

APPROVED MINUTES OF THE REGULAR MEETING
OF THE KENTWOOD PLANNING COMMISSION
JULY 10, 2018, 7:30 P.M.
COMMISSION CHAMBERS

- A. Vice-Chair Holtrop called the meeting to order at 7:30 p.m.
- B. The Pledge of Allegiance was led by Commissioner VanderHoff.
- C. Roll Call:
Members Present: Bill Benoit, Garrett Fox, Dan Holtrop, Timothy Little, Mike Pemberton, Monica Sparks, Frank Vander Hoff,
Members Absent: Sandra Jones and Ed Kape (with notification)
Others Present: Community Development Director Terry Schweitzer, Economic Development Planner Lisa Golder, Senior Planner Joe Pung, Planning Assistant Monique Collier, the applicants and 4 residents.

Motion by Fox, supported by Sparks, to excuse Jones and Kape from the meeting.

- Motion Carried (7-0) –
- Jones and Kape absent -

- D. Approval of the Minutes and Findings of Fact

Motion by Commissioner Pemberton, supported by Commissioner Benoit, to approve the Minutes of June 26, 2018 and the Findings of Fact for: Case#22-18 – Cobblestone at the Ravines – Final PUD Phase Site Plan Review Central Village Phase 3 South Village Phase 2 Located at 4333 Shaffer

- Motion Carried (7-0) –
- Jones and Kape absent -

- E. Approval of the Agenda

Motion by Commissioner Benoit, supported by Commissioner Pemberton, to approve the agenda for the July 10, 2018 meeting.

- Motion Carried (7-0) –
- Jones and Kape absent -

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

There was no public hearing.

- G. Old Business

There was no Old Business

Case#23-18 Panda Express Chinese Kitchen - Special Land Use and Site Plan Review for a Drive-Thru Restaurant Located at 3170 28th Street SE

Golder stated the Panda Express Restaurant is proposed to be located at the southwest corner of 28th Street and Shaffer Ave. She stated the applicant would like to build a 2,216 square foot restaurant with a drive-thru on a 1.2 acre site.

Golder stated the parking lot drops off pretty steeply. She stated they are going to have a retaining wall that runs along Shaffer Avenue. She stated on the new site plan it shows the height of the retaining wall at the various locations.

Golder stated this site is 70 feet from the ROW center line, adjacent is Ashly furniture and it is 50 feet from the ROW center line. Golder stated from the ROW our ordinance requires a 35 foot landscape parking setback. She stated it will sit back further than where the paved parking is now. She stated it does not meet our parking setback standards because the ROW would require it to be in the back to comply with the 70 foot setback from the ROW center line. She stated the applicant is asking for a variance from the Zoning board of Appeals to allow them to keep the parking where it is now proposed.

Golder stated the applicant must secure an easement in order to allow cross access from the Ashley Furniture 28th Street curb cut, and to allow use of the 29th Street access in perpetuity.

Golder stated with respect to the site plan, they had some angled parking and what they have done is made it two-way all the way through the front parking area and the one way starts immediately east of the parking. They lost a couple of parking spaces but they are otherwise still over parked so this will work out just fine. The parking required is 26 and now they are down to 42 spaces. Golder stated they added a crosswalk over to the parking area on the east edge of the site.

Golder stated with respect to loading if the garbage is getting picked up or if they are loading during business hours of operation, it would be difficult to get through the drive-thru. Staff is recommending to them to restrict hours to the off hours for garbage and loading for the restaurant.

Golder stated she is recommending approval of the special land use and site plan review as described in her memo. But the 3rd condition: Applicant shall secure a variance from the Zoning Board of Appeals for the proposed parking setback along 28th Street. She is going to take the condition out of the special land use and put it into the site plan approval. She stated if they go to the zoning board of appeals and they don't get their variance they could operate without the parking being there, it could just be the drive access. She stated if it happens that they get denied then staff will look at the site plan again.

Mike McPherson, with Atwell Hicks and Amy Conti, the architect were present. McPherson stated they reconfigured the parking along 28th Street and he thinks it is a positive change for the site.

Holtrop opened the public hearing.

There was no public comment.

Motion by VanderHoff, supported by Fox, to close the public hearing.

- Motion Carried (7-0) –
- Jones and Kape absent -

Little stated his only concern was the storm sewer easement and engineering is addressing that issue.

Commissioners VanderHoff, Fox, Pemberton, were ok with the request.

Sparks questioned what they plan to do after they split the parcel. McPherson stated they purchased the north parcel, the south parcel they will not own. It will stay under the same ownership that owns it now.

Holtrop questioned where the employees would enter. Conti stated typically through the rear, but they will probably come through the front door.

Golder stated she received a comment from the City Attorney with respect to condition 2 regarding the cross access easement. He wanted the wording to include “the City to approve prior to recording”.

Motion by Benoit, supported by VanderHoff, to grant conditional approval of the Panda Express Drive-Through Facility as described in Case No. 23-18. Approval is conditioned on the conditions 1-4 and basis points 1-4 as described in Golder’s memo dated July 5, 2018, with modifications noted.

- Motion Carried (7-0) –
- Jones and Kape absent -

Motion by Benoit, supported by Fox, to grant conditional approval of the site plan dated July 2, 2018 for Panda Express Drive-Through as described in Case No. 23-18. Approval is conditioned on conditions 1 –7 and basis points 1-6 as described in Golder memo dated July 5, 2018 with modifications noted.

- Motion Carried (7-0) –
- Jones and Kape absent -

I. Work Session

Case#24-18 – Inglenook Condominium – Major change to the PUD - Located the South side of Burton 4200 block

Schweitzer stated the property owners at 2187 Greenstone Drive wish to construct a 16'x16' screened porch addition to the back of their house. He stated this would yield a setback of ten (10) feet off the perimeter of the condominium site. The Inglenook Condominium Development Agreement requires a minimum 30 foot setback off along this portion of the condominium site and relief from this requirement is not allowed to be sought from the Zoning Board of Appeals. The RPUD-1 zoning ordinance provisions allow the Planning Commission to vary the rear yard setback of individual dwelling units after consideration of common open space areas or parks which abut the rear yard.

Schweitzer stated on May 21, 2018 Jim and Jennifer Foerster appeared before the Kentwood Zoning Board of Appeals seeking to reduce the required rear yard setback for a screened, enclosed porch addition to their home at 2187 West Greenstone Drive, SE. After the public hearing was closed, the board deliberated the request and decided to table action. Recognizing the possible implications of approving the request the board directed staff to further research the Inglenook development to date as well as confirm whether the Zoning Board was the appropriate forum to consider the requested change.

Schweitzer stated City staff has since conducted additional review of the city records relating to the Inglenook Condominium Planned Unit Development (PUD) including the building permits issued for the construction of the homes as well as building additions. It appears that the building construction within the development has previously encroached upon the required perimeter building setback for enclosed or unenclosed porches, steps, patios or similar construction on one occasion. Schweitzer stated we also learned that the Inglenook Development agreement specified that future landowners within the PUD would not be able to seek any variances from the Zoning Board of Appeals once the project was constructed.

Schweitzer stated in order to build the proposed building addition within 10 feet of the rear yard the applicant will need to seek a major change to the Inglenook Condominium Plan. He stated this review requires a public hearing review and recommendation from the Kentwood Planning Commission and a subsequent public hearing and final decision from the Kentwood City Commission.

Schweitzer stated because this is an enclosed deck that is why the 30 foot setback comes into play. He stated the ordinance in the PUD zone does give the planning commission some flexibility in terms of rear yard requirements on individual units.

Schweitzer stated in order to consider a lesser main building setback there has to be a park or open space common to that area. In this situation, there is no common open space area or parks abutting the rear yard of the home at 2187 West Greenstone. The adult foster care small group

home building and adjacent single family detached building are both within 30 feet of the common lot line nearby the homes at 2187, 2181 2193 and 2199 West Greenstone. In contrast, there is a 50 foot landscaped setback on the church property to the west of the condo buildings addressed as 2207, 2219, 2225, 2236 and 2241 West Greenstone. Schweitzer stated according to provisions in the ordinance as far as giving flexibility it would appear there is greater basis along this side of the site for this type of relief as opposed to the this area right here.

Benoit questioned how the building is 26 feet from the property line but the setback is 30. Schweitzer stated staff looked through the building permit records and it appears when it was built it had the extension in there, it appears to be an administrative error and not catching it at that time. Benoit questioned since one or more of these homes are in violation of the zoning ordinance whether they are considered non-conforming structures now. Schweitzer stated yes. Benoit stated we can fix this one if we change the PUD, but questioned whether any other home may have a deficient building setback. Schweitzer stated as long as the commissioners are looking at this PUD, we can look at those that are also not consistent with it. Schweitzer stated this would be the opportunity to correct that so they are conforming. Benoit stated we don't want to set a precedence. Benoit stated he doesn't want to do this just for one person. Benoit stated a lot of zoning ordinances states with nonconforming structures you can't add onto it. Schweitzer stated that is where if there is a change to the PUD then it becomes conforming.

VanderHoff stated he would be against approving them building a sunroom within 10 feet of the property line.

Jim and Jennifer Foerster were present. Jim Forester stated he would like to add that the condominium board has to approve any addition outside a building. He stated not every homeowner can go out and add onto their home. Jennifer stated they surveyed the homeowners and got their approval and they also had their meeting with the condo association and the group discussed it as a whole and they have a unanimous approval from the residents.

Pemberton stated he sees two issues, one is housekeeping and bringing these homes into compliance with the current setbacks that are there. He stated if we did make a major change to the PUD it would clean that part up. Pemberton stated the next issue is whether or not we want to make provisions for that setback to be even shorter. Pemberton questioned if fire had a problem with getting to the back of the building with only 10 feet. Schweitzer stated they didn't highlight that in their review.

Jennifer clarified they are not doing an enclosed room it is just a porch with screens. Schweitzer stated from a zoning standpoint we consider that to be enclosed.

Little stated he does have concerns about the 10 foot setback. He stated he is not totally opposed to making some adjustments, but he thinks a 10 foot setback is not sufficient.

Fox stated he is not as concerned in this instance with the 10 foot setback because of what the property backs upon to. He stated the issue that presents is if we do it for one, then we open it up for the entire PUD.

Dave Kennedy, President of Inglenook Condo Association was present. He stated the association does not allow changes to Inglenook very easily. He stated when the Foeresters came to them, they felt this would work at this location. He stated as an association they discussed thoroughly the ins and outs. The conclusion was the general solution for changing the PUD would be best, but every individual request for a change would still have to come before their own Board before anything could be allowed. He stated they have turned down many requests. He stated he wants to assure the commissioners that they do plan to exercise due diligence to any request. He stated their own evaluation when they looked at the 36 units, is that there were only a very small handful of units for which this would even be a possibility. He stated there are privacy issues and people being close to neighbors and they are very sensitive to all of these kinds of requests.

VanderHoff stated we have to enforce our setback and our ordinances. He stated he has no problem cleaning it up and making it 26 feet if that cleans up the non-conforming issues but he would not be in favor or vote for a 10 foot setback.

Schweitzer stated for the public hearing we will go around and see how close they actually are.

J. New Business

There was no new Business

K. Other Business

1. Zoning Ordinance Accessory Building Discussion

Pung stated in March of this year the Planning Commission reviewed and recommended to the Kentwood City Commission amendments to Sections 3.15 and 3.16 Kentwood Zoning Ordinance relating to accessory structures. Upon further review by staff of the proposed amendments, several inconsistencies and conflicts with the existing ordinance language were identified. The City Commission, upon recommendation by staff, did not adopt the proposed amendments relating to accessory building. After additional review and discussion, staff have developed revised amendments for Sections 3.15 and 3.16 for planning commission consideration.

Pung stated some of the main changes involved adding a table which would now call out the number of accessory buildings that a property can have based on their size and whether the first accessory building was attached or detached. Currently this is in text and hopefully this will make it a little easier to understand. Pung stated as part of that, we also eliminated platted versus unplatted lots based on the size of the lot. That shouldn't make a difference. It is all strictly the size of the lot with regards to getting the larger accessory buildings. In the past if it were an unplatted lot with 1 acre you could have a 960 square foot detached building, but it had to be an unplatted lot. He stated we took that reference out.

Pung stated another change under accessory uses exempts swimming pools from the lot area requirement for maximum coverage. That was also added under section 3.15 for accessory building itself so that it is covered in both areas.

Pung stated we also eliminated the penalty for larger lots. The ordinance currently says if you have an unplatted lot of more than one acre you can have 1 detached accessory building up to 960 square feet. Pung stated on a normal lot if you have a detached garage you can have 1 more detached accessory building. As no proposed, if you are on a large lot with a detached accessory building you can still get a second accessory building like other lots could.

Pung stated on lots of more than 5 acres we are allowing for a larger accessory building than currently allowed, currently it is 960 square feet. We have broken it down to 1 acre or more up to 5 acres they can still have the 960 square feet but a lot of more than 5 acres you can have a 1,100 square foot detached accessory building.

Schweitzer stated staff wanted to bring these changes to the commissioners attention and explain before we took it back through the process.

Fox wanted clarification as to what residential purpose is defined as. Golder stated you can't live in your shed. Schweitzer stated if it is a residential property the principle building is residential and accessory building is not.

Discussion ensued.

Schweitzer stated you can't have a lot and put an accessory building on there by itself.

2. Review/Discussion of Master Plan Update

Methodology

The following set of Planning Principles were initially developed based on meetings and workshops with stakeholders and a Citizens Advisory Council, with additional refinement by the consultant team during the 2005 Master Plan Update process. Now, as in 2012, we are reviewing these principles to ascertain their current relevance and updated with the changes that have taken place. Much has changed in the city since 2012.

First, the national and state economies, most notably in the manufacturing sector, have undergone a resurgence. A significant part of the city's economy is still based on manufacturing operations. With the return of manufacturing processes in the state and in the country, a large number of manufacturers have remained and expanded their business in Kentwood while other new industrial businesses have relocated here. Second, while energy issues continue to be at the forefront of the economy, new energy technologies have reduced the primary reliance upon refined oil products. Businesses that rely heavily on use of energy may be able to draw upon these sources of energy as well as refine their processes to be more energy efficient. In addition, as a result of the ongoing concern regarding energy, being "green" is still desirable for both businesses and residents of the city. Third, trends suggest that household size has leveled off. Yet

many of the undeveloped portions of the city are planned for single family detached residential use. In the future, the market for large houses may be reduced and the need for affordable housing choices will increase. Fourth, the cost of transportation for individual consumers has moderated, however, it may still have a direct impact on development patterns and housing choices. Fifth, the Silver Line Bus Rapid Transit service was implemented in August of 2014 along Division Avenue. The BRT is anticipated to have a major impact on a part of the city that has long been in decline. Lastly, there have been concerns in the past several years regarding the decline of some of the city's retail areas. As new retail venues develop in the metropolitan area, the older venues tend to post high vacancy rates and less desirable tenants. Woodland Mall has taken a bold step to purchase and demolish the former Sears store to make way for a fresh new wave of retail lease space anchored by the Von Maur department store scheduled to be completed in the fall of 2019. In addition, Woodland and its other major anchors, JC Penney and Macy's, are working together to upgrade the overall parking facilities and building facades to compliment the new investment. These measures are anticipated to keep the retailers strong in and around the 28th Street and East Beltline intersection.

The 2018 Update will reflect relevant principles from the prior plans, and will include several re-stated principles that relate to the changes the city has seen in the past six years. The principles express key planning priorities and intentional actions that should inspire and influence future master plan and land use changes that are considered by the Kentwood Planning Department, the Planning Commission, and City Commission.

Guiding Planning Principles

1. Open Space and Greenway Network

2. Mobility

Major Arterials

- Primary Intersections
- Trails
- Transit Corridors and Services

3. Place Strengthening

Gateways

Sharpening the Sense of Place

4. Partnerships and Organization

5. Sustainability

6. Commercial Development/Redevelopment

Planning Principle 1: Open Space and Greenway Network

Kentwood contains significant wooded areas and is laced with several important wooded streams and drainage corridors, such as Plaster Creek. The City also contains a number of important

undeveloped properties in addition to 16 existing public parks/linear parks and an additional 5 planned park facilities. These natural resources constitute a unique identity for Kentwood and the City should work to establish these existing open, green, and undeveloped spaces into a community-wide network of natural systems. This network would contain a combination of parks, protected lands, and appropriate “cross country” trails designed as recreational and economic resources for community use.

Other elements of “green infrastructure” such as non-motorized facilities, trees, and streetscape improvements within the public rights-of-way can become a part of the green network.

Therefore, efforts should continue to be pursued to re-populate traditional tree planting within the curb strips along existing neighborhood streets and assure the installation of trees along new neighborhood streets. Along high traffic arterial streets with greater speeds there are also environmental and aesthetic benefits to trees placed along the street and within medians that can be achieved when carefully balanced with traffic safety considerations.

Previously, the issue of the maintenance of open space has created some question as to whether the city ought to acquire additional open space due to its ongoing maintenance cost and the stress that would place on the city’s operating budget. Subsequently the city should consider measures to assist in the reduction of maintenance costs to the city such as private maintenance of parks and open space and use of native plantings on city properties. In addition, the city could consider the pursuit of a dedicated millage that includes the funding of ongoing park and open space maintenance costs.

The Non-Motorized Facilities Plan adopted in April, 2017 includes future trail development through and along an open space network of wooded streams and drainage corridors that provide residents with connections to existing and future parks, commercial areas, employment centers and other community facilities.

It will be important to develop the open space network with an organizational partner (such as a local land conservancy, the Nature Conservancy, or Kent County) with the technical understanding, financial footing, and regional open space planning perspective to plan and implement a coherent, sustainable open space network for Kentwood.

VISION:

1. Open Space and greenways are important to the city and bring sustainability, health benefits, livability, and economic, employment and recreational opportunities.
2. City shall recognize and protect Plaster Creek and its associated wetlands and vegetation as an important community resource.
3. The city will continue its efforts to replenish and expand the green canopy along city streets.
4. City shall establish and maintain its greenways and open space networks.
5. City will continue to establish trail connections between parks and other public facilities and residents.

TASKS:

- a) Resurrect the Open Space Committee and meet with other similar organizations in adjacent communities. The city will endeavor to increase the number of non-motorized trail interconnections with the adjacent communities.

Schweitzer stated we need to update where we can get some interconnection along the common border and should incorporate in the updated plan.

- b) Inventory natural features and green infrastructure including street trees within public rights-of-ways.

Schweitzer stated intern Brandy Bale is going throughout the City to identify and document the exact location of trees, condition, age, size and if there are utility lines.

- c) Review and upgrade current zoning ordinance requirements for green space in all residential developments. The city and developers could partner on PUD developments that emphasize clustering of housing units to more effectively preserve open space areas.
- d) The city shall inventory private open space, which is part of the open space/greenways network.
- e) City will strive to acquire open space and look into ways to reduce costs of maintenance, including through the use of low maintenance native species plantings.
- f) The city shall consider asking voters to approve a park millage renewal that includes funding for the maintenance of parks and open spaces.
- g) Connect pedestrians to transit and parks; provide bike lanes within existing street, increase or maintain current tree canopy.
- h) Continue to replace trees lost to the Emerald Ash Boer or to disease and continue to use a variety of species to prevent a similar devastation of trees in city rights-of-way and city properties in the future. A plan will be developed outlining which street corridors need replacement/supplemental street trees, prioritizing when trees could be placed, as well as potential funding sources for grants to offset costs.
- i) The city will investigate the potential for a “tree nursery” to grow trees that can be used for tree replacements on public streets and within parks.
- j) The city will strive to become a bike friendly community.

- k) The city will investigate the benefits of Low Impact Development stormwater management techniques. (Reconcile with State Stormwater Management Rules)

Planning Principle 2: Mobility

Kentwood's transportation network is has been historically designed to move persons and goods throughout the community primarily in single occupant motor vehicles or large trucks. The network has also contained a parallel but less-extensive network of sidewalks and trails for pedestrians and other non-motorized movements such as bicycles and in-line skaters. Going forward, we will expand the focus to place greater emphasis on the mobility options for the movement of people and goods. There are five elements that make up this Mobility Planning Principle:

- A) Major Arterials**
- B) Primary Intersections**
- C) Non-Motorized Connections**
- D) Transit Services**
- E) Air and Rail Transport**

Holtrop stated a lot of the action items and tasks overlap just so they are worded the same or both included

A. Major Arterials

Major arterial roads are designed to move traffic safely and efficiently with adjacent land use and planning issues handled at appropriate scales. All of Kentwood's arterial streets are built to final grade, meaning that they are designed to at least meet the projected traffic volumes for the foreseeable future.

However, due to their width and the amount and speed of traffic, arterials have become barriers to pedestrians, bicyclists, or any form of crossing. The city must strive to improve the safety of the streets and to provide for alternate modes of transportation and for safe and efficient means of crossing the arterial streets while connecting neighborhoods, businesses, employment centers, and recreation centers.

The Non-Motorized Facilities Plan has identified several corridors to reassess as to whether they can be re-designed to handle pedestrian and other forms of transportation while still meeting traffic capacity. This provides a starting point to undertake further to determine how to support multiple modes of transportation. A road that has excess capacity for vehicular traffic might allow for the reduction in the number of traffic lanes to enable expanded bicyclists and pedestrians access.

VISION

1. The city will work to provide a street network that is safe and efficient and inclusive of various modes of transportation (Complete Streets).
2. The city will take steps to ensure that street crossings are safe and efficient.

TASKS:

- a) The city will systematically evaluate the street corridors identified in the Non-Motorized Facilities Plan as prospects for a “road diet”. A “road diet” is a reduction of the number of vehicular travel lanes on a road, in order to add non-motorized facilities.
- b) City shall adopt a Complete Streets policy.
- c) City will consider the addition of bike lanes on arterial streets where a road diet is warranted.
- d) City will expand efforts to allow safe crossing of major streets through signalization, lane reduction, better crosswalk demarcation, use of refuge islands and signage to remove the barriers created by arterial streets.
- e) The city will strive to become a bike friendly community

B. Primary Intersections

Many intersections along Kentwood’s major traffic corridors have become increasingly complex due to increased traffic volumes and adjacent longstanding development patterns that have numerous and poorly planned access points. Consequently, ingress and egress is more difficult and the visibility of commercial destinations is diminished if proactive measures are not undertaken. These conditions warrant a planning approach to accommodate safe traffic movement, while creating an improved context for development/business at these intersections as development or redevelopment takes place.

This planning approach begins by establishing a planning focus on cross access between adjacent properties as well as shared access onto the public right of way. This approach changes the planning scale to include a larger area and range of adjacent uses. Another important facet of this planning approach is to plan the reconstruction of roadway intersections taking into account the parcels surrounding the intersection. Emphasis is placed on creating and improving inter-parcel access, rather than creating access points from the intersection for each parcel.

VISION:

1. Kentwood will provide safe crossing at its intersections and at midblock crossings.
2. Kentwood will require access between adjacent parcels of land that eliminate the need for access onto the public street near intersections.

TASKS:

- a) Kentwood will list intersections where there is a need to provide easier midblock crossing and refuge islands on medians to allow additional safety for crossings at major intersections.
- b) City will keep drive accesses as far away from intersections as possible.
- c) City will require cross access between parcels of land near intersections to allow inter-parcel cross access.
- d) When feasible, the city will connect pedestrian and vehicular movement to an adjacent neighborhood to limit the need for neighborhood traffic to travel on arterial streets. An example is the commercial center at Bailey’s Grove in which Bailey’s

Grove in which residents can enter the development without accessing 52nd Street or East Paris Avenue.

Holtrop suggested they change their primary intersection example because you can't legally through Bailey's Grove portions of the condo areas.

- e) The city will consider incentives for closure of key curb cuts when better alternatives may exist.
- f) For key locations, consider adoption of a PUD that establishes the location of curb cuts for the intersection.

C. Non-Motorized Connections

One of the most successful features of many of the areas' municipalities is a transportation network that allows pedestrians, bicyclists, and other non-motorized networks to travel within the metropolitan area and beyond. In surveys conducted by the city, trails have consistently been identified as a feature that is valued by city residents. The discussion of trails shall include hiking trails, sidewalks, and bike paths, both within and outside of a street right-of-way.

VISION:

1. The city will make non-motorized travel a priority in its transportation planning. The discussion of non-motorized travel shall include hiking trails, sidewalks and bike paths. The non-motorized paths will be designed to connect homes, businesses, city services, and recreational opportunities both within and outside the city of Kentwood.
2. Enhance the accessibility to transit for pedestrians, persons with disabilities and bicyclists through non-motorized interconnections.

TASKS:

- a) The city adopted a non-motorized facilities plan in April, 2017 to highlight the city's existing and planned trails, paths, public walkways and their connections to other walkways outside the city. The City shall implement the Non-Motorized Facilities Plan to connect pedestrians to transit and parks and to provide bike lanes within existing streets.
- b) Incorporate non-motorized connections that link to other trails and to transit services as part of any development or re-development review.
- c) Kentwood will amend the Subdivision Control Ordinance to require sidewalks on all public streets.

Pemberton stated he is all for sidewalks as long as they connect to something.

- d) Proactively seek out all funding sources for construction and maintenance of non-motorized trails including Community Development Block Grant (CDBG), Safe Routes to School (SR2S), Congestion Mitigation Air Quality (CMAQ) and Act 51 as part of all upgrades of public streets.
- e) City will pursue designation of “bike friendly community” and will develop stronger relationships with bike clubs and groups to push for trails and paths. The city will evaluate its system to accommodate commuter cyclists.
- f) The city will improve street lighting, cross walk demarcation, and signalization at intersections for pedestrian and bike safety.

D. Transit Services

Public transit in the Grand Rapids region is provided by the Interurban Transit Partnership (ITP), known as “The Rapid”. Kentwood contains key public transit service corridors along 28th Street (Route 28), 44th Street (Route 44), Division Avenue (Route 1), Eastern Avenue (Route 4) and Kalamazoo Avenue (Route 2) as well as the industrial area adjacent to the airport (Route 5 and Route 17). Current Rapid para-transit services such as GO!Bus and PASS (Passenger Adaptive Suburban Service) provide vital mobility and connections for many Kentwood citizens throughout the Greater Grand Rapids community.

In August of 2014 the Silver Line bus rapid transit service was initiated along Division Avenue from Rapid Central Station in downtown Grand Rapids to 60th Street. In August, 2017 the Kentwood Division Avenue frontage properties as well as 44th Street frontage properties from Division to Jefferson were rezoned to Form Based Code. The new zoning contains provisions for Transit Oriented Development involving both commercial and residential mixed use development with an emphasis on walkable site design to increase the number of approved residential and commercial uses along the arterial corridor.

In 2018 The Rapid is completing a year-long study to identify, analyze, and prioritize transit improvements with the goal of improving the transit experience in the six city area and beyond. The study is intended to enhance services by: expanding safe and equitable transit access; connecting residents with jobs; and supporting urban revitalization and economic development. We anticipate the recommended transit improvements will include service options that are more flexible, convenient and accessible to a larger segment of the community.

VISION:

1. The city will support transit services to provide increased mobility to its citizens.
2. TOD concepts should be part of any new development or redevelopment that has potential for bus service.
3. The city will support the BRT project for Division Avenue.
4. The city will connect transit routes to other modes of transportation.

TASKS:

- a) Encourage mixed use and higher densities around TODs.

- b) Use a form based code template for future TOD areas.
- c) Make sure pedestrian/bicycle transportation is connected to transit corridors.
- d) Transit service and sidewalk interconnections will be considered for all new development and redevelopment. The city will support alternate modes of transportation, such as bike paths to allow connections to transit as well as bike share, car share and updated Passenger Adaptive Suburban Services (PASS).

Schweitzer stated we have added Air/Rail/Truck Transport.

E. Air, Rail and Truck Transport

Director of the Michigan Department of Transportation Kirk Stuedle introduces the 2017 Michigan Freight Plan by stating that freight transportation is closely tied to economic development in Michigan and is critical to the state's role as a major domestic and global trade partner. The freight plan provides an account of the current statewide transportation assets and needs, paving the way for future progress to be made in support of freight activity and investment. A key component of the state's plan is to lower cost, reduce time and remove risk for firms by developing an efficient logistics and supply chain ecosystem that leverages the state assets and provides opportunities for collaboration and partnership.

As a prominent Michigan community Kentwood possesses a large industrial tax base made up of a diverse array of small, medium and large businesses. The existence of these businesses and their ultimate success is a byproduct of the extensive network of highways, State and County roadways and railroads that cross through or along the city's corporate boundaries. These networks along with the immediate proximity of the Gerald R Ford International Airport provide the community with an exceptional level of access to allow commerce to cost effectively and efficiently move raw products and finished goods and thus prosper. Given the close proximity of Lake Michigan coastline communities with deep water ports like Muskegon, waterborne transportation network connections can provide added value. It is therefore important to recognize the value of maintaining and improving the variety of existing transportation infrastructure and services in order to maintain and improve Kentwood's standing as a prosperous business location.

The 2018 update of the Gerald R Ford International Airport Master Plan highlights the strong steady growth of passenger and freight air traffic in recent years along with continued steady growth projected into the future. To keep pace with this growth the airport master plan outlines measures to maintain and expand the airport parking facilities, terminal, cargo facilities and airfields as well as replace the airport control tower.

VISION:

1. Plan for roadway improvements to keep pace with the growth in passenger and freight activity at the Gerald R Ford International Airport.
2. Capitalize on the existing rail facilities within the city limits.
3. Draw upon the 2017 State of Michigan Freight Plan to identify the maintenance and expansion of assets necessary to develop an efficient logistics and supply chain ecosystem that leverages the state assets and provides opportunities for collaboration and partnership.

TASKS:

- a) Incorporate the projected passenger and freight growth projections in the update of the GVMC Transportation Model.
- b) Undertake a Four Corners transportation study to focus in on the roadway improvements necessary to address projected growth.

Schweitzer noted that this Four Corners study is underway.

- c) Preserve and reactivate the rail spur that runs south off the C&O Railroad line from south of 36th Street through sections 24, 25 and 36.
- d) Promote/support State rail passenger service study

3. Commissioners' Comments

VanderHoff stated his last meeting will be July 24, 2018. He stated it has been a pleasure serving on the Board.

Commissioners thanked VanderHoff for his service and stated his element of wisdom will be missed.

Sparks thanked the staff for all their hard work.

Holtrop stated there are a lot of events happening in Kentwood yet this summer.

Fox stated he will be gone the July 24 meeting.

4. Staff's Comments

Schweitzer stated July 17 at 5:30 pm there will be a joint Planning Commission, City Commission and Park and Recreation meeting.

L. Adjournment

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

- Motion Carried (7-0) –
- Jones and Kape absent -

Meeting adjourned at 8:55 p.m.

Respectfully submitted,

Ed Kape, Secretary