

**CHARTER TOWNSHIP OF GARFIELD
PLANNING COMMISSION MEETING**

**Wednesday, July 9, 2014 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**
 - a. June 25, 2014
3. **Correspondence**
4. **Reports**
 - a. Township Board
 - b. Planning/Zoning Department
 - c. Planning Commissioners
5. **Business to Come Before the Commission**
 - a. Grand Traverse County Master Plan Presentation – Mr. John Sych
 - b. PD 2014-44 – The Crown PUD Sign Request
 - c. PD 2014-45 – Premiere Place PUD Amendment
 - d. Sheffer Farm PUD – update
6. **Public Comment**
7. **Items for Next Agenda – July 23, 2014 Work Session**
 - a. Crown PUD Sign Request
 - b. Master Plan
8. **Adjournment**

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

Garfield Township will provide necessary reasonable auxiliary aids and services, such as signers for hearing impaired and audio tapes of printed materials being considered at the meeting to individuals with disabilities upon the provision of reasonable advance notice to Garfield Township. Individuals with disabilities requiring auxiliary aids or services should contact Garfield Township by writing or calling Kay Schumacher, Clerk, Ph: (231) 941-1620, or TDD #922

**CHARTER TOWNSHIP OF GARFIELD
PLANNING COMMISSION MEETING
June 25, 2014**

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, Gil Uithol, Kit Wilson, Joe Robertson, John Nelson and John Racine

Absent and Excused: Terry Clark

Staff Present: Rob Larrea

1. Review and Approval of the Agenda – Conflict of Interest: (7:01)

Nelson moved and Wilson seconded to approve the agenda as presented.

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

Nays: None

2. Minutes

a. June 11, 2014 Minutes (7:02)

Nelson moved and Robertson seconded to adopt the June 11, 2014 Regular Meeting minutes as amended noting that sentence three in New Business g. will now read, "Nelson disagreed with the proportion of multi-family housing in the proposed development."

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

Nays: None

3. Correspondence (7:02)

None

4. Reports:

a. Township Board (7:02)

Wilson reported that the Board approved the Public Hearing for the proposed Buffalo Ridge PUD on July 22. Both Rob Larrea and the Township Attorney will be present at the public hearing.

b. Planning Commissioners

No reports

5. Business to Come Before The Commission

a. PD Report #2014-45 Master Plan Discussion (7:04)

Staff has compiled some additional draft baseline information which will be used to support upcoming public involvement and creation of the goals and objectives.

Larrea explained that the intro and the overview have been combined so the document would flow easier and the topics will be built upon. He added that there was plenty of research already completed by various entities to draw from.

Commissioners commented on the topics to be covered and Larrea said that those topics outlined deserved more detail in the Master Plan. Commissioners also discussed PUD's and the Open Space required and may develop more structured guidelines. Redevelopment guidelines were also discussed.

Commissioners discussed any changes on the pages and each brought forth suggestions. Suggestions encompassed simple grammatical errors, as well as, new ideas for an entire section and additions to the proposed plan.

Commissioners agree that the Plan is headed in the right direction.

6. Public Comment (7:50)

Judith Danford commented on the proposed Master Plan and suggested adding a conclusion.


7. Items for Next Agenda – July 9, 2014 (7:51)

- a. Just Golf
- b. Crown Sign
- c. Sheffer Farm

8. Adjournment: Racine adjourned the meeting at 8:02pm.

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

PUD Sign Request

 Charter Township of Garfield		General:	<input checked="" type="checkbox"/>
		Budget Related:	<input type="checkbox"/>
		In Camera:	<input type="checkbox"/>
Department:	Planning	Report No.	PD 2014-44
Prepared:	June 30, 2014	Pages:	1 of 2
Meeting:	July 9, 2014 Planning Commission	Attachments:	<input checked="" type="checkbox"/>
Subject:	Sign Request – The Crown PUD		
File No.	SUP-1991-10-K	Parcel No.	05-091-900-00
Applicant:	Bowerman, Bowden, Ford, Clulo & Luyt (Kurt Bowden)		
Owner:	Green Hills, Inc. / Crown Associate Inc.		
Zoning:	R1-M / Approved as PUD		
Request:	Application to convert a portion of an existing sign to LED		

SUBJECT PROPERTY:

The Crown Planned Unit Development

PURPOSE OF APPLICATION:

The application requests approval to convert a portion of the double-sided sign at West Crown Drive to LED. The sign is shared by the Crown Golf Club and Mulligan’s restaurant.

Signs within a PUD are subject to Planning Commission review and approval. Because LED sign panels are permitted “by right” within the underlying A1-Agricultural District where a PUD is not in effect, a public hearing on the application is not required.

COMMENTS:

This application was before the Planning Commission on June 11th, at which time the Commission took comment from Mr. Kurt Bowden, representing the applicant. Correspondence from Township Counsel, Mr. Jeff Jocks, has been provided previously.

Mr. Bowden’s reading of the zoning ordinance is that the proposed LED sign is permitted as of right, while that of Mr. Jocks’ is that the sign is subject to review under the discretionary standard Section 8.10 (PUDs) of the Zoning Ordinance.

Having reviewed the opposing argument that this is a “shall approve” situation, Mr. Jocks remains of the impression that the Planning Commission should apply the review standards of the PUD section of the zoning ordinance, and therefore that it may apply discretion as to if LED is appropriate. Mr. Jocks notes that the original application for a PUD includes a sign plan, which is reviewed at the time the standards of § 8.10 are reviewed as a whole.

Ongoing Staff research has shown that in this case, the original master plan located the signage but sign permits were never obtained before the signs were put up. That situation was corrected by an amendment to the overall PUD in 2009 which authorized the Zoning Administrator to issue sign permits. However, that particular sign package application included residential entryway signs which were larger than normally permitted, requiring

review under the standard which clearly points to § 8.10. At the time, the Planning Commission rejected the LED sign portion under this standard.

The current application involves only one sign for a commercial use within the underlying agricultural zoning district. As such, Mr. Bowden argues that this is a “shall approve” application. Mr. Jocks, however, points to the prior approvals of the overall sign plan when the PUD was first approved and then subsequently approved, and remains of the opinion that the Planning Commission may invoke the standards of § 8.10 when reviewing any change to a PUD sign plan.


For further thought, Mr. Jocks makes the example of an applicant asking for a new PUD approval and including very minimal signage as the standards of § 8.10 are reviewed, only to come back after the fact and establish much larger signs “by right,” which is not the intent of the PUD or of the PUD sign ordinance. Mr. Jocks does reflect that this is not as clear as we would like, which will be corrected within the new zoning ordinance.

This application was tabled on June 11th to allow for further consultation between Mr. Bowden, Mr. Jocks, and Staff. Because the previous discussion focused on discretionary review authority rather than the actual suitability of the sign at the present time, draft Findings in support of a decision have not yet been written.

ACTION REQUESTED:

Following an opportunity for further applicant presentation and commission discussion, the Planning Commission is asked to direct Staff to prepare appropriate findings in support of your anticipated decision on the matter.

Because the Planning Commission will likely have a heavy agenda on August 13th, Staff requests your consideration of making a decision on this application item during your July 23rd study session.

 Charter Township of Garfield		General:	<input checked="" type="checkbox"/>
		Budget Related:	<input type="checkbox"/>
		In Camera:	<input type="checkbox"/>
Department:	Planning	Report No.	PD 2014-45
Prepared:	July 2, 2014	Pages:	1 of 5
Meeting:	July 9, 2014 Planning Commission	Attachments:	<input checked="" type="checkbox"/>
Subject:	Premier Manor – Major PUD Amendment – Initial Review		
File No.	SUP #2003 – 06 - D	Parcel No.	05-014-108-00
Applicant:	Mansfield Land Use Associates		
Owner:	Woodmere Crossing LLC		

SUBJECT PROPERTY:

The Premier Place Planned Unit Development

BACKGROUND:

The subject PUD is located along Premier Street, Woodmere Avenue, and Boardman Lake, as outlined in black in the map at right. The project was first approved in 2003 and a number of single-family condominium structures have been built. The blue outline indicates the particular area affected by this application, and is presently approved for a 72-unit multi-family structure called Premier Manor.

Subject Property:



PURPOSE OF APPLICATION:

The application proposes site plan and building design changes for the apartment area of the site. The application is considered a Major Amendment to the development, requiring review before the Planning Commission and eventual decision by the Township Board.

STAFF COMMENT:

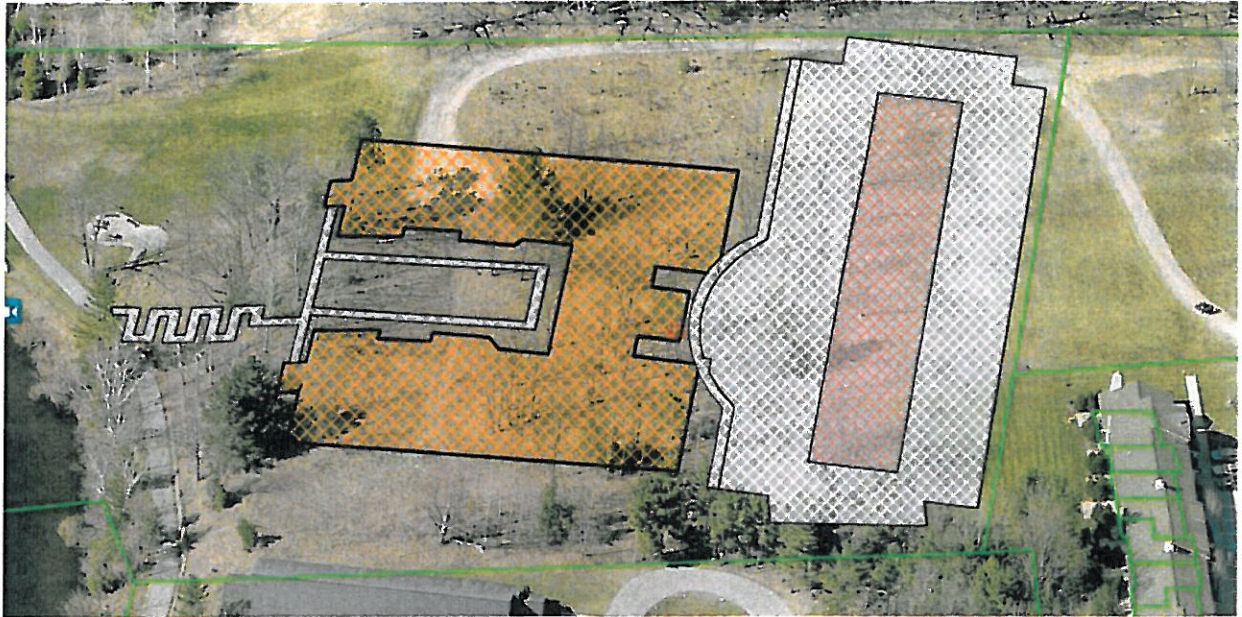
The property owner has had plans to make changes to this area of the site for a number of years. A series of submittal reviews occurred in 2012 and 2013 but a complete application was never received. The Planning Commission conducted a courtesy review of the application in 2013 in an effort to help the applicant move forward. As described in this report, the application remains closely similar to that plan, though efforts have been made to address Planning Commission concerns. Minutes of that meeting are enclosed.

At this time, the Township has received an application that has been deemed substantially complete. Though certain items remain to be provided, corrected, or updated throughout the review process, the application has been placed on the agenda for an initial discussion.

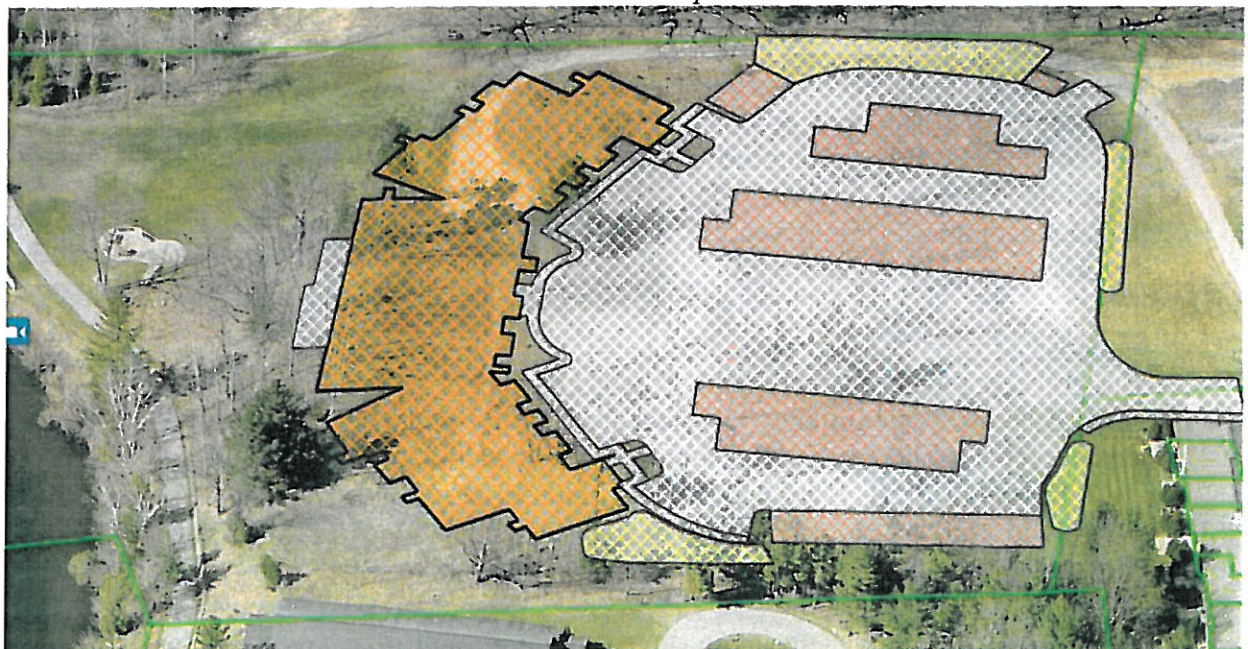
Building Scale and Massing

As noted above, the site is currently approved for a 72-unit apartment building (see below). Portions of the approved structure extend to the top of a bluff which rises about 25 feet from the lake level to the hilltop. The building is a horseshoe-type design, with two wings extending towards the hilltop, and is three-stories tall with a mean height of approximately 36-feet. The footprint of this building is similar to the two senior-living structures on the neighboring site to the south, as seen in the map on the first page. However, those structures are only one story tall.

2004 Approval – building in orange, parking in grey, carport in red, snow storage in yellow



2014 Proposal



The current application proposes a complete redesign of Premier Manor. The building more closely follows the bluff leading down to Boardman Lake in an effort to provide more water-view units. The number of stories has been increased to four to allow the applicant to provide larger unit sizes but to keep the unit count at 72.

With an overall height of 45-feet to the top of the mansard-style roof (as measured from the front elevation), the proposed building would be about 20-feet taller than the neighboring structure to the south, Boardman Glen. The property to the north is within the City of Traverse City, and is planned for multi-family development with a height limitation of 40-feet. Because the building is a walkout (5 floors in total), the rear elevation (facing west) actually measures approximately 55-feet in height, with the basement elevation about 13-feet higher than the nearby bike trail. The architecture does reduce the outside 20-feet of building length to 3 stories.

The approved plan places the building about 90-feet away from Boardman Glen; the proposed building comes to about 55-feet from Boardman Glen. Both buildings come to about 60-feet from the Boardman Lake Trail.

The scale of the building was a discussion point when the application was reviewed in 2013 and remains important due to potential impact on surrounding properties and uses.

Parking

The number of parking spaces has been increased from 64 spaces to 135 spaces (considering both exterior and garage spaces). The increase in impervious surface area was a discussion point when this application was last before the Planning Commission.

Setbacks – PUD Perimeter Buffer

For any PUD, a minimum 30-foot side setback is required between any building and the development zone boundary (along the north and south property lines of the subject site). This setback space is to be “occupied by plant materials and appropriately landscaped.” In the case of Premier Manor, the approved development plans include tree relocation areas within these side yards, intended to accommodate trees which were relocated from the heavily wooded areas of the site. Based on observations of the site it does not appear that these tree location areas were ever established.

The proposed building exceeds the 40-foot maximum mean height limitation by five feet. The zoning ordinance does allow for taller buildings provided the required setbacks are increased on a foot-by-foot basis. In this case, the required building setback is 30-feet from the property lines, meaning that if regular requirements are imposed, the 45-foot building would need to be placed at least 35-feet from property lines. Because this is a PUD, the Planning Commission does have the ability to waive, impose, or modify this increased setback requirement.

The site plan proposes to store snow within some areas of the PUD perimeter, most notably along the north property line. Snow storage areas also cross the east property line onto adjacent condominium common area; it is not known if the condominium associations have consented to this.

Natural Feature Impact - Conservation Easement

Based on Township records, significant effort was invested into ensuring that the site's natural features, such as woodlands and hillsides, are preserved and incorporated into attractive site design. Though the structure has been shifted farther to the east, construction in the proposed location will require removal of a number of mature trees that would help to break up the building's mass.

The Township's conservation easement was a point of discussion when the application was last reviewed. The building has been subsequently shifted away from the easement, however the basement-floor patio remains near to this line, affecting existing mature trees. The application proposes to grade into the bluff, but includes measures to keep grading outside the lines of the conservation easement and also includes efforts to protect tree roots.

Trail Connections

A trail which was previously shown along the south property line though a heavily wooded area has been removed at the request of staff, but should be replaced elsewhere on the site to give residents of the development an opportunity to reach the Boardman Lake Trail. This connection should be designed to accommodate both pedestrians and bicycles, as the Boardman Lake Trail ties directly into the ever-expanding regional trail system.

Off-site/Buffer Area Uses and Improvements

As noted above, snow storage crosses the east property line. In addition, landscaping has been proposed within the common area of the developed condominium to the east of the project. Again, Staff has not seen consent from the condominium association for this improvement, and the Planning Commission should discuss if off-site landscaping to better shield the carports in this corner is appropriate, or if the landscaping should be accommodated on-site.

Landscaping

Landscaping is not required per the zoning ordinance. However, a landscaping plan has been provided. The Planning Commission should discuss if the proposed landscaping plan meets the intent of the ordinance, which is in part to shield from potential adverse visual impacts. As noted above, some landscaping is off-site.

Lighting

A lighting plan has been provided. Generally, levels are acceptable but will need to be adjusted at the east property line, where lighting levels exceed the 0.2 foot-candle limitation of the zoning ordinance. Fixture details have been provided but it is not clear if the "acorn" style light poles comply with full-cutoff restrictions.

Stormwater

As previously proposed, stormwater management is designed as an in-ground system. This system would be subject to review and acceptance by the Township Engineer.

Connections with Street Network

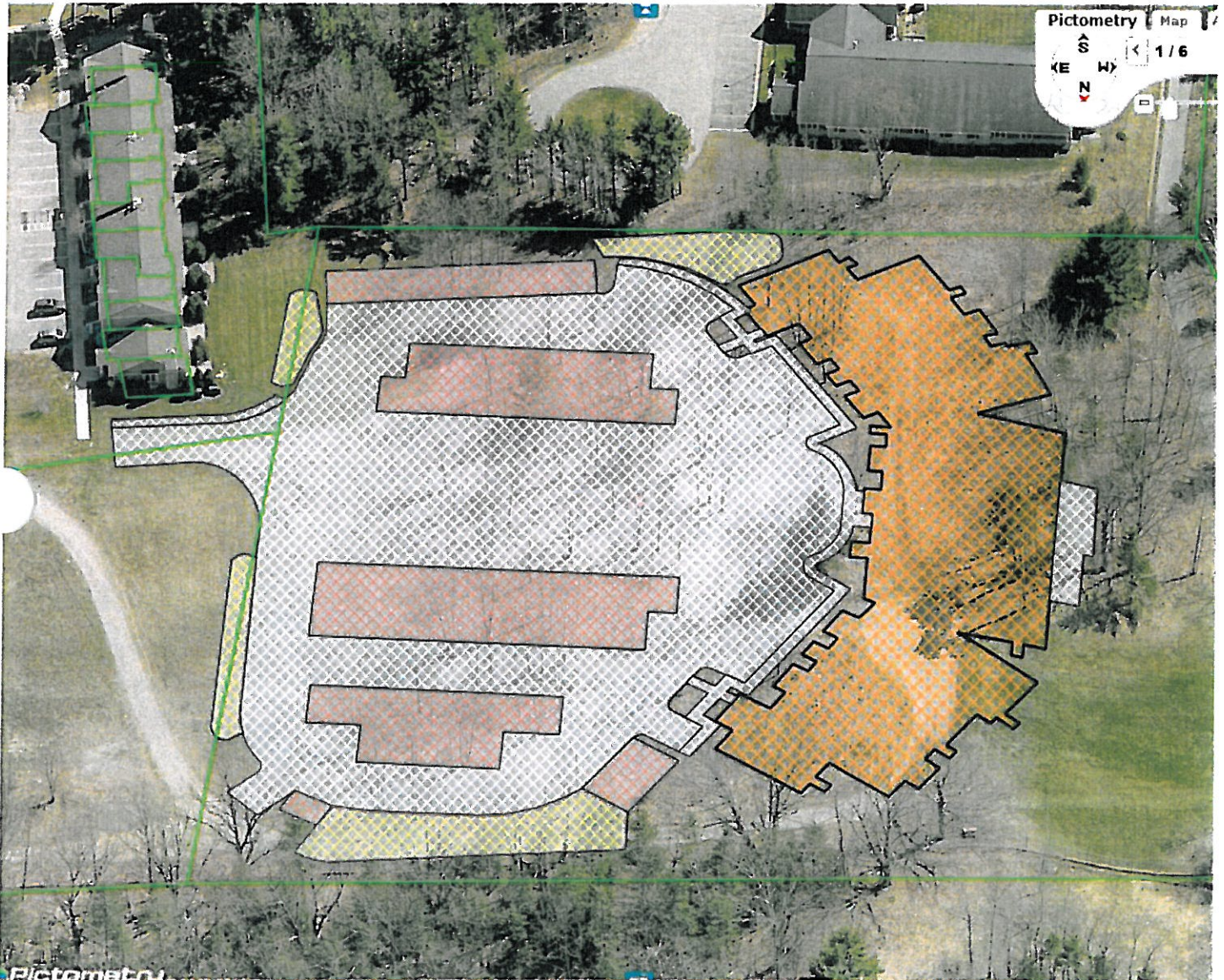
The applicant should speak to the redesigned entry from Woodmere Avenue, including the rail crossing for the line which runs parallel to Woodmere. A private crossing agreement has been provided for this crossing, subject to the owner paying a yearly \$1,000.00 license fee. The crossing agreement could be terminated by the railroad for failure to pay this license fee.

A traffic study prepared by the applicant has been provided; however a study prepared by an outside consultant has not yet been requested or provided.

Signage

One sign is proposed. The sign would be placed on a 65-square foot brick wall and indicate "Premier Place Manor." This sign is within the PUD but placed off-site, within the adjacent condominium common area (this condominium is not yet built). No sign for the Woodmere entrance is indicated unless missed by this review.

Overlay map, looking south:



ACTION REQUESTED:

Preliminary review of the Major Amendment application is requested. At this point discussion is intended to provide the applicant with any additional guidance that would be helpful or to request additional information that may be necessary throughout the course of review.

If it feels prepared to do so the Planning Commission may formally accept application # SUP 2003-02-D, and schedule a public hearing for the August 13, 2014 PC meeting.



PREMIER PLACE MANOR

Application for:
Major Amendment to
Planned Unit Development 2003-06



Submitted to
The Charter Township of Garfield
3848 Veterans Drive
Traverse City, MI 49684
231-941-1620

 **Andersen & Crain, Inc.**
Surveying, Engineering, Consulting, & Design
2636 Garfield Road N - Suite 30
Traverse City, MI 49686
Phone: (231) 947-7255 Fax: (231) 947-7275

Mansfield

Land Use Consultants

830 Cottageview Drive
Traverse City, MI 49684
p 231.946.9310
f 231.946.8926
i www.maaeps.com

June 2014

submitted June 25, 2014



Table of Contents

- Project Team
- Section 8.10.1 Statement of Intent (*PUD Narrative*)
- Regulations Summary
- Requested Relief from Standards
- Section 8.1.3 Basis for Determination
 - 1. General Standards
 - 2. Specific Standards
- Section 8.10.2 Objectives
- Section 8.10.3 Dimensional and Use Restrictions
- Section 8.10.4 Qualifying Conditions
- Architectural Elevations and Floorplans
- Civil Plan Set
 - Site Plan
 - Existing Conditions Plan & Boundary
 - Demolition Plan
 - Drainage Plan
 - Grading Plan
 - Site Utility Plan
 - Construction Details
 - Construction Details
 - Overall Site Plan
 - Survey Plan
 - Patio Detail and Cross Sections
- Landscape Plan
- Traffic Analysis
- Rail Road Crossing Agreement
- Photometric Plan
- Sign Detail
- Exhibits
 - Street Map
 - Aerial Photo
 - GIS Property Information
 - Zoning Map
 - Future Land Use Map
 - Thoroughfare Plan
 - Municipal Water Map
 - Sanitary Sewer Map
 - Public Transportation
 - Non-Motorized Trail Plan
- Regulatory Agency Reviews -in Back Pocket





Project Team

Applicant:

Premier Place, LLC
Steve Nicolas, Managing Member
P.O. Box 104
Ada, MI 49301
Phone: (616) 676-9300
Email: nicolas396@cs.com

Planning Consultant:

Mansfield Land Use Consultants
Douglas Mansfield, President
830 Cottageview Drive, Suite 201
Traverse City, MI 49685
Phone: (231) 946-9310
Email: dougm@maaeps.com

Engineering Consultant:

Andersen & Crain, Inc.
Bill Crain P.E.
2636 Garfield Road N -Suite 30
Traverse City, Michigan 49686
Phone: (231) 947-7255
Email: andersenandcrain@gmail.com

Architectural Consultant:

JML Design Group LTD.
Fred Campbell, Owner/Architect
1874 Cass Hartman Court Suite B
Traverse City, MI 49684
Phone: (231) 947-9019

Lighting Consultant:

Consolidated Electrical Contractors
David Mollitor
Phone: (517) 947-5567
Email: dmollitor@conelectric.com

Landscape Consultant:

Anita Silverman, RLA
330 West Seventh Street
Traverse City, MI 49684
Phone: (231)932-1925
Email: acsilverman@charter.net

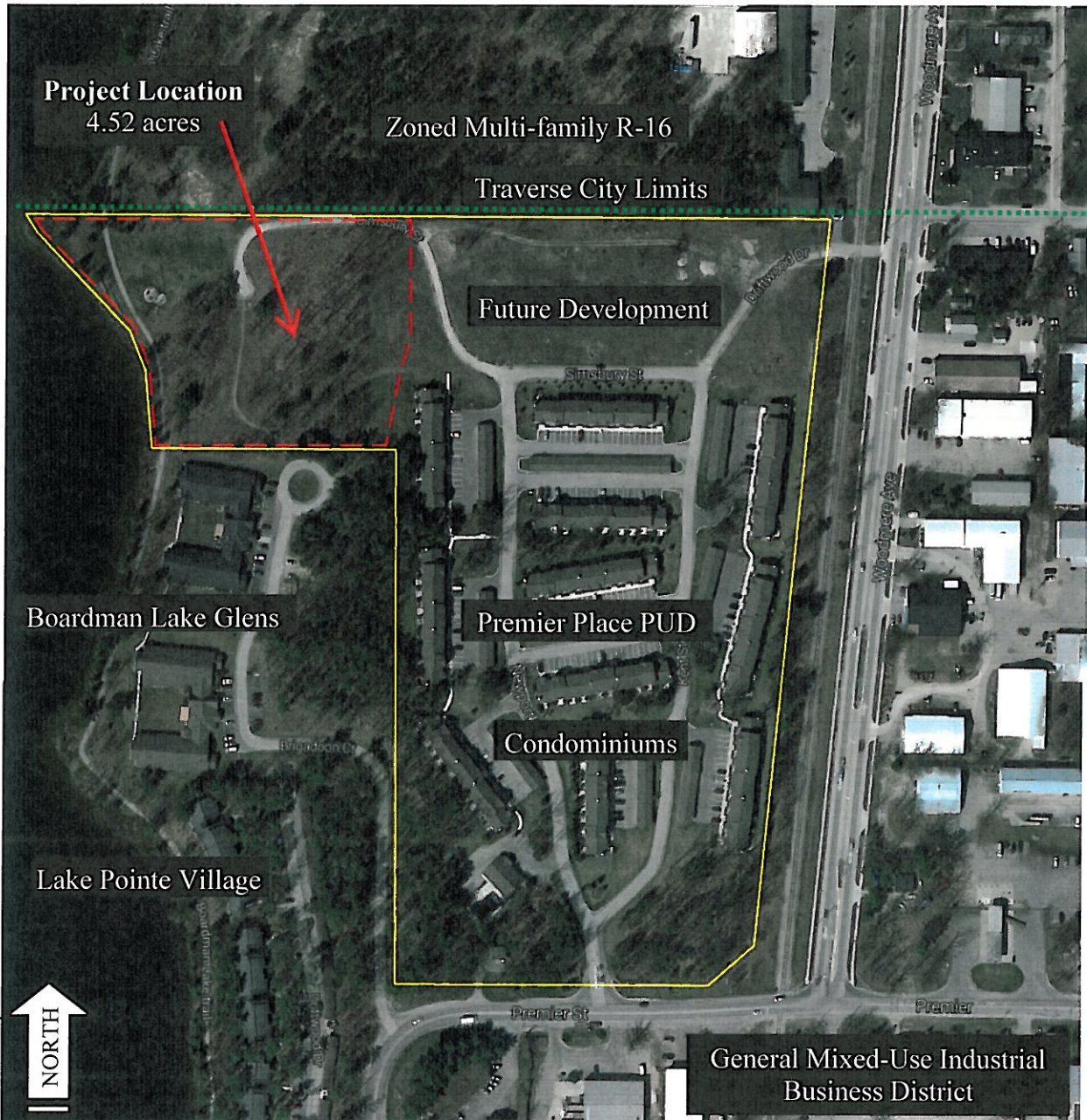




About Premier Place

Premier Place Planned Unit Development was originally approved in 2003 with a mixed-use residential density of 232 units on a total of 24 acres. To date, the southern portion of the site has been completed with eleven 10-unit residential condominium buildings including garages, a clubhouse and a pool.

The application before you is to construct the 72-unit Premier Place Manor apartment building located on 4.52 acres at the northwest corner of the PUD site.





PREMIER PLACE MANOR APARTMENTS

Major Amendment to PUD 2003-06

Existing Conditions

The area designated for the proposed Premier Place Manor apartment building use is located at the northwest corner of the PUD. The project site is 4.52 acres in size. The eastern most 3/4 of the site is a flat field with a few trees, while the western 1/4 of the site is made up of a 60-foot wide bluff that falls about 18-feet to a grassy area that slopes gently another 8 feet of grade to the waters edge. Most of the bluff and the waterfront area is protected by a conservation easement. The site has approximately 450 lineal feet of frontage on Boardman Lake.

The area around Premier Place PUD has been substantially developed with R-1M, multi-family development, including Boardman Lake Glens, Premier Place Condominiums, and Lake Pointe Village Apartments. General mixed-use industrial/business uses are located south and east of the Premier Place PUD. The City of Traverse City is adjacent to the north property line and is designated for R-16 multi-family zoning directly adjacent to the proposed Premier Place Manor site.

Municipal sewer and water were both installed on the site as part of previous construction within the PUD.

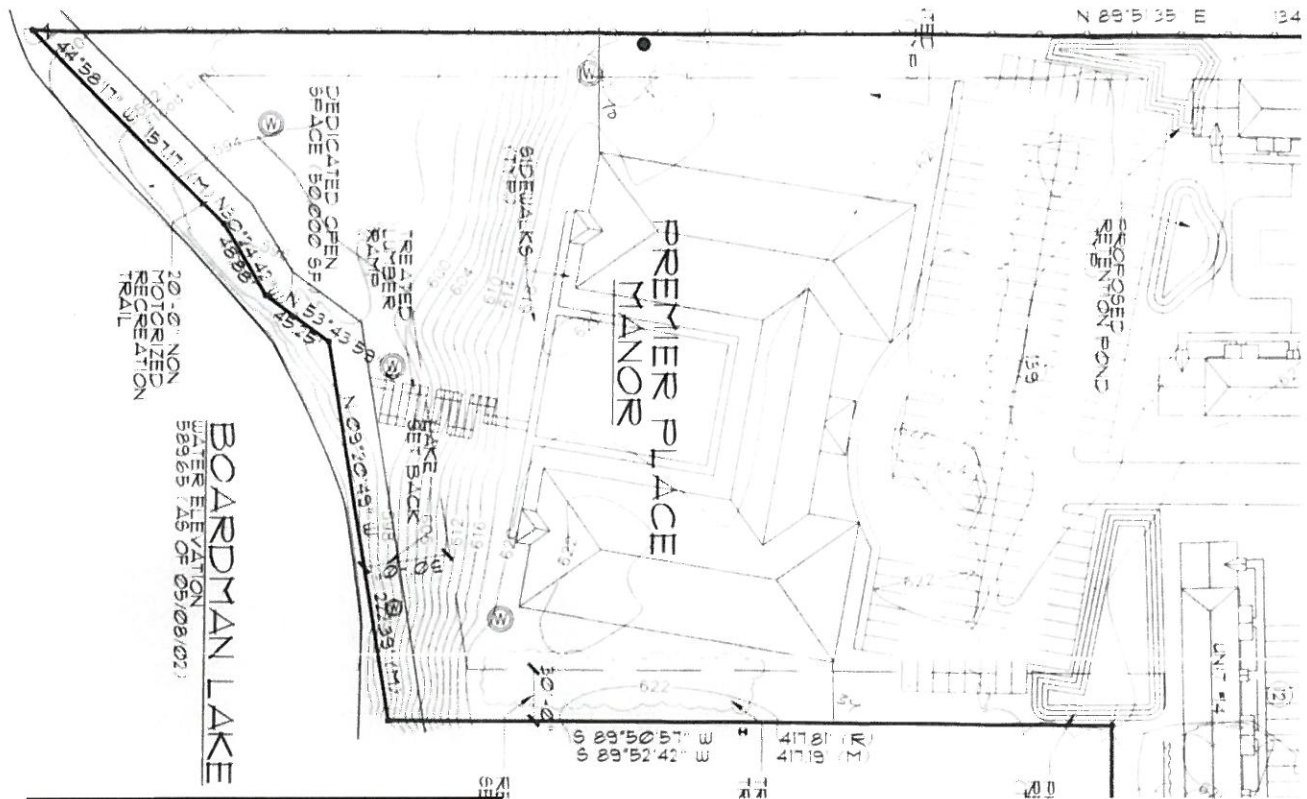




Site Plan Layout

The proposed Premier Place Manor site plan is slightly modified from the plan as approved in the original 2003 PUD, but the intent of the land use and the density remains the same.

The original building layout was a horseshoe shape with its opening facing Boardman Lake. The building was situated at the top of the bluff and all parking was located to the east of the building. The layout as approved in 2003 included encroachments of the parking and stormwater basins within the perimeter setbacks, and does not meet the Fire Department dimensional standards for access.



Premier Place PUD /SUP 2003-06

The proposed Premier Place Manor building is a crescent shape with its opening facing the parking area to the east. This change in building shape and orientation better fits the natural shape of the bluff and allows for a 21-foot building setback from the conservation easement line at the top of the bluff on the west side of the building, while the parking area is embraced within the crescent on the east side of the building. The proposed building footprint is also 4,350sf smaller than proposed in the original PUD site plan drawings.

The proposed parking area layout is modified to meet current Fire Department dimensional standards for maneuvering as well as to remove parking areas and stormwater facilities from the 30ft PUD setbacks along the north and south boundaries. Trees in the conservation easement located on the bluff are identified on the plan and will be preserved and protected during

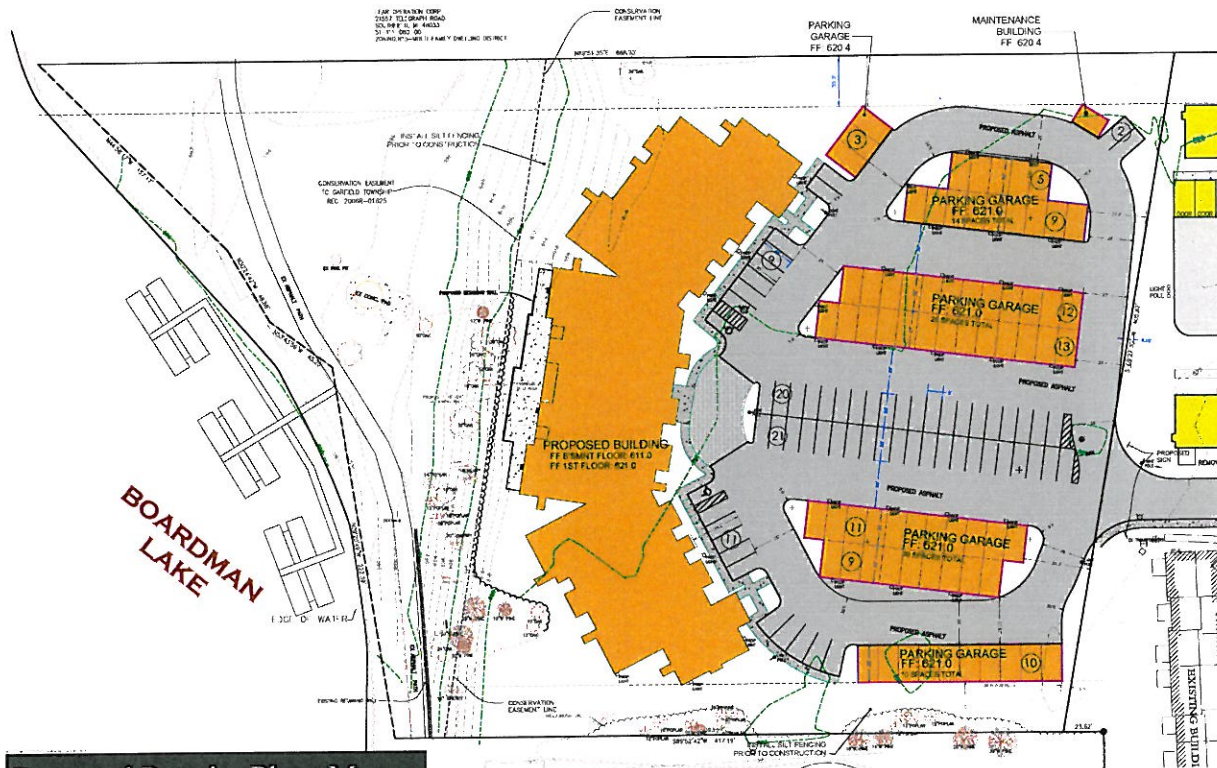




PREMIER PLACE MANOR APARTMENTS

Major Amendment to PUD 2003-06

construction. Trees of a desirable size and shape located within the construction area will be transplanted via tree spade prior to construction and will be planted in the north and south perimeter buffer yard areas as well as the area of future condo development directly east of the current project site.



The entrance drive and parking area was designed to provide a line of site to the entrance plaza at the front of the building. Surface parking is located along this central corridor as well as along the building frontage. Enclosed garages oriented perpendicular the to the building flank both sides of the entrance drive. The perpendicular orientation of the garage buildings reduces the perceived mass of the structures from the existing and future condominiums to the east and the proposed apartment building to the west.

The southeastern most garage structure is 5.5ft from the sites eastern property line and 55ft from the nearest existing condominium building to the east. The eastern project boundary is internal to the PUD which allows for flexibility in regulations. The applicant is therefore requesting that the setback requirements for this garage structure be waved.

There is currently just one vehicular access to the Premier Place PUD located along Premier Street at the south end of the development. This application proposes an additional vehicular access along Woodmere Avenue at the north end of the PUD development. It is anticipated that most of the apartment traffic, and a good portion of the existing condominium traffic will use





PREMIER PLACE MANOR APARTMENTS

Major Amendment to PUD 2003-06

this new point of access to the development. The new access will help to mitigate traffic through the existing condominium development and more importantly, provide a secondary access to the development for emergencies and general public safety.



A view down Newport Street, an existing road within Premier Place PUD.





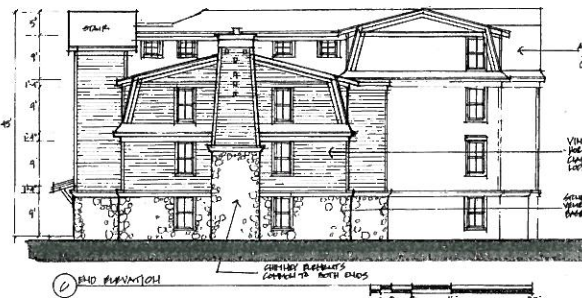
PREMIER PLACE MANOR APARTMENTS

Major Amendment to PUD 2003-06

Architecture

The proposed Premier Place Manor apartment building is made up of a series of gambrel roof forms reminiscent of agricultural or seaside architecture which very effectively and attractively break up the mass of the structure. Various siding materials such as stone veneer, horizontal lap siding and shake siding lend even more movement and texture to the building's facade. In addition, numerous windows and balconies and chimney details at each end provide an attractive human scale to this building.

The total building height to the peak of the roof is 45ft as allowed per the PUD.

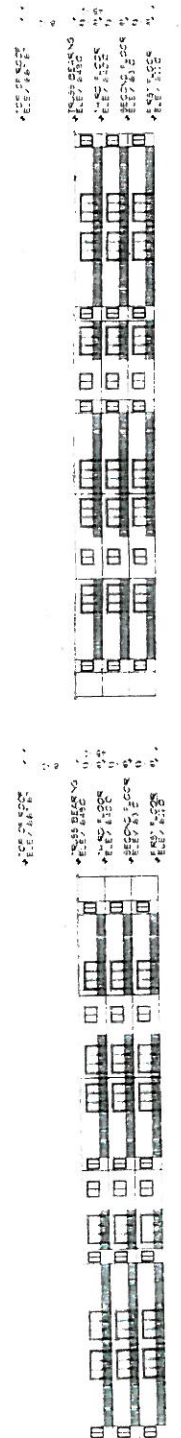




PREMIER PLACE MANOR APARTMENTS

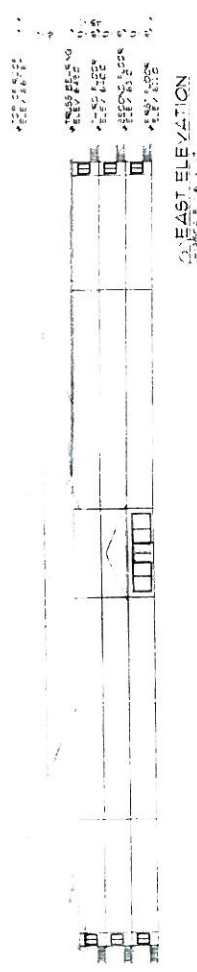
Major Amendment to PUD 2003-06

Title: PREMIER PLACE MANOR APARTMENTS
 Project: PREMIER PLACE MANOR APARTMENTS
 Location: 1000 S. 10th St., Suite 200, Traverse City, MI 49686
 Architect: ANDERSEN & CRAIN, INC.
 Date: 11/11/03
 Scale: 1/8" = 1'-0"
 Drawing No.: 2003-06-01

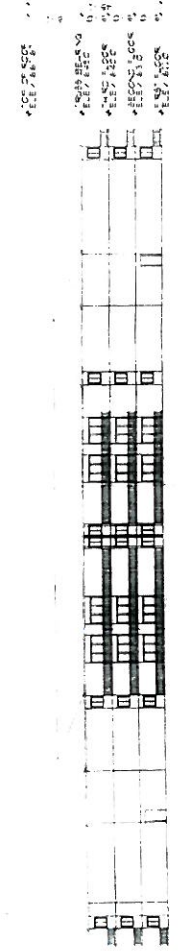


NORTH ELEVATION

SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

The architecture approved as part of the original Premier Place PUD is a non-descript massing without any detail as to the types of finishes or material standards to be used. There are no windows on the entire east and west end elevations.

As illustrated in the following pages, the proposed architecture is a very attractive structure with a lot of variety in materials and movement in roof and façade massing.

Mansfield
 Land Use Consultants
 2050 Grand Haven N. Suite 200
 Traverse City, MI 49686
 Phone: (231) 947-7253 Fax: (231) 947-7275

Andersen & Crain, Inc.
 Architecture & Design
 2050 Grand Haven N. Suite 200
 Traverse City, MI 49686
 Phone: (231) 947-7253 Fax: (231) 947-7275

Approved PUD Architecture



Regulations Summary

Project Address:

Premier Place
Simsbury Street
Traverse City, MI 49686

Project Parcel:

Tax ID 28-05-014-108-00 a parcel within the Premier Place PUD

Project Size:

4.52 acres within the 24 acre Premier Place PUD

Existing Zoning:

Premier Place PUD/SUP 2003-06, approved for 232 residential units
(sixteen 10-unit attached condominium buildings and one 72-unit apartment building)

Proposed Land Use:

An apartment building containing 72 housing units (16 one bedroom units / 56 two bedroom units)
72 enclosed garages, and 63 parking spaces.

Underlying R1M Multi-Family Zoning

This District is intended to provide a sound and stable residential environment for various types of housing developments within the anticipated urbanized growth pattern of Traverse City where the present or anticipated provision of public services can accommodate such development. It is the further purpose of this District to provide for group housing and apartment units in areas where high density can be supported by proper roads and utilities.

Township Comprehensive Master Plan, Future Land Use:

Planned Development

It is the purpose of designating planned development areas to provide the Township flexibility in the regulation of land development, to encourage innovation and variety in land use and design of projects of sufficient size to be considered self-contained. Planned projects shall be directly accessible from major thoroughfares, as designated on the Township Major Thoroughfare Plan, and shall not have any adverse economic, social, or environmental impact on surrounding land uses. Planned unit developments may be located anywhere in the Township upon approval by the Township Board.

Areas of Special Interest

(A) South Airport Road - LaFranier to the Boardman River The abandonment of the Lear manufacturing plant along with a desire on the part of other property owners, along this stretch, on the south side of South Airport, to be positioned to advantageously market their properties creates an opportunity for a significant, rigorous, urban scale planned redevelopment of a





Regulations Summary continued

significant parcel of land within the heart of the Township. Redevelopment of this area, embodying new urbanism and smart growth principles, would become the center piece for the eventual upgrade of the entire South Airport Rd. Corridor east of the Boardman River and would enrich the entire area of the Township bounded by the south city limits, the Boardman Valley, Garfield Ave., and Hammond Rd. The redevelopment of this area should have a balanced jobs/housing mix, a variety of employment and dwelling types, an urban density and a walkable scale. Suitable grade separations of the railroad should be considered to provide for continuity of development on both sides of rail corridor. Low density strip development is considered highly inappropriate for the redevelopment of this area.

Schedule of Regulations:	R1M Zoning	Approved PUD	Proposed
Height	40ft	45ft	45ft to roof peak
Front Yard Setback (east)	25ft	N/A this area is internal to the PUD	
Side Yard Setback (north/south)	10ft	30ft PUD setback	30ft PUD setback
Rear Yard Setback (west)	30ft	Conservation Easement varies 60ft - 270ft	

PUD Boundary Setback	30ft required	30ft provided
-----------------------------	---------------	---------------

Parking:	zoning require	PUD required	Provided
Multi-family (2 per each dwelling unit)	144 spaces	139 spaces (72 garages/67 spaces)	135 spaces (72 garages/63 spaces)

Space Dimensions (90°)	9ft x 20ft	9ft x 20ft
Maneuvering Lane Width	20ft	26ft (per Fire Department requirements)

Lot Coverage:	Approved PUD	Proposed
Project Area	4.55 acres	4.52 acres
Impervious Surface		
proposed apartment building	0.77 acres	0.67 acres
proposed accessory buildings	0.30 acres	0.43 acres
proposed asphalt/concrete	0.99 acres	1.22 acres
	2.06 acres	2.32 acres
Open Space	2.49 acres	2.20 acres
	45% lot coverage	51% lot coverage

(The building footprint was reduced by 4,350sf. The size of the accessory buildings and paved areas increased by 15,680sf to accommodate current dimensional construction requirements.)





Requested Relief from Standards

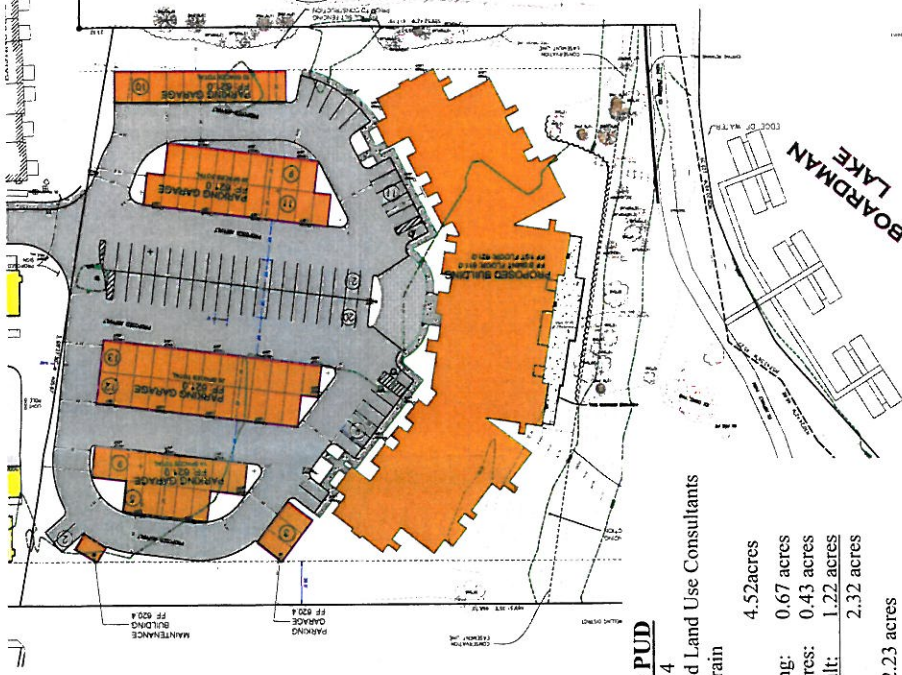
Premier Place Planned Unit Development was originally approved in 2003 with a mixed multi-family residential use with a density of 232 units on a total of 24 acres. To date, the southern portion of the site has been completed with eleven 10-unit residential condominium buildings including garages, a clubhouse and a pool.

The application before you is to construct the 72-unit Premier Place Manor apartment building located on 4.52 acres at the northwest corner of the PUD site.

As part of this application for major amendment to Planned Unit Development 2003-06, the applicant respectfully requests relief from the following standards of the original PUD:

- a) Parking -a reduction in required parking.
4 less than the original PUD. 9 less than required by zoning.
- b) Building Height -the same 45ft height as allowed in the original PUD, but 4 stories above ground instead of the 3 stories above ground approved in the original PUD.
- c) Site Access -an additional vehicular access to the site located along Woodmere Avenue.
- d) Enclosed Parking -to allow enclosed garage structures instead of carports.
- e) Setback Waiver -to allow the southeastern most garage structure to remain in its currently proposed location, 5.5ft from a boundary line internal to the PUD.





Proposed Amendment to PUD

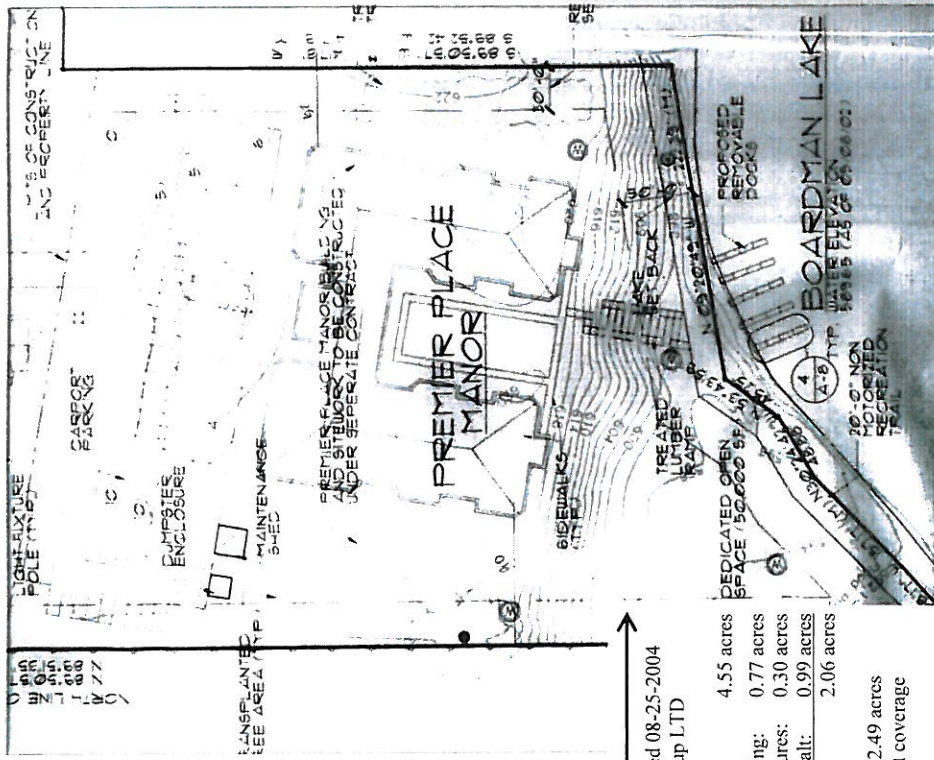
Proposed Site Plan ~ April 2014
Site Plan prepared by Mansfield Land Use Consultants
Engineering by Anderson & Crain

- Existing parcel acreage: 4.52 acres
- Proposed apartment building: 0.67 acres
 - Proposed accessory structures: 0.43 acres
 - Proposed concrete & asphalt: 1.22 acres
- Total proposed hard surface: 2.32 acres

Proposed parcel open space: 2.23 acres
51% lot coverage

*Calculations do not include existing Boardman Lake Trail

- Proposed parking spaces: 63
 - Proposed garages: 72
- Total proposed parking: 135



Premier Place PUD

Previously approved plan dated 08-25-2004
Prepared by JML Design Group LTD

- Existing parcel acreage: 4.55 acres
- Proposed apartment building: 0.77 acres
 - Proposed accessory structures: 0.30 acres
 - Proposed concrete & asphalt: 0.99 acres
- Total proposed hard surface: 2.06 acres

Proposed parcel open space: 2.49 acres
45% lot coverage

- Proposed parking spaces: 67
 - Proposed garages: 72
- Total proposed parking: 139



BASIS FOR DETERMINATION Section 8.1.3

1. GENERAL STANDARDS

- a) **Be designed, constructed, operated and maintained so as to be harmonious, compatible, and appropriate in appearance with the existing or intended character of the general vicinity and that such a use will not change the essential character of the area in which it is proposed.**

Land adjacent to Premier Place PUD is zoned Garfield Township R1M multi-family, City of Traverse City R-15 multi-family, and Garfield Township Mixed-Use Industrial Business District. The proposed Premier Manor apartment land use is compatible with the surrounding parcels in land use type, density, mass and architectural character. The proposed 72-unit apartment building land use does not change the character of the area.

- b) **Not be hazardous or disturbing to existing or future uses in the same general vicinity and will be a substantial improvement to property in the immediate vicinity and to the community as a whole.**

The residential use proposed is compatible and comparable with existing surrounding uses, and will provide much needed quality housing in the areas urban core.

- c) **Be served adequately by essential facilities and services, such as highways, streets, police, fire protection, drainage structures, refuse disposal, water and sewage facilities, or schools.**

Premier Place is bordered on two sides by secondary collector roads, Premier Street and Woodmere Avenue. The property is serviced by municipal sewer and water. The proposed building will include the required fire suppression systems. On site access and circulation is designed to meet Fire Department standards. The site has been designed to meet local soil erosion and sedimentation control standards. Refuse will be managed by residents who will have individual rolling bins stored in their personal garage spaces.

- d) **Not create excessive additional requirements at public cost for public facilities and services.**

Municipal utility services were installed to the project site as part of the original PUD development work. The proposed building will include the required fire suppression systems and on site access and circulation is designed per Fire Department standards. This project will not require any additional public facilities at public cost.

- e) **Not involve uses, activities, processes, materials, and equipment or conditions of operation that will be detrimental to any persons, property, or the general welfare by fumes, glare or odors.**

The residential use proposed is comparable with existing surrounding uses and will not result in fumes, glare or odors.





2. SPECIFIC STANDARDS

a) That the applicant may legally apply for site plan review.

The applicant is the legal owner of the project parcel and a majority owner of the Premier Place PUD as a whole.

b) That all required information has been provided.

The applicant believes that all required information has been provided. Any additional information required can be provided upon request.

c) That the proposed development conforms to all regulations of the zoning district in which it is located.

The proposed development conforms in density, mass, and height of the apartment use as approved for the Premier Place PUD.

d) That the plan meets the requirements of Garfield Township for fire and police protection, water supply, sewage disposal or treatment, storm drainage and other public facilities and services.

Please refer to the individual reviews provided by each agency.

e) That the plan meets the standards of other governmental agencies where applicable, and that the approval of these agencies has been obtained or is assured.

Please refer to the individual reviews provided by each agency.

f) That natural resources will be preserved to a maximum feasible extent, and that areas to be left undisturbed during construction shall be so indicated on the site plan and at the site per se.

25% of the project site including the entire water front area is preserved by a conservation easement. Oak trees located within the construction area that are suitable to be moved will be transplanted to the perimeter boundary areas of the project.

g) That the proposed development property respects floodways and flood plains on or in the vicinity of the subject property and open space areas as designated on the future land use map of Garfield Township.

The proposed development is located over 15 feet above the ordinary high water mark of Boardman Lake. The entire waterfront area is protected by a conservation easement established during a previous phase of the PUD.

h) That the soil conditions are suitable for excavation and site preparation, and that organic, wet or other soils which are not suitable for development will either be undisturbed or modified in an acceptable manner.





The sandy soils located in this area are well suited to construction.

- i) That the proposed development will not cause soil erosion or sedimentation problems.**

Site construction will implement all standard methods for soil erosion, sediment control and slope stabilization as required per regulatory permitting.

- j) That the drainage plan for the proposed development is adequate to handle anticipated storm water runoff, and will not cause undue runoff onto neighboring property or overloading of water courses in the area.**

Design for drainage and storm water run off will be provided as required per the local ordinance and required permitting.

- k) That grading or filling will not destroy the character of the property or the surrounding area, and will not adversely affect the adjacent or neighboring properties.**

The proposed development is located on the flat uplands of the site and will not impact the slope to the lake or the lake front. Trees within the construction limits that are suitable to be moved will be transplanted to the perimeter buffer areas of the project site.

- l) That phases of development are in a logical sequence, so that any one phase will not depend upon a subsequent phase for adequate access, public utility services, drainage or erosion control.**

The proposed Premier Manor development is located in the northwest corner of the PUD and includes the construction of a secondary site access drive (Simsbury Street) onto Woodmere Avenue. The last remaining component of the PUD is located to the north of Simsbury Street with easy access to the road, public utility services and areas for drainage.

- n) That the plan provides for the proper expansion of existing facilities such as public streets, drainage systems and water sewage facilities.**

Road and utility infrastructure was extended to the apartment building project site as part of earlier phases of the PUD development. Any additional infrastructure will be constructed in accordance with local regulations and proper permitting.

- o) That landscaping fences or walls may be required by the Planning Commission in pursuance of the objectives of this Ordinance.**

The attached landscaping plan should meet the requirements of the ordinance. In addition to the attached plan, the applicant intends to relocate trees located within the construction area to the perimeter buffer areas of the site.

- p) That parking layout will not adversely affect the flow of traffic within the site, or to and from the adjacent streets.**

Vehicular circulation within the project site has been designed to meet the dimensional



standards required by the local Fire Department as well as the County Road Commission.

- q) **That vehicular and pedestrian traffic within the site, and in relation to streets and sidewalks serving the site, shall be safe and convenient.**

Streets and pedestrian walkways have been designed to industry standards and will be safe and convenient for its users. Sidewalks proposed as part of this phase of the PUD will provide pedestrians with a route along Simsbury Street to the Woodmere Avenue sidewalk.

- r) **That outdoor storage of garbage and refuse is contained, screened from view and located so as not to be a nuisance to the subject property or neighboring properties.**

Refuse will be contained in individual roll away bins to be stored in residents individual enclosed garage spaces, which is also how the current condominium owners manage their garbage.

- s) **That the proposed site is in accord with the spirit and purpose of this Ordinance and not inconsistent with, or contrary to, the objectives sought to be accomplished by this Ordinance and the principles of sound planning.**

Premier Place was approved as a mixed-residential use PUD in 2003, including the proposed 72-unit apartment building. The multi-family housing provided at an urban density within close proximity to various transportation, employment and recreation opportunities while maintaining significant usable open space and natural woodland landscaping is in accordance with the intent of the Comprehensive Plan and is consistent with the principals of sound planning..



**Section 8.10.2 Objectives:**

The following objectives shall be considered in reviewing any application for a special use permit for planned unit development:

1. To permit flexibility in the regulation of land development;

Premier Place Planned Unit Development was originally approved in 2003 with a mixed multi-family residential use with a density of 232 units on a total of 24 acres. To date, the southern portion of the site has been completed with eleven 10-unit residential condominium buildings including garages, a clubhouse and a pool.

The application before you is to construct the 72-unit Premier Place Manor apartment building located on 4.52 acres at the northwest corner of the PUD site.

As part of this application for major amendment to Planned Unit Development 2003-06, the applicant respectfully requests relief from the following standards of the original PUD:

- a) Parking -a reduction in required parking.
4 less than the original PUD. 9 less than required by zoning.*
- b) Building Height -the same 45ft height as allowed in the original PUD, but 4 stories above ground instead of the 3 stories above ground approved in the original PUD.*
- c) Site Access -an additional vehicular access to the site located along Woodmere Avenue.*
- d) Enclosed Parking -to allow enclosed garage structures instead of carports.*
- e) Setback Waiver -to allow the southeastern most garage structure to remain in its currently proposed location, 5.5ft from a boundary line internal to the PUD.*

2. To encourage innovation in land use and variety in design, layout, and type of structures constructed;

The Premier Place PUD as approved by the Township in 2003, provides a variety of housing types with an urban density to match the intent of the Township's Comprehensive Master Plan. The development is easily accessible by car and has access to regional pedestrian trails along the east and west sides of the development. An effort to maintain the sites wooded feel has been achieved by preserving many of the mature trees within and surrounding the development, and with a 1.15 acre conservation easement with 450ft of Boardman Lake frontage. Viable oaks up to 5 inches in diameter within the construction area of the proposed Premier Manor site will be relocated to enhance the sites perimeter buffer areas.

3. To achieve economy and efficiency in the use of land, natural resources, energy, and the providing of public services and utilities;

This project achieves economy and efficiency in land use, natural resources and energy by offering a mixed multi-family residential use with an urban density within close proximity to the urban core, vehicular and pedestrian transportation, employment, recreation, and municipal utilities, and maintaining the existing woodland landscape aesthetic.





4. To encourage useful open space; to provide improved housing, employment, and shopping opportunities particularly suited to the needs of the Grand Traverse Region;

By maintaining many of the sites mature trees, the development offers an attractive natural woodland aesthetic. 1.15 acres along the site's 450ft Boardman Lake waterfront is preserved by a conservation easement including a public trail easement granted to Garfield Township in 2005. Premier Place provides quality housing within close proximity to transportation, recreation, shopping and employment.

5. To encourage the innovative use, re-use, and improvement of existing sites and buildings.

The project site is currently a vacant parcel. Sensitive slopes and water frontage has already been protected through a conservation easement implemented in 2005. Trees located in the construction zone will be transplanted to the sites perimeter buffer areas.

6. To permit development in accordance with the policies and objectives of the Charter Township of Garfield Comprehensive Plan.

The Township's Comprehensive Plan Future Land Use Map identifies the Premier Manor parcel as a Planned Development area. The area is identified as an area of special interest.

"(A) South Airport Road - LaFranier to the Boardman River

The abandonment of the Lear manufacturing plant along with a desire on the part of other property owners, along this stretch, on the south side of South Airport, to be positioned to advantageously market their properties creates an opportunity for a significant, rigorous, urban scale planned redevelopment of a significant parcel of land within the heart of the Township. Redevelopment of this area, embodying new urbanism and smart growth principles, would become the center piece for the eventual upgrade of the entire South Airport Rd. Corridor east of the Boardman River and would enrich the entire area of the Township bounded by the south city limits, the Boardman Valley, Garfield Ave., and Hammond Rd. The redevelopment of this area should have a balanced jobs/housing mix, a variety of employment and dwelling types, an urban density and a walkable scale. Suitable grade separations of the railroad should be considered to provide for continuity of development on both sides of rail corridor. Low density strip development is considered highly inappropriate for the redevelopment of this area."

The proposed Premier Place Manor apartment building is in accordance with the policy and objectives of the Township Comprehensive Plan in that it provides a urban density of housing on a walkable scale, with access to the Boardman Lake Trail and sidewalks along the Woodmere Avenue corridor.





Section 8.10.3 Dimensional and Use Restrictions:

In acting upon the application, the Township Board may alter and establish lot size limits, required facilities, buffers, open space areas, density limits, setback requirements, height limits, building size limits, off-street parking regulations, landscaping rules, miscellaneous regulations and density and intensity limits where such regulations or changes are consistent with the intent of this section and the standards set forth herein. Dimensional and parking use restrictions of the underlying zoning shall not apply to the area within an approved PUD unless expressly retained in the permit.

The Township Board may authorize any principal and other use(s) permitted by right, permitted under special condition or permitted by special use permit in the zoning district where the land is located. The Township Board may also authorize principal and other uses not permitted in the zoning district where the land is located provided appropriate findings of fact are made demonstrating that:

- (1) The proposed uses, within the context of the overall development plan, are harmonious and compatible with the planned uses of the site and the surrounding area, as provided for within the Comprehensive Plan.**

The Comprehensive Plan identifies the area as:

“Planned Development

It is the purpose of designating planned development areas to provide the Township flexibility in the regulation of land development, to encourage innovation and variety in land use and design of projects of sufficient size to be considered self-contained. Planned projects shall be directly accessible from major thoroughfares, as designated on the Township Major Thoroughfare Plan, and shall not have any adverse economic, social, or environmental impact on surrounding land uses. Planned unit developments may be located anywhere in the Township upon approval by the Township Board.”

“Areas of Special Interest

(A) South Airport Road - LaFranier to the Boardman River The abandonment of the Lear manufacturing plant along with a desire on the part of other property owners, along this stretch, on the south side of South Airport, to be positioned to advantageously market their properties creates an opportunity for a significant, rigorous, urban scale planned redevelopment of a significant parcel of land within the heart of the Township. Redevelopment of this area, embodying new urbanism and smart growth principles, would become the center piece for the eventual upgrade of the entire South Airport Rd. Corridor east of the Boardman River and would enrich the entire area of the Township bounded by the south city limits, the Boardman Valley, Garfield Ave., and Hammond Rd. The redevelopment of this area should have a balanced jobs/housing mix, a variety of employment and dwelling types, an urban density and a walkable scale. Suitable grade separations of the railroad should be considered to provide for continuity of development on both sides of rail corridor. Low density strip development is considered highly inappropriate for the redevelopment of this area.”





Premier Place was approved as a mixed-residential use PUD in 2003. The multi-family housing provided at an urban density within close proximity to various transportation, employment and recreation opportunities while maintaining significant usable open space and natural woodland landscaping is in accordance with the intent of the Comprehensive Plan.

(2) The proposed density is in accordance with the policies and objectives set out in the Comprehensive Plan.

The 72-unit Premier Manor apartment building component of Premier Place is in accordance with the density of the PUD approved in 2003, and is also in accordance with the intent of the Township Comprehensive Master Plan to provide an urban density in this area identified as Area of Special Interest (A) South Airport Road. The proposed density of 16 units per acre is compatible with the adjacent parcel to the north having a zoning of 15 units per acre, and is authorized as part of the flexibility of the Premier Place PUD approval in 2003.

(3) In areas where the surrounding lands have been substantially developed in accordance with a particular land use character, pattern and density, the planned unit development shall be consistent and compatible with that existing land use character, pattern and density.

Land adjacent to the west boundary of the Premier Place PUD is zoned Garfield Township R1M multi-family and is developed with multi-family housing.

Land adjacent to the northern boundary is vacant. It is zoned City of Traverse City R-15 having a multi-family residential density of 15 units per acre.

The eastern and southern boundaries of Premier Place PUD are fronted by Woodmere Avenue and Premier Street. Land across the street from Premier Place PUD is zoned Garfield Township Mixed-Use Industrial Business District.

The proposed Premier Manor apartment land use is compatible with the surrounding similar zoning and land uses.





Section 8.10.4 Qualifying Conditions:

A planned unit development is intended to accommodate developments;

(a) with mixed or varied used,

The Premier Place PUD as approved by the Township in 2003, provides a variety of housing types with an urban density to match the intent of the Township's Comprehensive Master Plan. 110 of the 160 proposed condominium units have been constructed and are very popular in the residential marketplace. The current application for Premier Manor is to implement the 72-unit apartment element of the Premier Place PUD.

(b) sites with unusual topography or unique settings within the community, or

Premier Place offers a mixed residential density appropriate to its proximity to the core urban area, while also offering its residents a pleasant woodland setting with access to Boardman Lake water frontage and the Boardman Lake Trail.

(c) on land which exhibits difficult and costly development problems.

Not Applicable

Approval will not be granted when the planned unit development is sought primarily to avoid the imposition of standards and requirements of existing zoning classifications rather than to achieve the objectives of this Ordinance. Additionally, no planned unit development shall be approved unless it appears that the land use and development meet the following standards:

1. The use will be compatible with the capacity of existing public services and facilities or of planned and feasible future public services and facilities, and such use is consistent with the public health, safety and welfare of the Township residents, and the benefits of the development are not achievable under any single zoning classification.

Both municipal sewer and water have been established on the site as part of the first phase of PUD development, and were stubbed off with the intent of implementing the apartment portion of the Premier Place PUD.

The addition of new a site access along Woodmere Avenue will improve the convenience of vehicular circulation within the site and provide an important secondary access to the development in case of emergency.

2. The use will be compatible with the natural environment and adjacent and surrounding land uses and properties and will not have an adverse economic, social or environmental impact on adjacent and surrounding land uses and properties.

Properties directly adjacent to Premier Place to the west and south are all zoned and/or developed as multi-family uses. Properties across the street from the project site, to the south and east, are zoned and developed as General Mixed-Use Industrial Business District. The implementation of the Premier Manor component of the Premier Place PUD





does not have any adverse impact on surrounding land uses.

Sensitivity to the natural environment is sustained by preserving existing trees during construction, and through the existing waterfront conservation easement.

- 3. The site shall be self-contained and shall contain no less than twenty (20) acres (exclusive of all existing public and private road rights of way on the perimeter of the site). Notwithstanding anything contained in the preceding sentence to the contrary, in the event that a planned unit development is proposed which lies partially within and partially outside the jurisdictional boundary of the Township and that portion lying within the Township is less than twenty (20) acres in size, that portion lying within the Township, may, in the discretion of the Planning**

To encourage flexibility and creativity consistent with the objectives of the zoning ordinance, the Planning Commission may approve projects of less than twenty (20) acres. Such a deviation shall be approved through a finding of fact by the Planning Commission that the deviation meets the purpose of a planned unit development set forth in Section 8.10.2. In granting such a deviation, the Planning Commission shall consider factors such as preservation of steep topography, soils unsuitable for development, surrounding land uses which may make the parcel unsuitable for traditional development, transfer of acreage to the Township for broadly beneficial public projects, or truly innovative design. Such 8.10 8.10.13 a dimensional deviation is not subject to variance approval by the Zoning Board of Appeals.

The Premier Place PUD site is a total of 24 acres in size.

- 4. The use and development is warranted by the design of additional amenities made possible with and incorporated by the development proposal.**

The establishment and approval of the original Premier Place PUD provided the Township with a conservation easement including a trail easement on the sites entire 1.15 acres of water front area, as well as an area of land along Premier Street for the placement of a municipal pump generator station.

- 5. The development consolidates and maximizes useable open space.**

The most valuable acreage within the PUD has been preserved with a conservation easement providing residents with shared Boardman Lake water frontage, and providing the public with a trail easement to cross the water front property.

- 6. Landscaping is provided to insure that proposed uses will be adequately buffered from one another and from surrounding public and private property and to create a pleasant pedestrian scale outdoor environment.**

Preservation of existing trees has been a priority within the development, and as a result, the development maintains a pleasant woodland aesthetic. Trees located in the construction zone of Premier Manor will be transplanted to the buffer areas surrounding





the development.

- 7. Vehicular and pedestrian circulation, allowing safe, convenient, uncontested and well defined circulation within and access to the development shall be provided.**

The implementation of the apartment component of the Premier Place PUD includes a new site entrance with direct site access onto Woodmere Avenue to the east, as well as a pedestrian sidewalk connection along Simsbury Street to Woodmere Avenue.

- 8. Existing important natural, historical and architectural features within the development shall be preserved.**

The most valuable acreage within the PUD is the Boardman Lake water front. The water front area and small bluff has been preserved with a conservation easement.

- 9. The project is directly accessible from major thoroughfares as designated on the Major Thoroughfare Plan for the Township. The Township Board may authorize a project that does not have direct access to a major thoroughfare provided appropriate findings of fact are made demonstrating that:**

Premier Place PUD was originally approved with one access onto Premier Street at the south end of the development, and later an emergency access was included along Woodmere Avenue at the north end of the site. The construction of a proper secondary access at the north end of the development onto Woodmere Avenue is proposed as part of the implementation of the apartment element of this PUD.

- 10. The project is directly accessible from a public road of suitable design and construction to handle any anticipated traffic that will be generated by the project.**

The current access to Premier Place is located at the south end of the PUD along Premier Road which is classified as a secondary collector road. The proposed Premier Manor includes the development of a secondary access at the north end of the site along Woodmere Avenue which is also classified as a secondary collector road. The proposed new site access is a direct route from the proposed Premier Manor development to Woodmere Avenue. It is therefore anticipated that most of the apartment traffic and some of the existing adjacent condominium traffic will use this new point of access, and the existing condominiums at the south end of the site will not see a measurable increase in traffic.

- 11. The anticipated traffic volumes are not reasonably expected to result in adverse impacts for those uses and properties along the public road system.**

The 72-unit density proposed as part of the implementation of the apartment building component of Premier Place is consistent with the original PUD, therefore traffic volumes will not exceed what was approved as part of the original PUD. However, the current proposal includes an additional site access along Woodmere Avenue which will relieve any impact from increased traffic for the existing condominiums as well as add a secondary access critical to providing emergency services. Since the 2003 approval of this PUD,





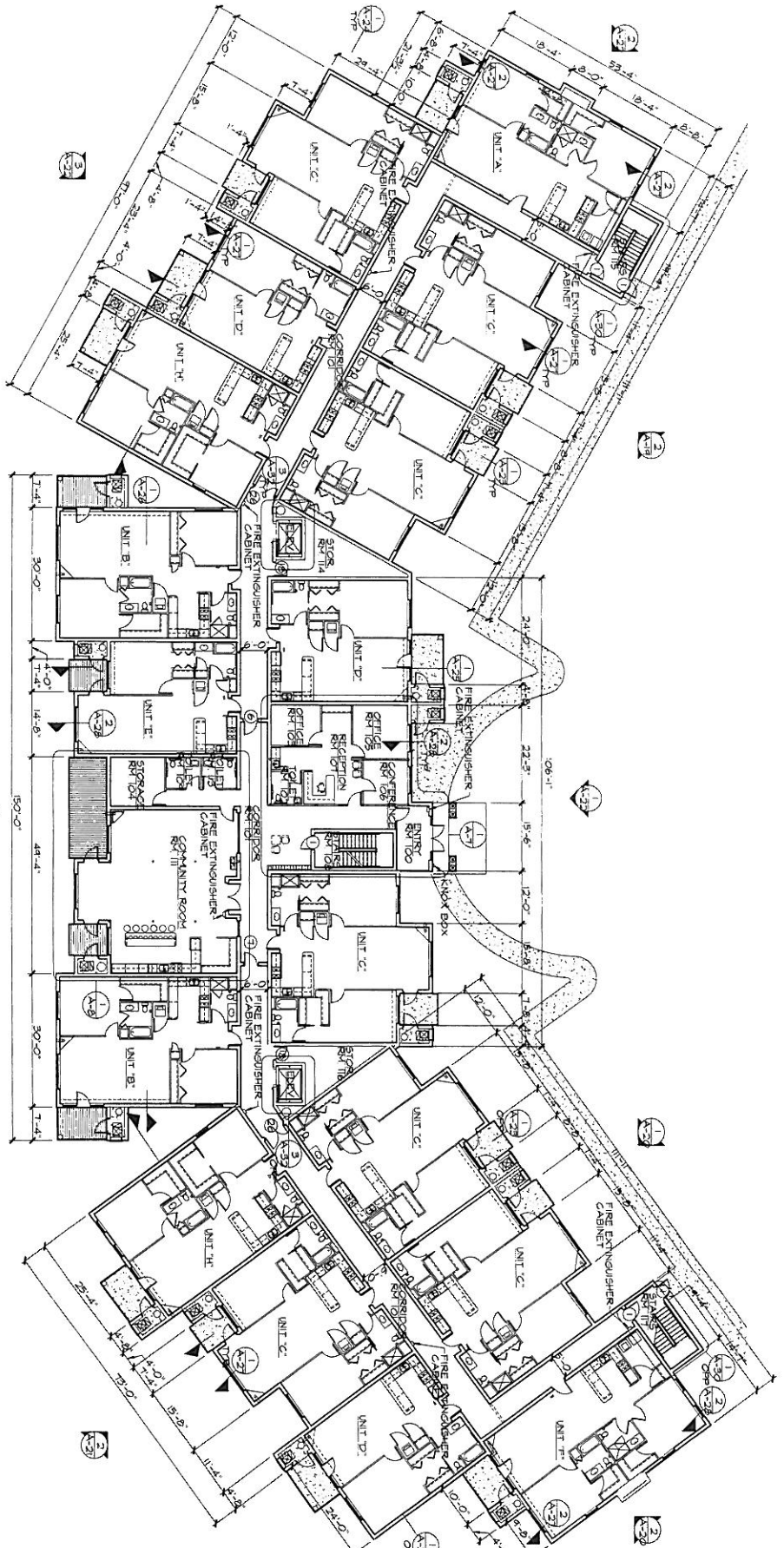
Woodmere Avenue has been redeveloped into a modern boulevard including bike lanes and sidewalks.

12. The efficiency and safety of the overall public road system will not be negatively impacted.

There is no increase in density from that which was originally approved for the Premier Place PUD. No impact to the public road system is anticipated.

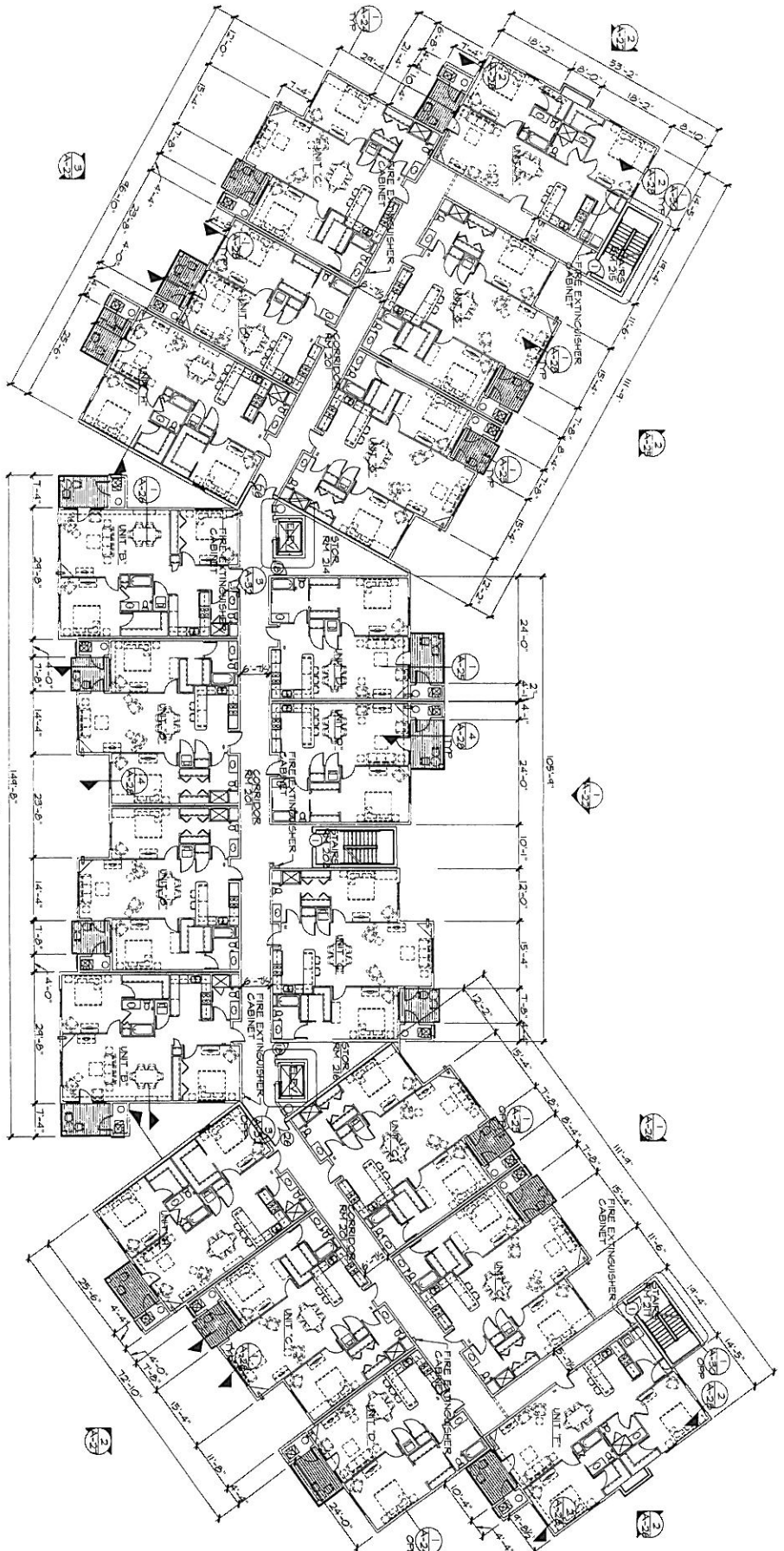







- (1) UNIT A - (2) BEDROOM
- (2) UNIT B - (2) BEDROOM
- (1) UNIT C - (2) BEDROOM
- (1) UNIT D - (2) BEDROOM
- (1) UNIT E - (2) BEDROOM
- (2) UNIT F - (2) BEDROOM
- (2) UNIT G - (2) BEDROOM
- (2) UNIT H - (2) BEDROOM

OVERALL FIRST FLOOR PLAN
SCALE 3/8" = 1'-0"

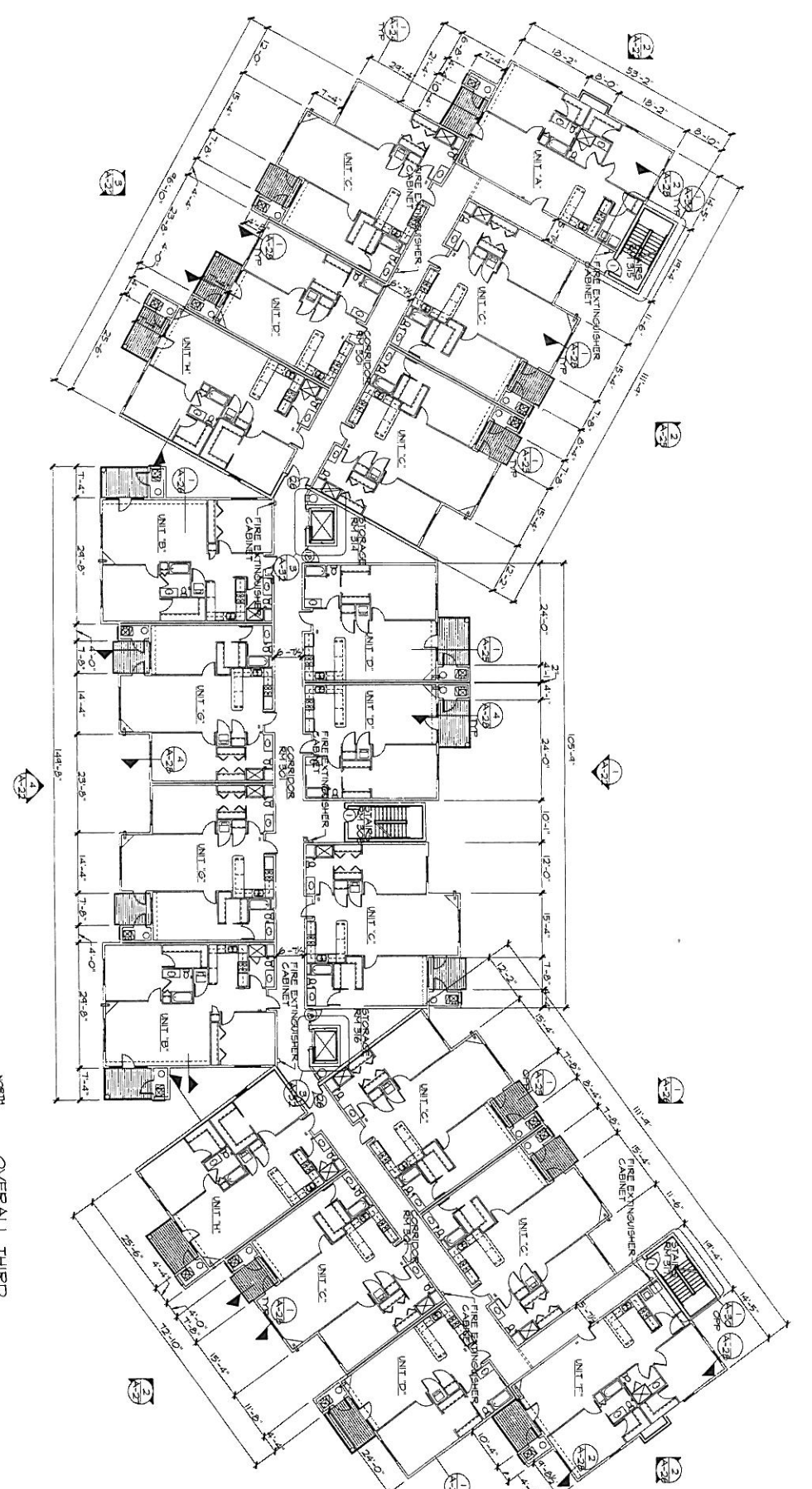


- (1) UNIT A - (2) BEDROOM
- (2) UNIT B - (2) BEDROOM
- (3) UNIT C - (2) BEDROOM
- (4) UNIT D - (2) BEDROOM
- (5) UNIT E - (2) BEDROOM
- (6) UNIT F - (2) BEDROOM
- (7) UNIT G - (2) BEDROOM
- (8) UNIT H - (2) BEDROOM


OVERALL SECOND FLOOR PLAN
 SCALE: 3/8" = 1'-0"

JML DESIGN GROUP LTD. 1874 CASSHARTMAN COURT SUITE B TRAVERSE CITY MICHIGAN 49684

 A-2	08/23/12 sheet	preliminary overall second floor plan	sheet title OVERALL SECOND FLOOR PLAN PREMIER PLACE	location TRAVERSE CITY, MICHIGAN PREMIER PLACE, LLC.	revision 08/23/12 ISSUED FOR PLANNING REVIEW 09/14/12 REVISED 11/12/12 REVISED	architect CP CAMPBELL phone (231) 447-4014 fax (231) 447-8139	scale AS NOTED drawn LNAR
	08/23/12 sheet	construction					

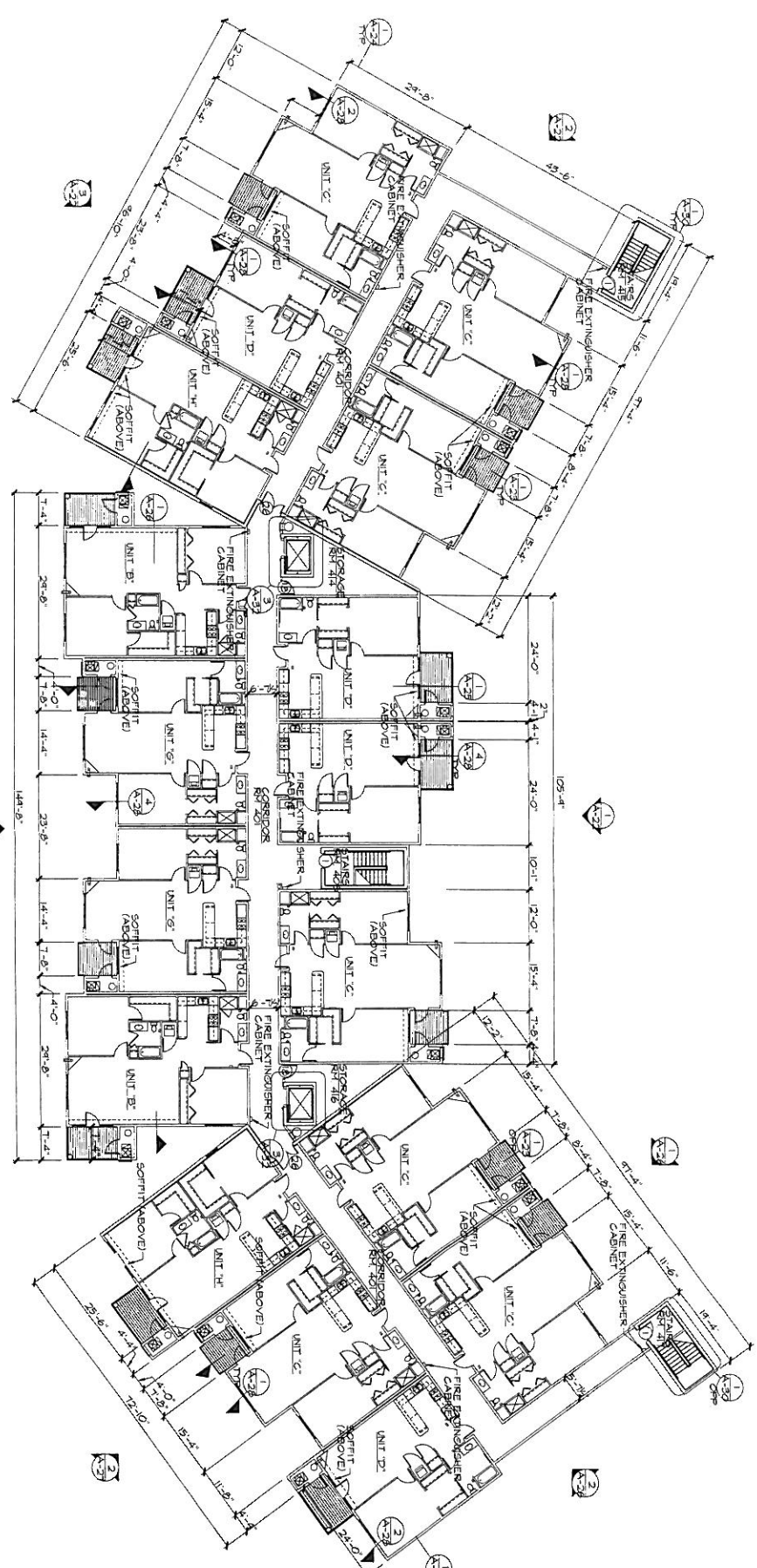


- (1) UNIT A - (2) BEDROOM
 (2) UNIT B - (2) BEDROOM
 (3) UNIT C - (2) BEDROOM
 (4) UNIT D - (1) BEDROOM
 (5) UNIT E - (2) BEDROOM
 (6) UNIT F - (2) BEDROOM
 (7) UNIT G - (2) BEDROOM
 (8) UNIT H - (2) BEDROOM

NORTH
 SCALE 3/8" = 1'-0"
OVERALL THIRD FLOOR PLAN

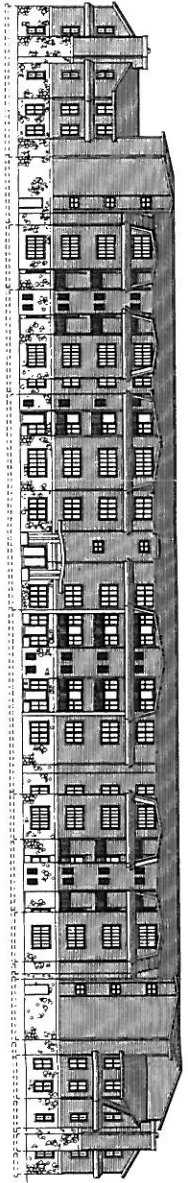
JML DESIGN GROUP, LTD. 1874 CASSHARTMAN COURT SUITE B. TRAVERSE CITY MICHIGAN 49684

 A-3	Date: 09/25/12 Sheet:	Status: preliminary Construction:	Project Name: OVERALL THIRD FLOOR PREMIER PLACE	Location: TRAVERSE CITY, MICHIGAN PREMIER PLACE, LLC.	Revision: 05/25/12 ISSUED FOR PLANNING REVIEW 08/14/12 REVISED 11/2/12 REVISED	Architect: CF CAMPBELL phone: (231) 947-6019 fax: (231) 947-8758	Scale: AS NOTED Drawn: L.N.A.R.
--	--------------------------	--------------------------------------	--	--	--	---	------------------------------------

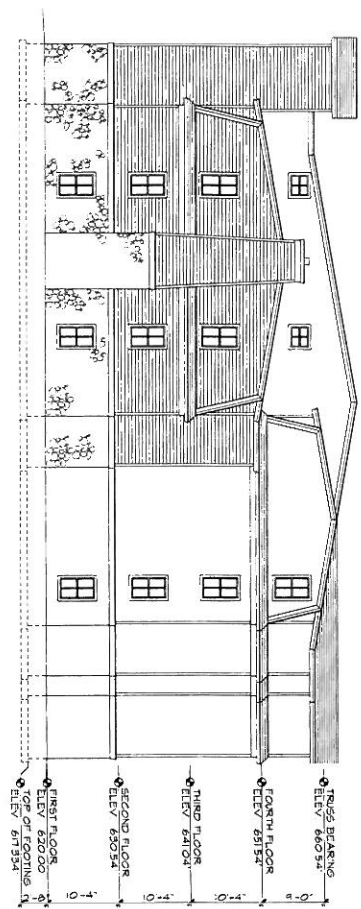


- (1) UNIT B - (2) BEDROOM
- (2) UNIT C - (2) BEDROOM
- (3) UNIT D - (1) BEDROOM
- (4) UNIT E - (2) BEDROOM
- (5) UNIT F - (2) BEDROOM
- (6) UNIT G - (2) BEDROOM
- (7) UNIT H - (2) BEDROOM

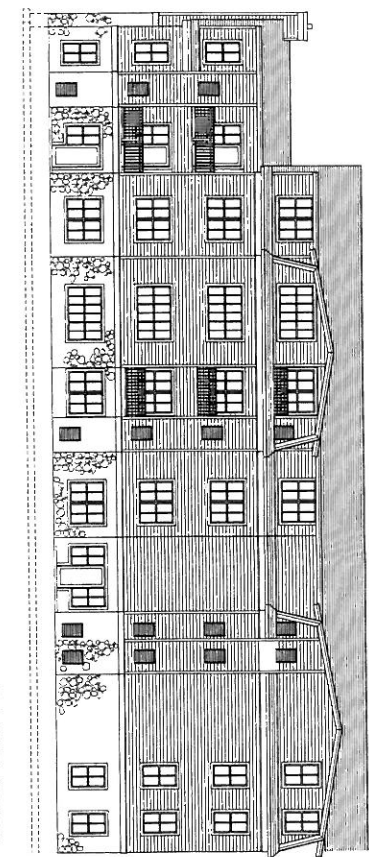
OVERALL FOURTH FLOOR PLAN
SCALE: 3/8" = 1'-0"



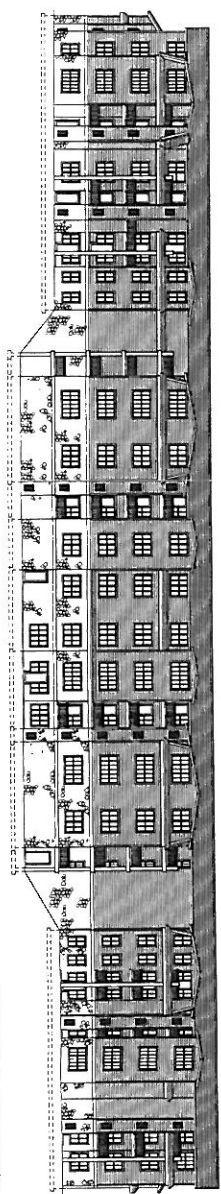
2 EAST ELEVATION
SCALE: 1/8" = 1'-0"



2 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



3 WEST ELEVATION
SCALE: 1/8" = 1'-0"



3 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



DATE: 05/23/12
DRAWN BY: JML

PROJECT: EXTERIOR ELEVATIONS
PREMIER PLACE

LOCATION: TRAVERSE CITY, MICHIGAN
CLIENT: PREMIER PLACE, LLC.

PROJECT: 08/23/12 ISSUED FOR PLANNING REVIEW
09/14/12 REVISED
11/12/12 REVISED

ARCHITECT: J.M.L. DESIGN GROUP
PHONE: (231) 947-9049
FAX: (231) 947-8738

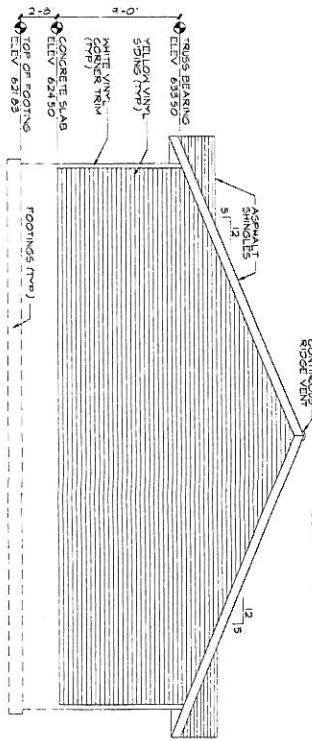
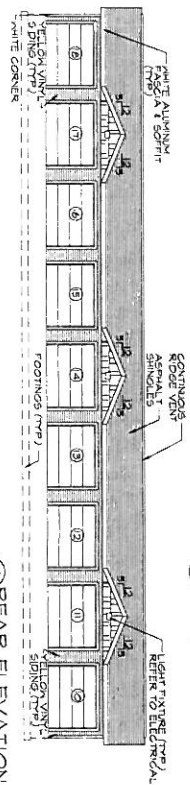
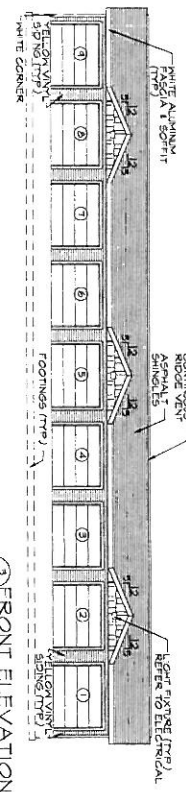
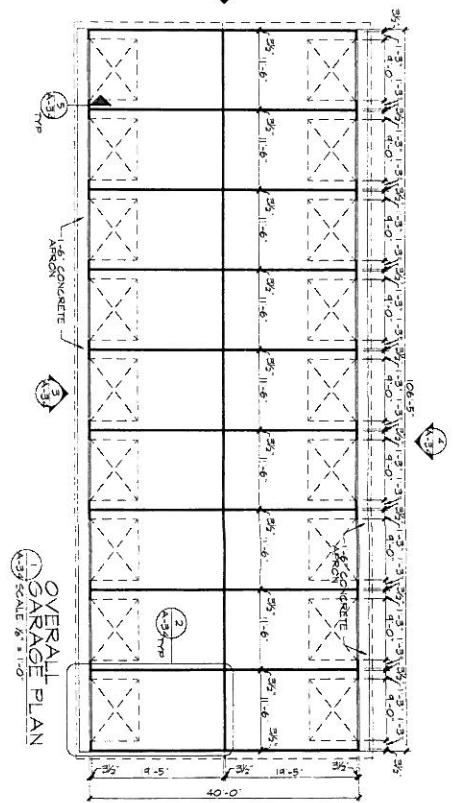
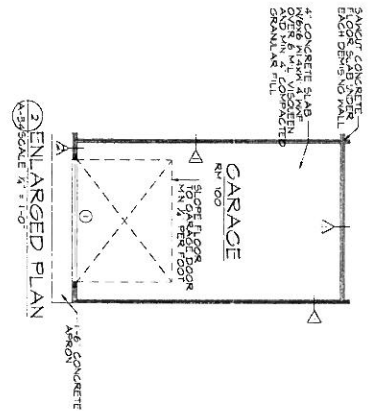
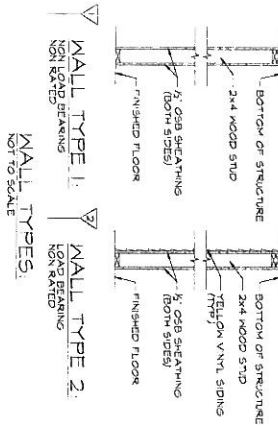
SCALE: AS NOTED
DRAWN BY: JML
CHECKED BY: LNR

NO	DOOR LOCATION	SIZE	TYPE	DOOR	FRAME	SWITCH	NO	JAMB	SILL	LABEL	HORN	NOTES
1	GARAGE (REV 100)	4'-0" X 7'-0"	A	A1								

DOOR TYPES:

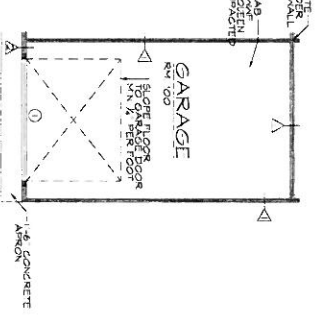
HARDWARE SCHEDULE:

ELECTRIC DOOR CATCHER
 1/2" ODS BREATHING
 (BOTH SIDES)
 2x4 WOOD STUD
 FINISHED FLOOR



4" CONCRETE SLAB
 FLOOR DELTA 1/2" WALL
 ROOFING WITH 2" POLYURETHANE INSULATION
 AND 1/4" CONCRETE
 GRANULAR FILL

2 ENLARGED PLAN
 1/8" SCALE 1/8" = 1'-0"



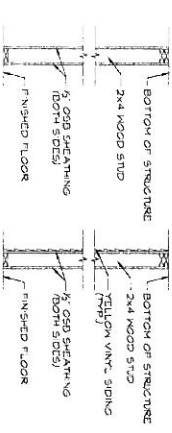
DOOR SCHEDULE		DOOR		FRAME		LABEL		NOTES	
NO	DOOR LOCATION	SIZE	TYPE	MATERIAL	HEAD	JAMB	S.L.		
1	GARAGE RM 101	4'-0" x 1'-0"	A	Al					

DOOR TYPES



HARDWARE SCHEDULE

SIT 1
 ELECTRIC DOOR CATCHER
 SCREW TO WALL 3/8"
 SCREW TO STUD 3/8"
 PLATE STRIP
 PLATE STRIP

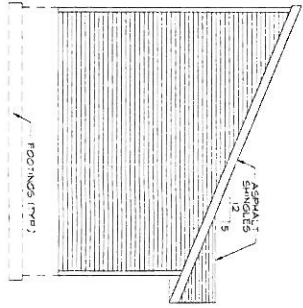


WALL TYPE 1
 NON LOAD BEARING
 NON RATED

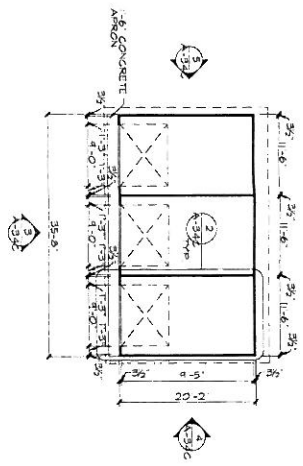
WALL TYPE 2
 LOAD BEARING
 NON RATED

WALL TYPES
 NOT TO SCALE

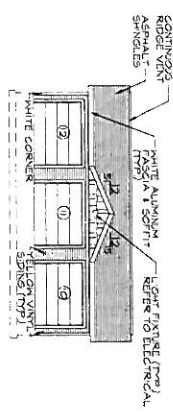
3 SIDE ELEVATION
 1/8" SCALE 1/8" = 1'-0"



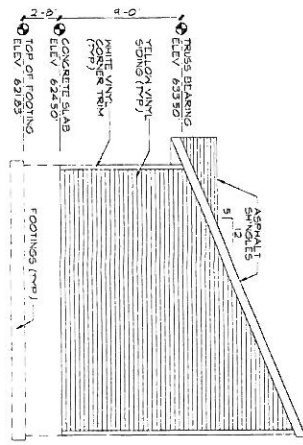
1 OVERALL PLAN
 1/8" SCALE 1/8" = 1'-0"



3 FRONT ELEVATION
 1/8" SCALE 1/8" = 1'-0"

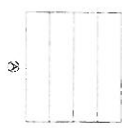


4 SIDE ELEVATION
 1/8" SCALE 1/8" = 1'-0"



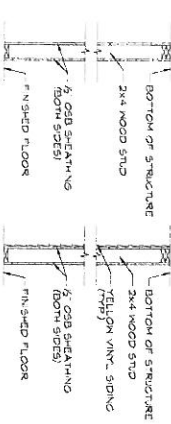
NO	DOOR LOCATION	SIZE	TYPE	DOOR	FRAME	HANGING	HEAD	JAVALI	SILL	LABEL	HOWE	NOTES
1	GARAGE (REV 001)	4'-0" X 7'-0"	A	VERTICAL	MD	MD	MD	MD	MD	MD	MD	

DOOR TYPES



HARDWARE SCHEDULE

SEC 1
ELECTR. & DOOR GRINDER
SLIP LATCHES 325
DOOR LOCK SYSTEMS
DOOR RE STRINGS

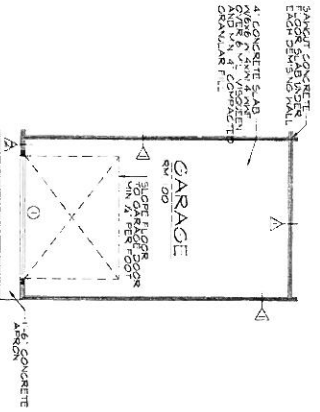


WALL TYPE 1
NON LOAD BEARING
NON RATED

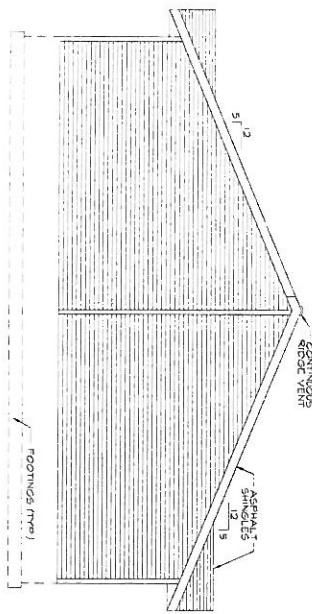
WALL TYPE 2
NON LOAD BEARING
NON RATED

WALL TYPES
NOT TO SCALE

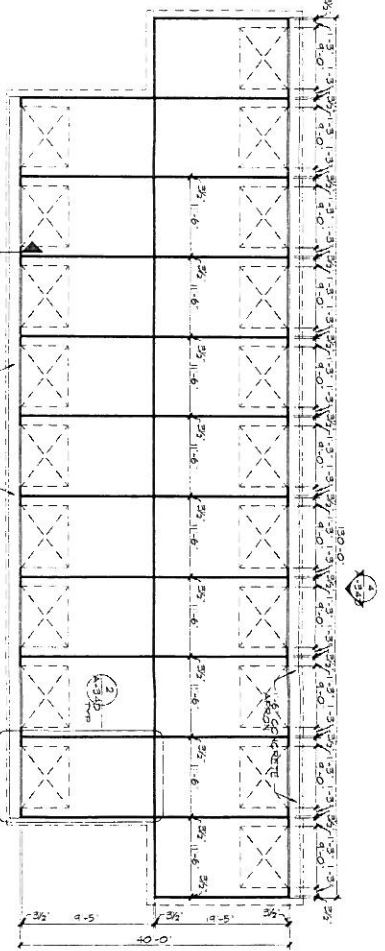
2 ENLARGED PLAN
SCALE: 1/8" = 1'-0"



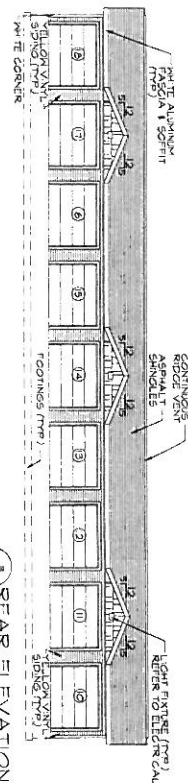
4 SIDE ELEVATION
SCALE: 1/8" = 1'-0"



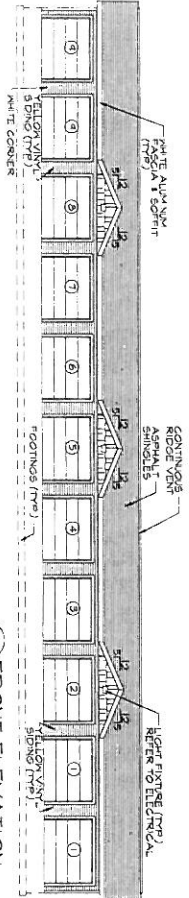
1 OVERALL PLAN
SCALE: 1/8" = 1'-0"



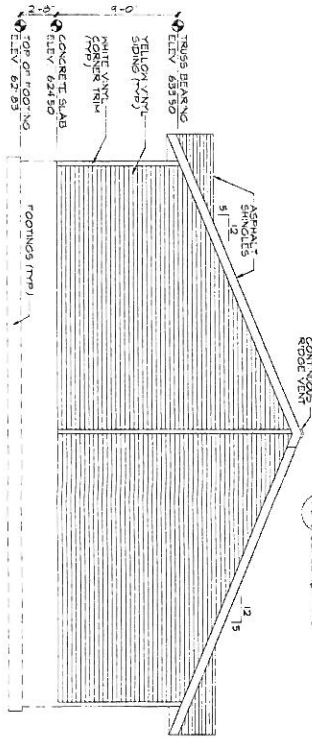
3 REAR ELEVATION
SCALE: 1/8" = 1'-0"

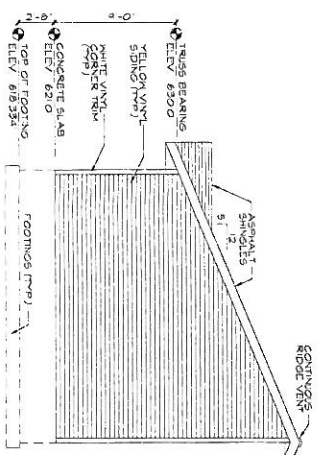
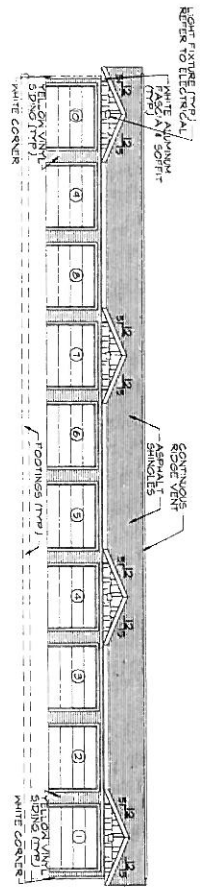
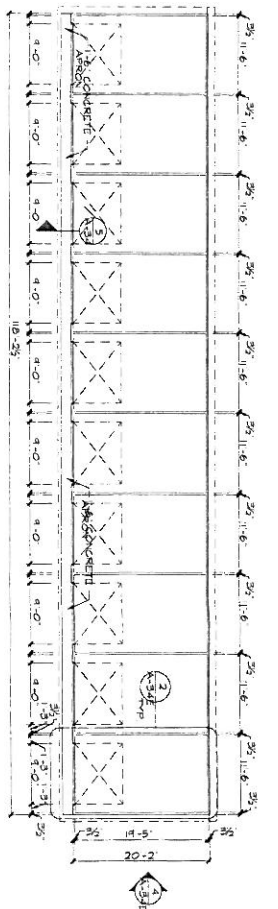
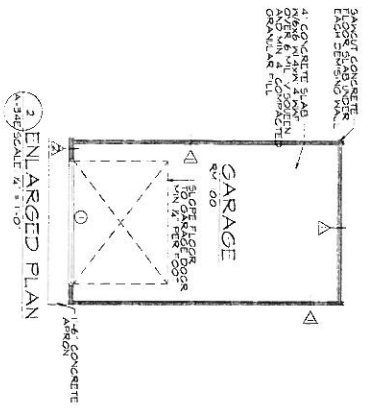


4 FRONT ELEVATION
SCALE: 1/8" = 1'-0"



5 SIDE ELEVATION
SCALE: 1/8" = 1'-0"



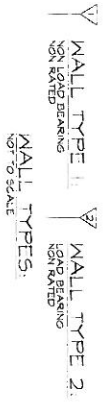
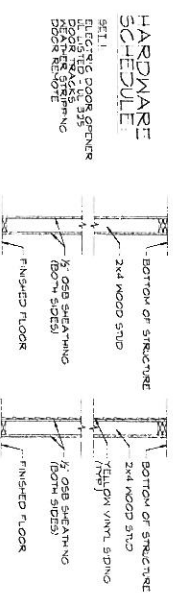


DOOR SCHEDULE

NO.	DOOR LOCATION	SIZE	DOOR TYPE	MATERIAL	FRAME	HEAD	JAMB	SILL	LABEL	OVER	NOTES
1	GARAGE (RV DOOR)	10'-0\"/>									

DOOR TYPES

	1
	2



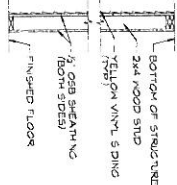
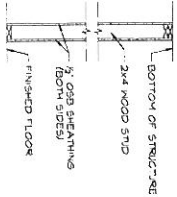
NO	DOOR LOCATION	SIZE	TYPE	FRAME MATERIAL	HEAD	JAMB	SILL	LABEL	DOOR	NOTES
1	GARAGE (RM 100)	8'-0" X 7'-0"	A	AL	MD	MD	MD			
2	GARAGE (RM 100)	5'-0" X 7'-0"	B	AL	MD	MD	MD			

DOOR TYPES

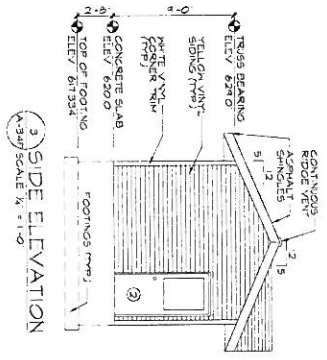


HARDWARE SCHEDULE

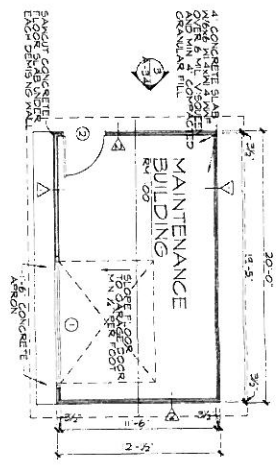
1. LOCKING DEVICE FOR DOOR FRAME (SEE HARDWARE SCHEDULE FOR DETAILS)



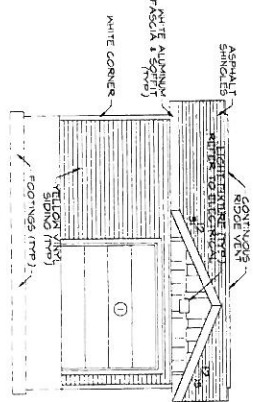
MALL TYPE 1 | **MALL TYPE 2**
 NON RATED | NON RATED
 1/2" OSB SHEATHING (BOTH SIDES) | 1/2" OSB SHEATHING (BOTH SIDES)
 FINISHED FLOOR | FINISHED FLOOR



3 SIDE ELEVATION
 AS-BUILT SCALE 1/4" = 1'-0"



1 MAINTENANCE BUILDING
 AS-BUILT SCALE 1/4" = 1'-0"

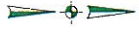


2 FRONT PLAN
 AS-BUILT SCALE 1/4" = 1'-0"

LM DESIGN GROUP LTD 1814 CASSHARTMAN COURT SUITE B, TRAVERSE CITY, MICHIGAN 49684

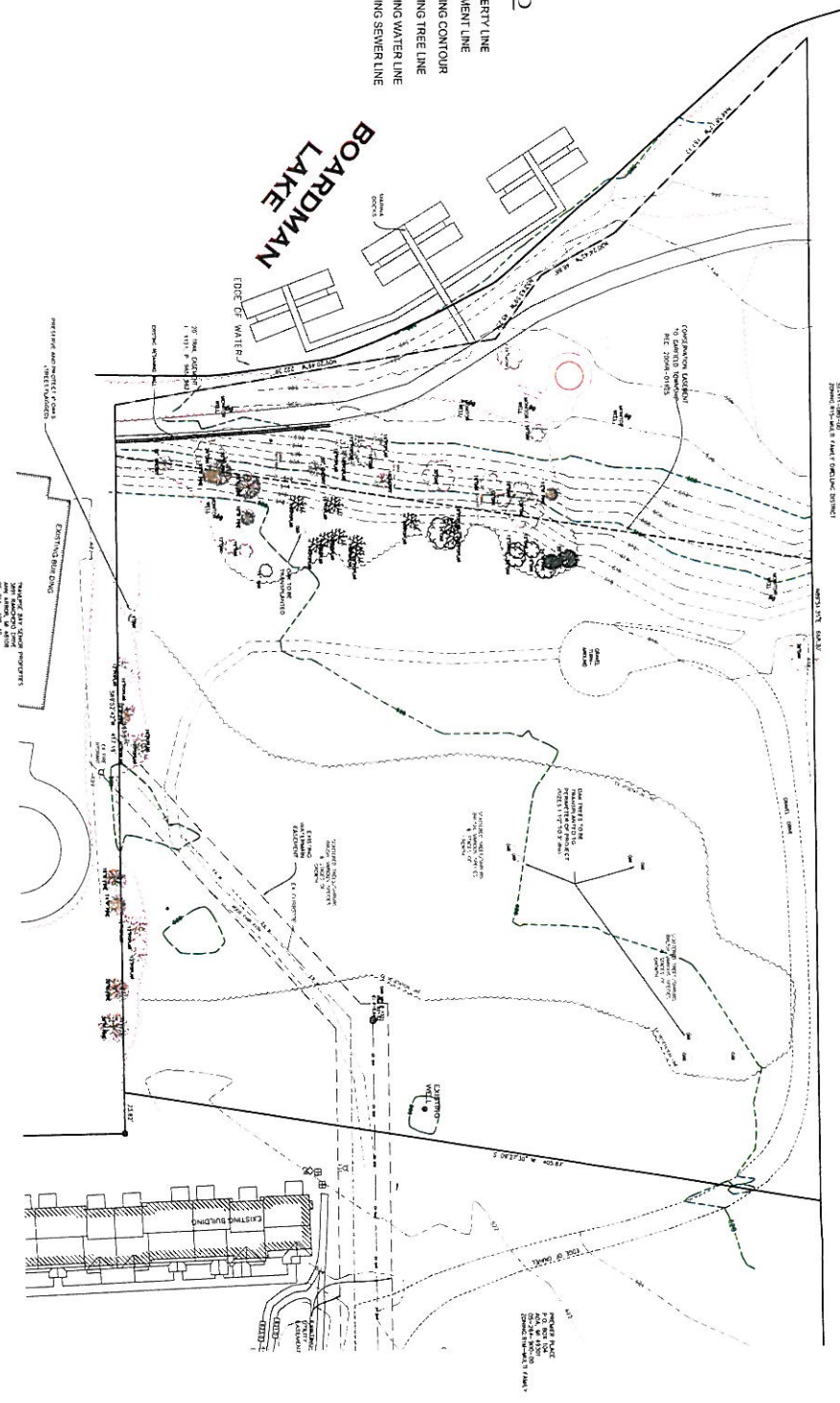
sheet title MAINTENANCE BLDG. project name TRIM PLACE	location TRAVERSE CITY, MICHIGAN client TRIM PLACE, LLC	prepared 10/20/20 checked 10/20/20 date 10/20/20 FOR PLANNING REVIEW	architect JF CAMPBELL phone (231) 947-4040 fax (231) 947-8138	sheet AS NOTED date N/A
--	--	--	--	----------------------------------

A-34f



Andersen & Crain, Inc.
 2636 Garfield Road N - Suite 30
 Traverse City, MI 49686
 Phone: (231) 947-7255 Fax: (231) 947-7275

- LEGEND**
- PROPERTY LINE
 - - - EASEMENT LINE
 - - - EXISTING CONTOUR
 - - - EXISTING TREE LINE
 - - - EXISTING WATER LINE
 - - - EXISTING SEWER LINE



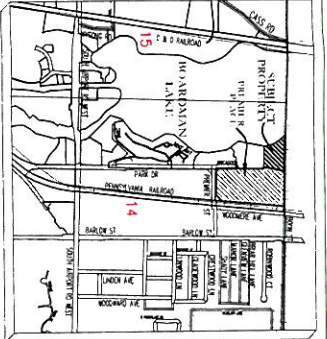
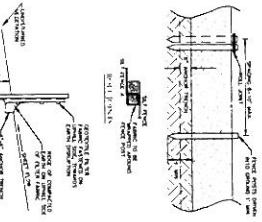
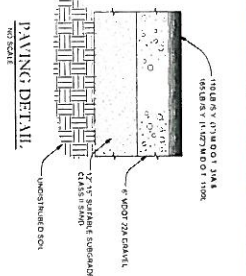
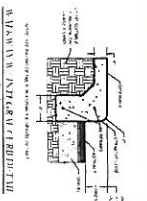
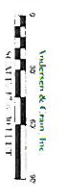
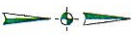
SHEET C-1a
 JOB NUMBER
 288412

**EXISTING CONDITIONS PLAN & BOUNDARY
 PREMIER MANOR**
 SECTION 14 - TOWN 27 NORTH - RANGE 11 WEST
 GARFIELD TWP. GRAND TRAVERSE COUNTY, MICHIGAN

DRWN BY	W.C.
DSGN BY	W.C.
DATE	02-28-2014
REV DATE	
04-25-2014	PATIO AREA
05-28-2014	TREES/BUILDING
06-23-2014	REVIEW #1



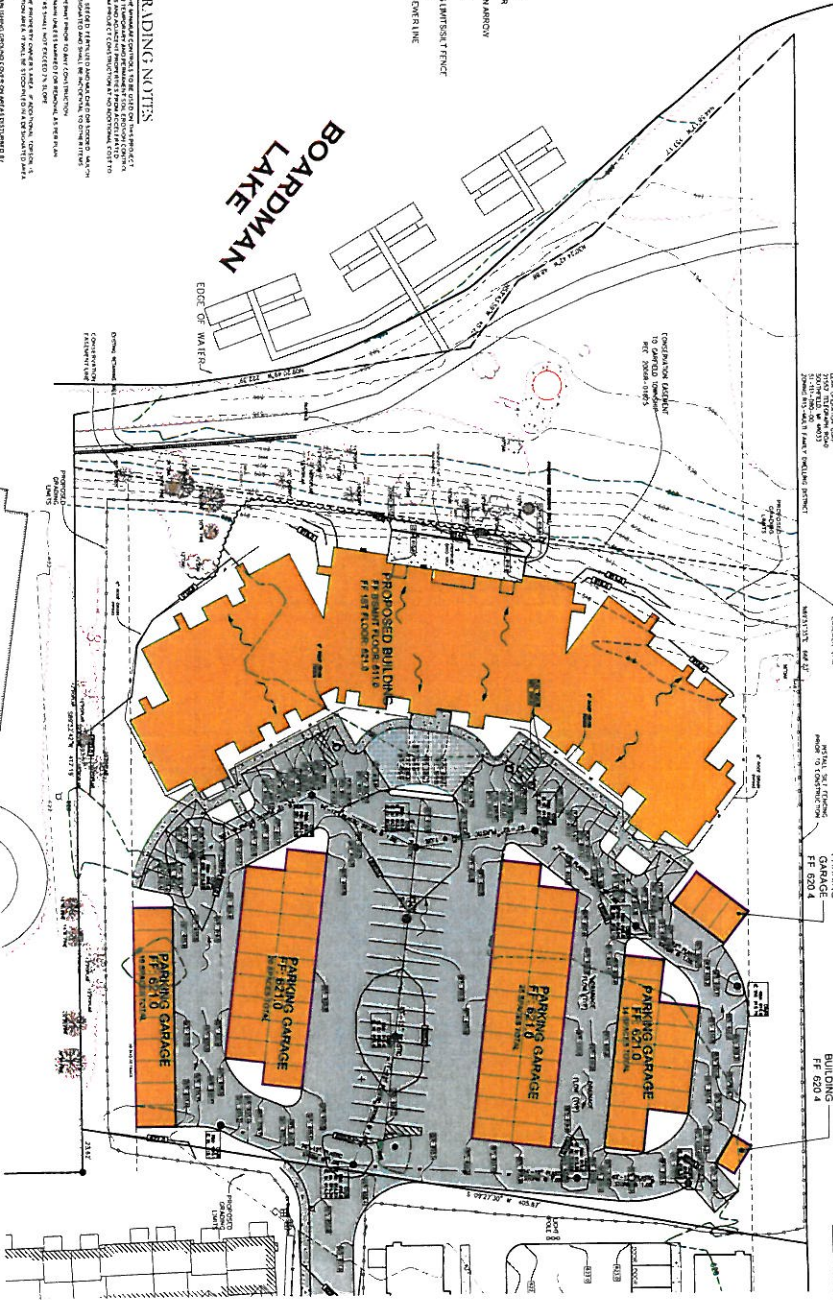
Andersen & Crain, Inc.
 Surveying, Engineering, Consulting, & Design
 2636 Garfield Road N - Suite 30
 Traverse City, MI 49686
 Phone: (231) 947-7255 Fax: (231) 947-7275



- LEGEND**
- PROPOSED LINE
 - EXISTING LINE
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - SHADED DIRECTION ONLY
 - PROPOSED CHANGES
 - PROPOSED GRADING LIMITS & FINISH
 - SLOPE BREAK POINT
 - PROPOSED STORM SEWER LINE

DRAINAGE AND GRADING NOTES

1. THE EXISTING GRADE AND PROPOSED GRADE ARE SHOWN ON THIS PLAN. THE PROPOSED GRADE IS BASED ON THE PROPOSED BUILDING AND PARKING GARAGE FOOTPRINTS AND THE PROPOSED DRIVEWAYS AND PATIO AREAS. THE PROPOSED GRADE IS BASED ON THE PROPOSED BUILDING AND PARKING GARAGE FOOTPRINTS AND THE PROPOSED DRIVEWAYS AND PATIO AREAS.
2. ALL PROPOSED CHANGES TO THE EXISTING GRADE ARE SHOWN ON THIS PLAN. THE PROPOSED GRADE IS BASED ON THE PROPOSED BUILDING AND PARKING GARAGE FOOTPRINTS AND THE PROPOSED DRIVEWAYS AND PATIO AREAS.
3. THE PROPOSED GRADE IS BASED ON THE PROPOSED BUILDING AND PARKING GARAGE FOOTPRINTS AND THE PROPOSED DRIVEWAYS AND PATIO AREAS.
4. ALL PROPOSED CHANGES TO THE EXISTING GRADE ARE SHOWN ON THIS PLAN. THE PROPOSED GRADE IS BASED ON THE PROPOSED BUILDING AND PARKING GARAGE FOOTPRINTS AND THE PROPOSED DRIVEWAYS AND PATIO AREAS.
5. THE PROPOSED GRADE IS BASED ON THE PROPOSED BUILDING AND PARKING GARAGE FOOTPRINTS AND THE PROPOSED DRIVEWAYS AND PATIO AREAS.



STATION	ELEVATION	MARKER	DESCRIPTION
0+00	5.012	1	EXISTING GRADE
0+05	5.015	2	EXISTING GRADE
0+10	5.018	3	EXISTING GRADE
0+15	5.021	4	EXISTING GRADE
0+20	5.024	5	EXISTING GRADE
0+25	5.027	6	EXISTING GRADE
0+30	5.030	7	EXISTING GRADE
0+35	5.033	8	EXISTING GRADE
0+40	5.036	9	EXISTING GRADE
0+45	5.039	10	EXISTING GRADE
0+50	5.042	11	EXISTING GRADE
0+55	5.045	12	EXISTING GRADE
0+60	5.048	13	EXISTING GRADE
0+65	5.051	14	EXISTING GRADE
0+70	5.054	15	EXISTING GRADE
0+75	5.057	16	EXISTING GRADE
0+80	5.060	17	EXISTING GRADE
0+85	5.063	18	EXISTING GRADE
0+90	5.066	19	EXISTING GRADE
0+95	5.069	20	EXISTING GRADE
1+00	5.072	21	EXISTING GRADE
1+05	5.075	22	EXISTING GRADE
1+10	5.078	23	EXISTING GRADE
1+15	5.081	24	EXISTING GRADE
1+20	5.084	25	EXISTING GRADE
1+25	5.087	26	EXISTING GRADE
1+30	5.090	27	EXISTING GRADE
1+35	5.093	28	EXISTING GRADE
1+40	5.096	29	EXISTING GRADE
1+45	5.099	30	EXISTING GRADE
1+50	5.102	31	EXISTING GRADE
1+55	5.105	32	EXISTING GRADE
1+60	5.108	33	EXISTING GRADE
1+65	5.111	34	EXISTING GRADE
1+70	5.114	35	EXISTING GRADE
1+75	5.117	36	EXISTING GRADE
1+80	5.120	37	EXISTING GRADE
1+85	5.123	38	EXISTING GRADE
1+90	5.126	39	EXISTING GRADE
1+95	5.129	40	EXISTING GRADE
2+00	5.132	41	EXISTING GRADE
2+05	5.135	42	EXISTING GRADE
2+10	5.138	43	EXISTING GRADE
2+15	5.141	44	EXISTING GRADE
2+20	5.144	45	EXISTING GRADE
2+25	5.147	46	EXISTING GRADE
2+30	5.150	47	EXISTING GRADE
2+35	5.153	48	EXISTING GRADE
2+40	5.156	49	EXISTING GRADE
2+45	5.159	50	EXISTING GRADE
2+50	5.162	51	EXISTING GRADE
2+55	5.165	52	EXISTING GRADE
2+60	5.168	53	EXISTING GRADE
2+65	5.171	54	EXISTING GRADE
2+70	5.174	55	EXISTING GRADE
2+75	5.177	56	EXISTING GRADE
2+80	5.180	57	EXISTING GRADE
2+85	5.183	58	EXISTING GRADE
2+90	5.186	59	EXISTING GRADE
2+95	5.189	60	EXISTING GRADE
3+00	5.192	61	EXISTING GRADE
3+05	5.195	62	EXISTING GRADE
3+10	5.198	63	EXISTING GRADE
3+15	5.201	64	EXISTING GRADE
3+20	5.204	65	EXISTING GRADE
3+25	5.207	66	EXISTING GRADE
3+30	5.210	67	EXISTING GRADE
3+35	5.213	68	EXISTING GRADE
3+40	5.216	69	EXISTING GRADE
3+45	5.219	70	EXISTING GRADE
3+50	5.222	71	EXISTING GRADE
3+55	5.225	72	EXISTING GRADE
3+60	5.228	73	EXISTING GRADE
3+65	5.231	74	EXISTING GRADE
3+70	5.234	75	EXISTING GRADE
3+75	5.237	76	EXISTING GRADE
3+80	5.240	77	EXISTING GRADE
3+85	5.243	78	EXISTING GRADE
3+90	5.246	79	EXISTING GRADE
3+95	5.249	80	EXISTING GRADE
4+00	5.252	81	EXISTING GRADE
4+05	5.255	82	EXISTING GRADE
4+10	5.258	83	EXISTING GRADE
4+15	5.261	84	EXISTING GRADE
4+20	5.264	85	EXISTING GRADE
4+25	5.267	86	EXISTING GRADE
4+30	5.270	87	EXISTING GRADE
4+35	5.273	88	EXISTING GRADE
4+40	5.276	89	EXISTING GRADE
4+45	5.279	90	EXISTING GRADE
4+50	5.282	91	EXISTING GRADE
4+55	5.285	92	EXISTING GRADE
4+60	5.288	93	EXISTING GRADE
4+65	5.291	94	EXISTING GRADE
4+70	5.294	95	EXISTING GRADE
4+75	5.297	96	EXISTING GRADE
4+80	5.300	97	EXISTING GRADE
4+85	5.303	98	EXISTING GRADE
4+90	5.306	99	EXISTING GRADE
4+95	5.309	100	EXISTING GRADE

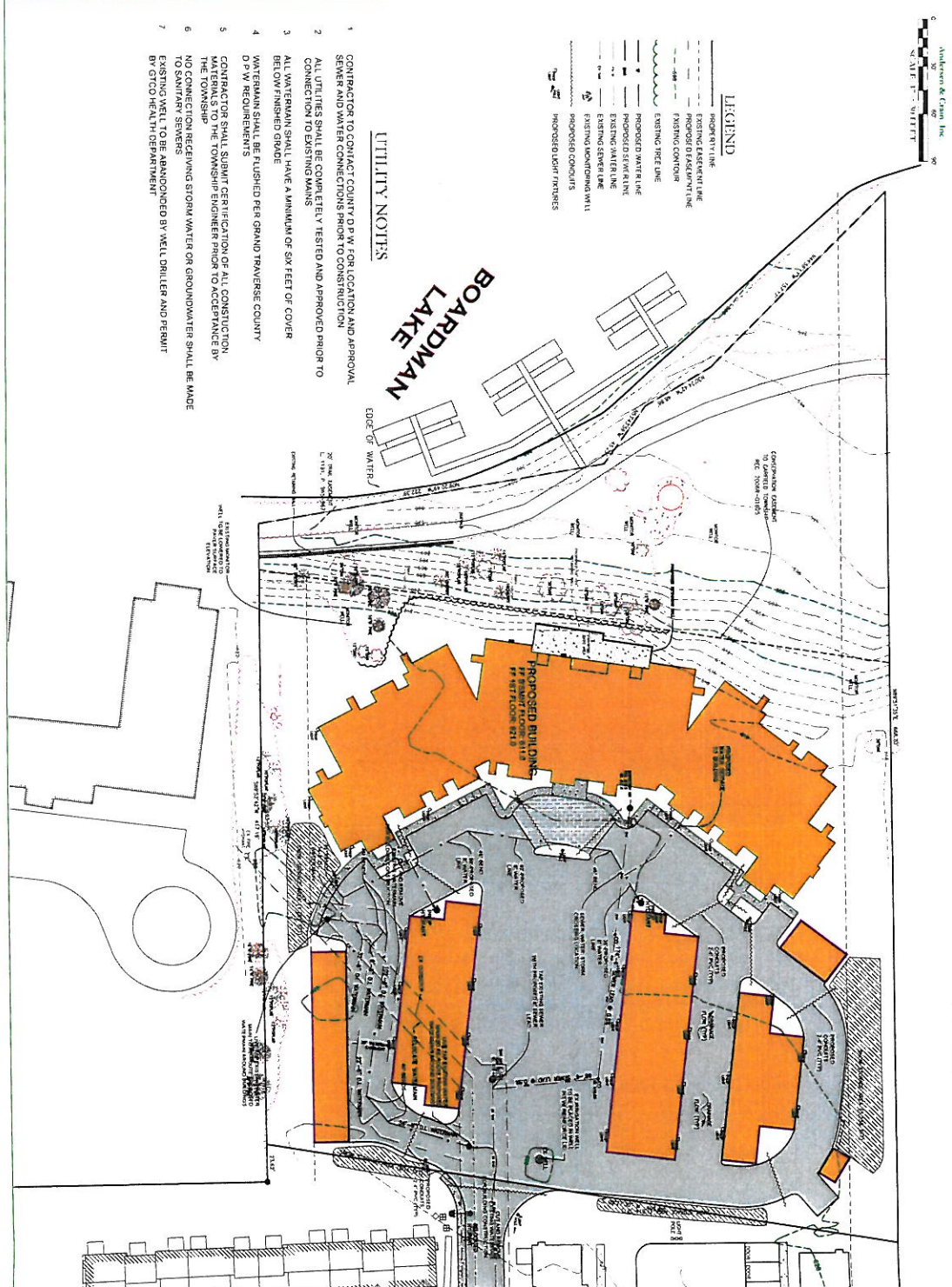


LEGEND

- PROPOSED UTILITY LINE
- EXISTING UTILITY LINE
- PROPOSED DRAINAGE LINE
- EXISTING DRAINAGE LINE
- PROPOSED WATER LINE
- EXISTING WATER LINE
- PROPOSED SEWER LINE
- EXISTING SEWER LINE
- EXISTING MONITORING WELLS
- PROPOSED CONDUITS
- PROPOSED LIGHT FIXTURES

UTILITY NOTES

1. CONTRACTOR TO CONTACT COUNTY D.P.W. FOR LOCATION AND APPROVAL SEWER AND WATER CONNECTIONS PRIOR TO CONSTRUCTION
2. ALL UTILITIES SHALL BE COMPLETELY TESTED AND APPROVED PRIOR TO CONNECTION TO EXISTING MAINS
3. ALL WATER MAIN SHALL HAVE A MINIMUM OF SIX FEET OF COVER BELOW FINISHED GRADE
4. WATER MAIN SHALL BE FLUSHED PER GRAND TRAVERSE COUNTY D.P.W. REQUIREMENTS
5. CONTRACTOR SHALL SUBMIT CERTIFICATION OF ALL CONSTRUCTION MATERIALS TO THE TOWNSHIP ENGINEER PRIOR TO ACCEPTANCE BY THE TOWNSHIP
6. THE TOWNSHIP RECEIVING STORM WATER OR GROUNDWATER SHALL BE MADE TO SANITARY SEWERS
7. EXISTING WELL TO BE ABANDONED BY WELL DRILLER AND PERMIT BY GTCO HEALTH DEPARTMENT



SNOW STORAGE CALCULATIONS:
 TOTAL PARKING AREA: 40,000 SFT
 SNOW STORAGE CAPACITY: 100 SFT PER 100 SFT OF PARKING = 4,000 SFT
 PROVIDED STORAGE AREA: 6,750 SFT
 NORTH AREA = 3,235 SFT
 SOUTH AREA = 3,515 SFT
 SOUTH EAST AREA = 804 SFT
 SOUTH WEST AREA = 1,701 SFT

PLACE SIGNAGE: "THE LAKE NO PARKING" PER FIRE DEPARTMENT SPECIFICATIONS ALONG MAIN ENTRANCE DRIVE TO ENTRANCE OF PROPOSED BUILDING.

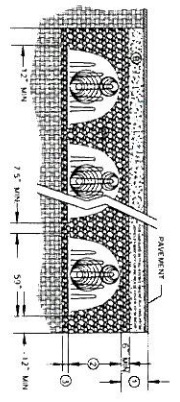


PROJ. NO. 288412
 SHEET C-3

**SITE UTILITY PLAN
 PREMIER MANOR**
 SECTION 14 - TOWN 27 NORTH - RANGE 11 WEST
 GARFIELD TWP. GRAND TRAVERSE COUNTY, MICHIGAN

DRAWN BY: WLC
 CHECKED BY: WLC
 DATE: 02-26-2014
 REV. DATE: 04-25-2014
 04-28-2014 PAVEMENT AREA
 06-23-2014 REVIEW #3

Andersen & Crain, Inc.
 Surveying, Engineering, Consulting, & Design
 2636 Garfield Road N - Suite 30
 Traverse City, MI 49686
 Phone: (231) 947-7255 Fax (231) 947-7275



Storage Volume Calculations
Andersen & Crain, Inc.

Premier Manor - 2nd/3rd/4th

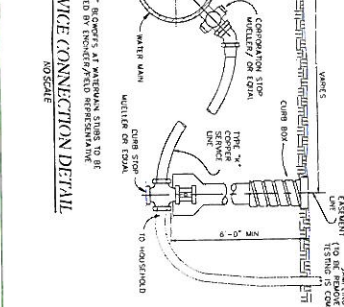
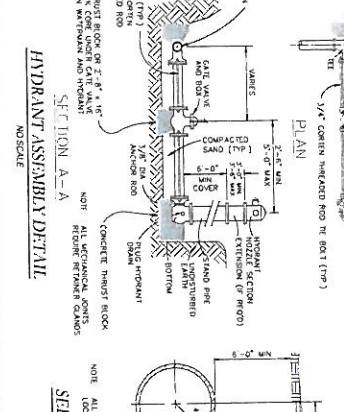
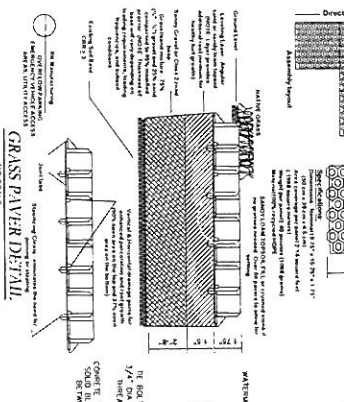
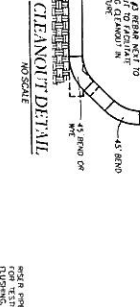
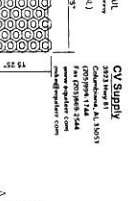
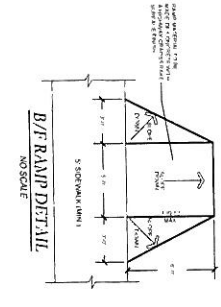
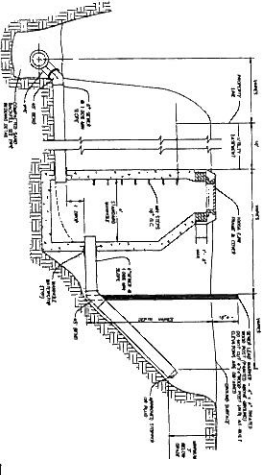
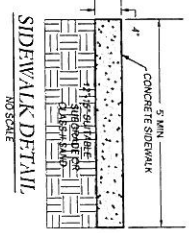
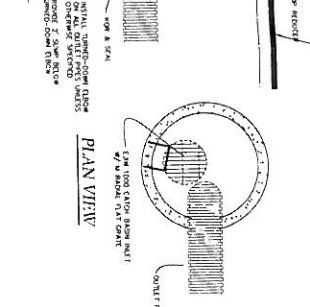
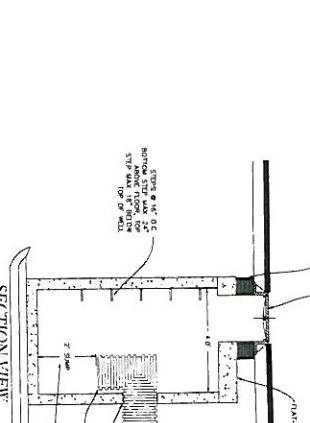
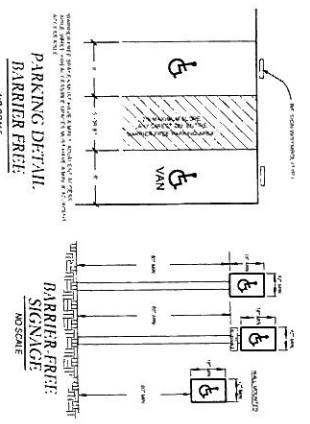
Item	Quantity	Unit
Hydraulic Area	100001.00	square feet
Design event runoff resulting	5.10	inches of rain
Resulting storage required	42644.93	cubic feet
Calculate Volume Provided by Storm Drain	86.00	feet
1. Inlet Pipe Diameter	6.75	feet
2. Inlet Slope	0.00	feet
3. Depth of Stone	5.00	feet
4. Volume of stone drain	25500.00	cubic feet
5. Void ratio for stone assumed	0.60	%
6. Volume of storage in stone	17250.00	cubic feet
7. Volume of storage in stone	11500.00	cubic feet
8. Volume of storage in stone	28344.71	cubic feet
9. Volume of storage in stone	38195.59	cubic feet
10. Storage Provided	10.00	feet
11. Number of Lanes	3.00	feet
12. Inlet Pipe Diameter	7.07	square feet
13. Section area of pipe	497.71	square feet
14. Volume from Manhole	6195.15	cubic feet
15. Total Storage Provided from Pipe	42644.93	cubic feet
16. Hydraulic area number 1	42644.93	cubic feet
17. Total Volume Provided	42644.93	cubic feet

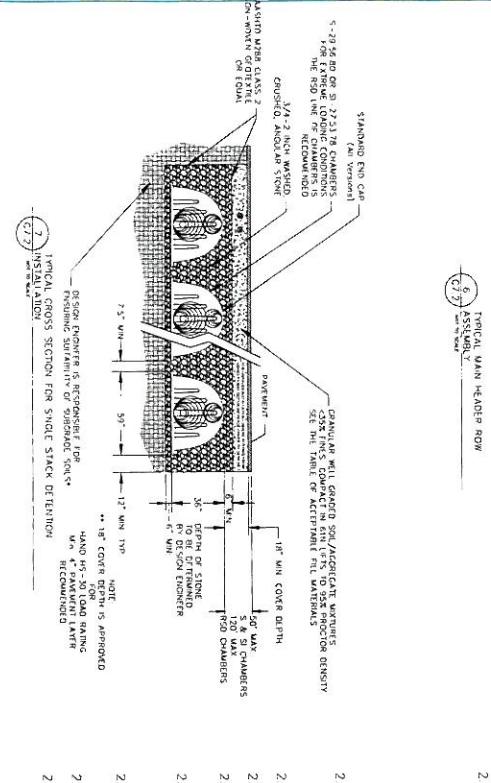
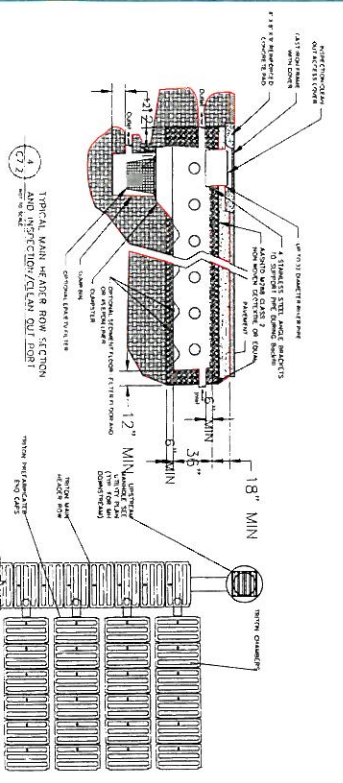
Intention Rate: (per Owens Corning Field Test)
Maximum of 50% of actual infiltration Rate
Minimum Saturated Critical Application Rate

UNDERDRAIN CALCULATIONS

DESIGN FOR 100 YR STORM EVENT
DRAINAGE AREA: 100 YR 24-HOUR EVENT-POST DEVELOPMENT
1-S1 INCH HR = 0.2131 INCH HR
EXISTING IMPERVIOUS AREA = 2.34 ACRES
RUNOFF VOLUME (0.98) IN 2.34 ACRES @ 406 (60 SEC QV)
REQUIRED VOLUME (100 YR) 42,202.02 CF
2 YR 24-HOUR EVENT-PRE DEVELOPMENT 1.20 INCH HR - 0.0871
INCH
EXISTING IMPERVIOUS AREA = 2.34 ACRES
RUNOFF VOLUME (0.98) IN 2.34 ACRES @ 406 (60 SEC QV)
REQUIRED VOLUME (2 YR) 3,571 CF
TOTAL REQUIRED: 38,630 CF

NOTE: HYDRAULIC AREA INCLUDES ALL PARKING AREAS, SIDEWALKS AND BUILDINGS
STONE DRAINS SIZED FOR A 100 YEAR EVENT AT 5.1 INCH RAINFALL





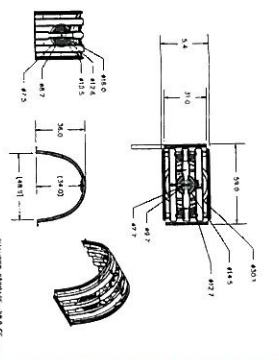
Worked Condition	Acceptable	Unacceptable
Description	Angular Subspherical Rounded	Stones have sharp edges and relatively pointy sides with unspalled surfaces Stones are similar to crushed aggregate but have rounded sides Stones have mostly plane sides but have well-rounded corners Stones have smoothly curved sides and no edges
Critere		

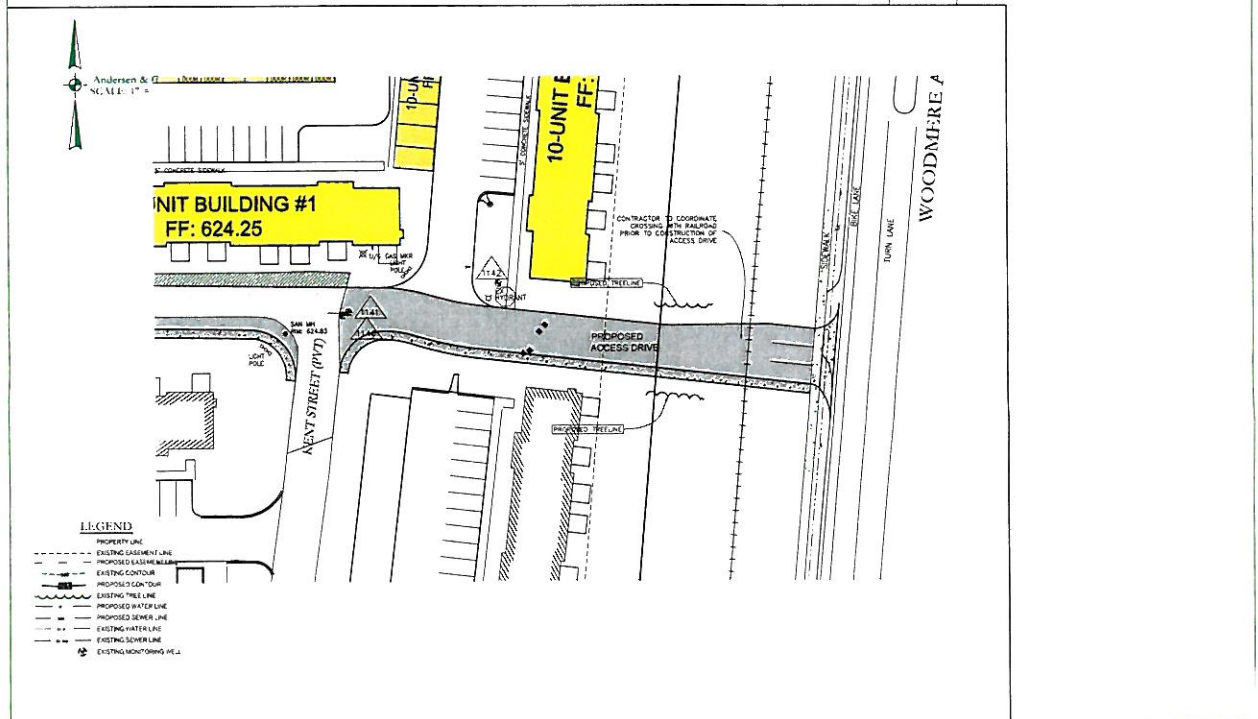
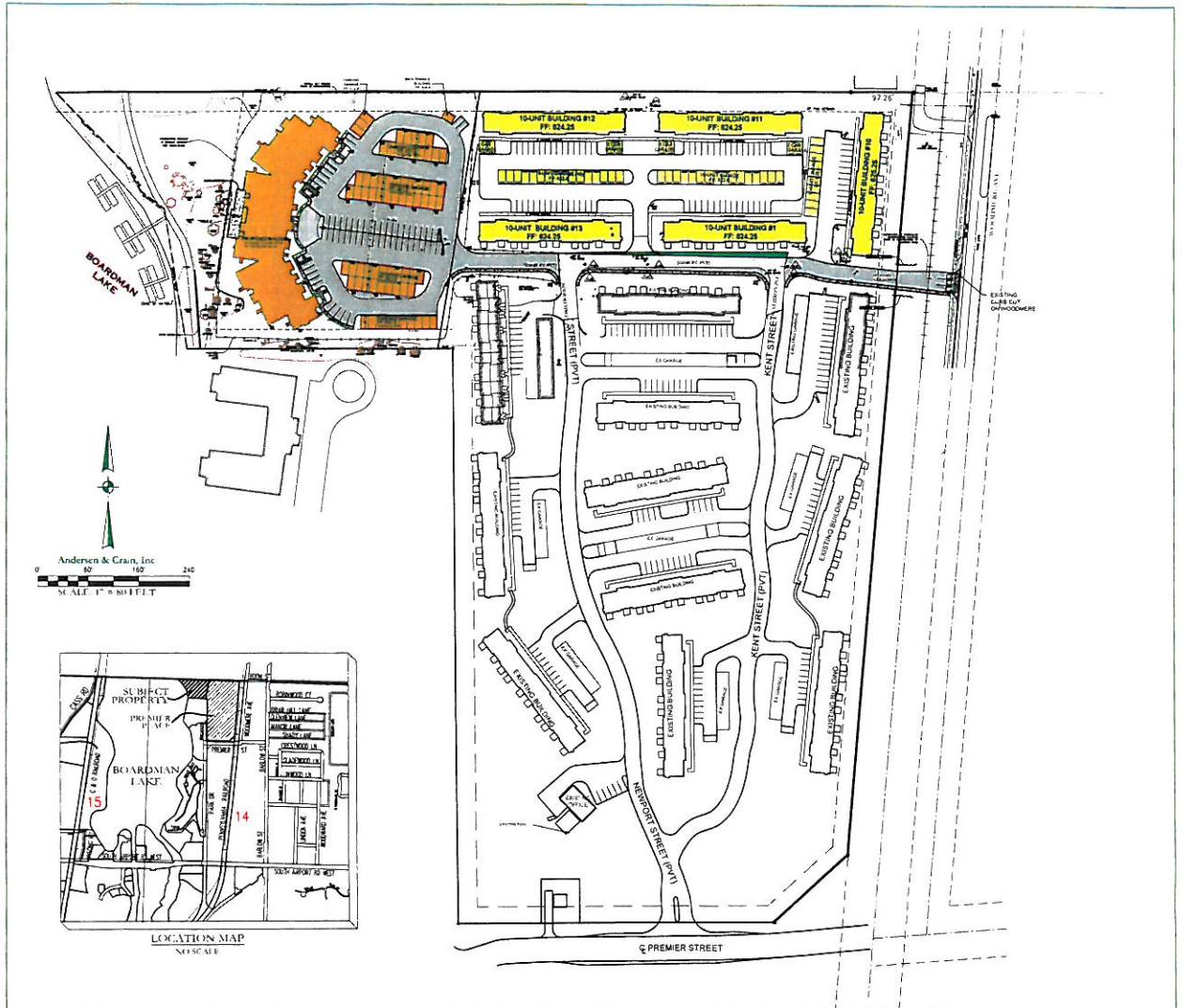
Material/Condition	Description	ASTM Designation	ASTM Location	Competition/Density Requirement
D Fill Material from 1/8" to grade	Any well-graded material native to the project area for placement above the structure	N/A	N/A	None per engineer's plan. Round stones per engineer's plan. Round stones without material and prevention requirements
C Fill Material for 6" to 18" elevation above	Granular well-graded soil/fine aggregate mixture, 35% fines (per appropriate specifications)	3, 357, 4, 358, 57, 58, 59, 60	A-1	Control in 6" lift to a minimum of 35% passing No. 20 sieve and 100% passing No. 40 sieve. No. 200 sieve to exceed 2000 No. 200 sieve
B Embankment Stone 6" elevation above	Angular crushed stone with nominal size between 3/4" - 2"	3, 357, 4, 358, 57	N/A	No compaction required
A Foundation Stone 3/4" - 2"	Washed angular stone with nominal size between 3/4" - 2"	3, 357, 4, 358, 57	N/A	Pile compact or roll to achieve 95% Standard Proctor Density

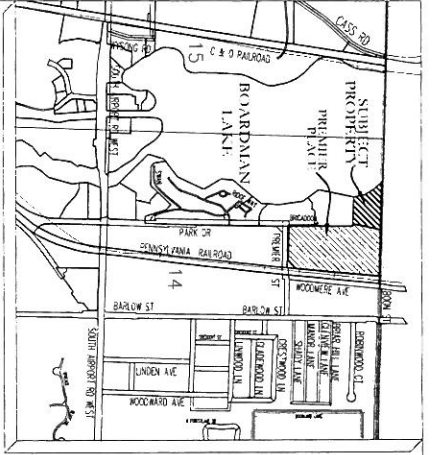
PLEASE NOTE: The listed ASTM designations are for gradations. The stone must also be washed crushed angular. For example, the stone must be specified as washed crushed angular No. 4 stone.

Triton S-29 and End Cap Specification

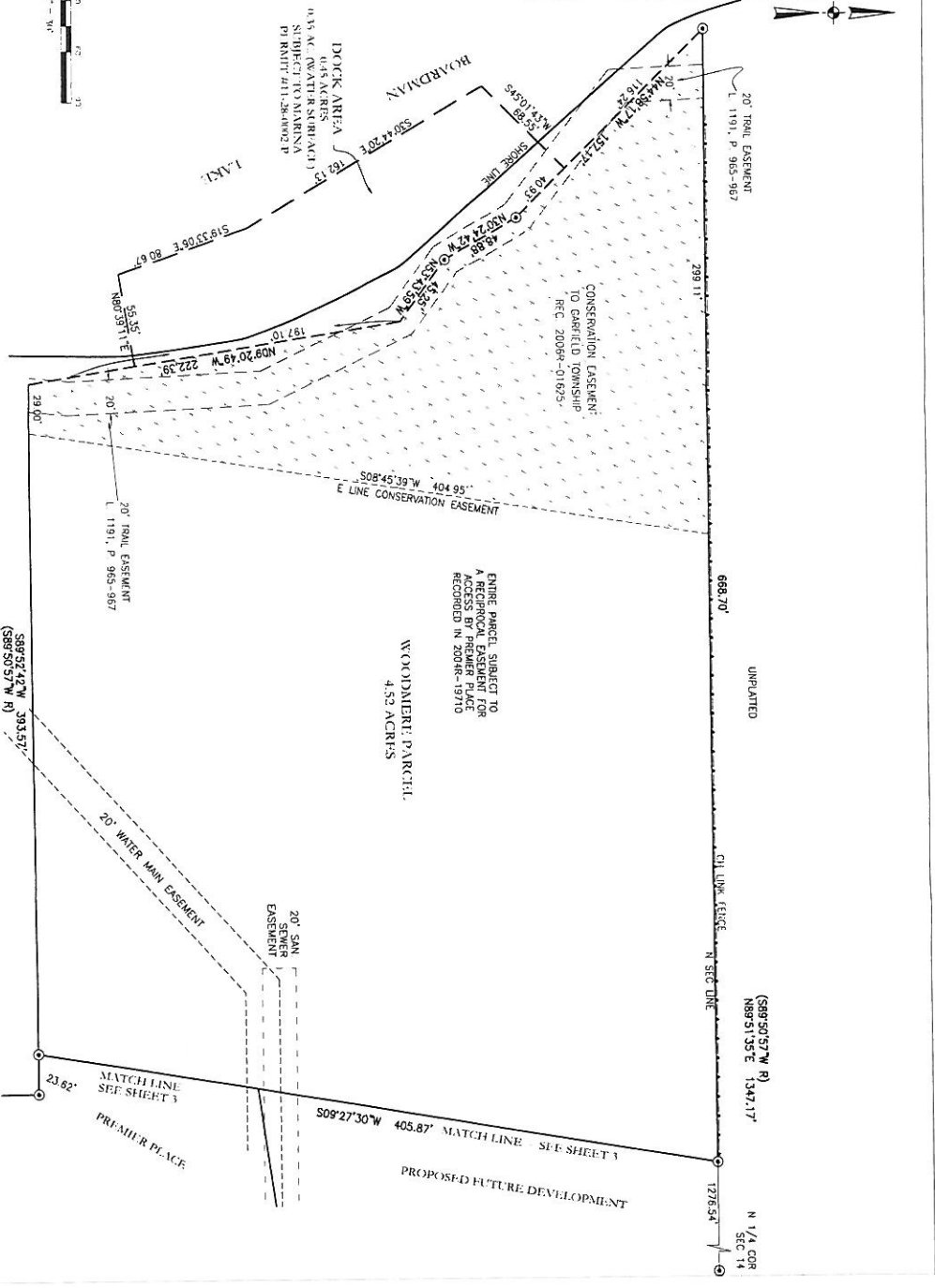
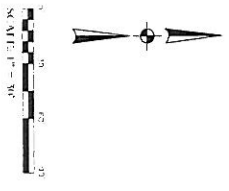
- 10 General
 - 11 Triton chambers are designed to control stormwater runoff. As a subsurface retention or detention system, Triton chambers retain and allow effective infiltration of water into the soil. As a subsurface detention system, Triton chambers obtain and allow for the metered of water to an outlet.
 - 20 Chamber Parameters
 - 21 The chamber shall be compression molded of 1010 green soy resin to be inherently resistant to environmental stress cracking (ESCR), creep, and to maintain proper stiffness through temperature ranges -40 degrees F to 180 degrees F.
 - 22 The material property for the chamber and end cap must meet or exceed the following:
 Tensile Strength Ultimate: 21,750 PSI
 Tensile Strength Yield: 3,055 PSI
 Flex Modulus: 1,750,240 KSI
 Flex Modulus: 1,600 KSI
 Flex Yield Strength: 2,600 KSI
 Compressive Strength: 30,450 PSI
 Shear Strength: 11,500 PSI
 - 23 The nominal chamber dimensions of the Triton S-29 shall be 36.0 inches tall, 59.0 inches wide and 35.0 inches long, 10y-up length is 32.75"
 - 24 The chamber shall have an elliptical curved section profile.
 - 25 The chamber shall be open-bottomed.
 - 26 The chamber shall incorporate an overlapping corrugation joint system to allow chamber rows to be constructed.
 - 27 The nominal storage volume of a Triton S-29 chamber shall be 42.9 cubic feet per chamber when installed per Triton's typical details. This equates to 3.5 cubic feet of storage/square foot of bed.
 - 28 The chamber shall have both of its ends open to allow to unimpeded hydraulic flows and visual inspections down a row's entire length.
 - 29 The chamber shall have 5 corrugations 10 to achieve strengths defined above.
 - 30 The chamber shall have 5 circular and elliptical, indented and raised surfaces on the top of the chamber for optional feed inlets, inspection ports and/or down-out access ports.
- 40 Installation
 - 41 Installation shall be in accordance with Triton installation manual instructions.







- LEGEND**
- = MAJOR BOUNDARY MONUMENT
4" X 36" CONC MON & CAP 20074
 - = MINOR BOUNDARY MONUMENT
1 1/2" X 18" CERROD & CAP 20074
 - ⊙ = BOUNDARY CONTROLLING MONUMENT FOUND
 - (R) = RECORDED
 - (M) = MEASURED
 - P.O.B = POINT OF BEGINNING
 - △ = BENCHMARK
- BEARING BASIS IS S 89°51'35" W
ALONG THE NORTH SECTION LINE
- BENCHMARK #1 (O.B.M.) - "I" IN THE TOP
BOLT OF FIRE HYDRANT NEAR ENTRANCE
ELEVATION = 628.87 (USGS DATUM)
- BENCHMARK #2 (O.B.M.) - A MARK ON THE
N.E.Y. SIDE OF HYDRANT ON E. SIDE OF KENT ST
ELEVATION = 629.09 (USGS DATUM)



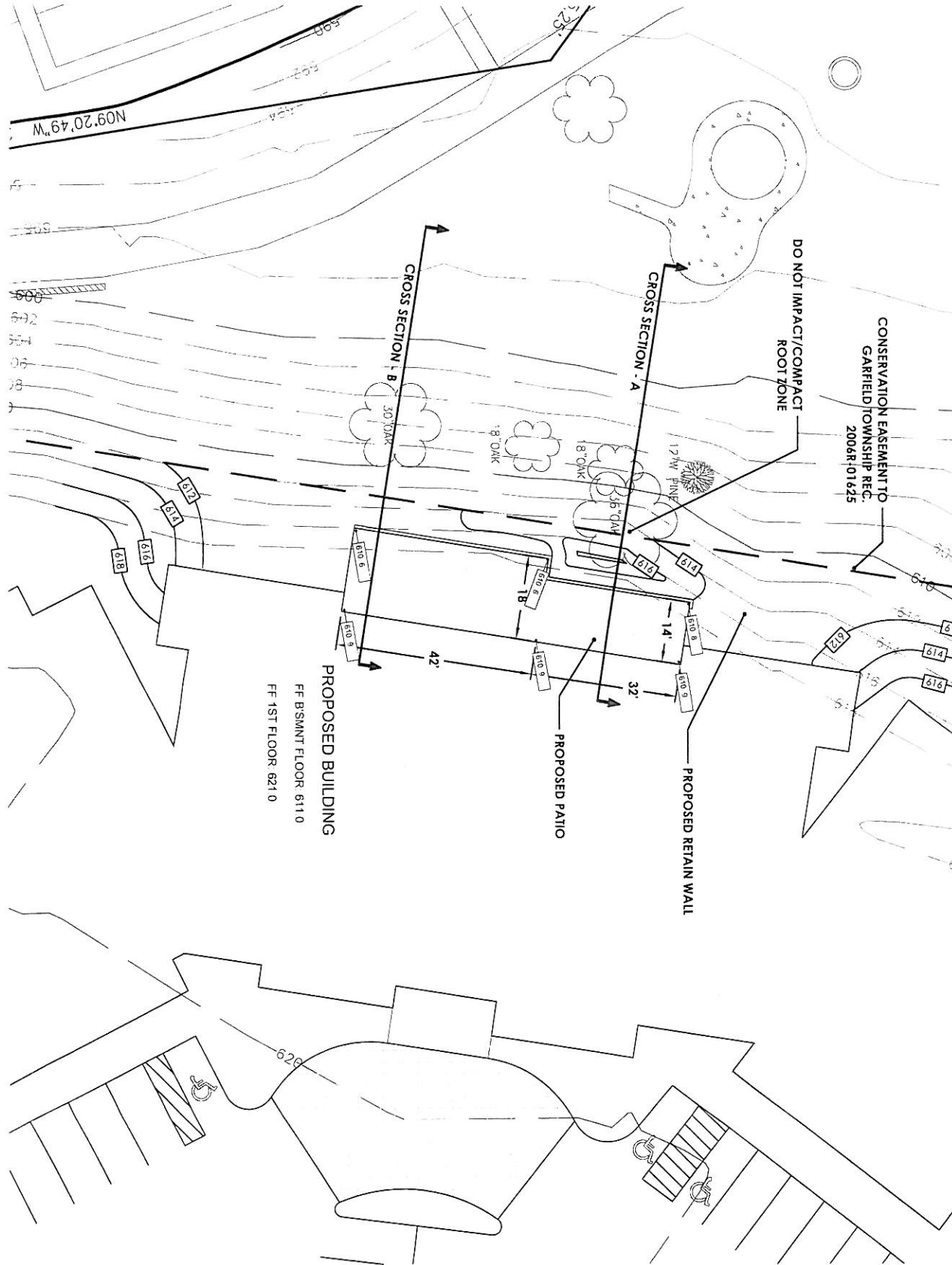
CHRISTY L. ANDERSEN
PROFESSIONAL SURVEYOR
STATE OF MICHIGAN
LICENSE NO. 49886
ANDERSEN & CRAIN, INC.
2836 GARFIELD ROAD, N.
SUITE 30
TAVENHUSE CITY, MICHIGAN 49686
Phone: (231) 947-7255 Fax: (231) 947-7275



Andersen & Crain, Inc.
SURVEYING & ENGINEERING
2836 Garfield Road N, Suite 30
Tavenshouse City, Michigan 49686
Phone: (231) 947-7255 Fax: (231) 947-7275

PREMIER PLACE
SEC. 14, GARFIELD TWP., GRAND TRAVERSE CO.,
SURVEY PLAN - WOODMERE PARCEL

PROPOSED DATE: 9-21-11
JOB NUMBER: 261410
SHEET: 3A



SITE PLAN
SCALE: 1" = 20'

Sheet	1	of	3
Project	14004		

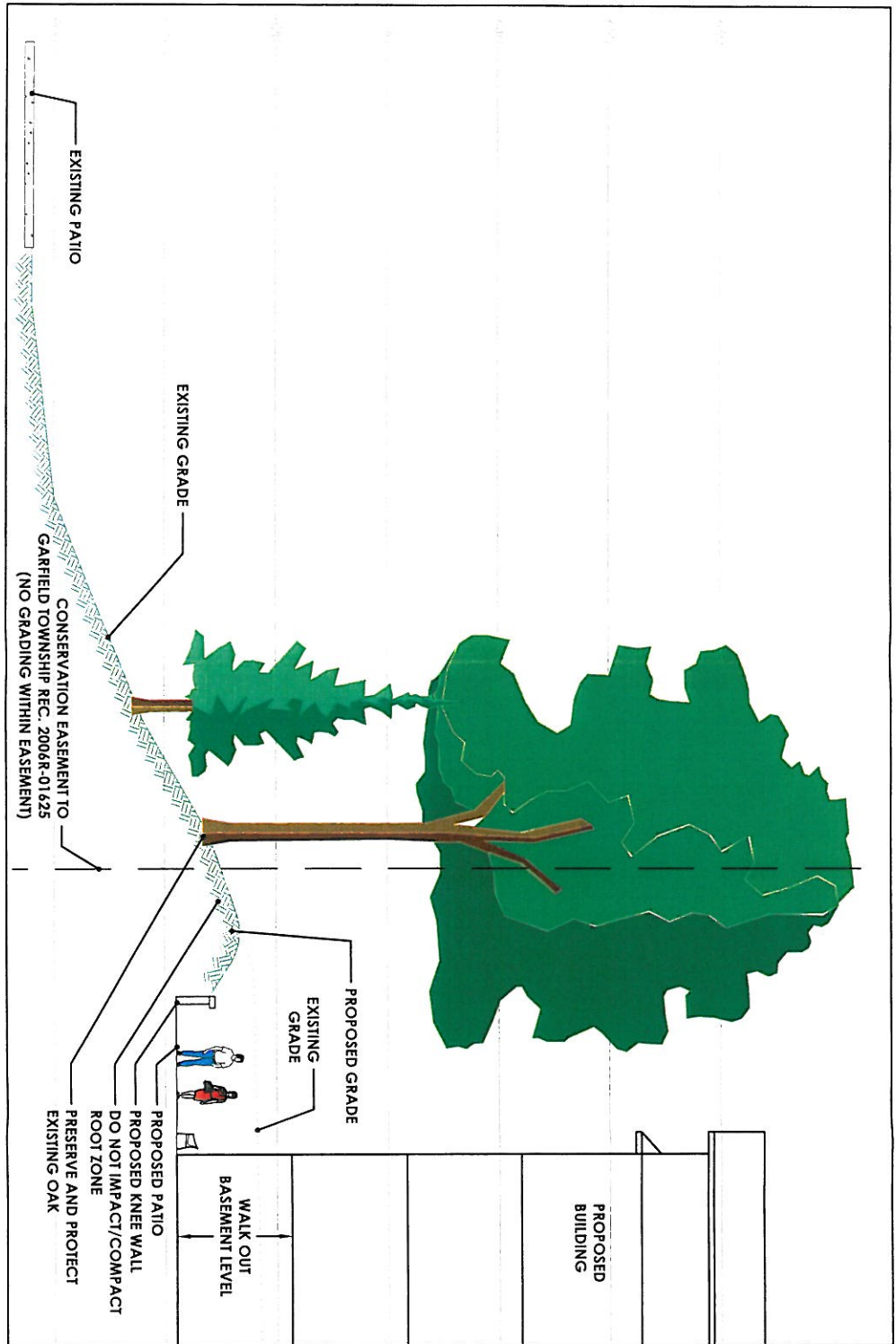
Premier Place
Patio Cross Section Detail
Section 14 Town 27 North, Range 11 West
Garfield Township, Grand Traverse County, Michigan

NO.	DATE	BY	CHKD.	DESC.
1	12-24-12	LSA	LSA	Initial design

Mansfield
OR
Land Use Consultants

330 Cottageview Dr., Ste. 201
P.O. Box 6015
Traverse City, MI 49665
Phone: 231-946-9310
www.mansfield.com
info@mansfield.com

CROSS SECTION - A
SCALE: 1" = 10'



DATE	DESCRIPTION
14004	
SHEET 2 OF 3	

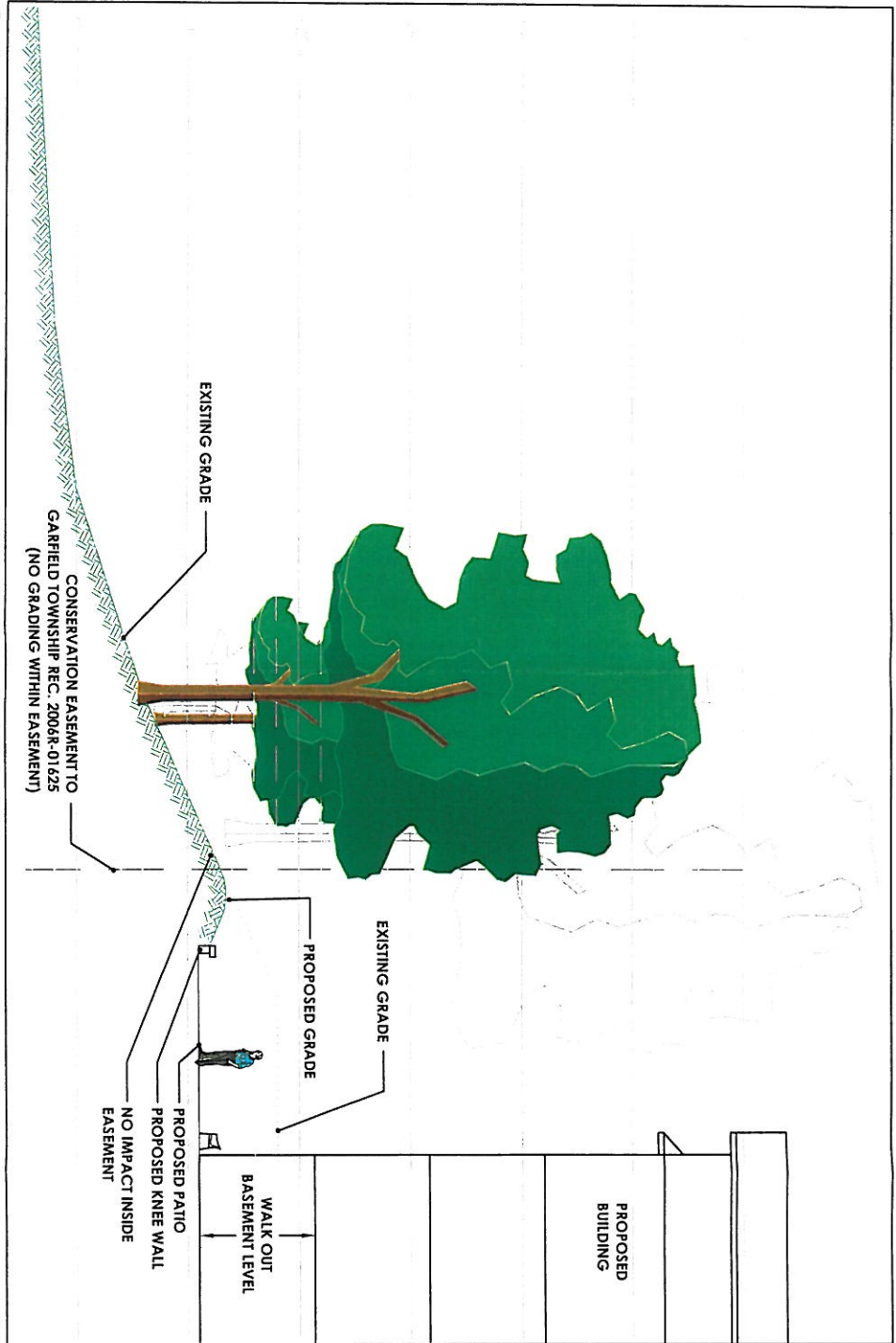
Premier Place
Cross Section - A
Section 14, Town 27 North Range 11 West
Garfield Township Grand Traverse County Michigan

NO.	DATE	BY	CHKD.	APPD.	DESCRIPTION
1	11/11/13	MD	MD	MD	Original Design
2	11/11/13	MD	MD	MD	
3					
4					
5					
6					
7					
8					
9					
10					

Mansfield
Land Use Consultants

830 Cottageview Dr., Ste. 201
P.O. Box 4015
Traverse City, MI 49685
Phone: 231-946-9310
www.mansfield.com
info@mansfield.com

CROSS SECTION B
SCALE: 1" = 10'



14004
3 of 3

Premier Place
Cross Section - B
Section 14 Town 27 North Range 11 West
Garfield Township Grand Traverse County, Michigan

NO.	DATE	BY	DESCRIPTION
1	4/23/14	mm	Original Issue

Mansfield
Land Use Consultants

801 Center Ave. Dr., Ste. 201
P.O. Box 4015
Traverse City, MI 49685
Phone: 231.946.0111
www.mansfield-luc.com
info@mansfield-luc.com

To: Garth Greenan, P.E.

From: Libby Tomlinson, P.E.

CC: Garfield Township Planning Department, Jim Johnson, P.E.

Date: May 27, 2014

Re: Premier Place Traffic Impact Assessment

I have prepared an assessment of the entering and exiting traffic for the existing, proposed, and future development of Premier Place. The following assumptions and information have been used:

- Traffic data from June 2013 for Woodmere Street was provided by the City of Traverse City, in the form of non-directional hourly counts. Data from July 2005 along Premier Street was provided by Grand Traverse County Road Commission, in the form of ADT counts. A growth rate of 2% per year was applied to 2005 counts for Premier Street, and then the ADT was distributed to hourly counts based on the hourly distribution of the Woodmere Street counts. See attachment A.
- It was assumed that surrounding street traffic would have a 50-50 directional distribution, as this data is not available. For example, during a given hour, traffic on Woodmere Street would be divided into 50% going northbound and 50% going southbound.
- For modeling purposes, the turning movements at Premier/Woodmere were estimated and analysis of this intersection is not included in this report.
- Traffic generated by the entire site would utilize both site drives, Newport Street and Simsbury. Trips generated by the land uses on site were divided as follows: 90 units would utilize the Newport site drive at Premier Street, and the remaining 142 units would utilize the Simsbury site drive at Woodmere.
- Trip distribution entering and exiting the site was assumed to be split equally (50% each direction) to and from each site driveway.

This analysis of all 232 residential units includes the existing Premier Place development (110 Condominium Units), the proposed Premier Place Manor development (72 Apartment Units), and the future development of Premier Place on the northeast portion of the site (50 Condominium Units). The trip generation estimates were based on the data contained in The Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. See attachment B.

The trip distribution data at each site drive intersection during the morning and evening peak hours was analyzed using Synchro 7 software, and the results of the HCM Unsignalized Intersection Capacity Analysis reports are included in Attachment C.

Based on this analysis, the 95th percentile queue length never exceeds one vehicle at the either site drive. The geometry of the Simsbury site drive allows for at least two vehicles to stack before overlapping the railroad tracks that parallel Woodmere. This should accommodate fluctuations within the peak hours, and future growth of traffic on the street network that may increase delay for exiting vehicles.

Premier Place, Local Traffic Count Data

Traffic Count Data obtained from City of Traverse City and Grand Traverse County Road Commission

Woodmere	June 28, 2013	Hour as %
12:00	80	0.498%
1:00	57	0.355%
2:00	43	0.268%
3:00	36	0.224%
4:00	41	0.255%
5:00	125	0.779%
6:00	284	1.769%
7:00	823	5.127%
8:00	1007	6.273%
9:00	973	6.062%
10:00	932	5.806%
11:00	1205	7.507%
12:00	1289	8.030%
1:00	1179	7.345%
2:00	1178	7.339%
3:00	1338	8.335%
4:00	1429	8.902%
5:00	1462	9.108%
6:00	790	4.922%
7:00	606	3.775%
8:00	484	3.015%
9:00	338	2.106%
10:00	226	1.408%
11:00	127	0.791%
ADT	16052	

Premier ADT adjusted to hourly per Woodmere Counts

12:00	51
1:00	36
2:00	27
3:00	23
4:00	26
5:00	80
6:00	181
7:00	525
8:00	643
9:00	621
10:00	595
11:00	769
12:00	823
1:00	753
2:00	752
3:00	854
4:00	912
5:00	933
6:00	504
7:00	387
8:00	309
9:00	216
10:00	144
11:00	81

ADT 2013	10247	2% Growth from Previous Year
2012	10046	2% Growth from Previous Year
2011	9849	2% Growth from Previous Year
2010	9656	2% Growth from Previous Year
2009	9467	2% Growth from Previous Year
2008	9281	2% Growth from Previous Year
2007	9099	2% Growth from Previous Year
2006	8921	2% Growth from Previous Year
Given --> July 25, 2005	8746	

Assumed Growth Rate **2%**

Premier Place Trip Generation

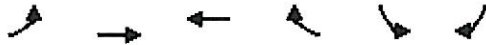
Land Use		Unit	Quantity	% Enter	% Exit	Total
Existing Development	Residential Condominium/Townhouse (230)	Dwelling Units	110	17%	83%	56
	Residential Condominium/Townhouse (230)	Dwelling Units		10	46%	
Proposed Premier Place Manor	Residential Condominium/Townhouse (230)	Dwelling Units	110	67%	33%	65
	Residential Condominium/Townhouse (230)	Dwelling Units		44	21%	
Proposed Premier Place Manor	Apartment (220)	Dwelling Units	72	20%	80%	39
	Apartment (220)	Dwelling Units		8	31%	
Future Development	Residential Condominium/Townhouse (230)	Dwelling Units	50	65%	35%	57
	Residential Condominium/Townhouse (230)	Dwelling Units		37	20%	
Future Development	Residential Condominium/Townhouse (230)	Dwelling Units	50	17%	83%	30
	Residential Condominium/Townhouse (230)	Dwelling Units		5	25%	
			232			
			AM	23	102	
			PM	104	52	
			AM	9	40	
			PM	40	20	
			AM	14	62	
			PM	64	32	

Assume 50-50 directional split at each drive exiting.
 Due to lack of detailed data, assume 50-50 north-south along Woodmere and Premier.
 Turning movements at Premier/Woodmere are estimated.

HCM Unsignalized Intersection Capacity Analysis

5: Premier & Newport

5/27/2014



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↙	↘
Volume (veh/h)	4	321	322	5	20	30
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	349	350	5	22	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)			335			
pX, platoon unblocked						
vC, conflicting volume	355				710	353
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	355				710	353
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	95
cM capacity (veh/h)	1203				398	691

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	353	355	22	33
Volume Left	4	0	22	0
Volume Right	0	5	0	33
cSH	1203	1700	398	691
Volume to Capacity	0.00	0.21	0.05	0.05
Queue Length 95th (ft)	0	0	4	4
Control Delay (s)	0.1	0.0	14.6	10.5
Lane LOS	A		B	B
Approach Delay (s)	0.1	0.0	12.1	
Approach LOS			B	

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		30.1%	ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis
7: Simsbury & Woodmere

5/27/2014



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	31	31	7	503	504	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	34	8	547	548	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				963		
pX, platoon unblocked						
vC, conflicting volume	1114	552	555			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1114	552	555			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	94	99			
cM capacity (veh/h)	229	534	1015			

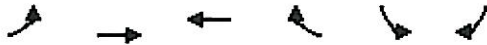
Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	34	34	554	555
Volume Left	34	0	8	0
Volume Right	0	34	0	8
cSH	229	534	1015	1700
Volume to Capacity	0.15	0.06	0.01	0.33
Queue Length 95th (ft)	13	5	1	0
Control Delay (s)	23.4	12.2	0.2	0.0
Lane LOS	C	B	A	
Approach Delay (s)	17.8		0.2	0.0
Approach LOS	C			

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization		42.1%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

5: Premier & Newport

5/27/2014



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	↙
Volume (veh/h)	20	466	467	20	10	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	507	508	22	11	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			335			
pX, platoon unblocked						
vC, conflicting volume	529				1068	518
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	529				1068	518
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				95	98
cM capacity (veh/h)	1038				240	557

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	528	529	11	11
Volume Left	22	0	11	0
Volume Right	0	22	0	11
cSH	1038	1700	240	557
Volume to Capacity	0.02	0.31	0.05	0.02
Queue Length 95th (ft)	2	0	4	1
Control Delay (s)	0.6	0.0	20.7	11.6
Lane LOS	A		C	B
Approach Delay (s)	0.6	0.0	16.1	
Approach LOS			C	

Intersection Summary				
Average Delay		0.6		
Intersection Capacity Utilization		50.8%	ICU Level of Service	A
Analysis Period (min)		15		

HCM Unsignalized Intersection Capacity Analysis

7: Simsbury & Woodmere

5/27/2014



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	16	16	32	731	731	32
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	17	35	795	795	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				963		
pX, platoon unblocked						
vC, conflicting volume	1676	812	829			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1676	812	829			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	83	95	96			
cM capacity (veh/h)	100	379	802			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	17	17	829	829
Volume Left	17	0	35	0
Volume Right	0	17	0	35
cSH	100	379	802	1700
Volume to Capacity	0.17	0.05	0.04	0.49
Queue Length 95th (ft)	15	4	3	0
Control Delay (s)	48.3	15.0	1.2	0.0
Lane LOS	E	B	A	
Approach Delay (s)	31.6		1.2	0.0
Approach LOS	D			

Intersection Summary				
Average Delay			1.2	
Intersection Capacity Utilization		74.5%		ICU Level of Service
Analysis Period (min)		15		D

Great Lakes Central Railroad Inc.

Private Crossing Agreement Number – TC 24.1

THIS PRIVATE CROSSING AGREEMENT is made this 18TH day of SEPTEMBER 2012, by and between the Great Lakes Central Railroad Inc. (hereinafter referred to as the "Railway"), a railroad corporation organized and existing under the laws of the State Of Michigan and Premier Place, LLC, a Michigan limited liability company; Premier Place Condominium Association, a Michigan nonprofit corporation; and Woodmere Crossing, LLC a Michigan limited liability company (hereafter collectively referred to as the "Licensee").

Whereas, the Railway operates certain railroad tracks and rights-of-way under contract with the Michigan Department of Transportation (hereinafter referred to as the "Department") and fee simple owner of said railroad tracks and rights-of-way, and;

Whereas, the Licensee desires the use of a private road crossing at grade (hereinafter referred to as the "Crossing"), and;

Whereas, the Railway desires to grant unto the Licensee the use of said Crossing;

Now therefore, in consideration of the sums to be paid, and the covenants to be performed as described herein, the Railway and the Licensee agree as follows:

1. **Subordination and Term:** This Agreement shall be subordinate to Agreement No.85-1005 as amended, Great Lakes Central Railroad Inc. Operating Agreement with the Michigan Department of Transportation for Rail Service Continuation, and to all successor agreements between the Railway and the Department. The term of this Agreement shall be perpetual unless terminated as herein provided or the railroad vacates is right-of-way.
2. **Consideration:** On or before January 1st, of each year that this Agreement is in force, Licensee shall pay the Railroad \$1,000.00 ("License Fee"). The License Fee shall be prorated to the date this Agreement is signed for the first year of the Agreement. The License Fee shall be due and payable without additional notification from the Railway.

In the event of cancellation or expiration of this Agreement, said consideration shall not be prorated or refundable.

The Parties agree that License Fee may be increased on January 1st of each year by Railway giving written notice not less than thirty (30) days before the License Fee is due. Such increases shall not exceed three percent (3%) per year.

3. **Maintenance:** The Railway shall maintain the portion of the Crossing between the railroad track(s) and to the limits of the right-of-way on either side of the railroad tracks(s), and all necessary signs, protective devices and other appurtenances to the Crossing within the right-of-way. The Licensee shall pay to the Railway all charges for the maintenance of the Crossing based on the Railroad's rate for such service in effect at the time the maintenance is performed.

If any changes or improvements to the Crossing within the right-of-way are dictated, required or mandated by any governmental or regulatory organization, such changes or improvements shall

be performed by the Railway, and shall be paid for by the Licensee based on the Railroad's rate for such services in effect at the time the maintenance is performed.

All materials installed during the maintenance, modification or improvement of the Crossing shall become the property of the Department.

4. **Sole User:** The Licensee shall permit the Crossing to be used only by the members of, tenants of, guests of, agents of, employees of, or customers of the Licensee. The Licensee, at its sole cost, shall erect such signs, barriers and take such measures outside of the railroad right-of-way as shall be necessary to enforce these restrictions. The Licensee shall also erect, at their cost, stop signs on both sides of crossing, advance warning signs on both sides of crossing, cross bucks on both sides of crossing.

5. **Liability:** The Licensee shall indemnify and hold harmless the **Railway, the State of Michigan, the Michigan State Transportation Commission and the Department** from any and all claims or payments resulting from any injury, death, loss damage or other expense resulting from the use, intended or otherwise, by any person, of the Crossing.

6. **Insurance:** The Licensee shall purchase at its sole expense and maintain in force for the term of this Agreement a **comprehensive general liability insurance** policy acceptable to the Railway. The minimum limit per occurrence of said policy shall be Five Million Dollars (\$5,000,000). The policy shall name the **Railway, State of Michigan, Michigan Department of Transportation and Michigan Transportation Commission as additional insured**. The Railway shall have a copy of said insurance policy prior to execution of this Agreement and the use of the Crossing, and a copy of any succeeding policies during the term of this Agreement. This insurance provision shall not be construed as a limitation of the liability described in Section 5 of this Agreement.

7. **Removal:** The Railway, at its sole discretion and expense, may remove or make changes to the Crossing upon the expiration or termination of this Agreement.

8. **Cancellation:** This Agreement may be cancelled upon thirty- (30) day's written notice by the Railway if Licensee breaches the material terms of this Agreement and does not cure such breach within thirty (30) days after Licensee receives written notice of such breach. Such cancellation shall not be construed as a waiver of charges for work performed in connection with this Agreement, or of any claims or payments as described in Section 5 of this Agreement.

9. **Waiver:** a waiver of any provision of this Agreement by either party shall not be construed as a waiver of any other provision, or as a permanent waiver of such provision.

10. **Headings:** The section headings as used in this Agreement are provided for convenience only and form no part of this Agreement.

11. **Notice:** All notices, billings and other correspondence between the parties to this Agreement shall be in writing and shall be deemed given when delivered in person or when deposited in the United States mail, postage prepaid, certified or registered and addressed as follows:

To the Railway:

Great Lakes Central Railroad Inc.
600 Oakwood Avenue
Post Office Box 550
Owosso, MI 48867-0550
Phone: 989-725-6644

To the Licensee:

Premier Place, LLC
c/o Steve Nicolas
Post Office Box 155
Ada, MI 49301

Phone: (616) 676-9300

Premier Place Condominium Association
c/o Daniel L. Carter
Post Office Box 104
Ada, MI 49301

Phone: (616) 949-3200

Woodmere Crossing, LLC
Post Office Box 155
Ada, MI 49301

12. **Modification:** This Agreement may not be modified, altered or amended, except by an agreement in writing signed by the parties hereto.

13. **Assignment:** This Agreement shall not be assignable by the Licensee without the express written consent of the Railway. This shall be binding on Railways successors and assigns.

14. **Default:** If the Licensee shall be in default of any provision of this Agreement and the Licensee shall fail to correct such default within fifteen (15) days, or within five (5) days of notification of default by the Railway, the Railway may prohibit the use of the Crossing and take such measures as the Railway deems necessary to prevent such use until the Licensee cures the default.

15. **Exhibit B:** Exhibit B, Prohibition of Discrimination in State Contracts, is attached hereto and made a part hereof as it may apply.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first above written:

Great Lakes Central Railroad Inc.



By: MIKE V. BAEWELL

Its: PRESIDENT / CEO


Witness 

Premier Place, LLC



By: STEVE NICOLAS

Its: PARTNER


Witness 

Premier Place Condominium Association



By: STEVE NICOLAS

Its: BOARD MEMBER


Witness 

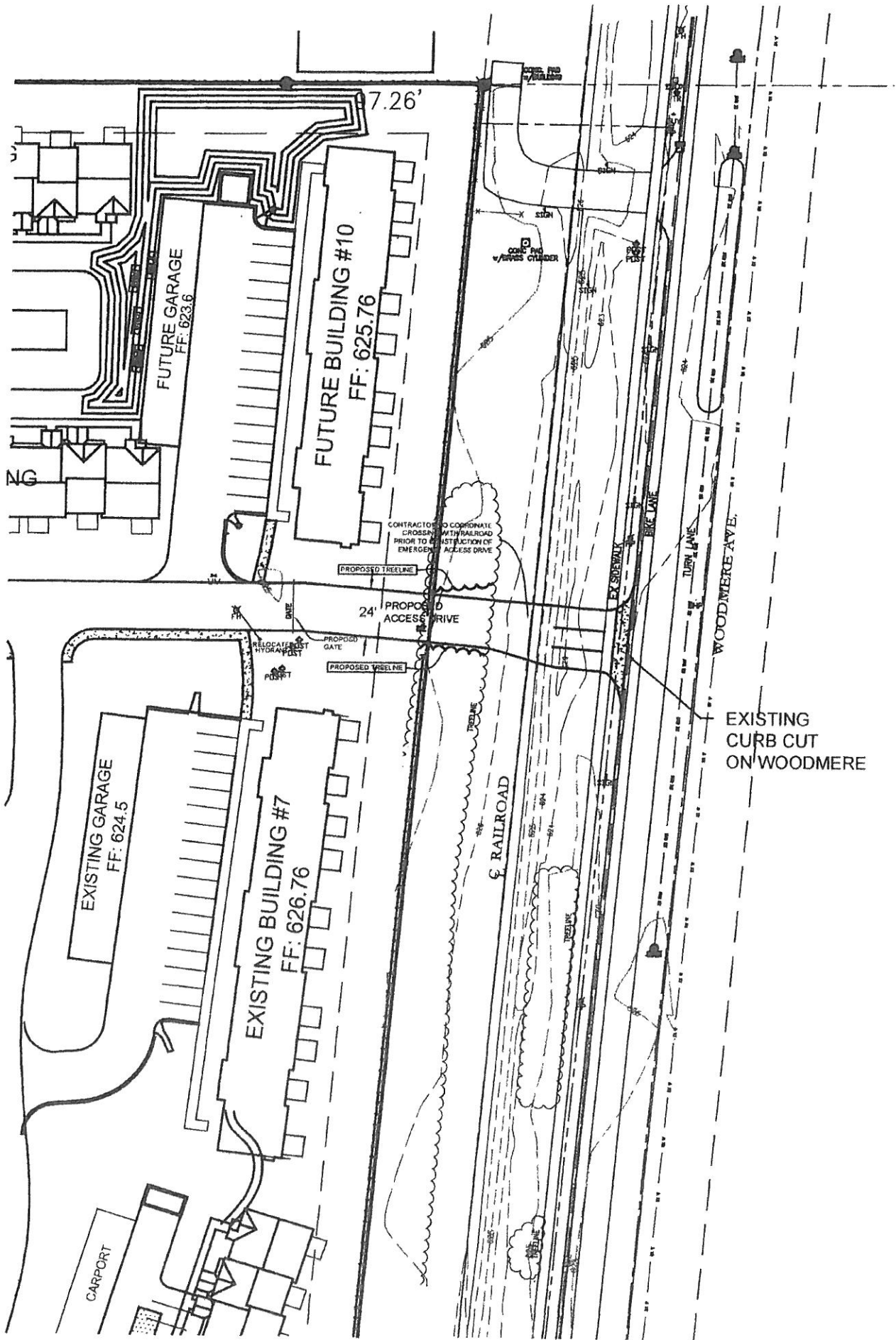
Woodmere Crossing LLC



By: STEVE NICOLAS

Its: PARTNER

Witness 



EXISTING CURB CUT ON WOODMERE

Great Lakes Central Railroad, Inc.
600 Oakwood Ave.
P.O. Box 550
Owosso MI 48867
(989) 725-6644 Ext. 0102

129121

PREMIER

Premier Place, LLC
P.O. Box 155

Premier Place, LLC

Ada MI 49301

9/17/2012

129121

net 30

LLC

0/0/0000

MCB

Contr/Tariff:

30.00 INSTALL PRIVATE CROSSING
30 foot crossing

per ft

\$500.00

\$15,000.00

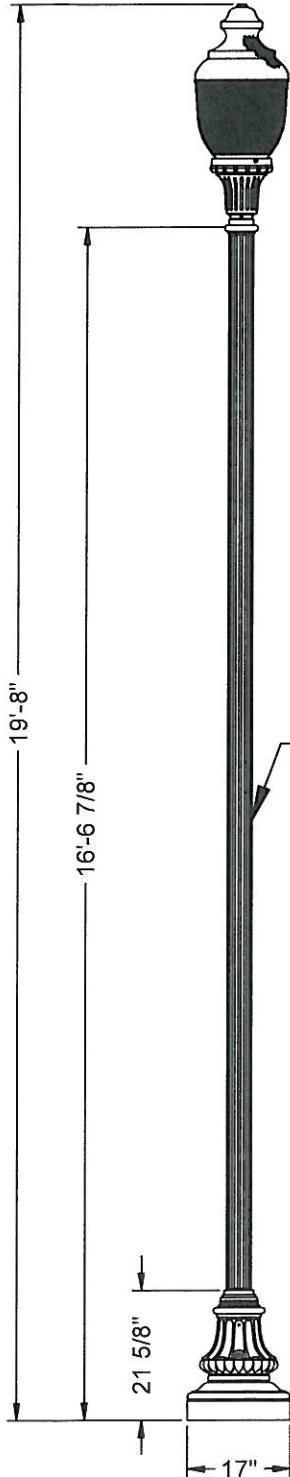
Total

\$15,000.00

ORDERING GUIDE:

~~C12709 - FIXTURE, TYPE III~~
~~C12709A - FIXTURE, TYPE V~~
 CP12312A - POLE

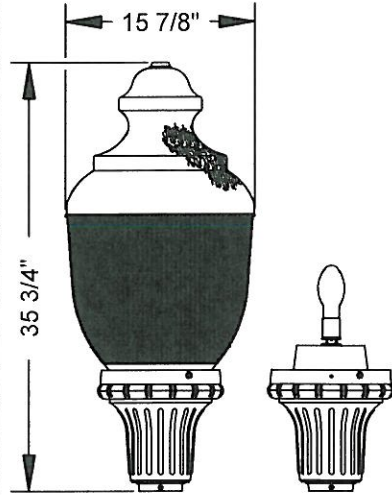
COLOR:
 VERDE
~~TYPE A~~
 TYPE B



POLE:
 4" TO 3" X .188" WALL
 STRAIGHT FLUTED
 ALUMINUM WITH CAST
 ALUMINUM ANCHOR
 BASE AND 3" TENON.

BOLT CIRCLE:
 7" TO 12" DIAMETER.

FIXTURE DETAIL
 SCALE 1:16



VIEW WITH
 GLOBE
 REMOVED

GLOBE:
 TYPE A ACRYLIC TYPE III REFRACTIVE
 W/LITELID - C12709
 TYPE B ACRYLIC TYPE V REFRACTIVE
 W/LITELED - C12709A

COLOR:
 VERDE

SOCKET:
 X MEDIUM
 _ MOGUL

PHOTO CONTROL:
 X NONE
 _ BUTTON EYE

WATTAGE:
~~150W MH~~ 150W HPS

VOLTAGE: (specify)

PRODUCT APPROVALS

HADCO *GH*

CUST.

CONFIDENTIAL:

This drawing is confidential and proprietary to Philips Hadco and may not be reproduced without the express written consent of Philips Hadco. Any use hereof or of any of the information or detail herein shall be for the sole benefit of Philips Hadco.

NOTICE:
 THIS DRAWING IS FOR REFERENCE ONLY. CHECK FOR LATEST REVISION PRIOR TO ORDERING

Full
 Specification
 (complete assembly)
 Drawing

**PHILIPS
 HADCO**

100 Craftway P.O. Box 128
 Littlestown, Pennsylvania 17340-0128
 Phone 717-359-7131
 Fax 717-359-9515
 www.hadco.com

JOB NAME:

Premier Place

REP. TERRITORY:

L59

DRAWN BY:

ATV

SCALE: DATE:

1:32

04/08/14

DRAWING NUMBER:

C12709-DWG01

REP: *DeGaetano & Associates*

REV: *A*

PCN: *14-018*

BY: .

DATE: .

Kinkade (33400) Specification Sheet

Project Name: Premier Place

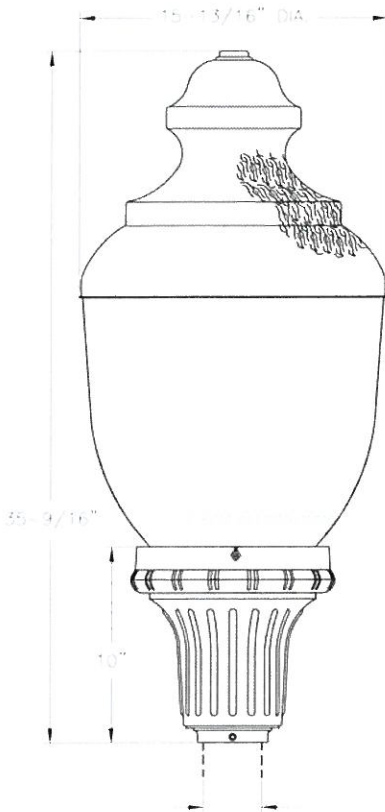
Location: Traverse City

MFG: Philips Lighting

Fixture Type: B

Catalog No.: 33400 VGN A G 15S G 5L

Qty: 4



Ordering Guide

Example: 33400 ABS A D 50H E 3 B G

Product Code	33400	Kinkade
Finish	ABS	Antique Brass
	ACP	Antique Copper
	ARD	Antique Red
	ASI	Antique Silver
	BLK	Black
	BRN	Brown
	BRZ	Bronze
	FGN	Forest Green
	GRA	Granite
	IRN	Ironstone
	RBZ	Rustic Bronze
	SRT	Shadow Rust
	VBZ	Verde Bronze
	VCP	Verde Copper
VGN	Verde	
VTC	Vintage Copper	
WBZ	Weathered Bronze	
WHT	White	
Panel/Globe	A	Clear Acrylic
	P	Clear Polycarbonate
Socket	D	Medium
	C	Mogul
	L	LED
	R	Induction
Wattage/Source	50H	50W MH
	70H	70W MH
	10H	100W MH
	15H	150W MH
	25H	250W MH
	35S	35W HPS
	50S	50W HPS
	70S	70W HPS
	10S	100W HPS
	15S	150W HPS
	25S	250W HPS
	15I	150W INC.
	55R	55W Induction
	85R	85W Induction
16R	165W Induction	
LED	LED	
Voltage	E	120V
	F	208V
	G	240V
	H	277V
Distribution	3	Type III - Refractive Globe
	5	Type V - Refractive Globe
	5L	Type V - Refractive Globe (w/ Litelid Reflector)
	3L	Type III - Refractive Globe (w/ Litelid Reflector)
Photoeye	B	Button Eye
	N	None
Cage	G	Grosse Pointe
	N	None

Kinkade (33400) Specification Sheet

Project Name:	Location:	MFG: Philips Lighting
Fixture Type:	Catalog No.:	Qty:

Specifications

CONSTRUCTION:

Aluminum reflector LiteLid for increased down light located in globe top. Fitter slips over 3" dia. post or tenon.

FINISH:

Resilient TGIC thermoset polyester powdercoat paint is electrostatically applied to every fixture. Specially formulated for Philips Outdoor Lighting, it provides UV protection, and the highest temperature rating in the industry. In addition to the standard color choices shown, a spectrum of custom colors is available.

PANELS/LENS/GLOBE:

See lenses for available options.

LAMPING:

Lamp is not included.

ELECTRICAL ASSEMBLY:

Lantern will be prewired and tested. All electrical components are ETL listed.

BALLAST:

Two piece cast aluminum watertight ballast compartment with 16 flutes. (Customer must specify ballast wattage and voltage required.)

MOUNTING:

Fixture mounts to 3" dia. post or tenon.

WARRANTY:

Three-year limited warranty.

CERTIFICATIONS:

ETL Listed to U.S. safety standards for wet locations. cETL Listed to Canadian safety standards for wet locations.

Height:

35 9/16"

Width:

15 13/16" or 17"

Fitter:

3" I.D.

EPA:

2.38

Max. Weight:

30.5 lbs.

Kinkade (33400) Specification Sheet

Project Name: Premier Place

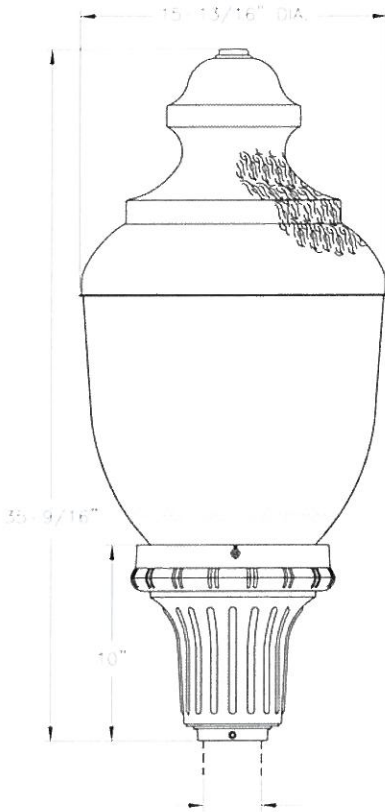
Location: Traverse City

MFG: Philips Lighting

Fixture Type: A

Catalog No.: 33400 VGN A G 15S G 3L

Qty: 9



Ordering Guide

Example: 33400 ABS A D 50H E 3 B G

Product Code	33400	Kinkade
Finish	ABS	Antique Brass
	ACP	Antique Copper
	ARD	Antique Red
	ASI	Antique Silver
	BLK	Black
	BRN	Brown
	BRZ	Bronze
	FGN	Forest Green
	GRA	Granite
	IRN	Ironstone
	RBZ	Rustic Bronze
	SRT	Shadow Rust
	VBZ	Verde Bronze
	VCP	Verde Copper
VGN	Verde	
VTC	Vintage Copper	
WBZ	Weathered Bronze	
WHT	White	
Panel/Globe	A	Clear Acrylic
	P	Clear Polycarbonate
Socket	D	Medium
	G	Mogul
	L	LED
	R	Induction
Wattage/Source	50H	50W MH
	70H	70W MH
	10H	100W MH
	15H	150W MH
	25H	250W MH
	35S	35W HPS
	50S	50W HPS
	70S	70W HPS
	10S	100W HPS
	15S	150W HPS
	25S	250W HPS
	15I	150W INC.
	55R	55W Induction
	85R	85W Induction
16R	165W Induction	
LED	LED	
Voltage	E	120V
	F	208V
	G	240V
	H	277V
Distribution	3	Type III - Refractive Globe
	5	Type V - Refractive Globe
	5L	Type V - Refractive Globe (w/ Litelid Reflector)
	3L	Type III - Refractive Globe (w/ Litelid Reflector)
Photoeye	B	Button Eye
	N	None
Cage	G	Grosse Pointe
	N	None

Kinkade (33400) Specification Sheet

Project Name:	Location:	MFG: Philips Lighting
Fixture Type:	Catalog No.:	Qty:

Specifications

CONSTRUCTION:

Aluminum reflector LiteLid for increased down light located in globe top. Fitter slips over 3" dia. post or tenon.

FINISH:

Resilient TGIC thermoset polyester powdercoat paint is electrostatically applied to every fixture. Specially formulated for Philips Outdoor Lighting, it provides UV protection, and the highest temperature rating in the industry. In addition to the standard color choices shown, a spectrum of custom colors is available.

PANELS/LENS/GLOBE:

See lenses for available options.

LAMPING:

Lamp is not included.

ELECTRICAL ASSEMBLY:

Lantern will be prewired and tested. All electrical components are ETL listed.

BALLAST:

Two piece cast aluminum watertight ballast compartment with 16 flutes. (Customer must specify ballast wattage and voltage required)

MOUNTING:

Fixture mounts to 3" dia. post or tenon.

WARRANTY:

Three-year limited warranty.

CERTIFICATIONS:

ETL Listed to U.S. safety standards for wet locations. cETL Listed to Canadian safety standards for wet locations.

Height:

35 9/16"

Width:

15 13/16" or 17"

Fitter:

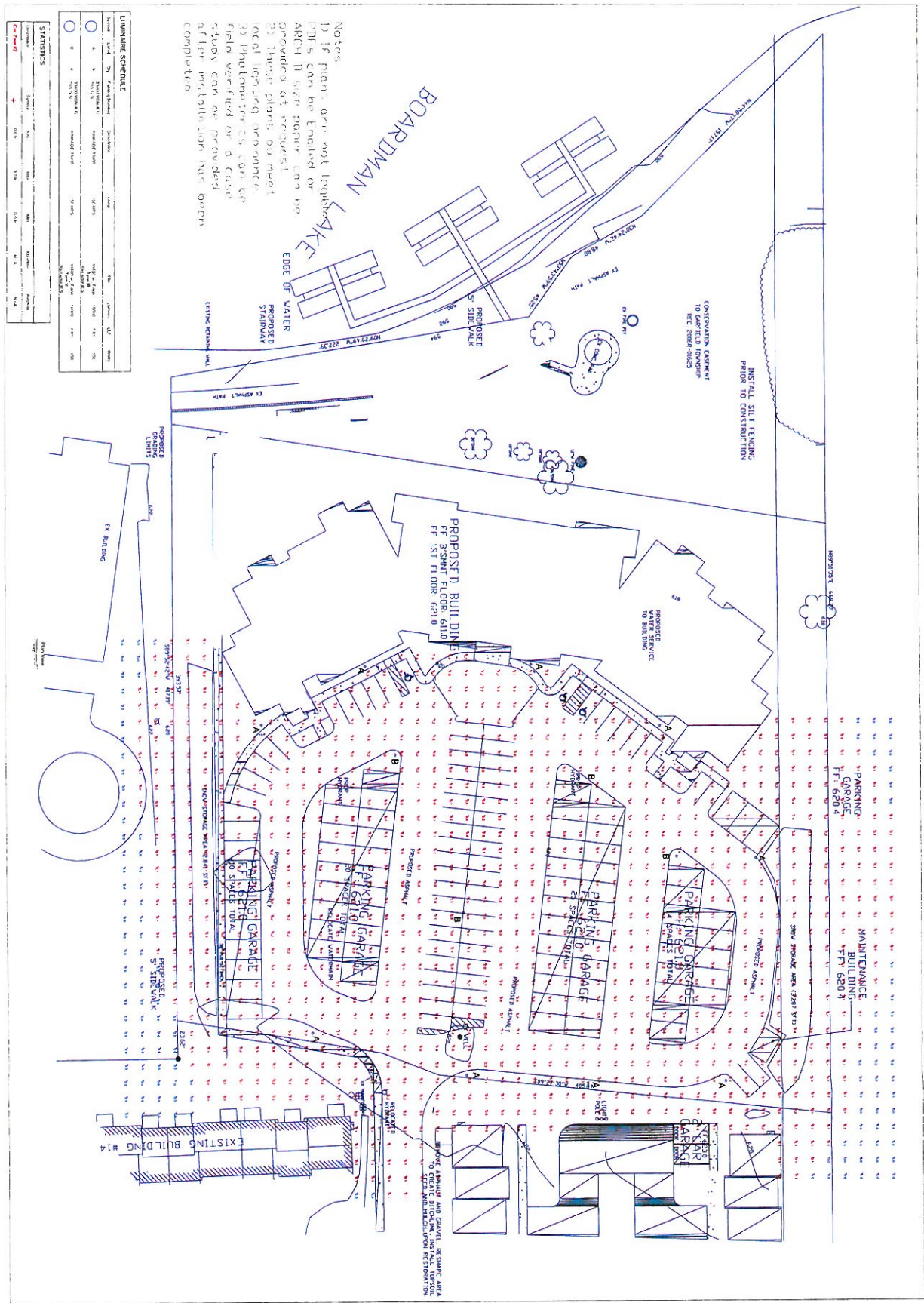
3" I.D.

EPA:

2.38

Max. Weight:

30.5 lbs.



Notes:
 1) If plants are not located, the plants can be located on ARCH II site planer can be provided at request.
 2) These plants do meet local lighting ordinance.
 3) Photometrics can be field verified or a case study can be provided after installation has been completed.

Symbol	Legend	Description	Code
○	150 HPS LIGHT	150 HPS LIGHT	150
○	150 HPS LIGHT	150 HPS LIGHT	150
○	150 HPS LIGHT	150 HPS LIGHT	150

STATISTICS	Quantity	Area	Volume
150 HPS LIGHT	150		

Sheet
 1
 14 400-51

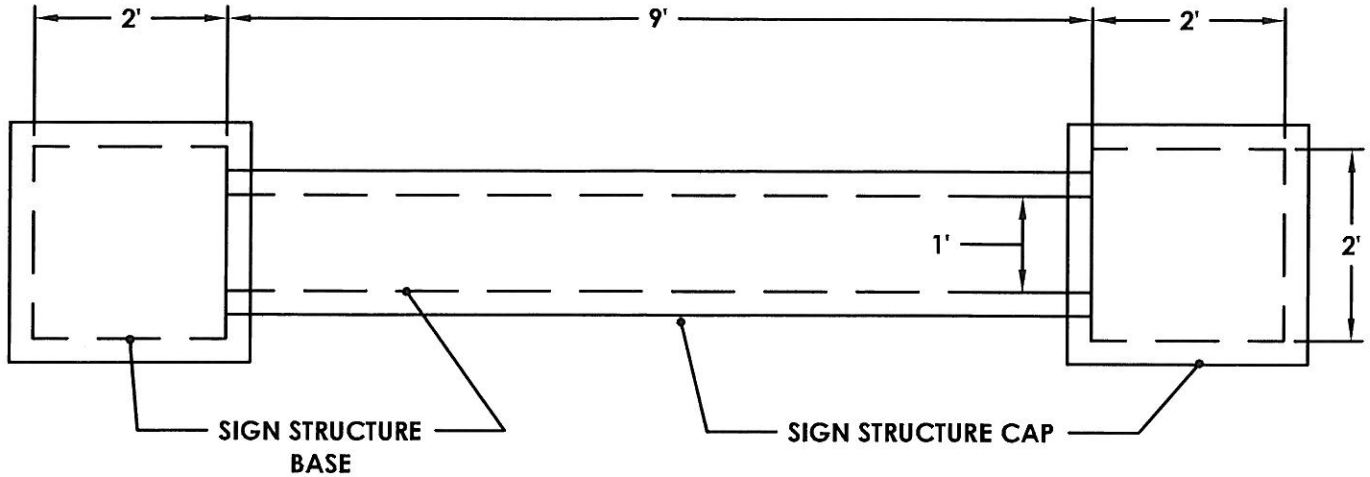
Project Title:
PREMIER PLACE
SITE LIGHTING
 TRAVERSE CITY, MI
 150 HPS LIGHTS

Original Date:
 Revisions:

THIS DRAWING AND DESIGN THEREOF SHALL NOT BE REPRODUCED, COPIED OR DISCLOSED TO OTHERS FOR PROMOTION OR OTHER PURPOSES WITHOUT THE WRITTEN EXPRESS CONSENT OF CONSOLIDATED ELECTRICAL CONTRACTORS INC. ALL REPRODUCTIONS SHALL BEAR THIS NOTICE.

CONSOLIDATED
 ELECTRICAL CONTRACTORS

CENTRAL MICHIGAN OFFICE
 1094A, MAE-TRICH DRIVE
 LANSING, MICHIGAN 48906
 HTTP://WWW.CONSOLTRC.COM
 PHONE 313-881-8800
 FAX 313-448-4411
 - COMMERCIAL -
 - RESIDENTIAL -
 - SERVICE BUS -
 SERTING LANSING, TRAVERSE CITY, AND GRAND RAPIDS



SIGN STRUCTURE - PLAN VIEW

SCALE: 1"=2'



NOTE:
SIGN FONTS, STYLE, LOGO, BRICK WORK, TO MATCH EXISTING 'PREMIER PLACE' ENTRANCE SIGN

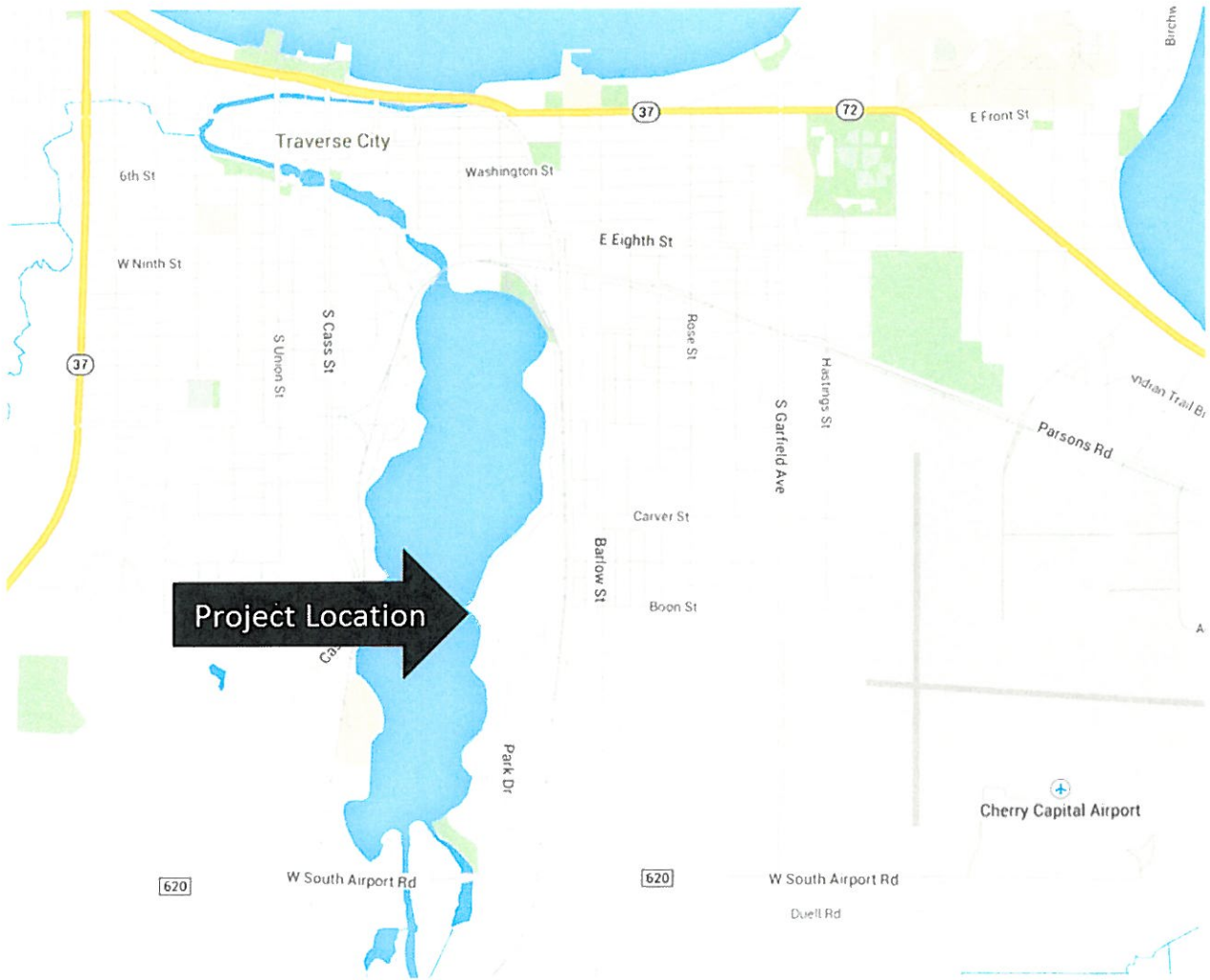
SIGN & SIGN STRUCTURE - ELEVATION

SCALE: 1"=2'



PREMIER PLACE MANOR APARTMENTS

Major Amendment to PUD 2003-06



Street Map





PREMIER PLACE MANOR APARTMENTS

Major Amendment to PUD 2003-06



Aerial Photo





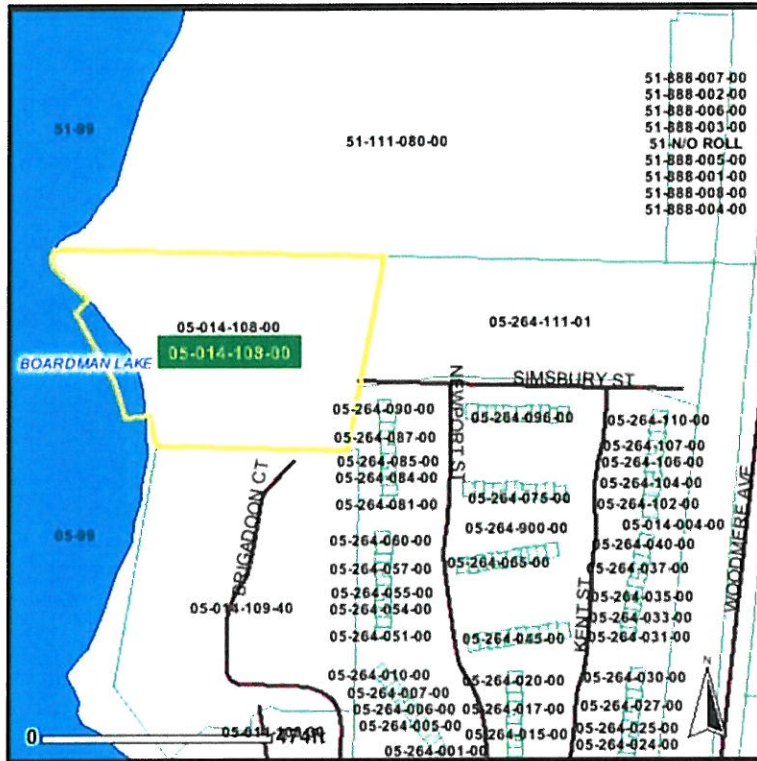
PREMIER PLACE MANOR APARTMENTS

Major Amendment to PUD 2003-06

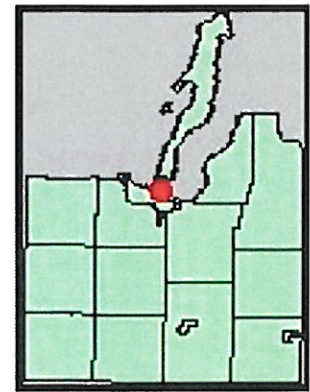
Grand Traverse County - GIS

PARCEL DETAIL REPORT

Thursday - March 6, 2014



This map is based on digital databases prepared by Grand Traverse County. Grand Traverse County 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.



05-014-108-00

PROPERTY INFORMATION		ASSESSMENT INFORMATION	
PIN	05-014-108-00	Current Assesment	\$150,300
Site Address	0 SIMSBURY ST TRAVERSE CITY, MI 49686	Previous Assesment	\$101,450
School District	28010	Equalized Value	\$150,300
App Acreage	4.45	Taxable Value	\$103,884
OWNER INFORMATION		Previous Year's Taxes	\$4,612
Owner Name	WOODMERE CROSSING LLC	Class (Previous/Current)	202 / 202
Owner Address	P O BOX 155 ADA MI 49301	P.R.E./QUALIFIED AG. INFORMATION	
TAXPAYER INFORMATION		P.R.E / Q.A Portion	0%
Taxpayer Name		P.R.E / Q.A Date	
Taxpayer Address		TRANSFER INFORMATION	
		Instrument ID	1843/22
		Instrument Type	WD
		Instrument Date	Aug 22, 2002
		Instrument Amount	\$1,075,000

TAX DESCRIPTION

PRT GOV LOT 1 SEC 14 T27N R11W COM N 1/4 COR SEC 14 TH S 89 DEG 51' W 598.07' TO W LINE PENN RR R/W TH S 89 DEG 51' W 676.47' TO POB TH S 89 DEG 51' W 668.7' TH S 42 DEG 57' E 172.17' TH S 33 DEG 30' E 148.03' TH S 11 DEG 26' E 152.64' TH N 89 DEG 51' E 3

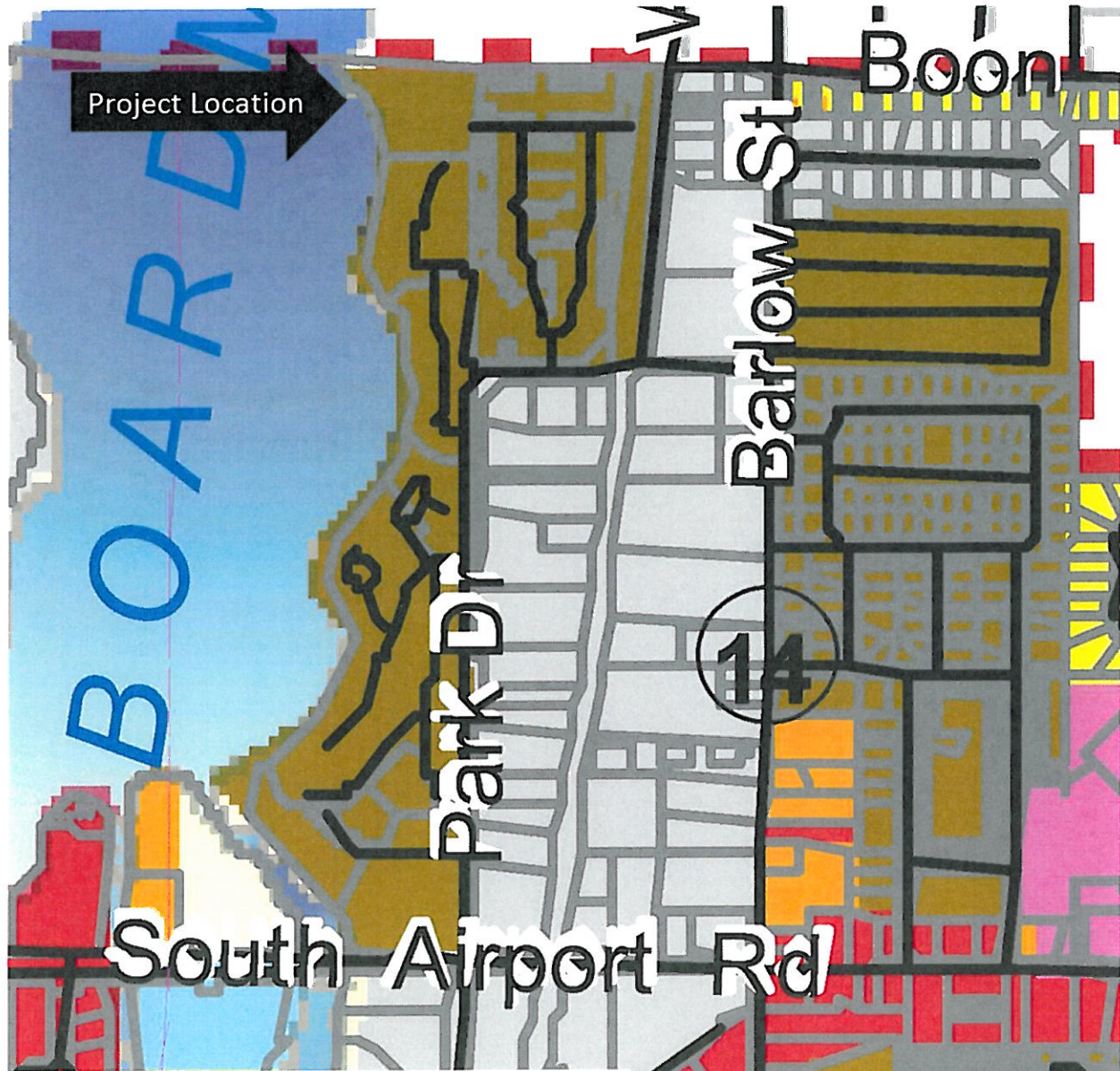
END





PREMIER PLACE MANOR APARTMENTS

Major Amendment to PUD 2003-06



Legend

Inner Airport Overlay Zone	C10 - Office
Outer Airport Overlay Zone	C2 - General Business
A1 - Agricultural	C2 - Conditional Zoning
R1A - Rural Residential	C3 - Highway Service
R1B - Single Family Res	C4 - Planned Shopping
R1C - 1 & 2 Family Res	PRD - Planned Redevelopment
R1M - Multi Family	P1 - Vehicle Parking
R1MH - Mobile Home	MUIBD-G - Mixed Use
C1 - Local Business	MUIBD-L - Mixed Use

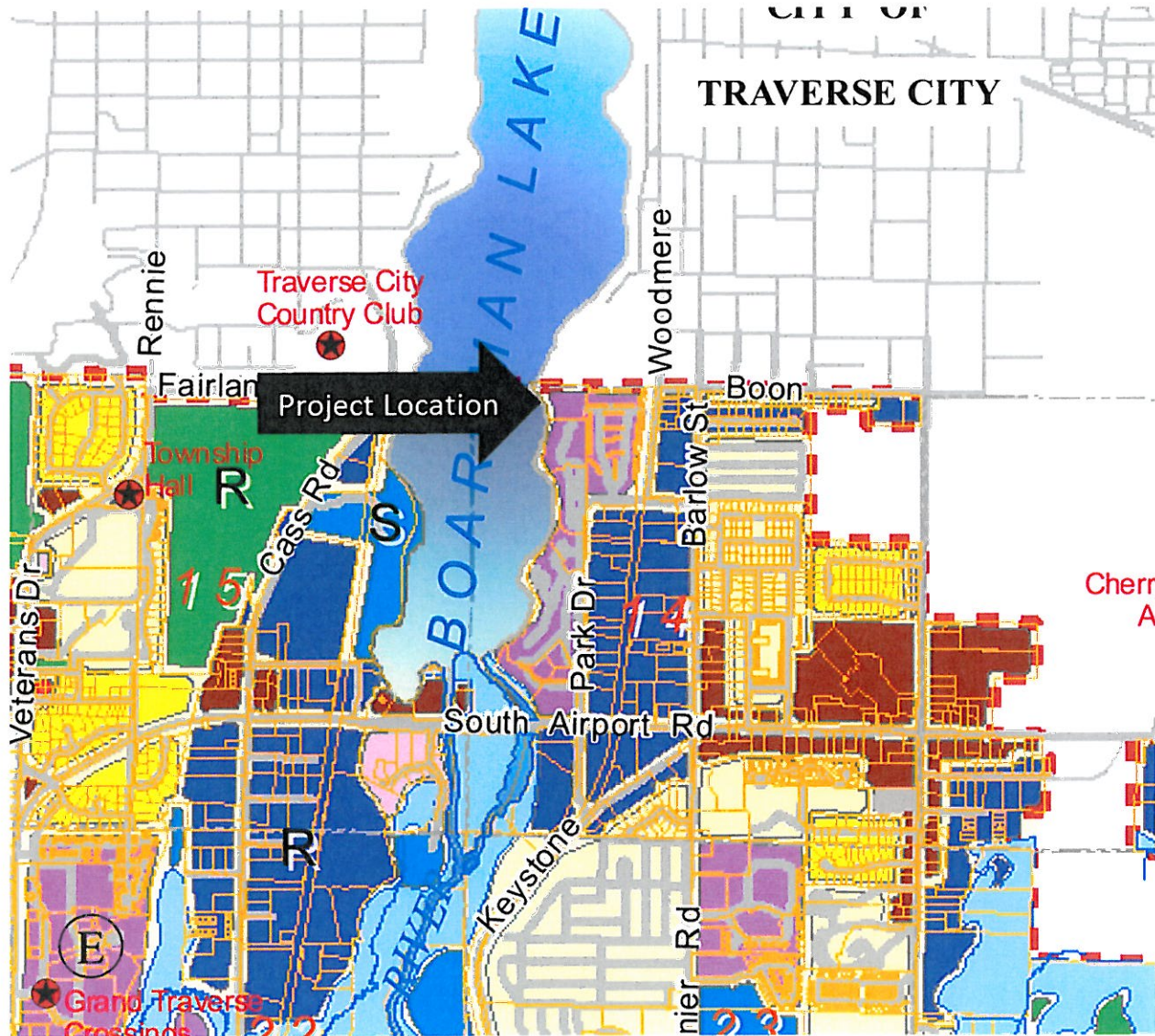
Township Zoning Map





PREMIER PLACE MANOR APARTMENTS

Major Amendment to PUD 2003-06



Legend			
	Stream Env. Wetland		Community Commercial
	Public		Planned Commercial
	Semi-Public		Professional Office
	Rural Land		Mixed Use Business
	Moderate Residential		Planned Development
	Medium Residential		Utility
	High Residential		

Future Land Use Map

IMPORTANT: Descriptions of each Planned Development Area and FLU designations are not included on this map. Please refer to the Comprehensive Plan document for these descriptions. Thank you.

Garfield Charter Township
 3648 Veterans Drive
 Traverse City, MI 49684

NOT A LEGAL SURVEY

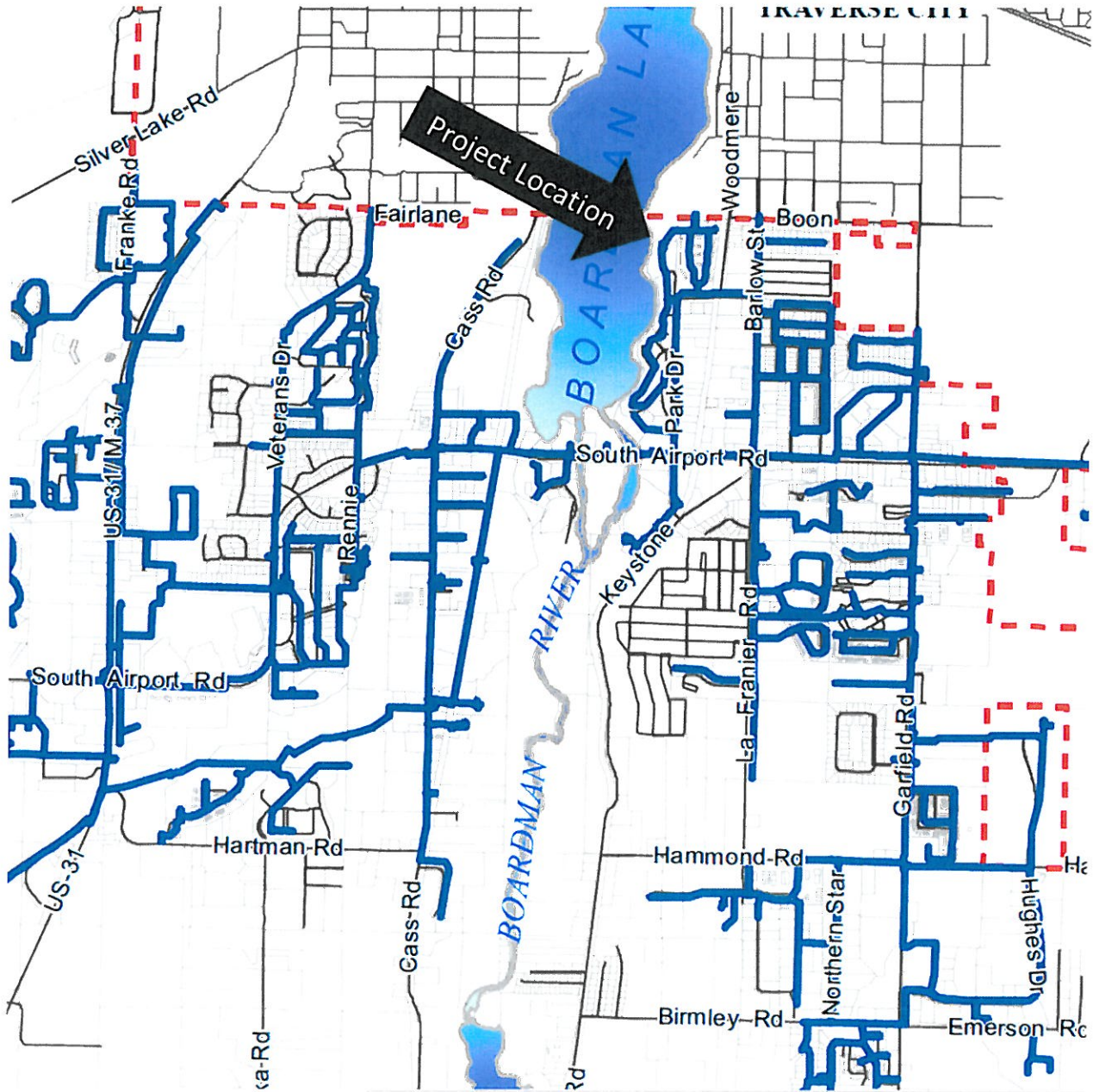


Township Future Land Use Map



PREMIER PLACE MANOR APARTMENTS

Major Amendment to PUD 2003-06



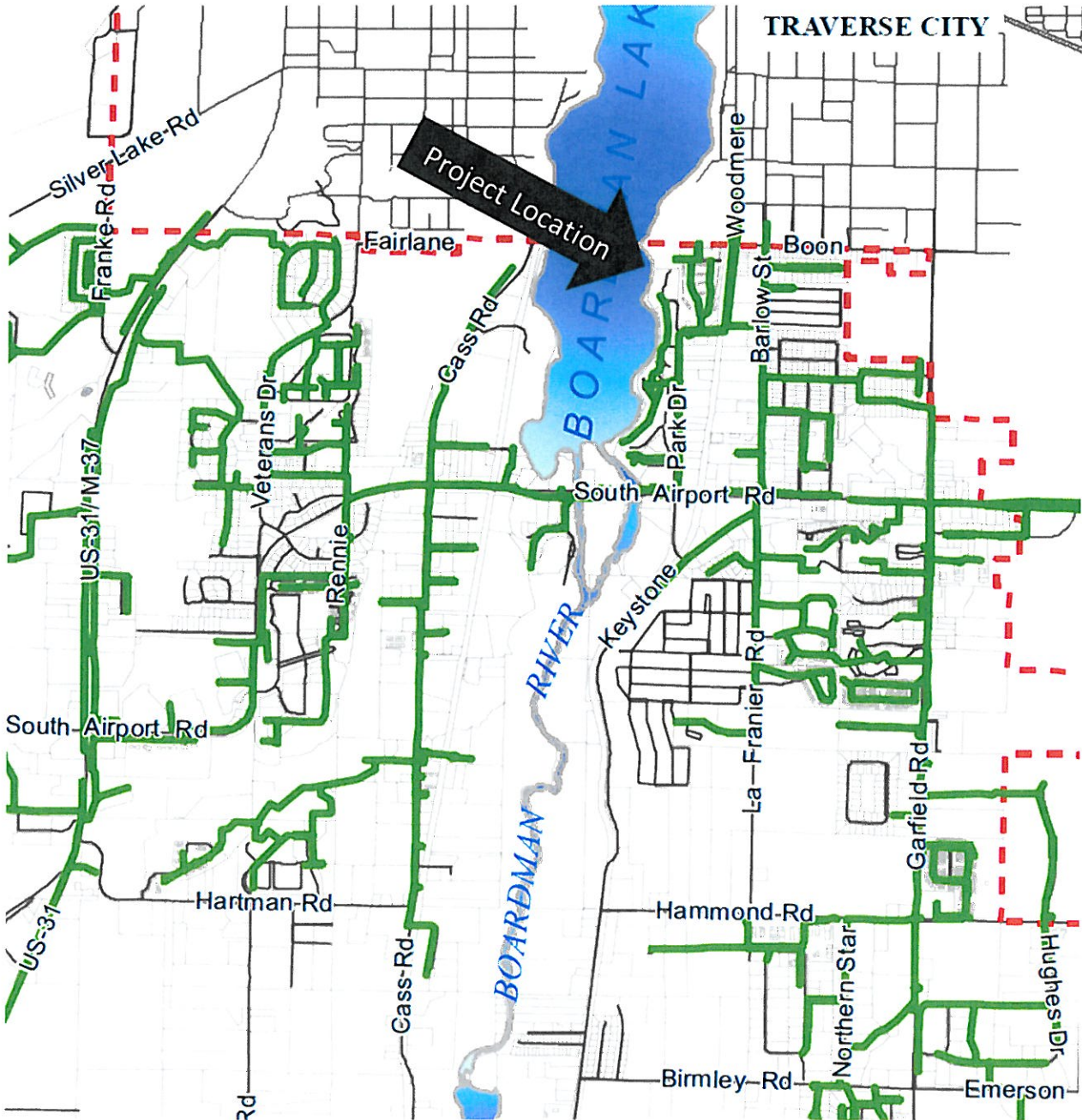
Municipal Water Map





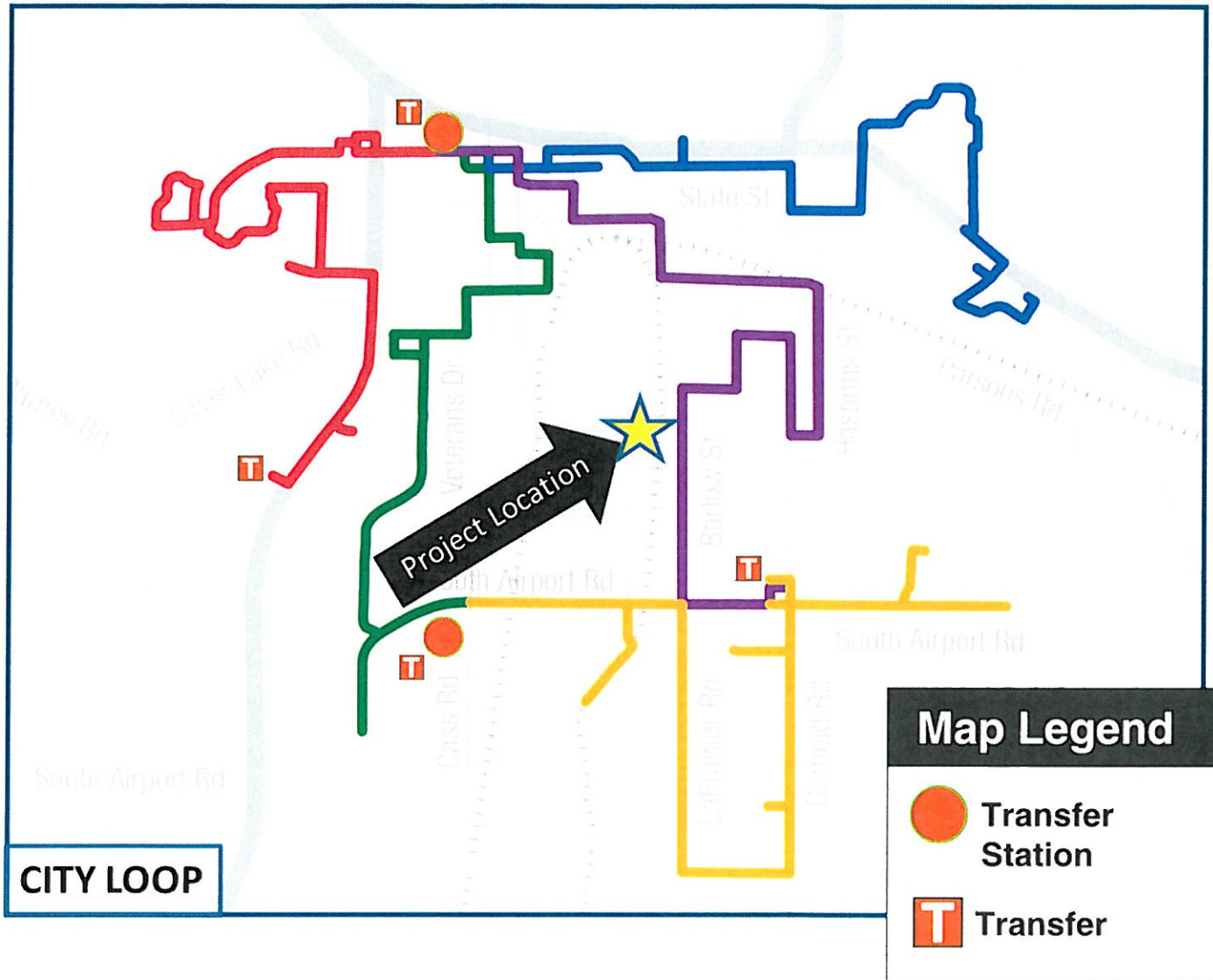
PREMIER PLACE MANOR APARTMENTS

Major Amendment to PUD 2003-06



Municipal Sewer Map





Public Transportation:

Serving Leelanau and Grand Traverse Counties

BATA provides more than half a million rides to residents and visitors in Leelanau (pop. 14,894) and Grand Traverse counties (pop. 88,349) counties, including those in the City of Traverse City (pop. 14,894).

New Directions and Better Connections

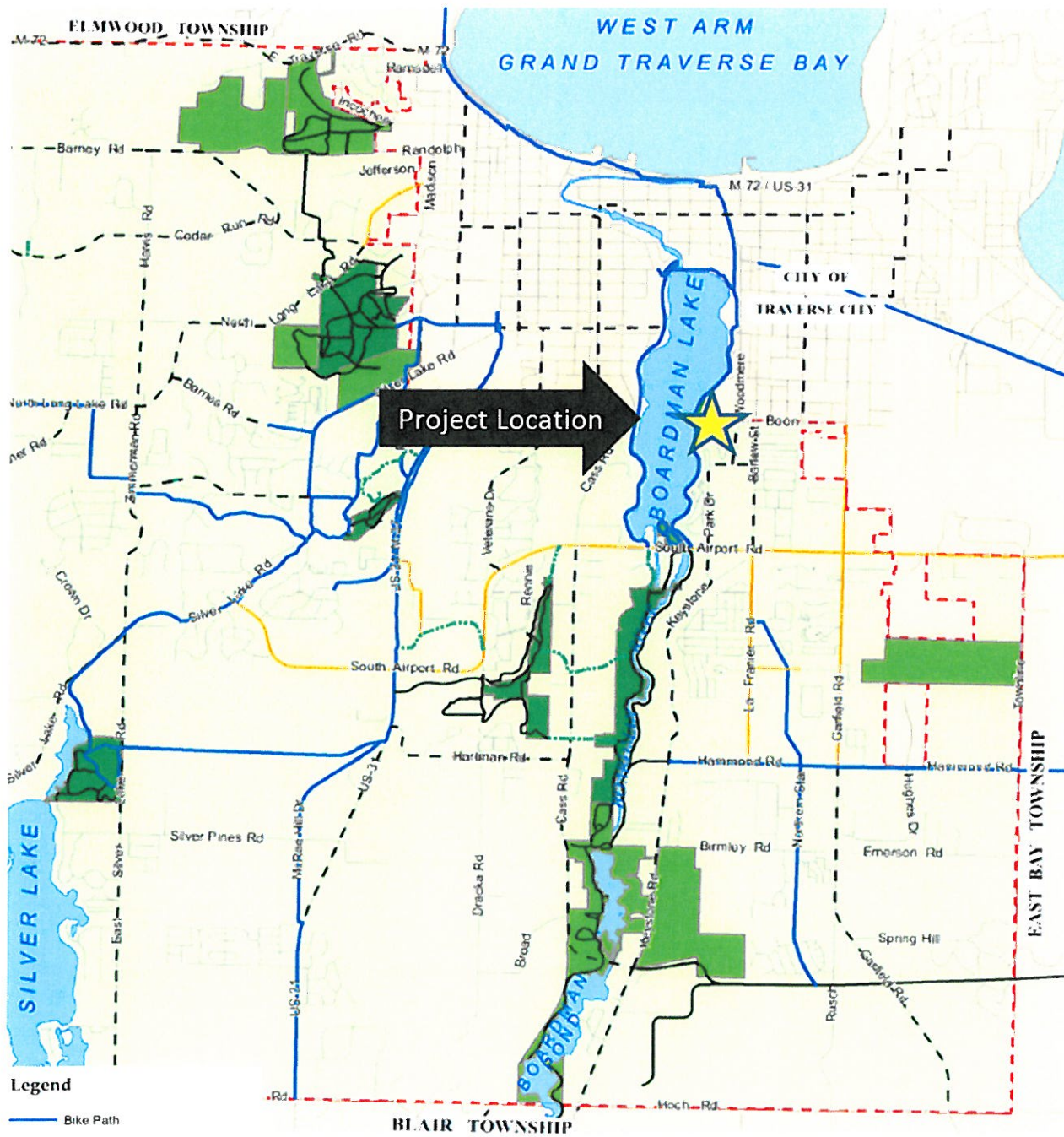
Major service and route improvements launched in May 2013 are designed to establish a system that meets residents' daily transportation needs. Known historically for "dial-a-ride" services, BATA's new model integrates zone and fixed route services. The resulting efficiencies allow for a significant expansion of services.





PREMIER PLACE MANOR APARTMENTS

Major Amendment to PUD 2003-06



- Legend**
- Bike Path
 - Nature Trail / Singletrack
 - Sidewalk
 - Connector Trail
 - Bike Lane / Route
 - Street
 - Township Parkland
 - Other Public Parkland

Non-motorized Trail Plan



May 7, 2014

Petra Kuehnis, RLA
Mansfield Land Use Consultants
830 Cottageview Drive – Suite 201
P.O. Box 4015
Traverse City, MI 49685

Re: Premier Place Manor, Garfield Township
Sewer and Water Utilities Preliminary Plan Review

Dear Petra:

We have concluded a preliminary review of the proposed drawings (dated February 26, 2014) and as submitted to our office by Mansfield Land Use Consultants on April 15, 2014 for the above mentioned project. Based upon my review on behalf of Garfield Township with respect to utilities, I offer the following comments:

IMPACT ON THE EXISTING SYSTEM

WATER SYSTEM

The Garfield Township water distribution system is divided up into five (5) distinct service districts with the limits defined by the existing infrastructure that services the users. In this case the proposed developed would be immediately serviced by the City District. The development proposes to connect to existing watermain located on Premier Street.

The City District infrastructure is limited only to water distribution piping and receives its supply directly from the City of Traverse City from four (4) connections monitored by Master Meters as follows:

- 1) Cass Road at the City Limits (Cass Road Master Meter)
- 2) Garfield Avenue at the City Limits (Garfield Avenue Master Meter)
- 3) Townline Road and S. Airport Road (Townline Master Meter)
- 4) Barlow Street and South Airport Road (Barlow Street Master Meter).

From these meters originate the transmission mains that also feed other Service Districts in the Township. These transmission mains provide the supply to the City's 4 million gallon Ground Storage tank located on LaFranier Road south of South Airport Road. This storage tank services all the users within the district by maintaining pressures and meeting their domestic and fire flow demands.

Based upon information obtained from the 2011 Water Reliability Study conducted by GFA, operating pressures are approximately 50 psi with an available fire flow of approximately 2,000 gpm at 20 psi. It is estimated that the design peak domestic demands for the development are 26 gpm, therefore the existing infrastructure is capable to accommodate. However no fire flow data

was provided to the Township for the proposed construction, therefore we are unable to evaluate whether these demands can be met.

SANITARY SEWER SYSTEM

The Garfield Township sanitary sewer collection system is divided up into eight (8) distinct service areas, designated by name according to the primary trunkline running along the respective road. In this case the proposed developed would be immediately serviced by the Garfield Road Service District. The development proposes to connect to the existing sanitary sewer system at one (1) location by connecting to existing Manhole No. 1321. From this location, the flow will follow the gravity sewer system south to Premier Street and discharge into Garfield Lift Station No. 1. The design peak flows for the development are approximately 26 GPM.

The capacity of the collection system transporting the flows from this development is restricted by Pump Station No. 1. Garfield Lift Station No. 1 has an available firm to 2,700 gpm. The lift station is currently experiencing peak flows of approximately 1,050 gpm as based upon the capacity analysis / flow monitoring that was completed by GFA in 2006. Based on our review, the existing lift station is capable of handling the anticipated peak flows from the development.

GENERAL COMMENTS ON THE PLANS AND SPECIFICATIONS

Following is a list of the general items that should be addressed:

1. All design standards shall comply with the 2004 Standards adopted by Grand Traverse County Sewer and Water Systems. Copies may be obtained from the Grand Traverse County Department of Public Works.
2. All construction standards shall comply with the 2008 Grand Traverse County Specifications and Details for Sewer and Water System. Copies may be obtained from the Grand Traverse County Department of Public Works.
3. A site plan drawing was provided illustrating the proposed utility layouts but no other information was provided. Based upon review of the limited information provided, the following comments are offered:
 - a. A proposed basis of design including hydrant flow test, benefit counts and flow demands are required to be submitted for review. The sizing and capacities of the utilities shall be designed to accommodate full build-out in compliance with 10 State Standards and Grand Traverse County Standards.
 - b. The minimum allowable utility easement for utilities not installed within public right-of-way shall be 20 feet.
 - c. A minimum 10 foot horizontal and 18 inch vertical separation must be maintained between sanitary / storm sewer and proposed watermain.
4. Numbering for manholes, hydrants and valves shall be obtained from Gourdie-Fraser and included on plans for submittal review
5. It is suggested with respect to the sewer service to provide the IPP manhole on the lead just outside the confines of the existing utility easement for easier access for the GTC DPW as reflected on the detail drawings on Sheet C-4.

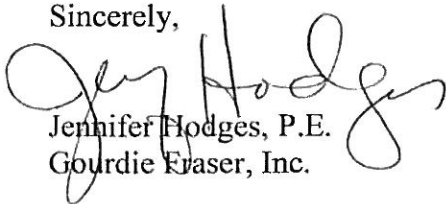
6. In accordance the typical local regulatory plumbing code, sanitary cleanouts are to be installed every 75 feet on sewer leads. You currently only have one (1) shown on the proposed drawings.
7. With respect to water service, the layout proposed indicates one (1) service for the domestic line for the entire building. This is acceptable with the assumption that the complex owner is a single entity and responsible for the water service and payment. Therefore, a shut off valve and water meter on the respective service line shall be provided and accessibility for the Grand Traverse County DPW made available. It is presumed that fire protection is not provided for the building (e.g. sprinklers) and a separate service line is not necessary since there wasn't one reflected on the drawings.
8. The 8-inch D.I. watermain running to the north to service hydrants and the building shall be constructed within an established utility easement.
9. The Relocated hydrant located on the east side of the parcel shall be installed within an established utility easement.
10. Note 7 on sheet C-3 indicates a well to be abandoned. Please indicate on the drawings which well this is.

In general the drawings appear to be acceptable and based upon the existing Township utility records, there is available capacity for both water and sewer to accommodate the 72 housing units (assuming usage is expected to be consistent with the current usage by Premier Place PUD / SUP 2003-06).

As a reminder, the design and construction of the project shall be conducted in accordance with the Approval and Design Requirement for Sewage Collection Systems and Standard Technical Specifications for Grand Traverse County, Recommended 10 State Standards and Michigan Department of Environmental Quality.

Please feel free to contact me at 946-5874 should you have any further questions.

Sincerely,



Jennifer Hodges, P.E.
Gourdie Fraser, Inc.

cc Chuck Korn, Garfield Township Supervisor
Mike Slater & Sam Tyson, GT County DPW
file



GRAND TRAVERSE COUNTY
SOIL EROSION – SEDIMENTATION CONTROL DEPARTMENT
2650 LAFRANIER ROAD
TRAVERSE CITY, MICHIGAN 49686
FAX (231-995-6052 TEL (231) 995-6042

April 29, 2014

Mansfield Land Use Consultants
Petra Kuehnis
830 Cottageview Dr., Suite 201
Traverse City, MI 49685

RE: Preliminary Review # 22949 for approval of proposed "Premier Place Manor, Major Amendment to PUD 2003-06", parcel #28-05-014-108-00, Garfield Township, Grand Traverse County, Michigan

Dear Sirs:

This office has reviewed the submitted plans prepared by Andersen & Crain, Inc., Job Number 288412, dated 02-26-2014. We have also field checked the parcel on 4/29/2014 and compared it to the proposed development plans.

The majority of the site has nearly level slopes with good infiltration rates of the mapped soils (Rubicon sand). Water erosion should not be high during the construction phases, especially with the implementation of the stormwater control system as shown on the plans. It is assumed by this office each phase will have all its disturbed soils stabilized prior to starting the next sequential phase. This office does recommend a double row of silt fencing be used on the steep slope instead of the single row shown. Addition silt fence may be required between the proposed new path and stairway along the shoreline area.

It should be noted that regulated wetlands exist along the majority of the shoreline. A permit from MDEQ will be required to install a dock across the regulated wetland and also for any permanent docks/piers as shown on the plan. A construction schedule and surety will also be required prior to issuance of a soil erosion control permit by this office.

Based on the above comments this office grants conceptual approval for the development as proposed.

If you have any questions or concerns regarding this decision please feel free to contact me at 231-995-6042

Respectfully,

Pete Bruski
Grand Traverse County Soil Erosion Inspector

Memorandum

Date: April 29, 2014
To: Garfield Township Planning Department
From: Garth Greenan, P.E., Traffic Services Supervisor
Copy: Jim Johnson, P.E. County Highway Engineer
Subject: Conceptual plan review of “Premier Place Manor”

As requested by the Township we have performed a review of the Conceptual Plans submitted for PUD review to the Township. We have limited our comments to those issues impacting the County Road ROW. Please note the following comments, questions and recommendations:

1. Applicant will be required to submit traffic calculations illustrating effects onto Woodmere Avenue to determine the impacts to Woodmere Avenue, specifically:
 - a. That sufficient que space is available on the private road to store traffic without obstructing the railroad tracks.
 - b. The width of the roadway is sufficient to provide for traffic volumes and turning movements, specifically for left turn stacking for northbound Woodmere
2. The following comments relative to geometrics, grades, and construction of the drive apply:
 - a. It is suggested that the existing curb cut be used if possible. If the curb cut is relocated, then the curb shall be removed to the closest full joints. Sidewalk shall be 6” thick in all drive sections. If segments of the sidewalk are to be removed, it shall be removed to the closest full joint.
 - b. The slope of the driveway from the RR tracks to the road shall be meet standards for slopes and change of grades.
 - c. The sidewalk along the South side of the drive be reviewed to ensure it is not within the turning movements to southbound Woodmere.
 - d. A signing and striping plan is required at the intersection with Woodmere.
 - e. A cross-section of the drive and sidewalks should be provided.
3. The proposed road entrance locations have not been field reviewed for sight distance. The Developer’s consultant should prepare and submit the AASHTO sight distant calculations for the proposed road entrance to the County Highway Engineer for approval.
4. All plan designs for the public road intersection is to meet the road construction standards at a minimum, as currently adopted in the *Standards and Specifications for Subdivisions and Other Development Projects with Public and Private Road” (September 23, 2009).*
5. Plans should indicate grades, drainage areas, and drainage facilities at and near the intersection.
6. Private roads will not be maintained by the Grand Traverse County Road Commission (GTCRC).



GRAND TRAVERSE METRO FIRE DEPARTMENT

FIRE PREVENTION BUREAU

897 Parsons Road ~ Traverse City, MI 49686
Phone: (231) 922-2077 Fax: (231) 922-4918 ~ Website: www.gtfire.org Email: Info@gtfire.org

SITE PLAN REVIEW RECORD

Review #3

ID # 4075

DATE: 4/29/14

PROJECT NAME: **Premier Place Manor Apartments- 72 unit 4 story**

PROJECT ADDRESS: **1550 Newport St.**

TOWNSHIP: **Garfield**

APPLICANT NAME: **Doug Mansfield**

APPLICANT COMPANY: **Mansfield Land Use Consultants**

APPLICANT ADDRESS: **830 Cottageview Dr. Suite 201**

APPLICANT CITY: **Traverse City** STATE: **MI** ZIP: **49685**

APPLICANT PHONE # **946-9310** FAX #

Reviewed By: Brian Belcher Assistant Chief/ Fire Marshal

This review is based solely on the materials submitted for review and does not encompass any outstanding information. Compliance with all applicable code provisions is required and is the responsibility of the permit holder. Items not listed on the review do not negate any requirements of the code nor the compliance with same. Inspection requests must be made a minimum of 48 hours prior to needed inspection. This plan review is based on the 2009 International Fire Code, as adopted.



GRAND TRAVERSE METRO FIRE DEPARTMENT

FIRE PREVENTION BUREAU

897 Parsons Road ~ Traverse City, MI 49686
Phone: (231) 947-3000 Fax: (231) 922-4918 ~ Website: www.gtmetrofire.org Email: Info@gtfire.org

SITE PLAN REVIEW

Review #3

ID # 4075

DATE: 4/29/14

1. Fire Lane D103.6 Signs.

Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

- **The driveway shall be posted as required above as Fire Lane No Parking along the entire main driveway loop, visible from both directions and spaced not more than every 100 feet, including directly in front of main building entrance.**

2. 501.3 Construction documents.

Construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus access and construction documents and hydraulic calculations for fire hydrant systems shall be submitted to the fire department for review and approval prior to construction.

Required fire flow B105.2 Buildings other than one- and two-family dwellings. The minimum fire-flow and flow duration for buildings other than one- and two-family dwellings shall be as specified in Table B105.1.

Exception: A reduction in required fire-flow of up to 75 percent, as approved, is allowed when the building is provided with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1 or 903.3.1.2. The resulting fire-flow shall not be less than 1,500 gallons per minute (5678 L/min) for the prescribed duration as specified in Table B105.1.

- **Provide calculations to prove adequate fire flow gallons per minute from the proposed hydrants including fire sprinkler demand. Depending on construction type required fire flows could be up to 8,000 gpm prior to any allowed reductions.**

3. 501.4 Timing of installation.

When fire apparatus access roads or a water supply for fire protection is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except when approved alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection when construction of new roadways allows passage by vehicles in accordance with Section 505.2.

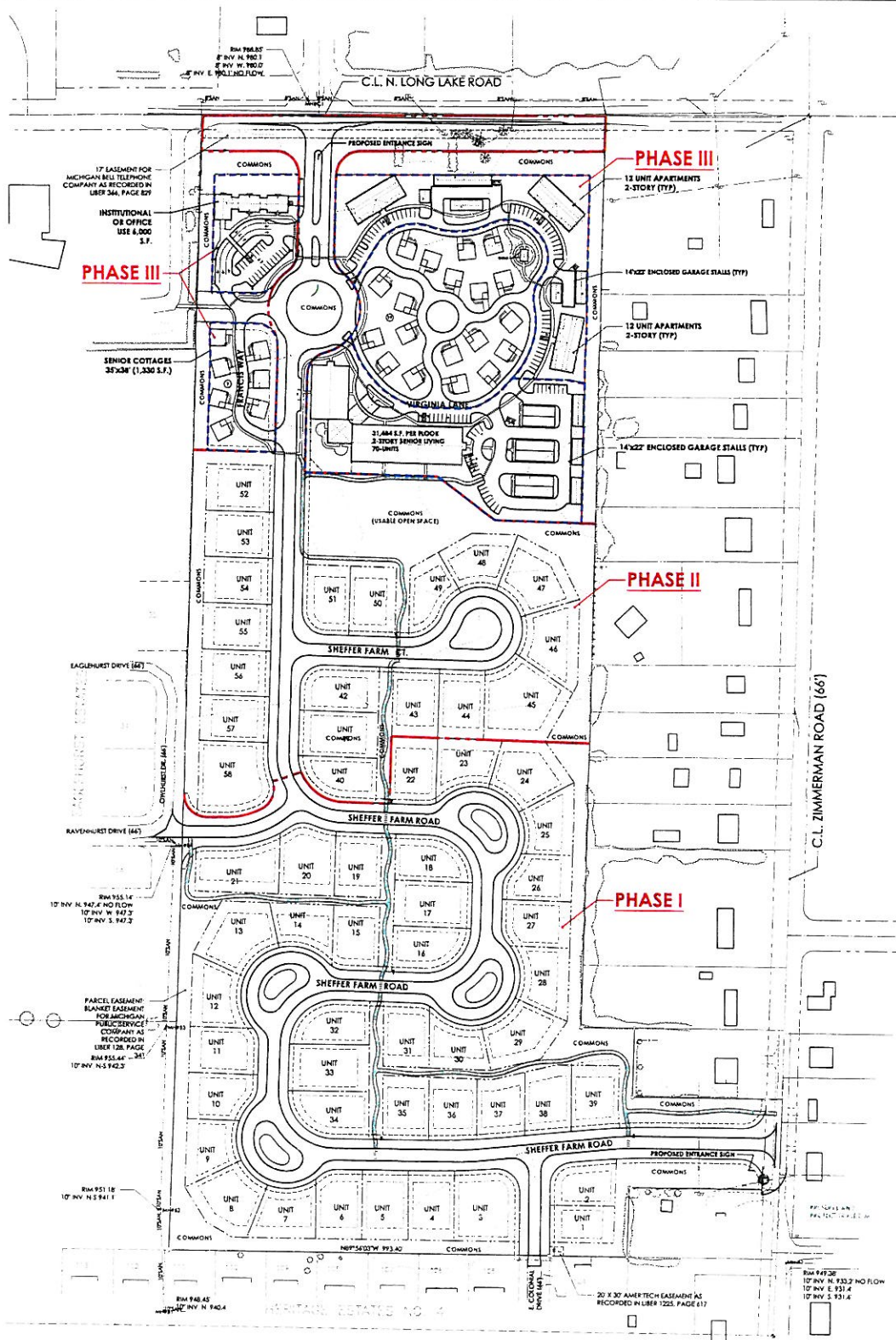


GRAND TRAVERSE METRO FIRE DEPARTMENT

FIRE PREVENTION BUREAU

897 Parsons Road ~ Traverse City, MI 49686
Phone: (231) 947-3000 Fax: (231) 922-4918 ~ Website: www.gtmetrofire.org Email: Info@gtfire.org

Summary: This department has no objections to this project moving forward with the township approval process contingent on complying with the above requirements.



17' EASEMENT FOR MICHIGAN BELL TELEPHONE COMPANY AS RECORDED IN LIBER 344, PAGE 839

INSTITUTIONAL OR OFFICE USE 6,000 S.F.

PHASE III

PHASE III

12 UNIT APARTMENTS 2-STORY (TYP)

14'x22' ENCLOSED GARAGE STALLS (TYP)

12 UNIT APARTMENTS 2-STORY (TYP)

14'x22' ENCLOSED GARAGE STALLS (TYP)

PHASE II

PHASE I



RECEIVED
 JUN 25 2014
 PLANNING

OTTC LLC
 Sheffer Farm
 Site Plan
 Section 18 Town 27 North Range 11 West
 Garfield Township, Grand Traverse County Michigan

NO.	DATE	DESCRIPTION

Mansfield
 OR
 Land Use Consultants

830 Congress Dr., Ste. 201
 P.O. Box 4015
 Traverse City, MI 49885
 Phone: 231.946.9310
 www.mansfield.com
 info@mansfield.com

PRELIMINARY
 1057
 SHEET OF