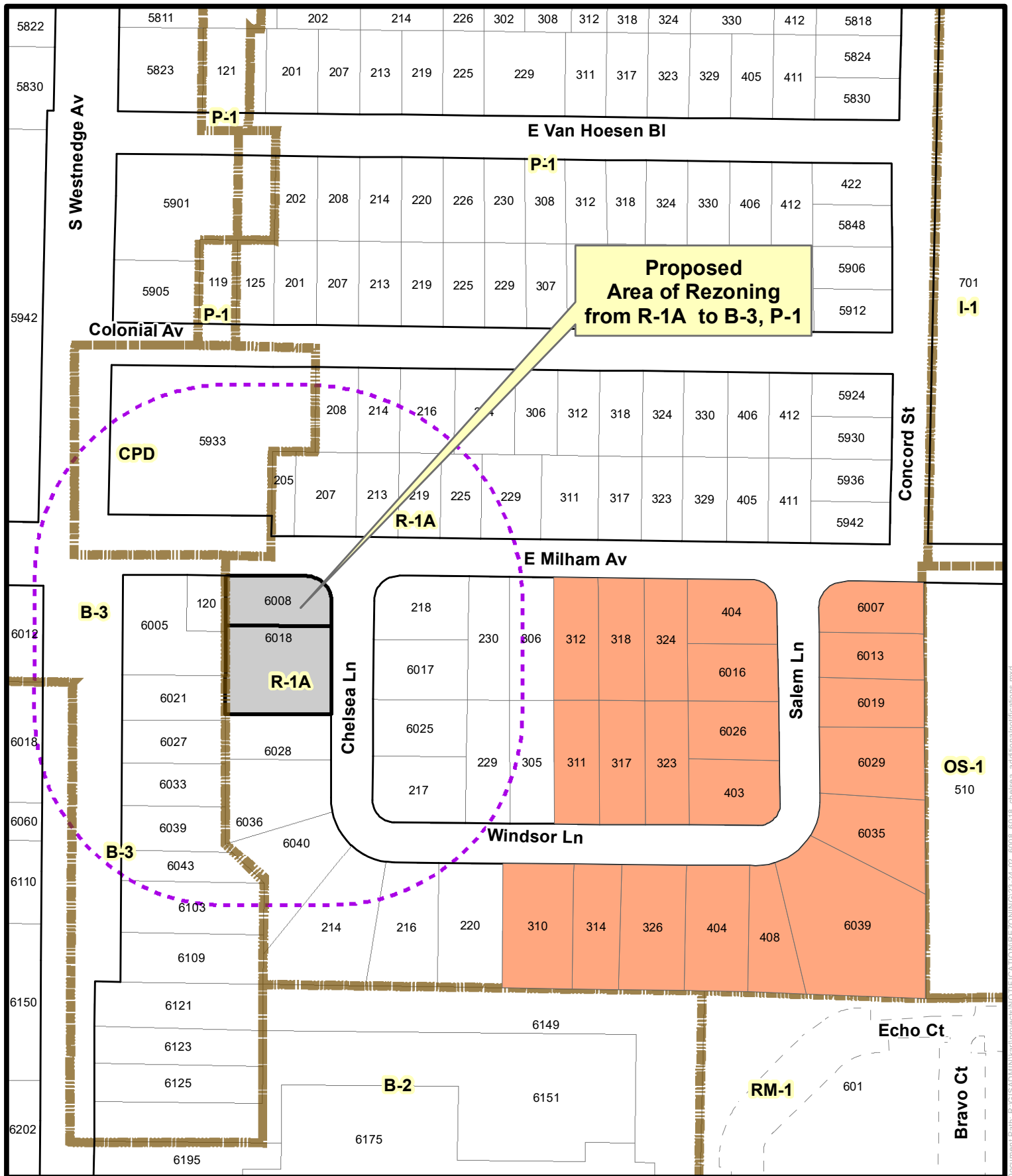
Examined and Approved

Mayme Jewell Purdy
Mayme Jewell Purdy, Deputy Auditor General



STATE OF MICHIGAN } ss.
Kalamazoo County }
Received for record this 27th
day of September A. D. 1947 at
2:40 o'clock P. M., and Recorded
in Liber 16 of Maps page 52
Flora Garrison
Register of Deeds for said County





- Additional properties being notified
- Zoning Boundary
- 300' Notification Area
- Subject Parcels

Notification Map

Rezoning: 23/24 - 2

6008, 6018 Chelsea Lane

Document Path: R:\GIS\ADMIN\Projects\NOTIFICATION\REZONING\23-24-02_6008_6018_chelsea_additionalnotifications.mxd



Document Path: R:\GIS\ADMIN\Map\projects\NO TIFICATION\REZONING\23-24-02_6008_6018_chelsea_aerial.mxd

Aerial Map
Rezoning: 22/23 - 9
6008, 6018 Chelsea Lane



1 inch = 100 feet
Date: 11/6/2023



Parcel Map

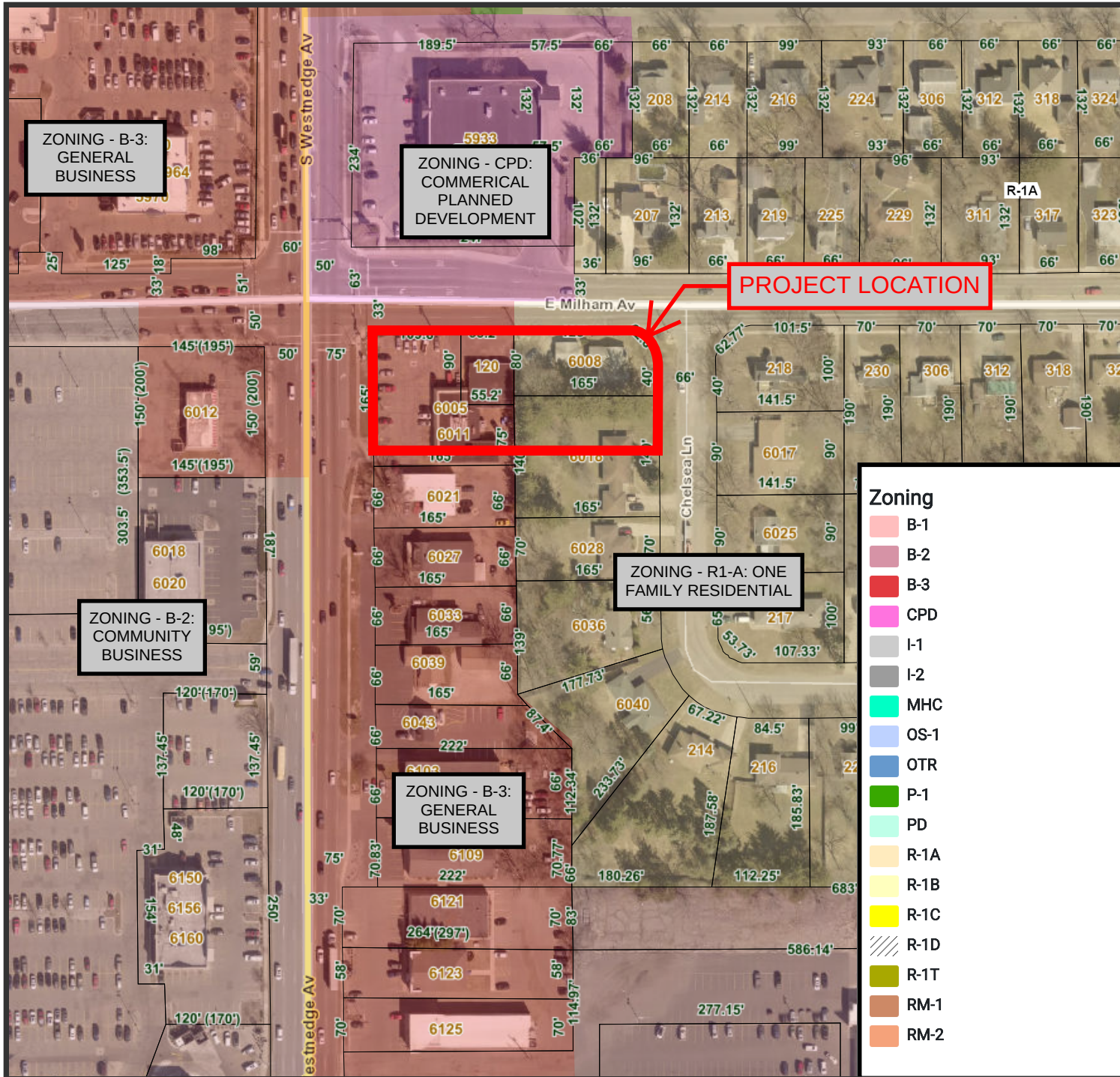


Map Publication:
10/11/2023 9:36 AM



powered by
FetchGIS 

Disclaimer: This map does not represent a survey or legal document and is provided on an "as is" basis. City of Portage expresses no warranty for the information displayed on this map document.



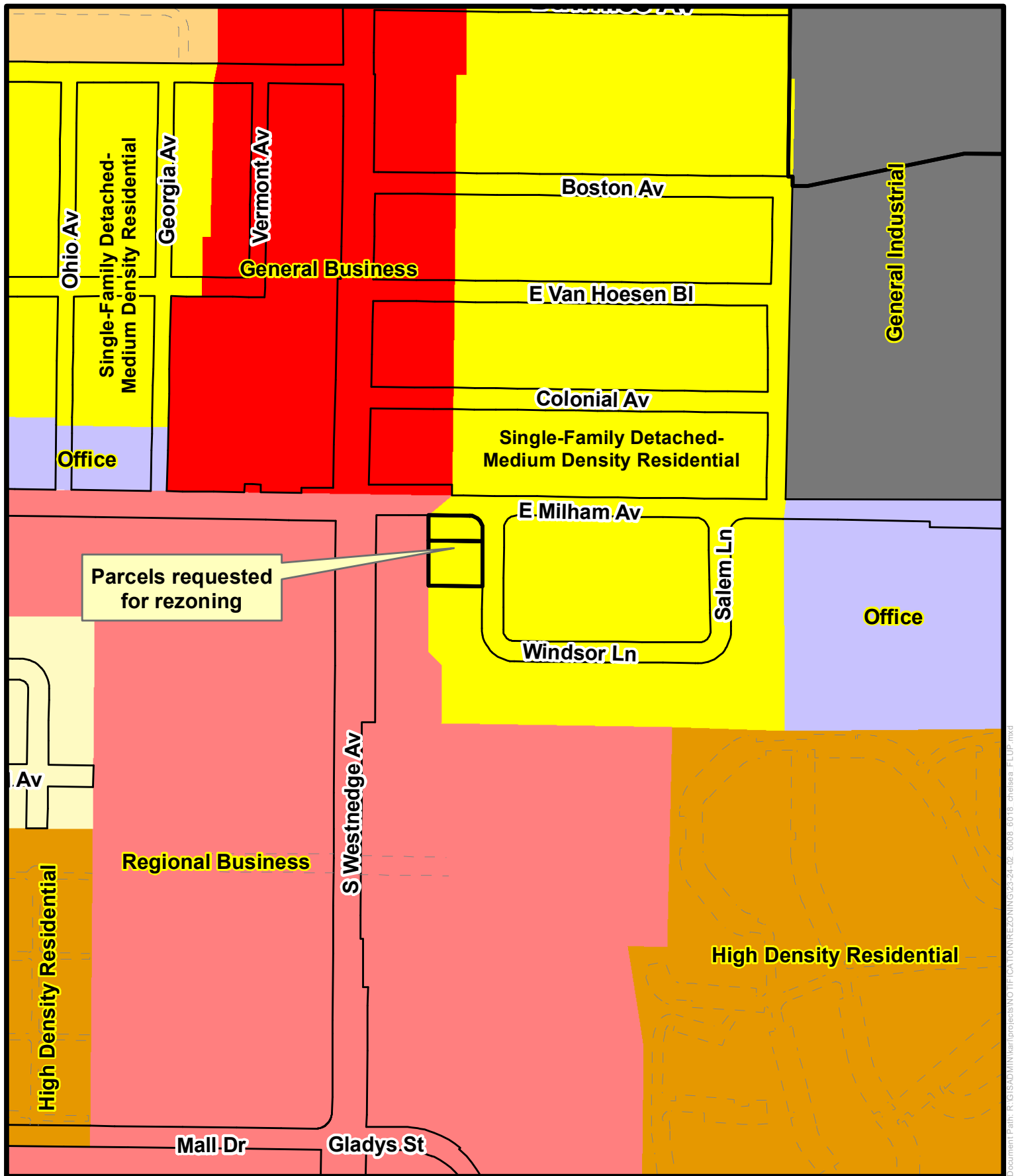
Zoning Map



Map Publication:
10/11/2023 10:31 AM



Disclaimer: This map does not represent a survey or legal document and is provided on an "as is" basis. City of Portage expresses no warranty for the information displayed on this map document.



Proposed Rezoning

- Proposed Rezoning
- Low Density Residential
- Single-Family Detached-Medium Density Residential
- Medium-Density Residential
- High Density Residential
- Local Business
- Regional Business
- General Business

- Office
- Shaver Road Business Corridor
- Research, Development & Technology
- General Industrial
- Park / Recreation
- Gourdneck State Game Area
- Public
- City Centre

Future Land Use Map Rezoning: 23/24 -2 6008, 6018 Chelsea Ln



1 inch = 393 feet
Date: 11/6/2023

Staff's Site Pictures – November 27, 2023



Figure 1. Looking at SE corner of S. Westnedge Ave. and Milham Ave. (6011 S. Westnedge Ave., 120 E. Milham Ave.): Skinny Kenny's BBQ (moved), Little Caesar Pizza (closed), and Betty Bella Braids (closed).



Figure 2. Looking south across E. Milham Avenue at Betty Bella Braids (white building) at 120 E. Milham Avenue.



Figure 3. Looking south across E. Milham Avenue at 6008 Chelsea Lane (subject properties) single family residence with detached garage; owned by applicant.



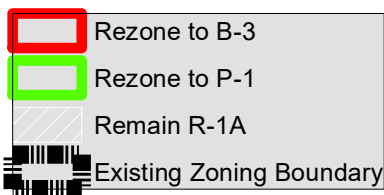
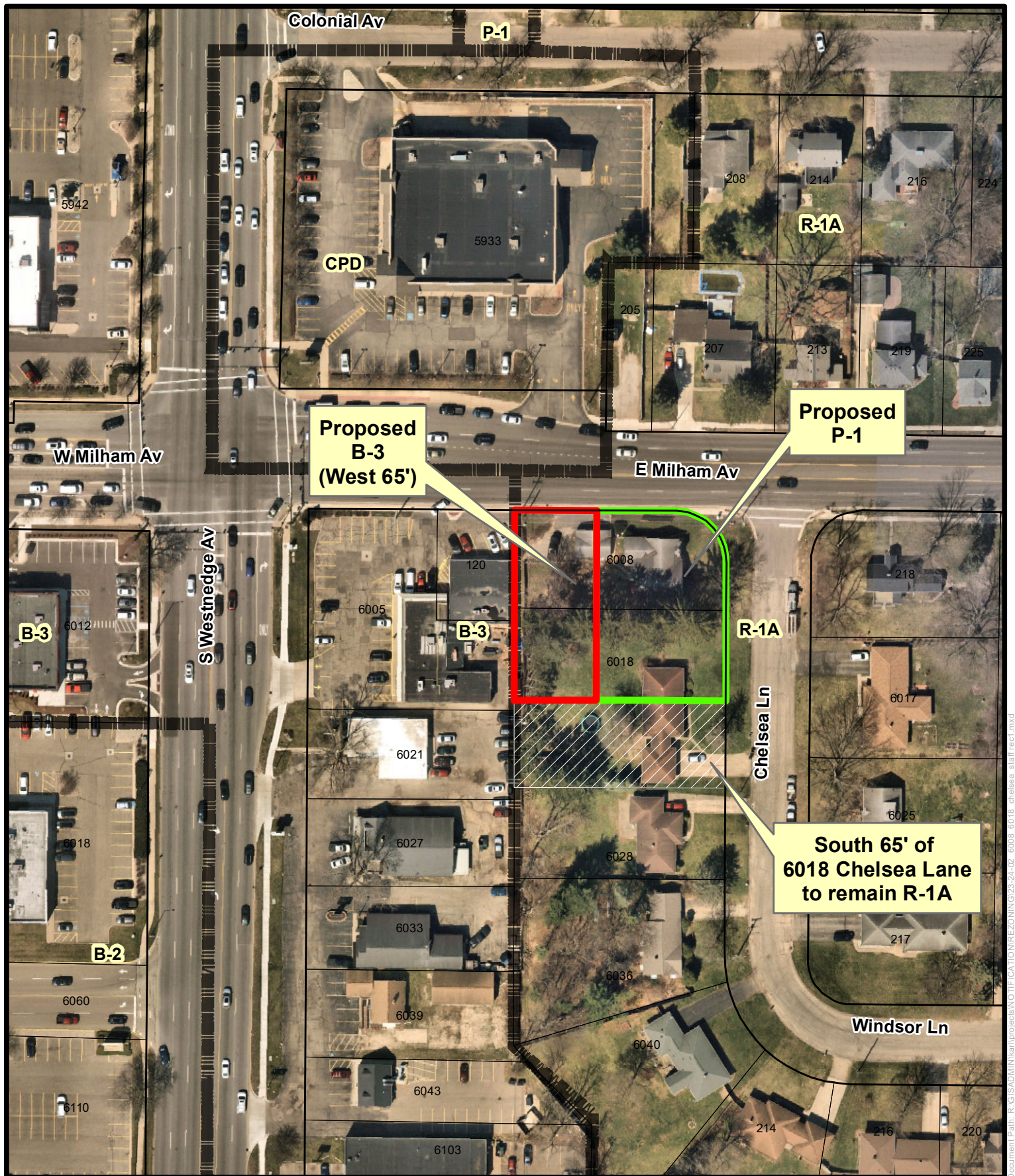
Figure 4. Looking at E. Milham Ave. & Chelsea Ln intersection at 6008 Chelsea Lane.



Figure 5. Looking west at yard space between 6008 Chelsea Ln (L) and 6008 Chelsea Lane (R).



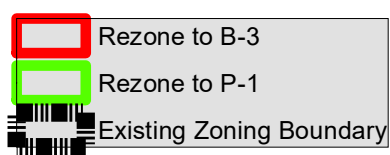
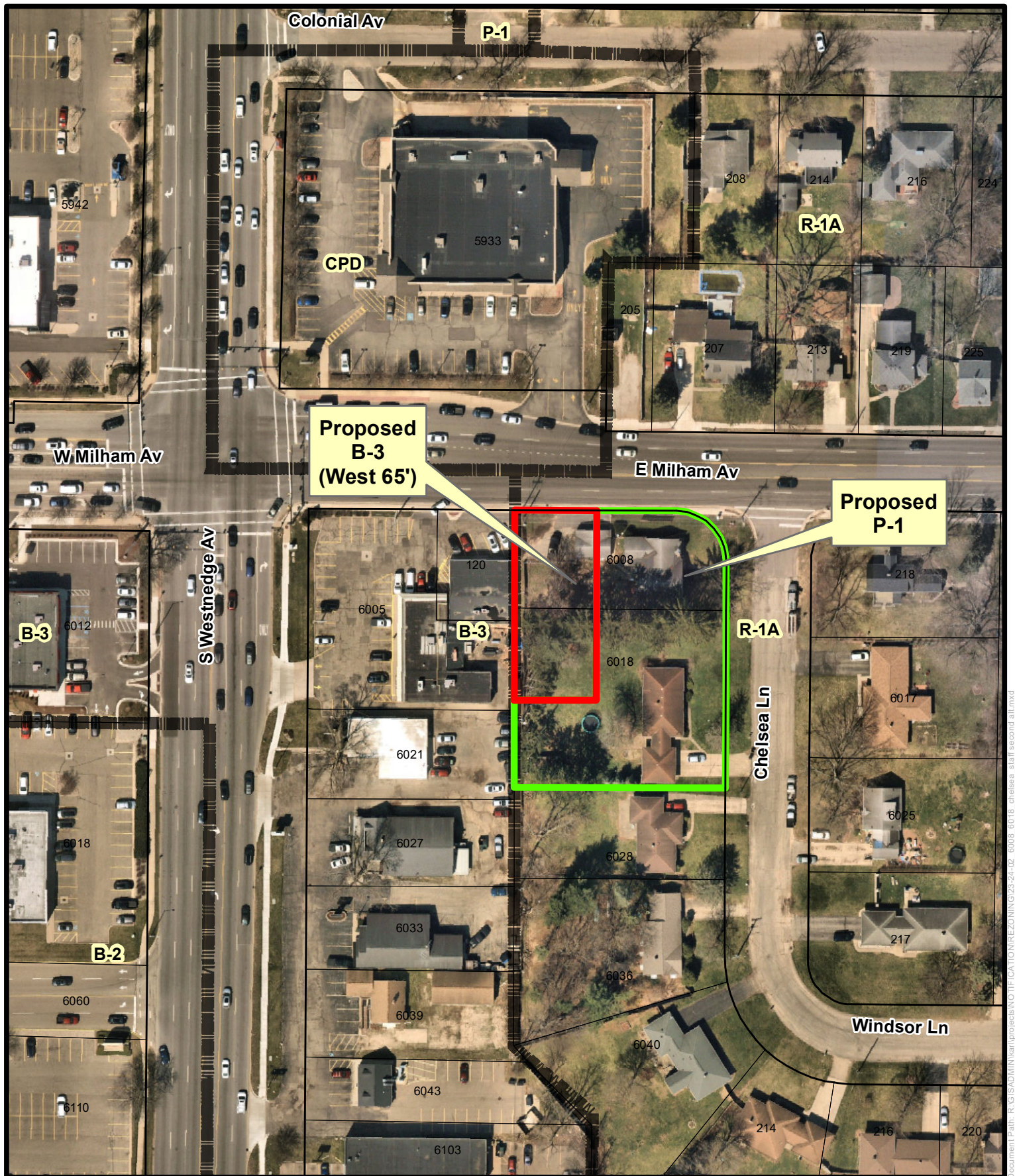
Figure 6. Looking west at 6008 Chelsea Ln (brick) (subject properties) – single family house with attached 2-car garage; owned by applicant.



Staff's Primary Alternative Rezoning: 23/24 - 2 6008, 6018 Chelsea Lane



1 inch = 100 feet
Date: 11/28/2023
(73)



Staff's Secondary Alternative Rezoning: 23/24 - 2 6008, 6018 Chelsea Lane



1 inch = 100 feet
Date: 11/28/2023

Document Path: R:\GIS\ADMIN\Map\projects\NO TIFICATION\REZONING\23-24-02_6008_6018_chelsea_staff second alt.mxd

Eric Feldt

From: dpkosanke@chartermi.net
Sent: Friday, December 1, 2023 3:10 PM
To: Eric Feldt
Subject: Rezoning: 23/24-2 6008,6018 Chelsea Lane

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: THIS EMAIL IS FROM AN EXTERNAL SENDER

Do not click on links or open attachments unless this is from a sender you know and trust.

Members of the Planning
Commission:

Vickie and I have lived at 216 Windsor Lane for approximately 31 years. We have stayed living here because though this the neighborhood is close to everything, and it has always been safe and quiet. We have raised our children, grandchildren and now great grandchildren here without any problems even as Portage has continued to grow. Now comes The Meyer C. Weiner company buying up part of our neighborhood and turning them to rentals. Those rentals have not been maintained properly because it was intended to turn them commercial. I understand they wanting to make profits, but these profits are at the expense of our neighborhood. It will cause property values to go down. It will cause traffic concerns and safety issues. This will be caused by the Raising Cane fast food starting up there who is planning on staying open until 3am or any other business that follows. It will not be safe for children, walkers or bikers. It will be the first step in destroying our neighborhood and bring more rezoning and sell offs. The traffic increase will cause problems and safety concerns for residents to enter and leave this neighborhood. This is why we are strongly opposed to rezoning and would like to finish our retirement here.

Thank

You
Dennis and Vickie Kosanke

Eric Feldt

From: Roberto Holguin <robertoholguin1936@gmail.com>
Sent: Monday, December 4, 2023 10:31 AM
To: Eric Feldt
Subject: Rezoning application No. 23/24-2

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: THIS EMAIL IS FROM AN EXTERNAL SENDER

Do not click on links or open attachments unless this is from a sender you know and trust.

Dear Planning Commission,

My name is Roberto Holguin and I live at 403 Windsor Ln very near to where this proposed zoning change would take place. I have enjoyed this nice, quiet location for over 20 years. I especially love to see the deer that frequent this area, often walking right through my yard.

I am adamantly opposed to changing this neighborhood to a commercial area which would disrupt the beauty and tranquility of this location. I am concerned that making the change would cause increased traffic in the area and disruption to our beautiful area. Likely driving away the wildlife and even reducing our property value.

I love the neighborhood as it is, not as a commercial center. No restaurant or parking wanted here!

Please, give consideration to the local residents rather than to commercial interests.

Respectfully,

Roberto Holguin

Eric Feldt

From: Andrew Smith <smittygoblue40@yahoo.com>
Sent: Wednesday, December 6, 2023 3:23 PM
To: Eric Feldt
Subject: Rezoning Request

CAUTION: THIS EMAIL IS FROM AN EXTERNAL SENDER Do not click on links or open attachments unless this is from a sender you know and trust.

To whom it may concern,

My name is Andy Smith. I am a property owner and resident at 323 Windsor Lane. I am strongly opposed to the proposed rezoning request for a future restaurant in the neighborhood.

There are many reasons I am opposed to this rezoning request. A few of these reasons include: the increased traffic that will likely occur on Chelsea, Windsor, and Salem. Increased traffic leads to an increase of noise in the neighborhood. It will also lead to the increased chance of car accidents whether with another car or a pedestrian. It also increases the likelihood of litter in the neighborhood from the extra traffic. Some examples of this litter would be cigarette butts, fast food wrappers/containers, and plastic cups.

Concerning the restaurant itself, it's my understanding this will be a drive thru restaurant open late at night. Restaurants open late at night attract intoxicated customers resulting in more safety and noise concerns. Not to mention the added noise of a loud speaker to order food through the drive thru. Litter in fast food parking lots is also quite common creating an eye sore in the neighborhood.

A final concern where does this end? Are other homes attempted to be purchased in the neighborhood and expanded rezoning requests in the future from this company? If this rezoning request is approved the home values of this neighborhood will decrease! This nice and quiet neighborhood does not need a restaurant/parking lot ruining it!

Sincerely,
Andy Smith
Sent from my iPhone