

UNION GREEN PROJECT NARRATIVE

Union Green (Brad Rottschafer) proposes the construction of a new mixed-use development with a combination of townhomes, carriage homes, and one live/work unit that has a retail space. Mr. Rottschafer purchased the property after reviewing the Township's Master Plan and Zoning Ordinance. Most notably, the citizen survey findings concerning population and housing referenced in the Township's Master Plan stood out:

"Much of the public unease with regard to higher density housing can be allayed if: 1) the location of such housing is carefully chosen, 2) its design allows appropriate open space and amenities, 3) construction is of a high standard, and 4) the site is buffered from neighboring, contrasting land uses. The 2013-14 survey asked about specific housing types, and found a majority supporting townhouse condominiums (57%)..." (p22)

Union Green in its truest sense is designed with the principles of good urban infill design. The 1.1-acre site is in Union Pier, within walking distance to support the vitality of the neighborhood business district. The townhomes are centered on a village green and a swimming pool is provided as an amenity for residents. The proposed project fronts the Red Arrow Highway, across the road are railroad tracks, and the property is adjacent to a restaurant with outdoor live entertainment and multi-family residences. The site plan offers a mix of uses and housing types as well as a network of lanes and sidewalks that de-emphasize the automobile and promotes pedestrian safety. High-quality materials and architecture that compliments the Union Pier business district are proposed.

Mr. Rottschafer began working with the Planning Commission on June 2, 2021, to secure Site Plan and Special Land Use approval for this unique corner parcel. The Planning Commission provided Site Plan approval on July 7, 2021, and a public hearing was scheduled for August 4th for the Special Land Use. At the August meeting, the Planning Commission requested additional information on building addressing, open space calculation requirements, and parking. This information was then provided by the developer. Other submittals have included a photometric plan, landscape plan, stormwater plan, and other pertinent information as required by the zoning ordinance.

At its meeting on September 1, 2021, the Planning Commission approved a motion "to ask the applicant for SLU 206 to come back to the Planning Commission with a response to comply (with) the driveway safety requirements listed in Section 6.15 B.B.F. of the Zoning Ordinance, to reduce density and increase open space, and to do an Impact Assessment for the development as listed in Section 17.03 D of the Zoning Ordinance" (extracted from approved Planning Commission meeting minutes). Based on the concerns and comments expressed by the Planning Commission and the public, the following changes to the previously submitted site plan have been made:

1. The number of residential units has been reduced by 10% (2 units) so that 18 units are now proposed on the site instead of 20. The units that were removed were carriage house units located along Red Arrow Highway. Two buildings were originally proposed for this area. Now, one building is shown along the highway frontage. This modification allows for three things.

2. A greenspace area has been created at the corner of Red Arrow Highway and Goodwin to create a more park-like feel and the potential for outdoor seating at the corner.
3. Two on-site customer parking spaces are provided directly abutting the retail live/work space as suggested by the Planning Commission.
4. Additional greenspace has been added to the north end of the site and a trash corral has been relocated to improve site circulation.
5. The northwestern portion of the site, by the pool, has been adjusted to allow for emergency access throughout the site while at the same time deterring drive-through traffic of non-residents circulating through the property. Grassy block pavers are proposed in the area shown as green. These are supportive elements that are drivable but allow stormwater to permeate through and maintain greenspace.

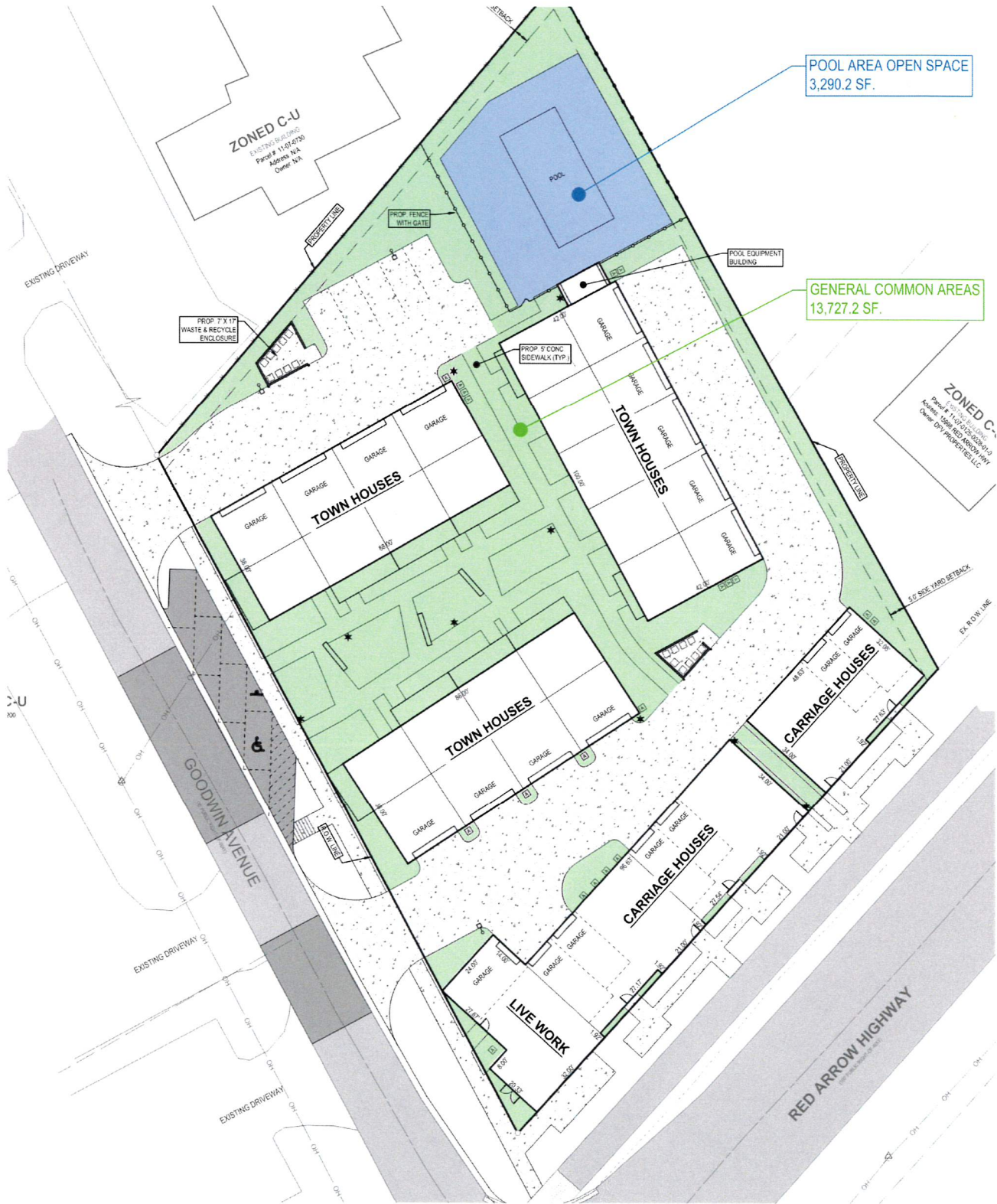


In addition, an Impact Assessment has been conducted in accordance with Township requirements. The results of the Impact Assessment are provided under separate cover. The assessment assisted in guiding site changes (in addition to Planning Commission requests) and have also been incorporated into the Findings for the Special Land Use Standards and Impact Assessment Standards for Union Green that follow this narrative.

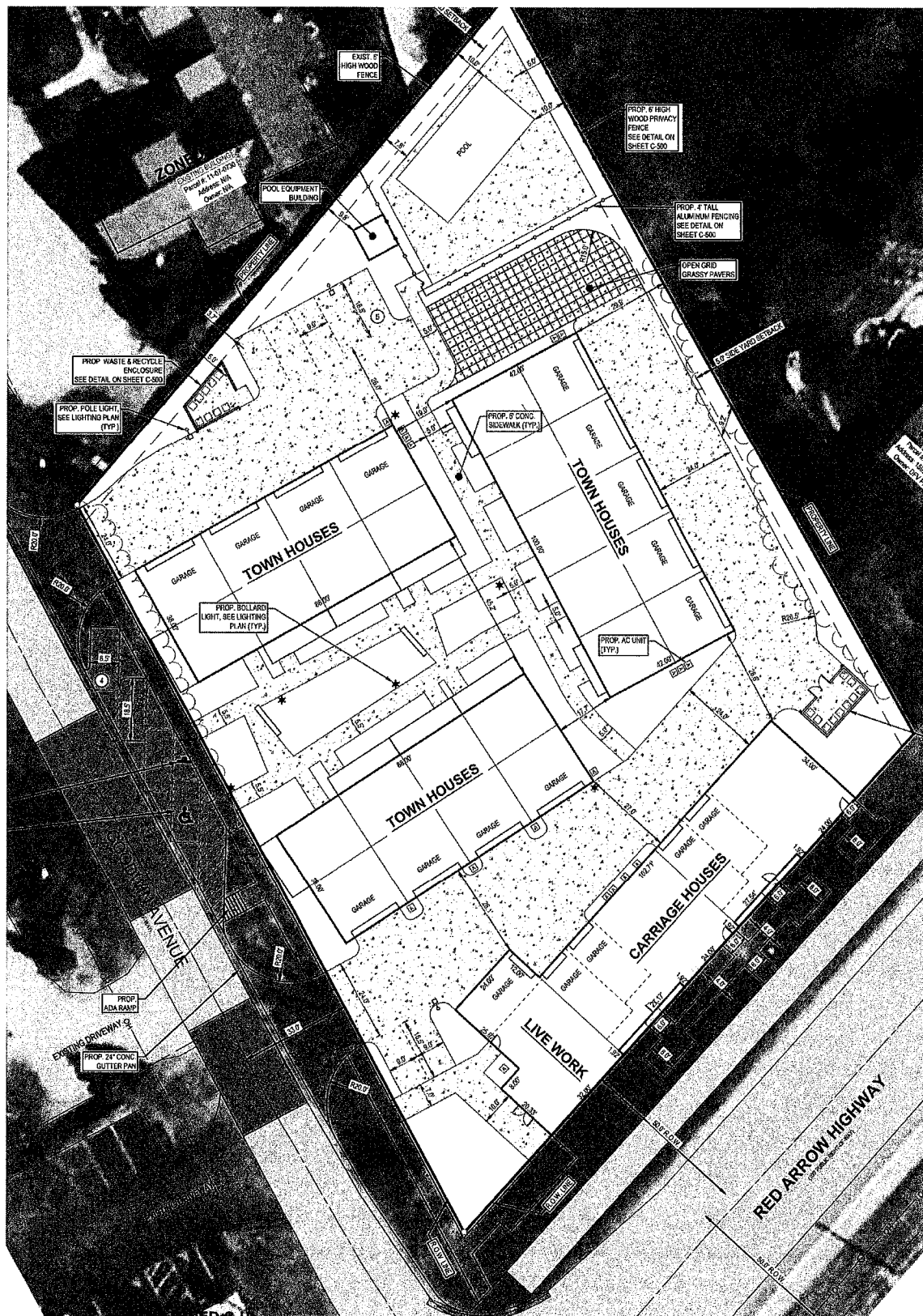
Site Plan Modifications based on September 1, 2021 Planning Commission comments
REVISED Site Plan December 30, 2021



Site Plan Submitted July 21, 2021



Revised Site Plan for Planning Commission Consideration



REVIEW OF SPECIAL LAND USE STANDARDS AND IMPACT ASSESSMENT STANDARDS FOR UNION GREEN

The following evaluation is provided for the Chikaming Township Planning Commission and Township Board’s consideration. Application of the standards are based on the Impact Assessment which was created to evaluate the surrounding area, site, and operations of the proposed use. The findings can be used by the Commission and Board in their approval of the request.

SPECIAL LAND USE STANDARDS

Section 17.03, Part C. Standards for Granting Special Land Use Approval.

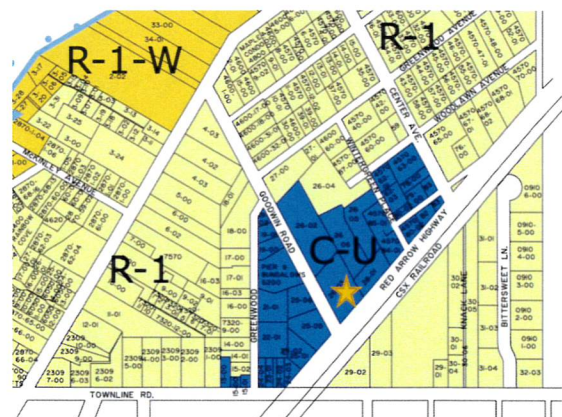
Approval of a special land use proposal shall be based on the determination that the proposed use will be consistent with the intent and purposes of this Ordinance, will comply with all applicable requirements of this Ordinance, and the following standards:

*(1) **Compatibility with Adjacent Uses.** The proposed special land use shall be designed, constructed, operated, and maintained to be compatible with uses on surrounding land. The site design of the proposed special land use shall minimize the impact of site activity on surrounding properties.*

Findings

Context – The property is located along the Red Arrow Highway, the former U.S. Highway Route 12 which connected New Buffalo to Detroit via St. Joseph, Kalamazoo, Battle Creek, Albion and Jackson. It is a major arterial that is under the authority of the Michigan Department of Transportation and is considered the emergency route for I-94. According to the Berrien County Road Department 24-hour Average Daily Traffic map, Red Arrow carries 5,001-10,000 cars per day and can generally support up to 15,000-20,000 cars per day. Across the highway, there are railroad tracks which parallel the street.

The heart of the Union Pier business district is just south of the site. The subject property is in the middle of the Union Pier Mixed-Use Commercial area and is located on a corner lot. Retail decay is also evident along the corridor with low rent uses, closed storefronts, vacant land, and closed buildings along Red Arrow Highway. Construction of I-94 altered the economic viability of commercial businesses along Red Arrow and many properties, including the subject property, have experienced decline and disinvestment for commercial purposes.



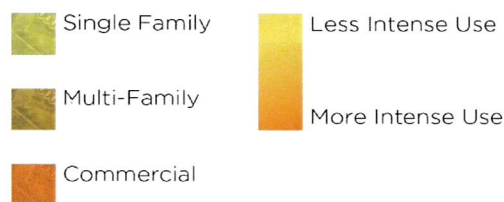
Existing uses - There are a wide variety of uses surrounding the project site. Multi-family development is located behind the property and on the other side of Goodwin Avenue. To the north, there are small retail and office spaces that appear to be vacant and/or underutilized. Immediately to the south, the Union Pier Social restaurant is a full-service restaurant with alcohol. The restaurant has outdoor amplified music on a patio which faces Goodwin Avenue and the project location.

Proposed use - As is typical along major roadways, the most intense uses are located along the road frontage and then transition into lower intensity uses behind it. The project's location along Red Arrow Highway, the type of vehicular traffic present, and the proximity of railroad tracks, reinforces more active and dense uses to be located on land fronting Red Arrow.

The project request proposes higher-density residential development and a live-work space that transitions into multi-family residential uses before reaching abutting multi-family uses. The proposed density of development transitions within the project to insure compatibility with surrounding land uses. The proposed townhomes, which would be located adjacent to existing multi-family (in yellow), are appropriate in their massing and scale because of building orientation and incorporation of greenspace.



Figure : Use Intensity Map



In determining whether this requirement has been met, consideration shall be given to:

- (a) The location and screening of vehicular circulation and parking areas in relation to surrounding development.*
- (b) The location and screening of outdoor storage, outdoor activity or work areas, and mechanical equipment in relation to surrounding development.*
- (c) The hours of operation of the proposed use. Approval of a special land use may be conditioned upon operation within specified hours considered appropriate to ensure minimal impact on surrounding uses.*
- (d) The bulk, placement, and materials of construction of the proposed use in relation to surrounding uses.*
- (e) Proposed landscaping and other site amenities. Additional landscaping over and above the requirements of this Ordinance may be required as a condition of approval of a special land use.*

Findings

(a) Similar to abutting development, vehicular circulation and parking areas are located behind structures located along Red Arrow Highway and screening is provided using a fence and landscaping in those areas abutting residential uses. A high privacy fence is located along the West property line. Resident parking is enclosed and not visible to neighbors. Parking is along Goodwin that is available for guests and retail development. A limited access drive has been that loops through the site has been added at the request of the Planning Commission but has been designed so as to maintain the site’s walkability and reduce the likelihood of non-residents cutting through the site.

(b) Outdoor storage, outdoor activity areas, and mechanical equipment is concealed through the use of fencing, landscaping, and placement on the site so that these areas are not visible to a passersby and abutting properties. The swimming pool is screened by the existing high privacy fence to the West. Proposed landscaping (per submitted plans) will provide greater than 130% of the number of trees and shrubs required by ordinance.

CHIKAMING TOWNSHIP LANDSCAPE REQUIREMENTS

1. ~~MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS SHALL PROVIDE 2 TREES AND 4 SHRUBS PER DWELLING UNIT OR LOT. PROPOSED DEVELOPMENT HAS 19 UNITS:~~

REQUIRED TREES: 40	REQUIRED SHRUBS: 76
PROPOSED TREES: 68	PROPOSED SHRUBS: 121

2. ~~EXISTING TREE REMOVALS: ONE REPLACEMENT TREE FOR EACH SIX INCHES DBH (OR FRACTION THEREOF) OF HEALTHY, DAMAGED TREE:~~

- REMOVE 3, 36" CAL. TREES
- REMOVE 3, 24" CAL. TREES
- REMOVE 2, 12" CAL. TREES

34 PROPOSED REPLACEMENT TREES AT 2.5" OR GREATER

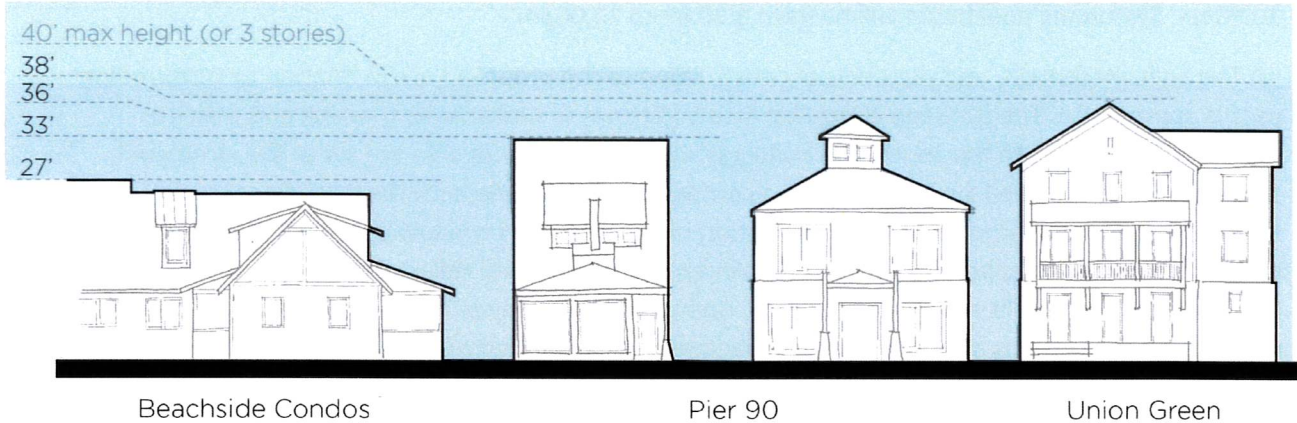
(c) Hours of operation are the same as the nearby residential uses because the majority of the site is for residential use and it is less than the restaurant with outdoor seating on the other side of Goodwin. Winter hours of operation for Union Pier Social are until 11:00pm Sunday-Thursday and until midnight on Friday and Saturday. The developer has offered to limit the hours of operation for the commercial space to insure compatibility with residential living. Retail shop hours will be between 6:00am to 10:00pm. Swimming pool hours will be from 8:00am to 10:00pm.

(d) The bulk, placement, and materials of construction of the proposed use in relation to surrounding uses is appropriate. The frontage along Red Arrow Highway is similar in its massing and scale to development located to the south. The buildings within the business area are set at the street with sidewalks. The proposed live/work unit and carriage homes complement the existing context of the Union Pier business district with the combination of materials and window openings. The developer proposes the use of clapboard siding to compliment the district and reflect the residential nature of the use. Architectural details such as storefront windows on the more commercial portion and large windows on the townhomes reinforce the village feel along the Red Arrow Highway corridor.



On Goodwin, residential building facades are provided and long walls are not present. Buildings are pulled away from the edges of the site to allow for site circulation and buffering. Building heights are appropriate and align with the character of the area.

An audit of other residential structures in the immediate vicinity show that building heights range from 27' to 36' (as measured from the top of roof peaks). The overall effect of how building height is measured according to the zoning ordinance – which is generally the mid-point of the peak (excluding flat roofs) – therefore the overall building height of the townhouses is less than the 38'.



(e) Proposed landscaping meets and exceeds all Township requirements are provided (see finding for part (b)). Site amenities have been provided which enhance the livability of the site as well as address neighbor concerns regarding beach overcrowding:

- A pool is proposed on the property which will be available to residents.
- Greenspace is provided at the corner of Red Arrow Highway and Goodwin to provide an amenity to the public and provide an opportunity for outdoor seating which will contribute to the vitality of the business district.
- Landscaping is proposed throughout the property. Planting plans show 130% more trees and shrubs than are required by ordinance will be placed throughout the site.
- A large common green is provided for residents that will contribute to the creation of a sense of community. The green will be 50 feet wide with walkways that connect to the residential units. The proportion of the green was carefully considered in design.

The common green is a particularly important part of the design of the Union Green project. (There are several images that show how the space will be experienced when constructed on the following page.) A common green is different than a courtyard in its design. A common green is intended as an active space for recreation. In this case, townhomes will frame the space appropriately and in a proportion that will make the green feel like an outdoor room.

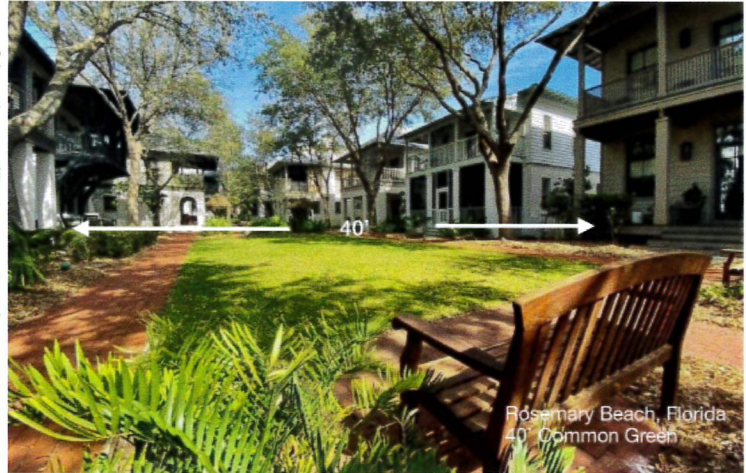
Concerns have been expressed regarding the width of the common green and whether the space is too narrow, based on observations made about a project constructed by the developer in New Buffalo. The courtyard in New Buffalo is 22-feet wide. The proposed green that is more than double in size. The courtyard is different than a common green in that it is really an entry element rather than a recreation space.



Union Green, Union Pier
50' Common Green



Common Greens. are intended to be larger parks or green areas that lead to owners entries but can also function as active parks. Activities can include community outdoor picnics, throwing a frisbee and even weddings.



Rosemary Beach, Florida
40' Common Green



Rosemary Beach, Florida
50' Common Green



Courtyards. are designed in more urban areas as passage ways to owners entries. Courtyards allow for small park siting areas and sculpture.



North Barton, New Buffalo
22' Courtyard

(2) Compatibility with the Master Plan. The request satisfies the goals, objectives, narrative, and intent of the Township Master Plan.

Findings

The opening narrative of the Township's Master Plan lays out several considerations affecting the future of Chikaming Township. Chapter 2, Major Planning Considerations, discusses the community's land use concerns and mitigation strategies that have been outlined in other initiatives, including the value of placemaking, sustainability, and the value of Smart Growth tenants. The Master Plan states on page 16: "In light of all of the above considerations, three areas of concern emerge that warrant the particular attention, resources, and energy of Township leaders and interested citizens. These three high priority goals address the most pressing growth and development issues facing the community:

1. Broadening the Township's economic base;
2. Stabilizing the Township's year-round population; and
3. Preserving the predominantly open and agricultural nature of the rural interior of the Township."

Based on this charge, the Master Plan focuses in on the creation of mixed-use centers and associated compact development to support the centers; encouraging development where existing utilities and services are already in place; and focusing investment in areas that will increase value and provide needed resources (taxes) to support township services and priorities. The following excerpts from the Master Plan provide evidence of these priorities. The proposed Union Green project clearly meets the Chikaming Township Master Plan's goals and objectives.

Relevant Economic Development Goals, Objectives, and Strategies (pp 21, 22)

- Provide suitable situated land for a variety of uses, with good transportation access, public facilities and services, and up-to-date telecommunication services. (Objective)
- Encourage clustering of commercial enterprises around the existing community centers of Union Pier, Lakeside, Harbert, and Sawyer. (Action Strategy)
 - Make these centers compact so they are "walkable" for shoppers by provision of sidewalks and adequate but not excessive off-street parking.
 - Consider more mixed (commercial/residential) and high-density residential zoning for appropriate near-downtown areas.

Relevant Population and Housing Goals, Objectives, and Strategies (pp 22-25)

- Increase the Township's year-round population. (Goal #2)
- Increase the number of full-time residents. (Objective)
- Maintain and enhance the residential environment of Chikaming Township by providing attractively sited, comfortable, safe, and affordable housing in a variety of configurations for families, singles, seniors, tourists, and persons with disabilities. (Objective)
- Change the zoning ordinance to allow higher density housing in designated locations near community centers, with requirements for provision of appropriate on-site facilities. (Strategy)
- Zone land for affordable, multiple-family housing within walking distance of community centers. (Strategy)
 - Create new zoning for mixed (residential/commercial) use in appropriate parts of "downtown" areas.

Relevant Agriculture, Open Space, and Natural Features Goals, Objectives, and Strategies (pp 27, 29)

- Designate land for high density residential uses in appropriate locations **close to town centers** that support compact community expansion. (Strategy)
- Educate prospective developers regarding the cost-savings and other benefits of clustering of residences in compact neighborhoods. (Strategy)

In addition to the Goals, Objectives, and Strategies of the Plan document, Chapter 7 Future Land Use provides clear direction on the types of development that should occur in Chikaming's Community Centers. The exact language of the Future Land Use section is found on page 45 of the Master Plan. For the sake of brevity, the four paragraphs which discuss community centers is summarized here:

- Incremental growth should occur in the existing community centers of Union Pier, Lakeside, Harbert, and Sawyer.
- These centers should develop as compact areas where patrons park their cars off Red Arrow Highway and walk between their various errands.
- Mixed commercial/residential zoning and multi-residential zoning at appropriate sites in and near these community centers is suggested as a means of creating walkable, and attractive shopping areas.
- Only Sawyer and Union Pier are large enough to support the density of traffic and use and still maintain the character of the corridor and surrounding neighborhoods.
- In Union Pier, the Central Business District (CBD) area (starting at Goodwin/Frankie's Place to Townline Road) is envisioned as a small, traditional Midwestern town.
- The Community Center area surrounds the CBD and acts as both a buffer to the surrounding neighborhoods and a transition to the CBD...it works together with the CBD to create nodes of activity and desirable places to live and shop along the Corridor thereby limiting development pressure elsewhere in the Township. (Union Green is designated as Community Center).
- Taken together these elements comprise what has come to be known as "placemaking".

>Insert Future Land Use Map<

The proposed compact development pattern on an underutilized and blighted commercial property provides the Township the opportunity to increase its tax base and accommodate more residents to support existing businesses without increase the overall footprint of development in the township. The small unit sizes along Red Arrow Highway provide an opportunity to provide housing unit types at an affordable price point as an ownership opportunity to existing and potential future residents.

Union Green creates a compact neighborhood on an already developed site. No natural features are being impacted. Rather, the project assists in preserving existing natural features by preventing urban sprawl, reusing an existing site, and being located along the Red Arrow Highway. Indeed, the proposed project satisfies the goals, objectives, narrative, and particularly the intent of the Township Master Plan. Chairman John Chipman reviewed key points in the master plan and reiterated how the Union Green project meets master plan goals (see Planning Commission meeting minutes of August 4, 2021.)

*(3) **Public Services.** The proposed special land use shall be located so as to be adequately served by essential public facilities and services, such as highways, roads, police and fire protection, drainage systems, water and sewage facilities, and schools, unless the proposal contains an acceptable plan for providing necessary services or evidence that such services will be available by the time the special land use is established.*

Findings

- **Highways and Roads.** The proposed use is located on the Red Arrow Highway, a major arterial that is under the authority of the Michigan Department of Transportation. Access into the site from two public streets is available for the corner lot. Red Arrow carries 5,001-10,000 cars per day. It is a 4-lane cross-section with significant excess capacity. This cross-section, or a 3-lane cross-section, can generally support up to 15,000-20,000 cars per day. Access management techniques were used in the development of the site plan to preserve the mobility of Red Arrow Highway, which is why access is provided off Goodwin. Goodwin and surrounding roads are paved. These roads, too, have sufficient capacity for additional traffic.
- **Police and Fire Protection.** The Fire Department has approved the site plan and the placement of a standpipe for emergency water service to protect the site. Police and fire services can easily and quickly access the site because this the proposed is located on a corner lot along a major street.
- **Water and Sewer Facilities.** Adequate water and sewer facilities provide service to the site.
- **Stormwater and Grading.** The Township's Engineer Merritt Midwest Inc (Robert Andrew) reviewed the proposed stormwater management plans for Union Green. Correspondence from July 7, 2021 states: "The indicated storage volume appears to be reasonable for the size and density of the site. Access to the stormwater chambers appears to be adequate for future maintenance. The proposed site grading appears to be reasonable as shown." The Berrien County Drain Commission Office has expressed no concerns or opposition to the project.
- **Schools.** The public schools would benefit from the development in the form of increased property tax receipts. Should students live in this 18-unit development, there will not be an appreciable impact on student numbers due to the limited size of the project.

*(4) **Impact of Traffic.** The arrangement of public and common ways for vehicular and pedestrian circulation shall respect the pattern of existing or planned streets or pedestrian or bicycle pathways in the vicinity of the site. The width of streets shall be appropriate for the volume of traffic they will carry, based on Berrien County Road Department standards. In order to insure public safety and promote efficient traffic flow and turning movements, the applicant may be required to limit street access points, construct a secondary access road, install traffic controls or signage, or otherwise modify the circulation plan.*

Findings

The proposed project site is located one-block away from the intersection of Union Pier Road and Red Arrow Highway. The site also has a direct connection to the Greenway bike path. The proximity to these amenities will assist in reducing the number of vehicle trips that might otherwise be associated with a similar project in a different location. No curb cuts are proposed on Red Arrow Highway. This is

beneficial in several ways. First, it allows for a continuous sidewalk along the street frontage and prevents conflicts with pedestrians along the more heavily traveled corridor. It also assists with access management along the roadway and limits turning movements, which can affect both bicycle and vehicular traffic conflicts and mobility.

The Trip Generation Manual, Tenth Edition, by the Institute of Transportation Engineers (ITE) was used to calculate the anticipated traffic that may be generated by the proposed site (see traffic study). The traffic study was done anticipating 20 residential units, not the revised 18 units. Therefore, the numbers presented should be considered high; given that a lesser number of units will produce less traffic. According to the study, the site is expected to generate approximately 20 new weekday morning peak hour vehicle trips (7 inbound, 13 outbound), and 23 new weekday afternoon peak hour trips (13 inbound, 10 outbound) onto the roadway system. Red Arrow Highway is a high-capacity roadway under the jurisdiction of MDOT therefore there are no concerns regarding vehicle trips.

Other allowable uses would generate more vehicular traffic and may not be alignment with the Township's stated goal of supporting walkability. Fewer trips will be generated by the project as proposed than if "by right" uses such as a boutique hotel or commercial retail use were constructed on the site. In comparing multi-family dwellings (proposed) to a boutique hotel or commercial retail use, the following trips would be expected in a day:

- Multi-family dwellings – Multifamily Housing (220) – **7.32 trips/day/unit**
- Boutique hotel – Hotel (310) – **8.36 trips/day/room**
- Commercial retail – Shopping Center (820) – **37.75 trips/day/1,000sqft**

The Planning Commission had expressed concern about site circulation and the ability of an emergency vehicle to traverse through the property. To address this concern, the developer is proposing to install a band of grassy block pavers to maintain the residential character of the area and to slow down/limit access through the site for non-emergency vehicles. It is important to the developer to maintain the walkability and pedestrian-priority for the project site, as well as support the Master Plan.



The project meets all parking requirements as required by the Zoning Ordinance. The Road Commission has granted approval for on-street parking on Goodwin. The on-street parking has been provided a safe distance away from the Red Arrow/Goodwin intersection. In addition, as requested by the Planning Commission, the revised site plan includes 2 on-site parking spaces for customer parking to service the retail/live-work spaces, as reflected on the amended plans.

(5) Detrimental Effects. *The proposed special land use shall not involve any activities, processes, materials, equipment, or conditions of operation, and shall not be located or designed so as to be detrimental or hazardous to persons or property or to public health, safety, and welfare. In determining whether this requirement has been met, consideration shall be given to the level of traffic, noise, vibration, smoke, fumes, odors, dust, glare, and light.*

Findings

The use will not involve any activities, processes, materials, equipment that will be detrimental or hazardous to persons or property or the environment or to public health, safety, and welfare. The uses and activities proposed are similar to, and compatible with, surrounding properties. Residential uses generally do not generate water, noise, or air pollution. The proposed live/work unit will be regulated by condominium documents to ensure that residential neighbors are not disrupted. The impact of the restaurant use on the other side of Goodwin, with live outdoor entertainment, would be expected to be more disruptive to nearby residential neighbors particularly in the evening hours.

6) Compatibility with Natural Environment. *The proposed special land use shall be compatible with the natural environment and conserve natural resources and energy.*

Findings

Page 10 of the Township's Master Plan defines Natural Features in this way:

"The Township's character is defined by its attractive natural features. The most significant of these is the **Lake Michigan shoreline**, with its **wooded sand dunes**, and **expansive beaches**. The most significant feature in the interior of the Township is the **Galien River** and its adjacent floodplain valley and wooded ravines at the valley border. The Galien River valley has significant areas of mature maple-beech forest. Beyond the **river valley bluffs** are large expanses of **open, fertile agricultural land**, which contribute greatly to the rural character of the Township. Scattered **wetland areas** are found in low-lying areas, particularly along **stream corridors**."

Union Green is proposed on a redevelopment site with a deteriorating building on it and a crumbling parking lot. This property is not located along the shoreline, in wooded sand dunes, or along a beach. A swimming pool has been included in the development plan to mitigate crowding on public beaches. The property is not located along the Galien River, on river valley bluffs, or in a flood plain. No stands of maple-beech forest, wetlands, or stream corridors will be affected. This land is not farmland.

Redevelopment of this property is particularly called for in the Master Plan to insure that development occurs in appropriate areas to preserve open spaces, natural features, and farms and to limit urban sprawl. The Future Land Use section of the Master Plan, page 45, states that the Union Green Community Center area and Central Business District work together to create nodes of activity and desirable places to live and shop along the Corridor thereby limiting development pressure elsewhere in the Township.

IMPACT ASSESSMENT EVALUATION

Section 17.03, Part D. Evaluation of the Impact Assessment

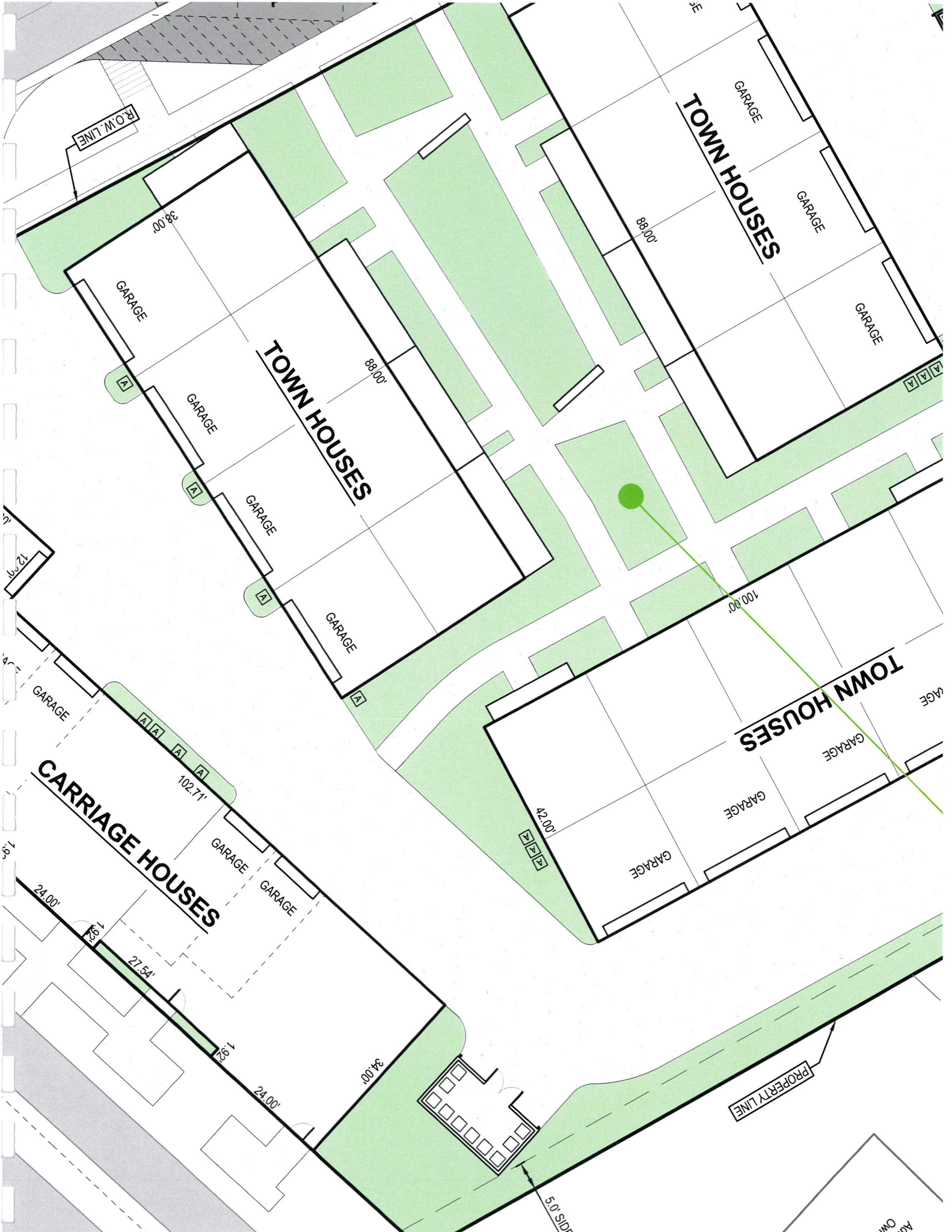
The Planning Commission and Township Board shall consider the criteria listed below in their evaluation of an Impact Assessment. Failure to comply with any of the criteria shall be sufficient justification to deny approval of the application. The Township Board and Planning Commission shall determine that the proposed use:

- a) *Will be harmonious with an in accordance with the general objectives of the Master Plan.*
Please refer to the findings narrative of Special Land Use Standard #2.
- b) *Will be designed, constructed, operated, and maintained in harmony with the existing or future neighboring uses.*
Please refer to the findings narrative of Special Land Use Standard #1.
- c) *Will not be hazardous or disturbing to existing or future neighboring uses.*
Please refer to the findings narrative of Special Land Use Standard #5. In addition, it is worth noting that the majority of the site is proposed for multi-family residential development which aligns with development adjacent to the site and across the street on Goodwin. Higher density and a commercial use is proposed along the Red Arrow Highway edge.
- d) *Will represent a substantial improvement to property in the immediate vicinity and the to the community as a whole.*
The current site is vacant and underutilized. The site has been without an operating business for at least the past 15 years. The proposed project assists in addressing the number of commercial vacancies in the area and the health of the existing core of Union Pier's business district. The shift of traffic away from the Red Arrow Highway to I-94 created a decline in the viability of commercial properties along the corridor. The pandemic, combined with online shopping (Amazon effect) has further impacted commercial viability. The proposed project would be an immediate improvement to the existing site and, over time, additional residents will assist in bolstering the livability, walkability, and vibrancy of the corridor.
- e) *Will be served adequately by essential public services and facilities, such as highways, streets, drainage structures, police and fire protection, and refuse disposal, or persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately for such services.*
Please refer to the findings narrative of Special Land Use Standard #3.
- f) *Will not create excessive additional requirements at public cost for public facilities and services, and will not be detrimental to the economic welfare of the community.*
The proposed development project will increase the Township's tax base and increase adjacent property values. The proposed compact development pattern provides the opportunity for the Township to realize substantial new investment along the Red Arrow Highway Corridor without the need for tax abatements. Simply put, the number of units make "the numbers" work.

Therefore, the Assessor will be able to “set and collect” immediately after project completion. This is a substantial benefit to the community. Most redevelopment projects request tax abatements to cover the costs of demolition, site preparation, infrastructure, or other items because without those subsidies the project is not financially feasible. New residents are also new customers who will support existing businesses. This assists in maintaining and improving the Township’s tax base over time because it makes for a stronger local economy and the provision of a greater number of amenities. Property values will not decline because of the new development; the area will become more desirable as it becomes more vibrant and stable.

- g) Will not involve uses, activities, processes, materials, equipment, and conditions of operations that will be detrimental to any persons, property, or the general welfare by reason of excessive smoke, fumes, glare, noise, vibration or odors.*

Please refer to the findings narrative of Special Land Use Standard #5.



R.O.W. LINE

TOWN HOUSES

TOWN HOUSES

TOWN HOUSES

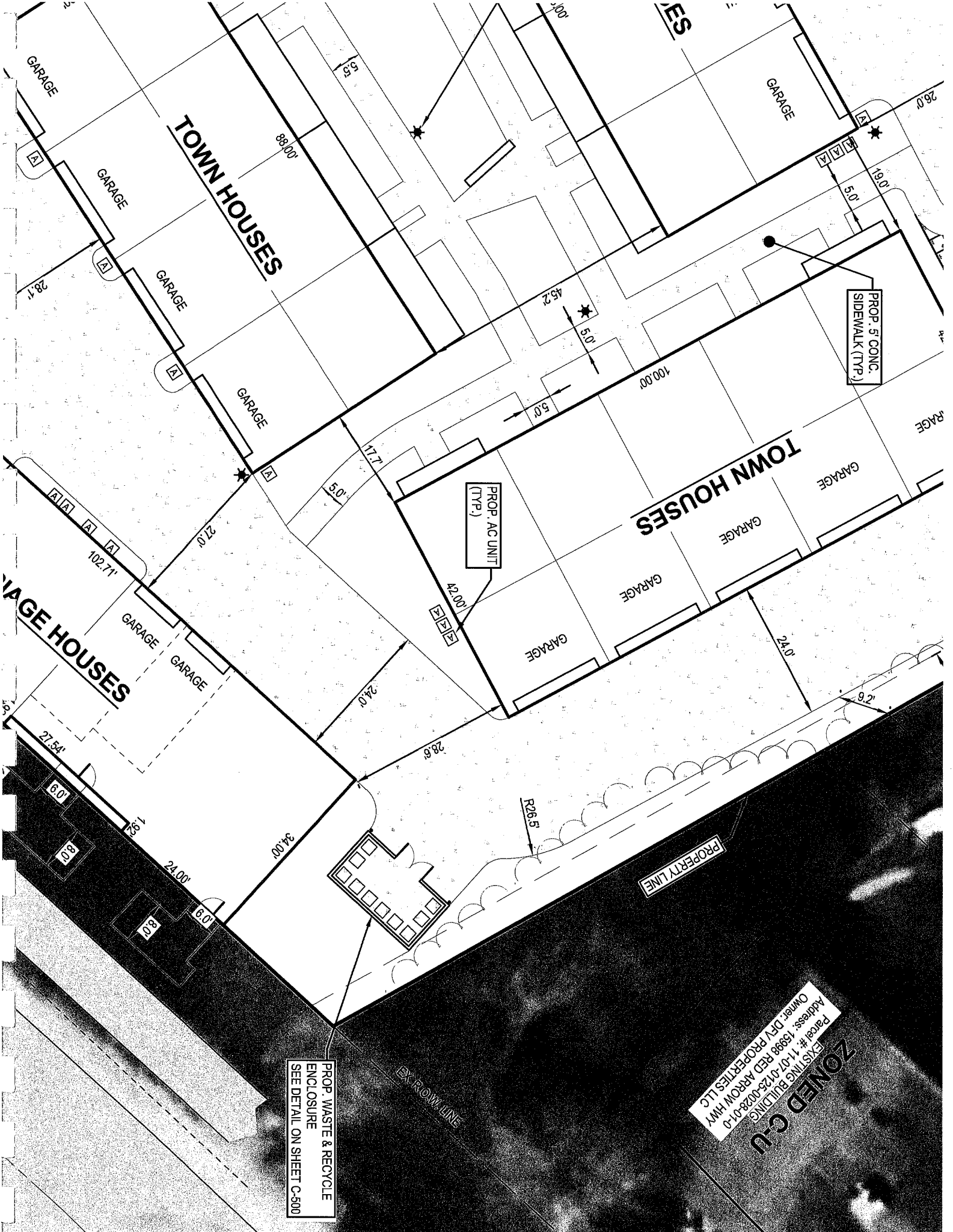
CARRIAGE HOUSES

PROPERTY LINE

5.0' SIDE

Add
Owner





TOWN HOUSES

TOWN HOUSES

TRAILER HOUSES

PROP. 5 CONC.
SIDEWALK (TYP.)

PROP. AC UNIT
(TYP.)

PROP. WASTE & RECYCLE
ENCLOSURE
SEE DETAIL ON SHEET C-500

ZONED C-U
EXISTING BUILDING
Parcel # 11-07-0725-0028-07-0
Address: 6898 RED ARROW HWY
Owner: DRY PROPERTIES LLC

PROPERTY LINE

EX ROW LINE

R26.5

GARAGE

GARAGE

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1.82'

24.00'

34.00'

28.6'

24.0'

42.00'

5.0'

17.7'

27.0'

102.71'

28.7'

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88.00'

5.5'

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IMPACT ASSESSMENT REPORT

Union Green, Chikaming Township, Michigan

SUBMITTED BY :

Suzanne M. Schulz, AICP
Progressive AE
1811 4 Mile Rd NE
Grand Rapids, MI 49525

SUBMITTED TO :

Brad Rottschafner
Mosaic Properties
2050 Celadon Dr, Suite B
Grand Rapids, MI 49525

December 13, 2021

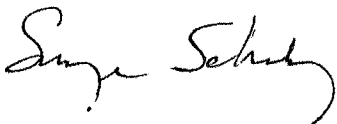
Dear Mr. Rottschafer,

This report contains an evaluation of the proposed Union Green project in Chikaming Township, Michigan. The Impact Assessment was conducted in accordance with the criteria listed in Article 17, Section 17.03 (D) of the Chikaming Township Zoning Ordinance. The purpose of the Impact Assessment is "to assess the developmental, ecological, social, economic, and physical impact from a proposed development on and surrounding the development site" and, also to ascertain whether the project complies with the site development and performance standards set forth in the Ordinance.

Progressive AE is a multi-disciplinary full-service firm with areas of expertise in engineering, architecture, water resources, and urban planning. The firm has more than 230 skilled professions in Grand Rapids (MI) and Charlotte (NC). This year marks the company's 60th anniversary. I am a professional, certified planner with 27 years of experience which includes Environmental Assessments (EA) and Environmental Impact Statements (EIS), master plans, zoning ordinances, site plan approvals, zoning enforcement, and other standard work common to the planning profession. During my 20-year tenure with the City of Grand Rapids, I served as the Planning Director and Managing Director of Design and Development. Please find attached to this report my credentials as well as that of my colleague, Chris Zull PE, who conducted the traffic impact review.

I have reviewed your project proposal, the Township's criteria, and consulted with my colleagues on specific topics related to the required list of items to examine. This report concludes that there is no impact to the natural, built, or social environments of Chikaming Township. Furthermore, it is my opinion that the proposed project's use and density, location along a major transportation route, and on a formerly developed site, is the best approach to successfully increase the Township's economic base, reduce infrastructure costs, and protect existing agricultural lands – all important goals which are described in the Township's Master Plan.

Respectfully Submitted,



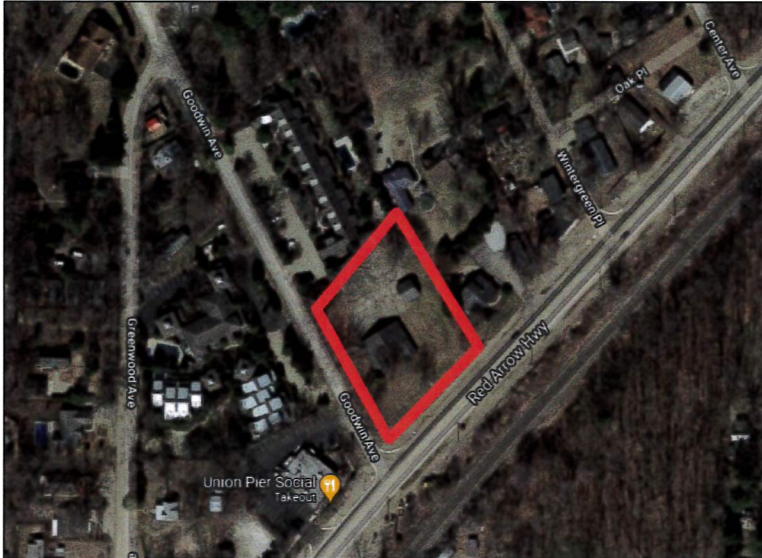
Suzanne M. Schulz, AICP

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PROJECT BACKGROUND AND SUMMARY

LOCATION



The proposed site is located at 16024 Red Arrow Highway in Chikaming Township, Berrien County, Michigan as shown in Figure 1.

Figure 1. Location Map

ZONING

The site is zoned C-U Union Pier Mixed Use. The intent of the Commercial Mixed-Use districts is “to protect and enhance the commercial character of the community areas, while promoting vibrancy and economic vitality by allowing a broad mix of appropriate uses. The Red Arrow Highway corridor is a visually prominent "gateway" into the community, forming an important "first impression" for visitors, and contributing greatly to the Township's highly valued natural and small-town character.” (Article 5, Section 5.01.H.1.) The following uses are Permitted by Right: art studio, bank, barber/beauty shop, brewpub/ microbrewery/ distillery, bed and breakfast, boutique hotel, residential uses above the first floor in mixed-use buildings, funeral homes, medical or dental clinics, offices, restaurant/ bar, retail store, and wholesale uses. Multi-family development is allowed with Special Land Use approval in C-U.

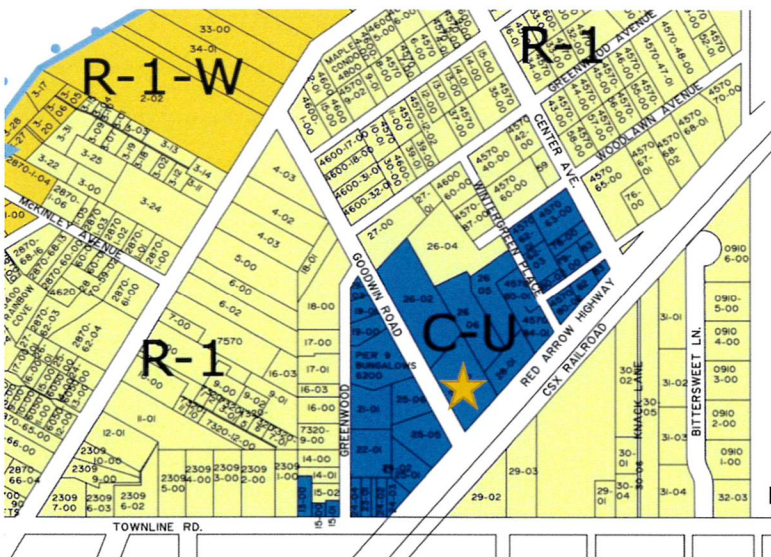


Figure 2. Zoning Area Map

SURROUNDING CONTEXT

There are a wide variety of uses surrounding the project site. Multi-family development is located behind the property and on the other side of Goodwin Avenue. To the north, there are small retail and office spaces that appear to be vacant and/or underutilized. Immediately to the south, the Union Pier Social restaurant is a full-service restaurant with alcohol. Live music is provided on the outdoor patio, which faces Goodwin Avenue and the project location. Past the restaurant, to the South, a small mixed-use traditional commercial business district can be found. There is a self-storage facility and car repair business south of the business district. Railroad tracks parallel the east side of Red Arrow Highway with wooded land.



Figure 3. Restaurant with outdoor patio and live music

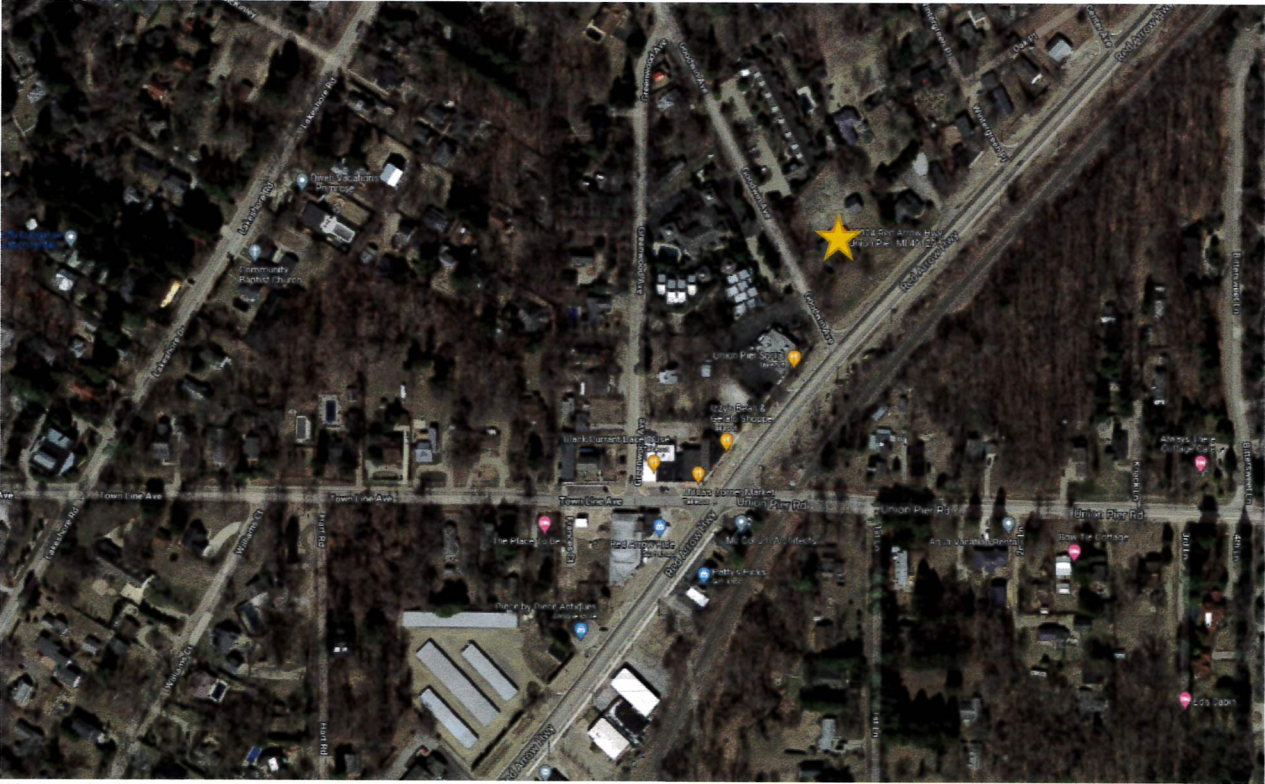


Figure 4. Surrounding context

PROPOSED PROJECT

Union Green, the proposed project, is small-scale mixed-use urban infill project. The 1.05-acre site is in the Union Pier business area and within walking distance of neighborhood services and the beach. The development would be comprised of one live/work space with ground-floor retail, 13 townhomes, and 6 smaller carriage homes. The plan has a range of housing sizes and price points. Home sizes range from 8,000 square-feet to 2,100 square-feet. The architecture is compatible with the Harbor Region.

The plan offers a mix of uses and housing types as well as network of lanes and sidewalks that de-emphasize the automobile and promotes the enjoyment and safety of the pedestrian. Townhomes are centered on a village green that will be more formal and organized in its design. The retail space offers the potential for a variety of small-scale retail options such as a coffee, bake goods, or ice cream shop. Patio space is provided abutting the ground-floor retail location to engage the street and contribute to the project's walkability.



Figure 5. Proposed Project

IMPACT ASSESSMENT

This Impact Assessment was conducted in accordance with the criteria listed in Article 17, Section 17.03 (D) of the Chikaming Township Zoning Ordinance. The purpose of the Impact Assessment is “to assess the developmental, ecological, social, economic, and physical impact from a proposed development on and surrounding the development site” and, also to ascertain whether the project complies with the site development and performance standards set forth in the Ordinance.

A. Water, Noise, and Air Pollution

The proposed project, excepting one mixed-use unit, is intended for residential use. The use will not involve any activities, processes, materials, equipment that will be detrimental or hazardous to persons or property or the environment or to public health, safety, and welfare. The uses and activities proposed are similar to, and compatible with, surrounding properties. Residential uses generally do not generate water, noise, or air pollution. The proposed live/work unit will be regulated by condominium documents to ensure that residential neighbors are not disrupted. The impact of the restaurant use on the other side of Goodwin, with live outdoor entertainment, would be expected to be more disruptive to nearby residential neighbors particularly in the evening hours.

B. Public Utilities, Transportation Networks, and Public Services

The proposed use is located on the Red Arrow Highway, a major arterial that is under the authority of the Michigan Department of Transportation. Red Arrow Highway is the former U.S. Highway Route 12 which connected New Buffalo to Detroit via St. Joseph, Kalamazoo, Battle Creek, Albion and Jackson. Today, Red Arrow Highway connects New Buffalo to Mattawan at the Kalamazoo/Van Buren county line and is considered the emergency route for I-94. According to the Berrien County Road Department 24-hour Average Daily Traffic map, Red Arrow carries 5,001-10,000 cars per day. It is a 4-lane cross-section with significant excess capacity. This cross-section, or a 3-lane cross-section, can generally support up to 15,000-20,000 cars per day.



Figure 6. Red Arrow Highway frontage at proposed project location

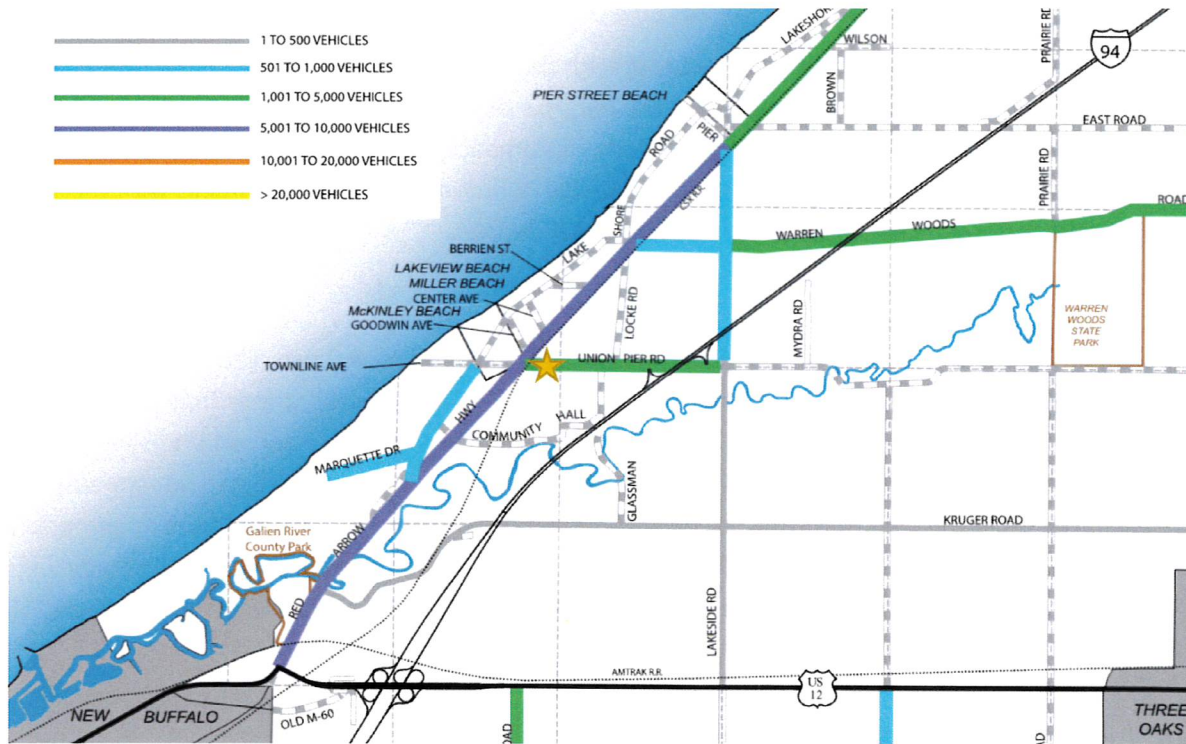


Figure 7. 24-hour Average Daily Traffic, Berrien County Road Department

Union Pier Road, which is located just to the south of the proposed project carries 1,001-5,000 cars per day and is a 2-lane cross-section. Goodwin and surrounding roads are paved. These roads, too, have sufficient capacity for additional traffic.

In addition to major road infrastructure, on the other side of Red Arrow Highway is an active rail line owned by CSX. This is a freight hauling line and is used by Amtrak for its Pere Marquette service.

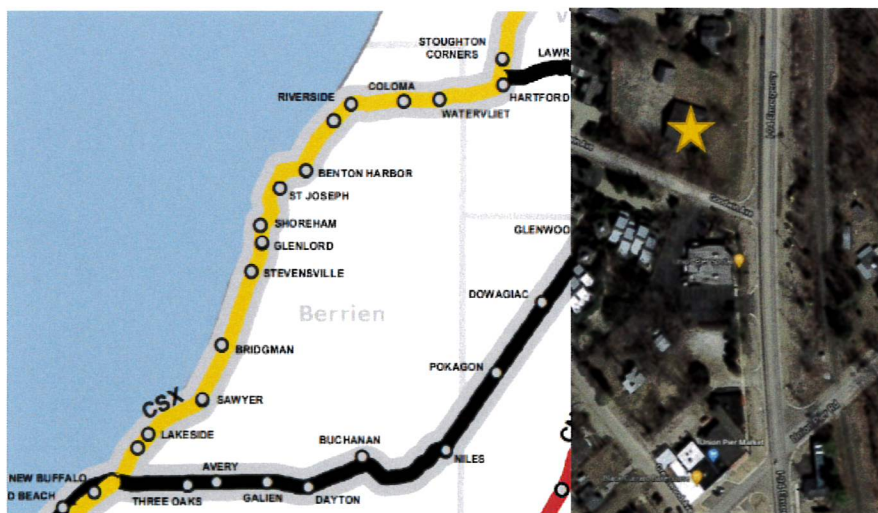


Figure 8. CSX Rail Corridor located across Red Arrow Highway from project site

The proposed project site is adequately served by essential public facilities and services, including streets, water, and sewage facilities, as well as police and fire services. The Fire Department has approved the site plan and the placement of a standpipe for emergency water service to protect the site. Access into the site from two public streets is available for the corner lot.

The compact design of Union Green optimizes the use of public facilities on a linear-foot basis. For example, the number of units that is served for each linear foot of pipe is greater than the general development pattern found in other areas of Chikaming Township. The ability to provide service, then, by public utilities, streets, and public services is more efficient with this development project than others. Additional rate payers provided by Union Green will also assist in cost containment for infrastructure authorities.

C. Historic and Archeological Significance

There is no historic or archeological significance to the site. The most recent commercial use was a garden center. The main floor of the primary structure has collapsed. The building condition and has worsened over time and vegetation has overcome the existing structure, as is evidenced by a review of Google Streetview images in 2009 and 2019. A review of aerial photography suggests that the last time the site was in active use was around 2005; or more than 16 years ago.



Figure 9. Abandoned garden center building, 2009 (top) and 2019 (bottom)

D. Displacement of People and Other Land Uses

No people or uses will be displaced by the proposed development plan.

E. Alteration of the Character of the Area

The proposed use will not alter the character of the area because this is identified as a mixed-use commercial center in the Chikaming Township Master Plan and is denoted in the Zoning Ordinance as mixed-use district. The Purpose and Intent of the C-U zone district includes language expressing the desire to promote vibrancy and economic vitality for Union Pier. Commercial and residential uses are encouraged here, which is in keeping with urban planning best practices that support higher population densities in, and near to, business districts and along major corridors to provide the necessary year-round population to support local businesses and a walkable community while also buffering lower-density residential uses.

This aerial image illustrates that the proposed project location is located one block (~350 feet) away from the Union Pier commercial node and less than 100 feet from a restaurant that provides outdoor live music. There are multi-family dwellings that have access off Goodwin street, directly abutting and across from the project location.

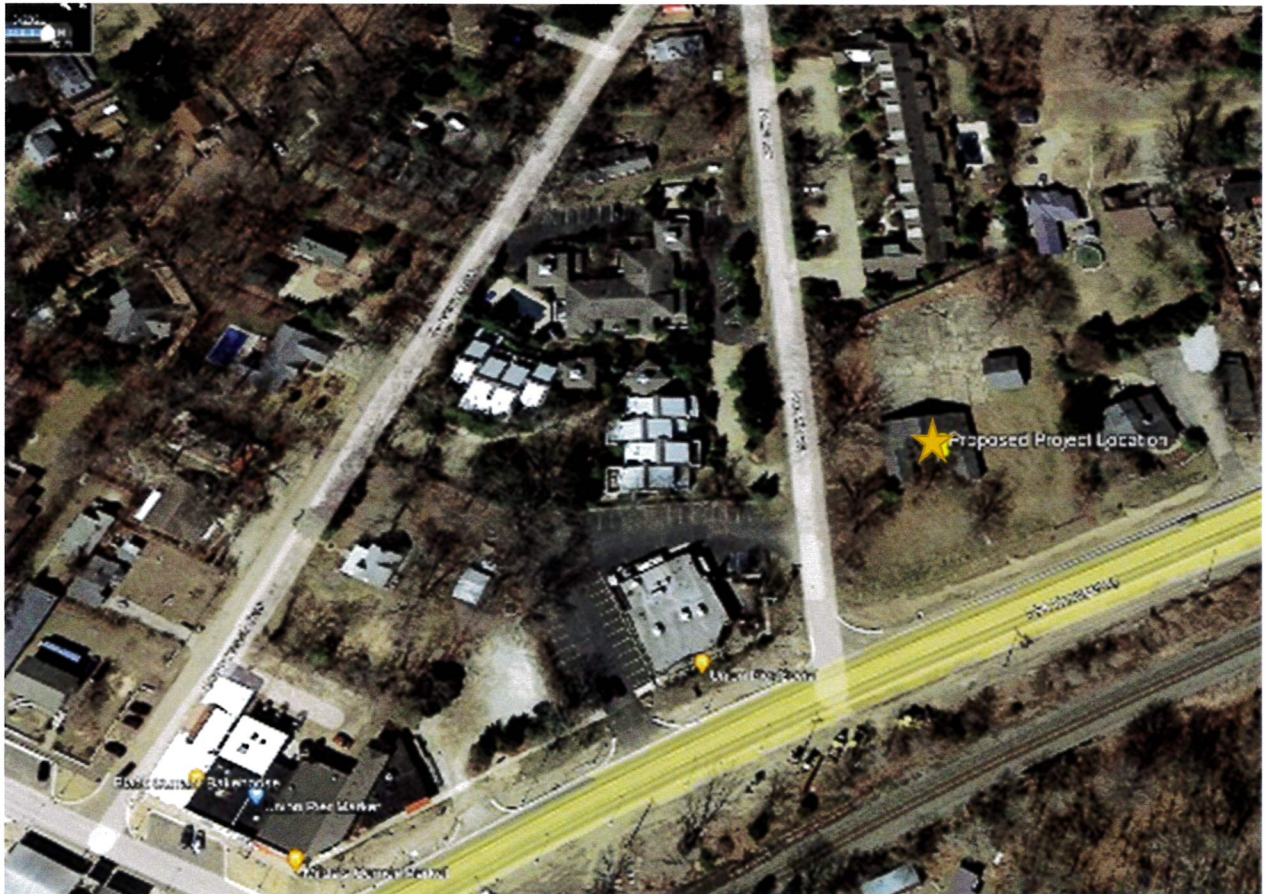


Figure 10. Surrounding context of mixed-use area, which includes commercial and multi-family development

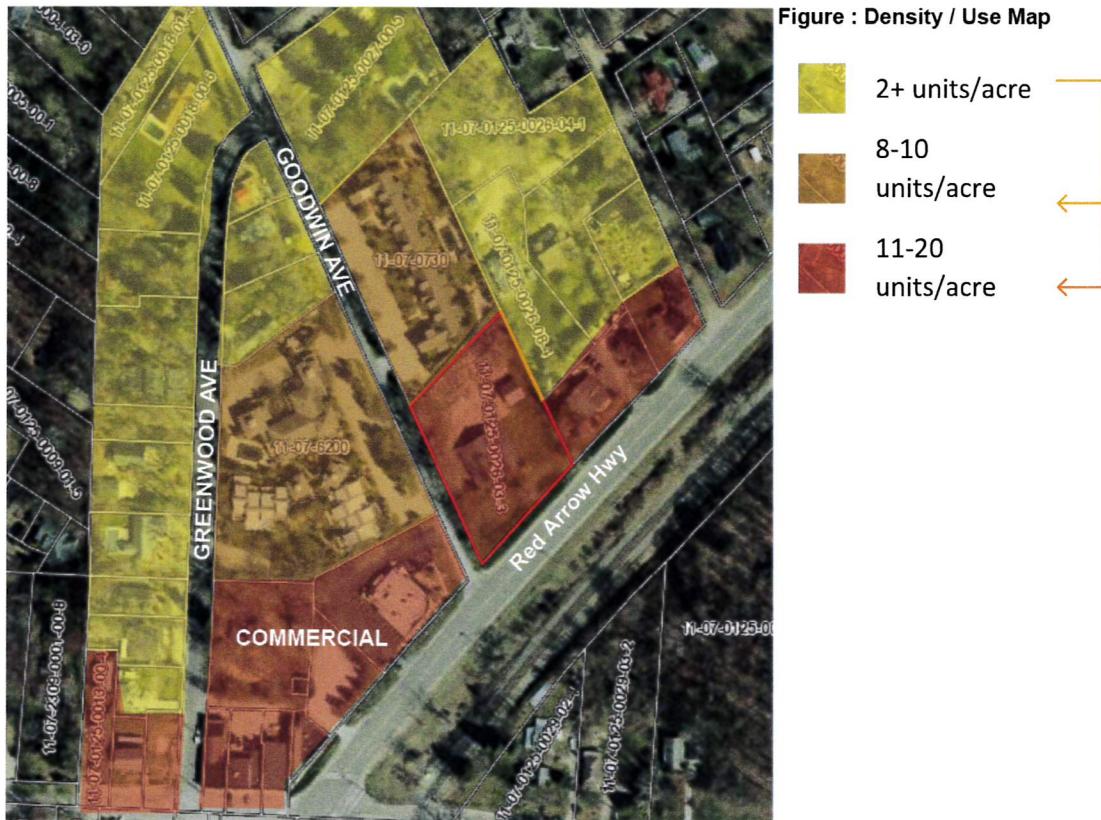


Figure 11. Transition zones from most to least intense from Red Arrow

As is typical along major roadways, the most intense uses are located along the road frontage and then transition into lower intensity uses behind it. The *project's* location along Red Arrow Highway, the type of vehicular traffic present, and the proximity of railroad tracks, reinforces more active and dense uses to be located on land fronting Red Arrow. Uses such as a self-storage facility, used car lot, automobile repair, restaurants are located along the road. Retail decay is also evident with low-rent uses, closed storefronts, vacant land, and closed buildings along Red Arrow Highway. Traffic counts supported additional businesses along the corridor when it served as the major thoroughfare. Construction of I-94 altered the economic viability of commercial businesses along Red Arrow and many properties, including the subject property, have experienced decline and disinvestment for commercial purposes.

The proposed project is requesting limited commercial uses along the highway frontage due to the number of commercial vacancies in the area and concern over whether additional retail space would begin to impair the health of the existing core for Union Pier's business district. The pandemic, combined with online shopping (Amazon effect) has further impacted commercial redevelopment. There are many communities that had ground floor commercial development as a prerequisite for development and are focused on allowing additional residential development to support existing commercial businesses and stem vacancies.

The project request proposes higher-density residential development and a live-work space that transitions into multi-family residential uses before reaching abutting multi-family uses. The following graphic illustrates the proposed density of development and transitions within the project to insure compatibility with surrounding land uses. It is found that the application of the mix of uses and density placement is appropriate in this location.

The proposed townhomes, which would be located adjacent to existing multi-family, are appropriate in their massing and scale because of building orientation and incorporation of greenspace. Residential building facades are provided on Goodwin and long walls are not present. Buildings are pulled away from the edges of the site to allow for site circulation and buffering. Parking in the proposed project is concealed by garages and additional surface parking is provided for visitors. The number of parking spaces meets the requirements of the Township’s Zoning Ordinance. Site access points are on the side street rather than along Red Arrow Highway, which is preferred for access management.

Building heights are appropriate and align with the character of the area. An audit of other residential structures in the immediate vicinity show that building heights range from 27’ to 36’ (as measured from the top of roof peaks). The overall effect of how building height is measured according to the zoning ordinance – which is generally the mid-point of the peak (excluding flat roofs) – therefore the overall building height of the townhouses is less than the 38’ as show in the drawing below.

Figure 13 : Height Comparisons, Adjacent Developments

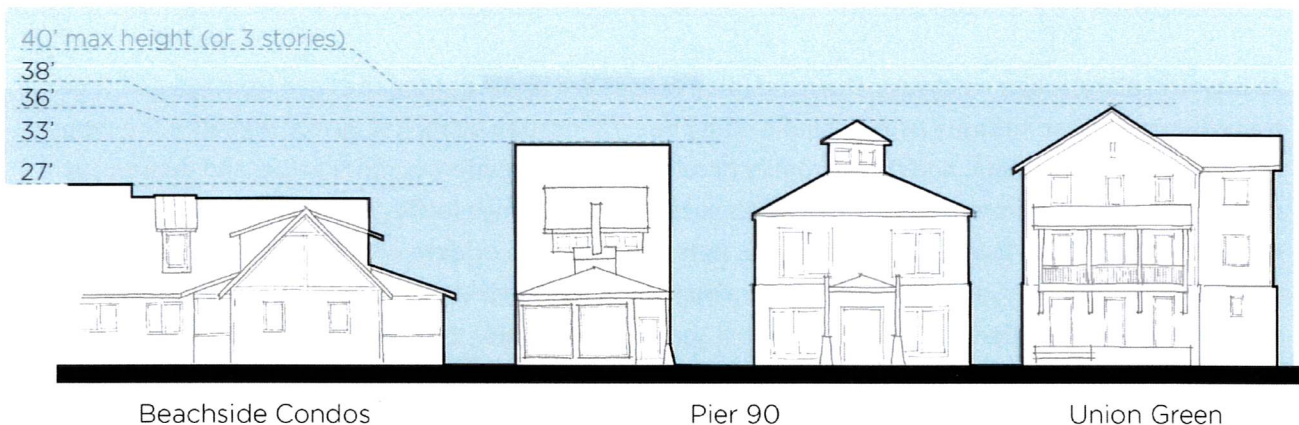


Figure 14. View from Goodwin illustrating building heights and spacing between units along the street

In regards to the built form of the area and compatibility, buildings within the business area are set at the street with sidewalks. The proposed live/work unit and carriage homes complement the existing context of the Union Pier business district with the combination of materials and window openings. The following page provides visual examples of what is existing and proposed.

The Red Arrow Highway corridor is a visually prominent "gateway" into the community. The proposed project site is currently underutilized. The abandoned feeling of this site, as well as others nearby, does not support the Township's efforts to achieve the desired character expressed by the Zoning Ordinance or Master Plan. There is not, nor will there be, development immediately across the street due to the existing railroad because no access would be granted to cross the railroad tracks.





Figure 15. Architectural compatibility

F. Tax Base and Adjacent Property Values

The proposed development project will increase the Township's tax base and increase adjacent property values. The proposed compact development pattern provides the opportunity for the Township to realize substantial new investment along the Red Arrow Highway Corridor without the need for tax abatements. Simply put, the number of units make "the numbers" work. Therefore, the Assessor will be able to "set and collect" immediately after project completion. This is a substantial benefit to the community. Most redevelopment projects request tax abatements to cover the costs of demolition, site preparation, infrastructure, or other items because without those subsidies the project is not financially feasible.

New residents are also new customers who will support existing businesses. This assists in maintaining and improving the Township's tax base over time because it makes for a stronger local economy and the provision of a greater number of amenities. Property values will not decline because of the new development; the area will become more desirable as it becomes more vibrant and stable. There have been several recent studies which evaluated density and its impacts on property values. The findings of these studies indicate that there is no correlation. Some examples:

- https://uli.org/wp-content/uploads/ULI-Documents/HigherDensity_MythFact.ashx_.pdf
- <https://www-deseret-com.cdn.ampproject.org/c/s/www.deseret.com/platform/amp/utah/2021/2/22/22289738/d-o-high-density-apartments-decrease-nearby-home-values-utah-study-says-no>

G. Existing and Proposed Topography

Grading impacts to the existing site are minimal and the site context will be maintained as much as possible during construction. At the conclusion of the project, the site will be restored with native planting materials. Although the Zoning Ordinance allows 100% lot coverage, the applicant has proposed to leave a portion of the site with green space to improve the livability of the site.

H. Surface and Ground Water

The proposed site is already developed. There will be no surface or ground water impacts because all stormwater will be managed in compliance with applicable laws.

I. Operating Characteristics

Twenty residential units are proposed. It is expected that use of the units will operate as typical residences. Parking is incorporated within the proposed structures and visitor parking has been provided. The developer has indicated that use of the garages for car parking will be required within site condominium documents to minimize neighborhood disruption and ensure guest parking remains available.

Site condominium documents will also record both hours of operation for the retail and pool use. The proposed use will not produce detrimental noise, odors or hazards to the public health, safety and welfare. Retail Shop hours will be between 6:00 am and 10:00 pm. The Swimming Pool hours of use from residents will be from 8:00 am to 10:00 pm. These controls are appropriate and standard in mixed-use conditions. These operating characteristics are appropriate for the context. Other uses currently present and allowed by right in the C-U zone district have the potential to be more disruptive than the proposed project.

J. Screening and Other Visual Controls

The existing condominium project located directly to the West of the project sign has an existing high privacy fence which screens views of the pool area and five parking spaces. Additional privacy fencing will be added along the North property line. Trash corals are proposed to be located in areas that are internal to the site and will be screened with privacy fencing. Landscape screening is also proposed for adjacent properties. These measures are appropriate for an infill site. The site plan meets all requirements for screening and has undergone review and approval. According to the Chikaming Planning Commission meeting minutes, Final Site Plan Approval was provided on July 7, 2021 (Appendix A).

K. Traffic, Congestion, Parking, and Non-Motorized Transportation

The proposed project site is located one-block away from the intersection of Union Pier Road and Red Arrow Highway. The site also has a direct connection to the Greenway bike path. The proximity to these amenities will assist in reducing the number of vehicle trips that might otherwise be associated with a similar project in a different location. No curb cuts are proposed on Red Arrow Highway. This is beneficial in several ways. First, it allows for a continuous sidewalk along the street frontage and prevents conflicts with pedestrians along the more heavily traveled corridor. It also assists with access management along the roadway and limits turning movements, which can affect both bicycle and vehicular traffic conflicts and also mobility.

As part of this assessment, the impact of the proposed use on traffic and congestion was evaluated by Christopher Zull, PE. Excerpts from his findings are included for the remainder of this section.

Background. Access to the site is proposed through two separate driveways connecting to Goodwin Avenue. The southerly driveway serves the live/work unit, carriage houses and 9 of the proposed townhomes. The northerly driveway is proposed to serve four townhouses. This study was conducted using the trip generation from all 20 units as a more conservative approach.

Trip Generation. The Trip Generation Manual, Tenth Edition, by the Institute of Transportation Engineers (ITE) was used to calculate the anticipated traffic that may be generated by the proposed site. As shown in Table 1, on the next page, the site is expected to generate approximately, 20 new weekday morning peak hour vehicle trips (7 inbound, 13 outbound), and 23 new weekday afternoon peak hour trips (13 inbound, 10 outbound) onto the roadway system. Given that Red Arrow Highway is a high-capacity roadway under the jurisdiction of MDOT there are no concerns regarding vehicle trips.

Site Circulation. Concern has been expressed about vehicles entering the site without the ability to return to the public road system, especially for emergency and service vehicles. A circulation drive was discussed. However, it is recommended that separated drives, as shown on the approved site plan, be used for the proposed Union Green development for the following reasons:

- Section 6.15 Dwelling Units, B Multiple Family, f Emergency Access, subsection i. reads: "All roadways shall be paved and bi-directional allowing for both Ingress and egress..."
- A disconnected street is a safety benefit to non-motorized users and residents because it reduces the likelihood of vehicles passing through the site or using the drives to turn around.
- By having separated drives, with two-way traffic for each, residents living on the ends of the circulating drive will not have operational compliance issues with the temptation to travel the wrong way in the interest of convenience.

To mitigate safety concerns, a hammerhead turnaround is being considered in place of one of the proposed carriage houses (see Appendix C). Fire hydrants have been properly located and the Fire Department has accepted the proposed site drive design.

Table 1. Trip Generation Summary

Land Use	ITE Code	Size	AM			PM			Daily Trips
			Total	Enter	Exit	Total	Enter	Exit	
Retail*	-	647 sft	10	5	5	10	5	5	100
Multifamily Housing (Low-Rise)	220	19 units	10	2	8	13	8	5	103
Total			20	7	13	23	13	10	203

Source: ITE Trip Generation Manual, 10th Edition

*Estimated as use could vary, ITE retail and office land uses would project less than 5 trips during peak hours.

Traffic Study Conclusion. Given the low volume of new trips no further study is recommended. Additionally, a hammerhead turnaround instead of a circulation drive would reduce the likelihood of vehicles attempting to travel through the site, resulting in a safety benefit to residents.

L. Flora and Fauna

Minimal impact is anticipated to flora and fauna because of the development project. The property is not located along the shoreline, in wooded sand dunes, or along a beach. The swimming pool is included in the plan to mitigate crowding on public beaches. The property is not located along the Galien River, on river valley bluffs, or in a flood plain. No stands of maple-beech forest, wetlands, or stream corridors will be affected. This land is not farmland. In fact, redevelopment of this property is particularly called for in the Master Plan to ensure that development occurs in appropriate areas to preserve open spaces, natural features, and farms.

The existing site contains a deteriorated building with a large impervious area used by a former greenhouse. The site is mostly cleared and does not contain any notable vegetation. Based on the Schedule of Tree Replacement as found within the Chikaming Zoning Ordinance, tree replacement quantity has been calculated:

Trees required for replacement of existing =	12
Trees required by unit =	<u>40</u>
Total Trees Required =	52
Total Trees Proposed =	68

An additional sixteen trees are proposed to be planted above what is required by ordinance.

M. Short-Term and Long-Term Impacts

Common short-term impacts from the proposed project would involve site clearing and construction activity. The negative impacts of such activities would include the movement of heavy machinery and construction-related traffic. The duration of these one-time activities would occur until the project is complete.

As described in Part F Tax Base, the investment of Union Green is expected to add value to the area. If Township residents are concerned about naturally occurring affordable housing and maintaining lower price points of existing housing stock, a potential negative long-term impact may be that existing homes values may rise and home prices increase over time. The paradox with this view is that a lack of available housing and market mobility stymies wealth creation for potential homebuyers (because they can't buy a home) as well as for current homeowners (who can't find a home to relocate to). It is anticipated that because this project provides for a variety of housing types and price points that the project will complement the housing market in Union Pier/Chikaming Township rather than adversely affect it because it will meet a need for market-rate housing.

CONCLUSION

After reviewing the Union Green project proposal, the Township's criteria, and receiving the Traffic Engineer's report, this Impact Assessment concludes that there is no impact to the natural, built, or social environments of Chikaming Township. One recommendation for the Township's consideration would be to require a turnaround as described in the Traffic Analysis. The proposed project's use and density, location along a major transportation route, and on a formerly developed site, is the best approach to successfully increase the Township's economic base, reduce infrastructure costs, and protect existing agricultural lands – all important goals which are described in the Township's Master Plan.

As noted on page 4, uses that are Permitted by Right in the C-U zone district include: art studio, bank, barber/beauty shop, brewpub/ microbrewery/ distillery, bed and breakfast, boutique hotel, residential uses above the first floor in mixed-use buildings, residential uses (by SLU), funeral homes, medical or dental clinics, offices, restaurant/ bar, retail store, and wholesale uses. The proposed uses for the Union Green project are less intense than those allowed by-right and greenspace has been provided – more similar to existing, surrounding residential uses than other allowable uses.

Planning Commission Chairman John Chipman's Master Plan citations, as reflected in the meeting minutes from the Chikaming Township Planning Commission on August 4, 2021, clearly demonstrate that the Union Green project is appropriate for the site and that project will support the community center of Union Pier. Union Green will contribute to a more compact, walkable and attractive activity center and is appropriate for the site.

APPENDIX A: SITE PLAN APPROVAL

CHIKAMING TOWNSHIP PLANNING COMMISSION

July 7, 2021 Meeting

Approved on August 4, 2021

The meeting was called to order with the Pledge of Allegiance at 6:33 PM by chairman John Chipman, with members, Doug Dow, Cam Mammia, Andy Brown, Grace Rappe, and Bill Marske present. Township Zoning Administrator Kelly Largent and township attorney Charles Hilmer were also present. Planning commission member Jerry Kohn was absent.

The Agenda was reviewed and it was proposed that the platted lot division in new business be the first item on the agenda. Doug Dow moved to approve the agenda with the proposed change, supported by Grace Rappe. Motion carried.

Minutes of the June 2, 2021 meeting were reviewed. John Chipman and Doug Dow noted several changes, Doug Dow moved to approve the minutes with changes, supported by Grace Rappe. Motion carried.

New Business : Platted Lot Division: Richard Kochanny, 6130 Browntown Road, Sawyer, Property Code No. 11-07-7280-0001-01-1 is asking for approval to split a lot into 2 conforming parcels in an R-1 Residential District. Zoning Administrator Kelly Largent presented the proposed lot split for the planning commission members. Grace Rappe moved to approve the split of lot Property Code No. 11-07-7280-0001-01-1 into 2 conforming parcels in an R-1 Residential District supported by Doug Dow. Motion carried all members present voted yes, except for Bill Marske who abstained.

Unfinished Business: SLU 206-Final Site Plan Review; 16024 Red Arrow Highway, Union Pier, Property Code No. 11-07-0125-0026-03-3; Union Pier Development LLC/Brad Rottschafer is proposing a mixed-use development in a C-U Commercial district which would include 3 townhouse structures and 2 carriage houses. Brad Rottschafer made a presentation of the proposed plan. Zoning Administrator Kelly Largent reviewed the proposed final site plan and answered questions with Brad Rottschafer. The size of the lot and the number of homes on the site were discussed along with parking and the need for a demolition permit to remove an existing structure. Motion by Doug Dow to approve the site plan and to hold a public hearing at the next planning commission meeting on August 4, 2021, supported by Andy Brown. Motion Carried

CHIKAMING TOWNSHIP PLANNING COMMISSION

August 4, 2021 Meeting

Minutes Approved September 1, 2021

The meeting was called to order with the Pledge of Allegiance at 6:30 PM by chairman John Chipman, with members, Doug Dow, Cam Mammina, Andy Brown, Grace Rappe, and Bill Marske present. township zoning administrator Kelly Largent, Kim Livengood zoning office assistant and township attorney Charles Hilmer were also present. Planning commission member Jerry Kohn was absent.

Motion by Doug Dow to limit public comment during the public hearings to three minutes for each individual, supported by Grace Rappe. Motion carried.

Public Hearing SLU 206-Final Site Plan Review: 16024 Red Arrow Highway, Union Pier, Property Code No. 11-07-0125-0026-03-3; Union Pier Development LLC/Brad Rottschafer is proposing a mixed-use development in a C-U Commercial district which would include 3 townhouse structures and 2 carriage houses. Approximately 26 individuals made comments concerning the site plan for SLU 206, with one individual in support of local business and all of the individuals speaking out in opposition to the proposed development. Their concerns included; density, traffic, parking, the height of three story townhouses, noise and the impact on the surrounding area. Chairman John Chipman read the following names for individuals that wrote letters in opposition to the proposed development. The names are Nora Gyls, Patty Hartmann, Limas Norusis, Kathy Pilat & Michael Emsdorf, Dan & Nancy Parz, Barb, Eve & Roman Barszgnski, Anna Zolkowski, Rebecca Pelka, Fran Wersells, Alexandra & Paul Riskus, David Price, Dianna Moriarty, Conrad Muehrcke, Suzanne Koenigsberg, S. Wilk, Schawn Vaughn, Margie Lawless, and Tricia & Brad James.

Public Hearing SLU 207-Final Site Plan Review: 12850 Sawyer Road, Sawyer Property Code 11-07-0002-0007-02-5; in a C-I Commercial District. For a Biggby Coffee in front of the motel parking lot. Nikki Elmquist spoke in favor of the development.

The Agenda was reviewed and Doug Dow moved to approve the agenda as presented, supported by Grace Rappe. Motion carried.

Minutes of the July 7, 2021 meeting were reviewed. Doug Dow noted several changes, Doug Dow moved to approve the minutes with changes, supported by Cam Mammina. Motion carried.

Unfinished Business:

SLU 206-Final Site Plan Review: Township zoning administrator Kelly Largent presented updates that included lighting, fire safety, storm water retention, open space calculation, driveway width is now 24 feet and landscaping plan. There was discussion among the members related to the building height, site density, open space calculation, street addresses for each unit and parking requirements. Chairman John Chipman reviewed key points in the master plan that include, "Encourage clustering of commercial enterprises around the existing community centers of Union Pier, and Sawyer", "Make these centers

compact so they are walkable for shoppers by provision of sidewalks and adequate but not excessive off-street parking” “Consider more mixed (commercial/residential) and high-density zoning for appropriate near-downtown areas”. (page 21) Referenced Goal No.2: Increased the Township’s year-around population Citizen Survey Findings Concerning Population and Housing, concerning higher density housing it lists (1) the location of such housing is carefully chosen, (2) its design allows appropriate open space and amenities, (3) construction is of a high standard, and (4) the site is buffered from neighboring, contrasting uses. (Page 23) In Objectives: Increase the number of full-time residents. And in Action Strategies: Encourage builders and developers to offer housing more suitable to families and the elderly through actions such as the following: Change the zoning ordinance to allow higher density housing in designated locations near community centers. (Page 28) Action Strategies: Designate land for high density residential uses in appropriate locations close to town centers that support compact community expansion. (Page 34) Action Strategies: Designate land for high density residential uses in appropriate locations that support compact community expansion and encourage the use of non-motorized transportation for local needs. (Page 38) Inside the Community Centers higher density and more intense land coverage regulations will be provided for areas designated as Central Business Districts (CBDs) Currently the only such areas envisioned are the downtown areas of Sawyer and Union Pier, whose boundaries are defined in the Land Use Policies. (Page 38) Modify zoning rules to encourage new commercial growth to cluster around the community centers of Union Pier, Lakeside, Harbert, and Sawyer so they become more compact, walkable, and attractive activity centers with adequate but not excessive off-road parking. (Page 44) Chikaming’s Community Centers: Mixed commercial/residential zoning and multi-residential zoning at appropriate sites in and near these community centers is suggested as a means of creating walkable and attractive shopping areas. Sawyer and Union Pier are large enough to support the density of traffic and use and still maintain the character of the corridor and surrounding neighborhoods. The CBD area is envisioned as similar to the downtown of a small traditional Midwestern town: This environment creates the identity and vibrancy necessary to sustain the community. It is dense enough to remain mixed-use and walkable, but the requirements include setbacks and open space consistent with the surrounding area. Community Center is that area within an easily walkable ½ mile from the CBD. (Page 45) Union Pier- Central Business District- Properties on Red Arrow Highway starting at Goodwin Ave (Frankie’s Place) to Townline Road, then west on Townline to “On the Lounge” then north on Greenwood to Pier 9 Bungalows. After more discussion Doug Dow moved to send SLU 206 back to the developer for revisions to address concerns with being able to see the building address for each unit from the road, to recalculate the open space after the pool area has been removed from the calculation, and address the parking requirements for the business located on the southeast corner of the development, supported by Grace Rappe. Motion carried.

APPENDIX B: TRAFFIC STUDY



September 20, 2021

Mr. Brad Rottschafer
Mosaic Properties
2050 Celadon Drive, Suite B
Grand Rapids, MI 49525

Re: Traffic Impact Assessment – Union Green, Chikaming Twp, Michigan

Dear Mr. Rottschafer,

Progressive AE has been requested to complete a trip generation assessment based on the *Evaluating Traffic Impact Studies: A Recommended Practice for Michigan Communities* and a circulation evaluation for the Union Green development. This includes projecting the new vehicular trips that are expected to be generated by the proposed development.

INTRODUCTION

Mosaic Properties is proposing a mixed-use development that includes a corner retail space with a live/work unit above, 13 townhomes, and 6 smaller carriage homes. A copy of the proposed site plan is attached to this letter.

The proposed site is located at 16024 Red Arrow Highway in Chikaming Township, Berrien County, Michigan as shown in Figure 1. Access to the site is proposed through two separate driveways connecting to Goodwin Avenue. The southerly driveway serves the live/work unit, carriage homes and 9 of the proposed townhomes. The northerly driveway is proposed to serve four townhomes. Discussions regarding the site design to accommodate a service vehicle turning around are ongoing and may reduce the overall number of units. This study was conducted using the trip generation from all 20 units as a more conservative approach.



Figure 1. Location Map

TRIP GENERATION

The Trip Generation Manual, Tenth Edition, by the Institute of Transportation Engineers (ITE) was used to calculate the anticipated traffic that may be generated by the proposed site. Trips are measured individually for inbound and outbound movements; therefore, a visit to the site by an employee or visitor, for instance, generates two trips—one inbound and one outbound.

Based on the land use descriptions provided within the ITE Trip Generation Manual, the most applicable land uses for the proposed site would be the Multifamily Housing (Low-Rise – Land Use Code 2020) and Retail (estimated as use may vary and is very small). Trips for the site were calculated for the typical weekday and typical weekday morning and afternoon peak hours based on the number of dwelling units and estimated trips for the retail space. Table 1 shows the daily and typical peak hour trips anticipated to be generated by the proposed development after completion.

As shown in Table 1, the site is expected to generate approximately 20 new weekday morning peak hour vehicle trips (7 inbound, 13 outbound) and 23 new weekday afternoon peak hour trips (13 inbound, 10 outbound) onto the roadway system.

Table 1. Trip Generation Summary

Land Use	ITE Code	Size	AM			PM			Daily Trips
			Total	Enter	Exit	Total	Enter	Exit	
Retail*	-	647 sft	10	5	5	10	5	5	100
Multifamily Housing (Low-Rise)	220	19 units	10	2	8	13	8	5	103
Total			20	7	13	23	13	10	203

Source: ITE Trip Generation Manual, 10th Edition

*Estimated as use could vary, ITE retail and office land uses would project less than 5 trips during peak hours.

SITE CIRCULATION

Discussions regarding site circulation have expressed concern about vehicles entering the site without the ability to return to the public road system, especially for emergency and service vehicles. To mitigate this concern, a hammerhead turnaround is being considered in place of one of the proposed carriage homes. Fire hydrants have been properly located and the Fire Department has accepted the proposed site drive design.

Through discussions with staff, it was also suggested to consider a continuous one-way circulation drive. However, according to Section 6.15 Dwelling Units, B Multiple Family, f Emergency Access, subsection i: "All roadways shall be paved and bi-directional allowing for both ingress and egress..." In addition, reducing the likelihood of vehicles passing through the site or using the drives to turn around would be a safety benefit to non-motorized uses and residents, especially around limited sight distance corners. Furthermore, by having separated drives, with two-way traffic for each, residents living on the ends of the circulating drive will not have operational compliance issues with the temptation to travel the wrong way in the interest of convenience.

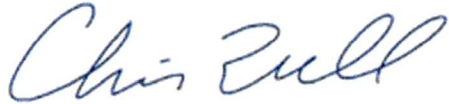
With the reasons mentioned above, it is recommended to utilize separated drives for the proposed Union Green development.

CONCLUSION

As per the guidelines in "Evaluating Traffic Impact Studies, A Recommended Practice for Michigan Communities," sponsored by the Tri-County Regional Planning Commission and the Michigan Department of Transportation (MDOT), if a new or changed land use is projected to generate at least 100 directional trips during the peak hour, or at least 750 trips during an average day, a traffic impact study may be required. If the traffic generated by the site is projected to be between 50 and 99 directional trips during a peak hour, or between 500 and 749 trips during an average day, a traffic impact assessment

may be required. Given the low volume of new trips no further study is recommended. Additionally, a hammerhead turnaround would reduce the likelihood of vehicles attempting to travel through the site, resulting in a safety benefit to residents.

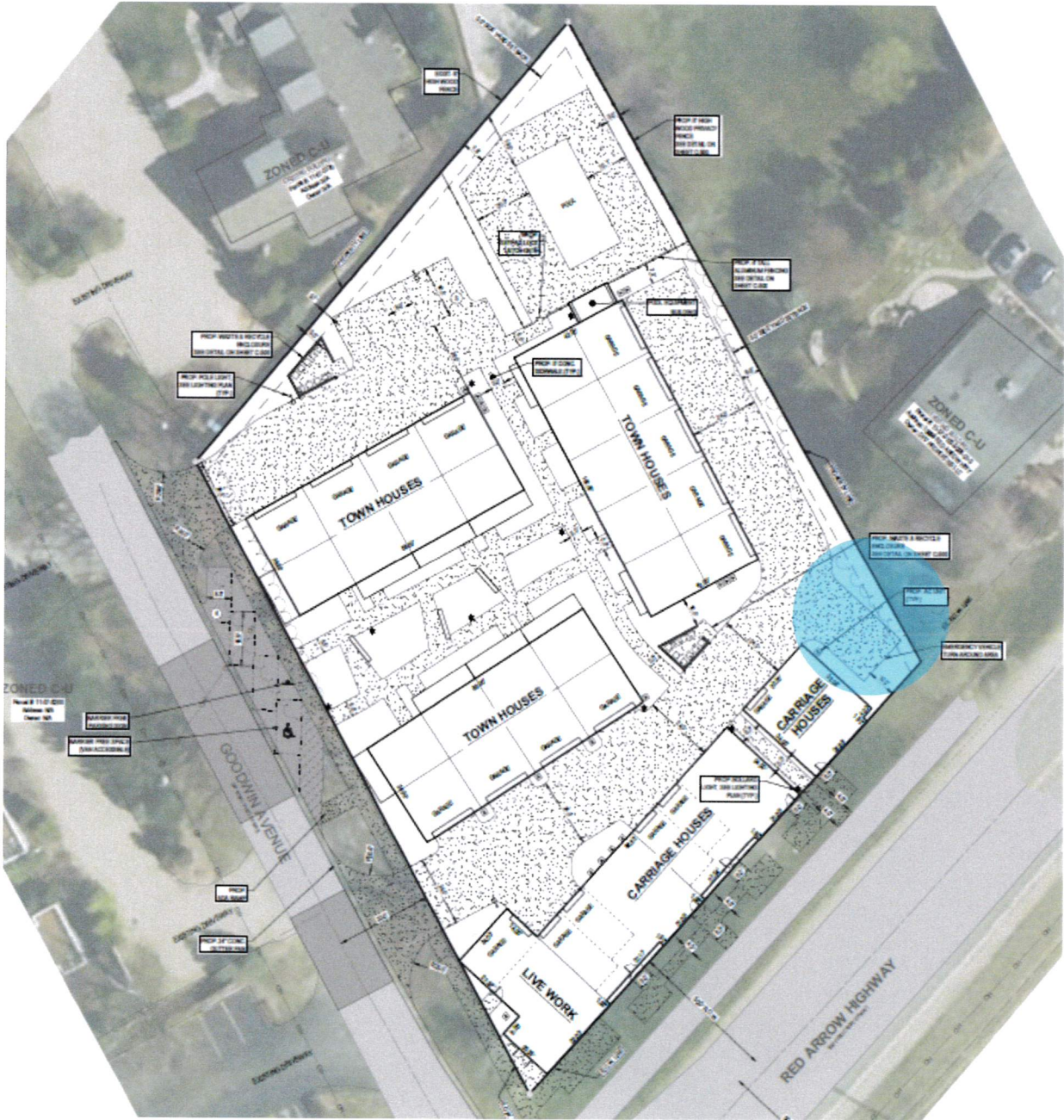
Sincerely,

A handwritten signature in blue ink that reads "Chris Zull". The signature is written in a cursive, flowing style.

Christopher Zull, PE
Transportation Practice Leader

APPENDIX C: POTENTIAL ALTERNATE SITE PLANS

An alternate design that eliminates one carriage home and replaces it with a vehicle turn-around could be considered, per the recommendation of the Traffic Safety Study.



APPENDIX D: RESUMES



Suzanne Schulz, AICP

Senior Urban Planner

schulzs@progressiveae.com
Phone: 616.988.4809

Suzanne brings more than 27 years of experience and an extensive background specializing in urban planning, transportation planning and policy development. In her most recent role with the City of Grand Rapids, Suzanne served as the Managing Director of Design and Development and the City's Director of Planning. In her nearly 20 years with the City, she was extensively involved in project management for community-led processes, including the Vital Streets Plan and Design Guidelines, the Division Avenue Development Plan for Michigan's first Bus Rapid Transit system, the Grand Rapids Driving Change Bicycle Safety Education Program, the River Corridor Plan, and the Michigan Street Corridor Plan and Implementation.

Education

Michigan State University
Bachelor of Science, Urban Planning

Urban Planning Practice Leader, Progressive AE *September 2019 - Present*

Responsible for leading the growth of the planning/urban design practice for Progressive AE through leadership in design, business development, project oversight delivery, client relations, financial management and staff development. Core competencies include visioning, comprehensive plans, housing policies and practices, transportation plans, strategic planning, urban design, ordinances and ordinance amendments, urban redevelopment practices, grant writing, and plan and project implementation.

- **Reimagine Plainfield** - Design of a public engagement process to evaluate existing conditions and redevelopment potential of land along Plainfield Avenue in Plainfield Charter Township
- **East Grand Rapids Mobility and Bicycle Plan** - Development of a plan that includes primary and secondary bicycle networks for the City of East Grand Rapids.
- **Grand Rapids Wayfinding Program** - Creation of a new, multi-modal wayfinding program for Downtown Grand Rapids, the Grand River corridor and City of Grand Rapids parking facilities
- **Kent County Transfer of Development Rights (TDR)** - Policy evaluation of land development practices and infrastructure as it relates to farmland preservation and PFAS mitigation.
- **City of Grand Rapids Board of Zoning Appeals** - Technical staff memo to assist in preparation for potential litigation.
- **Private Development** - Guidance on entitlement processes and redevelopment assistance within West Michigan for several private developers.
- **Michigan Economic Development Corporation (MEDC) Redevelopment Ready Communities (RRC) Planning Notes** - Drafting of three summary white papers for administrative approvals, affordable housing, and expanded housing choices to be used to educate Michigan communities

City of Grand Rapids, MI**Managing Director of Design, Development & Community Engagement** *July 2013 - September 2019***Planning Director***August 2005 - September 2019***Assistant Planning Director***April 2002 - August 2005***Planner I/II***December 1999 - April 2002*

Staff to the City Commission and Manager on policy issues involving land use, housing, development, transportation, zoning, community engagement and project-related issues. Responsible for oversight of the City's Development Center, Planning Commission, Board of Zoning Appeals, and Historic Preservation Commission. Regular work includes policy development on emerging issues (e.g. equity, affordable housing, marijuana, short term rentals, climate resiliency, street design), nurturing community leadership, zoning administration, use determinations, ordinance amendments, coordination with the City Attorney's office on legal matters, developer advisement, staff management, meeting facilitation, and interaction with multiple departments and community stakeholders. Extensively involved in project management for community-led planning processes. Examples of work include:

HOUSING AND ZONING

- **Housing NOW! Committee and Implementation** - Contributing staff member and facilitator for a City Commission-led process to address community concerns about displacement, housing supply, increased housing choices, and affordable housing. Created the Data Compendium for Informed Housing Policy. Coordinated Ordinance amendments to fulfill the Committee's recommendations.
- **Zone Grand Rapids** - New citywide Form-Based Zoning Ordinance. Responsible for project budget, timeline, task completion, document development, community meeting facilitation and preparation. Created a Community Pattern Workbook and public engagement process to discuss urban design, development eras and decision-making processes to ensure community support; resulted in an award-winning implementation effort for the city's 2002 Master Plan vision. Served as the principle author of the 2007 Zoning Ordinance that was unanimously approved by the City Commission without opposition to reform zoning practices, including the elimination of single-family residential zone districts, administrative approval for most development projects, and mixed-use districts. The Ordinance is updated on an annual basis. Project manager.
- **Zoning Reforms** - Led Department efforts to update the City of Grand Rapids Zoning Ordinance for stormwater management, tree canopy/tree protection, parking requirements, mobility, and housing development.

MULTI-DISCIPLINARY IMPLEMENTATION

- **Michigan Street Corridor Plan and Implementation** - HUD Sustainable Communities Challenge Grant awardee to conduct a comprehensive analysis for future development, including multi-modal transportation, mixed land uses, health impact assessment, green infrastructure and sustainable development. Coordination and development of projects and policies to implement the recommendations of the Michigan Street Corridor Plan; resulting in millions of dollars of new investments for transportation improvements, interchange adjustments, new institutional partnerships, installation of green infrastructure, and the construction of new housing, grocery, and businesses along the corridor.
- **Plan Grand Rapids** - Updated the City's 1963 Master Plan using a comprehensive public engagement process that involved nearly 3,000 community members who participated in 250+ meetings. The Smart-Growth based plan created a vision of a prosperous community with strong neighborhoods, vibrant business districts, thriving institutions, balanced transportation and a city that is in balance with nature, which is accomplished through partnerships. Served as project manager for the city to insure that the plan was completed on time and budget, met community expectations and was politically successful. The project received numerous awards and forms of recognition.

- **Planning and Project Teams** - Active member of the Design Team, responsible for the planning and review of proposed infrastructure and development projects; and establishing policy within the city. Design Team is a multi-disciplinary team that includes Planning, Engineering, Traffic Safety, Street Lighting, Forestry, Stormwater, Water/Sanitary and Parking/Mobility.

PARKS AND QUALITY OF LIFE

- **Green Grand Rapids** - Project manager for comprehensive master plan update to achieve quality of life outcomes for parks and greenspaces, urban tree canopy, stormwater, local food, the Grand River, and bike facilities. Engaged more than 2,000 residents and stakeholders in a discussion about the future quality of life for the City of Grand Rapids. The project resulted in the creation of two new non-profits (Grand Rapids White Water, Greater Grand Rapids Bicycle Coalition), an implementation strategy for the newly-formed Friends of Grand Rapids Parks, and other "owners" to initiate future action (West Michigan Environmental Action Council/WMEAC and the Stormwater Advisory Committee, Mayor's Urban Forestry Committee). Recipient of MI APA 2012 Daniel Burnham Award for a Comprehensive Plan and Outstanding Grass-Roots Initiative award.
- **GR Forward/River Corridor Plan** - Implementation of the Green Grand Rapids' plan recommendation to restore the rapids to the Grand River. Additional planning was undertaken to establish a vision for the "wet" and "dry" portions of the river corridor, identify future areas for public and private investment, and establish stronger connections between the Grand River and communities of color. This was a coordinated effort with Grand Rapids Whitewater and Downtown Grand Rapids, Inc. as part of the GR Fwd Plan.
- **Joe Taylor Park** - Project coordinator for initial planning phases to create a new 2-acre park in the Baxter Neighborhood after deep engagement with residents to understand project vision and goals for the northern portion of their community, including new housing opportunities. In a location where a police trailer was once station in the summertime, creation of this 2-acre park has reduced calls for service and improved neighborhood quality of life.



Christopher Zull, PE

Transportation Practice Leader

zullc@progressiveae.com

Phone: 616.365.2664

Chris has over 20 years of experience as a transportation engineer, spending the last 15 years working for the City of Grand Rapids, most recently as the Traffic Safety Manager. In this role, Chris managed the Lighting, Signals and Signs Department which provides off-hours and emergency services.

Chris has been responsible for the oversight of staff and consultants for the conversion of over 40 miles of road diet from 4-lanes to 3-lanes in Grand Rapids. Key project components included review and update of roadway geometrics, pavement marking layout, parking management with local business owners and invested stakeholders, bicycle lane design and connectivity, appropriate signing and signal head alignment updates, in depth public engagement and education, crash analysis, traffic volume data collection and analysis for both before and after conditions.

Education

Michigan State University
Master of Science in Civil Engineering

Michigan State University
Bachelor of Science in Civil Engineering

City of Grand Rapids, Burton Street from Division to Breton, 2012-18

A cross-town connector in a more suburban area of Grand Rapids, 3.7 miles. The network does not allow for many alternative options for traffic, with an ADT around 18,000 vehicles. It went through several neighborhoods, as well as near schools, shopping, and parks. The road diet happened over several phases as it aligned with construction projects and as public concerns were addressed through the engagement process of public meetings. The project included the installation of a new signal, pavement marking improvements, adding bike lanes, and signing upgrades. The 85th percentile speed was reduced by approximately 9 mph. Speeding citations were reduced by 81%. Severe injury crashes were reduced by 66%.

City of Grand Rapids, Alpine Avenue from Leonard to Pannell, 2015

Alpine Avenue is a major commuting corridor that was also a truck route and there was a great deal of public concern about reducing capacity. The addition of bike lanes was met with resistance by residents, motorists, and businesses. The road diet was for 1 mile and implemented in a temporary status, then it was monitored and analyzed for vehicle performance such as Level of Service, crash analysis, and travel times. It was made a permanent decision, citing reduced speeds, improved mobility options, while maintaining reasonable levels of service.

City of Grand Rapids, Plainfield Avenue from Leonard to Fuller, 2006

This was the first road diet in Grand Rapids for approximately 6 miles. Major commuter street and commercial corridor, that goes through neighborhoods and near schools. Public engagement was key to educate motorists on a new change to the City. As a pilot project, travel times, crash analysis, modeling, and speeds were studied, as well as gaining feedback from emergency services, schools, neighborhood associations, and residents.

City of Grand Rapids, Michigan Street Corridor Plan

A regional corridor of significance that has experienced over \$1 billion of development over the last 10 years. The road needed a transportation plan to accommodate its growing future. Recommendations related to traffic included a 20 year plan with a target to shift 40% of traffic to transit or other non-motorized modes, bike routing through neighborhoods rather than on Michigan Street, on-street parking management where appropriate, planning for future transit only lanes, improving the pedestrian and bike environment.

City of Grand Rapids, Non-Motorized Network Development

As part of the Technical Advisory Committee on behalf of the City of Grand Rapids for both the Silver Line and Laker Line bus rapid transit (BRT) projects Chris helped foster operational coordination, geometric decisions, and communications interests. The result is completion of the first BRT system in the state of Michigan with the Silver Line (August 2014) and ongoing construction of the systems first expansion, the Laker Line. Major design details for the Silver Line include 34 BRT specific stations, 9.6 miles in length, dedicated bus only operations, and transit signal priority.

City of Grand Rapids, Burton Street from Division to Breton

A cross-town connector in a more suburban area of Grand Rapids, 3.7 miles. The network does not allow for many alternative options for traffic, with an ADT around 18,000 vehicles. It went through several neighborhoods, as well as near schools, shopping, and parks. The road diet happened over several phases as it aligned with construction projects and as public concerns were addressed through the engagement process of public meetings. The project included the installation of a new signal, pavement marking improvements, adding bike lanes, and signing upgrades. The 85th percentile speed was reduced by approximately 9 mph. Speeding citations were reduced by 81%. Severe injury crashes were reduced by 66%.

City of Grand Rapids Vital Streets Plan and Design Guidelines - 2017

Responsible for technical input, design requirements, and document review of right-of-way related guidance for a comprehensive approach to Vital Streets for the City of Grand Rapids, Michigan. Vital Streets is a combination of Complete Streets and Green Infrastructure that creates the brand of infrastructure unique to Grand Rapids. The Vital Streets Design Guidelines provide detailed information regarding street design considerations that promotes self-enforcing principals to enable users to naturally and intuitively comply with speed and other operating expectations. Design controls are utilized to reflect the context and character of land uses and transportation needs with a clear perspective on operational and maintenance requirements.

City of Grand Rapids Traffic Safety Manager, 2003-2018

Responsible for the daily administrative and supervisory work planning, organizing, and directing street lighting, traffic signals, sign shop and traffic engineering operations for the city. This included planning, developing, and implementing overall city policies and programs with respect to traffic management and safety, street lighting operations, installation and maintenance; traffic signs installation and maintenance; traffic signal operations, analysis, installation and maintenance; and traffic engineering activities. Work often included public engagement, City Commission meetings, media interviews, budgeting, asset management, project planning and programming, and supervisory oversight of 40 staff positions. Coordination with key community partners occurred regularly including GVSU, MSU, GRCC, Spectrum Health, DGRI, and many others.

City of Grand Rapids, Alpine Avenue from Leonard to Pannell

Alpine Avenue is a major commuting corridor that was also a truck route and there was a great deal of public concern about reducing capacity. The addition of bike lanes was met with resistance by residents, motorists, and businesses. The road diet was for 1 mile and implemented in a temporary status, then it was monitored and analyzed for vehicle performance such as Level of Service, crash analysis, and travel times. It was made a permanent decision, citing reduced speeds, improved mobility options, while maintaining reasonable levels of service.

City of Grand Rapids, Plainfield Avenue from Leonard to Fuller

This was the first road diet in Grand Rapids for approximately 6 miles. Major commuter street and commercial corridor, that goes through neighborhoods and near schools. Public engagement was key to educate motorists on a new change to the City. As a pilot project, travel times, crash analysis, modeling, and speeds were studied, as well as gaining feedback from emergency services, schools, neighborhood associations, and residents.

Eighth Street at Boardman Avenue Mast Arm Traffic Signal and 3 RRFBs Along Eighth Street, City of Traverse City

The outcome of a decade long interest in redesigning Eighth Street in Traverse City resulted in a truly unique project. Progressive AE provided analysis, design, and expertise on the complete surface reconstruction balancing the needs of vehicles with a three lane cross section, mountable median islands, split cycle track, sidewalks, rapid rectangular flashing beacons (RRFB), pedestrian scale street lighting, and a new box span signal. The project has been very well received by the community, inspiring development and a celebration of the project upon completion.

Driving Change — A Bicycle Safety Education Campaign, City of Grand Rapids

A three year project created to address significant bicycle crash issues in Grand Rapids. The effort, roughly \$1M, was funded through a partnership between MDOT and the City of Grand Rapids. The project included four significant phases: Study Phase, Development Phase, Implementation Phase, and Evaluation Phase. Radio, television, social media, outdoor (billboards), special events, and transit advertising were all used to get the messages out to the public. Overall the Driving Change campaign increased public knowledge around cycling, decreased crashes, promoted a culture of respect, and implored motorists and cyclists to behave predictably and to do their part in the interest of safety.

Heads Up, GRI - A pedestrian safety education campaign

Similar to crash issues with cyclists, Grand Rapids had a higher than state average of pedestrian crashes. Understanding the target audience through crash analysis, creating messaging to target specific behaviors of pedestrians and motorists, updating policy and ordinances to promote safety, utilizing enforcement activities to educate and warn the public, and launching a media campaign were all project activities implored as part of the project.

Signal Optimization Phase XI + XII, City of Grand Rapids

Signal optimization study to optimize traffic signal timings at up to 240 intersections along the major East-West corridors of 32nd Street, 36th Street, 52nd Street, 54th Street, 76th Street, 84th Street, Lake Michigan Drive, Rivertown Parkway and the major North-South corridors of Byron Center, West River Drive, and Chicago Drive. Project included data collection, photo logs, crash analysis, signal warrant analysis, Synchro/SimTraffic modeling, development of timing permits, development of timing permits for emergency response vehicles, travel time runs, and reporting.

City of Grand Rapids, Revision Division

Largest arterial in the county that goes through a prominent business district in Grand Rapids. Local businesses wanted to promote placemaking and enhance safety while expanding parking options, but there was concern about balancing capacity reduction with meeting traffic volume demands on the throughput. There was a major public engagement component including media interviews, seeking public input through the project website, and public meetings. The southern part of the project was under the City of Grand Rapids jurisdiction and the northern portion was MDOT jurisdiction; therefore, the management of the project and recommended improvements required approval and coordination between both jurisdictions. It is a business route and a freeway diversion route for US-131 when the freeway was closed or unavailable, thus it had to be able to accommodate significant traffic volumes. Results of the project included successful conversion to 3 lanes which created lower speeds and a safer pedestrian experience. Signal timing adjustments as well as transit route shifts due to slower travel times along the corridor. Additional on-street parking spaces were provided to accommodate retail needs.