

**CHARTER TOWNSHIP OF GARFIELD
PLANNING COMMISSION MEETING**

Wednesday, May 13, 2015 @ 7:00 pm
Garfield Township Hall
3848 Veterans Drive
Traverse City, MI 49684
Ph: (231) 941-1620

A G E N D A

Call Meeting to Order

Roll Call of Commission Members

1. **Review and Approval of the Agenda - Conflict of Interest**

2. **Minutes**
April 8, 2015

3. **Correspondence**

4. **Reports**
 - a. Township Board
 - b. Planning Commissioners

5. **Business to Come Before the Commission**
 - a. PD- 2015-41– Maple Ridge Apartments (Public Hearing)
 - b. PD- 2015-42 – Brookside Commons - Major Amendment (Introduction)
 - c. PD-2015- 43 - Traverse City Medical Properties – (Conceptual)

6. **Public Comment**

7. **Items for Next Agenda – May 27, 2015**
 - a. Master Plan Discussion

8. **Adjournment**

**Joe Robertson, Secretary
Garfield Township Planning Commission
3848 Veterans Drive
Traverse City, MI 49684**

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**CHARTER TOWNSHIP OF GARFIELD
PLANNING COMMISSION MEETING
April 8, 2015**

Call Meeting to Order: Chair Racine called the meeting to order at 7:00pm at the Garfield Township Hall, 3848 Veterans Drive, Traverse City, MI 49684.

Commission Members Present: Pat Cline, Joe Robertson, Kit Wilson, Terry Clark, Gil Uithol, John Nelson (7:07) and John Racine

Staff Present: Rob Larrea and Brian VanDenBrand

1. Review and Approval of the Agenda – Conflict of Interest: (7:00)

Uithol moved and Cline seconded to approve the agenda as presented.

Ayes: Uithol, Cline, Clark, Robertson, Wilson, Racine

Nays: None

2. Minutes

a. March 25, 2015 Minutes (7:00)

Uithol moved and Wilson seconded to adopt the March 25, 2015 Regular Meeting minutes as amended noting that in item 3b, sentence 2 shall read "There were two"

Ayes: Uithol, Wilson, Clark, Robertson, Cline, Racine

Nays: None

3. Correspondence (7:02)

None

4. Reports:

a. Township Board (7:02)

No report

b. Planning Commissioners (7:02)

No report

5. Business to Come Before The Commission

a. PD 2015-33 – Maple Ridge Apartments (Introduction) (7:03)

The application is requesting a Special Use Permit to construct a 232 unit apartment project on a 30-acre development site on LaFranier Road. Multiple family dwellings and developments may be permitted by Special Use Permit in the R1-M zoning District. The properties were recently rezoned from A-1 Agriculture to the current R-1M Multi-Family District. The complex will consist of nine buildings which will be a mix of one, two and three bedroom units. Mark Oppenhuizen of Oppenhuizen Architects spoke regarding the project

and answered questions on the project design, roadway design, landscape and storm water basins. Commissioners indicated that they wanted the infiltration basins to be designed so that they could be used for recreation when dry and would like the larger trees to be incorporated into the project where appropriate. Nelson commended the applicant on their continued work with the Road Commission and preserving the old growth beech trees.

Nelson moved and Wilson supported THAT application SUP-2015-01, submitted by Midwest MFD LLC for a Special Use Permit for a Multi-Family Development, BE ACCEPTED and scheduled for public hearing at the regular meeting on May 13, 2015, subject to the applicant providing additional detail as required by the Planning Department.

Yeas: Nelson, Wilson, Cline, Robertson, Uithol, Clark, Racine

Nays: None

b. PD-2015-34 – Zoning Ordinance (Public Hearing) (7:41)

Larrea presented a power point on which explained the “why” and “how” of the new Zoning Ordinance rewrite. He said this was a comprehensive rewrite of the ordinance and the goal was to make it user friendly and include flexibility. The zoning districts have two page descriptions so the public can easily locate a zoning area and dimensional requirements. The Ordinance provides for a broader administrative authority and added flexibility in the parking regulations, fencing, landscaping, private road standards, and stormwater, portions of the ordinance. There were also some procedural changes in PUD’s and a new PURD section. An expiration timeline for plans has been added and the new ordinance allows nonconforming buildings to expand within their setbacks. Larrea addressed questions that appear in PD 2015-35.

Racine opened the Public Hearing at 7:59pm.

Jim Schmuckal of Windmill Lane spoke positively of the ordinance and thinks it is a good improvement. He discussed the parking requirements and thought that the parking deferral system is a great change. He commented on the fencing as well and thought vinyl chain link and landscaping were a good addition.

Racine closed the Public Hearing at 8:05pm.

Larrea reviewed the small recent changes which were outlined in PD 2015-35 and noted that some were simply reference items. He will double check that “approval authority” is clearly defined in the ordinance. Commissioners commended staff on a job well done and discussed the 90 day plan expiration timeline. Larrea will change the expiration to 120 days and retain the remaining language.

Nelson moved and Cline seconded THAT proposed Ordinance No. 68, the Garfield Township Zoning Ordinance, be recommended for approval by the Garfield Township Board.

*Yeas: Nelson, Cline, Wilson, Clark, Robertson, Uithol, Racine
Nays: None*

6. Public Comment (8:17)

7. Items for Next Agenda – April 22, 2015 (8:17)

a. Request to cancel meeting


Clark moved and Wilson seconded to cancel the April 22, 2015 Planning Commission meeting.

*Yeas: Clark, Wilson, Uithol, Robertson, Cline, Nelson, Racine
Nays: None*

Larrea has been contacted East Bay Township regarding a joint meeting and since two Garfield Township Planning Commissioners will be absent for the suggested May date, he will determine another date.

8. Adjournment:

Nelson moved to adjourn the meeting at 8:20pm.

 Charter Township of Garfield Planning Department Report No. 2015-41		Pages: Page 1 of 3	
Prepared:	April 30, 2015	Attachments:	<input checked="" type="checkbox"/>
Meeting:	May 13, 2015 Planning Commission		
Subject:	Maple Ridge Apartments – SUP- Introduction		
File No.	SUP-2015-01	Parcel Nos.	05-023-026-20 05-023-026-30 05-023-025-20 05-023-025-40
Applicant/Owner:	Midwest MFD LLC – Maple Ridge		
Agent:	Mark Oppenhuizen; Oppenhuizen Architects		

PURPOSE OF APPLICATION:

The application requests Special Use Permit (SUP) approval to construct a 232-unit apartment project on a 30-acre development site on LaFranier Road. Multiple-family dwellings and developments may be permitted by Special Use Permit in the R1-M zoning district.

SUBJECT PROPERTY:

The proposed development site is comprised of four properties located along the west side of LaFranier Road, roughly 1/4 mile north of Hammond Road. The subject parcel numbers are 05-023-025-40, 05-023-026-30, 05-023-026-20, and 05-023-025-20. The subject properties were recently rezoned from A-1 Agriculture to the current R-1M Multi-family District.

STAFF COMMENT:

This application was introduced on April 8, 2015, and scheduled for a public hearing on May 13, 2015. Please review Planning Department Report No. 2015-33 for a detailed description of the proposed development site and its features. This report does not duplicate that description and will concentrate on items in need of follow up.

At the time of introduction the Planning Commission appeared generally supportive of the application, but requested the applicant to consider some design changes which are highlighted below.

Landscaping and Tree Preservation

At the Commission's request, the applicant hired a registered forester to evaluate the health of the woodlands on the property and to identify "specimen" trees which might be preserved (*evaluation letter attached*). Due to a combination of decay, poor tree structure, or disease, the forester was not able to identify any specimen trees which were both of considerable size and in fantastic health. The forester did note, however, that the application proposes to retain the healthiest stand of trees as part of the open space area

of the site. Additionally, efforts have been made to preserve additional trees adjacent to some bioretention basins.

The landscaping plan has been updated to show the full amount of required landscaping along LaFranier Road, but is still missing some plantings in the southwest corner of the site. As the Commission may recall, Staff requested that the landscaping plan indicate all required plantings in the event that existing trees do not meet the intent or requirements of the landscape ordinance. Any approval should be conditioned to allow flexibility for Staff to work with the applicant towards a final landscaping plan.

Stormwater Management

Site drainage will be accommodated on-site in a series of shallow infiltration basins which may also function as usable open space during dry weather. The Commission asked the applicant if it would be possible to make these basins shallower, so that they would be more usable and to avoid a "pothole effect."

In response, some basins have been made slightly shallower than the preliminary plan shows, though most remain from 3 to 4 feet deep. However, the side slopes are working out predominately at slopes of 1:5 or 1:6, compared to 1:3 (i.e., 1 foot in rise for 3 feet of run) which is allowed by the stormwater ordinance. The basins which are adjacent to the woodlot are sloped at 1:10. The shallower side slopes should help to aid the usability and appearance of these basins.

The proposed stormwater management plan has been reviewed by the Township engineer and found to meet the requirements of the stormwater management ordinance.

Other than the above, the application remains essentially unchanged from the application as first presented.

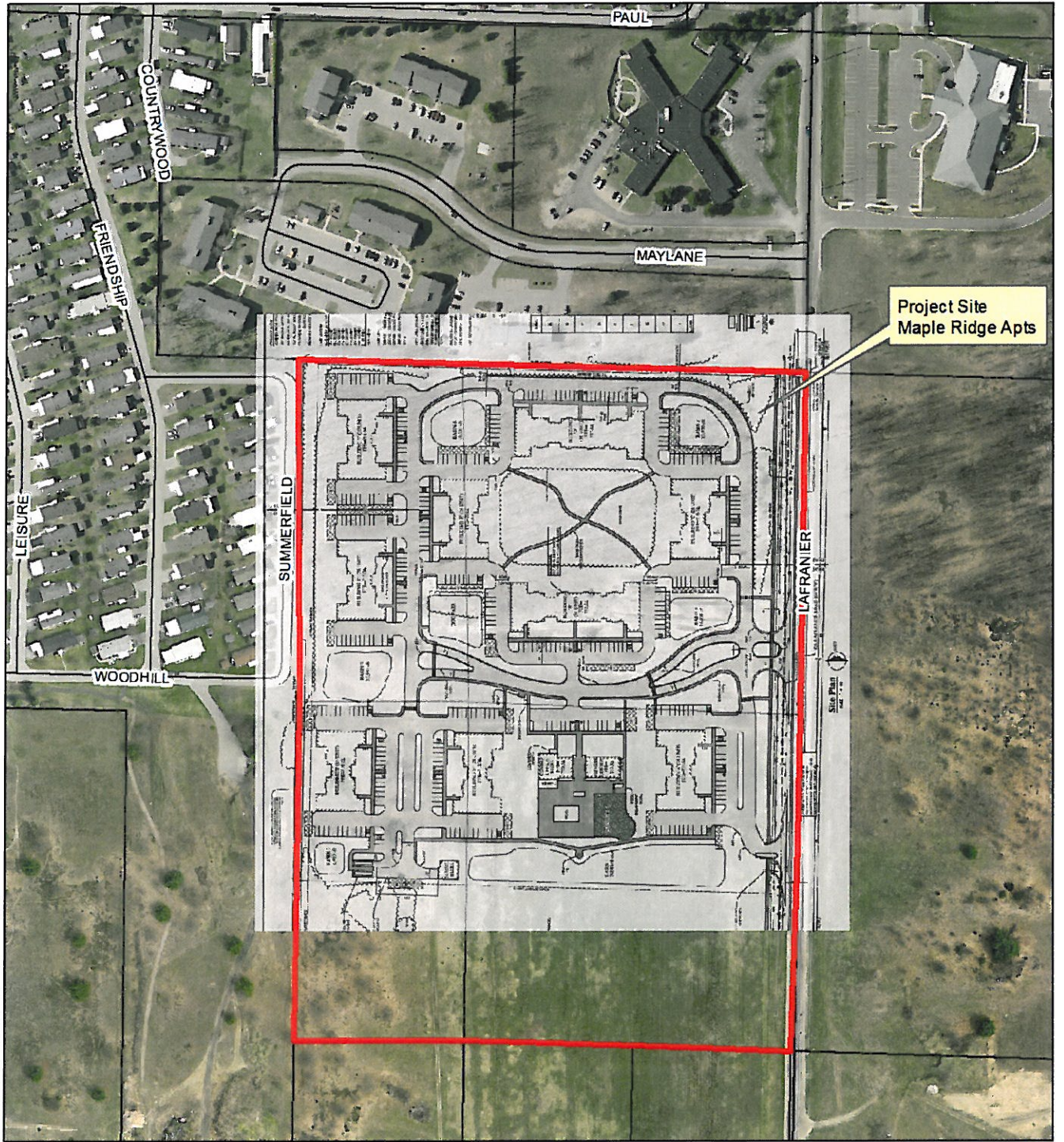
ACTION REQUESTED:

As noted above, the first purpose of this agenda item on May 12th will be to invite public comment upon the application. Following the conclusion of public comment, further applicant presentation, and Commission discussion, the Commission is asked to direct Staff to prepare findings in support of an anticipated decision if it is prepared to do so.

Attachments:

Schillinger Forestry Letter

11x17" site plan set



Site Plan Overlay Map

Legend

- Special Use Permit Boundary
- Prop_Parcel_2014

This map is based on digital databases prepared by the Charter Township of Garfield. The Township does not warrant expressly or impliedly or accept any responsibility for any errors, omissions, or that the information contained in the map or the digital databases is currently or positionally accurate.

Garfield Charter Township
 3848 Veterans Drive
 Traverse City, MI 49684
 Phone: 231.941.1620
 Fax: 231.941.1688
www.garfield-twp.com



NOT A LEGAL SURVEY

Garfield Township Planning Dept: 4/2/2015



Schillinger
FORESTRY, LLC

5138 HIDDEN GLEN DRIVE
TRAVERSE CITY MI, 49684
WWW.MICHIGANFORESTER.NET

April 16, 2015

Maple Ridge Apartments, Midwest MFD, LLC
c/o Oppenhuizen Architects
333 Jackson Street
Grand Haven, MI 49417

Dear Mr. Oppenhuizen,

This letter summarizes the tree resources found at the proposed development “Maple Ridge Apartments” within the SW ¼ of Section 23, Garfield Township, Michigan.

The currently proposed site plan has appropriately utilized the best/healthiest section of woods as the main undeveloped area. This area had the youngest, most vigorous trees of good form with little evidence of any pest or disease problems. As we toured the site looking for “specimen” trees to save none could be found which were of considerable size and fantastic health. In fact, most of the largest trees had significant decay spots or poor structure in the stem making them unsafe to retain in a residential landscape. On the edges of the woodlot area one will find several younger red oak trees which could be correctively pruned and protected during construction to eventually become specimen trees however none of these appear to be healthy and well-structured enough to change the current planned improvements around their growth pattern. It is recommended that if they happen to fall in an undeveloped area then we can initiate a protection plan for these candidate specimen trees.

With regard to lumber value, the trees proposed for removal will likely not interest a commercial timber buyer. As stated, many of the trees proposed to be removed have significant structure problems and all of the beech trees have a significant infestation of beech scale, the first stage of Beech Bark Disease.

The soils under this development are characterized in the “Kalkaska sand” soil classification which is extremely well drained and a poor choice for farming activities. Further, much of the open portions of the site had bare soil exposed suggesting that either there has been wind erosion and/or the past farming use has depleted the naturally available nutrients in the soil. Both of these items indicate this land is better suited for something other than agriculture.

Thank you for the opportunity to send this report.

Sincerely,

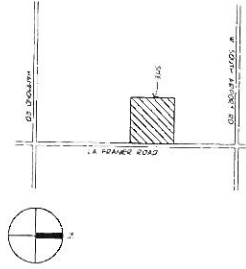
Daniel Schillinger, ACF
Certified Arborist, Registered Forester

(231) 633-8733
schillingerforestry@gmail.com

Maple Ridge Apartments

Garfield Township, Grand Traverse County, Michigan

Location



Contacts

Owner:

Midwest MFD LLC
 40210 Scott Keville
 Spring Lake, Michigan 49456
 ph. 616-842-2030
 fax. 616-842-4950
 email: Scott.Sherwin@midwestmfd.com

Architect:

Oppenhuizen Architects
 746 A Oppehuizen Ave
 Grand Haven, Michigan 49417
 ph. 616-846-8840
 fax. 616-846-8840
 e-mail: mark@oppenhuizenarchitects.com
 e-mail: greg@oppenhuizenarchitects.com

Civil Engineer:

Gosling Czubak Engineering Services Inc.
 10000 Kober H. West Street SE
 Grand Rapids, Michigan 49508
 ph. 231-446-4191
 fax. 231-441-4603
 email: markczubak@gsengineering.com

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- △ A24 Refuse/ Recycle Center Elevations

△ Survey
 △ Existing
 △ Proposed
 △ 3/16" = 1'-0" Horizontal
 △ 1/8" = 1'-0" Vertical

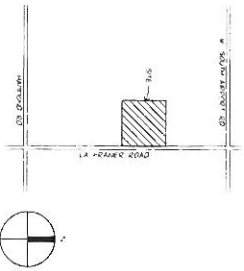
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T10

Maple Ridge Apartments

Garfield Township, Grand Traverse County, Michigan

Location



Contacts

Owner:

Midwest MFD LLC
 6000 West 13th Avenue
 Suite 200
 Spring Lake, Michigan 49456
 PH: 616-942-7030
 Fax: 616-942-1700
 email: scott@westmidwestmfd.com

Architect:

Oppenhuizen Architects
 P.O. Box 100
 203 Jackson Street
 Spring Lake, Michigan 49456
 PH: 616-946-8980
 Fax: 616-946-8989
 email: mich@oppenhuizenarchitects.com
 website: oppenhuizen.com - CAD files

Civil Engineer:

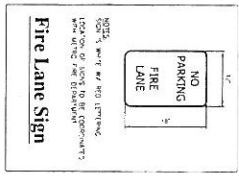
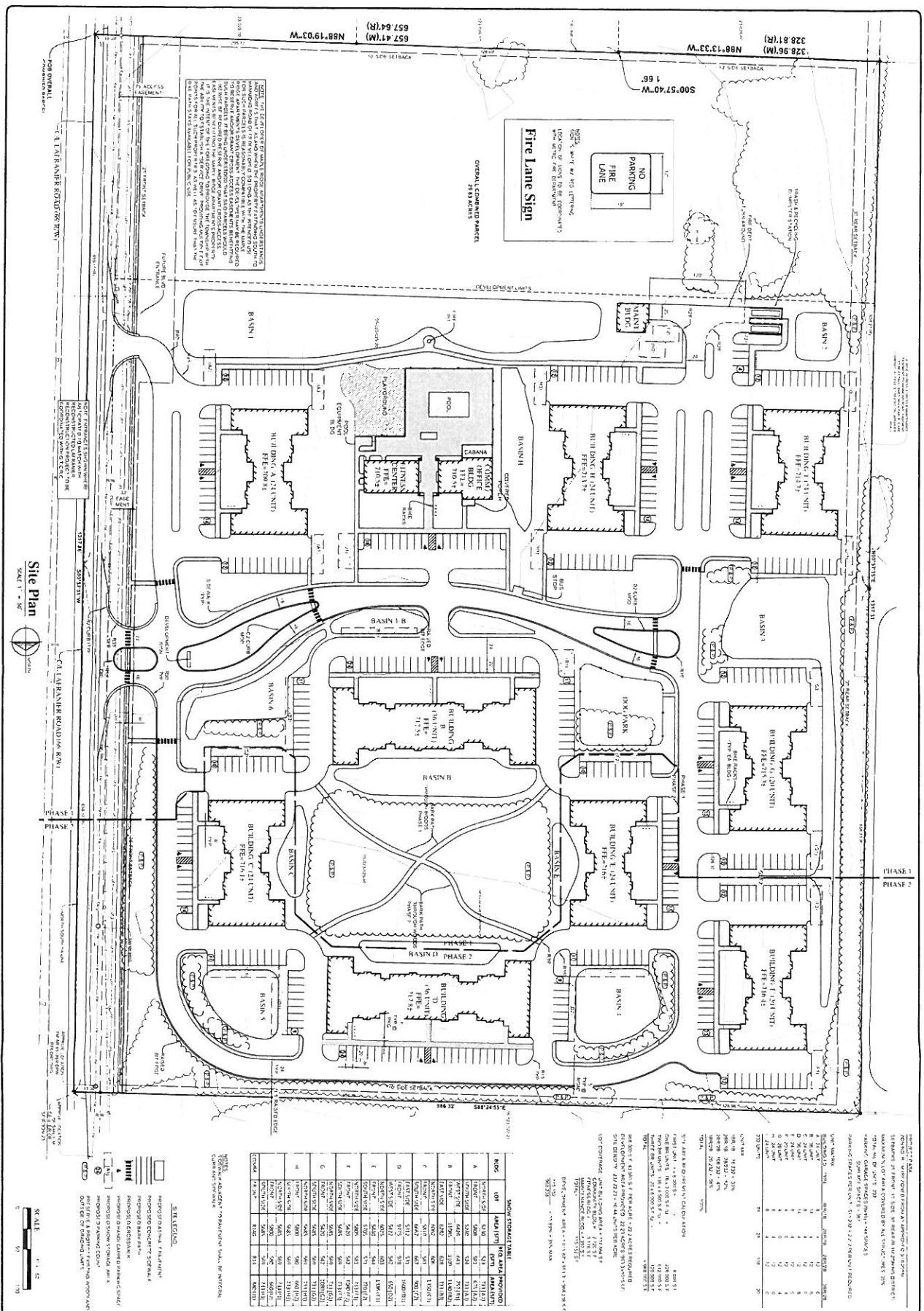
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 2000 West 13th Avenue
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Oppenhuizen Architects



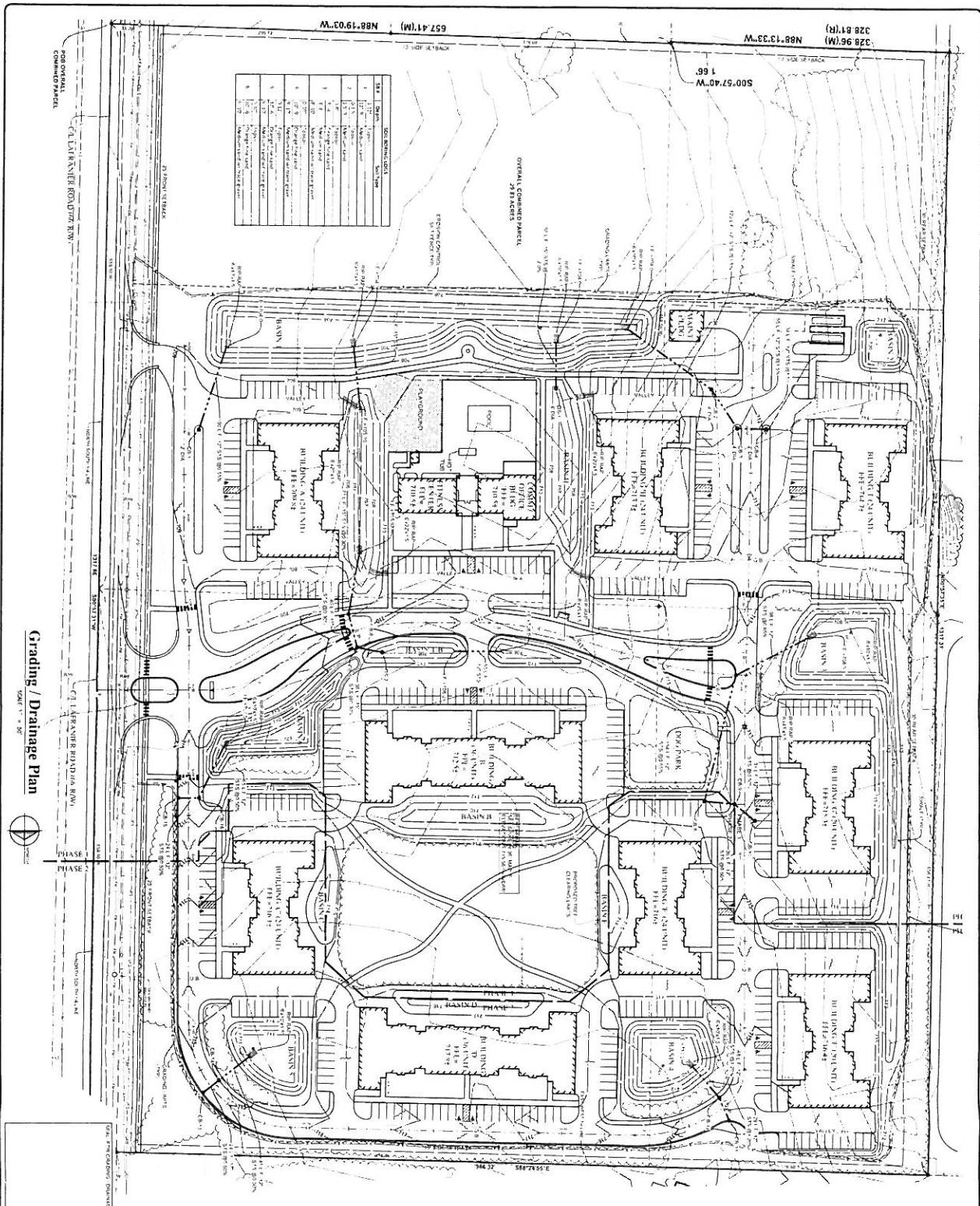
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Site Plan
SHEET 1 OF 2



SCALE
1" = 50'
0' 10' 20' 30' 40' 50'

NO.	DESCRIPTION	AMOUNT	UNIT	TOTAL
1	CONCRETE	100	YD	100
2	CEMENT	100	YD	100
3	STEEL	100	YD	100
4	BRICK	100	YD	100
5	ROOFING	100	YD	100
6	PAINT	100	YD	100
7	LANDSCAPING	100	YD	100
8	UTILITIES	100	YD	100
9	CONCRETE	100	YD	100
10	CEMENT	100	YD	100
11	STEEL	100	YD	100
12	BRICK	100	YD	100
13	ROOFING	100	YD	100
14	PAINT	100	YD	100
15	LANDSCAPING	100	YD	100
16	UTILITIES	100	YD	100
17	CONCRETE	100	YD	100
18	CEMENT	100	YD	100
19	STEEL	100	YD	100
20	BRICK	100	YD	100
21	ROOFING	100	YD	100
22	PAINT	100	YD	100
23	LANDSCAPING	100	YD	100
24	UTILITIES	100	YD	100
25	CONCRETE	100	YD	100
26	CEMENT	100	YD	100
27	STEEL	100	YD	100
28	BRICK	100	YD	100
29	ROOFING	100	YD	100
30	PAINT	100	YD	100
31	LANDSCAPING	100	YD	100
32	UTILITIES	100	YD	100
33	CONCRETE	100	YD	100
34	CEMENT	100	YD	100
35	STEEL	100	YD	100
36	BRICK	100	YD	100
37	ROOFING	100	YD	100
38	PAINT	100	YD	100
39	LANDSCAPING	100	YD	100
40	UTILITIES	100	YD	100
41	CONCRETE	100	YD	100
42	CEMENT	100	YD	100
43	STEEL	100	YD	100
44	BRICK	100	YD	100
45	ROOFING	100	YD	100
46	PAINT	100	YD	100
47	LANDSCAPING	100	YD	100
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49	CONCRETE	100	YD	100
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51	STEEL	100	YD	100
52	BRICK	100	YD	100
53	ROOFING	100	YD	100
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55	LANDSCAPING	100	YD	100
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57	CONCRETE	100	YD	100
58	CEMENT	100	YD	100
59	STEEL	100	YD	100
60	BRICK	100	YD	100
61	ROOFING	100	YD	100
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63	LANDSCAPING	100	YD	100
64	UTILITIES	100	YD	100
65	CONCRETE	100	YD	100
66	CEMENT	100	YD	100
67	STEEL	100	YD	100
68	BRICK	100	YD	100
69	ROOFING	100	YD	100
70	PAINT	100	YD	100
71	LANDSCAPING	100	YD	100
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75	STEEL	100	YD	100
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95	LANDSCAPING	100	YD	100
96	UTILITIES	100	YD	100
97	CONCRETE	100	YD	100
98	CEMENT	100	YD	100
99	STEEL	100	YD	100
100	BRICK	100	YD	100



NO.	DESCRIPTION	AMOUNT
1	Site Area	1.00
2	Basin A	0.15
3	Basin B	0.15
4	Basin C	0.15
5	Basin D	0.15
6	Basin E	0.15
7	Basin F	0.15
8	Basin G	0.15
9	Basin H	0.15
10	Stormwater Management Area	0.15
11	Drainage Swales	0.15
12	Other	0.15
TOTAL	Grading and Drainage Area	1.00

Grading / Drainage Plan
SCALE: 1" = 30'

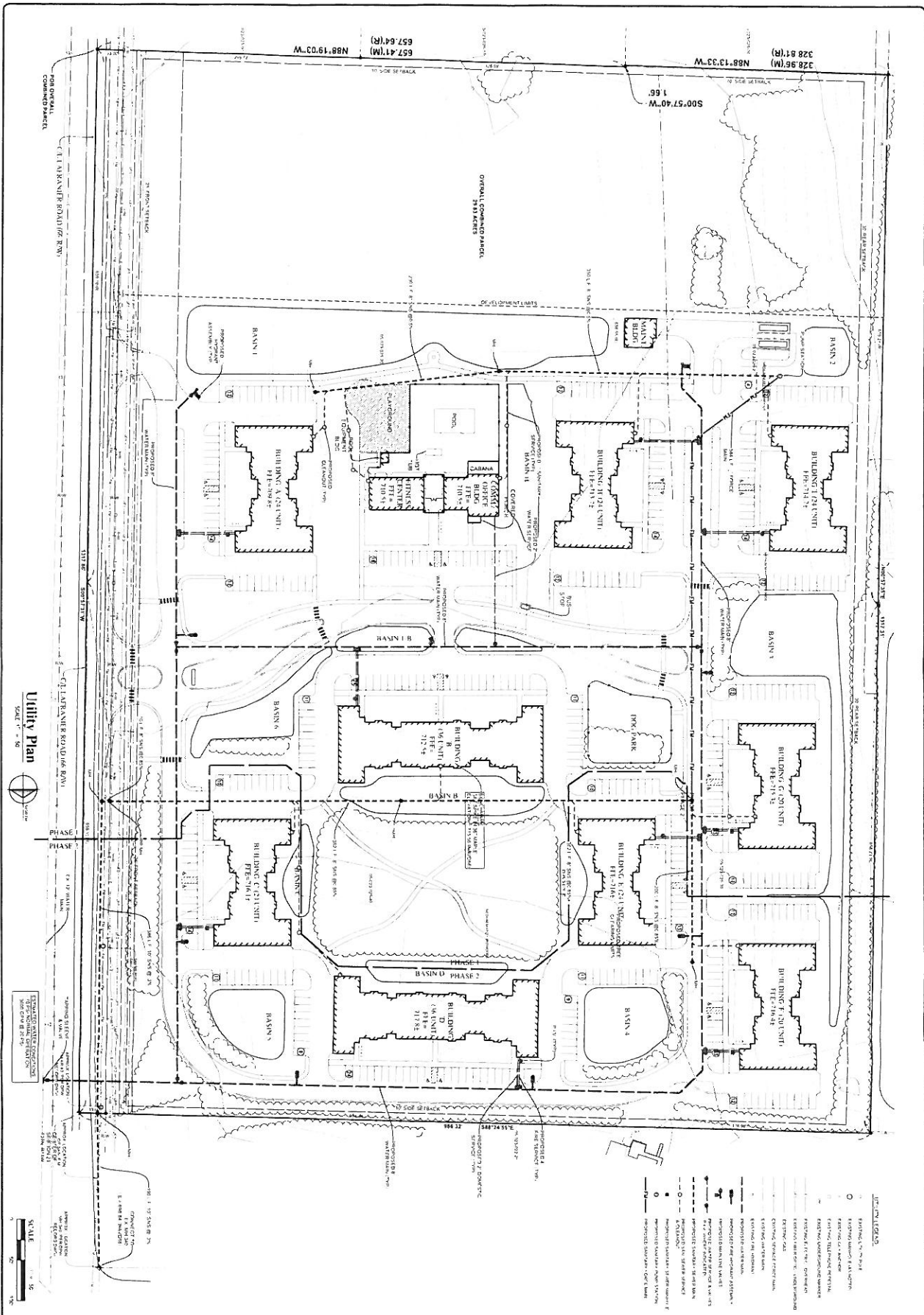


NO.	DESCRIPTION	AMOUNT
1	Site Area	1.00
2	Basin A	0.15
3	Basin B	0.15
4	Basin C	0.15
5	Basin D	0.15
6	Basin E	0.15
7	Basin F	0.15
8	Basin G	0.15
9	Basin H	0.15
10	Stormwater Management Area	0.15
11	Drainage Swales	0.15
12	Other	0.15
TOTAL	Grading and Drainage Area	1.00

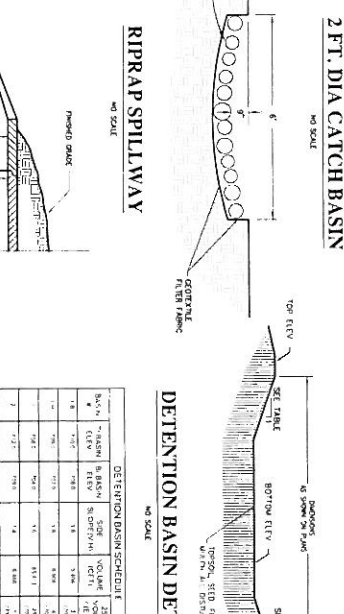
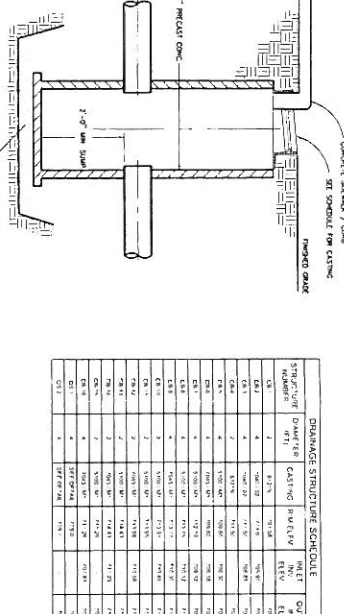
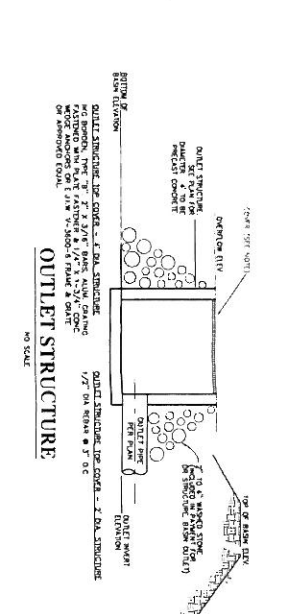
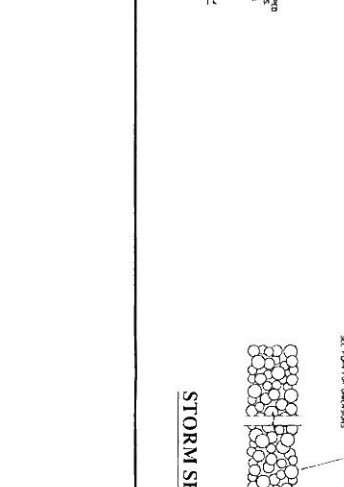
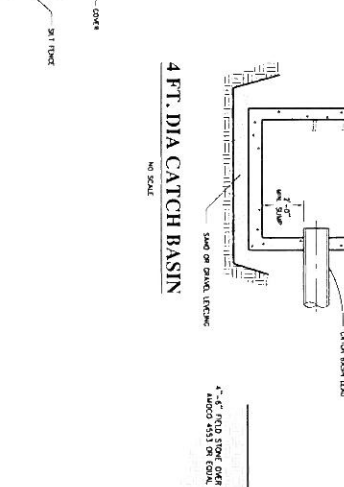
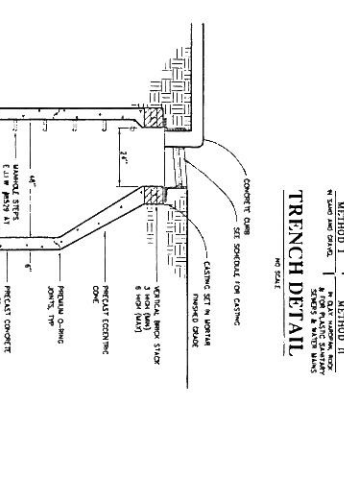
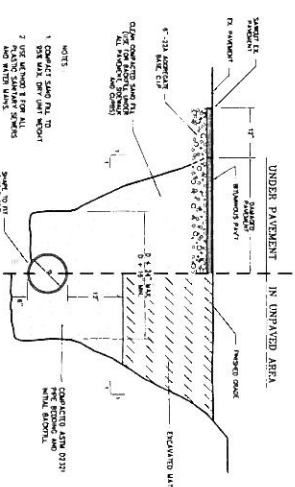
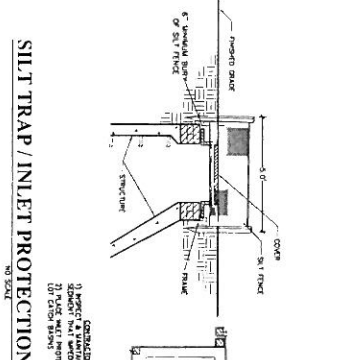
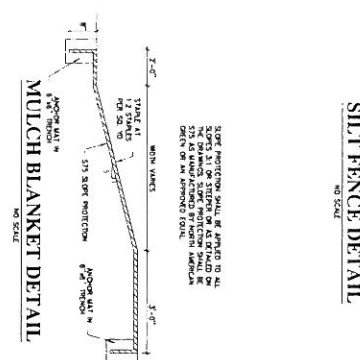
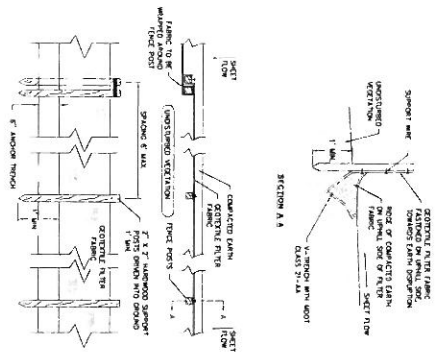
Grading / Drainage Plan
Maple Ridge Apartments
Midwest MFD, LLC

DATE: 05-10-2015
AS NOTED

Gosling & Co.
Civil Engineers & Surveyors
1100 N. State Street
Ann Arbor, MI 48106
Phone: 734.769.1100
Fax: 734.769.1101
www.goslingco.com

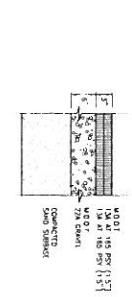
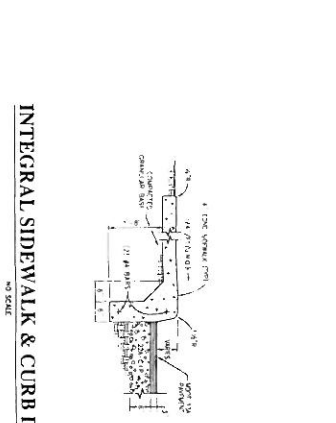
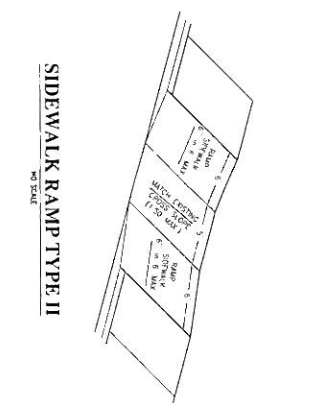
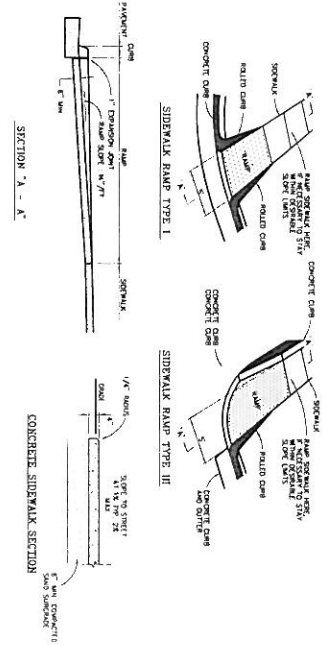


Utility Plan Maple Ridge Apartments Midwest MFD, LLC	PART OF THE SW/4 SECTION 25, T11N, R11W GARFIELD TOWNSHIP GRAND TRAVERS COUNTY, MICHIGAN	Date: 03-10-2015 Drawn By: [Name] AS NOTED	Scale: 1" = 40'-0" Date: 03-10-2015	
	C4.0	Project No: [Number] Sheet: [Number]	Prepared by: [Name] Checked by: [Name] Approved by: [Name]	Engineering License No: [Number] Survey License No: [Number]

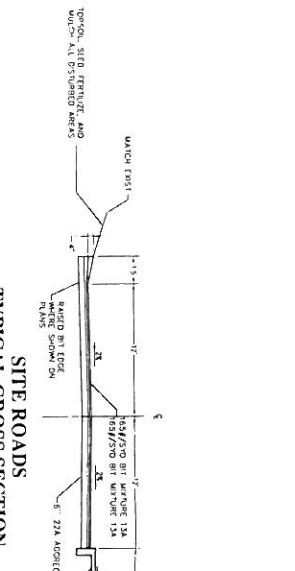
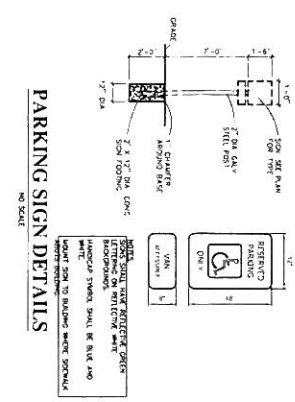
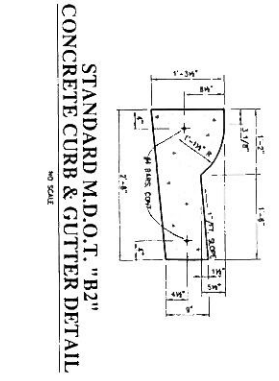
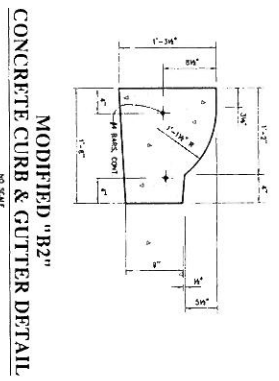


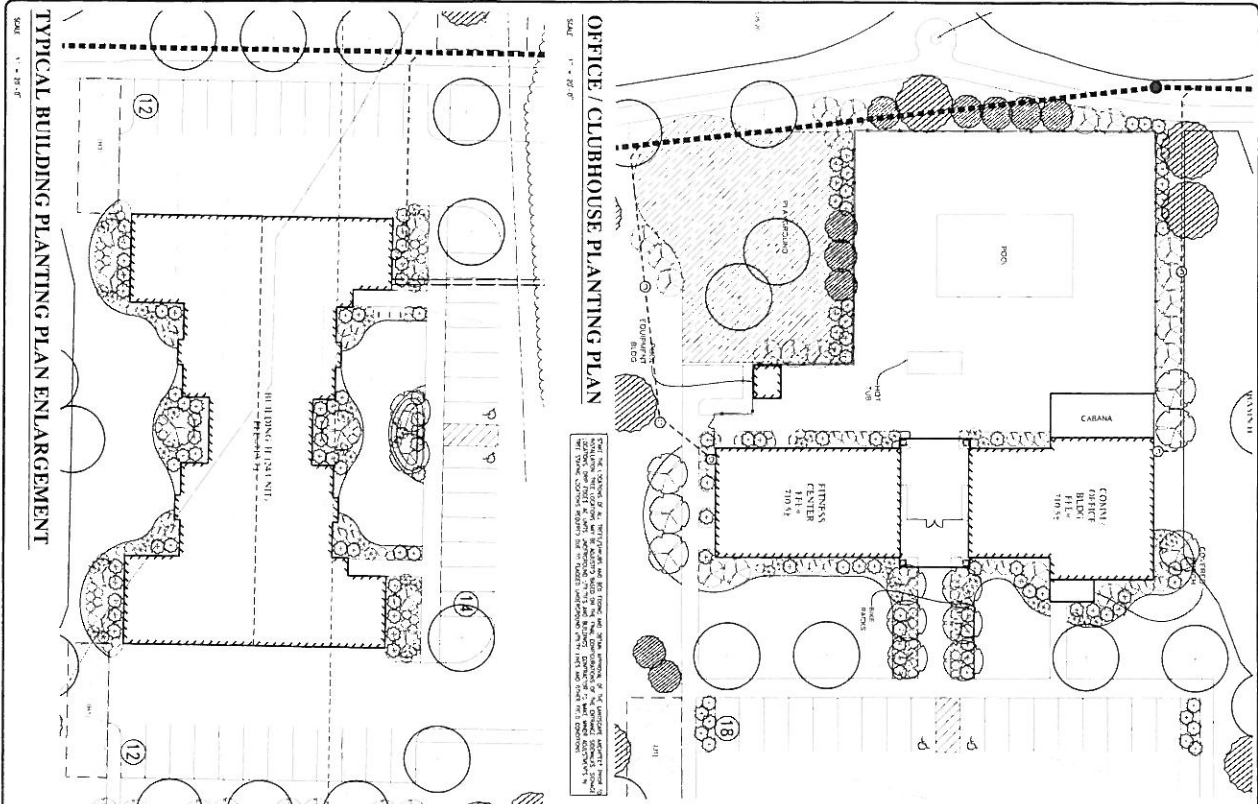
DETENTION BASIN SCHEDULE

NO.	DIAMETER	LENGTH	DEPTH	AREA	VOLUME
1	4 FT.	10 FT.	2 FT.	80 SQ. FT.	160 CU. FT.
2	4 FT.	15 FT.	2 FT.	120 SQ. FT.	240 CU. FT.
3	4 FT.	20 FT.	2 FT.	160 SQ. FT.	320 CU. FT.
4	4 FT.	25 FT.	2 FT.	200 SQ. FT.	400 CU. FT.
5	4 FT.	30 FT.	2 FT.	240 SQ. FT.	480 CU. FT.
6	4 FT.	35 FT.	2 FT.	280 SQ. FT.	560 CU. FT.
7	4 FT.	40 FT.	2 FT.	320 SQ. FT.	640 CU. FT.
8	4 FT.	45 FT.	2 FT.	360 SQ. FT.	720 CU. FT.
9	4 FT.	50 FT.	2 FT.	400 SQ. FT.	800 CU. FT.
10	4 FT.	55 FT.	2 FT.	440 SQ. FT.	880 CU. FT.
11	4 FT.	60 FT.	2 FT.	480 SQ. FT.	960 CU. FT.
12	4 FT.	65 FT.	2 FT.	520 SQ. FT.	1040 CU. FT.
13	4 FT.	70 FT.	2 FT.	560 SQ. FT.	1120 CU. FT.
14	4 FT.	75 FT.	2 FT.	600 SQ. FT.	1200 CU. FT.
15	4 FT.	80 FT.	2 FT.	640 SQ. FT.	1280 CU. FT.
16	4 FT.	85 FT.	2 FT.	680 SQ. FT.	1360 CU. FT.
17	4 FT.	90 FT.	2 FT.	720 SQ. FT.	1440 CU. FT.
18	4 FT.	95 FT.	2 FT.	760 SQ. FT.	1520 CU. FT.
19	4 FT.	100 FT.	2 FT.	800 SQ. FT.	1600 CU. FT.



TYPICAL PAVING SECTION
NO SCALE





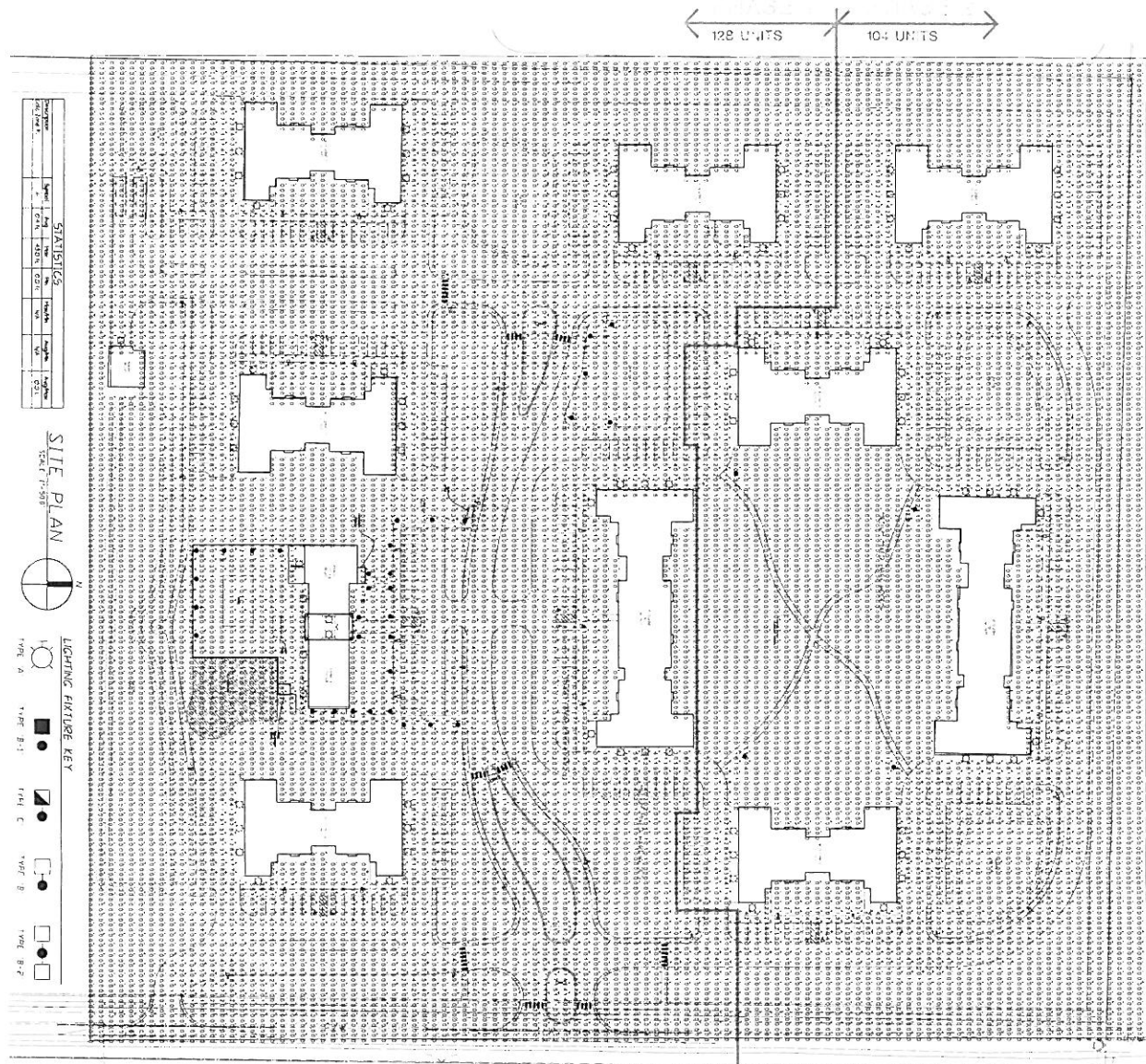
SEEDING / GROUND COVER SCHEDULE

NO.	SEED MIX	SEED RATE (LBS/1000 SQ FT)	TOTAL AREA (SQ FT)	TOTAL SEED (LBS)
1	Grass Seed	10	1000	10
2	Grass Seed	10	1000	10
3	Grass Seed	10	1000	10
4	Grass Seed	10	1000	10
5	Grass Seed	10	1000	10
6	Grass Seed	10	1000	10
7	Grass Seed	10	1000	10
8	Grass Seed	10	1000	10
9	Grass Seed	10	1000	10
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23	Grass Seed	10	1000	10
24	Grass Seed	10	1000	10
25	Grass Seed	10	1000	10
26	Grass Seed	10	1000	10
27	Grass Seed	10	1000	10
28	Grass Seed	10	1000	10
29	Grass Seed	10	1000	10
30	Grass Seed	10	1000	10

PLANT SCHEDULE

NO.	SYMBOL	SYMBOL NAME	M & H CODE	SYMBOL SIZE	RF NUMBER
1	(Symbol)	Deciduous Tree			
2	(Symbol)	Evergreen Tree			
3	(Symbol)	Shrub			
4	(Symbol)	Groundcover			
5	(Symbol)	Planting			
6	(Symbol)	Planting			
7	(Symbol)	Planting			
8	(Symbol)	Planting			
9	(Symbol)	Planting			
10	(Symbol)	Planting			
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15	(Symbol)	Planting			
16	(Symbol)	Planting			
17	(Symbol)	Planting			
18	(Symbol)	Planting			
19	(Symbol)	Planting			
20	(Symbol)	Planting			
21	(Symbol)	Planting			
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25	(Symbol)	Planting			
26	(Symbol)	Planting			
27	(Symbol)	Planting			
28	(Symbol)	Planting			
29	(Symbol)	Planting			
30	(Symbol)	Planting			

Landscaping Details & Plant List
 Maple Ridge Apartments
 Midwest MFD, LLC
 PART OF THE SITE
 SECTION 22.77 N 101 W
 COUNTY OF COVINGTON
 GRAND TRUNK RAIL COUNTY, MICHIGAN
 AS NOTED
 GOSLING CZUBAK
 1111
 1111

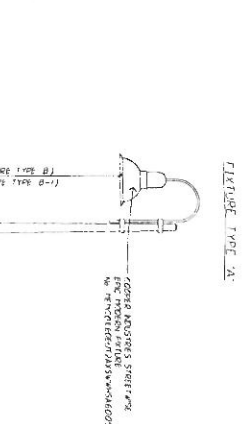
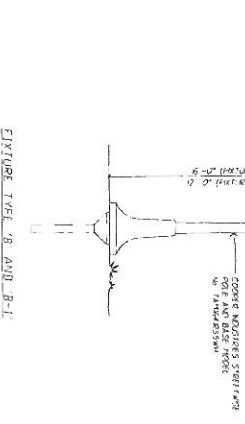
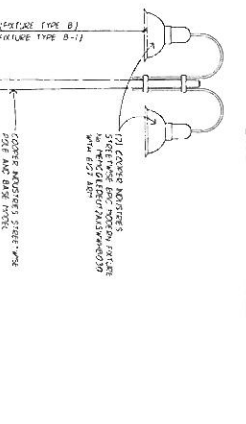
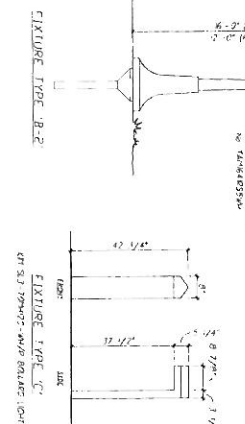


STATISTICS					
NO. UNITS	NO. PARKING SPACES	NO. DRIVEWAYS	NO. TRUCK SPACES	NO. MOTORCYCLE SPACES	NO. STORAGE SPACES
128	208	128	128	128	128



LIGHTING FIXTURE KEY	
(Symbol)	TYPE A
(Symbol)	TYPE B-1
(Symbol)	TYPE C
(Symbol)	TYPE B
(Symbol)	TYPE B-2

LIGHT FIXTURE DETAILS

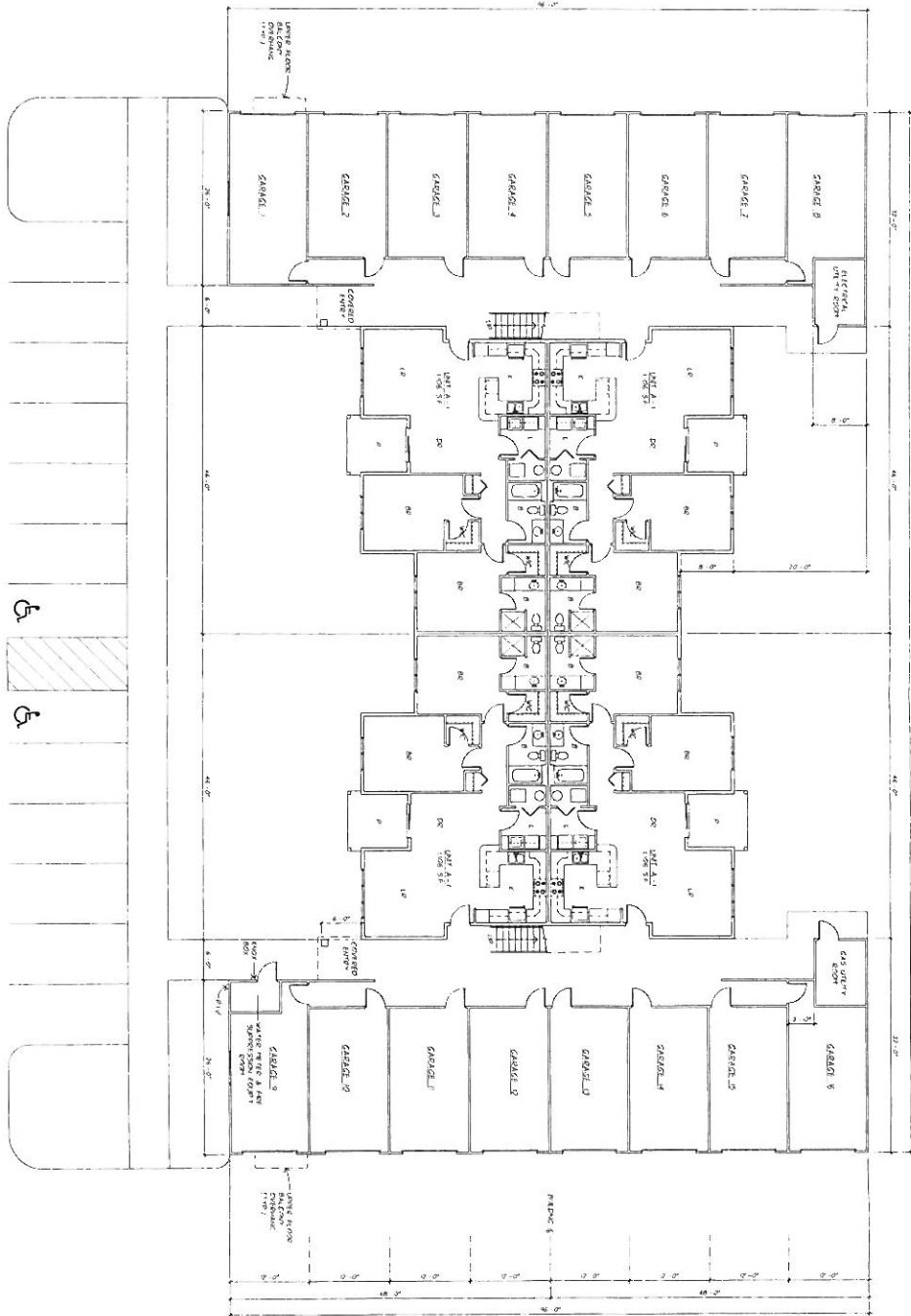


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E.I.O.
S.D. Rhodes Engineering
3514
Garfield Township, MI

Maple Ridge Apartments

LaFranier Road
Garfield Township, MI.

Rhodes Engineering
3514
Garfield Township, MI



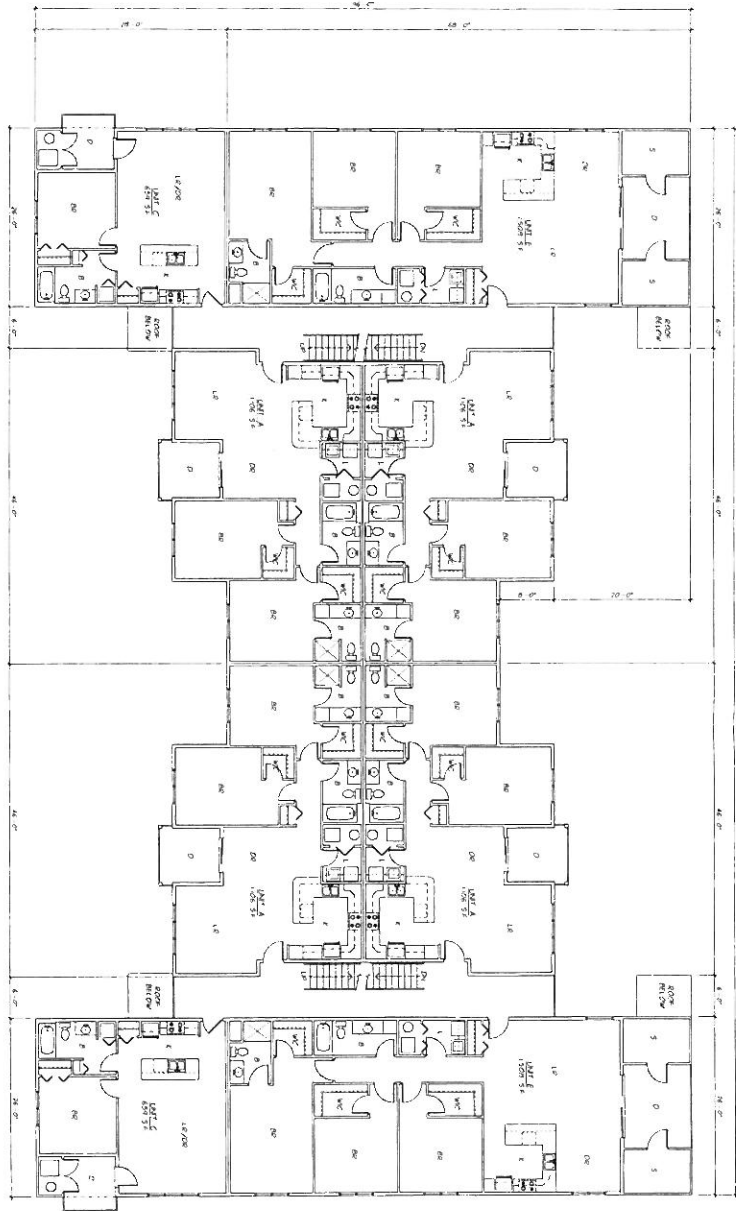
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SCALE: 1/8" = 1'-0"
 DATE: 11/11/11
 DRAWN BY: J. J. JONES
 CHECKED BY: J. J. JONES

Maple Ridge Apartments

LaFranier Road
 Garfield Township, MI.

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OVERALL BUILDING - 2ND AND 3RD FLOOR PLAN (20 UNIT BUILDING)

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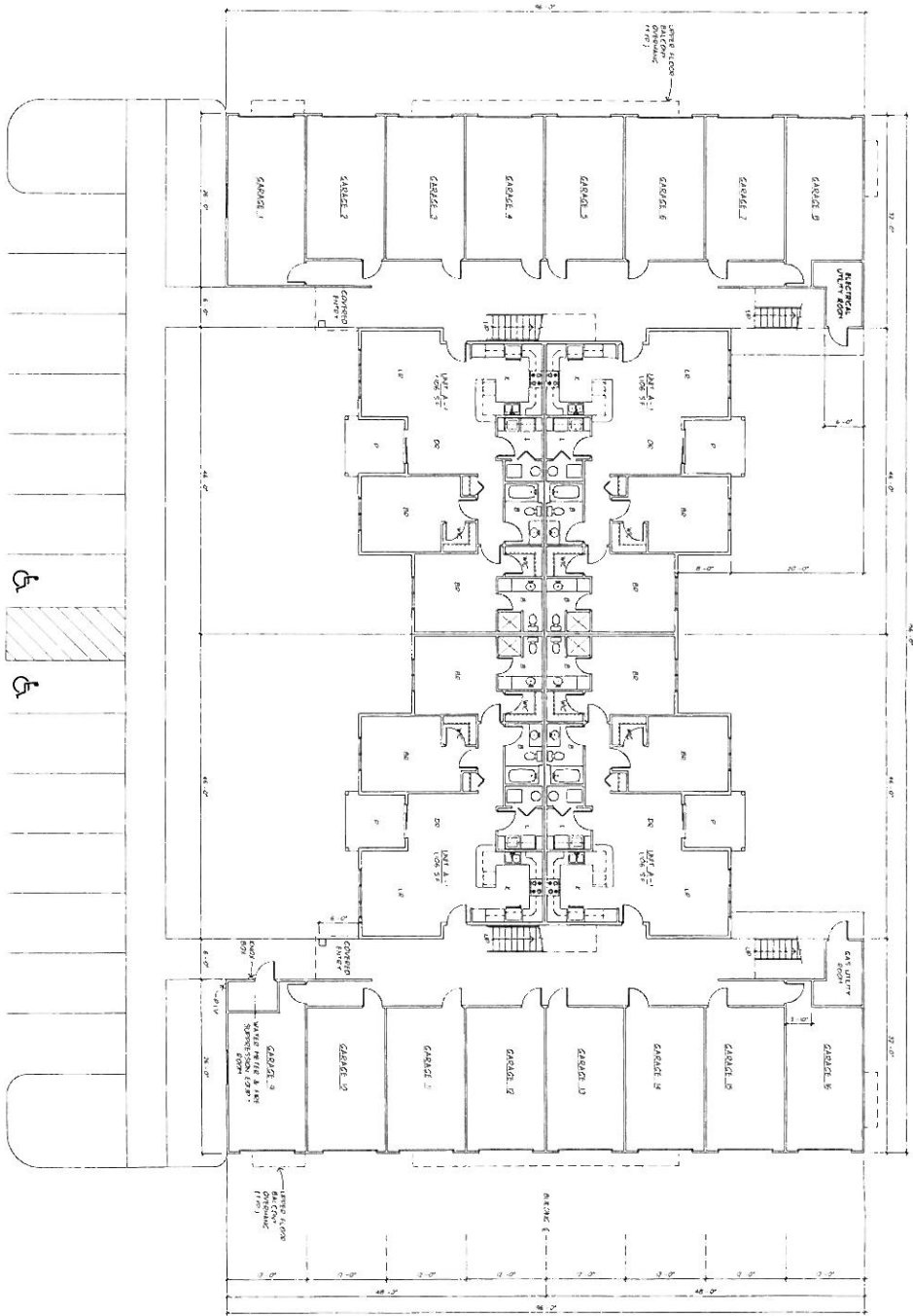
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Maple Ridge Apartments

LaFranier Road
 Garfield Township, MI.

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Oppenhuizen Architects

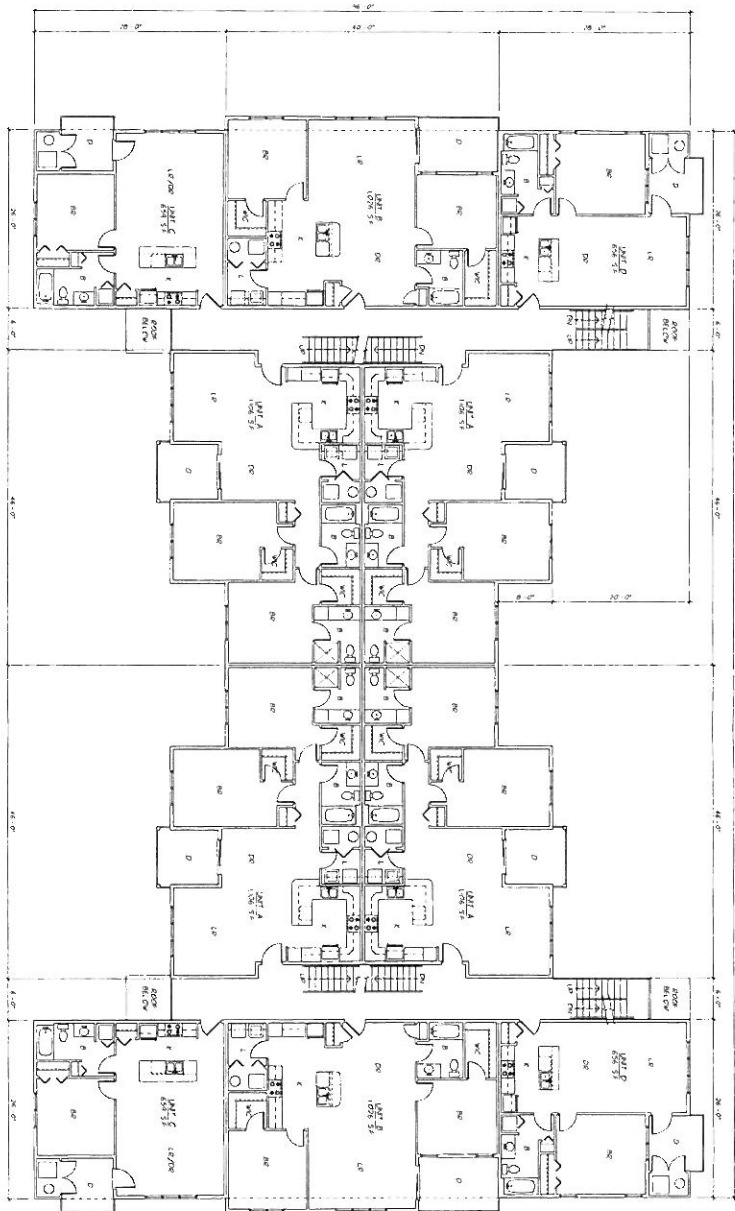


OVERALL BUILDING - MAIN FLOOR PLAN (24 UNIT BUILDING)
 SCALE 1/8" = 1'-0"
 DATE 10/27/10
 DRAWN BY [Name]
 CHECKED BY [Name]

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 Openhuizen Architects
 1000 [Address]
 [City, State, Zip]
 [Phone Number]
 [Website]

Maple Ridge Apartments

LaFranier Road
 Garfield Township, MI.

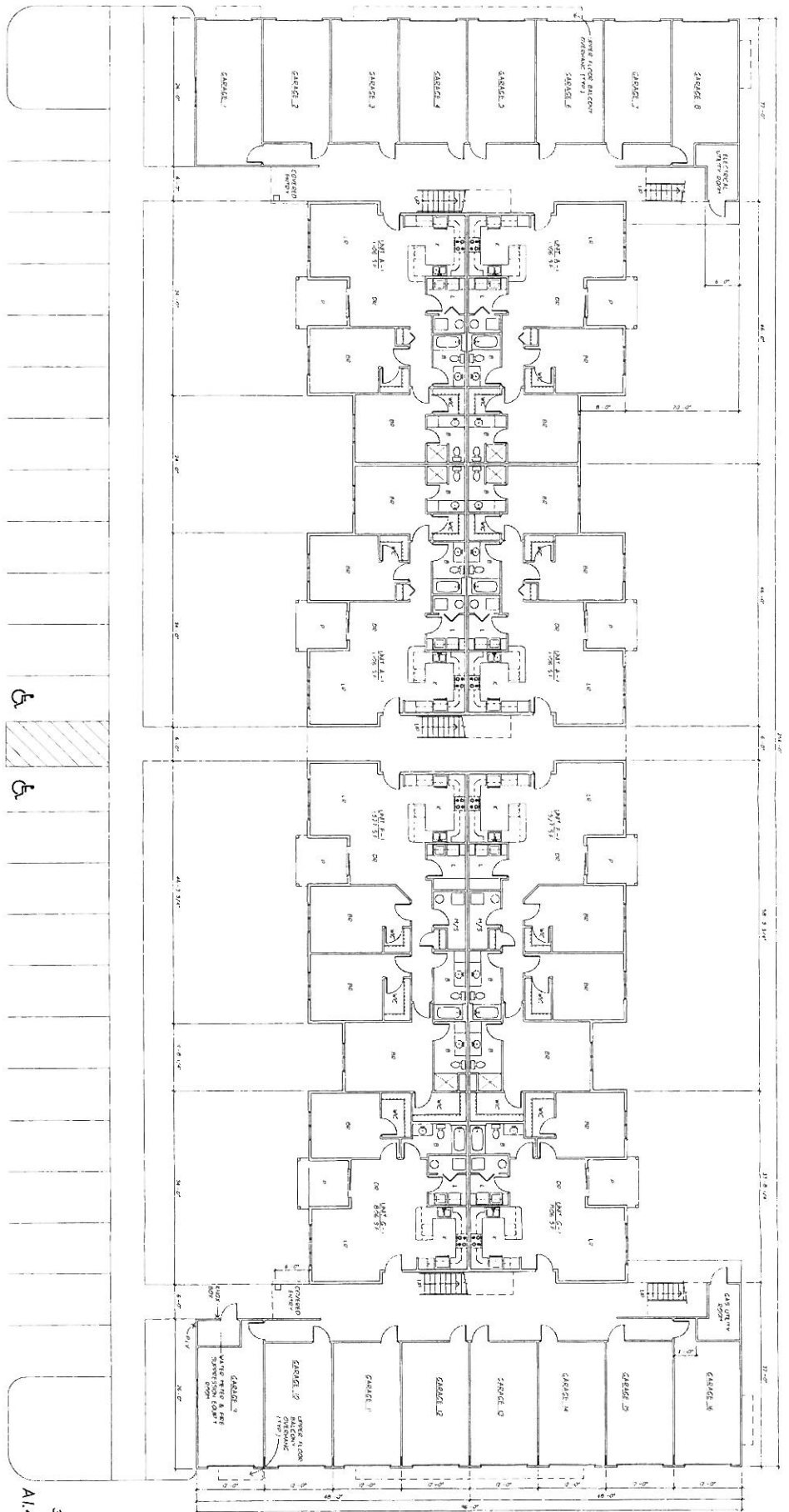


OVERALL BUILDING - 2nd AND 3rd FLOOR PLAN (24 UNIT BUILDING)

- UNIT A - 206/208 121 UNITS
- UNIT B - 206/208 121 UNITS
- UNIT C - 206/208 121 UNITS
- UNIT D - 206/208 121 UNITS
- UNIT E - 206/208 121 UNITS
- UNIT F - 206/208 121 UNITS
- UNIT G - 206/208 121 UNITS
- UNIT H - 206/208 121 UNITS
- UNIT I - 206/208 121 UNITS
- UNIT J - 206/208 121 UNITS
- UNIT K - 206/208 121 UNITS
- UNIT L - 206/208 121 UNITS
- UNIT M - 206/208 121 UNITS
- UNIT N - 206/208 121 UNITS
- UNIT O - 206/208 121 UNITS
- UNIT P - 206/208 121 UNITS

Maple Ridge Apartments
 LaFranier Road
 Garfield Township, MI.

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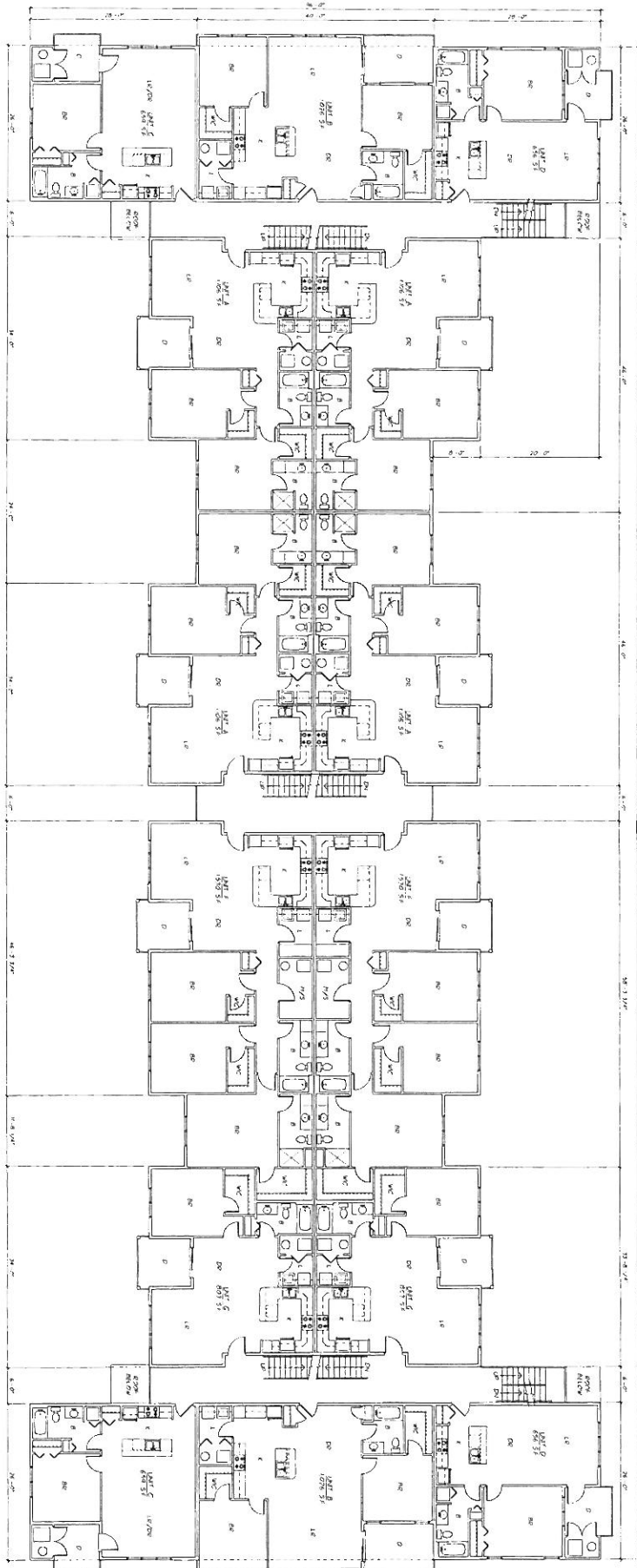
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 DATE: 08/27/01
 DATE: 09/27/01
 DATE: 10/27/01
 DATE: 11/27/01
 DATE: 12/27/01
 DATE: 01/27/02
 DATE: 02/27/02



Maple Ridge Apartments
 LaFranier Road
 Garfield Township, MI.

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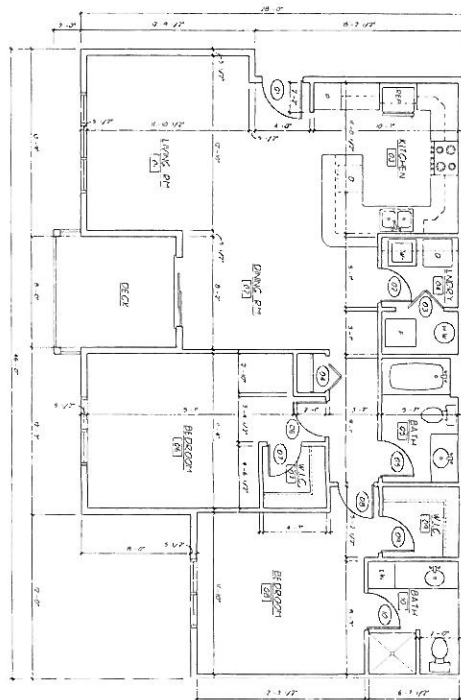
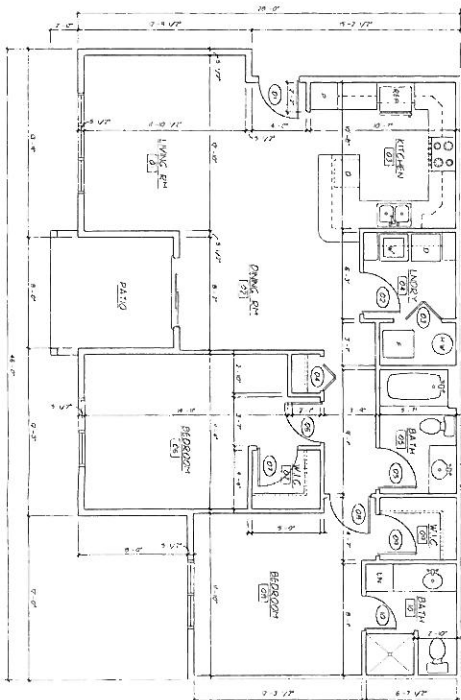
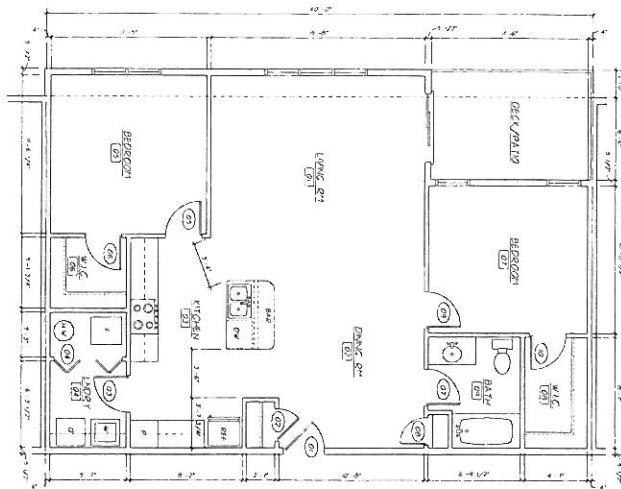
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 UNIT C - 200 SQ. FT. UNIT
 UNIT D - 200 SQ. FT. UNIT
 UNIT E - 200 SQ. FT. UNIT
 UNIT F - 200 SQ. FT. UNIT
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 UNIT R - 200 SQ. FT. UNIT
 UNIT S - 200 SQ. FT. UNIT
 UNIT T - 200 SQ. FT. UNIT
 UNIT U - 200 SQ. FT. UNIT
 UNIT V - 200 SQ. FT. UNIT
 UNIT W - 200 SQ. FT. UNIT
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 UNIT Z - 200 SQ. FT. UNIT

Maple Ridge Apartments
 LaFranier Road
 Garfield Township, MI.

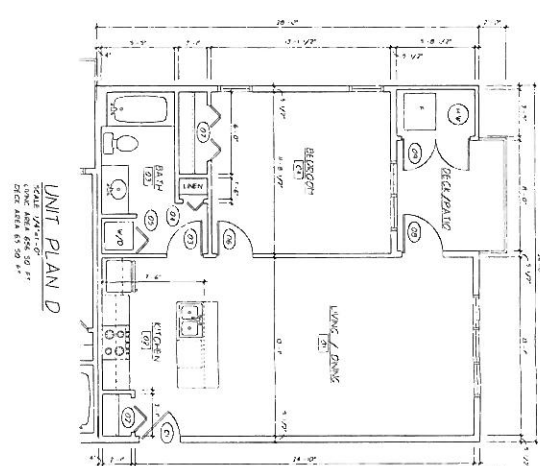
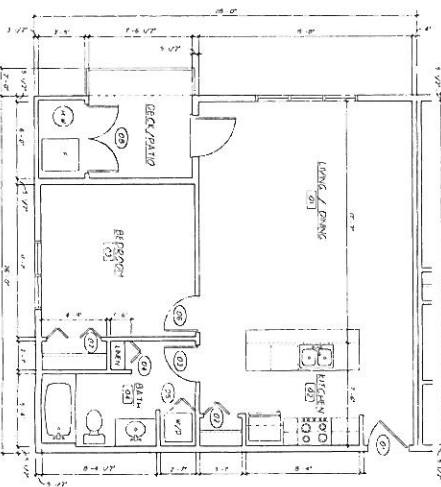
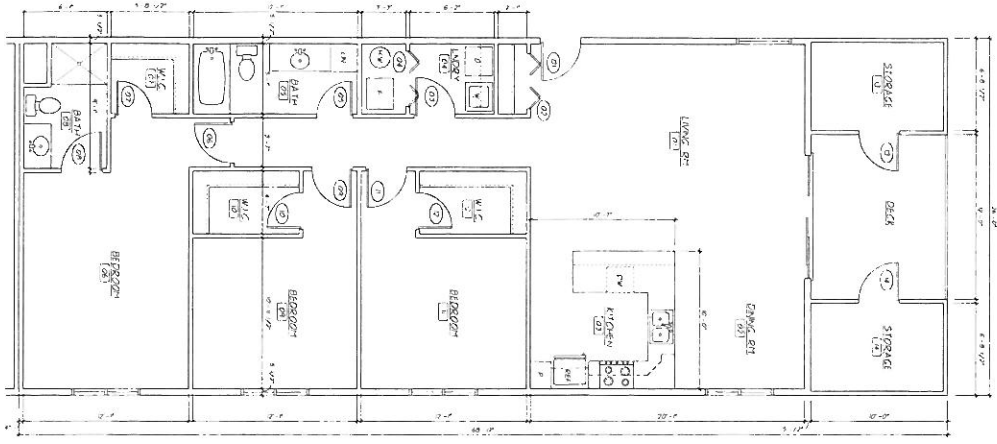
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Maple Ridge Apartments
 LaFranier Road
 Garfield Township, MI.

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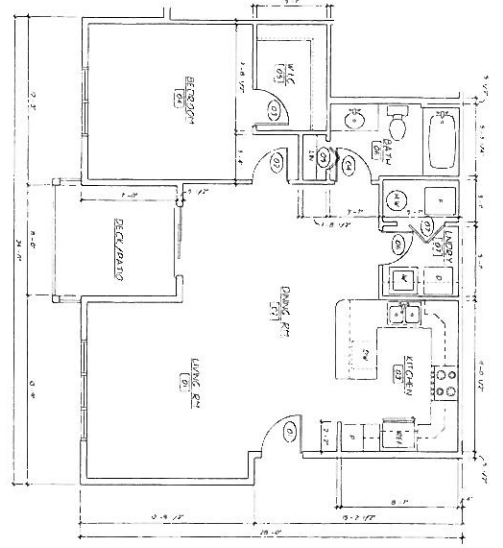
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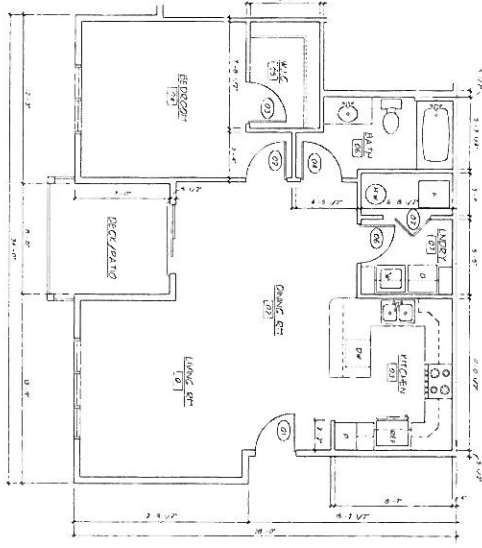
Maple Ridge Apartments

LaFranier Road
 Garfield Township, MI.

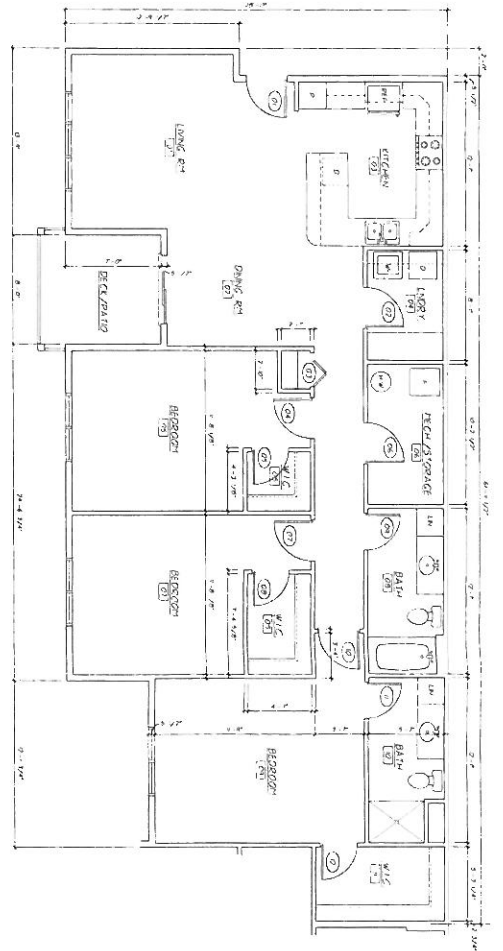
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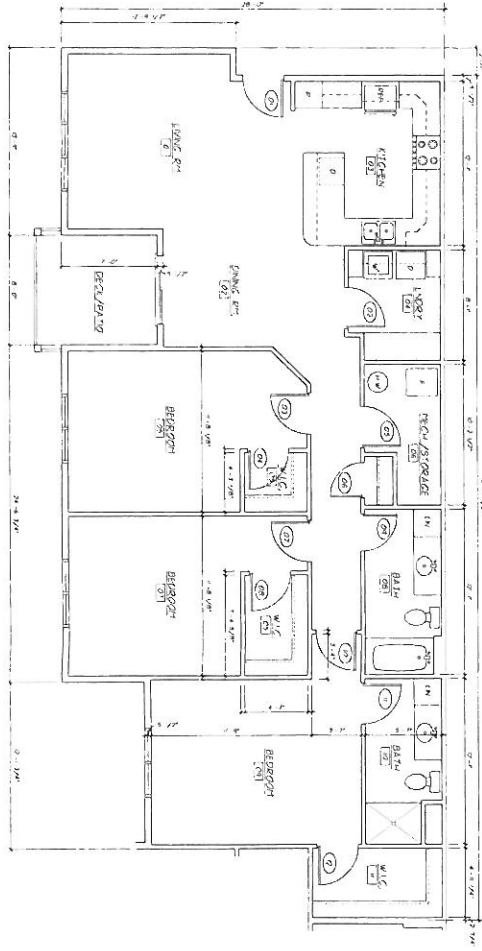
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DWG. NO. 11-00-01



UNIT PLAN G-I
SCALE 1/8" = 1'-0"
DATE 08/24/11
DWG. NO. 11-00-01



UNIT PLAN F
SCALE 1/8" = 1'-0"
DATE 08/24/11
DWG. NO. 11-00-01



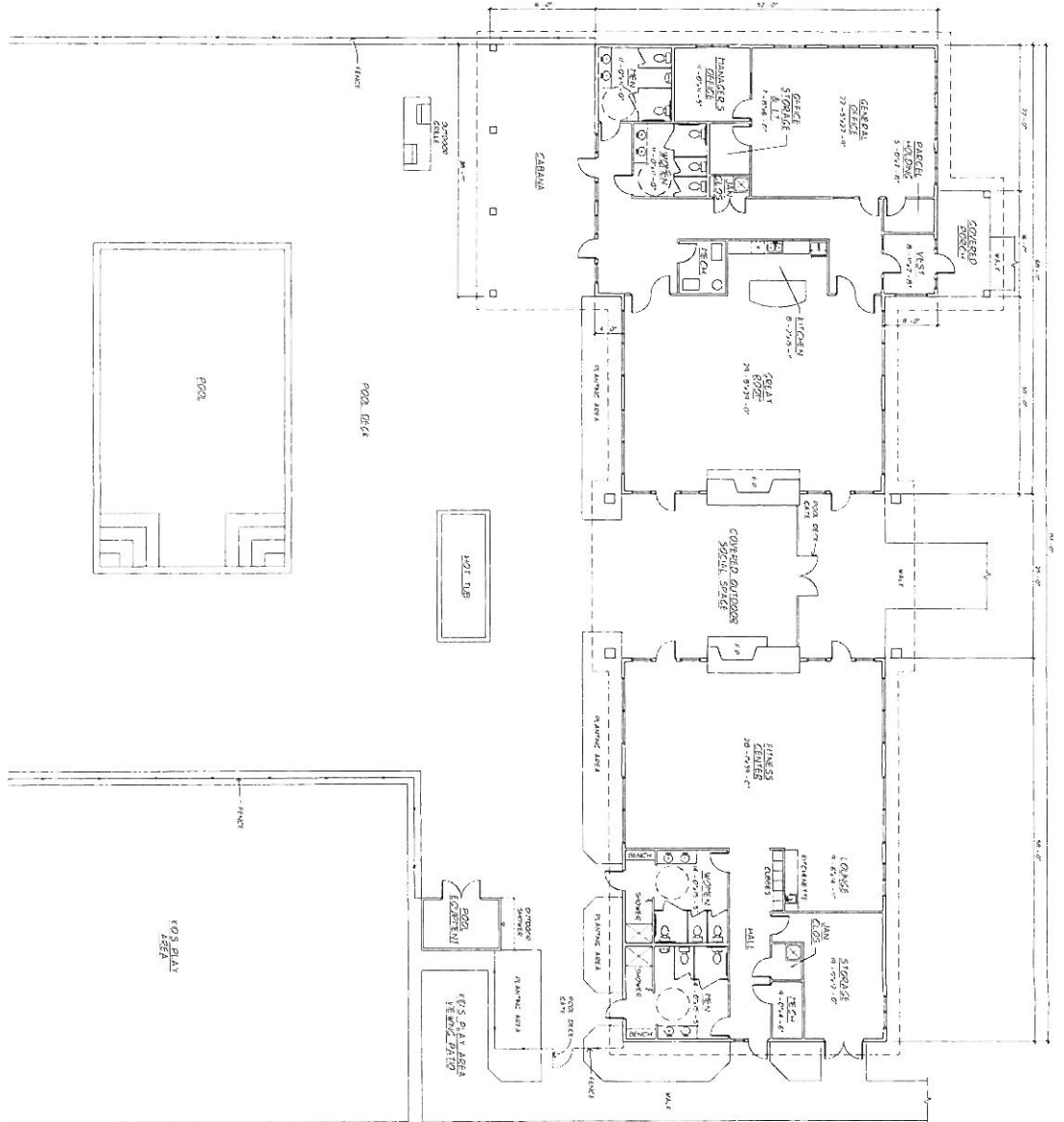
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Maple Ridge Apartments

LaFranier Road
Garfield Township, MI.

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Oppenhuizen Architects



FLOOR PLAN - COMMUNITY & FITNESS CENTER



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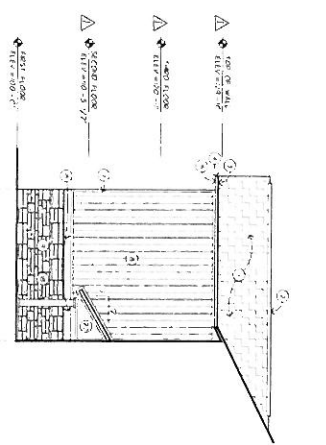
Maple Ridge Apartments
 LaFranier Road
 Garfield Township, MI.

ELEVATION MATERIAL KEY

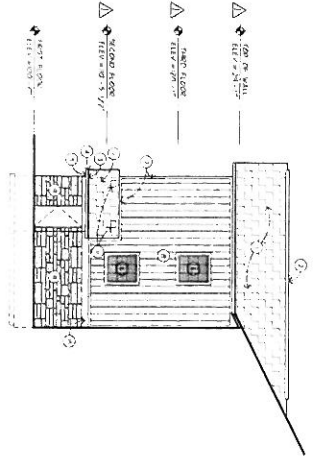
- 1. 4" CONCRETE SLABS
- 2. 2" POLYSTYRENE INSULATION
- 3. 1/2" GYPSUM BOARD
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WINDOW KEY

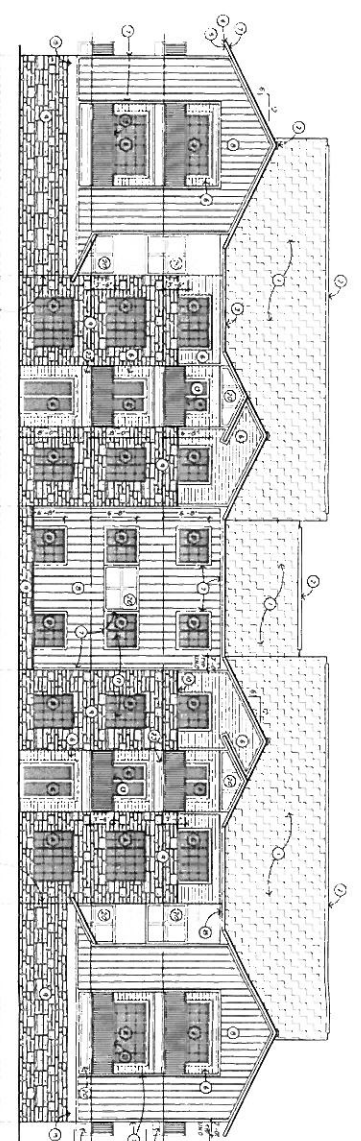
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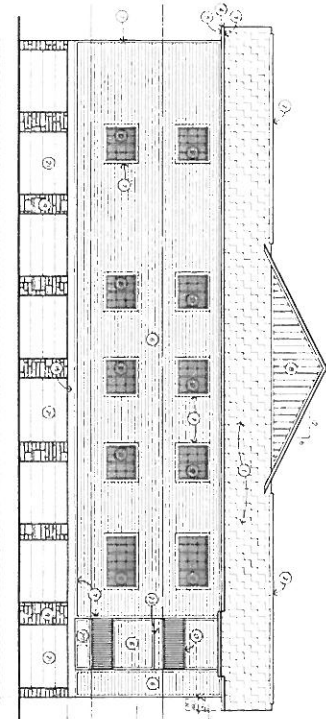
PARTIAL ELEVATION B



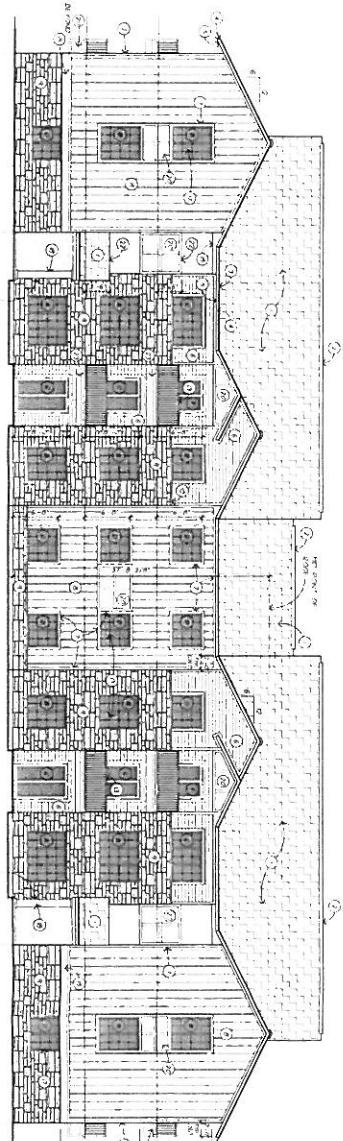
PARTIAL ELEVATION A



REAR ELEVATION - (20 UNIT BUILDING)



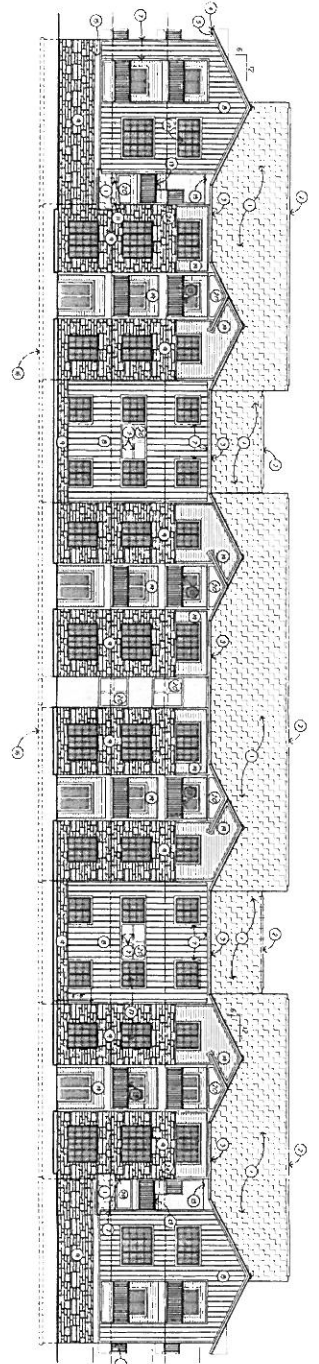
SIDE ELEVATION - (20 UNIT BUILDING)



FRONT ELEVATION - (20 UNIT BUILDING)

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Oppenhuizen Architects
3514 LaFranier Road
Garfield Township, MI
313.487.1111
www.oppenhuizen.com

Maple Ridge Apartments
LaFranier Road
Garfield Township, MI.



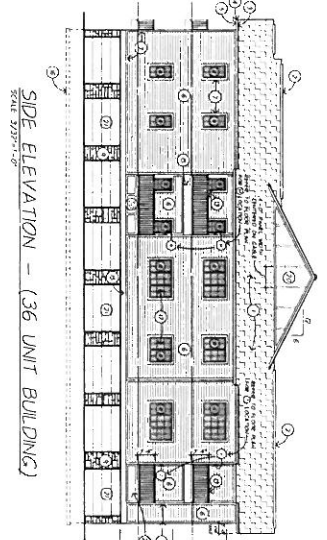
REAR ELEVATION - (36 UNIT BUILDING)

ELEVATION MATERIAL KEY

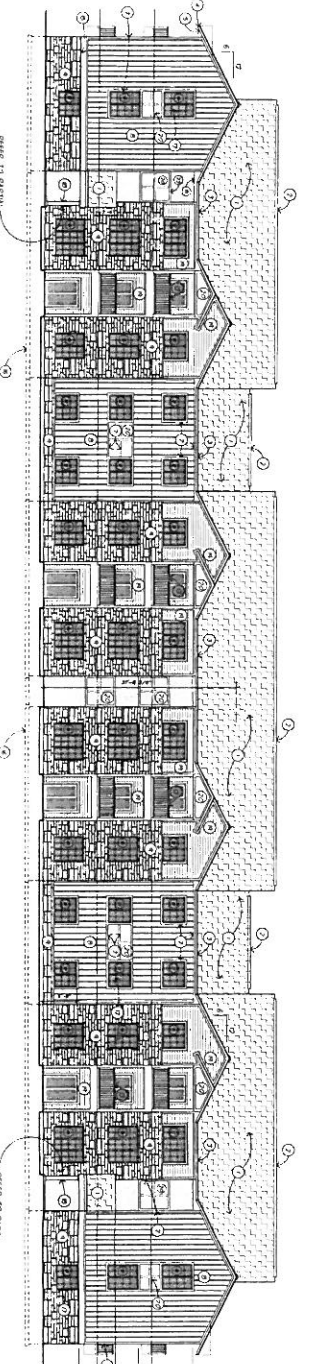
- 1. Stone
- 2. Brick
- 3. Siding
- 4. Shingles
- 5. Asphalt Shingles
- 6. Metal Roofing
- 7. Concrete
- 8. Stucco
- 9. Glass
- 10. Wood
- 11. Iron
- 12. Steel
- 13. Aluminum
- 14. Copper
- 15. Lead
- 16. Zinc
- 17. Tin
- 18. Slate
- 19. Clay
- 20. Terrazo
- 21. Marble
- 22. Granite
- 23. Quartz
- 24. Limestone
- 25. Sandstone
- 26. Travertine
- 27. Gneiss
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WINDOW KEY

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SIDE ELEVATION - (36 UNIT BUILDING)



FRONT ELEVATION - (36 UNIT BUILDING)

3514

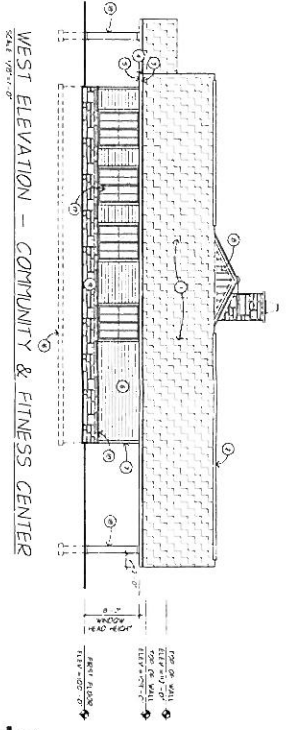
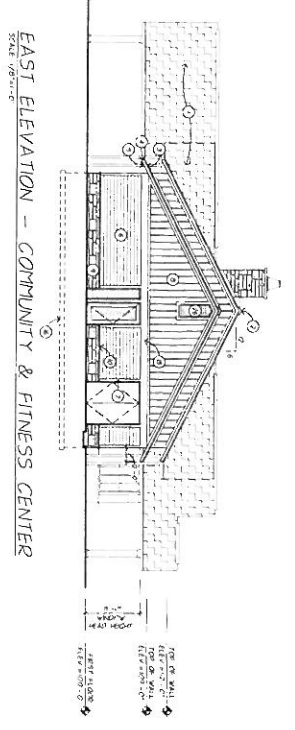
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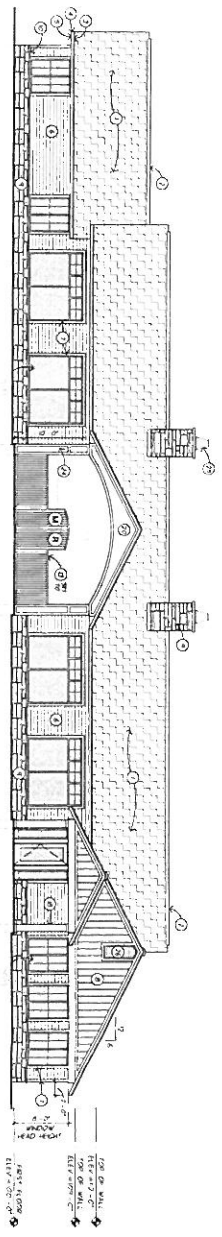
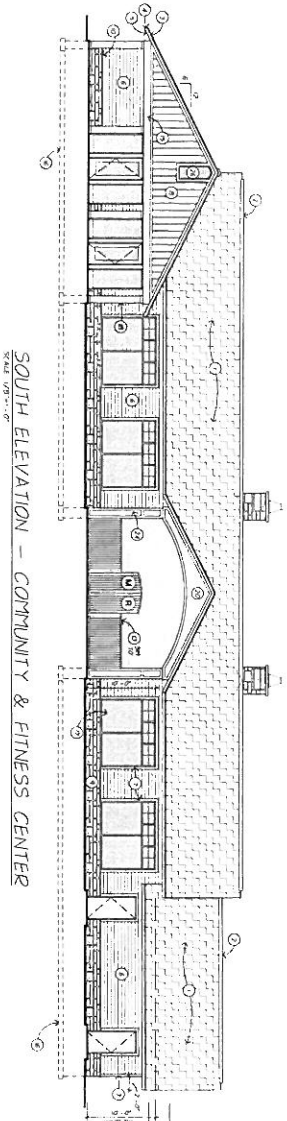
Maple Ridge Apartments
 LaFranier Road
 Garfield Township, MI.

Openhuzen Architects



ELEVATION MATERIAL KEY

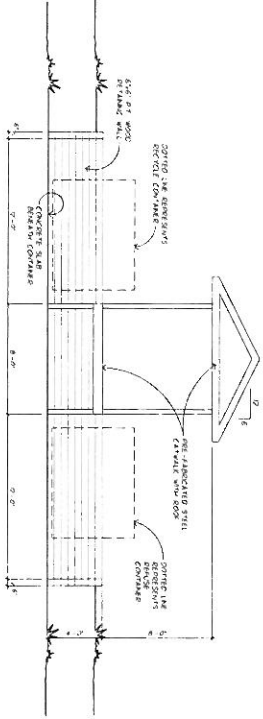
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- 9 2" X 4" STUDS
- 10 2" X 4" STUDS



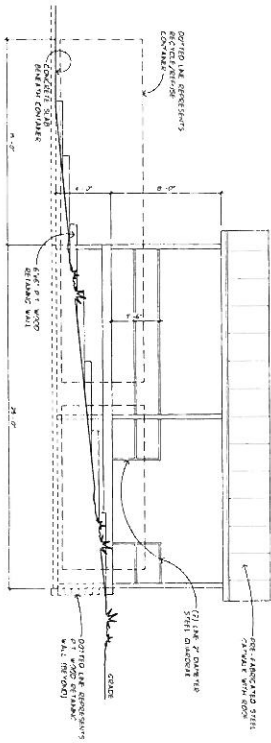
Maple Ridge Apartments

LaFranier Road
Garfield Township, MI.

3514
A2.3
Oppenhuizen Architects



EAST ELEVATION - REFUSE / RECYCLE STATION
SCALE: 1/4" = 1'-0"



NORTH ELEVATION - REFUSE / RECYCLE STATION (SEE EAST ELEVATION SCALE - OPPOSITE PAGE)
SCALE: 1/4" = 1'-0"

Maple Ridge Apartments

LaFranier Road
Garfield Township, MI.

3514
A2.4
Oppenhuizen Architects
3514
A2.4

Haggard's
PLUMBING and HEATING
"Business of Quality and Service"
"Charlevoix-the-Beautiful"
haggardsinc@hotmail.com

Date: May 1st, 2015

To: Garfield Township Hall
3848 Veterans Dr
Traverse City, MI 49684


RE: Parcel #05-023-025-20
Parcel #05-023-025-40
Parcel #05-023-026-30

To Whom it May Concern,

Upon reviewing the above Notice of Public Hearing of the Zoning Board of Appeals, I would like to express my support with the above case's requests. Haggard's Plumbing & Heating is not at all opposed to the changes of the property and/or the request to the Zoning Board. If a property owner is fortunate enough to have the ability and the resources in this time of economical struggles to either build and/or improve their existing property, we would like to see their request granted. It would prove positive for the local, county, state and country to do all we can to improve and promote growth in any way possible.

Sincerely,

Haggard's Plumbing & Heating

 Charter Township of Garfield Planning Department Report No. 2015-42			
Prepared:	April 15, 2015	Pages:	1 of 3
Meeting:	May 13, 2015 Planning Commission	Attachments:	<input checked="" type="checkbox"/>
Subject:	Brookside Commons PUD – Major Amendment		
File No.	SUP #2009-01-A	Parcel No.	05-008-022-01
Applicant:	Mansfield Land Use Consultants		
Owner:	WODA		

SUBJECT PROPERTY:

The Brookside Commons Planned Unit Development, which is located at N. Long Lake and Zimmerman Roads and is currently under construction.

PURPOSE OF APPLICATION:

The application requests a project amendment to the Brookside Commons Planned Unit Development to allow a reduction in approved setbacks, and to reduce the overall number of required parking spaces and carports. Though the reduction in the amount of required parking spaces and carports could be approved as a minor amendment, granting a setback reduction elevates the request to the major amendment level.

STAFF COMMENT:

Parking Reduction

As noted above, the application requests to reduce the overall amount of parking spaces which are required. The original plan included 34 parking spaces more than what is required by the ordinance (which is 2 parking spaces per unit). The application proposes to reduce the amount of parking spaces from 183 spaces to 149 spaces, which is supported by Staff. 149 spaces is 5 more than what is required by the Zoning Ordinance (72 units x 2 per unit = 144).

Carport Reduction

As a result of eliminating some parking spaces, the application also proposes to eliminate a number of carports. However, the reduction of covered carport spaces comes at a higher rate than the reduction of overall spaces. Currently, roughly half (90 of 183 spaces) of parking spaces are located within carports. As proposed, less than one-quarter (36 of 149) of spaces would be within these shelters.

While Staff is neutral on the reduction of covered spaces, this may be seen as a reduction in project amenities which should be discussed by the Planning Commission.

Parcel Creation

This request is to create three individual parcels along the N. Long Lake Road frontage. (The proposed parcel lines are highlighted in pink on the attached site plan). This request is more of a formality, and is typically secured during the review process. In fact, the version of the plan which was reviewed and recommended by the Planning Commission did indicate these

lines. However, due to an 11th hour engineering change, these parcel lines were omitted on the final version of the plan which was approved by the Board.

Staff is supportive of the land divisions, but this request does generate some setback issues which are discussed below.

Setback Reduction: Residential Sites

Residential Buildings #1 and #2 (which are highlighted in blue on the attached plan) would be located only 5-feet from the new side lot line which would be created if the Planning Commission is supportive of the new parcels as described above. This constitutes a reduction in the normal side setback of 10-feet for multi-family buildings, and is the reason that the current request is considered a major amendment.

As noted above, previous versions of the site plan did show this lot line and side yard setback waiver, and as such Staff is supportive of this request.

Setback Reduction: Commercial

The application also proposes to reduce the side yard setbacks within the commercial portions of the site, in this case from a normal 20-foot setback to 5-foot setbacks. Unlike the residential portion of the project mentioned above, there does not appear to be a reason to reduce the commercial setback to 5-feet, nor was this ever indicated on prior site plans. The applicant should speak to this request, but staff is of the opinion that a 20-foot setback should be maintained on the side yards unless a compelling case is made otherwise.

Other Considerations

As with any major amendment, the Planning Commission is provided with an opportunity to rectify any issue that may have been overlooked at the time of approval. In this particular case, the pedestrian circulation should be addressed along both the Zimmerman Road extension and along N. Long Lake Road.

The applicant has requested that the Zimmerman Road pathway remain a woodchip path until another development connects to it. This is not common practice and not supported by Staff. The Planning Commission should consider requiring the path to be either concrete or asphalt in its entirety and prior to occupation of the buildings.

The applicant should also be required to construct a pathway along the N. long Lake frontage to connect to the Lone Tree pathway when constructed. In an effort to limit expense to the developer Staff would recommend only requiring the residential portion of the pathway to be developed at this time with the remainder pathway connections being required at the time the commercial sites are developed.

Provided the pathway issues are rectified and with the exception of the commercial setback reduction, Staff would recommend approval of all requests.

ACTION REQUESTED:

The Planning Commission is a recommending body for a Major PUD Amendment request. Prior to making such a recommendation, however, a public hearing is required.

If the Planning Commission is satisfied with the information within this report and as presented by the applicant at the May 13, 2015 Planning Commission meeting, the following recommendation is offered for consideration:

THAT application SUP-2009-01-A, submitted by The WODA Group for a Major Amendment to the Brookside Commons Planned Unit Development, BE ACCEPTED; and further

THAT application SUP-2009-01-A be scheduled for public hearing at the regular meeting of the Garfield Township Planning Commission to be held on June 10, 2015, subject to the applicant providing additional detail as required by the Planning Department.

Any additional information that the Planning Commission determines to be necessary should be added to this motion. If the Planning Commission is not satisfied with the level of information provided to date, the above motion would be premature and should not be adopted.

April 28, 2015

Rob Larrea, Planning Director
 Charter Township of Garfield
 3848 Veterans Drive
 Traverse City, MI 49684

RE: Brookside Commons –SUP# 2009-01

Dear Rob,

On behalf of Brookside Commons LDHA Limited Partnership we would like to apply for an amendment to SUP #2009-01 Brookside Commons located at the northwest corner of North Long Lake Road and Zimmerman Road. This application addresses the following items which are modified from the 2009 RDO approved site plan on file at the Township offices:

1. A reduction of the amount of parking provided for the residential component of Brookside Commons from the currently approved 183 parking spaces (*including 90 carports and 13 spaces at the community building*) to 149 parking spaces (*including 36 carports and 5 spaces at the community building*).

Parking multi-family residential	required per ordinance	existing SUP#2009-01	proposed amendment
2 per each dwelling unit (72 units)	144 spaces	170 spaces	144 spaces
community building (accessory use)	0 spaces	13 spaces	5 spaces
	144 spaces	183 spaces	149 spaces

The request meets the requirements of Section 7.8 Off-Street Parking of the Township’s ordinance, and is a change of the currently approved 2.54 spaces per unit to 2.07 spaces per unit. The result is a reduction of 34 parking spaces and 54 car ports in association with the residential portion of this project, providing for a 0.14 acre reduction in hard surface on the site.

The proposed modifications provide a better distribution of parking and carports throughout the site as related to the size of adjacent apartment units. The proposed reduction of parking spaces has no impact on site grading or utilities.

The proposed residential parking calculations are as follows:

Residential Parking (72 residential units in 9 buildings)	
36	residential carports
9	barrier free parking spaces (one at each residential building)
99	residential regular parking spaces
144	total residential parking spaces including barrier free and carports

Residential Community Building (1,750sqft accessory use to the apartments)	
1	barrier free parking space
4	regular parking spaces
5	total parking spaces

149 total parking spaces related to residential uses on the site

- The addition of a commercial lot line between residential buildings #1-#2 and the future commercial site 'C'. The omission of the lot line was an oversight on the originally approved 2009 site plan, and it is drawn in its originally intended location on the accompanying plan.

Another oversight of the originally approved 2009 site plan was the omission of defined setbacks from parcel lines internal to the PUD. Five (5) foot setbacks have been added to all parcel lines internal to the PUD. Setbacks along the perimeter of the PUD and along public right-of-ways remain as originally approved in 2009.

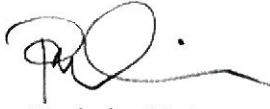
- The location of the trail along the proposed Zimmerman Road extension has been modified slightly to accommodate grading and utility constraints. The location of the trail as illustrated on the accompanying site plan reflects the requirements of the finalized regulatory agency approved construction permitting. The overall intent of the trail routing and trail surfacing materials as approved in 2009 remain the same.
- The location and size of rain gardens, stormwater basins, and pond landscape features as illustrated on the accompanying site plan reflects the requirements of the finalized regulatory agency approved construction permitting. The overall intent of the design as originally approved by the Township in 2009 has been maintained, and in general, the rain garden elements have increased in size.
- We will also be providing the Township with a letter from MSHDA stating their approval of the changes and modifications as described above per item 3.k of the Garfield Township Report and Decision Order for Special Use Permit #2009-01 Brookside Commons. We are working to provide the Township with this documentation as soon as possible.

Mansfield

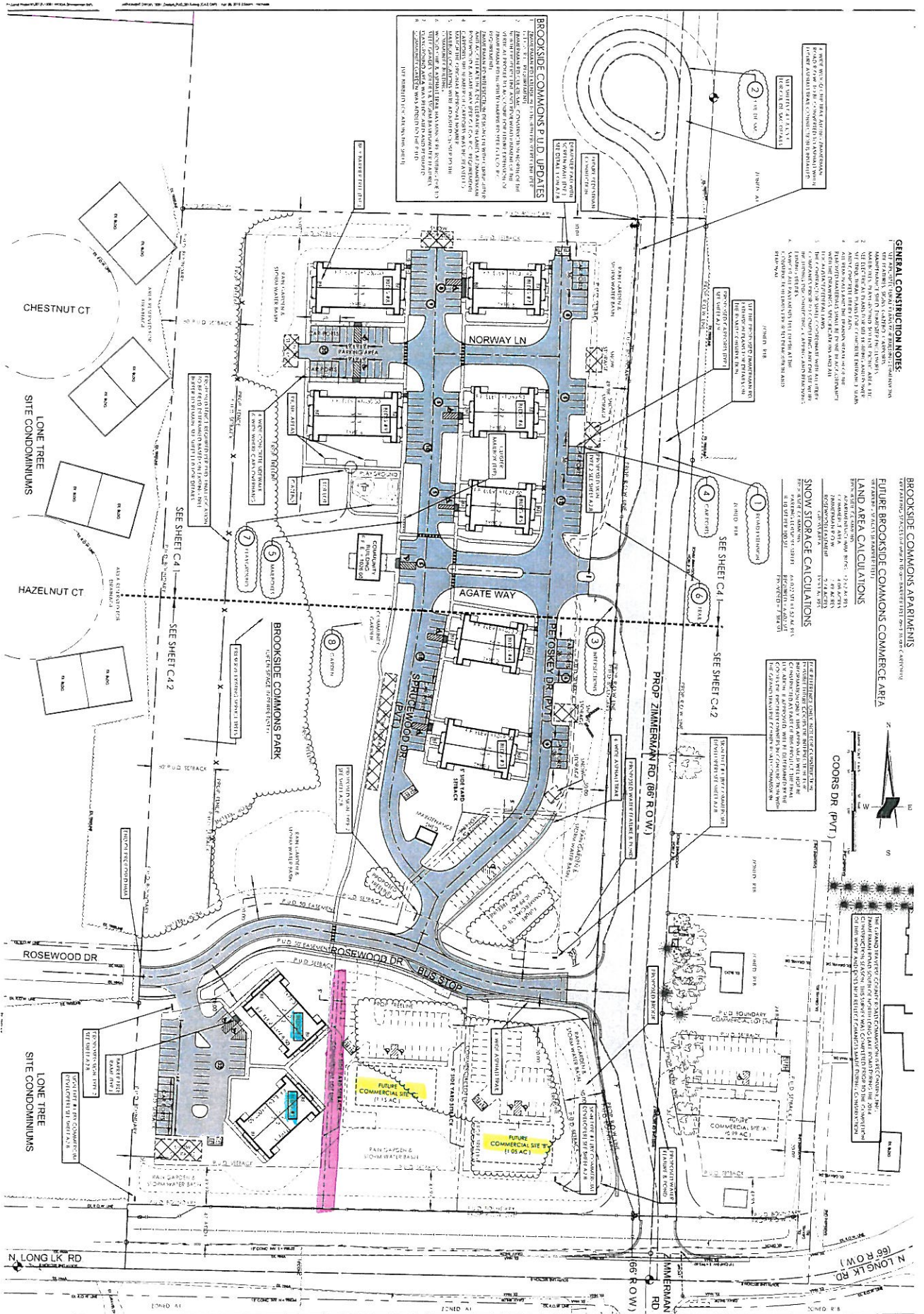
Land Use Consultants

Feel free to contact me at (231) 946-9310 x 1003 or petrak@maaeps.com should you require any additional information or have any questions.

Sincerely,



Petra Kuehnis, RLA



GENERAL CONSTRUCTION NOTES:

1. THE PROPOSED BUILDING FOOTPRINTS AND CONSTRUCTION ARE SUBJECT TO THE APPROVAL OF THE LOCAL GOVERNMENT AND THE STATE OF MICHIGAN.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MICHIGAN BUILDING CODE AND THE MICHIGAN ELECTRICAL CODE.
3. THE PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MICHIGAN MECHANICAL CODE AND THE MICHIGAN PLUMBING CODE.
4. THE PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MICHIGAN FIRE CODE AND THE MICHIGAN SAFETY CODE.
5. THE PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MICHIGAN ENVIRONMENTAL CODE AND THE MICHIGAN LAND USE CODE.
6. THE PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MICHIGAN ZONING CODE AND THE MICHIGAN SUBDIVISION CODE.
7. THE PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MICHIGAN UTILITY CODE AND THE MICHIGAN TELECOMMUNICATIONS CODE.
8. THE PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MICHIGAN TRANSPORTATION CODE AND THE MICHIGAN TRAFFIC CODE.
9. THE PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MICHIGAN WATER CODE AND THE MICHIGAN SEWER CODE.
10. THE PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MICHIGAN GAS CODE AND THE MICHIGAN HEATING CODE.

BROOKSIDE COMMONS APARTMENTS
 FUTURE BROOKSIDE COMMONS COMMERCIAL AREA
 LAND AREA CALCULATIONS

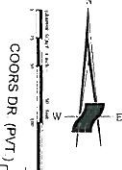
APARTMENT UNIT AREA	1,234,567 SQ. FT.
COMMERCIAL AREA	123,456 SQ. FT.
TOTAL AREA	1,358,023 SQ. FT.

SNOW STORAGE CALCULATIONS

APARTMENT UNIT AREA	1,234,567 SQ. FT.
COMMERCIAL AREA	123,456 SQ. FT.
TOTAL AREA	1,358,023 SQ. FT.

BROOKSIDE COMMONS P.U.D. UPDATES

1. THE PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MICHIGAN BUILDING CODE AND THE MICHIGAN ELECTRICAL CODE.
2. THE PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MICHIGAN MECHANICAL CODE AND THE MICHIGAN PLUMBING CODE.
3. THE PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MICHIGAN FIRE CODE AND THE MICHIGAN SAFETY CODE.
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9. THE PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MICHIGAN GAS CODE AND THE MICHIGAN HEATING CODE.




DATE	1/30/21
SCALE	AS SHOWN
PROJECT	BROOKSIDE COMMONS P.U.D.
CLIENT	BROOKSIDE COMMONS LDHA LIMITED PARTNERSHIP
DESIGNER	MANSFIELD LAND USE CONSULTANTS
CAD	13051

Brookside Commons LDHA Limited Partnership
 Brookside Commons P.U.D.
 OVERALL SITE PLAN
 Section 7 Town 27 North, Range 11 West
 Garfield Twp. Grand Traverse County, Michigan

NO.	DESCRIPTION	DATE	BY	CHKD.
1	ISSUED FOR PERMITTING	1/30/21	JLM	JLM
2	REVISIONS			
3				
4				
5				
6				
7				
8				
9				
10				

Mansfield
 Land Use Consultants

830 Congress Dr., Ste. 301
 P.O. Box 4015
 Traverse City, MI 49685
 Phone: 231-946-9310
 www.mansfield.com
 info@mansfield.com

 Charter Township of Garfield Planning Department Report No. 2015-43			
Prepared:	May 5, 2015	Pages:	1 of 3
Meeting:	May 13, 2015 Planning Commission	Attachments:	<input checked="" type="checkbox"/>
Subject:	Conceptual Review - Medical Office		
File No.	N/a	Parcel No.	222-(002&003)-00
Applicant:	Traverse City Medical Properties LLC		
Owner:	Traverse City Medical Properties LLC		

BACKGROUND:

The Lone Tree PUD is an approved and nearly built out mixed use residential / commercial development located on North Long Lake Road. While the majority of the project is residential in nature, the approved development plans include three commercial development sites along N. Long Lake Road, at the southernmost portion of the development.

One of the approved commercial sites is currently developed and occupied by Beers Dentistry, while the other two remain as vacant, wooded sites. The applicant has approached the Planning Department with a desire to build a medical office or offices on these remaining parcels.

The purpose of the conceptual review process is to allow for the applicant and the Planning Commission to have an informal discussion regarding the potential project.



STAFF COMMENT

The purpose of this conceptual review is to request Planning Commission discussion regarding two conceptual medical offices on the two remaining commercial development sites, which are east of Beers Dentistry and Lone Pine Drive and noted on the prior image.

When the Beers Dentistry office was approved, the Planning Commission made an interpretation that a professional office was consistent with the intent of the PUD. Given that, it would be reasonable to conclude that a medical office or offices on these two sites would also meet that intent.

As far as site design, the project meets building footprint requirements as originally approved, with 25-foot front setbacks (along Lone Pine and Rosewood), 20-foot side setbacks (between the two subject lots), and 50-foot PUD perimeter buffer setbacks along N. Long Lake.

However, a dumpster enclosure is proposed within the side setback, which would need to be removed absent a Major Amendment to the PUD. The Planning Commission should also discuss the intent of the setback areas, which are shown to be developed as retention basins on the conceptual drawings. Notably, each site is also heavily treed, which should be discussed as it relates to landscaping and buffering of these development sites.

Each building is proposed as an 8,000 square foot medical office, with 32 parking spaces for each. By rule of thumb, staff calculates the "usable" square footage of a building at 80% of the overall floor area for parking calculations. Thus, at 6,400 square feet, the minimum amount of parking required by the (pending) Zoning Ordinance is exactly 32 spaces (one space required per 200 feet of floor area).

Considerations identified by Staff and which should be discussed by the Planning Commission include but may not necessarily be limited to the following:

- Roadways and traffic: The Lone Tree PUD was approved with the requirement that Rosewood Drive be connected to what is now the Brookside Commons project. Rather than connect, however, this street stops about 10-feet short of the property line. In the event that this road is not extended to meet up with the portion of Rosewood Drive that will be constructed at Brookside, then it would be appropriate to require new traffic impact studies for the subject properties in advance of a site plan approval.
- Access to sites: As illustrated, the western site would include an access point directly to Lone Pine Drive, opposite of the dentistry driveway. The Planning Commission should discuss the location of this driveway, including if it might be more appropriate for this site to be accessed via Rosewood Drive.
- Access between sites: As illustrated, the parking areas between the two sites do not connect. It may be more appropriate for these two parking lots to be designed and connected with a service drive, which will provide emergency access to either building in the event that one driveway became blocked.
- Setbacks: As noted above, a dumpster enclosure and retention basins are shown within a number of the yard areas. The intent of these buffer areas and setbacks should be discussed.

- Signs: As a PUD, the Planning Commission will ultimately decide on appropriate signs for the remaining portions of this development. To date, the Planning Commission has approved a development entry sign, as well as a wall sign for Beers Dentistry which can measure up to 40-square feet.

ACTION REQUESTED:

The conceptual review is an opportunity for the Planning Commission to provide the applicant with informal guidance. No formal action is necessary at this time.

Robert A. Yvon

A R C H I T E C T, LLC

134 E. Ninth St. Traverse City, MI 49684
(231) 883-9461 rayvonarch@charter.net

May 5, 2015

Planning Commission
c/o Rob Larrea, Planning Director
Charter Township of Garfield
3848 Veterans Drive
Traverse City, MI 49684

Dear Commission Members:

The attached application, conceptual site plan and project description are being submitted for conceptual review for a proposed new building at the Lone Tree development at the corner of North Long Lake Road and Lone Pine Road.

The property is currently under a P.U.D. designation as part of the Lone Tree subdivision. The conceptual review is being requested to determine if the applicant can reasonably develop the parcel (05-222-002-00) for the proposed medical office use, and, at a future time, anticipate being able to develop a similar use on the adjacent parcel (05-222-03-00).

In conversations with the township planner, Rob Larrea, and zoning administrator, Sara Kopriva, we have reviewed the goals and guidelines applicable to this property; we're confident that the proposed use and development concept are consistent with those goals and with the original intent of the property when the Lone Tree subdivision was approved.

The team involved in this project includes the applicant, Dr. Rick Nielsen (for Traverse City Medical Properties LLC); Rick Taylor (R. Taylor Builders LLC) as agent and general contractor for the owner; and myself as architect. Over the past 25 years, we have built similar facilities in Benzie, Manistee and Grand Traverse counties, with those facilities continuing to be operated by Dr. Nielsen and his partners. It is the intent of all of us to provide a well-planned and attractive building and grounds integrated with the township's goals for the area.

We look forward to an opportunity to discuss the proposed project with you to establish a basis for moving the project ahead in a timely fashion. Thank you for your time and input.

Sincerely,



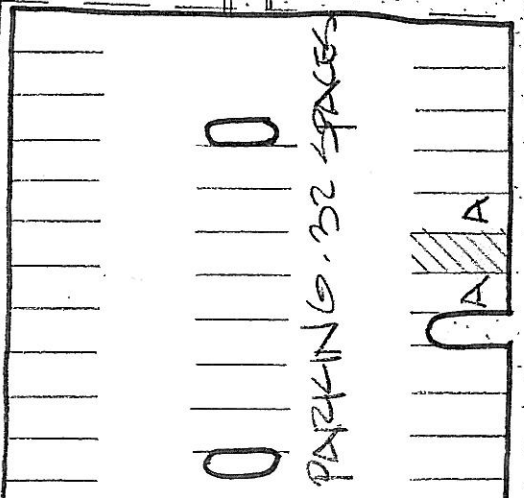
Robert A. Yvon

cc: R. Nielsen, R. Taylor

ROSEWOOD

05.222.00.00

25'



PROPOSED 8,000 SF OFFICE (MEDICAL)

RETENTN.

RETENTN.

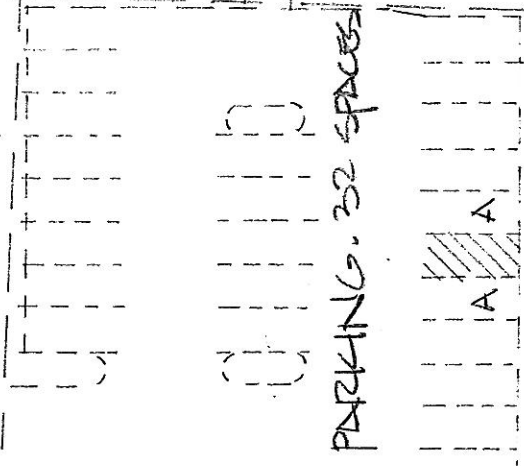
SIGN

EXISTING RETENTION

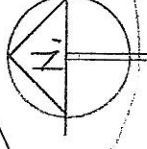
N. LONG LAKE

SIGN

00.60.222.50



FUTURE 8,000 SF OFFICE



CONCEPTUAL SITE PLAN

FOR TRANSE CITY MEDICAL PROPERTIES LLC

R.A. YOUNG ARCHITECT - S.F. CA

Robert A. Yvon

A R C H I T E C T, L L C

134 E. Ninth St. Traverse City, MI 49684
(231) 883-9461 rayvonarch@charter.net

Project Description for Proposed Medical Office at Lone Tree Subdivision for Traverse City Medical Properties LLC -- May 5, 2015

Outline:

location: parcel 05-222-002-00, intersection of North Long Lake and Lone Pine Roads

parcel size: 43,652 sf (1 acre)

vehicle access: from Lone Pine Road, in consideration of client access, safety, appropriate use of the property, and consideration of site topography

proposed use: medical office

proposed building: 1 story, 8,000 sf

parking: 8,000 sf gross building area x 80% = 6,400 sf net building area
@ 1 parking space per 200 sf = 32 spaces (provided)

storm water accommodation: required on-site storage capacity to be determined by site engineer, including appropriate controls and water quality considerations consistent with current guidelines

Description:

The property under consideration is at the east side of the entrance to the Lone Tree development. The proposed access from Lone Pine Road is located opposite the existing driveway to Dr. Beers' dental clinic, allowing patients/clients to clearly identify the clinic, providing a safe approach and reducing the potential traffic within the residential area of the Lone Tree development.

This driveway location also addresses the challenges of providing an appropriate relationship between the existing road, parking and building elevations, and results in a better setting for the building relative to the existing grades, especially when viewed from North Long Lake Road. (The site currently has an elevation change of about 16', generally sloping down from the northeast to the southwest.)

Modest signage is proposed at North Long Lake Road to identify the building and at Lone Tree Road to identify the access to parking.

The setbacks shown are those that were established when the Lone Tree subdivision was approved.

The proposed project will be served by public water and sanitary sewer systems.

Future development of the adjacent parcel is included here only for review purposes relative to the potential use of that property, whether by the current applicant or others.

SUBJECT
PARCEL

ROSEWOOD

983.5

LONE PINE

970

1000

1010

1050

$N88^{\circ}34'39''W$ 658.41



NO SCALE

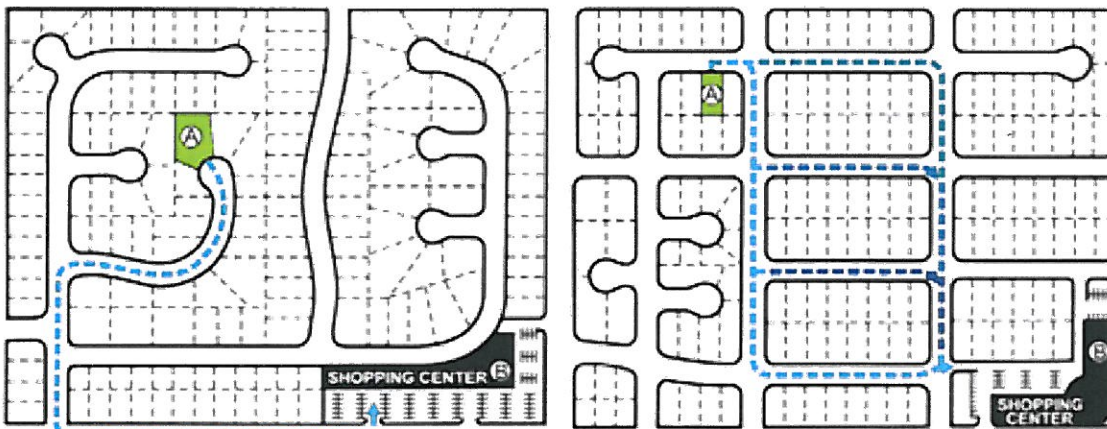
EXISTING TOPD (APPROX.)
TRAVERSE CITY MEDICAL PROPERTIES LLC
P.A. YVQN. ARCHITECT. 5.5.15

IMPLEMENTING COMPLETE STREETS

Networks of Complete Streets

In many places built since the 1950s, roadway design usually means a system of widely spaced, large arterials fed by smaller roadways that rarely connect with each other. This system concentrates motorized traffic on a limited number of large roads, which causes longer, indirect trips and limits opportunities for alternate routes. Such a network makes it difficult for people who might walk, bike, or take public transportation because the indirect routes lengthen their trips and force them onto roads that are usually not designed for their safety or comfort. Public transportation also has a difficult time serving isolated neighborhoods with only one or two entry or exit points. So, people end up driving, even for very short trips.

Communities that have adopted Complete Streets policies sometimes struggle with retrofitting multi-lane arterials that must carry heavy automobile traffic but are also the only choice for bicycling, walking, and public transportation. Many realize they must look for opportunities to increase street connectivity in order to give people choices when traveling between home, medical offices, schools, shops, and workplaces.



Conventional street networks (left) create longer trips and often deny choice. A network of Complete Streets (right) offers flexibility. *Image: Kimley-Horn and Associates, Inc. and Digital Media Productions*

Complete Streets are connected streets

Well-designed, connected Complete Streets make travel more efficient by providing choice not only in modes, but also in routes. Pedestrians and public transportation riders are especially motivated to find direct routes to their destination or their transit stop, and prefer lower-traffic streets. This is much easier to do when the street network is a connected grid of relatively short blocks. Instead of trying to make each street perfect for every traveler, communities can create an interwoven array of streets that emphasize different modes and provide quality accessibility for everyone. Some streets may emphasize vehicles or trucks, while others emphasize pedestrians or public transportation. In more industrial areas, some streets will emphasize access for freight vehicles. Charlotte, North Carolina defines its street network along a continuum from most

pedestrian-oriented to most auto-oriented, referring both to the design of the street and to the adjacent land uses. Each street type emphasizes different mixes of modes, but is designed with all potential travelers in mind.

In a complete network, short, local trips can be taken without burdening the arterial systems with more cars. Roads in sprawling communities see up to 75 percent more travel demand on those arterials than similar arterials in connected networks.¹ People with a complete, connected network of options may opt to reach their destination entirely without driving on arterials, or will instead walk, bike, or take public transportation. One study found that single-family households located in a network of Complete Streets made a similar number of total trips as those in an incomplete network, but made significantly fewer by car, instead opting to walk.²

Connected streets can reduce traffic congestion by dispersing traffic and offering travel options. Networks of connected Complete Streets can carry as many travelers as conventional sprawling roadway design, but do not rely on a sparse network of major arterials.³ Parallel routes within connected networks maintain this high corridor capacity, while providing different routes to destinations for convenience, variety, or to avoid construction. These choices help all users of the system by reducing travel delays associated with reliance on very few routes.



“Bicycle Boulevards” accommodate motorists and pedestrians but emphasize the safety and convenience of bicyclists through traffic calming and keeping the volumes of motorized traffic low. On other streets, giving more room for public transportation and pedestrians is necessary to provide the most efficient route for bus or rail travel and to provide the necessary safety for boarding and alighting passengers. *Left: Dan Burden, Walkable and Livable Communities Institute. Right: New York City DOT*

Connectivity improves safety

Grid networks help create a safer road system. A study of 24 medium-sized California cities found that the most cities were those built more recently with unconnected networks that concentrated auto traffic on a few roads and featured far fewer intersections. The more grid-like street networks saw fewer fatal or severe crashes.⁴ Gridded networks need not rely on overly-wide roads and have more intersections, lowering drivers' speeds. Yet travel times remain comparable to the conventional network because trip distances are shorter – the routes are more direct – and because timed traffic signals can provide a consistent speed.⁵⁶ Pedestrians benefit from additional signalized, safe crossing opportunities at intersections, while both people afoot and on bike benefit from the slower vehicular speeds. Emergency service personnel are able to reach emergency sites more quickly due to the redundancy of the network.⁷ A study in Charlotte, North Carolina found that as street connectivity increased, a fire station could reach far more households, and more quickly.⁸

Right-sized blocks

A network of Complete Streets works best if block size is reduced. Short blocks are important to people on bikes or on foot because they reduce the total distance traveled and provide direct access to properties. A smaller block structure also allows land use to evolve and adapt over time, providing development flexibility. After updating its City Code to achieve Complete Streets, North Myrtle Beach, South Carolina now requires most blocks to be human-scaled, between 300 and 400 feet long. For transit providers, a community of Complete Streets with shorter blocks is easier to serve. Most agencies look for a ½ mile spacing between routes, which is more easily achieved with a grid system, as is easy travel in any direction.⁹

Increase connectivity with Complete Streets

Some places with Complete Streets policies have included provisions specifically to increase connectivity. For example, Virginia's Complete Streets policy was augmented by a new policy to end maintenance support for new streets that end in cul-de-sacs. Other communities have required new developments to connect into the existing grid in multiple locations. Some built-out communities with a sprawling road system have looked for opportunities to create more non-motorized connections by installing paths that connect cul-de-sacs and other disconnected streets to nearby roads. Even when roads are connected, there may still be a need for connected grids of walking and bicycling networks. The incorporation of Complete Streets into all of Seattle, Washington's plans helps to identify gaps in the network for different modes and prioritizes investment to create complete networks for all modes.

Reaching connectivity through Complete Streets policies directs transportation funding to create complete networks for all modes and helps support the livable communities that people want.

Learn more at www.smartgrowthamerica.org/completestreets.

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