

APPROVED MINUTES OF THE REGULAR MEETING
OF THE KENTWOOD PLANNING COMMISSION
OCTOBER 23, 2018, 7:30 P.M.
COMMISSION CHAMBERS

- A. Chair Jones called the meeting to order at 7:30 p.m.
- B. The Pledge of Allegiance was led by Commissioner VanSoelen.
- C. Roll Call:
Members Present: Bill Benoit, Garrett Fox, Dan Holtrop, Sandra Jones, Ed Kape, Timothy Little, Mike Pemberton, Monica Sparks, Chad VanSoelen
Members Absent: None
Others Present: Community Development Director Terry Schweitzer, Economic Development Planner Lisa Golder, Senior Planner Joe Pung, Planning Assistant Monique Collier, and two citizens.
- D. Approval of the Minutes and Findings of Fact

Motion by Commissioner Holtrop, supported by Commissioner Pemberton, to approve the Minutes of October 9, 2018.

- Motion Carried (9-0) –

- E. Approval of the Agenda

Motion by Commissioner Pemberton, supported by Commissioner Fox, to approve the agenda for the October 23, 2018 meeting.

- Motion Carried (9-0) –

- F. Acknowledge visitors wishing to speak to non-agenda items.

There was no public comment.

- G. Old Business

There was no Old Business

- H. Public Hearing

Case# 30-18 - Zoning Ordinance Text Amendments - Accessory Buildings

Pung stated the recommendation to the city commission is to:

Amend Section 3.15.A.6 to read as follows:

6. All accessory buildings and use combined shall cover no more than thirty percent (30%) of the rear yard. Swimming pools shall not count towards this restriction.

Amend Section 3.15.B to read as follows:

- B. Height Restrictions: No detached accessory building in a Residential District shall exceed one story or fourteen (14) feet in height. Accessory buildings in Nonresidential Districts shall not exceed the height requirements of the district in which they are located.

Amend Section 3.15.C.1 to read as follows:

1. Yard Locations
 - a. In the R-1 Residential Districts, an accessory building shall be located in the rear yard of the lot except when attached to the main building.
 - b. In the case of multiple family developments, parking garage or covered bays may be permitted in any yard, but not within any required yard.

Amend Section 3.15.C.2.b to read as follows:

- b. The drip edge of any detached accessory building 576 square feet or less in area shall be located no closer than three (3) feet to any side or rear lot line. Detached accessory buildings between 576 square feet and 960 square feet in area shall be located no closer than five (5) feet to a side lot line and thirty (30) feet to a rear lot line. Detached accessory buildings in excess of 960 square feet in area shall meet the rear yard and side yard setback requirements for main use buildings of the zoning district in which they are located.

Amend Section 3.15.D to read as follows:

- D. Number and Size Limitations
 1. With the exception of multiple family developments, in no case shall the number of attached or detached accessory buildings, in combination, exceed two (2).
 2. Accessory buildings in single family and two-family residential developments are subject to the following area restrictions.
 - a.

Lot Size	Primary Accessory Building Style	Primary Accessory Building Maximum Area	2 nd Accessory Building Maximum Area
<1 Acre	Attached	768 square feet*	250 square feet

<1 Acre	Detached	768 square feet	120 square feet
≥1 acre < 5 acres	Attached	768 square feet*	960 square feet
≥1 acre < 5 acres	Detached	768 square feet	500 square feet
≥5 acres	Attached	768 square feet*	1,100 square feet
≥5 acres	Detached	768 square feet	750 square feet

*If the home has at least 3,000 square feet of finished living area then an attached accessory building of up to 1,200 square feet in area is permitted.

- b. A garage accessory to a multiple family dwelling unit shall be designed for not more than two (2) vehicles per dwelling unit.
- c. Multiple family developments may have one detached accessory building for use as a maintenance/storage facility subject to the following restrictions:

Lot Size	Accessory Building Maximum Area
<1 Acre	250 square feet
≥1 acre < 5 acres	960 square feet
≥5 acres	1,100 square feet

- 3. Detached accessory buildings in commercial and industrial districts are subject to the following area restrictions:

a.

Lot Size	Accessory Building Maximum Area
<1 Acre	250 square feet
≥1 acre < 5 acres	960 square feet
≥5 acres	1,100 square feet

- 4. Carports are to be considered as an accessory building subject to these provisions.
- 5. A stable for horses, which shall not be subject to the size limitations of this Section may be permitted on a lot of two (2) acres or more where a horse is kept in accordance with the provisions of the R1-A, B Districts in accordance with the requirements of Section 5.02 or Section 3.12
- 6. The following accessory buildings or structures are permitted, and shall not be subject to a number limitation unless as expressly noted below:

- a. A child's playhouse or treehouse, not to exceed one hundred (100) square feet in gross floor area.
- b. Doghouses, pens and other similar structures for the housing of household pets, but not including kennels as defined in Chapter 2.
- c. Fallout shelters
- d. Swimming pool and/or bathhouse, private.
- e. Decks, Porches, gazebos and similar structures.
- f. Recreation, storage and service structures in a manufactured home park, as regulated by Chapter 7

Add Section 12.03.C.9 as follows:

9. For accessory structures, the size and location requirements may be varied from those specified in Sections 3.15 and 3.16.

Add Section 12.04.D.8 as follows:

8. For accessory structures, the size and location requirements may be varied from those specified in Sections 3.15 and 3.16.

Jones opened the public hearing.

There was no public comment.

Motion by Benoit, supported by Pemberton to close the public hearing.

- Motion Carried (9-0) –

Benoit stated he thinks everything looks good. He questioned if 1,100 square feet will be adequate for accessory buildings on lots in excess of 5 acres. Pung stated our intern conducted a study of past zoning board of appeals accessory building variances and found that 1,100 square feet was near the upper limit.

The commissioners were ok with the changes and thought the tables helped.

Motion by Holtrop, supported by Pemberton, to recommend to the City Commission to amend the Kentwood Zoning Ordinance No. 9-02, as amended, in accordance with Pung's memo dated October 16, 2018.

- Motion Carried (9-0) –

I. Work Session

There were no work sessions

J. New Business

Motion by Benoit, supported by Fox to set public hearing date of November 27, 2018, for: Case#31-18 – Aloft Hotel by Marriott – Special Land Use and Site Plan review for a Hotel Located at 4316 Sparks Drive

- Motion Carried (9-0) -

K. Other Business

1. Master Plan Discussion

Golder reviewed the updated analysis of the Kalamazoo Avenue sub area. She noted the analysis focuses on the 52nd Street and 60th Street intersections.

SUB AREA 2: KALAMAZOO AVENUE CORRIDOR

Introduction:

Kalamazoo Avenue is a vital transportation corridor in Kentwood, linking the city to Grand Rapids and the South Beltline (M-6), and connecting residences, employment centers, and commerce throughout the corridor. With the opening of the South Beltline in 2004, traffic along this stretch of road increased significantly. As traffic increased, the city became concerned about the impact of the traffic on existing residential uses, especially as the Kent County Road Commission considered expanding the roadway to five lanes. The city has taken over control of the road from the Kent County Road Commission and has redeveloped the road into a 4 lane boulevard cross section. The creation of the boulevard along this primarily residential area has helped to retain the value of the street for residential use.

The recommendations for this corridor will relate primarily to the intersections at 52nd and 60th Streets. In 2005 the land use at 52nd and Kalamazoo included a vacant gas station on the southwest corner and a credit union on the southeast corner. The credit union has since been closed and the building demolished. The vacant gas station is now an automotive repair establishment. The City has adopted a conceptual PUD plan for the southwest corner of the intersection. In conjunction with Lighthouse Communities (LINC), the city completed a charrette process in late 2010 to obtain neighborhood input into the future redevelopment of the intersection. The charrette process resulted in the development of an illustrative plan for the 52nd and Kalamazoo intersection that give developers and property owners an idea of how the redevelopment of the intersection could look.

At 60th Street and Kalamazoo Avenue, vacant land still exists on the northeast corner, and an existing retail center stands partially vacant on the northwest side of the intersection. Meanwhile, growth has occurred south of 60th Street in Gaines Township. The area therefore seems to have great potential for new development, especially as the economy improves.

Given the high traffic volumes at both the 52nd and 60th intersections and adjacent residences, flexible zoning will be required for the redevelopment of these areas.

Principle 1. Open Space and Greenways Network:

52nd Street and Kalamazoo Avenue:

The intersection of Kalamazoo and 52nd Street was discussed at the 2010 charrette. Most of the charrette designs for the intersection included a corner of green space/plaza at the intersection itself. Walkability was considered an important element for the area. Since the southwest quadrant of the intersection is also zoned Commercial Planned Unit development (CPUD), a certain amount of open space and greenbelt will be required, which also supports the Open Space concepts portrayed in the charrette sketch plans.

60th Street and Kalamazoo Avenue:

There is a potential for a green gateway at the northeast corner of the intersection of Kalamazoo and 60th Street. Now zoned as a PUD development a landscape greenbelt area is required, as well as sensitivity to the residential uses to the north and east.

Open space could also be incorporated into the plan for the development of the northwest corner of the intersection. Again, sensitivity is required between commercial uses and to the apartments located to the north.

Principle 2: Mobility

A. Arterial Streets

Kalamazoo Avenue is an arterial street. The city made the decision to reconstruct Kalamazoo Avenue as a four-lane boulevard, making the street safer and more livable while accommodating the volume of traffic in the corridor. In order to minimize the impact on adjacent property owners, the city did not acquire much additional right-of-way along the Kalamazoo corridor. Therefore, there is not room within the right-of-way for all of the elements of Complete Streets. Bike paths are only available from the 5000 block to Pickett Street. However, sidewalks are available along both sides of Kalamazoo Avenue. The city should strive to make crossing the major arterial streets easier through the incorporation of better crosswalk demarcation at selected mid-block locations as well as at major intersections along Kalamazoo Avenue.

When Kalamazoo Avenue was developed into a boulevard street, the construction did not include street trees because the width of the parkway (between the street pavement and the sidewalk) is insufficient to plant trees. However, trees are intended to be planted within the boulevard areas along Kalamazoo Avenue. Funding for this endeavor may likely come from grants and some grants have recently been awarded to allow for trees to be planted in the medians south of 52nd Street.

B. Primary Intersections

As previously noted, the Kalamazoo Avenue corridor is very distinctive given: its interchange with the M-6 limited access freeway less than one mile south of 60th Street; its classification as a commercial truck route; the significant presence of residential neighborhoods along and within the square miles off the corridor; and little or no allowance for direct left turn

movements within the major arterial intersections at 60th Street, 52nd Street and 44th Street. Subsequently the boulevard cross section of Kalamazoo Avenue is designed to preserve and protect the adjoining residential development as well as safely optimize the movement of traffic along the major arterial street while affording reasonable access to frontage properties. These circumstances place a premium on cross/shared access between frontage parcels as well as locating driveways away from the major intersections and median crossovers. As properties at the primary intersections redevelop, a traffic analysis will be required to assure the proposed point of access into the property complements the boulevard and safely accommodates the nature and volume of traffic associated with the new use.

Minimizing the number of driveways, locating driveways further from the 52nd and 60th/Kalamazoo intersections and cross access between all parcels will be critical. At the northeast corner of 60th and Kalamazoo, access will be limited to one driveway on the Kalamazoo street frontage; this is evident within the approved PUD plan initiated by the city for that intersection. Similar limitations will be applied to the 52nd and Kalamazoo intersection as it redevelops, as per the adopted PUD concept plan on the southwest quadrant.

C. Non-Motorized

Sidewalks are available along both sides of Kalamazoo Avenue. In order to minimize the impact on adjacent property owners, the city did not acquire much additional right-of-way along the Kalamazoo corridor. Bike paths are only available from the 5000 block to Pickett Street. The city should strive to make crossing the major arterial streets easier through the incorporation of better crosswalk demarcation at selected mid-block locations as well as at major intersections along Kalamazoo Avenue. In addition, connections to adjacent non-motorized paths should be made, along with wayfinding signs to direct people to attractions, stores, and parks nearby. For example, the non-motorized plan identifies existing and future connections to the Paul Henry Trail, parks, and a historic home. Wayfinding signs could direct people to these resources.

D. Transit Services

Transit is currently offered within the Kalamazoo Avenue corridor from 52nd Street to 60th Street and from 44th Street south to the Kent County Health Department facility at 4700 Kalamazoo Avenue. Although the extent of the service is limited, there exists opportunity to walk and bike along Kalamazoo Avenue to the transit stops between 44th Street and 60th Street on Kalamazoo Avenue.

E. Air, Rail, and Truck Transport

Kalamazoo Avenue is a truck route that will continue to connect M-6 and other freeways to the community. Since the road also includes residential neighborhoods, median landscaping and street trees will minimize noise and impact on adjacent residential properties. Traffic counts from 2018 suggest that there are 24,000 vehicle trips daily on Kalamazoo Avenue near 60th Street; and 20,000 vehicle trips near the intersection of Kalamazoo Avenue and 52nd Street. As commercial properties develop in Kentwood at these intersections, more truck traffic will be apparent.

Principle 3: Place Strengthening

A. Gateway:

The Kalamazoo Avenue corridor offers an opportunity for gateways into Kentwood at the intersections with 60th Street and 44th Street. A likely location for a significant gateway would be at the northeast corner of 60th and Kalamazoo; the gateway feature could be incorporated into the future commercial development planned for the intersection, and possibly maintained by the owner of the development. This type of gateway is less likely at the 44th and Kalamazoo intersection because of limited space for a gateway feature; welcome signage could be incorporated instead.

B. Sense of Place:

The Kalamazoo corridor may also provide some opportunity to provide a distinct look for the city. At 52nd and Kalamazoo, the redevelopment of the southeast and southwest corners of the intersection may provide a revitalization that can provide a sense of place. At these locations, a PUD zone could be used to establish parking, setbacks, and to specify building materials. Alternatively, the City could make use of the C-5 neighborhood commercial zone, as this option allows for reduced setbacks and parking. Since Kalamazoo Avenue traffic is increasing, the redevelopment of the intersection is inevitable, and demand for the redevelopment of the intersection is likely. A preference for office use was expressed at the charrette for the 52nd and Kalamazoo intersection, with services such as coffee shops to serve both residents and office workers.

Schweitzer noted that the owner of the southeast quadrant will likely advocate for some degree of commercial retail use. Discussion ensued concerning the length of time this property has been vacant and the accessibility of the site given the Kalamazoo Avenue Boulevard cross-section

The opportunity exists for a unique development on the northeast corner of Kalamazoo and 60th Street. Since the adoption of the 2012 Master Plan, the City rezoned the property to PUD and adopted a general plan for development that required shared storm water detention, the location and number of ingress and egress driveways into the PUD, cross access between properties, restricts certain land uses, and the requirement for a traffic analysis for any proposed development within the PUD. The overall intent is to ensure that the uses in the PUD are reasonably compatible with the adjacent neighborhood and does not have a negative impact on the function of the street system or intersection.

Principle 4: Partnerships and Organization

The redevelopment of the 60th Street and Kalamazoo Avenue intersection will require cooperation between Gaines Charter Township the Kent County Road Commission and the City of Kentwood. In addition, Kentwood and Gaines Township will need to cooperate on a regional basis regarding bike trails, school traffic, event planning, and traffic issues on the Kalamazoo corridor.

Principle 6: Sustainability

The existence of vacant buildings along Kalamazoo Avenue detract from the sustainability of the corridor. The city may want to consider incentives to encourage the redevelopment of vacant buildings and under-developed sites before undertaking the development of green

fields such the northeast corner of 60th and Kalamazoo Avenue. At various locations along the corridor, properties may exist that have environmental limitations which must be addressed to allow their sale and re-use. The redevelopment plans for these properties should include connections to the surrounding neighborhoods to encourage walking, biking and shopping locally.

While some vacant buildings exist, some residential properties along Kalamazoo Avenue appear to be falling into disrepair. The city will make an effort to educate property owners on the availability of funds for repairs and upgrades to maintain the value of these properties. IN addition it would be desirable to re-locate the off street parking to the rear yard of the exceptionally deep properties with large paved front yards.

Principle 7: Commercial Development/Redevelopment

As noted earlier, some vacant buildings and properties exist along the Kalamazoo Avenue corridor. The city should do what it can to make the Kalamazoo corridor more attractive by considering the following:

- Continue to increase landscaping along the corridor
- Use incentives such as the Commercial Rehabilitation Act (PA 210 of 2005) when possible to encourage developers to make an investment in these commercial areas
- Encourage business associations for areas such as Kalamazoo and 60th Street, including the Gaines Township business community to work together on common issues and goals.
- Involve area residents in planning for any proposed redevelopment of the intersections.
- Consider Planned Unit Developments or other methods to ensure that the uses proposed will be developed with consideration of the concerns of the area residents and businesses, as well as for traffic and safety.

52nd and Kalamazoo Avenue

Current land use in the Kalamazoo Avenue and 52nd Street area includes an automotive repair shop, a convenience store/gas station, office buildings and undeveloped property. This intersection is nestled in an established neighborhood and ideally situated to serve a somewhat under-retailed area of Kentwood.

This area should be developed with the surrounding neighborhood in mind, keeping development to a small scale. With the completion of the South Beltline (M-6) and the improvements to Kalamazoo Avenue, higher traffic volumes have been noted. Despite the high traffic volumes, large scale retail development is not appropriate for the area, due to the residential character of the property adjacent to the commercial uses. The emphasis should be on quality development that serves the immediate residents and allows for some convenience for people living within walking distance or passing through. Most of the future vehicular trips will likely be pass-by trips, rather than destination trips. Additional residences, such as row houses, can provide additional support for retail uses and make the case for shared parking.

During the 2010 charrette initiated between the city and LINC, the intersection of Kalamazoo Avenue and 52nd Street was specifically addressed and several illustrative plans were developed for this intersection. The process allowed for the formulation of Guiding Development Concepts to be used to review any proposed development for the 52nd and Kalamazoo intersection:

Guiding Development Concepts for 52nd and Kalamazoo Avenue -All corners

- **Establish open space (green or hard scape plaza) at the intersection corners.**
- **Provide parking behind buildings, if possible.**
- **No expansion of land area for commercial or office uses.**
- **Landscaped buffers/screens for residential uses adjacent to commercial or office uses.**
- **Possible introduction of row houses to the area.**
- **Area must be walkable.**
- **Shared access must be provided between buildings. Ensure that access to public streets works with boulevard design of Kalamazoo Avenue.**
- **Commercial uses to serve the immediate area or commuters.**
- **Plan is for the long term and must be marketable.**

The Commissioners wanted to keep this corner as a commercial land use. Pemberton suggested to have this corner as flexible as possible to lend itself to the owner/purchaser/seller.

60th Street and Kalamazoo Avenue

This area is located in a segment of the greater Grand Rapids market that has enjoyed success for retail development, especially south of the city of Kentwood. The development of the South Beltline (M-6) and interchange with Kalamazoo Avenue is a logical location for retail development.

The interchange of Kalamazoo Avenue and the South Beltline and the ongoing growth in the surrounding areas would suggest that retail development is feasible for the Kalamazoo and 60th intersection in the city of Kentwood. Within Kentwood, at the northwest corner of the Kalamazoo and 60th Street intersection is an underdeveloped shopping center. This development has potential to grow significantly since the property has already been zoned for commercial use, and the pattern of development has already been established.

The Master Plan recommends commercial use for the northeast corner of 60th Street and Kalamazoo Avenue, although sensitivity needs to be employed between commercial uses and the adjacent residential neighborhood. The city has rezoned and adopted a PUD plan for this intersection to address ingress and egress, storm water detention, cross access, signage, and restricted land uses.

The city has developed the following Development Guidelines for this intersection:

Guiding Development Concepts for 60th and Kalamazoo Avenue (Northeast Corner)

- **The area shall be developed as one integrated planned unit development, even if properties within the overall site may not be in common ownership.**
- **Development will be sensitive to adjacent residential uses to the north and northeast.**
- **Quality architecture and landscaping will be a requirement for the PUD development at this intersection. Buildings will be predominantly brick with asphalt shingled sloped roofs.**
- **A traffic impact study will be required for the site at the time of the application for the first proposed use. Access to Kalamazoo will be limited to no more than one full movement driveway; access onto 60th Street will be limited to no more than one full movement driveway and one right-turn in, right-turn out driveway.**
- **The PUD plan shall integrate vehicular and pedestrian circulation throughout the overall site including reciprocal parking, maintenance agreements and cross access.**
- **An identity feature will be required at the corner of 60th and Kalamazoo but can be incorporated into the development. Clear vision will need to be maintained at the intersection.**

Guiding Development Concepts for 60th and Kalamazoo (Northwest Corner)

- **These Guiding Principles shall only apply to the 16.82 acres at the Northwest corner of 60th and Kalamazoo that are currently zoned C-2 Commercial and C-4 Office.**
- **The development will be sensitive to adjacent residential uses to the north. The development shall maintain the vegetation buffer that exists between Sutton Club Apartments and the commercially zoned properties.**
- **No new driveways shall be permitted onto 60th Street or Kalamazoo Avenue. Cross access is required across all properties.**
- **City will consider a Mixed Use PUD for this site, which would allow a small amount of residential development, even though the overall Master Plan designation is for commercial use of the properties.**
- **Open space shall be incorporated within the site.**

Jones suggested to talking to commercial realtors to get their thoughts on the corner of 60th and Kalamazoo.

Golder pointed out we are not calling the area north of the 16.22 acres at the northwest corner of 60th Street and Kalamazoo mixed use anymore. She stated it is zoned R2. Golder stated there was discussion about medium density residential or office land use designations.

Benoit stated either would be much less of an impact. Golder stated under our residential zones there is a special land use clinical office allowance.

VanSoelen stated he doesn't see office use being very friendly in this area.

Fox suggested we should look at the zoning districts and figure out which zoning we are short on and decide that way.

Sparks stated there is a big demand for residential and thinks that would be the best way to go for this area.

Golder suggested at this point to consider medium density residential. She stated the Master Plan designation would change from mixed use to medium density residential. She stated we would add words to the text to talk about this a transition piece.

Golder noted the principles now to make it clear for the northeast corner and northwest corner of 60th and Kalamazoo

2. Commissioners' Comments

VanSoelen stated this will be his last meeting. He moved out of Kentwood.

Holtrop questioned the trees in the median. Pung stated we received a grant.

Little stated with respect to trees 44th east of Shaffer, there is a split second a car can disappear in the tree. Schweitzer stated sight distance has been a problem in that area. He pointed out that the new tree placements takes this sight distance consideration into account.

Fox questioned the status of the land to the north of the Fire Station that the City is looking to purchase. Schweitzer stated there is no specific plan yet it is under review.

Benoit stated Venue 3 Two has had some recent problems with noise. He stated they have been holding events outside in tents. He stated the music is so loud. Schweitzer stated we have been in contact with Venue and they will no longer have anymore outside tent events.

Jones stated on 44th Street, across from the skate park, there is a lot of vacant land. She questioned if the City has plans for that and if so what is intended. Schweitzer confirmed it is City owned property and indicated our intern is continuing to analyze it. Schweitzer stated the initial analysis suggested there wasn't provision for sanitary sewer and water to these frontage properties when the street was expanded. He stated we have since learned in the past week that there was provision for that. Initially we outlined the prospect of a park or open space use of all properties. He stated our new outlook for some of the lots on the south side, because of their greater depth, might be viable single family lots. He stated on the north side they don't have as much depth but we have 6 lots and maybe instead of having 6 lots make it 3. He stated we are

reviewing this and will have conversations with Park n Rec, Engineering, and the Mayor before bringing this to the Planning Commission.

Pemberton stated there was a LUZ meeting prior to the planning commission meeting. He stated it was with the owner of a building on the corner of Airwest and 44th Street. He stated they are having a hard time trying to lease the rest of their building. He stated she was thinking about rezoning to C-2 Community Commercial. The commissioners told her that would be hard. He stated instead the commissioners highlighted special use provisions that would allow them some types of tenants but not change the current I-1 Light Industrial zoning.

3. Staff's Comments

Schweitzer reminded the Commissioners of the November 1 appreciation gathering for the various committees and board members to be held at the library.

L. Adjournment

Motion by Commissioner Benoit, supported by Commissioner Fox, to adjourn the meeting.

- Motion Carried (9-0) –

Meeting adjourned at 8:50p.m.

Respectfully submitted,

Ed Kape, Secretary